CORPS OF ENGINEERS — U.S. ARMY

56000W — 34000N 54000W — 32000N 52000W — 30000N 50000W — 28000N 48000W — 26000N

58000W — 34000N — 60000W — 32000N — 62000W — 30000N — 64000W — 28000N — 66000W — 26000N — 68000W — 24000N — 70000W — 22000N — 72000W — 20000N — 74000W

837.2
PILE EL. 1110.4
ROCK EL. 1108.9

837.2-A

837.2-B
ROCK EL. 1107.9

836.3

836.9 REV.
ROCK EL. 1104.8

836.88
ROCK EL. 1104.8

836.82
ROCK EL. 1104.7

836.72
ROCK EL. 1104.6

836.68
ROCK EL. 1104.5

836.6
ROCK EL. 1102.9

836.65
ROCK EL. 1105.5

836.55
ROCK EL. 1108.3

836.42
ROCK EL. 1101.3

836.28
ROCK EL. 1101.2

836.14
ROCK EL. 1103.5

836.5 REV.

835.85
ROCK EL. 1100.8

835.71
ROCK EL. 1101.3

835.65
PILE EL. 1108.8
ROCK EL. 1101.1

835.51
PILE EL. 1108.6
ROCK EL. 1100.9

835.7
PILE EL. 1108.8
ROCK EL. 1104.1

835.5
PILE EL. 1108.5
ROCK EL. 1102.8

834.61
ROCK EL. 1104.8

834.61-A REV.

834.3
ROCK EL. 1104.5

834.3-A

834.4
PILE EL. 1108.9
ROCK EL. 1103.1

834.6
PILE EL. 1108.1
ROCK EL. 1103.5

834.9-V
PILE EL. 1108.7
ROCK EL. 1097.7

835.1-V
PILE EL. 1108.9
ROCK EL. 1097.9

835.3-V
PILE EL. 1107.1
ROCK EL. 1098.1

L-752.24 — L-752.06 — L-751.81 — L-751.61 — L-751.45 — L-751.34 Conc. — L-751.24 Conc. — L-751.14 Conc. — L-751.02 Conc. — L-750.84 Conc. — L-750.64 Conc. — L-750.48 Conc. — L-750.3 — L-750.1 — L-749.98 — L-749.82 — L-749.8 — L-749.6 — L-749.4 — L-749.25 — L-749.40 — L-749.63 — L-749.75 — L-749.95

L-67 Conc. — L-68 Conc. — L-69 Conc. — L-64A Conc. — L-61E Conc. — L-61D Conc. — L-61C Conc. — L-61B Conc. — L-61A Conc. — L-61 Conc. — L-61C Conc. — L-59 Conc.

R-67 Conc. — R-66 Conc. — R-65 Conc. — R-64 Conc. — R-63 Conc. Reset — R-62 Conc. Reset — R-61 Conc. Reset — R-60 Conc. — R-59-B Conc. — R-59-A Conc.

Banklines 4 Sept. 1968

Shallow Snags

Timber

Timber & Brush

LOWER PONCA BEND — MINERS BEND

TRILOBA

U.S.C. & G.S. B.M. — Z.261 — El. 1110.78

Bankline 14 June 1968

NOTES:
▲ EMERSON IS THE ORIGIN OF THE GRID COORDINATE SYSTEM.
ALL AZIMUTHS ON THIS SHEET REFER TO TRUE SOUTH AT ▲ EMERSON.
GRID DIVERGENCE 0°00'00"
ELEVATIONS REFER TO MEAN SEA LEVEL AS ZERO.
© 1960 ADJUSTED MILEAGE.
1960 MILEAGE SHOWN IN TITLE.
◇ BEND CHANGE

DATE	DESCRIPTION	MADE	APPR'D
	Revised to show latest field data		

REVISIONS

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

COMPILED BY: L.H.H.
DRAWN BY: G.H.P.
CHECKED BY: G.C.S.
SUBMITTED BY: H.E. Christen, CHIEF, CHAN. STAB. SEC.
RECOMMENDED: D. Lizeski, CHIEF, HYDRO. ENG. BRANCH
APPROVED: R. G. Burnett, CHIEF, ENGINEERING DIVISION
APPROVED: Ralph H. Christ, COL., C. E., DISTRICT ENGINEER

MISSOURI RIVER
PONCA BEND TO RULO BEND
STRUCTURE 837.2 TO 834.3
LOWER PONCA AND MINERS BENDS

DATE: APRIL 1974
SCALE 1 INCH = 400 FEET (400 0 400 800 FEET)
DRAWING NUMBER
SHEET 91 OF 92
M400/91

91

MILE 752.3 TO 749.2 (1960)