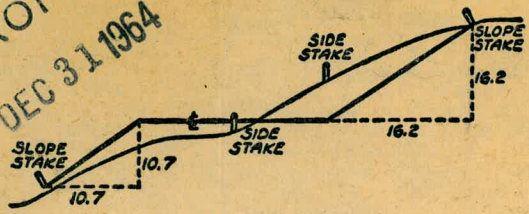


2055

FIRST BOOK



MICROFILMED  
DEC 31 1964



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING  
SLOPE 1 TO 1. ROADWAY OF ANY WIDTH

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	0
1	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	1
2	2.00	2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	2
3	3.00	3.10	3.20	3.30	3.40	3.50	3.60	3.70	3.80	3.90	3
4	4.00	4.10	4.20	4.30	4.40	4.50	4.60	4.70	4.80	4.90	4
5	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80	5.90	5
6	6.00	6.10	6.20	6.30	6.40	6.50	6.60	6.70	6.80	6.90	6
7	7.00	7.10	7.20	7.30	7.40	7.50	7.60	7.70	7.80	7.90	7
8	8.00	8.10	8.20	8.30	8.40	8.50	8.60	8.70	8.80	8.90	8
9	9.00	9.10	9.20	9.30	9.40	9.50	9.60	9.70	9.80	9.90	9
10	10.00	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	10
11	11.00	11.10	11.20	11.30	11.40	11.50	11.60	11.70	11.80	11.90	11
12	12.00	12.10	12.20	12.30	12.40	12.50	12.60	12.70	12.80	12.90	12
13	13.00	13.10	13.20	13.30	13.40	13.50	13.60	13.70	13.80	13.90	13
14	14.00	14.10	14.20	14.30	14.40	14.50	14.60	14.70	14.80	14.90	14
15	15.00	15.10	15.20	15.30	15.40	15.50	15.60	15.70	15.80	15.90	15
16	16.00	16.10	16.20	16.30	16.40	16.50	16.60	16.70	16.80	16.90	16
17	17.00	17.10	17.20	17.30	17.40	17.50	17.60	17.70	17.80	17.90	17
18	18.00	18.10	18.20	18.30	18.40	18.50	18.60	18.70	18.80	18.90	18
19	19.00	19.10	19.20	19.30	19.40	19.50	19.60	19.70	19.80	19.90	19
20	20.00	20.10	20.20	20.30	20.40	20.50	20.60	20.70	20.80	20.90	20
21	21.00	21.10	21.20	21.30	21.40	21.50	21.60	21.70	21.80	21.90	21
22	22.00	22.10	22.20	22.30	22.40	22.50	22.60	22.70	22.80	22.90	22
23	23.00	23.10	23.20	23.30	23.40	23.50	23.60	23.70	23.80	23.90	23
24	24.00	24.10	24.20	24.30	24.40	24.50	24.60	24.70	24.80	24.90	24
25	25.00	25.10	25.20	25.30	25.40	25.50	25.60	25.70	25.80	25.90	25
26	26.00	26.10	26.20	26.30	26.40	26.50	26.60	26.70	26.80	26.90	26
27	27.00	27.10	27.20	27.30	27.40	27.50	27.60	27.70	27.80	27.90	27
28	28.00	28.10	28.20	28.30	28.40	28.50	28.60	28.70	28.80	28.90	28
29	29.00	29.10	29.20	29.30	29.40	29.50	29.60	29.70	29.80	29.90	29
30	30.00	30.10	30.20	30.30	30.40	30.50	30.60	30.70	30.80	30.90	30
31	31.00	31.10	31.20	31.30	31.40	31.50	31.60	31.70	31.80	31.90	31
32	32.00	32.10	32.20	32.30	32.40	32.50	32.60	32.70	32.80	32.90	32
33	33.00	33.10	33.20	33.30	33.40	33.50	33.60	33.70	33.80	33.90	33
34	34.00	34.10	34.20	34.30	34.40	34.50	34.60	34.70	34.80	34.90	34
35	35.00	35.10	35.20	35.30	35.40	35.50	35.60	35.70	35.80	35.90	35
36	36.00	36.10	36.20	36.30	36.40	36.50	36.60	36.70	36.80	36.90	36
37	37.00	37.10	37.20	37.30	37.40	37.50	37.60	37.70	37.80	37.90	37
38	38.00	38.10	38.20	38.30	38.40	38.50	38.60	38.70	38.80	38.90	38
39	39.00	39.10	39.20	39.30	39.40	39.50	39.60	39.70	39.80	39.90	39
40	40.00	40.10	40.20	40.30	40.40	40.50	40.60	40.70	40.80	40.90	40
41	41.00	41.10	41.20	41.30	41.40	41.50	41.60	41.70	41.80	41.90	41
42	42.00	42.10	42.20	42.30	42.40	42.50	42.60	42.70	42.80	42.90	42
43	43.00	43.10	43.20	43.30	43.40	43.50	43.60	43.70	43.80	43.90	43
44	44.00	44.10	44.20	44.30	44.40	44.50	44.60	44.70	44.80	44.90	44
45	45.00	45.10	45.20	45.30	45.40	45.50	45.60	45.70	45.80	45.90	45
46	46.00	46.10	46.20	46.30	46.40	46.50	46.60	46.70	46.80	46.90	46
47	47.00	47.10	47.20	47.30	47.40	47.50	47.60	47.70	47.80	47.90	47
48	48.00	48.10	48.20	48.30	48.40	48.50	48.60	48.70	48.80	48.90	48
49	49.00	49.10	49.20	49.30	49.40	49.50	49.60	49.70	49.80	49.90	49
50	50.00	50.10	50.20	50.30	50.40	50.50	50.60	50.70	50.80	50.90	50

INDEXED

to page # 69

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.



TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table VIII) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.53	.58	.63	.68
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90
25°	.08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14
30°	.10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39
35°	.11	.22	.34	.47	.58	.69	.79	.81	.92	1.04	1.29	1.42	1.54	1.66
40°	.13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	.15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	.17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	.19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.286	.383	.480	.578	.678	.777	.877	.977	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.885	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

Prop. Tunnel + Ardath Road Extension 1-9  
 ARDATH ROAD EXTENTION 10-5A  
 (From Torrey Rd back to Torrey Road)

Prop. opening thru P.L.# 1288  
 Ardath Rd. to Torrey Pines Rd. - P73



Topography Proposed Tunnel  
Pacific Highway + Torrey Pines Road  
Ardath Road Extension

3469.14, FC

INDEXED  
YRK  
MAY 19 1950

0704.10 BC Rt.

Oct. 24-49

AS. 5507

Garber

Cota

Chavez

N.O. 20594

Note: - Levels  
#1812-77

Ardath Road  
As Base Line

Hidden Valley Road  
3469.14 FC  
Pd Hds

135.00  
29890  
718512  
286501  
From #1812-57

Torrey Pines Road

0704.10 BC  
#1812-57

1



25+53.09 POT

12+97.77 POT

8+71<sup>33</sup> POT

Base Line P



36 + 14.05 P.O.T

33 + 18.62 P.O.T

30 + 20.00 P.O.T

29 + 17.63 P.O.T

Base Line



Nov. 7-49  
H.S. Brown  
D. Smith's  
Chavez  
Bunch

4

52+28.00 P.O.T

47+27.76 P.O.T

41+79.26 P.O.T

39+35.00  $\Delta$  39°41' RT

Barbwire

2  
101



66+40.63 POT

65+66.35  $\Delta 59^{\circ} 24' 45''$  RT.

63+85.37 POT

59+113.9 POT

55+65.04  $\Delta 58^{\circ} 36' 30''$  LT.

Cont. Page 2

$\Delta 59^{\circ} 24' 45''$

Cont. Page 2

5

Base Line 2

Gen. Spk.

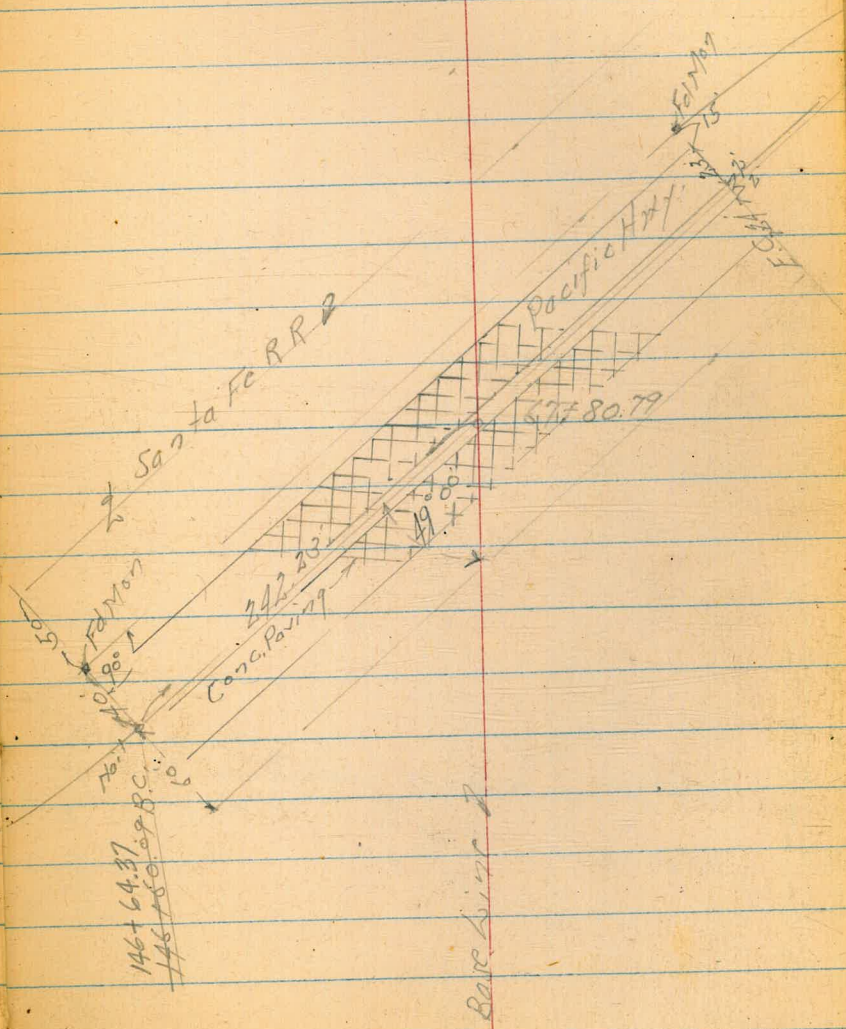
B 2



Topog. Proposed Tunnel  
Pacific Hwy to Torrey Pines Road

67+80.79

Highway  
A 46.45  
R 1232.42  
T 532.67  
L 1005.58





80+35.00 P.O.T.

