

File ML02

1108+70

9/24/13 BAT - no additional distress
(previous survey 9/29/12)

CELL 2
0 - 50 ft

5/5/2014 DAY

two new cracks.

5'

30'

40'

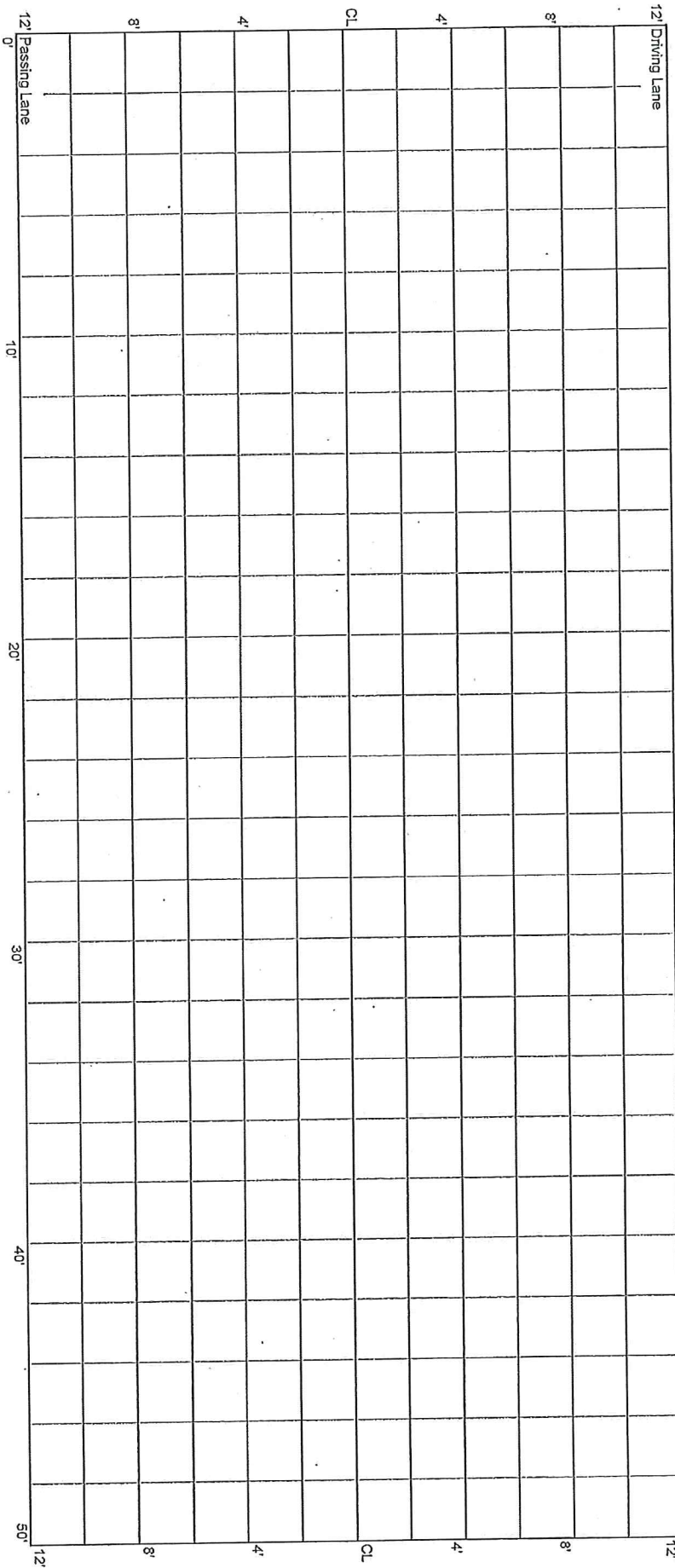
50'

1109+20

FWD PT 2

10/21/2014 DAY
no new distress

200-250
350-400



CELL 2
50 - 100 ft

1109+20

N

0'

10'

20'

