

CELL 12

0-50ft

JOINT 247

0'

1183+32.5

10'

20'

30'

40'

JOINT 244

50'

12'

12'

8'

8'

4'

4'

0'

0'

-4'

-4'

-8'

-8'

-12'

-12'

0'

1183+28.5

10'

20'

30'

40'

50'

cell start

pass

drive

1183+30.4

CONCRETE DISTRESS SURVEY

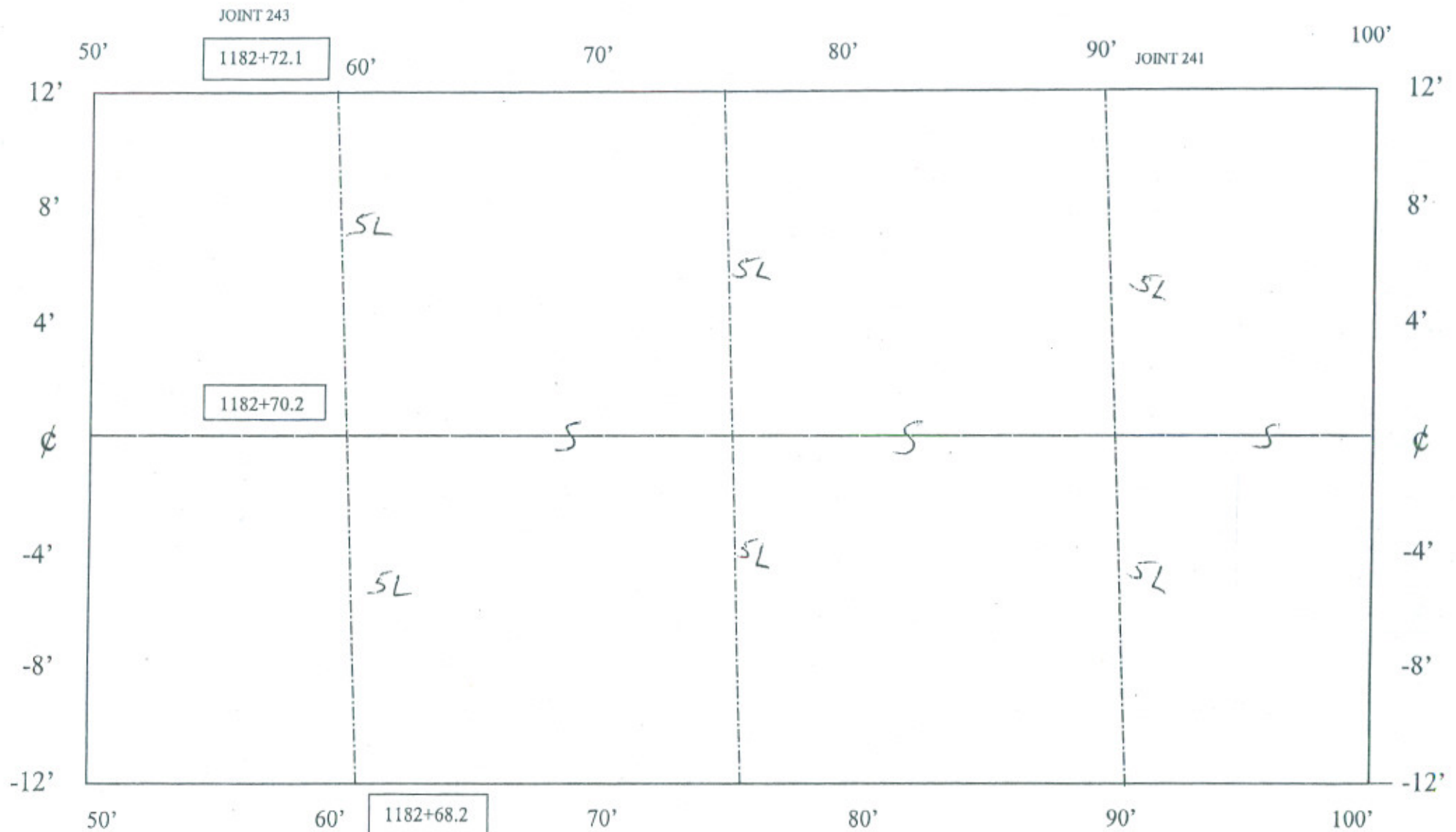
DATE ~~10/15/06~~ 4/14/08 TRC 4/18/06 10/26/06
~~Shiloh~~

