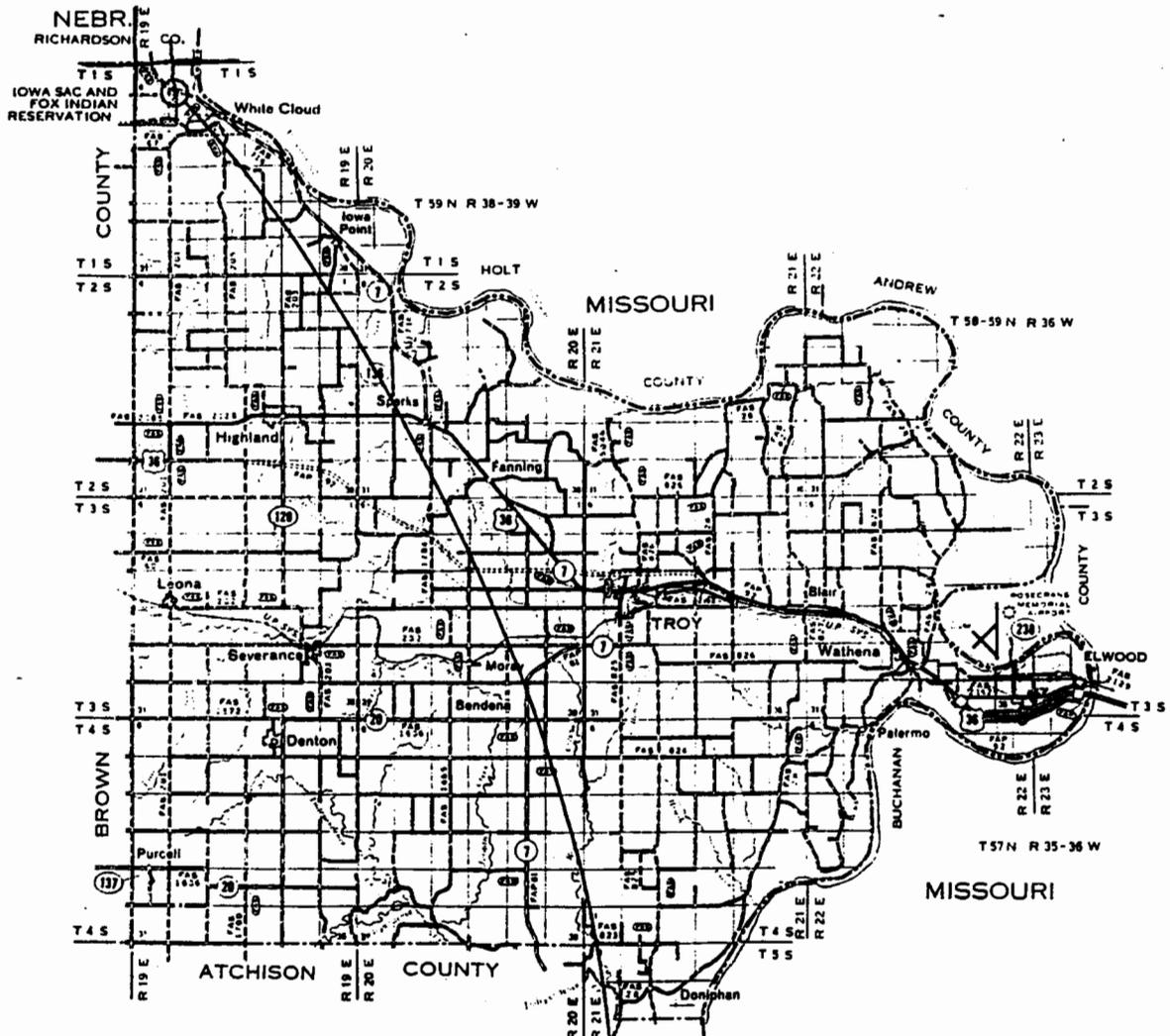
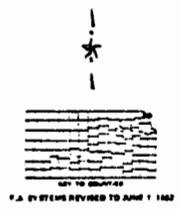


BRIDGE FOUNDATION GEOLOGY REPORT



LEGEND	
<p>ROADS AND ROADWAY FEATURES</p> <ul style="list-style-type: none"> PRIMITIVE ROAD UNIMPROVED ROAD GRADED AND DRAINED ROAD SOIL SURFACED ROAD GRAVEL OR STONE ROAD NOT GRADED OR DRAINED GRAVEL OR STONE ROAD GRADED AND DRAINED GRAVEL OR STONE ROAD WITH STABILIZED SURFACE BITUMINOUS ROAD-LOW TYPE PAVED ROAD DIVIDED HIGHWAY HIGHWAY WITH FULL CONTROL OF SPEED AND INTERCHANGE 	<p>ROAD SYSTEM DESIGNATION</p> <ul style="list-style-type: none"> FEDERAL AID INTERSTATE HIGHWAY SYSTEM FEDERAL AID PRIMARY HIGHWAY SYSTEM FEDERAL AID SECONDARY HIGHWAY SYSTEM INTERSTATE NUMBERED HIGHWAY U.S. NUMBERED HIGHWAY STATE HIGHWAY SYSTEM OR STATE NUMBERED HIGHWAY END OF DESIGNATED SYSTEM OR MARKED ROUTE



