CORPS OF ENGINEERS

U.S. ARMY

I O W A

N E B R A S K A

HARRISON COUNTY

BURT COUNTY

SOLDIER BEND

PETERSON CUT-OFF

MONDAMIN BOAT RAMP

713.44 REV.

710.8 PILE EL. 1016.0

710.A

GAGE 661.51

713.44-B NOSE PROT

L-471 CONC.

L-661.5

L-661.34 CONC.

R-48KA CONC.

R-1AK CONC.

L-35 CONC.

L-43-C

L-43-D

L-660.9

L-36 CONC.

L-660.7

L-37 CONC.

L-660.55

L-66106

L-39 CONC.

L-39-1 ROCK EL. 1006.7

L-39A1 CONC.

L-39A2 CONC.

L-39A3 CONC.

L-27 CONC.

708.21 PILE EL. 1008.8 ROCK EL. 1006.7

708.3 ROCK EL. 1006.9

708.41 ROCK EL. 1006.0

708.45 ROCK EL. 1007.1

708.55 ROCK EL. 1007.2

708.58 ROCK EL. 1008.3

708.65 ROCK EL. 1008.4

708.8 ROCK EL. 1006.6

709.44 ROCK EL. 1008.0

709.17 ROCK EL. 1008.8

709.02 ROCK EL. 1008.7

GRID DIVERGENCE 0°46'01.8" TRUE AT △ 365

GRID DIVERGENCE 0°49'01.6" TRUE AT △ 372

GRID DIVERGENCE 0°45'14.3" TRUE AT △ 369

GRID DIVERGENCE 0°48'01.6" TRUE AT △ 372

711.52 ROCK EL. 1009.0 SILL EL. 1007.0 TO 1002.0

711.05 ROCK EL. 1008.8 SILL EL. 1006.8 TO 1001.8

711.32 ROCK EL. 1008.9

710.94 ROCK EL. 1006.6

710.82 ROCK EL. 1008.6

710.7 REV.

710.72 ROCK EL. 1008.5

710.58 ROCK EL. 1008.4 SILL EL. 1006.4 TO 1000.4

710.4 ROCK EL. 1008.3 SILL EL. 1006.3 TO 1001.3

710.2 ROCK EL. 1009.2

710.2-A REV.

710.0 ROCK EL. 1009.1

709.4 PILE EL. 1014.9

709.2 PILE EL. 1014.8

709.01 PILE EL. 1014.7

708.81 PILE EL. 1014.6

708.7 PILE EL. 1014.5

708.75 REV. BEGINS STA -(0+00.76) ENDS STA 12+00

708.51 PILE EL. 1014.2

708.61 PILE EL. 1014.3

709.1 REV. BEGINS STA 53+97 ENDS STA 56+39

709.05 REV. BEGINS STA 56+39 ENDS STA 71+54

Banklines 7 Oct, 1968

Note: On Revetments 710.7, 709.05 & Dk. 709.1 Structure Azimuth Line is C.R.P. "B" Row is ℄ on Pile of these Structures.

R-659.33

R-659.25

R-659.1= 43+45 -40'@

R-659.55= 18+45 -40'@

R-659.8 Is 4.51 U/S of Dk.

R-659.95 Is 12.35' D/S of Dk.

R-3= 0+00 DIKE CONC.

R-2 CONC.

R-34 GD CONC.

R26

708.2 PILE EL. 1013.0

R-34GC (CONC.)

708.4-A

R-27 CONC.

708.4 EL. 1013.0

R-34GB CONC.

R-34GA CONC.

R - 34-G CONC. 708.8 EL. 1016.9

R-34F CONC.

R-34E CONC.

709.1A

709.9A

709.1 EL. 1017.8

709.0 EL. 1017.8

708.9A

708.9 EL. 1017.9

NOTES:

△ WESTON IS THE ORIGIN OF THE GRID COORDINATE SYSTEM.
ALL AZIMUTHS ON THIS SHEET REFER TO TRUE SOUTH AT △ AS SHOWN.
GRID DIVERGENCE AS SHOWN
ELEVATIONS REFER TO MEAN SEA LEVEL AS ZERO.
O 1960 ADJUSTED MILEAGE
1950 MILEAGE SHOWN IN TITLE
(661) BEND CHANGE

DATE	DESCRIPTION	BASE	APP'D
	Revised to show latest field data		

REVISIONS

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

COMPILED BY: G.W.H.
DRAWN BY: G.W.H.
CHECKED BY: G.C.S.
SUBMITTED BY: H.E. Christensen, CHIEF, CHANNEL STAB. SEC.
RECOMMENDED: W. Sinclair, CHIEF, HYDRO ENG. BRANCH
APPROVED: Carlyle H. Charles (ACTG), CHIEF, ENGINEERING DIVISION

MISSOURI RIVER
PONCA BEND TO RULO BEND
STRUCTURE 711.52 TO 708.21
SOLDIER BEND AND PETERSON CUT-OFF

APPROVED: R. G. Bimmerli, CHIEF, ENGINEERING DIVISION
DATE: APRIL 1974
SCALE 1 INCH = 400 FEET
DRAWING NUMBER
SHEET 56 OF 82
M400/56

MILES 661.6 TO 659.1 (1960)