

Dr. 12A-BK. 18

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

_____ *Platz* _____ Survey

_____ *FURNESS AVE.* _____

From *Ripley* _____ To *Halloway* _____

Road Acc't. No. _____

Date Filed *1936* _____

File *Dr. 12A. B. 18*

Plan Survey
Furness
Ripley to Holloway.

TOPOGRAPHY

FURNESS AVE

STA.

+34.8

£ Holloway

13+00

12+00

11+00

10+00

9+00

8+00

7+00

6+00

5+00

4+00

3+00

2+00

1+00

0+00

£ FURNESS AVE @ RIPLEY

(300 ft. E. of Ripley)

Fence out 34'
from Q₂

18 B.M.

HOLLOWAY AVE.

E. out 34'

E. out 34'

E. out 34'

E. out 34'

E. out 34'

E. out 35'

E. out 33.5'

Q₂

E. out 34'

Q₂

E. out 34'

Q₂

Q₂

E. out 34'

Q₂

Q₂

E. out 34'

E. out 34'

E. out 34'

E. out 35'

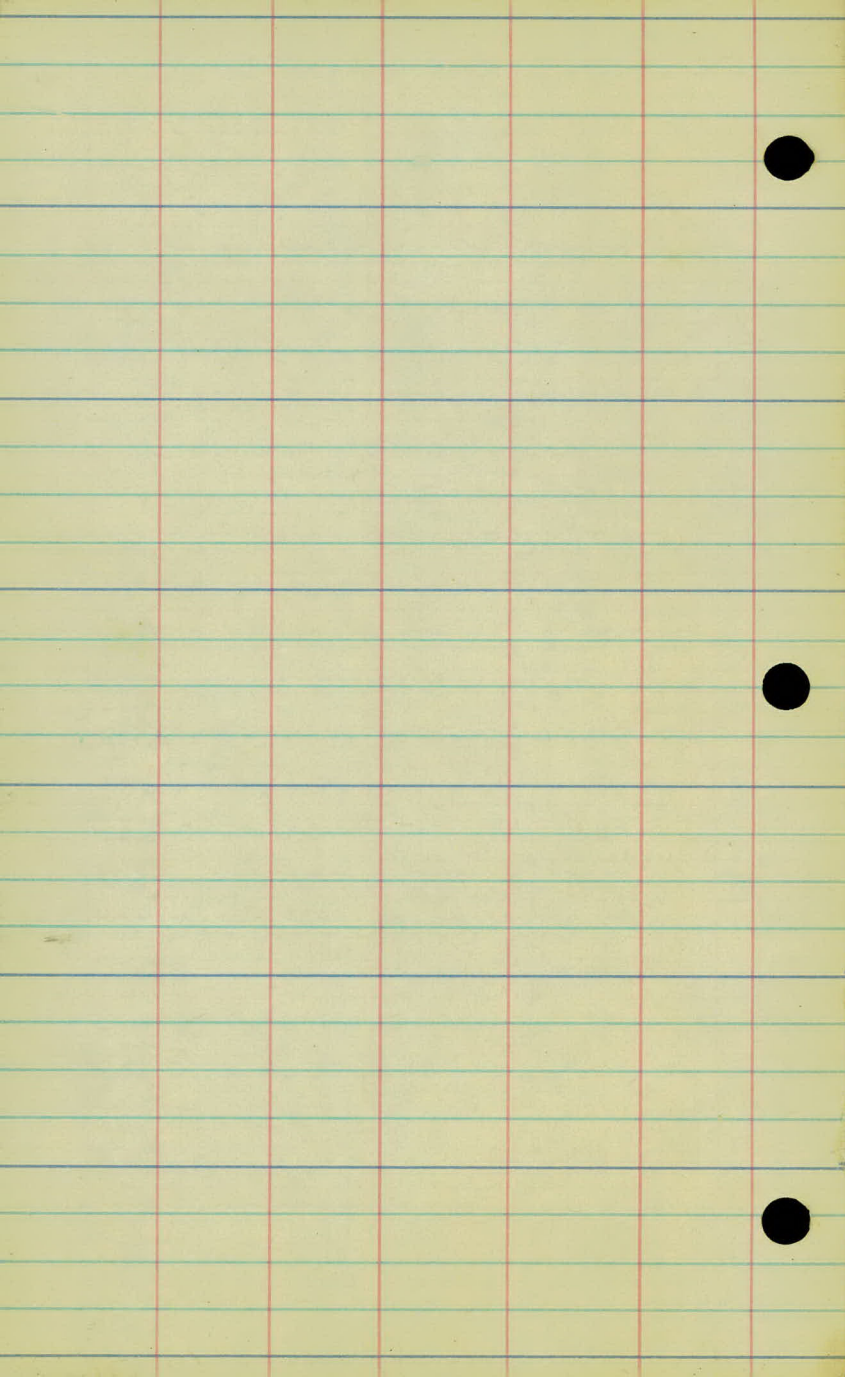
7+10.7

Property corner
lots 12 & 13

5+12.35

corner stake for
lots 11 & 12

RIPLEY AVE.



D. MARK

3

7/27/36

X-SECTIONS

FURNESS AVE.

