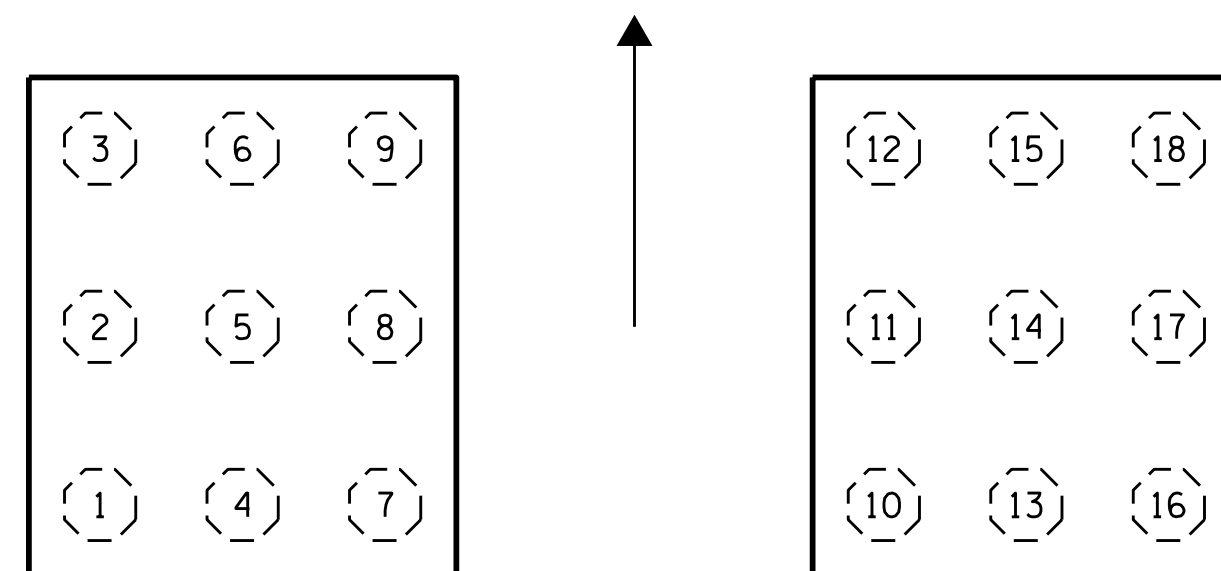
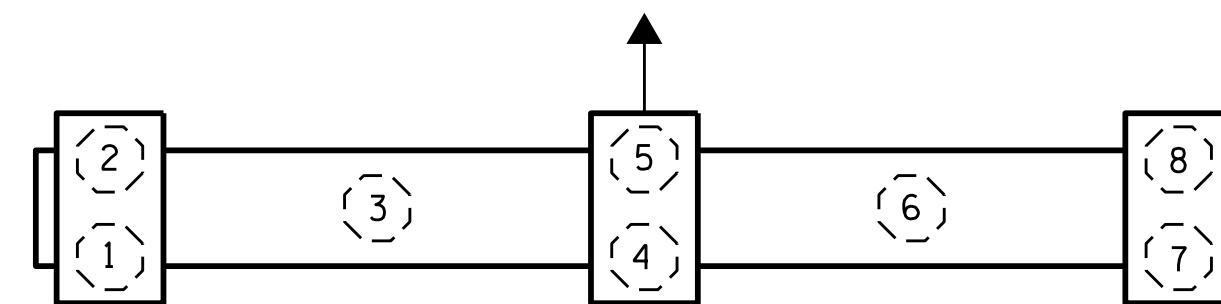
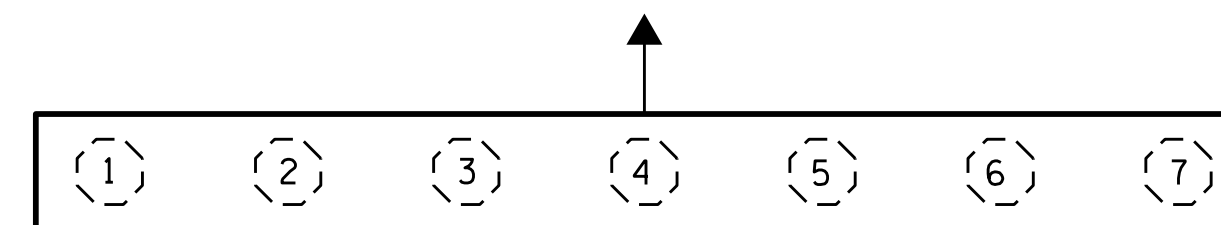


