

SMARTRAIL – WP 2: Assessment and Modelling

Prof. Alan O'Connor
Roughan and O'Donovan Innovative Solutions (RODIS)

Introduction

- **Current assessment methods**

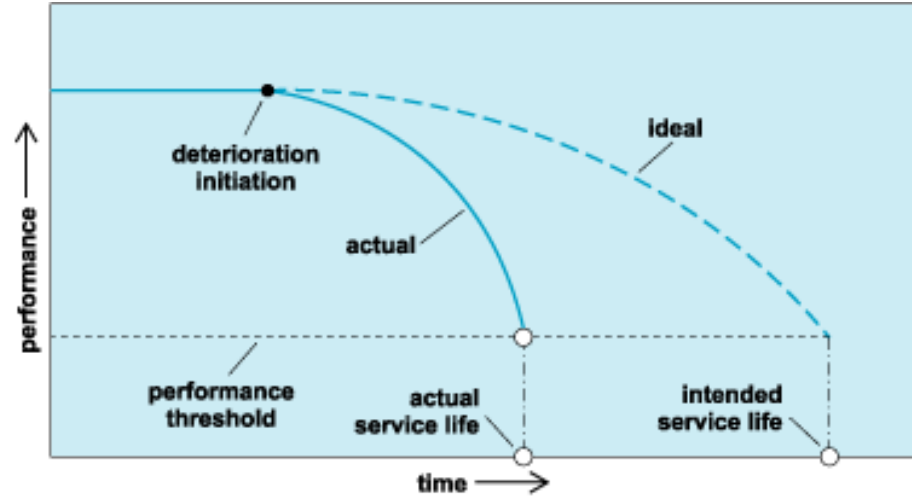
- Rely on visual inspections and
- Deterministic Approaches



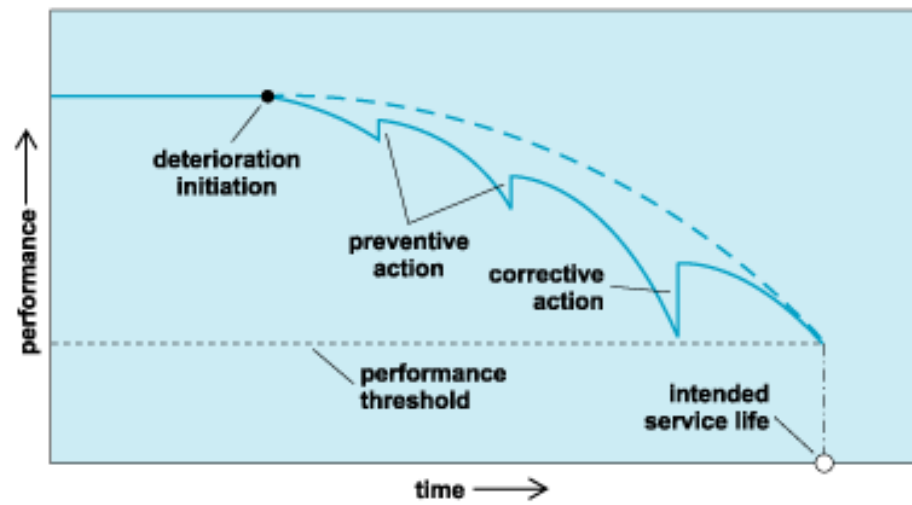
- **Work Package 2**

- Goal to “Extend the life and optimise rehabilitation/renewal”
- Develop a safety evaluation framework (evaluation of p_f ?)
- Incorporate information from SHM in safety computation
- Analysing slope stability
- Facilitate optimisation of planned interventions to extend working life

WP 2 – Assessment & Modelling



(a)



(b)

Work Package 2 Tasks

Task 2.1 – Develop a General Rail Transport Infrastructure Safety Framework (RODIS, FEHRL)

