| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 399 | 36R-1,37R-2 | TAZEWELL | 449 | 212 |
| STA 7+663.000 | | TO STA 10+011.000 | | |
| FED. ROAD DIST. NO. 4 | | ILLINOIS | FED. AID PROJECT | |

***Contract No. 88859***
***SHT. S-15 of S-35***

Illinois Department of Transportation
Division of Highways

## SOIL BORING LOG

Page 1 of 1

Date 4/1/83

ROUTE FA 399 (IL 8) DESCRIPTION IL Rte.8 from E.Peoria to Sunnyland LOGGED BY DLR

SECTION 36,37 R-1 LOCATION SEC., TWP., RNG.

COUNTY Tazewell DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO. BACKSLOPE/RET.WALL
Station

BORING NO. 7733ST
Station 7+733
Offset 27.19m Lt.Q. (Prop)
Ground Surface Elev. 182.79 m

Surface Water Elev. ____ m
Stream Bed Elev. ____ m

Groundwater Elev.:
First Encounter none m
Upon Completion none m
After 24 Hrs. none m

| DEPTH (m) | BLOWS (/150 mm) | UCS Qu (kPa) | MOIST (%) |
|---|---|---|---|
| 182.33 | | | |
| | 3 | | |
| | 3 | | 12.5 |
| | 3 | | |
| 181.57 | | | |
| -1.5 | 1 | | |
| | 2 | 98 | 13.2 |
| | 3 | P | |
| 180.81 | | | |
| | 2 | | |
| | 3 | 125 | 17.5 |
| | 4 | S | |
| | 2 | | |
| -3.8 | 5 | 242 | 12.8 |
| 179.52 | 8 | S | |
| Shelby Tube # 1 3.2m-3.96m | | | |
| 178.88 | | | |
| 178.52 | 3 | | |
| Brown & Gray CLAY LOAM TILL | 6 | 217 | 11.8 |
| -4.5 | 7 | B | |
| | 2 | | |
| | 4 | 238 | 12.8 |
| | 6 | S | |
| | 2 | | |
| -6.8 | | | |

| DEPTH (m) | BLOWS (/150 mm) | UCS Qu (kPa) | MOIST (%) |
|---|---|---|---|
| Brown & Gray CLAY LOAM TILL (continued) | 4 | 277 | 12.5 |
| 176.54 | 5 | S | |
| Gray CLAY LOAM TILL | | | |
| 176.49 | | | |
| Shelby Tube # 2 6.2m-7.8m | | | |
| 175.75 | | | |
| | 3 | | |
| -7.5 | | | |
| | 4 | 197 | 13.4 |
| | 5 | B | |
| 175.82 | | | |
| End of Boring | | | |
| -12.8 | | | |

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

## SOIL BORING LOG

Page 1 of 1

Date 4/1/83

ROUTE FA 399 (IL 8) DESCRIPTION IL Rte.8 from E.Peoria to Sunnyland LOGGED BY DLR

SECTION 36,37 R-1 LOCATION SEC., TWP., RNG.

COUNTY Tazewell DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO. BACKSLOPE/RET.WALL
Station

BORING NO. 7764ST
Station 7+764
Offset 31.79m Lt.Q. (Prop)
Ground Surface Elev. 183.35 m

Surface Water Elev. ____ m
Stream Bed Elev. ____ m

Groundwater Elev.:
First Encounter none m
Upon Completion none m
After 24 Hrs. none m

