

2017-2018

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

CELL 2
0-50 ft

File ML02

02+8011-1108+70

5/5 (2014) DAV Spring 2015 MIKE Q 9/20/2015 BJB
Two new cracks.

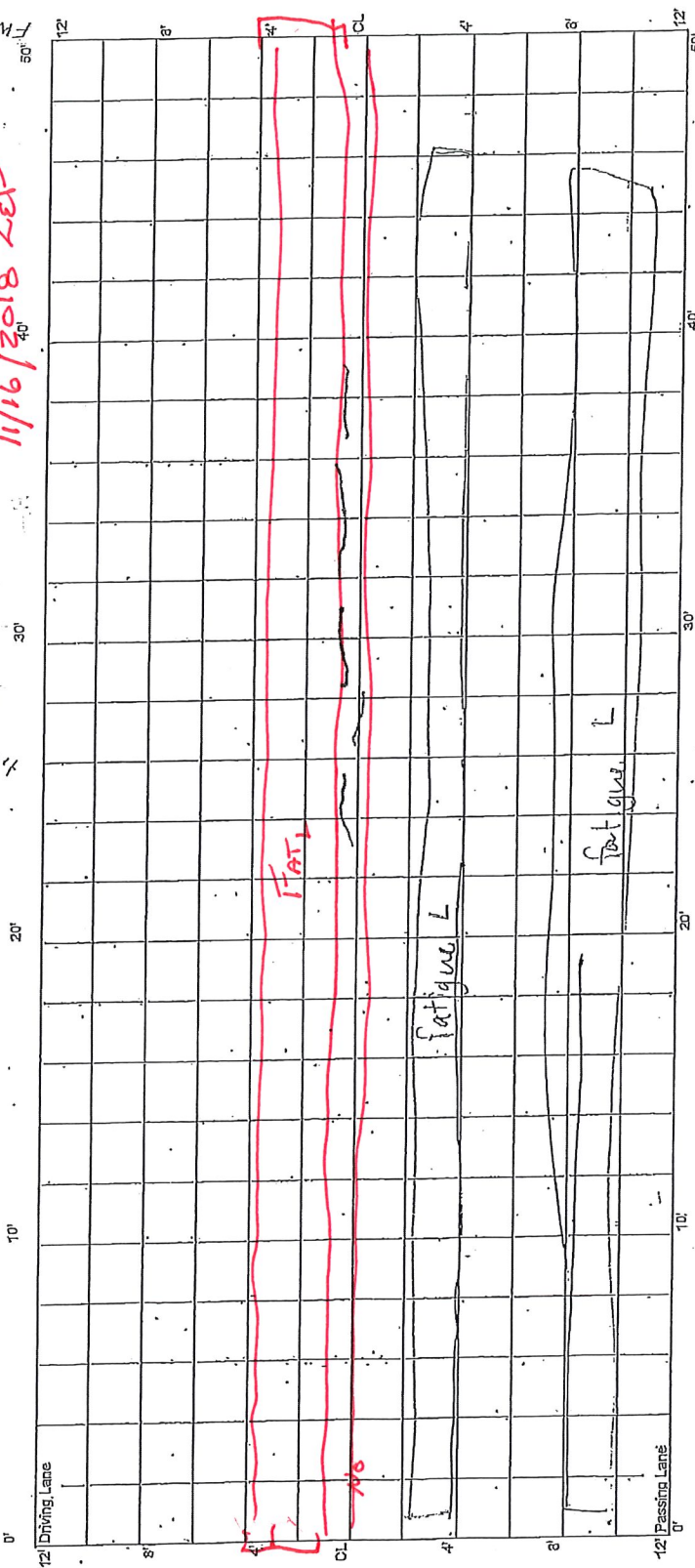
5

10

106

— 3 —

10/22/2014 was
no new distress
4/23/2018 LSP
11/16/2018⁴⁰ LSP
1109420
50°
FWD P72



