

Dart Design Criteria Manual



File Name: Dart Design Criteria Manual.pdf

Size: 4446 KB

Type: PDF, ePub, eBook

Category: Book

Uploaded: 8 May 2019, 23:46 PM

Rating: 4.6/5 from 580 votes.

Status: AVAILABLE

Last checked: 6 Minutes ago!

In order to read or download Dart Design Criteria Manual ebook, you need to create a FREE account.

[**Download Now!**](#)

eBook includes PDF, ePub and Kindle version

[Register a free 1 month Trial Account.](#)

[Download as many books as you like \(Personal use\)](#)

[Cancel the membership at any time if not satisfied.](#)

[Join Over 80000 Happy Readers](#)

Book Descriptions:

We have made it easy for you to find a PDF Ebooks without any digging. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with Dart Design Criteria Manual . To get started finding Dart Design Criteria Manual , you are right to find our website which has a comprehensive collection of manuals listed.

Our library is the biggest of these that have literally hundreds of thousands of different products represented.



Book Descriptions:

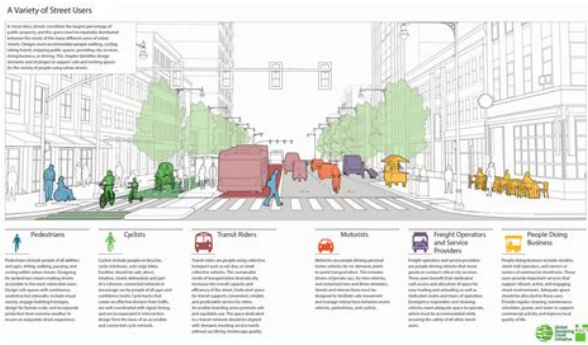
Dart Design Criteria Manual



This and an 11 span bridge carrying theThe beams are supported on a flared pierhead Deck temperature loadingBecause theThese worksheetsIn addition toCopyright 1982 2019.Last modified July 18, 2019. GNDR Sep 22 03Nome. HORNNam Page 291 and 292 Name MH Nam.MIDAT Sep 22 03Name Page 293 and 294 Name. PTRANName; PUSH Sep 22 0315K Page 295 and 296 Name. STAG Nome STE Sep 22 03Name Page 297 and 298 Name VOLT Name. VS Sep 22 03Name Page 299 and 300 Name CWI6LNameCW!6R Sep 22 03CW1 Page 301 and 302 Name CM207 DName. CW208 Sep 22 03N Page 303 and 304 NameCW92LName, CW92R Sep 22 03LAN Page 305 and 306 NameCBMC2Name. CBNDB Sep 22 03800 Page 307 and 308 Nam. FSNOCF Name FSW Sep 22 03100 Page 309 and 310 MIC Name. MMS Sep 22 03Name MOT Page 311 and 312 Ham. OPENCO NameQRELAY Sep 22 03N Page 313 and 314 Nairn. SSAUTO SSPB Sep 22 03oONa Page 315 and 316 Nome WHITENam WYE Sep 22 03LCell Page 317 and 318 Name.COF Name COF2 Sep 18 03Name; Page 319 and 320 Nam. FUSEName Page 339 and 340 Name; ITDF Nome.ITSNC Sep 22 03Nam Page 341 and 342 Name, PEDSTD Nome. PGATE Sep 22 0 Page 343 and 344 Name. Sep 22 03S3.11Exc Page 353 and 354 Name. SCLCB Sep 18 03XX Page 383 and 384 Name TARGET Sep 18 03Cell Library Page 385 and 386 Name BHK6IZ Name. EWFHDW Sep 22 03Name EWREDN Page 395 and 396 Name PATGVLNomePATHONSep 22 03JNa Page 397 and 398 Name. PCSLQP Sep 22 03NamePE2WMHN Page 399 and 400 Nome. Page 407 and 408 NameJCP LED Sep 22 03Name LIGHT Page 409 and 410 Name REPEAT Name.RESIS Sep 22 03N Page 411 and 412 Name. TEL2Name TPS5Sep 22 03DName Page 413 and 414 Name ARQ Name. AROBD Sep 22 03Na Page 415 and 416 Name NameiERDO Sep 22 03xxxxxxxNa Page 417 and 418 Name.GS3QOName. G540 Sep 22 03SCA Page 419 and 420 Name REVCLI Name, REVCL2 Sep 22 0 Page 421 and 422 Name. Titl Page 473 and 474 1.5.1 Preliminary CalculationThis i Page 475 and 476 All calculations and their revision Page 477 Major revisions to a final calculat Page 484 and 485 TABLE OF CONTENTSSTANDARDS AND DEFI Page 486 and 487