| DEPTH (m) | BLOWS (/150 mm) | UCS Qu (kPa) | MOIST (%) |
|---|---|---|---|
| no sample taken 0-4.6m | | | |
| 183.89 | | | |
| Gray CLAY LOAM TILL | 4 | | |
| | 4 | 166 | 13.1 |
| | 6 | B | |
| | 2 | | |
| -4.6 | 4 | 166 | 13.8 |
| | 4 | B | |
| | 2 | | |
| | 4 | 158 | 13.6 |
| | 5 | B | |
| | 2 | | |
| -9.8 | 3 | 197 | 13.5 |
| 188.38 | 6 | B | |
| Shelby Tube #1 3.2m-3.96m | | | |
| 179.56 | | | |
| | 2 | | |
| -4.6 | 3 | 197 | 13.8 |
| | 5 | B | |
| | 2 | | |
| | 3 | 197 | 13.8 |
| | 5 | B | |
| | 2 | | |
| -14.8 | 3 | 197 | 13.1 |
| 169.04 | 5 | B | |
| Shelby Tube #2 14.2m-14.8m | | | |
| 168.44 | | | |
| | 2 | | |
| -19.5 | 3 | 197 | 13.8 |
| 164.35 | 5 | B | |
| Shelby Tube #3 18.8m-19.4m | | | |
| 163.75 | | | |
| | 2 | | |
| -24.4 | 3 | 197 | 13.8 |
| 159.45 | 5 | B | |
| Shelby Tube #4 23.7m-24.3m | | | |
| 158.85 | | | |
| | 2 | | |
| -29.3 | 3 | 197 | 13.8 |
| 154.56 | 5 | B | |
| Shelby Tube #5 28.6m-29.2m | | | |
| 153.96 | | | |
| | 2 | | |
| -34.2 | 3 | 197 | 13.8 |
| 149.66 | 5 | B | |
| Shelby Tube #6 33.5m-34.1m | | | |
| 149.06 | | | |
| | 2 | | |
| -39.1 | 3 | 197 | 13.8 |
| 144.77 | 5 | B | |
| Shelby Tube #7 38.4m-39.0m | | | |
| 144.17 | | | |
| | 2 | | |
| -44.0 | 3 | 197 | 13.8 |
| 139.87 | 5 | B | |
| Shelby Tube #8 43.3m-43.9m | | | |
| 139.27 | | | |
| | 2 | | |
| -48.9 | 3 | 197 | 13.8 |
| 134.98 | 5 | B | |
| Shelby Tube #9 48.2m-48.8m | | | |
| 134.38 | | | |
| | 2 | | |
| -53.8 | 3 | 197 | 13.8 |
| 130.08 | 5 | B | |
| Shelby Tube #10 53.1m-53.7m | | | |
| 129.48 | | | |
| | 2 | | |
| -58.7 | 3 | 197 | 13.8 |
| 125.19 | 5 | B | |
| Shelby Tube #11 58.0m-58.6m | | | |
| 124.59 | | | |
| | 2 | | |
| -63.5 | 3 | 197 | 13.8 |
| 120.29 | 5 | B | |
| Shelby Tube #12 62.9m-63.5m | | | |
| 119.69 | | | |
| | 2 | | |
| -68.4 | 3 | 197 | 13.8 |
| 115.39 | 5 | B | |
| Shelby Tube #13 67.8m-68.4m | | | |
| 114.79 | | | |
| | 2 | | |
| -73.3 | 3 | 197 | 13.8 |
| 110.50 | 5 | B | |
| Shelby Tube #14 72.7m-73.3m | | | |
| 109.90 | | | |
| | 2 | | |
| -78.2 | 3 | 197 | 13.8 |
| 105.60 | 5 | B | |
| Shelby Tube #15 77.6m-78.2m | | | |
| 105.00 | | | |
| | 2 | | |
| -83.0 | 3 | 197 | 13.8 |
| 100.81 | 5 | B | |
| Shelby Tube #16 82.5m-83.1m | | | |
| 100.21 | | | |
| | 2 | | |
| -87.9 | 3 | 197 | 13.8 |
| 95.91 | 5 | B | |
| Shelby Tube #17 87.4m-88.0m | | | |
| 95.31 | | | |
| | 2 | | |
| -92.8 | 3 | 197 | 13.8 |
| 91.01 | 5 | B | |
| Shelby Tube #18 92.3m-92.9m | | | |
| 90.41 | | | |
| | 2 | | |
| -97.7 | 3 | 197 | 13.8 |
| 86.12 | 5 | B | |
| Shelby Tube #19 97.2m-97.8m | | | |
| 85.52 | | | |
| | 2 | | |
| -102.6 | 3 | 197 | 13.8 |
| 81.22 | 5 | B | |
| Shelby Tube #20 102.1m-102.7m | | | |
| 80.62 | | | |
| | 2 | | |
| -107.5 | 3 | 197 | 13.8 |
| 76.32 | 5 | B | |
| Shelby Tube #21 107.0m-107.6m | | | |
| 75.72 | | | |
| | 2 | | |
| -112.4 | 3 | 197 | 13.8 |
| 71.43 | 5 | B | |
| Shelby Tube #22 111.9m-112.5m | | | |
| 70.83 | | | |
| | 2 | | |
| -117.3 | 3 | 197 | 13.8 |
| 66.53 | 5 | B | |
