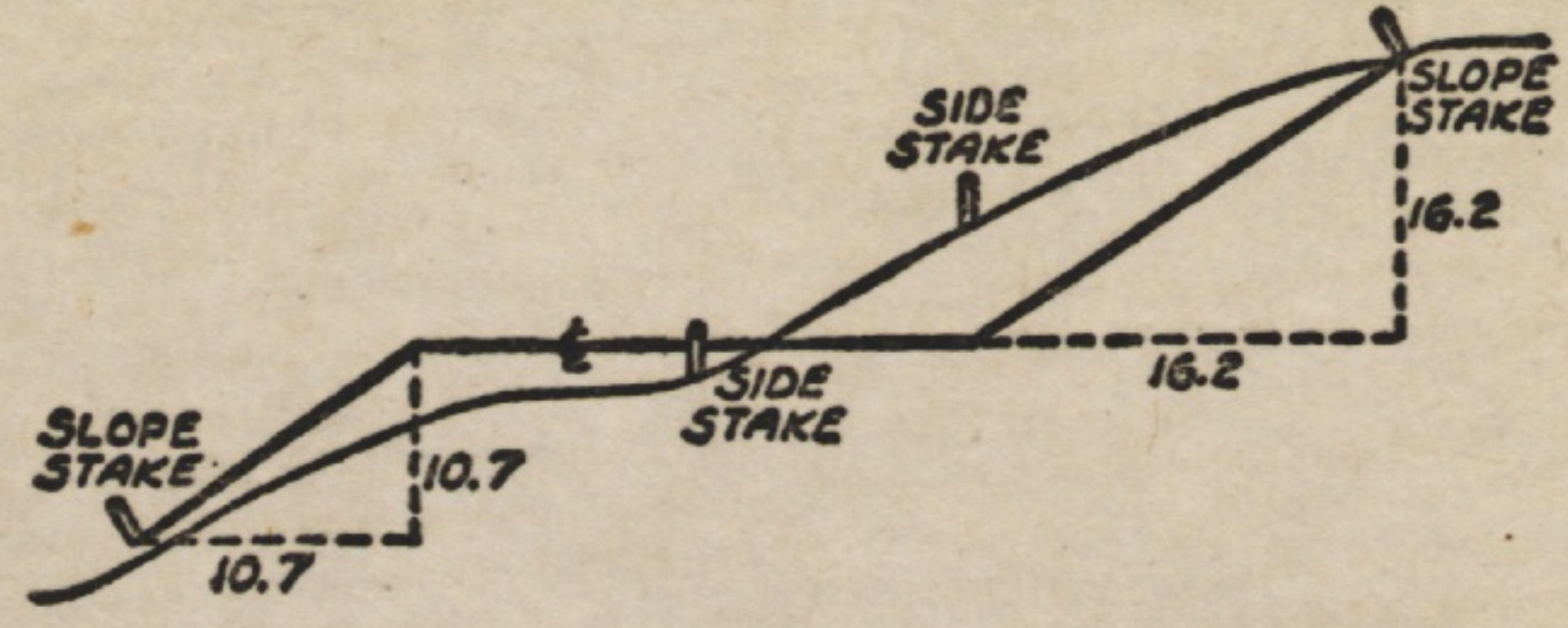


T. P. - 34

T. P. - 34

TRAIN BOOK

Middle Town



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

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.

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side of shoulder
stake less any width roadway, slope $1\frac{1}{2}$ to 1.
ALUMINUM ground level, the cut or fill at side

**IMPROVED TABLES
AND
INFORMATION**

cut target. If it does not make the slight ad-
justment necessary.

TABLE No. VIII

To find Tangent and External for curve of
any other degree, divide by degree of curve and
add correction found in column of corrections.
Degree of curve with given T may be found
by dividing tangent (or external) by

The distance from a point on the tangent to
the curve is very nearly the square of the tangent
length divided by twice the radius.

$$\frac{(B-A)^2}{2R} = T^2$$
$$\frac{(B-A)^2}{2R} = T^2$$

T.P. Book

COPY

CITY OF SAN DIEGO

STREET DIVISION

CORNER CUT-BACKS WITH CURB IN-LETS

25' Cross R.P. Pathways

PRIORITY

LOCATION

NO. OF CORNERS

1	✓ 30th & Upas P	4
2	Done ✓ 8th & Broadway N.W. cor.	4
3	S.E. out. ✓ 9th & Broadway N.W. 25' N 30' W	4
4	Done ✓ 9th & C	4
5	Ash & California (Railroad)	2
6	✓ 7th & B NE out	1
7	Done ✓ 8th & C - N.W. cor - out!	4
8	✓ 3rd & C NE cor only	2
9	NW out ✓ 1st & B	2
10	✓ 3rd & B west side only	2
11	✓ 30th & National S.W. out	2
12	✓ 12th & Broadway S. side only	3
13	✓ 13th & Broadway west side only	2
14	✓ 14th & Broadway east side only	2
15	✓ 15th & Broadway 25' all cor	2
16	✓ 7th & Broadway NE 20' to N - NW out	2
17	✓ 3rd & Broadway SE out	2
		<hr/> 50
18	✓ 1st & C NW out	2

52

INDEX

R.P.2 to existing City Lead + Tacks 30th + Upas ✓ - P-2 ✓

8th + Broadway } P-3 ✓

9th + " ✓

9th + C. ✓ } P-4

7th + B. ✓

8th + C. ✓ } P-5

3rd + C. ✓

1st + B. ✓ } P-6

3rd + B. ✓

30th + National ✓ } P-7

12th + Broadway ✓

13th + " ✓ } P-8

14th + " ✓

15th + " ✓ } P-9

7th + " ✓

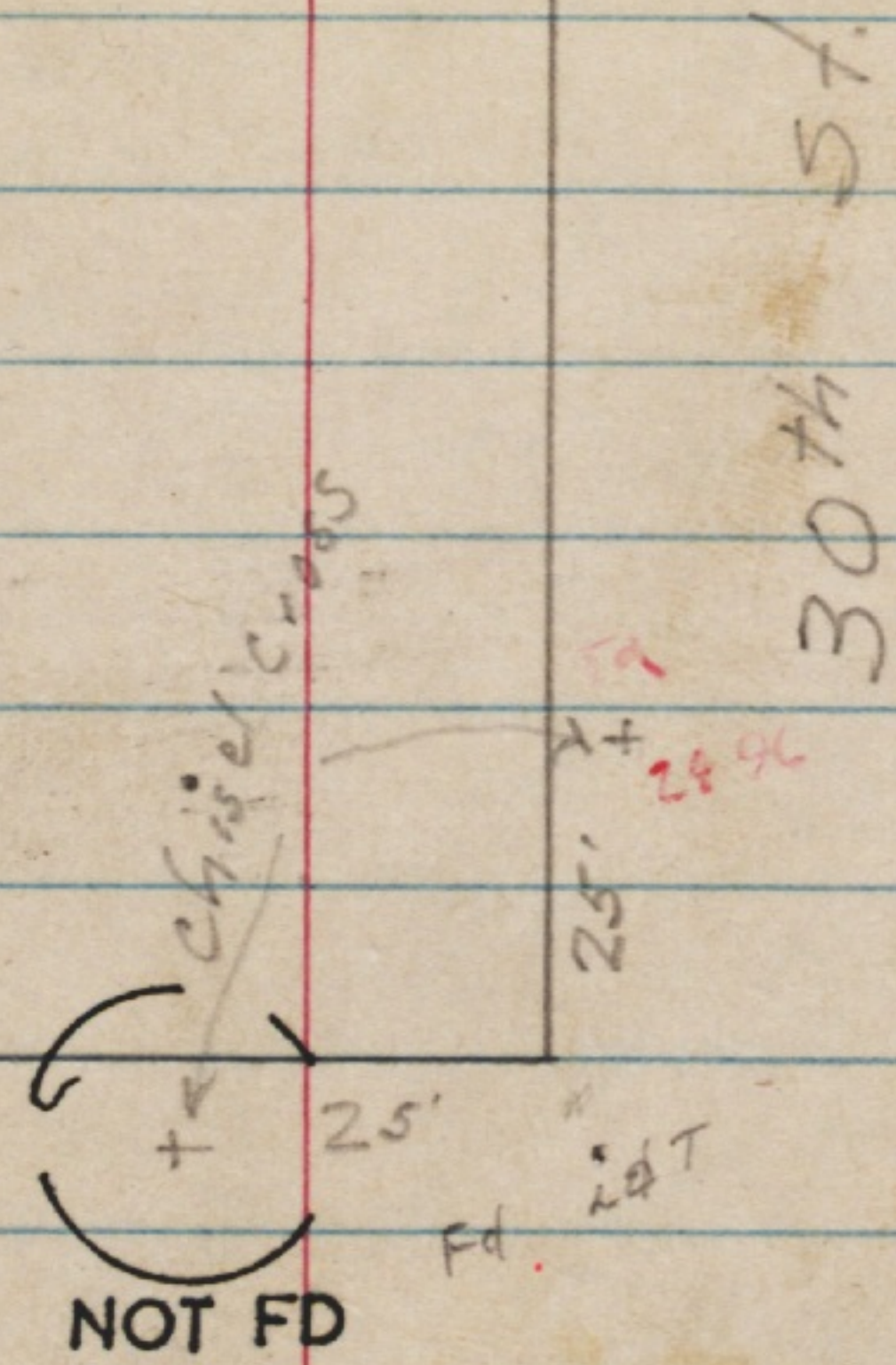
3rd + " ✓ } 10

1st + C. ✓

Chain ties only. Not on line

See Tie Point Sheets for location of existing Lead + Tacks.

