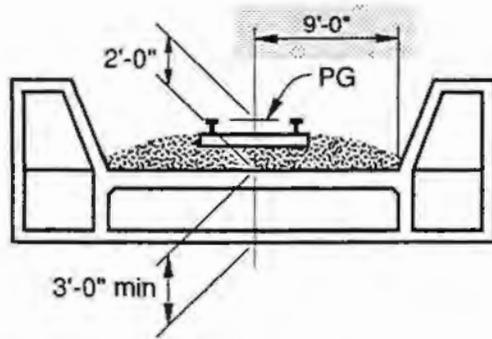
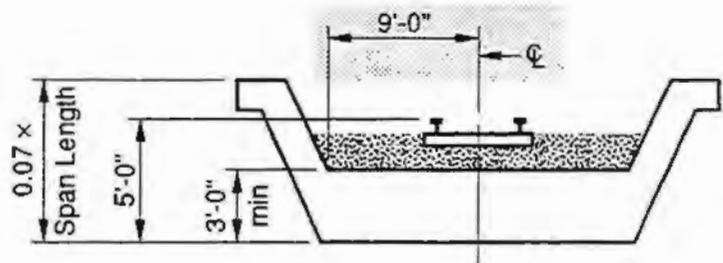


### Railroad Bridges Superstructure Depths

The dimensions on the following sketches may be used for preliminary studies and designs.



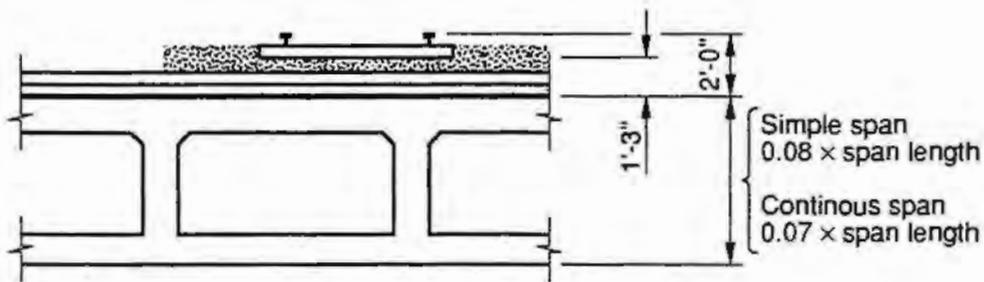
CELLULAR



SOLID

Note: Cellular trough may be more economical for longer spans than the solid alternative.

