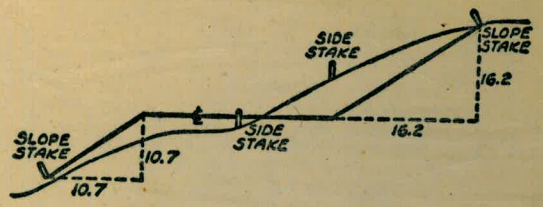


Distances from Side Stakes for Cross-Sectioning

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.

36°45'
18 30

36° 45
18 22

5060
18 22
71 38

1,05536
5
5 26 80

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	.70	.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	.711	.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	.985	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

INDEX

VANCOUVER ST.
QUINCE TO TAMARAK ST.
(PRELIMINARY)

FOR CROSS SEC's 10/26/60 See Page 33

0+00 = NORTH LINE QUINCE ST.

2+20 ℄ ALLEY WEST

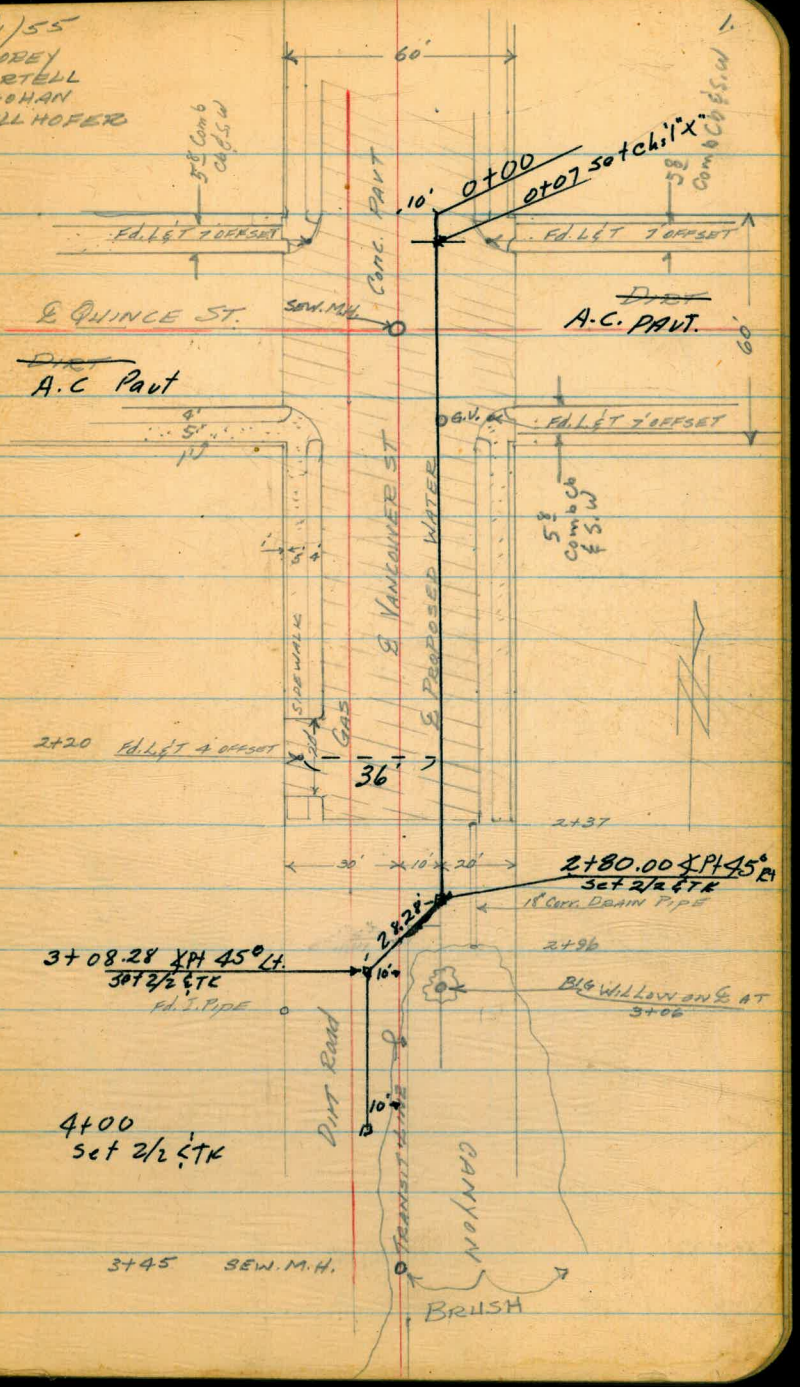
2+35 25 END CONC. PAVT.

2+86 P.O.T. RAN TRANSIT LINE 2' E. ℄ ST. TO 6+00

3+30 10

9/1/55
SHOREY
MARTELL
HOLOHAN
KELLHOFER

1.