STA	+	T ✓	-	E
B.M.	8.79	1028.72		1019.93

B.M.			5.46 ✓	1023.26
------	--	--	--------	---------

0+00	£ Ripley			23.6
------	----------	--	--	------

+50				22.9
-----	--	--	--	------

1+00				21.6
------	--	--	--	------

1+50				20.7
------	--	--	--	------

2+00				17.2
------	--	--	--	------

T.P.	0.39 ✓	1018.39	10.72 ✓	1018.00
------	--------	---------	---------	---------

2+50				14.4
------	--	--	--	------

3+00				12.2
------	--	--	--	------

3+50				11.1
------	--	--	--	------

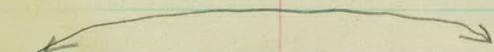
4+00				09.9
------	--	--	--	------

+50				09.8
-----	--	--	--	------

5+00				10.9
------	--	--	--	------

+50				13.1
-----	--	--	--	------

Iron in N.W. corner of HOWARD AVE
at RIPLEY



$$\frac{4.8}{50}$$

5.1

$$\frac{8.4}{34}$$

$$\frac{9.3}{34}$$

$$\frac{7.2}{11}$$

5.8

$$\frac{5.3}{12}$$

$$\frac{5.6}{33}$$

$$\frac{10.3}{34}$$

$$\frac{8.2}{11}$$

7.1

$$\frac{6.5}{12}$$

$$\frac{6.4}{33}$$

$$\frac{12.4}{34}$$

$$\frac{9.5}{12}$$

8.0

$$\frac{7.4}{13}$$

$$\frac{7.0}{33}$$

$$\frac{14.8}{34}$$

$$\frac{13.4}{14}$$

11.5

$$\frac{9.5}{15}$$

$$\frac{8.3}{33}$$

$$\frac{6.9}{34}$$

$$\frac{5.0}{12}$$

4.0

$$\frac{2.3}{15}$$

$$\frac{0.6}{36}$$

$$\frac{7.9}{34}$$

$$\frac{7.0}{13}$$

6.2

$$\frac{5.0}{17}$$

$$\frac{3.8}{33}$$

$$\frac{8.4}{34}$$

$$\frac{7.8}{16}$$

7.3

$$\frac{6.5}{15}$$

$$\frac{6.0}{33}$$

$$\frac{9.0}{34}$$

$$\frac{8.6}{15}$$

8.5

$$\frac{7.9}{17}$$

$$\frac{7.5}{33}$$

$$\frac{8.4}{34}$$

$$\frac{8.5}{16}$$

8.6

$$\frac{7.9}{15}$$

$$\frac{7.6}{33}$$

$$\frac{7.9}{34}$$

$$\frac{7.8}{18}$$

7.5

$$\frac{6.9}{15}$$

$$\frac{6.2}{33}$$

$$\frac{7.1}{34}$$

$$\frac{5.8}{12}$$

5.3

$$\frac{4.8}{14}$$

$$\frac{4.1}{33}$$

$\begin{matrix} + \\ \checkmark \end{matrix}$
 $\begin{matrix} 1018.39 \\ \checkmark \end{matrix}$
 $\begin{matrix} - \\ \checkmark \end{matrix}$

