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NASCAR drivers know a smooth surface starts with a strong foundation

Chicagoland Speedway knew it could bank on
blast furnace slag to help create those 18° banked turns



Coming into an 18° banked turn at Chicagoland Speedway, Joliet, IL.

Nothing is more important than a smooth road, whether it's traveled by a soccer mom with 3 kids in an SUV or dozens of NASCAR drivers vying for the Winston Cup. The difference for the race car drivers is speed and banked turns. In any case, both driving surfaces need a foundation with all the right properties.

That is why Gallagher Asphalt turned to air-cooled blast furnace (ACBF) slag when Chicagoland's owners demanded it. They were

already more than satisfied with the ACBF slag's performance at their Route 66 drag strip.

"Though dolomitic limestone or natural gravel aggregate were closer to the racetrack, we imported ACBF slag from more than 30 miles away because slag had all the properties we needed," explained Dan Gallagher, VP/Operations at Gallagher Asphalt.

"Slag, because it doesn't shine, gave us the skid-resistance and the

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NATIONAL SLAG ASSOCIATION
BUILDING A . 25 STEVENS AVENUE . WEST LAWN PA 19609
TEL: 610.670.0701 FAX: 610.670.0702
useslag@aol.com www.nationalslagassoc.org

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grip that's so important when drivers are traveling at speeds over 200 mph," Gallagher added.

Due to its angular shape and non-polishing characteristics, three thousand tons of ACBF slag were used as the surface aggregate for the asphalt. Slag's traits made it the smart choice. And not only does the slag give a foundation with all the right properties, it's skid-resistance helps improve both driver and fan safety.

The unique Chicagoland Speedway project took three months before the last piece of equipment crossed the finish line. Unlike the NASCAR drivers who cover the 1.5-mile track seemingly in a blur, the pavers that put the finish on the track turned in an appropriately slow speed of one lap a day.

Paving a racetrack, undoubtedly, creates a whole set of problems not found on a straight highway. From one aspect to another the teams involved turned in a magnificent performance from grading, adding lifts of stone, slag and hot mix on an 18°-banked turn. The drivers approve.

Once again slag pulls ahead of the competition.

This is another Slag Success Story brought to you by the National Slag Association.



The tower at Chicagoland Speedway watches over the well-received surface laid down in 2000.



Imagine standing in the pits watching NASCAR or Indy cars flying by in excess of 200 to 220 mph.

NATIONAL SLAG ASSOCIATION
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 TEL: 610.670 0701 FAX: 610.670.0702
 useslag@aol.com www.nationalslagassoc.org