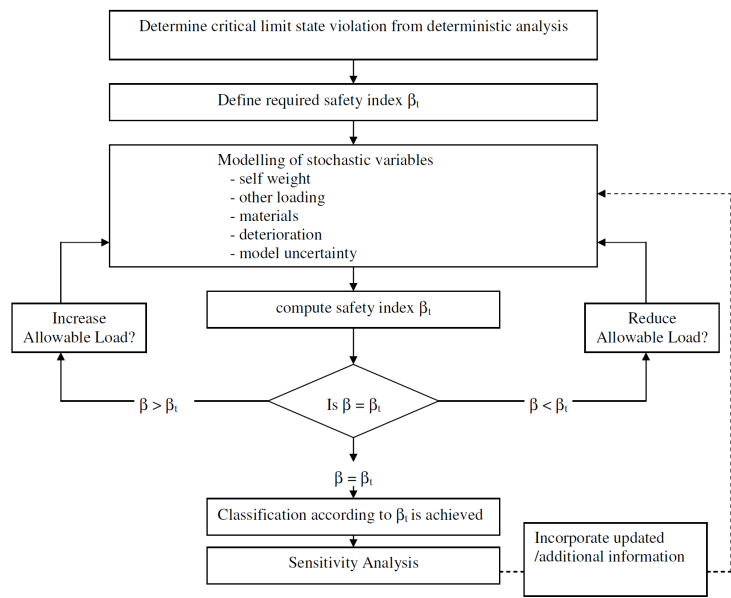
Task 2.2 – Incorporate Sensor, Inspection and NDT Data into Structural Safety Models (RODIS)

Task 2.3 – Slope Stability (UCD, RODIS)

Task 2.4 – Track Settlement and Stiffness (UON, TUM, IGH)

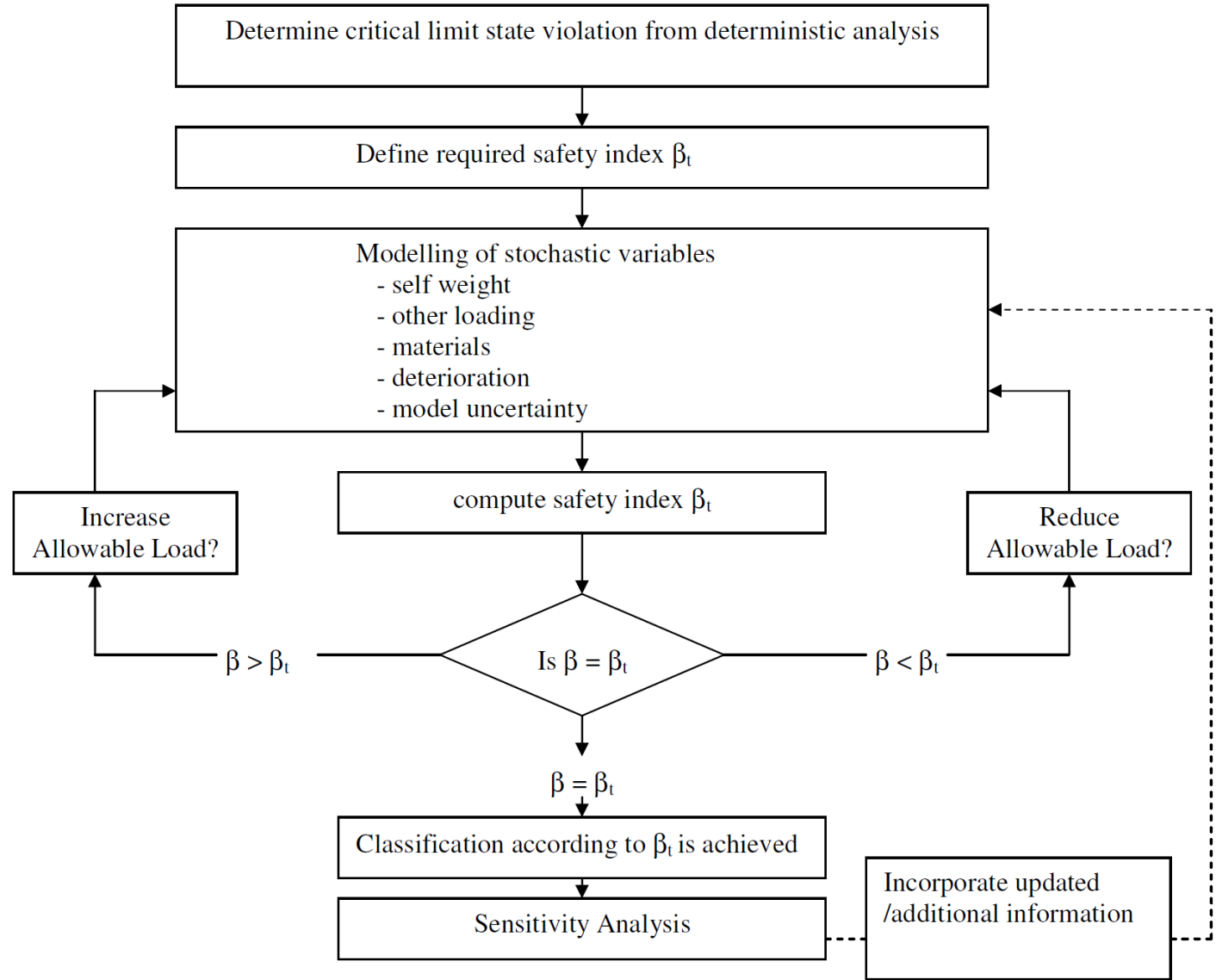
Task 2.1 – General Rail Transport Infrastructure Safety Framework