T.P.	9.43	1024.01	3.81	1014.58
------	------	---------	------	---------

6 + 00

13.9

+ 50

1013.0

17.0

7 + 00

13.3

+ 50

16.3

8 + 00

20.1

+ 50

20.4

9 + 00

19.1

$\checkmark$

T.P.	0.06	1018.90	5.17	1018.84
------	------	---------	------	---------

+ 50

16.2

10 + 00

13.2

+ 50

10.6

11 + 00

07.2

$\checkmark$

T.P.	0.45	1008.53	10.82	1008.08
------	------	---------	-------	---------

+ 50

01.8

$$\frac{13.0}{34}$$

$$\frac{11.8}{16}$$

$$10.1$$

$$\frac{8.5}{15}$$

$$\frac{6.2}{33}$$

$$\frac{13.0}{34}$$

$$\frac{12.7}{16}$$

$$\frac{1013.0}{1011.0} \div 1011.0$$

$$\frac{9.5}{15}$$

$$\frac{7.8}{33}$$

$$\frac{12.7}{34}$$

$$\frac{11.9}{15}$$

$$10.7$$

$$\frac{9.8}{14}$$

$$\frac{8.9}{33}$$

$$\frac{9.9}{34}$$

$$\frac{9.0}{15}$$

$$7.7$$

$$\frac{7.0}{18}$$

$$\frac{6.3}{33}$$

$$\frac{4.1}{34}$$

$$3.9$$

$$\frac{3.9}{14}$$

$$\frac{4.2}{33}$$

$$\frac{3.1}{34}$$

$$3.6$$

$$\frac{4.8}{33}$$

$$\frac{5.1}{34}$$

$$4.9$$

$$\frac{6.1}{33}$$

$$\frac{1.7}{34}$$

$$\frac{2.3}{13}$$

$$2.7$$

$$\frac{3.1}{17}$$

$$\frac{4.0}{33}$$

$$\frac{4.1}{34}$$

$$\frac{4.9}{16}$$

$$5.7$$

$$\frac{6.7}{33}$$

$$\frac{7.0}{34}$$

$$\frac{8.0}{12}$$

$$8.3$$

$$\frac{9.2}{33}$$

$$\frac{10.3}{34}$$

$$\frac{11.2}{13}$$

$$11.7$$

$$\frac{11.6}{14}$$

$$\frac{11.8}{33}$$

$$\frac{5.1}{33}$$

$$\frac{6.0}{15}$$

$$6.7$$

$$\frac{7.1}{33}$$

+ 1008.53 ✓

12+00

76.0

✓
T.P. 2.48 999.26 11.75 ✓ 996.78

12+50

94.3

13+00

94.7

+ 34.8 E Hollaway

95.5

✓
BM RR. Iron 2.38 996.88

$$\frac{12.5}{34}$$

$$\frac{13.0}{17}$$

$$12.5$$

$$\frac{12.4}{33}$$

$$\frac{4.2}{34}$$

$$5.0$$

$$\frac{5.4}{33}$$

$$\frac{4.1}{34}$$

$$\frac{4.2}{16}$$

$$4.6$$

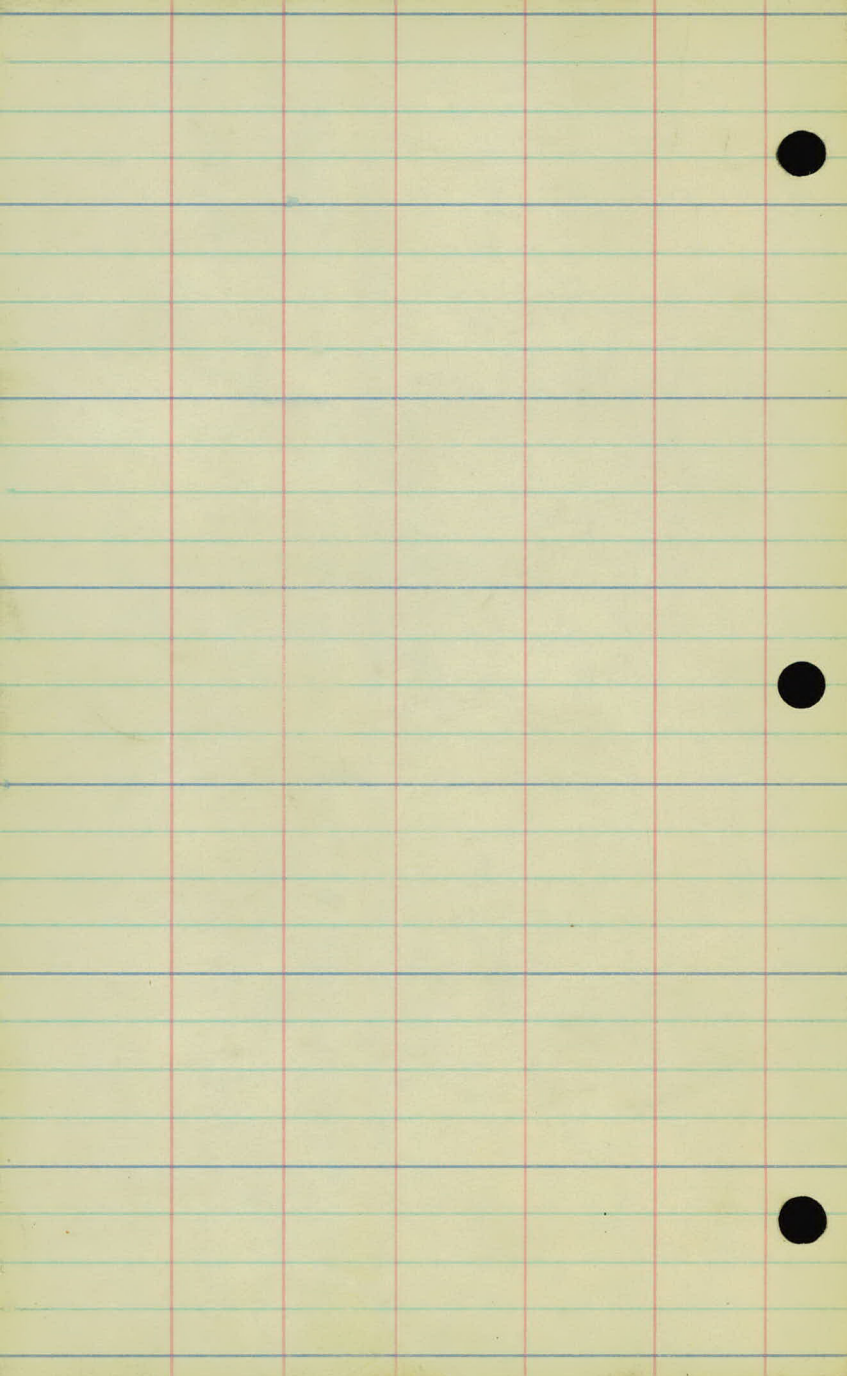
$$\frac{6.1}{33}$$

$$\frac{2.9}{33}$$

$$3.8$$

$$\frac{4.5}{13}$$

$$\frac{6.9}{50}$$



Furness Ave.
Ripley to Holloway.
Construction Notes.

Sta. Point Lt Rt.