SL=3
 SM=1
 CL=5



CELL 12

50-100ft



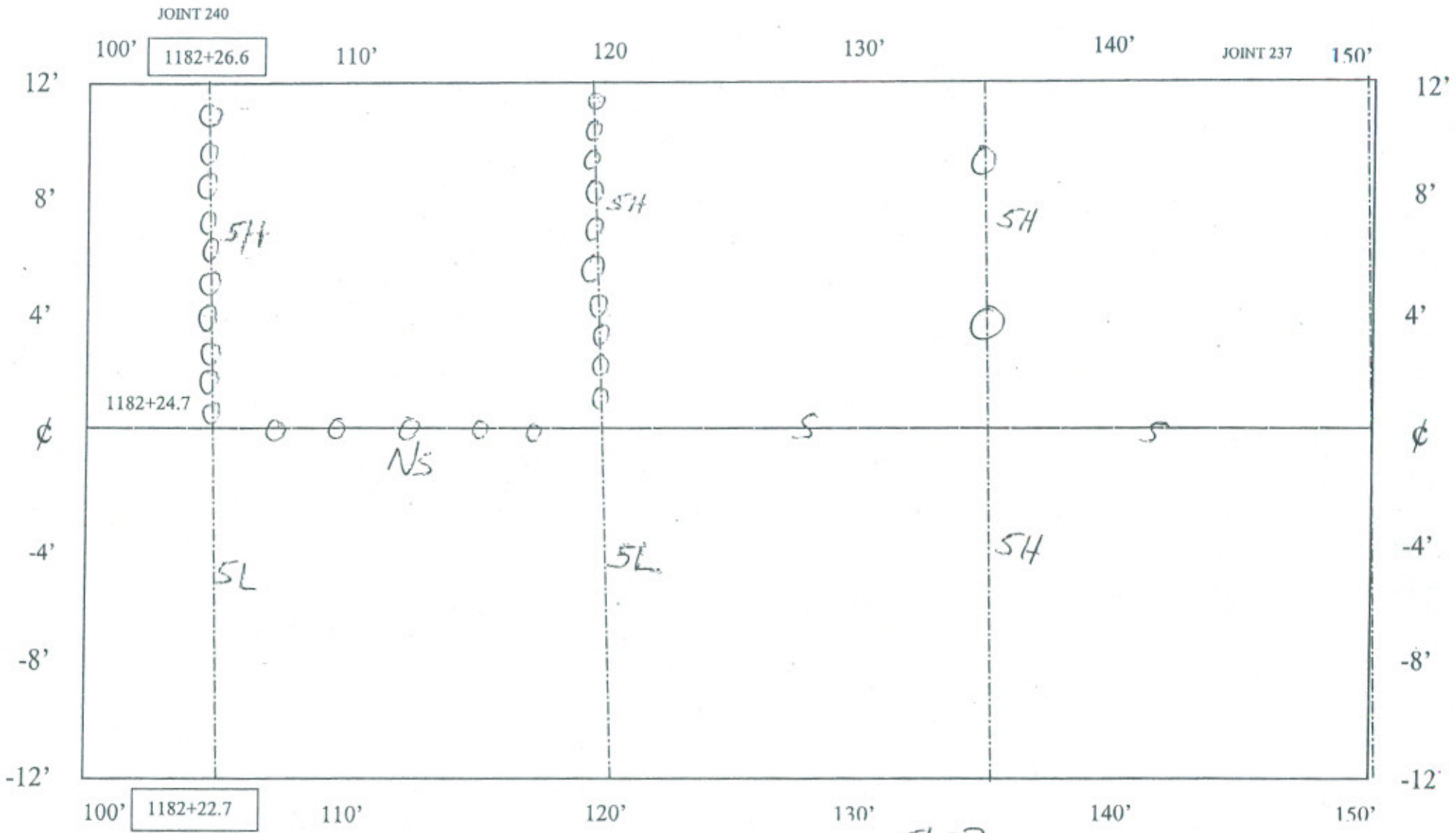
CONCRETE DISTRESS SURVEY
DATE

$$5L=3$$
$$CL = S$$

SH=0

CELL 12

100-150ft



CONCRETE DISTRESS SURVEY
DATE

SL=2
SH=1
CL=3

✓

CELL 12

150-200ft

SL-4
7L=1/1

JOINT 237

150'

