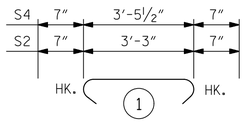
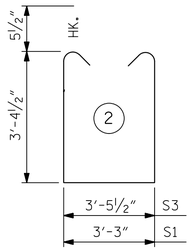
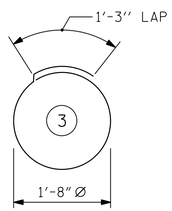
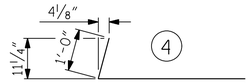
BAR TYPES

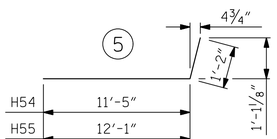




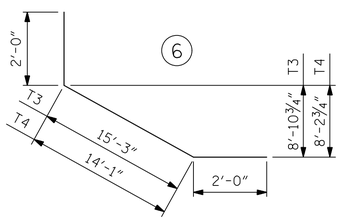


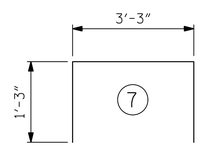


H72	11′-0″
H73	11′-7″
H74	12′-3″
H75	12′-11″
H76	13′-6″
H77	14′-2″
H78	14′-10″
H79	15′-5″
H80	16′-1″
H81	16′-8″
H172	10′-7″
H173	11′-2″
H174	11′-10″
H175	12′-6″
H176	13′-1″
H177	13′-9″
H178	14′-5″
H179	15′-0″
H180	15′-8″
H181	16′-1″



H54	11′-5″
H55	12′-1″
H56	12′-9″
H57	13′-5″
H58	14′-1″
H59	14′-9″
H60	15′-5″
H61	16′-1″
H62	16′-9″
H63	17′-4″
H154	11′-10″
H155	12′-6″
H156	13′-2″
H157	13′-10″
H158	14′-6″
H159	15′-2″
H160	15′-10″
H161	16′-6″
H162	17′-2″
H163	17′-11″





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′-0″	551
B3	20	#4	STR	11′-8″	156
B4	12	#5	STR	37′-6″	469
B5	12	#4	STR	25′-7″	205
B6	20	#4	STR	3′-3″	43
H44	1	#7	STR	6′-8″	14
H45	1	#7	STR	7′-3″	15
H46	1	#7	STR	7′-11″	16
H47	1	#7	STR	8′-7″	18
H48	1	#7	STR	9′-2″	19
H49	1	#7	STR	9′-10″	20
H50	1	#7	STR	10′-5″	21
H51	1	#7	STR	11′-1″	23
H52	1	#7	STR	11′-8″	24
H53	1	#7	STR	12′-4″	25
H54	1	#7	5	12′-7″	26
H55	1	#7	5	13′-3″	27
H56	1	#7	5	13′-11″	28
H57	1	#7	5	14′-7″	30
H58	1	#7	5	15′-3″	31
H59	1	#7	5	15′-11″	33
H60	1	#7	5	16′-7″	34
H61	1	#7	5	17′-3″	35
H62	1	#7	5	17′-11″	37
H63	5	#7	5	18′-6″	189
H64	1	#6	STR	7′-1″	11
H65	1	#6	STR	7′-9″	12
H66	1	#6	STR	8′-5″	13
H67	1	#6	STR	9′-2″	14
H68	1	#6	STR	9′-10″	15
H69	1	#6	STR	10′-6″	16
H70	1	#6	STR	11′-3″	17
H71	1	#6	STR	11′-11″	18
H72	1	#6	4	12′-0″	18
H73	1	#6	4	12′-7″	19
H74	1	#6	4	13′-3″	20
H75	1	#6	4	13′-11″	21
H76	1	#6	4	14′-6″	22
H77	1	#6	4	15′-2″	23
H78	1	#6	4	15′-10″	24
H79	1	#6	4	16′-5″	25
H80	1	#6	4	17′-1″	26
H81	5	#6	4	17′-8″	133
H144	1	#7	STR	7′-1″	14
H145	1	#7	STR	7′-9″	16
H146	1	#7	STR	8′-4″	17
H147	1	#7	STR	9′-0″	18
H148	1	#7	STR	9′-7″	20
H149	1	#7	STR	10′-3″	21
H150	1	#7	STR	10′-10″	22
H151	1	#7	STR	11′-6″	24
H152	1	#7	STR	12′-2″	25
H153	1	#7	STR	12′-9″	26
H154	1	#7	5	13′-0″	27
H155	1	#7	5	13′-8″	28

