



Track Certification

Track certification is optional for most installations. Only the IAAF has a formal certification program. There are two levels of mandatory IAAF certification.

- Class 1: International Championship or Cup Meets
- Class 2: Other International Meets or Meets authorized so that Foreign Athletes can participate

The track owner should contact the relevant local authority representing the sporting organization whose rules are being applied to ascertain if certification is a requirement for the level of competition anticipated and if so what level is appropriate. If track certification is desired it must be specified in the bid documents, prior to tender, since it adds to costs and may affect construction methods.

The qualifications of the certifying party will depend of the level of certification specified, but generally will be a registered professional.

Depending on the scope of certification required, tasks will need to be performed at different points in the construction process:

1. After paving, prior to surfacing (elevations, track layout will fit within borders)
2. After surfacing (elevations, track layout will fit within borders)
3. After line striping (line and event markings)

“Certification,” of NCAA or NFHS compliant tracks, is usually a bid specification requirement, that generally refers to provision of documentation, certified by a registered professional (PE, LS), showing that the track lines and event markings are correctly and accurately applied (3. above). The professional must set-out the line and event markings before the marker starts and verify, after completion, that the set-out marks have been accurately followed and respected.

Some project specifications also require slope or elevation certification after the synthetic surface is installed (2. above). This verifies that finished slopes and gradients are built within the rules of the sport. The medium is a topographic survey of elevations. If such finished surface certification is required it should be preceded by an earlier survey submitted on completion of the track base (asphalt /concrete kerbs)(1. above) *before* installation of the synthetic track surface. Once the track surface is installed, repairs to incorrectly installed track bases are difficult if not impossible to execute. If the base is built correctly to required elevations, the finished track surface, if correctly installed, should also meet the requirements of the relevant governing body rules.

Differences in site, weather and soil conditions require variations in construction and repair methods and materials. Readers are advised to consult a qualified contractor or design professional before undertaking construction or repair of a track. Rev. 03/04

