

ALASKA DOT&PF 1987 HIGHWAY PAVEMENT

SKID RESISTANCE INVENTORY

FINAL REPORT

by

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August 1988

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in cooperation with

U.S. Department of Transportation
Federal Highway Administration

1. Report No. AK-RD-88-10	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle ALASKA DOT&PF 1987 HIGHWAY PAVEMENT SKID RESISTANCE INVENTORY		5. Report Date	6. Performing Organization Code
7. Author(s) John Ryer		8. Performing Organization Report No.	
9. Performing Organization Name and Address Alaska Dept of Transportation & Public Facilities Statewide Research 2301 Peger Rd MS2554 Fairbanks, AK 99709		10. Work Unit No. (TRAVIS)	11. Contract or Grant No.
12. Sponsoring Agency Name and Address U.S. Department of Transportation Federal Highway Administration		13. Type of Report and Period Covered	
15. Supplementary Notes		14. Sponsoring Agency Code	
16. Abstract In 1986 the Federal Highway Administration recommended that the State of Alaska Department of Transportation and Public Facilities (DOT&PF) update its pavement skid resistance program to meet the requirements of the Code of Federal Regulations and the Federal Highway Program Manual. In response to this recommendation, the task of inventorying the skid resistance of Alaska's paved highways was assigned to DOT&PF's Statewide Research Section. The inventory results indicated that most Alaskan highways have good average skid numbers although all Alaskan highways have some specific locations which have low skid numbers. The inventory sampled approximately 85% of Alaska's paved highways.			
17. Key Words Skid Resistance Pavement Highway safety		18. Distribution Statement	
19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price

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INTRODUCTION:

In 1986 the Federal Highway Administration (FHWA) Region 10 office directed the State of Alaska Department of Transportation and Public Facilities (DOT&PF) to update its pavement skid resistance program to meet the requirements of the Code of Federal Regulations and the Federal Highway Program Manual [1],[2]. Alaska's last skid resistance inventory was done in 1975 [3]. In response to this directive, the task of inventorying the skid resistance of Alaska's paved highways was assigned to DOT&PF's Statewide Research Section.

SKID RESISTANCE INVENTORY:

The following skid resistance inventory work was performed:

1. Skid resistance data was collected during August of 1987 for approximately 85% of the State maintained paved highways.
2. Copies of the raw skid test data were transmitted to DOT&PF Headquarters and Regional traffic engineers for their information.
3. The skid resistance data was grouped by route and general area.
4. The area and route averages were compared with 1975 averages.
5. Pavement age was compared on two major routes, the Parks highway and the Alaska Highway.
6. Rubberized pavement areas in Fairbanks and Anchorage were compared.
7. Several areas having consistently low skid numbers were identified.

SOFTWARE DEVELOPMENT:

In addition to the inventory work performed by Statewide Research, DOT&PF has contracted the Boeing Corporation to develop software which will integrate the skid resistance data into the traffic safety management

database contained in the State's mainframe. This software should be available later this year and will allow traffic engineers to correlate accident data with pavement skid resistance.

BACKGROUND:

Wet pavement skid resistance provides a measurement of the friction between the locked tires of a moving vehicle and wet pavement. These values are usually lower than the dry value for the same pavement. Pavement friction determines the amount of control available to the driver of a vehicle and is important for safety.

The Pennsylvania Transportation Institute (PTI) was contracted to do the 1987 skid testing using their Mark III Pavement Friction Tester which conforms to the full scale tire, locked wheel, skid testing specifications outlined in ASTM E 274 [4]. ASTM E 274 reduces the number of variables by using a standard tire under a standard load with an applied water film.

The Mark III Pavement Friction Tester is operated in the following manner: The test trailer is brought to the desired test speed. Water is sprayed on the pavement ahead of the tire and the braking system is activated to lock the test tire. The speed of the test vehicle and the resultant frictional force acting between the test tire and the pavement surface are then recorded. The skid number (SN), a measure of skid resistance, is then derived from the speed and force record. SN is calculated by dividing the force (f) required to slide the locked test tire at a specified speed by the effective wheel load (w), all multiplied by 100.

$$SN = (f/w) \times 100$$

SN at 40 MPH (64 KM/H) is used as a common index in evaluating pavement performance. Most of the data generated by this study was taken at 40 MPH, within the constraints of traffic and legal posted speed.

SKID RESISTANCE SCALE:

The following scale [5],[6] can be used in evaluating the results of ASTM E 274 skid resistance testing:

Below 35	Low
35 to 43	Marginal
Over 43	Good

UNDERSTANDING SKID RESISTANCE:

Many factors influence wet pavement skid resistance. Pavement mix design, climate, grade, traffic, and driver habits all contribute to skid resistance variations. Skid resistance measurements on two hypothetically identical pavements may produce different skid numbers if the measurements are made under different weather conditions. Non-standard test vehicle speed will also affect the data.

ASTM E 274 specifies the use of the average of five data points when evaluating a pavement section. Individual values which vary from the five-point average by more than five SN may be the result of faulty testing.

STATEWIDE HIGHWAY STATISTICS:

Table 1 lists the 1975 and 1987 average skid numbers for urban locations. The complete data set is listed by locality in Appendix B.

TABLE 1
STATEWIDE WET PAVEMENT SKID TEST STATISTICS
URBAN AREAS

Location	1975 Avg.	*****1987***** Avg.	Std.	Count	% Change
Ketchikan	N.A.	56.2	9.7	104	N.A.
Juneau	49.9	48.3	7.0	141	- 3.2
Fairbanks *	41.6	36.2	6.8	189	- 13.0
Anchorage *	44.4	46.7	4.8	264	+ 4.9

* excluding rubberized pavement

Avg.= average Std.= standard deviation Count= number of samples
1975 average values derived from D. Esch, 1975 [3]

The following urban areas had consistently marginal and/or low skid numbers:

1. In Ketchikan, Jefferson Street from 4th to Tongass had a low average skid number of 28.7.
2. In Juneau, some marginal skid numbers were recorded on Glacier Avenue, Egan Drive, Main Street, and South Franklin Street.
3. In the Fairbanks area the following roads had low skid numbers:
 - a. Airport Way
 - b. College Road
 - c. University Avenue
 - d. South Cushman

In general, the high traffic areas of Fairbanks had lower skid numbers than the low traffic areas.

4. The following Anchorage areas had marginal skid numbers:
 - a. The Glenn Highway between Eagle River and Anchorage
 - b. Arctic Boulevard from Dowling to Raspberry
 - c. Huffman Road from Birch Road to the Seward Highway
 - d. International Airport Road near the Airport Terminal
 - e. Fireweed between Spenard Road and the Seward Highway
 - f. One portion of the Minnesota Drive rubberized pavement between the Old Seward Highway and the Railroad tracks

Table 2 lists the 1975 and 1987 average skid numbers for rural areas. Rural area data is also presented graphically in Appendix A. The complete data set is listed by locality in Appendix B.

TABLE 2
STATEWIDE WET PAVEMENT SKID TEST STATISTICS
RURAL AREAS

Location	1975 Avg.	*****1987***** Avg.	Std.	Count	% Change
Palmer Area	N.A.	48.8	5.5	71	N.A.
Haines Area	54.2	57.6	4.0	59	+ 6.3
Alaska Highway	51.9	46.2	5.8	247	- 11.0
Parks Highway	63.5	51.4	6.9	235	- 19.1
Glenn Highway, Anch. to Palmer	49.7	46.6	6.4	142	- 6.2
* Sterling Highway	60.0	43.1	5.1	97	- 28.2
* Richardson Highway, Valdez to Gakona	51.6	40.3	5.8	114	- 21.9
* Tok Cut-off	63.0	32.3	3.2	140	- 48.7
* Glenn Highway, Palmer to Glenallen	61.9	40.0	6.2	160	- 35.4

* These areas may contain some invalid data due to test equipment problems.

Avg.= average Std.= standard deviation Count= number of samples
1975 average values derived from D. Esch, 1975 [3]

The following rural areas had marginal and/or low skid numbers:

1. The Alaska Highway from the Tanana River to Milepost 1312 had marginal skid numbers.
2. The Alaska Highway from Delta to Fairbanks had an overall average of 42.6 with some marginal areas and some good areas.
3. A new pavement section on the Parks Highway between Milepost 136.5 and Milepost 141 had a marginal average value. This area is listed in the pavement age comparison section of this paper.
4. The Parks Highway from Milepost 197 thru Milepost 208 had a marginal average skid number.
5. The Palmer to Wasilla road had a marginal average skid number.
6. The Glenn Highway from Palmer to Glenallen had a marginal average skid number. The only area which had consistently low skid numbers was between Milepost 52 and Milepost 73. This area may contain some invalid test data due to equipment problems.
7. The Richardson Highway from Valdez to Gakona Junction had a marginal average skid number. In general the skid numbers decrease in a northerly trend with good values from Valdez to Milepost 31 and marginal values from Milepost 31 to Gakona Junction. This area may contain some invalid test data due to equipment problems.
8. The Tok Cut-off had a low average skid number. The skid numbers ranged very close to the average with few extreme values. This area may contain some invalid test data due to equipment problems.

The complete data set for any area should be examined when analyzing a specific locality see Appendix B for details.

RUBBERIZED ASPHALT AREAS:

Two rubberized asphalt areas were tested (see Table 3). Airport Way in Fairbanks had a low average of 28.2 with four locations having skid values below 20. The rubberized pavement on Minnesota Drive in Anchorage had a good average value of 48.3 with one area having marginal values.

TABLE 3
RUBBERIZED ASPHALT AREAS

Location	*****1987*****		
	Avg.	Std.	Count
Airport Way, Eastbound	29.7	5.8	10
Airport Way, Westbound	27.2	7.6	15
Minnesota Drive	48.3	6.1	48

Avg.= average Std.= standard deviation Count= number of samples

PAVEMENT AGE COMPARISON:

Skid numbers from the Parks Highway and the Alaska Highway were grouped by pavement age based on their date of construction. See Tables 4 and 5 below.

TABLE 4
PAVEMENT AGE COMPARISON
ALASKA HIGHWAY

Pavement Age	*****1987*****		
	Avg.	Std.	Count
0 to 5 years old	48.4	5.2	140
6 to 10 years old	N.A.		
11 to 20 years old	42.8	4.0	31
Over 20 years old	47.5	3.8	32

Avg.= average Std.= standard deviation Count= number of samples

TABLE 5
PAVEMENT AGE COMPARISON
PARKS HIGHWAY

Pavement Age	*****1987*****		
	Avg.	Std.	Count
New Pavement *	39.2	3.4	10
0 to 5 years old	49.1	6.4	89
6 to 10 years old	N.A.		
11 to 20 years old	53.3	6.1	108
Over 20 years old	N.A.		

* One new pavement section was noted by our testers.

Avg.= average Std.= standard deviation Count= number of samples

AIRPORT PAVEMENTS:

Skid tests were taken on pavements at Fairbanks International Airport for comparison purposes (see Table 6). Runway skid numbers were lower than taxiway skid numbers. The runway and the taxiway pavements were all placed during the same overlay project in 1986.

TABLE 6
FAIRBANKS INTERNATIONAL AIRPORT PAVEMENTS:

Location	*****1987*****		
	Avg.	Std.	Count
Runways	35.7	6.4	20
Taxiways	44.1	6.1	20

Avg.= average Std.= standard deviation Count= number of samples

IMPLEMENTATION:

Skid resistance data is used by the traffic engineer in the analysis of wet weather skid-related accidents.

Skid resistance data can be used as a justification for upgrading highway pavement surfaces for safety reasons. According to Instructional Memo 21-2-73 listed in the Federal-Aid Highway Program Manual [2], skid resistance correction activities are eligible for Federal-Aid participation. These activities are limited to correcting the pavement surface and include overlays of 1 1/2 inches or less of bituminous pavement.

