

3/22/2017 LCP

200-2000
200-2000

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

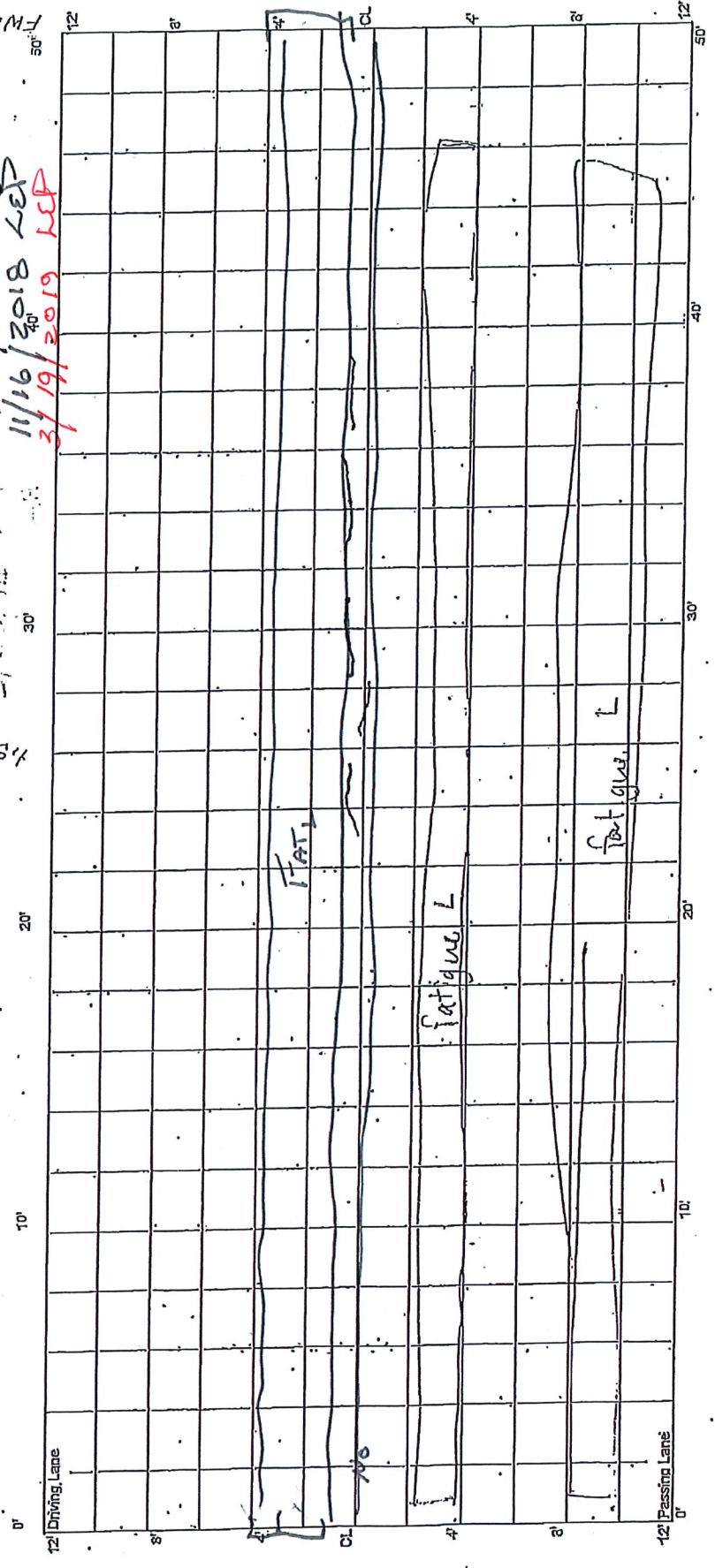
CELL 2
0-50 ft

5/5/2014 DAV Spring 2015 MIKE Q
8/20/2015 BJB
TWO new cracks

10/24/2014 DAV
NO new distress
4/23/2018 LCP
11/16/2018 LCP
3/19/2019 LCP

FILE WIL02

1108470



5/5/2014 DAV

CELL 2
50-100 ft

1109+20

1109+70

N

29

10'

