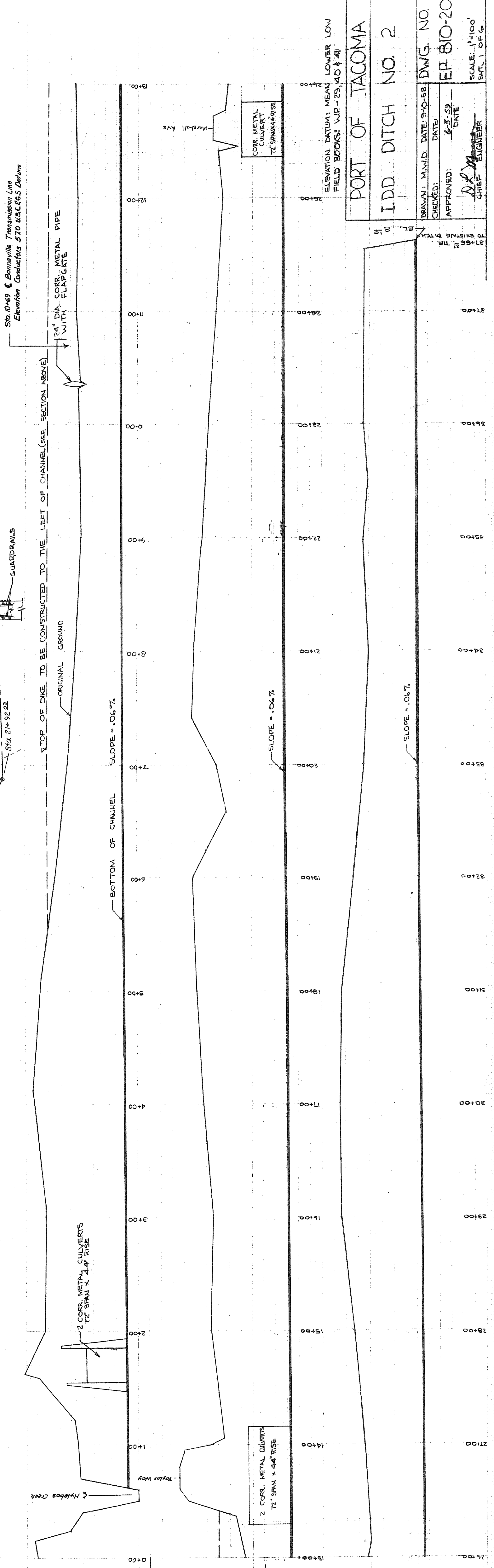
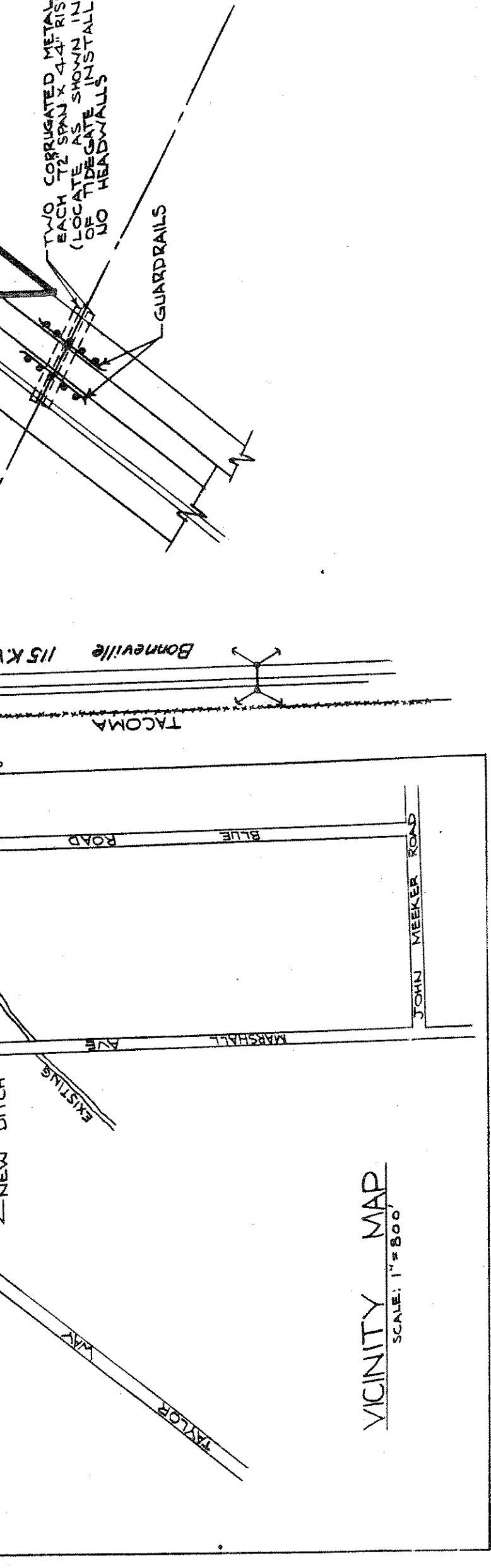
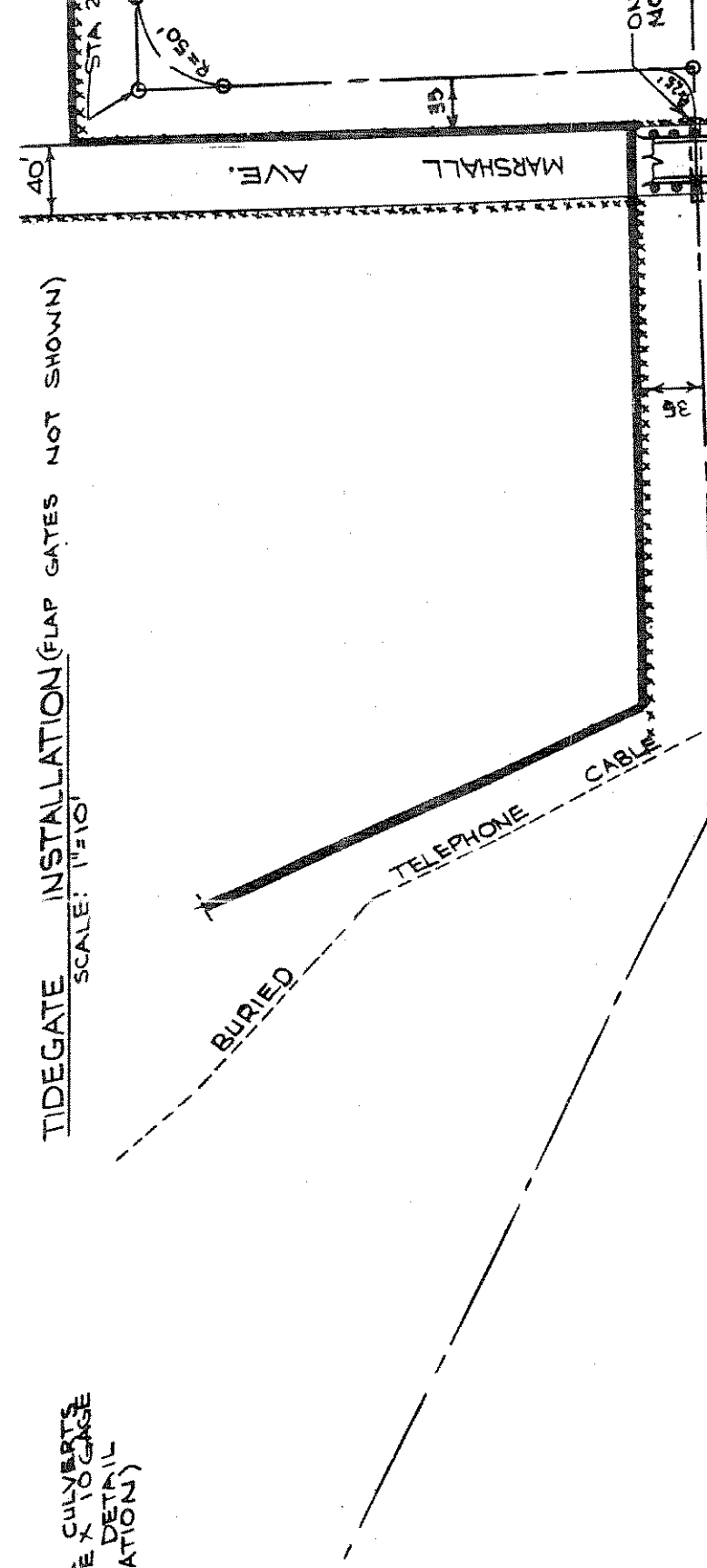
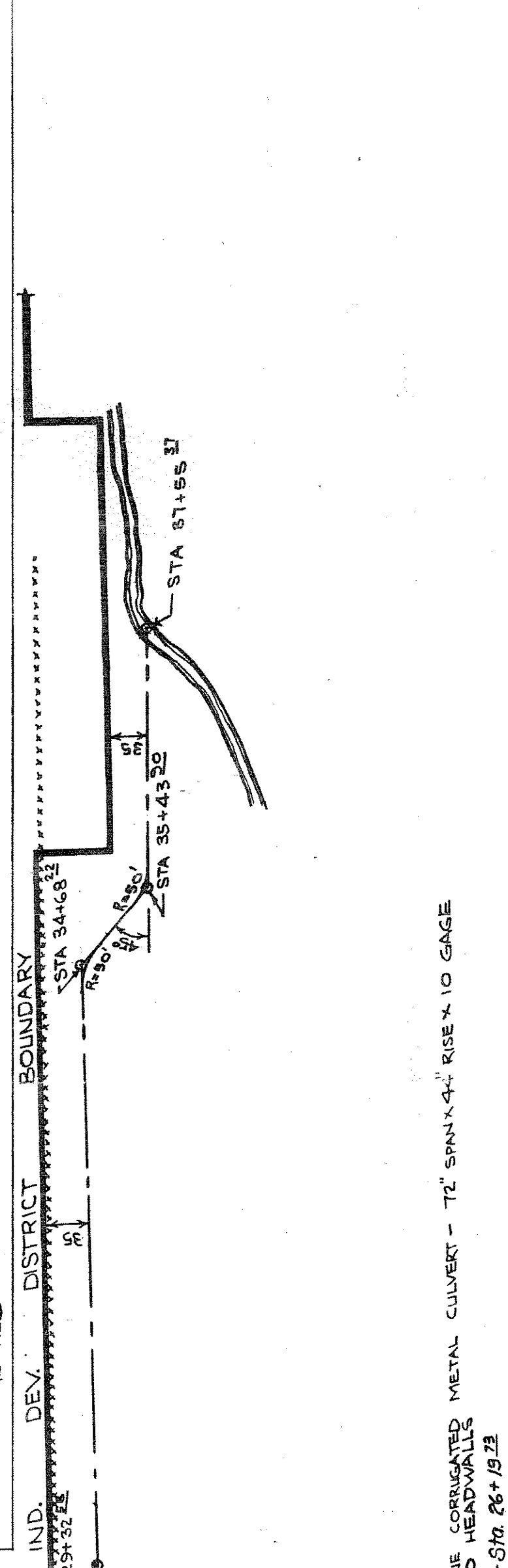
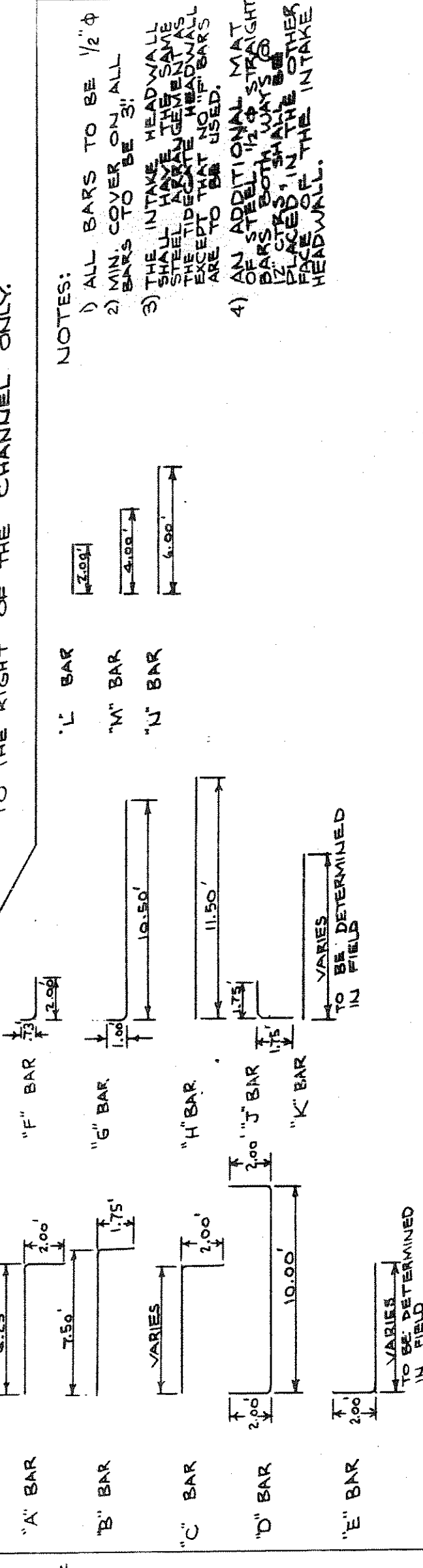
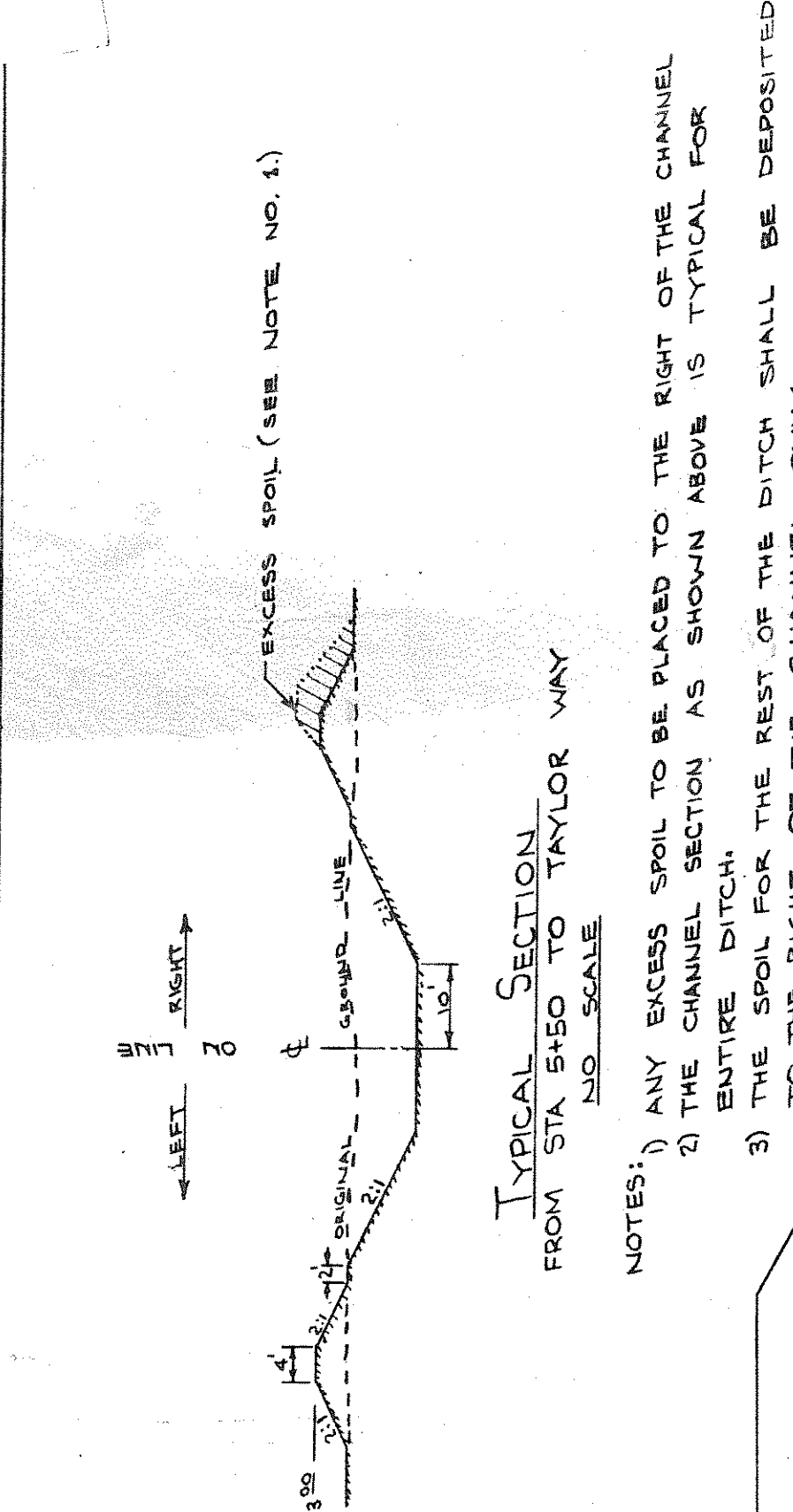