1181+82

160

170'

180'

190'

JOINT 234

200'

12'

12'

8'

4'

1181+80

-4'

-8'

1181+77.9

-12'

8'

4'

-4'

-8'

-12'

CONCRETE DISTRESS SURVEY
DATE

SL=3
SH=1
CL=5
3L=1/3



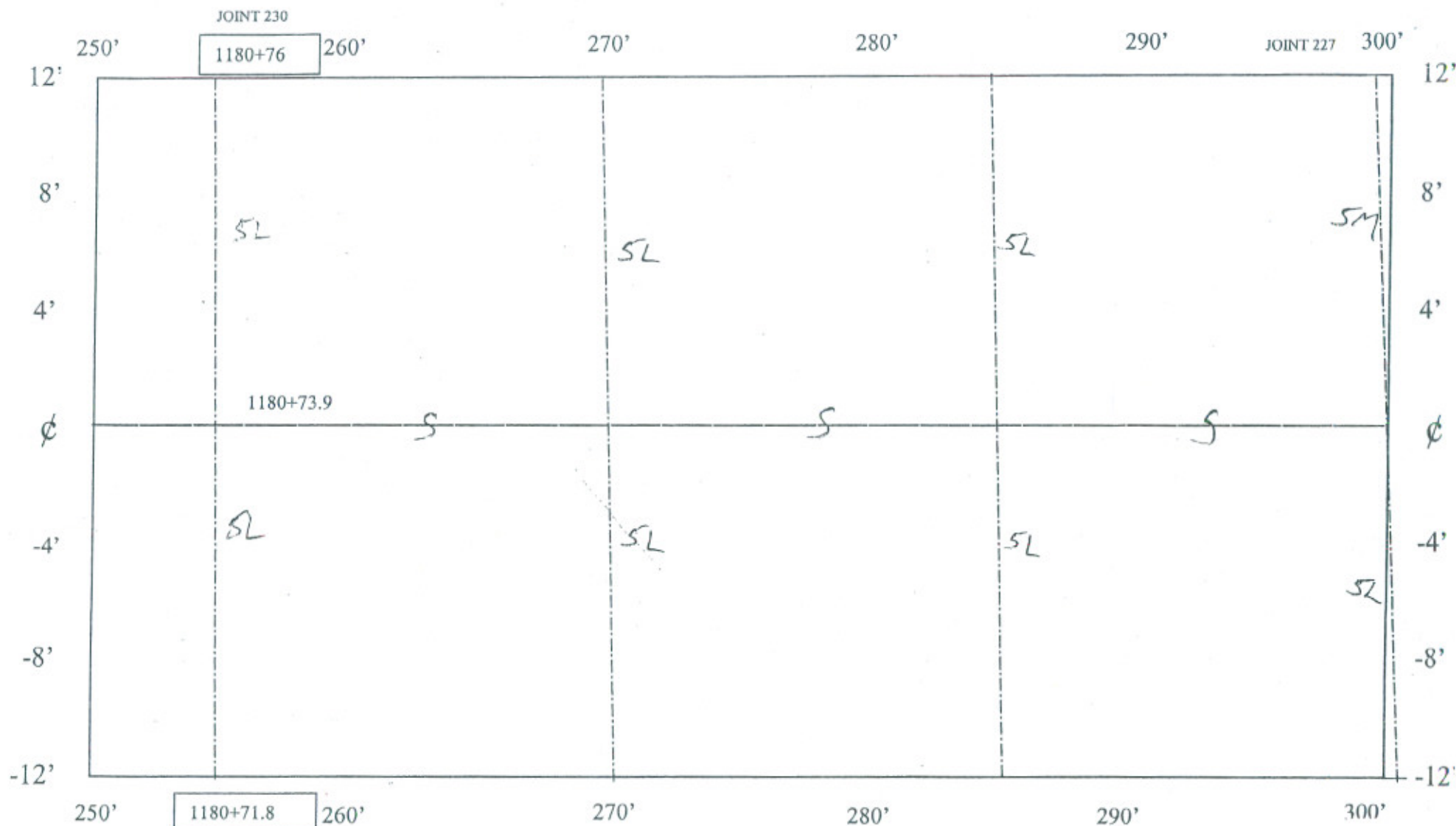
