APPENDIX D TABLE 6-2 OF THE MARCH 2005 MARINE INFRASTRUCTURE REPORT

															Figu	re 6.2														_									
	CAPITAL CAPITAL IMPROVEMENT PRIORITY MAINTENANCE ROUTINE	ESTIMATED COST IN 2004 DOLLARS	REPAIR DURATION (YEARS)	START YEAR	REPAIR INTERVAL (YEARS)	-3 -2 2005 200	6 2007	<u>1</u> 2008 2	2 3 1009 20	4	5 2012	<u>6 7</u> 2013 201	8 4 2015	9 10 2016 201	<u>11</u> 7_2016_	12 1(2019 202	14 14 20 2021	15 2022	16 <u>1</u> 2023 20	7 18 24 2020	-19 5 2020	20	21 2028	22 Z 2029 20	23 2 030 20	4 25 31 2032	26 2033	27 2034 2	20 <u>2</u> 2035 20	29 00 136 203) <u>31</u> 37 2038	32 2039	33 2040 2	34 35 041 204	36 2 2043	37 3 2044 20	ia 39 145 2046	40 41 2047 2048	42 6 : 2049
ER MID LEVEL 2/3 PLATFORM	X	\$ 3,949,154	····	2010	· · ·		01 n			1,975			0 0	0	0 1				0		0	- · - · · ·						0			- <u>i</u>				ol		0 0		0 (
E ENCASEMENT REPAIR (8 FT)	X	\$ 100,167 \$ 18,750		2005	6	36 0	36 36 0 0	0	0	0 0		0	0 0		0 0 0 0	0	0 0	0 19	<u>0</u>	-0	0 0	0 0 0 0	0	0	- 0	0	0 0 0 0	0	0	0	0	0 0	0	0	0 0	0	0 0	0	0 1
IDERDECK SPALL REPAIR MOVE FENDER SYSTEM NDER SYSTEM	X - X X	\$ 12,549	3	2010 2005 2005	6	0 4 34	0 1) 4 4 34 34	0 0	0	64 0 0 0		0	0 0	64 0	0 0 0 0		0	64	<u>0</u>	0			64	0	0	0	0 0	<u>64</u> 0	0	• 0 - 0	0 0	0 0 0 0	<u>64</u>	0	0 0	0	0 64 0 0	0	
ER 2 HIGH LEVEL PLATFORM				2003				· ···		0 0						·	· · · · · · · · · · · · · · · · · · ·				····· · ·		i	· ·			<u></u>	¥				<u>. y</u>			······			·····	<u> </u>
UG BOLT HOLES	<u> </u>	\$ 14,322 \$ 15,977,786 \$ 87,350	3 15	2008		5 0	5 5	0	0	0 0	0 D	0 1,065 . 1,0	0 0 65 1,065	0	0 0 65 1,065	0	0 (1,065	0	0	0	0 0 0 0	0	0	р 		0 0	0	0	0	0	0 0 0	0		0	0	0 0	0	0 0
E WRAP REPAIR E ENCASEMENT REPAIR (35 FT) E ENCASEMENT REPAIR (3 FT)	- X - - X - - X -	\$ 87,350 \$ 1,470,000 \$ 180,000	3	2005 2005 2005		490 4	29 29 90 490 60 60	0	0 ·0 ·	0 0				0	0 0	0	0 0	0	0	0			0	0	 0	0 0 0		0	····	0	0		0 0	0	0 0	0		0	0 1
TENSION ENCASEMENT REPAIR (8 FT)		\$ 96,600	3	2005	10		32 32	1,771	0		<u>0</u>	0	0 0	0	0 0	<u> 0</u>	0 0		0	0	0 0	0 0	0	0	0	0	0 0		0	0	0 1,77	0 0 1 ··· 0	<u>0</u>		0 0	- <u>0</u> ·	0 0	0 0 1,77	D (
E&EXTENSION ENCASEMENT REPAIR (10 FT)	- <u>x</u> -			2005	7	0	0 0	0	0	0 0 0	0	0	0 0 0 140	0	0 0	0	0 (0 (0 140	0	0	0	0 0	0	0 140	0	0	0 0	0		0 140	0	0 0 0 0	0	0	0 0 0 140 0 170	·	0 0	0	0 0
