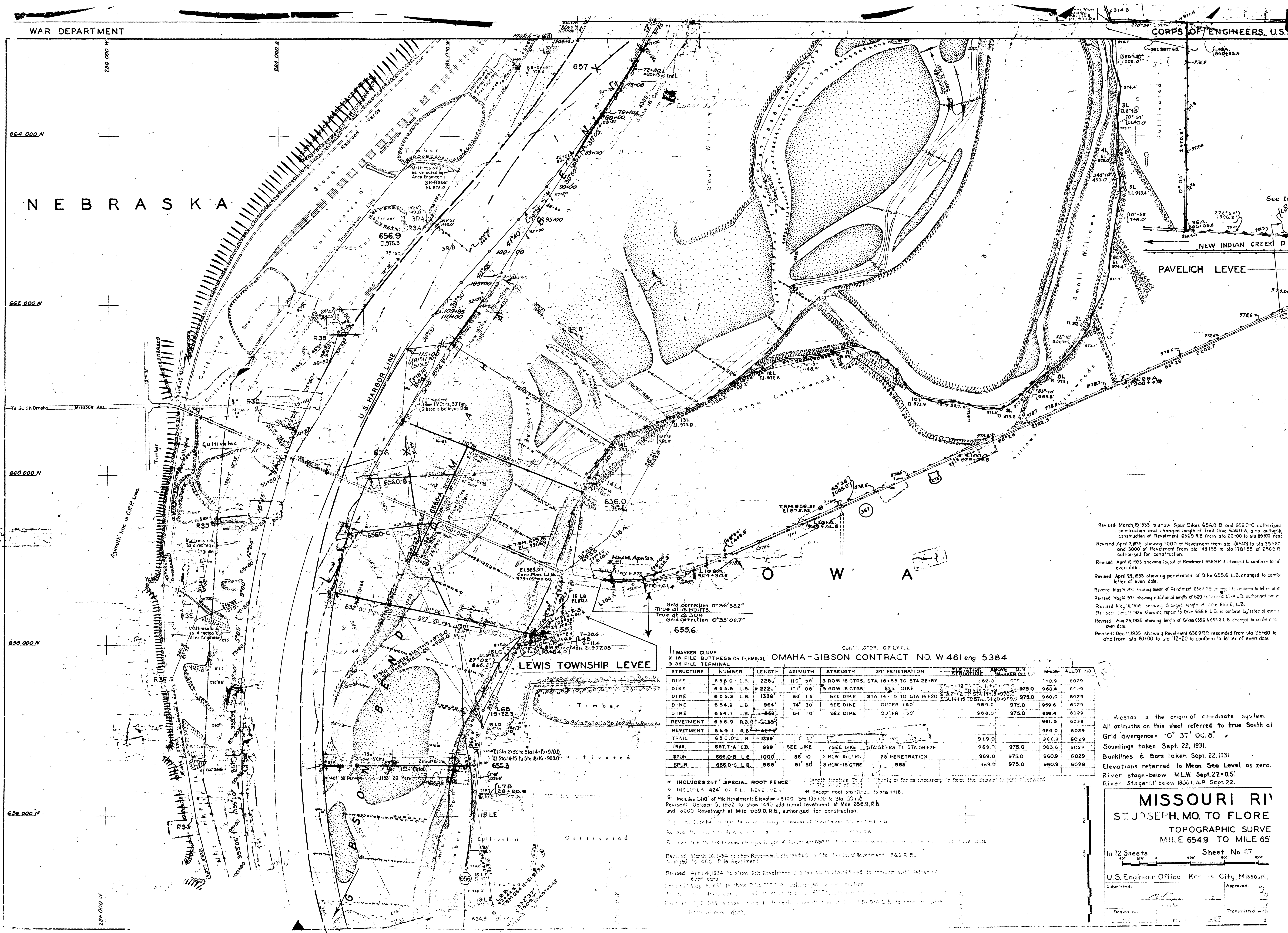


NEBRASKA



Revised March 19, 1935 to show Spur Dikes 656.0-B and 656.0-C authorized construction and changed length of Trail Dike 656.0-A; also authorized construction of Revetment 656.9 RB from sta 60100 to sta 80100 res.

Revised April 3, 1935 showing 3000' of Revetment from sta 41400 to sta 25160 and 3000' of Revetment from sta 18155 to sta 178155 of 656.9 authorized for construction.

Revised April 18, 1935 showing layout of Revetment 656.9 RB changed to conform to letter of even date.

Revised April 22, 1935 showing penetration of Dike 655.6 L.B. changed to conform to letter of even date.

