



ARS Landscaping Corp. 251 Post Avenue Westbury, NY 11590

ADVANCED TRACK 210

Two component, single layer mat system.

Our track utilizes a combination of rubber granules and a polyurethane binder. The granule will either be a recycled Styrene Butadiene Rubber (SBR) or Ethylene Propylene Diene Monomer Rubber (EPDM). The rubber granules are encapsulated with, and bound together by a liquid polyurethane binder.

A. MATERIALS

1. **Primer**- Polyurethane based primers are designed to create a strong bond between the track surfacing and its base material.
2. **SBR/ EPDM Granules**- The granules for the track surface shall be either SBR rubber or EPDM measuring 1-3 millimeters in size and must contain less than 4% dust.
3. **Polyurethane Binder**- Binder for the rubber track surface shall be a mono-component aromatic polyurethane binder. Binders must be compatible for use with SBR. Polyurethane binders can be pigmented to enhance color lifespan. This does not enhance structural integrity of track surfacing.
4. **Line Striping**- Line striping paint is polyurethane based paint that is designed to be compatible with our track surfacing systems.

B. EXECUTION

1. **Sub-Base-** Our single layer track surfacing system shall be laid on approved sub-base only. The general contractor shall provide compaction test results of 95% or greater for the installed sub-base and asphalt paving. It is the responsibility of the asphalt paving contractor to flood the surface within 24 hours of the asphalt being able to handle traffic.* If after 20 minutes of drying time there are puddles or bodies of water evident, it is the responsibility of the architect and/or contractor to determine how this will be corrected. No cold tar patching, skin patching or sand mix patching will be acceptable.

Any spillage of oils including but not limited to: hydraulic, diesel, motor oil, etc. must be completely removed either by chipping or complete removal of affected area and replacement with new keyed in asphalt. The minimum depth of any asphalt replacement shall be one inch. Curing time for asphalt base is a minimum of 28 days to ensure all aromatic solvents have evaporated.** It will be the responsibility of the contractor to determine that the asphalt substrate has cured sufficiently prior to the application of the polyurethane surfacing system.

It shall be the responsibility of the contractor to determine if the asphalt substrate meets all design specifications including but not limited to: cross slopes, planarity or specific project criteria. After all the above conditions are met, the synthetic track surfacing contractor must, in writing accept the asphalt receiving base as approved for synthetic track surfacing installation.

*If areas where puddling occurs are not corrected, synthetic track surface will be subjected to submersion in water on a consistent basis, causing its structure to degrade much more rapidly. Assurance that there will be no bodies of water forming on asphalt sub-base is crucial

**Synthetic track surfacing can in no circumstances be installed before the minimum 28 day curing period. If asphalt solvents are not sufficiently evaporated, the track surface will not properly bind to the asphalt sub-grade or itself causing rapid degradation.

2. **Curing-** As stated in the sub-base section, before application of track surfacing can begin, the asphalt or concrete sub-base must cure for an absolute minimum of 28 days.
3. **Cleaning of substrate-** The area to receive track surfacing shall be clean and free of any loose foreign particles (oil, sand, dirt, etc.) prior the start of surfacing

installation. It is recommended the surface is cleaned using a blower and a high-pressure washer.

4. **Priming-** The primer shall be spray/ roller applied in accordance with the manufacturers specifications. Only those areas that will be installed the same day should be primed.

5. **Surface Installation**

- i. Composition of one mix shall be as follows: 100% SBR or EPDM granules, and 20% of the total weight of rubber in aromatic polyurethane binder matrix.*
- ii. The rubber granule and polyurethane binder are blended together in a sufficiently powerful mortar mixer. All granules must be completely encapsulated in binder. 1-2 minutes of mix time will ensure full encapsulation.
- iii. The fully mixed materials are then spread onto asphalt or concrete base by means of mechanical tandem leveler at a rate of 16-16.5 pounds per square yard. The tandem leveler shall have heated oscillating screed bar to obtain both smoothness and compaction. The heated screed bar normally works at a temperature of 158 – 176 degrees Fahrenheit. The laying procedure shall be bay-to-bay with limited length of passes as to prevent any cold (partially cured) joints between the bays. At the beginning of each new day's work the traverse joint from the previous day's work shall be tack coated with binder to ensure a good bond. Any small irregularities remaining in the surface after the tandem leveler has passed may be removed using a light Teflon roller or hand trowel.

ie: The running track surface cures through the reaction of the polyurethane binder and moisture. The speed of this reaction depends on temperature and relative humidity. Typically a surface can be walked on the next day, but 24 hours of cure time should be allowed for full cure.

- iv. **Line Markings-** All line and event markings shall be applied by experienced professional personnel utilizing polyurethane-based paint compatible with synthetic track surfacing. All marking dimensions will be in accordance with the specifications issued by the architect engineer or contractor.