### Prestressed Concrete Troughs Single Track Only

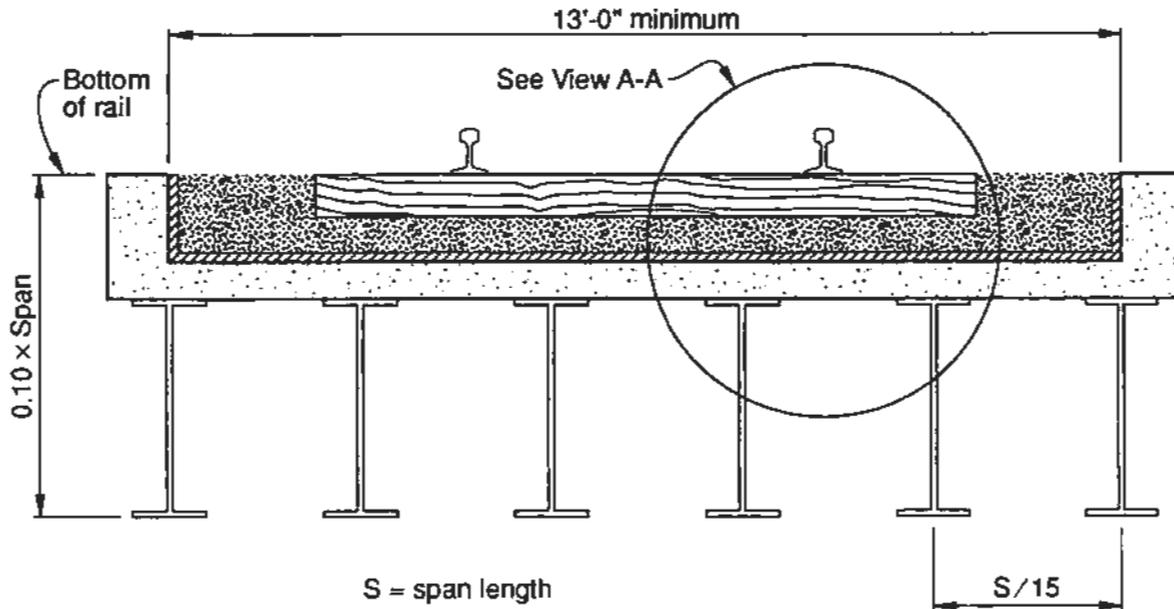


### Prestressed Concrete Box Any Number of Tracks

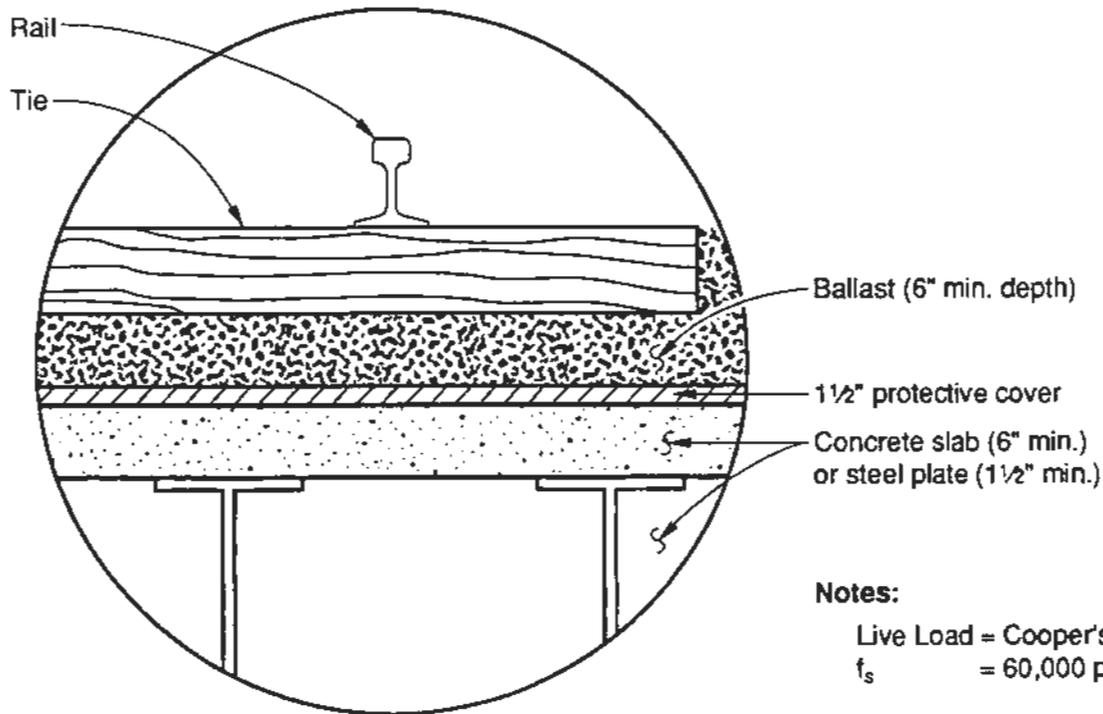
### Concrete Structures

Ballast troughs of all railroad bridges should be sloped a minimum of 1% for drainage. A greater slope, if practical, is desired. If the tracks are level, the depth of ballast can be varied. This will increase the vertical dimension from top of rail to bottom of superstructure and should be considered in determining vertical clearances.