RIMETER BEAM SPALL REPAIR DERDECK SPALL REPAIR MOVE FENDER SYSTEM	x	\$ 320,106		2008 2008 2005	·		0 0 23 23	320	0	0 0 0 0	0		0 320	0 0		·····	0 0	170 320	0	0 0 0	0	0 U 0 0 0 0	0	320	0	0		0		320	0	0 0	0	0	0 320			0	0 0
NDER SYSTEM	X	\$ 730,760	3	2005		244 2	44 244	0		0 0	0	0	0 0	<u> </u>	0 0	0	~ <u>0</u>	0	n	0	0	00	···· - <u>D</u>		_0	0	00	0	0	0	0	0 0	0	0	0 0	. 0	0 0		0 1
ER 2 LOW LEVEL PLATFORM W LEVEL PLATFORM REPLACEMENT		\$ 1,000,000		2005		333 3	33 333	0		0 0	20			0	0 0		_ <u>0</u> 0	•	0	0	0	00	0	ō			0 0			0	<u> </u>	ά υ	0		.00		a 0	0	0 0
ER 1/2 RIP- RAP SLOPE		\$ \$1,283	•	2010			-0 -0	0		11 0			00		0 0			0				0.0			Q		0:0	·-··· · ··· · ·	0		0	0 0	0	0	0 0				
ER 1 BULKHEAD																								· .					— 1 										
CASEMENT \$PALL REPAIR (NORTH FACE) J.E.REPLACEMENT WISOL ANCHORS DXY SPLASITZONE RECOATING	<u> </u>	\$ 1,059,082 \$ 28,766	3	2008 · 2005 · 2008 ·		0 353 3	0 0 53 353	<u>0</u>	0	0 0	<u> 1 0</u>	0	0 19		0 0	0	0 0	5 19 0		01	0		0 0		0 	0				19 0 29	.0 			U	0 19	0	0 0	0 0	0 0
UAT SPLASITZONE RECUATING W WALE WISOIL ANCHORS - WEST FRONTAGE CASEMENT SPAIL REPART (SOUTH RETURN)	X	\$ 203,336 \$ 26,200		2005 2008		68	0 0 68 68 0 0	0 26				0	0 29 0 0 0 26	0	0 0	0		29 0 0 26	V 0	0	0	0 0	0	0 	<u>a</u>	<u>0</u>			0	28	0 -0 -0		0		0 0	0	0 0	0 0	
ER 1 LOW LEVEL PLATFORM																										/				<u></u>									
NORETE ENCAPSULATION AWALL SPALL REPAIR	- · X	\$ 984,000 \$ 29,756		2011		0 	<u>0</u> 0	<u>0</u> ß	30	0 984	<u> </u>	0.	0 0	30	0 0	0	0 1). Q) Q	30	0	0	0 0	0	0	0 30	-0	0.0	0	0	···-	<u>. 0</u> 30	0 0	0i	0	0 0	30	<u> </u>	0 	<u>0</u>
ILTON FERRY LANDING AWALL SPALL REPAIR		\$ 47,635		2010			0 0	0	0	48 0		0	0 0	48	0 0	·····		48				6 ·· 6	48		 0	-0	 0 0	48	, D	 0	0	0 0	48		0 0	- 0	0 40		0 0
OXY SPLASH ZONE RECOATING WI EVEL PLATFORM REPLACEMENT & RIVER BARGE CAFE	X	\$ 14,803 \$ 720,000	··	2010 2005			0 0		0	15 (1 0 0	i 0	0 0	D 0 0 0	0	15 0 0 0	0	0 0	0	0	<u>t5</u>	0	0 0	0	0	0	15	0 0	0	0	0	0 1	5 0 0 0	0	0	0 0	0	15 0 0 0	0	0 0
AINAGE IMPROVEMENT BEHIND BULKHEAD	· · · · · · · · · · · · · · · · · · ·	\$ 03,313	3	2005		28	28 28		·º ·· ·		2	0	0 0	0	<u> </u>	0 	0 1	· · · · · · · · ·		0 	<u>o</u> ·	0 0	0			<u> </u>	0 0		0	· •	<u> </u>	0 0	0	0	0. ¥		00	 	<u> </u>
ATING REPAIR EE DRAINING PIPE REPAIR	- <u>x</u>	\$ 102,000 \$ 84,000	3	2009		28	0 0	···· 0	 102 0	0 0 0 0		0 0	0	102	<u>0</u> 0		0	0	102		<u>.</u>	0 0		0	102	<u>-0</u>	0 0	0	0	- 0 - 1	02	0 0		0	0 0	102	0 0	D.	0 0 0 0
