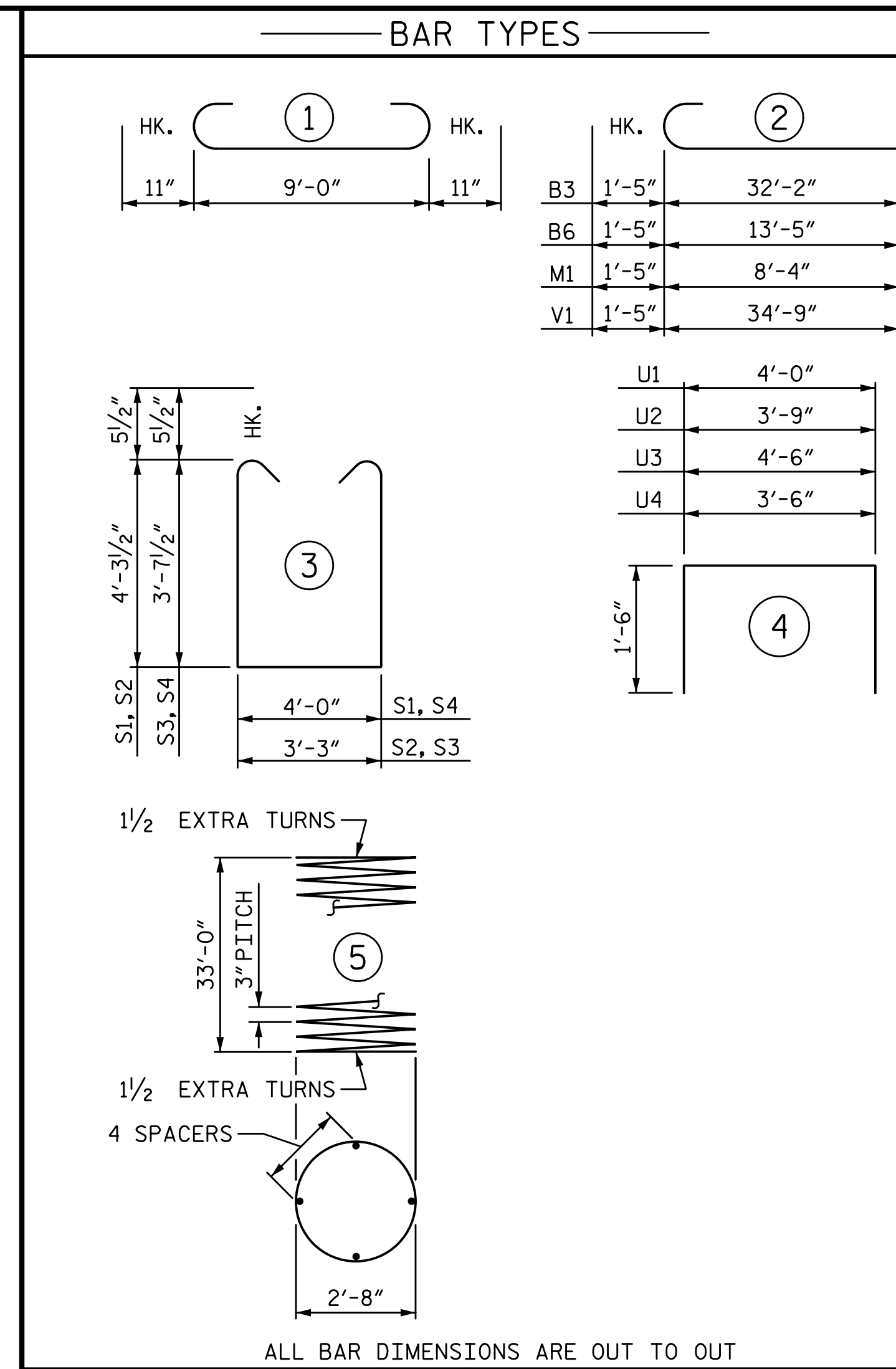
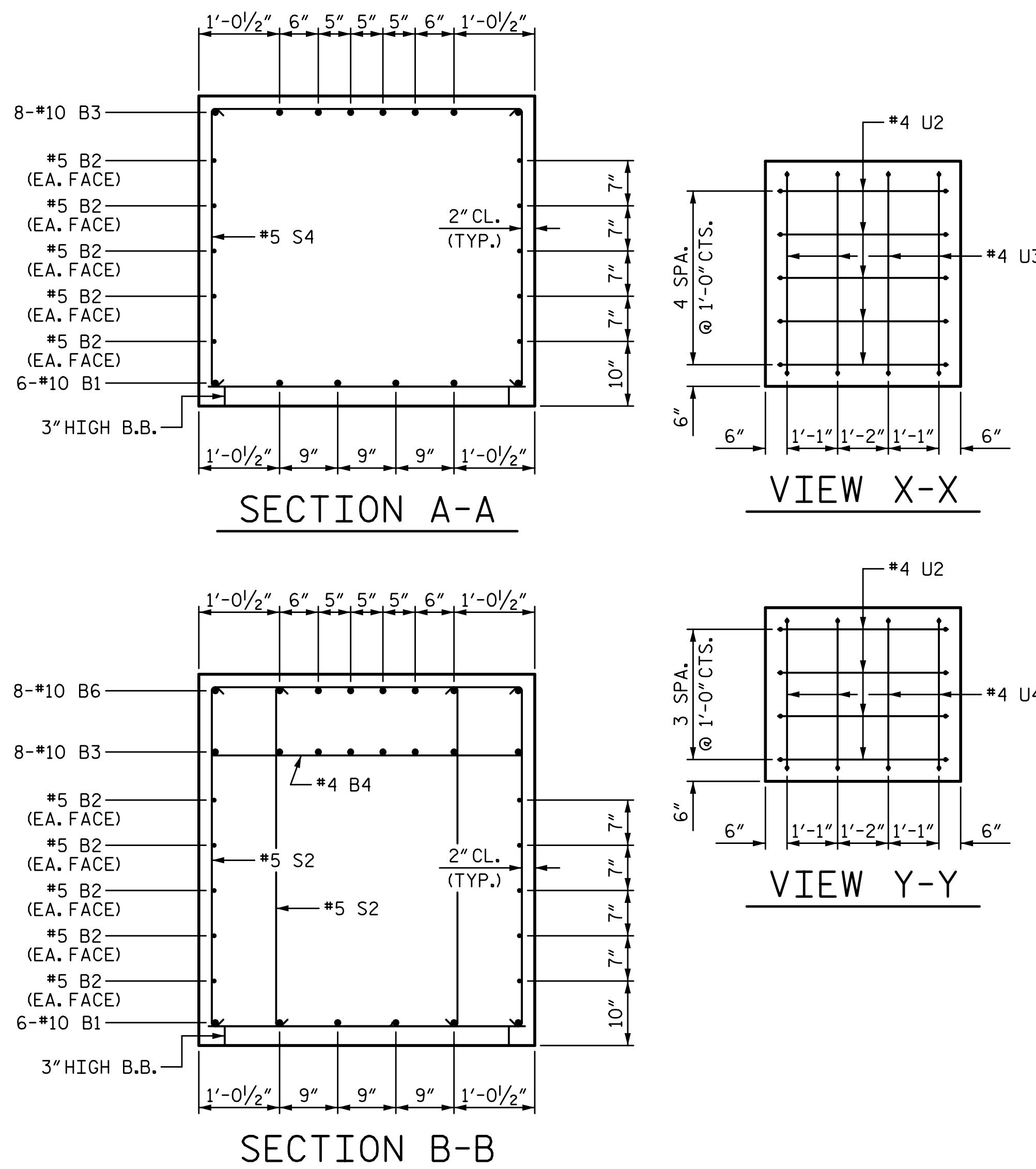
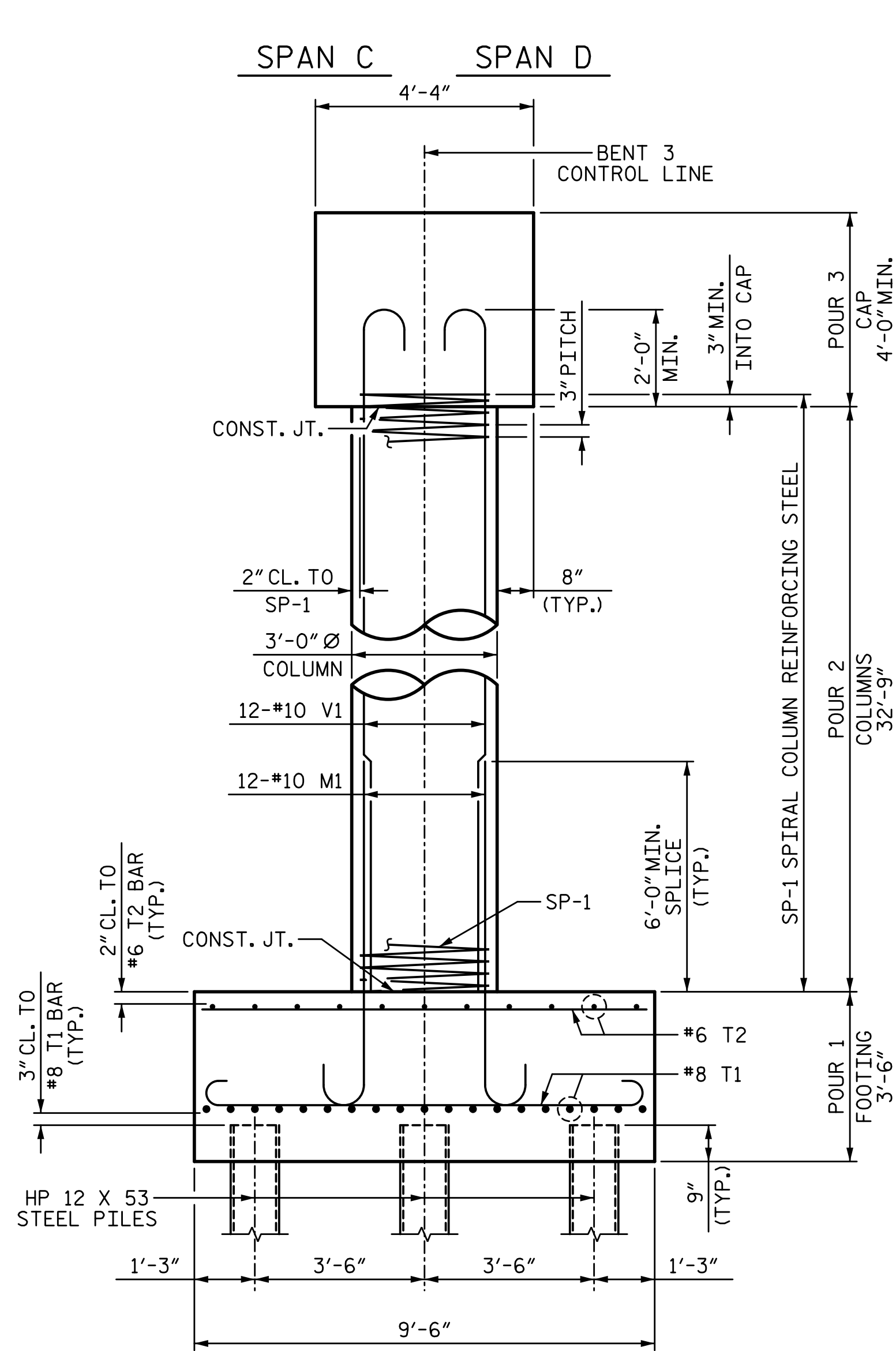
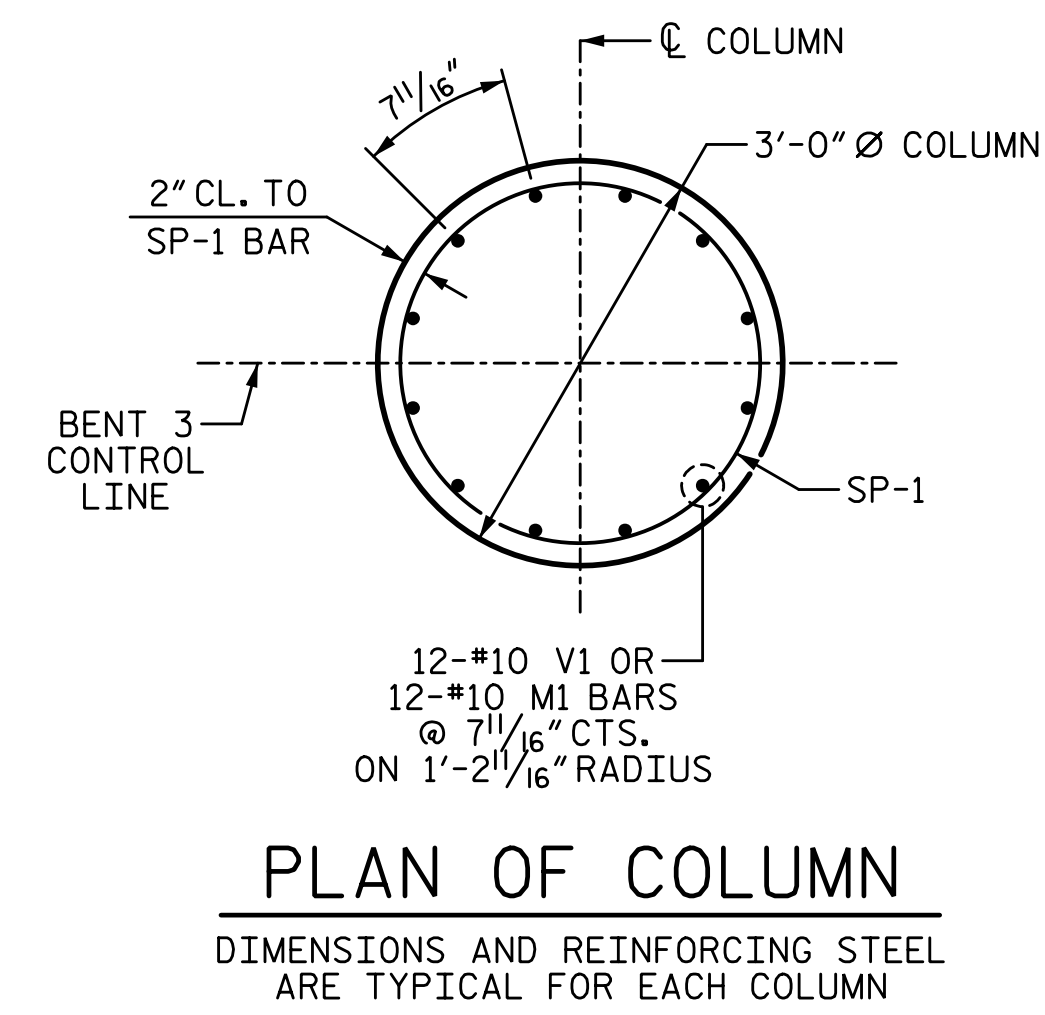
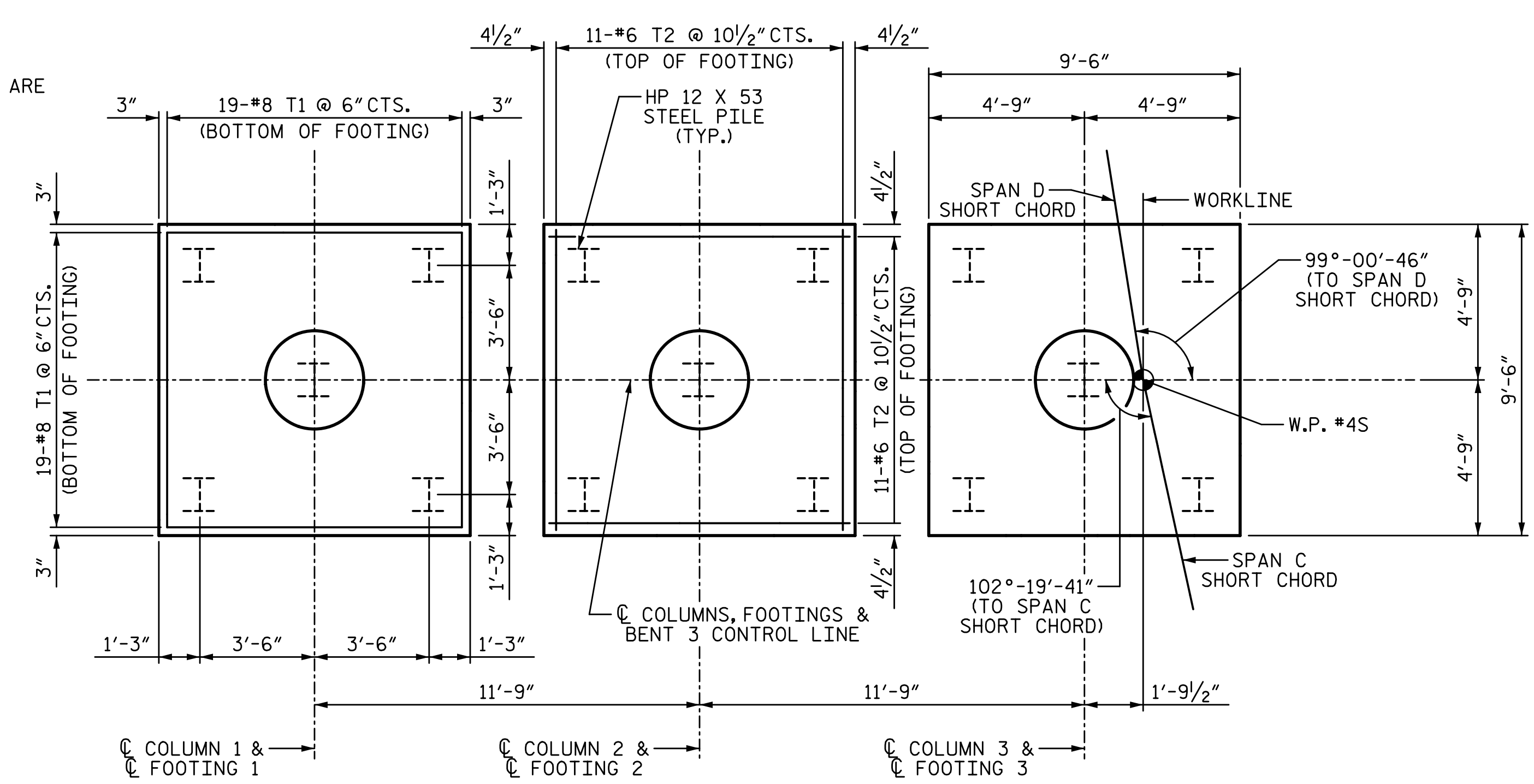


3/22/2017 8:30:09 AM G:\Projects\2014\U-3109A\Structures\Site 2\Site 2-Str 2 Bridge 436 (SBL)\Drawings\Final\402_U3109A_smu_bf3.dgn



BILL OF MATERIAL

| BENT 3 | | | | | |
