

Action-Track[®] 300

Resilient Polyurethane Track Surface



1. Purpose:

The intent of this specification is to provide a guideline for the improvement of a previously sound bituminous concrete sub-base. Action Track 300 is a university grade running track surface consisting of a urethane bound, black EPDM base mat which is rendered impervious by the application of a pigmented polyurethane seal coat. A structurally sprayed surface course is then applied consisting of two pigmented, aliphatic, polyurethane layers, encapsulating EPDM ultraviolet-resistant rubber granules.

2. Scope:

The work covered by this specification consists of furnishing all labor, equipment, materials and performance of all operations in connection with the installation of the choke coat and structural spray layer to the surface of the track proper and field events.

3. Materials:

- Action Track Polyurethane Primer
- EPDM Rubber Base Mat Granulate, 1 mm to 3mm or 1 mm to 4mm rubber containing no dust.
- Action Track 100% polyurethane MDI base mat binding agent.
- Action Track Seal Coat two component pigmented binder.
- Action Track Polyurethane Structural Spray Layer (pigmented PU binder and 0.5 - 1.5mm EPDM granules).
- Action Track 100% polyurethane line marking paint.

4. Surface Preparation:

- After all suitable soil sterilant, a recommended bottom course shall consist of 4" to 8" of compacted crushed stone, gravel or suitable aggregate over a firm, stable frost free sub-grade which has been brought to proper contour and elevation in strict accordance with drawings and/or specifications, and compacted to 95% density.
- A binder-leveling course of an open-textured bituminous concrete (maximum stone size of 3/4") is laid upon the prepared bottom course to a compact thickness of 1.5".
- The wearing (top) bituminous concrete course consists of 3/8" maximum aggregate to a thickness of 1" compacted.

5. Planetary and Slope:

Before the application of the surface course, the asphalt base should be tested for planetary using a 10' straight edge. All leveling work should be performed so that the finished surface slope is a minimum of 1%. Low spots to be rectified prior to installation of base mat.

6. Procedure; Base Mat:

- Following inspection of asphalt base and required curing time, the entire area to be surfaced shall be thoroughly cleaned, removing any foreign and loose material(s).
- Action Track Polyurethane Primer will then be applied to the entire surface uniformly at a rate of not less than .3 lbs. per square yard. Allowing a minimum of 30 minutes curing time before the application of the base mat material.
- The base mat will consist of an 18 to 23% range polyurethane base mat binding agent and 77 to 82% range EPDM rubber base mat granulate as described above. This mixture is prepared in a mechanical mixer which is clean and the base mat is applied with mechanically operated screed machine which has an electrically heated screed. Ad-joint work will be flush with the adjacent mat. Joints which have cured will have their edges primed with Action Track Polyurethane Primer.

7. Seal (Choke) Coat:

- A squeegee applied layer of Action Track Seal Coat shall be applied at the rate of no less than 2.75 lbs. per square yard.
- This coating shall completely seal the base mat.

8. Structural Spray of Top Surface:

- The entire surface will receive two structural spray layers consisting of 60% pigmented polyurethane structural spray binder and 40% EPDM pigmented rubber spray layer granulate. Each spray layer coverage of not less than 1.5 lbs. per square yard per coat for a two application of 3.0 lbs. per square yard.

Please see the next page for more information.

COPELAND COATING COMPANY

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9. Minimum Physical Properties of the Surface:

- THICKNESS: 13mm or as specified by architect or engineer
- HARDNESS: (ASTM D42240): Shore A @ 50
- ELONGATION: (ASTM D822): 110%
- TENSILE STRENGTH: (ASTM D412): 95 PSI
- ABRASION RESISTANCE: (ASTM D501): 0.25 to 0.425 grams loss after 1000 cycles
- CHALKING: (ASTM D822): No change after 1000 hours in weatherometer
- COEFFICIENT OF FRICTION: (ASTM D1894): Dry- 0.70 to 0.75 • Wet- 0.60 to 0.65
- RESILIENCE: (ASTM D2632): 37 to 44%
- TEAR RESISTANCE: (ASTM D624): 50 to 75 PSI

10. LINE MARKINGS:

The measurements and markings of the lines and events will be performed according to the recommendations of Copeland Coating Company, Inc. and/or in accordance with IAAF, NCAA regulations and NFHSA. The line paint used shall be compatible with polyurethane surface as recommended by Copeland Coating Company, Inc.

11. Colors Available:

Black, Red, Blue, Green. Additional colors available upon request.

Note: Blue, Green and special colors may require an aliphatic spray layer to protect the color from the ultraviolet rays and discoloration.

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