CELL 12
200-250ft


$$\begin{aligned} SL &= 2 \\ SM &= 1 \\ CL &= 5 \\ 7L &= 1/1 \end{aligned}$$


CELL 12

250-300ft

SL=3
SM=1



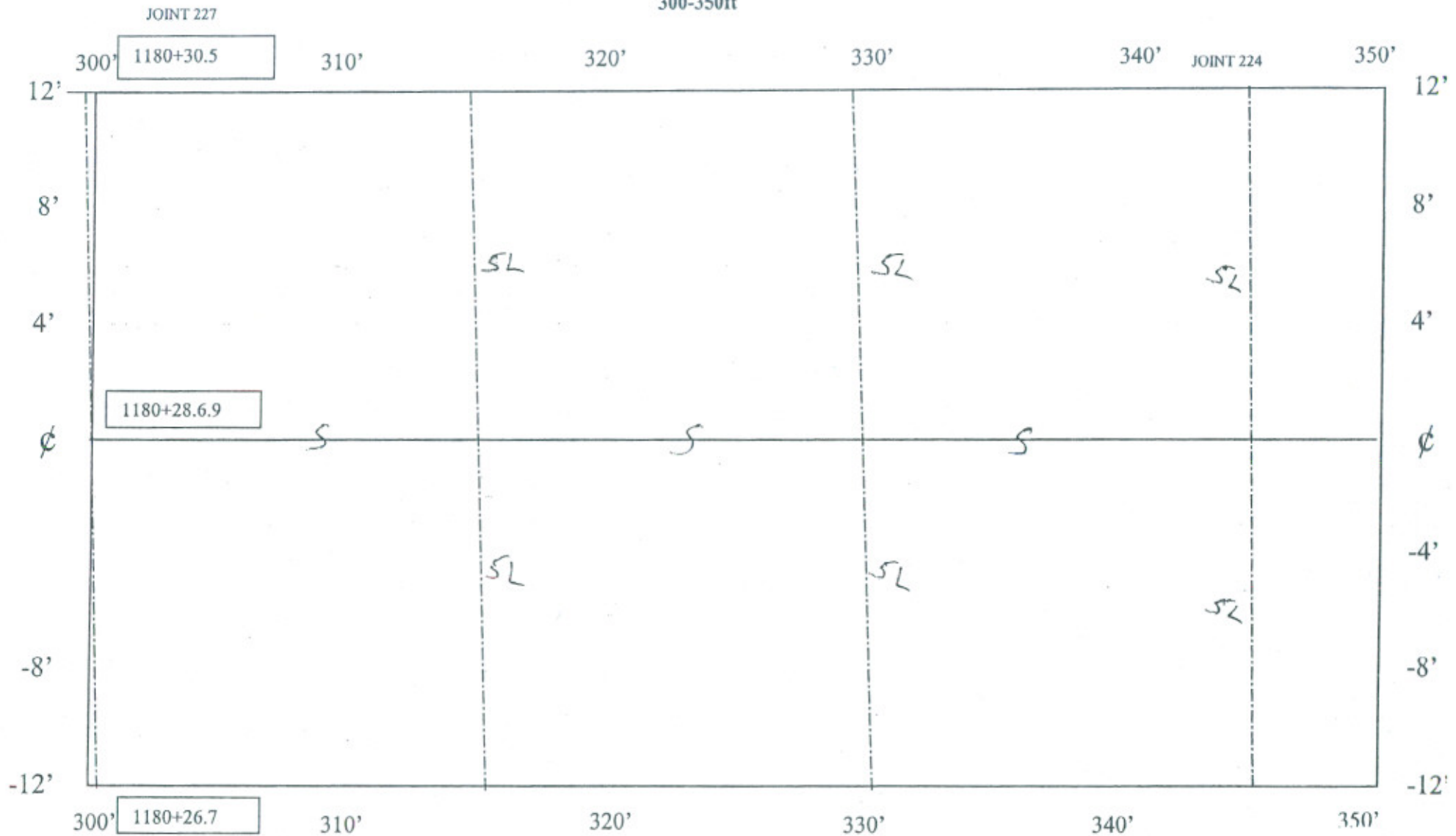