20'

30'

40'

50'

12' Driving Lane

12'

Revealing L

Far L

CL

CL

12' Passing Lane

12'

2

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

5/5/2014 DRY

CELL 2
100-150 ft

1109470

53

0'

10'

20'

30'

40'

50'

12' Driving Lane

12'

2'

2'

F_L

F_L

F_L

CL

CL

F_L

2'

2'

F_L

12' Passing Lane

12'

0'

10'

20'

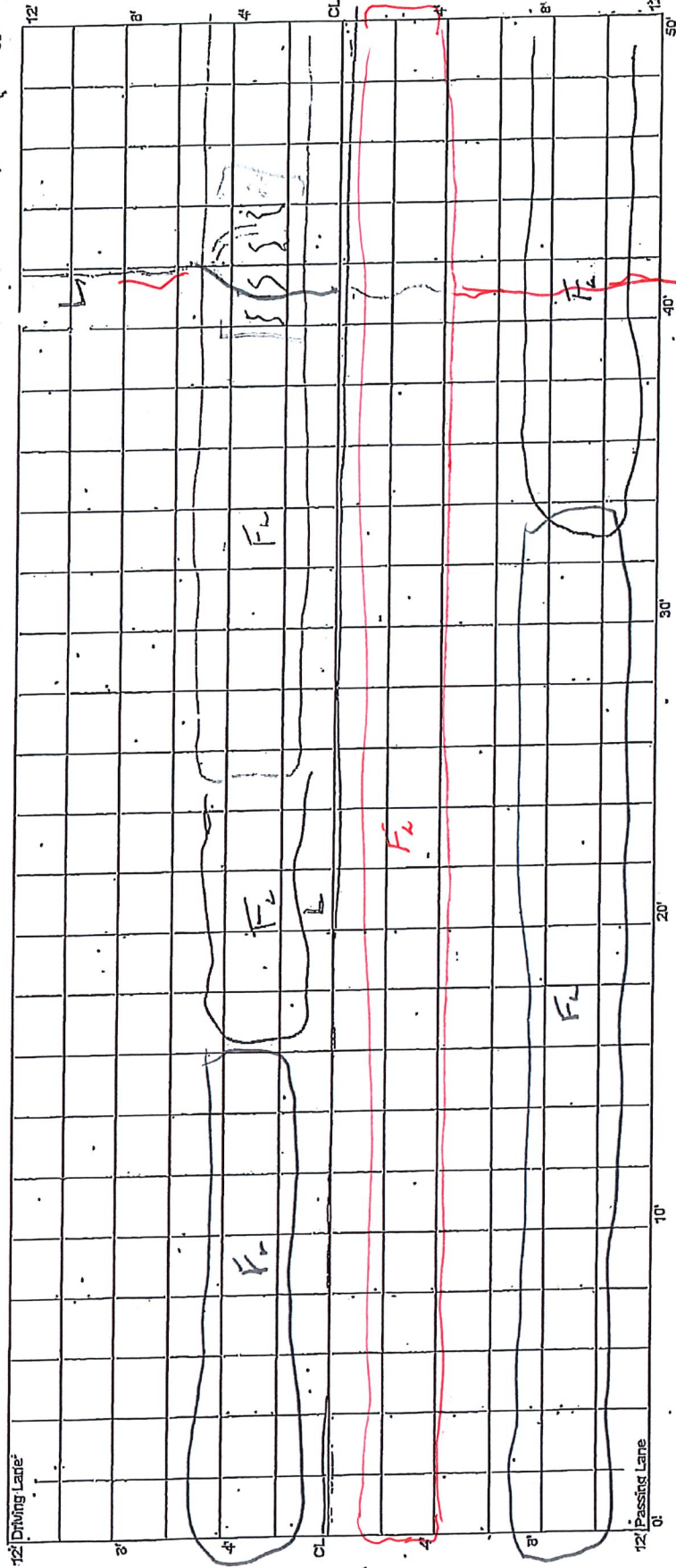
30'