| Shelby Tube #23 116.8m-117.4m | | | |
| 65.93 | | | |
| | 2 | | |
| -122.2 | 3 | 197 | 13.8 |
| 61.63 | 5 | B | |
| Shelby Tube #24 121.7m-122.3m | | | |
| 61.03 | | | |
| | 2 | | |
| -127.1 | 3 | 197 | 13.8 |
| 56.74 | 5 | B | |
| Shelby Tube #25 126.6m-127.2m | | | |
| 56.14 | | | |
| | 2 | | |
| -132.0 | 3 | 197 | 13.8 |
| 51.84 | 5 | B | |
| Shelby Tube #26 131.5m-132.1m | | | |
| 51.24 | | | |
| | 2 | | |
| -136.9 | 3 | 197 | 13.8 |
| 46.94 | 5 | B | |
| Shelby Tube #27 136.4m-137.0m | | | |
| 46.34 | | | |
| | 2 | | |
| -141.8 | 3 | 197 | 13.8 |
| 42.04 | 5 | B | |
| Shelby Tube #28 141.3m-141.9m | | | |
| 41.44 | | | |
| | 2 | | |
| -146.7 | 3 | 197 | 13.8 |
| 37.15 | 5 | B | |
| Shelby Tube #29 146.2m-146.8m | | | |
| 36.55 | | | |
| | 2 | | |
| -151.6 | 3 | 197 | 13.8 |
| 31.65 | 5 | B | |
| Shelby Tube #30 151.1m-151.7m | | | |
| 31.05 | | | |
| | 2 | | |
| -156.5 | 3 | 197 | 13.8 |
| 26.75 | 5 | B | |
| Shelby Tube #31 156.0m-156.6m | | | |
| 26.15 | | | |
| | 2 | | |
| -161.4 | 3 | 197 | 13.8 |
| 21.86 | 5 | B | |
| Shelby Tube #32 160.9m-161.5m | | | |
| 21.26 | | | |
| | 2 | | |
| -166.3 | 3 | 197 | 13.8 |
| 16.96 | 5 | B | |
| Shelby Tube #33 165.8m-166.4m | | | |
| 16.36 | | | |
| | 2 | | |
| -171.2 | 3 | 197 | 13.8 |
| 12.06 | 5 | B | |
| Shelby Tube #34 170.7m-171.3m | | | |
| 11.46 | | | |
| | 2 | | |
| -176.1 | 3 | 197 | 13.8 |
| 7.17 | 5 | B | |
| Shelby Tube #35 175.6m-176.2m | | | |
| 6.57 | | | |
| | 2 | | |
| -181.0 | 3 | 197 | 13.8 |
| 2.67 | 5 | B | |
| Shelby Tube #36 180.5m-181.1m | | | |
| 2.07 | | | |
| | 2 | | |
| -185.9 | 3 | 197 | 13.8 |
| -2.83 | 5 | B | |
| Shelby Tube #37 185.4m-186.0m | | | |
| -3.43 | | | |
| | 2 | | |
| -190.8 | 3 | 197 | 13.8 |
| -7.73 | 5 | B | |
| Shelby Tube #38 190.3m-190.9m | | | |
| -8.33 | | | |
| | 2 | | |
| -195.7 | 3 | 197 | 13.8 |
| -12.62 | 5 | B | |
| Shelby Tube #39 195.2m-195.8m | | | |
| -13.22 | | | |
| | 2 | | |
| -200.6 | 3 | 197 | 13.8 |
| -17.52 | 5 | B | |
| Shelby Tube #40 200.1m-200.7m | | | |
| -18.12 | | | |
| | 2 | | |
| -205.5 | 3 | 197 | 13.8 |
| -22.42 | 5 | B | |
| Shelby Tube #41 205.0m-205.6m | | | |
| -23.02 | | | |
| | 2 | | |
| -210.4 | 3 | 197 | 13.8 |
| -27.32 | 5 | B | |
| Shelby Tube #42 209.9m-210.5m | | | |
| -27.92 | | | |
| | 2 | | |
| -215.3 | 3 | 197 | 13.8 |
| -32.22 | 5 | B | |
| Shelby Tube #43 214.8m-215.4m | | | |
| -32.82 | | | |
| | 2 | | |
| -220.2 | 3 | 197 | 13.8 |
| -37.12 | 5 | B | |
| Shelby Tube #44 219.7m-220.3m | | | |
| -37.72 | | | |
| | 2 | | |
| -225.1 | 3 | 197 | 13.8 |
| -42.02 | 5 | B | |
| Shelby Tube #45 224.6m-225.2m | | | |
| -42.62 | | | |
| | 2 | | |
| -230.0 | 3 | 197 | 13.8 |
| -46.92 | 5 | B | |
| Shelby Tube #46 229.5m-230.1m | | | |
| -47.52 | | | |
| | 2 | | |
| -234.9 | 3 | 197 | 13.8 |
| -51.82 | 5 | B | |
| Shelby Tube #47 234.4m-235.0m | | | |
| -52.42 | | | |
| | 2 | | |
| -239.8 | 3 | 197 | 13.8 |
| -56.72 | 5 | B | |
| Shelby Tube #48 239.3m-239.9m | | | |
| -57.32 | | | |
| | 2 | | |
