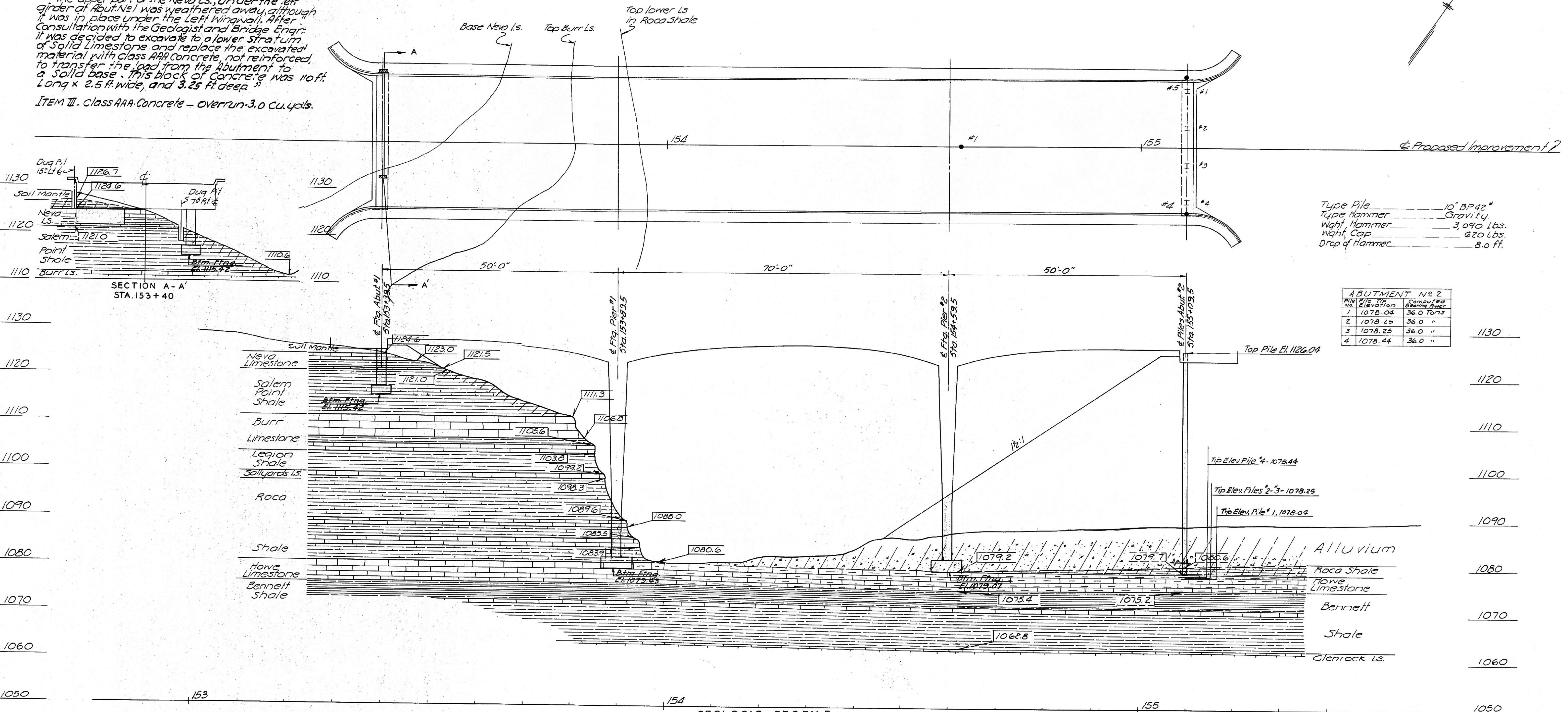
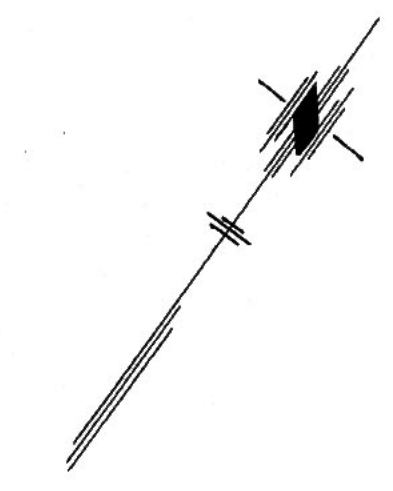


**NOTE:**

"The upper part of the Neva Ls., under the left girder of Abut. No. 1 was weathered away, although it was in place under the left wingwall. After consultation with the Geologist and Bridge Engr., it was decided to excavate to a lower stratum of Solid Limestone and replace the excavated material with class AAA concrete, not reinforced, to transfer the load from the abutment to a solid base. This block of concrete was 110 ft. Long x 2.5 ft. wide, and 3.25 ft. deep."

ITEM III. Class AAA Concrete - Overrun 3.0 CU. Yds.



Type Pile 10" BF 42"  
 Type Hammer Gravity  
 Weight Hammer 3,090 Lbs.  
 Weight Cap 620 Lbs.  
 Drop of Hammer 8.0 ft.

Pile No.	Pile Tip Elevation	Computed Bearing Power
1	1078.04	36.0 Tons
2	1078.25	36.0 "
3	1078.25	36.0 "
4	1078.44	36.0 "

- Soil
- Silty clay
- Silty clay, sand & gravel
- Weathered Shale
- Shale
- Limy Shale
- Fissile Shale
- Shaly Limestone
- Limestone

Actual sounding elevation

Elevation interpolated from adjacent soundings

Soundings  
 • core drill  
 = dug pit

Water level  
 ++ Dec., 1957

**NOTE:**  
 The soundings shown on these plans are taken from notes obtained in the field and represent the best information available to the Kansas Highway Commission. The logs of these soundings are in the files of the State Highway Commission of Kansas and are available at their offices at Topeka, Kansas, for inspection by interested and qualified bidders.

Scale 1" = 10 ft. Horiz. 1" = 10 ft. Vert.

NO.	DATE	REVISIONS	BY	APP'D
1	6/16/60	Pile Drive Records Girders Abut. added	E.H.	

STATE HIGHWAY COMMISSION OF KANSAS  
 BR. NO. 13-75-19 STA. 154 + 24.50

ENGINEERING GEOLOGY  
 CEDAR CREEK BRIDGE

PROJ. 13-75 K1014 (3) POT TAWATOMIE CO.

SHEET NO. 5 OF 8	SCALE	APP'D
DESIGNED	DETAILED	QUANTITIES
DESIGN CK.	DETAIL CK.	QUAN. CK.
		TRACED
		TRACE CK.