Revised May 4, 1935 showing length of Revetment 656.9 RB changed to conform to letter of even date.

Revised May 19, 1935 showing additional length of 600' to Dike 655.6 L.B. authorized for construction.

Revised May 19, 1935 showing changes in length of Dike 655.6 L.B.

Revised June 11, 1935 showing repair to Dike 655.6 L.B. to conform to letter of even date.

Revised Aug 25, 1935 showing length of Dikes 655.6 L.B. changed to conform to letter of even date.

Revised Dec 11, 1935 showing Revetment 656.9 RB resited from sta 25160 to sta 80100 to conform to letter of even date.

Grid correction $0^{\circ}36'38.2''$
True at Δ BLUFS.
Grid correction $0^{\circ}35'02.7''$
True at Δ 309

MARKER CLUMP
X 18 PILE BUTTRESS OR TERMINAL
O 36 PILE TERMINAL

CONTRACTOR, C.F. LYELL
OMAHA-GIBSON CONTRACT NO. W 461 eng 5384

STRUCTURE	NUMBER	LENGTH	AZIMUTH	STRENGTH	30' PENETRATION	ELEVATION ABOVE MEAN SEA LEVEL	MARKER CLUMP	ALLOT NO.
DIKE	656.0 L.B.	226'	110° 58'	3 ROW 16 CTBS.	STA. 16+85 TO STA. 22+87	969.0	90.9	6029
DIKE	655.6 L.B.	222'	101° 08'	3 ROW 16 CTBS.	SEE DIKE	975.0	980.4	6029
DIKE	655.3 L.B.	1338'	89° 15'	SEE DIKE	STA. 14+15 TO STA. 16+20	975.0	990.0	6029
DIKE	654.9 L.B.	964'	74° 30'	SEE DIKE	OUTER 150'	969.0	959.6	6029
DIKE	654.7 L.B.	440'	64° 10'	SEE DIKE	OUTER 150'	968.0	959.4	6029
REVEMENT	656.9 R.B.	19,350'				969.0	981.5	6029
REVEMENT	656.1 R.B.	13,999'				969.0	984.0	6029
TRAIL	657.7-A L.B.	988'		SEE DIKE	STA. 52+83 TO STA. 58+77	965.0	963.6	6029
SPUR	656.0-B L.B.	1000'	86° 10'	2 ROW 15 CTBS.	25' PENETRATION	969.0	960.9	6029
SPUR	656.0-C L.B.	965'	81° 50'	3 ROW 16 CTBS.	965'	969.0	960.9	6029

* INCLUDES 24' SPECIAL ROOT FENCE

† INCLUDES 424' OF PILE REVEMENT

‡ Includes 1440' of Pile Revetment, Elevation 9700. Sta 135100 to Sta 135110

Revised: October 5, 1933 to show 1440 additional revetment at Mile 656.9, R.B. and 3000' Revetment at Mile 659.0, R.B., authorized for construction.

Revised: October 10, 1933 to show changes in layout of Revetment 656.9 RB.

Revised: March 16, 1934 to show Revetment, Sta 18155 to Sta 178155 of Revetment 656.9 RB, changed to 400' Pile Revetment.

Revised: April 4, 1934 to show Pile Revetment Sta 18155 to Sta 178155 to conform with letter of even date.

Revised: May 19, 1935 to show Dike 655.6 L.B. authorized for construction.

Revised: June 11, 1935 showing repair to Dike 655.6 L.B. to conform to letter of even date.

Revised: Aug 25, 1935 showing length of Dikes 655.6 L.B. changed to conform to letter of even date.

Revised: Dec 11, 1935 showing Revetment 656.9 RB resited from sta 25160 to sta 80100 to conform to letter of even date.

Weston is the origin of coordinate system.
All azimuths on this sheet referred to true South at
Grid divergence = $0^{\circ} 37' 00.6''$
Soundings taken Sept. 22, 1931.
Banklines & Bars taken Sept. 22, 1931.
Elevations referred to Mean Sea Level as zero.
River stage below M.L.W. Sept. 22 = 0.5'.
River Stage 11' below 1930 L.W.P. Sept. 22.

MISSOURI RIVER
ST. JOSEPH, MO. TO FLORENCE, MO.
TOPOGRAPHIC SURVEY
MILE 654.9 TO MILE 655.3

In 72 Sheets Sheet No. 67

U.S. Engineer Office, Kansas City, Missouri,
Submitted: _____ Approved: _____
Drawn by: _____ Transmitted with _____