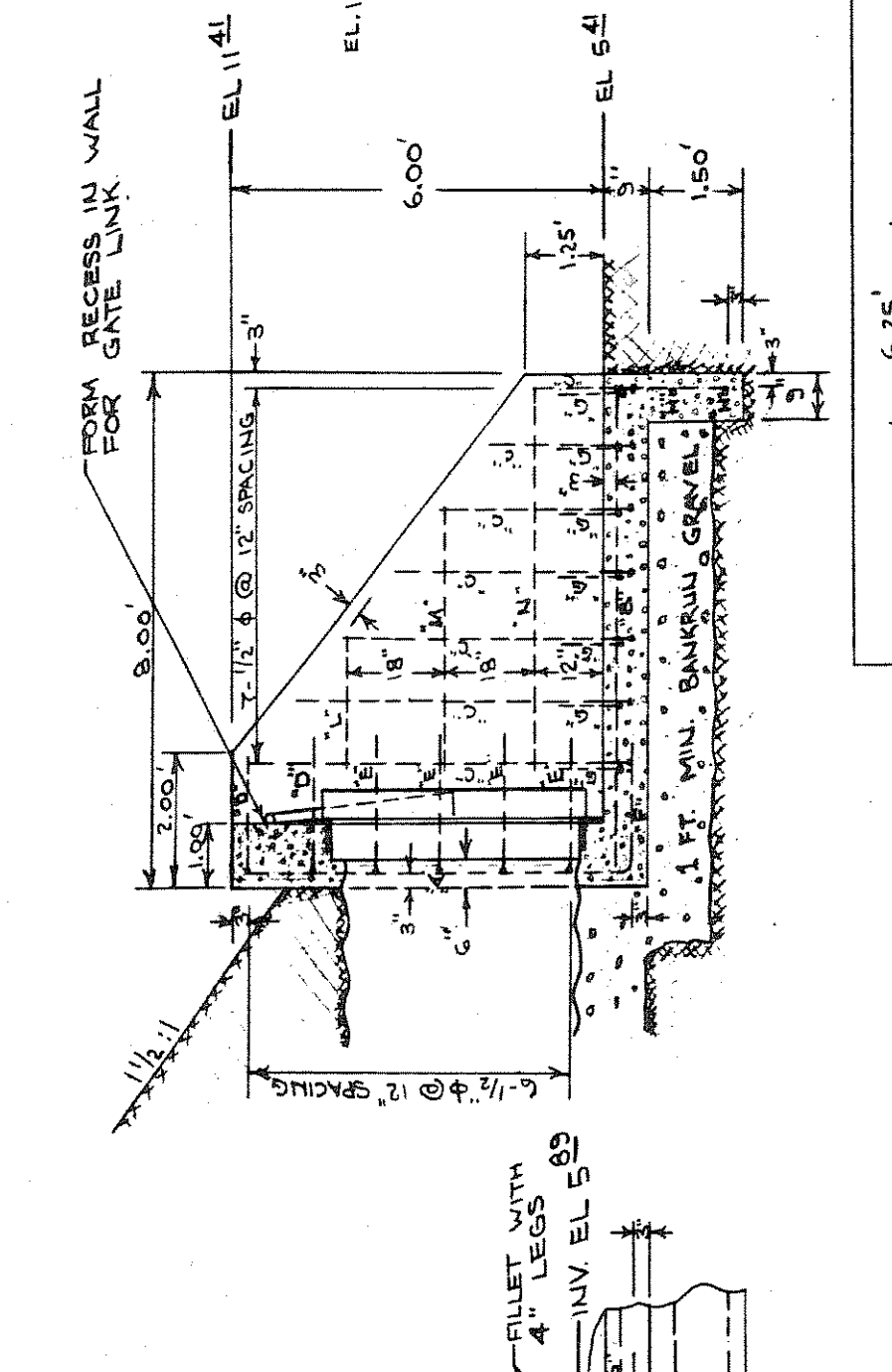
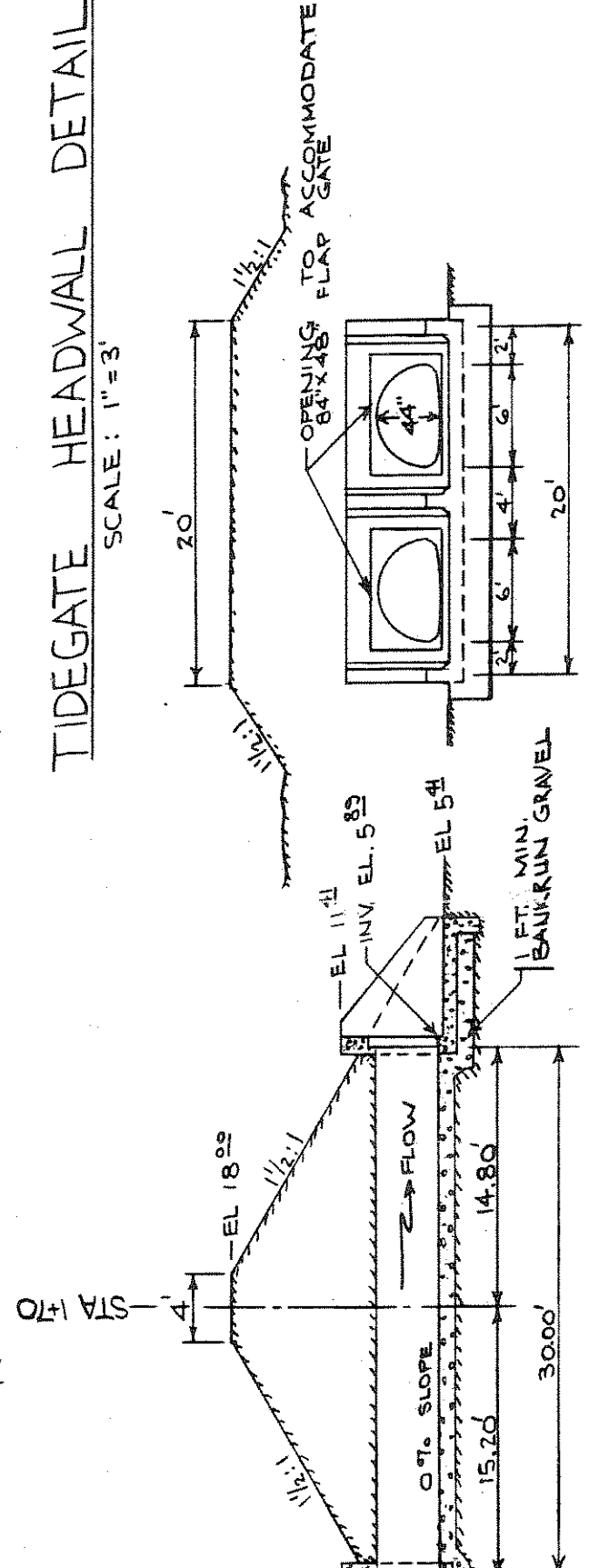
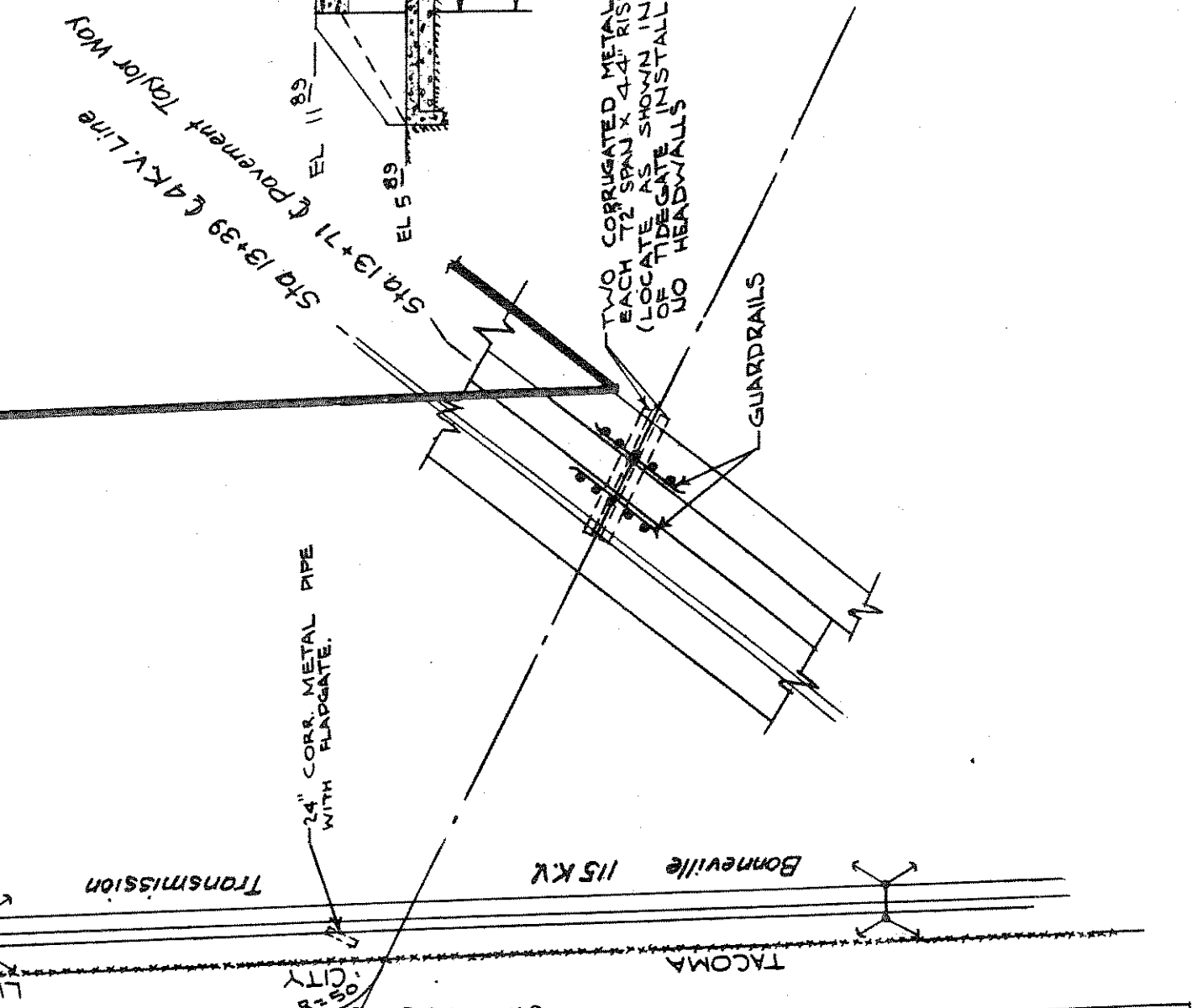
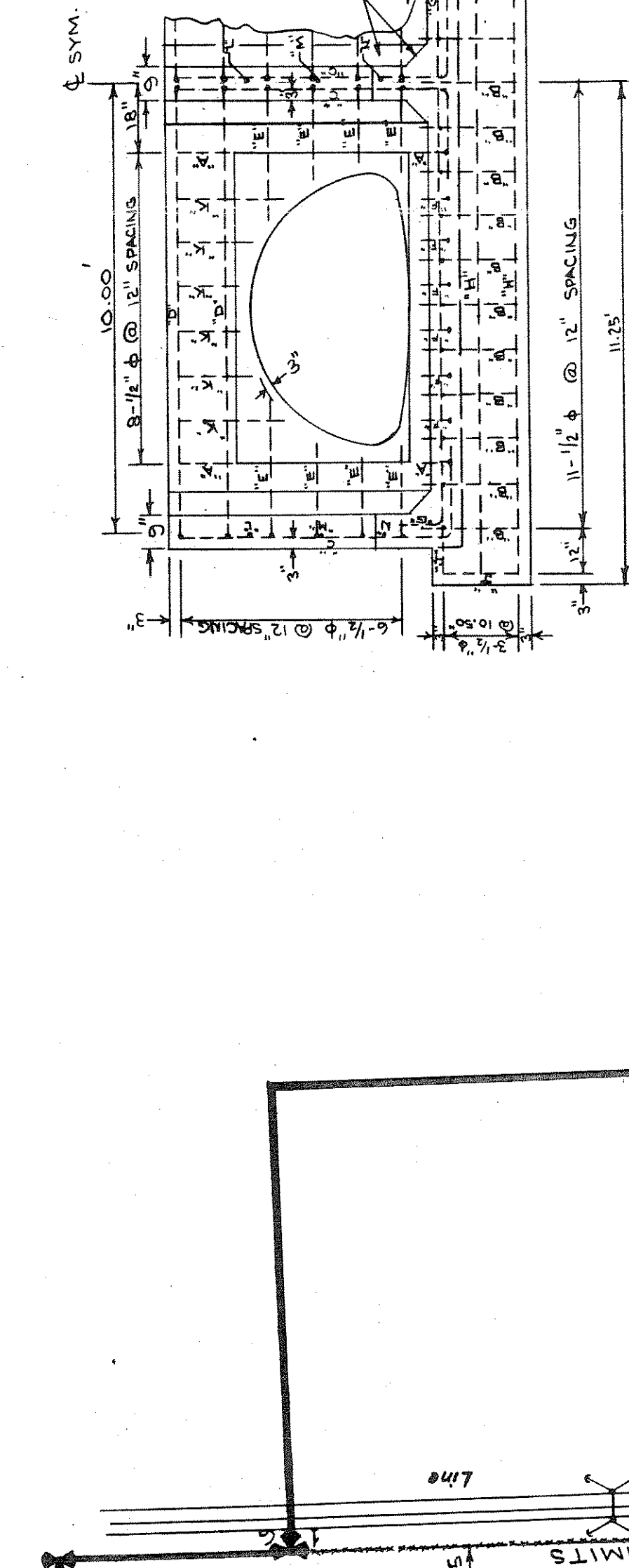
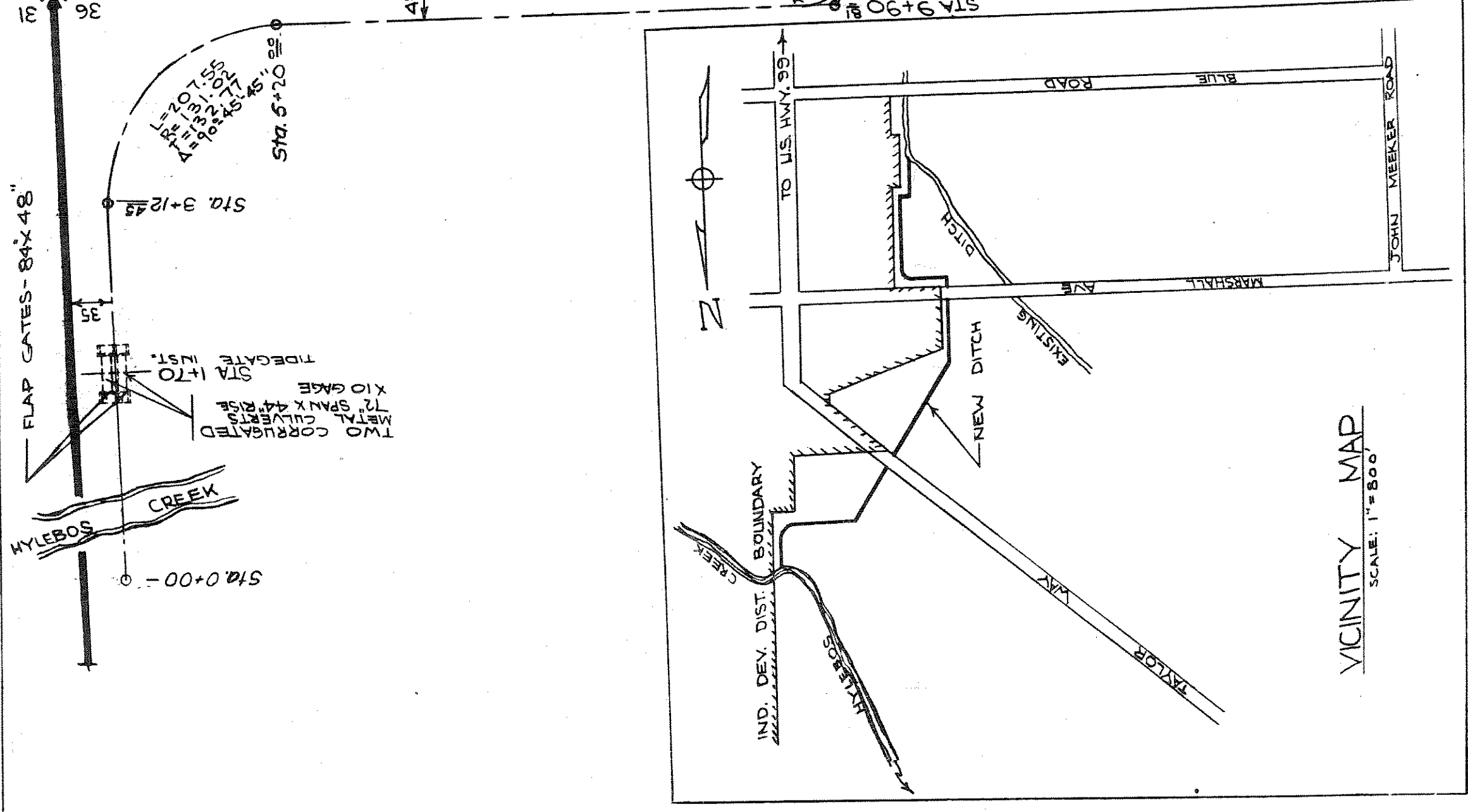
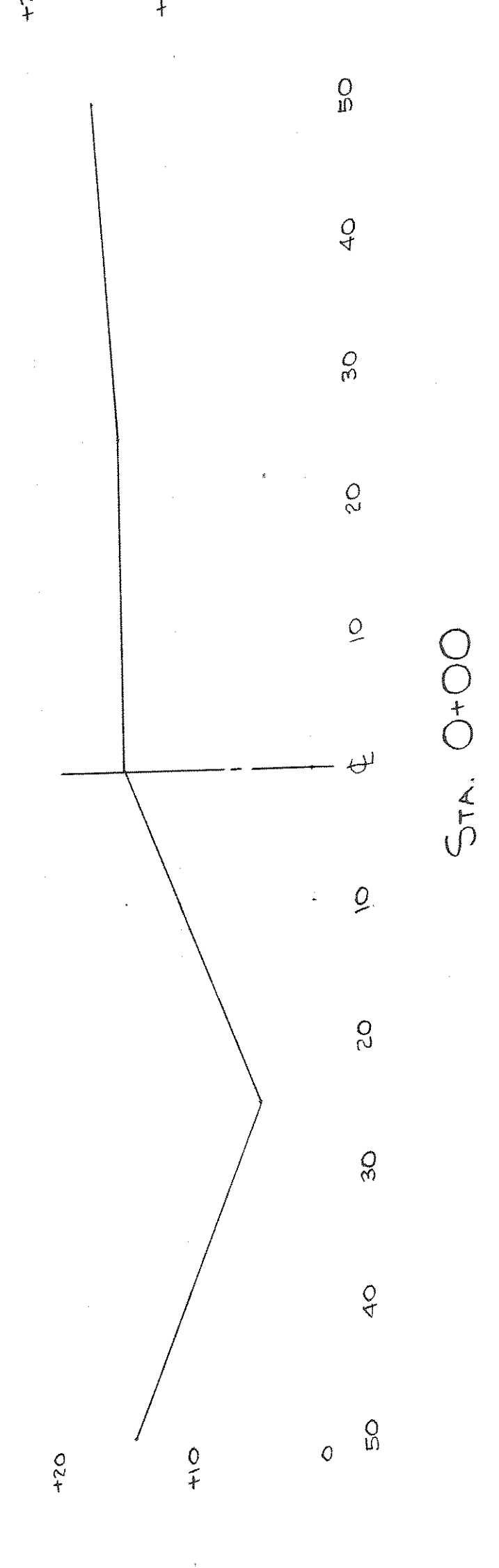
