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14. Supplementary Notes			
15. Abstract <u>Purpose and Need</u> The primary purpose of roadway surface texturing of pcc pavements is to reduce wet-weather accidents. In recent years the public is asking engineers and contractors to pay attention to pavement smoothness and pavement/tire noise. <u>Objective</u> The object of this experimental project is to evaluate the effectiveness of various tining widths to reduce noise. <u>Summary</u> Exterior noise measurements for tined PCC pavements exhibit certain frequencies. Some tining sections will produce an objectionable pavement whine. This pavement whine is usually associated with tining spacings that are 2" or greater. Pavement tire noise increases with speed. The noise study indicates that as the vehicle speed increases from 55 mph to 65 mph, a 4 to 5½% increase in decibel reading can be expected. No decibel readings were taken in grind areas. The in-vehicle noise study indicates that sections with close tine spacing are usually the quietest. The higher readings are found in sections with 2" or greater tine spacing. The control section with 1" standard tine spacing was also rather noisy. The control section is located up hill and vehicle acceleration may be influencing the readings. There is not a great difference in the decibel readings between sections. A difference of ± 3 db in noise level is needed before being detected by the human ear. <u>Recommendation</u> Never use a tining spacing greater than 1 ½ inch. Continue using the random tine spacing method recently adopted.			
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