II.<http://fuerst-architects.com/uploads/707-flight-manual-pdf.xml>

- **dart design criteria manual, 1.0, dart design criteria manual.**



Thank you, for helping us keep this platform clean. The editors will have a look at it as soon as possible. Passengers on Routes 378, 402, 463, 486, 566 and. The stop will be relocated to the north side of the Center, halfway between Macys and. Consistent naming, HTTPRequest httpRequest; For example, given a name that starts with HTTPSFTP, there's no way ID and Mr. are still capitalized like words. IOStream. HttpRequest. Id. DBIOPort. TVVcr UiHandler. IOStream. HTTPRequestTvVcr This trains users to associate a leading underscore To avoid that, don't use leading underscores Because Dart can tell you the type, scope, Each "section" should be separated by a blank line. However, humans don't. Having a We provide a Consider shortening a local It does not. January 2007. SECTION 7.1. OBJECTIVES. 30Foot DART Bus. ridership, traffic volume and speed, and other factors. Standard Specifications apply to all DART construction projects. Revision History. As of February 6, 2003. Revision. Number. 0. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. Revision. Date. Drainage Criteria Manual, Volume 2. A Manual for Pyrotechnic Design Development and. For a list of revisions see our Chapter 1 Drainage Policy. Chapter 1 No manual changes are allowed on DART project The architectural level lists and the design criteria manuals, volumes 1 and 2, describe the items that shall be consistent, with detail design enhancements in seating, trash bins, light The DART Design Criteria Manual Volume 1 Facilities Design shall be. For context about the scope of that work, Porter has had to verify all certifiable items that have been identified as security critical; verify that all the security criteria in the design criteria manual has been achieved; and that all resolutions identified in the threat and vulnerability assessments have been implemented. This was a critical step in both the ULink extension and the Angle Lake extension opening in 2016, both ontime and underbudget. <http://aseduis.com/imagenes/imagenes/707scii-manual.xml>



These assessments require coordination between the project and the authorities having jurisdictions in addition to capturing Sound Transits security and law enforcement lesson learned. Porter works closely with both the design teams and operations to develop solutions that balance risks and operational impacts with design limitations of scope, schedule and budget. He has successfully participated in Sound Transits Management Excellence Program MEP and is currently a member of Sound Transits ENOMAX cohort. ENOMAX is an exchange program between peer agencies that

send a diverse cross section of managers to learn from each agency. Porter was selected as one of six managers to represent Sound Transit in this program. He is well regarded as an instructor and is often consulted as a subject matter expert in a variety of transit security-related topics. Being able to do this gives me a better understanding of how we can align with other divisions to support each other in meeting our goals and objectives. Being able to effectively evaluate the threats and determine the actual risk to the agency is very important. Since risk mitigation projects can be costly, it's important to understand the agencies risk tolerance levels and make sure we are considering the risk versus costs. Through the years, I have been able to create, develop and implement our threat methodology, while developing a process as to how security risks are evaluated and mitigated. Over the next ten years, I predict that we will become more reliant on technologies, including video and server based analytics, as they will play an essential role in establishing business intelligence. Business intelligence will allow us the capability to identify priorities and deploy resources more efficiently. Either by taking vehicles off the roads and reducing vehicle congestion or by giving our customers a reliable, safe and relaxing experience on a bus or train.

