



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. ——— U. S. Route 101
Secondary, hard-surface,
all-weather road. ——— State Route 399
Loose-surface graded,
dry-weather road. ———
Dirt road. ———
More than two lanes indicated by note along road with tick at point of change. 3 LANE 1 1/4 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

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

NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

SOIL CONSERVATION SERVICE WASHINGTON, D. C. AMS NO. 121728
1944

APPROXIMATE MEAN
DECLINATION 1944
NO ANNUAL MAGNETIC CHANGE

SENECA, MD.-VA.
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