

Athletic Tracks
02535/RED

RED DOG TRACKS, INC.

The Environmentally Correct Track

Star Route A Box 1

Strawn, TX 76475

Tel: (817) 672-5261 or 672-5242

Fax: (817) 672-5505

A. 4 ft. Precast Concrete Interlocking Curb (See screen "Precast Curbs" for more information)

B. Fill

C. 3" of Red Dog Track Topping

D. 3" to 4" of Compacted Base

E. 6" Approx. Typical

400 Meters

d = Distance Between Radius Points 328.08'

r₁ = Radius to Measuring Line 104.44'

r₂ = Radius to Track Side of Curb 103.44'

s = Length of Chute (Approx.) 128.00'

w = Track Width Between Curbs

36" Lanes

Six Lanes: 18.00'

Seven Lanes: 21.00'

Eight Lanes: 24.00'

42" Lanes

Six Lanes: 21.00'

Seven Lanes: 24.00'

Eight Lanes: 28.00'

Notes: *The figures given are for the preferred configuration. However, track rules allow other shapes.*

AN ATTRACTIVE VALUE WITH LOW MAINTENANCE

The cost of installing the Red Dog Track System is 30 - 50% less than that of an asphalt or synthetic track.

The Red Dog Track System has the lowest maintenance cost of any system in use today.

A DURABLE CHOICE - ENVIRONMENTALLY CORRECT

Get back to the basics – Red Dog Cinder Tracks have been around for over 50 years.

THE CONCRETE CURB SYSTEM

Provides an exciting alternative to poured in place concrete curbs. The Red Dog Track System cuts 60% of construction time.

RED DOG... AN ATHLETIC TRADITION for Over 50 Years

HISTORY

Formerly: H.C. Vandaveer & Sons, Inc. – Bill Vandaveer – Strawn Materials, Inc.

Presently: Red Dog Tracks, Inc.

Early cinder running tracks were just that – boiler cinders. This type of track still exists in some parts of the country, but it has many disadvantages. For example, the cinders are light, will blow, and float away in a rain storm. Their main drawback is the failure of the cinders to bind together to form a firm competitive surface.

Many years ago, H.C. Vandaveer, a resident of North Texas, observed the unique characteristics of a red slag material (called Red Dog) that occurs in that area. The Red Dog particles were bound together by finer clay particles thus producing a firm but resilient running surface. The Red Dog was not as abrasive as cinders, and it was heavier than water. It didn't float away.

The resulting years have seen the construction of over 1000 Red Dog tracks in the southwestern and midwestern parts of the country.

BENEFITS

The primary reason for using Red Dog is its ability to give a firm surface for competitive running, yet maintain the resilience that is necessary for injury-free daily training. Properly constructed, these tracks will give surprisingly fast drying after a rain shower. They dry in two ways. The bulk of the rain runs off the surface as a result of the slight slope of the track. Any remaining moisture can penetrate through the Red Dog into the soil underneath it.

Since the Red Dog is not a cured monolithic construction, it holds up perfectly to the soil movement that is common in many areas. It will give with most of this movement, but even if cracks should form, they will heal themselves with the next rain. Freeze cracks are no problem with Red Dog Curbs or Tracks.

USES

This material has been used for baseball warning tracks, park trails, jogging paths, and for a variety of landscaping purposes. However, the attractive red running track around the football field is a particularly common site.

SPECIFICATIONS

I. MATERIALS

A. CURBS

1. Curbs shall be 4" x 4' Interlocking Precast Red Dog Curbs.
2. A Typical Track will require Approx. 3000 Linear Ft. of Red Dog Curbing.

B. BASE COURSE

1. Local Road Base Material (Crushed Rock, Caliche, etc.)

Caution: Base must have sufficient fines to facilitate compaction.

C. TOP COURSE

1. Red Dog Track Topping as manufactured by Red Dog Track, Inc., Strawn, Texas.
2. Red Dog Track Topping weights approx. 2400 pounds per cubic yard before compacting.
After compaction, one ton will cover approx. 225 square ft., one inch deep.

II. APPLICATION OF MATERIALS

A. SUBGRADES AND ELEVATIONS

1. Specifications concerning preparation of subgrades, the layout, area drainage, and elevations shall be furnished by the owner's architect or engineer. The track should always be built above surrounding grade level to allow for proper drainage.

B. BASE COURSE

1. Placement of the base materials shall be done only after the subgrade is finished.
2. When using Interlocking Precast Curbs, base should be 1 ft. wider on each side of the finished track.
3. Spread Base material to a thickness which will allow 10 percent compaction. Use of light blade equipment will be allowed.
4. Compact base course.

C. CURBS

1. Curbs shall be set in accordance with the design drawings. True to line and dimensions.
2. Curbs shall be installed in desired location. The top of the curbs shall be run to proper grade line. After all curbs have been placed, Anchors shall be installed to secure curbs. A partial backfill on the outsides of the curbs shall be applied by hand to prevent misalignment of curbs.

D. TOP COURSE

1. Topping shall be delivered onto the base course with light equipment, protecting curbs and base course. Light blade equipment shall be used to distribute topping.
2. After spreading top course and screening to require bulk thickness to allow 10 percent compaction, the top course can be rolled with equipment of not more than 500 pounds per square foot on bearing surface.