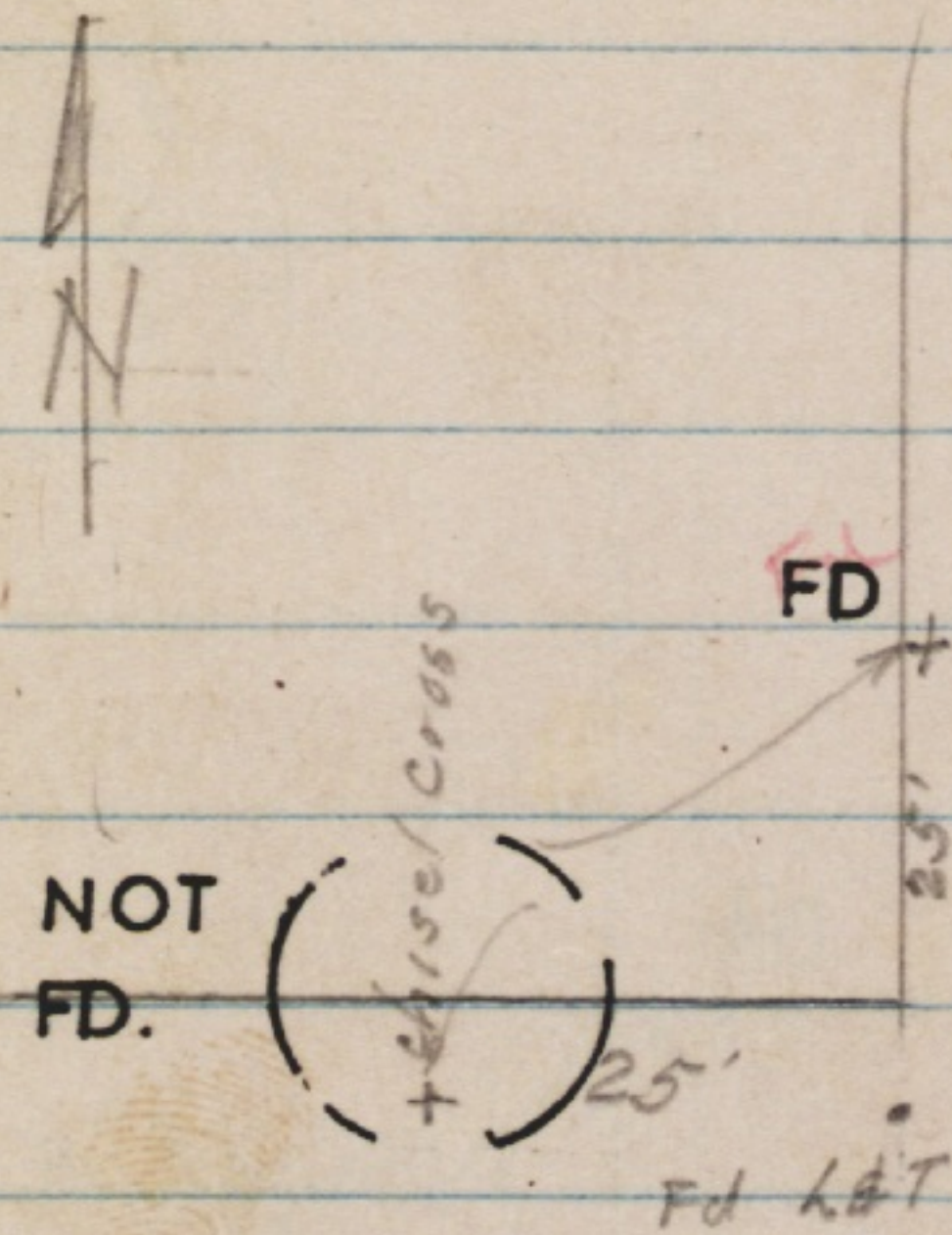
8-20-52
Pope
Huffman



UPas

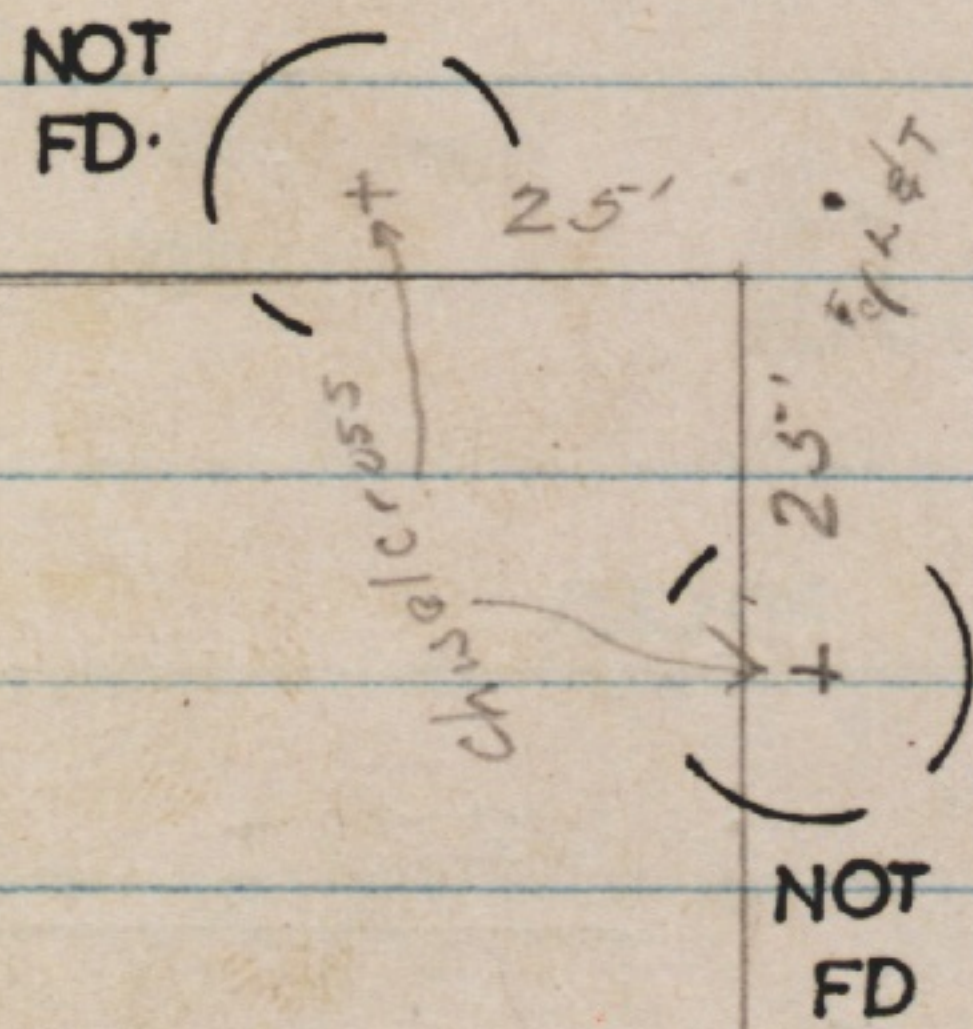
Chain Ties To city Tie Points
Not set on Line

2



3/08/83
WENTWORTH
SEE LL. NOTES
3/02/83
208/1728

Indexed



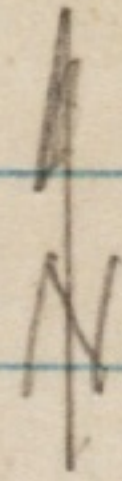
street

Dale St.