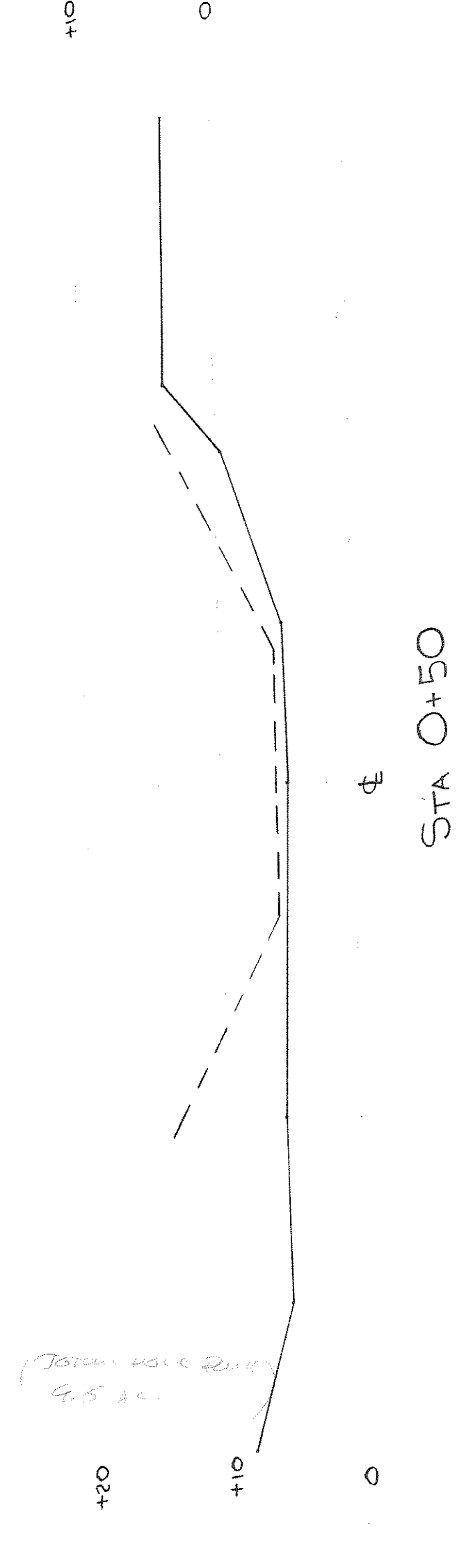
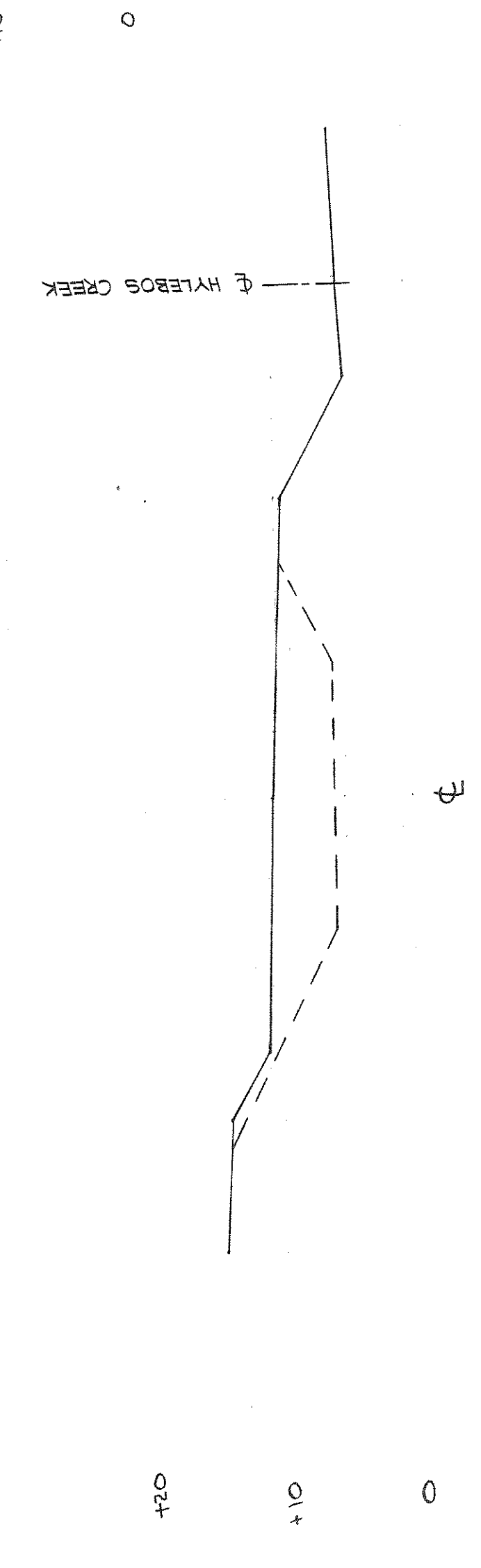
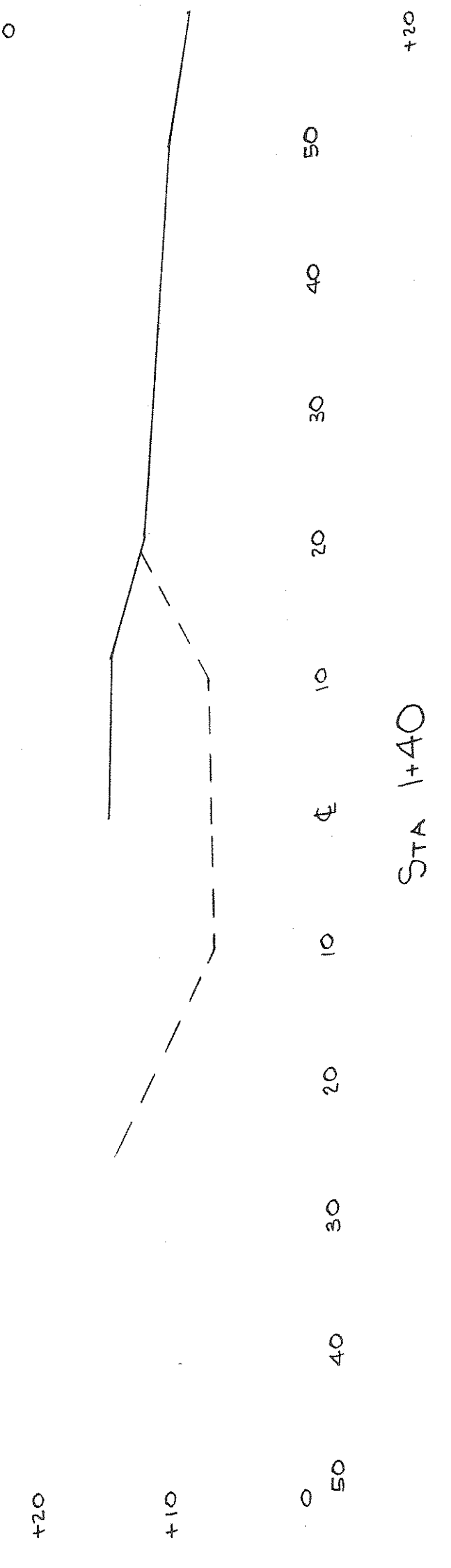
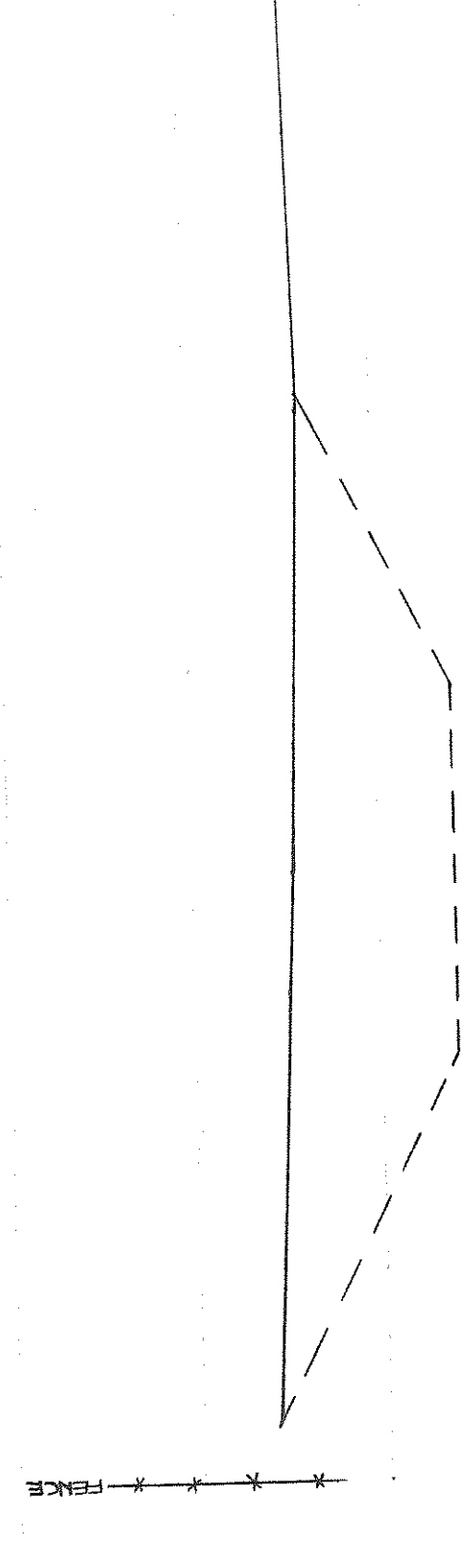
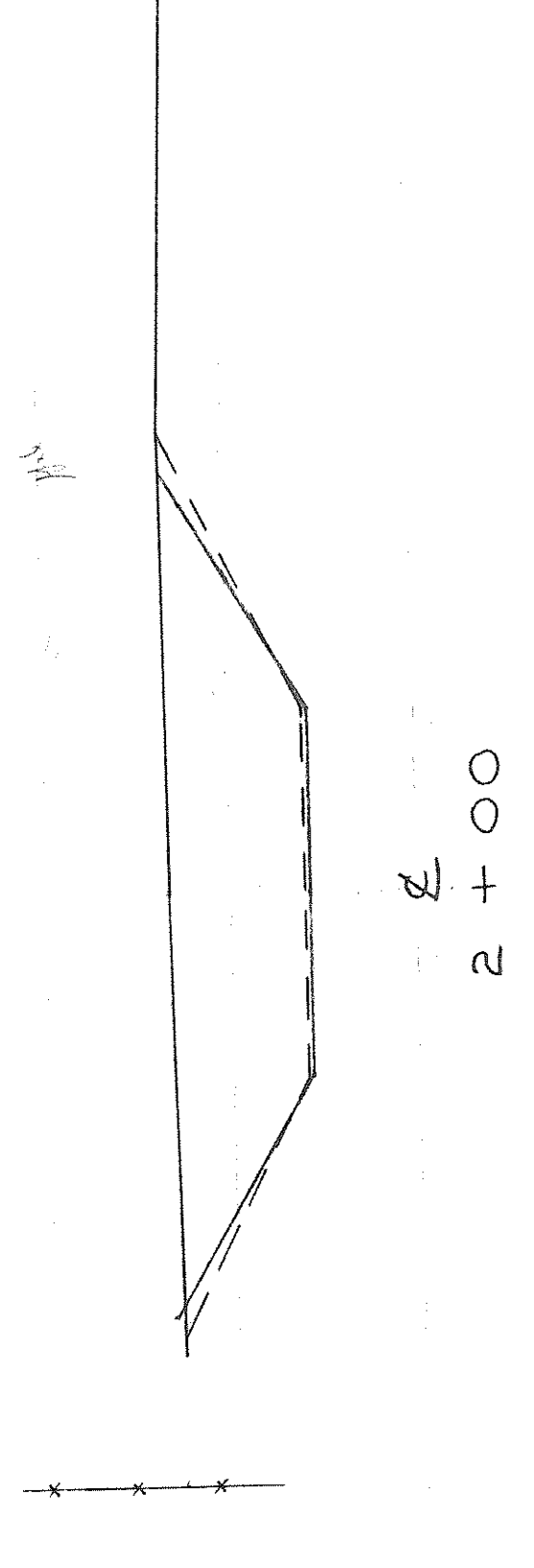