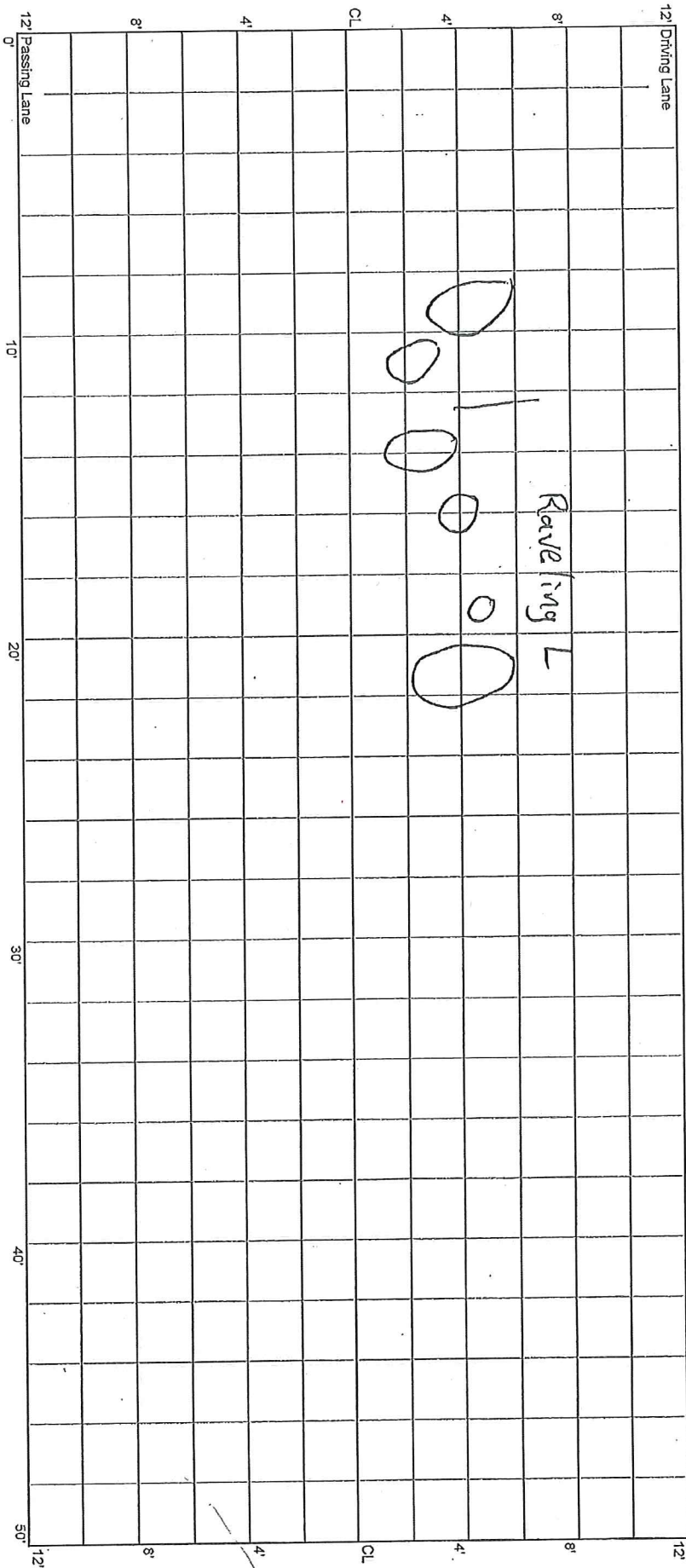
30'

40'

50'

1109+70

2



5/5/2014 DRN

CELL 2
100 - 150 ft

1109+70

53

Q.

10'

20'

30'