5/5/2014 DAV

CELL 2
50 - 100 ft

1109+20

N

0'

10'

20'

30'

40'

50'

1109+70

50'

12' Driving Lane

8'

4'

CL

4'

8'

12' Passing Lane

0'

10'

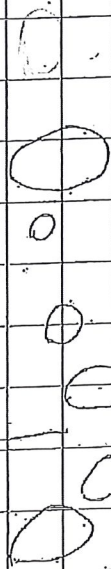
20'

30'

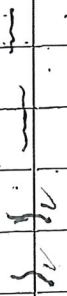
40'

50'

Rowing L



Fast L



2

No distress in remainder of cell (100-500 ft)

8/5/2014 DAN

CELL 2
100 - 150 ft

also similar
CRACK @
RWD TP 8
1170+20
N 4' long

1108+70

6'

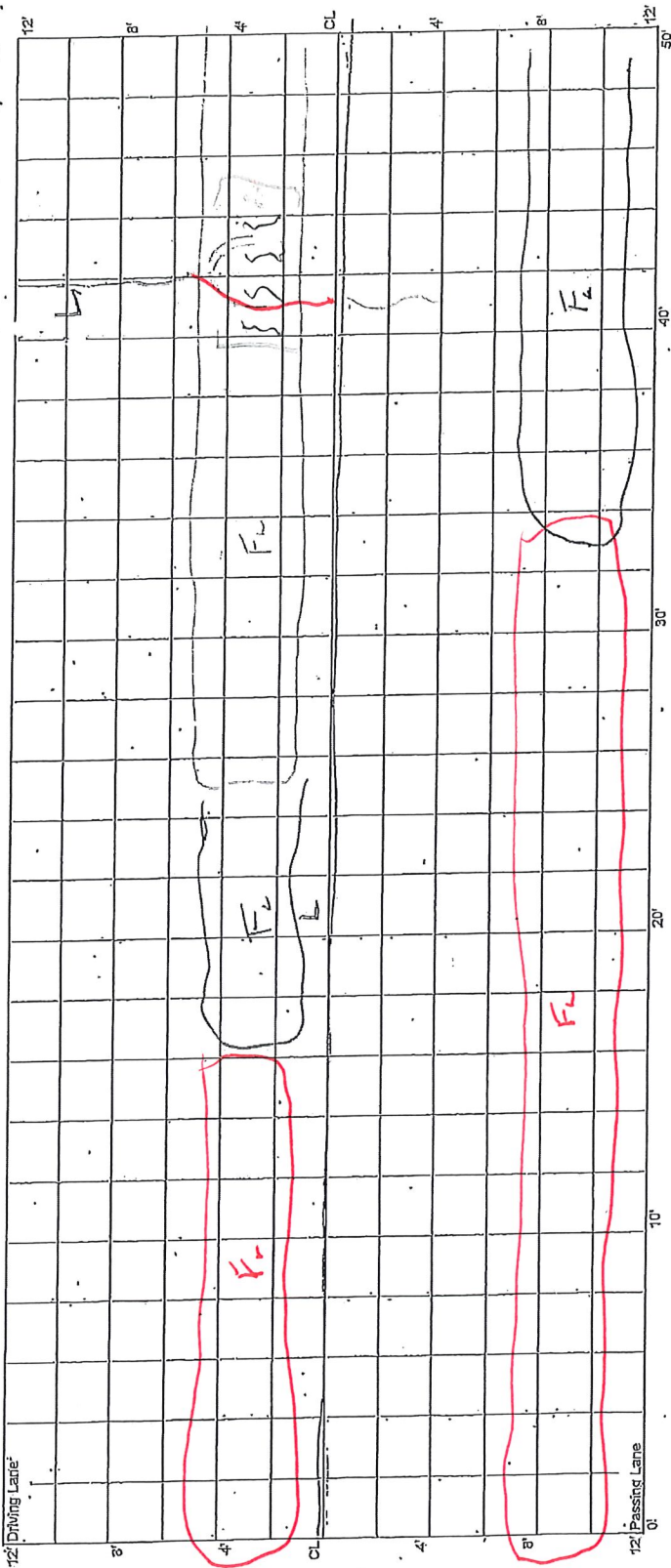
10'

