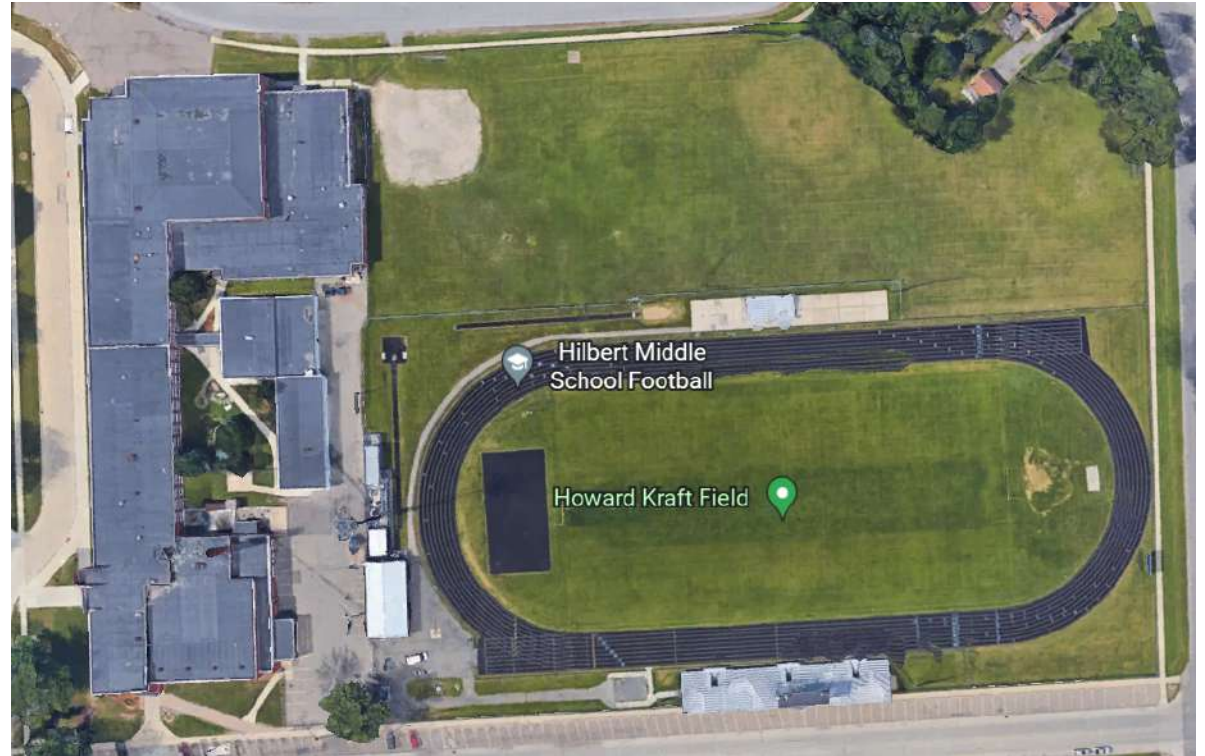
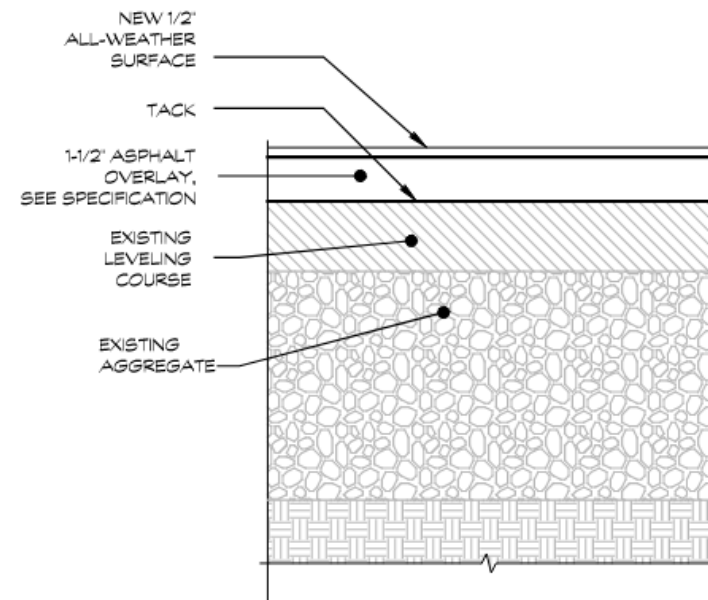


