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Conclusions to Seminar III Transit Guideway Structures

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Two themes which made a common appearance in all of the papers discussing aerial transit structures were innovation and public concern. Innovation was the direct result of the special requirements of transit structures not being satisfied by conventional engineering solutions. The adjustable bearings on the TVE and the "creep couplers" of the German railroad structures are but two examples.

To meet the exacting tolerance requirements of their respective structures, both Mr. Gandil of France and Mr. Schambeck described methods of adjust beam post-tensioning and alignment throughout the structure life. Reinforcing this concern was Mr. Gandil's description of the monitoring program for the TGV train. Publication of the results of this long-term monitoring program should be encouraged to further advance our understanding of the performance of these structures.

Concern for social issues was a dominant theme of all the authors. Visual appearance and construction within the urban environment were principal concerns of both the ALRT and the Marseille transit systems. The concern for the public went beyond the visual appearance to the very root of structural design during the discussion of transit design criteria. Safety and reliability issues were also classified during the general discussion when the statement was made that transit systems should have a higher reliability than automotive bridges because the alternative routes do not generally exist.

All of the authors maintained an awareness of their respective construction procedures. The TVE magnetic levitation test track went the farthest, by considering special finishing equipment to fine tune the structure to precise tolerances. Mr. Prommersberger's description of coordination of rail joints and Mr. Croc's description of construction in historic portions of Marseille indicated both a technical awareness of structure needs and a realism of the constraints of the construction industry.

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