

Background

- Why did ORP decide to invest time and money into I-FIT at this point?
 - Background in pavement materials research (U of I / HRG)
 - Already performing Hamburg Wheel testing
 - · Purchased in Spring 2012
 - Tested all mixes for 2013 season (Design & Production)
 - · Learned a lot about sample preparation
 - Location

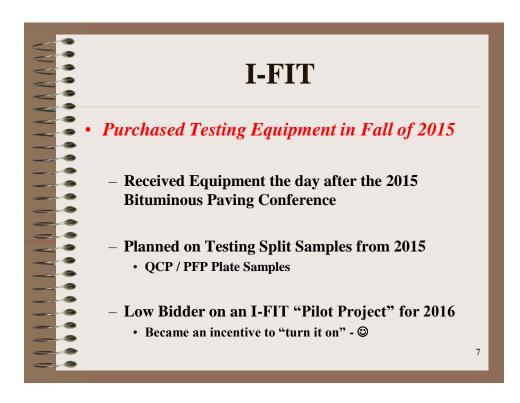
2



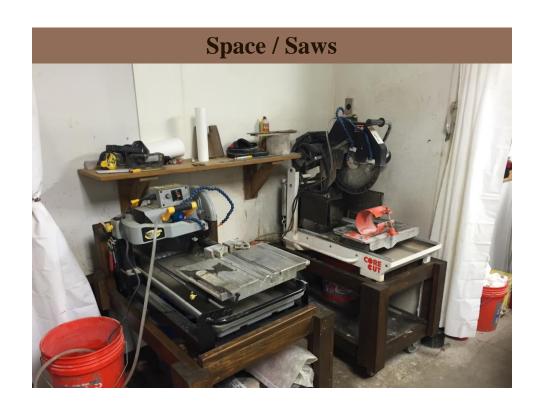


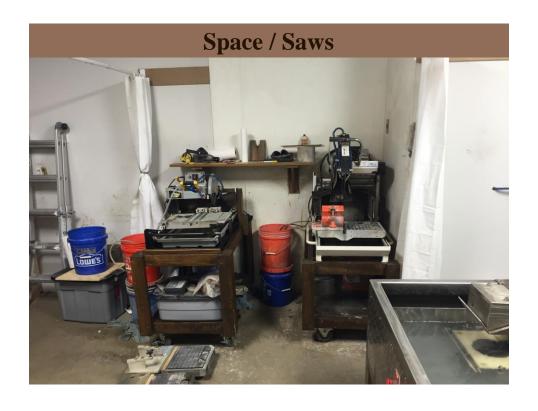


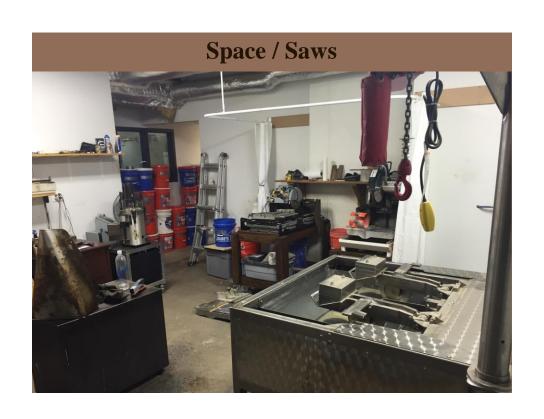


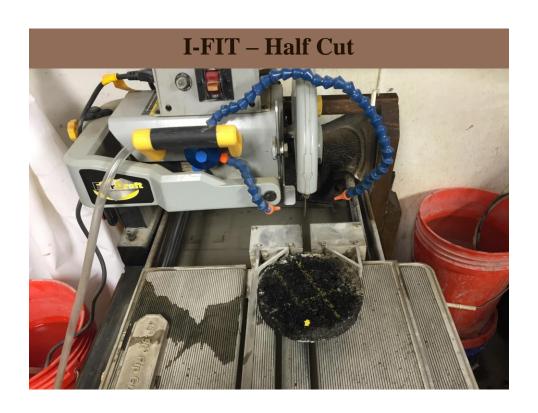


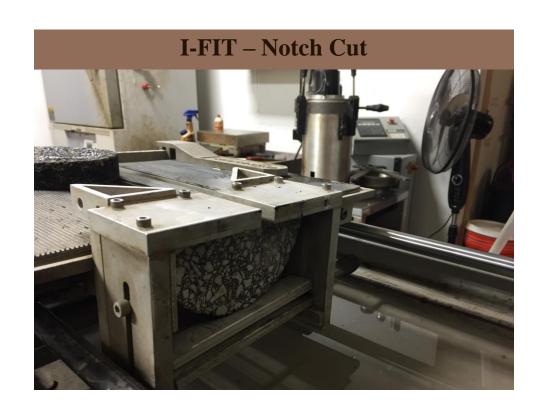
I-FIT Initial Struggles in a QC Lab Space – We are already maxed out Saws – Precision / Messy / Must not Freeze Cutting Jigs Saw Blades Time Temperature Control

















What do Contractors Want to Know about I-FIT?

- Where do my mixes fall?
- How do I make them better (Higher FI)?
 - Without hurting Hamburg
- Are there simple adjustments that can be made?

17

What Can We Try?

- We all probably have "gut" feelings of what can effect the I-FIT FI value
- What can we easily change and hope to see an effect?
- Let's see what different liquids do
 - Original Design PG 58-28 (Grade Bumped)
 - PG 64-22
 - PG 70-22 (SBS)
 - PG 64-28 (SBS)
 - PG 64-22 with extra AC
 - PG 64-22 with an additive

18