20'

30'

40'

50'



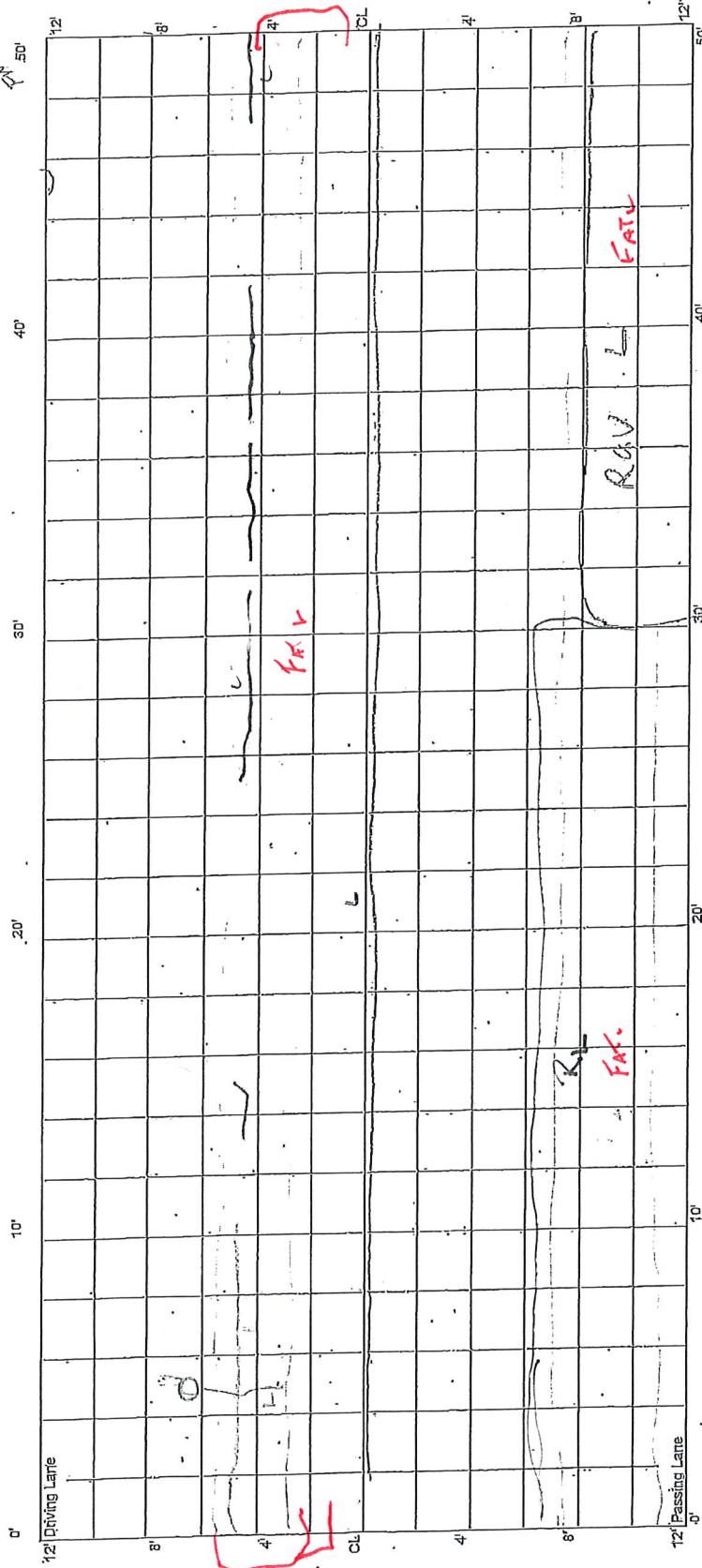
CELL 2
150 - 200 ft

1116-20

FM 5