40'

50'

also include
CRACK
FWD TPB
N 4' long

1109470



CELL 2
150 - 200 ft

1110-20

44
FWD

1110-70

44
L. Q. M. R.

40'

30'

20'

10'

0'

12' Driving Lane

12'

8'

4'

0'

4'

8'

12'

12'

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4'

8'

CELL 2
200 - 250 ft

1110+70

FWO
50

1111+

0'

10'

20'

30'

40'

12' Driving Lane

0'

4'

8'

CL

4'

8'

12' Passing Lane

0'

10'

20'

30'

40'

1111+

1111+20

७०

١٥١

20.

30'

40

50

12' Driving Lane.

12

1

每

7.

五

—

-12' Passing Lane

9

10'

201

103

107

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二

[illegible]

Field

50

14.

Fr.	
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0

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8

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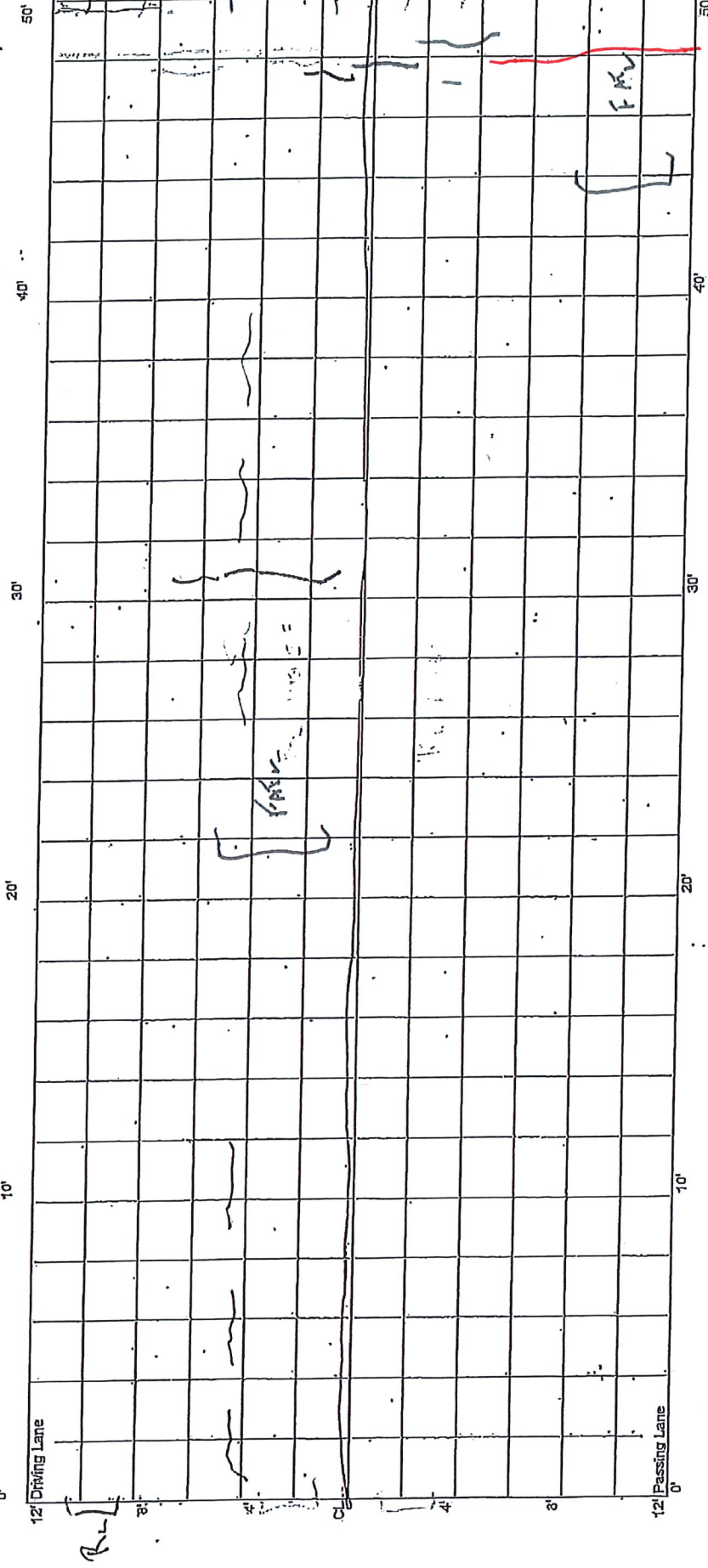
CELL 2
300 - 350 ft