| -244.7 | 3 | 197 | 13.8 |
| -61.62 | 5 | B | |
| Shelby Tube #49 244.2m-244.8m | | | |
| -62.22 | | | |
| | 2 | | |
| -249.6 | 3 | 197 | 13.8 |
| -66.52 | 5 | B | |
| Shelby Tube #50 249.1m-249.7m | | | |
| -67.12 | | | |
| | 2 | | |
| -254.5 | 3 | 197 | 13.8 |
| -71.42 | 5 | B | |
| Shelby Tube #51 254.0m-254.6m | | | |
| -72.02 | | | |
| | 2 | | |
| -259.4 | 3 | 197 | 13.8 |
| -76.32 | 5 | B | |
| Shelby Tube #52 258.9m-259.5m | | | |
| -76.92 | | | |
| | 2 | | |
| -264.3 | 3 | 197 | 13.8 |
| -81.22 | 5 | B | |
| Shelby Tube #53 263.8m-264.4m | | | |
| -81.82 | | | |
| | 2 | | |
| -269.2 | 3 | 197 | 13.8 |
| -86.12 | 5 | B | |
| Shelby Tube #54 268.7m-269.3m | | | |
| -86.72 | | | |
| | 2 | | |
| -274.1 | 3 | 197 | 13.8 |
| -91.02 | 5 | B | |
| Shelby Tube #55 273.6m-274.2m | | | |
| -91.62 | | | |
| | 2 | | |
| -279.0 | 3 | 197 | 13.8 |
| -95.92 | 5 | B | |
| Shelby Tube #56 278.5m-279.1m | | | |
| -96.52 | | | |
| | 2 | | |
| -283.9 | 3 | 197 | 13.8 |
| -100.82 | 5 | B | |
| Shelby Tube #57 283.4m-284.0m | | | |
| -101.42 | | | |
| | 2 | | |
| -288.8 | 3 | 197 | 13.8 |
| -105.72 | 5 | B | |
| Shelby Tube #58 288.3m-288.9m | | | |
| -106.32 | | | |
| | 2 | | |
| -293.7 | 3 | 197 | 13.8 |
| -110.62 | 5 | B | |
| Shelby Tube #59 293.2m-293.8m | | | |
| -111.22 | | | |
| | 2 | | |
| -298.6 | 3 | 197 | 13.8 |
| -115.52 | 5 | B | |
| Shelby Tube #60 298.1m-298.7m | | | |
| -116.12 | | | |
| | 2 | | |
| -303.5 | 3 | 197 | 13.8 |
| -120.42 | 5 | B | |
| Shelby Tube #61 303.0m-303.6m | | | |
| -121.02 | | | |
| | 2 | | |
| -308.4 | 3 | 197 | 13.8 |
| -125.32 | 5 | B | |
| Shelby Tube #62 307.9m-308.5m | | | |
| -125.92 | | | |
| | 2 | | |
| -313.3 | 3 | 197 | 13.8 |
| -130.22 | 5 | B | |
| Shelby Tube #63 312.8m-313.4m | | | |
| -130.82 | | | |
| | 2 | | |
| -318.2 | 3 | 197 | 13.8 |
| -135.12 | 5 | B | |
| Shelby Tube #64 317.7m-318.3m | | | |
| -135.72 | | | |
| | 2 | | |
| -323.1 | 3 | 197 | 13.8 |
| -140.02 | 5 | B | |
| Shelby Tube #65 322.6m-323.2m | | | |
| -140.62 | | | |
| | 2 | | |
| -328.0 | 3 | 197 | 13.8 |
| -144.92 | 5 | B | |
| Shelby Tube #66 327.5m-328.1m | | | |
| -145.52 | | | |
| | 2 | | |
| -332.9 | 3 | 197 | 13.8 |
| -149.82 | 5 | B | |
| Shelby Tube #67 332.4m-333.0m | | | |
| -150.42 | | | |
| | 2 | | |
| -337.8 | 3 | 197 | 13.8 |
| -154.72 | 5 | B | |
| Shelby Tube #68 337.3m-337.9m | | | |
| -155.32 | | | |
| | 2 | | |
| -342.7 | 3 | 197 | 13.8 |
| -159.62 | 5 | B | |
| Shelby Tube #69 342.2m-342.8m | | | |
| -160.22 | | | |
| | 2 | | |
| -347.6 | 3 | 197 | 13.8 |
| -164.52 | 5 | B | |
| Shelby Tube #70 347.1m-347.7m | | | |
| -165.12 | | | |
| | 2 | | |
| -352.5 | 3 | 197 | 13.8 |
| -169.42 | 5 | B | |
| Shelby Tube #71 352.0m-352.6m | | | |
| -170.02 | | | |
| | 2 | | |
| -357.4 | 3 | 197 | 13.8 |
| -174.32 | 5 | B | |
| Shelby Tube #72 356.9m-357.5m | | | |
| -174.92 | | | |
| | 2 | | |
| -362.3 | 3 | 197 | 13.8 |
| -179.22 | 5 | B | |
| Shelby Tube #73 361.8m-362.4m | | | |
| -179.82 | | | |
| | 2 | | |
