CORPS OF ENGINEERS

U.S. ARMY

736 000 N | 734 000 N | 732 000 N | 730 000 N | 728 000 N | 726 000 N | 724 000 N | 722 000 N

282 000 W | 284 000 W | 286 000 W | 288 000 W | 290 000 W

P O T T A W A T T A M I E

C O U N T Y

I O W A

Structure Azimuth Line
13 C.R.P.

676.1 REV.

676.8 REV.

677.0
ROCK EL. 982.7

L-632.8 CONC.

L-632.6

L-632.4

L-632.1

L-632.0

L-98B CONC.

L-98C CONC.

GAGE 631.73

675.8
PILE EL. 982.6

L-631.8

L-631.7

L-631.5

675.7
PILE EL. 982.5

675.35
PILE EL. 982.1
ROCK EL. 976.9

675.2
PILE EL. 982.0
ROCK EL. 980.7

L-631.3

675.0
PILE EL. 981.9
ROCK EL. 979.4

674.8
PILE EL. 981.8
ROCK EL. 979.3

674.71
PILE EL. 981.8
ROCK EL. 979.1

674.6
ROCK EL. 978.5

674.4
ROCK EL. 980.7

674.21
ROCK EL. 978.7

674.15
ROCK EL. 976.6

L-631.15 CONC.

L-630.85 CONC.

L-103 CONC.

L-630.7

L-104 CONC.

L-630.55 CONC.

L-630.3

L-630.2

L-630.32

L-630.1

L-630.0

311 CA's

L-629.8 CONC.

L-629.73 CONC.

L-107 CONC.

673.92
ROCK EL. 981.2

673.94
ROCK EL. 980.3

673.85 REV.

674.05
ROCK EL. 980.3

LEVEE "B"

PIGEON CREEK LEVEES

PAXTON LEVEE

LEVEE "A"

Bankline
10 Nov. '70

Bankline
21 Oct. 1968

L O W E R R O C K P O R T B E N D

UPPER ROCKPORT BEND

U P P E R P I G E O N C R E E K B E N D

R-92 CONC.
676.58
ROCK EL. 982.4

676.9-A

677.1-A
STA. 0+00

R-91 CONC.
676.9-B
ROCK EL. 979.7

RESET

676.5
ROCK EL. 981.8

676.4
ROCK EL. 982.3

R-93 CONC.

676.3
ROCK EL. 984.1

676.35-A

676.2
ROCK EL. 982.0

R-94 CONC.

676.08
ROCK EL. 981.9

R-95 CONC.

675.84
ROCK EL. 981.8

R-96 CONC.

675.78
ROCK EL. 981.7

GAGE 631.54
W.S. 979.8 10 Nov. '70
675.65

675.4-A

675.4

675.3
PILE EL. 988.8

675.3-A

R-97 CONC.

R-98 CONC.

R-99 CONC.

R-100 CONC.

R-101 CONC.

R-102 CONC.

R-103 CONC.

674.2 DIKE
BEGINS STA. 6+95
ENDS STA. 22+93

674.1
PILE EL. 984.1

674.0
PILE EL. 987.8

673.9
PILE EL. 986.7
ROCK EL. 977.8

673.95 REV.
BEGINS STA. 0+00 ENDS STA. 20+80

674.7 DIKE
BEGINS STA. 23+28

674.65 REV.

Structure Azimuth Line
is Top of paving

THE MARINA

676.9
PILE EL. 987.1
ROCK EL. 980.1

677.3 REV.

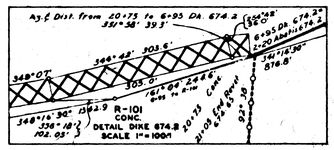
676.35
PILE EL. 984.5
ROCK EL. 980.4

The azimuths of Dikes 676.9 & 676.35 as Shown from intersection with "A" Dikes, riverward, only.

W A S H I N G T O N

C O U N T Y

N E B R A S K A



NOTES:

1. WESTON IS THE ORIGIN OF THE GRID COORDINATE SYSTEM
2. ALL AZIMUTHS ON THIS SHEET REFER TO TRUE SOUTH AT ▲ 316
3. GRID DIVERGENCE 0° 41' 01.2"
4. ELEVATIONS REFER TO MEAN SEA LEVEL AS ZERO
5. ○ 1980 ADJUSTED MILLAGE
6. 1890 MILEAGE SHOWN IN TITLE
7. ◇ BEND CHANGE

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

REVISIONS

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

COMPILED BY: M.E.B.
DRAWN BY: M.E.B.
CHECKED BY: E.G.S.
SUBMITTED BY: CHIEF, CHANNEL STAB. SEC.
CHIEF, HYDRO. ENG. BRANCH
APPROVED: CHIEF, ENGINEERING DIVISION
APPROVED: COL. CORPS OF ENGINEERS, DISTRICT ENGINEER

MISSOURI RIVER
PONCA BEND TO RULO BEND
STRUCTURE 676.9 TO 673.85
UPPER ROCKPORT TO
UPPER PIGEON CREEK BENDS

DATE: APRIL 1974
SCALE 1 INCH = 400 FEET
DRAWING NUMBER: M400/44
SHEET 44 OF 55

MILE 632.8 TO 629.8 (1960)