13+35.25

10+54.45 P.T.

5°55.5'

10

5°06.5'

+50

4°21.5'

P.I. 8+57.65

9

3°36.5'

Δ 11°51' RT.

+50

2°51.5'

D = 3°-

8

2°06.5'

T. 198.2

+50

1°21.5'

L. 395

7

0°36.5'

R- 1910.08

6+59.45 P.C.

0°00'

0+00

Rail Mon.



32.86

46.71

= 12709.725 - 1060

L Holloway

Iron Mon.

S.V. C.R. 2

2nd Station from Ground Conc. Rstb.

39.18

28.82

Nail in Top Conc. F.P.

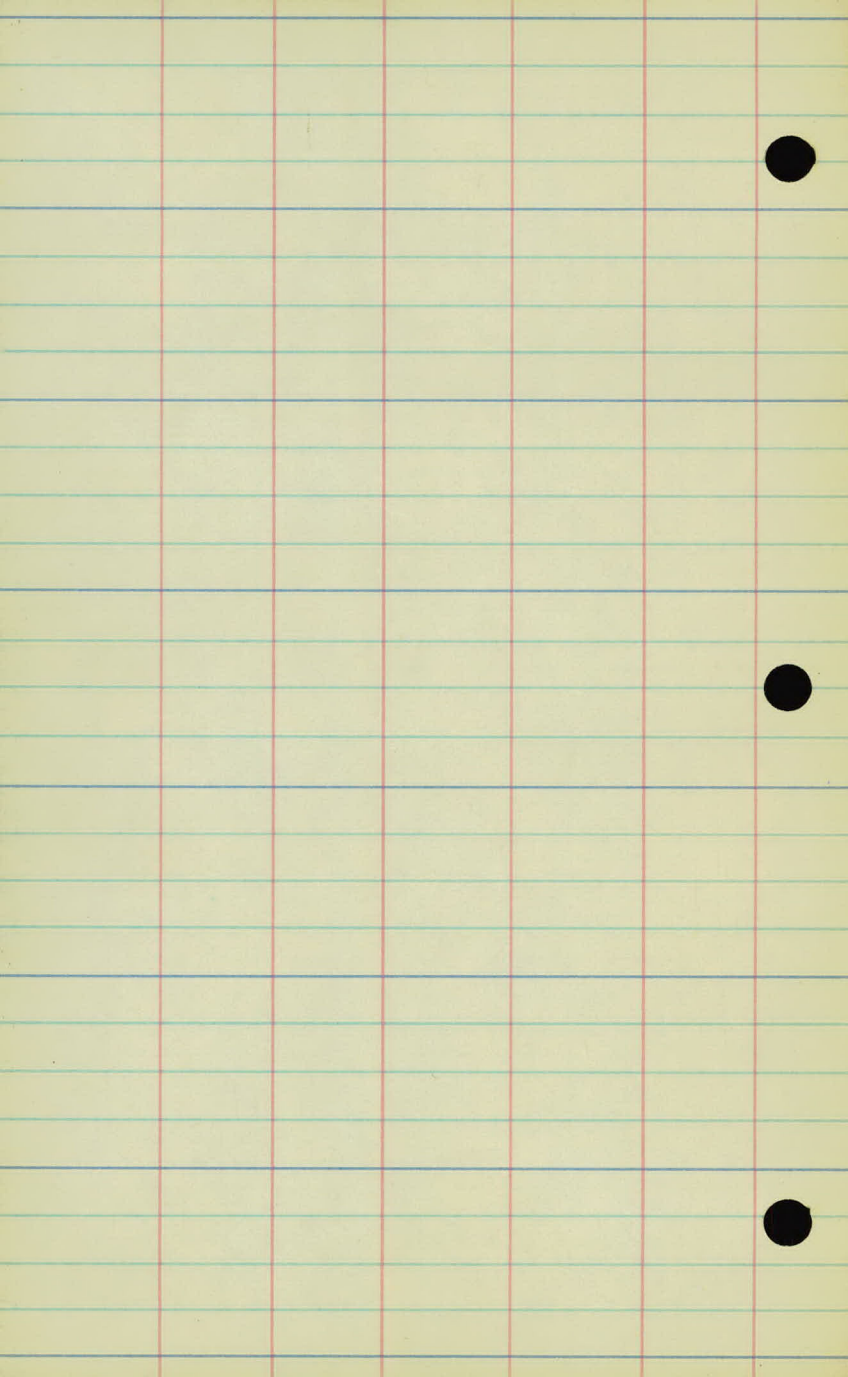
45.24

44.33

54.13

104.12 = 10.60

Iron Mon.



Slope stakes

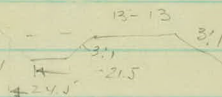
Furness.

Ripley to Holloway.

Sta.	+	π	-	Grade
B.M.	7.19	1027.16		1019.97
B.M.			4.82	1022.34
0+0				922.5
0+50				21.0
1+0				19.5
1+50				18.0
2				16.5
+50				15.1
T.P.	3.10	1018.28	11.98	1015.18
3				14.1
+50				13.3
4				12.8
+50				12.6
5				12.7

NW. Cor. Howard & Ripley.