75+60.62 P.O.T.

73+50 P.O.T.

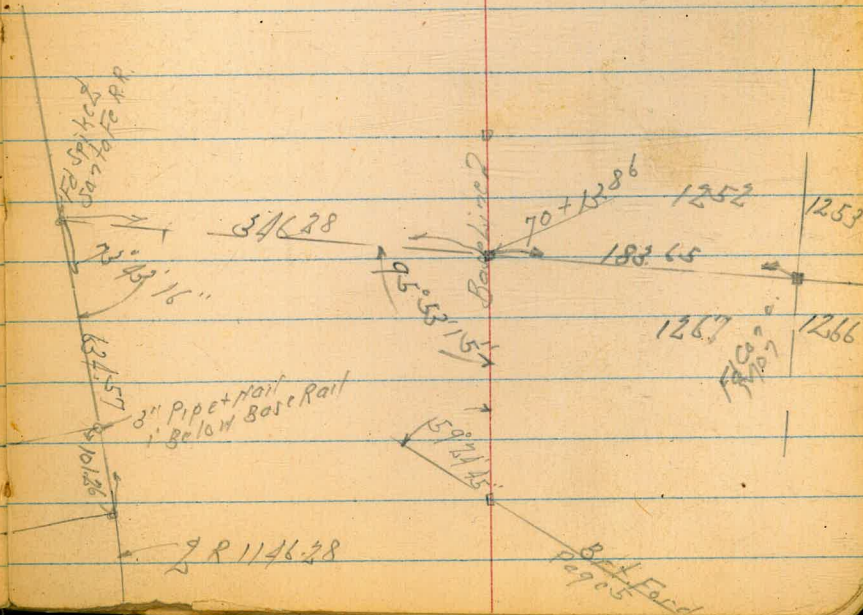
70+13.86

65+66.35  $\Delta 59^{\circ} 24' 45''$  RT.

Note: - RPT'd  
Taken From  
San Diego Gas & Elec. Co.  
# H.M. 5374

B.S.

original BC





99+21.9° P.O.T.

96+62.73 P.O.T.

93+35.88 P.O.T.

88+00 P.O.T.

86+33.82 P.O.T.

Fd Hub  
on Rim

Approx B.C.

75° 39'

to Sand Ferry

1457 ft

40° 60'

9354

to  
connection

90° 44'

95+62.73  
P.O.T.

Pacific Hwy.

Posey Canyon

10° 60'

Fd. Co. to  
Mon.

84° 20'

Base Line

Pl. Line

134.18

118° 11' 10" E.C.

87° 40'

13+88.08

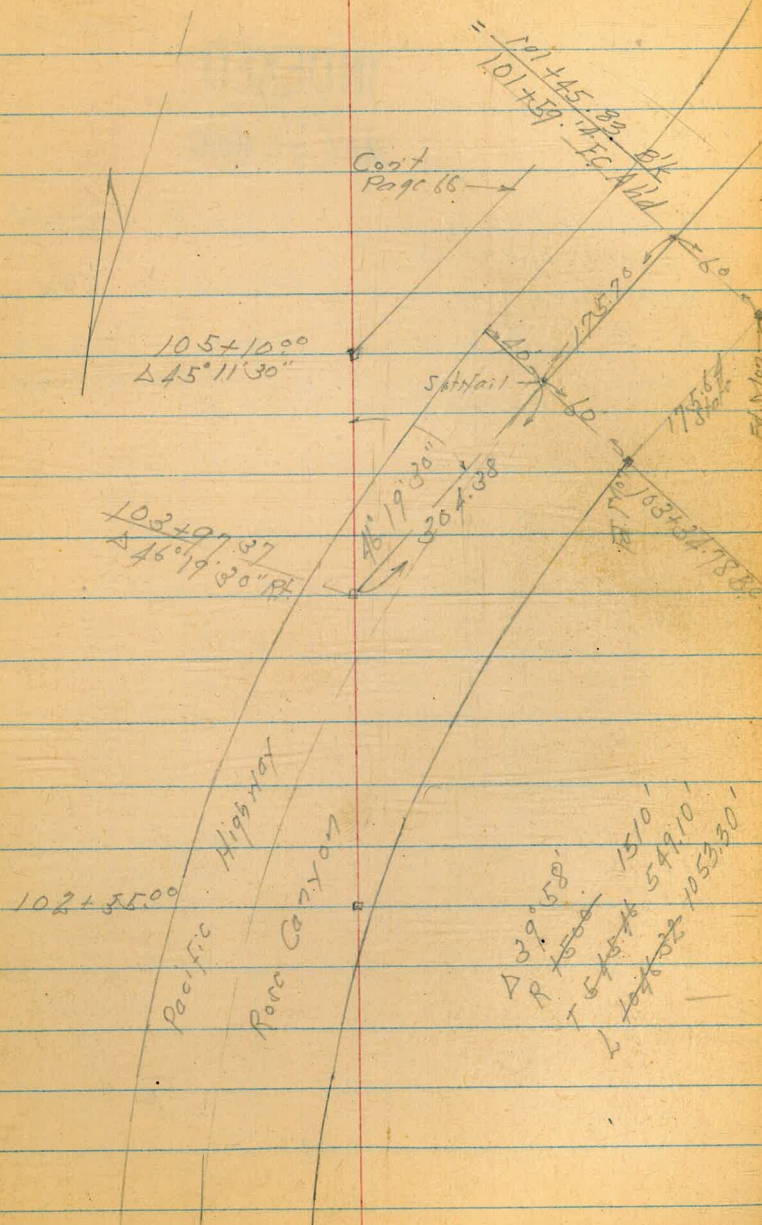
Fd. Mon.  
Sta. Co. pl.  
134.18



Topog. Proposed Tunnel  
 Pacific Hwy to Torrey Pines Road  
 Ardath Road Extension

103+97.87  $\Delta 46^{\circ}19'30''$  RT

102+35.00 R.O.T





Ardath Road { Also thru  
P.L. 1296 + P.L. 1299 }

B.L

10

Continuation of road as traveled

Sommermeier

5-12-50

Boegg

INDEXED

Allen

MAN

Sherman

MAY 26 1950

Fd 1/2

1812

56

□ = Fd 1/2 hub

All angles doubled

■ = set 1/2 hub + disk.

Levels on P. 34.

B.L. = base line.

R =  $\frac{1}{2}$  of Traveled road.

**Brown Line** = approx.  $\frac{1}{2}$  Traveled road.  
Average width = 20'

• = set spike

F.B. 1322

1493

1753

1683

1753

24+53<sup>13</sup> set 1/2 disk  
 $\Delta$  150-14'-15" Rt.

12+97.77

F.B. 1812

56

Fd. 1/2 + disk.  
poor cond.  
Replaced.



Ardath Rd

27+27<sup>21</sup>  $\Delta$  21° 28' 30" Lt. R = B.L.

27+00 R = 2' Rt.

+50 R = 7' Rt.

26+00 R = 6' Rt.

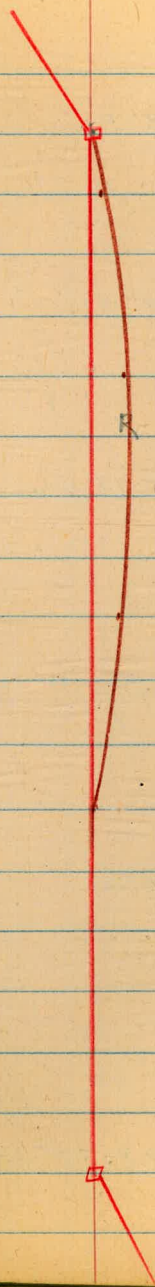
+50 R = B.L.

25+00 R = B.L.

24+53<sup>13</sup>  $\Delta$  15° 14' 15" Rt.

B.L.

11





Ardath Rd

30+25

30+00

R=8' Rt.

+50

R=8' Rt.

29+04<sup>39</sup>

Δ 23°-13' Lt. R. on B.L.

+50

R=9' Rt.

28+00

R=9' Rt.

+50

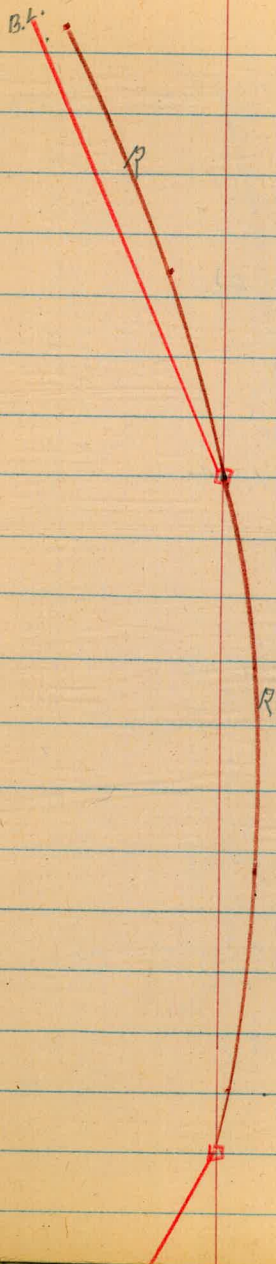
R=3' Rt.

27+27<sup>21</sup>

Δ 21°-28'-30" Lt. R=B.L.

B.L.

12





Ardath Rd

32+88<sup>0L</sup>  $\Delta$  32°-53'-15" Lt. R on B.L.

+50

R=9' Rt.

32+00

R=13' Rt.

+50

R=14' Rt.

31+00

R=8' Rt.

30+72<sup>34</sup>

$\Delta$  23°-54'-30" Lt. R. on B.L.

+50

R=5' Rt.

30+25

B.L.

13





Ardath Rd

BL

14

35+70 Nail

+50

R=5' Rt.

35+00

R=9' Rt.

+50

R=12' Rt.

34+00

R=13' Rt.

+50

R=12' Rt.

33+00 R=3' Rt.

32+88<sup>01</sup>  $\Delta$  32° 53' - 15" Lt.





38+8647  $\Delta$  21° 20' Rt. R. on B.L.

B.L.

15

+50 R = 9' Lt.

+25 R = 12' Lt.

38+00 R = 8' Lt.

+50 R = 3' Rt.

37+00 R. on B.L.

+50 R = 2' Lt.

36+00 R. on B.L.

35+70 Nail

R

1



Ardath Rd.

B.L.

16

41+00 Nail P.O.T.

(Balance of cuts to & existing  
road are shown in level notes only.)

B.L. follows & Road until noted otherwise.  
(From 38+86<sup>47</sup> on)

38+86<sup>47</sup>  $\Delta$  21°-20' At.



