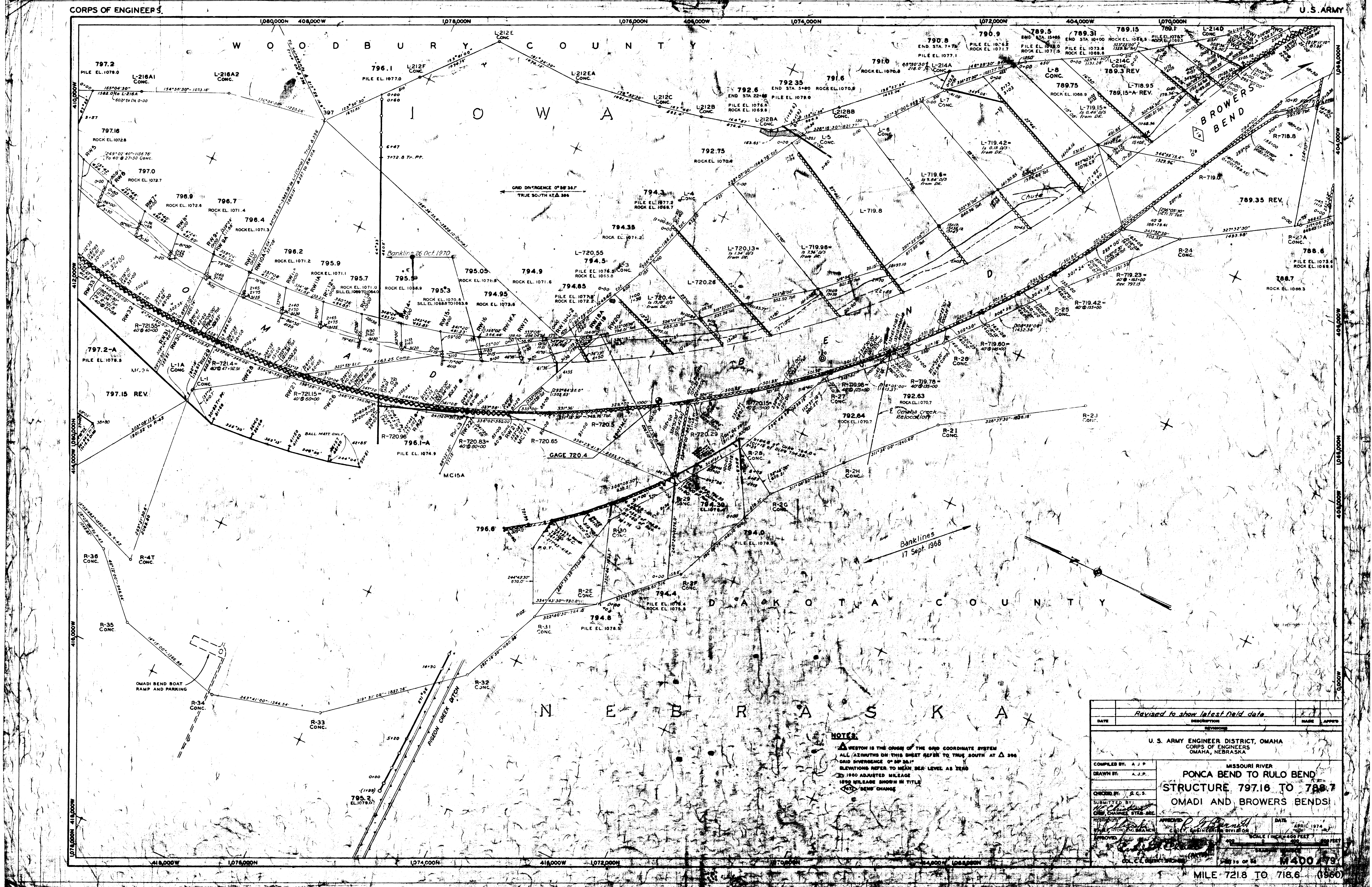
CORPS OF ENGINEERS
U.S. ARMY
WOODBURY COUNTY
IOWA
OMADI BEND
BROWERS BEND
DAKOTA COUNTY
NEBRASKA
GRID DIVERGENCE 0°58'36.1"
TRUE SOUTH AT △ 396
Bankline 26 Oct. 1970
Banklines 17 Sept. 1968
Chute
Omaha Creek Relocation
GAGE 720.4
PIGEON CREEK DITCH
OMADI BEND BOAT RAMP AND PARKING
BALL MATT. ONLY
797.2 PILE EL. 1079.0
797.16 ROCK EL. 1072.8
797.0 ROCK EL. 1072.7
796.9 ROCK EL. 1072.6
796.7 ROCK EL. 1071.4
796.4 ROCK EL. 1071.3
796.2 ROCK EL. 1071.2
796.1 PILE EL. 1077.0
795.9 ROCK EL. 1071.1
795.7 ROCK EL. 1071.0 SILL EL. 1069 TO 1064.0
795.5 ROCK EL. 1068.9
795.3 ROCK EL. 1070.8 SILL EL. 1068.8 TO 1063.8
795.05 ROCK EL. 1071.8
794.95 ROCK EL. 1073.5
794.9 ROCK EL. 1071.6
794.85 PILE EL. 1077.8 ROCK EL. 1072.2
794.5 PILE EL. 1076.5 ROCK EL. 1065.8
794.35 ROCK EL. 1071.2
794.3 PILE EL. 1077.2 ROCK EL. 1068.7
792.75 ROCK EL. 1070.4
792.6 END STA. 22+85 PILE EL. 1076.8 ROCK EL. 1069.8
792.35 END STA. 5+80 PILE EL. 1079.0
791.6 ROCK EL. 1070.8
791.0 ROCK EL. 1070.3
790.8 END STA. 7+75 PILE EL. 1077.1
790.9 PILE EL. 1076.2 ROCK EL. 1071.7
789.5 END STA. 15+05 PILE EL. 1073.0 ROCK EL. 1071.5
789.31 END STA. 10+00 PILE EL. 1073.8 ROCK EL. 1069.8
789.15 ROCK EL. 1068.5
789.1 PILE EL. 1075.7 ROCK EL. 1069.5
789.3 REV
789.75 ROCK EL. 1068.9
789.15-A REV.