Top Conc. F.P. 33' Lt. Sta. 0750



4.7

$$6.2 \quad 31.8 \begin{array}{r} 7.7 \\ 100.0 \end{array}$$

$$\begin{array}{r} 43 \\ +101 \end{array}$$

$$\begin{array}{r} 39 \\ +4.6 \end{array} / 29.1$$

$$7.7 \quad 32.8 \begin{array}{r} 9.2 \\ 100.0 \end{array}$$

$$\begin{array}{r} 55 \\ +12 \end{array}$$

$$\begin{array}{r} 47 \\ +30 \end{array} / 30.5$$

$$9.2 \quad 33. \begin{array}{r} 9.6 \\ 33. \end{array}$$

$$\begin{array}{r} 44 \\ +2.8 \end{array}$$

$$\begin{array}{r} 5.6 \\ +26 \end{array} / 31.7$$

$$10.7 \quad 189 \begin{array}{r} 13.2 \\ 100.0 \end{array} \quad 16.0 \begin{array}{r} 11.7 \\ 1.0 \end{array}$$

$$\begin{array}{r} 99 \\ +0.8 \end{array}$$

$$\begin{array}{r} 69 \\ +3.8 \end{array} / 32.1$$

$$12.1 \quad 190 \begin{array}{r} 14.1 \\ 10.0 \end{array}$$

$$\begin{array}{r} 12.8 \\ -0.7 \end{array}$$

$$\begin{array}{r} 9.7 \\ +2.4 \end{array} / 29.3$$

$$4.2 \quad 21.4 \begin{array}{r} 7.0 \\ 2.8 \end{array}$$

$$\begin{array}{r} 62 \\ -20 \end{array}$$

$$\begin{array}{r} 43 \\ 21.4 \end{array} / 24.3$$

$$5.0 \quad 220 \begin{array}{r} 8.0 \\ 3.0 \end{array}$$

$$\begin{array}{r} 71 \\ -21 \end{array}$$

$$\begin{array}{r} 61 \\ 200.4 \end{array} / 22.3$$

— Culvert —

$$5.5 \quad 216 \begin{array}{r} 8.8 \\ 3.0 \end{array}$$

$$\begin{array}{r} 83 \\ -2.8 \end{array}$$

$$\begin{array}{r} 2.7 \\ -2.2 \end{array} / 19.6$$

$$5.7 \quad 205 \begin{array}{r} 8.2 \\ 2.0 \end{array}$$

$$\begin{array}{r} 85 \\ -2.8 \end{array}$$

$$\begin{array}{r} 2.5 \\ -1.8 \end{array} / 18.4$$

$$5.6 \quad 210 \begin{array}{r} 7.5 \\ 3.2 \end{array}$$

$$\begin{array}{r} 71 \\ -1.8 \end{array}$$

$$\begin{array}{r} 63 \\ 200.8 \end{array} / 2.1$$

Sta. + π - Grade

101828

5/50

13.0

6

13.7

1042

1024.10

4.58

1013.70

+50

14.5

7

15.3

+50

15.9

8

15.9

+50

15.6

9

14.7

+50

13.4

10

11.6

0.12

1011.00

13.12

1010.98

+50

09.3

11

06.5

LH.

Z

RH.

11

5.3

$$5.7 / -0.4$$

$$5.1 / +0.2$$

$$3.8 / +1.2 \rightarrow 27.5$$

4.6

$$17.5 / -1.5$$

$$4.6 / -0.0$$

$$0.4 / +4.2 \rightarrow 37.9$$

9.6

$$13.1 / 13.5$$

$$13.0 / 11.1$$

$$7.8 / +1.8 \rightarrow 28.1$$

8.8

$$12.1 / -3.3$$

$$10.9 / -2.1$$

$$8.8 / +0.5 \rightarrow 24.5$$

8.2

$$9.4 / 10.3$$

$$8.1 / +0.1$$

$$6.4 / +1.8 \rightarrow 29.1$$

8.2

$$4.0 / 3.9$$

$$4.0 / +4.2$$

$$4.2 / +4.0 \rightarrow 32.5$$

8.5

$$3.2 / 4.3$$

$$3.6 / +4.9$$

$$4.8 / +3.7 \rightarrow 31.9$$

9.4

$$5.0 / 4.4$$

$$5.0 / +4.4$$

$$6.1 / +3.3 \rightarrow 31.1$$

10.7

$$6.7 / 3.0$$

$$7.8 / +2.9$$

$$8.5 / +2.2 \rightarrow 28.9$$

12.5

$$9.2 / +3.3$$

$$10.8 / +1.7$$

$$11.6 / +0.9 \rightarrow 26.3$$

1.7

$$28.5 / +2.0$$

$$0.7 / +1.0$$

$$1.2 / +0.5 \rightarrow 25.5$$

4.5

$$28.5 / +2.5$$

$$3.8 / +0.7$$

$$3.8 / +0.7 \rightarrow 25.9$$

Sta.	+	π	-	Grade
------	---	-------	---	-------

1011.0

11+50

03.6

T.P.

2.13

1000.05

13.08

997.92

12

1000.9

+50

998.3

13

95.9

+35.25 = 2 Holloway

+48.2

B.M.

3.20

996.85

982.64

Lt.

L

R1.

