

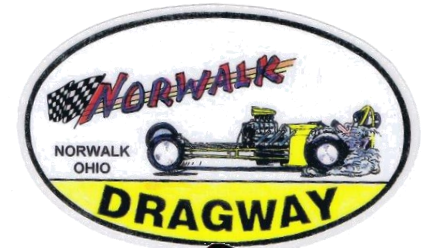


Presented by: DGL Consulting Engineers, LLC



Track History

- Previously known as Norwalk Dragway and Norwalk Raceway Park
- Located on SR 18 south of Norwalk, Ohio
- Opened to the public in 1963
- 1981 – 2006 IHRA flagship track



Track History

- Summit Racing Equipment purchased naming rights in 2007
- 2007 – present NHRA sanctioned track
- Host to several national events as well as local competitions

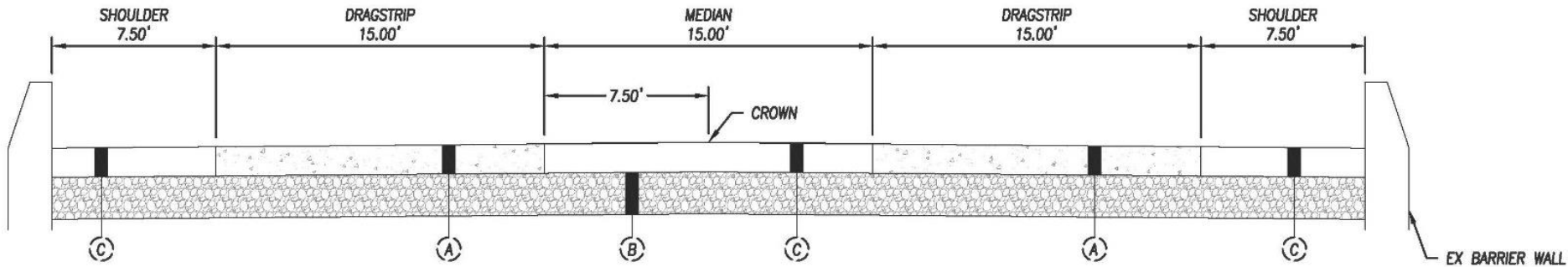


Project Team

- Bill Bader, Jr. Summit Motorsports president/owner
- Miller Brothers Construction (MBC) GC
- DGL design engineer/surveyor
- Smith Paving concrete contractor
- Input from the Ohio Concrete Association



Existing Conditions



Existing Conditions

- 100 ft (+/-) starting area; 5½ inches asphalt pavement
- 700 ft (+/-) 15 ft wide, 5½ inch thick concrete dragstrip lanes
- 7½ ft asphalt shoulders; 15 ft asphalt median
- 60 ft total cross section
- Remainder of 2/3 mile track is asphalt

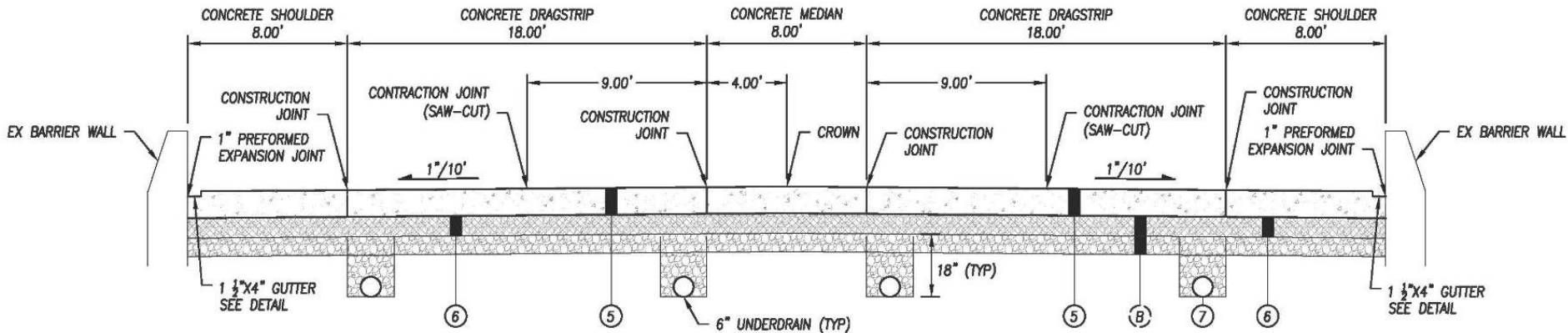


Existing Conditions

- Little to no crown or cross-slope
- “Wavy” and inconsistent profile grade
- Ongoing maintenance of concrete to asphalt transition
- Jet engines melted and debonded asphalt starting area



Proposed Track



- 8 inches of concrete pavement
- Remove asphalt starting area and install concrete pavement
- Install full width concrete pavement from start line to 65 ft past the 1/4 mile sensor

Proposed Track

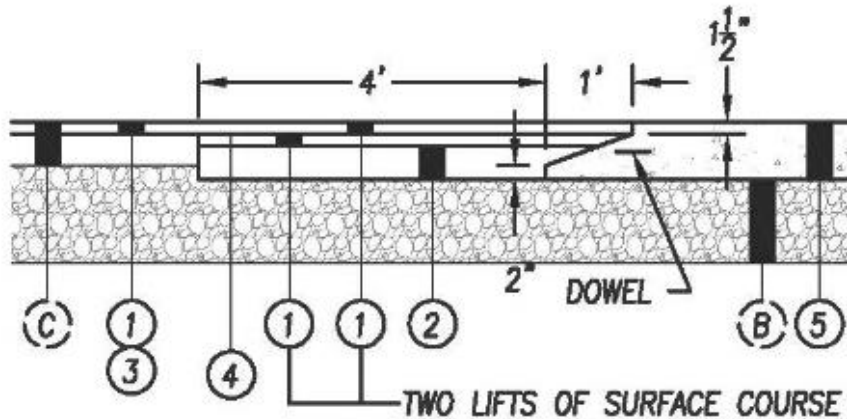
- Create two 18 ft dragstrip lanes, two 8 ft shoulders and an 8 ft median
- Longitudinal saw-cut joint down center of each dragstrip lane
- Longitudinal construction joint separating dragstrip lanes and shoulders/medians with tie bars spaced at 36 inches o/c
- Saw-cut transverse contraction joint spaced every 9 ft with dowels 12 inches o/c

Proposed Track

- Reestablish crown and provide 1"/10' cross-slope
- Establish profile grade (3"/100')
- Create 4 inch by 1½ inch depressed gutter
- Remove and replace top 6 inches of aggregate base and install underdrains
- Additional 700 ft of asphalt mill and resurface

Proposed Track

- Construct concrete to asphalt transverse joint



- Special NHRA Specifications
 - Minimum 4,500 PSI 28-day strength
 - No curing compound, use double coat of wax cure
 - Flatness is paramount
 - Traction compound applied after 21 days



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Bob Motz
LAUNCH PAD

KELLY
KELLY

Summit Racing.com

Schedule/Cost

- Original construction plan in fall of 2017
- Weather concerns pushed construction to spring of 2018
- Total project cost: \$1.6 million







“I am thrilled with this surface. There is not a single crack. It is flat, smooth and FAST, as close to perfect as possible.

Along with Las Vegas, we are one of the top two surfaces in the country and are having the best side by side racing we have ever had. I could not be happier with it.”

Bill Bader, Jr., President and CEO



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