

# SUCCESS STORY

#### RAILWAYS

## PROJECT DATA

## Brief description

Installation of a continuous mass-spring system.

#### Requirement

The intention is to obtain a reliable and low-maintenance track system, as hardly any major repairs to the track are possible due to a short cycle sequence of tram traffic. In addition, the surrounding buildings need to be protected from vibrations.

City, year Augsburg, 2022

## **PROJECT DESCRIPTION**

Besides extensive modernisation measures, Augsburg's central station will also get an underground tunnel for a tram line to connect local public transport directly and conveniently to regional and long-distance traffic. The implementation of the project is planned in time shifted construction phases, the completion of which is expected by the end of 2026. In addition to the construction of a new track bed, a continuous mass-spring system is being built in this planning area. The highly elastic USM 1000 W sub-ballast mat will be used for the floating slab track and will also serve as stayin-place formwork.

### SOLUTION

To achieve a significant reduction of structure-borne noise and vibrations of the heavily frequented railway line, the track supporting slab of the carriageway is supported on Calenberg USM 1000 W as a floor mat. The mats are delivered from the factory cut to size and laid in sections across the axis of the track. USM G 1023, which is also prefabricated to size, is applied as side mat. The use of prefabricated mat lengths minimises cutting work on site and reduces the construction time of the mass-spring system accordingly. Augsburg Mobility Hub (MDA) -Augsburg Central Station, Germany