111470

7

1112420

END



CELL 2
400'-450'

1112470

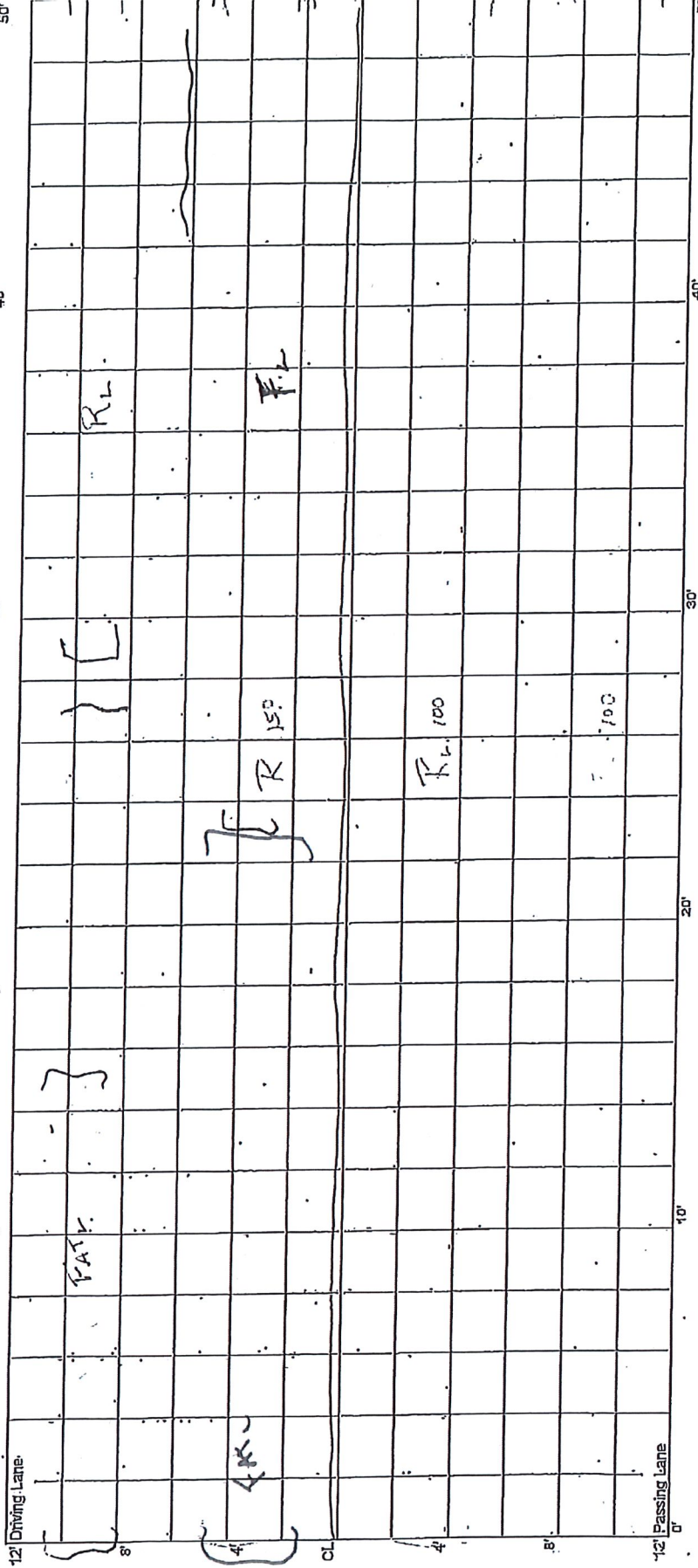
9
QME

1113420

FWD

0' 10' 20' 30' 40' 50'