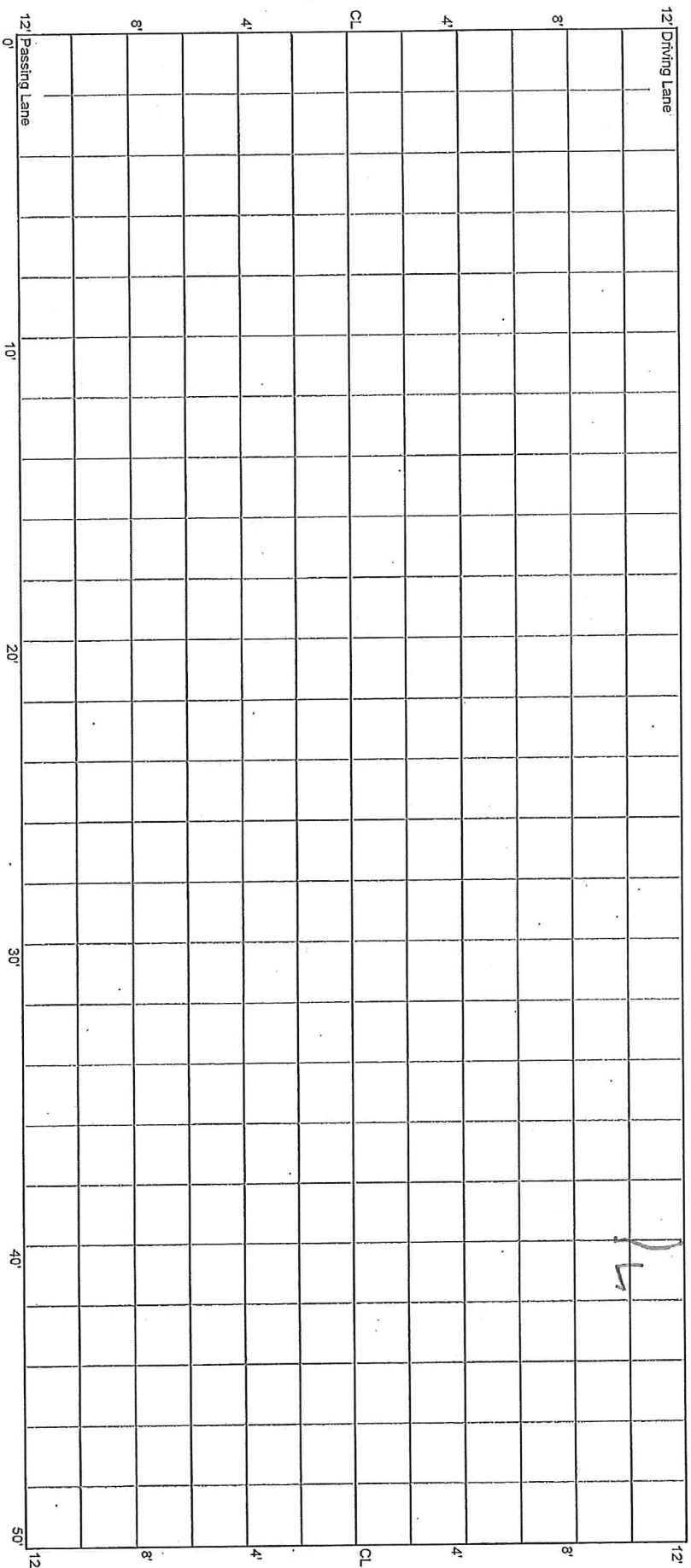
40'

50

207011

MSO smie lar
~~CRACK~~
 FVDP TP8 1110+20
 n4' long ✓
 50'

1110+20



CELL 2
150 - 200 ft

1110+20

FWD
4

10'

20'