Ardath Rd.

B.L.

17

43+50 P.O.T.

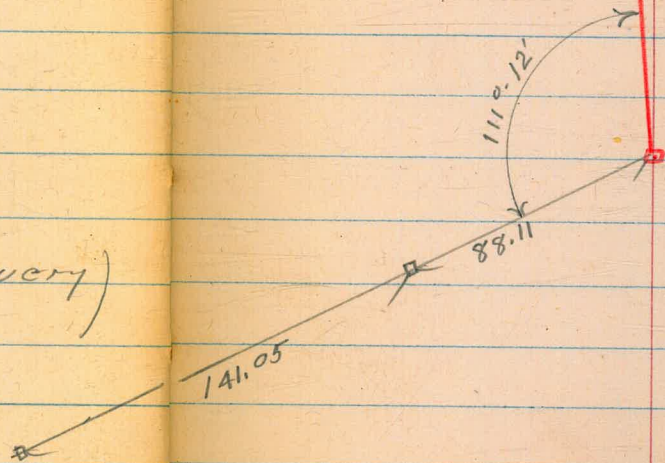
42+12<sup>SE</sup> Δ 4°-24'-45" Lt.

Fd 1/4 + Nail ← (Looks like part of very recent survey)

Fd 1/1 + Nail.

R. + B.L. identical

41+00 Nail P.O.T.





Ardath Rd

B.L.

18

46+50 P.O.T.

43+50 P.O.T.



Ardath Rd.

#1  
49+19.80 Def.  $7^{\circ}22'30''$

#2  
48+85.47 Def.  $4^{\circ}55'$

#3  
48+51.14 Def.  $2^{\circ}27'30''$

48+16<sup>82</sup> = B. C. Left.

$\Delta 49^{\circ}10'$   
 $R = 400^{\circ}$   
 $T = 182.99$   
 $L = 343^{\frac{25}{2}}$

46+50 P.O.T.

P.I.

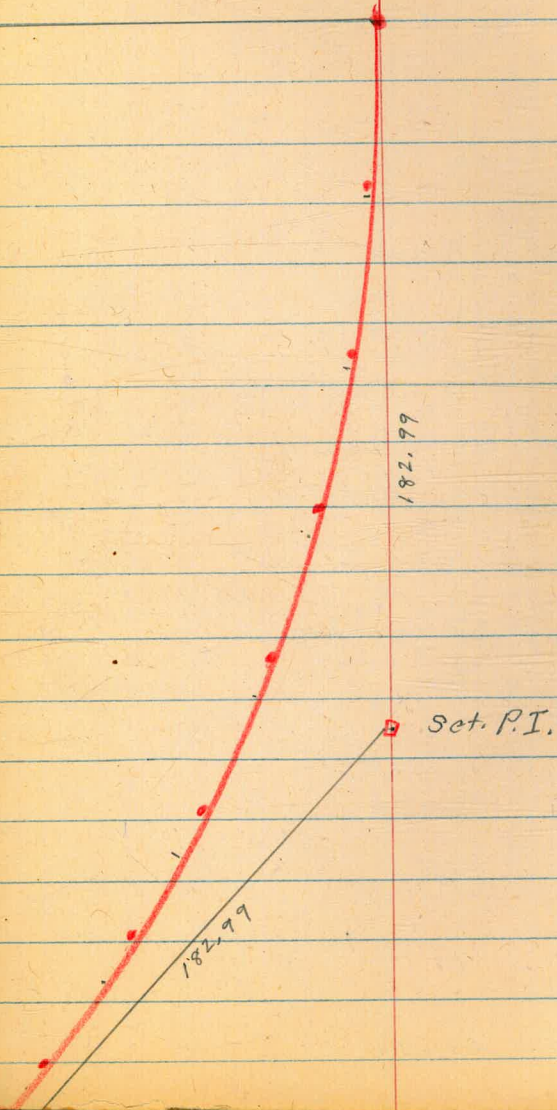
19

B. L.

182.99

182.99



51+60.1 E.C. Def.  $2^{\circ} 35'$ 51+25.75 Def.  $22^{\circ} 07' 30''$ 50+91.42 Def.  $19^{\circ} 40'$ 50+57.10 Def.  $17^{\circ} 12' 30''$ 50+22.77 Def.  $14^{\circ} 45'$ 49+88.45 Def.  $12^{\circ} 17' 30''$ 49+54.12 Def.  $9^{\circ} 50'$ 49+19.80 Def.  $7^{\circ} 22' 30''$ 
 $\Delta 49-10$   
 $R=182.99$   
 $T=182.99$   
 $L=343.25$ 




Ardath Rd

21

54+06.95  $\Delta$  9° 45' RT.

50+60.07 - E.C. Def. 24°-35'



Ardath Rd.

22

57+00 P.O.T.

56+21.65  $\Delta$  17° 57' - 45" Lt.

54+01.95  $\Delta$  9° - 45' Rt.





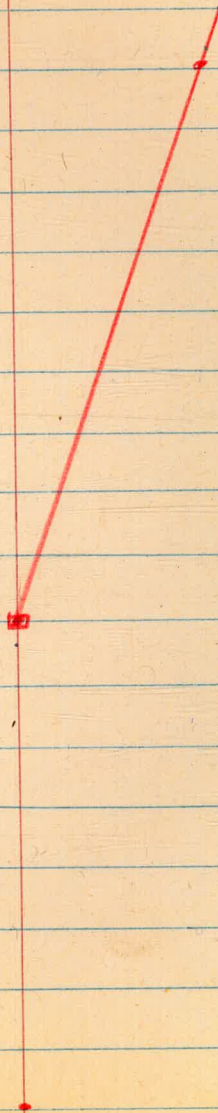
Ardath Rd.

23

60+00

58+49.12  $\Delta$  17° 03' 45' RT.

57+00





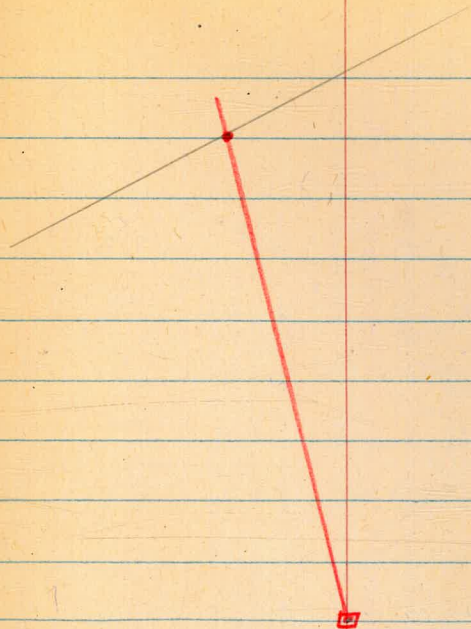
Ardath Rd.

24

62+78.70 P.O.T.

61+50<sup>67</sup> Δ 14°-06' Lt.

60+00





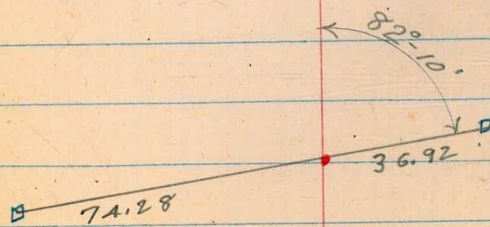
Ardath Rd.

25

65+00

63+81.38  $\Delta 14^{\circ}-17'-15''$  Lt.

62+78.70





Ardath Rd.

68+00 P.O.T.

63

66+61.25  $\Delta 20^{\circ} 54' - 45''$  RT.

65+00

26





Ardath Rd.

7100 P.O.T.

B.L.

27

6800 P.O.T.



Ardath Rd.

85+11.74 = Fd.  $\frac{3}{4}$ " pipe L.S. 2334 - 15' Rt. of B.L.

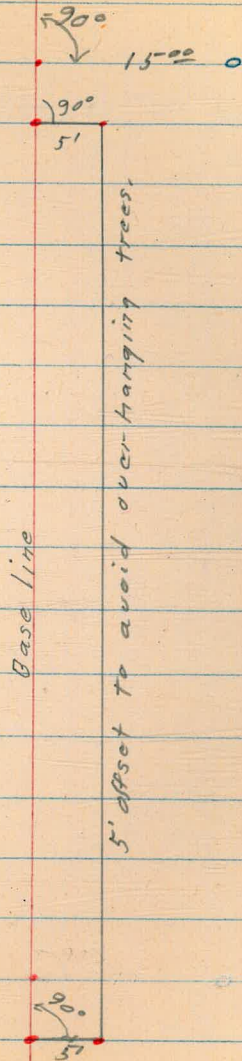
85+11.27 P.O.T. Also 5' offset P.O.T. nail

73+80 P.O.T. Nail

73+64.10 P.O.T. + Also nail on offset

B.L.

28

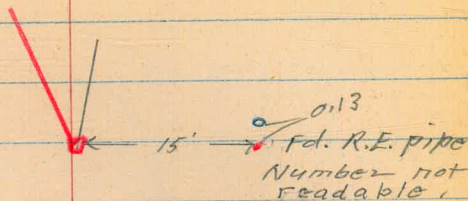




Ardath Rd.

29

98+51<sup>22</sup>  $\Delta$  14°-55'-30" Lt.



85+11.74

15<sup>00</sup> → LS 2334



Ardath Rd.

30

108+00.00 Spike p.o.t.

107+12.19  $\Delta$  41°03'30" Lt.