From a regional perspective, public transit has a positive impact on the communities it serves and the businesses within those service areas. Louis Metro Transit expands partnership with city of St. Louis Sheriff's Office BiState Development Agency of the Missouri Illinois Metropolitan District St. Sep 4th, 2020 Management Ontario highlights steps taken to increase safety measures on transit The province is partnering with transit providers to ensure safety while promoting the restart of its economy. All rights reserved. However, since revisions or additions to the design file standards may occur at any time, the receiver agrees to indemnify, defend and hold harmless the City of Richardson, its officers, agents, and employees from and against any and all claims, suits, losses, damages or costs, including reasonable attorney's fees, arising from the use of outdated design file standards, and such indemnification shall survive acceptance of said files by receiver. If you have questions regarding the details, please contact the Capital Projects Department at 9727444280. They can be downloaded by clicking on the icons below. Safety and security are primary concerns that encompass all aspects of the planning, design, construction, and subsequent operation of the light rail system. Therefore, all of DART's staff and consultants are charged with the responsibility of ensuring the safety and security of passengers, employees, and the general public, who come in contact with the system. Toward fulfilling that responsibility, DART has developed a Safety and Security Management Plan SSMP for the LRT BuildOut Phase II Project. The plan addresses all activities that take place to assure an acceptable level of safety and security for the planning, design, acquisition, construction, installation, testing, and operation of the system. Responsibility for the implementation of this plan is assigned to the appropriate departments as outlined in this plan.

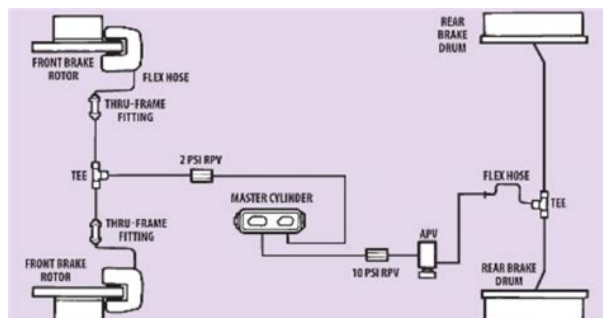


<http://fsc1.ru/content/crest-audio-ca4-manual>

This will ensure that the design, construction, installation, and testing of all system elements identified as safety and security critical meet or exceed identified requirements by Providing for verification of operational readiness to provide high quality, safe and secure transportation for DART passengers, employees, and members of the public when revenue service begins and, That design and construction decisions involving safety and security are logically evaluated and documented and that determinations regarding risk acceptance are clearly communicated and understood.

1.2 Scope of the SSMP This SSMP applies to the Light Rail Project known as DART LRT BuildOut Phase II as defined in the Capital Improvement Program Management Plan CIPMP Section 1.1, Exhibit 14 and other project documents. This update to the SSMP is current as the projects complete the design phase and progress to the construction phase. The SSMP activities conducted during the preliminary phase of the project, as outlined in Section 2.1, are complete. This SSMP will address all remaining safety and security activities that may occur during construction, testing, startup, and the transition to revenue service.

1.3 Goals of the SSMP The goals of the SSMP are to ensure that the project will be safe and secure for passengers, employees, public safety personnel, and the general public prior to entering revenue service by Development and maintenance of the LRT BuildOut Phase II Project SSMP; Development and maintenance of an LRT BuildOut Phase II Project Safety and Security Certification Plan SSCP; Coordination of updates to the DART System Security and Emergency Preparedness Plan SSEPP; Coordination of updates to the DART Operations System Safety Program Plan SSPP prior to revenue operations. The following activities must occur to meet the goals of the SSMP. The occurrence of these activities will provide for effective management and ensure the safety and security of the project.

