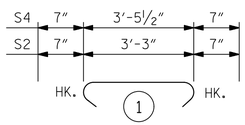
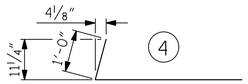
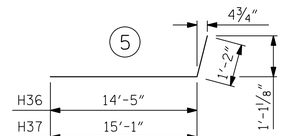
BAR TYPES

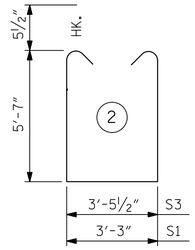


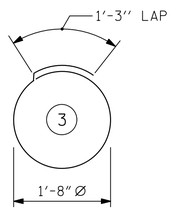


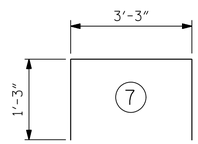
H13	12′-9″
H14	13′-4″
H15	13′-11
H16	14′-6″
H17	15′-1″
H18	15′-7″
H19	16′-2″
H20	16′-9″
H21	16′-11″
H113	12′-4″
H114	12′-11″
H115	13′-6″
H116	14′-1″
H117	14′-7″
H118	15′-2″
H119	15′-9″
H120	16′-4″
H121	16′-4″

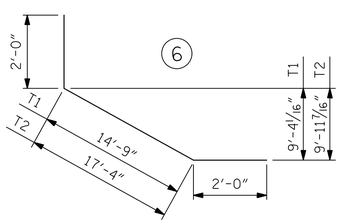


H36	14′-5″
H37	15′-1″
H38	15′-9″
H39	16′-6″
H40	17′-2″
H41	17′-10″
H42	18′-7″
H43	19′-3″
H44	20′-2″
H136	14′-10″
H137	15′-6″
H138	16′-3″
H139	16′-11″
H140	17′-7″
H141	18′-3″
H142	19′-0″
H143	19′-8″
H144	19′-8″









ALL BAR DIMENSIONS ARE OUT TO OUT.