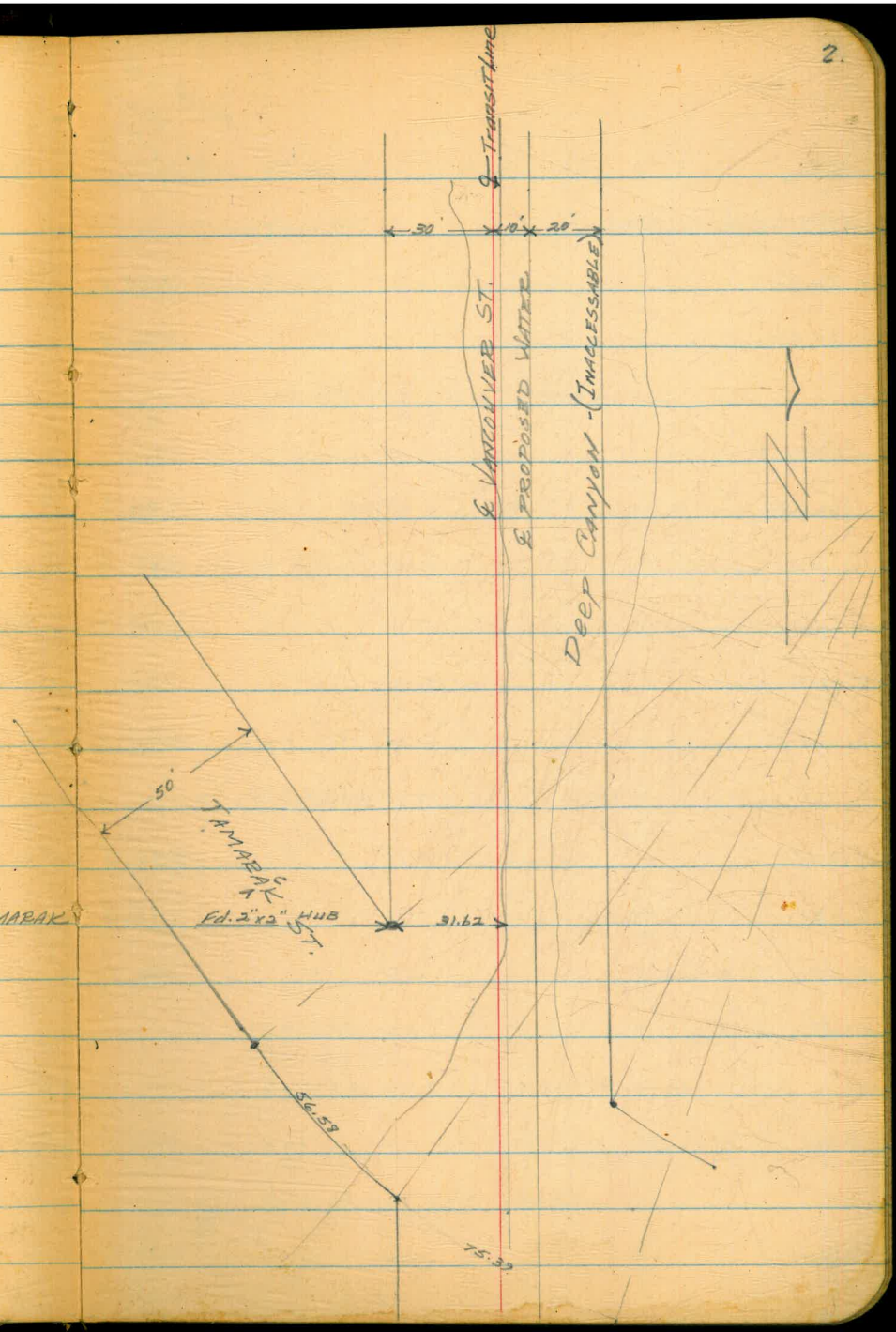


VANCOUVER ST.
(CONT'D)

TRANSIT LINE 2' E. & ST.

5+23.64 Fd. 2"x2" HUB N.W. COR. VANCOUVER & TAMARAK

6+10



(CONT'D)

Red'cd by ROCKY Jr

B.M.	13.30	292.99		279.69
SET TBM	0.24	293.21	0.02	292.97
0+00			0.65	292.6
0+30			1.12	292.1
			1.29	291.9
			13.2	
0+50			1.49	291.7
0+53			2.91	290.3
1+00			3.04	290.2
1+50			4.77	288.4
2+00			6.48	286.7
2+35 25			7.70	285.5
			9.0	284.2
2+38			8.0	285.2
2+50			7.2	285.0
2+76	P.O.T	NOTE: STA. IN ERROR 10'. {2+76 = 2+86} {6+00 = 6+10}	6.5	286.7
2+86			8.0	285.2
	TP	0.10	287.62	5.69	287.52
3+00				4.1	283.5
				1.34	
				5.54	
3+35				6.6	281.0

N.E.B.P. NILE & QUINCE ST.

7' OFFSET L & T N.E. COR. QUINCE & VANCOUVER

ON CONC. PAVT.

" "

0+30 10' LT TOP SEW. M.H

℄

ON CONC. PAVT.

TOP OF G.V. STEM 0.3 RT.

ON CONC. PAVT

END CONC. PAVT.

℄ 18" CORR. DRAIN 9' LT. 2+37

	LT		RT	
7.0 / 10		×	7.3 / 10	
7.0		×	6.1 / 10	
13.6 / 10		×	5.3 / 8	5.9 / 10
℄ CORR. DRAIN				
grid / 10		×	0.1 / 5	0.1 / 10

TOP SEW M.H. 10' RT 3+35

℄

17.6 / 14	11.6 / 8	3.8 / 5	1.3 / 10

(CONT'D)

