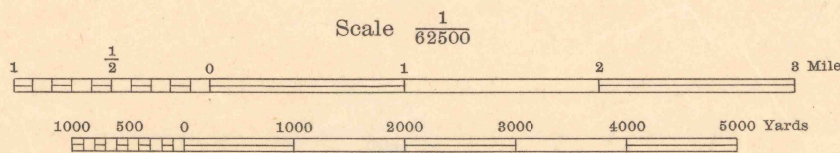




Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Horizontal control by U. S. Geological Survey, 1901, U. S. Coast and Geodetic Survey, 1941 and 29th Engineers, U. S. Army, 1941.
Vertical control by U. S. Geological Survey, 1901, U. S. Department of Agriculture, 1928, U. S. Coast and Geodetic Survey, 1941 and 29th Engineers, U. S. Army, 1941.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors from Tandem T-3A (5 lens) aerial photographs.
Photography by 1st Photographic Squadron, Air Corps, U. S. Army, 1941.
Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATIONS
Dependable hard surface, heavy duty road
Loose surface graded, dry weather road
Secondary, hard surface, all weather road
Dirt road
More than two lanes indicated by note with tick at point of change.
Road Data 1943

U. S. Route 101
State Route 150
3 LANE 4 LANE

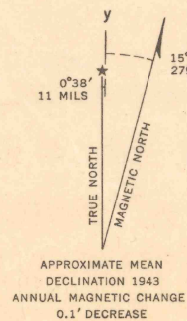


Contour interval 100 feet

Datum is mean sea level (1929 Adj.)

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." ZONE 6, 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."



SAN RAFAEL MTN., CALIF.
N3430-W11945/15

N-77-III-W