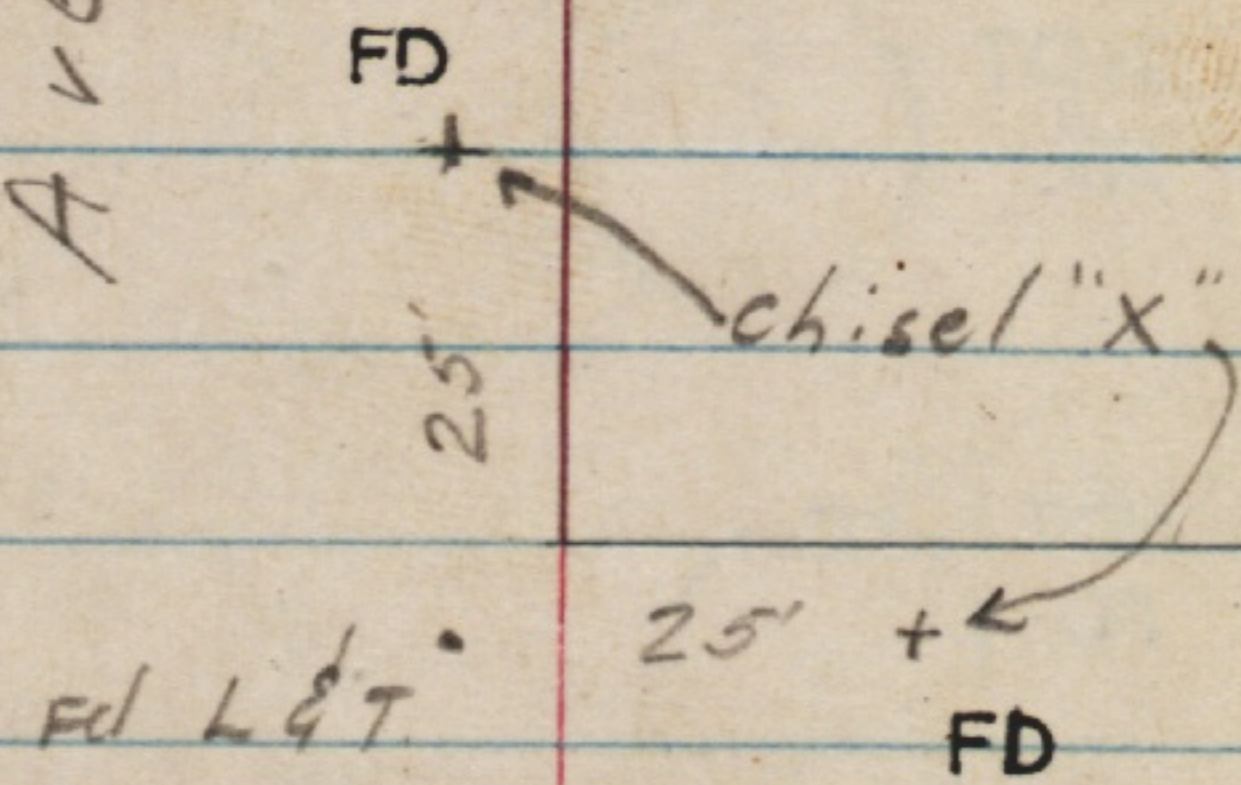
8-20-52

8th + Broadway

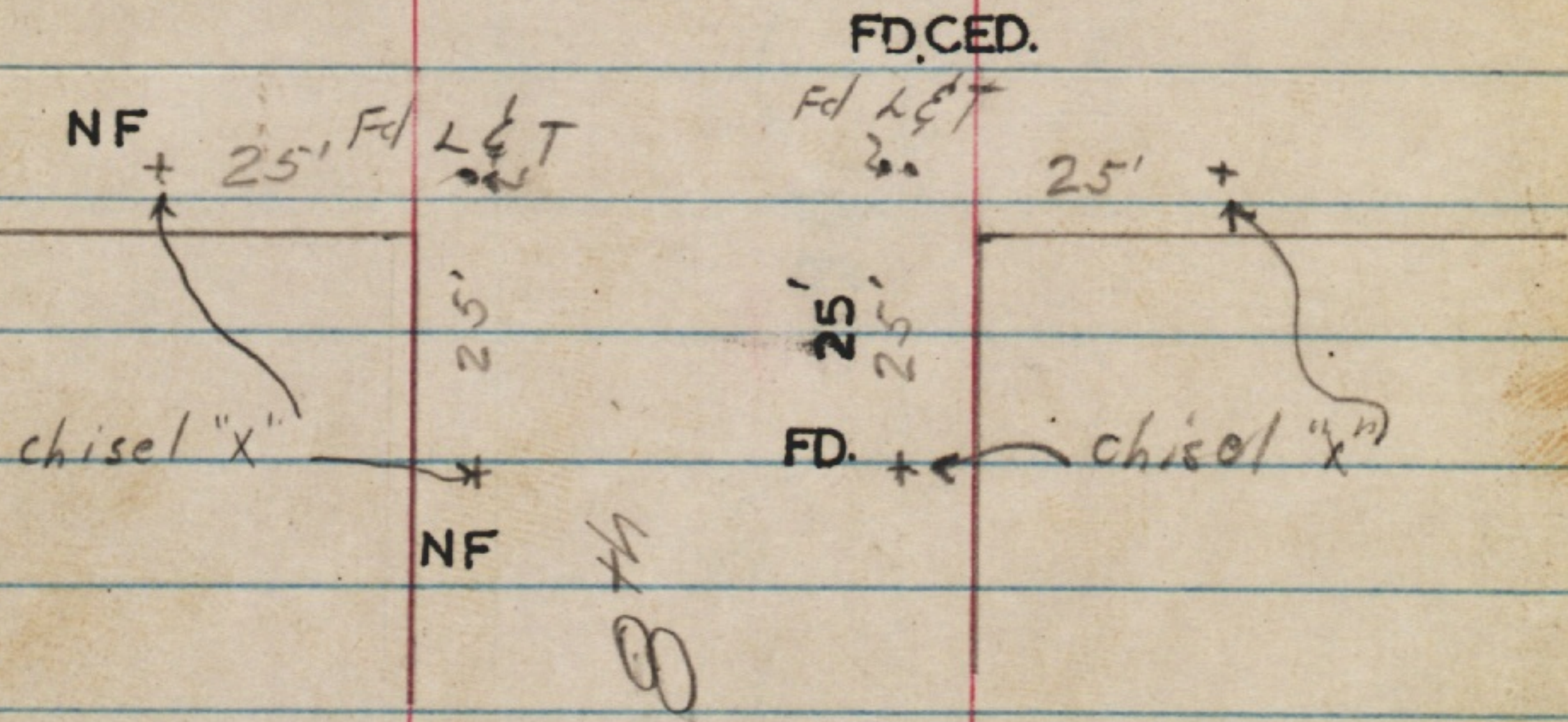
Indexed



Ave.



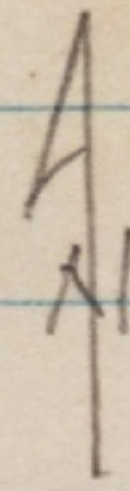
Broadway



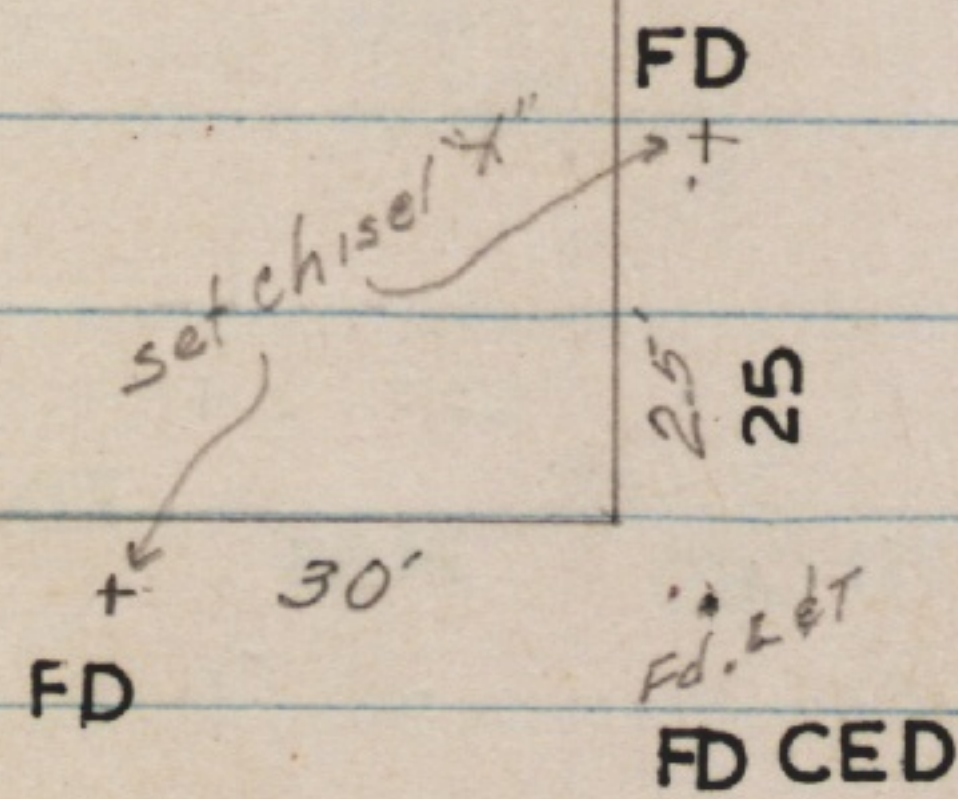
R.P.s To City Tie Points
Not set on line (chain ties) 3