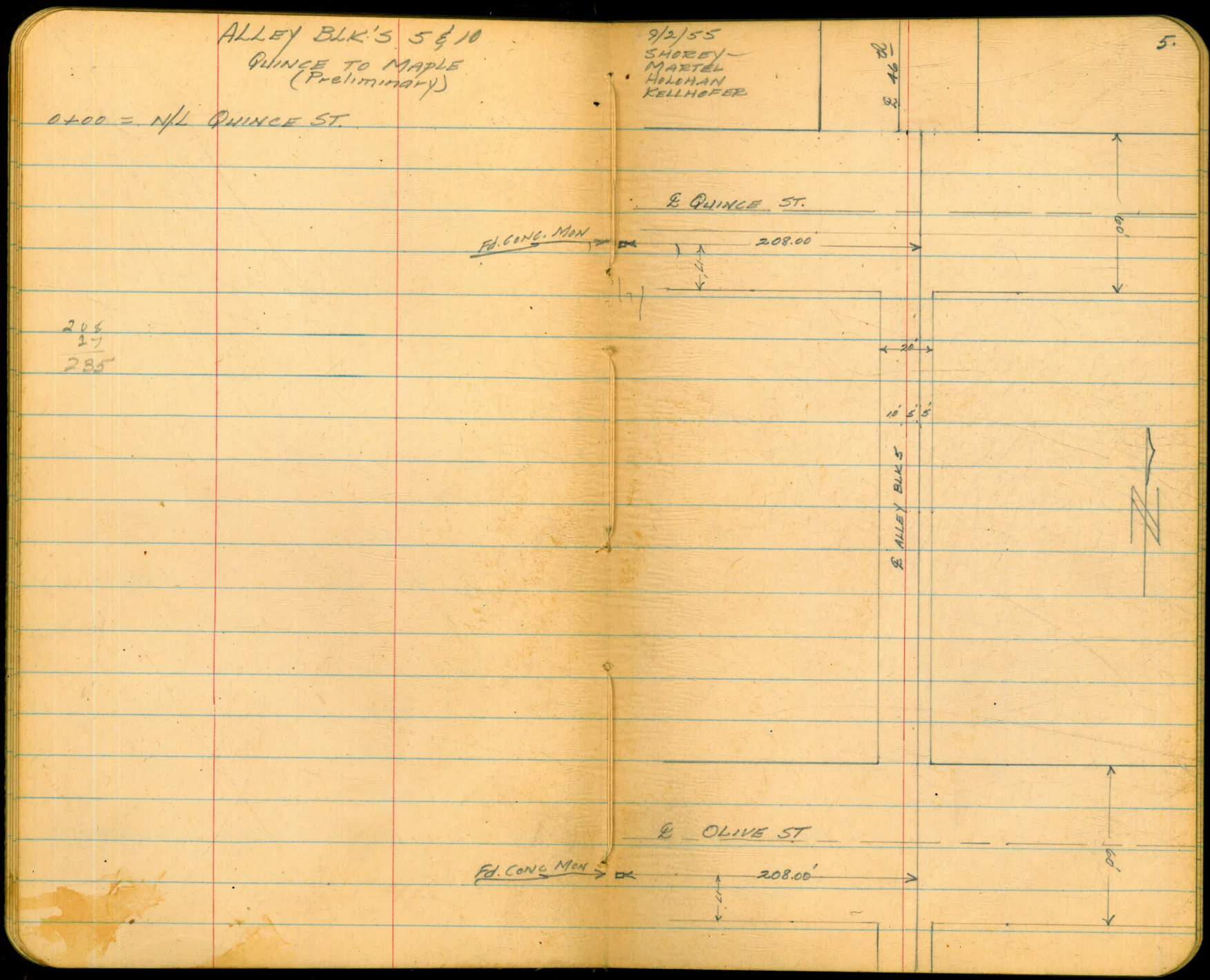
Red'd by Rocky

					LT	RT
		287.62				
3+50			9.7	277.9	14.5/10	2.7/10 1.9/12 1.6/15
4+00			13.7	273.9	18.0/10	7.1/10 3.2/17 3.0/20
TP	3.05	277.95	12.72	274.90		
4+50			14.5	263.5	22.3/10 19.3/5	10.7/8 8.7/10
TP	0.08	265.55	12.48	265.47		
4+83			10.0	255.6	17.4/10	5.1/10
5+00			15.4	250.2	21.2/10	9.4/10
TP	2.42	255.25	12.72	252.83		
5+17			9.4	245.9		
5+21			11.9	243.4	8.8/13 13.8/9 13.2/3	
5+25			15.7	239.6	BOTTOM CANYON	
5+31			12.0	243.3		
5+50			12.0	243.3	6.9/10 9.9/3	16.1/10
5+58			8.0	247.3		
TP	11.77	265.19	1.83	253.42		
5+76			10.0	255.2	11.4/10	9.6/8 20.6/15
5+89			3.6	261.6	4.6/10	5.3/8 8.8/12 16.1/14
6+00			5.8	259.4	3.6/10	10.7/10
TP	11.38	271.61	4.96	260.23		
SET TBM	13.30	278.38	6.53	265.08	2"x2" HUB N.W. COR. VANCOUVER & TAMARAK C A	
TP	15.03	289.16	2.25	276.13		
TP	7.23	296.03	0.36	288.80		
TP	1.67	288.50	3.20	286.83		
CK. B.M.			8.83	279.67 = 279.69		

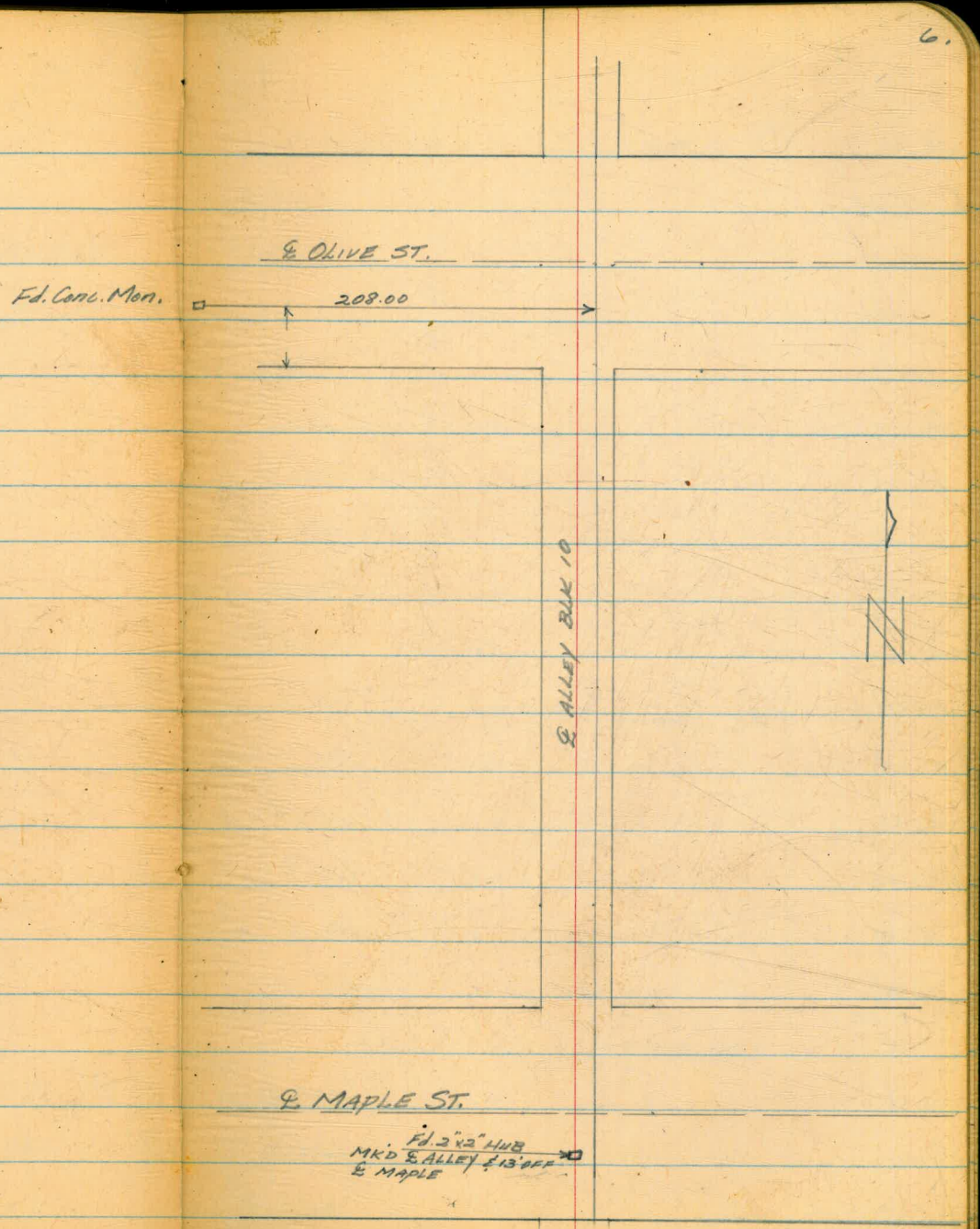
ALLEY BLK'S 5 & 10
QUINCE TO MAPLE
(Preliminary)

9/2/55
SHOREY—
MARTEL
HOLOHAN
KELLHOFER

0+00 = N/L QUINCE ST.



206
17
235


℄ OLIVE ST.
Fd. Conc. Mon.
208.00
℄ ALLEY BLK 10
℄ MAPLE ST.
Fd. 2"x2" HUB
MK'D ℄ ALLEY ℄ 13' OFF
℄ MAPLE

B.M.	4.81	305.60		300.79	S.W Cong. Mon Olive & 46th
0+00			3.9	301.7	
0+50			3.6	302.0	
1+00			4.6	301.0	
1+50			7.0	298.6	
2+00			9.4	296.2	
2+50			10.8	294.8	
3+00			10.8	294.8	
3+50			9.8	295.8	
4+00			9.0	296.6	
4+50			7.8	297.8	
TP	1.44	299.77	7.27	298.33	
5+00			1.7	298.1	
5+50			4.1	295.7	
6+00			7.3	292.5	
6+50			9.5	290.3	
7+00			11.7	288.1	
CK. TBM			8.98	290.79 = 290.71	NAIL IN P.P. S.W. COR. OLIVE
TP	1.20	287.74	13.23	286.54	
7+50			2.1	285.6	
8+00			3.7	284.0	
8+50			5.2	282.5	

