CORPS OF ENGINEERS

U.S. ARMY

NEBRASKA

DAKOTA COUNTY

IOWA

WOODBURY COUNTY

LOWER DAKOTA BEND

OMADI BEND

798.6 PILE EL. 1078.5 ROCK EL. 1074.0

798.8 ROCK EL. 1073.3

798.85 ROCK EL. 1071.3

798.7 ROCK EL. 1070.2

798.49 ROCK EL. 1071.0

798.38 ROCK EL. 1070.9

798.27

798.15 ROCK EL. 1073.6

798.0 ROCK EL. 1073.3

797.8 ROCK EL. 1073.3

797.55 ROCK EL. 1073.2

797.53 REV.

797.55-A REV. BEGINS 10+00 - ENDS 26+45

797.47 ROCK EL. 1072.1

797.4 ROCK EL. 1072.0 PILE EL. 1078.0

797.5 EL. 1080.0

797.22 CHUTE CLOSURE

797.3 ROCK EL. 1072.8 PILE EL. 1077.9

797.15-A NOSE PROT. ROCK EL. 1077.2

797.15 REV.

798.8 EL. 1080.0

798.8 ROCK EL. 1071.3

798.7 ROCK EL. 1070.2

798.5 PILE EL. 1080.2 ROCK EL. 1076.0

799.0-A REV.

797.51 REV.

797.19 ROCK EL. 1072.9

797.18 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

797.2 PILE EL. 1078.0

798.1 EL. 1079.0, STA. 0+00 TO STA. 6+47
EL. 1077.0, STA. 6+47 TO STA. 30+00
EL. 1074.0 STA. 30+00, TO STA. 46+00

R-4L CONC.
R-4M CONC.
R-4N CONC.
R-40 CONC.
R-4P CONC.
R-4Q CONC.
R-4R CONC.
R-43 CONC.
R-36 CONC.
R-4T CONC.
R-723.1
R-722.98
R-722.8
R-722.63
R-722.35
R-722.1/3
R-721.92
R-721.8
R-721.55
L-723.2 CONC.
L-723.06 CONC.
L-722.96 CONC.
L-722.78 CONC.
L-722.64 CONC.
L-722.48 CONC.
L-722.20 CONC.
L-M-11 CONC.
L-M-12 CONC.
L-216 DB CONC.
L-216 DA CONC.
L-216 D
L-216 B CONC.
L-216 C CONC.
L-216 A1 CONC.
L-216 A2A CONC.
L-1A CONC.
L 212 F CONC.
MC8B
MC9A
RW1-MC1
RW2
RW2A
RW3
RW3A
RW4
RW5
RW6
RW7
RW8
RW9
RW9A
RW10
RW10A
RW11
RW29
RW30
RW31
RW32
RW33

Banklines 26 Oct. 1970 — 17 Sept. 1968

GAGE 722.37

GAGE 722.21

Boat Gap Sta. 68+00 to 68+15

Rock below C.R.P. Sta. -(8+70) to 6+90

Velocity Study Range Location #1

GRID DIVERGENCE 0°56'38" TRUE SOUTH AT S 3 365

GRID DIVERGENCE 1°00'12" TRUE SOUTH AT A 500

DETAIL
REVET. 799.0-A
SCALE 1"=50'

NOTES:

1. WESTON IS THE ORIGIN OF THE GRID COORDINATE SYSTEM.
2. ALL AZIMUTHS ON THIS SHEET REFER TO TRUE SOUTH AT A AS SHOWN.
3. GRID DIVERGENCE AS SHOWN.
4. ELEVATIONS REFER TO MEAN SEA LEVEL AS ZERO.
5. © 1980 ADJUSTED MILEAGE.
6. 1899 MILEAGE SHOWN IN TITLE.
7. ◁498▷ BEND CHANGE.

DATE	DESCRIPTION	MADE	APPD
	Revised to show latest field data		

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

COMPILED BY: A. J. P.
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SUBMITTED BY: CHIEF, CHANNEL STAB. SEC.
RECOMMENDED: CHIEF, HYDRO. ENG. BRANCH
APPROVED: CHIEF, ENGINEERING DIVISION
DATE: APRIL 1974

MISSOURI RIVER
PONCA BEND TO RULO BEND
STRUCTURE 798.8 TO 797.15
LOWER DAKOTA AND OMADI BENDS

SCALE 1 INCH = 400 FEET

DRAWING NUMBER
SHEET 86 OF 92 M400/80

MILE 723.3 TO 721.4 (1980)