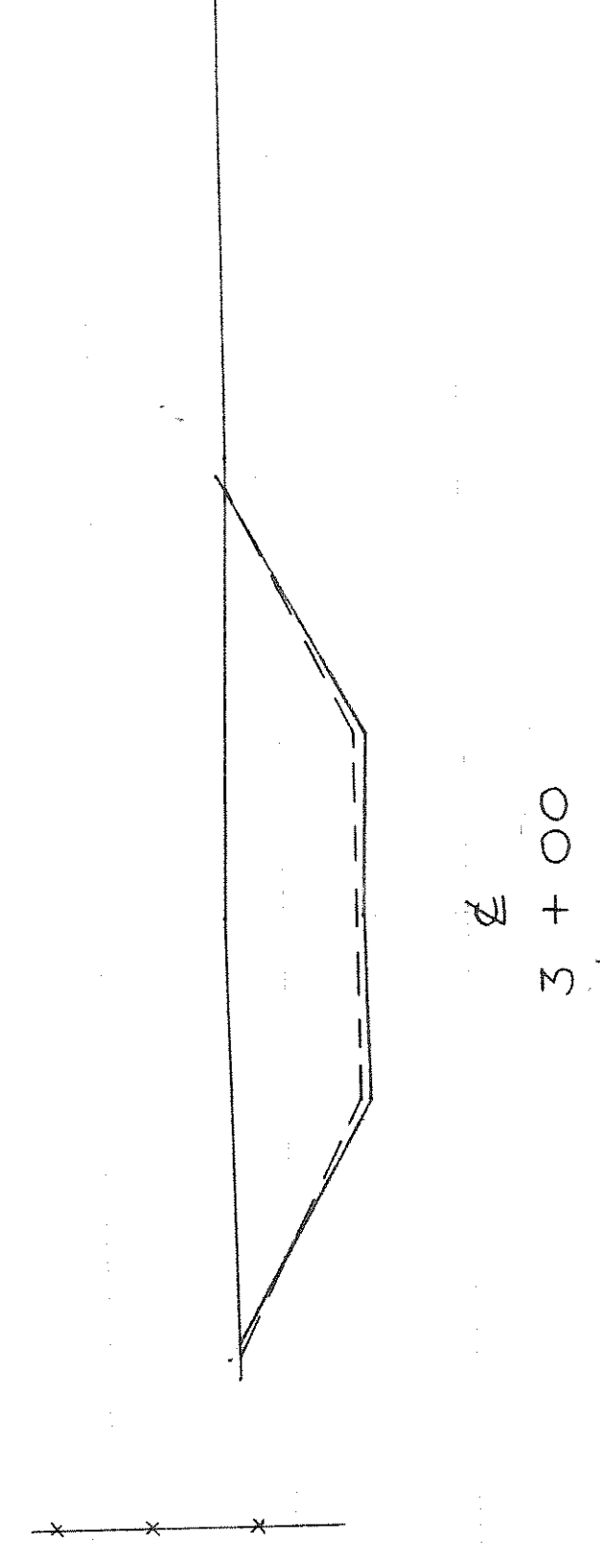
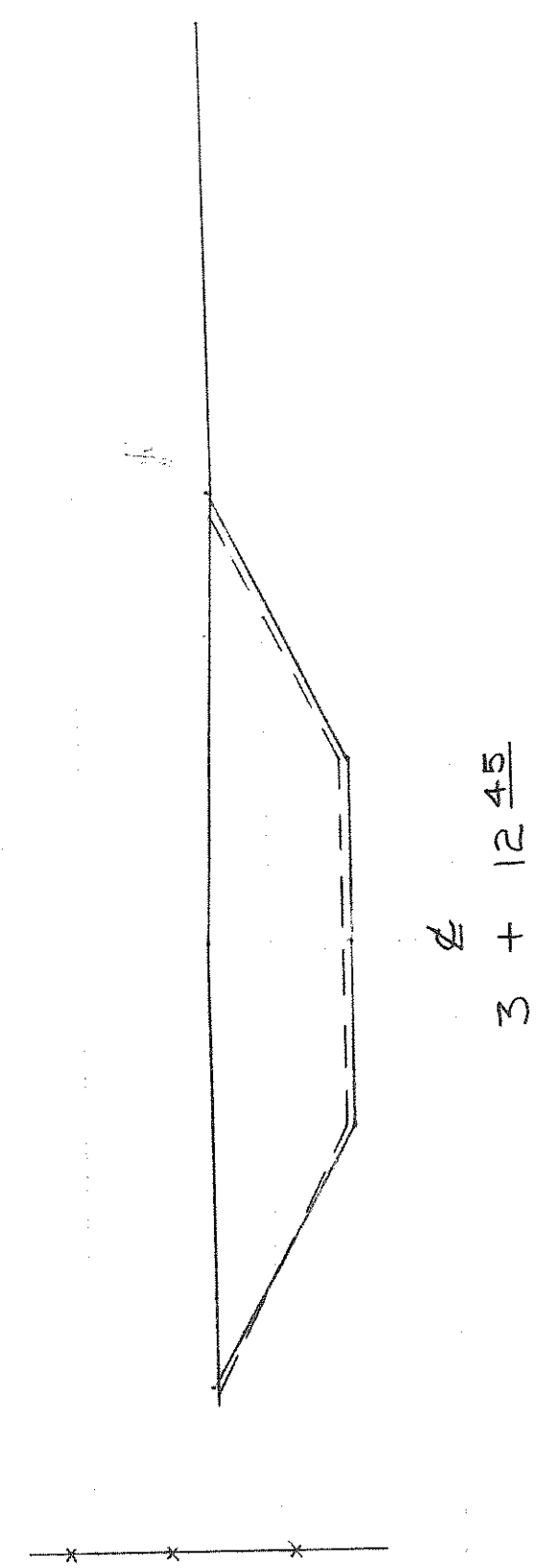
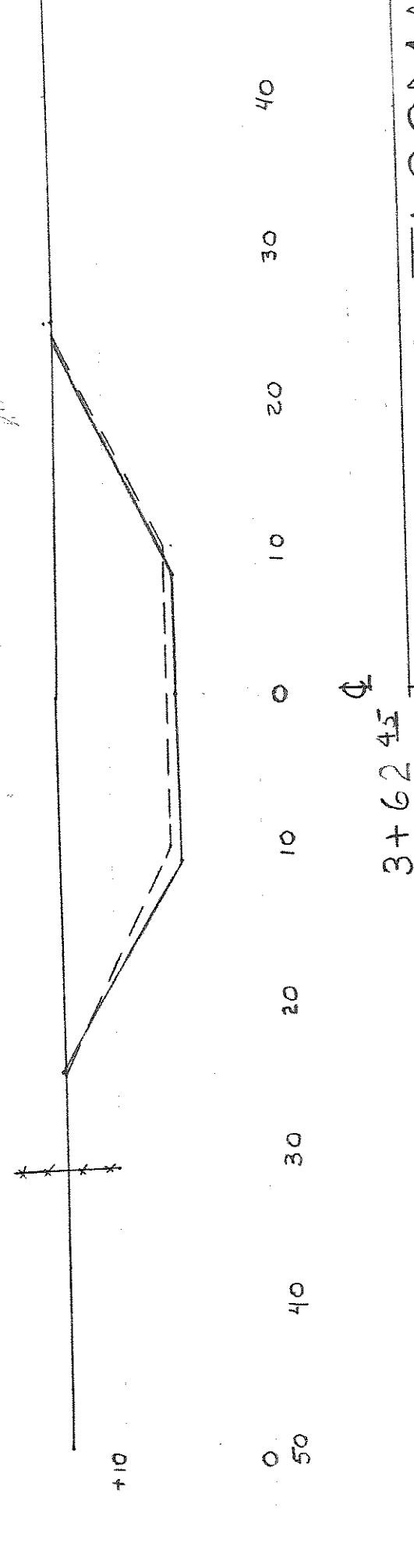
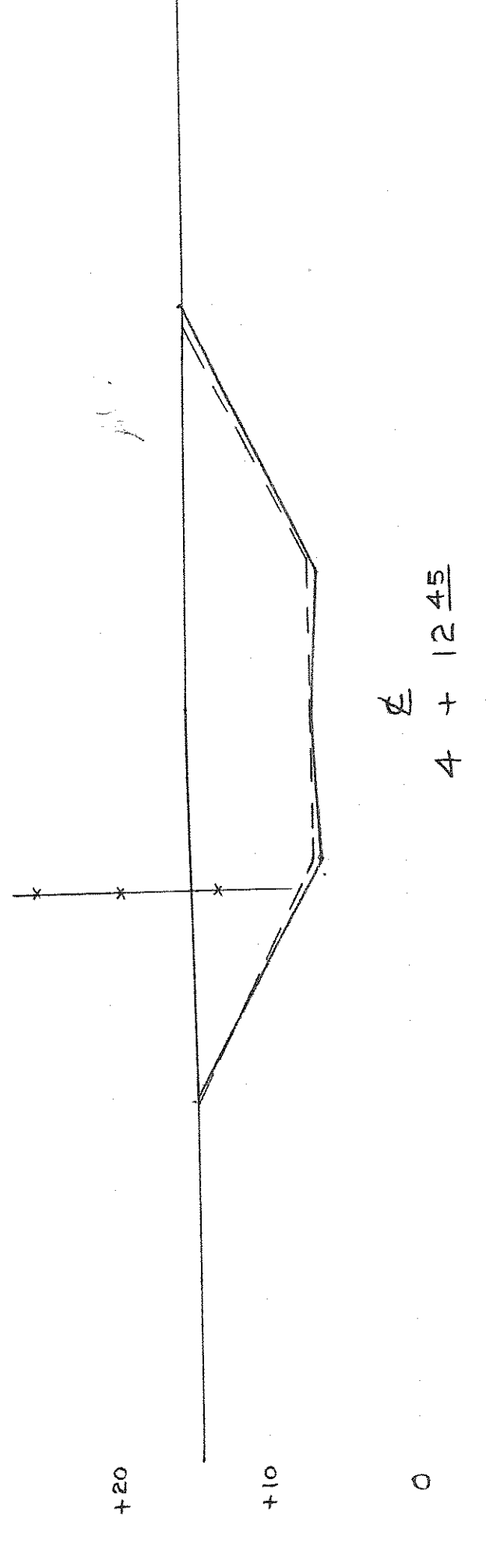
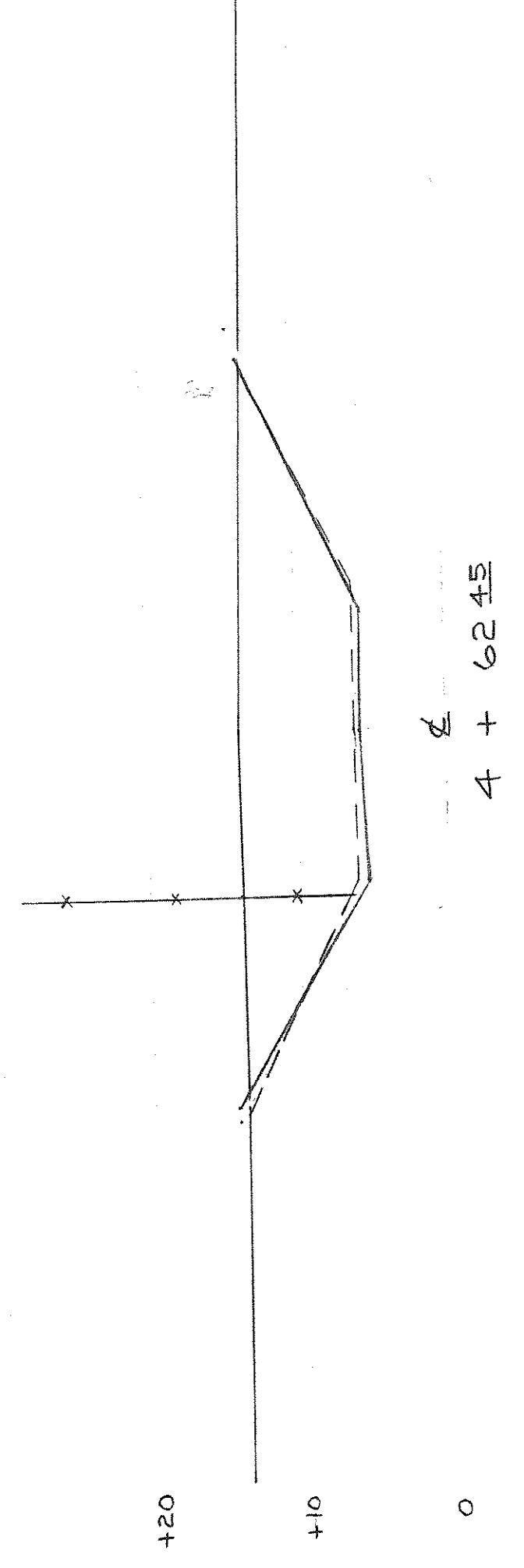
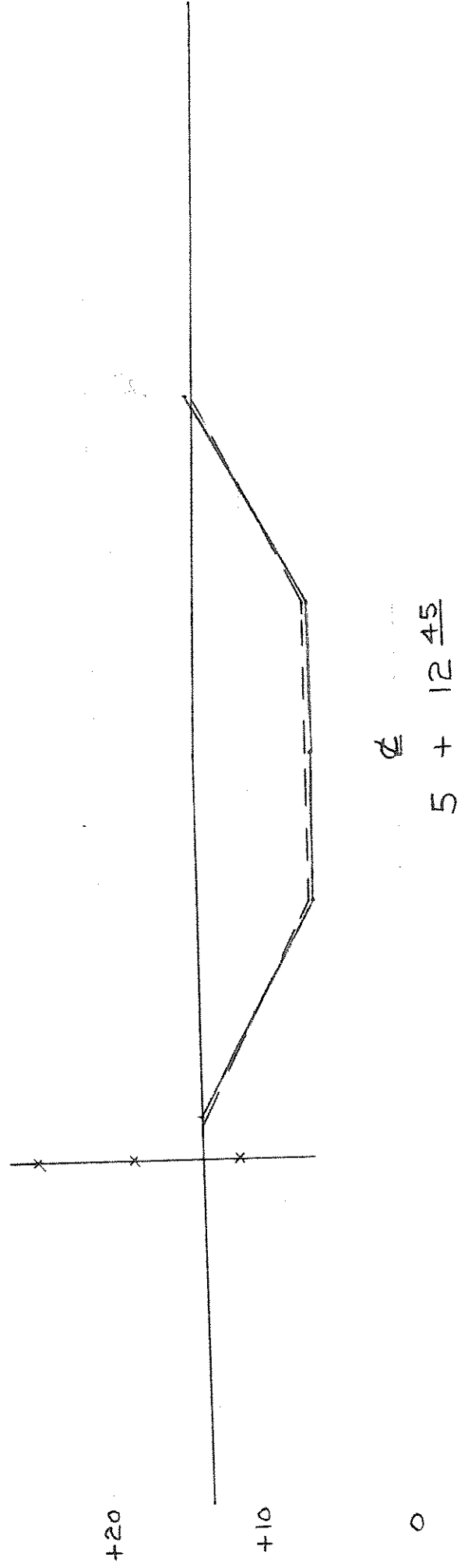


