



Prepared by U. S. Department of Agriculture, Forest Service, under the direction of the Chief of Engineers, U. S. Army, 1944. Control by U. S. Coast and Geodetic Survey, U. S. Geological Survey, and Forest Service. Topography by Forest Service stereophotogrammetric methods KEK plotter. Photography by Soil Conservation Service and Forest Service, 1943. Polyconic projection, 1927 North American datum.

ROAD CLASSIFICATION

Dependable hard-surface, heavy-duty road.	Loose-surface graded, dry weather road.	U. S. Route 160
Secondary, hard-surface, all-weather road.	Dirt road.	State Route 30

More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE

THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS.

Scale 1:31,680

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL (1929 ADJ.)

ONE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE B. U. S. C. & G. S. SPECIAL PUBLICATION NO. 59

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

THE OVERLAPPING GRID, ZONE A, IS INDICATED BY SHORT BROKEN TICKS CROSSING THE REAL LINE

TEN THOUSAND FOOT GRID BASED ON MARYLAND AND VIRGINIA (NORTH ZONE) PLANE COORDINATE SYSTEMS

NOTE: OFFICERS USING THIS MAP WILL HAVE VARIOUS ORIGINATIONS AND ADJUSTMENTS WHICH OWE TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

APPROXIMATE MEAN DECLINATION 1944
NO ANNUAL MAGNETIC CHANGE

POOLESVILLE, MD.-VA.
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