- Probability based framework for optimised whole life management of infrastructure elements**



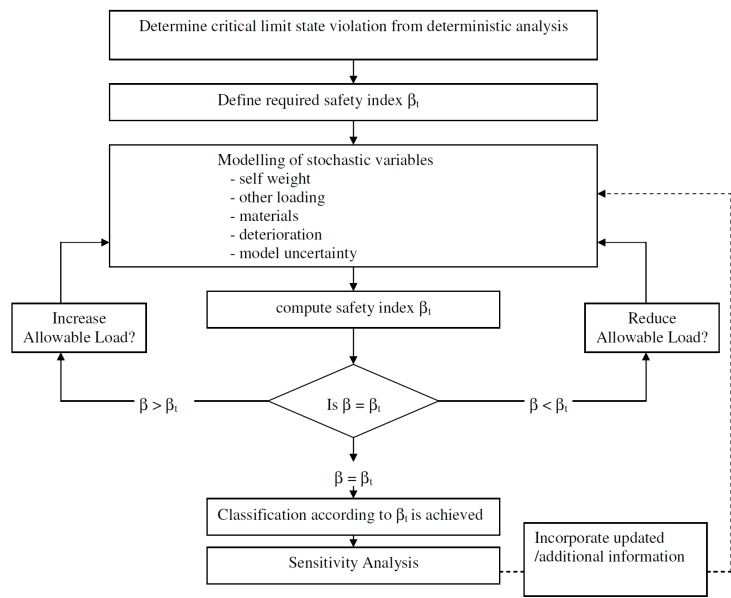
- Simplified approach**

Calibrate simplified approaches (e.g. partial factor approaches) based upon advanced approaches.



Task 2.1 – General Rail Transport Infrastructure Safety Framework

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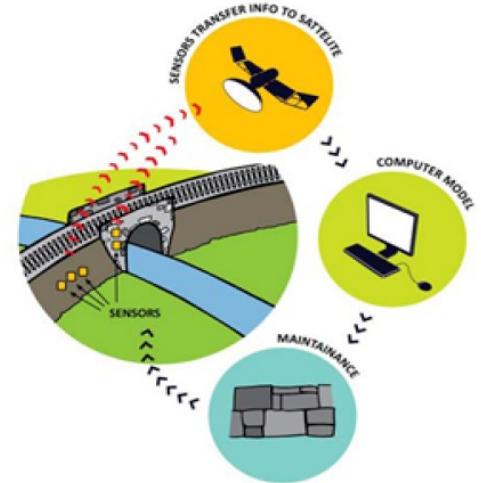


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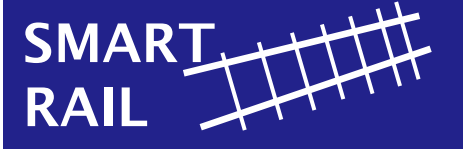
Task 2.2 – Incorporate Sensor, Inspection and NDT Data into Structural Safety Model

- **Real-time data**
- Condition of structure?
 - Data is currently an indicator rather than a true measure of structure condition
 - Data from sensors (e.g. instrumented Dublin-Wx Railway line) incorporated into structural safety model
 - determine level of safety
 - appropriate actions
maintenance/replacement?