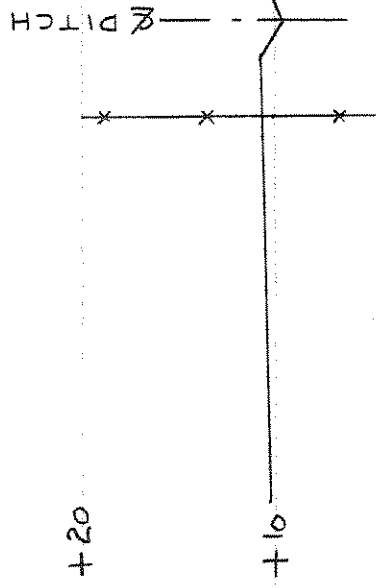


DRAWN: M.W.D. DATE: 9-10-58	DWG. NO.
CHECKED: DATE: 6-3-59	EP 810-20
APPROVED: DATE: 6-3-59	SCALE: 1"=100'
CHIEF ENGINEER	SHT. 1 OF 6

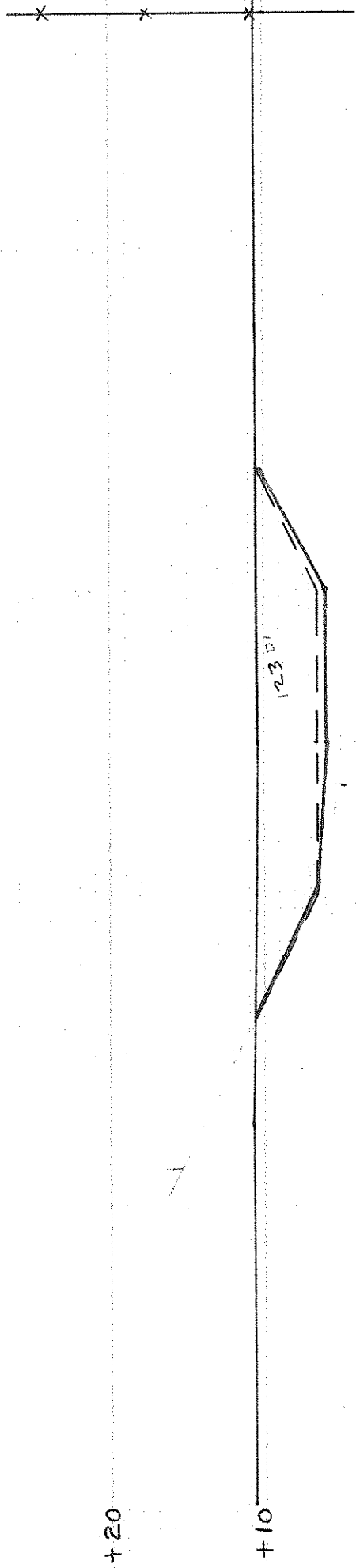


PORT OF TACOMA		DWG No.	
IDD DRAINAGE DITCH		EP-80-20	
No. 2 CROSS-SECTIONS		DATE	
CHKD	APPROVED	DATE	CHIEF ENGINEER
DAYN: S.M.	6-3-59		
V.P. BOOKS # 29, 40 & 41		Elev. DATUM: Mean Lower Low Water	

