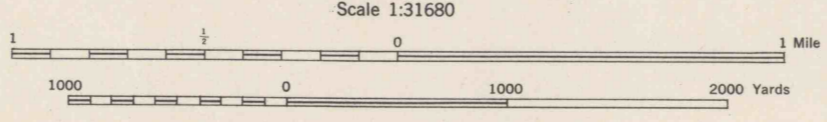


Prepared under the direction of the Chief of Engineers, U. S. Army, 1944.
Horizontal and vertical control by U. S. Engineer Office, Little Rock, Arkansas, 1942,
and U. S. Coast and Geodetic Survey, 1929.
Topography by U. S. Engineer Office, Los Angeles, California, 1943,
from aerial photographs utilizing photogrammetric plotting equipment (Muller).
Aerial photography under the direction of U. S. Engineer Office, Little Rock, Arkansas, 1942.
This map complies with the national standard map accuracy requirements.
Polyconic projection, North American Datum, 1927.

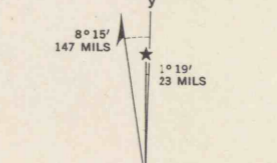
ROAD CLASSIFICATION 1942

Dependable hard-surface, heavy-duty road	Loose-surface graded, dry-weather road	U. S. Route
Secondary, hard-surface, all-weather road	Dirt road	State Route
More than two lanes indicated by note along road with tick at point of change	3 LANE 3 LANE	1574



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)
FIVE THOUSAND FOOT GRID BASED ON NEW YORK TRANSVERSE MERCATOR PLANE
COORDINATE SYSTEM, WEST ZONE.
NOTE: OFFICERS USING THIS MAP SHALL MARK THEIR CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."



APPROXIMATE MEAN DECLINATION 1944
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 1° DECREASE
Use diagram only to obtain numerical values.
To determine magnetic north line, connect the
pivot point "P" on the south edge of the map
with the value of the angle between grid and
magnetic north, as plotted on the degree scale
at the north edge of the map.

BRIDGE DATA

Floor elevation in feet	BR 396
Rated capacity in tons when less than 25 tons	157
Vertical clearance in feet when less than 16 feet	12.4V
Horizontal clearance (width) in feet when less than 18 feet	16H

WOODLAND CLASSIFICATION

Woodland
Brush
Orchard
Vineyard