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Task 2.3 Slope Stability



Rainfall induced slope failure outside Wicklow station (2009)



Slope failure near Castlebar Co. Mayo (2007)

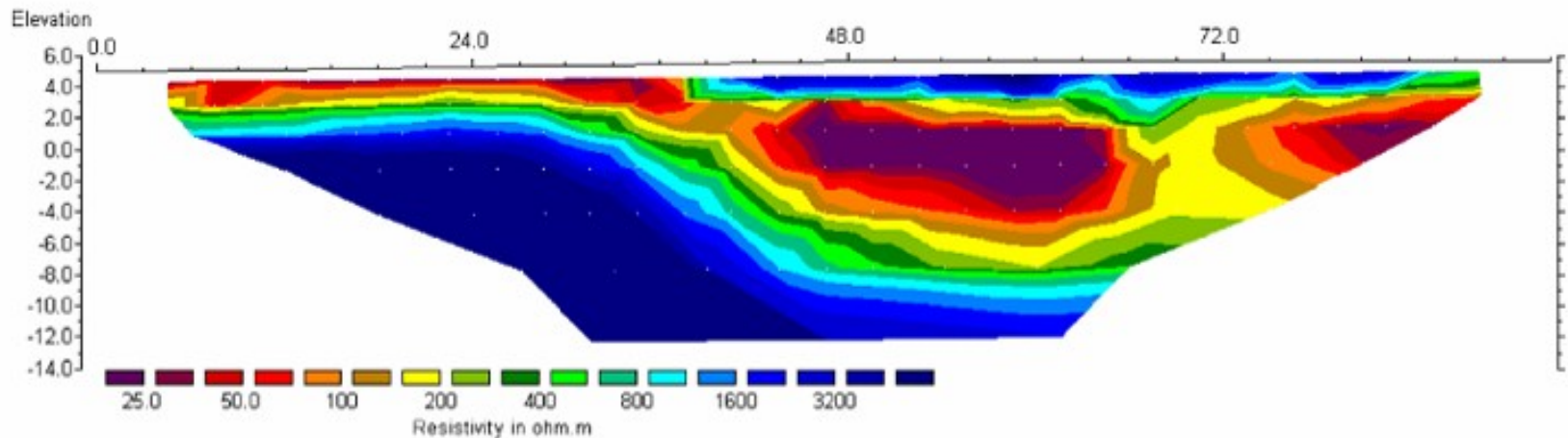




Task 2.3 Slope Stability

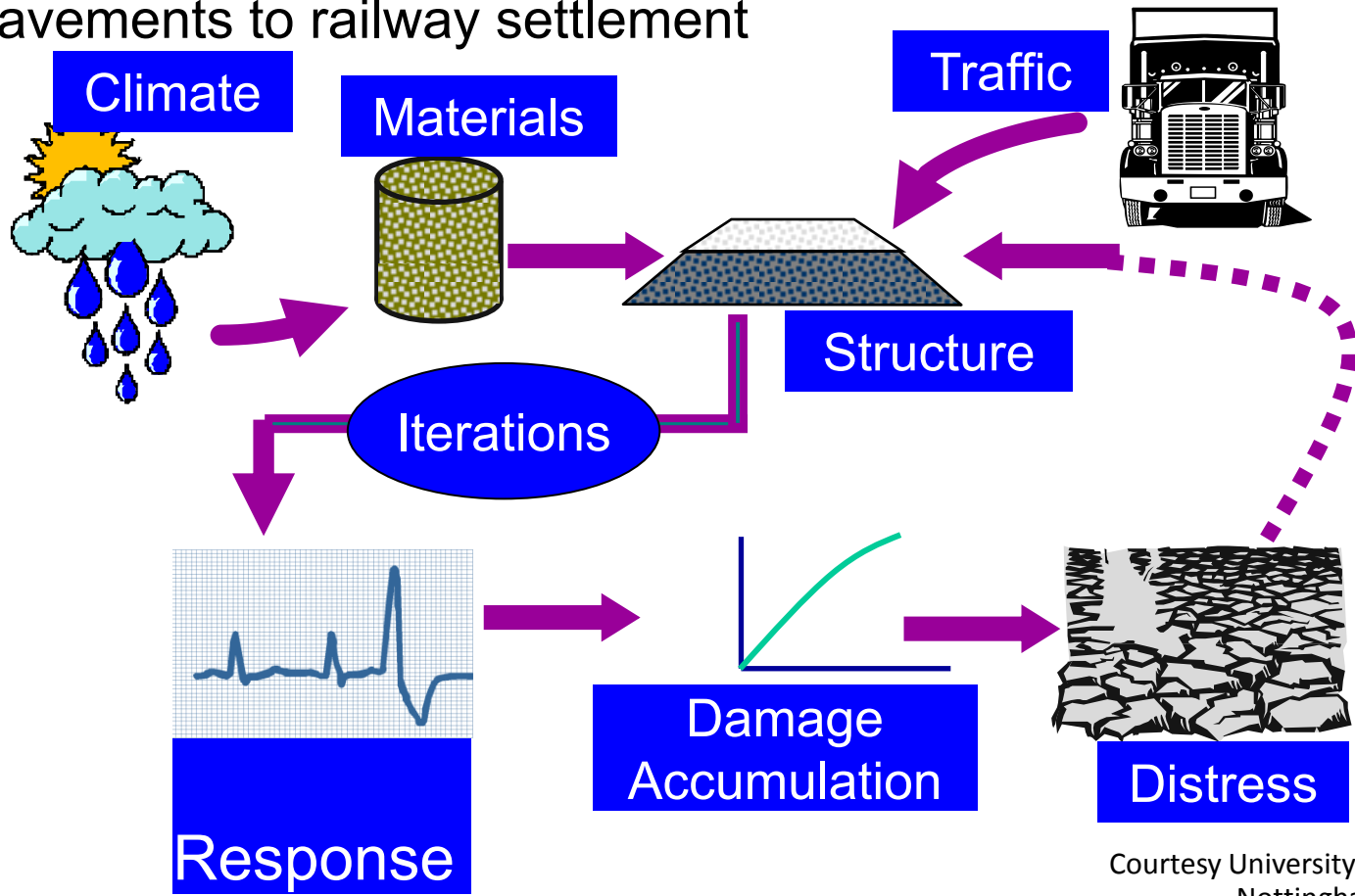
Aims:

