

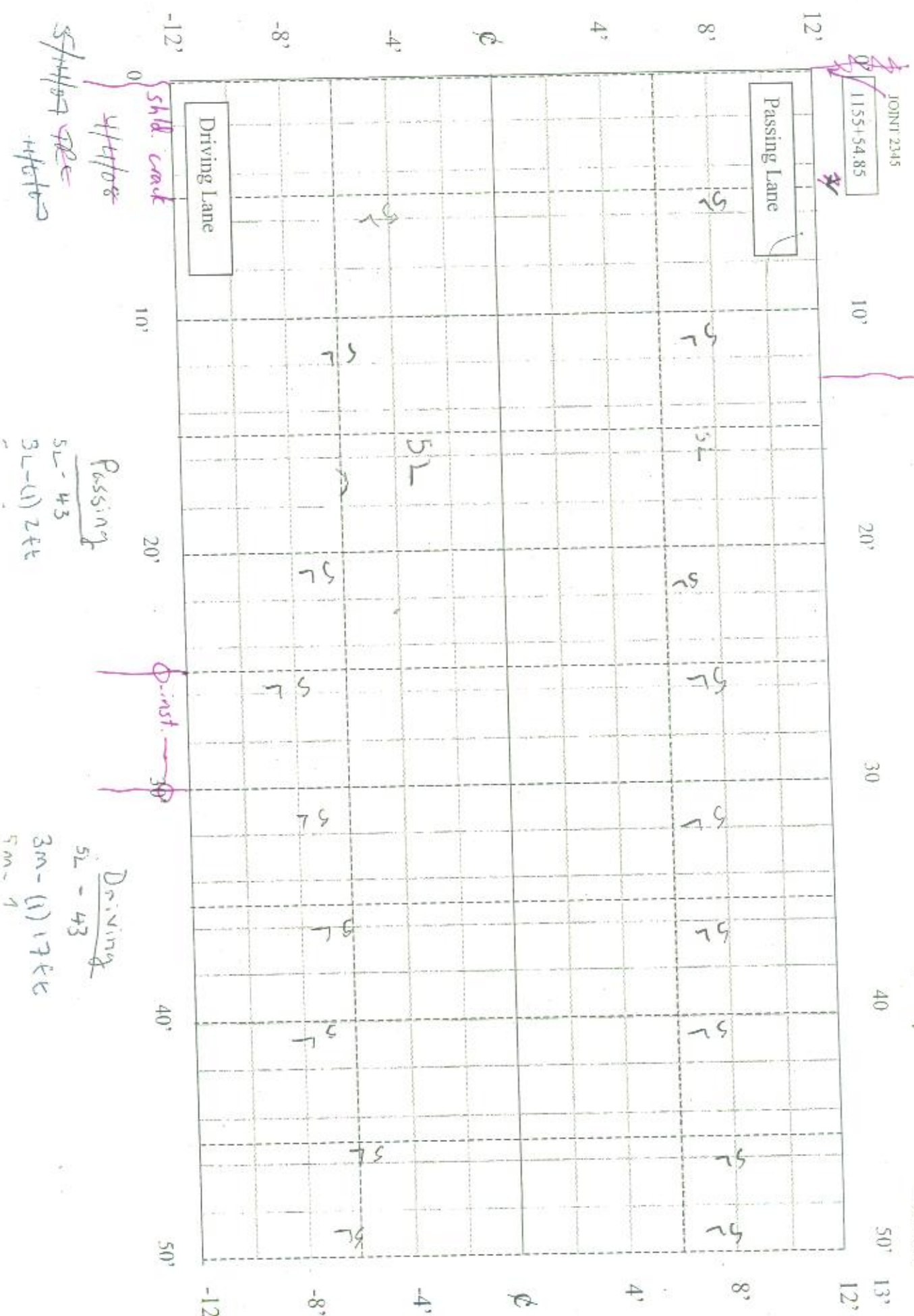
* All joints (including transverse, CL, & both shoulders) sealed L unless otherwise noted