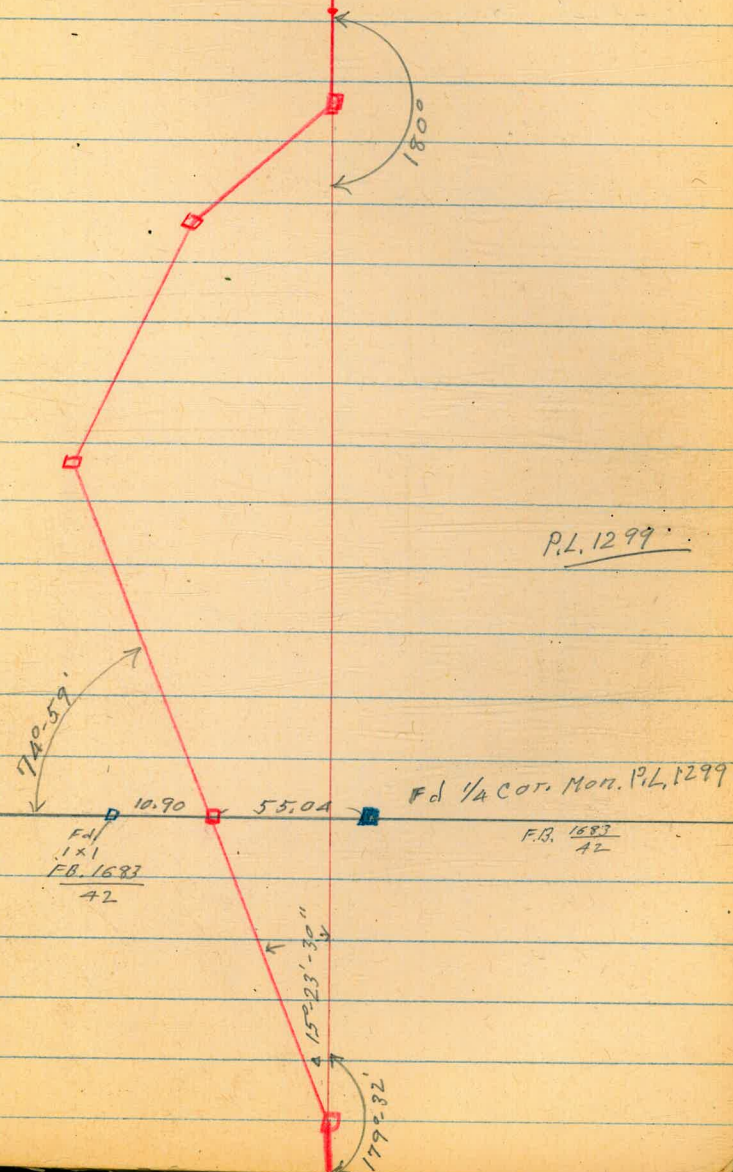
105+45.84  $\Delta$  37°07'30" Rt.

103+21.05  $\Delta$  19°19'30" Rt.

100+06.72 = Intersect S.L. Pub. lot # 1299

98+51<sup>22</sup>  $\Delta$  14°55'30" Lt

La Jolla Canyon Rd.





Ardath Rd.

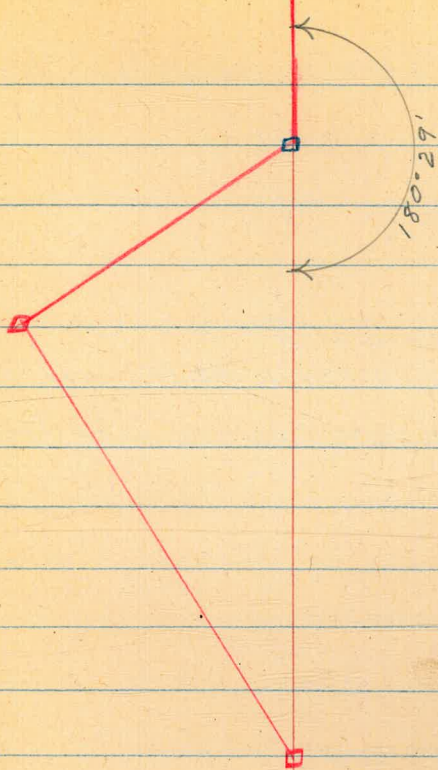
Now.  $\Delta = 14^{\circ} 43' 30''$  Lt.  
 $113+56.57$  (Same point as  $13+82.12$  FB 1683  
44)

$111+79.25$   $\Delta 30^{\circ} 22'$  Rt.

$110+22.42$   $\Delta 16^{\circ} 07' - 45''$  Lt.

$108+00.00$  Spike P.O.T.

31





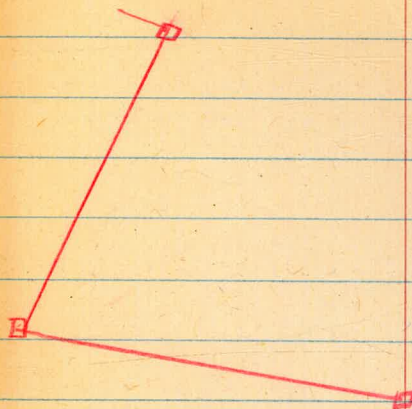
Ardath Rd.

126+89.56  $\Delta$  88°-10' Lt. Fd. lath set stub.

shown in  $\frac{1683}{44}$  as 103°-26' Fd spike

122+69.24  $\Delta$  103°-25'-15" Rt. (Turned) set  $\frac{1}{4}$  Disk

119+19.70  $\Delta$  87°-25' Lt. Fd. spike set  $\frac{1}{4}$  Disk



113+56.57

$\square$



Ardath Rd

133+06.06

Fd. spike in Pavement  
on N.W. 1/4 P.L. 1299

132+92.48

$\Delta 34^{\circ}35'$  Lt.

130+00.55

$\Delta 55^{\circ}30'$  Lt. Fd. Nail - Replaced with

spike

128+95.76

$\Delta 72^{\circ}21'$  Rt.

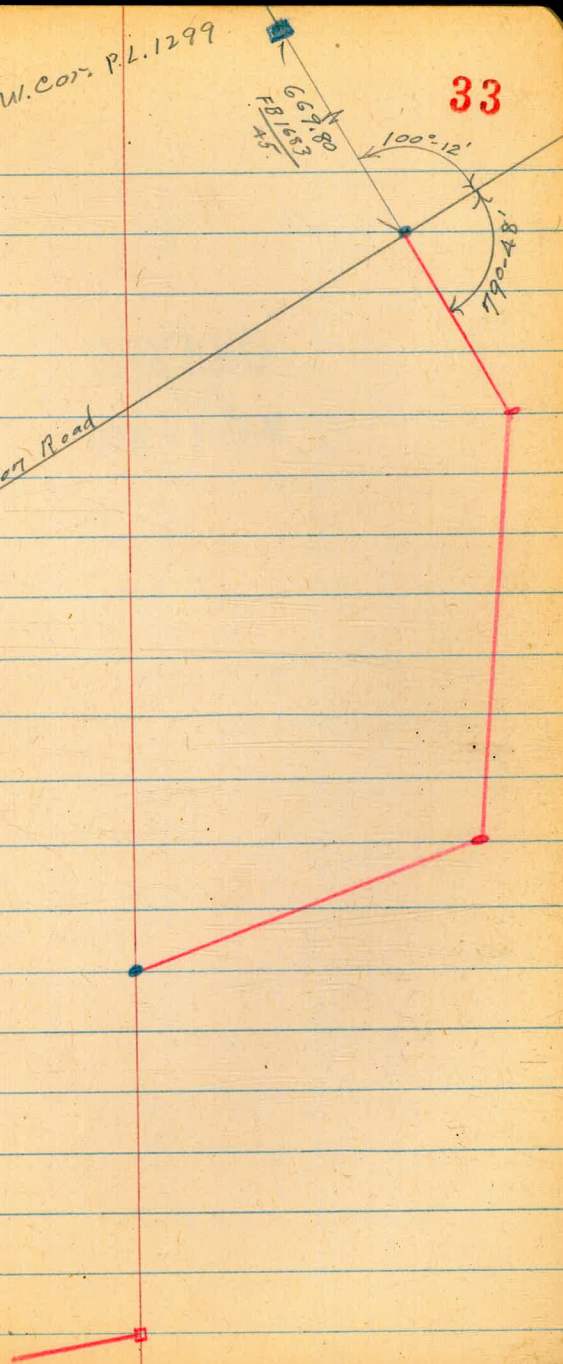
126+89.56

$\Delta 88^{\circ}10'$  Lt

N.W. Cor. P.L. 1299

33

La Jolla Canyon Road





Levels on Dirt road from  
Ardath road thru P.L. 1296 + P.L. 1299.

Sketch pages 10 to 33

B.M. #3

27+27<sup>21</sup> Δ 21° 28' 30" Lt. 12.51 191.02 on Hub

T.P. 12.75 203.53 0.22 190.78

27+00

**INDEXED**  
**MAY 19 1950**

+50

Levels taken on ~~right~~ of existing dirt road,  
outs left for right show location of existing ~~right~~ of road,  
as now traveled,

T.P. 12.74 191.00 0.32 178.26

26+00

+50

T.P. 12.62 178.58 0.39 165.96

25+00

24+53.13

Set. B.M. #2. 5.64 160.71

10.65 166.35 - 155.70 B.M. #1

B.L.

34

12.3  
203.53

3.0  
2

191.00 10.9  
7

5.2  
6

10.6  
178.58

3.3

8.1  
166.35

Set. B.M. on Conc. Men. L.S. #1880 AD RT. of 24+53.13

Nail in power pole #61519 F.B. 1812  
69



Ardath Rd

B.L.

35

30+72<sup>39</sup> A 23°-54'-30" Lt. 6.99 233.40 on Hub.

6.8

30+50

T.P. 11.68 240.39 0.33 228.71

240.39

$\frac{7.8}{5}$

30+00

29+50

T.P. 12.73 229.04 0.15 216.31

229.04

$\frac{7.9}{8}$

29+04.39 A 25°-13' Lt 3.71 212.55 on Hub

B.M. #4

3.7

2

28+50

TR 13.03 216.46 0.10 203.43

216.46

$\frac{10.0}{9}$

28-

27+50

203.53

$\frac{9.5}{3}$



Ardath Rd.

B. L.

36

T.P. 12.72 289.49 0.27 276.77

+50

$\frac{4.4}{12}$

33+00

$\frac{10.2}{3}$

32+88.01  $\Delta 32^\circ 53' 15''$  Lt. 12.06 264.98 B.M. #6 on Hub

11.7

277.04

T.P. 12.77 277.04 2.0 264.27

+50

$\frac{5.0}{9}$

T.P. 12.03 264.47 0.19 252.44

264.47

32+00

$\frac{0.8}{13}$

+50

T.P. 12.61 252.63 0.37 240.02

252.63

$\frac{8.1}{14}$

31+00

$\frac{2.8}{9}$

240.39



## Ardath Rd

B.L.

37

T.P. 13.02 340.57 0.06 327.55

+50

 $\frac{2.7}{3}$ 

37+00

T.P. 12.65 327.61 0.12 314.96 $\frac{11.2}{327.61}$ 

+50

 $\frac{5.9}{2}$ 

36+00

T.P. 12.88 315.08 0.15 302.20 $\frac{12.2}{315.08}$ 

+50

 $\frac{5.8}{5}$ 

35+00

T.P. 13.02 302.35 0.16 289.33 $\frac{11.8}{9}{302.35}$ 

+50

 $\frac{4.3}{12}$ 

34+00

 $\frac{10.5}{13}$ 

289.49



Ardath Rd.

B.L.