Supersedes Memo to Designers 17-115 dated May 1989



Typical Section



**Notes:**

Live Load = Cooper's E-80  
 $f_s = 60,000$  psi

Data based on simple spans  
 and A.R.E.A. 1983

View A-A

**Steel Deck Girders**

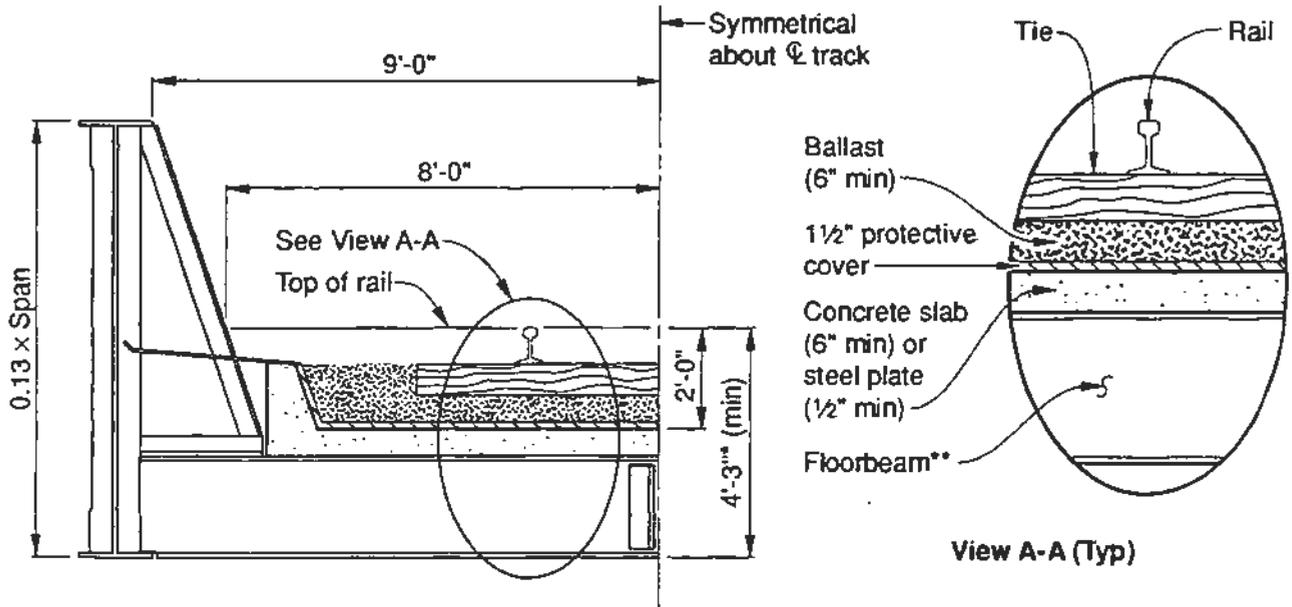


Plate Girder - Single Track - Half Section

\*Based on 6" concrete slab used as floor plate.  
 \*\*Depth of floor beam varies.

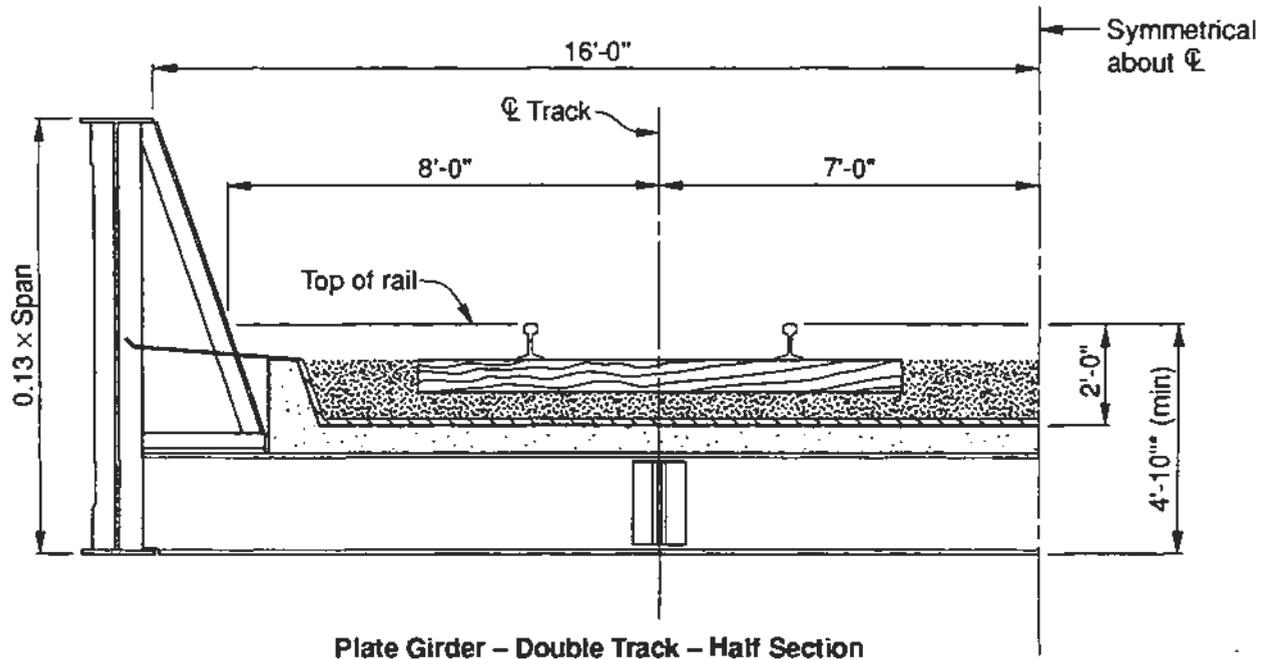


Plate Girder - Double Track - Half Section

**Through Plate Girders**

Notes: Data based on A.R.E.A. 1983 Simple Span Loading. Live Load = Cooper's E-80. Lateral dimensions may be increased for curved alignment.

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 Floyd L. Mellon

*Jerry A. McKee*  
 Jerry A. McKee

JGS:jgf