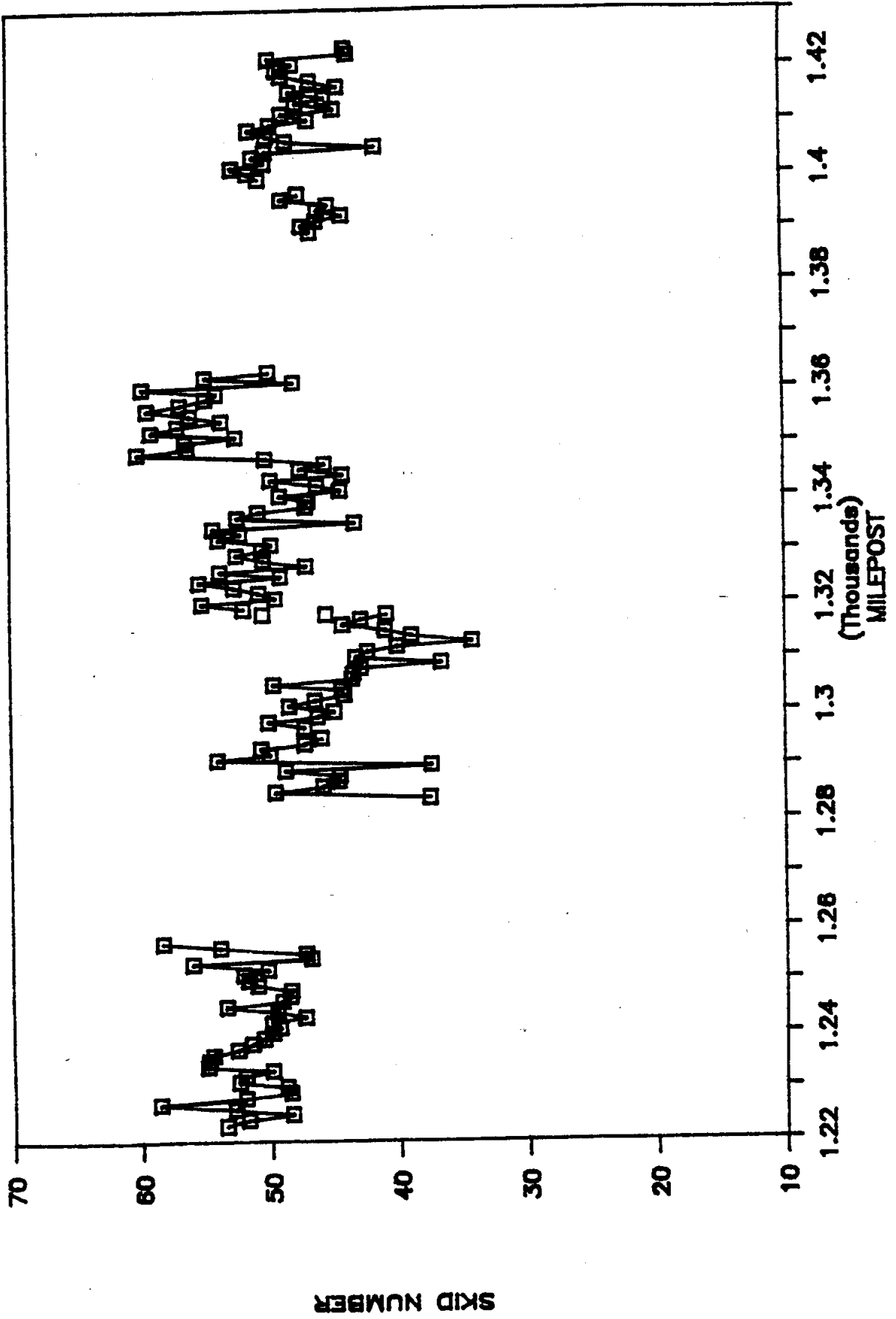
APPENDIX A

Appendix A contains the following graphs:

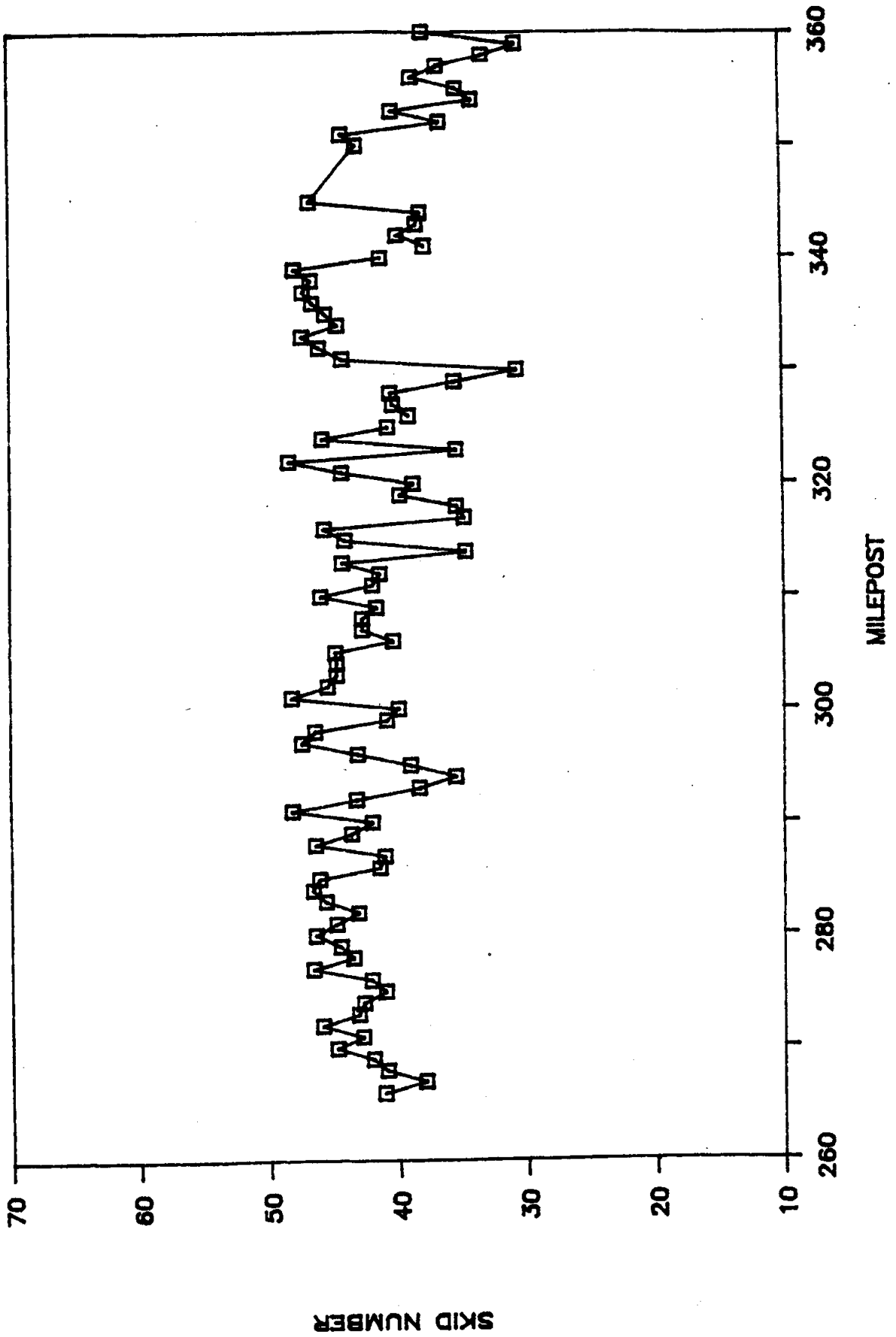
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ALASKA HIGHWAY