7/23/09
TRC

Ersk
6/16/09

0-50ft

JOINT 2335



CELL 60

50-100ft

JOINT 2135

50' 1155+04.94

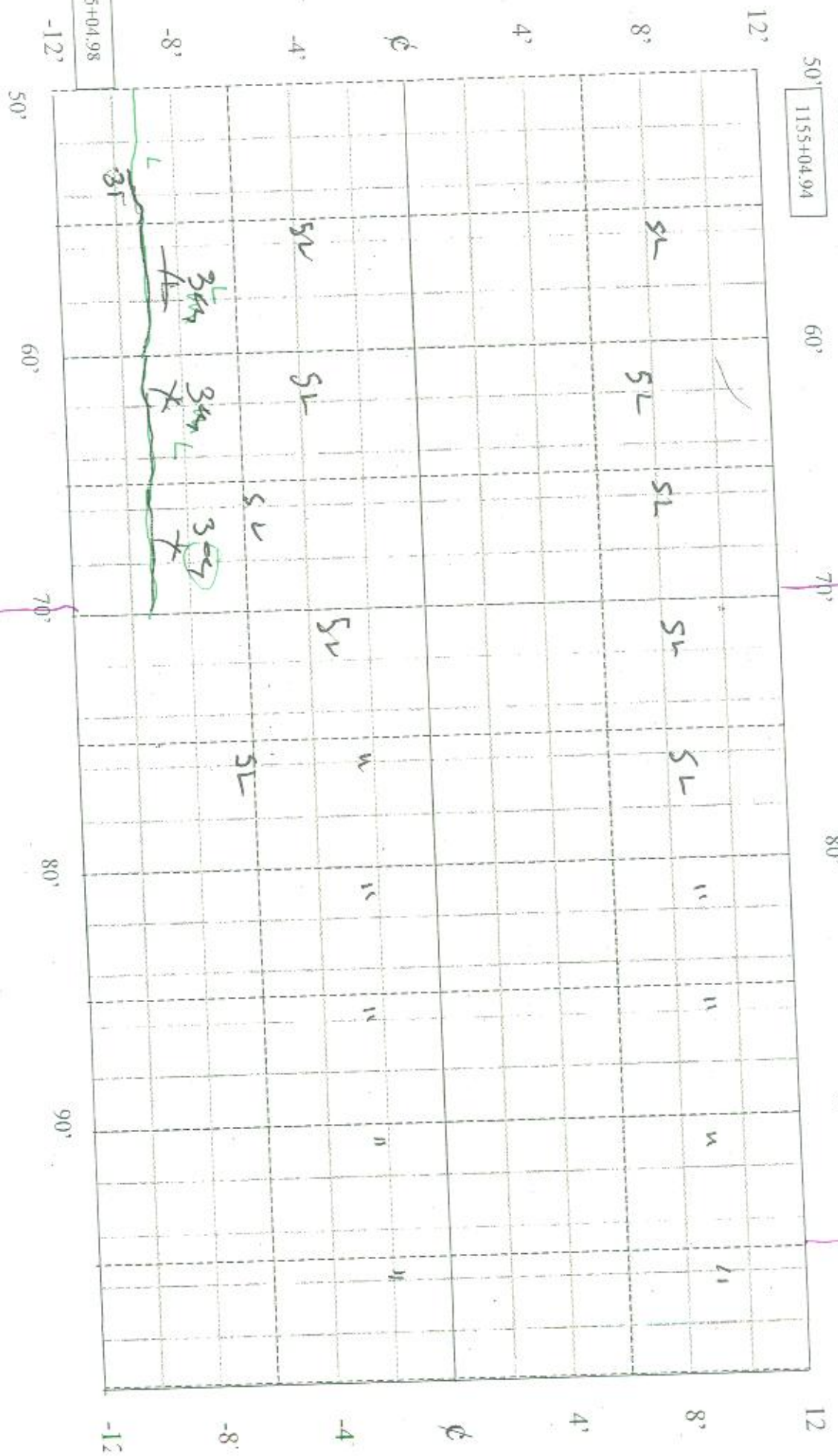
70'

80'

90'

JOINT 2125

100



1155+04.98

CELL 60

120'-50ft

JOINT 2325

JOINT 2315

100' 1154+54.94

110'

120'

130'

140'

150'

12

13

12'

8'

4'

0

-4'

-8'

-12'

1154+55.01

100'

110'

120'

130'

140'

150'

