



Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.  
Horizontal control by U. S. Geological Survey, 1907, 1908, U. S. Coast and Geodetic Survey, 1934, 29th Engineers, U. S. Army, 1941 and U. S. Forest Service, 1942.  
Vertical control by U. S. Geological Survey, 1907, 1908, U. S. Coast and Geodetic Survey, 1934, 29th Engineers, U. S. Army, 1941 and U. S. Forest Service, 1942.  
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors from Tander T-3A (5 lens) aerial photographs.  
Photography by 2nd Photographic Squadron, Air Corps, U. S. Army, 1941.  
Polyconic Projection, North American 1927 Datum.

**ROAD CLASSIFICATIONS**

|                                                                     |                                           |                 |
|---------------------------------------------------------------------|-------------------------------------------|-----------------|
| Dependable hard surface,<br>heavy duty road                         | Loose surface graded,<br>dry weather road | U. S. Route 101 |
| Secondary, hard surface,<br>all weather road                        | Dirt road                                 | State Route 166 |
| More than two lanes indicated by note with tick at point of change. |                                           | 2 LANE 1 4 LANE |
| Road Data 1943                                                      |                                           |                 |

Scale 1/82500  
1 0 1 2 8 Miles  
1000 600 0 1000 2000 4000 6000 Yards  
Contour interval 50 feet  
Datum is mean sea level (1929 Adj.)

TRUE NORTH  
MAGNETIC NORTH  
16 1/2°  
APPROXIMATE MEAN DECLINATION, 1943

FOR SALE BY U. S. GEOLOGICAL SURVEY, FEDERAL CENTER, DENVER, COLORADO OR WASHINGTON 25, D. C.

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