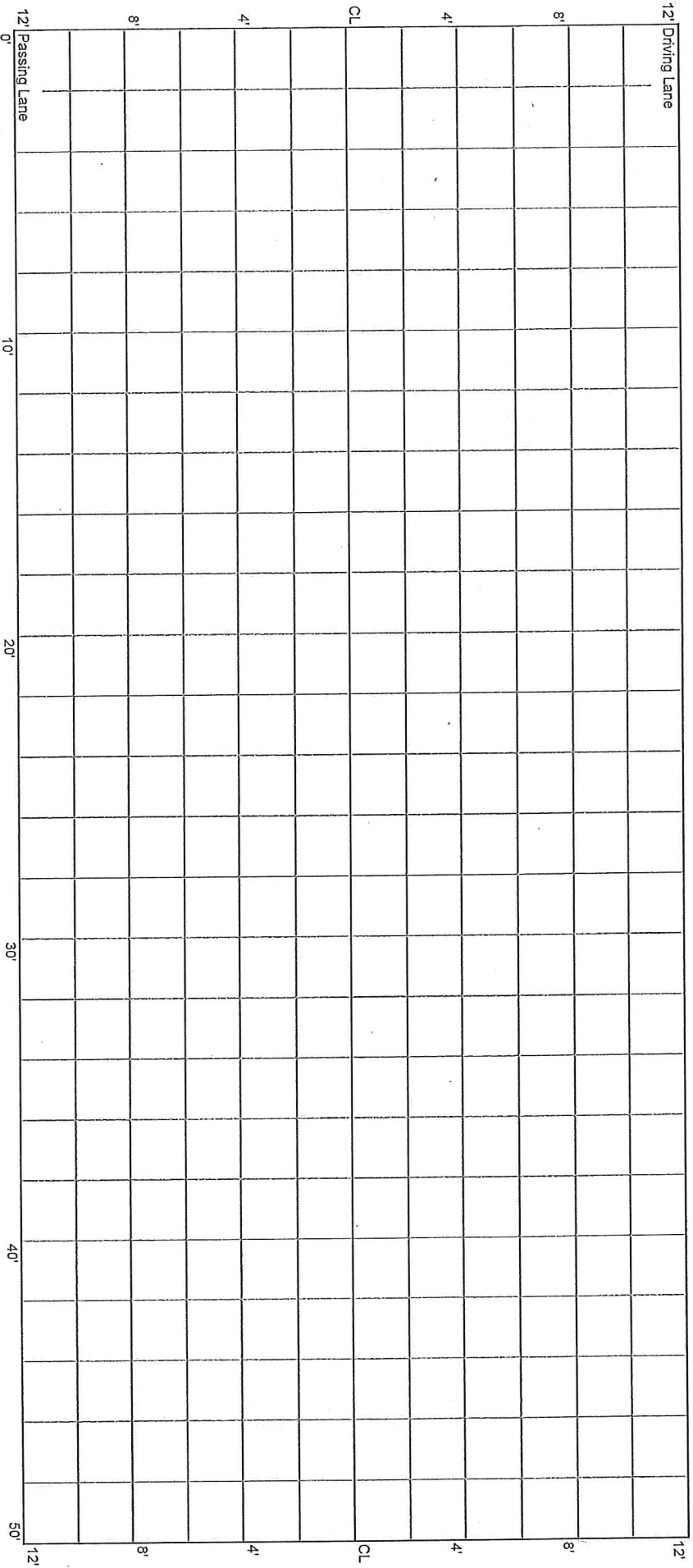
30'

40'

1110+70

FWD
5

50'