| -367.2 | 3 | 197 | 13.8 |
| -184.12 | 5 | B | |
| Shelby Tube #74 366.7m-367.3m | | | |
| -184.72 | | | |
| | 2 | | |
| -372.1 | 3 | 197 | 13.8 |
| -189.02 | 5 | B | |
| Shelby Tube #75 371.6m-372.2m | | | |
| -189.62 | | | |
| | 2 | | |
| -377.0 | 3 | 197 | 13.8 |
| -193.92 | 5 | B | |
| Shelby Tube #76 376.5m-377.1m | | | |
| -194.52 | | | |
| | 2 | | |
| -381.9 | 3 | 197 | 13.8 |
| -198.82 | 5 | B | |
| Shelby Tube #77 381.4m-382.0m | | | |
| -199.42 | | | |
| | 2 | | |
| -386.8 | 3 | 197 | 13.8 |
| -203.72 | 5 | B | |
| Shelby Tube #78 386.3m-386.9m | | | |
| -204.32 | | | |
| | 2 | | |
| -391.7 | 3 | 197 | 13.8 |
| -208.62 | 5 | B | |
| Shelby Tube #79 391.2m-391.8m | | | |
| -209.22 | | | |
| | 2 | | |
| -396.6 | 3 | 197 | 13.8 |
| -213.52 | 5 | B | |
| Shelby Tube #80 396.1m-396.7m | | | |
| -214.12 | | | |
| | 2 | | |
| -401.5 | 3 | 197 | 13.8 |
| -218.42 | 5 | B | |
| Shelby Tube #81 401.0m-401.6m | | | |
| -219.02 | | | |
| | 2 | | |
| -406.4 | 3 | 197 | 13.8 |
| -223.32 | 5 | B | |
| Shelby Tube #82 405.9m-406.5m | | | |
| -223.92 | | | |
| | 2 | | |
| -411.3 | 3 | 197 | 13.8 |
| -228.22 | 5 | B | |
| Shelby Tube #83 410.8m-411.4m | | | |
| -228.82 | | | |
| | 2 | | |
| -416.2 | 3 | 197 | 13.8 |
| -233.12 | 5 | B | |
| Shelby Tube #84 415.7m-416.3m | | | |
| -233.72 | | | |
| | 2 | | |
| -421.1 | 3 | 197 | 13.8 |
| -238.02 | 5 | B | |
| Shelby Tube #85 420.6m-421.2m | | | |
| -238.62 | | | |
| | 2 | | |
| -426.0 | 3 | 197 | 13.8 |
| -242.92 | 5 | B | |
| Shelby Tube #86 425.5m-426.1m | | | |
| -243.52 | | | |
| | 2 | | |
| -430.9 | 3 | 197 | 13.8 |
| -247.82 | 5 | B | |
| Shelby Tube #87 430.4m-431.0m | | | |
| -248.42 | | | |
| | 2 | | |
| -435.8 | 3 | 197 | 13.8 |
| -252.72 | 5 | B | |
| Shelby Tube #88 435.3m-435.9m | | | |
| -253.32 | | | |
| | 2 | | |
| -440.7 | 3 | 197 | 13.8 |
| -257.62 | 5 | B | |
| Shelby Tube #89 440.2m-440.8m | | | |
| -258.22 | | | |
| | 2 | | |
| -445.6 | 3 | 197 | 13.8 |
| -262.52 | 5 | B | |
| Shelby Tube #90 445.1m-445.7m | | | |
| -263.12 | | | |
| | 2 | | |
| -450.5 | 3 | 197 | 13.8 |
| -267.42 | 5 | B | |
| Shelby Tube #91 450.0m-450.6m | | | |
| -268.02 | | | |
| | 2 | | |
| -455.4 | 3 | 197 | 13.8 |
| -272.32 | 5 | B | |
| Shelby Tube #92 454.9m-455.5m | | | |
| -272.92 | | | |
| | 2 | | |
| -460.3 | 3 | 197 | 13.8 |
| -277.22 | 5 | B | |
| Shelby Tube #93 459.8m-460.4m | | | |
| -277.82 | | | |
| | 2 | | |
| -465.2 | 3 | 197 | 13.8 |
| -282.12 | 5 | B | |
| Shelby Tube #94 464.7m-465.3m | | | |
| -282.72 | | | |
| | 2 | | |
| -470.1 | 3 | 197 | 13.8 |
| -287.02 | 5 | B | |
| Shelby Tube #95 469.6m-470.2m | | | |
| -287.62 | | | |
| | 2 | | |
| -475.0 | 3 | 197 | 13.8 |
| -291.92 | 5 | B | |
| Shelby Tube #96 474.5m-475.1m | | | |
| -292.52 | | | |
| | 2 | | |
| -479.9 | 3 | 197 | 13.8 |
| -296.82 | 5 | B | |
| Shelby Tube #97 479.4m-480.0m | | | |
| -297.42 | | | |
| | 2 | | |
| -484.8 | 3 | 197 | 13.8 |
| -301.72 | 5 | B | |
| Shelby Tube #98 484.3m-484.9m | | | |
| -302.32 | | | |
