

Budgetary Construction Estimates For All-Weather Running Tracks

By Steve Wightman, Hellas Construction

In response to commonly asked questions regarding the resurfacing and/or the complete construction of an all-weather running track, I have put together the following descriptions of work and associated costs. This is meant as a simple and conservative budgetary estimate for planning purposes. Each athletic complex is unique and would require professional planning and bid documentation or consulting to determine specific scopes of work, design parameters, and firm pricing.

TRACK DESIGN AND CONSTRUCTION:

BASE CONSTRUCTION

Construction of a running track begins by building, essentially, a secondary roadway. A typical cross section consists of 6" – 8" of a typical DOT stone base with two lifts of asphalt. Overall thickness of the asphalt should be nominally 3" with a 1.5" – 2" base course plus a 1" – 1.5" surface course. The wear course should be a smoother surface mix to create a better bond between the synthetic track surface and the asphalt.

Asphalt is crucial to constructing a regulation track per the standards set forth by the governing bodies of NFHSA, the IAAF, and ASBA. Particular attention needs to be paid on the slope and planarity requirements.

- Stone Base with Asphalt installed \$28.50-\$32.50 per Square Yard

A **400 meter regulation 8 lane track** with typical sized event areas will be approximately **5500 square yards** in size. It is preferred that runways and throwing pads be constructed of concrete rather than asphalt.

DRAINAGE

Adequate drainage is crucial to maintaining the integrity and longevity of a synthetic track surface and its sub-base materials. Nationally most running tracks are designed with an integrated perimeter grated or slotted surface drain system. This runs along the entire inside perimeter of the track and acts primarily as a catch and discharge of storm water sheet flow across the track. It can also perform as a water collection apparatus for the athletic field. Benefits of a continuous inlet drain are; superior drainage, increased field of play, no hazardous point inlets located on the field, a good buffer zone for turf encroaching on the track surface, aesthetically outlines the track.

- SportsEdge® continuous perimeter surface drain installed (400M)
\$125 - \$150 per Meter

ALL-WEATHER TRACK SURFACING OPTIONS

Seal-Flex™ or GranuFlex™ (black Latex System, 1/8" or 1/2" thick).

This is a very economical surface with regard to both initial installation and maintenance costs. The Seal-Flex will need to be resurfaced in 5 years at a cost of about \$6.50/s.y. This surface is not as durable as our

▶ Inside...

Industry News & Events

Page 2

Employee Spotlight

Page 2

Product Spotlight

Page 3

Industry News & Events

December 3-5, 2009

Athletic Business Conference,
Orlando, Florida.

December 5-7, 2009

ASBA Technical Meeting,
Savannah, Georgia.

December 11-15, 2009

National Athletic Directors
Conference, Grapevine, Texas

January 12-16, 2010

Sports Turf Managers Assoc.
Conference, Orlando, Florida.

Employee Spotlight



Gloria Paul joined the SportsEdge Inside Sales team in January 2009. Gloria has been with ABT since 2003

working in various roles, and has excelled at every position. Her eye for detail and thoroughness make her an outstanding addition to SportsEdge in our effort to provide exceptional customer service and regional sales support.

Gloria and her husband Matt (also works for ABT) live in Statesville, NC. Gloria will be graduating from college in May with a major in Business Administration. Her interests outside of work include scrapbooking, traveling, and being outdoors.

polyurethane surfaces, which follow, however it is a good choice in mild climates and lower levels of competition.

- \$14.50 - \$18.50 per Square Yard

SportTracks™ 100 (paved in place black polyurethane mat system – 1/2”). The polyurethane binder in the 100 is more durable and is less temperature sensitive than latex binder. The 100 will not become dramatically harder or softer in cold or hot weather, as will the Seal-Flex. This surface will need to be upgraded to a 200 system within 3 to 5 years at a cost of about \$10/s.y.

- \$19.50 - \$21.50 per Square Yard

SportTracks™ 200 (black mat with red structural spray system - 1/2”). This is a 100 system with the addition of a red polyurethane structural spray coat. The high concentration of pure polyurethane binder provides an even tougher and ultra-violet resistant surface, while the EPDM rubber increases traction and aesthetics. Resurfacing of the 200 in 5-7 years will cost \$10/s.y.