12

$$\frac{8.9}{21.5} \times 1.5 = 47$$

74

$$229 \overline{) 8.2} \\ \underline{20.7}$$

$$\frac{9.2}{-1.8}$$

$$\frac{9.4}{-2.2}$$

(top)

$$274 \overline{) 40} \\ \underline{-48}$$

$$\frac{41}{-4.9}$$

$$\frac{40}{-48} \overline{) 274}$$

1.8

$$241 \overline{) 55} \\ \underline{-36}$$

$$\frac{5.8}{-4.0}$$

$$\frac{6.1}{-4.3} \overline{) 25.9}$$

1.2

$$160 \overline{) 5.2} \\ \underline{-10}$$

$$\frac{5.5}{-1.2}$$

$$\frac{6.3}{-2.0} \overline{) 19.3}$$

1.2

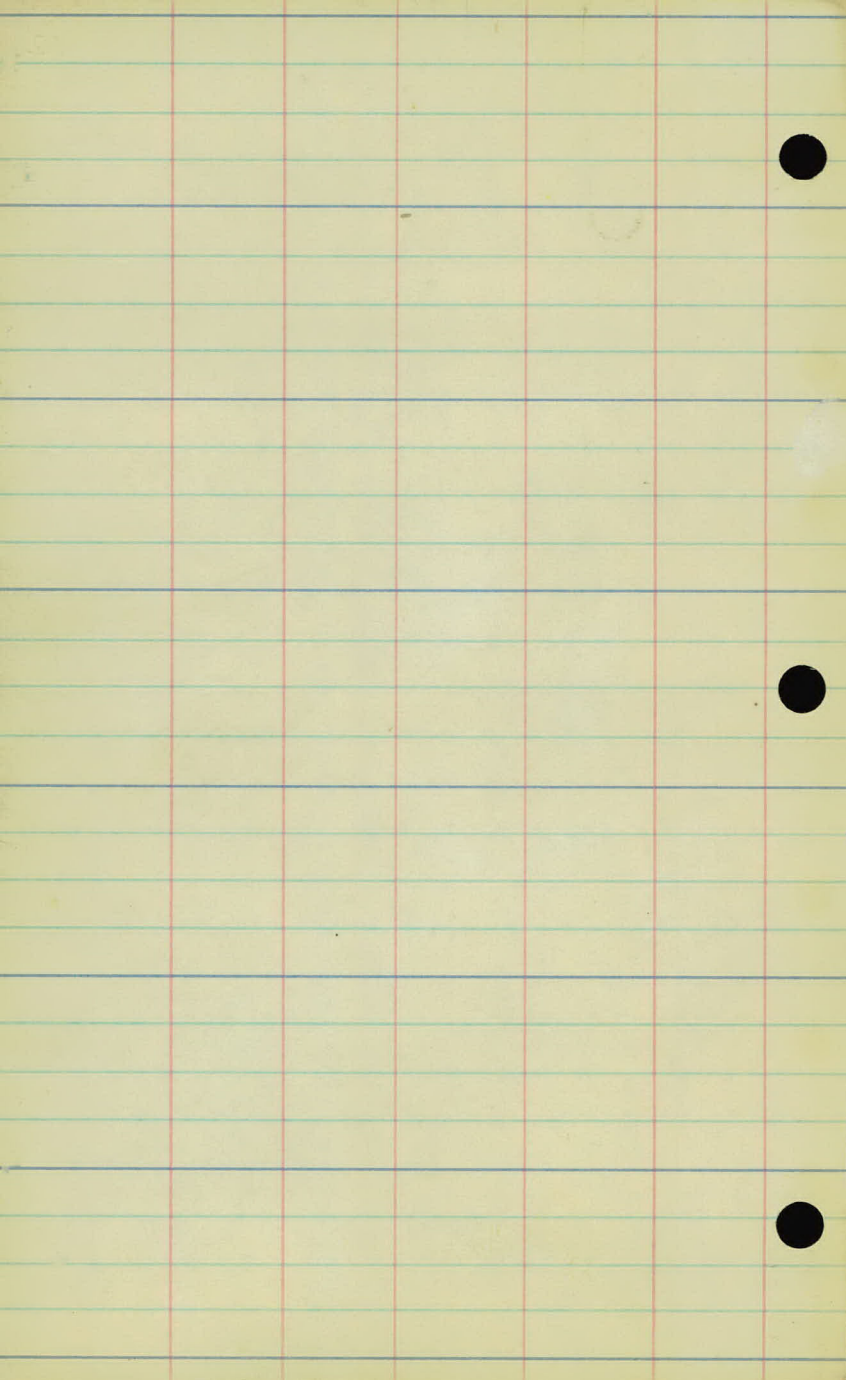
$$\frac{4.5}{1.3}$$

5.1

$$\frac{5.6}{1.3}$$

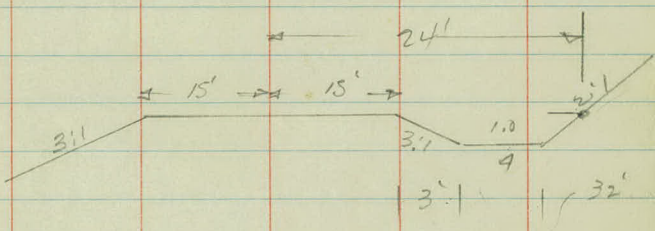
top Rail Mon. 33 Lt.

