



SIKA AT WORK

CONSTRUCTION OF TRAM TRACK ALONG KASPRZAKA STREET, DĄBROWA GÓRNICZA

SIKA TECHNOLOGY: railfixing: **Icosit® KC** system,
Sylomer MFSTP anti-vibration mats

BUILDING TRUST



CONSTRUCTION OF TRAM TRACK ALONG KASPRZAKA STREET, DĄBROWA GÓRNICZA

RECONSTRUCTION OF THE TRAM TRACK SEPARATED ALONG KASPRZAKA STREET IN DĄBROWA GÓRNICZA from the intersection of Piłsudskiego street and Kasprzaka street to the intersection of Kasprzaka street and Zaplecze street is another task under the "Integrated Project of modernization and development of tram infrastructure in the Silesian-Zagłębie Agglomeration along with the purchase of tram rolling stock - stage I" co-financed by the European Union from the Cohesion Fund under the Operational Program Infrastructure and Environment.

The entire scope of the task includes: replacement of the track base, construction of the track drainage system, reconstruction and protection of the underground utilities network, reconstruction of the traction network, laying of a new track surface and reconstruction of stop platforms.

The purpose of the reconstruction is to increase the capacity of the public rail transport network, as well as to improve the safety and comfort of driving, as well as the quality, reliability and flexibility of the tram line.

Source: www.tram-silesia.pl

PROJECT REQUIREMENTS

The reconstruction of the tram track with a length of approximately 5.5 km of a single track included three different construction solutions for the track:

- continuous fixing in concrete prefabricated slabs over a length of approximately 1450 m,
- mounting on the so-called continuous watering near the Gołonóg Podstacja loop and within the junctions,
- classic track construction



COMPREHENSIVE SOLUTIONS FOR TRACK REPAIRS

SIKA SOLUTIONS

Along the entire length of the renovated track section along Kasprzaka street, the works were carried out in stages, without excluding the track and road from operation. Trams ran in a staggered system, one track. The use of Sika technology and prefabricated track plates allowed for a significant acceleration of works. Prefabricated concrete slabs with a thickness of 40 cm were placed on properly selected vibro-insulating mats made of **Sylomer MFSTP** polyurethane foam, ensuring protection against vibrations and secondary noise. The rails in the channels were fixed in a continuous system with **Icosit® K 340/45**.

Icosit® KC 340/45 is a flexible, polyurethane based material with high elastic recovery, characterized by excellent insulation properties, eliminating the creation of stray currents and thus corrosion of steel components in the vicinity. **Icosit® KC 340/45** reduces noise and absorbs vibrations. It is designed for both manual and machine application. One-component, ready-to-use polyurethane primer **Icosit® KC-330 Primer** is used to prepare substrates and improve adhesion. **Sikadur®-53** epoxy resin is used for wet substrates or when it is necessary to use on fresh concrete. The entire system is supplemented with **Icosit® KC 330 FK** material - a solvent-free, flexible, two-component polyurethane-based adhesive designed for track works to glue concrete, rubber and other cell blocks to the chamber of the rail.





PROJECT PARTICIPANTS

Owner: Tramwaje Śląskie S.A.

Investor: Tramwaje Śląskie S.A.

Project: Meritum Projekt

General contractor: PRIK TOR-KRAK Sp. z o. o.

Sika Poland: Tomasz Wesołowski

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