IPIRE-FULTON FERRY STATE PARK																		· ·	· · · · ·																				
DYY SPLASH ZONE RECOATING	····×	\$5,711		2010	<u>6</u>	0	0 0	· · ·	<u> </u>	6 0		0 	0 0	£	0 0		<u></u>) <u>6</u>	0	-0	ρ	<u>0</u> 0	6]	·		<u> </u>	<u>0</u> 0	6	<u> </u>		.0	0 0	6		<u> </u>	<u>0</u>	<u> </u>	 	<u></u>
WALL SPALL REPAIR	X	\$ 22,586 \$ 6,591		2011		···· 0	0 0	0		0 23	- 0	- 0	0 0		0 0 7 0	0	<u>6</u>	0 0	. <u>0</u>	0	0	0 0	0	0	<u>6</u> ~~~	<u> </u>	0	0		0		0 0	 	- 0 7	0 0	0.	<u>0</u> 0		0 0
J.M,B,O.									·			· · ·																											
W STEEL SHEET PILE BULKHEAD (ADAMS ST) W STEEL SHEET PILE BULKHEAD (ADAMS WHARF) INK RIP-RAP SLOPE	X - X	\$ 269,313 \$ 917,600	3	2005 2005 2011		90 306 3	90 90 06 306	0	0 0	0 0	0	0 0	0 0	0 	0 0	<u> </u>	0		0	0	0	0 0	0	0 	0 	0	0 0 0 0 0 0	0	0	0	0	0 0 0 0	V 	0	0 0	- 0 - 0	0 0	0	0 .4 0 0
		<u>\$</u> 33,849 Аллцаl Tota	als (\$1000's	s of 2004 c	doilara) i	11,405, 10,8	37 10,937	11,346 7	7,162 8,	186 7,452	4,384	4,384 4,9	24 6,237	4,699 4,4	52 6,654	6,101 7,6	593 6,06	5,736	185	15	0 54	0 662	2,454	2,942	156	15 3,28	5 882		53 1.	.171 1	132 2,82	5 2,400	208	53	0 1,171	3,417	697 184	53 2,27	70 1,71
	ssumed Escalation: 2.00%		Grand Tot	tal (Unesc	alated) 💲	157.0 milit	n											·	·	486 4.5		6 1577	1.008	1 64 1		707 4 74	1 1 774		1.048	7.HX 10	122 1 100	1 2 000	2 040		27 7 165	2 208	752 2 347	2343 230	
· · · · · · · · · · · · · · · · · · ·		Escelat	ted Annual Escala	Totals (\$1 Hed Grand	4 Dase) 1000'ş): 1 d Tolal: S	11,633 11,3 209.4 mifli	79 11,606	12,281 7	7,907 9,	219 8,500	5,136	5,239 6.0	03 7,755	5,960 5,7	59 8,780	8,212 10,5	561 7,09	4 8,196	270	22	0 83	5 1,076	3,947	4,826	261	25 5,72	0 1,212	333	99 2.	206 2	253 5.53	9 4,800	424	111	0 2,534	7,545 1	570 422	2,343 2.39 125 5,42	26 4,18
Aseu	med Discount Rate: 4.75%		Pres	ent Worth	Pactor	0.955 0.9	11 0.070	0.831 (0.793 0.1	757 0.720	0.690	0.659 0.6	29 0.600	0.573 0.5	47 0.522	0.499 D.4	176 0,45	4 0.434	0.414 0.	395 0.3	77 0,36	0 0,344	0,328	0.313 0.	299 0.	286 0.27	3 0.200	0.249	0.237 0.	227 0.2	216 0.20	6 D.197	D.186 (7,180 0.1	71 0.164	0.158 0	.149 0.142	0.136 0.13	30 0.12