Reduced by J. Gray 9-19-55

			287.74				
9+00				8.2	279.5		
9+50	TP	1.09	275.83	12.5 13.00	274.74	275.2	
9+94				3.7	272.4		
10+00				5.9	269.9		
10+30				13.5	262.3		
10+50	TP	1.14	263.86	14.5 13.11	262.72	261.3	
11+00				10.3	253.6		
11+50				13.1	250.8		
11+70	TP	0.05	251.88	12.3 12.03	251.83	251.6	
12+00		2.59	241.17	8.1 13.30	238.58	243.8	
12+50	TP	2.54	230.83	7.8 12.88	228.29	233.4	
13+00	TP	0.95	218.90	9.3 12.88	217.95	221.5	
13+50				9.4		209.5	
13+81.39				21.6		197.3	
SET TBM		11.89	221.20	9.59	209.31		
CK. CONC. MON.				5.35	215.85 = 216.72		

LT	RT
274.8 12.9 5	278.3 3.4 15
271.8 4.0 5	274.8 1.0 15
260.5' 15.3 5	270.4 5.4 15
259.4 16.4 5	26 82 7.6 15
252.0 11.9 5	260.5 3.4 15
249.6 14.3 5	253.9 10.6 11 BASE RETAINING WALL 256.2 2.7 11 TOP WALL 256.2 2.7 15
ON BROKEN CONC. FILL	
242.4 9.5 5	248.5 3.4 15
231.9 5.3 5	237.8 3.4 15
219.4 11.4 5	227.4 3.4 15
207.2 11.2 5	212.6 6.3 15
195.6 23.3 5	200.7 18.2 15
2"x2" HUB & ALLEY	
CONC. MON. 46th & MAPLE (BENCH BOOK)	

Saratoga Ave Abbott to
220' West
Group 29 poles

3+00± End of Work

0+53 POI

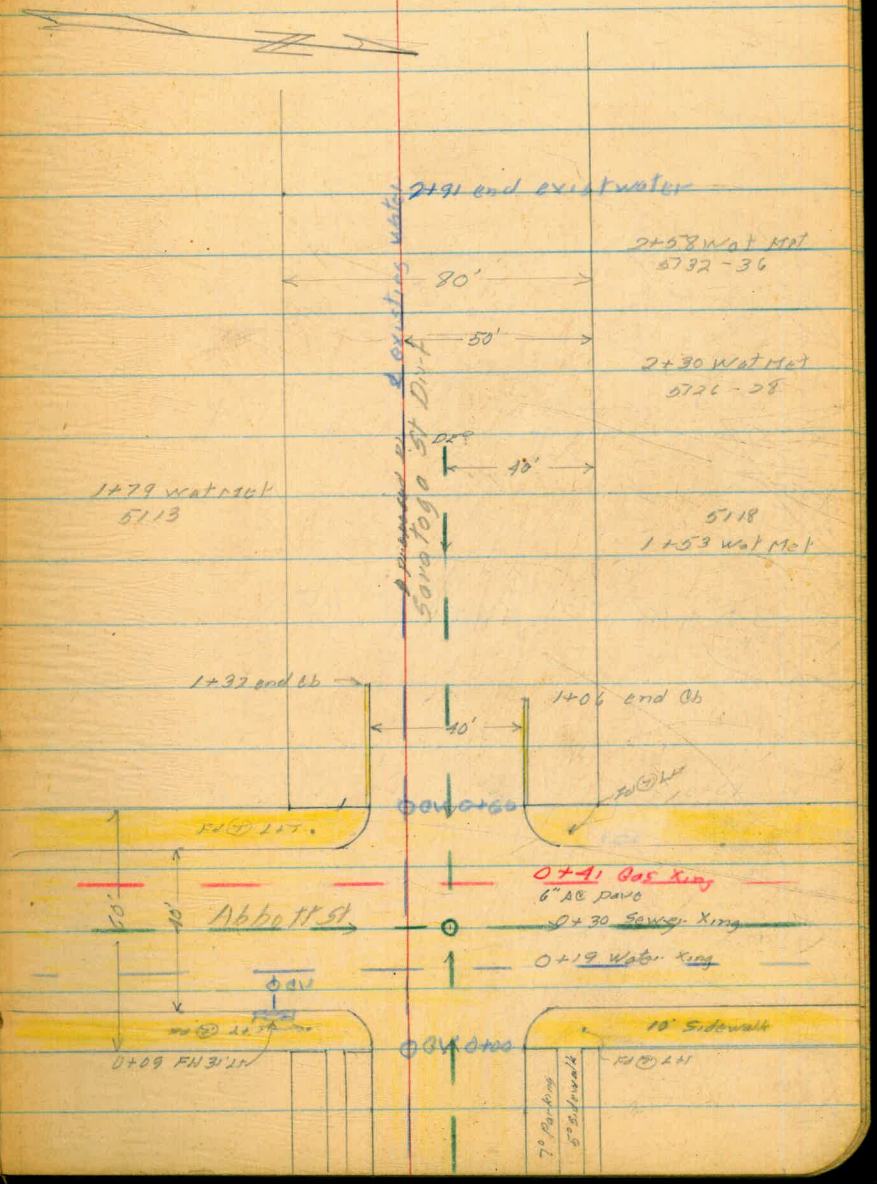
0+00 Ely prop Line Abbott St

West
Williams
Varonfokis

12-9-55

9.

0+60 Begin Work
2+49 End of Work
6' Lt 31' Rt 11' Lt 31' Rt



℄ Profile

	4.93	9.97	5.04	
0+00			4.74	5.2
			+8.7 to Flow	
0+30			4.75	5.2
+50			4.95	5.0
+60			5.24	4.7
1+00			6.2	3.8
+50			6.6	3.4
2+00			6.8	3.2
+50			7.0	3.0
3+00			7.1	2.9
	5.33	10.47	4.83	5.14
			5.43	5.04 = 5.04
	7.02	12.06		5.04
	6.31	14.80	3.67	8.49
			4.75	10.05 = 10.13

Reduced by A.E. Mathison 12-21-55

Saratoga + Abbott NW ⊕ Lt

Ely prop line Abbott CV on ℄

Top Sly Rim Sewer MH 10' Rt

end of paving ℄ on ℄

End of work

NW BP Abbott + Brighton Ave

Mar-Tinez Harbor View Dr-
to 135 North
pg 1m Group 29

2+85 End of line.