1110-70

FM 5



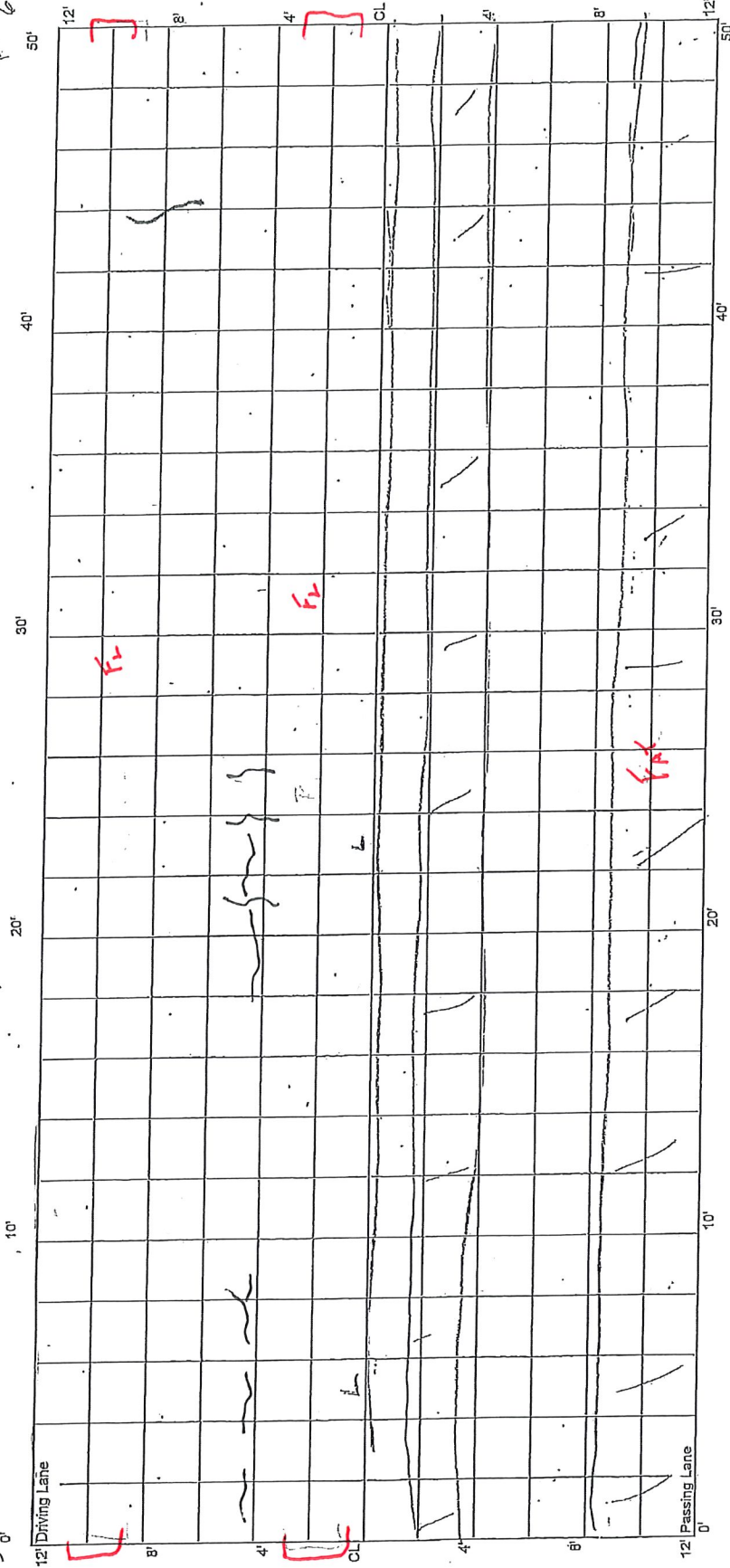
CELL 2
200' - 250' ft

1110+70

FWP
50'

