CORPS OF ENGINEERS

U.S. ARMY

308 000 W 308 000 W 304 000 W 302 000 W 300 000 W 760 000 N 298 000 W 296 000 W 294 000 W

762 000 N 760 000 N 758 000 N 756 000 N 754 000 N 752 000 N 310 000 W 752 000 N 308 000 W 306 000 W 304 000 W 302 000 W 300 000 W

P O T T A W A T T A M I E C O U N T Y

J O W A

W A S H I N G T O N C O U N T Y

N E B R A S K A

U P P E R C A L H O U N B E N D

M I D D L E C A L H O U N B E N D

L O W E R C A L H O U N B E N D

WILSON ISLAND RIVER ACCESS AND RECREATION AREA

CAMP ROAD

PARKING AREA

BOAT RAMP

CAR & TRAILER PARKING AREA

STATE OF IOWA BOAT RAMP

PRIVATE BOAT RAMP

FT. CALHOUN STONE CO. DRAINAGE DITCH

MARINA

VANMAN LEVEE

GAGE 640.93

GAGE 640.25

GAGE 639.5

Boone Creek

Ditch 2

Ditch 1

Bankline 3 Sept. 1970

Structure Azimuth is Top of Paving
C.R.P. is 27' Riverward

Banklines
11 Oct. 1968 / 14 Oct. 1968

691.4-A REV.

683.75 REV.

683.5 REV.

682.4 REV.

682.55 REV.
BEGINS STA. 18+78 ENDS STA. 34+15

683.7 PILE EL. 991.9 ROCK EL. 990.1

683.6 PILE EL. 991.7 ROCK EL. 990.0

683.47 PILE EL. 991.5 ROCK EL. 989.9

683.4 ROCK EL. 988.4

683.3 ROCK EL. 988.2

683.1 ROCK EL. 988.1

683.0 ROCK EL. 989.3

682.95 ROCK EL. 989.2

682.9 ROCK EL. 988.2

682.85 ROCK EL. 989.0

682.75 ROCK EL. 987.6

682.7 ROCK EL. 987.8

682.62 ROCK EL. 988.7

682.56

682.49

682.8 DIKE PILE EL. 979.0 ROCK EL. 988.3

682.6 PILE EL. 989.6

682.45 PILE EL. 988.3 ROCK EL. 989.6

682.25 PILE EL. 991.7 ROCK EL. 987.7

682.25-A C.R.P. EL. 984.- STA. 12+30

682.1 ROCK EL. 988.3

682.0 ROCK EL. 988.1

681.9 ROCK EL. 988.0

681.8 PILE EL. 987.9 ROCK EL. 987.9

681.6 ROCK EL. 986.1

681.5 ROCK EL. 987.8

681.4 PILE EL. 988.2 ROCK EL. 988.9

681.3 PILE EL. 987.6 ROCK EL. 983.9

R-47 R-48 R-49 R-50 R-51 R-52 R-53 R-54 R-55 R-56 R-57 R-58 R-59 R-60 R-61 R-62 R-63 R-64 R-65

L-657.5 L-658 L-640.85 L-640.55 L-640.34 L-640.19 L-640.1 L-639.98 L-639.7 L-639.51 L-639.3 L-639.1 L-639.15 L-639.4 L-638.95 L-638.75 L-638.6 L-638.9 L-638.8 L-638.6

L-47B L-70 Conc. L-70 (RESET) Conc. L-89 Conc.

DETAIL REG. REVET. 683.5 SCALE 1"=100'

DETAIL REVET. 683.5 SCALE 1"=100'

Note
Stationing will not check old map stationing or construction reports due to previous discrepancies.
Top of paving is structure azimuth line from Sta 62+30 (Beg. of 683.5) to Sta 122+36.9 of 683.5. C.R.P. 36' riverward from structure azimuth line except between 86+88 and 93+95.8. See 1"=200 map of 683.5.

NOTES
1. WESTON IS THE ORIGIN OF THE GRID COORDINATE SYSTEM
ALL AZIMUTHS ON THIS SHEET REFER TO TRUE SOUTH AT △ 340
GRID DIVERGENCE 0° 49' 24.4"
ELEVATION REFER TO MEAN SEA LEVEL AS ZERO
○ 1980 ADJUSTED MILEAGE
1990 MILEAGE SHOWN IN TITLE
◇ BEND CHANGE

DATE	DESCRIPTION	MADE	APPVD
	Revised to show latest field data		

REVISIONS

U. S. ARMY ENGINEER DISTRICT, OMAHA
CORPS OF ENGINEERS
OMAHA, NEBRASKA

COMPILED BY: A. J. P.
DRAWN BY: A. J. P.
CHECKED BY: E. C. S.
SUBMITTED BY: Chief, Channel Stab. Sec.
RECOMMENDED: Chief, Hydro. Eng. Branch
APPROVED: Col. CE, District Engineer

MISSOURI RIVER
PONCA BEND TO RULO BEND
STRUCTURE 683.75 TO 681.4
UPPER CALHOUN AND MIDDLE CALHOUN BENDS

APPROVED: R. P. Bennett, Chief, Engineering Division
DATE: APRIL 1974
SCALE 1 INCH = 400 FEET
0 400 800 FEET
DRAWING NUMBER
SHEET 47 OF 86
M400/47

MILE 641.9 TO 638.5 (1990)