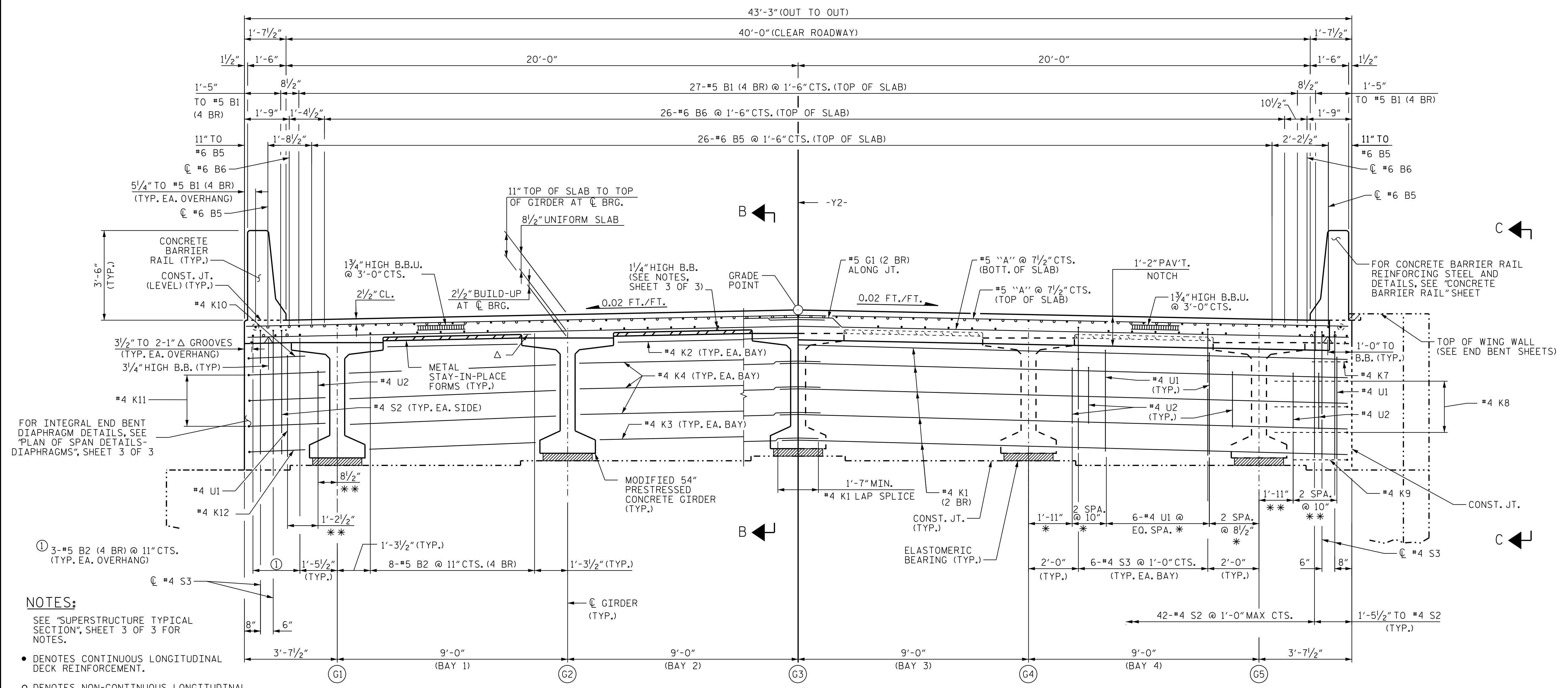


jhagenbush

4/27/2023

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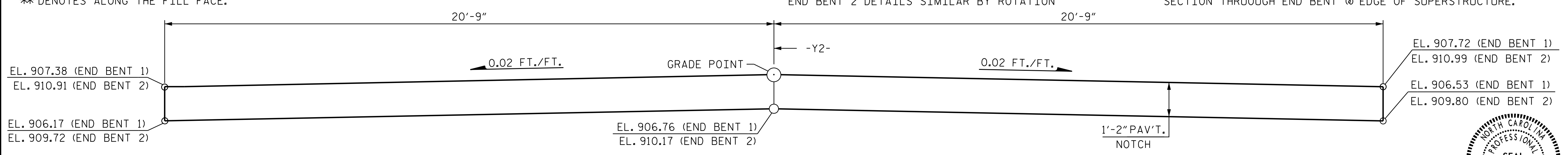


**NOTES:**  
 SEE "SUPERSTRUCTURE TYPICAL SECTION", SHEET 3 OF 3 FOR NOTES.  
 • DENOTES CONTINUOUS LONGITUDINAL DECK REINFORCEMENT.  
 ○ DENOTES NON-CONTINUOUS LONGITUDINAL DECK REINFORCEMENT.  
 2 BR DENOTES 2 BAR RUN.  
 4 BR DENOTES 4 BAR RUN.  
 △ TOP OF METAL SIP FORM TO MATCH REQUIRED BOTT. OF SLAB.  
 \* DENOTES ALONG THE FILL FACE. "U" BAR SPACING IS TYPICAL EACH INTERIOR BAY.  
 \*\* DENOTES ALONG THE FILL FACE.

**INTEGRAL DIAPHRAGMS  
 HALF SECTION REINFORCEMENT  
 AT FRONT FACE**

**TYPICAL SECTION @ END BENT  
 (AS VIEWED AT END BENT 1, LOOKING UP-STATION)  
 END BENT 2 DETAILS SIMILAR BY ROTATION**

**INTEGRAL DIAPHRAGMS  
 HALF SECTION REINFORCEMENT  
 AT FILL FACE**



**APPROACH SLAB PAVEMENT NOTCH DETAIL**

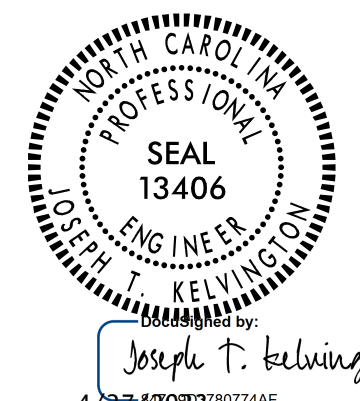
ELEVATIONS ARE ALONG FILL FACE OF END BENT  
 DIMENSIONS ARE NORMAL TO -Y2-

PROJECT NO. R-2707D  
CLEVELAND COUNTY  
 STATION: 20+16.72 -Y2-

SHEET 1 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 SUPERSTRUCTURE

**TYPICAL SECTION**



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DRAWN BY: J. B. GEILE DATE: 02/21/18  
 CHECKED BY: M. B. ISENHOUR DATE: 04/09/18  
 DESIGN ENGINEER OF RECORD: J. T. KELVINGTON DATE: 04/27/22

DOCUMENT NOT CONSIDERED  
 FINAL UNLESS ALL  
 SIGNATURES COMPLETED

REVISIONS						SHEET NO. S2-06
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 35
2			4			