		Total Pr	Present V resent Wort	Worlh (\$1. 11 of Grand	.000's): 1 d Total: \$	11,106 <u>10,3</u> 115,7 m≹li	70 10,098 50	10,200 6	6,270 6,	979 6 <u>1</u> 186	3,543	3,450 3,7	74 4,655	3,415 3,1	50 4,585	4,094 5,0	126 3,22	3 3,555	112	9	0 30	1 370	1,296	1,513	78		·· <u>316</u>		23	500	55 1,14	3 946	80	20	0 415	1,179	234 60	17 70	<u></u>

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												Figu	e 6.2		·······			· .						•							·,
THE AND A STEM AS A STREET	CAPITAL CAPITAL INPROYEMENT CAPITAL FRIORTENANCE MAINTENANCE ROUTINE MAINTENANCE	ESTIMATED COST IN 2044 DOLLARS	REPAIR DURATION (YEARS)	START YEAR REPAIR INTERVAL	2005 200	z .1 1 96. 2007 200	2 3 8 2003 20	4	5 6 _2012 _2013	7 B 2014 201	9 10 5 2016 201	<u>t</u> 1 7_2018	12 13 2019 2020	14 15 2021 2022	16 ji 2023 20	17 18 124 2025	19 20 2025 2027	21 7 2028 [22 23 029 2030 2	24 25 2031 2032	26 2 2033 20	27 <u>28</u> 034 203 5	29 2 2036 21	30 <u>31</u> 337 2038	<u>32</u> 2039 20	33 34 040 2041	35 36 2042 204	i <u>37</u> <u>3</u> 13 2044 20	8 <u>39</u> 45 2D46	40 41 2047 2018	42 43 2049 205
ER 6/7 BULKHEAD DILCRETE WALL BEHIND SHEET PILING ATE REPAIR	<u> </u>	\$ 509,682 \$ 48,735	3	2005		70 170 30 30	0 0	0 0	0	0 0	<u>0</u> 0	<u> </u>		0		02 0			1 0												
OXY SPLASH ZONE REGOLTING	× ×	\$ 37,008 \$ 9,288	3	2008 7 2005	0 3	0 0 3 3	37 0 0 0		0.	0 0 0 0	0 0 17 0 0 0	0 0		0 3	0	0 0	0	0 0	0 0 37 0	0 0	0 0	0 0 0 0	37	0 0 0 0		0 0	0 0	D 0 37 0	0 0	0 0	0 0
CASEMENT SPALL REPAIR AWAIL, SPALL REPAIR ALE REPLACEMENT WEOIL ANCHORS	X	-3		2005 6 2005 G	34 13 162 1	0 0 0 0 162 162	0 0	0 <u>34</u> 0 <u>13</u>	0		0 0 1	14 D 3 D	0 0		34	0 0	0	0 0	0 0 34 0. 13 0	0 01 0 - 1	2 0 2 0	0 0	0 0	0 0	0	0 34	0	0 0	0 0	<u>34</u>	0
ER & HIGH LEVEL PLATFORM		•								<u> </u>		0	0		0	0 0	0	00	0		2 0	0	0		0	0 0		0 0	0 0	0	<u> </u>
	<u> </u>	\$ 7,692 \$ 15,638,457 \$ 43,675	1 15 1	2005 2006 2005		0 0 1,0	0 n 43 1,043 1,0	0 0 H3 1,043	1,043 1,04	6 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0	0 0	0 0	0 C	0 1.043 1.04	0	0 0 0 0	0	<u>a a</u>	······································	0.0		- 0 · · · 0		0 0	<u>0</u>	0 0		0 0	0 0	<u>0</u> / 0	0
GENERAL BOOXY ENCAPSULATION (IS FT) EVARA FRANK (IS FT) EENCAGEMENT REPAIR (IS FT) TENSION ENCASEMENT REPAIR (IS FT)		\$ 3,123,750 \$ 288,750	1 3 1 3	2005 2005 2005	<u>1,041</u> <u>1,0</u> 96	96 96	0 0 0 0	0 0	- 0	0 0	<u>0</u> 0 0 0			0 0 0		0 0 -,0 -,0 -,0	0	00	0 0	0 0	0 0	0 0	<u>0</u>	0 0		0 0	0	0 0	0 0	0 (0