~~1+85± end of blacktop~~

0+00 51.4 prop Line Harbor View Dr

West
Williams
Varonfakis

12/13/55

2+85 approx intersection of prop. line

2+00 to 2+30 Large Natural Bushes

6"

1+98 end Driveway

1+80 Begin 21' Cone Driveway

1+50 2"80 10' Lt

50'

1+73 end of Acacia Bushes

Fd 1 Pin prop Cor

1+50 W&t Mut Lt
920

35'

1+39 Begin Large Clump of Acacia Bushes

Martinez St
Existing Main
& Proposed Rt

20'

0+50 5' Lt to BV

30'

Fd Cor Lt on Prop Line

6" Cast Pipe

0+33 Gas Xing

0+29 Sewer Xing

HARBOR VIEW Dr-

0+19 Water Xing

BV 16' Rt

BV 2'6" H

5' Cont Sidewalk

℄ profile

0.78	258.19		257.41
0.62	246.47	12.34	245.85
0.73	234.02	13.18	233.29
0.63	223.65	11.00	223.02
0.22	210.65	13.22	210.43
0.67	198.84	12.48	198.17
0+00		5.34	193.5
0+10		6.73	192.1
		+1.2 To Flow	
0+21±		5.54	193.3
0+40		6.12	192.7
+50		5.56	193.3
1+00		6.3	192.5
+50		4.5	194.3
2.22	198.40	2.66	196.18
1+80		4.54	193.9
+85		4.65	193.7
+98		5.01	193.4
5.92	199.66	1.66	193.74
12.78	204.31	8.13	191.53

Radioed by A E Mathison 12-22-55

SE Top FH Bangor & Harbor View Dr.

Sly prop line Harbor View Dr.

Gutter line

~~188.9~~ 189.1

9± Lt Top Sly Rim Sanct. MH

Gutter line

end of 6" conc pave

1.0 6" Lt | 3.3 5" Lt Conc | 8.1 5" Rt | 9.5 15" Rt

3.2 7 Lt | 7.5 15" Rt

Begin 2" pcc driveway

end Driveway 4.20 6 Lt | 6.29 15" Rt Garage

end 2" conc Driveway

TBM

(10) Lt ± NE Cor Martinez & Harbor View Dr.

Martinez St Cont -

	204.31		
12.89	217.13	0.07	204.24
12.86	229.77	0.22	216.91
12.92	242.54	0.15	229.62
12.24	254.75	0.03	242.51
6.60	259.11	2.24	252.51
		1.71	257.40 = 25771

TBM	9.14	200.69		191.55
1+98			7.3	193.4'
2+32			11.1	189.6'
2+50			11.2	189.5'
2+61			10.8	189.9'
2+76			12.2	188.5'
2+85			14.8	185.9'
Ck TBM.			9.14	191.55'

L&T NE Cor Harbor View Dr Martinez St. 12/28/55
Beatty Shorey Kemp Smith.

37TH St. Beta To Alpha

WEST
WILLIAMS
VARONFAKIS
KELLHOFER

12/23/55

4+60 No. Prop. Line Alpha

(Dirt) Alpha St

4+50 Wat. Met. #370
4+40 Water Xing
19' G.V.
Pipe + Disc. 62.045 Pipe + Disc.
21.03 Set Nail
4416 Wat. Xing

3+20 Wat. Met. #1402

St. (Dirt)

Proposed & Existing Water

N

2+64 Wat. Met. 1415-17
2+73 14" Con. Blk. Wall 4' Lt.
2+69 Mail Box 5' Rt &

Alley
2+28.5 Sewer Xing.
Fd. City Hub Disc. 63.64 Fd. City Hub + Dis.
31.82 Set Nail 1+35 Gas Xing.

37TH

1+81 Wat. Met.

0+82 F.H. 29' Lt.

0+80. End 3" A.C.
0+63 End 5" Con. Apron
0+53 Beginning 5" Con. Apron

36'

Beta St.

0+40 Sewer Xing.

0+27 Pat. End Con. Apron
Beginning 5" Con. Apron
0+17
0+00 So. Prop. Line Beta Begin 3" A.C.

Set Nail 22.68 Fd. City Disc.
0+27
G.V. 6' Lt.
6.V. 2' Rt
65.58

37TH ST. BETA TO ALPHA
& PROFILE GROUP 104

WEST
WILLIAMS &
VARONFAKIS &
KELLHOFER

12/22/65 WARM + SUNNY

B.M.	3.39	14.45		11.06
T.P.	4.42	12.00	6.87	7.58
0+00			5.00	7.0
+22			5.50	6.50
+40			5.05	6.95
+50			5.25	6.75
+57.5			5.47	6.53
+80			5.16	6.84
1+00			5.1	6.90
+50			5.4	6.60
2+00			5.5	6.50
+28.5			4.98	7.02
+50			5.4	6.60
3+00			5.5	6.50
+50			6.3	5.70
+63			6.6	5.40
+90			7.3	4.70
4+00			6.8	5.20
+15			5.3	6.70

1-23-56
Reduced by J. Glon

S.E.B.P. 38TH ALPHA

BEGIN A.C.
So. PROP BETA BEGIN WORK

So. GUTTER LINE

M.H. 7'LT E. RIM + 8.3 TO FLOW

No. GUTTER LINE

END A.C.

4.6 4.5
2' RT 10'

4.7 4.3
2' RT 10'

5.3 4.2 3.9
2 RT 3' 10

M.H. 8'LT. E. RIM + 7.8 TO FLOW

5.4 3.7 3.5 ON
2.5 RT. 7 10 LAWN

5.4 3.8 3.7
2 RT 2 10

6.2 3.9 3.3
1.5 RT 5 10

2.4
10 RT.

BOTTOM CREEK

7.0
10 RT

5.2 0.7
6 RT 14

37 TH ST. CONT.

12/22/55

		12.00		
4+50		2.1	9.90	
+60		1.2	10.80	
T.P	11.56	23.47	0.09	11.91
T.P	9.68	33.12	0.03	23.44
T.P	6.20	39.32	0.00	33.12
CHECK B.M.			5.61	33.71 = 33.65

2.1 / 9 RT — 0.0 / 12

1.2 / 9 RT — +1.2 / 11

NO. PROP. ALPHA END WORK

S.W 7'L&T 37 TH & BOSTON

52nd St; Lands St; & Rex St;

Elev.'s Top of existing Wat. Main & Services @ Wat Met

1-9-56
Beatty
Martell

BM	5.06	338.30		333.24	NE BP 52nd & Rex
			3.17	335.13 = 335.24	SE. FH. FB 920-24
0+00 = S R.L Univ.					
1+29 Top Main			12.9	325.4	
2+14 WM W/y			8.1	330.2	
2+14 T.M			9.0	329.3	
3+19 WM W/y			8.6	329.7	
3+20 T.M			8.5	329.8	
1+65 WM N/y.		Rex St 0+00 = ℄ 52	9.6	328.7	
1+74 TM			8.85	329.45	
2+08 WM S/y.			10.3	328.0	
3+76 W.M W.			7.9	330.4	
4+27 WM E			8.35	329.95	
4+27 WM W			8.35	329.95	
4+67 WM W			10.15	328.15	
5+01 WM W			9.55	328.75	
5+02 WM W			9.05	329.25	
5+40 WM E			9.20	329.1	
TP	0.04	337.72	0.62	337.68	Top FH 52nd & Wightman
6+40 TM.			6.0	331.7	
6+47 WM E			5.8	331.9	
6+51 WM W			5.9	331.8	

9.55
3.35
12.90

6.90
2.70
9.60

7.6
2.7
10.3

6.35
3.8
10.15

52nd, LANDIS, REX.
(Cont'd)