RUSD – Hilbert Track



Hilbert Track - Scope

- Included within Scope
- 1) Removal of the existing all-weather surface.
- 2) Milling 1-1/2" off the existing asphalt track.
- 3) Installation of new 1-1/2" asphalt overlay.
- 4) Removing the existing high jump and pole vault runway.
- 5) Installation of new all-weather surface.
- 6) Installation of new track markings per NFSHA guidelines.
- 7) Placement of topsoil and seed in areas disturbed during construction.



2 1 1/2" ASPHALT OVERLAY

SCALE 3/8"=1'-0"

Hilbert Track – Punchlist Summary

Question: Chatter markings

- Chatter marks are small, raised lines within the track surface caused when the paver screed and the track surface are cold.

Design Response:

- Aesthetically, this is inconsistent with the majority of the surface, but it will have no impact on an athlete's performance.

Hilbert Track – Punchlist Summary

Question: Surface Texture

- A question was raised regarding these open textured areas allowing moisture to penetrate the track surface and possibly cause the surface to delaminate.

Design Response:

- The entire black mat system is intentionally porous. And because it is porous, moisture and moisture vapors will migrate through the system.

Hilbert Track – Punchlist Summary

Question: Rubber Thickness

- Visual observations noticed variances in track thickness at select locations which raised concerns overall topcoat thickness.

Design Response:

- The surface depth was randomly measured around the track. Approximately 10 to 15 locations were sampled. The measured thickness ranged between 12mm to 17mm with the average of 14mm. Specification requires average thickness 13mm.

Hilbert Track – Punchlist Summary

Question: Material Storage

- Concerns were brought up about the polyurethane binder delivered to site that was left outside for three weeks until work commenced.

Design Response:

- The attached letter from manufacturer states there is no issue with how material was stored.
- Foresite design is unaware of any track failures due to material storage of this nature.

9/1/2022

To Whom It May Concern:

Conica materials are made to be installed in various climates around the world. Products do have "ideal" storage temperatures from 40-80 degrees Fahrenheit. This is in regards to long term storage IE distribution facilities or the drop yard at the manufacturing plant. The ideal installation temperatures of this product are between 59-90 degrees Fahrenheit.

Conica binders, spray components, and self-level coatings are, at times, on sea containers for a month in transportation and then in the distribution facility for up to a month. They are meant to withstand some variations of weather. All totes are inspected upon production, loading, unloading, while being stored, pre shipment to job sites, and finally by the installer on the job site. If liquid products have not crystalized in the totes, received moisture, been in extreme temperatures, or had air in the totes, they are ready for installation. Part of the installation process involves agitating totes to ensure they are in the proper liquid form. These liquids are then blended with automated mixers to ensure they are in a proper reactive state for application.