38

41+50

T.P. 8.55 372.76 0.11 364.21

372.76  $\frac{8.0}{3}$

41+00

$\frac{3.9}{2}$

40+00

T.P. 12.32 364.32 0.43 352.00

10.9  
364.32

39+00

6.9

38+86<sup>47</sup> Δ 21° 20' RT. 8.97 343.46

B.M. # 7  
on Hub

T.P. 12.41 352.43 0.55 340.02

8.7  
352.43

+50

$\frac{2.2}{9}$

+25

$\frac{5.5}{12}$

38+00

$\frac{8.3}{8}$

340.57



Ardath Rd

B.L.

39

47+50

8.5

392.19

T.P. 11.92 392.19 0.13 380.27

47~

0.2

46~

4.1

45~

5.5

44~

7.7

380.40

T.P. 8.08 380.40 0.44 372.32

43+00

2.8

42+12<sup>50</sup> A 4°-24'-45" Lt.

4.80 367.96 on H46

B.M. 48

4.6

42+00

5.1  
2

372.76



#7

50+57<sup>10</sup>

Def. 17°-12'-30"

$$\frac{5,397.5}{2}$$

#6

50+22<sup>77</sup>

Def. 14°-45'

$$\frac{6,7396.3}{6}$$

#5

49+88<sup>45</sup>

Def. 12°-17'-30"

$$\frac{7,396.0}{10}$$

#4

49+54<sup>12</sup>

Def. 9°-50'

$$\frac{8,8394.2}{11}$$

#3

49+19<sup>80</sup>

Def. 7°-22'-30"

$$\frac{10,0393.0}{10}$$

T.P.

11.23

403.03

0.39

391.80

403.03

#2

48+85.47

Def. 4°-55' Lt

$$\frac{0.5}{8}$$

#1

48+51<sup>14</sup>

Def. 2°-27'-30" Lt

$$\frac{1.8}{4}$$

A

48+16<sup>82</sup> = B.C. Lt.
$$\left. \begin{array}{l} \Delta 492.10' \\ R = 400 \\ T = 182.99 \end{array} \right\}$$

10 parts,

$$\frac{3.7}{3}$$

48 ~

$$\frac{4.6}{2}$$
392.19



Ardath Rd

B.L.

41

56~

$\frac{7.2}{3}$

394.4

55~

8.0 392.4

T.P. spike in P. Pole # 61773

11.5 RT of

54+41 5.92 401.40 7.55 395.48 B.M. #10

401.40

54+01<sup>9E</sup>  $\Delta$  9° 45' RT.

8.8 394.2

53~

6.5 396.5

52~

5.0 398.0

Spike in P. pole # O.P. 61720

15' RT. of B.C.

SS. 2.23 400.80 B.M. #9

51+60<sup>0E</sup> = E.C. Def. 24° 35'

4.6 398.4

#9

51+25<sup>7E</sup> Def. 22° 07' 30"

3.6 398.4

#9

50+91<sup>9E</sup> Def. 19° 40'

4.9 398.1

403.03



Ardath Rd.

B. L.

42

(on split)

61+50<sup>67</sup> Δ 14°-06' Lt. 1.99 406.70 B.M. #11

406.8  
2.0  
4

3.0 405.8  
1.

5.8 402.9  
4

5.8  
21  
8.4  
3

61~

60~

59~

on Hwb. 58+49.12

T.P. 9.76 40 8.67 2.47 398.93

408.69

58+49<sup>12</sup> Δ 17°-03"-45" Rt. (on split)

399.2  
2.2  
7

58~

397.4  
3.0  
7

57~

396.6  
4.8

56+21<sup>65</sup> Δ 17°-57' 45" Lt. (on split of A)

6.6  
6

401.40



Ardath Rd

B.L.

43

67~

T.P. on Hub. 1.55 399.82 11.33 398.27 BM #13

66+61<sup>25</sup> Δ 20°-54'-45" RT. (on split of A)

66~

65~

64~

on Hub. 6.32 403.29 BM #12

63+81<sup>38</sup> Δ 14°-17'-15" LT. (on split)

T.P. 2.93 409.60 2.02 406.67

63~

62~

397.14  
2.4  
8

399.82

397.1  
11.3  
11

9.00.1  
2.5

401.4

8.2

402.9  
5.7  
2

403.1

6.5  
6

409.60

405.8

2.9  
2

401.5

1.4

408.69



Ardath Rd

T.P. 3.76 409.10 2.63 405.34

76~

75~

74~

73~

72~

71~

T.P. 8.28 407.97 0.13 399.69

70~

69~

68~

B.L.

44

405.2  
2.8  
4

405.2  
2.8  
4

404.6  
3.4  
4

403.7  
4.3  
5

402.2  
5.8  
5

400.1  
7.9  
5

399.6  
3.2  
5

393.6  
6.2  
5

395.6  
4.2  
5

399.82



Ardath Rd

B.L.

15' RT of 85+11.74

T.P. 45#2334 0.94 409.33 0.91 408.39 BM #14

85~

84~

83~

82~

81~

T.P. 6.92 409.30 6.72 402.38

80~

79~

78~

77~

1.7 407.6  
6

2.0 407.3  
8

3.3 406.0  
8

4.9 404.4  
8

6.6 402.7  
7

409.30

6.7 402.4  
6

6.2 402.9  
6

5.5 403.6  
6

4.7 404.4  
5

409.10



Ardath Rd.

T.P. 2.72 401.64 4.45 398.92

93~

92~

91~

90~

T.P. 6.47 403.37 12.43 396.90

89~

88~

87~

86~

B.L.

46

398.9  
4.5  
3

398.2  
5.2  
3

398.4  
5.0  
3

396.4  
6.9  
3

403.37

397.0  
12.3  
2

401.3  
8.0  
2

404.4  
4.9  
3

407.0  
2.3  
5

409.33



Ardath Rd.

B.L.

47

101~

$\frac{5.1}{4} 392.4$

100~

$\frac{7.8}{7} 389.7$

99~

$\frac{5.4}{1} 392.1$

T.P.  
5.33 397.52 9.45 392.19

397.52

98+51<sup>24</sup> Δ 14°-55'-30" L<sub>H</sub> (on split of A)

$\frac{9.1}{3}$

98~

$\frac{8.0}{1} 393.6$

97~

$\frac{6.7}{2} 395.9$

96~

$\frac{5.0}{3} 396.6$

95~

$\frac{3.63}{3} 98.0$

94~

$\frac{3.0}{3} 398.6$

401.64



Ardath Rd.

B.L

48

105~

105+45<sup>84</sup> Δ 37°-07'-30" Rt. (on split of A)

105~

104~

T.P. on Hub 103+21<sup>05</sup> 3.68 395.48 5.72 391.80 B.M. # 16

T.P. 7.53 397.52 2.52 389.99 Set B.M. on Mon. B.M. # 15

13.00 392.51 13.00 379.51

T.P. 2.52 372.51 7.53 389.99

103+21<sup>05</sup> Δ 19°-19'-30" Rt. (on split of A)

103~

102~

3939.9  
2

391.5  
4.0  
7  
5.8  
390.9  
389.7

395.48

391.6  
5.9  
2

391.9  
5.6  
2

392.5  
5.0  
5

397.52



## Ardath Rd.

set B.M. on hub 7.69 401.21 5.97 393.52 B.M.#18

111+79<sup>45</sup>  $\Delta$  30°-22' RT. (on split of A)

111~

Set B.M. on Hub

7.78 391.71 B.M.#17

110+22.42  $\Delta$  16°-07'-45" LT. (on split of A)

110~

109~

108~

T.P. on Hub 5.83 399.49 1.82 393.66

107+12<sup>19</sup>  $\Delta$  41°-03'-30" (on split of A)

107~

B.L.

49

393.2  
6.3  
5  
393.4  
6.1  
3

392.0  
7.5  
4

392.2  
7.3  
2

391.3  
4.2  
3

395.3  
4.2  
3

399.49

393.7  
1.8  
9

395.3  
2.2  
7

395.48



Ardath Rd

B.L.

50

118~

4, 439.59

117~

5, 4 394.9

400.25

T.P. 4.81 400.25 5.77 395.44

116~

5, 8 395.4

115~

4, 1 397.1

114~

4, 4 396.8

on hub 5.34 395.87 B.M. #19

113+ 56.57 (same as 13+82 = F.O.  $\frac{1683}{24}$ ) (07 split)

5, 1 396.1

113~

6, 0 395.2

112~

8, 4 392.8

401.21



Ardath Rd.

B.L.

51

123+60

123~

(on split of A)  
122+69<sup>24</sup> Δ 103°25'15" Rt. 4.15 396.65 B.M.# 21  
on hub.

122~

121~

120~

T.P. Hub 5.80 400.76 529 394.96 B.M. #20

119+49<sup>70</sup> Δ 87°25' Lt. on split of A

119~

396.6  
4.2  
10

395.9  
4.9  
34

395.8  
5.0  
58  
395.3  
5.4  
11

395.4  
5.3  
4

396.1  
4.7  
3

400.76

395.9  
4.4  
24

395.9  
4.4  
1

400.25



Ardath Rd

B.L.

52

128+50

40.5  
7.7

T.P. 8.35 415.15 1.39 406.80

415.15

128~

1.7 406.5

127~

40.4  
6.8  
12

126+89<sup>56</sup> Δ 88°-10' Lt. (on split of A)

6.8 40.4  
19

126~

9.1 399.1

T.P. 10.26 408.19 2.83 397.93

408.19

125~

2.8 398.0

124~

397.1  
3.7  
6

400.76



Ardath Rd

53

132+92<sup>48</sup>  $\Delta$  34°-35' Lt

132+60

T.P. 3.22 410.73 7.64 407.51

132~

131~

130+50

130+00<sup>55</sup>  $\Delta$  55°-30' Lt. (on split of  $\Delta$ )

129+50

128+95<sup>76</sup>  $\Delta$  72°-21' Rt. (on split of  $\Delta$ )

405.1  
5.6

5.5  
405.2

410.73

7.7 407.5  
2

4.7 410.5  
5

4.1 411.1  
6

4.3 410.9  
16

5.4 409.8  
5

408.2  
7.0  
11

415.15



Ardath Rd.

B. L.

54

B.M. on spike

5.44 405.29 <sup>B.M.</sup> 022

(405.70) Roll 7433

↓  
133+06.06 and Nly. line P.L. 1299  
Spike & LaJolla Canyon Road

5.44

405.29

132+95.9 = Ely Edge LaJolla Canyon road  
Pavement:  
Intersect Nly. line P.L. 1499

5.45

405.48

410.73



2+39.89 = Set Nail - Ang. 9° 23' Rt.