		337.72		
7+30	WM	E	6.8	330.9
7+68	WM	W	8.15	329.57
7+84	WM	E	8.5	329.2
7+85	WM	E	8.6	329.1
7+95	TM		8.80	328.92
	8+01 E Spike			
8+19	WM	E	10.6	327.1
PI	2.36	331.04	9.02	328.70
9+09	WM	E	7.35	323.69
9+10	WM	E	7.35	323.69
9+30	TM	(Landis)	8.0	323.04
9+50	WM	E	6.6	324.44
9+51	WM	E	6.85	324.19
9+52	WM	E	7.05	332.0
10+12	WM	E	3.6	327.44
PI	6.56	336.65	0.95	330.09
10+28	WM	E	5.7	331.0
10+50	~~WM~~ TM	E	8.4	328.25
10+97	WM	S	7.4	329.25
10+97	TM		7.80	328.85
11+14	TM		8.5	328.15

7.2
3.6
10.6

Landis St
Elev Top of Main & Ser.
Cont'd

			336.65			
11+39	WM	S			8.15	328.5
TP			3.18	337.05	2.78	333.87
CK BM.					3.67	333.38 = 333.22
TP 10+50			7.75	336.00		328.25
			0+00	52nd @ Landis.		
0+70	WM	S				
0+70	TM	= 10+97			6.70	329.3 = 329.25
1+07	W.M	S = 11+39			7.5	328.5
TP			1.64	329.12	8.52	327.48
1+58	T.M				5.45	323.67
1+60	W.M	S			5.50	323.62
1+73	WM	N			7.85	321.27
1+90	WM	S ℄			6.90	322.22
1+90	F.H	—				—
2+41	WM	N			10.1	319.0
TP			1.33	321.41	9.06	320.08 SEWMH
3+04	WM	N			7.31	314.10
3+19	WM	S			7.31	314.10
3+57	WM	S			7.20	313.71
3+58	T.M				8.25	313.16
4+04	WM	N.			9.50	311.91

		321.21		
4+80	WM S		8.15	313.26
4+87	WM N		9.95	311.46
5+29	WM S		8.65	312.76
5+35	WM N		9.35	312.06
5+50	T.M.		8.96	312.45
6+61	TM			
6+61	WM S.			
		5.62 321.53	5.50	315.91
TP on x in driveway			4.16	317.37 = 317.47 (0.10 low)
		6.50 323.87		
— same as above				
6+61	TM		8.84	315.03
6+61	WM S		8.52	315.35
—				
3+57	WM W.		9.1	314.8
3+10	WM W.		7.5	316.4
2+34	WM W		7.2	316.7
2+00	WM W.		8.70	315.2
TP	3.01	320.88	6.00	317.87
1+49	WM W.		6.56	314.32
0+89	WM W		7.15	313.73

1-13-56

320.88

0+50	WM E.		7.10	313.8
0+45	WM W.		7.75	313.13
0+30	WM W		7.90	313.0
	0+00 = Nly Prop line Sterling Ct. Ely.			
CL BM			3.76	317.12 + 317.23

(0.11 low)
Nail in pole SW Cor Altadena & Sterling Ct. Wly

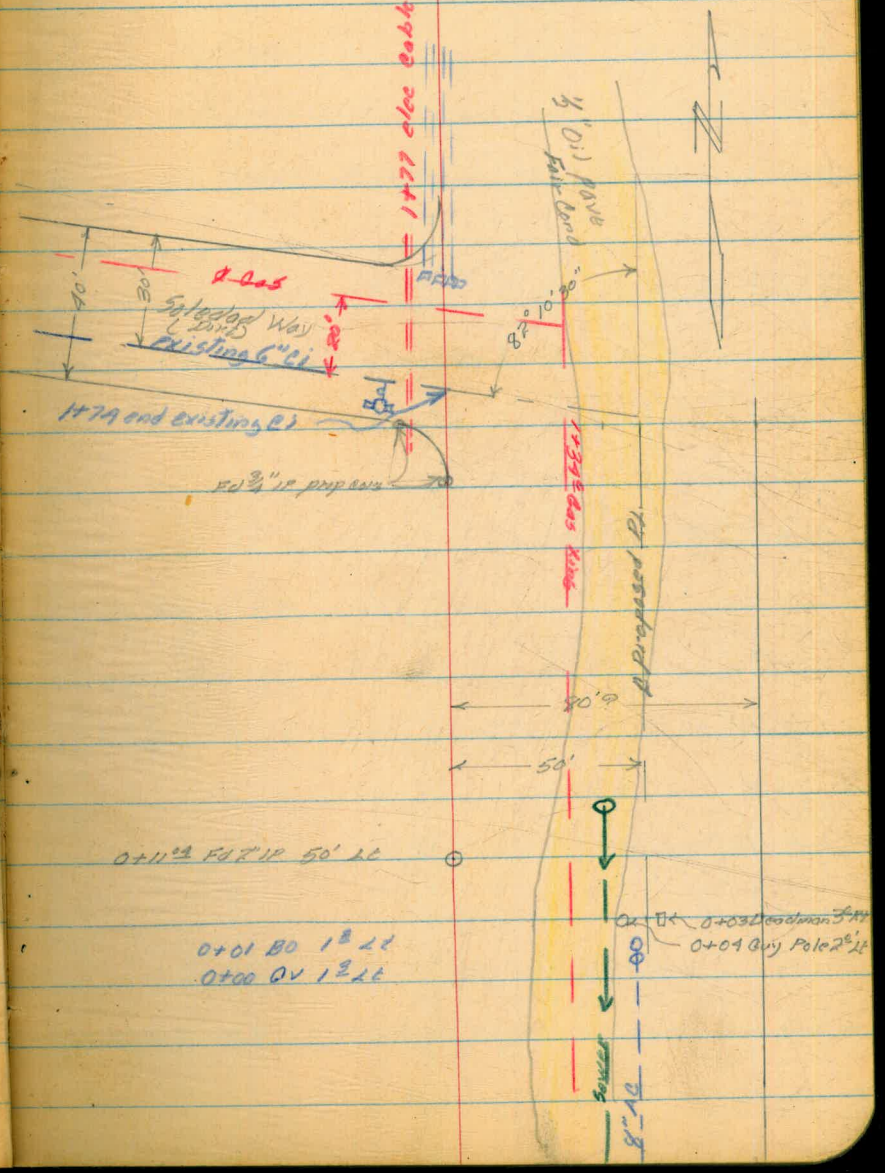
SOLEDAD Rd end of existing 8" AC MAIN
to Soledad Way
SOLEDAD WAY Soledad Rd to existing
6" CI Main
Pelizza

1+92	FH 7' Lt
1+87.6	3/4" IP pr-op adj-Ec 10' Lt
1+85.6	82° 10' 30" Lt
0+11.2	POT
0+00	QV 8" AC 3° Lt