REINFORCING BAR SCHEDULE

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT (LBS)
B1	9	#9	STR	60′-0″	1836
B2	9	#9	STR	18′-6″	566
B3	20	#4	STR	12′-4″	165
B4	24	#5	STR	37′-8″	943
B5	12	#4	STR	25′-8″	206
B6	20	#4	STR	3′-3″	43
H1	1	#6	STR	7′-0″	11
H2	1	#6	STR	7′-8″	12
H3	1	#6	STR	8′-3″	12
H4	1	#6	STR	8′-10″	13
H5	1	#6	STR	9′-6″	14
H6	1	#6	STR	10′-1″	15
H7	1	#6	STR	10′-8″	16
H8	1	#6	STR	11′-4″	17
H9	1	#6	STR	11′-11″	18
H10	1	#6	STR	12′-6″	19
H11	1	#6	STR	13′-2″	20
H12	1	#6	STR	13′-9″	21
H13	1	#6	4	13′-9″	21
H14	1	#6	4	14′-4″	22
H15	1	#6	4	14′-11″	22
H16	1	#6	4	15′-6″	23
H17	1	#6	4	16′-1″	24
H18	1	#6	4	16′-7″	25
H19	1	#6	4	17′-2″	26
H20	1	#6	4	17′-9″	27
H21	6	#6	4	17′-11″	161
H22	1	#7	STR	6′-8″	14
H23	1	#7	STR	7′-4″	15
H24	1	#7	STR	8′-0″	16
H25	1	#7	STR	8′-8″	18
H26	1	#7	STR	9′-4″	19
H27	1	#7	STR	10′-0″	20
H28	1	#7	STR	10′-8″	22
H29	1	#7	STR	11′-4″	23
H30	1	#7	STR	12′-0″	25
H31	1	#7	STR	12′-8″	26
H32	1	#7	STR	13′-4″	27
H33	1	#7	STR	14′-0″	29
H34	1	#7	STR	14′-8″	30
H35	1	#7	STR	15′-4″	31
H36	1	#7	5	15′-7″	32
H37	1	#7	5	16′-3″	33
H38	1	#7	5	16′-11″	35
H39	1	#7	5	17′-8″	36
H40	1	#7	5	18′-4″	37
H41	1	#7	5	19′-0″	39
H42	1	#7	5	19′-9″	40
H43	1	#7	5	20′-5″	42
H44	6	#7	5	21′-4″	262
H101	1	#6	STR	6′-7″	10
H102	1	#6	STR	7′-3″	11
H103	1	#6	STR	7′-10″	12
H104	1	#6	STR	8′-5″	13
H105	1	#6	STR	9′-1″	14
H106	1	#6	STR	9′-8″	15
H107	1	#6	STR	10′-3″	15
H108	1	#6	STR	10′-11″	16
H109	1	#6	STR	11′-6″	17
H110	1	#6	STR	12′-1″	18
H111	1	#6	STR	12′-9″	19
H112	1	#6	STR	13′-4″	20
H113	1	#6	4	13′-4″	20
H114	1	#6	4	13′-11″	21
H115	1	#6	4	14′-6″	22
H116	1	#6	4	15′-1″	23
H117	1	#6	4	15′-7″	23
H118	1	#6	4	16′-2″	24
H119	1	#6	4	16′-9″	25
H120	1	#6	4	17′-4″	26
H121	6	#6	4	17′-4″	156
H122	1	#7	STR	7′-1″	14
H123	1	#7	STR	7′-9″	16
H124	1	#7	STR	8′-5″	17
H125	1	#7	STR	9′-1″	19
H126	1	#7	STR	9′-9″	20
H127	1	#7	STR	10′-5″	21
H128	1	#7	STR	11′-1″	23
H129	1	#7	STR	11′-9″	24
H130	1	#7	STR	12′-5″	25
H131	1	#7	STR	13′-1″	27
H132	1	#7	STR	13′-9″	28
H133	1	#7	STR	14′-5″	29
H134	1	#7	STR	15′-1″	31
H135	1	#7	STR	15′-9″	32
H136	1	#7	5	16′-0″	33
H137	1	#7	5	16′-8″	34
H138	1	#7	5	17′-5″	36
H139	1	#7	5	18′-1″	37
H140	1	#7	5	18′-9″	38
H141	1	#7	5	19′-5″	40
H142	1	#7	5	20′-2″	41
H143	1	#7	5	20′-10″	43
H144	6	#7	5	20′-10″	256
K1	28	#6	STR	2′-9″	116
K2	28	#7	STR	2′-9″	157
S1	67	#5	2	15′-4″	1072
S2	67	#5	1	4′-5″	309
S3	2	#5	2	15′-6″	32
S4	2	#5	1	4′-7″	10
S5	116	#5	STR	3′-0″	363
S6	42	#4	3	6′-6″	182
T1	2	#5	6	18′-9″	39
T2	2	#5	6	21′-4″	45
U1	37	#4	7	5′-9″	142
V1	24	#5	STR	7′-6″	188
V2	10	#5	STR	6′-3″	65
V3	2	#5	STR	6′-3″	13
V4	2	#5	STR	6′-3″	13
V5	2	#5	STR	6′-3″	13
V6	2	#5	STR	5′-5″	11
V7	2	#5	STR	4′-7″	10
V8	2	#5	STR	3′-9″	8
V9	2	#5	STR	2′-11″	6
V10	2	#5	STR	6′-1″	13
V11	2	#5	STR	6′-1″	13
V12	2	#5	STR	6′-1″	13
V13	2	#5	STR	5′-3″	11
V14	2	#5	STR	4′-4″	9
V15	2	#5	STR	3′-6″	7
V16	2	#5	STR	2′-8″	6
V17	2	#5	STR	1′-10″	4
V18	25	#5	STR	8′-0″	209
V19	9	#5	STR	6′-4″	59
V20	2	#5	STR	6′-4″	13
V21	2	#5	STR	6′-4″	13
V22	2	#5	STR	6′-4″	13
V23	2	#5	STR	5′-7″	12
V24	2	#5	STR	4′-11″	10
V25	2	#5	STR	4′-2″	9
V26	2	#5	STR	3′-5″	7
V27	2	#5	STR	2′-9″	6
V28	2	#5	STR	6′-2″	13
V29	2	#5	STR	6′-2″	13
V30	2	#5	STR	6′-1″	13
V31	2	#5	STR	6′-1″	13
V32	2	#5	STR	5′-4″	11
V33	2	#5	STR	4′-8″	10
V34	2	#5	STR	3′-11″	8
V35	2	#5	STR	3′-3″	7
V36	2	#5	STR	2′-6″	5
V37	2	#5	STR	1′-10″	4

REINFORCING STEEL	LBS.	9886
CLASS "A" CONCRETE BREAKDOWN		
POUR #1 PILE CAP	CY.	64.7
POUR #1 WINGWALL 1	CY.	2.1
POUR #1 WINGWALL 2	CY.	2.6
CLASS "A" CONCRETE	CY.	69.4
HP12x53 STEEL PILES	NO.	14
	LIN. FT.	775

PROJECT NO. U-2579B

FORSYTH COUNTY

STATION: 628+65.50 -L-

SHEET 4 OF 4

DocuSigned by: Steven K Doerrer
A22D3D8EFA1D43F...
8/8/2014

NORTH CAROLINA PROFESSIONAL SEAL 16572 ENGINEER STEVEN K. DOERRER

Prepared by:
JACOBS
JACOBS ENGINEERING GROUP
111 CORNING ROAD, SUITE 200
CARY, NORTH CAROLINA 27518
TEL: (919) 859-5000

DWG. NO. 30 OF 44

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

INTEGRAL END BENT 1
BILL OF MATERIALS

LEFT LANE

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-339
1			3			TOTAL SHEETS
2			4			707

DRAWN BY : HLS DATE : 7/21/14
CHECKED BY : JBT DATE : 7/24/14

SYSTIME DGN USERNAME