| | 2 | | |
| -489.7 | 3 | 197 | 13.8 |
| -306.62 | 5 | B | |
| Shelby Tube #99 489.2m-489.8m | | | |
| -307.22 | | | |
| | 2 | | |
| -494.6 | 3 | 197 | 13.8 |
| -311.52 | 5 | B | |
| Shelby Tube #100 494.1m-494.7m | | | |
| -312.12 | | | |
| | 2 | | |
| -499.5 | 3 | 197 | 13.8 |
| -316.42 | 5 | B | |
| Shelby Tube #101 499.0m-499.6m | | | |
| -317.02 | | | |
| | 2 | | |
| -504.4 | 3 | 197 | 13.8 |
| -321.32 | 5 | B | |
| Shelby Tube #102 503.9m-504.5m | | | |
| -321.92 | | | |
| | 2 | | |
| -509.3 | 3 | 197 | 13.8 |
| -326.22 | 5 | B | |
| Shelby Tube #103 508.8m-509.4m | | | |
| -326.82 | | | |
| | 2 | | |
| -514.2 | 3 | 197 | 13.8 |
| -331.12 | 5 | B | |
| Shelby Tube #104 513.7m-514.3m | | | |
| -331.72 | | | |
| | 2 | | |
| -519.1 | 3 | 197 | 13.8 |
| -336.02 | 5 | B | |
| Shelby Tube #105 518.6m-519.2m | | | |
| -336.62 | | | |
| | 2 | | |
| -524.0 | 3 | 197 | 13.8 |
| -340.92 | 5 | B | |
| Shelby Tube #106 523.5m-524.1m | | | |
| -341.52 | | | |
| | 2 | | |
| -528.9 | 3 | 197 | 13.8 |
| -345.82 | 5 | B | |
| Shelby Tube #107 528.4m-529.0m | | | |
| -346.42 | | | |
| | 2 | | |
| -533.8 | 3 | 197 | 13.8 |
| -350.72 | 5 | B | |
| Shelby Tube #108 533.3m-533.9m | | | |
| -351.32 | | | |
| | 2 | | |
| -538.7 | 3 | 197 | 13.8 |
| -355.62 | 5 | B | |
| Shelby Tube #109 538.2m-538.8m | | | |
| -356.22 | | | |
| | 2 | | |
| -543.6 | 3 | 197 | 13.8 |
| -360.52 | 5 | B | |
| Shelby Tube #110 543.1m-543.7m | | | |
| -361.12 | | | |
| | 2 | | |
| -548.5 | 3 | 197 | 13.8 |
| -365.42 | 5 | B | |
| Shelby Tube #111 548.0m-548.6m | | | |
| -366.02 | | | |
| | 2 | | |
| -553.4 | 3 | 197 | 13.8 |
| -370.32 | 5 | B | |
| Shelby Tube #112 552.9m-553.5m | | | |
| -370.92 | | | |
| | 2 | | |
| -558.3 | 3 | 197 | 13.8 |
| -375.22 | 5 | B | |
| Shelby Tube #113 557.8m-558.4m | | | |
| -375.82 | | | |
| | 2 | | |
| -563.2 | 3 | 197 | 13.8 |
| -380.12 | 5 | B | |
| Shelby Tube #114 562.7m-563.3m | | | |
| -380.72 | | | |
| | 2 | | |
| -568.1 | 3 | 197 | 13.8 |
| -385.02 | 5 | B | |
| Shelby Tube #115 567.6m-568.2m | | | |
| -385.62 | | | |
| | 2 | | |
| -573.0 | 3 | 197 | 13.8 |
| -389.92 | 5 | B | |
| Shelby Tube #116 572.5m-573.1m | | | |
| -390.52 | | | |
| | 2 | | |
| -577.9 | 3 | 197 | 13.8 |
| -394.82 | 5 | B | |
| Shelby Tube #117 577.4m-578.0m | | | |
| -395.42 | | | |
| | 2 | | |
| -582.8 | 3 | 197 | 13.8 |
| -399.72 | 5 | B | |
| Shelby Tube #118 582.3m-582.9m | | | |
| -400.32 | | | |
| | 2 | | |
| -587.7 | 3 | 197 | 13.8 |
| -404.62 | 5 | B | |
| Shelby Tube #119 587.2m-587.8m | | | |
| -405.22 | | | |
| | 2 | | |
| -592.6 | 3 | 197 | 13.8 |
| -409.52 | 5 | B | |
| Shelby Tube #120 592.1m-592.7m | | | |
| -410.12 | | | |
| | 2 | | |
| -597.5 | 3 | 197 | 13.8 |
| -414.42 | 5 | B | |
| Shelby Tube #121 597.0m-597.6m | | | |
| -415.02 | | | |
| | 2 | | |
| -602.4 | 3 | 197 | 13.8 |
| -419.32 | 5 | B | |
| Shelby Tube #122 601.9m-602.5m | | | |
| -419.92 | | | |
| | 2 | | |
| -607.3 | 3 | 197 | 13.8 |
| -424.22 | 5 | B | |