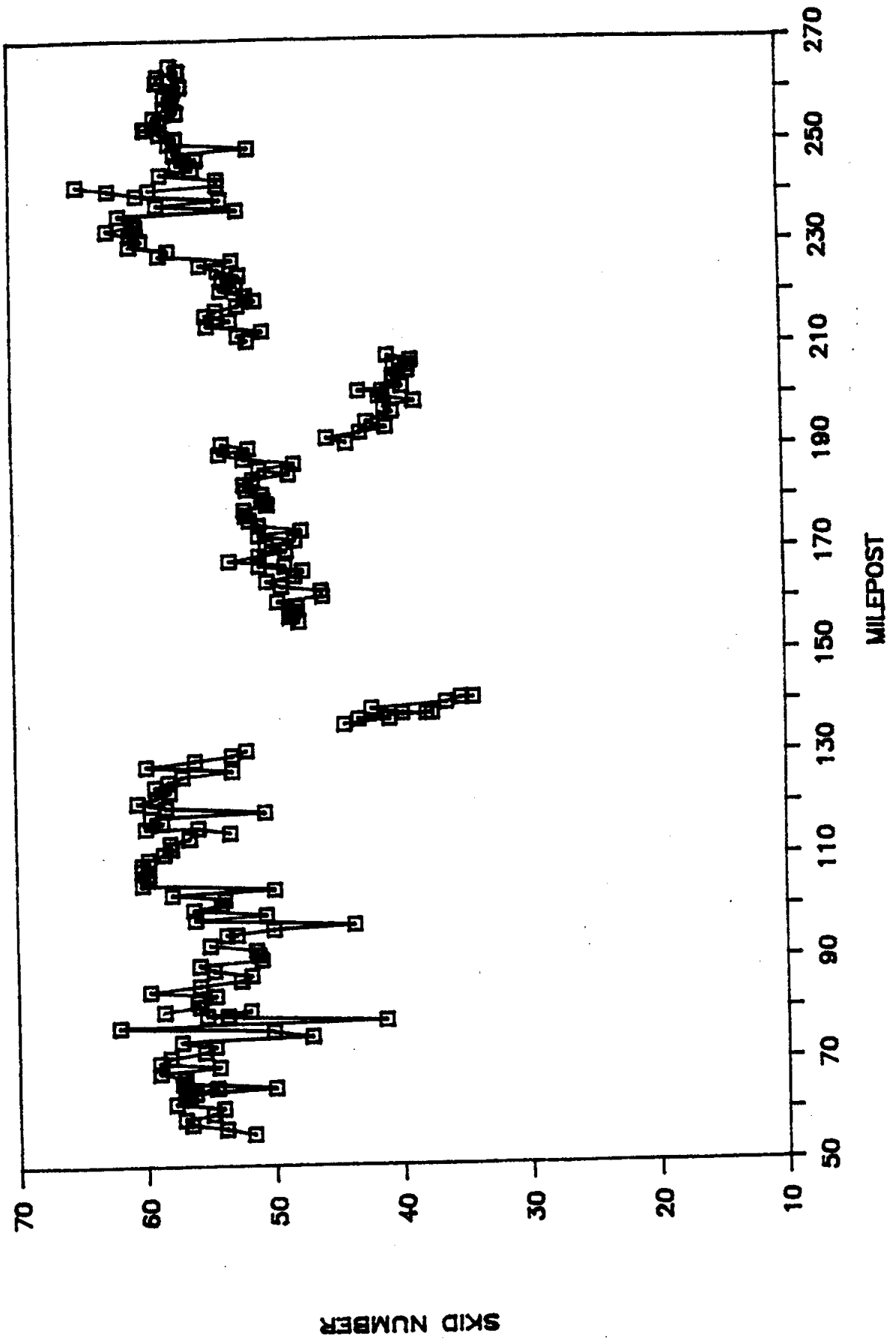
BORDER TO DELTA



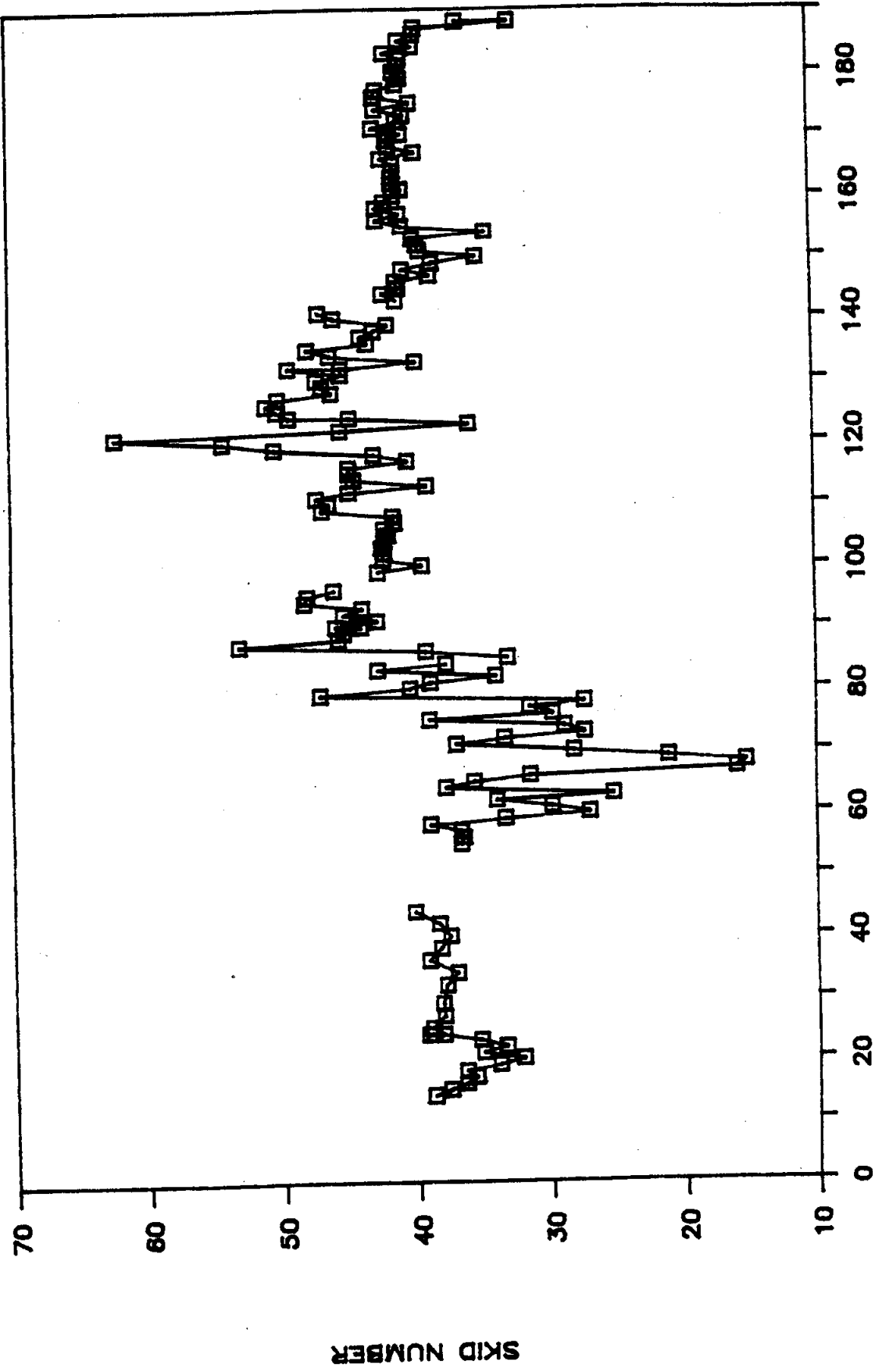
ALASKA HIGHWAY DELTA TO FAIRBANKS



PARKS HIGHWAY

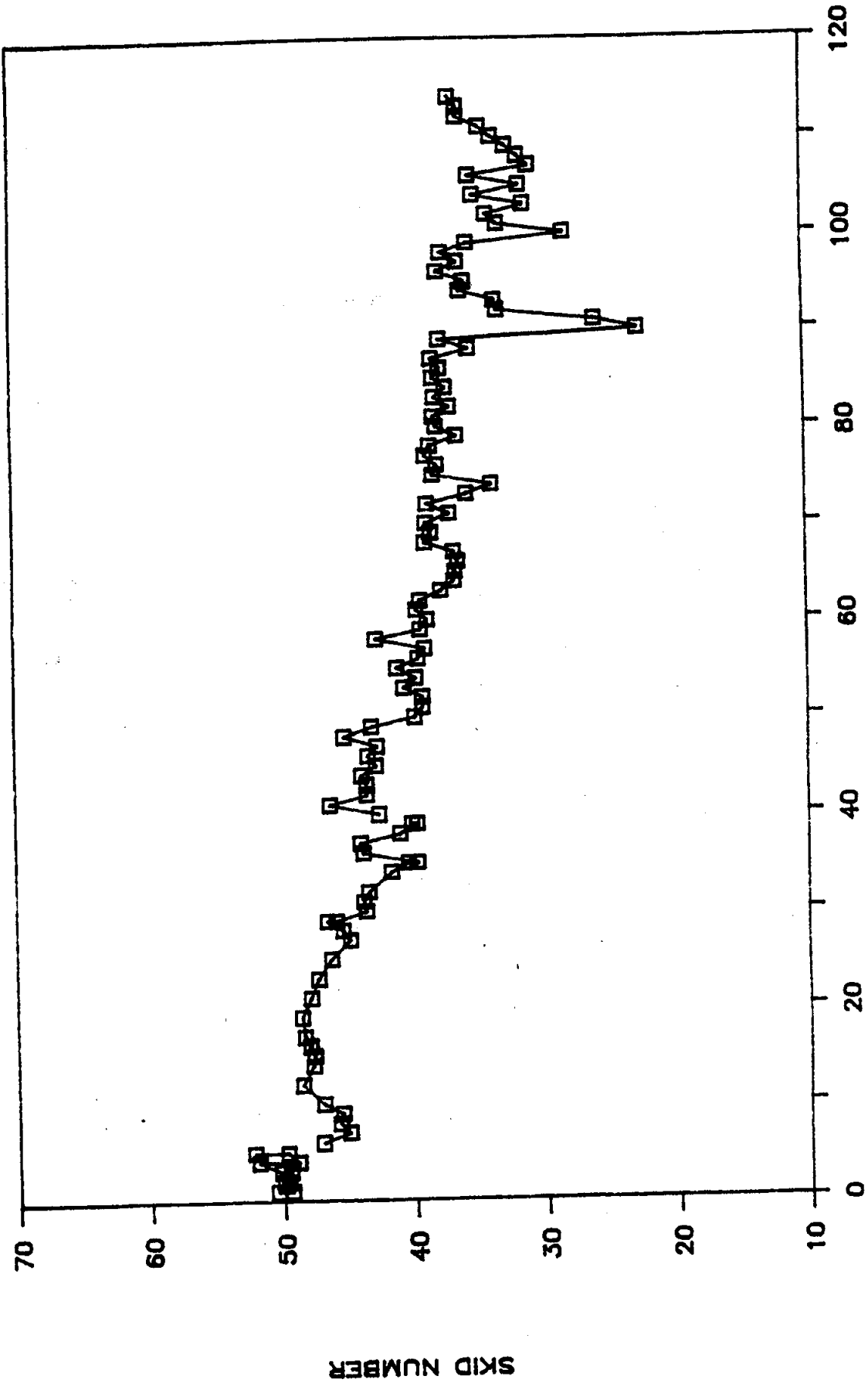


GLEN HIGHWAY



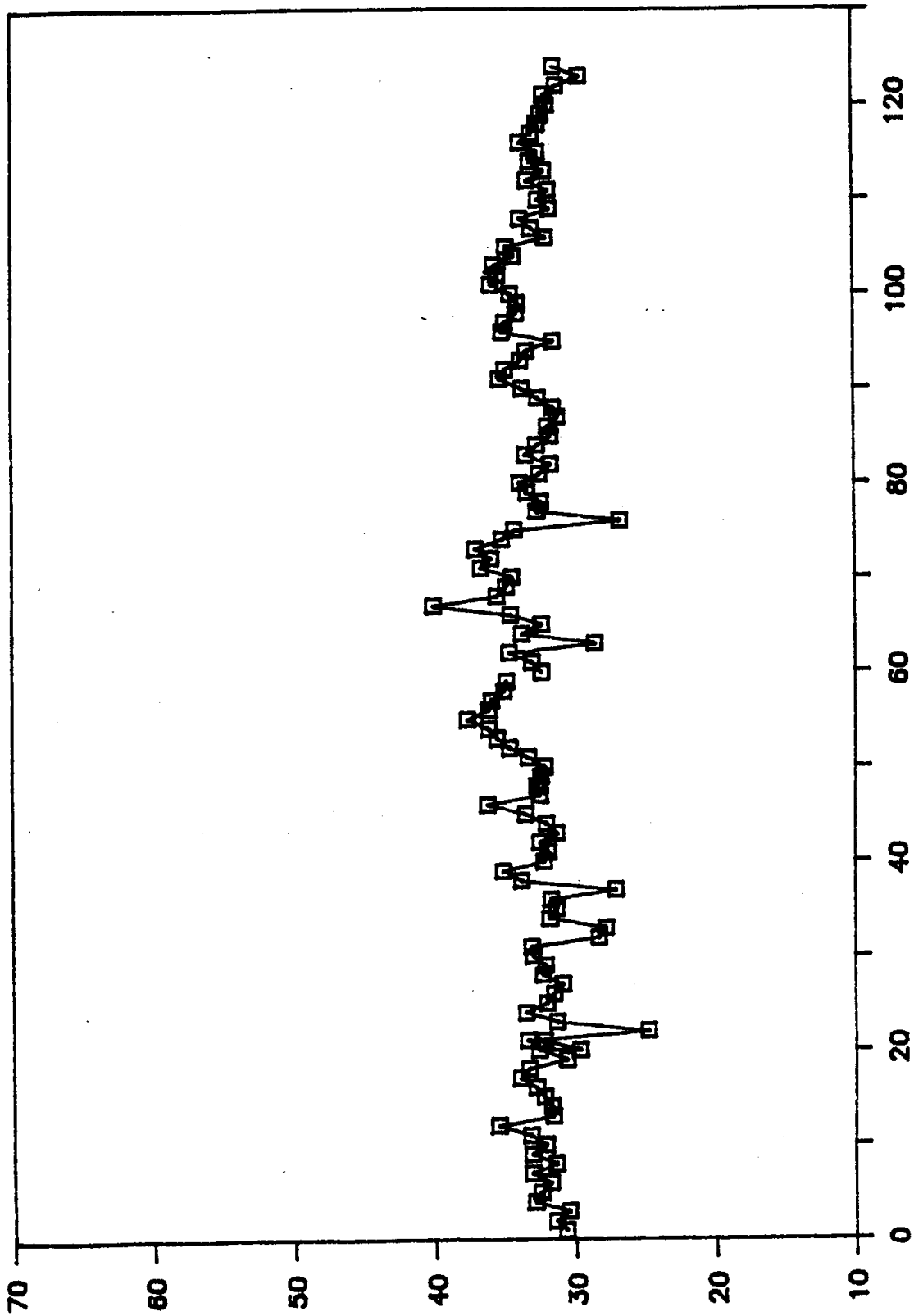
□ SKID NUMBER

RICHARDSON HIGHWAY



MILEPOST

TOK CUT-OFF



MILEPOST

A7

APPENDIX B

The data in Appendix B is grouped by locality. The localities are listed alphabetically. Within the locality the data is listed in the order that it was recorded. The recording order, when coupled with the time/date record, is useful in the analysis of the data.

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REFERENCES

- 1) "The Code of Federal Regulations", Part 1204
- 2) Instructional Memorandum 21-2-73, "Federal-Aid Highway Program Manual",
Volume 6, Chapter 2, Section 4, Subsection 3.
- 3) Pavement Skid Resistance Survey Memorandum from Dave Esch, Engineer of Tests, to All District Engineers, December 12, 1975
- 4) "Skid Resistance of Paved Surfaces Using a Full-Scale Tire", ASTM Standard Test E 274 - 77
- 5) "Tires - Roads - Rainfall - Vehicles: The Traction Connection, Frictional Interaction of Tire and Pavement", ASTM STP 793
- 6) "Skid Resistance on Highway Pavements", ASTM STP 530, 1972

ACKNOWLEDGEMENTS

Matthew Reckard managed the Pennsylvania Traffic Institute skid testing contract.

Alan Braley manipulated the skid data from the original ASCII file to a LOTUS file.

Location : Tongass Street--North (ferry terminal-end)
 Driver's name : Stefan
 Operator's name : Robin Notes: (*) Different pavement
 Weather : Sunny
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/ 7/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	15:40	75	Driving	40.00	50.2	46.3	49.3	47.8	54.1	49.53	3.0
2	15:44	75	Driving	40.00	51.4	52.6	53.0	53.0	52.8	52.55	.7
3	15:49	75	Driving	40.00	53.1	54.8	52.5	54.8	50.3	53.10	1.9
4	15:52	75	Driving	40.00	51.1	52.7	59.0	55.2	53.4	54.29	3.0

Location : Tongass Street--South (ferry terminal into town)
 Driver's name : Stefan Notes: Hard to define wheel paths due to varied
 Operator's name : Robin traffic patterns; (*) pavement change;
 Weather : Sunny (+) concrete section before Dock and Mission Sts.;
 Tire : Ribbed Site 3 skid 3 before tunnel;
 Rolling resistance : 30.000 pounds Site 4 skid 1 on bridge near Creek St.
 Normal load applied : 1085.000 pounds Site 4 skids 3-5 northbound
 DATE (6/ 7/1987)

Site Num	Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	20:56	65	Driving	31.96	50.7	50.6	54.8	51.8	52.3	52.04	1.7
								*	*		
2	20:58	65	Driving	26.63	51.4	51.5	51.3	71.2	56.1	56.28	8.6
								+			
3	21:01	65	Driving	31.59	55.0	54.6	56.4	42.7	51.7	52.06	5.5
									+		
4	21:04	65	Driving	31.64	52.7	50.8	50.3	52.1	38.3	48.85	6.0

Location : Park Avenue (Bawden to Deermont)

Driver's name : Stefan

Operator's name : Robin

Notes: (+) Concrete; (****) invalid;

Weather : Dusk

Sites 3 & 4 are repeats of Sites 1 & 2

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/ 7/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	21:36	60	Driving	20.47	+	+	63.2	****	65.1	57.18	8.3
2	21:38	60	Driving	19.80	63.3	****	****	****	****	63.30	0.0
3	21:47	60	Driving	20.52	+	+	+	67.6	67.3	59.74	7.1
4	21:48	60	Driving	19.67	68.9	67.2	****	****	****	68.05	1.2

Location : Deermont Street (Park to Tongass)
 Driver's name : Stefan
 Operator's name : Robin
 Weather : Dusk
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/ 7/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	21:41	60	Driving	21.04	67.3	65.1	63.9	60.9	55.7	62.59	4.5

Location : Jefferson Street (4th to Tongass)
Driver's name : Stefan
Operator's name : Robin
Weather : Dusk
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/ 7/1987)

Site Num	Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	22:14	60	Driving	16.92	27.6	30.0	28.6	29.4	28.1	28.73	1.0

Location : Madison Street (4th to Tongass)
Driver's name : Stefan
Operator's name : Robin
Weather : Dusk
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/ 7/1987)

Site	Air				Skid Numbers						
Num	Time	Tmp	Lane	Speed	1	2	3	4	5	Avg.	SD
1	22:21	60	Driving	15.51	55.7	55.4	57.9	50.7	55.9	55.10	2.7

Location : Mission Street

Driver's name : Stefan

Notes: (*) Bituminous; other skids PCC

Operator's name : Robin

Weather : Overcast

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/ 8/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	8:08	60	Driving	15.77	53.8	50.1	73.0	53.1	49.3	55.87	9.8

Location : Dock Street

Driver's name : Stefan

Operator's name : Robin

Weather : Overcast

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/ 8/1987)

Notes: (*) Between Main and Tongass; others PCC
cracked, uneven, variable

Site Num	Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	8:12	60	Driving	14.46	51.8	54.4	59.0	49.5	57.5	54.43	7.1

Location : Main Street
 Driver's name : Stefan
 Operator's name : Robin
 Weather : Overcast
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/ 8/1987)

Notes: Site 1 (*) bituminous section between
 Mill and Mission; (****) invalid

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	8:24	60	Driving	15.72	70.2 *	56.7	52.5	58.4	71.2 *	61.78	8.4
2	8:31	60	Driving	16.76	55.4	53.3	****	****	****	54.35	1.5