9th + Broadway

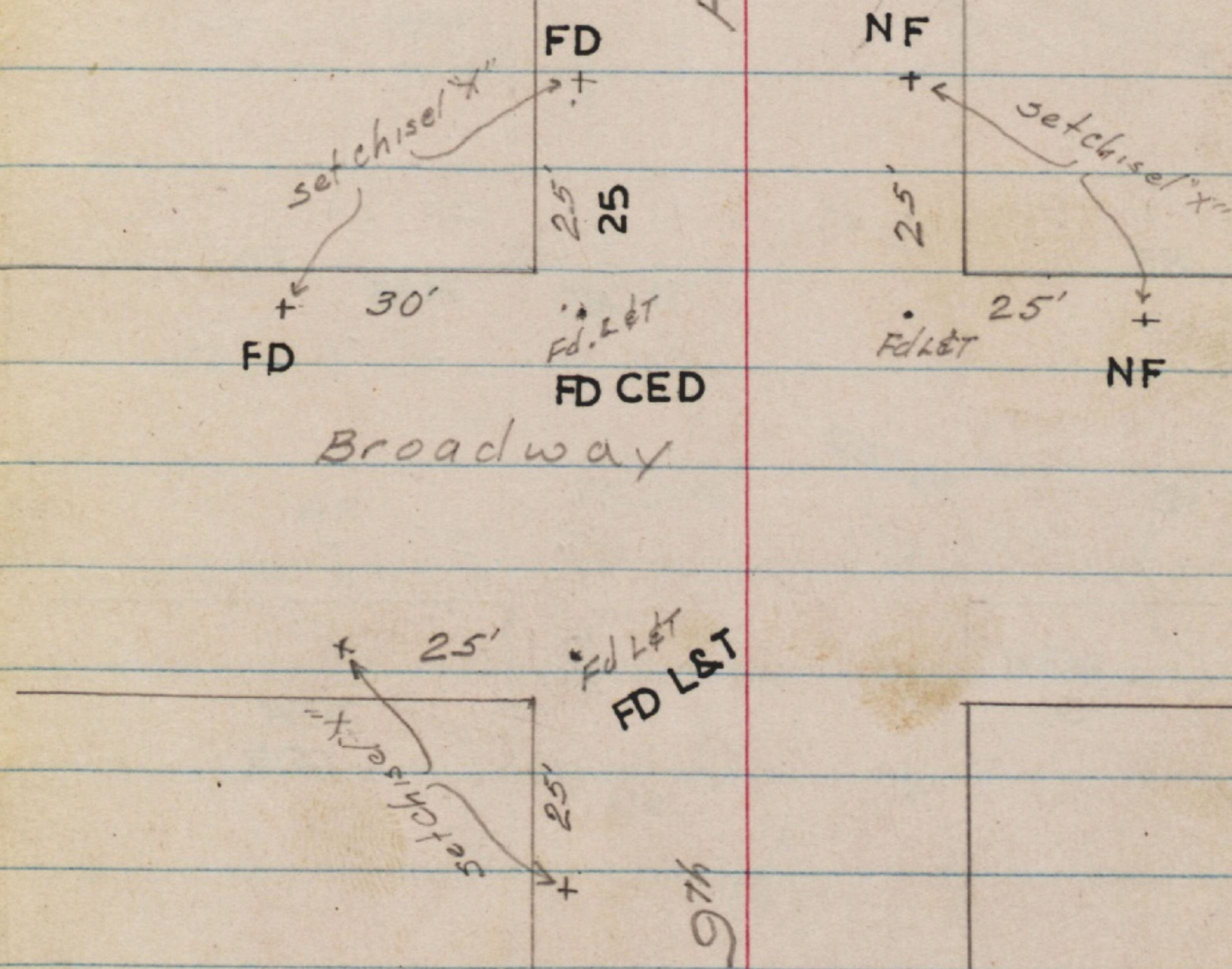
Indexed



Ave



Broadway



Indexed

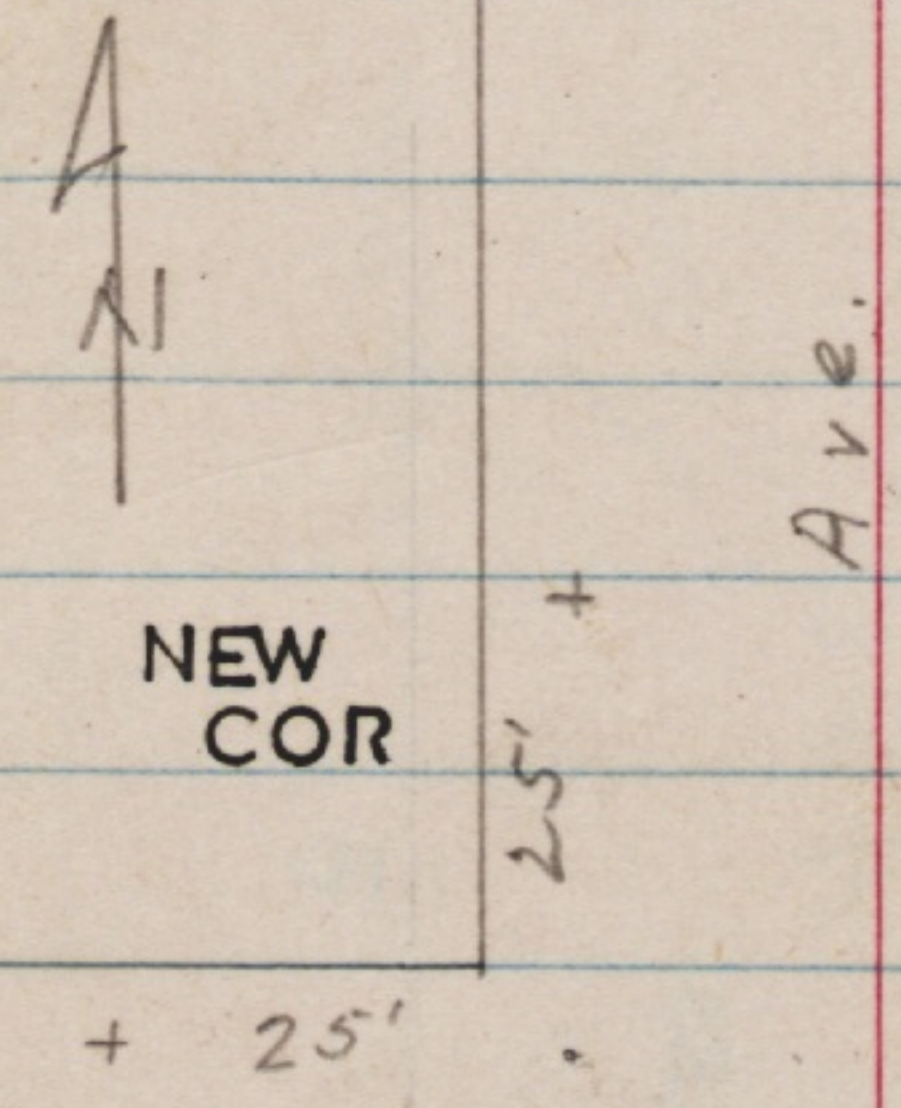
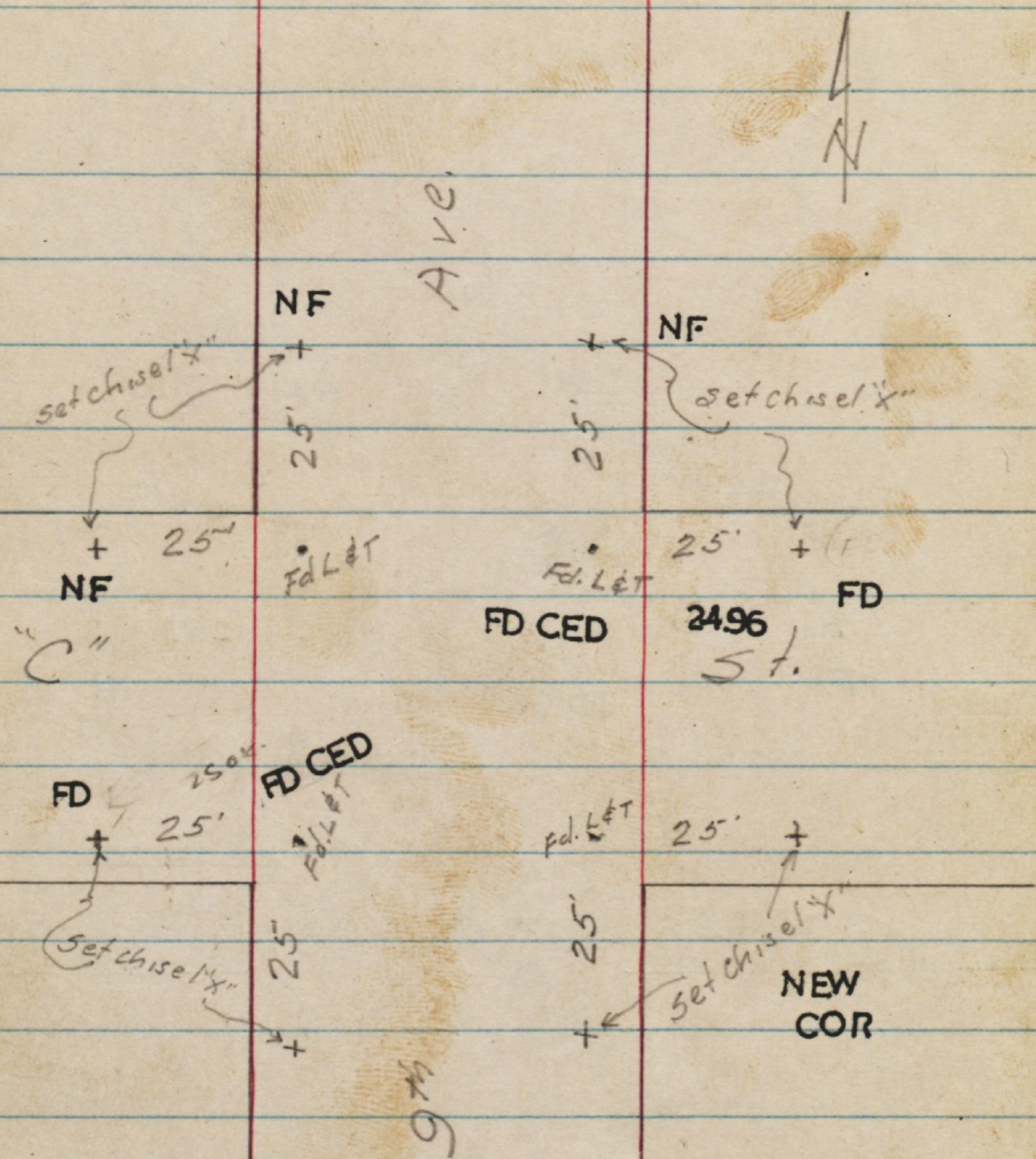
9th + C.
Chain ties to

existing city L. + T.

