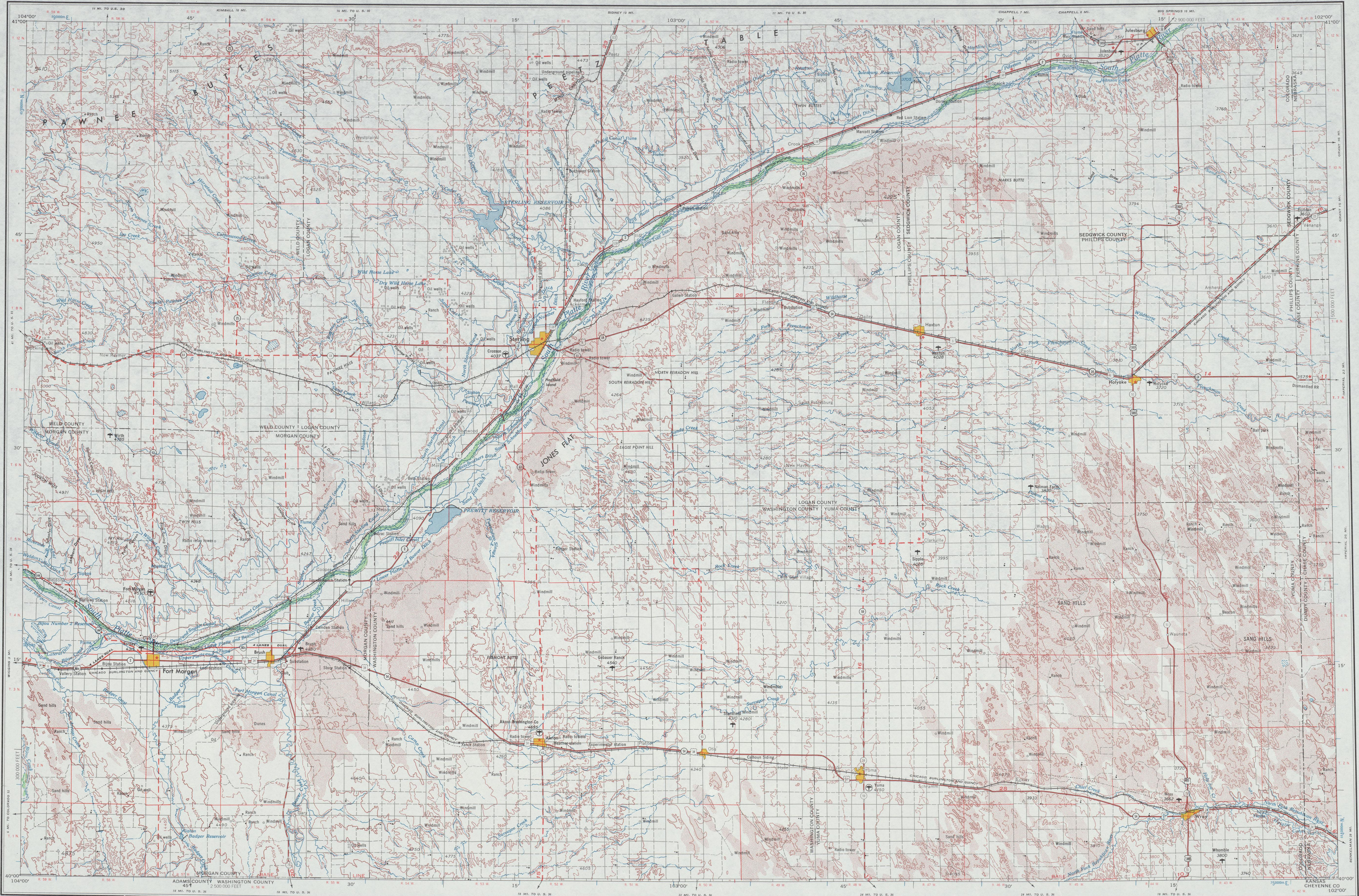




Prepared by the Army Map Service (BET), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1955 by photogrammetric methods and from USGS quadrangles, 1:24,000, 1951-53. Planimetric detail revised by photogrammetric methods. Horizontal and vertical control by USGS and USCGS. Photography field annotated 1954. Limited revision by U.S. Geological Survey 1964.

100,000-foot grids based on Colorado coordinate system, north zone, 10,000-meter Universal Transverse Mercator grid ticks, zone 13, shown in blue.