Location : Second Avenue and Water Street

Driver's name : Stefan Notes: Site 1--2nd Ave. Tongass to Washington;

Operator's name : Robin Sites 2-4--Water Street (Site 2 Washington

Weather : Overcast to pavement change near Whitecliff; Site 3

Tire : Ribbed from Wiley to Lund--PCC on pillars; Site 4

Rolling resistance : 30.0 pounds from Lund to Tongass--PCC)

Normal load applied : 1085.000 pounds

DATE (6/ 8/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	9:56	65	Driving	16.03	65.9	71.8	68.4	72.8	69.9	69.75	2.7
2	9:59	65	Driving	15.82	73.6	69.8	69.6	70.4	66.7	70.02	2.4
3	10:01	65	Driving	15.67	60.3	70.1	65.8	65.1	63.4	64.93	3.6
4	10:09	65	Driving	15.14	63.9	52.2	60.5	66.7	51.7	58.99	6.8

Location : Glacier Highway (Auke Bay South to bridge)
 Driver's name : Stefan
 Operator's name : Robin Notes: Sites 1 & 2 (*) 2-lane section.
 Weather : Overcast Site 4 (+) pavement change.
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/ 9/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	10:45	60	Driving	40.00	43.7 *	46.5 *	44.0 *	48.6 *	48.1 *	46.17	2.3
2	10:47	60	Driving	40.00	45.5 *	43.4 *	39.6 *	43.5	39.4	42.29	2.7
3	10:53	60	Driving	40.00	42.4	45.1	47.0	41.5	41.5	43.53	2.4
4	10:58	60	Driving	40.00	42.6	43.9	43.0	45.8	50.8 +	45.21	3.3

Location : Douglas Highway--South (from bridge)
 Driver's name : Stefan Notes: Pavement changes: (*--*) Indicates
 Operator's name : Robin continuous skids on one pavement type.
 Weather : Overcast (****) invalid. Site 2 repeats Site 1
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/ 9/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	11:03	60	Driving	40.00	44.6	44.6	48.2	45.0	53.2	47.12	3.7
2	11:20	60	Driving	39.95	45.3	45.0	44.0	44.7	46.2	45.05	.8
3	11:22	60	Driving	39.48	51.8	45.4	47.4	51.5	****	49.03	3.1

Location : Douglas Highway--North

Driver's name : Stefan

Operator's name : Robin

Weather : Overcast

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/ 9/1987)

Notes: Site 1 from bridge north 3.5 miles;
Sites 2 & 3 heilipport north to MP 6
(Fish Cr. Rd.); Sites 4 & 5 Fish Cr.
Rd. to end of pavement (road rough and
variable)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	11:40	60	Driving	40.00	48.2	51.8	47.5	50.0	53.0	50.09	2.3
2	11:43	60	Driving	40.00	60.1	59.4	60.7	59.0	58.3	59.51	1.0
3	11:44	60	Driving	40.00	60.1	56.4	56.9	59.9	54.8	57.59	2.3
4	11:46	60	Driving	40.00	53.0	57.6	53.9	54.7	58.3	55.50	2.3
5	11:48	60	Driving	40.00	60.1	49.7	59.1	61.4	62.2	58.52	5.1

Location : Glacier Highway--North (4-lane section)
Driver's name : Stefan
Operator's name : Robin
Weather : Overcast
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/ 9/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	13:42	63	Driving	40.00	47.8	50.3	45.7	45.3	43.8	46.56	2.5
2	13:47	63	Driving	40.00	43.1	44.8	47.9	46.0	49.2	46.19	2.4

Location : Juneau Intersection Sites 2 & 3 (Old Glacier Highway)

Driver's name : Stefan

Operator's name : Robin

Notes: Roads wet;

Weather : Drizzle

2 & 3 refer to intersection site number

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/ 9/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	13:58	63	Driving	38.59	53.0	51.4	51.1	47.5	49.7	50.52	2.0
2	14:04	63	Driving	38.85	51.0	50.1	50.2	49.1	49.6	49.99	.7

Location : Juneau Intersection Site 1 (Mendenhall Loop Road)

Driver's name : Stefan

Notes: Skid 1 driving lane North; skid 2 driving

Operator's name : Robin

lane South; skid 3 passing lane North;

Weather : Drizzle

skid 4 passing lane South; skid 5 driving

Tire : Ribbed

lane North.

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/ 9/1987)

Site	Air						Skid Numbers				
Num	Time	Tmp	Lane	Speed	1	2	3	4	5	Avg.	SD
1	14:14	63	Driving	40.00	46.6	50.1	49.1	50.9	47.4	48.81	1.8

Location : Mendenhall Loop Road

Driver's name : Stefan Notes: Site 1 skids run from Mendenhall Glacier

Operator's name : Robin Road to junction with Glacier Highway;

Weather : Overcast Site 2 skids in opposite direction;

Tire : Ribbed (*) Wet roads

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/ 9/1987)

Site Num	Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	14:34	60	Driving	40.00	51.6	51.9	56.0	56.6	51.1	53.43	2.7
					*	*					
2	14:40	60	Driving	40.00	54.3	57.0	56.2	51.4	55.1	54.78	2.2

Location : Juneau Additional Route Site 5 (Lemon Road)
Driver's name : Stefan
Operator's name : Robin
Weather : Overcast
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/ 9/1987)

Site	Air	Skid Numbers					Avg.	SD			
Num	Time	Temp	Lane	Speed	1	2	3	4	5		
1	15:00	60	Driving	40.00	52.7	52.2	47.9	47.7	46.6	49.41	2.8

Location : Thane Road (start at end of road to ferry terminal)
 Driver's name : Stefan
 Operator's name : Robin Notes: (*) Bumpy road
 Weather : Overcast
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/ 9/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	15:24	63	Driving	40.00	63.2	60.9	60.8	57.6	58.2	60.14	2.3
						*	*	*			
2	15:28	63	Driving	40.00	58.4	58.6	60.1	58.0	58.6	58.76	.8

Location : Juneau Intersection Sites 7 & 8 (Glacier Avenue)

Driver's name : Stefan Notes: Site at 12th is a 4-way stop, skids
Operator's name : Robin prior to intersection to allow stop;
Weather : Overcast (****) Invalid;
Tire : Ribbed Number/letter combinations refer to
Rolling resistance : 30.000 pounds street intersection and direction
Normal load applied : 1085.000 pounds
DATE (6/ 9/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	20:15	60	Driving	32.43	40.0 12S	39.3 10S	36.8 10N	****	39.5 12S	38.90	1.4
2	20:19	60	Driving	27.42	39.3 10S	42.3 12N	40.1 12S	****	39.2 10S	40.23	1.4
3	20:25	60	Driving	33.89	37.1 10N	40.0 12S	38.7 10S	42.2 12N	39.1 12S	39.42	1.8
4	20:30	60	Driving	33.63	40.2 10S	****	39.3	39.0	41.6	40.03	1.2

Location : Juneau Intersection Site 4 (Egan Drive)
 Driver's name : Stefan
 Operator's name : Robin Notes: Skid (1) South passing; (2) North passing;
 Weather : Partly cloudy (3) South driving; (4) North driving;
 Tire : Ribbed (5) South driving.
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/ 9/1987)

Site Num	Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	20:40	60	-----	33.21	38.8	38.6	36.1	36.8	36.3	37.32	1.3

Location : Juneau Intersection Site 5 (Main Street)

Driver's name : Stefan

Operator's name : Robin Notes: Skids (1, 3 & 5) uphill; (2 & 4) downhill

Weather : Overcast

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/ 9/1987)

Site	Air					Skid Numbers						
Num	Time	Tmp	Lane	Speed	1	2	3	4	5	Avg.	SD	
1	20:51	60	Driving	32.53	42.4	41.9	43.6	40.6	42.9	42.26	1.1	

Location : Juneau Intersection Site 9 (S. Franklin Street)

Driver's name : Stefan

Operator's name : Robin Notes: Skids (1 & 2) toward town; skids (3 - 5)

Weather : Overcast away from town.

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/ 9/1987)

Site	Air	Skid Numbers									
Num	Time	Tmp	Lane	Speed	1	2	3	4	5	Avg.	SD
1	21:10	60	Driving	6.31	42.7	39.2	39.7	37.5	41.5	40.10	2.0

Location : Haines Sites 1, 2 & 3
 Driver's name : Dave Klinikowski
 Operator's name : Robin
 Weather : Drizzle
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/10/1987)

Notes: Site 1 ferry terminal to city limit
 Site 2 city limit to city limit F95
 (skid 3 @ 2nd ave., skid 4 in town,
 skid 5 by trailer park on Main);
 Site 3 on Union St. from 2nd to
 Main; (*) opposite direction.

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	13:33	58	Driving	40.00	55.1	59.2	59.2	59.1	60.2	58.57	2.0
2	13:36	58	Driving	40.00	56.6	60.5	50.4	52.0	51.4	54.19	4.3
							*	*			
3	13:43	58	Driving	40.00	57.9	56.5	62.2	60.2	57.1	58.75	2.4

Location : Haines Highway (City Limit to Canada)

Driver's name : Dave Klinikowski

Operator's name : Robin

Notes: Sites 1-3 from the city limit to MP 12

Weather : Drizzle

Sites 4-6 from MP 12 to MP 25;

Tire : Ribbed

Sites 7-9 from MP 25 to MP 40;

Rolling resistance : 30.000 pounds

Site 8 (*) pavement change near MP 30

Normal load applied : 1085.000 pounds

(****) Invalid

DATE (6/10/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	14:01	58	Driving	40.00	51.8	58.5	59.2	56.9	51.5	55.56	3.7
2	14:06	58	Driving	40.00	****	59.9	58.3	58.2	58.5	58.73	0.8
3	14:10	58	Driving	40.00	60.8	58.5	58.9	62.3	57.8	59.65	1.9
4	14:15	58	Driving	40.00	55.0	56.3	60.0	56.5	55.4	56.64	2.0
5	14:19	58	Driving	40.00	59.0	54.7	54.3	55.3	55.3	55.69	1.9
6	14:23	58	Driving	40.00	55.8	55.9	56.0	54.5	53.3	55.09	1.2
7	14:31	58	Driving	40.00	60.4	57.8	46.5	59.1	52.5	55.28	5.7
8	14:36	58	Driving	40.00	50.6	55.9	63.0	63.1	66.1	59.75	6.4
9	14:43	58	Driving	40.00	60.9	61.9	65.8	62.6	65.6	63.35	2.2

Location : Alaska Highway (MP 1223 to MP 1256)
 Driver's name : Dave Klinikowski
 Operator's name : Robin Notes: Road construction at MP 1256
 Weather : Overcast/drizzle
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/12/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
					MP1223						
1	7:46	45	Driving	40.00	53.5	51.8	48.4	52.8	58.6	53.01	3.7
					MP1232						
2	7:52	45	Driving	40.00	52.0	48.5	48.8	52.5	52.0	50.76	1.9
					MP1236						
3	7:58	45	Driving	40.00	49.9	54.9	54.8	54.5	52.6	53.34	2.1
					MP1246						
4	8:05	45	Driving	40.00	51.5	50.6	49.9	49.3	49.9	50.21	.8
					MP1256						
5	8:09	45	Driving	40.00	47.3	49.5	53.4	49.1	48.5	49.55	2.3
					MP1256						
6	8:15	45	Driving	40.00	48.4	51.0	51.7	52.1	50.2	50.67	1.5
					MP1256						
7	8:21	45	Driving	40.00	56.0	46.8	47.2	53.9	58.3	52.44	5.2

Location : Alaska Highway (MP 1284 to Tok Junction)

Driver's name : Dave Klinikowski

Operator's name : Robin

Weather : drizzle

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/12/1987)

Notes: Site 3 (*) bad section of pavement
Site 4 ended at 40-mile gas station
Site 5 (*) after Tanana River
Site 7 ended at Tok Junction

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	10:05	48	Driving	40.00	37.5	49.5	45.8	44.6	44.5	44.38	4.3
2	10:09	48	Driving	40.00	48.7	37.4	54.0	49.9	50.6	48.10	6.3
3	10:14	48	Driving	40.00	47.2	45.9	12.5	47.2	50.0	40.56	15.7
4	10:20	48	Driving	40.00	46.2	44.9	48.4	46.4	44.1	46.00	1.7
5	10:36	48	Driving	40.00	44.3	49.6	43.5	43.4	42.8	44.72	2.8
6	10:40	48	Driving	40.00	36.6	43.2	42.3	40.0	34.2	39.26	3.8
7	10:43	48	Driving	40.00	38.9	40.9	44.2	42.8	40.8	41.50	2.0

Location : Alaska Highway (Tok Junction to MP1363)
 Driver's name : Dave Klinikowski Notes: Mile Post numbers above skid numbers.
 Operator's name : Robin Site 4 (*) after Johnson river.
 Weather : Drizzle Site 7 (+) after Robertson river.
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/12/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
								1318			
1	11:57	50	Driving	40.00	45.5	47.4	48.3	50.4	49.1	48.11	1.9
						1320					
2	12:02	50	Driving	40.00	51.9	55.1	49.4	50.7	52.6	51.94	2.1
3	12:08	50	Driving	40.00	55.3	49.0	53.7	47.0	50.3	51.07	3.4
							1331				
4	12:14	50	Driving	40.00	52.4	50.4	49.7	53.8	52.1	51.68	1.7
5	12:20	50	Driving	40.00	54.2	43.2	52.3	50.7	47.0	49.48	4.4
6	12:25	50	Driving	40.00	46.8	49.0	44.3	46.1	49.7	47.17	2.2
									+		
7	12:30	50	Driving	40.00	44.1	47.4	45.5	50.1	60.0	49.42	6.3
8	12:36	50	Driving	40.00	56.1	56.3	52.4	58.9	56.9	56.13	2.4
9	12:42	50	Driving	40.00	53.5	55.9	59.2	56.7	54.7	56.00	2.2
							1361				
10	12:48	50	Driving	40.00	53.9	59.6	47.9	54.7	49.8	53.19	4.6