West
Williams
Varontakis
Kellhofer

22

4/24/56



Soledad Rd
Soledad Way ℄ profile

0+	1231. 357.22		344.88
0+00		6.1	351.12
0+00		10.60	346.62 +7.2 to flow
0+26		4.30	352.92
0+50		2.98	edge of 0.1 pave 354.24
	9.01 366.16	0.07	357.15
1+00		8.35	357.81
1+25.49 ℄		6.30	359.82
1+35		6.11	360.05
+50		5.3	360.86
+74		6.58	359.58
+74		4.1	362.06
+92		5.81	360.35
+92		3.2	362.96
	1.40 366.20	1.36	364.80
		3.29	362.91 = 362.87

Radiused by G.Y. Lee

Soledad Way

Spike in power pole 47771/7H 250' South of
6.0'
7' Lt edge oil

6.4
8' Rt edge Fill

Top Stem ℄V existing AC Main

Top east edge Sewer MH 95' Lt

2.65
10' Lt ℄ oil Road

2.7
1' Rt

2.1
9' Rt edge of Fill

8.36
13' Lt edge oil

8.65
8' Rt edge oil

6.63
10' Rt edge 0.1

end oil pave

6.2
10' Lt

4.71
10' Rt

end of existing 6" ci Top of pipe

Tee
Top of existing 6" ci at east end FH

TP Top FH 7' Lt 1+92

#47771CH
BM Spike in power pole east side Soledad

DANA LANDING
8" AC Pipe Line

West
Williams
Poulson

Cool

24.

10/1/56

3+33 end of Work Install TEE ℄ proposed FH (5') Lt 3+33

Parking Area

AC pave

2+14.5 Begin AC pave

℄ proposed Pl.

Grass Trees

1+03 ℄ 36° 45' Lt

0+40.5 Wly ℄ Ingraham

90°

0+05.3 ℄ existing 16" Pl. Begin Work

INGRAHAM ST

0+00 Lead + Tack Line on Ely ℄

Line Ingraham

11.51 — 90.07 — 35.08

Rd 2.7 in ℄

125.15

Rd Lat in ℄

South end of South Bridge

DANA LANDING PIPE LINE
CONT.

	4.67	17.21		12.54
	4.78	16.93	5.06	12.15
0+05			6.2	10.7
0+40			6.30	10.63 - 4.00
0+50			4.9	12.0 6.6
	4.47	16.69	4.71	12.22 6.6
1+03			4.6	12.1 6.8
+50			4.7	12.0 7.0
2+00			4.7	12.0 7.2
+50			4.3	12.4 7.4
3+00			4.4	12.3 7.6
+33			4.0	12.7 7.8
+33			3.9	12.8 7.8
	4.52	17.31	3.90	12.79
			4.78	12.53 = 12.54
			4.77	12.54

10/1/56

Area Dana LANDING

BM Cor Conc Cb NLy End parking

Begin Work

6.63

5-1

C 5-3

C 5-0

C 4-8

C 5-0

C 4-7

C 4-9 Tee

C 0-L To Flange

C 5-0 To ELL (5) C Fire Hyd

Tap at Cb by FH

Vancouver 180' North of Maple to Kalmia

Stks for Meters

meters Set	16' from ℄ St		387.7 D		
1.31	287.77		286.46		
0.59	275.03	13.33	274.44		
0+20 Met Ely		11.2	263.8	262.1	
			266.2		
0+44 " "		8.6	266.4	262.9	
0+89 " "		4.4	270.6	266.3	
2+46		3.9	271.1	269.8	
TP 3.35	276.95	1.43	273.60		
2+75 Met Wly		5.2	271.8	269.1	
+80 Met Ely		6.5	270.5	268.5	
3+24 Met Wly		6.3	270.7	269.4	
3+70 " "		7.1	269.9	269.6	
4+23 " "		7.6	269.4	269.9	
+48 " "		7.9	269.1	270.0	
+97 " "		7.1	269.9	269.6	
5+66 Met Ely		7.1	269.9	268.7	
+74 Met Wly		5.6	271.4	269.1	
6+39 Met Ely		6.3	270.7	268.3	
+45 Met Wly		5.5	271.5	268.8	
+82 " "		5.8	271.2	268.6	

West
Williams x
Kellhofer ℄

273.60

2/1/57

Line Maple
Sta 2+40 Sly prop.

BM SW BP Maple & Montclair

℄ 1 7	263.9		Rad 17
℄ 3 3	Replaced Chimney 2/21/56		Meter Set 26' off 25'
℄ 3 5	2625		
℄ 4 3	2615		
℄ 1 3			
(5) 2 FH	existing Hyd 18' from ℄		
	Top FH		
℄ 2 7	2546		
℄ 1 7	2545		
1.6 on edgewalk			
℄ O 3	2538		
℄ O 3	2530		
F O 5	2524		
F O 2	2516		
℄ O 3	2506		
℄ 1 2	2445		
℄ 2 3	2448	2438	2 Mets
℄ 2 4	2479		
℄ 2 7	2432		
℄ R 6	2428		

3.6
3.9
1.1
1.6
6.3

2638
+ 6.1
2644.9
- 3.7
2642

VANCOUVER STKS FOR METERS
CONT.

SAME PARTY

276.95

7+02 McT Wly	6.2	270.8	268.5	C R 3	2424	
+25 " "	6.6	270.4	268.3	C R 1	2420	
8+04 McTEly	7.4	269.6	266.8	C R 8	2409	
+50 " "	9.3	267.7	265.9	C I 8	2393	McTop. Set 21" from ℄ St
	3.35	273.60		Top Fill		

155' from Nly prop line Maple to ℄ 25 Dwy

HARBOR Dr Pipe Line Revised
Alignment At Harbor Dr Bridge

East Side of Bridge & Pi-tile

	1.51	19.60	18.09
TP = 124+89 old align	1.19	13.13	7.66	11.94
0+00 Revised Align		8.53	4.60
0+00		11.79	1.34
0+10		7.6	
+20		6.2	
+30		3.6	
+40		1.3	
	8.70	21.09	0.74	12.39
+50		7.3	
+60		5.7	
+70		4.38	
+77 ℄		4.63	
13.5			
+90.5		4.01	
		3.00	18.09 = 18.09

West
Williams
Kellhofer
Smith

28

3/5/57

0+77 20°46'Lt
8.53
3.26
11.79

USGS BM SE Cv. Bridge

on Hub ℄ 18° 16' Rt

Top of 16" CI

Top of AC Berm Guard Rail Xing
℄ 20°46' Lt

Base of Conc Bridge Abutment

East Side of Bridge Cross Sections

0.06	18.15	18.09	USGS BM
0+00 ℄ Harbor Dr. 90° To	3.62		
25 South of ℄	3.93		Edge of Pave
32.5 " " "	4.15		
34 " " "	3.51		Top 18" Wide AC berm
37 " " "	4.38		Top of Bank
52 " " "	12.2	5.95	
64 " " "	14.3	3.85	
80 " " "	14.9		
℄ Harbor Dr. 30' West of 0+00 on Tangent	2.58		
25' South of ℄ Harbor	2.91		South edge AC pave
32' " " " "	3.11		Gutter
33.5 " " " "	2.37		Top 18" AC Berm
37 " " " "	3.14	5.01	Top of Bank
61' " " " "	13.7	4.45	
71' " " " "	14.9		
80' " " " "	15.0		

18.15

℄ Harbor Dr.		
0+60' West of 0+00	1.69	
℄ 25' South of ℄ Harbor	201	Sl. edge pave
32' " " " "	2.24	
33.5' " " " "	1.69	Top 18" AC Berm
36.5' " " " "	1.97	
63' " " " "	13.5	
80' " " " "	15.5	
on ℄ Harbor Dr		
72' West of 0+00	1.23	
25' South of ℄ Harbor	1.16	Sl. Edge pave
32' " " " "	1.72	Gutter line
33.5' " " " "	1.23	Top 18" AC Gutter
36.5' " " " "	1.85	
47' " " " "	6.0	
65' " " " "	14.3	
80' " " " "	15.6	

HARBOR Dr. P.L. Relocation Cont.