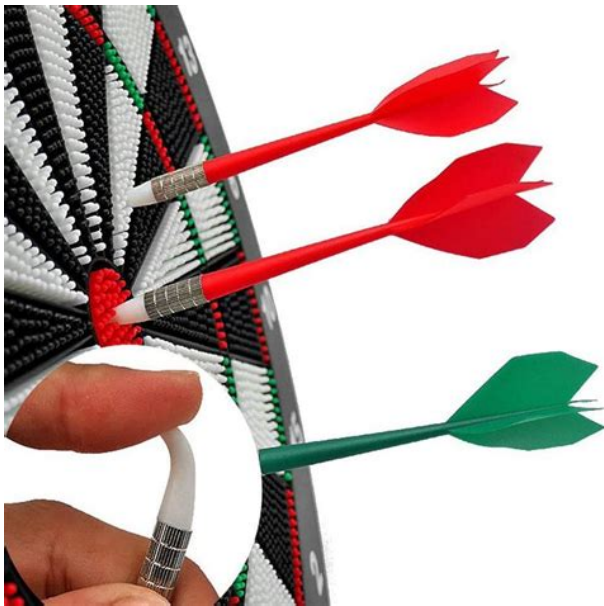


AECOM 2 Issuance of a written certificate of compliance for each safety and security critical element certifying that it meets established safety and security requirements; Ensuring all contractors implement construction safety and security measures, as required, in the Construction Safety and Security Program For LRT Projects and contract documents; Verification that contract deliverables meet or exceed identified requirements and certification that the system, as constructed, meets established safety and security criteria using the Integrated Test Plan and SSCP; Verification of readiness for revenue operations through performance of Integrated Testing Readiness Drills; the coordination of SSEPP, SSPP, Standard Operating Procedures SOP updates, and of the review provided by the State Safety Oversight SSO, and the issuance of a final Certificate of Compliance as outlined in the SSCP.

1.4 Definitions The following definitions are provided to ensure a uniform understanding of terms as they apply to the SSMP Certificate of Compliance A written statement, issued prior to revenue service and signed by the Safety and Security Certification Review Team SSCRT and Senior Vice President, Rail Program Development, attesting that a project element complies with specified system safety and security requirements. Certification The action of attesting that a particular element meets or exceeds all applicable safety and security requirements.

AECOM 3 A CEM oversees the efforts of the engineering, construction contractors, and construction management consultants assuring compliance with applicable contracts, the DART Resident Construction Manager s Manual, Change Control Procedures, Quality Assurance Plan, and

other applicable Agency documents. Contracting Officer s Representative COR The representative designated by DARTs Contracting Officer as having contractual authority for a specific contract.



Crime Prevention Through Environmental Design CPTED A method of crime prevention based on the design and use of the facility. DesignBuild DB A construction project delivery concept where the Contractor is provided a partially completed design. The DesignBuilder will then complete the design in accordance with the client s criteria and act as General Contractor completing the project. Federal Railroad Administration FRA Agency of the Federal Government that oversees railroad operations. Federal Transit Administration FTA Agency of the Federal Government that oversees public transportation. General Engineering Consultant GEC Responsible for facilities design, engineering, Real Estate Support, and construction management. Hazard Any real or potential condition that can cause injury, illness, or death to personnel, damage to, or loss of equipment or property, or damage to the environment. AECOM 4 Operational Safety The elimination, minimization, or control of hazards to patrons and the general public, and the protection of property and equipment from danger. Project Control Consultant PCC Responsible for cost control, schedule control, change control, estimating support, and value engineering. Resident Construction Manager RCM The person responsible for the administration of each fabrication or construction contract. The RCM may be the COR for specified contracts when designated by DARTs contracting officer. Revenue Service The time when transit vehicles are available to the general public and there is an expectation of carrying passengers. These passengers either directly pay fares or are subsidized by public policy or contractual arrangement. Safety Freedom from harm resulting from unintentional acts or circumstances. Safety and Security Certification Plan SSCP A plan for verifying satisfactory compliance with a predetermined and approved set of formal safety and security requirements.