Location : Alaska Highway (MP 1390 to MP 1422)
 Driver's name : Dave Klinikowski
 Operator's name : Robin Notes: Lost Data for MP 1364 to MP 1389
 Weather : Overcast (****) Invalid skid
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/12/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	13:48	55	Driving	40.00	MP1390 46.5	47.1	46.0	44.0	MP1394 45.9	45.90	1.1
2	13:53	55	Driving	40.00	45.1	48.7	47.4	****	****	47.07	1.8
3	15:10	60	Driving	40.00	MP1398 50.5	51.3	52.5	50.0	50.9	51.04	.9
4	15:15	60	Driving	40.00	49.9	41.4	MP1405 48.3	49.8	51.2	48.13	3.9
5	15:21	63	Driving	40.00	MP1408 49.5	46.6	48.6	44.6	47.5	47.36	1.9
6	15:26	63	Driving	40.00	45.3	48.0	44.3	46.4	48.6	46.51	1.8
7	15:33	63	Driving	40.00	49.0	47.8	49.6	43.5	MP1422 43.7	46.70	2.9

Location : Alaska Highway (Route 2 North)

Driver's name : Dave Klinikowski

Operator's name : Robin

Weather : Overcast/Drizzle

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/12/1987)

Notes: Site 1 (+) in Delta junction;
Site 6 (*) in truck lane;

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	16:13	60	Driving	40.00	41.1 +	37.9	40.9 MP268	42.0	44.8	41.33	2.5
2	16:18	60	Driving	40.00	42.8	45.9	43.1 MP278	42.7	41.0	43.10	1.8
3	16:24	60	Driving	40.00	42.1 MP281	46.6	43.5	44.5	46.4	44.64	1.9
4	16:30	60	Driving	40.00	44.8	43.1	45.6	46.6	46.1	45.24	1.4
5	16:35	60	Driving	40.00	41.4	41.0 *	46.4	43.6	42.0	42.89	2.2
6	16:40	60	Driving	40.00	48.2 MP296	43.2	38.3	35.5	39.0	40.83	5.0
7	16:46	59	Driving	40.00	43.1	47.4	39.0	40.8	39.9	42.02	3.4
8	16:51	59	Driving	40.00	48.2	45.4	44.7	44.7	44.8	45.53	1.5
9	16:57	59	Driving	40.00	40.3 MP311	42.7	42.7	41.6	45.9	42.63	2.1
10	17:02	59	Driving	40.00	41.9	41.3	44.2	34.6	44.0	41.24	3.9
11	17:07	59	Driving	40.00	45.6	34.7	35.3	39.7	38.7	38.80	4.3
12	17:12	59	Driving	40.00	44.2	48.3	35.3	45.7 MP325	40.6	42.83	5.0

Location : Alaska Highway (Route 2 North)
 Driver's name : Dave Klinikowski
 Operator's name : Robin
 Weather : Overcast
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/12/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
					MP326						
1	17:56	58	Driving	40.00	39.0	40.2	40.4	35.4	30.6	37.12	4.2
					MP332						
2	18:02	58	Driving	40.00	44.1	45.9	47.2	44.5	45.4	45.40	1.2
3	18:07	59	Driving	40.00	46.4	47.1	46.5	47.8	41.1	45.77	2.7

Location : Alaska Highway (Route 2 North) 4-lane section
 Driver's name : Dave Klinikowski
 Operator's name : Robin Notes: Site 1 (*) after road to Fairbanks
 Weather : Overcast to the left
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/12/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
					MP341				MP345		
1	18:13	59	Driving	40.00	37.7	39.8	38.3	38.0	46.6	40.06	3.7
					MP350						
2	18:22	59	Driving	40.00	43.0	44.1	36.5	40.2	34.0	39.56	4.3
3	18:28	59	Driving	40.00	35.2	38.7	36.7	33.2	30.6	34.89	3.2
					MP360			*			
4	18:33	60	Driving	40.00	37.8	30.9	31.3	41.7	48.5	38.04	7.4

Location : Airport Way (University to Steese)
Driver's name : Mark
Operator's name : Robin
Weather : Overcast
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/13/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	18:52	64	Driving	40.00	35.6	31.6	29.1	31.3	35.0	32.50	2.7
2	18:54	64	Driving	40.00	26.2	18.8	37.8	21.4	30.3	26.87	7.5

Location : Steese Highway (Airport Way to College)
 Driver's name : Mark
 Operator's name : Robin Notes: (****) Invalid skid
 Weather : Overcast
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/13/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	18:59	64	Driving	6.14	41.8	36.5	44.0	45.4	****	41.93	3.9

Location : College Road (Steese Highway to University)

Driver's name : Mark

Operator's name : Robin

Notes: Site 1 (*) before Eleanor

Weather : Overcast

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/13/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	19:03	64	Driving	7.54	22.8	23.6	28.3	36.6	25.3	27.30	5.6
2	19:05	64	Driving	40.00	33.1	33.9	35.0	38.0	31.3	34.25	2.5

Location : University (College Road to Airport Way)
Driver's name : Mark
Operator's name : Robin
Weather : Mostly cloudy
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/14/1987)

Site	Air				Skid Numbers						
Num	Time	Tmp	Lane	Speed	1	2	3	4	5	Avg.	SD
1	8:03	55	Driving	40.00	28.9	31.6	36.7	31.3	42.9	34.28	5.6

Location : University (Airport Way to College Road)
Driver's name : Mark
Operator's name : Robin
Weather : Mostly cloudy
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/14/1987)

Site Air Skid Numbers
Num Time Tmp Lane Speed 1 2 3 4 5 Avg. SD
1 8:11 55 Driving 7.60 31.3 35.1 37.8 37.8 29.3 34.24 3.8

Location : College Road (University to Steese Highway)

Driver's name : Mark

Operator's name : Robin

Notes: Site 2 (*) after Eleanor

Weather : Mostly cloudy

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/14/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	8:14	56	Driving	40.00	33.9	33.1	32.5	33.7	33.0	33.23	.6
2	8:17	56	Driving	40.00	32.4	34.2	23.3	28.1	26.4	28.87	4.4

Location : Steese Highway (College Road to Airport Way)

Driver's name : Mark

Operator's name : Robin

Notes: Site 1 (*) at 10th Ave. intersection

Weather : Mostly cloudy

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/14/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	8:19	56	Driving	40.00	27.3	40.6	37.4	18.3	44.7	33.65	10.7

Location : Airport Way (Steese Highway to University)

Driver's name : Mark

Operator's name : Robin

Weather : Mostly cloudy

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/14/1987)

Notes: Site 1 (*) at 1st red light

Site 3 (+) at intersection w/University

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	8:22	56	Driving	40.00	15.2 *	27.0	21.9	29.8	28.1	24.39	5.9
2	8:23	56	Driving	40.00	36.8	25.2	27.1	42.9	25.0	31.39	8.0
3	8:24	56	Driving	40.00	18.3	28.6	39.7	23.8	18.2 +	25.71	8.9

Location : Farmers Loop (AK College entrance to Steese Highway)
 Driver's name : Mark
 Operator's name : Robin Notes: Site 4 (*) after McGrath
 Weather : Mostly cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/14/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	8:31	56	Driving	40.00	38.9	36.8	37.9	33.9	43.3	38.17	3.4
2	8:32	56	Driving	40.00	40.7	43.4	44.8	45.4	41.6	43.16	2.0
3	8:35	56	Driving	40.00	42.0	43.1	41.2	45.1	41.4	42.57	1.6
4	8:39	56	Driving	40.00	47.1	43.0	42.1	45.3	42.2	43.95	2.2

Location : Airport Runway (Fairbanks)
Driver's name : Mark
Operator's name : Robin
Weather : Overcast
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/14/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	9:58	57	Driving	40.00	43.6	28.4	36.2	38.7	39.0	37.18	5.6
2	9:59	57	Driving	40.00	38.1	41.6	42.0	42.8	49.9	42.88	4.3

Location : Airport Taxiway (Fairbanks)
Driver's name : Mark
Operator's name : Robin
Weather : Overcast
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/14/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	10:02	58	Driving	40.00	45.6	40.0	45.7	38.6	45.4	43.06	3.4
2	10:03	58	Driving	40.00	51.0	55.5	50.5	50.1	50.3	51.47	2.3

Location : Airport Runway (Fairbanks)
Driver's name : Mark
Operator's name : Robin
Weather : Overcast
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/14/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	10:07	57	Driving	50.00	31.9	26.0	35.8	36.6	37.0	33.46	4.6

Location : Airport Taxiway (Fairbanks)
Driver's name : Mark
Operator's name : Robin
Weather : Overcast
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/14/1987)

Site	Air					Skid Numbers						
Num	Time	Tmp	Lane	Speed	1	2	3	4	5	Avg.	SD	
1	10:10	57	Driving	50.00	40.3	33.9	44.6	48.0	47.1	42.77	5.8	

Location : Airport Runway (Fairbanks)
Driver's name : Mark
Operator's name : Robin
Weather : Overcast
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/14/1987)

Site	Air					Skid Numbers						
Num	Time	Temp	Lane	Speed	1	2	3	4	5	Avg.	SD	
1	10:14	58	Driving	60.00	23.3	30.0	31.1	30.1	32.6	29.42	3.6	

Location : Airport Taxiway (Fairbanks)
 Driver's name : Mark
 Operator's name : Robin
 Weather : Overcast
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/14/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	10:18	58	Driving	40.00	34.5	31.9	42.5	45.5	41.6	39.20	5.7

Location : Airport Runway (off to the side) (Fairbanks)
Driver's name : Mark
Operator's name : Robin
Weather : Overcast
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/14/1987)

Site	Air	Skid Numbers					Avg.	SD			
Num	Time	Temp	Lane	Speed	1	2	3	4	5		
1	10:21	58	Driving	40.00	51.2	50.1	56.3	52.2	53.0	52.55	2.4

Location : Sheep Creek/Gold Stream
 Driver's name : Mark
 Operator's name : Robin
 Weather : Mostly cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/14/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	11:34	63	Driving	40.00	35.3	38.8	41.0	39.3	40.4	38.95	2.2
2	11:38	63	Driving	40.00	41.2	39.7	37.9	34.0	36.6	37.88	2.8
3	11:43	63	Driving	40.00	36.6	35.5	41.8	41.7	39.1	38.94	2.9
4	11:49	63	Driving	40.00	44.1	40.7	43.5	42.8	43.5	42.92	1.3

Location : Chena Hot Springs Road

Driver's name : Mark

Operator's name : Robin

Weather : Overcast

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/14/1987)

Notes: Site 1 (*) pavement different
Site 3 skid 3 after Chena River
Site 5 skid 2 change of pavement begins

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	12:06	63	Driving	40.00	44.2 *	40.0	39.9 *	32.2	35.7	38.41	4.6
2	12:13	63	Driving	40.00	36.4	38.6	42.5	41.3	41.8	40.13	2.5
3	12:20	63	Driving	40.00	36.7	39.4	43.5	45.8	44.2	41.93	3.8
4	12:26	63	Driving	40.00	44.6	43.0	47.8	44.1	44.1	44.72	1.8
5	12:32	63	Driving	40.00	42.6 MP25	49.1	47.5	46.8	47.6 MP29	46.71	2.4
6	12:39	63	Driving	40.00	49.1	50.7	48.0	51.6	46.3	49.16	2.1

Location : Steese Highway (from jct. Rt. 6 to Farmers Loop)
 Driver's name : Mark
 Operator's name : Robin Notes: Site 2 skid 2 begins divided highway
 Weather : Overcast
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/14/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
								MP 9			
1	13:34	63	Driving	40.00	46.5	47.9	47.0	46.3	46.8	46.91	.6
2	13:38	63	Driving	40.00	44.2	45.0	47.6	44.3	44.4	45.08	1.4
3	13:41	63	Driving	40.00	49.6	51.3	45.6	37.1	34.0	43.51	7.6

Location : Airport Way (Parks Highway to the airport)
 Driver's name : Mark
 Operator's name : Robin Notes: Site 1 (*) pavement change.
 Weather : Mostly cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/14/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	16:28	68	Driving	40.00	32.0	33.9	29.3	40.4	42.3	35.56	5.5

Location : Airport Way (from the airport to Parks Highway)
 Driver's name : Mark
 Operator's name : Robin Notes: Site 1 (*) pavement change
 Weather : Mostly cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/14/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	16:34	68	Driving	40.00	40.3	37.6	29.2	34.1	36.7	35.57	4.2

Location : Geist Road

Driver's name : Mark

Operator's name : Robin

Weather : Clear

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/14/1987)

Notes: Site 1 University to Parks (*) after
Fairbanks Avenue;
Site 2 Parks to University (*) after
Fairbanks Avenue