7th + B.

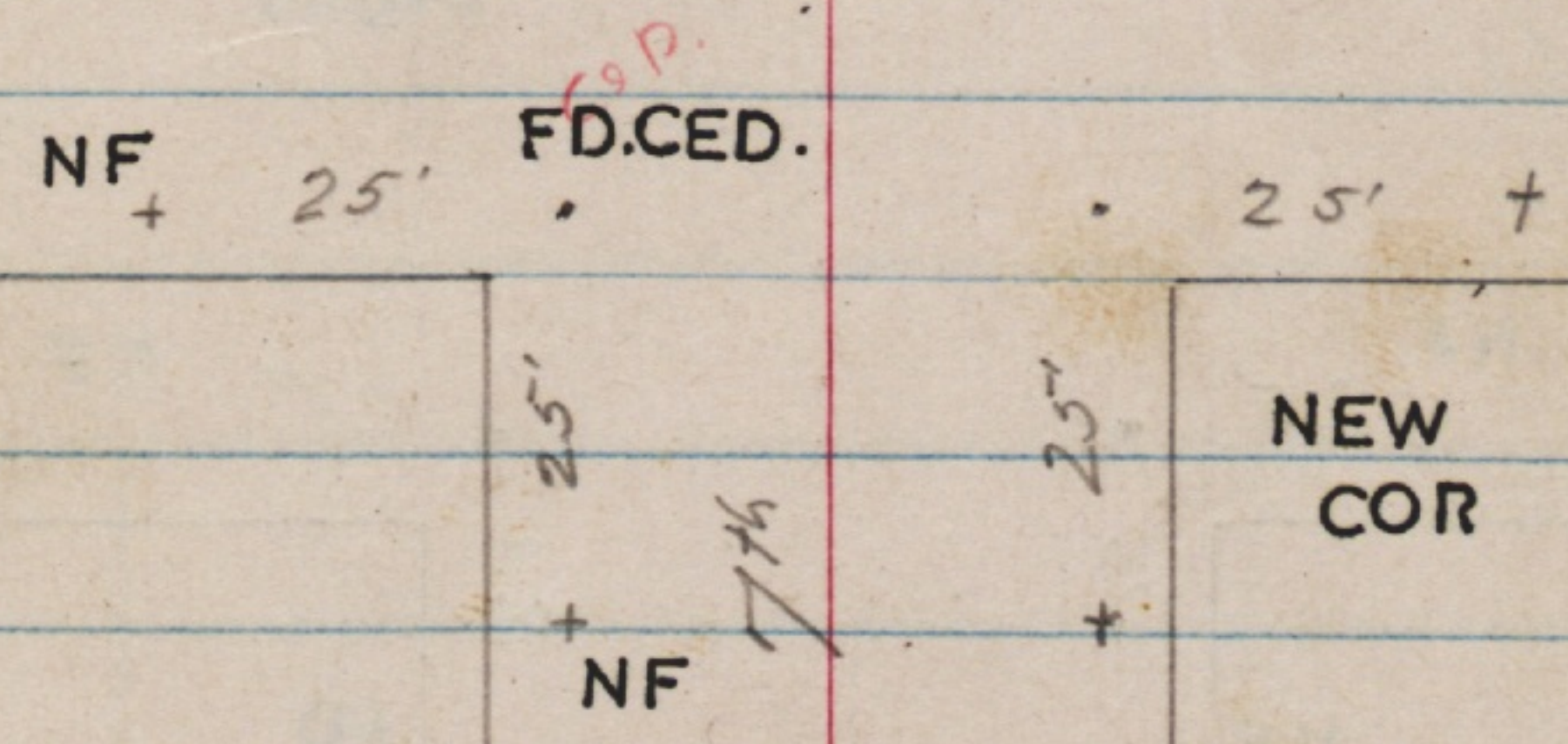
Redwood 4

Ave.



"B"

St.



8th + C.

Indexed

Chain ties to existing city L.T.

3rd + C.
R.P. to city lead + tacks 5

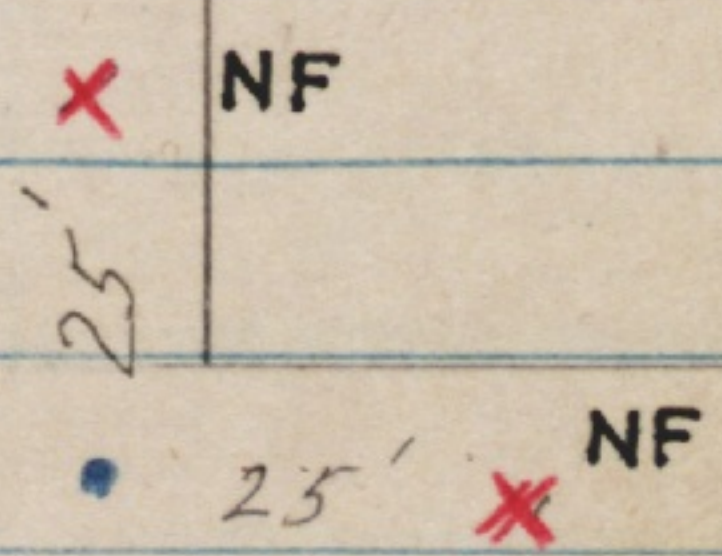
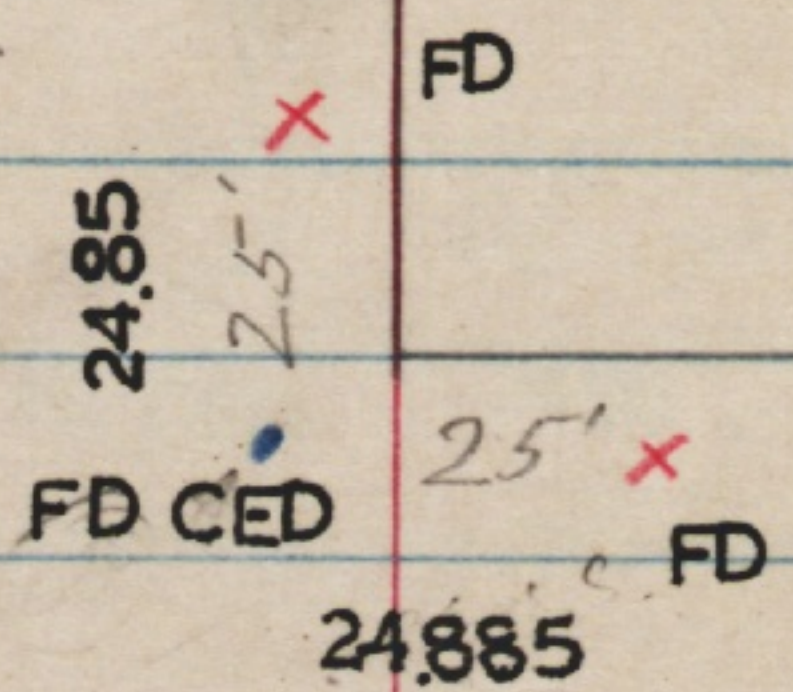
- denotes found L.T.
- X u cut cross in conc.
Not cut on line

Indexed

Ave.

Ave.

Ave.



St.

"C"

St

NF
X 25'

•

25'

NF

X

8th

25' NF
X

•

25'

FD

X

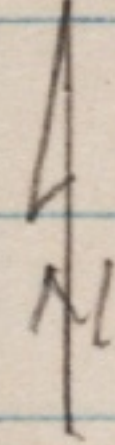
3rd

1st + B

Indexed

Chain ties to

Ave



25' X

NEW
COR



25' X

"B"

St

X 25'

25'

25'

25' X

NEW
COR

X

X

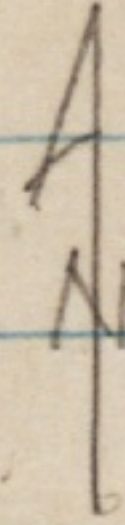
NEW
COR

1st

3rd + B

Indexed '6

existing City L+T.



