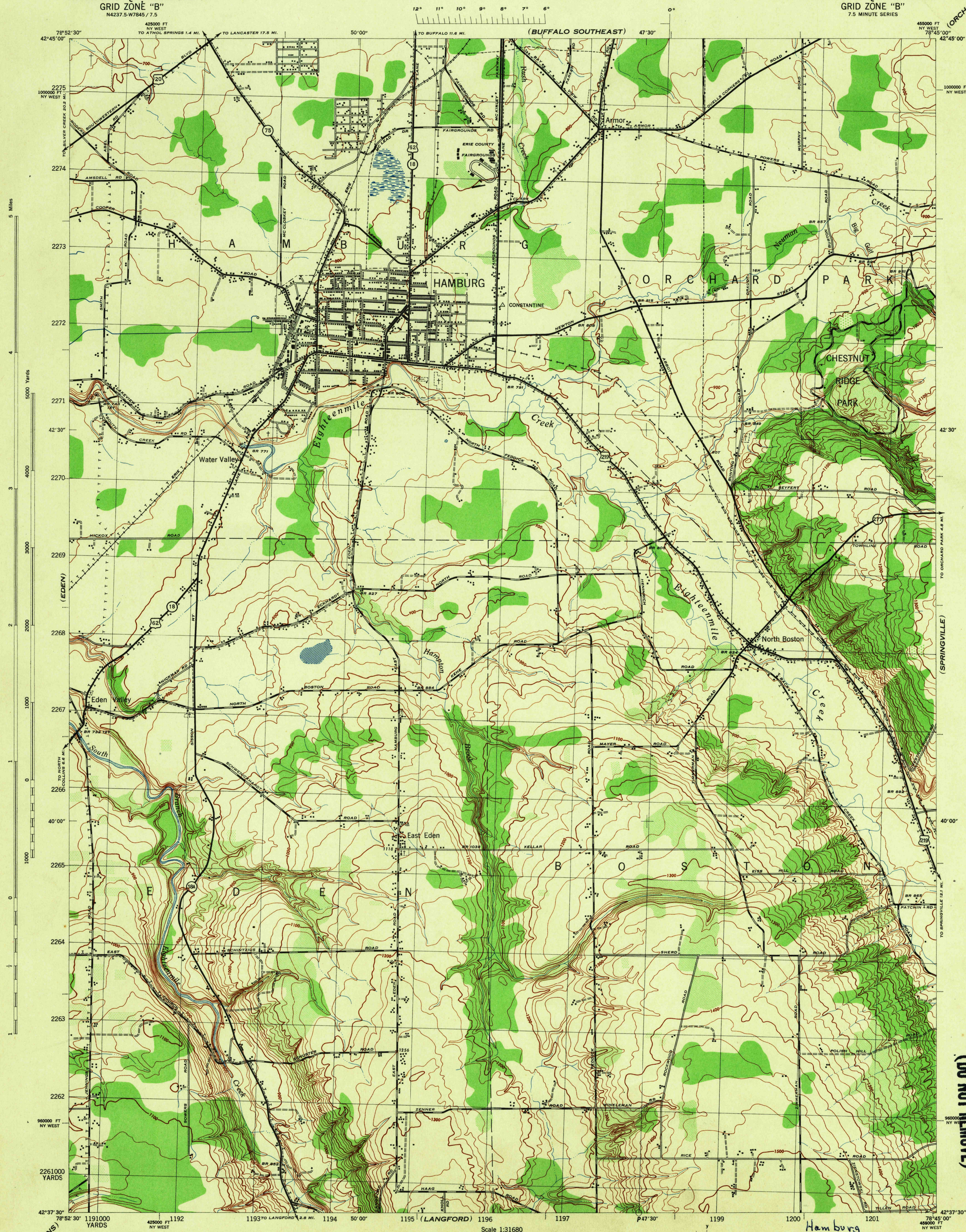




HISTORICAL FILES
(DO NOT REMOVE)

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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 (Multiplex).
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. U. S. Route
Secondary, hard-surface, all-weather road. State Route
Dirt road. Lane & Lane
More than two lanes indicated by note along road with tick at point of change

SUPERSEDED

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL 1929 AD
GRID COMPUTED FROM "GRID SYSTEM FOR PROBABLY
U. S. ZONE B U. S. C. & G. S. SPECIAL DISTRICT NO. 10
THE LAST THREE DIGITS OF THE GRID NUMBER
COORDINATE SYSTEM, WEST ZONE
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND WILL CITE TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

HISTORICAL FILES

(DO NOT REMOVE)

BRIDGE DATA
Floor elevation in feet
Rated capacity in tons
when less than 25 tons
Vertical clearance in feet
when less than 15 feet
Horizontal clearance (width) in feet
when less than 15 feet

WOODLAND CLASSIFICATION
BR 396
Woodland
Brush
Orchard
Vineyard

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