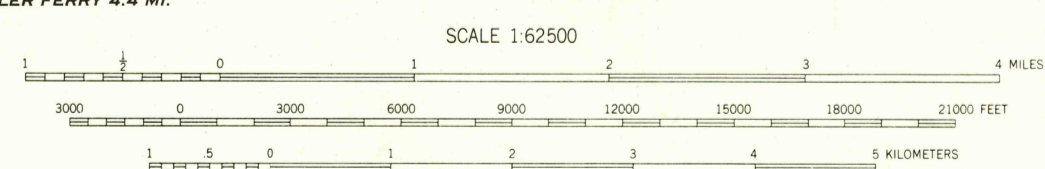
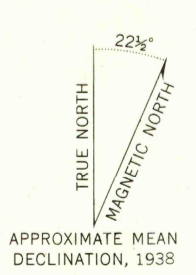


Prepared under the direction of the Chief of Engineers, U. S. Army, 1938  
Horizontal control by U. S. Coast and Geodetic Survey, 1925-35 and  
29th Engineers, U. S. Army, 1937.  
Vertical control by U. S. Coast and Geodetic Survey, 1934  
and 29th Engineers, U. S. Army, 1937.  
Topography by 29th Engineers, U. S. Army, 1938, from 5-ens  
aerial photographs, using stereo-comparagraph and elevation calculators  
Polyconic Projection, North American Datum 1927.

**ROAD CLASSIFICATION**  
Dependable hard-surface, heavy-duty road. U. S. Route 160  
Secondary, hard-surface, all-weather road. U. S. Route 30  
Loose-surface graded, dry-weather road.  
Unimproved road. State Route  
More than two lanes indicated by note along road with tick at point of change. 3 LANE 2 LANE



CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL  
10,000-FOOT GRID TICKS, WASHINGTON PLANE COORDINATE SYSTEM, SOUTH ZONE, SHOWN IN BLACK  
1000-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM, ZONE 10, SHOWN IN BLUE



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