Ave

NEW
COR

25' X

X 25'

B

St

X 25'

25'

NEW
COR

X

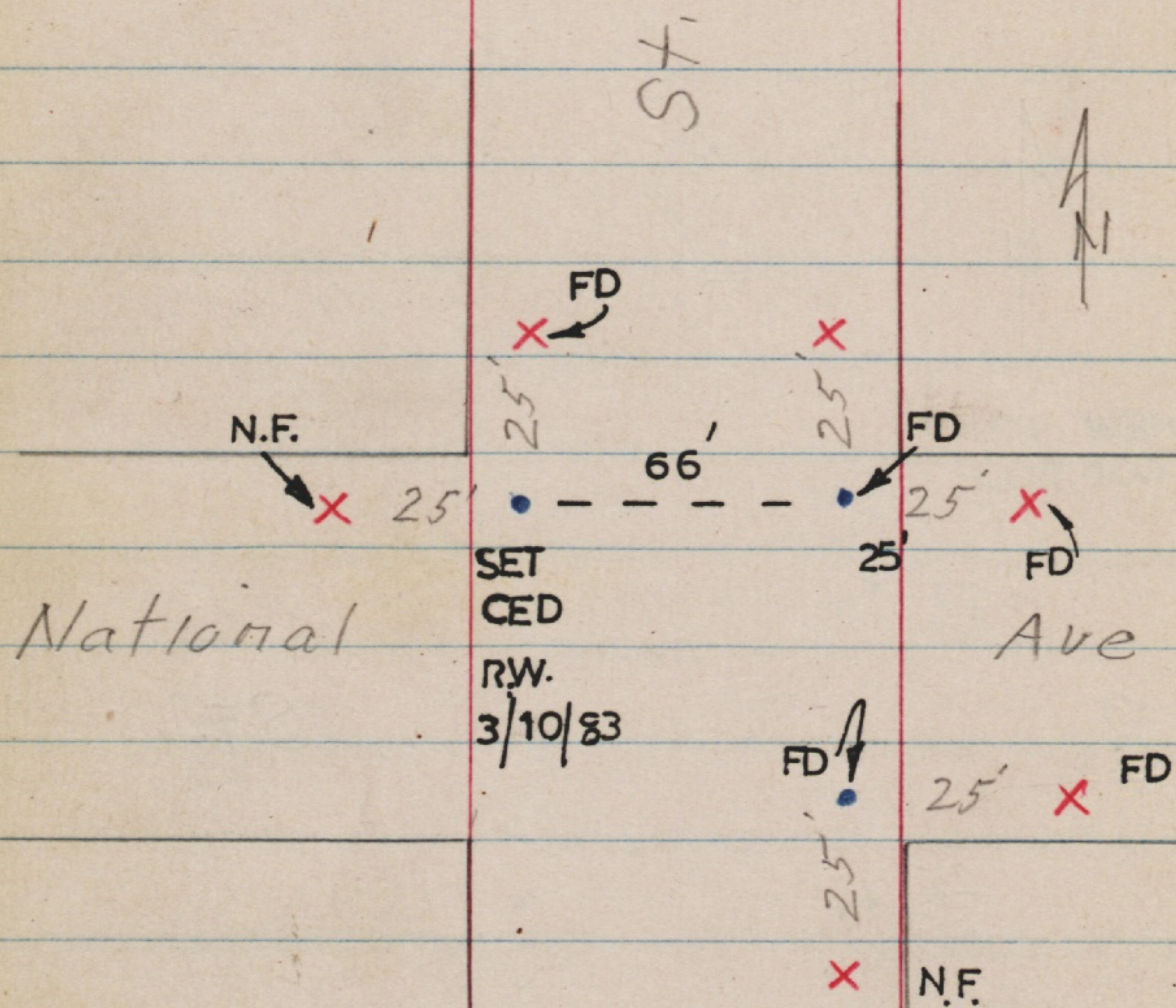
3

30th + National

Indexed

Chain ties to

existing City Lot.

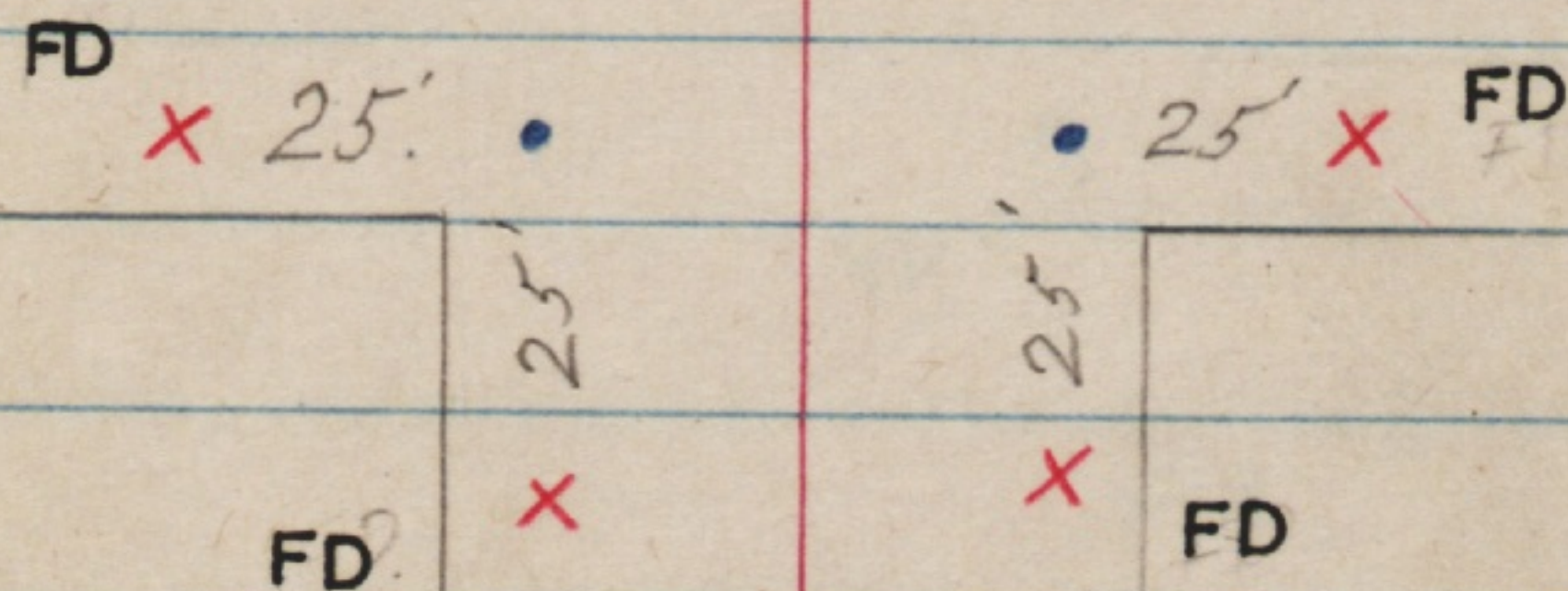


12th + Broadway

Indexed

7

Broadway

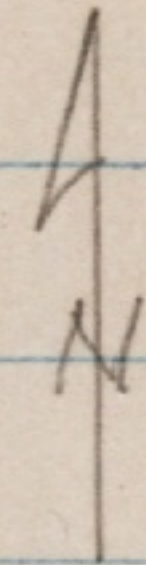


13th + Broadway

Indexed

Chain ties to

St.



(X) NF

FD

X 25' • FDL&T

25.06

Broadway

NF X 25'

25'

(X) NF

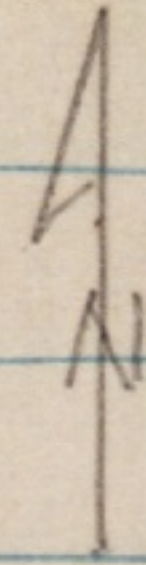
13th

14th + Broadway

Indexed

8

existing City L&T.



St.

FD

X

25'

FD CED

25'

25.01

(X) FD

Broadway

• 25' X FD

25'

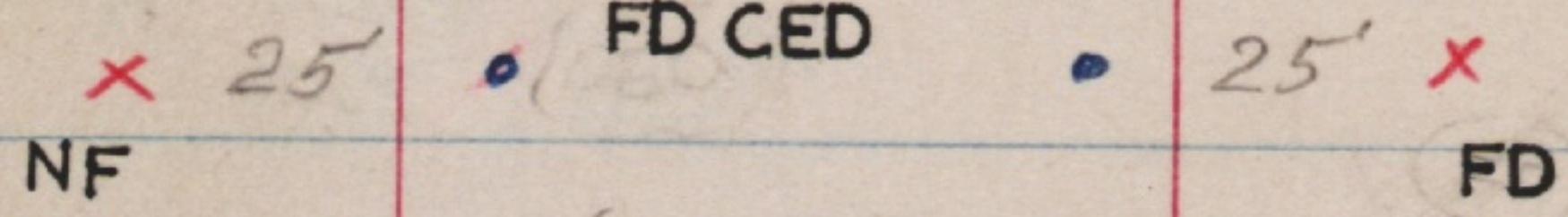
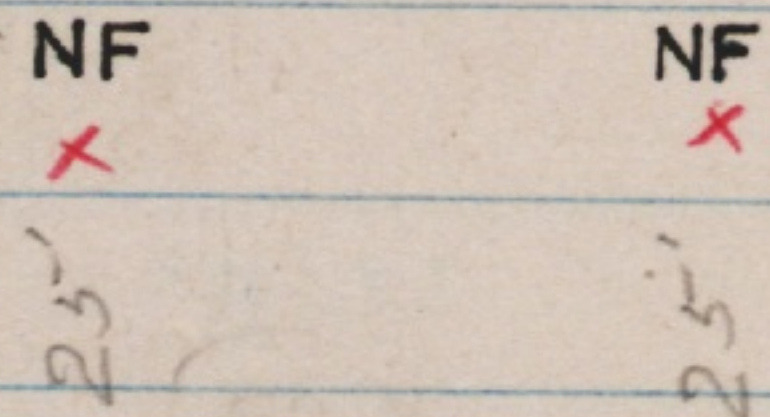
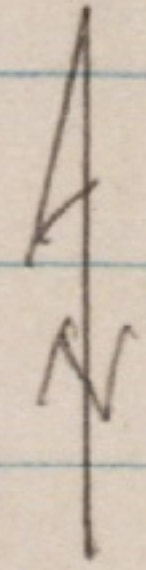
(X) N.F.