-12

-8

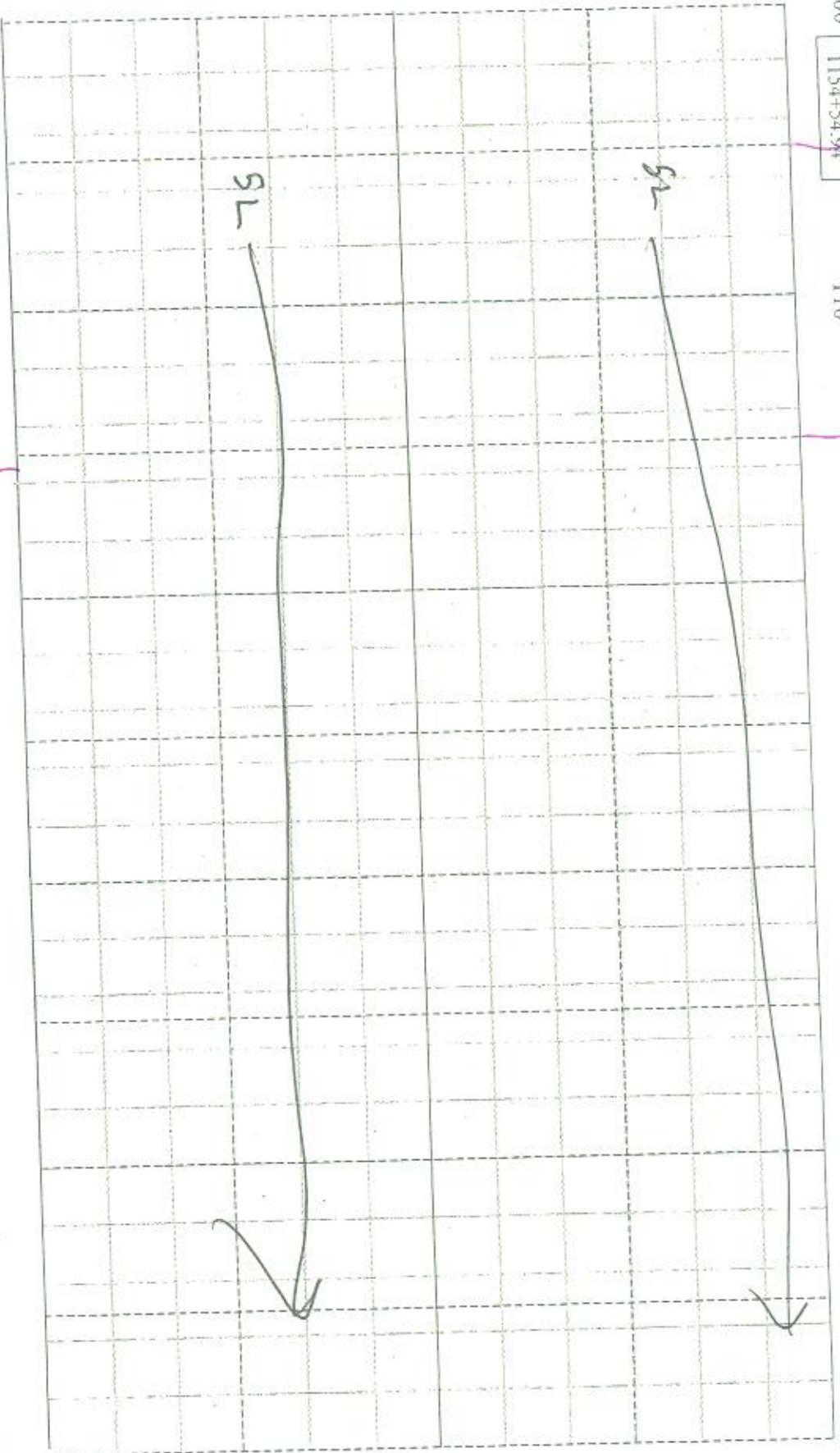
-4

0

4

8

12



CELL 60

150-200ft

JOINT 2305

JOINT 2315

150' 1154+04.98

160'

170'

180'

190'

200'

12

12'

8'

4'

0

-4'

-8'

-12'

1154+04.96

150'

160'

170'

180'

190'

200'

-1'

-8

-4

0

4'

8'

shld crack

shld crack

SL L

SL

SL

SL

SL

11

11

11

11

11

11

11

3

11

11

11

CELL 60

200-250ft

JOINT 2305

200' 1153+55.15

210'

220' JOINT 2301

230'

240'

250' 13'

12

12'

8'

4'

0

-4'

-8'

1153+55.34

200'

210'

220'

230'

240'

250'

-12

-8

-4

0

4'

8'

SL

SL

SL

SM

SL

SL

SL

SM

* No seal last 4 panels

WMA should be on driving lane early
pulling away from lane
- gaps, long cracks forming