TENSION CHCASEMENT REPAIR (8 FT) E&EXTENSION ENCASEMENT REPAIR (10 FT)		\$ -	3	2005 2006 10 2005			0 0 55 0	0 0	0	0 0 0 0	0 0	0 0	0 0	0	0	0 0		0 0	0 0	0		0 0	0	0 0 0	<u> </u>	0 0 0 0	0	0 0 0 0	0 0 0 0	0 0 0 0	0
LE CAP SPALL REPAR E. CAP SPALL REPAR BIMETER BEAM SPALL REPAR BLLARDS AT PIER HEAD	X X	\$ 367,317 \$ 79,392 \$ 143,952		2009 6 2009 6 2009 6 2009 6 2009 6	0	0 0	0 367 0 79	0 0	Č Q	0 0 j 0 0	0 0 37 0 79 0	0 0		367		00 <u>0</u> 0	0 36		0 0 0 U		D 0 D 367	0 0	0	0 0	367	0 0	0	0 0	0 0	0(0
	<u> </u>	\$ 143,952 \$ 38,586	3	2005	13	13 13	0 144		0		44 Q Q 0 D	0 0	0 0	144	0	00 00	0 14	14 <u>0</u> 0 0	6 U 6 0	0	0 144	0 0	0	0 0	144 0	0 0	0	0 0	79 0 144 0 0 0	0 (0 0 0 0 0
ER 5/6 HIGH LEVEL PLATFORM UR BOLTHICLES (BER PILE POXY ENCAPSULATION (10 FT) E ENCASEMENT REPAIR (3 FT) TUNSON ENCASEMENT REPAIR (8 FT) TUNSON ENCASEMENT REPAIR (8 FT) FUNCTION ENCASEMENT REPAIR (8 FT) NUMETER BEAM SPALL REPAIR MOVE FEMORE RYSTEM NDVE FEMORE RYSTEM		\$ 400 \$ 546,417	<u>1</u> 15	2005		0 0	0 0	0 0	0	0	0 0	0 0					0				·		····								
E ENCASEMENT REPAIR (3 FT) ILUNSION ENCASEMENT REPAIR (3 FT)	- X -	\$ 15,000 \$	3 3	2005 1	····	5 5 0 0	0 <u>0</u> 0 0	<u>36 36</u> 0 0	<u> </u>	6 36 0 0	36 36 3 0 0	6 <u>36</u> 0 0	36 30	36 3	0	0 0 0 0	0	0 0	0 00	0	0 0 0 0	0 0	0 0	0 0 0 0	0	0 <u>0</u>	0	0 0 0 0	0 0	0 (0 0 0
MOTER BEAM SPALL REPAIR (177)		\$ 24,150 \$ 47,635 \$ 15,939		2005 2010 10 2010 6 2005	0	0 0	0 0	24 0 48 0	0	0 0	0 0	0 0	0 24	0 4	0		0	0 D 0 0	0 0	0	0 <u>0</u>	0 0 0 0 48 0	0 0 	<u>0 0</u>	0 0	0 0 24 0	0	0 0	0 0		0
	×	\$ 369,113		2005	123 1	123 123	0 0	0 0	0		<u>0 0 0</u>	0 0		0		0 0	0	0 0	0 <u>0</u> 0 0	0	0 0	D 0 0 0		0 0	0 0	<u>5</u> 000	0 0	0 0	0 0	0 0	
R 5/6 LOW LEVEL PLATFORM	······································	\$ 1,750,000	3	2005	583 5	583 583	0 0	0 0	·····	0 0	0 0	0 0		0		0 0		0 0					···· [
D OF PIER 5 LOW LEVEL PLATFORM CRETE ENCAPSULATION	X	\$ 235,750	· <u> </u>	2008			36 0		·	<u> </u>														 	·····			0 0	0 D	<u> </u>	2 · · · · · · · · · · · · · · · · · · ·
R 5/6 CELLS	·····	·····									····				<u> </u>	<u> </u>	0	0 0	<u></u> 0	0		0 0	0	0 0	<u> </u>	0 0		00	0 0	0	0 0
R 5/9 CFLLS FR PILE EPOXY ENCAPSULATION (10 FT) ENCASEMENT REPAIR (8 FT) WRAP REPAIR WALLSPAIL REPAIR		\$ 41,562 \$ 55,109 \$ 8,735	<u>15</u>	2008 2009 10 2005	0	0 0	3 3 0 55	3 3	3	3 3	3 3	3 3 0 0	3	3	0	0 0 0 0	0	0 0	<u>0</u> 0			0 0	0	0 0	55	0 0	0	0	0 0		0 0 55
