



An ATG Sports Product

## Track Specifications

**Product: Joske EPDM – 5/8”**

### 1.0 PRODUCT DESCRIPTION

1.1 The *Joske EPDM* is a poured in place polyurethane and rubber running track system. The permeable running track system consists of (1) base primer, (2) EPDM rubber and polyurethane shock mat, and (3) line striping. What makes the *Joske EPDM* better than other systems in its class is the quality of materials and equipment used in the installation. The *Joske EPDM 5/8”* is the thickest polyurethane surface of its type. ATG Sports only uses test proven materials and specific equipment designed for this specialized type of surfacing.

\* Actual bids will be based on owner's specified thickness in base bid.

### 2.0 MATERIALS

- 2.1 A) Polyurethane pavement primer - .35 LB/yd  
B) EPDM rubber
- 1) 5/8” thick = 18.5 LB/yd. of Industrial black EPDM rubber
  - 2) Polyurethane = 23 lbs. per 100 lbs. of rubber

### 3.0 INSTALLATION

- 3.1 Pavement Inspection:  
Check pavement for any irregularities. All paved areas, which are to receive synthetic surfacing, shall be straight so as not to vary more than 1/8” when an 11’ straight edge is place over it. Minor irregularities (less than 3/16” in 11’) can be repaired with shock mat material at an extra cost. All areas designed to have more than 1/8” variance will not be paved. No fillers may be used to repair low areas. High spots shall be ground off prior to installation of shock mat material. Asphaltic pavement must have cured at least 14 days prior to surfacing installation. Concrete surfacing shall have a minimum of 30 days cure time. All areas to be surfaced must be clean from dust or other matter prior to installation.
- 3.2 Primer:  
Polyurethane based primer shall be applied to the pavement at a rate of .35 lb. per square yard. Primer shall be formulated to insure adhesion between the paving and the new polyurethane surfacing. Shock mat to be installed within 24

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hours of applying primer.

### 3.2 Shock Mat:

Prior to installing the shock mat, the paving shall be surveyed and marked so that all seems are within 2" of the nearest stripe. Start/Stops shall be placed to fall under the nearest cross mark such as a finish line.

Shock Mat is manufactured from polyurethane binder and Industrial grade rubber (black surface) The polyurethane and rubber shall be mixed in a continuous mixer M-6000 at a ratio of 100 lb. EPDM rubber to 23 lb. of polyurethane. Batch mixing will not be allowed. Shock mat shall be applied with sports paver specifically designed for running surfaces with a heated vibrating screed. Use of an SMG Plano Matic with 11' screed shall insure seems fall within 2" from the center of the line stripe. Start/Stops should be placed under the finish line nearest PC#1 and PC#3. If PC#3 does not have a finish line, the start/stop shall be installed at the PC line. Minimum EPDM rubber is 18.5 lb/yd for 5/8" surface. Minimum polyurethane is 23 parts per 100 parts of rubber. Industrial grade EPDM rubber granules processed to a size of between 1mm-3mm free of fabric and foreign material. Recycled tire rubber will not be allowed. Moisture content shall not be more than 3%.

### 3.3 Installation of Surface:

Installation of surfacing shall be limited to ambient temperatures between 55 degrees and 100 degrees and surface temperature between 60 degrees and 105 degrees. For best results install when surface temperature is between 60 to 90 degrees.

## 4.0 EQUIPMENT

4.1 Below is a list of the more important equipment needed for the specialized running surface installation. The equipment listed below must be provided prior to commencement of any work.

- A) Airless sprayer designed for spraying polyurethane
- B) SMG 11' Plano-Matic sports paver with hydraulic assisted electric motors and heated vibrating screed.
- C) Continuous mixer for the accurate metering and mixing of shock mat. Mixer shall be M-6000 capable of mixing two component polyurethane and rubber simultaneously.

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## **5.0 Warranty**

5.1 All Joske polyurethane surfaces come with a standard five year warranty against excessive wear and defects. For more specific information, please refer to owner's manual.

## **6.0 LINE STRIPING**

6.1 Calculations:

All calculations must be done by a computer program which has been programmed specifically for calculating tracks.

6.2 Numerical values must be accurate to ten to the negative seventh power.

6.3 Copies of computations must be provided to the owner and/or his agent.

6.4 Lane Lines:

Lane lines must be a clean two inches in width with no more than 1/8 inch tolerance in either direction.

6.5 Paint:

Paint must be compatible with the polyurethane surface as manufactured by ATG Sports. Apply paint at a rate of no less than two gallons per lane line and .03 gallons per square foot for all other events such as start lines, exchange zones, numbers, etc.

6.6 Engineers pins shall be buried nine inches deep at both radius points. All markings in the curves shall be laid out with a Theodolite and shall be accurate to within 20 seconds of one degree. A typical transit is not considered suitable for lay out. Straights shall be laid out and marked using a steel engineers tape with proper allowances for temperature.

6.7 Dimensions of Markings:

Start lines - 2" x lane width, exchange zones -15" triangular to point, prep marks 6" equilateral triangles.

## **7.0 GENERAL**

7.1 ATG's bid is based on the owner / general contractor providing ATG proper access to the jobsite at all times. Proper access includes, but may not be limited

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to, a paved or gravel road from the nearest county or city street to the work area.

**\*\*Experience** – Visit [www.atgsports.com](http://www.atgsports.com) to see more on how this level of experience results in better quality.

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