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT (LBS)
H156	1	#7	5	14′-4″	29
H157	1	#7	5	15′-0″	31
H158	1	#7	5	15′-8″	32
H159	1	#7	5	16′-4″	33
H160	1	#7	5	17′-0″	35
H161	1	#7	5	17′-8″	36
H162	1	#7	5	18′-4″	37
H163	1	#7	5	19′-1″	195
H164	1	#6	STR	6′-8″	10
H165	1	#6	STR	7′-4″	11
H166	1	#6	STR	8′-0″	12
H167	1	#6	STR	8′-9″	13
H168	1	#6	STR	9′-5″	14
H169	1	#6	STR	10′-1″	15
H170	1	#6	STR	10′-10″	16
H171	1	#6	STR	11′-6″	17
H172	1	#6	4	11′-7″	17
H173	1	#6	4	12′-2″	18
H174	1	#6	4	12′-10″	19
H175	1	#6	4	13′-6″	20
H176	1	#6	4	14′-1″	21
H177	1	#6	4	14′-9″	22
H178	1	#6	4	15′-5″	23
H179	1	#6	4	16′-0″	24
H180	1	#6	4	16′-8″	25
H181	1	#6	4	17′-1″	128
K1	28	#7	STR	2′-9″	157
K2	28	#6	STR	2′-9″	116
S1	74	#5	2	10′-11″	843
S2	74	#5	1	4′-5″	341
S3	2	#5	2	11′-1½″	23
S4	2	#5	1	4′-7″	10
S5	116	#5	STR	3′-0″	363
S6	39	#4	3	6′-6″	169
T3	2	#5	6	19′-3″	40
T4	2	#5	6	18′-1″	38
U1	56	#4	7	5′-9″	215
V40	23	#5	STR	6′-0″	144
V41	9	#5	STR	6′-6″	61
V42	2	#5	STR	6′-6″	14
V43	2	#5	STR	6′-6″	14
V44	2	#5	STR	6′-7″	14
V45	2	#5	STR	5′-10″	12
V46	2	#5	STR	5′-2″	11
V47	2	#5	STR	4′-6″	9
V48	2	#5	STR	3′-10″	8
V49	2	#5	STR	6′-8″	14
V50	2	#5	STR	6′-8″	14
V51	2	#5	STR	6′-0″	13
V52	2	#5	STR	5′-4″	11
V53	2	#5	STR	4′-8″	10
V54	2	#5	STR	3′-11″	8

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT (LBS)
V55	2	#5	STR	3′-3″	7
V56	2	#5	STR	2′-7″	5
V57	2	#5	STR	2′-0″	6
V58	22	#5	STR	5′-6′	126
V59	10	#5	STR	6′-3″	65
V60	2	#5	STR	6′-3″	13
V61	2	#5	STR	6′-4″	13
V62	2	#5	STR	6′-4″	13
V63	2	#5	STR	5′-8″	12
V64	2	#5	STR	5′-0″	11
V65	2	#5	STR	4′-4″	9
V66	2	#5	STR	6′-5″	13
V67	2	#5	STR	6′-6″	14
V68	2	#5	STR	5′-9″	12
V69	2	#5	STR	5′-1″	11
V70	2	#5	STR	4′-5″	9
V71	2	#5	STR	3′-9″	8
V72	2	#5	STR	3′-1″	6
V73	2	#5	STR	2′-5″	5
V74	2	#5	STR	2′-0″	4

REINFORCING STEEL	LBS.	8514
CLASS "A" CONCRETE BREAKDOWN		
POUR #1 PILE CAP	CY.	44.0
POUR #1 WINGWALL 3	CY.	1.4
POUR #1 WINGWALL 4	CY.	1.2
CLASS "A" CONCRETE	CY.	46.6
HP12x53 STEEL PILES	NO.	13
	LIN. FT.	1430

PROJECT NO. U-2579B

FORSYTH COUNTY

STATION: 628+65.50 -L-

SHEET 4 OF 4

DocuSigned by: Steven K Doerer A2203DBEFA1D43F... 8/8/2014

NORTH CAROLINA PROFESSIONAL SEAL 16572 ENGINEER STEVEN K. DOERER

Prepared by:

JACOBS

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

DWG. NO. 40 OF 44

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

INTEGRAL END BENT 2
BILL OF MATERIALS

RIGHT LANE

REVISIONS								SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:			S-393
1			3					TOTAL SHEETS
2			4					707

DRAWN BY : HLS DATE : 7/21/14
CHECKED BY : JBT DATE : 7/25/14

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