| Shelby Tube #123 606.8m-607.4m | | | |
| -424.82 | | | |
| | 2 | | |
| -612.2 | 3 | 197 | 13.8 |
| -429.12 | 5 | B | |
| Shelby Tube #124 611.7m-612.3m | | | |
| -429.72 | | | |
| | 2 | | |
| -617.1 | 3 | 197 | 13.8 |
| -434.02 | 5 | B | |
| Shelby Tube #125 616.6m-617.2m | | | |
| -434.62 | | | |
| | 2 | | |
| -622.0 | 3 | 197 | 13.8 |
| -439.92 | 5 | B | |
| Shelby Tube #126 621.5m-622.1m | | | |
| -440.52 | | | |
| | 2 | | |
| -626.9 | 3 | 197 | 13.8 |
| -444.82 | 5 | B | |
| Shelby Tube #127 626.4m-627.0m | | | |
| -445.42 | | | |
| | 2 | | |
| -631.8 | 3 | 197 | 13.8 |
| -449.72 | 5 | B | |
| Shelby Tube #128 631.3m-631.9m | | | |
| -450.32 | | | |
| | 2 | | |
| -636.7 | 3 | 197 | 13.8 |
| -454.62 | 5 | B | |
| Shelby Tube #129 636.2m-636.8m | | | |
| -455.22 | | | |
| | 2 | | |
| -641.6 | 3 | 197 | 13.8 |
| -459.52 | 5 | B | |
| Shelby Tube #130 641.1m-641.7m | | | |
| -460.12 | | | |
| | 2 | | |
| -646.5 | 3 | 197 | 13.8 |
| -464.42 | 5 | B | |
| Shelby Tube #131 646.0m-646.6m | | | |
| -465.02 | | | |
| | 2 | | |
| -651.4 | 3 | 197 | 13.8 |
| -469.32 | 5 | B | |
| Shelby Tube #132 650.9m-651.5m | | | |
| -469.92 | | | |
| | 2 | | |
| -656.3 | 3 | 197 | 13.8 |
| -474.22 | 5 | B | |
| Shelby Tube #133 655.8m-656.4m | | | |
| -474.82 | | | |
| | 2 | | |
| -661.2 | 3 | 197 | 13.8 |
| -479.12 | 5 | B | |
| Shelby Tube #134 660.7m-661.3m | | | |
| -479.72 | | | |
| | 2 | | |
| -666.1 | 3 | 197 | 13.8 |
| -484.02 | 5 | B | |
| Shelby Tube #135 665.6m-666.2m | | | |
| -484.62 | | | |
| | 2 | | |
| -671.0 | 3 | 197 | 13.8 |
| -489.92 | 5 | B | |
| Shelby Tube #136 670.5m-671.1m | | | |
| -490.52 | | | |
| | 2 | | |
| -675.9 | 3 | 197 | 13.8 |
| -494.82 | 5 | B | |
| Shelby Tube #137 675.4m-676.0m | | | |
| -495.42 | | | |
| | 2 | | |
| -680.8 | 3 | 197 | 13.8 |
| -499.72 | 5 | B | |
| Shelby Tube #138 680.3m-680.9m | | | |
| -500.32 | | | |
| | 2 | | |
| -685.7 | 3 | 197 | 13.8 |
| -504.62 | 5 | B | |
| Shelby Tube #139 685.2m-685.8m | | | |
| -505.22 | | | |
| | 2 | | |
| -690.6 | 3 | 197 | 13.8 |
| -509.52 | 5 | B | |
| Shelby Tube #140 690.1m-690.7m | | | |
| -510.12 | | | |
| | 2 | | |
| -695.5 | 3 | 197 | 13.8 |
| -514.42 | 5 | B | |
| Shelby Tube #141 695.0m-695.6m | | | |
| -515.02 | | | |
| | 2 | | |
| -700.4 | 3 | 197 | 13.8 |
| -519.32 | 5 | B | |
| Shelby Tube #142 699.9m-700.5m | | | |
| -519.92 | | | |
| | 2 | | |
| -705.3 | 3 | 197 | 13.8 |
| -524.22 | 5 | B | |
| Shelby Tube #143 704.8m-705.4m | | | |
| -524.82 | | | |
| | 2 | | |
| -710.2 | 3 | 197 | 13.8 |
| -529.12 | 5 | B | |
| Shelby Tube #144 709.7m-710.3m | | | |
| -529.72 | | | |
| | 2 | | |
| -715.1 | 3 | 197 | 13.8 |
| -534.02 | 5 | B | |
| Shelby Tube #145 714.6m-715.2m | | | |
| -534.62 | | | |
| | 2 | | |
| -720.0 | 3 | 197 | 13.8 |
| -539.92 | 5 | B | |
| Shelby Tube #146 719.5m-720.1m | | | |
| -540.52 | | | |
| | 2 | | |
| -724.9 | 3 | 197 | 13.8 |
| -544.82 | 5 | B | |
| Shelby Tube #147 724.4m-725.0m | | | |
| -545.42 | | | |
| | 2 | | |
| -729.8 | 3 | 197 | 13.8 |