- Develop new models of rainfall ingress and movement through slope and resulting risk of failure
- Incorporate NDT information/data into models (instrumented test slopes)



Task 2.4 Track Settlement and Stiffness

Adapt existing mechanistic/empirical models developed for road pavements to railway settlement



Courtesy University of Nottingham



Task 2.4 Track Settlement and Stiffness

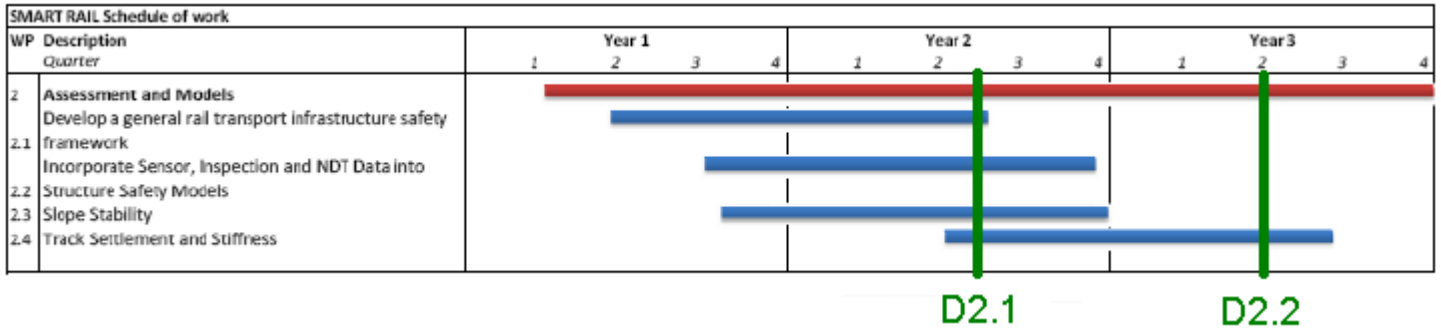
Aims:

- (i) Model the response (notably settlement) of an individual sleeper to repeated load, depending on ballast properties and subgrade stiffness.
- (ii) Model the response of a length of track to the passage of trains, depending on axle load, speed, suspension stiffness, initial track quality (evenness), rail and sleeper details.

Deliverables

D.2.1 – Specification for non-intrusive test methods for assessing railway infrastructure *Month 20*

D.2.2 – Statistical methods to allow rail infrastructure management companies perform real-time analyses of monitored structures *Month 30*



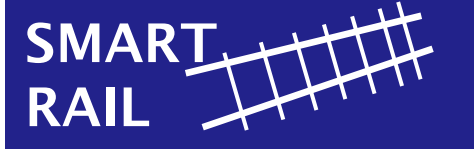


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Work Package 2 Summary

Work package number	WP2				Start date or starting event:			M3
Work package title	Assessment and Models							
Activity Type	RTD							
Participant number	1	2	4	8	12	9	11	
Participant short name	UCD	MAV	FEHRL	RODIS	UoN	Adaptronica	IK	
Person-months per participant:	9	10	10	15	10	3	5	
							Total	
							72	



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Discussion

Questions?