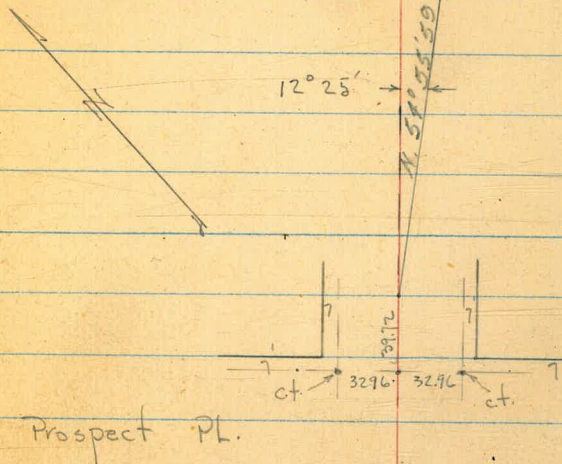
2+13.00 = Set Nail - Ang. 7° 46' Rt.

Ang. 12° 25' Rt.

0+39.72 = Ed. Ld rect. 3" Below surface in Conc. Pav.

0+00 = Pav. nail on  $\Phi$  Torrey Pines Rd. + Nly 7'

Line of Prospect Pl.



Torrey Pines Rd  
N 42° 30' 54" E

ct. Exchange Pl.



12700 = P.O.T. = Nail

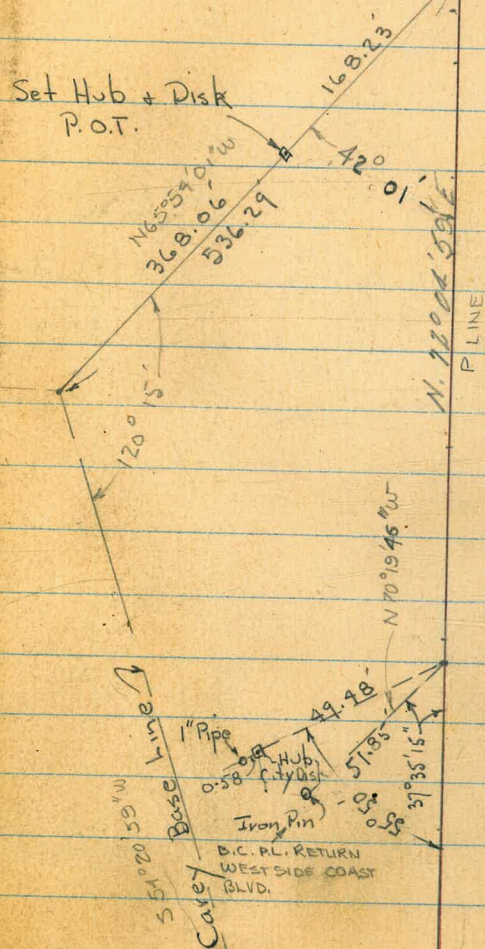
8+10.85 = Set Disk = Int. of  $\Phi$  and old Carey

B.L. - Run from Pin

Fd. old orig P. in  
Identified by  
Daniels

6+30.64 = Disk in Conc. pave - 0.03 N. of line

Set Hub + Disk  
P.O.T.





Ang.  $20^{\circ} 59'$  Lt.

16+12.90 = Hub - 1' from Ld+ct. in cb.

Fd. Iron Pin on Gar. Roof - Not Permanent  
.05 w. of line Thru. Hub Produced

66.08  
30  
Ld+ct. on line  
Fd. old Hub + Disk Used for Line from E Hub

Princess St.  
485.17

Ld+ct Hub

193.04

More in Amalfi St. E of St. to E. Book 57 - P. 24

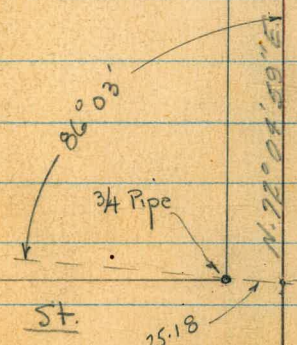
No Point

12+27 = Tie to  $\frac{3}{4}$ " Iron Pipe - L.S. 2341 = Block Cor.

Charlotte St.

12+27 = Set Nail

25.18



$20^{\circ} 59'$

N.  $51^{\circ} 05' 50''$  E.

16+00

12+00



22 + 48.97 = No Cop. nail found - set Nail.

to Copper Nail ahead.

20 + 96.80 = Set Nail = P.I. Ang.  $33^{\circ}50'45''$

19 + 44.63 = Fd. Iron Nail - Matched td. + ct. R.P.s  
shown as crosses on T.P. sheet

N.  $84^{\circ}56'44''$  E.

E.  $33^{\circ}50'45''$  N.



31 + 62.88 = Fd. Ld. + ct. - Reset Cop. Nail on Sur.  
= PC.

30 + 40.56 = F.C. Fd. cop. nail - Reset on Surface

29 + 45.57 = P.I. = Set ct. - Ang.  $14^{\circ} 26'$  Rt.

PC.  
28 + 50.60 = Fd. cop. nail in Conc. Pav. - 3" under  
Surface.

N.  $84^{\circ} 56' 44''$  E.

S.  $80^{\circ} 29' 16''$  E.

F.C.

PC.



34 + 80.06 = E.C. - Nothing found.

Set spike in hole in pave

33 + 21.47 = P.I. Ang.  $25^{\circ} 24'$  Lt.

Set Hub.

158.59

31 + 62.88 = P.C.

N.  $73^{\circ} 58' 44''$  E.

S.  $82^{\circ} 37' 16''$  E.



43+22.79 = Set Hub = P.I. Ang.  $20^{\circ} 26' 45''$  Rt.

5.85 31/2

61

38+13.06 = Set cop. Nail on Surface

Fd. screw - 25' Lt. + old stub - no ct. - 25' Rt.

N.  $73^{\circ} 56' 44''$  E.

screw  
in pauc  
(covered)

old 1 1/2" R.w. stub  
No. tack



End.

$$50 + 70.92 = \text{Fd. Hub.} = 3 + 69.14 - \text{P. 1}$$

used Line from this Hub to Hub at 29 + 14.63

ld. + ct. =  $\pm$  R.o.w. = Tang. Produced.

$$48 + 60.71 = \text{Cross} = \text{P.I. Ang. } 23^{\circ} 30' \text{ Rt.}$$

$$46 + 98.53 = \text{ld. + ct. } 0.02 \text{ S. of line}$$

$$44 + 63.21 = \text{ld. + ct. on } \pm \text{ R.o.w.}$$

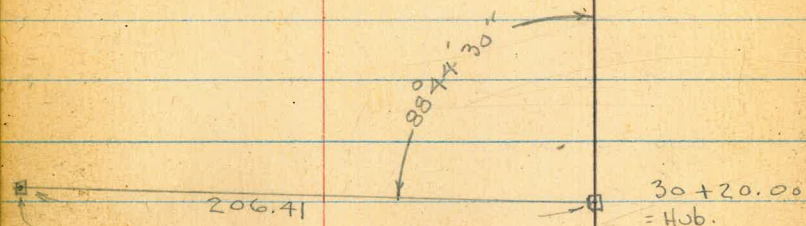
-2504

5.62° of 31" E.

5.85° 34' 31" E.



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NOV 27 1950

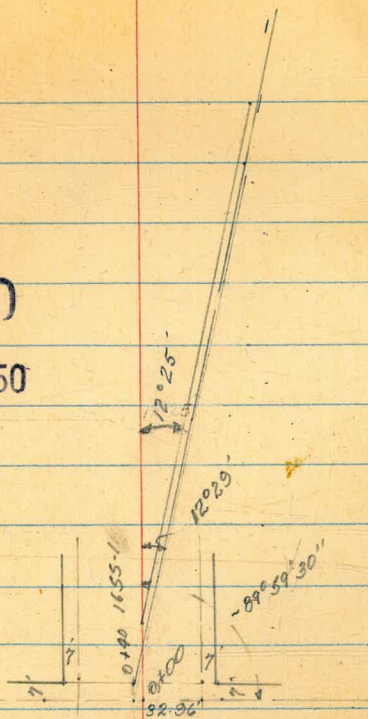


Fd old Hub  
Ely. Cor. P.L. 1288  
No Mon.



Base Line - Page 3

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NOV 27 1950

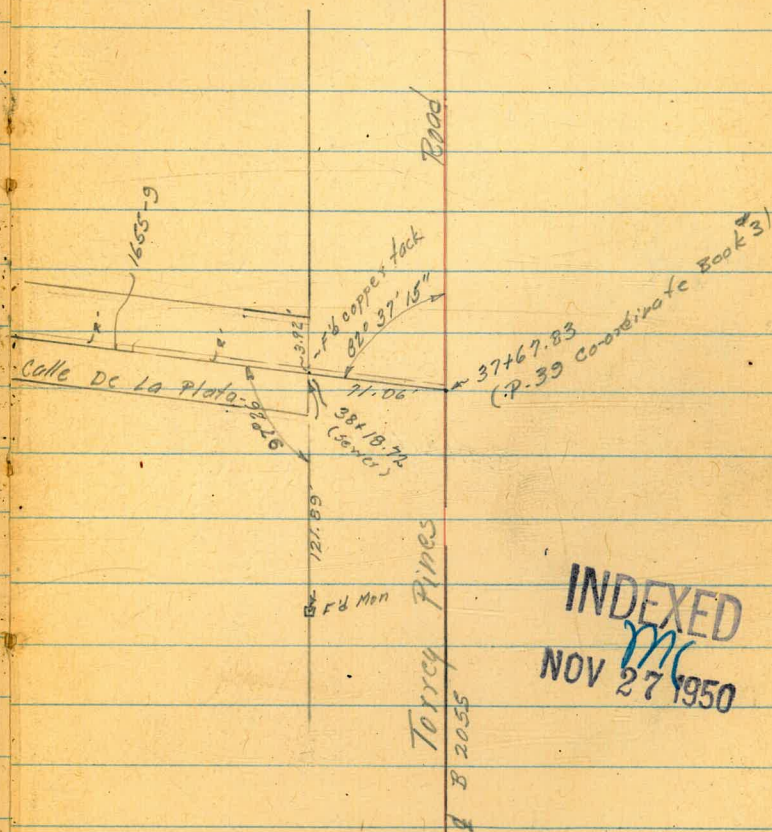


Prospect

P.I.

Trey Pines Rd







Ties To Carey's Base Line

177 La Jolla Park

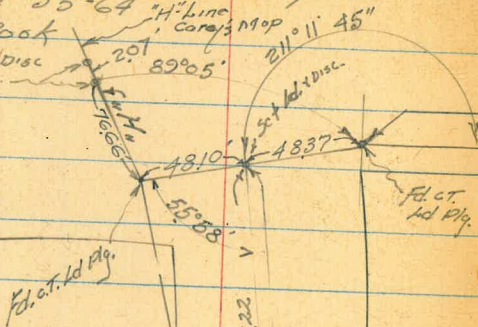
Walker  
Pope  
K. Sisson  
8-29-50

= Additional data for Torrey Pines Rd.

