All Runways in D-Areas

The design of the D-area should provide appropriate gradients for drainage and follow all recommendations outlined in the ASBA Running Track Construction Manual. Radial slope from the bend radius point to the inner edge of the track oval is preferred. If the D-area is utilized as a high jump performance area, then the governing bodies require a range of 0.4% (Please note that the World Athletics has adopted 0.6% as the new maximum slope in the downward direction) to 1.0% in slope.

Runways constructed in the D-areas also need to follow the specifications for slope published by the individual governing bodies. For example, NCAA, USATF and World Athletics rules require a lateral slope of no more than 1:100. NFHS shall have a maximum lateral inclination of 2:100.

The governing bodies of NFHS and NCAA state that the maximum overall downward inclination permitted in the running direction shall not exceed 1:1000, one-tenth of one percent (0.1%). This is measured over the last 40 meters of the runway.

NCAA and NFHS interpret these rules to calculate the slope by comparing the elevation at the start of the runway to the elevation of the finish; intermediate measurements are not considered. The runway will rise and fall as it crosses the centerline of the D-area. Where on the runway the individual athlete starts his or her performance is not a factor.

The runway must be a uniform crown and not be pitched when following the D-area slope.

Differences in site, weather and soil conditions require variations in construction and repair methods and materials. Readers are advised to consult an ASBA Certified Track Builder, a design professional with experience in designing sports facilities or a qualified contractor before undertaking construction or repair of a running track facility.

Rev. 05/20