CORPS OF ENGINEERS

U.S. ARMY

592000N 590000N 262000W 588000N 586000N 260000W 584000N 582000N 580000N

264000W 266000W 268000W 270000W 272000W 378000N 376000N 374000N 372000N

M • I • L • L • S C • O • U • N • T • Y

M • c • C • A • R • T • N • E • Y D • I • S • T • R • I • C • T L • E • V • E • E

J • O • W • A

C • A • S • S C • O • U • N • T • Y

N • E • B • R • A • S • K • A

637.65 REV.

635.8 DIKE
BEGINS STA 99+89

L-609.3 EL. 960.20

L-609.2 EL. 960.09

635.45 REV.

635.5
PILE EL. 949.5

L-609.1 EL. 960.45

635.31
PILE EL. 953.8
ROCK EL. 951.4

L-608.8 EL. 960.44

635.9
ROCK EL. 947.1

635.7

635.6
ROCK EL. 946.5
SILL EL. 946.5 TO 941.5

R-608.1 EL. 957.22

635.47

635.4
ROCK EL. 948.4
SILL EL. 948.3 TO 941.3

635.3
ROCK EL. 948.2

635.2
ROCK EL. 948.1

UPPER PLATTSMOUTH BEND

GRID DIVERGENCE 0°38'48.8" TRUE AT △ PLATTE

GRID DIVERGENCE 0°37'21.9" TRUE AT △ 306

635.31-A

635.21
PILE EL. 953.3
ROCK EL. 951.2

L-608.6 EL. 960.94

635.05
PILE EL. 953.2
ROCK EL. 950.2

L-608.5 EL. 959.49

634.85
ROCK EL. 950.9

634.8
PILE EL. 950.9
ROCK EL. 947.8

634.65
ROCK EL. 948.6
NORTHERN NATURAL GAS CO.

635.01 REV.

R-608.6 EL. 951.69

R-606.7 EL. 950.62

L-608.3 EL. 952.11

634.5
PILE EL. 951.8
ROCK EL. 948.5

634.3
ROCK EL. 948.4

L-608.1 EL. 955.27

635.0
PILE EL. 951.0
ROCK EL. 948.0

Structure Azimuth Line is Top of Bank

GAGE 591.57

634.9 REV.

PLATTSMOUTH DOCK AREA

GRID DIVERGENCE 0°38'48.8" TRUE AT △ PLATTE

GRID DIVERGENCE 0°37'21.9" TRUE AT △ 306

GAGE 591.5

R-606.2 EL. 949.30

634.55 DIKE
PILE EL. 950.6
ROCK EL. 950.5

R-608.1 EL. 955.69

634.15
ROCK EL. 946.3

634.0
ROCK EL. 946.6

L-607.9 EL. 956.52

L-607.8 EL. 956.80

633.85
ROCK EL. 947.0

633.81
ROCK EL. 946.9

633.74
ROCK EL. 946.9

L-607.6 EL. 954.31

L-607.4

R-608.05 EL. 954.84
SEE DETAIL

P.O.T.
CONC. BOAT RAMP

R-607.9 EL. 954.87

634.2
PILE EL. 950.6
ROCK EL. 950.5

634.25 REV.

R-607.8 EL. 954.19

R-607.7 EL. 955.38

R-607.65 EL. 954.25

634.1
ROCK EL. 948.9

633.9
ROCK EL. 950.2

633.81
ROCK EL. 948.8

633.78
ROCK EL. 950.3

633.53
END STA. 0+38

ROCK EL. 950.8

Banklines
1 Oct. 1968

By-Pass

PBM 336-A = 117/2
EL. 951.48
TOP OF CAP = EL. 955.55

631.9 DIKE
PILE EL. 946.0
ROCK EL. 944.9

L-605.7 EL. 951.97

632.75 REV.

631.91
ROCK EL. 946.8

631.93
ROCK EL. 947.2

L-605.6 0+00

632.1
ROCK EL. 945.0

631.95
ROCK EL. 944.9

L-605.5 EL. 946.36

632.25
ROCK EL. 945.1

Structure Azimuth Line is Top of Bank

Velocity Study Range Location

632.37
ROCK EL. 945.1

632.48
ROCK EL. 946.6
SILL EL. 943.3

632.59-A REV.