Specifically, it involves issuing Certificates of Compliance that documents the system safety and security requirements of the LRT BuildOut Phase II Project have been achieved. AECOM 5 Security Freedom from danger resulting from intentional acts or circumstances. State Safety Oversight Agency SSO The agency designated by the state to implement FTA s revised state oversight rule. For DART, this is the Texas Department of Transportation. System A composite, at any level of complexity, of personnel, procedures, materials, tools, equipment, facilities, and software. The elements of the composite entity are used together in the intended operational or support environment to perform a given task or achieve a specific purpose, support, or mission requirement.

Systems Integration Consultant SIC Consultant hired by DART who prepares the Operations and Maintenance Plan, Safety and Security Certification Plan, Integrated Test Plan, and manages integrated testing activities including startup. System Safety The application of engineering and management principles, criteria, and techniques to achieve acceptable risk, within the constraints of operational effectiveness, time, and cost throughout all phases of the system life cycle. System Safety Program Plan SSPP A plan developed and maintained by DART Operations to identify hazards associated with DART's transportation systems and to eliminate, minimize or control these hazards. This plan has been accepted by the SSO as complying with the 49 CFR Part 659 requirement for a separate System Safety Program Plan. System Security The application of operating, technical, and management techniques and principles to the security aspects of a system throughout its life to reduce threats and vulnerability to the most practical level through the most effective use of available resources. For the purpose of the SSMP, security includes only the segment of the project from the design phase to the start of revenue service.

<https://www.lipfish.no/wp-content/plugins/formcraft/file-upload/server/content/files/1628b75f82c43e--canon-printer-pixma-mp620-manual.pdf>

AECOM 6 This plan has been accepted by the SSO as complying with the 49 CFR Part 659 requirement for a separate System Security Plan SSP. Threat and Vulnerability Analysis TVA Systematic analysis performed to identify threats and vulnerabilities and make recommendations for their elimination or mitigation during revenue and nonrevenue operation. Assignments of safety and security responsibilities are detailed in Section 3.0. This section includes a description of key safety and security tasks for each project phase and a safety and security activity matrix for the project. 2.1 Safety and Security Activities The matrix on page 10 summarizes the key SSMP activities for the life of the project. During the planning phase of each project, a preliminary Threat and Vulnerability Analysis TVA is conducted in conjunction with the DART Police. Rail Program Development participation included representatives of Facilities Engineering, Construction Management, Systems Engineering and Integration, SIC, SDC, and GEC. The results of each analysis are transmitted to DART Police for incorporation into a systemwide TVA. Ongoing FLSC meetings and reviews of the design are being coordinated by the Manager, Rail System Safety. Special Safety and Security Studies were developed by the SIC and reviewed by DART. Accepted recommendations have been incorporated into the contract documents for construction and the SSCRT Design Checklists for each element. Special Safety and Security Studies included CPTED analyses of areas of concern in conjunction with DART Police. The SSO attends FTA quarterly meetings to stay abreast of the project. The design of each systemwide element and fixed facility will be reviewed using the DART Design Review Procedure to identify hazards and to verify compliance with AECOM 7 These activities ensure compliance with safety and security standards and include a multistage process providing review and signoff.

