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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. Design all other abutments according to the AASHTO LRFD Bridge Design Specifications. The Duluth Mesabe & Iron Range Railway requires a special live load.

~~JULY 2016 LRFD BRIDGE DESIGN 11-1~~

The AREMA specifications are revised annually and it is essential that the latest

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revisions be used. The AREMA Manual is a guideline only and should be followed as a starting point in design. Railroad companies are essentially conservative as their primary interest is the safety of their trains and human lives.

~~Chapter 38 Railroad Structures~~

Students. AREMA supports those pursuing college level courses of study related to the engineering and/or technical aspects of the railway industry through student membership, scholarship opportunities and involvement in student chapters at many universities across the United States and Canada.

~~Sign In AREMA~~

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~~TI 850-02 Railroad Design and Rehabilitation~~

Crash walls, when required, shall be 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

~~Chapter 15 Structural Design Requirements for Design-Build ...~~

For example, a bridge carrying heavy rail traffic over a highway will require the bridge to be designed by AREMA codes (AREMA, 2014) and Railroad Grade Separation Guidelines (BNSF Railway and Union Pacific Railway, 2007) but also satisfy the state design manuals for highway safety features for pier and abutments located underneath.

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