TRACK REFURBISHMENT

v2.0

This factsheet outlines the main areas of track refurbishment from minor repairs to full track reconstruction. In all cases UKA strongly recommends the appointment of a Sport and Play Construction Association (SAPCA) approved surfacing contractor (Track Division) and in the case of major refurbishment work the additional appointment of an independent SAPCA approved consultant (Track Division) to develop a detailed tender specification, support the appointment of a contractor and oversee key stage quality inspections throughout the installation and sign off upon completion. For an up to date list of approved contractors and consultants email TrackMark@uka.org.uk

The lifetime of a synthetic surface will depend upon its quality, its usage and its level of maintenance. A synthetic surface used intensively will last 7years before renovation is required, and this should be carried out twice during a typical 25year track lifecycle. Failure to renovate the surface twice during this period will likely result in damage to the entire depth of the track surface resulting in early and costly surface replacement and/or sub base reconstruction.

There are four main procedures for the refurbishment of a track surface:

1. Renovation: Respraying / Re-topping
2. Surface replacement
3. Reconstruction
4. Spot repairs

BRITISH ATHLETICS

UKA UNITED KINGDOM ATHLETICS

1. Renovation: Respray (porous tracks) / Re-topping (non porous tracks)

Respraying / re-topping is the process of installing a new synthetic surface layer on an existing surface without removing the entire track surface (in some cases a grinding down of the upper surface may be required). Following a respray/re-top the track surface will look like new and will cost much less than a full track surface replacement.

2. Surface replacement

If in addition to wear and minor cracks, the synthetic surface is starting to delaminate, then surface replacement should be considered. Surface replacement involves the removal of the existing synthetic surface, any required minor repairs to the sub base and the installation of a new synthetic surface.

3. Reconstruction

Reconstruction involves removing the entire synthetic surface, reworking or reinstalling the sub base and building the track back up. If the symptoms in the existing track include cracks that extend into the sub base (structural cracks) or loss of planarity (wavy or bumpy surface), full reconstruction will be necessary. A reconstructed track is similar to a new track except that it may be possible to reuse some of the original sub base as well as existing drainage and curbing.

4. Spot Repairs

As the age of a track progresses spot repairs may begin to be required, particularly in high use areas or as a result of accidental damage or vandalism. Patch kits are available for very minor repairs; however UKA recommends that all repairs (no matter how small) are always carried out by an approved surfacing contractor.

Contact UKA for a list of approved track surface contractors/consultants: TrackMark@uka.org.uk