

On the Road



GREEN CAMPUS: BIKING TO LECTURES

Istanbul is Turkey's most populated city as well as the cultural and economic hub of the country. This metropolis of millions on the Bosphorus is home to Istanbul Technical University (ITÜ), founded in 1773 and the third oldest university in the world. About 38,000 students from all over Europe are enrolled here and hurry every day from one lecture to the next. Navigating the vast size of the campus has so far only been possible by car. However, a six-kilometer bike path through the campus now offers an eco-friendly alternative: The University's Green Campus project. This project, which includes barrier-free roads and

sidewalks, rain-permeable concrete surfaces, eco-friendly building construction and the new bike path, is intended to make the extensive university campus more attractive to cyclists and pedestrians, while also increasing environmental awareness among students. Evonik is supporting the project by sponsoring one kilometer of the bike path and coating it with a durable MMA cold spray plastic. The rapidly processed two-component system is based on DEGAROUTE® reactive resin and can be used for a variety of applications including flat line, structured and profile markings.

EDITORIAL



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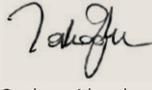


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DEAR READERS,

When it comes to sustainability and environmental protection, institutions of higher education bear a particularly heavy social responsibility and serve as important role models. In times of ever dwindling resources, these institutions are being called upon worldwide to contribute toward establishing and strengthening sustainable development. This is why Istanbul Technical University (ITÜ), in Turkey, has initiated the Green Campus project. At the core of this environmental project, which aims to encourage future academics toward a more sustainable and environmentally aware lifestyle, is a six-kilometer-long (3.7 mile) bike path through the large campus, of which Evonik has sponsored one kilometer. This marks the first use of DEGAROUTE® based two-component spray markings in Turkey. Within just three days, the bike path marking, including all lettering and symbols, was applied and ready to use. Read more about it in this newsletter.


Jochen Henkels


Serkan Akoglu

NEW, RAPIDLY APPLIED BIKE PATH WITH A LONG SERVICE LIFE



Since 2012, the University has been placing an increasing importance on environmental awareness. This initiative includes the implementation of the Green Campus project with its new bike path through the campus. For the marking of the segment sponsored by Evonik, a DEGAROUTE® based two-component system was applied by spraying a base layer containing anti-skid aggregate, followed by a top coat. This unique spray application, used in Turkey for the first time, created an anti-skid surface improving the safety of the bike path. A total of four metric tons of material was used for the approximately 2,600 square meter (27,986 ft²) bike path.

Since the material adheres very well to concrete and asphalt, even thin layers are highly durable. An additional advantage of the MMA cold-spray plastic system is its fast processing time. The time taken from application of the markings to opening the surface to regular use is very short due to the fact that the product cures within 20 minutes. The marking of the bike path was applied and completed in just three days. Thanks to Evonik, the new bike path, an important component of the Green Campus project, has been successfully implemented. If enough students and university employees want to bike to lectures or to work in the future, the University plans to set up a bike shop on campus, complete with a workshop.

TWO-COMPONENT SPRAY SYSTEM IMPRESSES

Due to budget restrictions, those responsible for the selection of marking material for the campus bike path were on the lookout for new ideas. In the course of their search they came upon Evonik through Embarq Turkey, a research organization for sustainable urban development – and found the perfect solution in the DEGAROUTE® based two-component spray marking.

Sis Alkan, head of Construction and Technical Works at İTÜ, is excited by the new technology: “As one who has built bike paths in various ways, I can tell you that in the past we used a different system. But that was very labor intensive and complicated.” An 800-meter (0.5 mile) stretch took 22 days to mark, and the markings could not be applied at low temperatures. The department head

sees another important advantage in the sustainability of the system: “Repairs and finishing are no problem as long as you achieve the same hue.” For applications using the other system, the wear on the paint was much more severe: In that case the coating had to be stripped off and reapplied from scratch. “We’ve decided to use the new two-component marking for all our future cycle paths.”

Imprint

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