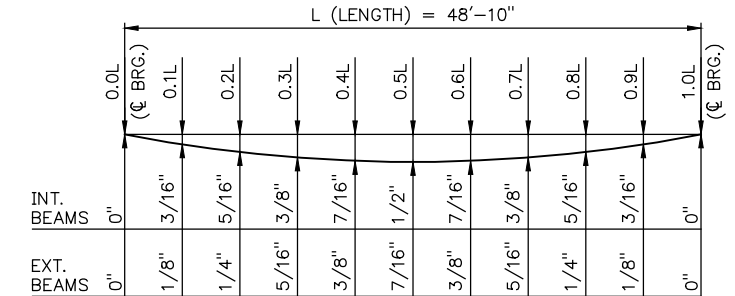


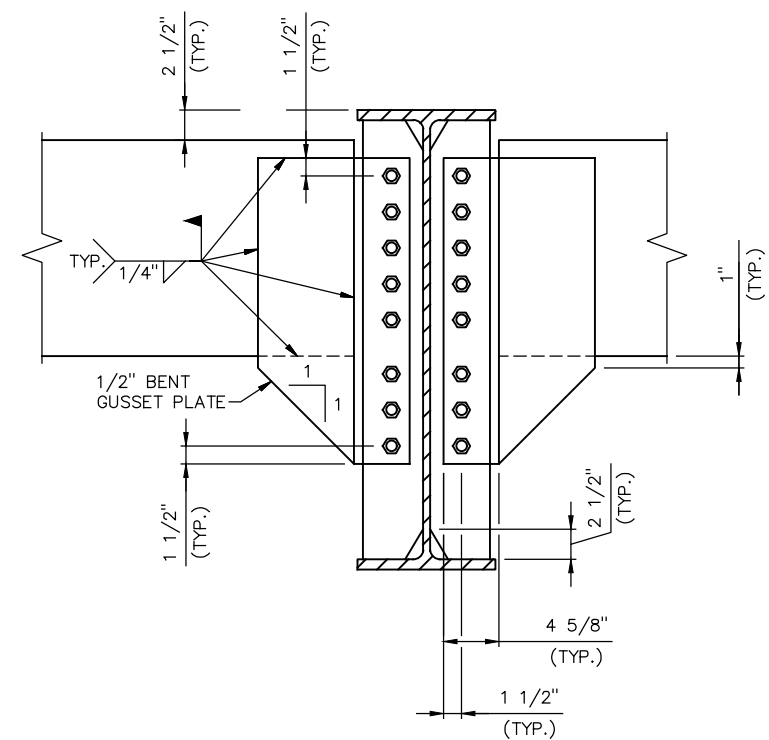
**W33x130 BEAM  
LONGITUDINAL SECTION**

NOTE: THE DEAD LOAD DEFLECTIONS SHOWN ARE DUE TO THE SLAB, DIAPHRAGMS, HAUNCH, AND TRAFFIC RAILS AND ARE THEORETICAL ONLY. (DEFLECTIONS DO NOT INCLUDE BEAM WEIGHT OR FUTURE WEARING SURFACE.) DEAD LOAD DEFLECTION SHALL BE TAKEN INTO CONSIDERATION IN FORMING AND POURING THE SLAB AND HAUNCHES.

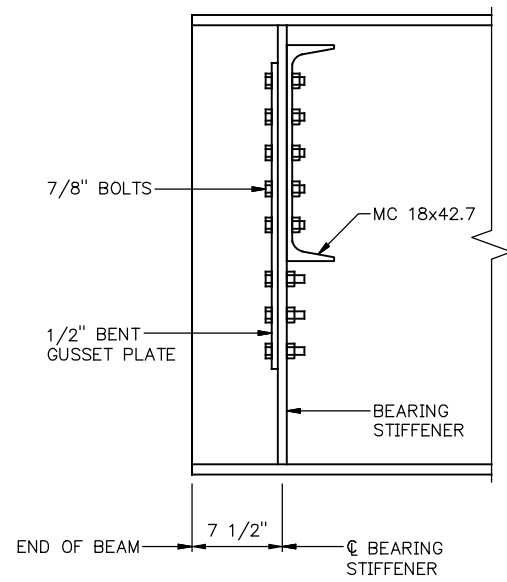
NOTE: C4x7.2 SHEAR CONNECTORS, INTERMEDIATE DIAPHRAGM STIFFENERS, BEARING STIFFENERS, AND BENT GUSSET PLATES SHALL BE COMPOSED OF NEW GRADE 36,000 PSI STRUCTURAL STEEL



