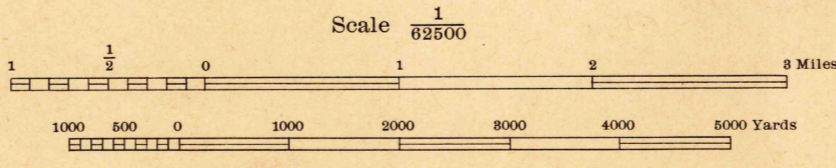
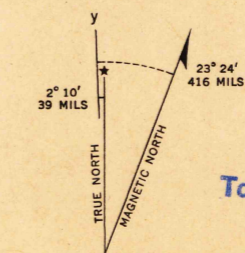


Prepared under the direction of the Chief of Engineers, U. S. Army.
Control by U. S. Geological Survey, 1917-1918.
Topography by U. S. Geological Survey, 1917-1918.
Photography by Flight "F", 1st Photo Squadron, Air Corps, U. S. Army, 1941.
Planimetric detail revised from K3B (single lens) aerial photography as a Federal W. P. A. Project, 1941, under supervision of 29th Engineers, U. S. Army.
Polyconic Projection, North American 1927 Datum.



ROAD CLASSIFICATIONS
Dependable hard surface, heavy duty road. Loose surface graded, dry weather road. U. S. Route
Secondary, hard surface, all weather road. Unimproved road. State Route
More than two lanes indicated by note with tick at point of change. 3 LANE | 4 LANE
Road Data 1941

Contour interval 50 feet
Datum is mean sea level (1929 Adj.)
FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." ZONE G, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59 (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)
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."



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