R SHIGH LEVEL PLATEORM	·····	<u>\$ 14,319</u>		2009 6	 	0 0	0 14	0 0			<u>u u</u>	0 0	<u>- 0</u> -:- <u>0</u>		1 <u>0</u>	0 0		0 0	0 0	0	0 0 . 0 14	0 0	0	0 0	0 14	0 0	0	0 0	0 0 14 0	0 0	
G BOLT HOLES		\$ 9,646 \$ 14,062,545 \$ 131,024	1	2005 2008 2005		0 0 0	0 0 91 991 0	0 0	0 0 99199	0 0	0 0	0 0	0 0					0 0	0 0						···· ·					· ·	· · · · · · · · · · · · · · · · · · ·
UNAD REPAIR UNAD REPAIR ENCASEMENT REPAIR (30 FT) ENCASEMENT REPAIR (3 FT) ENSION ENCASEMENT REPAIR (5 FT) ENSION ENCASEMENT REPAIR (5 FT) ENSION ENCASEMENT REPAIR (5 FT)	- X - X	\$ 131,024 \$ 2,145,000 \$ 153,750	[3 ·	2004:1	1 /15 7	44 44	0 0	0 0	991 99 0		0 0 0 0	0 0 0 0 0	091 991	991 99 0		0 0	0	0 0	0 0	0		0 0	0.0	0 0	0	0 0	<u>0</u>	0 0	0 0	<u> </u>	
ENSION ENCASEMENT REPAIR (S FT) ENSION ENCASEMENT REPAIR (S FT)	x x	\$ 3,325,000 \$ 1,662,500	3	2005 2005 2009 10 2005 2008 6	<u>51</u> <u>1,108</u>	51 51 08 1,108	0 0	0 0	0 0 0		0 0 0 0	U U	0 0	0	<u> </u>	0 0	0		0 0	0 0	<u>u v</u> <u>u o</u> u o	<u>0</u> <u>0</u> <u>0</u> <u>0</u> <u>0</u> <u>0</u> <u>0</u> <u>0</u>	U U U	0 0 0 0	0	0 0	0 0		0 0	0	
METERBEAM SPALL REPAIR METER BEAM SPALL REPAIR BERDECK SPALL REPAIR LARDS AT PIER HEAD		\$ 235,500 \$ 111,149	3	2005 6	79		0 0	0 0	0	0 0	0 0 0 0	0 0	1,663 0 0 0	0	0	0 0	0 0 111	0 0	1,663 0 0 0	0	0 0 0 0	0 0	······································	0 0	· · · · · · · · · · · · · · · · · · ·	0 0 0	<u> </u>	0 0	0 0		1,063
	x	\$ 319,406 \$ 75,959	- <u>1</u>	2005		0 0 3	19 0 0 0	<u>0</u> <u>0</u> <u>0</u> <u>0</u>	0 0	0 319	0 0	0 0	0 310	0		0 0	319 0	0 0	0 0 0 0	0 31	0 0	0 0	0	0 111 0 310 0 0	0	<u>0</u> 0 0 0		0 111 0 319 0 0		0	
R.4/5 LOW LEVEL, PLATFORM (LEVEL PLATFORM REPLACEMENT	X	\$ 1,675,000	3	2005	558 5	558 558	U	0 0	<u>a</u>	0 0	ā 0	0 0		·	· ·															·' 1	
R 4/5 HIGH LEVEL PLATFORM		\$ 799		2005					····														······		0	- 0 		0 0	0		°
SER PRE ÉPOXY ENCAPSULATION (10 FT) ENCASEMENT REPAIR (3 FT) ENSION ENCASEMENT REPAIR (8 FT)	x X	\$ 1,092,834	15	2008	30		73 73 0 0	73 73		2 01 3 73 0 0	0 0 73 73 7 0 0	0 0 13 73 0 0	73 73 0 1	$\begin{array}{c c} 0 \\ \hline 73 \\ \hline 0 \\ \hline \end{array}$		0 0	0	0 0	0 0	0	0 0	0 0 0 0	0	n 0 0 0	. <u>()</u>	0 0		0 0	<u>0</u> 0		