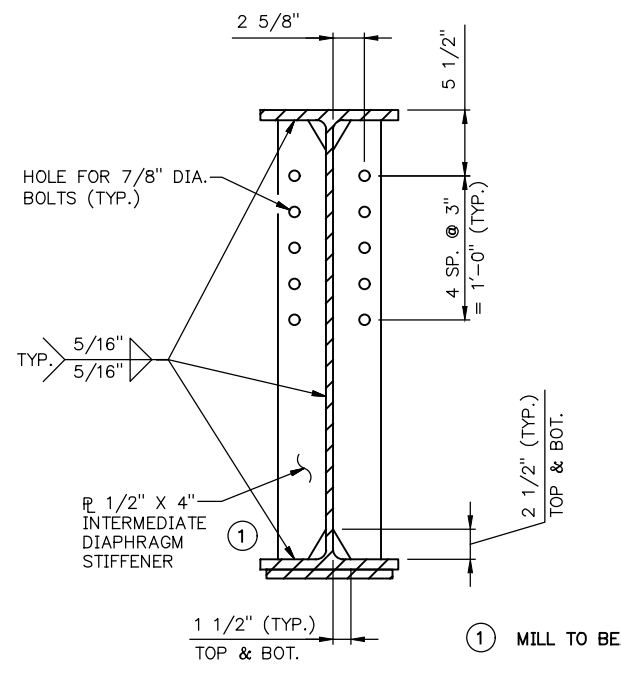
**DEAD LOAD DEFLECTION DIAGRAM**



DETAIL SHOWN AT INTERIOR BEAM. OMIT BOLT HOLES IN THE BEARING STIFFENER AT OUTSIDE FACE OF EXTERIOR BEAM

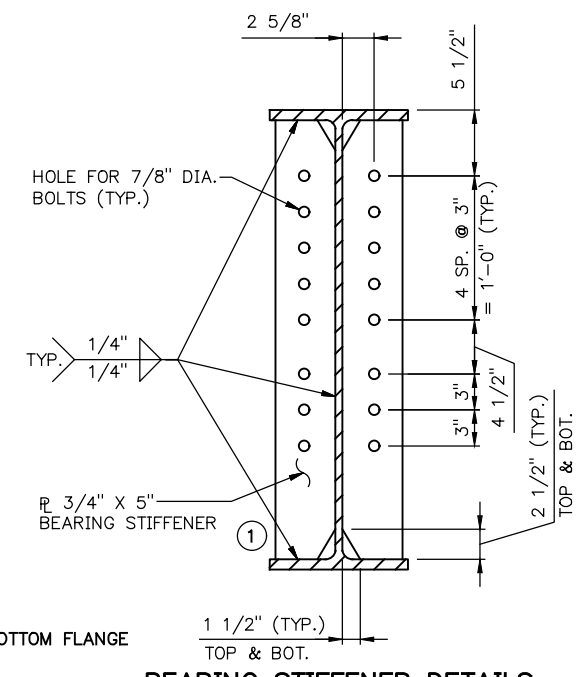


**END DIAPHRAGM SECTION**



**INTERMEDIATE DIAPHRAGM STIFFENER DETAILS**

DETAIL SHOWN AT INTERIOR BEAM. OMIT BOLT HOLES IN THE INTERMEDIATE STIFFENER AT OUTSIDE FACE OF EXTERIOR BEAM



**BEARING STIFFENER DETAILS**

DETAIL SHOWN AT INTERIOR BEAM. OMIT BOLT HOLES IN THE BEARING STIFFENER AT OUTSIDE FACE OF EXTERIOR BEAM

**BEAM DETAILS  
(BRIDGE "B")**

ϕ SURVEY STA. 314+58.28

State Job No. 28312(04) Sheet No. 36