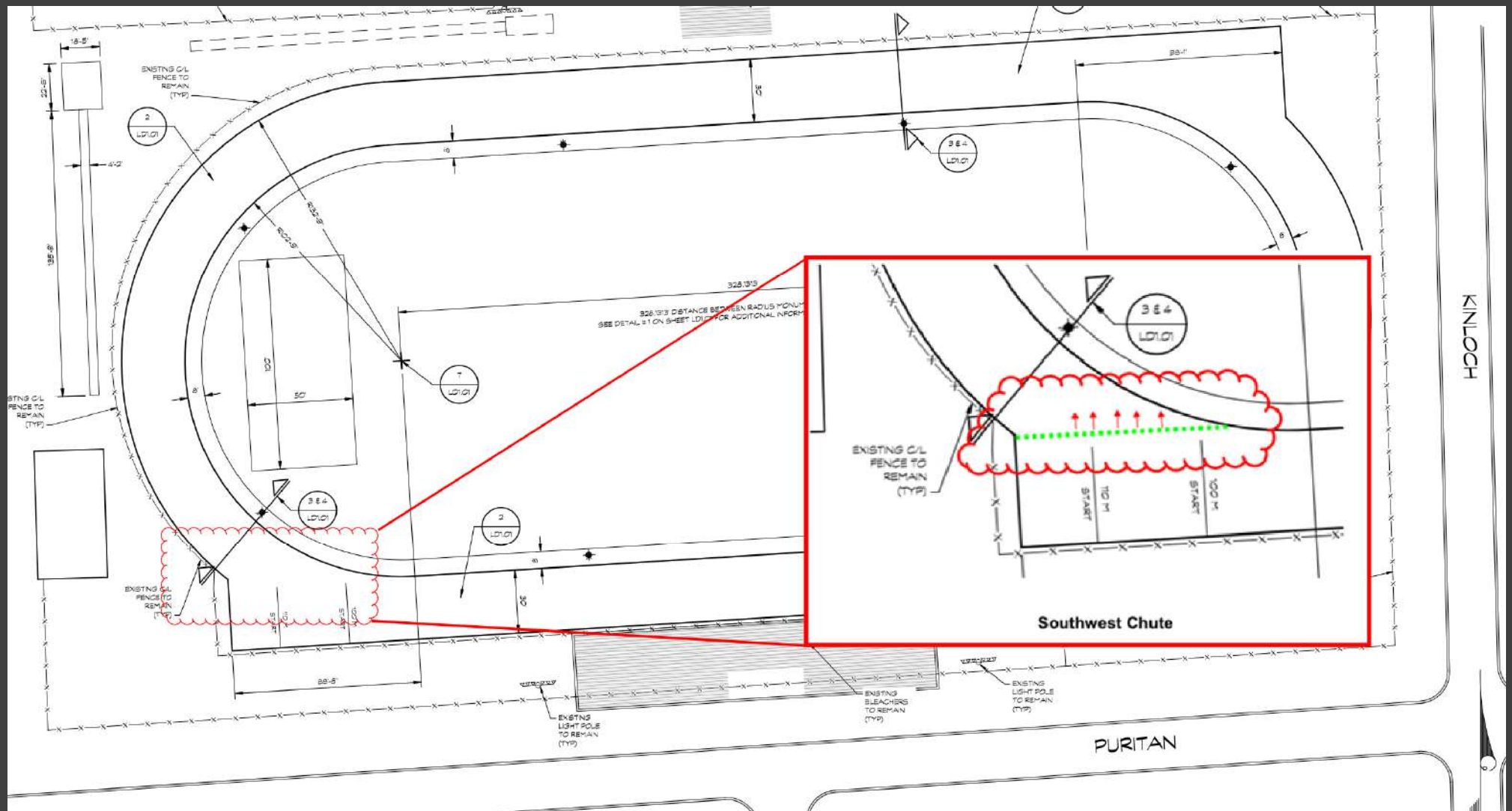
Liquid components stored on a job site, in typical late spring to early fall elements, are safe to be sitting for an extended time as long as proper mixing, agitating, and installation procedures take place.

