CORPS OF ENGINEERS

U.S. ARMY

294,000 W | 292,000 W | 290,000 W | 288,000 W | 286,000 W | 284,000 W | 282,000 W | 280,000 W

754,000 N | 752,000 N | 750,000 N | 748,000 N

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

C O U N T Y

I O W A

VANMAN LEVEE

TRUE AT 319 GRID DIVERGENCE 0°43'31.4"

TRUE AT 315 GRID DIVERGENCE 0°41'01.2"

TWO POINT 311 A

To Δ Loveland True at Δ 315 22°7'27"57.7" 17,717.15'

To Δ Loveland True at Δ 315 222°35'10"

A CONC EL. 990.90

680.0 REV.

679.4 BEGINS STA. 6+44 PILE EL. 987.9 ROCK EL. 983.3

679.35 PILE EL. 988.3 ROCK EL. 983.8

679.32 REV.

679.2 PILE EL. 988.2 ROCK EL. 982.4

679.3 PILE EL. 988.5 ROCK EL. 983.2

679.2-A PILE EL. 988.2 ROCK EL. 983.1

679.05 PILE EL. 989.2 ROCK EL. 985.0

679.05-A

680.07 REV.

680.05 PILE EL. 990.9 ROCK EL. 984.7

680.05-A PILE EL. 990.9 ROCK EL. 987.2

680.08 REV.

680.09 REF.

680.4 PILE EL. 988.2 ROCK EL. 986.6

680.15

680.26

680.35

680.52 ROCK EL. 985.2

680.65 ROCK EL. 985.3

680.8 ROCK EL. 987.1

680.9 ROCK EL. 987.2

681.0 ROCK EL. 985.6

681.05 ROCK EL. 987.3

681.2 PILE EL. 987.5 ROCK EL. 983.9

681.3 PILE EL. 987.6 ROCK EL. 983.9

682.4

L-636.8 L-638.43 L-638.2 L-638.0 L-637.8 L-637.25 L-637.65 L-637.1 L-636.9 L-636.75 L-78 Conc. L-77 Conc. L-79 Conc. L-80 Conc. L-81 Conc.

Banklines 14 Oct, 1968 15 Oct, 1968

680.08 REV.

B O Y E R B E N D

L O W E R C A L H O U N B E N D

R-73 Conc. R-636.6 Conc. R-636.8 Conc. R-74 Conc. R-75 Conc. R-636.4 Conc. R-636.3 Conc. R-636.15 Conc. R-76 Conc. R-637.2 Conc. R-653.0 R-637.4 Conc. R-653.2 R-637.6 Conc. R-653.4 Conc. R-653.5 R-637.8 Conc. R-637.9 Conc. R-653.45 R-77 Conc. R-635.75 Conc. R-78 Conc. R-635.6 Conc. R-79 Conc. R-635.4 Conc. R-80 Conc. R-65 Conc. R-66 Conc. R-67 Conc. R-68 Conc.

679.79 ROCK EL. 984.3

679.95 PILE EL. 987.4 ROCK EL. 984.0

679.9 PILE EL. 987.3 ROCK EL. 988.1

679.7 ROCK EL. 985.1

679.6 ROCK EL. 984.9

679.5 ROCK EL. 984.7

679.37 PILE EL. 986.7 ROCK EL. 982.2

679.25 PILE EL. 985.7 ROCK EL. 982.1

679.1 PILE EL. 985.6 ROCK EL. 985.1

679.0 PILE EL. 985.5 ROCK EL. 981.9

678.95 PILE EL. 985.3 ROCK EL. 981.9

678.79 ROCK EL. 982.9

678.75 PILE EL. 985.1 ROCK EL. 981.5

GAGE 635.77

680.2 PILE EL. 986.8 ROCK EL. 982.8

680.1 REV.

680.3 PILE EL. 987.9 ROCK EL. 984.4

680.0 PILE EL. 987.4 ROCK EL. 984.7

680.6 BEGINS STA. 40+85 PILE EL. 987.1 ROCK EL. 987.9

680.64 SHALE DIKE W.S. El 986.97 3 Sept. 1970

680.7 REV. BEGINS STA. 31+50

680.5 BEGINS STA 43+02 PILE EL. 988.1 ROCK EL. 987.9

681.35 REV.

Bankline 3 Sept. 1970

Structure Azimuth Line is C.R.P Sta. 31+50 to Sta. 40+85

Structure Azimuth Line is top of paving Sta. 0+00 to Sta. 31+35.7

Willows and Brush

Cultivation

Gully

11 Oct. 67 Banklines 12 Oct. 67

W A S H I N G T O N

N E B R A S K A

C O U N T Y

NOTES:

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

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

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

COMPILED BY: L.P.L.
DRAWN BY: L.P.L.
CHECKED BY: G.C.S.
SUBMITTED BY: CHIEF, CHANNEL STAB. SEC.
RECOMMENDED: CHIEF, HYDROENG. BRANCH
APPROVED: COL., C.E., DISTRICT ENGINEER

MISSOURI RIVER

PONCA BEND TO RULO BEND
STRUCTURE 681.3 TO 678.95
LOWER CALHOUN AND BOYER BENDS

APPROVED: CHIEF, ENGINEERING DIVISION
DATE: APRIL 1974
SCALE 1 INCH = 400 FEET
DRAWING NUMBER M400/46
SHEET 46 OF 95

MILE 638.5 TO 635.4 (1960)