- \$28.50 - \$31.50 per Square Yard

SportTracks™ 300 (sealed black mat with red structural spray system - 1/2”). This is an upgrade from the 200 polyurethane system. Prior to the application of the texturized spray coating, the porous base mat is sealed off using a squeegee applied two component polyurethane and rubber dust. Resurfacing should be considered in 7-10 years at a cost of about \$10/s.y.

- \$29.50 - \$32.50 per Square Yard

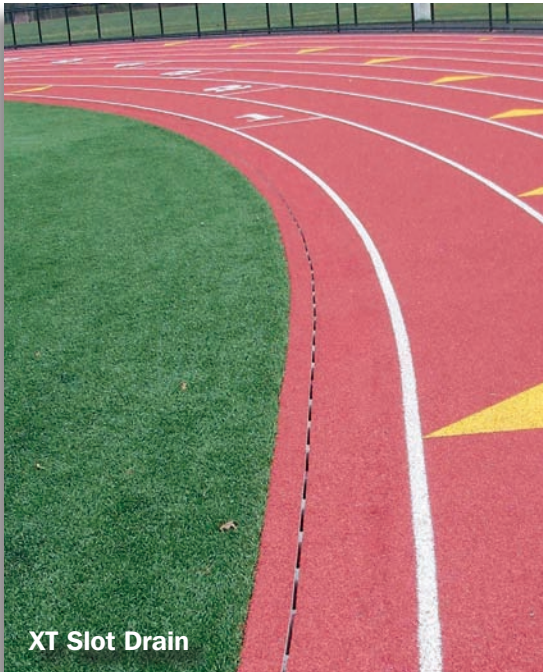
SportTracks™ 1000 (“sandwich system” sealed black mat with red flood and chip broadcast system - 1/2”). This is an upgrade from the 300 polyurethane system. After the seal coat is applied to the base mat, 2 part polyurethane is poured out over the sealed mat and rubber is broadcast out into the fluid applied urethane. Excess rubber is then recovered and the flood and chip process is repeated to realize a 3mm poured in place wearing layer.

- \$36.50 - \$42.50 per Square Yard

Steve Wightman can be reached at (720) 841-2748
or steve@hellasconstruction.com.

Main Office:
Hellas Construction
12710 Research Blvd.
Austin, TX 78759
P: 512-250-2910
info@hellasconstruction.com

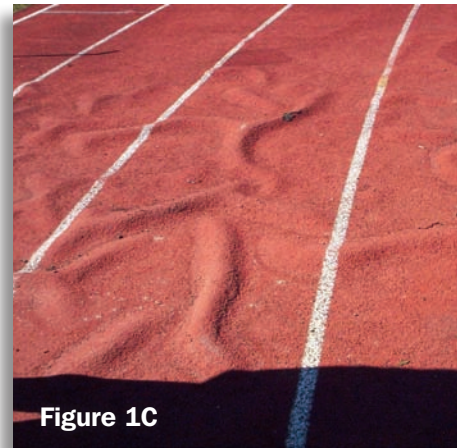
▶ Product Spotlight



Value Engineering and Track Drainage

In this time of shrinking budgets and value engineering, the SportsEdge® XT Slot Drain system rises to the top as the best track drain system in the industry for the least amount of money.

Experience has shown that removing the track drain altogether for budget reasons is a mistake. Keeping your fingers crossed and hoping that the fields' subsurface drain will be able to drain the track is not the reality. Simply stated, in a large rain event a subsurface drain system is not sufficient to drain the surface water from the track. The end result will be ponding water that will carry grass clippings (see fig. 1a), sediment or rubber infill material (see fig. 1b) onto the track surface. Ponding water will ultimately lead to the premature delamination (see fig. 1c) and failure of the track surface.



XT is manufactured of time tested and durable construction materials; polymer concrete and schedule 40 PVC. When properly installed and fully encased in concrete (see fig. 2), the product is virtually indestructible.

Designers now have another option between either a premium SportsEdge Channel Drain with grates, or no drain at all. XT is the happy medium; budget pricing for XT-4 is about half the cost of our traditional channel drains with grates. Don't ignore track drainage, specify XT! For additional information, Specifications or CAD details: <http://www.sportsedge.com> or 800-334-6057.



What Is The Cost To Build A New Track?

Page 1

Is A Track Drain Necessary?

Page 3

Learn More **Inside...**

A Division of ABT®, Inc.
PO Box 837 • Troutman, NC 28166
Phone: 800-334-6057 • Fax: 704-528-0179
www.sportsedge.com • info@sportsedge.com