Survey P-55-64  
This Book

21° 11' 45"  
82° 05'

Fd. Ct. Disc  
City Eng.



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NOV 27 1950

EXCHANGE

Raw  
Rank

Carey's  
Map - Base Line

PLACE

City Eng.  
Fd. Cap Disc 177 Flag Pole  
Approx. 40' Above Cont. Base

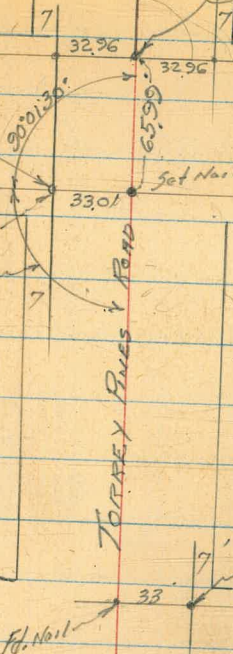
Additional Ties  
in Tie Book #16-31

65

PROSPECT

223.42'

2001.30'  
89° 58' 30"



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NOV 27 1950



Topog Proposed Hildal's Road Extension

Y.O. 22041

Oct. 26. 50  
H. Sisson  
Garber  
Rorer  
Pullen

66

112+72.00

$\Delta 25^{\circ} 50' \text{ Lt.}$

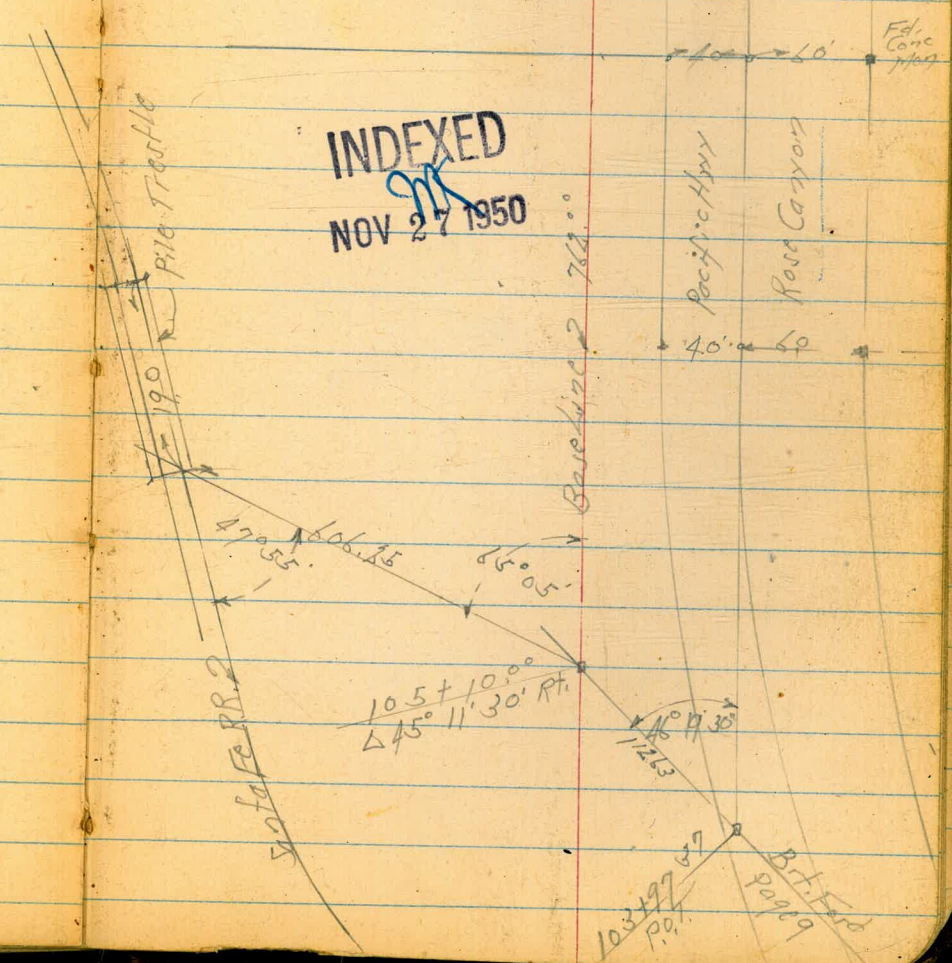
112+72.00  
 $\Delta 25^{\circ} 50' \text{ Lt.}$

105+10.00

$\Delta 45^{\circ} 11' 30'' \text{ Rt.}$

103+97.37

P.O.T.



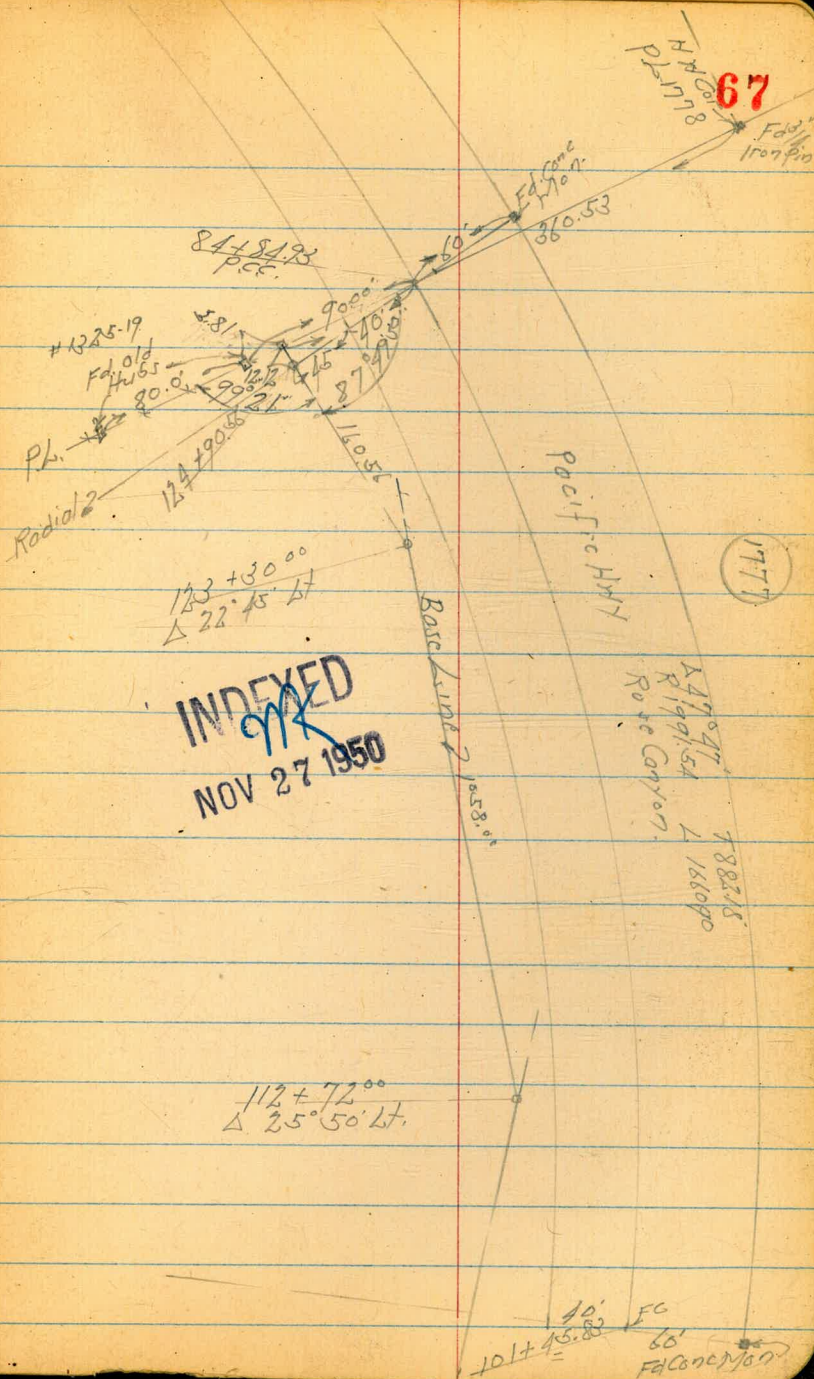
INDEXED

NOV 27 1950



123+30°° Δ 22° 45 Lt.

112+72°° Δ 25° 50 Lt.



INDEXED  
97K  
NOV 27 1950



Control Levels Proposed  
Hrdayh Road Extension

Oct. 27-50  
H.S. 1807  
Garber  
Rorer  
Pullen 68

BM	3.41	118.18	114.77	on Hub 102+35 #1812-78
Δ 103+97.37		2.78	115.40	on Hub
TP	0.91	106.525	12.565	105.615
105+10 Δ 45° 11' 30"		5.44	101.08	on Hub
TP	2.835	96.14	13.22	92.305
TP	12.25	108.06	0.33	95.81
112+72 Δ 25° 50' Lt		1.14	106.92	on Hub
TP	0.96	107.88	1.14	106.92
115+0		12.78	94.10	on Nail
TP	0.79	95.49	13.18	94.70
117+0		7.46	88.03	on Nail
TP	12.60	103.72	4.37	91.13
120+09 P.O.T.		7.40	96.32	on Hub
123+30 Δ 22° 45' Lt		7.28	96.44	on Hub
TP	1.09	97.53	7.28	96.44
124+90.56		7.14	90.39	on Stake
TP	11.80	108.09	1.24	96.29
TP	11.91	119.14	0.86	107.23

119.14  
TP 9.165 124.125 4.18 114.96  
BM 1.43 123.695

0.71 107.  
181.805  
9.01  
122.795  
#1408.52



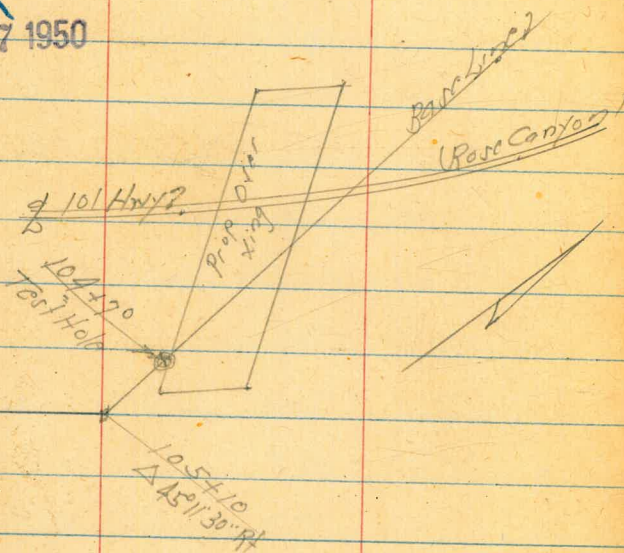
Ardath Road Extension  
 101 Hwy. Rose Canyon  
 Test Hole