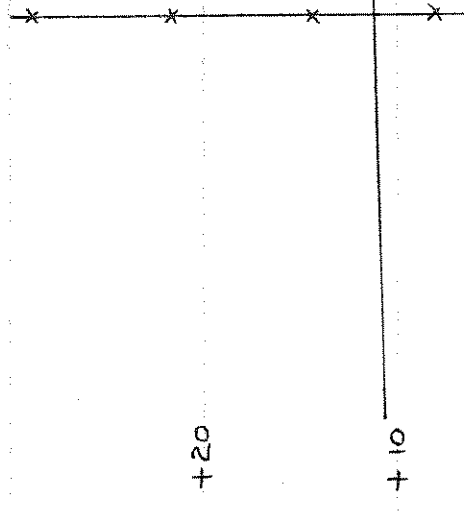
STA 1+67



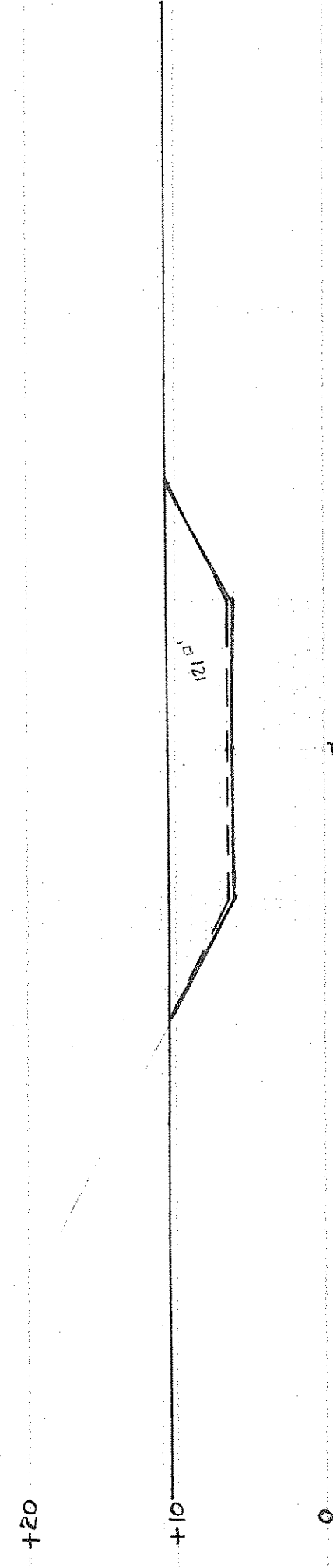
8 + 00



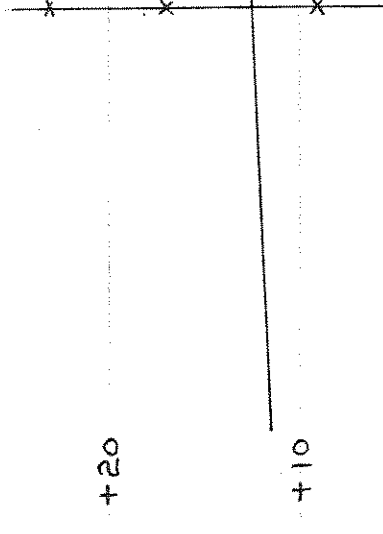
12 + 00



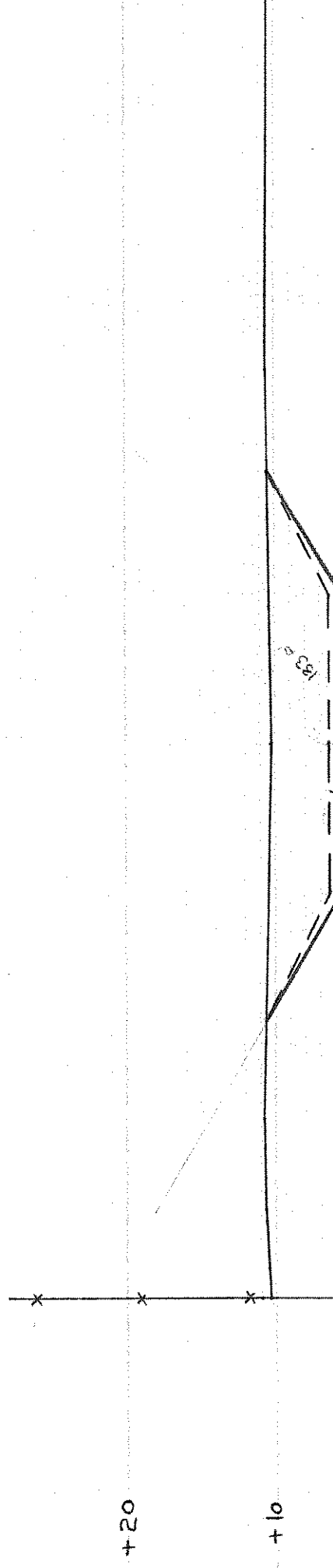
7 + 00



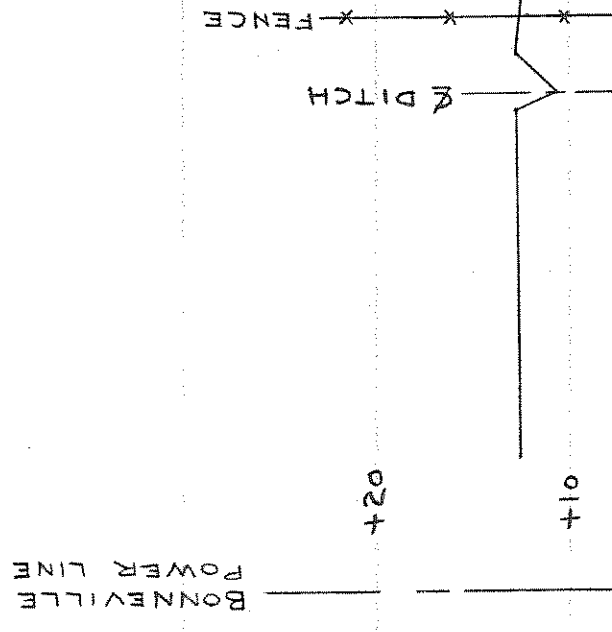
11 + 00



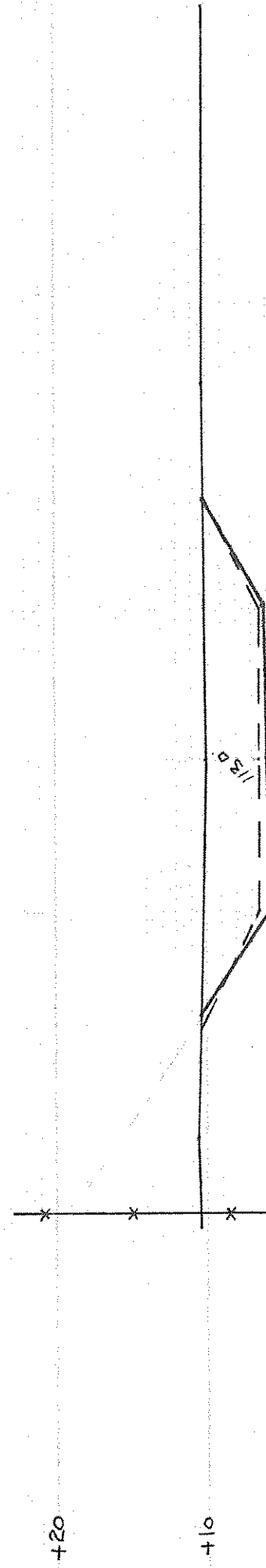
6 + 00



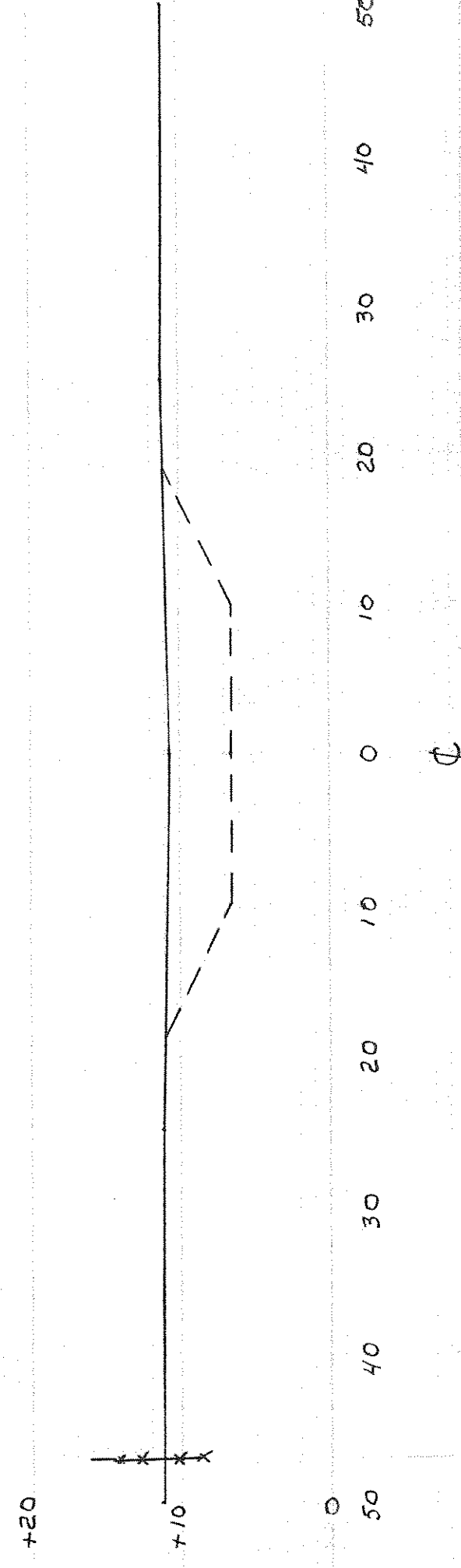
10 + 03.11



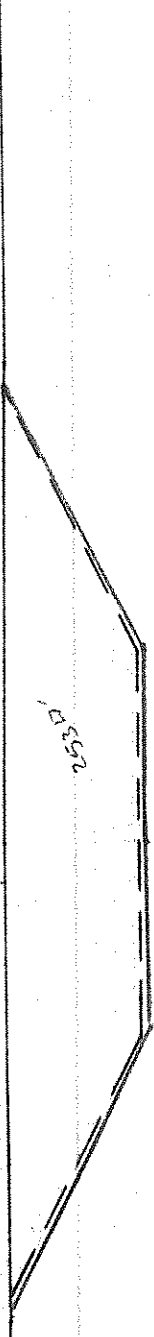
5 + 37.07



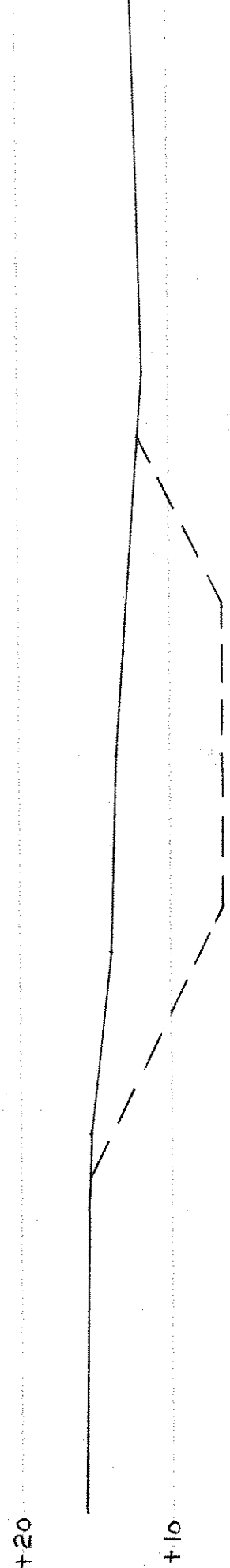
9 + 00



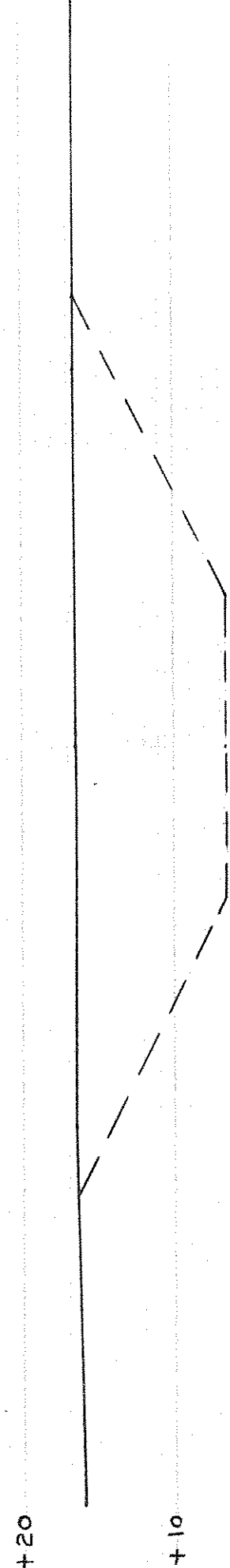
13+00



15 + 00



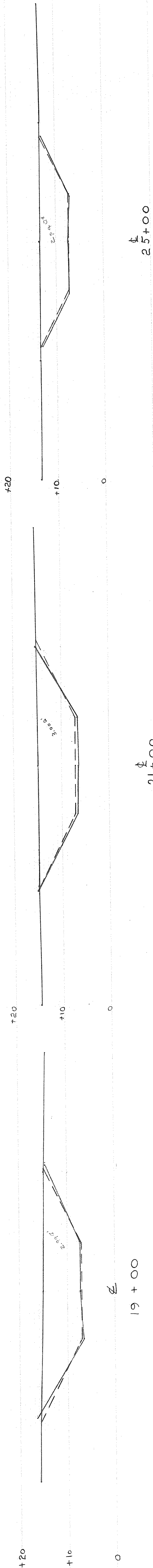
14 + 00



13 + 62

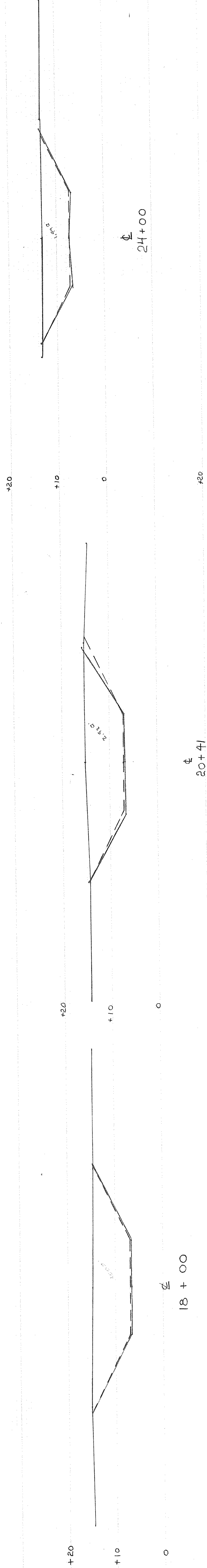
PORT OF TACOMA		DWG. No.	
IDD DRAINAGE DITCH		EP-810-20	
No. 2 CROSS SECTIONS		DATE	
DYN: S.M.		6-3-59	
CHK:		ENGINEER	
APPROVED		SHT 3 OF 6	
CHIEF			