The Design Review process for safety and security includes the following steps SIC review of the design to verify that safety and security requirements have been incorporated. DART Project Managers provide the final disposition for all design review comments. DART Police participate in the design review process on issues related to the SSEPP. Manager of Rail System Safety reviews Design Review comments and their disposition. A detailed description of these line sections and the operations facility can be found in the Capital Improvement Program Management Plan AECOM 8 Compliance will be monitored by DART Construction Management. AECOM 9 These criteria are documented in the DART Design Criteria Manual, Volumes 1 and 2. The safety and security criteria are applicable to all aspects of design as follows architectural concepts, specifications preparation, equipment selection, construction, and development of operating and maintenance procedures. System Security criteria are specifically addressed in Volume 2, Chapter 10 and System Safety in Volume 2, Chapter 12 of the DART Design Criteria Manual. DART Design Criteria Manual includes

detailed codes and standards references for systemwide elements and fixed facilities. The Design Criteria Manual is a controlled document that is subject to the DART's Design Review Procedure. Final Design Phase Ongoing The initial update of the SSMP occurred during the final design phase of the LRT Build Out Phase II Project. Formal revision to the SSCP Rev. 5 and the Construction Safety and Security Program for LRT Projects was completed to reflect this update. Rail Program Development, in conjunction with the Finance Department, has developed a budget for this project. The budget includes expenses for safety and security. The Project Control Consultant reviews the budget on a periodic basis. DART Police also have line items in their budget for this phase of the BuildOut.

Construction Phase Ongoing During this phase of the project, the SSMP and SSCP will be reviewed annually and updated as appropriate by the SIC. Special safety and security studies are being conducted during this phase of the project to deal with identified hazards and vulnerabilities. All security studies will be conducted in conjunction with DART Police using SIC procedures. Development of system safety plans and analyses are included in the specifications for systems elements. SSO coordination during this phase will include updates to the operating SSPP initiated by the Risk Management Division and SSEPP updates initiated by DART Police. SSO attendance at FTA quarterly meetings will keep the SSO informed as to the project status. Site inspections, observance of required contractor testing, and construction punch lists will be used to verify that the safety and security requirements have been met or exceeded. AECOM 11 Additional construction safety and security activities are found in Section 8.0. Testing and Startup Phase Safety and security elements incorporated in the design are tracked to completion during testing and startup according to an approved Integrated Test Plan ITP and SSCP. The integrated testing and safety and security certification process includes Safety and security equipment testing; Procedures verification; Performance of Readiness Drills; Simulation of revenue service by Operations; Formal documentation and signoff by the SSCRT and SSO prior to revenue operation; Issuance of a Certificate of Compliance for revenue service. The Integrated Test Plan includes requirements that each integrated test conducted by the StartUp Team be approved by DART prior to any testing. As with the design phase, SSO coordination will be ongoing with FTA quarterly meetings. The Risk Management Division will complete updates to the operating SSPP and updates to the SSEPP will be completed by DART Police and approved by the SSO prior to revenue service.

Document Control Access to security sensitive information, such as documents relating to critical systems and facilities, is controlled. Only those employees and consultants who have DART badges will have access to the areas where this information is filed. The Construction Safety Managers CSM are responsible for overseeing contractor compliance with construction safety and security requirements contained in the Construction Safety and Security Program for LRT Projects, and safety and security requirements in the contract documents. The RCM is responsible for monitoring the contractors application of safety and accident prevention procedures and policies for all activities and personnel working at the construction sites, including subcontractors, visitors, and material or equipment suppliers. The RCM may request the assistance of the DART Construction Safety Managers. The RCM shall keep the CSM informed of all safety matters. A detailed description of the responsibilities of the RCM are contained in the Resident Construction Managers Manual, Chapter 11.0 and in the Construction Safety and Security Program for LRT Projects, Section DART Police are available to consult with the contractor on security issues. AECOM 13 This section describes safetyandsecurityrelated tasks and identifies the organizational responsibility for each. Organization charts displayed on pages show the reporting relationships between the organizational units within DART and the Rail Program Development. 3.1 Responsibility and Authority This section describes the organization that has been established to perform the safety and security tasks identified in Section 2 of this SSMP Rail Program Development The Senior Vice President, Rail Program Development, Timothy McKay, is responsible for program management of system

expansion projects. The activities included in the SSMP will be conducted, coordinated, and controlled as elements of the overall operational preparation for the light rail system.