12' Driving Lane



10 9

CELL 2
450 ~ 500'±

4/23/18 LP
11/16/2018

1113+20

10

4113+70

0'

10'

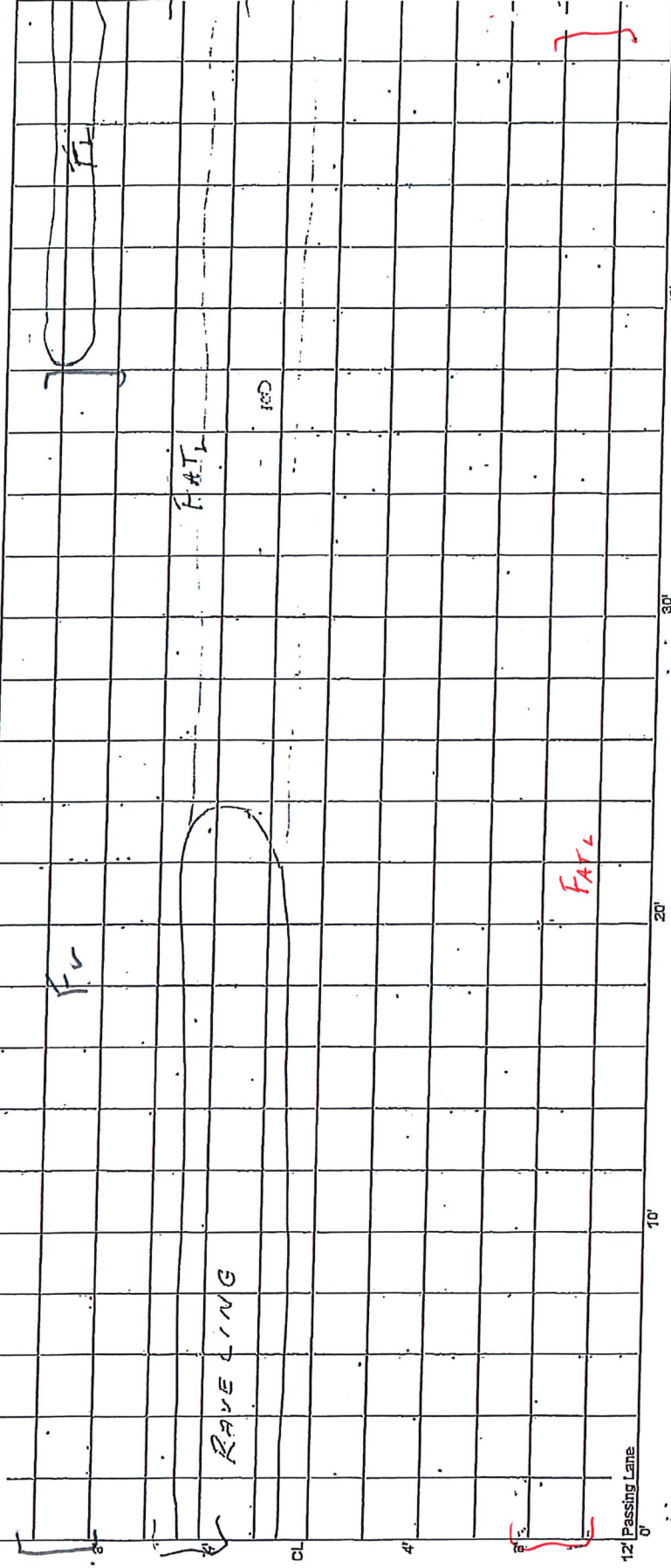
20'

30'

40'

50'

12' Driving Lane



10'

20'

30'

40'

50'

12' Passing Lane

0'

10