Sincerely,
Billy Jenkins
Director Conica USA

Hilbert Track – Punchlist Action Item

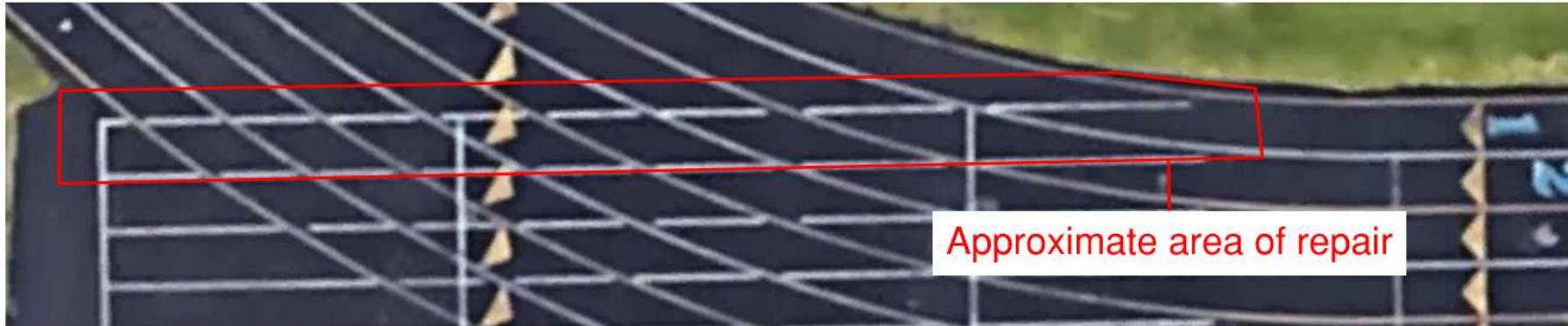
- Issue: Southwest Chute Tie in
 - Evenness of track surface where track ties into the southwest chute.
- Findings:
 - With a calibrated wedge, Foresite measured gaps from 5mm to 9mm, which exceeds the ASTM 2157-09 Standard of 3mm and 4mm .
- Corrective Action:
 - a. Remove the track surface as necessary along the affected area.
 - b. Install a black mat wedge to eliminate the depression.
 - c. Install an all-weather surface patch.





Hilbert Track – Corrective Action Plan

1. Layout area approved by owner with chalk.
2. Remove the track surface by cutting along approved area and removing surface.
3. Inspect area to determine if patching is necessary before replacing rubber.
4. Fill depressed area with acrylic patch binder and cement if required.
5. Replace effected area with polyurethane and rubber mix.
6. Repairs will take approximately 2 days to complete. After curing time, lines will be applied.
7. Work will be performed when weather permits. Temperatures should be 50 degrees and sunny. Nighttime temperatures should not go below 40 degrees.



Specification Requirements for Rubberized Placement

PART 3 - EXECUTION

3.1 SITE CONDITIONS

- A. Installation shall not take place if adjacent or concurrent construction generates excessive dust, abrasives or any other by-product that, in the opinion of the installer, would be harmful to the track material, until completion of such works.
- B. If, in the opinion of the installer of the synthetic material, the weather and/or climatic conditions are detrimental to the proper installation of the surfacing materials, work shall be delayed until conditions are acceptable. Required installation temperature is 50 °F and rising, with overnight temperature not less than 40 °F. Installation shall be executed only in dry conditions. There will be no installation after October 1.

Hilbert Track - Warranty

1.7 WARRANTY

- A. Warranty: Furnish 5 year written warranty, executed by Applicator and Contractor, certifying that the track and field surfacing complies with the following:
 - 1. Has been manufactured, applied and will perform in accordance with these and the manufacturer's specifications.
 - 2. Will hold fast and/or adhere to the primer, asphalt, concrete, edging filler, patches or overlay materials.
 - 3. Is Ultra-Violet resistant, will not bubble, blister, fade, crack or wear excessively during the warranty period.
 - 4. Provide a five (5) year manufacturer's warranty against workmanship and materials on the synthetic surface.

Hilbert Track Timeline

- June 18th - Star Trac mobilized to begin work
- July 12th – Asphalt milling activities completed
- July 27th – Grade preparations completed
- July 30th – Asphalt installation completed
- July 31st – August 19th – Asphalt cure time
- Aug 24th – Rubberized surface completed
- Sept 23rd – Striping completed
- Oct. 7th – Contractor completed internal corrections
- Nov. 9th – Official track punch list issued by Foresite

