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CHAPTER 7

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used as a reference for students in bridge engineering courses.

This new edition encompasses current design methods used for steel railway bridges in both SI and Imperial (US Customary) units. It discusses the planning of railway bridges and the appropriate types of bridges based on planning considerations.

Many timber trestle railroad bridges in Wisconsin have experienced deterioration and are in need of rehabilitation. In addition, the railroad industry is increasing the weights of cars. The combined effect of heavier loads and deterioration threatens to cut short the service life of timber bridges. One of the most critical problems that has been identified was the overloading of timber piles in bridges, which can be remedied by creating a stiffer pile cap. The goal of this investigation was to show that mechanically fastened fiber reinforced polymer (MFFRP) strips fastened to timber with screws can be used to create composite action between two beams in flexure or truss action between two deep beams. Ultimately this may help redistribute the loads to piles when FRP strips are used as struts on cap beams over short spans. Several test series were conducted with beams in flexure, deep beams over short spans, and full scale specimens to

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determine the manner in which FRP strips improved the members' performance. Tests were conducted over various widths of beams and lengths of spans to investigate how the geometry affected the strengthening's action improved load distribution to piles.

Mechanically fastened FRP strips were found to be effective in developing composite action in slender beams in flexure, meaning the stiffness of the system was increased by using MF-FRP strips. This MF-FRP method showed great potential for creating composite, stiffer double pile caps.

Publisher's Note: Products purchased from Third Party sellers are not guaranteed by the publisher for quality, authenticity, or access to any online entitlements included with the product. The industry-standard guide to structural engineering—fully updated for the latest advances and regulations For 50 years, this internationally renowned handbook has been the go-to reference for structural engineering specifications, codes, technologies, and procedures. Featuring contributions from a variety of experts, the book has been revised to align with the codes that govern structural design and materials, including IBC, ASCE 7, ASCE 37, ACI, AISC, AASHTO, NDS, and TMS. Concise, practical, and user-friendly, this one-of-a-kind resource contains real-world examples and detailed descriptions of today's design methods. Structural Engineering Handbook, Fifth

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Edition, covers: • Computer applications in structural engineering • Earthquake engineering • Fatigue, brittle fracture, and lamellar tearing • Soil mechanics and foundations • Design of steel structural and composite members • Plastic design of steel frames • Design of cold-formed steel structural members • Design of aluminum structural members • Design of reinforced- and prestressed-concrete structural members • Masonry construction and timber structures • Arches and rigid frames • Bridges and girder boxes • Building design and considerations • Industrial and tall buildings • Thin-shell concrete structures • Special structures and nonbuilding structures

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Perhaps the first book on this topic in more than 50 years, *Design of Modern Steel Railway Bridges* focuses not only on new steel superstructures but also outlines principles and methods that are useful for the maintenance and rehabilitation of existing steel railway bridges. It complements the recommended practices of the American Railway Engineering and Maintenance-of-way Association (AREMA), in particular Chapter 15-Steel Structures in AREMA's Manual for Railway Engineering (MRE). The book has been carefully designed to remain valid through many editions of the MRE. After covering the basics, the author examines the methods for analysis and design of modern steel railway bridges. He details the history of steel railway bridges in the development of transportation systems, discusses modern materials, and presents an extensive treatment of railway bridge loads and moving load analysis. He then outlines the design of steel structural members and connections in accordance with AREMA recommended practice, demonstrating the concepts with worked examples. Topics include: A history of iron and steel railway bridges Engineering properties of structural steel typically used in modern steel railway bridge design and fabrication Planning and preliminary design Loads and forces on railway superstructures Criteria for the maximum effects from moving loads and their use in developing design live

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loads Design of axial and flexural members
Combinations of forces on steel railway
superstructures Copiously illustrated with
more than 300 figures and charts, the book
presents a clear picture of the importance of
railway bridges in the national
transportation system. A practical reference
and learning tool, it provides a fundamental
understanding of AREMA recommended practice
that enables more effective design.

TCRP report 155 provides guidelines and
descriptions for the design of various common
types of light rail transit (LRT) track. The
track structure types include ballasted
track, direct fixation ("ballastless") track,
and embedded track. The report considers the
characteristics and interfaces of vehicle
wheels and rail, tracks and wheel gauges,
rail sections, alignments, speeds, and track
moduli. The report includes chapters on
vehicles, alignment, track structures, track
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