KEY FINDINGS OF THE RSSB - PCAT AOBR PROJECT

PCAT – SMART Track Installation video link

https://vimeo.com/223103178

Removal of ballast using a Wirtgen milling machine, and insitu recycling proved that over 4**00m /day** can be constructed when lowering / and or upgrading ballasted track to PCAT system

The high strength slab and HBM foundation

saves **547mm**

(49%)

of the depth of track construction

The PCAT approach reduced excavation and disposal by

over 70%

and need for imported materials by

over 79%

Testing carried out by AECOM shows that PCAT met sleeper end stiffness for **24t** axles and critical Velocity for **HS Rail** applications

AECOM noted that PCAT made LCC savings of over **400%** compared to ballasted track construction

KEY FINDINGS OF THE UKTRAM - LILR PROJECT

The high strength PCAT precast slabs reduces construction depth by over **50%**

The shallow voided slab avoids clashes with and reduces pressure on utilities allowing them to stay in place

Pre casting off site and delivery “just in time”, minimises working space and reduces the number of construction activities and quantity of imported materials by **over 50%.**

Mechanised construction and rates of slab installation of

100m a day

dramatically

cuts project time

by over 500%

PCAT – SMART Track Installation

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If needing to replace utilities, slabs can **be easily removed** and repairs done.

Uniquely PCAT slabs can be reinstalled quickly and **rails replaced** without causing long delays to tram services