

* No joints sealed

CELL 61

0-50ft

7/23/09
TRC
* no joint seal damage
(no seals)

JOINT 2390

JOINT 2380

0' 1157+79.42

10'

20'

30'

40'

50'

12'

Passing Lane

8'

✓

✓

✓

✓

✓

✓

✓

4'

✓

4'

0'

0'

-4'

✓

✓

-4'

-8'

✓

-8'

-12'

Driving Lane

5E

✓

✓

✓

✓

0 1157+79.42

10'

20'

30'

40'

50'

-12'

4/16/09
5/11/09 TRC 4/14/08

Passing
5L-45
3L-(3) 11ft

Driving
5L-45
5M-1
41-178-72
3L-(3) 24ft

CELL 61

50-100ft

JOINT 2380

1157+29.51

70'

80'

90'

JOINT 2370

100'

12'

8'

4'

0'

-4'

-8'

-12'

1157+29.47

50'

60'

70'

80'

90'

100'

-12'

-8'

-4'

0'

4'

8'

12'

5L

L

L

L

L

L

L

L

L

L

5L

L

L

L

L

L

L

L

L

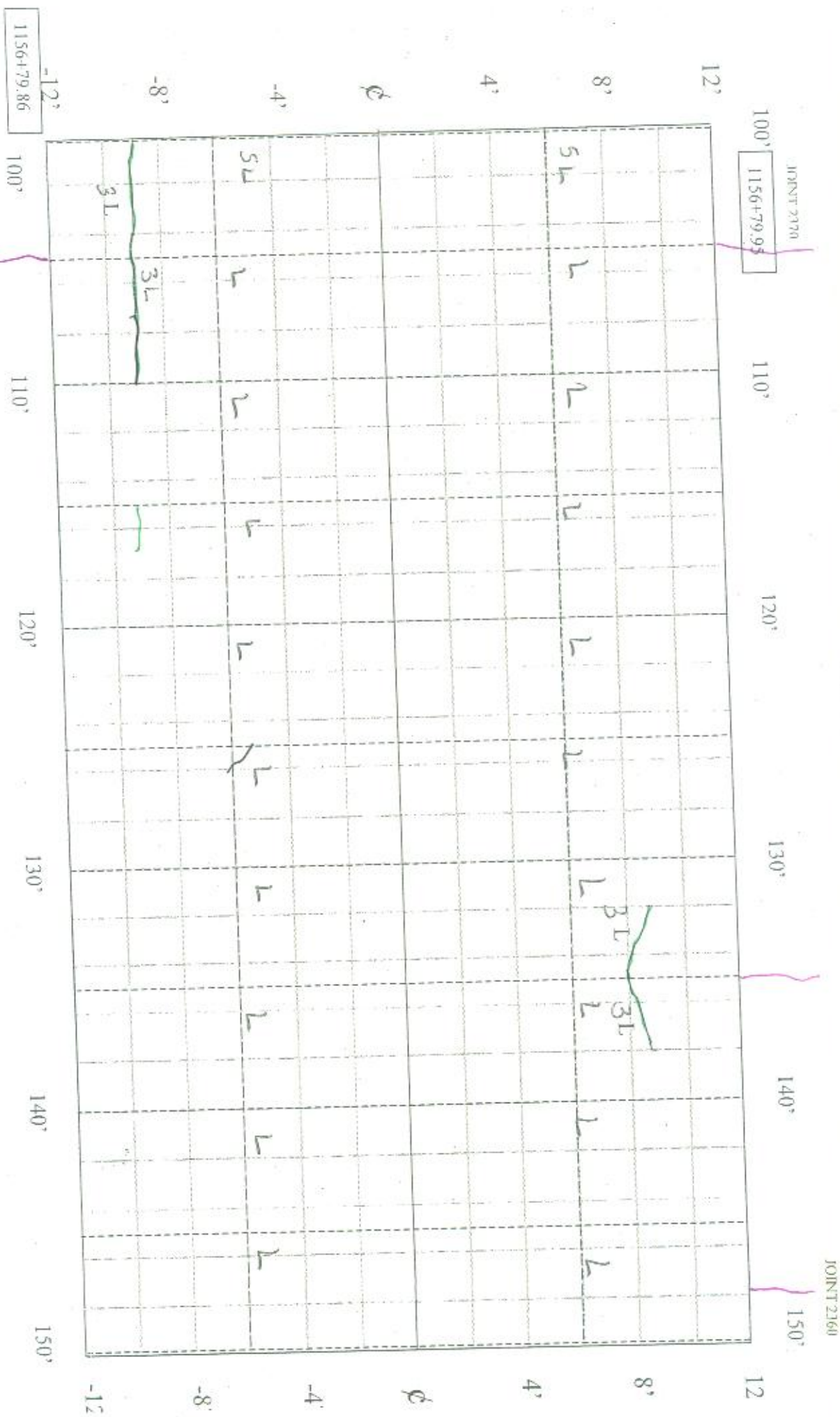
4L

3L

4L

CELL 61

100-150ft



CELL 61

150-200ft

JOINT 2360

JOINT 2350

150' 1156+29.85

160'