W.P. Books # 29, 40 & 41
Elev. Datum: Mean Lower
Low Water



21+00

25+00

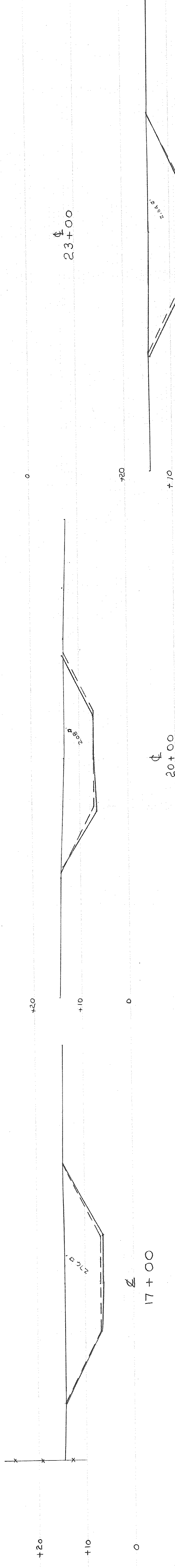


2

18 + 00

20+41

24+00

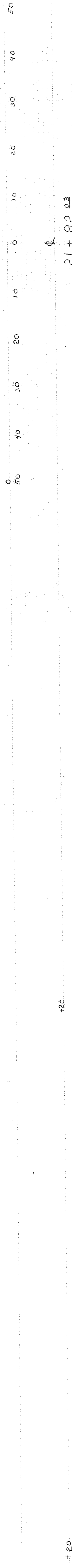


2

17 + 00

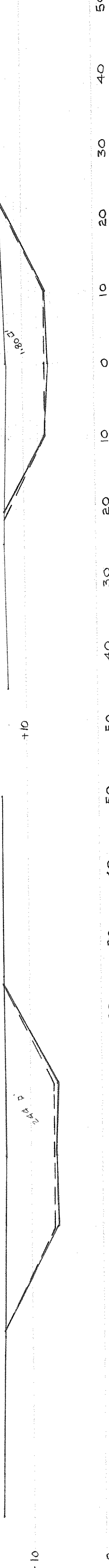
20+00

23+00



2

21 + 92.93



2

16 + 00

19+58

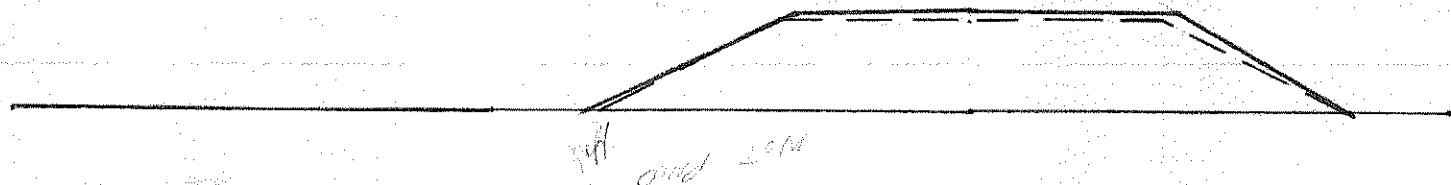
W.P. Books # 29, 40 & 41
Elev. Datum: Mean Lower
Low Water

PORT OF TACOMA	
IDD. DRAINAGE DITCH No. 2	
CROSS- SECTIONS	
DRAWN: S.M.	DWG. No.
CHK:	EP810-20
APPROVED: 6-3-59	DATE
CHIEF ENGINEER	SHT. 4 OF 6

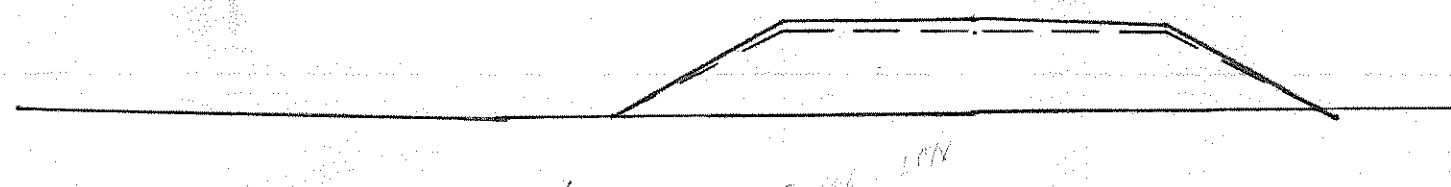
PORT OF TACOMA		DWN:M.G.	CHM:	APPROVED	DATE	SHT 5 OF 6
IDD. DRAINAGE DITCH No. 2						
CROSS-SECTIONS		DWG No.				
EP-810-20		CHIEF ENGINEER				