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	16:40	68	Driving	40.00	33.3	39.6	35.8	41.8	37.6	37.60	3.3
2	16:46	68	Driving	40.00	45.1	48.9	44.7	37.1	35.0	42.16	5.9

Location : Peger, Van Horn, S. Cushman

Driver's name : Mark

Operator's name : Robin

Weather : Partly cloudy

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/14/1987)

Notes: Site 1 Peger, Airport Way to Parks
Site 2 Van Horn, Peger to Lathrop
Site 3 S. Cushman, Van Horn to
Airport Way (*) after Y
intersection

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	16:55	68	Driving	40.00	44.2	42.7	44.8	44.5	46.6	44.57	1.4
2	16:57	68	Driving	40.00	47.2	47.7	35.3	42.4	46.7	43.86	5.2
3	17:02	68	Driving	40.00	32.5	30.7	32.3	22.2	28.3	29.18	4.3

Location : 1st and 2nd Avenues (from Airport Way to State Street)
Driver's name : Mark
Operator's name : Robin
Weather : Partly cloudy
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/14/1987)

Site	Air					Skid Numbers						
Num	Time	Temp	Lane	Speed	1	2	3	4	5	Avg.	SD	
1	17:10	69	Driving	40.00	48.7	48.0	34.1	42.4	43.7	43.38	5.8	

Location : Parks Highway (???)
 Driver's name : Robin
 Operator's name : Mark
 Weather : Partly cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/14/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	17:36	70	Driving	7.47	31.7	41.6	42.2	42.4	54.1	42.41	7.9
2	17:40	70	Driving	40.00	47.5	34.7	42.6	44.4	41.3	42.09	4.7
3	17:42	70	Driving	40.00	41.8	43.7	42.3	45.5	37.3	42.10	3.0

Location : Parks Highway (MP 265 to MP 241)
 Driver's name : Robin Notes: Site 1 (*) different pavement begins
 Operator's name : Mark (****) Invalid skid
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/15/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD	
		Temp	Lane		1	2	3	4	5			
					MP265				*			
1	10:48	63	Driving	40.00	57.3	56.7	58.2	58.3	56.5	57.39	.8	
					MP260							
2	11:01	63	Driving	40.00	57.1	57.7	57.2	57.7	56.8	57.27	.4	
					MP255		MP253	MP253				
3	11:07	63	Driving	40.00	58.5	58.1	59.1	59.3	58.1	58.62	.5	
					MP251							
4	11:13	63	Driving	40.00	56.9	57.4	51.3	57.0	55.3	55.59	2.6	
					MP246							
5	11:20	63	Driving	40.00	56.8	55.6	58.1	53.7	53.7	55.56	1.9	
					MP241							
6	11:26	63	Driving	31.54	59.0	****	****	****	****	59.00	0.0	

Location : Parks Highway (MP 242 to MP 191)

Driver's name : Robin

Operator's name : Mark

Weather : Partly cloudy

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/16/1987)

Notes: Site 1 (*) at intersection
(****) Invalid skid

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	7:38	53	Driving	40.00	MP242 64.7	62.2	60.0	53.5	58.4	59.75	4.2
2	7:47	53	Driving	40.00	MP237 52.2	61.4	60.3	60.1	62.3	59.27	4.0
3	7:54	53	Driving	40.00	MP232 60.5	59.7	60.6	57.6	58.3	59.34	1.3
4	8:06	53	Driving	40.00	MP227 52.6	55.1	53.7	52.1	53.3	53.38	1.2
5	8:13	53	Driving	40.00	MP222 52.3	53.5	51.6	50.9	52.2	52.08	1.0
6	8:19	50	Driving	40.00	MP217 53.9	54.7	52.8	54.6	50.3	53.26	1.8
7	8:24	50	Driving	3.06	52.2	51.5	****	****	****	51.85	0.4
8	9:18	55	Driving	40.00	****	40.6	38.8	39.1	40.1	39.65	0.7
9	9:23	55	Driving	40.00	MP205 39.1	40.2	40.1	39.5	42.9	40.38	1.5
10	9:29	55	Driving	40.00	MP201 41.0	41.3	38.6	40.9	40.3	40.42	1.1
11	9:36	55	Driving	40.00	MP195 42.3	40.8	42.8	45.4	43.9	43.03	1.7

Location : Parks Highway (MP 209)
 Driver's name : Robin
 Operator's name : Mark
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/16/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	11:08	52	Driving	30.00	38.8	43.9	52.4	51.8	50.1	47.38	5.9
2	11:13	52	Driving	40.00	32.5	51.3	46.6	47.7	46.9	44.98	7.2
3	11:18	52	Driving	50.00	35.9	42.5	43.7	43.6	42.9	41.71	3.3

Location : Parks Highway (MP 191 to MP 156)

Driver's name : Robin

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/16/1987)

Notes: Road construction area MP162-MP141

(****) Invalid skid

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
					MP191						
1	12:46	52	Driving	40.00	53.6	51.5	53.8	51.9	48.0	51.74	2.3
					MP186						
2	12:52	52	Driving	40.00	50.7	48.4	51.2	51.9	51.7	50.79	1.4
					MP181						
3	12:59	52	Driving	40.00	50.5	50.4	50.1	51.9	51.8	50.93	.8
					MP176						
4	13:05	52	Driving	40.00	51.5	50.8	47.5	50.8	48.0	49.68	1.8
					MP171						
5	13:11	52	Driving	40.00	50.2	48.7	50.8	53.1	48.8	50.31	1.8
					MP167						
6	13:15	52	Driving	40.00	50.8	47.4	48.1	50.2	49.1	49.10	1.4
					MP162						
7	13:29	52	Driving	40.00	46.0	45.9	49.4	47.9	48.2	47.48	1.5
8	13:40	52	Driving	33.07	48.5	47.8	****	****	****	48.15	0.4

Location : Parks Highway (MP 141 to MP 136.5)
 Driver's name : Robin
 Operator's name : Mark Notes: New pavement
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/17/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
					MP141		MP140		MP139		
1	12:52	58	Driving	40.00	34.3	35.2	36.4	42.2	39.8	37.56	3.3
					MP138		MP137		MP136.5		
2	12:55	58	Driving	40.00	37.9	37.5	43.2	40.8	44.3	40.75	3.1

Location : Parks Highway (MP 131 to MP 56)

Driver's name : Robin

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/17/1987)

Notes: Site 3 (*) on patch;
(****) Invalid skid

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
					MP131						
1	13:29	58	Driving	40.00	52.0	53.1	56.0	59.8	53.1	54.80	3.2
					MP126						
2	13:35	58	Driving	40.00	57.0	58.1	59.1	58.0	59.0	58.23	.9
					MP121		*				
3	13:41	58	Driving	40.00	60.5	58.3	50.6	59.5	58.6	57.49	4.0
					MP116						
4	13:45	58	Driving	33.24	59.9	55.8	53.3	****	****	56.33	2.7
					MP114						
5	14:43	60	Driving	40.00	56.5	58.0	57.9	58.5	59.7	58.13	1.2
					MP109						
6	14:52	60	Driving	40.00	60.2	60.2	59.7	59.8	60.2	60.02	.3
					MP104						
7	14:58	60	Driving	40.00	49.9	57.9	53.8	54.1	56.2	54.35	3.0
					MP99						
8	15:04	60	Driving	40.00	50.6	56.1	43.7	50.0	53.7	50.83	4.7
					MP95		MP93	MP92			
9	15:09	60	Driving	40.00	52.9	****	55.0	51.4	51.2	52.62	1.5
					MP90						
10	15:15	60	Driving	40.00	51.0	55.8	54.7	51.8	52.6	53.17	2.0
					MP85						
11	15:21	60	Driving	40.00	55.8	59.7	54.6	56.0	55.8	56.37	1.9
					MP80				MP79		
12	15:24	60	Driving	40.00	58.6	****	53.7	51.9	55.3	54.88	2.5
					MP78						
13	15:30	60	Driving	40.00	41.3	62.1	50.1	47.1	57.3	51.59	8.2
					MP73						
14	15:36	60	Driving	40.00	54.7	55.5	58.2	59.0	54.4	56.36	2.1
					MP68						
15	15:39	60	Driving	7.61	59.0	57.1	57.3	50.0	56.3	55.93	3.5
					MP65				MP61		
16	15:46	81	Driving	40.00	54.6	57.1	56.8	57.8	54.1	56.10	1.6
					MP60						
17	15:53	62	Driving	40.00	54.9	57.1	56.6	53.9	51.7	54.83	2.2

Location : Glenn Highway (Parks Highway to Fishhook-Willow Road)
 Driver's name : Robin
 Operator's name : Mark
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/17/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
					MP37						
1	18:33	62	Driving	40.00	52.6	53.2	52.1	51.8	52.9	52.53	.6
								MP49			
2	18:40	62	Driving	40.00	51.0	49.5	49.8	40.5	45.8	47.32	4.3

Location : Fishhook-Willow Road (Glenn Highway to Wasilla-Fishhook Road)
 Driver's name : Robin
 Operator's name : Mark
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/17/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	18:48	62	Driving	40.00	MP0 54.6	56.6	54.5	54.4	53.7	54.76	1.1
2	18:53	62	Driving	40.00	MP4 57.0	55.6	51.9	56.0	57.6	55.65	2.2

Location : Wasilla-Fishhook Road (to Parks Highway)

Driver's name : Robin

Operator's name : Mark

Notes: (****) Invalid skid

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/17/1987)

Site Num	Air Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	18:59	62	Driving	40.00	MP10 52.9	47.2	****	53.6	MP9 54.3	52.00	3.3
2	19:03	62	Driving	40.00	MP9 51.4	48.1	46.0	48.4	51.3	49.06	2.3
3	19:09	62	Driving	40.00	MP4 51.6	40.8	47.2	45.9	49.5	47.01	4.1

Location : Boogard Road (in Palmer)
Driver's name : Robin
Operator's name : Mark
Weather : Cloudy
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/17/1987)

Site	Air	Skid Numbers									
Num	Time	Tmp	Lane	Speed	1	2	3	4	5	Avg.	SD
1	19:22	62	Driving	40.00	48.9	48.2	48.9	53.0	52.0	50.19	2.1

Location : Palmer-Wasilla Road (to Glenn Highway)

Driver's name : Robin

Operator's name : Mark Notes: Site 2 (*) skid at intersection

Weather : Cloudy Site 3 (+) opposite direction

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/17/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD		
		Temp	Lane		1	2	3	4	5				
1	20:35	60	Driving	40.00	****	MP1 34.9	41.7	42.7	42.2	40.38	3.7		
2	20:41	60	Driving	40.00	*	37.7	41.6	45.3	46.1	31.7	40.49	6.0	
3	20:47	60	Driving	40.00	MP9 37.0	37.8	44.0	+	+	+	42.8	40.88	3.2

Location : Glenn Highway--South (to Eagle River)

Driver's name : Robin

Operator's name : Mark

Notes: Site 4 begins 4-lane section

Weather : Partly cloudy

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/17/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	21:01	58	Driving	40.00	MP42 51.4	52.4	53.8	52.6	52.8	52.60	.9
2	21:07	58	Driving	40.00	MP37 54.1	55.3	53.0	52.1	52.3	53.36	1.3
3	21:13	58	Driving	40.00	MP32 52.9	54.5	50.9	52.5	50.6	52.25	1.6
4	21:18	58	Driving	40.00	MP28 46.9	50.3	47.7	47.9	51.2	48.79	1.9
5	21:24	58	Driving	40.00	MP23 49.6	49.9	47.4	43.6	45.0	47.12	2.8
6	21:33	58	Driving	4.60	MP18 46.9	46.6	43.6	0.1	0.0	27.45	25.0

Location : Glenn Highway--South (to Seward Highway)

Driver's name : Robin

Operator's name : Mark

Notes: (+) over patching (**) middle lane

Weather : Cloudy

Skid test locations at bottom of page

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/18/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	6:26	54	Driving	40.00	38.1	38.1	35.5	38.4	39.3	37.86	1.4
2	6:32	54	Driving	40.00	35.5	39.2	39.6	38.2	36.6	37.81	1.7
3	6:37	54	Driving	40.00	40.4	38.0	43.3	42.6	40.1	40.86	2.1
4	6:43	54	Driving	40.00	33.8	35.8	33.4	37.8	35.2	35.21	1.7
5	6:46	54	Driving	40.00	34.5	35.8	43.6	41.0	39.7	38.92	3.8

Site 1 skid 1 - between the two Eagle River Exits

Site 3 skid 4 - before Boniface Blvd. Exit

Site 4 skid 1 - Reese Blvd; 3 - Ingra; 5 - start of Seward Highway

Site 5 skid 1 - between 6th & 9th; 3 - Fireweed; 5 - 36th Ave

Location : Seward Highway (MP 125 to MP 85)

Driver's name : Robin

Operator's name : Mark

Notes: Girdwood to Portage under construction

Weather : Cloudy

Tire : Ribbed

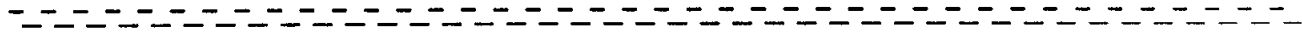
Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/18/1987)