ENSION ENCASEMENT REPAIR (# FT)	<u> </u>			2005 2008 16 2008 6			0 0 44 0 48 0	0 0	0	0 0 0 0	0 0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0 0 0	0 0	0 0 0 0 0 44		0 0	0	0 0	0	· · · · · · · · · · · · · · · · · · ·	0 0 0 0 4 0
DERDECK SPALL REPAIR. MOVE FENDER SYSTEM	X	\$ 61,850		2008 6 2008 6 2005	40		62 0 0 0	0 0 0 0	0	0 48 0 62 0 0	0 0 0 0		0 40 0 62	0	0	0 0	62	0 0	0 0	0 4	8 0	0 0	0	0 48		0 0	0	0 48	0 0	0	
R 3/4 LOW LEVEL PLATFORM	X	\$ 246,000		2000													· · · · · · · · · · · · · · · · · · ·				<u></u>					0 0	<u> </u>	0 0	0 0	0	0 0
R 3 HIGH LEVEL PLATFORM 3 BOLT HOLES					; ·		0 246	- <u>v</u> -		<u> </u>	0	0 0			0	0 0	0	0 0	0 0		<u>0</u> 0	0.0	· <u>0</u>	0 0		00	0	<u>0</u> 0	0 0	<u> </u>	<u></u>
ER PILE EPOXY ENCAPSULATION (15 FT)	X	\$ 41,453 \$ 17,598,766 \$ 57,350	1 15	2005 2008 2005		0 0 0 0 1,1	0 0 73 1,173 <u>1,1</u>	0 0 173 1,173	0	0 0 3 <u>1,173 1,1</u>	0 0 73 1,173 1,17 0 0	0 0 3 1,173	0 (<u>1,17</u> 3 <u>1,1</u> 73	0 1,173 1,17	0		U O	0 0	0 0	0	0 0	0 0	. 0	0 D	0	0 0	0	0 0	0 0	0	0 0
ENCASEMENT REPAIR (35 FT) ENCASEMENT REPAIR (3 FT) NSION ENCASEMENT REPAIR (3 FT)		\$ 1,042,500 \$ 5,688,750	3	2005	1,696 1,6	348 <u>1,346</u> 396 1,896	0 0	0 0 0 0	0 · · · · · · · · · · · · · · · · · · ·	0 0 0 0					0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0		0	0 0	0 0 0 0	· _ · 0	0 0 0 0 0 0
NSION ENCASEMENT REPAIR (0 FT)		\$ 273,700 \$ 2,745,050 \$ 414,800	3	2005 2008 12 2005	91 0 138 1	91 91 27	0 0 45 0	0 0	0		0 0	0 0	0 2,745	0 0				0 0 0	0 0	0	0 0	0 0 0 0	0		0	0 0	0	0 0	0 0	0	
METER BEAM SPALL REPAIR BRDECK SPALL REPAIR NOVE FENDER SYSTEM		\$ 320,106	<u> </u>	2008 7 2008 7	- <u> 0 -</u>	0 0 1	0 0 11 0 20 0	0 0 0 0	0 	0 0 1 0 0 1 0 3		0 0				0 0	0	0 0	0 <u>0</u> 111 0	0	0 0	0 0	111	<u>u a</u>	0	0 0		0 2,745 0 0 111 0	0 0	0	
	······································	\$ 68,341 \$ 731,250		2005	<u>68</u>	0 <u>0</u>	0 0	0 0	0		0 0	0 0		0				0 0 0 0	320 0 0 0 0 0	0 0 D		0 0	320 0	0 0 0 0	0	0 0	0	320 0 0 0	0 0	0	0 0 :
R 3 LOW LEVEL PLAYFORM		\$ 1,503,875		2010		<u> </u>		594						······									t		· %		<u> </u>		u: 0		
IDER SYSTEM	<u> </u>	\$ 90,400	-3	2010 2005 2009 6	30	30 30 0 0	0 0 1.3 0 0 0 78	0 0	0		0 0 0	<u>0</u>			<u> </u>	0 0 0 0		0 0	0 0	0	0 0	0 0 0 0		0 0		0 0		0 0 -	0	0	0 0

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