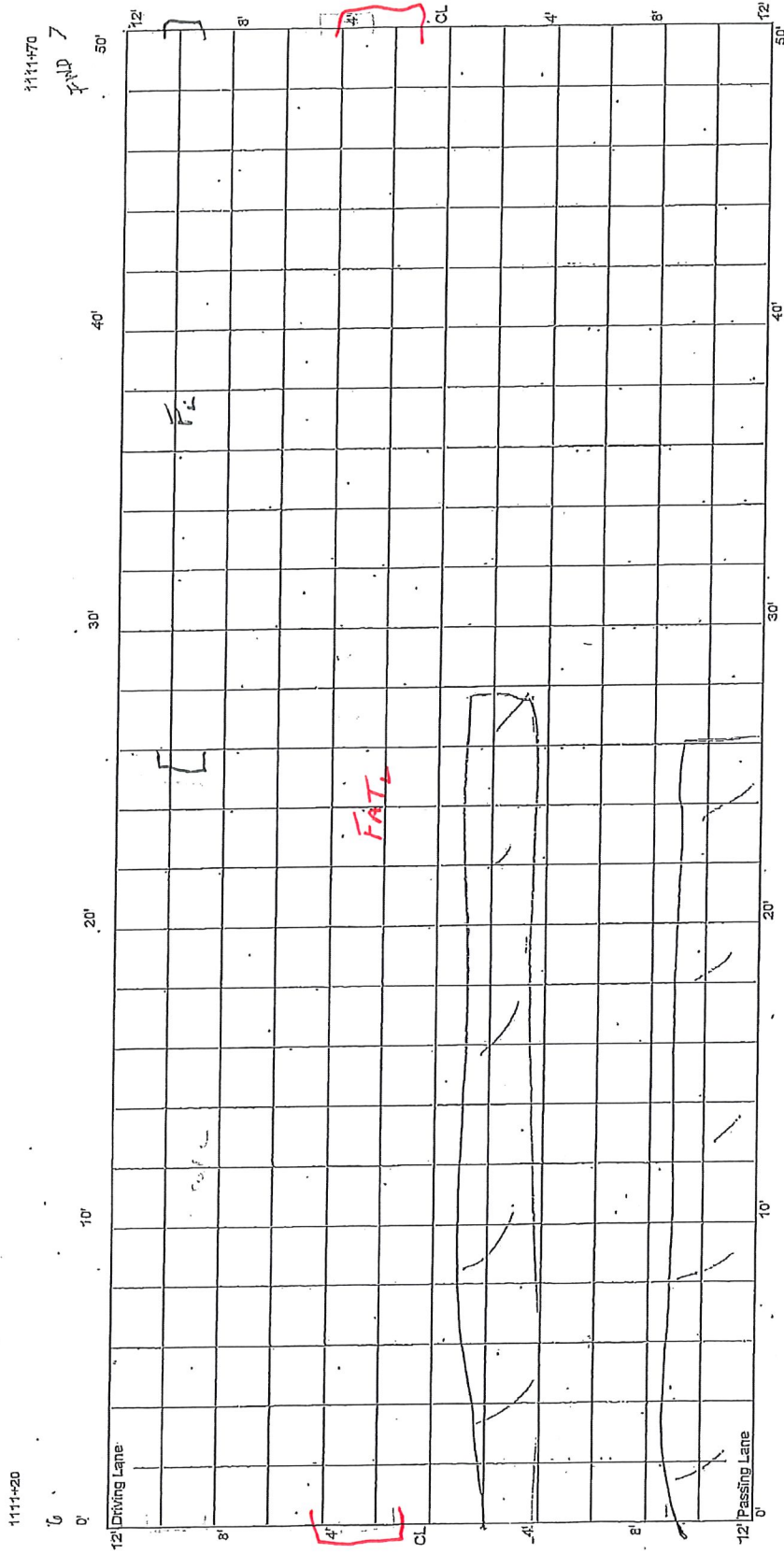
1111+20

FWP
60'



