

RBC GATEWAY



RBC Gateway is a 37 story multi use skyscraper totaling 1.2 million square feet. It is one of the ten tallest buildings in downtown Minneapolis, and includes: 531,000 square feet of office space, a five-star luxury hotel, 34 private condos, street level retail, 455-stall underground parking, and 17,000 square feet of public plaza. Cemstone supplied 61,000 yards of highly technical concrete for this project. Concrete placements occurred from July of 2019 to May of 2022. Over 50 different concrete mixtures were supplied on this project, which included: mass concrete, up to 12,000 psi strength concrete, pumpable concrete that could go up 37 stories, air-entrained 5,000 psi lightweight concrete, exposed aggregate concrete, colored concrete, high-early strength concrete for post-tensioned decks, and many others.

Category: Mid & High Rise

Owner: United Properties

Contractor: McGough Construction

Designers/Engineers: Kimley-Horn and Associates, Stewart & Associates

Producer: Cemstone Products Co.

HOME DEPOT DISTRIBUTION FACILITY – ROSEMOUNT



Category: Low Rise

Owner: Seefried Industrial Properties

Contractor: Northland Concrete & Masonry Company

Project Designer: MacGregor Associates Architects

Civil Engineer: Kimley-Horn and Associates

Engineer: Schaefer

Producer: Cemstone Products Co.

This is a paving project for The Home Depot Distribution facility which will occupy the 417,600-square-foot building southeast of Highway 3 and County Road 42. It is Home Depot's third such facility in the Twin Cities metro. This project included an interior slab designed by SSI and exterior pavement. Both interior and exterior mix contained well-graded aggregates with a top size of 1.5". The placements were between 45,000 to 70,000 square feet.

LEGISLATIVE RECEPTION & CONCRETE AWARDS PRESENTATION MADDEN'S ON GULL LAKE | 7:00PM, JULY 26, 2023

Welcome: Steve Semrau, ARM President

MnDOT Update:

Michael Beer, PE Assistant Commissioner,
Engineering Services Division

Legislative Update:

Marty Seifert, Government Relations Flaherty & Hood P.A.
Senator Erin P. Murphy (64, DFL) Assistant Majority Leader
Senator John R. Jasinski (19, R) Assistant Minority Leader

Concrete Awards Presentation:

John Cunningham, ARM Executive Director
Jhenyffer Asp, Engineering and Technology Coordinator

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THE MATT HILL RESIDENCE



Category: Decorative Concrete
Owner: Matt Hill
Contractor/Producer: Worms Lumber & Ready Mix

This project is a stamped patio and stairway for Matt Hill on Sauk Lake. The forming of the patio and stairs were all curved, which provides a unique look. The sloping terrain made it challenging to properly design, form, and maintain the correct radius and elevations prior to and during the concrete pour. The integral color of the concrete is Interstar Shadow Grey, the stamping release is Charcoal. These colors match well with the overall aesthetics of the property and the stamped and rounded patio complements the curvature of the yard.

ANOKA COUNTY CP 22-13-00 OVERLAY



Category: Pavement
Owner/Engineer/Designer: Anoka County
Contractor: North Country Concrete
Producer: Cemstone Products Co.

This overlay project is in Anoka County (CSAH 52 between 35W and Naples). The timeline of the project is described below. The original bituminous was removed and the base compacted, on Friday night. The set up for the first phase of concrete paving started overnight Friday and the concrete was placed early Saturday. Maturity was utilized to determine the in-situ concrete strength. The concrete needed to obtain 3,000 psi in 12 hours so that fully loaded ready mix trucks could drive on the recently placed pavement to finish the second phase of the project. The second phase also had to obtain 3,000 psi in 12 hours before it could be opened to traffic. To maintain traffic and not block the eastbound traffic lane, North Country Concrete scheduled two placements at the same time for the first phase. Part of the placement was pumped while the other end was placed via truck chutes. This required two separate orders for the same project due to the different traffic patterns for entering the project. Communication and coordination between Cemstone and North Country Concrete were key to the success of this project. The maturity curve was generated before the concrete was placed and the drivers were given specific delivery instructions.

MOORHEAD RAILROAD UNDERPASS



Category: Infrastructure
Owner: City of Moorhead
Contractor: Ames Construction
Designers/Engineers: SRF Consulting Group, & Burlington Northern Sante Fe Railroad
Producer: Strata Corporation

This project was the largest public works project in the City of Moorhead's history. The construction of the 3 railroad bridges included 20 mass concrete elements ranging from abutments, pier footings, and pier stems. Due to the complexity of the curved railroad bridges, the mass concrete elements were varied in shapes and sizes. The project team of Ames, Strata and American Engineering and Testing (AET) worked together to produce the appropriate concrete for each element. Many of the mass concrete pours were placed during hot and cold weather concreting conditions throughout the four-year project schedule.

MELROSE BRIDGE



Category: Infrastructure
Owners: City of Melrose and Stearns County
Prime Contractor: Landwehr Construction
Bridge Contractor: Lunda Construction
Designers/Engineers: WSB and Stearns County
Producer: Worms Lumber & Ready Mix

This bridge is in Melrose crossing the Sauk River, which occupies the center of town. One of the main challenges was redirecting the river channel to correct a bend in the river, which was lined with boulders to shelter spawning fish. The design was made to fit with a -3.31% grade north to south. Turn lanes and large sidewalks were also added to the project. There was a granite outcrop that was too close to grade to allow for conventional pile driving at one substructure. The granite was exposed, and rock sockets drilled to receive steel beams and encased in concrete. All ready-mix concrete was sampled and met strict specifications with much supplied during freezing or sub-zero conditions. Massive piers and substantial abutments show confidence in concrete. The stems, beams, deck, and walls are all poured with concrete. The low concrete bridge rails are capped with an ornamental steel barrier and period light standards are left and right. "I have helped on very long river crossings over the Minnesota and Mississippi Rivers and this one is the best" (Tim Swanberg, WSB)