14th

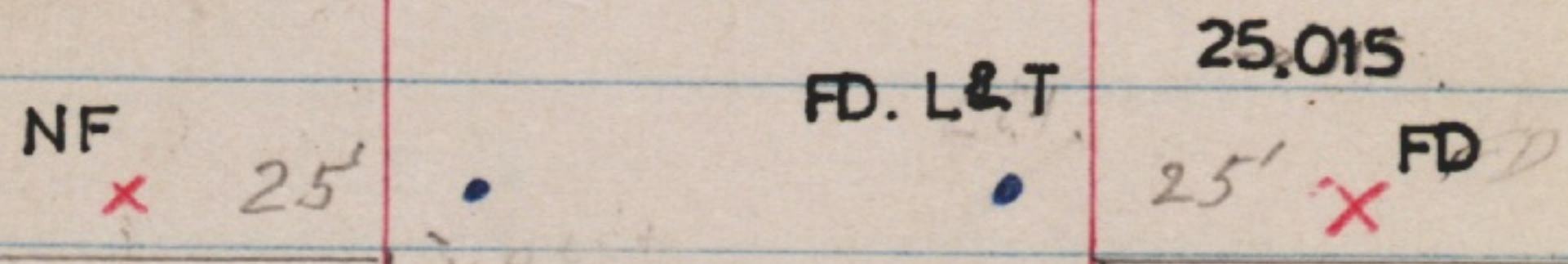
15th + Broadway *Indexed*

Chain ties to

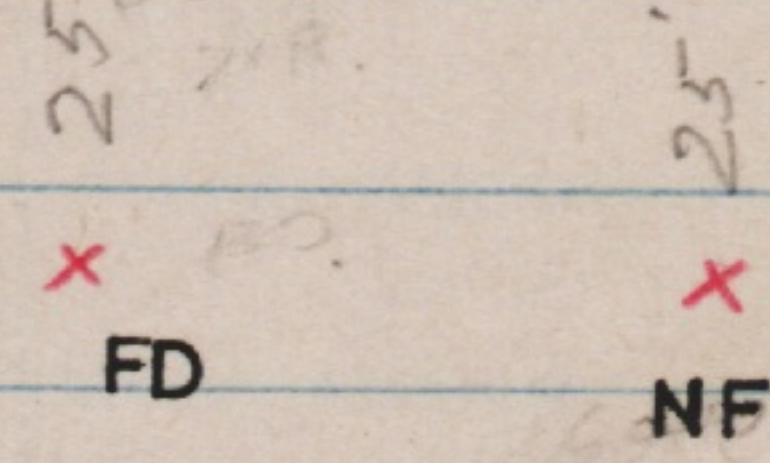
St.



Broadway



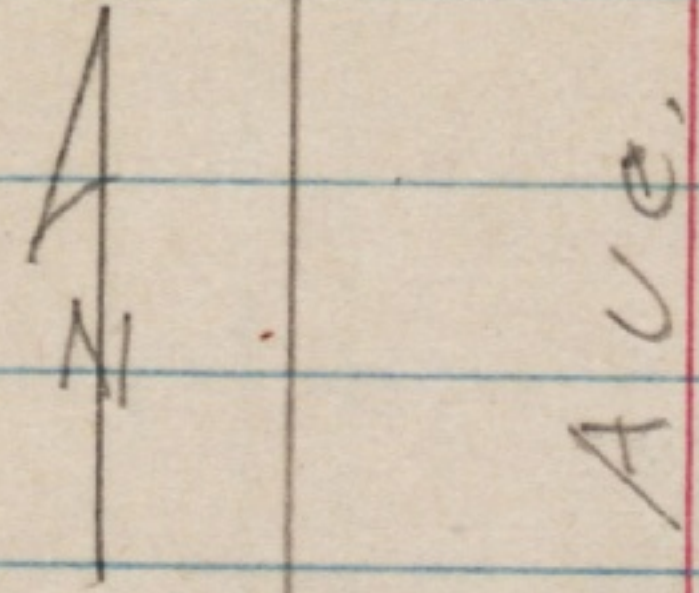
FD. L&T



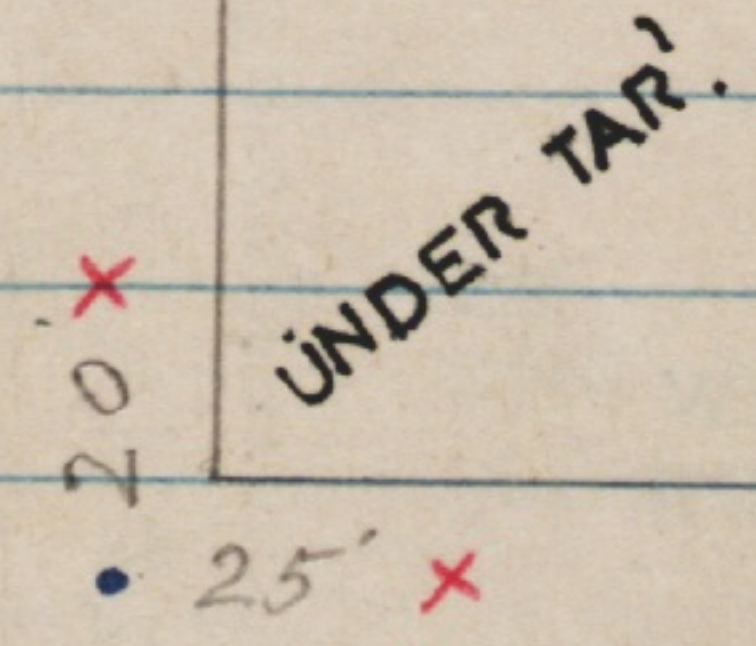
15-14

7th + Broadway *Indexed 9*

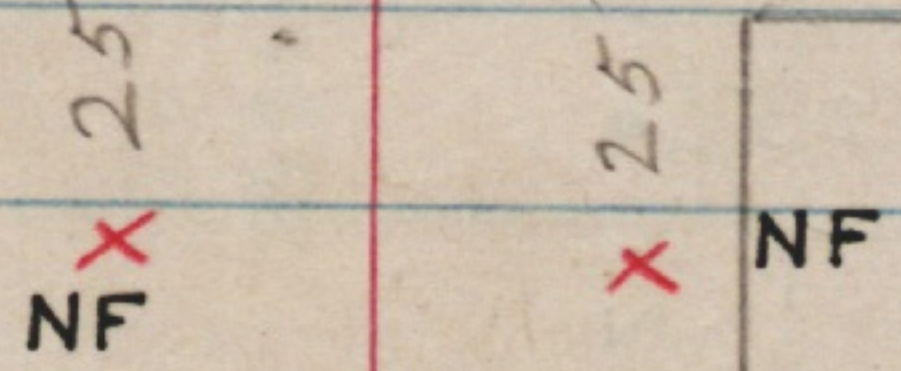
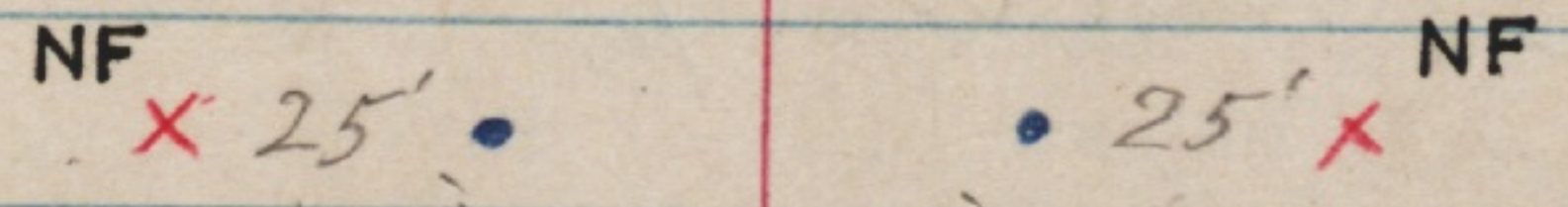
existing City L&T.



Ave.



Broadway



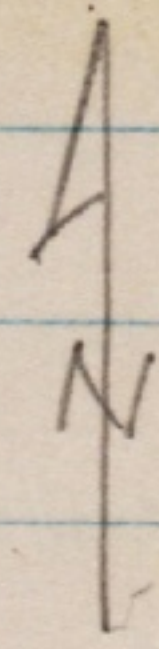
7th

3rd + Broadway

Indexed

Chain ties to

Ave.



NEW COR

25' X

25' X NF

X 25'

FD L&T

25' X NF

Broadway

X 25'

25' X

NEW COR

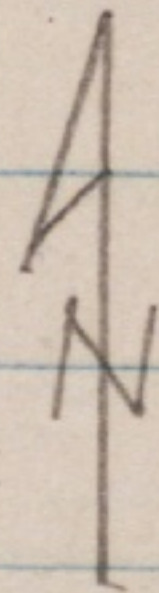
3rd

1st + C.

