

MEMO

DATE: August 22, 2001

TO: Mr. John Godden, Project Manager, BC&L Pavement Services

FROM: Steve Weiland 

RE: Pavement Rehabilitation Project, North Dakota Airports



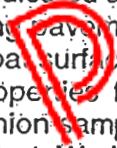

John:

Thank you for your recent phone call. Enclosed please find the pavement skid-testing summary as requested. The test results are an average of three skid tests for each surface condition. As you may notice, the results at the Mott and Mohall airports indicated an increase in braking efficiency. These airports have a seal coat surface over the existing pavement. The sealer helped hold the surface together without allowing breaking of the seal coat surface.

Also included are the test results of the physical properties for sealer/ rejuvenator for your information. Sample #1 is being retested from a companion sample taken at the same time. The airport managers I spoke with are satisfied with the product. We have a successful project.

Keep me updated on any product information in the future.

Thanks again,
Steve



GENE JACKSON P.E.
NILES HUSKHA P.E.
BARRY SCHROEDER P.E.
LARRY ANGLADE P.E.
DUANE WAMER P.E.
GEORGE MAY L.S.

**Kadmas
Lee &
Jackson**
Consulting Engineers
and Surveyors

July 24, 2001

Mr. Brian Schuck, Program Manager
Federal Aviation Administration District Office
2301 University Drive, Building 23B
Bismarck, ND 58504

Re: Skid Resistance Testing Summary
Pavement Rehabilitation Work
General Aviation Airports – Various Locations in North Dakota
AIP No. 3-38-0000-01

Dear Brian:

Enclosed please find the results of the skid resistance testing performed on the pavements at the above named airports. As a result of this testing, it can be determined that there is no appreciable loss in braking efficiency with the use of this coal-tar sealer rejuvenator on the pavements tested.

Please contact me should you have any questions or comments. Thank you.

Sincerely,
Kadmas, Lee & Jackson


Steven B. Weiland
Senior Technician

- c. Mark Holzer, ND Aeronautics Commission
Bruce Batzer, Astech Corporation
Steve Aldinger, Interstate Engineering, Inc.
File

Friction Testing Summary
General Aviation Airports
Various Locations in North Dakota

Average Friction Value (Mu)

Date	Location	Minimum	Average Friction Value (Mu)			
			Untreated Surface (Dry)	Treated Surface (Dry)	Untreated Surface (Wet)	Treated Surface (Wet)
7/20/01	Carrington Municipal Airport	0.40	0.95	0.84	0.81	0.77
7/19/01	Ellendale Municipal Airport	0.40	0.96	0.83	0.86	0.85
7/23/01	Garrison Municipal Airport	0.40	1.00	0.86	1.00	0.99
7/20/01	Grafton Municipal Airport	0.40	0.90	0.83	0.85	0.74
7/19/01	Gwinner Municipal Airport	0.40	0.95	0.84	0.84	0.85
7/23/01	Hazen Regional Airport	0.40	0.98	0.91	0.93	0.93
7/23/01	Mohall Municipal Airport	0.40	0.84	0.93	0.88	0.89
7/23/01	Mott Municipal Airport	0.40	0.85	0.92	0.86	0.89
7/19/01	Oakes Municipal Airport	0.40	0.95	0.77	0.86	0.73
7/23/01	Dickinson Municipal Airport	0.40	1.00	0.94	0.96	0.86
7/19/01	Amestown Municipal Airport	0.40	0.85	0.75	0.81	0.92

Water Application Rate: 0.45 Gal./S.Y.
 Test Area: 25'x 8'
 Test Strip: 200'x 8'
 Equipment: Tapley Mechanical Decelometer

By: 

Steven B. Weiland
 Kadrmas, Lee & Jackson

Tapley Readings

0.65 - Above	Excellent
0.55 - 0.65	Good
0.45 - 0.50	Good/Fair
0.40	Fair
0.35	Fair/Poor
0.25 - 0.30	Poor
0.20 - Below	Nil

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