|---|-----|------|------|-----------|----------|
| BAR | NO. | SIZE | TYPE | LENGTH | WEIGHT |
| B1 | 6 | 10 | STR | 32'-3" | 833 |
| B2 | 10 | 5 | STR | 32'-3" | 336 |
| B3 | 8 | 10 | 2 | 33'-7" | 1156 |
| B4 | 4 | 4 | STR | 4'-0" | 11 |
| B5 | 8 | 4 | STR | 9'-1" | 49 |
| B6 | 8 | 10 | 2 | 14'-10" | 511 |
| B7 | 8 | 4 | STR | 4'-3" | 23 |
| M1 | 36 | 10 | 2 | 9'-9" | 1510 |
| S1 | 9 | 5 | 3 | 13'-6" | 127 |
| S2 | 24 | 5 | 3 | 12'-9" | 319 |
| S3 | 36 | 5 | 3 | 11'-5" | 429 |
| S4 | 9 | 5 | 3 | 12'-2" | 114 |
| T1 | 114 | 8 | 1 | 10'-10" | 3297 |
| T2 | 66 | 6 | STR | 9'-0" | 892 |
| U1 | 40 | 4 | 4 | 7'-0" | 187 |
| U2 | 9 | 4 | 4 | 6'-9" | 41 |
| U3 | 4 | 4 | 4 | 7'-6" | 20 |
| U4 | 4 | 4 | 4 | 6'-6" | 17 |
| V1 | 36 | 10 | 2 | 36'-2" | 5603 |