Site Num	Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	6:55	54	Driving	40.00	44.1 MP125	44.7	41.3	44.8	45.5	44.09	1.6
2	7:02	54	Driving	40.00	49.7 MP120	48.5	48.2	50.5	52.7	49.91	1.8
3	7:13	54	Driving	40.00	47.9 MP115	49.9	50.2	48.8	49.5	49.24	.9
4	7:19	54	Driving	40.00	49.6 MP110	50.8	51.7	52.0	51.5	51.11	.9
5	7:25	54	Driving	40.00	49.0 MP105	50.6	50.1	52.1	53.9	51.14	1.9
6	7:31	54	Driving	40.00	53.3 MP100	52.9	52.1	52.9	51.8	52.60	.6
7	7:44	52	Driving	40.00	58.8 MP95	58.5	61.1	61.1	58.1 MP91	59.54	1.5
8	9:35	54	Driving	40.00	60.9	60.3	59.5	59.9	62.1	60.52	1.0

Location : Tudor/Muldoon (from Minnesota to Lake Otis) Anchorage site 12
 Driver's name : Robin
 Operator's name : Mark Notes: Skid locations listed at bottom
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/20/1987)



Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	16:09	65	Driving	40.00	45.0	39.7	39.1	40.8	43.5	41.60	2.5
2	17:00	65	Driving	40.00	47.7	48.7	41.8	47.0	45.4	46.11	2.7
3	17:05	65	Driving	40.00	40.8	46.9	41.2	50.0	49.3	45.64	4.4
4	17:11	65	Driving	40.00	48.5	56.1	53.1	48.5	43.3	49.88	4.9
5	17:16	65	Driving	40.00	45.6	57.4	58.3	57.8	59.3	55.68	5.7

Site 1 skid 1 - Minnesota; skid 5 - Lake Otis
 Site 2 skid 1 - Minnesota; skid 5 - Arctic
 Site 3 skid 1 - Lake Otis
 Site 4 skid 1 - Chugah Square; skid 2 - Muldoon at Pioneer; skid 3 - Northern Lights; skid 4 - E. 20th; skid 5 - DeBarr
 Site 5 skid 2 - Start of Glenn Highway

Location : Glenn Highway--West (Muldoon Rd. to Seward Hwy.) Anchorage site 2
 Driver's name : Robin
 Operator's name : Mark
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/20/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	17:22	65	Driving	40.00	50.7	51.1	46.8	48.5	48.0	49.01	1.8
2	17:26	65	Driving	40.00	48.9	45.6	44.7	47.9	50.3	47.48	2.3

Location : Seward Highway (Glenn to De Armoun)
 Driver's name : Robin
 Operator's name : Mark
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/20/1987)

Anchorage site 1

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	17:31	65	Driving	40.00	51.6	45.2	48.6	50.8	48.0	48.83	2.5
2	17:35	65	Driving	40.00	47.2	48.4	48.6	47.0	52.6	48.75	2.3
						MP125					
3	18:33	65	Driving	40.00	53.1	56.2	59.5	58.7	55.6	56.61	2.6

Location : Seward Highway (De Armoun to Glenn)

Anchorage site 1

Driver's name : Robin

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/20/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	18:39	65	Driving	40.00	56.6	56.2	56.8	55.8	53.1	55.68	1.5
2	18:42	65	Driving	40.00	53.2	45.4	49.5	52.0	52.4	50.51	3.2
3	18:46	65	Driving	40.00	50.9	49.8	52.1	53.2	61.8	53.53	4.8
4	18:50	65	Driving	40.00	58.9	61.6	47.9	45.3	43.8	51.49	8.2

Location : Glenn Highway--East (Ingra St. to Muldoon Rd.) Anchorage site 2
 Driver's name : Robin
 Operator's name : Mark
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 32.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/20/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	19:03	65	Driving	40.00	46.0	51.2	49.5	50.4	47.3	48.90	2.2

Location : Northern Lights Blvd./Benson Blvd. (R.R. to Muldoon)

Anchorage

Driver's name : Robin

Site 10

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	8:57	53	Driving	40.00	68.6	47.6	46.5	44.3	38.2	49.04	11.5
2	9:01	53	Driving	40.00	43.3	43.8	45.5	44.0	45.6	44.43	1.1
3	9:04	53	Driving	40.00	47.3	50.1	48.4	47.3	43.3	47.27	2.5

Location : Northern Lights Blvd./Benson Blvd. (Muldoon to R.R.)

Anchorage

Driver's name : Robin

Site 10

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	9:10	53	Driving	40.00	45.1	42.5	43.0	47.2	44.6	44.49	1.9
2	9:15	53	Driving	40.00	47.0	44.1	39.9	42.1	42.7	43.14	2.6
3	9:19	53	Driving	40.00	46.1	43.1	40.2	45.8	50.6	45.15	3.9

Location : Glenn Highway--East (Northway Mall to Muldoon)

Anchorage site 2

Driver's name : Robin

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	9:52	55	Driving	40.00	49.4	40.4	51.0	53.8	51.4	49.19	5.2
2	9:55	55	Driving	40.00	54.2	50.3	45.0	38.8	40.4	45.76	6.5
3	9:59	55	Driving	40.00	44.7	46.9	43.4	49.2	49.6	46.76	2.7
4	10:03	55	Driving	40.00	52.2	48.9	49.2	47.8	48.2	49.23	1.7
5	10:08	55	Driving	40.00	52.0	38.9	46.1	45.5	47.9	46.09	4.8

Location : Dimond Blvd. (between Seward & Jewel Lake)

Anchorage site 15

Driver's name : Robin

Operator's name : Mark

Notes: @ - Angelo Place

Weather : Cloudy

WB - Westbound; EB - Eastbound

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	12:37	65	Driving	40.00	40.8 WB	40.1 WB	42.0 WB	47.7 WB	49.7 WB	44.06	4.3
2	12:43	65	Driving	40.00	43.6 @ EB	50.2 WB EB	44.7 WB EB	46.1 EB EB	44.6 EB EB	45.83	2.6
3	12:47	65	Driving	40.00	43.4	50.2	46.1	42.8	43.6	45.22	3.1

Location : O'Malley (Abbot Rd. to Seward Hwy.--downhill)

Anchorage site 7

Driver's name : Robin

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	13:04	65	Driving	40.00	47.9	49.7	46.9	46.5	45.2	47.24	1.7
2	13:06	65	Driving	40.00	46.5	45.9	47.4	46.6	47.0	46.68	.5

Location : Huffman Road (Birch Rd. to Seward Hwy.--downhill) Anchorage site 6
 Driver's name : Robin
 Operator's name : Mark
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 32.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/21/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	13:17	65	Driving	40.00	48.2	46.6	43.7	38.9	36.6	42.78	4.9
2	13:18	65	Driving	40.00	40.9	42.1	44.4	43.4	41.0	42.38	1.5

Location : Minnesota Ext.--Rubberized (Old Seward Hwy. to R.R.) Anchorage
 Driver's name : Robin Site 9
 Operator's name : Mark Notes: EB - Eastbound; WB - Westbound
 Weather : Cloudy ** - Invalid data
 Tire : Ribbed
 Rolling resistance : 32.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/21/1987)

Site Num	Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	13:26	65	Driving	40.00	44.3 WB	45.8 WB	46.4 EB	49.9 EB	47.6 WB	46.80	2.1
2	13:39	65	Driving	40.00	34.7 EB	40.4 EB	42.3 WB	44.7 WB	32.5 EB	38.93	5.2
3	13:48	65	Driving	40.00	44.4 WB	43.8 WB	**	39.1 EB	49.2 WB	42.27	5.5
4	13:56	65	Driving	40.00	32.0 EB	36.1 EB	**	51.0 WB	48.8 WB	44.95	10.5

Location : Minnesota Ext.--Rubberized New Section

Anchorage site 9

Driver's name : Robin

Operator's name : Mark

Notes: Site 1 is Southbound

Weather : Cloudy

Site 2 is Northbound

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site	Air						Skid Numbers				
Num	Time	Tmp	Lane	Speed	1	2	3	4	5	Avg.	SD
1	14:34	65	Driving	40.00	51.1	52.0	48.4	49.5	50.8	50.35	1.4
2	14:36	65	Driving	40.00	54.4	57.4	51.5	48.0	52.2	52.68	3.5

Location : Minnesota Ext.--Rubberized New Section

Anchorage site 9

Driver's name : Robin

Operator's name : Mark

Notes: Site 1 is Southbound

Weather : Cloudy

Site 2 is Northbound

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	14:41	65	Driving	30.00	54.9	56.4	53.6	54.5	55.8	55.03	1.1
2	14:44	65	Driving	30.00	55.7	57.1	55.4	54.5	55.3	55.61	1.0

Location : Minnesota Ext.--Rubberized New Section

Anchorage site 9

Driver's name : Robin

Operator's name : Mark

Notes: SB = Southbound; NB = Northbound

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site Num	Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1 SB	2 SB	3 SB	4 SB	5 NB		
1	14:50	65	Driving	50.00	48.3	48.1	47.7	50.0	48.2	48.47	.9
2	14:54	65	Driving	50.00	47.1	46.5	46.8	46.1	49.4	47.18	1.3

Location : Old Seward Highway (De Armoun to 36th)

Anchorage site 13

Driver's name : Robin

Operator's name : Mark

Notes: Site 2 (*) before Dimond intersection

Weather : Cloudy

Site 3 (&) before Tudor intersection

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	15:08	65	Driving	40.00	56.3	52.7	48.8	46.1	42.3	49.24	5.5
2	15:11	65	Driving	40.00	44.6	46.4	47.7	49.1	46.6	46.90	1.7
3	15:16	65	Driving	40.00	41.1	42.3	48.0	45.8	45.4	44.51	2.8

Location : Old Seward Highway (36th to De Armoun)

Anchorage site 13

Driver's name : Robin

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site	Air	Skid Numbers					Avg.	SD			
Num	Time	Temp	Lane	Speed	1	2	3	4	5		
1	15:34	65	Driving	40.00	45.7	48.1	48.8	51.7	45.1	47.86	2.7
2	15:38	65	Driving	40.00	46.3	42.7	48.3	44.5	41.3	44.62	2.8
3	15:42	65	Driving	40.00	43.5	43.9	44.2	54.7	55.2	48.30	6.1

Location : A and C Streets (between Dimond & 15th)

Anchorage site 11

Driver's name : Robin

Operator's name : Mark

Notes: NB = Northbound; SB = Southbound

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site	Air	Skid Numbers									
Num	Time	Tmp	Lane	Speed	1	2	3	4	5	Avg.	SD
1	15:58	60	Driving	40.00	NB	NB	NB	NB	NB	44.50	2.5
2	16:04	60	Driving	40.00	NB	NB	NB	NB	NB	46.21	1.9
3	16:08	60	Driving	40.00	NB	NB	NB	SB	SB	45.47	3.5
4	16:11	60	Driving	40.00	SB	SB	SB	SB	SB	42.62	2.7
5	16:14	60	Driving	40.00	SB	SB	SB	SB	SB	44.87	2.6

Location : Minnesota Drive--North (Raspberry to 15th) Anchorage sites
 15th and Debarr Road--East (Minnesota to Muldoon) 8 and 3
 Driver's name : Robin
 Operator's name : Mark Notes: Skid locations given at bottom of page
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 32.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/21/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	17:50	63	Driving	40.00	48.4	47.2	47.0	42.7	44.3	45.94	2.3
2	17:54	63	Driving	40.00	43.1	44.6	46.0	46.9	46.8	45.48	1.6
3	17:57	63	Driving	40.00	47.7	46.5	42.1	38.8	42.8	43.57	3.6
4	18:01	63	Driving	40.00	39.0	44.8	46.4	43.0	43.9	43.40	2.8
5	18:04	63	Driving	40.00	41.4	43.3	43.8	45.5	47.9	44.38	2.4

Site 1 Skid 1 - Raspberry; Site 3 Skid 1 - before Chater Street;
 Site 4 Skid 5 - before Boniface; Site 5 Skid 2 - Beaver, Skid 3 - Turpin

Location : Debarr Road and 15th (Muldoon to Minnesota)
Minnesota Drive--South (15th to Raspberry)

Anchorage sites
3 and 8

Driver's name : Robin

Operator's name : Mark

Notes: Skid test locations given at bottom

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	18:10	64	Driving	40.00	45.2	42.1	40.1	44.1	37.9	41.90	2.9
2	18:14	64	Driving	40.00	45.5	43.1	44.4	47.0	41.7	44.34	2.1
3	18:18	64	Driving	40.00	43.3	43.6	46.4	43.4	45.6	44.46	1.5
4	18:21	64	Driving	40.00	46.7	46.8	44.5	37.0	44.2	43.85	4.0
5	18:24	64	Driving	40.00	34.9	45.7	41.7	45.9	48.7	43.37	5.4

Site 1 Skid 2 - Turpin; Skid 4 - Boniface

Site 2 Skid 1 - Pine Street; Skid 4 - Lake Otis Pkwy

Site 4 Skid 1 - Minnesota; Skid 3 - Northern Lights

Location : International Airport (between Seward & Airport) Anchorage site 14
 Driver's name : Robin
 Operator's name : Mark Notes: Skid test locations given at bottom
 Weather : Cloudy Sites 1 and 2 are Westbound;
 Tire : Ribbed Sites 3 and 4 are Eastbound
 Rolling resistance : 32.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/21/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	18:42	64	Driving	40.00	51.2	43.3	44.6	46.6	45.4	46.21	3.0
2	18:46	64	Driving	40.00	44.8	47.1	43.7	47.5	49.2	46.45	2.2
3	18:52	64	Driving	40.00	45.8	47.7	46.3	44.2	44.7	45.73	1.4
4	19:00	64	Driving	40.00	42.4	43.0	47.3	46.7	44.2	44.72	2.2

Site 1 Skid 1 - Old Seward Highway, Skid 5 - before Minnesota;
 Site 3 Skid 1 - before Jewel Lake; Site 4 Skid 1 - after Arctic

Location : Artic Blvd.

