

# CPR – REBUILT TO LAST



Your Pavement Preservation Resource



## Building Safe, Quiet Roads in Duluth, MN

### >>> THE NEXT GENERATION CONCRETE SURFACE

**IN SEPTEMBER 2010**, the Minnesota Department of Transportation (Mn/DOT) and Concrete Paving Association of Minnesota (CPAM), and the International Grooving and Grinding Association (IGGA) hosted a live demonstration of Next Generation Concrete Surface (NGCS) construction on the I-35 project site in Duluth.

This high traffic thoroughfare in Minnesota was the first large scale use of NGCS. Two segments of the I-35 Duluth Mega Project were involved: I-35 northbound and southbound from approximately Boundary Ave (CSAH 14) to Central Avenue and I-35 northbound and southbound from 21st Avenue East to 26th Avenue East.

For the segment of I-35 from 21st Avenue East to 26th Avenue East, Mn/DOT was in-

terested in the added benefit of tire/pavement noise reduction in addition to the primary goals of a smooth ride and increased friction. "At the newest portion of I-35, right where it ends, are several hotels and they were voicing concerns about the noise. Mn/DOT was currently doing rehab on the road, so we decided to try this noise reducing technique. NGCS was chosen because we were looking for a grinding pattern that was quieter," said Pat Huston, Mn/DOT District 1 Resident Construction Engineer.

Contractors, suppliers, manufacturers, agencies and even a top representative from the Federal Highway Administration gathered in Duluth to learn about the new technique. "Rarely does a road surface gain such attention," said Jake Steinberg, Construction Materials, Inc.

With NGCS a high traffic freeway with 240 ve-

### TEAM MEMBERS

- Minnesota Department of Transportation
- Concrete Paving Association of Minnesota
- International Grooving and Grinding Association
- Interstate Improvement, Inc. (Grinding contractor)
- Husqvarna Construction Products (Blade supplier)

hicles will now sound comparable to only 120 vehicles of traffic, a substantial reduction in sound. This is a considerable decrease for areas with a greater need for quieter roads, such as urban or residential areas.

All mainline work on the project ends in 2011 and the remainder of the ramp work concludes 2012.