| PILE REPAIRS | | | | |
|--------------|------|------|---------------|-----------|
| BENT | PILE | TYPE | JACKET LENGTH | |
| | | | EST. LF | ACTUAL LF |
| 4 | 1 | 1 | 7 | |
| 4 | 2 | 1 | 7 | |
| 4 | 3 | 1 | 7 | |
| 4 | 4 | 1 | 7 | |
| 4 | 5 | 1 | 7 | |
| 4 | 6 | 1 | 7 | |
| 4 | 7 | 1 | 7 | |
| 8 | 2 | 1 | 7 | |
| 8 | 4 | 1 | 7 | |
| 10 | 1 | 1 | 7 | |
| 11 | 1 | *2 | 7 | |
| 11 | 7 | 1 | 7 | |
| 12 | 2 | *1 | 7 | |
| 12 | 4 | 1 | 7 | |
| 12 | 7 | 1 | 7 | |
| 12 | 8 | 1 | 7 | |
| 13 | 1 | *1 | 7 | |
| 13 | 4 | *1 | 7 | |
| 13 | 5 | 1 | 7 | |
| 13 | 7 | 1 | 7 | |
| 14 | 1 | *1 | 7 | |
| 14 | 2 | 1 | 7 | |
| 14 | 3 | 1 | 7 | |
| 14 | 4 | *2 | 7 | |
| 14 | 5 | 1 | 7 | |
| 14 | 6 | 1 | 7 | |
| 14 | 7 | 1 | 7 | |
| 15 | 1 | 1 | 7 | |
| 15 | 2 | 1 | 7 | |
| 15 | 4 | 1 | 7 | |
| 15 | 6 | 1 | 7 | |
| 16 | 1 | 1 | 7 | |
| 16 | 2 | 1 | 7 | |
| 16 | 3 | 1 | 7 | |
| 16 | 4 | 1 | 7 | |
| 16 | 5 | 1 | 7 | |
| 16 | 6 | 1 | 7 | |
| 16 | 7 | 1 | 7 | |
| 17 | 3 | 1 | 7 | |
| 17 | 4 | 1 | 7 | |
| 17 | 6 | 1 | 7 | |
| 18 | 4 | 1 | 7 | |
| 19 | 1 | *1 | 6 | |
| 19 | 3 | *2 | 6 | |
| 19 | 5 | *1 | 6 | |
| 19 | 8 | 1 | 6 | |

| PILE REPAIRS | | | | |
|--------------|------|------|---------------|-----------|
| BENT | PILE | TYPE | JACKET LENGTH | |
| | | | EST. LF | ACTUAL LF |
| 19 | 9 | 1 | 6 | |
| 19 | 10 | 1 | 6 | |
| 19 | 11 | 1 | 6 | |
| 19 | 12 | 1 | 6 | |
| 19 | 13 | 1 | 6 | |
| 19 | 14 | 1 | 6 | |
| 19 | 15 | 1 | 6 | |
| 19 | 18 | *1 | 6 | |
| 20 | 1 | 1 | 6 | |
| 20 | 2 | 1 | 6 | |
| 20 | 5 | 1 | 6 | |
| 20 | 11 | 1 | 6 | |
| 20 | 12 | 1 | 6 | |
| 20 | 13 | 1 | 6 | |
| 20 | 14 | 1 | 6 | |
| 20 | 15 | 1 | 6 | |
| 21 | 2 | 1 | 6 | |
| 21 | 3 | 1 | 6 | |
| 21 | 5 | 1 | 6 | |
| 21 | 6 | 1 | 6 | |
| 21 | 7 | *1 | 6 | |
| 21 | 10 | 1 | 6 | |
| 21 | 11 | 1 | 6 | |
| 21 | 12 | 1 | 6 | |
| 21 | 13 | 1 | 6 | |
| 21 | 14 | 1 | 6 | |
| 21 | 15 | 1 | 6 | |
| 21 | 16 | 1 | 6 | |
| 21 | 17 | 1 | 6 | |
| 21 | 18 | 1 | 6 | |
| 22 | 7 | 1 | 6 | |
| 31 | 1 | 1 | 6 | |
| 31 | 3 | 1 | 6 | |
| 31 | 5 | *1 | 6 | |
| 31 | 6 | 1 | 6 | |
| 31 | 7 | 1 | 6 | |
| 31 | 8 | 1 | 6 | |
| 31 | 9 | 1 | 6 | |
| 31 | 11 | 1 | 6 | |
| 31 | 12 | 1 | 6 | |
| 31 | 13 | 1 | 6 | |
| 31 | 14 | 1 | 6 | |
| 31 | 15 | 1 | 6 | |
| 31 | 17 | 1 | 6 | |
| 31 | 18 | 1 | 6 | |



TYPICAL PILE NUMBERS
BENTS WITH MORE PILES FOLLOW SIMILAR PATTERN

SUMMARY OF QUANTITIES

| | QUANTITIES | |
|--------------|------------|--------|
| | ESTIMATE | ACTUAL |
| BENTS 1 - 33 | LF | LF |
| TYPE 1 | 568 | |
| TYPE 2 | 20 | |
| BENTS 1 - 33 | ESTIMATE | ACTUAL |
| BULK ANODE | EACH | EACH |
| | 91 | |

TYPE 1 REPAIR IS A CP JACKET (NON-MONITORING).
 TYPE 2 REPAIR IS A CP JACKET (MONITORING).
 EACH CP JACKET LOCATION SHALL RECEIVE A BULK ANODE.
 *CP JACKET SHALL BE STRUCTURAL, SEE SHT S2-66 THRU S-68.
 SEE SHT S2-66 THRU S-68 FOR CP JACKET DETAILS.
 FOR CP JACKETS, SEE "GALVANIC CATHODIC PROTECTION INTEGRAL PILE JACKET" SPECIAL PROVISION.



PROJECT NO. B-5939
CARTERET COUNTY
 BRIDGE NO. 6

SHEET 1 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

PILE JACKET
 REPAIR TABLES

DRAWN BY : M. LEE / R. WEISZ DATE : 12/2016
 CHECKED BY : R. WEISZ DATE : 2/2017

DOCUMENT NOT CONSIDERED
 FINAL UNLESS ALL
 SIGNATURES COMPLETED

| REVISIONS | | | | | | SHEET NO. |
|-----------|-----|-------|-----|-----|-------|--------------|
| NO. | BY: | DATE: | NO. | BY: | DATE: | S2-69 |
| 1 | | | 3 | | | TOTAL SHEETS |
| 2 | | | 4 | | | |