170'

180'

190'

200' 13

12'

8'

4'

0

-4'

-8'

-12'

1156+29.85

150'

160'

170'

180'

190'

200'

-1'

-8

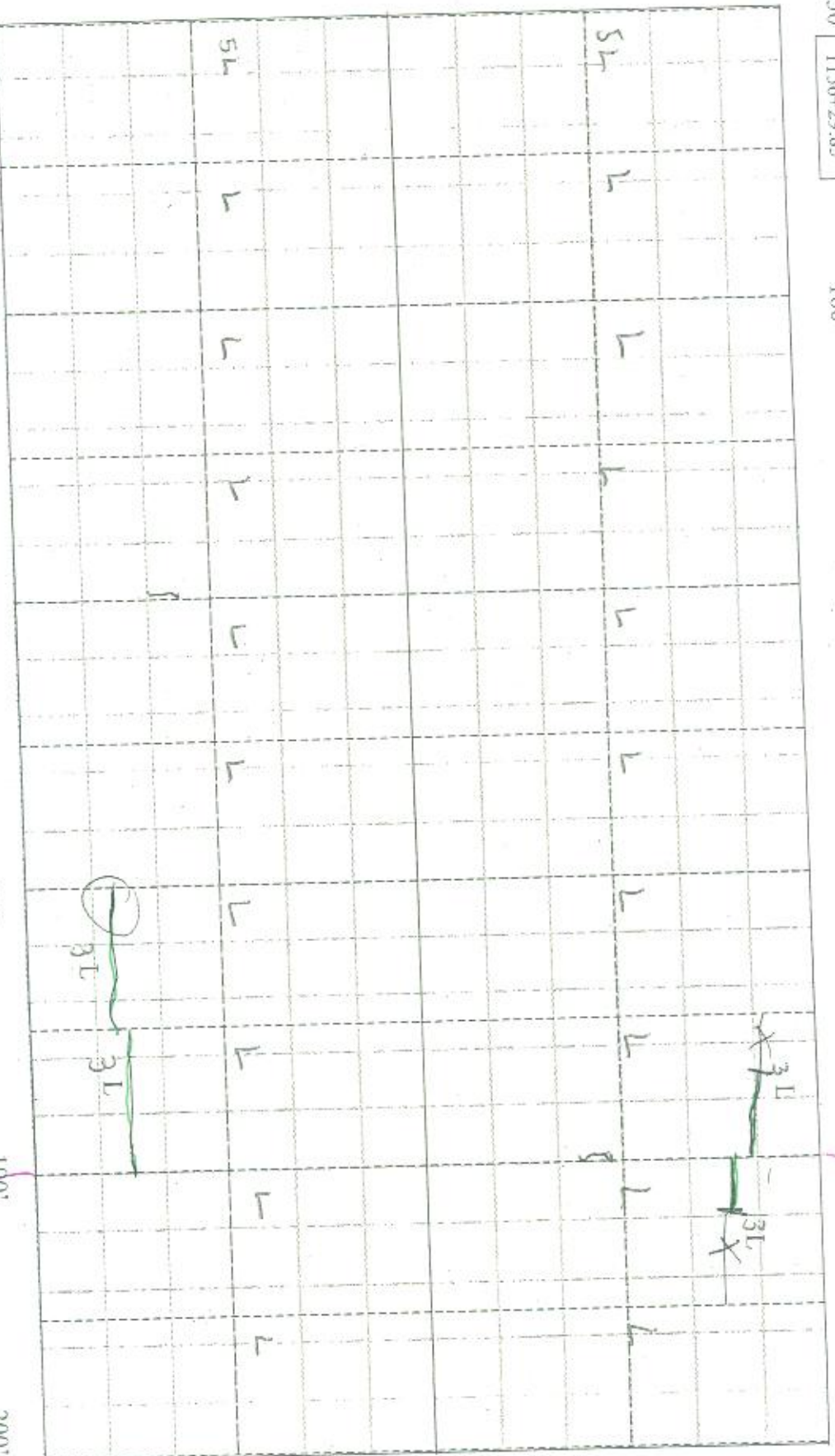
-4

0

4'

8'

12



200-250ft

$$200 \times \frac{1155 + 80.01}{100}$$

2207

JOINT 2346

2307

240'

250°

12

12'

8.

4.

1155+79.91

-47

8.

-12'

1155+79.78

2000

210'

220'

230°

240°

250'

$$\frac{1}{N}$$


4.

⑤

4.

8.

12

250°

2307

240'

12

250°

2207

JOINT 2346

210⁷

$$200 \times \frac{1155 + 80.01}{100}$$

JOINT 2350

200-250ft

CELL 61