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Example Arema Railroad  
Bridge

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## **Arema Bridge Design Manual - Ultimatesecuritycourse**

Chapter 12 – Abutments January 2019

12-3 12.1 General Abutments are used at the ends of bridges to retain the embankment and to carry the vertical and horizontal loads from the superstructure to the foundation, as illustrated in . Figure

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12.11-. The design requirements for abutments are similar to those for retaining walls and for piers;

## **Chapter 15 Structural Design Requirements for Design-Build ...**

Parapet abutments are detailed to accommodate movements with strip seal or modular expansion joint devices between the concrete deck and the abutment end block. Railroad bridge abutments shall be designed according to the AREMA Manual for Railway Engineering, Volume 2, for the live load specified by the railroad.

## **JULY 2016 LRFD BRIDGE DESIGN 11-1**

design criteria is now developed and published by the American Railway Engineering and Maintenance-of-Way Association (AREMA) in the “AREMA

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Manual for Rail-way Engineering”1. Concrete pipe material, design, and installation is covered in Chapter 8, Part 10, “Reinforced Concrete Culvert Pipe” of the AREMA Manual1. Each

## **Design Data 3 - Concrete Pipe**

Design Steps (AREMA, U.S. DoD, and Others) (Generalized) 1. Select design wheel load based on most common, heaviest car and desired track speed. Consider all wheels in a truck and proximity of adjacent cars. 2. Select a Track Modulus,  $u$  or  $k$ , based on desired design deflection 3. Select rail size and section 4. Determine moment and loading coefficients 5.

## **GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF RAILROAD ...**

Railroad bridges are designed according to

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the current AREMA Specifications, with the Cooper loading established by the railroad company. E. Bicycle (Nonmotorized) Bridges. Bicycle bridges shall be designed for a 5 ton truck. This truck shall consist of one axle of 1 ton and one axle of 4 ton spaced 7' apart.

## **LRFD Steel Girder SuperStructure Design Example - LRFD ...**

Abutment design example arema railroad bridge - - Abutment design example arema railroad bridge download on iubmb-2013-3.org free books and manuals search - Railway Bridge Engineering - Mac OS X Server Arema Design Manual - Manuals by GarlandGroup - UNDERPASS GRADE SEPARATION DESIGN CRITERIA PURPOSE AND SCOPE 1.2.5 of the

## **Chapter 38 Railroad Structures -**

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## **Wisconsin Department of ...**

short pile-supported abutment, on 25+ feet of fill instead of the tall full-height abutment . Change in Plan

## **SEISMIC DESIGN OF RAILROAD BRIDGES**

NORFOLK SOUTHERN CORPORATION OVERHEAD GRADE SEPARATION DESIGN CRITERIA I.

CLEARANCES ... abutments located outside of the railroad right-of-way. 2. A minimum vertical clearance of 23'-0" shall be provided, measured from top of high rail ... (See AREMA 2.1.5.1.) III.

DRAINAGE 1. The bridge and roadway plans should indicate all

## **TABLE OF CONTENTS ~ PIERS**

For the wingwall, any Design Steps from 7.2 through 7.12 that apply to the wingwall follow at the end of the

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abutment design steps. For example, there are two Design Steps 7.2 - one for the abutment and one for the wingwall (after Design Step 7.12 of the abutment).

### **AREMA: Loading Behind Retaining Wall Supporting Tracks ...**

This series of articles on pier design is based on the AASHTO LRFD Specifications. The series replaces three previous Office of Bridges and Structures documents: Design Criteria for Piers 1979, Design Criteria for Piers (Metric Version) 1996, and the previous Bridge Design Manual piers section based on the AASHTO Standard Specifications.

### **SEISMIC DESIGN EXAMPLE FOR RAILROAD UNDERPASS**

AREMA Manual). Requirements for railroad structures vary with the railroad company whose tracks are carried by the

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structure, and are sometimes varied by the same company in different locations. The AREMA Manual provides for design of railroad structures using Allowable Stress Design (ASD) and Load Factor Design (LFD) methods. The

## **NORFOLK SOUTHERN CORPORATION**

I am in the process of designing a retaining wall, where a Railroad Track might be added behind it and I wanted to determine the kind of loads I need to add behind the wall. I obtained the following statement from "Manual for Railway Engineering, Volume 2, Structures, AREMA, Not Current Version": 2.2.3 Design Loads, c. Live Load.

### **Chapter 12 Abutments**

April 2013 NMDOT BRIDGE  
PROCEDURES 1-1 AND DESIGN

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GUIDE CHAPTER ONE GENERAL  
INFORMATION The New Mexico  
Department of Transporta-tion uses the  
Current Edition of the AASHTO

## **Bridge Design Manual Chapter 7 - Jboss Home Page**

- AREMA has developed seismic design procedures for railroad bridges which coordinate the train post-seismic event operation guidelines with the designed performance of the structure.
- Several sources, such as USGS, can provide immediate notification of an earthquake event to the railroads.

## **GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS**

[www.arema.org](http://www.arema.org)

## **Abutment Design Example**

Crash walls, when required, shall be

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designed to conform to the criteria of the AREMA Manual. To determine when crash walls are required, consult the following: • Union Pacific Railroad, “Guidelines for Design of Highway Separation Structures over Railroad (Overhead Grade Separation)” • AREMA Manual • WSDOT Railroad Liaison Engineer

## **Introduction to Railroad Track Structural Design**

GUIDELINES FOR RAILROAD  
GRADE SEPARATION PROJECTS,  
MAY 2016 19 nearest existing or future  
track. Additionally, the bridge abutments  
shall be supported by deep foundations. 1.  
Abutments designed without the additional  
protection as described above should, at a  
minimum, be designed to: i.

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## **Abutment Design Example Arema Railroad**

SEISMIC DESIGN EXAMPLE FOR  
RAILROAD UNDERPASS BY R.  
MATTHEWS DATE 10/6/01 PAGE B-3  
Importance Classification Factor

(AREMA 9-1.3.3.2.4) • Serviceability =  
 $0.8 \times 2 + 0.2 \times 2 + 0 \times 3 = 2.0$  • Ultimate  
 $= 0.1 \times 2 + 0.8 \times 2 + 0.1 \times 3 = 2.1$  •

Survivability =  $0 \times 2 + 0.2 \times 2 + 0.8 \times 3 =$   
2.8 Return Periods:

**[www.arema.org](http://www.arema.org)**

Kansas City Southern Railway Section I -  
Underpasses Guidelines for the Design  
and Construction of Railroad Overpasses  
and Underpasses 7 7. Skew of Bridge. The  
preferred angle of roadway crossing and  
bridge structure relative to the centerline  
of track is 90 degrees.

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