CORPS OF ENGINEERS. U.S. ARMY

476000N 260000W 474000N 472000N 258000W 470000N 468000N 256000W 466000N

F R E M O N T C O U N T Y

J O W A

LEVEE UNIT L-575

610.8 REV.

609.54 REV.

609.8 REV.

L-592.1

L-592.3

L-592.2

609.95-A PILE EL. 920.6 ROCK EL. 920.6

610.0 END STA. 5+78 PILE EL. 920.7 ROCK EL. 918.8

609.95 END STA. 5+50 PILE EL. 920.6 ROCK EL. 919.6

610.05 END STA. 6+72 PILE EL. 923.6 ROCK EL. 918.9

609.81 PILE EL. 922.5 ROCK EL. 920.5

609.6 PILE EL. 922.5

609.5 PILE EL. 921.3 ROCK EL. 920.2

609.4 PILE EL. 920.1 ROCK EL. 917.8

609.2 PILE EL. 920.5 ROCK EL. 919.8

L-581.65= Sta. 5+22

L-581.55= Sta. 4+06

L-581.25 Sta. 10+32

L-581.4= Sta. 10+18.2

L-581.5= Sta. 6+98

L-581.0= Sta. 10+17

L-580.85= Sta. 12+95

609.2-A REV.

L-580.75

L-580.7

L-580.65

L-580.5

L-580.33

608.9 REV.

608.7 PILE EL. 918.0 ROCK EL. 919.2

608.5 PILE EL. 919.2 ROCK EL. 915.9

608.58 ROCK EL. 918.1

608.4 ROCK EL. 917.9

L-580.3= Sta. 3+46

L-580.15= Sta. 9+88

L-579.95= Sta. 19+39

579.6A

T.B.M. 606.3 EL. 920.82

608.3 PILE EL. 919.5 ROCK EL. 917.8

L-579.6

L-579.2

L-579.4

L-579.1= Sta. 21+37

L-579.61= Sta. 13+61

L-579.41= Sta. 4+69

L-579.2= Sta. 2+12

L-579.7= Sta. 10+37

L-579.8= Sta. 21+37

608.07 PILE EL. 920.6 ROCK EL. 912.5

608.19 ROCK EL. 914.0

607.92 ROCK EL. 917.3

607.8 PILE EL. 916.4 ROCK EL. 913.2 SILL EL. 913.2 TO 908.2

607.69 PILE EL. 916.7 ROCK EL. 917.0

607.6 PILE EL. 916.8 ROCK EL. 915.0 SILL EL. 912.0 TO 907.0

607.4 PILE EL. 916.0 ROCK EL. 914.8

607.19 PILE EL. 916.0 ROCK EL. 913.7 SILL EL. 913.7 TO 908.7

607.11 ROCK EL. 916.4

607.01 PILE EL. 919.2 ROCK EL. 916.3

L-578.9

L-578.8

L-578.6

L-578.5

L-578.98

607.15 REV.

607.2 PILE EL. 923.0 ROCK EL. 915.7

R-578.8

R-579.2

R-579.3

R-579.1

R-579.4 CBM 2 EL. 938.54

GAGE 561.88

P.O.T.

R-579.72

R-579.77

R-579.8

R-579.5

R-580.4

R-580.2

R-580.15

GAGE 562.6

608.23 ROCK EL. 915.0

608.2 ROCK EL. 923.9

608.45 ROCK EL. 915.0

608.6

608.05 PILE EL. 923.3

608.0 PILE EL. 920.5 ROCK EL. 918.5

606.1 REV.

608.02 ROCK EL. 913.9

608.8 PILE EL. 921.4 ROCK EL. 917.4

608.75 ROCK EL. 919.3

608.78 ROCK EL. 919.3

608.78-A REV.

608.85 ROCK EL. 917.4

609.0 PILE EL. 919.6 ROCK EL. 917.5

609.1 PILE EL. 921.7 ROCK EL. 917.7

609.3 PILE EL. 919.0 ROCK EL. 916.6 SILL EL. 916.0 TO 909.4

609.9 PILE EL. 926.4 ROCK EL. 917.1

610.11 ROCK EL. 917.2

609.9-A

609.7 ROCK EL. 916.9 SILL EL. 916.9 TO 909.9

609.55 ROCK EL. 918.3

609.45 ROCK EL. 916.9 SILL EL. 918.7 TO 909.7

609.35 PILE EL. 922.0 ROCK EL. 918.0

610.5-A

R-581.3 EL. 926.46

R-581.0 EL. 923.4

R-580.9 EL. 923.72

R-580.6 EL. 920.13

R-580.5 EL. 924.08

R-581.5/2-59 EL. 919.08

WELL NO. 3

WELL NO. 2

WELL NO. 1

NEBRASKA CITY UTILITIES WATER MAIN

NEBR. CITY RIVER ACCESS AREA RECREATION FAC.

Banklines 23 mph 15° 4 Nov. 1970

LOWER COPELAND BEND

NEBRASKA BEND

S. Boat Ramp

C&S&Q R.R. BRIDGE

HIGHWAY BRIDGE

NEBRASKA CITY

GW PIPE STA. 16195

DETAIL OF 608.8 SCALE 1"= 200'

Top of Revetment & top of R.B.

All stations are at Rt. angles to traverse.

DETAIL LOCATION OF INLET PIPE FOR MOLASSES STORAGE SCALE 1"=100'

12" INLET PIPE

MOLASSES STORAGE TANK

GRID DIVERGENCE 0°38'37.6" TRUE AT Δ 2.94

GRID DIVERGENCE 0°38'02.2" TRUE AT Δ 2.90

NOTES:

▲ WESTON IS THE ORIGIN OF THE GRID COORDINATE SYSTEM

ALL AZIMUTHS ON THIS SHEET REFER TO TRUE SOUTH AS SHOWN

GRID DIVERGENCE AS SHOWN

ELEVATIONS REFER TO MEAN SEA LEVEL AS ZERO

0 1960 ADJUSTED MILEAGE

1899 MILEAGE SHOWN IN TITLE

(360) BEND CHANGE

O T O E C O U N T Y

N E B R A S K A

DATE	DESCRIPTION	MADE	APP'D
	Revised to show latest field data	A.J.P.	

REVISIONS

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

COMPILED BY: J.M.K.
DRAWN BY: J.M.K.
CHECKED BY: R.L.A.
SUBMITTED BY: Chief, Design Br.
APPROVED BY: Chief, Engr. Div.

MISSOURI RIVER
PONCA BEND TO RULO BEND
STRUCTURE 610.11 TO 607.01
LOWER COPELAND AND NEBRASKA BENDS

SURVEY BY: Chief, Survey Br.
DATE: APRIL 1970
DESIGN BY: Chief, Design Br.
TRACED BY:
CHECKED BY:
QUANTITIES BY:
APPROVED BY: Chief, Engr. Div.
SCALES: HOR. 1"=400 FEET, VERT. 1"=40 FEET

M400/22

MRD 564-5-30.56 (1960)