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# Paving Begins!

We are now well into the track reconfiguration and paving project at Phoenix International Raceway and the new track profile and geometry is starting to take shape.

### Paving

The placement of the first of three lifts of asphalt has been completed on the track surface and the crews have begun placement of the base course on pit road. The initial ride/smoothness results for the track are very promising and the paving crew has produced a smooth surface that exceeds the



Musco Pole Installation— Dogleg & Backstretch

contract specifications. The paving crew is currently working on the placement of the leveling course on the backstretch skid pad areas and they will now begin to transition into the placement of the second lift of asphalt on the track surface.

### Survey

The survey team is now focusing on the track grades and the elevation of the completed pavement surfaces. The surveyors will check a minimum of 520 points on each paved lane

## Construction Schedule

On Schedule! It's a recurring theme, but it's a good one.

The Howard S. Wright construction crews continue to work six to seven days a week and through the evening hours to keep the project on schedule.



Catch Fence Installation—Backstretch

around the track to ensure the completed surface conforms to the plan grades.

### Concrete

The construction of the new concrete walls, pit boxes, and crew boxes are now complete. The new concrete pit stalls will now be profiled to ensure the profile along the length of pit road meets or exceeds plan tolerances. In addition, the crews will begin the prep work for placement of the support slab for the new SAFER barrier located along the interior walls on the frontstretch and backstretch.



Concrete Pit Stalls

## Upcoming Work

The following work activities will take place over the next few weeks:

- Asphalt Paving
- Pit Road Electrical
- Catch Fence Installation
- Musco Light Installation

### Catch Fence

The installation of the catch fence has continued over the last few weeks and the crews have shifted to working off hours in the evenings to keep the track clear during the day for paving activities. The fence has now been re-installed in turns and on the new backstretch wall. The remaining detailing/tying of the fabric and tightening of the bolts and turnbuckles will take place over the next couple of weeks.