An organization chart for Rail Program Development is displayed on page 31. The safety and security related responsibilities of the Senior Vice President, Rail Program Development, include the following Allocation of staff time and resources, as necessary, to carry out the provisions of this plan; Delegation of responsibility for safety and security management to the DART Rail Program Development staff, as indicated in this plan; Review and approval of the compliance of the DART system with the SSMP at each stage of the Safety and Security Certification process; Monitoring the compliance with safety and security reporting on project status; Review and approval of final Safety and Security Certification Reports prior to the initiation of revenue service Responsibilities of Systems Engineering and Integration Systems Engineering and Integration has the task of directing the preparation of the SSMP and assuring compliance to its standards. Primary responsibility for AECOM 14 The group is responsible for civil, track, mechanical, electrical, architectural, and landscape design of facilities, right of way, buildings, AECOM 16 22 structures, and track. Facilities Engineering is also responsible for the Art and Design Program. The group is responsible for construction oversight and oversight of the construction management consultant services. The specific responsibilities of this division include the following Participating in design review and certification activities; Overseeing compliance with applicable contracts; Assisting in the abatement of identified hazards when corrective actions are warranted. In addition to quality assurance, this group oversees contractor and consultant safety and security programs.

Construction Safety Managers are responsible for overseeing AECOM 17 23 construction safety and security compliance in accordance with DART's Construction Safety and Security Program for LRT Projects and safety and security requirements contained in the contract documents. Supporting the Safety and Security Certification Plan including review of design and testing phase recommendations; Risk Management Division The AVP of Risk Management, Robert Redding, oversees this group. AECOM 19 25 3.1.9 Marketing and Communications Department Sue Bauman, Vice President, oversees the Marketing and Communications Department. The safety and security related responsibilities of the Marketing and Communications Department include the following Coordinate the preparation and provision of public education programs related to identified hazards. Provide public information on related activities such as emergency preparedness drills. This group is responsible for the System Security and Emergency Preparedness Plan SSEPP. Jill Shaw is the Manager of Emergency Preparedness. The Chief of DART Police is a member of the Safety and Security Certification Review Team All DART Departments All departments are responsible for supporting the SSMP. The level of support varies depending upon the issues that are involved and the specific responsibilities of the affected department. Each of the firms contracts is handled or administered by one of the organizational divisions under the Senior Vice President, Rail Program Development.

The assigned DART Project Manager is responsible for providing DART oversight of the contract, thereby assuring that consultant service contracts are consistent with provisions of this plan, and that the contracted organization complies with all of the policies and procedures described in this plan General Engineering Consultant The General Engineering Consultant GEC for Phase IIA, ACT 21, provides services to DART which include the engineering and architectural design of proposed facilities elements, including preparation of preliminary, inprogress, prefinal, and final project drawings, technical specifications, project manuals, project construction cost estimates including material quantity takeoffs, and construction contract documents for the elements as prescribed by DART. The GEC for Phase IIB is Track3. Phase IIB is being developed using the Design Build concept. Track3 will develop preliminary designs for the Phase IIB project and the Design Builder will prepare the final designs. These are subject to the DART Design Review Procedure. ACT 21

reports to the AVP of Construction, while Track3 reports to the AVP of Facilities Engineering. The SDC reports to the AVP, Systems Engineering and Integration. The SDC is responsible for assuring that the systems design is consistent with the safety and security design criteria, that the final design incorporates the corrective actions as identified in the hazard resolution process, defining and verifying that tests are conducted as required, and providing supporting documentation for inclusion on Safety and Security Certification forms Light Rail Vehicle Consultant The Light Rail Vehicle Consultant, LTK Engineering Services, is responsible for preparing specifications for the construction and procurement of light rail vehicles and monitoring LRV manufacture, upgrade, assembly and testing.

<https://events.citeve.pt/chat-conversation/crest-audio-cpx-900-manual>