GENERAL HIGHWAY MAP
DONIPHAN COUNTY
KANSAS
PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
PLANNING AND DEVELOPMENT DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
 1962

SE-6-15-19E

7-22-K-0243-01
 Br. No. 30.92
 SQUAW CREEK

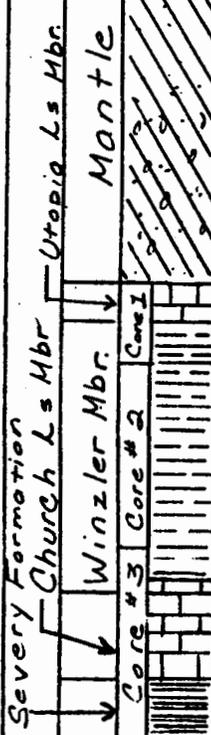
KANSAS DEPARTMENT OF TRANSPORTATION

COUNTY *Doniphan* PROJECT NO. *7-22-K-0243-01* BRIDGE NO. *30.92*

DESCRIPTION *Squaw Creek Br., 1.5 mi NW White Cloud* STA. *99+30, 11' Rt*

GEOLOGIST *Clowers* VERTICAL SCALE *1" = 5'* DATE

BIT TYPE & NO.	GEOLOGIC NAME	GEOLOGIC COLUMN	GROUNDWATER ELEVATION	DEPTH	ELEVATION	GEOLOGIC DESCRIPTION AND REMARKS	UNCONFINED COMPRESSION	STANDARD PENETRATION OR CASING DRIVE	
								BLOWS	ELEV.
						<i>THE 858.42</i>		<i>Pushed 4"</i>	
								↑ <i>Casing</i>	
					<i>855</i>	<i>Silty clay, brn. to dk gray.</i>			
					<i>850</i>				
					<i>845</i>				
					<i>840</i>				
					<i>835</i>	<i>Gravel, sand w/ silty clay.</i>			
				<i>25°</i>	<i>833.42</i>				
				<i>25°?</i>	<i>832.52</i>	<i>Ls, gray-green, fossiliferous</i>			↓ <i>Bottom Casing</i>
				<i>27°</i>	<i>831.42</i>	<i>Sh, gray, limy stringers.</i>			
					<i>830</i>	<i>Sh, gmy, firm.</i>			
				<i>31°</i>	<i>826.52</i>		<i>SA#1</i>		
				<i>32°</i>	<i>825.92</i>		<i>SA#2</i>		
					<i>825</i>		<i>SA#3</i>		
				<i>35°</i>	<i>823.42</i>		<i>SA#4</i>		
				<i>36°</i>			<i>SA#5</i>		
						<i>TD. 821.52</i>			



<i>829.02</i>	<i>SA#1</i>
<i>Qv 7.35</i>	
<i>826.52</i>	<i>SA#2</i>
<i>Qv 11.6</i>	
<i>825.02</i>	<i>SA#3</i>
<i>Qv 773.0</i>	
<i>822.72</i>	<i>SA#4</i>
<i>Qv 48.5</i>	
<i>822.12</i>	<i>SA#5</i>
<i>Qv 136.0</i>	

Project No. 7-22-K-0243-01
 Br. No. 30.92
 CD #9
 Core # 2
 Depth 27' to 31'
 Elev. 831.42 826.52

Core Run	Core Sample	Core Recovery	RQD	Description	
0		.06 .10	-	Shale, gray, firm.	
		.55	.55		
1.0		.45	.45		
		.50	.50		
2.0		.20	-		
		.45	.45		
		.45	.45		
3.0		.20 .10	-		
		.35	.35		
		.22	-		
4.0		.18 .15 .10	-		
		.24	-		
5.0		.60	.60		
		4.9	3.35		Total
Core Recovery =		100%			
RQD =		68%	Fair		

Project No. 7-22-K-0243-01
 Br. No. 30.92
 CD # 9
 Core # 3
 Depth 31' to 36'
 Elev. 826.52 to 821.52

Core Run	Core Sample	Core Recovery	RQD	Description
0		.15		Shale, gray.
		.15		
		.25		
		.30		
1.0		.55		Ls, lt. gray, firm
2.0		1.65		
3.0		.10		Shale, blk, hard
		.90		
4.0		.60		
5.0		.30		
	5.0	4.9	4.0	Total
Core Recovery =		98%		
RQD =		80%	Good	