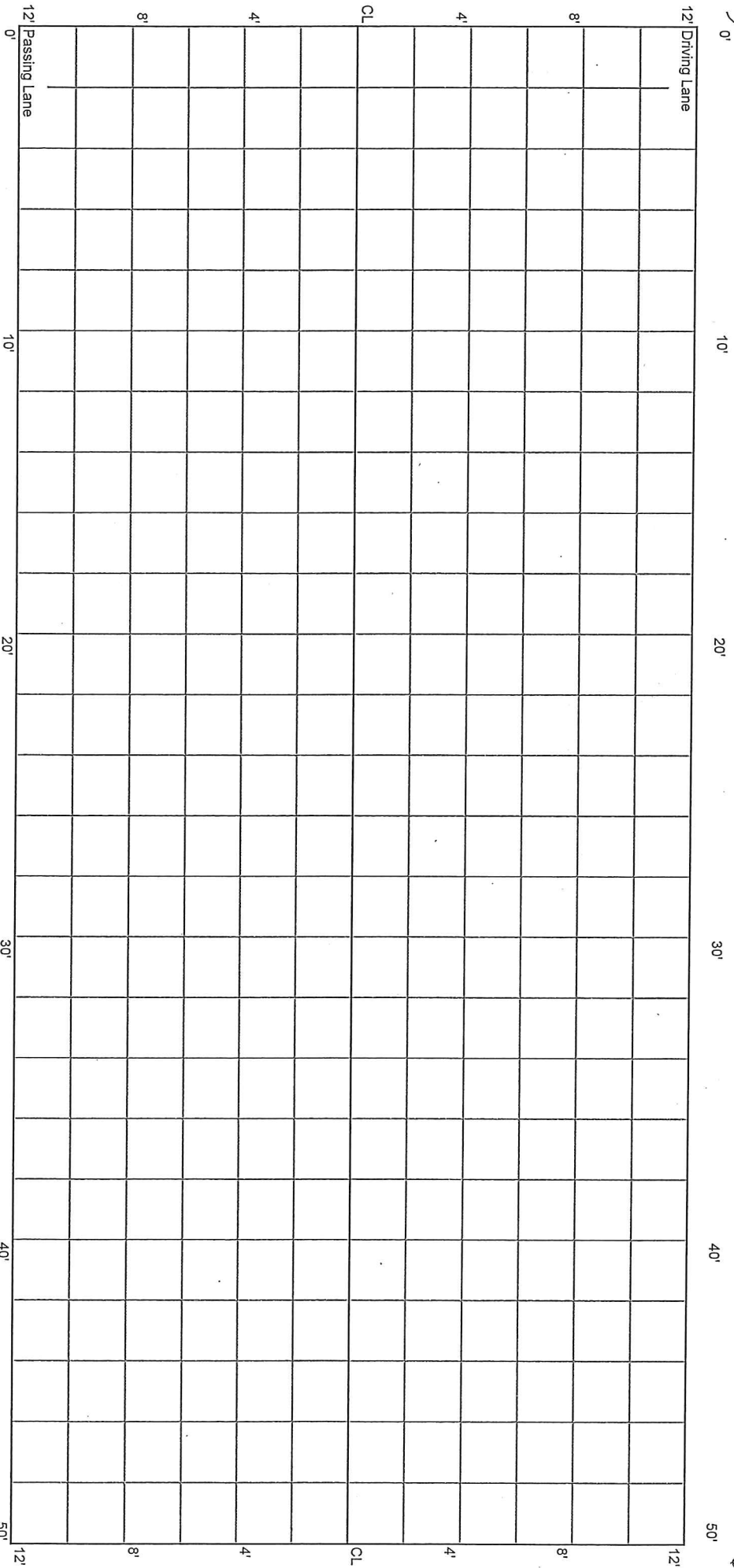


4

CELL 2
200 - 250 ft

1110+70

FWD
5
0'



1111+20

FWD
6
50'

CELL 2
250 - 300 ft

1111+20

6

0'

10'

20'

30'

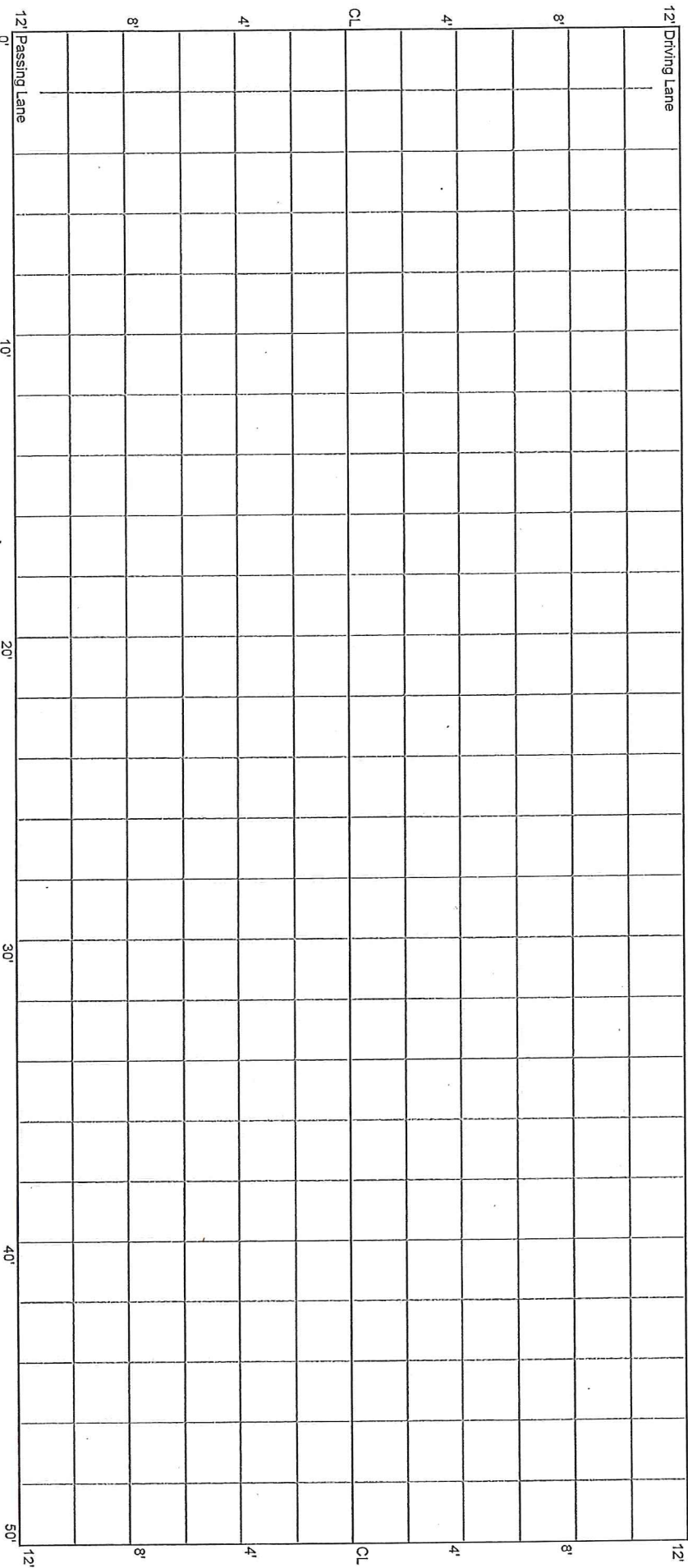
40'