50'

CELL 2
250 - 300 ft



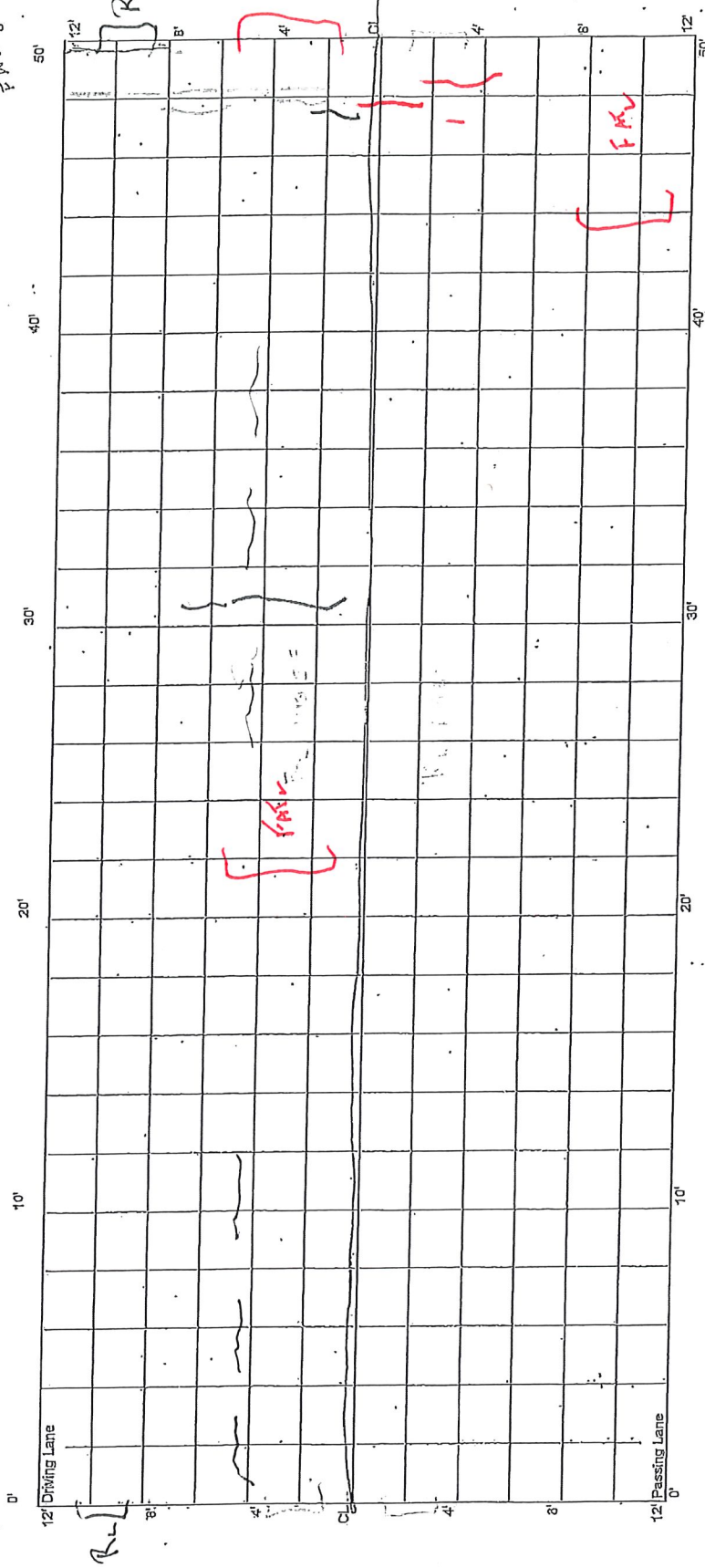
CELL 2
300 - 350 ft

1111-70

7

1112-20