632.59
ROCK EL. 943.5
SILL EL. 943.5 TO 938.5

L-606.6 EL. 958.38

NATURAL GAS PIPE LINE CO. OF AMERICA

L-141

L-140

L-139

TOBACCO BEND

632.71
ROCK EL. 944.8
SILL EL. 943.8 TO 938.8

632.85
PILE EL. 948.8
ROCK EL. 948.0

L-138

L-137

L-136

633.0
END STA. 0+65
PILE EL. 948.9
ROCK EL. 946.1

633.25
PILE EL. 948.0
ROCK EL. 944.9

L-607.0 EL. 954.66

633.33
ROCK EL. 947.4

633.41
ROCK EL. 947.5

633.52
ROCK EL. 947.3

PLATTSMOUTH HWY. BRIDGE
PBM L-127
EL. 973.11

GLOBE OIL CO. L-607.3

632.5 REV.

632.6-A
ROCK EL. 947.0

632.95 REV.

632.7
PILE EL. 949.0
ROCK EL. 948.8

632.8
PILE EL. 948.9
ROCK EL. 952.2

632.8
END STA. 7+87
PILE EL. 950.0
ROCK EL. 939.0

632.9
PILE EL. 952.0
ROCK EL. 952.0

632.95 REVT.

633.35
END STA. 1+60
ROCK EL. 945.5

633.4
ROCK EL. 946.

633.2
PILE EL. 950.0
ROCK EL. 948.0

633.5
ROCK EL. 944.8

633.65
ROCK EL. 946.2

R-150A EL. 957.46

P.B.M. 336-B-1/2
EL. 992.8
TOP OF CAP = EL. 996.73

C.B. & Q. R.R. BRIDGE

NATURAL GAS PIPE LINE CO. OF AMERICA

DETAIL DIKE 634.58
NO SCALE

8+07.7 - Last "A" Row Clump

3.64'

95°35' - 3.6'

0.54'

8+07.7 - Last "A" Row Clump. For details see

264°04' — 130.83' Tot.

8+07.7 - "A" Row Clump

333' - 232.79'

264°18'21" - 127.78'

10+30.49 Last "B" Row Clump

R-608.05

336°06'

272.89'

10+30.49 - Last "B" Row Clump

336°06'
272.89' to R-608.05

5.33'

Rock Fill placed Landward 'C' Row

275°33' - 19'

12+13.49 End Rock Marker Clump & adjoins from End Rock Fill

287°03' - 164' to Marker Clump

285°37' - 159' to ℄ End Rock

278.2'

M 19+11 (634.55) 0+00.00 Begin 0+50.61 End 51+64.14 (634.2)

0°50'11"

P.O.T.

NOTES:

▲ WESTON IS THE ORIGIN OF THE GRID COORDINATE-SYSTEM
ALL AZIMUTHS ON THIS SHEET REFER TO TRUE SOUTH AT ▲ AS SHOWN
GRID DIVERGENCE AS SHOWN
ELEVATIONS REFER TO MEAN SEA LEVEL AS ZERO
n 1960 ADJUSTED MILEAGE
1890 MILEAGE SHOWN IN TITLE
1965 BEND CHANGE

DATE	DESCRIPTION	BY	APP'D
1-9-65	Revised to show latest field data	A.J.P.	

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

COMPILED BY G.W.H.
DRAWN BY G.M.H.
CHECKED BY
SUBMITTED BY
RECOMMENDED
CHIEF, HYDRAULIC BRANCH
APPROVED
CHIEF, ENGINEERING DIVISION

MISSOURI RIVER
PONCA BEND TO RULO BEND
STRUCTURE 637.65 TO 631.91
UPPER PLATTSMOUTH TO TOBACCO BEND

APPROVED Carlyle H. Chandler
COLONEL, CORPS OF ENGINEERS, DISTRICT ENGINEER

DATE APRIL 1974

SCALE 1 INCH = 400 FEET

DRAWING NUMBER
M400/31

MILE 592.5 TO 588.9 (1960)