West Side of Bridge

℄ Profile 0+00 = 133+08

6.96	25.05		18.08
1.37	17.11	9.31	15.74

0+00	7.32
0+00	9.38
+05	5.6
+10	4.5
+15	3.1
+20	2.1
+25	1.84
+31 ⊿	1.83
+61 ±	0.92

℄ Harbor Dr.

0+00	2.75
+25 South of ℄ Harbor	3.00
+30 5' " " " "	
+32 5' " " " "	3.14
+34 " " " "	2.57
+36 " " " "	2.9
+62 " " " "	14.3

West
Williams
Kellhofer
Smith 3/6/57

⊿ 22°30' Rt 95' West of old ⊿

Top of Hub

Top of 16" ℄

Top of Bank

Sly edge of AC berm

⊿ 18°26' Lt 12" High

Bottom of Cone Abutment

Sly edge Cone pave

Guard Rail

Top AC berm

Top of Bank

Fence Line Navy Training Cent

17.11

30' East of 0+00 Along ℄ Harbor Dr

0+30			1.76	
+25 South of ℄ Harbor Dr			2.00	
+28 " " " "				
+33 " " " "			2.07	
+34 " " " "			1.52	
+36 " " " "			1.7	
+39 " " " "			2.3	
+66 " " " "			14.0	
	9.32	25.08	1.35	15.76
			6.97	18.11 = 18.09

Sly Side of Conc pave

Guard rail Xing

Top AC pave

Top of Bank

Fence Line Navy Training Center

Huffman 10/26/60
Newbern
Morales
Frost

CROSS SECTIONS FOR WATER MAIN REPLACEMENT: VANCOUVER ~~ST.~~ AVE.
FROM N'ly LINE of QUINCE ST TO END of 2" EXST. MAIN

Note SKETCH on Page 1 This Book

For Additional Notes see 'X' Secs Pg 3 & 4 This Book

		℄
0+60	= S'ly Line Quince	291.57
0+53	0 3/4 Lt = Gate Valve Cap	291.67 on Cover
0+50		291.69
0+30	10' Rt = Sewer M.H.	292.06 — 92.04 (10 Elm) — 280.1 (10 I.E. 6" Main) — 87.9 (10 IE 4" Lat.)
0+19	Cor of Quince & Vancouver; Cross 4" Sewer Lat Runs From S.M.H. to N.E.	292.26 on Conc
0+07	ch Cross on 7' Line Quince	292.38 on "X"
0+00	= N'ly Line Quince	292.56 conc
B.M.	= N.E. T/L & T Quince & Vancouver See Pg 3 This Book	El = 292.97

VANCOUVER ST Profile (cont)

2+85 (on Back Tan Projected) 11.9 Lt. - Water Meter

2+80 ℄ Pt 45° Rt. 39.3 Rt = Water Meter

2+65 13.5 Lt = Water Meter

2+50

2+40

2+37 9° Lt. 18" Corrigated Drain

2+35.25 = End Conc Pavt

2+04.5 11.7 Lt. Water Meter

2+00

1+80.5 31.6 Rt = Water Meter

1+64.5 12.4 Lt = Water Meter

1+50

1+22.5 12° Lt = Water Meter

1+08 31.6 Rt = Water Meter

1+00

0+85 11.8 Lt = Water Meter

℄

86.05
11.9
Top Meter

286.47
on 2/2

88.48
39.3
Top Meter

85.37
13.5
Top Meter

285.9

285.5

(CK's & Shorey's Notes
Page 3
84.20
9° I.E.

285.49

86.96
11.7
Top Meter

286.71

87.65
31.6
Top Meter

88.29
12.4
Top Meter

288.43

89.72
12
Top Meter

89.89
31.6 Top Meter

290.14

91.17
11.8
Top Meter

Vancouver St. Profile (Cont)

C.R. Starting Bence 292.97 = 29297

4+00

3+53.5 9.8 Lt = ℄ Sewer M.H.

3+50

3+46 18± Rt ± Water Meter

3+45 22.3 Lt ± Water Meter

3+44 { 19± Rt ± Water Meter
22.2 Lt ± Water Meter

3+42 21.8 Lt ± Water Meter

3+40 22.5 Lt ± Water Meter

3+08.28 ℄ Pt Rt 45° ~~90~~ (Sec 90° to Fwd Tan)

2+94.14 Cross 6" Sewer Main

2+80 90° to Fwd Tan

85.0
6
Rim Canyon

285.26
2/2 Hub

282.2
9.8
IE

86.28
9.8
Rim

86.0
12
Rim Canyon

286.9

86.71
18.6
Top Meter

80.0
22.3
Top Meter

80.6
22.2
Top Meter

86.78
19
Top Meter

80.6
21.8
Top Meter

80.4
22.5
Top Meter

286.6
17
Top Canyon

287.29
2/2

286.0
13
Rim Canyon

286.8
Grd.

286.5
10
Top Fill

286.6
Grd

$\pi \frac{6}{4.0}$

.35	0
.85	1
.35	2
.85	3
.35	4
.85	5
.35	6
.85	7
.35	8
.85	9
.35	10
.85	11
.35	12
.85	13
.35	14
.85	15
.35	16
.85	17
.35	18
.85	19
.35	20
.85	21
.35	22
.85	23
.35	24
.85	25
.35	26
.85	27
.35	28
.85	29
.35	30
.85	31
.35	32
.85	33
.35	34
.85	35
.35	36
.85	37
.35	38
.85	39
.35	40
2.85	41
4.35	42
5.85	43
7.35	44
8.85	45
0.35	46
1.85	47
3.35	48
4.85	49
6.35	50

SW Cor Landis
95

75.55
4.45
80.00

14.72
60.00
74.72
45.55
120.27

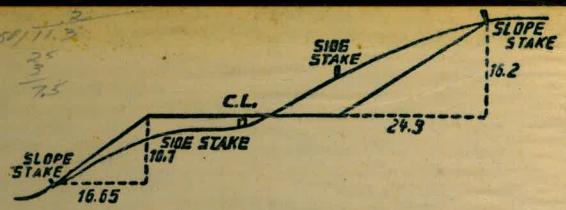
PP

327.10

6.21
6)40.29
36
42

6.71
4
26.84

523.64
26.84
75.50
6425.98



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ 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	23.26	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	71.20	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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