CH2M-HILL SR-710 TUNNEL
DATE: 01-12-2009 BORING: Z3-B12
RUN: 35 → 37
BOX: 32+33 DEPTH: 229.8'-241.8'
229.8'
234.8'
236.9'
SPACER
236.9'
239.8'
241.8'
01/12/2009

CH2M-HILL SR-710 TUNNEL
DATE: 01-12-2009 BORING: Z3-B12
RUN: 37 → 39
BOX: 34+35 DEPTH: 241.8-250.8
241.8'
243.5'
244.5'
247.5'
250.8'
01/12/2009

CH2M-HILL SR-710 TUNNEL
DATE: 01-13-2009 BORING: 73-B12
RUN: 39 - 42
BOX: 36 & 37 DEPTH: 250.8' - 262'
250.8'
252.5'
256.5'
256.5'
259.0'
262.0'
01/13/2009

CH2M-HILL SR-710 TUNNEL
DATE: 01-13-2009 BORING: 73-B12
RUN: 43-44
BOX: 38+39 DEPTH: 262'-271.3'
262.0'
266.3'
271.3'
01/13/2009

CH2M-HILL SR-710 TUNNEL
DATE: 01-13-2009 BORING: 73-B12
RUN: 44 → 45
BOX: 40+41 DEPTH: 271.3 - 275.0
TD
271.3'
272.0'
273.0'
275.0'
01/13/2009

CH2M-HILL SR-710 TUNNEL
DATE: 01-12-2009 BORING: Z3-B12
RUN: 31→34
BOX: 30+31 DEPTH: 218.8-229.8'
218.8'
221.8'
225.3'
229.8'
01/12/2009

01/08/2009
SR-710 Tunnel
17-565-P-TOP
23-B12 C39 - 170.8' — 175.8' - Run 29
C40 - — Run 30
170.8'
Run 20
175.8'

SR-710 Tunnel Z3-B12

17-565-P-TOP

C17 80'-82.5' - RUN 1

C18 82.5'-~~85'~~ - RUN 2

01/09/2009

SR-710 Tunnel Z3-B12
17-565-P-TOP
C 18 85'-87.5' - RUN 2
C 19 87.5'-90' - RUN 3
85.0'
87.5'
87.5'
01/09/2009

SR-710 Tunnel Technical Study

Boring Z3-B12
Box=90'-94'

7 4:21PM

SR-710
Z3 B12

C19 94-96.5 Run 4
C20 96.5-99' Run 5

17-565-P-TOP

94-99' — Run 4 * Run 5

7 4:22PM

SR-710 Tunnel Z3-B12
17-565-P-TOP
C21 104-106.5' - Run 6
C22 106.5'-109 - Run 7
106.5'
106.5'
01/08/2009

SR-710 Tunnel
17-565-P-TOP
T3-B12
C22 109 - 111.5 - Run 7
C23 111.5 - 114 - Run 8
01/08/2009

SR-710 Tunnel 23-B12
17-565-P-TOP
C23 114 - 116.5' - Run 8
C24 116.5 - 119 - Run 9
116.5
01/08/2009

SR-710 Tunnel
17-565-P-TOP
Z3-B12
C25 - 119 - 120.5' - RUN 9
C26 - 120.5' - 124.1 - RUN 10
120.5'
01/08/2009

SR-710 Tunnel
17-565-P-TOP
Z3 - B12 C26 - 124.1 - 125.5 - Run 10
C27 - 125.5' - 128.8 - Run 11
125.5'
01/08/2009

SR-710 Tunnel

17-565-P-TOP

~~E3~~-B12 C26 – 124.1-125.5 – Run 10

C27 – 125.5'-128.8 – Run 11

125.5'

01/08/2009

SR-710 Tunnel
17-565-P-TOP
Z3-B12
C27 - 128.8 - 130.8 - Run 11
C28 - 130.8 - ~~134.8~~ 133.6 - Run 12
130.8
01/08/2009

SR-710 Tunnel
17-565-P-TOP
Z3-B12
C28 133.6 – 136.3 - Run 12
C29 136.3 – 139.6' – Run 13
136.3
01/08/2009

SR-710 Tunnel
17-565-P-TOP
139.6
C 29 - [redacted] - 141.3 - Run 13
Z3-B12
C 30 - 141.3 - 144.3 - Run 14
141.3'
01/08/2009

SR-710 Tunnel
17-565-P-TOP
23 - B12
C30 - 144.3 - 146.3 - Run 14
C31 - 146.3 - 149.1 - Run 15
146.3'
01/08/2009

SR-710 Tunnel
17-565-P-TOP
Z3-B12
C31 - [redacted]149.1 -151.3' Run 15
C32 - 151.3'-154.1 Run 16
151.3'
01/08/2009

SR 710 TUNNEL
17-565-P-TOP
Z3-B12
C-33 = 154.1 - 156.3'
C-34 = 156.3 - 158.8'
156.3'
01/08/2009

SR-710 TUNNEL
17-565-P-TOP
Z3-B12
C-35 = 158.8 - 161.3'
C-36 = 161.3' - 164.3
161.3'
01/08/2009

SR-710 TUNNEL

17-565-P-TOP

Z3-B12

C37= 164.3'- 165.5'
C38= 165.5'- 170.8'

164.3'

165.5'

167.5'
R-19

170.8'

01/08/2009

SR-710 Tunnel
17-565-P-TOP
Z3-B12 C40 175.8 - 180.8 - Run 21
175.8
RUN 21
180.8'
01/08/2009

SR-710 Tunnel
17-565-P-TOP
Z3-B12 C
-180.8 - 185.8 - Run 22
185.8 - 188.3 - Run 23
180.8'
RUN 22
185.8'
RUN 23
188.3'
01/09/2009

SR-710 Tunnel

17-565-P-TOP

Z3-B12

C40 - 188.3 - 190.8 - Run 23

C41 - 190.8 - 193.9 - Run 24

C42 - 193.9 - 194.8 - Run 25

01/09/2009

SR-710 Tunnel

17-565-P-TOP

Z3 - B12

C42 - 194.8 - 195.8 - Run 25
C43 - 195.8 - 199.4 - Run 26
C44 - 199.4 - 200.4 - Run 27

01/09/2009

SR 710 Tunnel
17-565-P-TOP
Z3 - B12
C45 - 200.4 - 2039 - Run 27
17-565-P-DIVIDER
01/09/2009

CH2M SR-710 Tunnel
17-565-P-TOP
Z3-B12 C45 - 203.9 - 208.9 - Run 28
01/09/2009

SR-710 Tunnel
17-565-P-TOP
23 - B12 C46 - 208.9 - 213.2 - Run 29
2089
RUN 29
2132
01/09/2009

SR -710 Tunnel
17-565-P-TOP
Z3-B12
C46 - 213.2 - 213.9 - Run 29
C47 - 213.9 - 218.9 - Run 30
213.2'
213.9'
17-565-P-DIVIDER
218.9'
01/09/2009