| -549.72 | 5 | B | |
| Shelby Tube #148 729.3m-729.9m | | | |
| -550.32 | | | |
| | 2 | | |
| -734.7 | 3 | 197 | 13.8 |
| -554.62 | 5 | B | |
| Shelby Tube #149 734.2m-734.8m | | | |
| -555.22 | | | |
| | 2 | | |
| -739.6 | 3 | 197 | 13.8 |
| -559.52 | 5 | B | |
| Shelby Tube #150 739.1m-739.7m | | | |
| -560.12 | | | |
| | 2 | | |
| -744.5 | 3 | 197 | 13.8 |
| -564.42 | 5 | B | |
| Shelby Tube #151 744.0m-744.6m | | | |
| -565.02 | | | |
| | 2 | | |
| -749.4 | 3 | 197 | 13.8 |
| -569.32 | 5 | B | |
| Shelby Tube #152 748.9m-749.5m | | | |
| -569.92 | | | |
| | 2 | | |
| -754.3 | 3 | 197 | 13.8 |
| -574.22 | 5 | B | |
| Shelby Tube #153 753.8m-754.4m | | | |
| -574.82 | | | |
| | 2 | | |
| -759.2 | 3 | 197 | 13.8 |
| -579.12 | 5 | B | |
| Shelby Tube #154 758.7m-759.3m | | | |
| -579.72 | | | |
| | 2 | | |
| -764.1 | 3 | 197 | 13.8 |
| -584.02 | 5 | B | |
| Shelby Tube #155 763.6m-764.2m | | | |
| -584.62 | | | |
| | 2 | | |
| -769.0 | 3 | 197 | 13.8 |
| -589.92 | 5 | B | |
| Shelby Tube #156 768.5m-769.1m | | | |
| -590.52 | | | |
| | 2 | | |
| -773.9 | 3 | 197 | 13.8 |
| -594.82 | 5 | B | |
| Shelby Tube #157 773.4m-774.0m | | | |
| -595.42 | | | |
| | 2 | | |
| -778.8 | 3 | 197 | 13.8 |
| -599.72 | 5 | B | |
| Shelby Tube #158 778.3m-778.9m | | | |
| -600.32 | | | |
| | 2 | | |
| -783.7 | 3 | 197 | 13.8 |
| -604.62 | 5 | B | |
| Shelby Tube #159 783.2m-783.8m | | | |
| -605.22 | | | |
| | 2 | | |
| -788.6 | 3 | 197 | 13.8 |
| -609.52 | 5 | B | |
| Shelby Tube #160 788.1m-788.7m | | | |
| -610.12 | | | |
| | 2 | | |
| -793.5 | 3 | 197 | 13.8 |
| -614.42 | 5 | B | |
| Shelby Tube #161 793.0m-793.6m | | | |
| -615.02 | | | |
| | 2 | | |
| -798.4 | 3 | 197 | 13.8 |
| -619.32 | 5 | B | |
| Shelby Tube #162 797.9m-798.5m | | | |
| -619.92 | | | |
| | 2 | | |
| -803.3 | 3 | 197 | 13.8 |
| -624.22 | 5 | B | |
| Shelby Tube #163 802.8m-803.4m | | | |
| -624.82 | | | |
| | 2 | | |
| -808.2 | 3 | 197 | 13.8 |
| -629.12 | 5 | B | |
| Shelby Tube #164 807.7m-808.3m | | | |
| -629.72 | | | |
| | 2 | | |
| -813.1 | 3 | 197 | 13.8 |
| -634.02 | 5 | B | |
| Shelby Tube #165 812.6m-813.2m | | | |
| -634.62 | | | |
| | 2 | | |
| -818.0 | 3 | 197 | 13.8 |
| -639.92 | 5 | B | |
| Shelby Tube #166 817.5m-818.1m | | | |
| -640.52 | | | |
| | 2 | | |
| -822.9 | 3 | 197 | 13.8 |
| -644.82 | 5 | B | |
| Shelby Tube #167 822.4m-823.0m | | | |
| -645.42 | | | |
| | 2 | | |
| -827.8 | 3 | 197 | 13.8 |
| -649.72 | 5 | B | |
| Shelby Tube #168 827.3m-827.9m | | | |
| -650.32 | | | |
| | 2 | | |
| -832.7 | 3 | 197 | 13.8 |
| -654.62 | 5 | B | |
| Shelby Tube #169 832.2m-832.8m | | | |
| -655.22 | | | |
| | 2 | | |
| -837.6 | 3 | 197 | 13.8 |
| -659.52 | 5 | B | |
| Shelby Tube #170 837.1m-837.7m | | | |
| -660.12 | | | |
| | 2 | | |
| -842.5 | 3 | 197 | 13.8 |
| -664.42 | 5 | B | |
| Shelby Tube #171 842.0m-842.6m | | | |
| -665.02 | | | |
| | 2 | | |
| -847.4 | 3 | 197 | 13.8 |
| -669.32 | 5 | B | |
| Shelby Tube #172 846.9m-847.5m | | | |
| -669.92 