© Howard Holloway.



Slope Stakes

Furness
Ripley to Holloway



Sta.	t	π	-	Grade	
	3.4/8	1025.82			1022.34
0+0				22.5	
0				22.0	
0+50				21.0	
1				19.5	
+50				18.0	
2				16.5	
+50				15.1	
3				14.1	
	0.77	1015.61	1098		1014.84
+50				13.3	
4				12.8	
+50				12.6	
5+0				12.7	

9. Rod.

4

2

131

Top Conc. F.P. 33' 4" Sta 0750

78

3.5

$$\begin{array}{r} 1.8 \\ +1.7 \\ \hline 32.0 \end{array}$$

4.8

$$\begin{array}{r} 15 \overline{) 48} \\ \underline{30} \\ 18 \end{array}$$

$$\begin{array}{r} 32 \\ +1.6 \\ \hline \end{array}$$

$$\begin{array}{r} 26 \\ +2.2 \\ \hline 28.4 \end{array}$$

6.3

$$\begin{array}{r} 198 \overline{) 63} \\ \underline{117} \\ 144 \end{array}$$

$$\begin{array}{r} 41 \\ +2.2 \\ \hline \end{array}$$

$$\begin{array}{r} 3.6 \\ +2.7 \\ \hline 29.4 \end{array}$$

7.8

$$\begin{array}{r} 270 \overline{) 78} \\ \underline{54} \\ 240 \end{array}$$

$$\begin{array}{r} 51 \\ +2.7 \\ \hline \end{array}$$

$$\begin{array}{r} 43 \\ +3.5 \\ \hline 31 \end{array}$$

9.3

$$\begin{array}{r} 201 \overline{) 11.0} \\ \underline{11.7} \\ 11.0 \end{array}$$

$$\begin{array}{r} 85 \\ +2.8 \\ \hline \end{array}$$

$$\begin{array}{r} 5.5 \\ +2.8 \\ \hline 31.6 \end{array}$$

10.7

$$\begin{array}{r} 210 \overline{) 12.7} \\ \underline{12.0} \\ 70 \end{array}$$

$$\begin{array}{r} 113 \\ -2.6 \\ \hline \end{array}$$

$$\begin{array}{r} 8.7 \\ +2.0 \\ \hline 28.0 \end{array}$$

11.7

$$\begin{array}{r} 240 \overline{) 14.7} \\ \underline{12.0} \\ 270 \end{array}$$

$$\begin{array}{r} 13.7 \\ -2.0 \\ \hline \end{array}$$

$$\begin{array}{r} 11.9 \\ +2.8 \\ \hline 24.6 \end{array}$$

2.3

$$\begin{array}{r} 240 \overline{) 5.3} \\ \underline{2.0} \\ 330 \end{array}$$

$$\begin{array}{r} 4.4 \\ -2.1 \\ \hline \end{array}$$

$$\begin{array}{r} 36 \\ -1.3 \\ \hline 18.9 \end{array}$$

$$\begin{array}{r} 3.8 \\ +2.2 \\ \hline 22.0 \end{array}$$

2.8

$$\begin{array}{r} 240 \overline{) 5.8} \\ \underline{2.0} \\ 380 \end{array}$$

$$\begin{array}{r} 5.1 \\ -2.3 \\ \hline \end{array}$$

$$\begin{array}{r} 4.8 \\ -2.0 \\ \hline 21.0 \end{array}$$

3.0

$$\begin{array}{r} 275 \overline{) 5.5} \\ \underline{2.5} \\ 350 \end{array}$$

$$\begin{array}{r} 5.7 \\ -2.7 \\ \hline \end{array}$$

$$\begin{array}{r} 4.8 \\ -1.8 \\ \hline 20.4 \end{array}$$

2.9

$$\begin{array}{r} 270 \overline{) 5.1} \\ \underline{2.2} \\ 360 \end{array}$$

$$\begin{array}{r} 11.6 \\ -1.7 \\ \hline \end{array}$$

$$\begin{array}{r} 3.4 \\ +2.0 \\ \hline 22.0 \end{array}$$

10/5.61

764

1020.57

2,68

1012.93

5+50

13.0

6

13.7

+1.0

+50

14.5

+1.5

7

15.3

+1.75

5.99

1024.14

2.42

1018.15

+50

16.1

+1.0

8

16.8

+50

16.9

9

16.3

+50

14.8

+1.0

10

12.6

+1.75

2.71

1013.08

13.77

1010.37

+1.50

+50

09.5

$$7.6 \quad 16.2 \begin{array}{r} 80 \\ - 0.4 \\ \hline \end{array} \quad \begin{array}{r} 7.4 \\ + 0.2 \\ \hline \end{array} \quad \begin{array}{r} 6.1 \\ + 1.5 \\ \hline 27.0 \end{array}$$

$$6.9 \quad 20.1 \begin{array}{r} 86 \\ - 1.7 \\ \hline \end{array} \quad \begin{array}{r} 69 \\ 00 \\ \hline \end{array} \quad \begin{array}{r} 2.9 \\ + 4.0 \\ \hline 32.0 \end{array}$$

$$6.1 \quad 15.2 \begin{array}{r} 9.5 \\ - 3.4 \\ \hline \end{array} \quad \begin{array}{r} 7.5 \\ - 1.4 \\ \hline \end{array} \quad \begin{array}{r} 4.3 \\ + 1.8 \\ \hline 27.6 \end{array}$$

$$5.3 \quad 25.2 \begin{array}{r} 8.7 \\ - 3.4 \\ \hline \end{array} \quad \begin{array}{r} 7.3 \\ - 2.0 \\ \hline \end{array} \quad \begin{array}{r} 5.3 \\ + 0.0 \\ \hline 24.0 \end{array}$$