LEGEND

ROAD DATA 1954 PARTIALLY REVISED 1964

Figures in red show approximate distances in miles between stars

POPULATED PLACES

Over 500,000
100,000 to 500,000
25,000 to 100,000
5,000 to 25,000
1,000 to 5,000
Less than 1,000

RAILROADS

Standard gauge
Narrow gauge
Interurban
County
Park or reservation

LANDMARKS

School, Church, Other, etc.
Horizontal control point
Spot elevation in feet
Marsh or swamp
Intermittent or dry stream
Power line

APPROXIMATE ROAD ALIGNMENT

Single track
Double or multiple track
Landplane airport
Landing area
Seaplane airport
Seaplane anchorage
Woods-brushwood

3 LANES & LANES

Hard surface, heavy duty
Two lanes wide; Federal route marker
Hard surface, medium duty
More than two lanes wide
Two lanes wide; State, Interstate route markers
Improved light duty
Unimproved dirt
Trail

2 LANES & LANES

Hard surface, heavy duty
Two lanes wide; Federal route marker
Hard surface, medium duty
More than two lanes wide
Two lanes wide; State, Interstate route markers
Improved light duty
Unimproved dirt
Trail

Scale 1:250,000

0 5 10 15 20 25 30 Statute Miles

0 5 10 15 20 25 30 Kilometers

0 5 10 15 20 25 30 Nautical Miles

CONTOUR INTERVAL 100 FEET
WITH SUPPLEMENTARY CONTOURS AT 50 FOOT INTERVALS
TRANSVERSE MERCATOR PROJECTION

1960 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 13°15' EASTERLY TO 12°15' WESTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL

2117329445

MAPS TOPO US 250 STERLING 1964
PCL MAP

LOCATION DIAGRAM FOR NK 13-12

NK 13-4	NK 13-5	NK 13-6	NK 13-7	NK 13-8	NK 13-9	NK 13-10	NK 13-11	NK 13-12	NK 13-13	NK 13-14	NK 13-15	NK 13-16	NK 13-17	NK 13-18	NK 13-19	NK 13-20	NK 13-21	NK 13-22	NK 13-23	NK 13-24	NK 13-25	NK 13-26	NK 13-27	NK 13-28	NK 13-29	NK 13-30	NK 13-31	NK 13-32	NK 13-33	NK 13-34	NK 13-35	NK 13-36	NK 13-37	NK 13-38	NK 13-39	NK 13-40	NK 13-41	NK 13-42	NK 13-43	NK 13-44	NK 13-45	NK 13-46	NK 13-47	NK 13-48	NK 13-49	NK 13-50	NK 13-51	NK 13-52	NK 13-53	NK 13-54	NK 13-55	NK 13-56	NK 13-57	NK 13-58	NK 13-59	NK 13-60	NK 13-61	NK 13-62	NK 13-63	NK 13-64	NK 13-65	NK 13-66	NK 13-67	NK 13-68	NK 13-69	NK 13-70	NK 13-71	NK 13-72	NK 13-73	NK 13-74	NK 13-75	NK 13-76	NK 13-77	NK 13-78	NK 13-79	NK 13-80	NK 13-81	NK 13-82	NK 13-83	NK 13-84	NK 13-85	NK 13-86	NK 13-87	NK 13-88	NK 13-89	NK 13-90	NK 13-91	NK 13-92	NK 13-93	NK 13-94	NK 13-95	NK 13-96	NK 13-97	NK 13-98	NK 13-99	NK 14-0	NK 14-1	NK 14-2	NK 14-3	NK 14-4	NK 14-5	NK 14-6	NK 14-7	NK 14-8	NK 14-9	NK 14-10	NK 14-11	NK 14-12	NK 14-13	NK 14-14	NK 14-15	NK 14-16	NK 14-17	NK 14-18	NK 14-19	NK 14-20	NK 14-21	NK 14-22	NK 14-23	NK 14-24	NK 14-25	NK 14-26	NK 14-27	NK 14-28	NK 14-29	NK 14-30	NK 14-31	NK 14-32	NK 14-33	NK 14-34	NK 14-35	NK 14-36	NK 14-37	NK 14-38	NK 14-39	NK 14-40	NK 14-41	NK 14-42	NK 14-43	NK 14-44	NK 14-45	NK 14-46	NK 14-47	NK 14-48	NK 14-49	NK 14-50	NK 14-51	NK 14-52	NK 14-53	NK 14-54	NK 14-55	NK 14-56	NK 14-57	NK 14-58	NK 14-59	NK 14-60	NK 14-61	NK 14-62	NK 14-63	NK 14-64	NK 14-65	NK 14-66	NK 14-67	NK 14-68	NK 14-69	NK 14-70	NK 14-71	NK 14-72	NK 14-73	NK 14-74	NK 14-75	NK 14-76	NK 14-77	NK 14-78	NK 14-79	NK 14-80	NK 14-81	NK 14-82	NK 14-83	NK 14-84	NK 14-85	NK 14-86	NK 14-87	NK 14-88	NK 14-89	NK 14-90	NK 14-91	NK 14-92	NK 14-93	NK 14-94	NK 14-95	NK 14-96	NK 14-97	NK 14-98	NK 14-99
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RELIABILITY DIAGRAM

Good
Photography

A. Large scale topographic map, photogrammetric and controlled ground survey, 1951-53.
1. Stereo-compiled from 1953 aerial photography.
2. Planimetry revised from 1953 aerial photography.

SECTIONIZED TOWNSHIP

6	5	4	3	2	1
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36

STERLING, COLORADO; NEBRASKA; KANSAS

1954
LIMITED REVISION 1964

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