50'

1111+70

7

END



76

CELL 2
300 - 350 ft

1111+70

7

0'

10'

20'

30'

40'

50'

1112+20

FM 08

12' Driving Lane

8'

4'

CL

4'

8'

12' Passing Lane
0'

10'

20'

30'

40'

50'

7

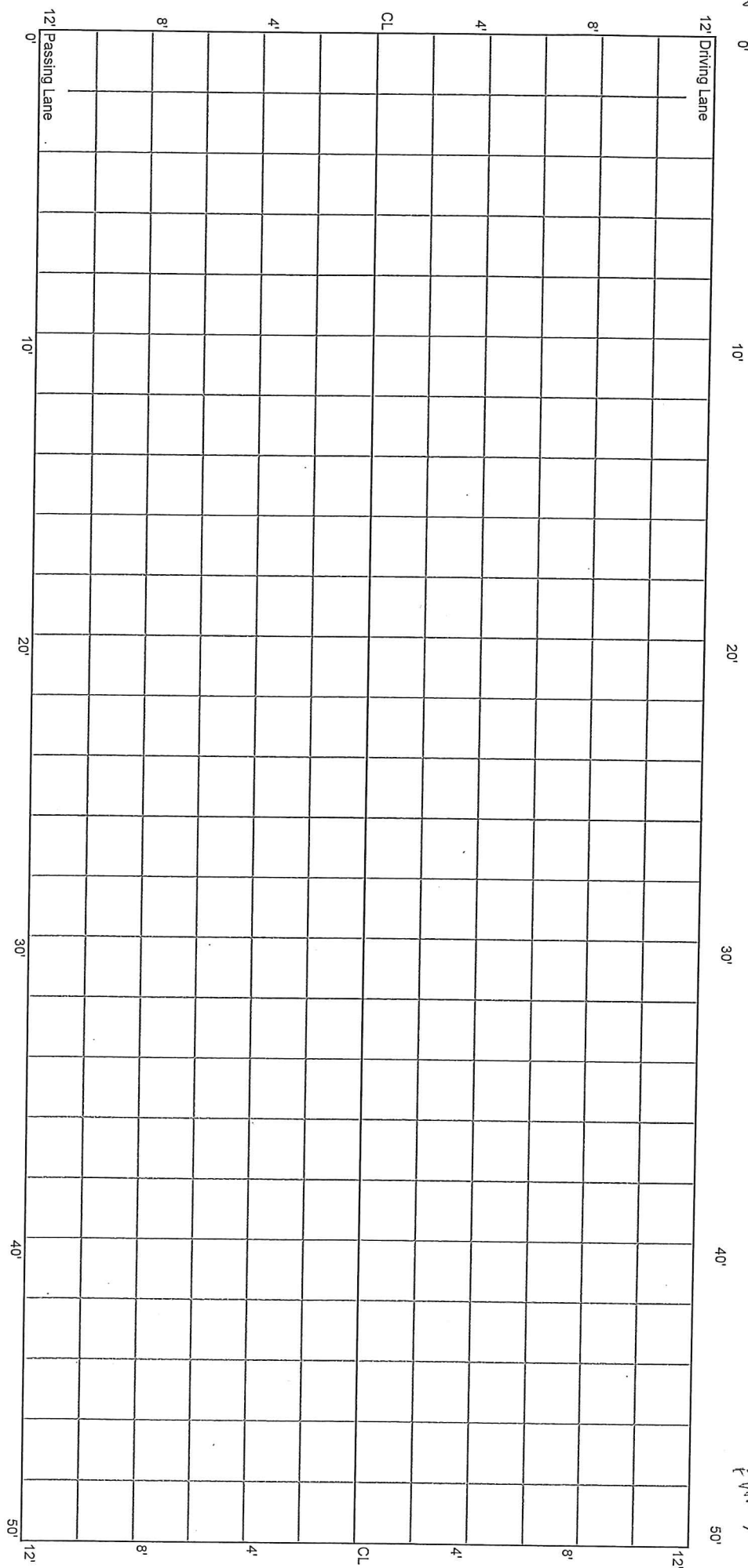
CELL 2
350 - 400 ft

1112+20

FWD
0.2

1112+70

END

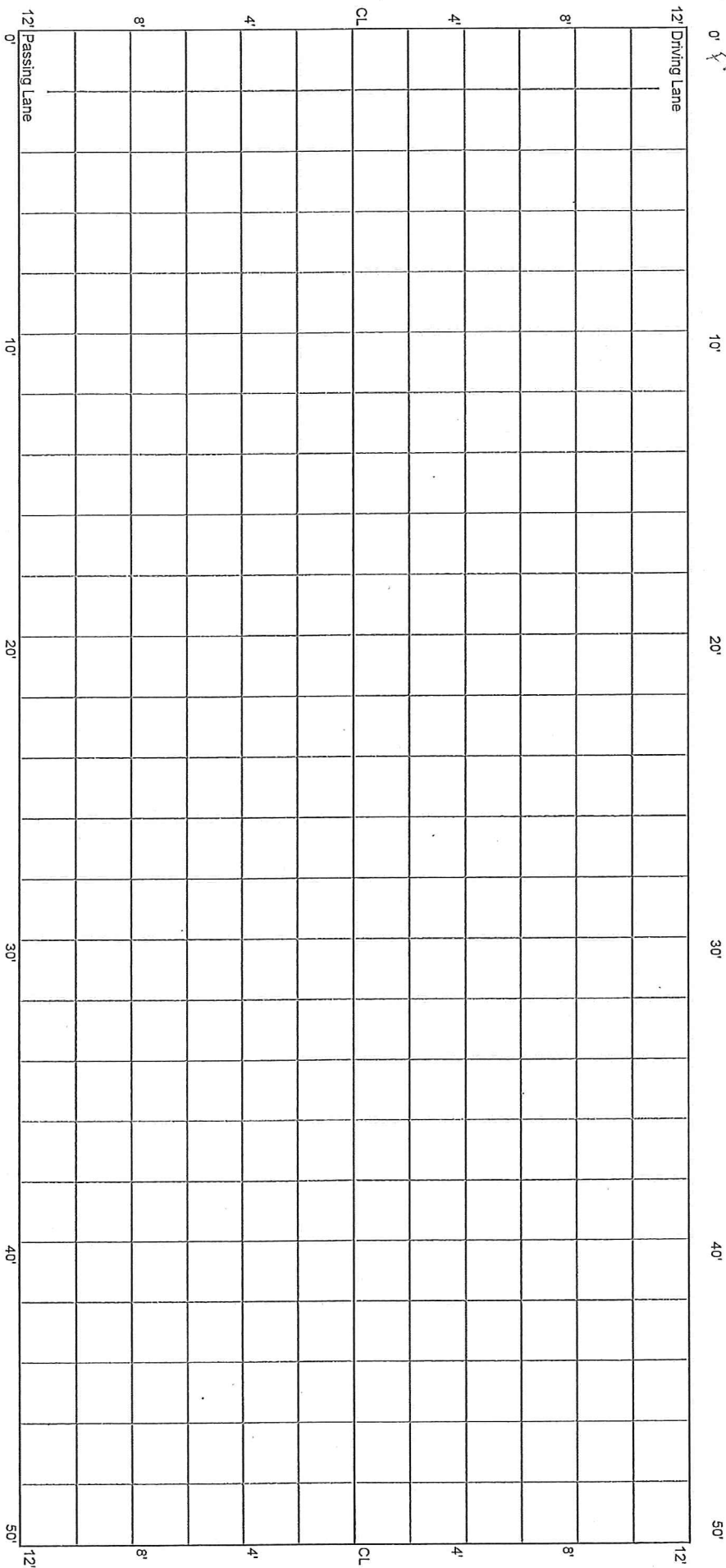