| SP-1 | 3 | * | 5 | 1113'-10" | 2232 |
| REINFORCING STEEL | | | | | 15475 LB |
| SPIRAL COL. REINF. STEEL | | | | | 2232 LB |
| CLASS "A" CONCRETE BREAKDOWN | | | | | |
| POUR 1 (FOOTINGS) | | | | | 35.1 CY |
| POUR 2 (COLUMNS) | | | | | 25.8 CY |
| POUR 3 (CAP) | | | | | 23.2 CY |
| TOTAL | | | | | 84.1 CY |
| HP 12 X 53 STEEL PILES | | | | | |
| NO. 15 | | | | | 750 LF |
| PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES | | | | | |
| | | | | | 15 EA |



PROJECT NO. U-3109A
ALAMANCE COUNTY
 STATION: 146+61.35 -L-

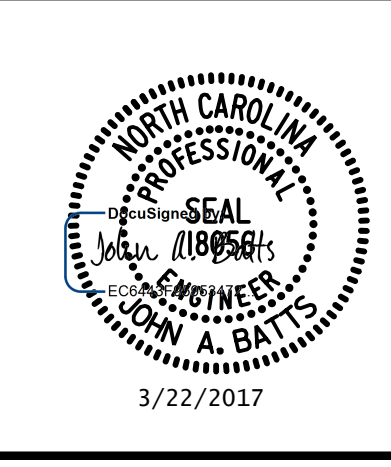
SHEET 2 OF 2

| STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH | | | | | |
|--|-----|-------|-----|-----|-------|
| SUBSTRUCTURE | | | | | |
| BENT 3 | | | | | |
| (SBL) | | | | | |
| REVISIONS | | | | | |
| NO. | BY: | DATE: | NO. | BY: | DATE: |
| 1 | | | 3 | | |
| 2 | | | 4 | | |

SHEET NO. S02-44
 TOTAL SHEETS S02-51

DRAWN BY: T. BANKOVICH DATE: 9-15
 CHECKED BY: J.A. BATTS DATE: 9-15
 DESIGN ENGINEER OF RECORD: J.A. BATTS DATE: 9-15

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 LICENSURE NO. C-2521



STR. #2