Top Core F.P. H. Jan 7+50

$$8.0 \quad 19.2 \begin{array}{r} 9.4 \\ - 1.4 \\ \hline \end{array} \quad \begin{array}{r} 8.1 \\ - 0.1 \\ \hline \end{array} \quad \begin{array}{r} 6.5 \\ + 1.6 \\ \hline 27.0 \end{array}$$

$$7.3 \quad 20.0 \begin{array}{r} 4.3 \\ + 3.0 \\ \hline \end{array} \quad \begin{array}{r} 4.6 \\ + 2.7 \\ \hline \end{array} \quad \begin{array}{r} 4.2 \\ + 3.4 \\ \hline 30.2 \end{array}$$

$$7.2 \quad 32.0 \begin{array}{r} 2.9 \\ + 4.0 \\ \hline \end{array} \quad \begin{array}{r} 3.6 \\ + 0.6 \\ \hline \end{array} \quad \begin{array}{r} 4.7 \\ + 2.5 \\ \hline 29.0 \end{array}$$

$$7.8 \quad 29.2 \begin{array}{r} 5.2 \\ + 2.6 \\ \hline \end{array} \quad \begin{array}{r} 5.4 \\ + 2.4 \\ \hline \end{array} \quad \begin{array}{r} 7.4 \\ + 0.4 \\ \hline 24.8 \end{array}$$

$$9.3 \quad 29.0 \begin{array}{r} 6.8 \\ + 2.0 \\ \hline \end{array} \quad \begin{array}{r} 7.8 \\ + 1.5 \\ \hline \end{array} \quad \begin{array}{r} 8.3 \\ + 1.0 \\ \hline 26.0 \end{array}$$

$$11.5 \quad 28.2 \begin{array}{r} 9.4 \\ + 2.1 \\ \hline \end{array} \quad \begin{array}{r} 1.0 \\ + 0.5 \\ \hline \end{array} \quad \begin{array}{r} 1.6 \\ 0.09 \\ \hline 23.8 \end{array}$$

$$3.6 \quad 28.2 \begin{array}{r} 1.5 \\ + 2.1 \\ \hline \end{array} \quad \begin{array}{r} 2.4 \\ + 1.2 \\ \hline \end{array} \quad \begin{array}{r} 3.0 \\ + 0.6 \\ \hline 28.2 \end{array}$$

1013.08

1140

5.7

125

+50

01.5

1.89

1003.19

11178

1001.30

12

98.3

+50

96.1

13

95.1

+35.25 $\pm$ 14011.

95.0

148.2

B.M.

7.4

$$30.4 \begin{array}{r} 4.2 \\ -1.2 \\ \hline \end{array}$$

$$\begin{array}{r} 5.8 \\ -1.6 \\ \hline \end{array}$$

$$\begin{array}{r} 5.8 \\ -1.6 \\ \hline 27.2 \end{array}$$

11.6

$$27.6 \begin{array}{r} 9.8 \\ -1.8 \\ \hline \end{array}$$

$$\begin{array}{r} 9.6 \\ -2.0 \\ \hline \end{array}$$

$$\begin{array}{r} 11.4 \\ -0.2 \\ \hline 21.4 \end{array}$$

(3.2)

4.9

$$22.2 \begin{array}{r} 7.3 \\ -2.4 \\ \hline \end{array}$$

$$\begin{array}{r} 7.0 \\ -2.1 \\ \hline \end{array}$$

$$\begin{array}{r} 7.0 \\ -2.1 \\ \hline 21.3 \end{array}$$

7.1

$$19.2 \begin{array}{r} 8.5 \\ -1.4 \\ \hline \end{array}$$

$$\begin{array}{r} 8.8 \\ -1.7 \\ \hline \end{array}$$

$$\begin{array}{r} 9.1 \\ -2.0 \\ \hline 21.0 \end{array}$$

$$8.1 \begin{array}{r} 24.80 \\ -10.1 \\ \hline 14.70 \end{array}$$

$$\begin{array}{r} 8.4 \\ -0.3 \\ \hline \end{array}$$

$$\begin{array}{r} 9.1 \\ -1.0 \\ \hline 18.0 \end{array}$$

8.2

$$26.6 \begin{array}{r} 6.9 \\ -1.8 \\ \hline \end{array}$$

$$\begin{array}{r} 7.6 \\ -0.6 \\ \hline \end{array}$$

$$\begin{array}{r} 8.5 \\ -0.3 \\ \hline 18.9 \end{array}$$

996.85