CONCRETE DISTRESS SURVEY
DATE



CELL 12

SL=3

300-350ft



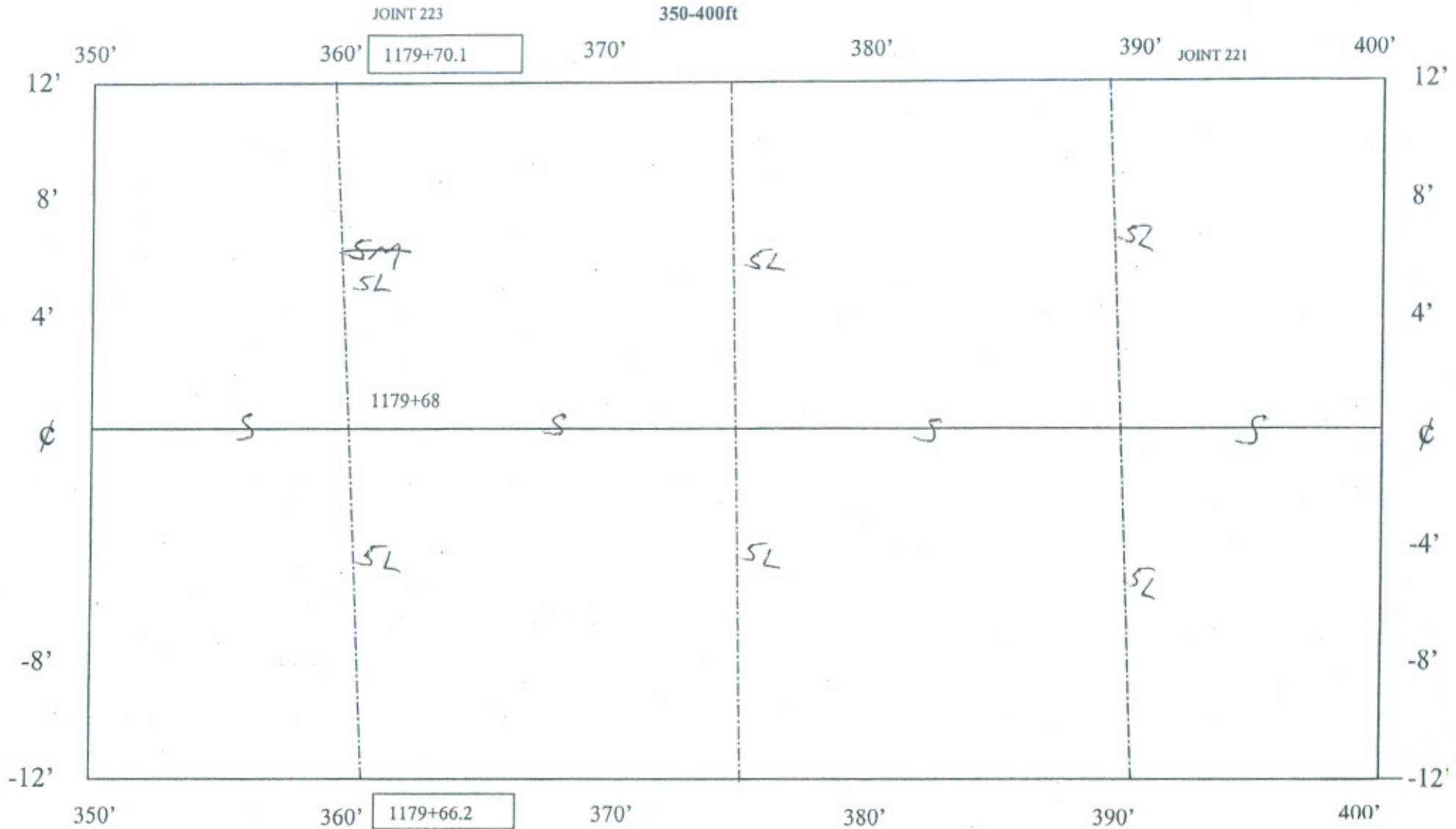
SL=3

CL=5

CONCRETE DISTRESS SURVEY
DATE

CELL 12

SL=2
SM=1



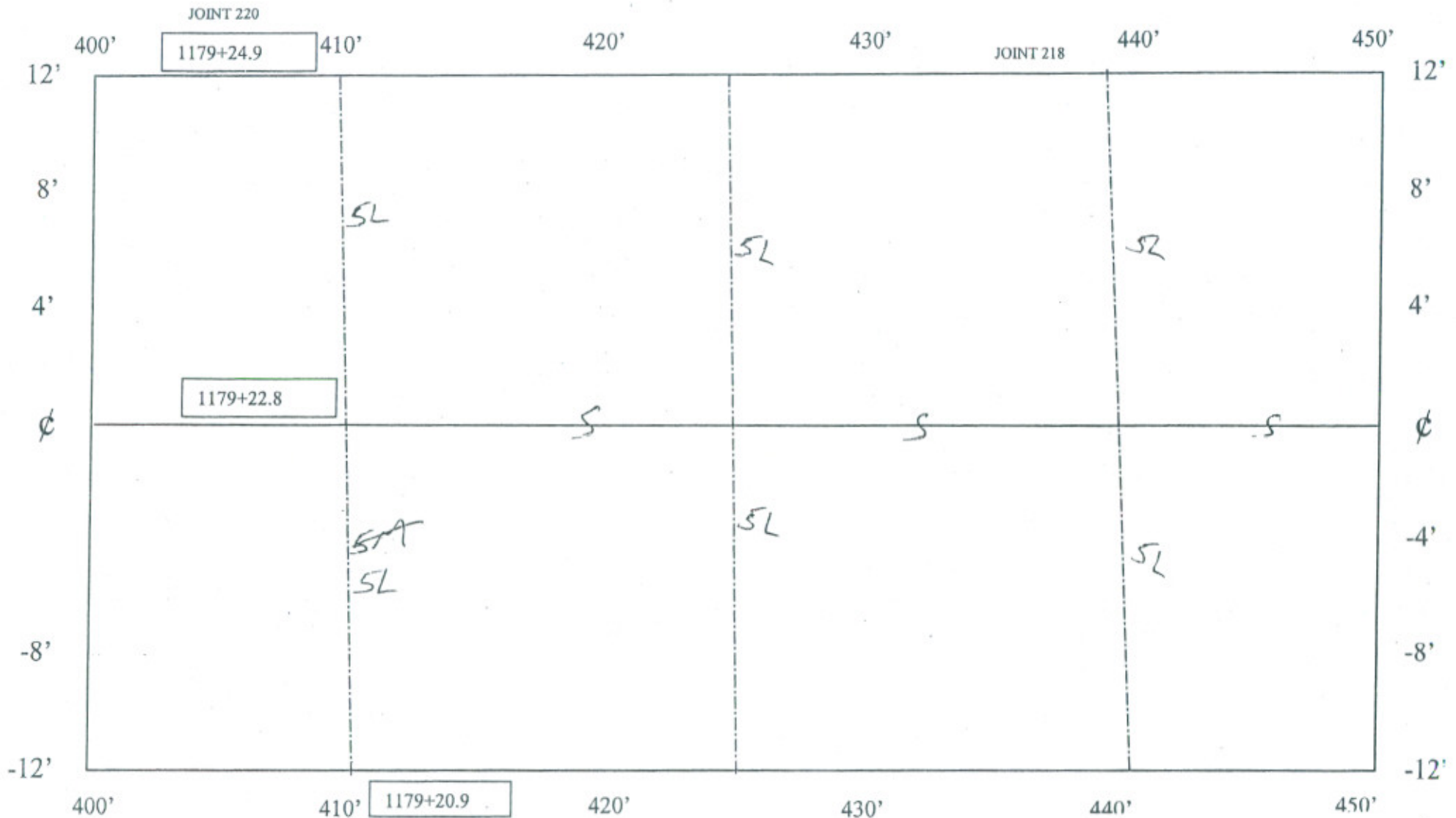
CONCRETE DISTRESS SURVEY
DATE

SL=3
CL=5
L-S dropoff bad (1-2")
especially passing lane

CELL 12

400-450ft

SL=3



CONCRETE DISTRESS SURVEY
DATE

SL=2
SM=1
CL=5

✓

$$5L = 3$$

cell end


$$CL = S$$

DATE _____