Y.O.  
 22091

B.M. 816 109.24 101.08 <sup>on Hole</sup> 105410  
 Page 88

Test Hole 4.32 10.192 on slab

INDEXED  
 MK  
 NOV 27 1950



Test Hole Market St + Los Chollas  
 Creek Bridge

69

NOV 25 50  
 W.O. 22008  
 H. J. Sisson  
 G. C. Sisson  
 R. C. Sisson  
 P. Sisson

B.M. 282 50.51

47.69 <sup>S.E. 1/4 - 1st</sup> Market St  
 Los Chollas  
 Creek Bridge

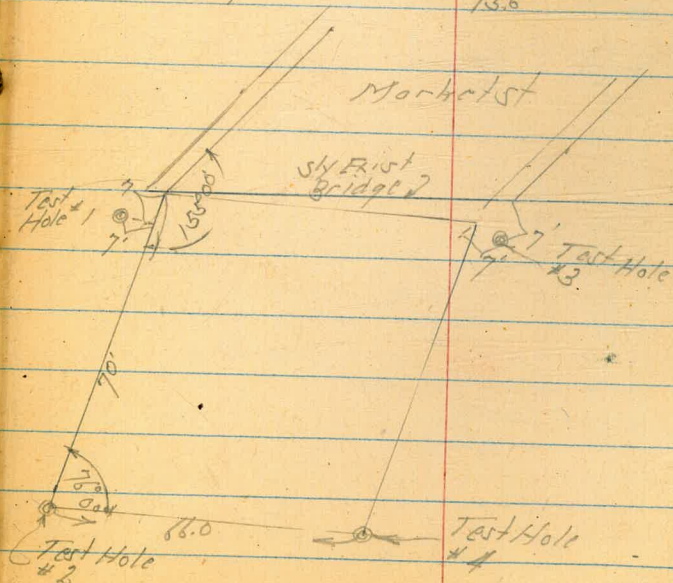
Test Hole #1 16.7

Test Hole #2 18.5

" " #3 13.7

" " #4 15.6

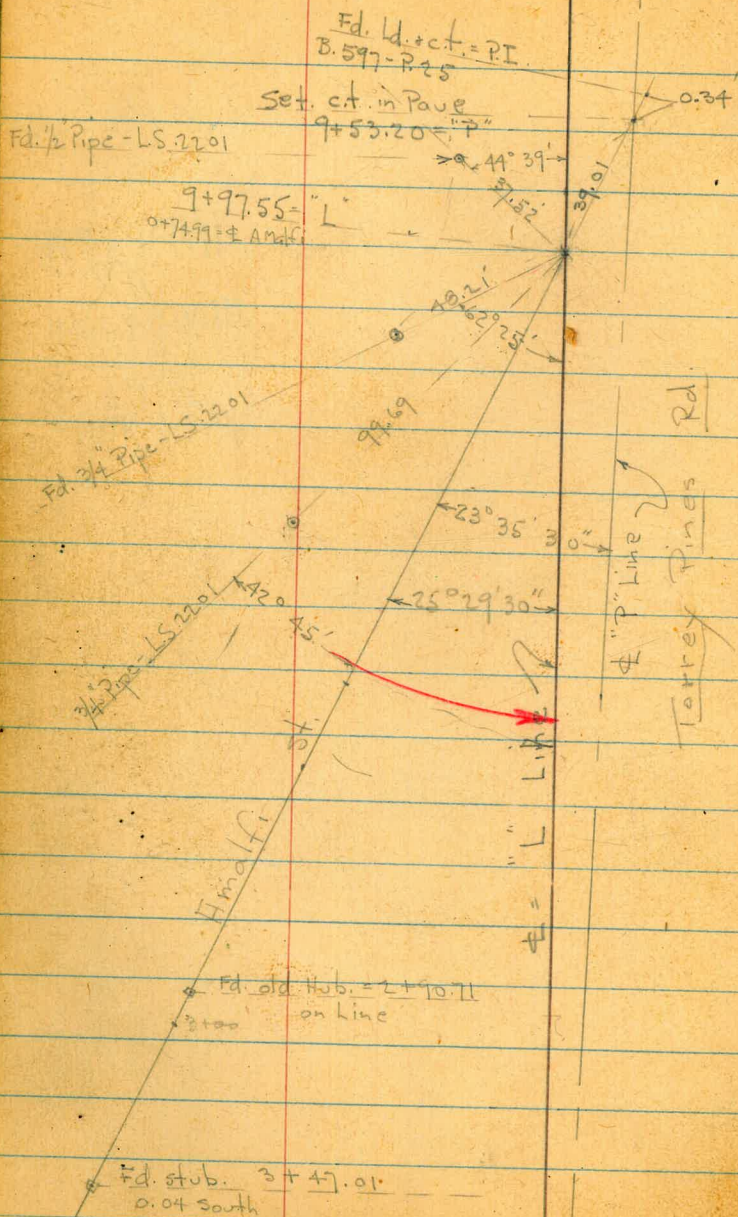
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Preliminary  $\pm$   
 Location of Amalfi St.  
 w.o. 22041

12-20-50 **70**  
 7.0.



4+80.46 = Mon.

5+57.95 = Set Hub.  
 Ang. 28° 24" Lt.

6+35.15 = Mon. 0.08 N.

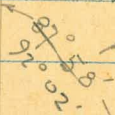
$A = 28^{\circ} 24'$   
 $T = 77.30$   
 $R = 305.50$   
 $L = 151.43$   
 $ch = 30.27$



6+35.15

114.68

Note: Used Moors  
Angle - could not Retrace  
P.L. line - Poles on line



P.L. line

7+49.83 = Mon.

88.42

8+38.25 = Pin on line

76.94

9+15.19 = Hub.

Ang. 22° 33' 30" Lt.

73.61

9+92.11 = R.R. spike 0.015.

9+92.11

69.30

99.5

10+61.62 = R.R. spike 0.02 N

36.22

26.22

10+97.85 = R.R. spike 0.02 N.

15.15

15.12

11+12.97 = Hub.  
Ang. 79° 30' Lt.

11+42.23 = Hub.  
on line

29.26

40.94

79° 30'

11+82.17 = R.R. spike  
on line

Hillside Drive



11+83.17

0

10.01

89°36'30"

$13 + 02.18 = \text{Pave Nail}$   
 $= 19 + 28.80 \text{ on "L" Tang}$   
 Produced

30.10

 $18 + 98.70 = \text{RC}$ 

"L"

Torrey Pines Rd





Ely. line Proposed Opening  
 From Ardath Road to Torrey Pines<sup>Rel</sup>  
 Thru P.L. #1288

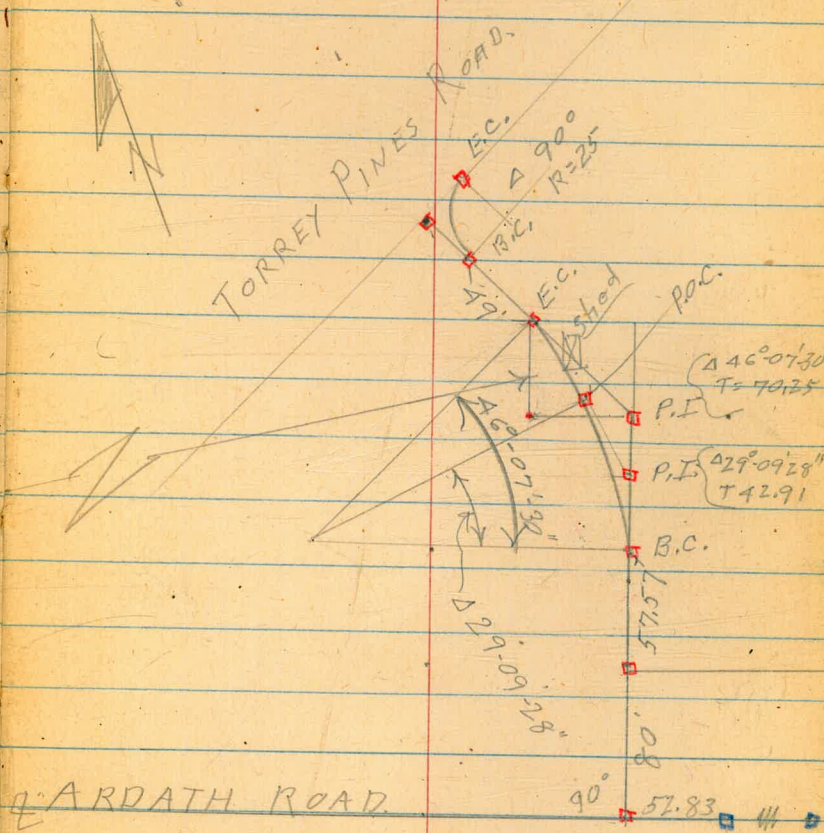
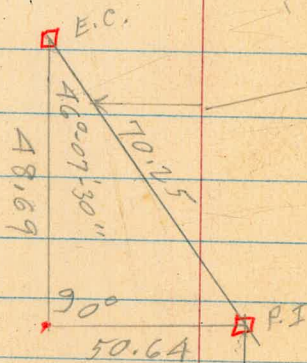
C. Sommermeyer  
 B 699  
 Schelin

4-16-53  
 I.M.O. 2000C  
 F.B. 1812-35

INDEXED  
*law*  
 APR 20 1953

73

Points set from Ardath Road  
 as base line. Set as per  
 sheet #8560-L.



12+97.77  
 F.B. 1812-35  
 8+74.33  
 F.B. 1812-35  
 = 8+74.00  
 Sheet 8560-L



74



75



76







78



79



7.53

5172

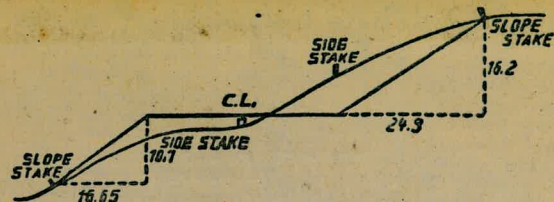
F

50' LT. 276 + 40 ← 383.98 (City)

Miramar Rd. Sta 281 ±

55° 58'

74.99  
39.01  
35.98  
64.02



**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.**

SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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