W.P. Books #29,40 & 41
Elev. Datum: Mean Lower-Low Water

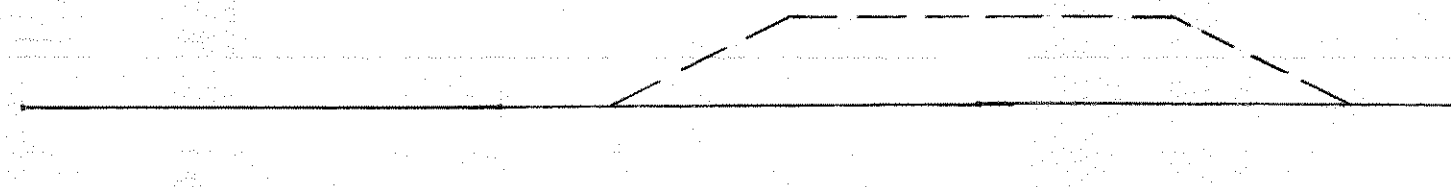
33+00
+20
+10
0
-10
-20
-30
-40
-50



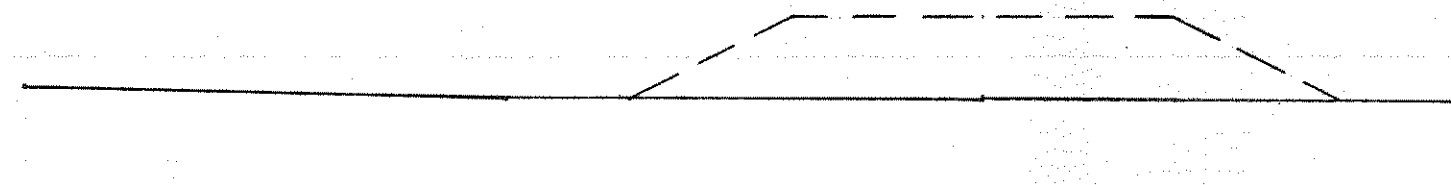
34+00
+20
+10
0
-10
-20
-30
-40
-50



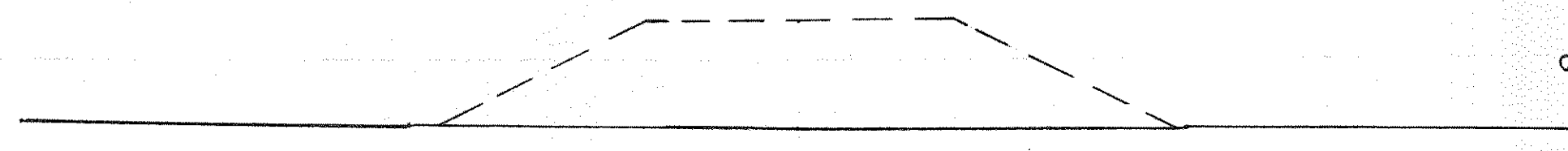
34+98.45
+20
+10
0
-10
-20
-30
-40
-50



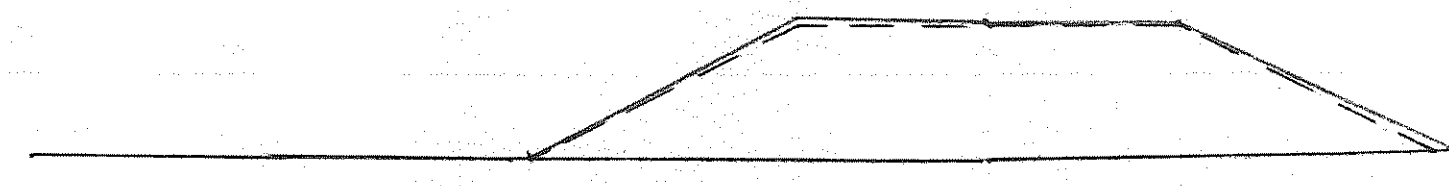
35+52.19
+20
+10
0
-10
-20
-30
-40
-50



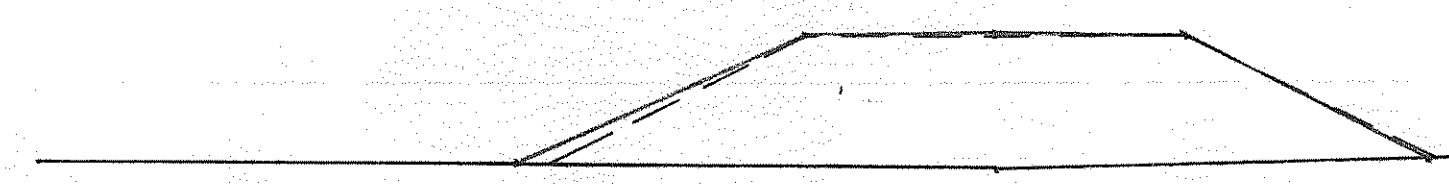
29+22.09
+20
+10
0
-10
-20
-30
-40
-50



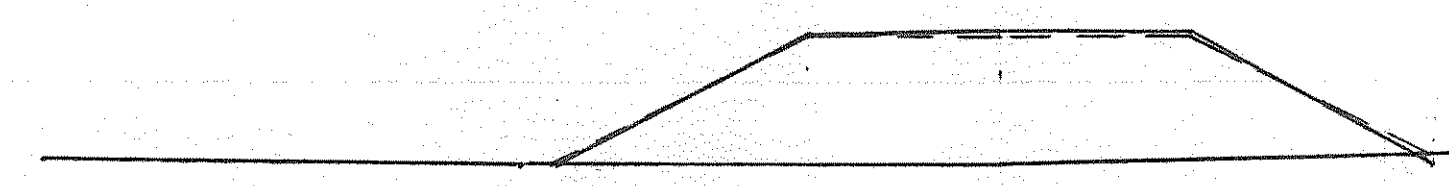
29+61.36
+20
+10
0
-10
-20
-30
-40
-50



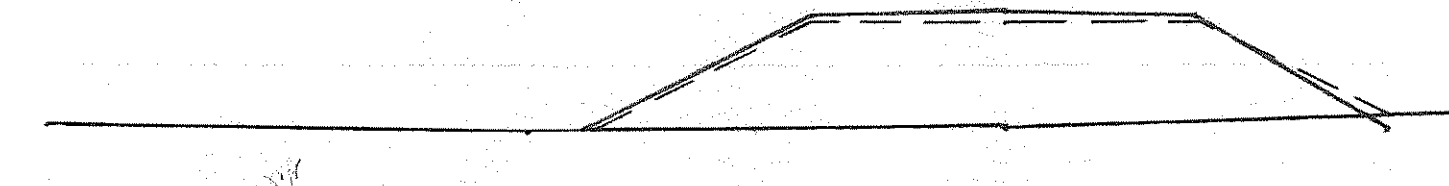
30+00
+20
+10
0
-10
-20
-30
-40
-50



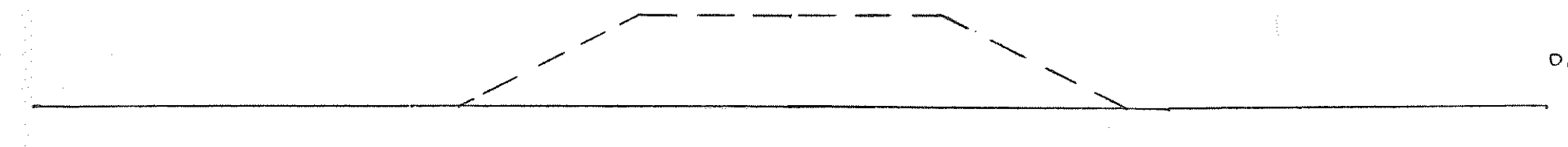
31+00
+20
+10
0
-10
-20
-30
-40
-50



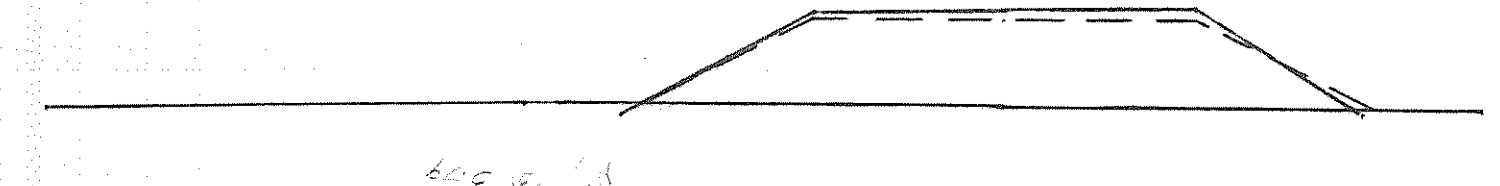
32+00
+20
+10
0
-10
-20
-30
-40
-50



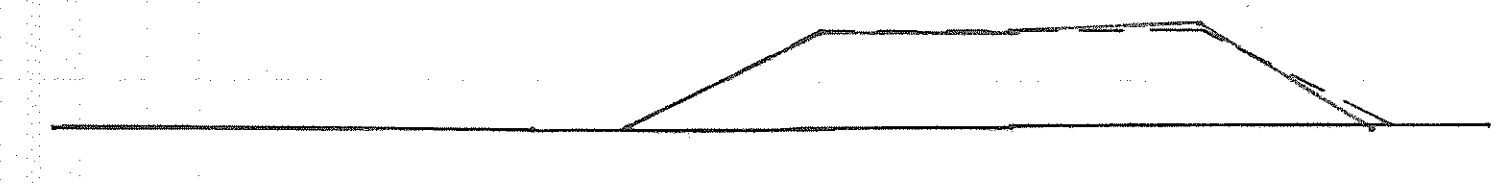
25+73
+20
+10
0
-10
-20
-30
-40
-50



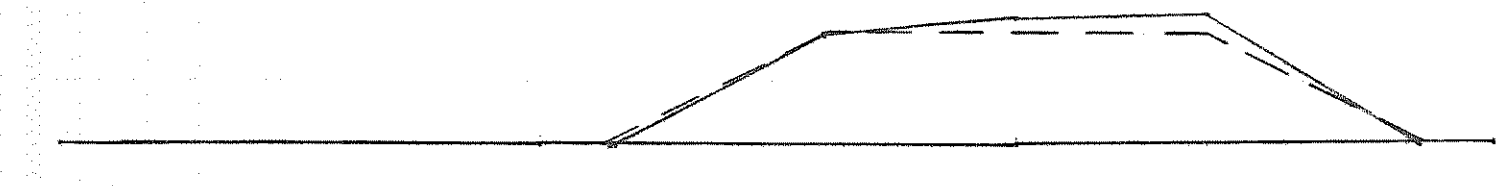
26+13.23
+20
+10
0
-10
-20
-30
-40
-50



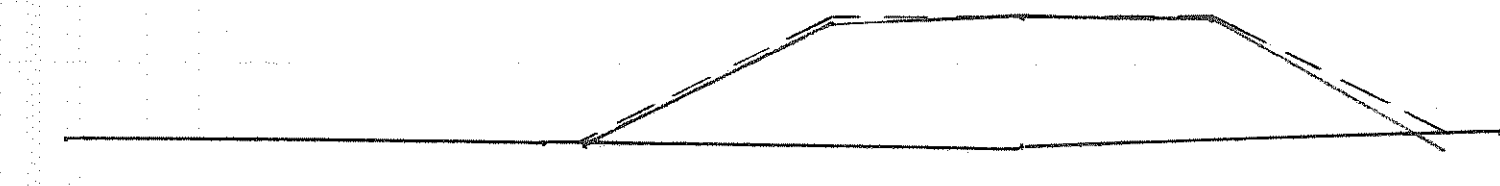
27+00
+20
+10
0
-10
-20
-30
-40
-50

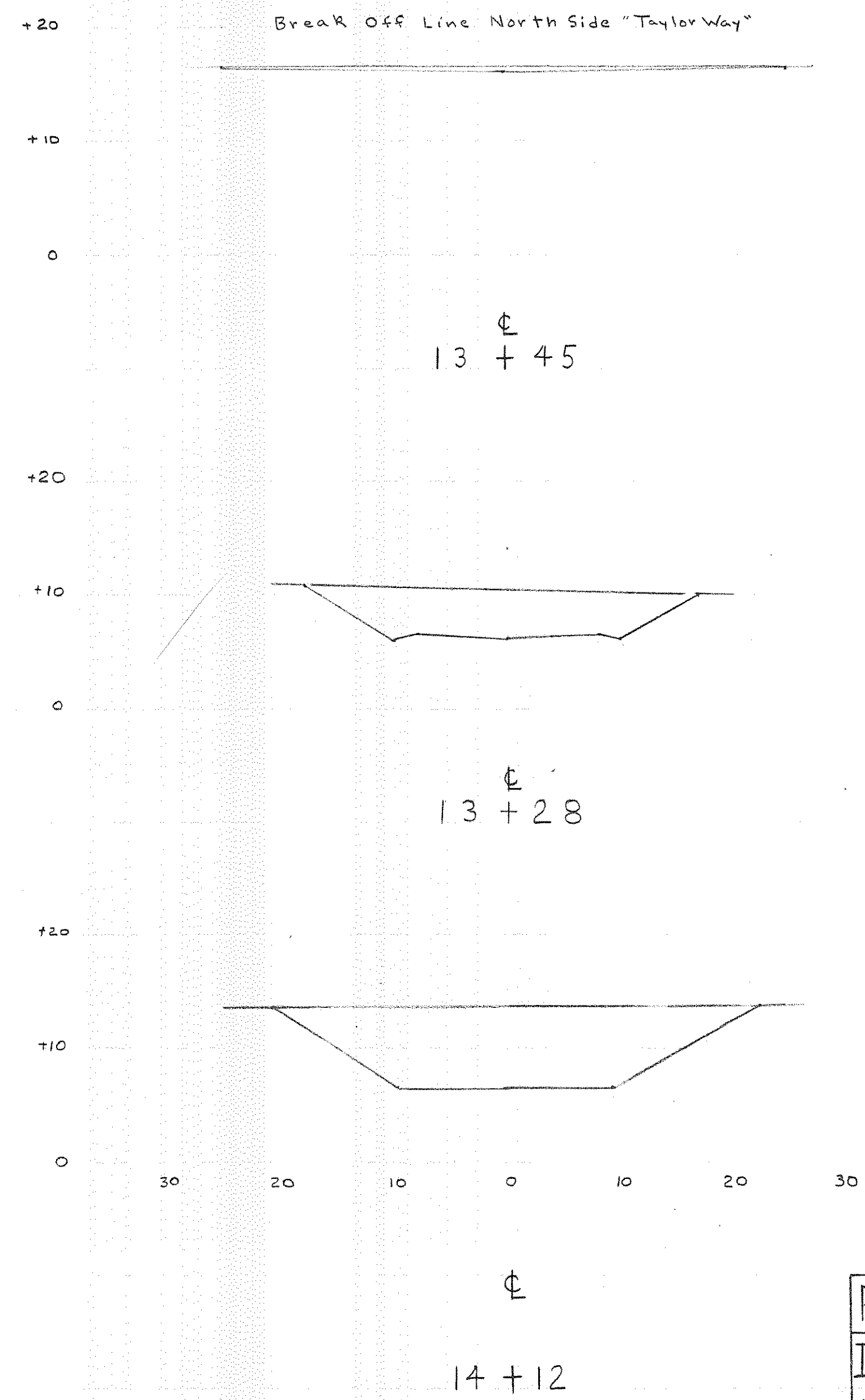
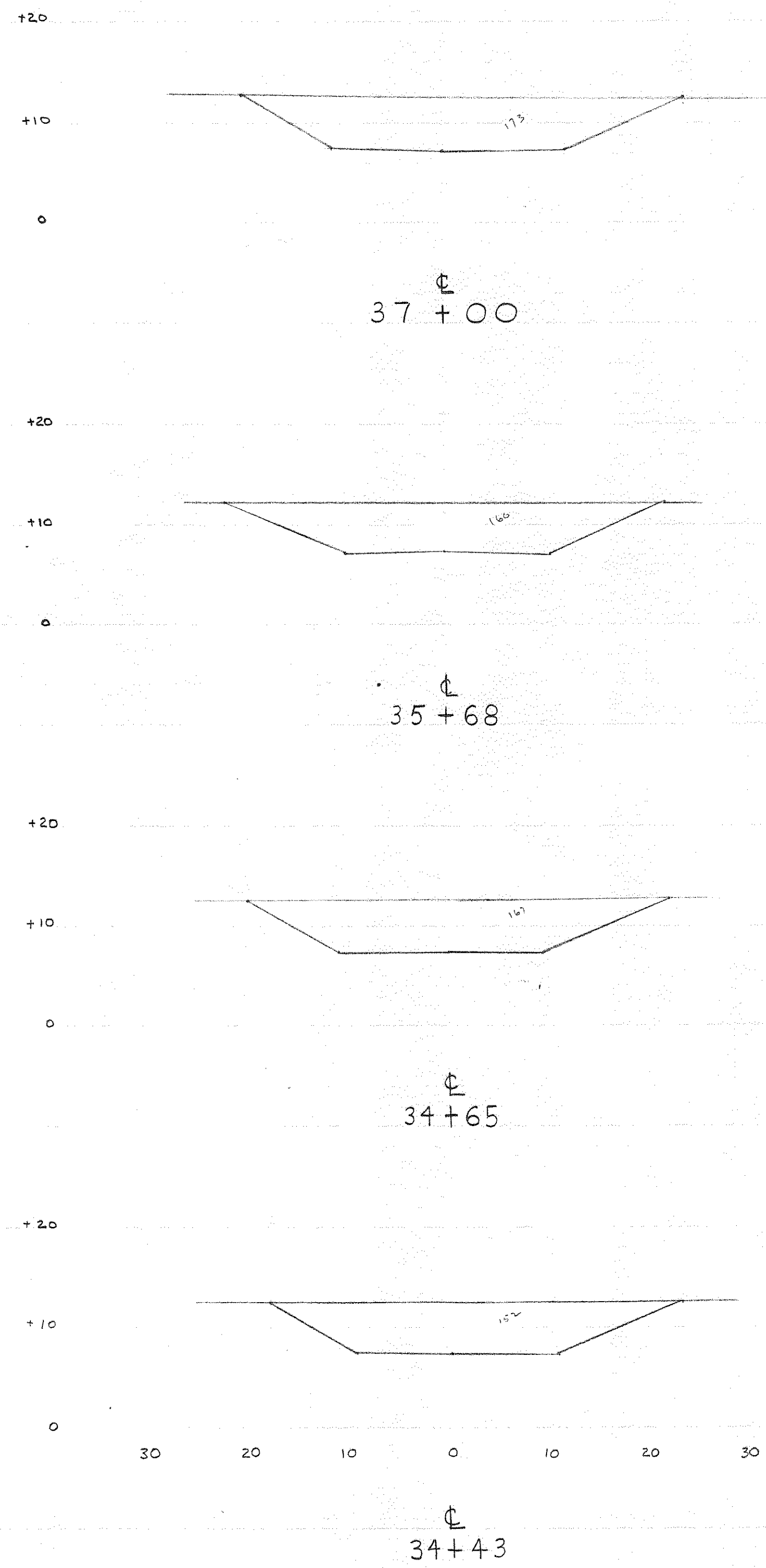
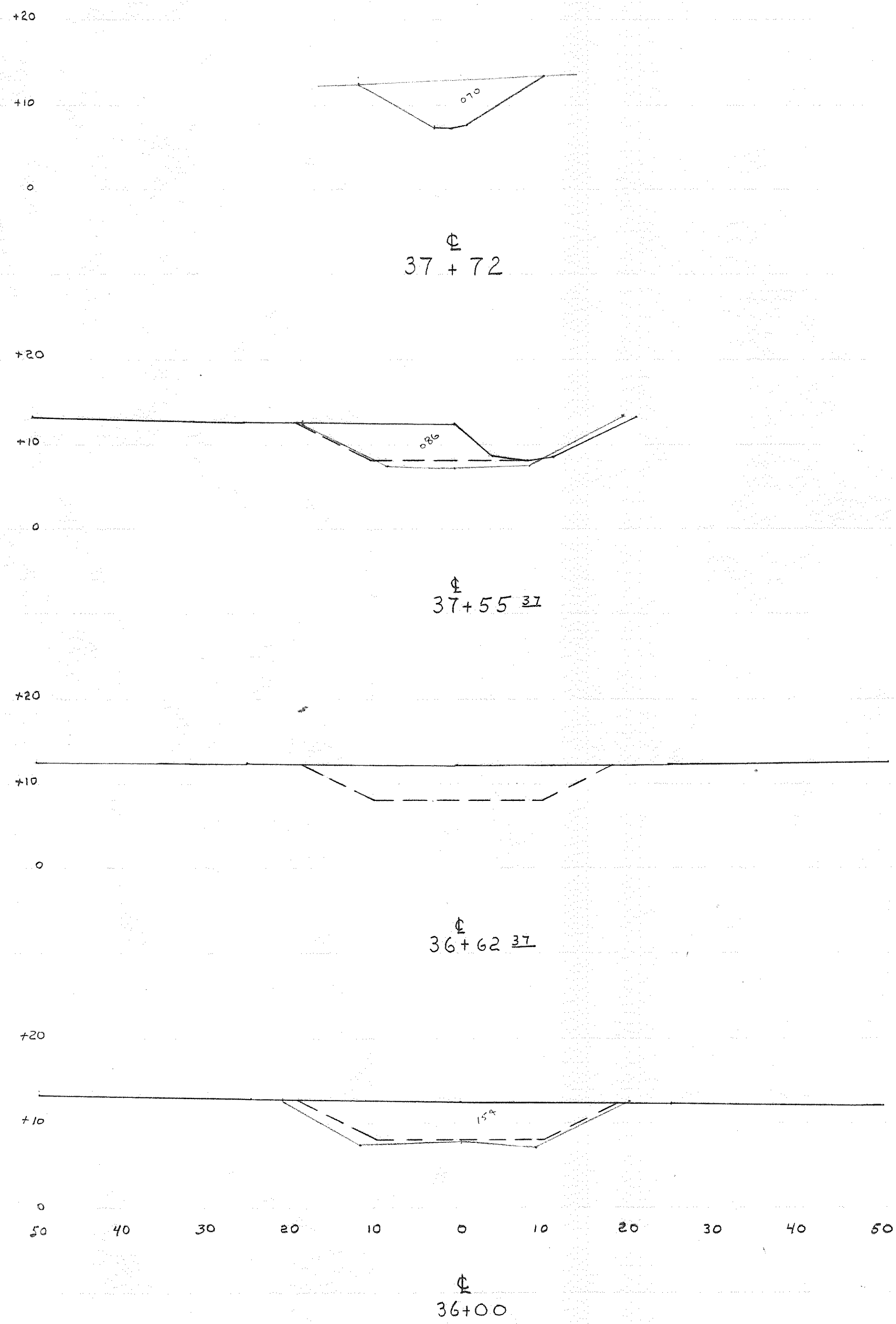


28+00
+20
+10
0
-10
-20
-30
-40
-50



28+82.82
+20
+10
0
-10
-20
-30
-40
-50





W.P. Books # 29, 40 & 41
Elev. Datum: Mean Lower-Low Water

PORT OF TACOMA	
I.D.D. DRAINAGE DITCH	
No. 2 CROSS SECTIONS	
DWN: M.G.	DWG No.
CHK:	EP-810-20
DATE 6-5-59	SHT. 6 OF 6
CHIEF ENGINEER	