CELL 2
400 - 450 ft

1112+70

9

0' FWD



1113+20

FWD 10

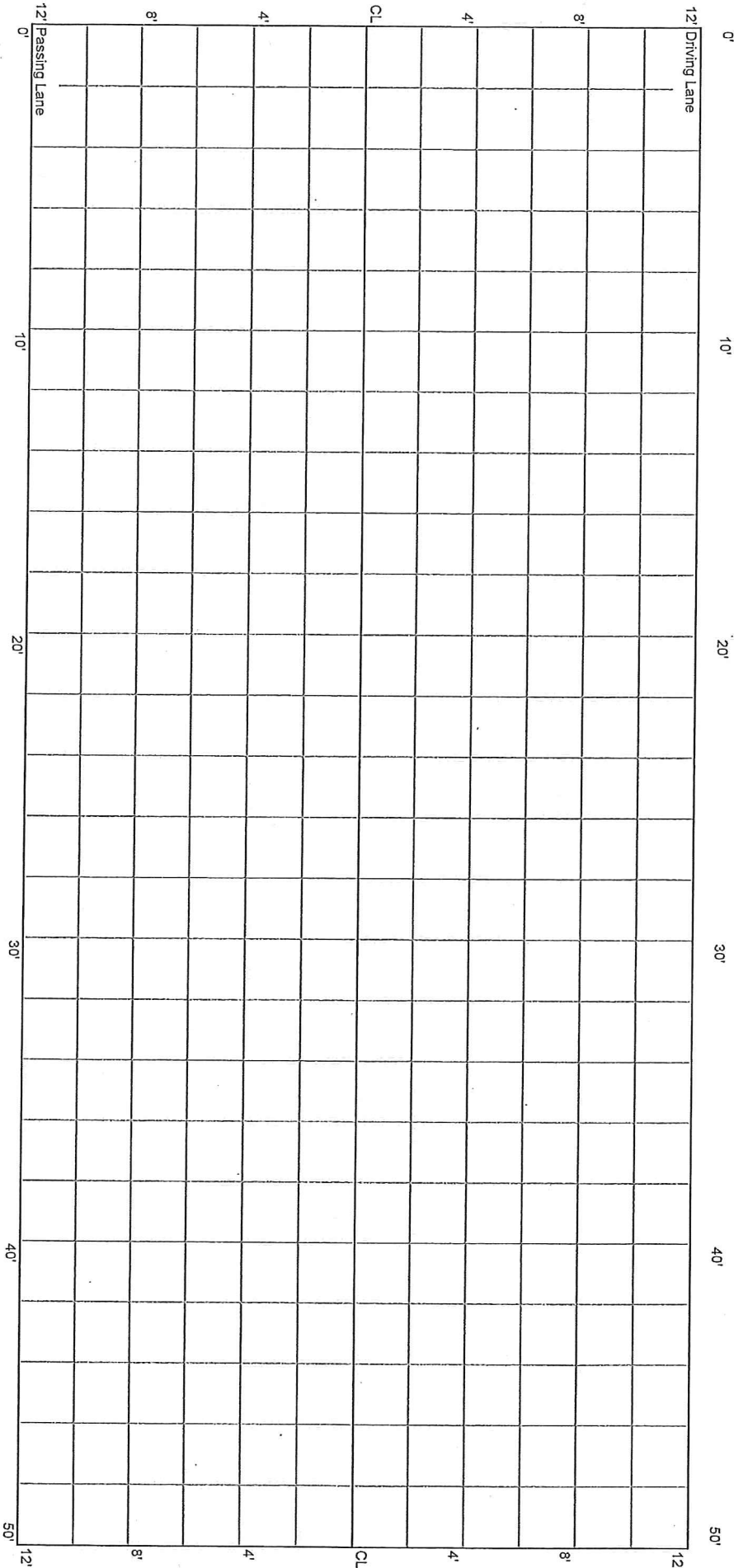
10 9

CELL 2
450 - 500 ft

1113+20

10

1113+70



10