789.35 REV.
788.6 PILE EL. 1073.6 ROCK EL. 1068.6
788.7 ROCK EL. 1068.3
797.2-A PILE EL. 1078.5
797.15 REV.
796.1-A PILE EL. 1074.9
796.6
794.39 EL. 1078.4
794.0 PILE EL. 1078.5
794.4 PILE EL. 1076.4 ROCK EL. 1075.5
794.8 PILE EL. 1078.5
795.2 EL. 1079.0
792.63 ROCK EL. 1070.7
792.64 ROCK EL. 1070.7
L-216A1 CONC.
L-216A2 CONC.
L-212F CONC.
L-212E CONC.
L-212EA CONC.
L-212C CONC.
L-212B CONC.
L-212BA CONC.
L-212BB CONC.
L-214A CONC.
L-214C CONC.
L-214D CONC.
L-1A CONC.
L-1 CONC.
L-3 CONC.
L-4 CONC.
L-5 CONC.
L-6 CONC.
L-7 CONC.
L-8 CONC.
L-720.55
L-720.4 = Is 19.10' U/S from Dk.
L-720.26
L-720.13 = Is 1.34' U/S from Dk.
L-719.98 = Is 7.96' D/S from Dk.
L-719.8
L-719.6 = Is 9.64' D/S from Dk.
L-719.42 = Is 0.15 D/S from Dk.
L-719.15 = Is 0.46' D/S from Dk.
L-718.95
L-718.7
R-721.55 = 40'@ 40+00
R-721.4 = 40'@ 47+92.91
R-721.15 = 40'@ 60+00
R-720.96
R-720.83 = 40'@ 80+00
R-720.65
R-720.5
R-720.29
R-720.15 = 40'@ 115+00
R-719.98 = 40'@ 125+00
R-719.78 = 40'@ 135+00
R-719.60 = 40'@ 145+00
R-719.42 = 40'@ 155+00
R-719.23 = 40'@ 165+00 Rev. 797.15
R-719.0
R-718.8
R-21 CONC.
R-2J CONC.
R-2H CONC.
R-2G CONC.
R-2F CONC.
R-2E CONC.
R-23A CONC.
R-24 CONC.
R-25 CONC.
R-26 CONC.
R-27 CONC.
R-28 CONC.
R-29 CONC.
R-30 CONC.
R-31 CONC.
R-32 CONC.
R-33 CONC.
R-34 CONC.
R-35 CONC.
R-36 CONC.
R-4T CONC.
MC15A
MC17A
397
NOTES:
△ WESTON IS THE ORIGIN OF THE GRID COORDINATE SYSTEM
ALL AZIMUTHS ON THIS SHEET REFER TO TRUE SOUTH AT △ 396
GRID DIVERGENCE 0° 58' 36.1"
ELEVATIONS REFER TO MEAN SEA LEVEL AS ZERO
1960 ADJUSTED MILEAGE
1890 MILEAGE SHOWN IN TITLE
BEND CHANGE
Revised to show latest field data
DATE | DESCRIPTION | MADE | APPR'D
REVISIONS
U. S. ARMY ENGINEER DISTRICT, OMAHA
CORPS OF ENGINEERS
OMAHA, NEBRASKA
COMPILED BY: A J P
DRAWN BY: A.J.P.
CHECKED BY: G.C.S.
SUBMITTED BY:
CHIEF, CHANNEL STAB. SEC.
RECOMMENDED:
CHIEF, HYDRO. ENG. BRANCH
APPROVED:
CHIEF, ENGINEERING DIVISION
COL. C.E. DISTRICT ENGINEER
MISSOURI RIVER
PONCA BEND TO RULO BEND
STRUCTURE 797.16 TO 788.7
OMADI AND BROWERS BENDS
DATE APRIL 1974
SCALE 1 INCH = 400 FEET
M400/79
MILE 721.8 TO 718.6 (1960)