Indexed

10

Existing City L&T.



Ave.

25' X

NEW COR

• 25' X

"C" Broadway Street

FD 24.96

X 25'

FD L&T

FD 25' X

25' X

FD

1st

25' X

NEW COR

TIE POINTS, BROADWAY, C, 14TH, 15TH

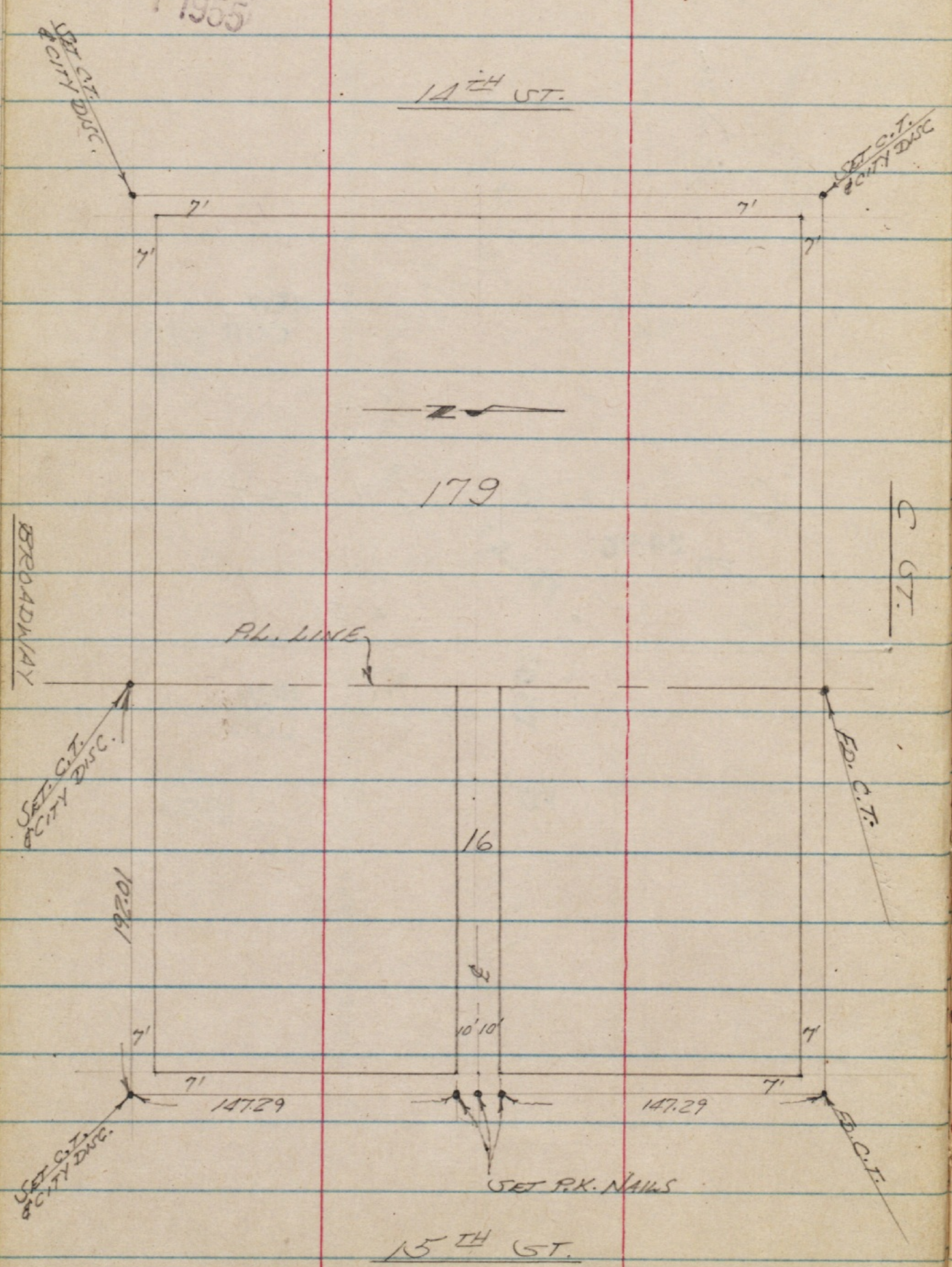
INDEXED

TPS- 82-87
6-4-56 M^{CO}

COTA
GARBER
KELLEY
5-13-55
N.O. #20575

JUN. 7 1955

14TH ST.



RESET TIES WASHINGTON & FRONT

TP 212 M¹⁰
5-9-56

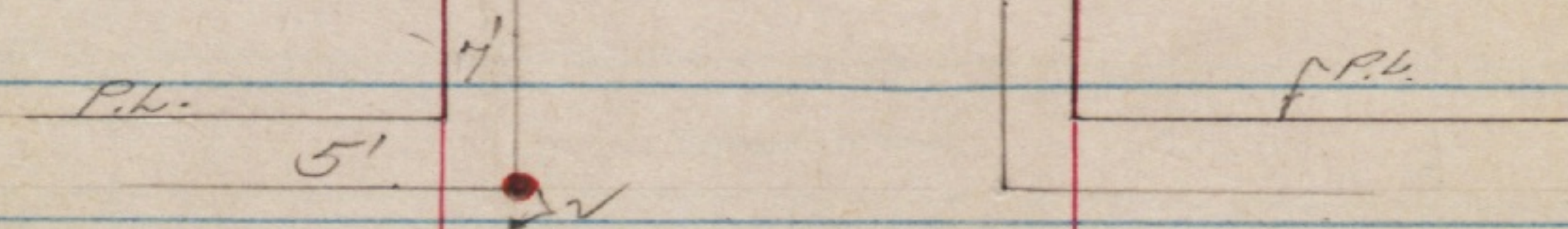
INDEXED

JER

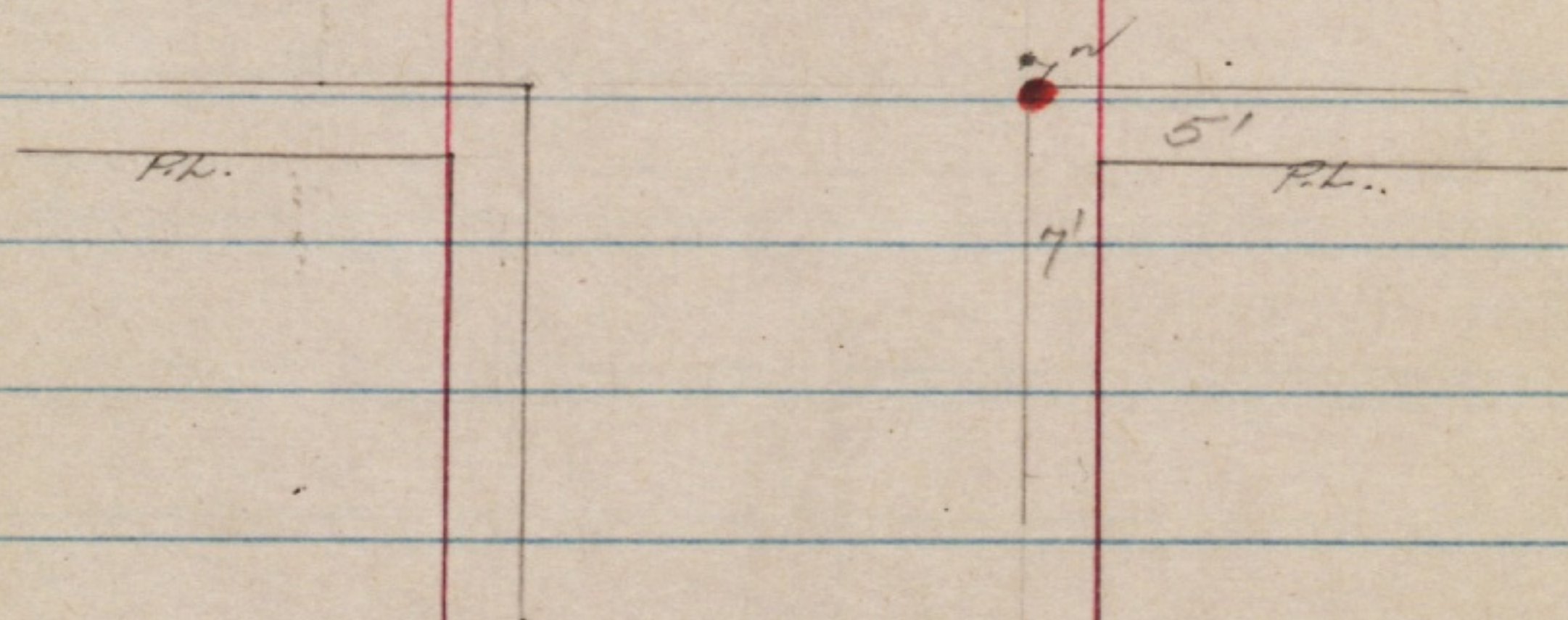
JUL 7 1955

COTA
GARBER
KELLEY
5-13-55

FRONT ST.



WASHINGTON ST.



● = SET COPPER TACK & CITY DISC.

NOTE! TACKS SHOWN WERE ORIGINALLY 7' FROM

WASHINGTON ST. PROP. LINES.

PLEASE CORRECT TIE SHEETS