



ES RULO CONTRACT
 8 542.34 L.B. 2 Row 18' Ctrs.
 6 Cts. 1'-66 to Sta. 6+90
 19. 39 Mattress
 M BEND - HIRED LABOR
 1. 122-MA02.1 Dike 543.0-B
 40 to 516.6+63 5 Row 18' Ctrs. Brocs. 25' Pen. El. 860.0
 83 to Sta 7+51. 4 Row 18' Ctrs 25' Pen.
 2. 122-MA02.2
 Non 542.84 L.B. (Riverward side) Sta. 0+00 to Sta. 4+00
 25' Pen. 21. 860.0 - 60' Mat. to extend to Sta. 5+50
 21 Row 18' Ctrs. (Conal sign) Sta. 0+64 to Sta. 1+66
 25' Pen. 21. 860.0
 Authorized for construction July 15, 1939.

Sta. 11+15 to Sta. 19+65 Asph. Revet.
 Sta. 19+15 to Sta. 39+65 Pile Revet. Overlap to Sta. 40+15
 Sta. 39+65 to Sta. 59+18 Std. Revet.

ARAGO-RULO BOTTOM BENDS HIRED LABOR

NO.	LENGTH	CONSTRUCTION	STATIONING	ELEVATION ABOVE M.S.L.	S.P.	ALLOT. NO.
1	1180'	2 Row 18' Ctrs. SHOW UP CTRS.	STA. 294.0 TO STA. 12+30	860.0	849.3	8036.1
2	580'	2 Row 18' Ctrs. SHOW UP CTRS.	STA. 12+30 TO STA. 10+37	860.0	849.2	8036.1
3	982'	2 Row 18' Ctrs. SHOW UP CTRS.	STA. 10+37 TO STA. 10+37	860.0	849.0	8036.1

3' tie to line origin of coordinate system.
 All azimuths on this sheet are true azimuths with grid divergence as shown.
 Topography from survey of July 1-28, 1931.
 Benchmarks and Bars taken March 12-18, 1935.
 Elevations referred to M.S.L. as 1916.

Note: Revet 538.8 to be shown base of structure azimuth line as new spacing
 Revet 538.8, 538.5 & 538.2
 Azimuth Line is C.R.P. Line.

MISSOURI RIVER
ARAGO BEND TO RULO BEND
 TOPOGRAPHIC SURVEY
 MILE 547.0 TO MILE 537.5

In 1 Sheet Scale 1" = 400'

U.S. Engineer Office Kansas City, Mo. March 13-19, 1935

Submitted: R.P. Spencer, Engineer
 Approved: Captain, Corps of Engineers

Traced by: File No. A-3-3
 Transmitted with letter of increase dated: 1935

670' Pile Revetment Repair
 2 Row 10' Ctrs - S.P. 20' Pen.
 EL 854.2