FWO



7

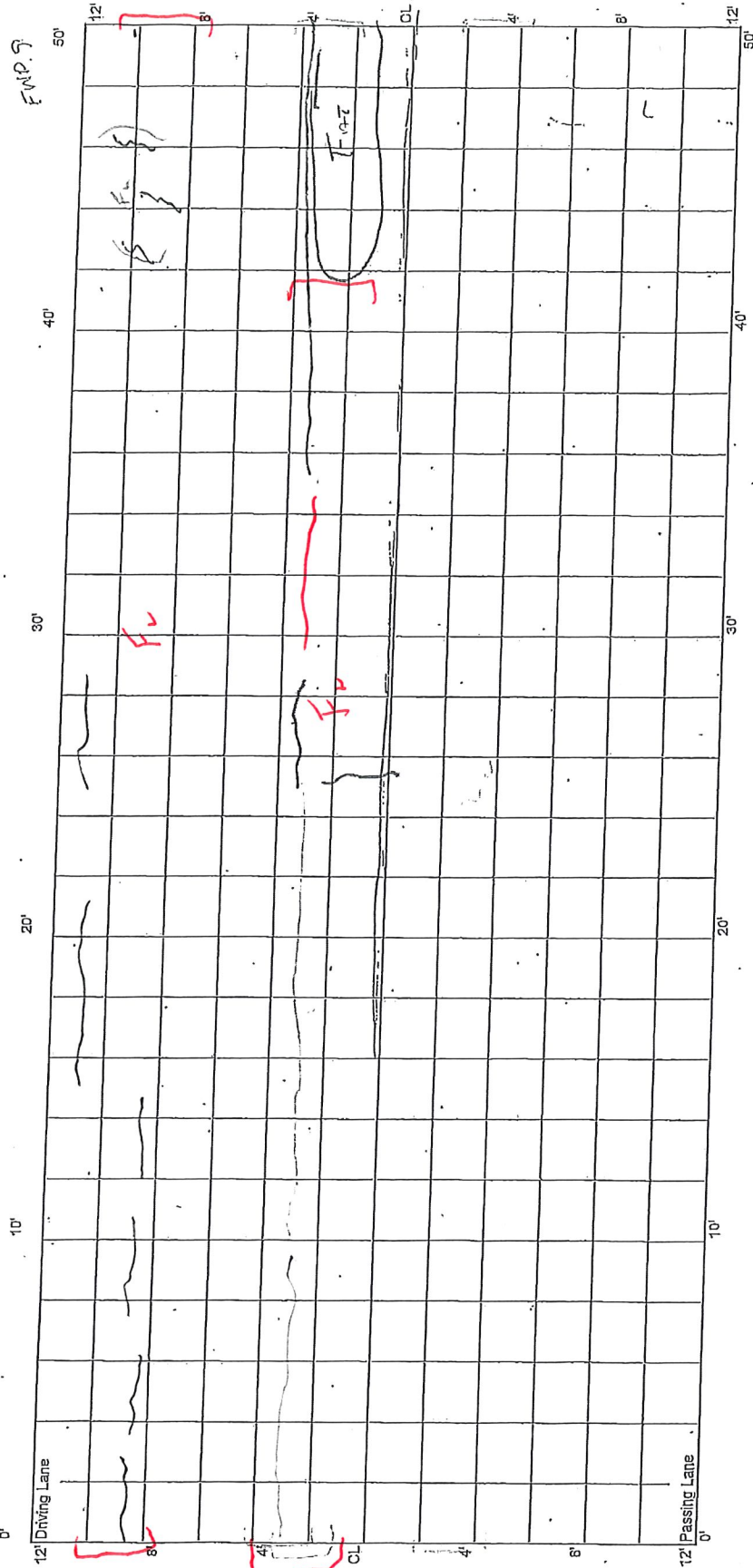
CELL 2
350 - 400 ft

1112+20

8' 0"

1112+70

END P. 9



8' 0"