Anchorage site 4

Driver's name : Robin

Operator's name : Mark

Notes: Site 1 from Raspberry to Dowling

Weather : Cloudy

Site 2 from Dowling to Raspberry

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	19:27	62	Driving	40.00	43.1	44.6	44.8	43.9	45.7	44.41	1.0
2	19:30	62	Driving	40.00	42.9	42.6	45.0	38.4	38.8	41.55	2.9

Location : Fireweed (between Spenard & Seward)

Anchorage site 16

Driver's name : Robin

Operator's name : Mark

Notes: Site 1 is Eastbound; Site 2 is Westbound

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/21/1987)

Site	Air				Skid Numbers						
Num	Time	Tmp	Lane	Speed	1	2	3	4	5	Avg.	SD
1	19:37	62	Driving	40.00	42.3	40.8	40.5	41.6	43.1	41.67	1.0
2	19:50	62	Driving	40.00	40.4	38.7	42.2	41.7	46.8	41.93	3.0

Location : International Airport Road (from Spenard to Airport Terminal)
 Driver's name : Robin
 Operator's name : Mark
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 32.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/21/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	20:00	60	Driving	40.00	46.7	45.1	43.8	45.8	48.6	46.01	1.8
2	20:08	60	Driving	30.00	49.1	49.4	49.4	50.7	52.7	50.25	1.5
3	20:15	60	Driving	50.00	39.2	41.6	40.8	41.5	40.9	40.79	.9

Location : Seward Highway (MP 69 to MP 72)
 Driver's name : Robin
 Operator's name : Mark
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 32.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/22/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	13:12	49	Driving	40.00	MP69 46.1	45.8	46.7	49.1	MP72 49.5	47.45	1.7

Location : Seward Highway (MP 70 to MP 0)
 Driver's name : Robin
 Operator's name : Mark
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 32.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/22/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	13:41	49	Driving	40.00	MP70 45.4	40.2	46.2	43.7	43.0	43.71	2.3
2	13:47	49	Driving	40.00	MP65 47.2	48.5	47.5	46.9	45.5	47.11	1.1
3	13:54	49	Driving	40.00	MP60 49.9	49.4	47.0	45.3	43.9	47.11	2.6
4	13:59	49	Driving	40.00	44.1	45.0	43.6	48.4	46.5	45.52	1.9
5	14:04	49	Driving	40.00	MP53 46.0	42.9	47.9	MP50 49.2	46.7	46.54	2.3
6	14:10	49	Driving	40.00	MP48 46.5	45.7	40.5	45.8	43.2	44.34	2.5
7	14:16	49	Driving	40.00	MP42 44.0	42.8	45.9	44.8	43.5	44.22	1.2
8	14:27	49	Driving	40.00	MP38 47.7	46.2	50.6	49.8	51.6	49.18	2.2
9	14:40	49	Driving	40.00	49.0	49.5	52.0	48.5	47.0	49.21	1.9
10	15:11	52	Driving	40.00	MP28 50.9	50.0	50.4	47.1	42.9	48.26	3.3
11	15:18	52	Driving	40.00	MP23 42.8	43.4	47.5	49.0	47.5	46.02	2.8
12	15:26	49	Driving	40.00	MP16 48.3	47.7	48.8	MP14 51.4	49.1	49.05	1.4
13	15:33	49	Driving	40.00	MP12 46.4	50.5	47.6	51.1	49.2	48.96	2.0
14	15:43	50	Driving	40.00	MP7 50.4	50.8	48.3	52.7	48.2	50.07	1.9
15	15:52	50	Driving	4.60	MP1 47.3	****	48.6	****	****	47.95	0.9

Location : Sterling Highway

Driver's name : Robin

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/22/1987)

Notes: Site 1 (*) intersection Seward and
Sterling Highways
(****) Invalid skid

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	17:15	65	Driving	40.00	44.0 *	****	45.2	46.1	47.4 MP40	45.68	1.4
2	18:28	65	Driving	4.60	46.1 MP45	45.7	47.7	****	****	46.50	1.1
3	18:36	50	Driving	40.00	15.5 MP48	15.3	45.4	47.0	47.4	34.12	17.1
4	18:43	50	Driving	40.00	44.7 MP53	48.3	46.5	47.0	44.3	46.16	1.7
5	18:49	50	Driving	40.00	46.8	46.0	46.5	45.4	45.7	46.05	.6

Location : Sterling Highway (MP 100)

Driver's name : Robin

Operator's name : Mark

Notes: (****) Invalid skid

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/25/1987)

Site	Air	Skid Numbers					Avg.	SD			
Num	Time	Tmp	Lane	Speed	1	2	3	4	5		
					MP100						
1	14:36	53	Driving	40.00	42.2	44.0	46.7	43.4	43.6	43.99	1.6
					MP105						
2	14:49	53	Driving	40.00	45.3	46.8	46.5	44.6	****	45.80	1.0

Location : North Kenai Road (from Kenai toward end of roadway)

Driver's name : Robin

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/26/1987)

Notes: (****) Invalid skid

Site 2 - 5 skids within 1 mi. section

Site 4 (**) brake didn't lock

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	19:48	58	Driving	6.14	****	33.2	35.6	36.8	34.3	34.98	1.6
					MP16						
2	20:07	55	Driving	40.00	41.6	43.7	42.5	41.5	43.2	42.53	1.0
					MP20				MP21		
3	20:16	55	Driving	40.00	41.9	41.0	41.2	41.1	41.8	41.42	.4
					MP35						
4	20:28	55	Driving	40.00	43.1	47.1	48.3	47.7	**	46.55	2.4

Location : Kalifonski Beach Road (from Funny River Road to Sterling Highway)
 Driver's name : Robin
 Operator's name : Mark
 Weather : Drizzle
 Tire : Ribbed
 Rolling resistance : 32.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/27/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
1	9:26	50	Driving	40.00	43.9	42.1	42.6	45.8	44.6	43.80	1.5
2	9:38	50	Driving	40.00	46.5	46.4	48.3	48.0	45.4	46.88	1.2

Location : Sterling Highway--South (MP 105)

Driver's name : Robin

Operator's name : Mark

Notes: 5 skids within 1 mi. section

Weather : Drizzle

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/27/1987)

Site	Air	Skid Numbers											
Num	Time	Tmp	Lane	Speed	1	2	3	4	5	Avg.	SD		
					MP105								
1	9:58	50	Driving	40.00	45.6	46.0	44.0	44.7	45.1	45.10	.8		
					MP94								
2	10:10	50	Driving	40.00	38.8	38.1	40.9	37.9	42.1	39.58	1.8		

Location : Kenai Spur Road (from Soldotna--MP 1)
Driver's name : Robin
Operator's name : Mark
Weather : Drizzle
Tire : Ribbed
Rolling resistance : 32.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/27/1987)

Site	Air				Skid Numbers						
Num	Time	Temp	Lane	Speed	1	2	3	4	5	Avg.	SD
1	10:23	50	Driving	40.00	44.3	42.6	43.8	39.8	36.9	41.49	3.1

Location : Sterling Highway--East (MP 85 to MP 54)
 Driver's name : Robin
 Operator's name : Mark Notes: Site 3 (**) - brakes overheated
 Weather : Cloudy
 Tire : Ribbed
 Rolling resistance : 32.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/27/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD	
		Tmp	Lane		1	2	3	4	5			
					MP84							
1	11:18	50	Driving	40.00	43.3	42.8	42.7	42.6	42.9	42.87	.3	
					MP75							
2	11:32	50	Driving	40.00	44.0	45.2	46.1	43.5	45.0	44.74	1.0	
					MP65							
3	11:49	50	Driving	40.00	45.5	45.4	42.7	41.7	**	43.83	1.9	
					MP63							
4	12:51	50	Driving	6.13	44.9	45.4	46.6	49.4	0.0	37.26	20.9	
					MP58							
5	13:06	50	Driving	40.00	40.8	40.5	37.3	40.1	38.1	39.34	1.6	

Location : Glenn Highway (Anchorage to Palmer)

Driver's name : Robin

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed (pressure low--19 lbs)

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/27/1987)

Notes: Site 1 (*) at Muldoon Bridge

Site 2 (+) at Eagle River Exit

(****) Invalid skid

Site 4 begins 5 skids within 1 mi.

at MP indicated

Site 4 (&) at Elklutna Exit

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	19:37	53	Driving	40.00	38.8 *	37.6	36.4	35.7	36.4	37.00	1.2
2	19:49	53	Driving	40.00	33.9 +	32.1	35.1	33.4	35.3	33.96	1.3
3	20:01	53	Driving	40.00	38.1 MP24	39.2	38.9	****	****	38.73	0.6
4	20:07	53	Driving	40.00	38.9 MP25	38.0	38.1	37.8	37.0 &	37.98	.7
5	20:20	53	Driving	40.00	39.1 MP36	38.2	37.5	38.3	40.1	38.64	1.0

Location : Glennallen Highway (MP 50 to MP 80)

Driver's name : Robin

Operator's name : Mark

Weather : Partly Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/28/1987)

Notes: 5 skids within 1-mi. at MP indicated

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
							MP50				
1	7:58	57	Driving	40.00	36.6	36.4	36.6	38.9	33.3	36.35	2.0
					MP55						
2	8:06	57	Driving	40.00	27.0	29.8	33.9	25.2	37.7	30.73	5.1
					MP60						
3	8:14	57	Driving	40.00	35.6	31.4	16.0	15.3	21.1	23.87	9.2
					MP65						
4	8:21	57	Driving	40.00	28.1	36.9	33.3	27.3	28.8	30.88	4.1
					MP70						
5	8:30	57	Driving	40.00	38.9	29.7	31.4	27.3	47.0	34.86	8.0
					MP75						
6	8:38	57	Driving	40.00	40.3	38.8	33.9	42.7	37.6	38.67	3.3
					MP80						
7	8:46	57	Driving	40.00	32.8	45.2	45.7	35.7	46.2	41.10	6.4

Location : Glennallen Highway (MP 85 to MP 188)

Driver's name : Robin

Operator's name : Mark

Weather : Partly Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/28/1987)

Notes: 1 skid test per mile

Site 3 (**) allow brakes to cool

MP 107 - grade too steep to test

Site 15 (*) low speed

(****) Invalid skid

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD	
		Temp	Lane		1	2	3	4	5			
					MP85							
1	9:03	57	Driving	40.00	33.0	39.1	53.0	45.6	45.2	43.18	7.5	
					MP90	MP90						
2	9:09	57	Driving	40.00	43.9	45.8	42.7	45.2	43.8	44.27	1.2	
					MP94	MP95	MP96					
3	9:30	57	Driving	40.00	48.1	47.9	45.9	**	**	47.30	1.2	
					MP97							
4	10:31	62	Driving	40.00	42.6	39.3	42.2	42.1	42.3	41.71	1.4	
					MP102							
5	10:42	62	Driving	40.00	42.1	41.8	42.1	41.3	41.4	41.73	.4	
					MP108							
6	10:50	62	Driving	40.00	46.7	46.2	47.1	44.7	38.9	44.71	3.4	
					MP113							
7	10:57	62	Driving	40.00	44.3	44.7	44.7	40.3	42.8	43.35	1.9	
					MP118							
8	11:09	60	Driving	40.00	50.2	54.1	62.1	45.3	35.7	49.47	9.9	
					MP123							
9	11:15	60	Driving	40.00	44.6	49.1	50.0	50.8	49.9	48.87	2.5	
					MP128							
10	12:01	60	Driving	40.00	45.9	46.6	47.0	45.2	49.1	46.77	1.5	
					MP132							
11	12:08	60	Driving	40.00	45.2	39.6	46.0	47.7	43.2	44.36	3.1	
					MP137							
12	12:14	60	Driving	40.00	43.7	42.7	41.7	45.7	46.8	44.13	2.1	
					MP141							
13	13:26	60	Driving	40.00	****	41.0	42.0	40.8	41.0	41.20	0.5	
					MP146							
14	13:32	60	Driving	40.00	38.5	40.5	38.3	35.0	39.2	38.31	2.0	
					MP151				*			
15	13:38	60	Driving	40.00	39.4	39.7	34.3	40.5	42.4	39.25	3.0	
					MP156							
16	13:48	60	Driving	40.00	40.7	42.4	41.8	41.1	40.5	41.31	.8	
					MP161							
17	13:53	60	Driving	40.00	41.1	41.2	41.2	41.1	41.1	41.13	.0	
					MP166							
18	14:01	60	Driving	40.00	42.0	39.5	41.4	41.6	41.3	41.15	1.0	
					MP171				MP175			
19	14:07	60	Driving	40.00	40.5	42.6	40.8	40.3	42.4	41.33	1.1	
					MP175							

20	14:13	60 Driving	40.00	39.8	42.5	42.3	40.8	40.5	41.16	1.2
				MP180						
21	14:19	60 Driving	40.00	41.0	40.7	40.5	41.7	39.6	40.70	.8
				MP185	MP185					
22	14:25	60 Driving	40.00	40.6	39.5	39.4	32.4	36.3	37.61	3.3

Location : Richardson Highway (from Valdez--North)

Driver's name : Robin

Operator's name : Mark

Notes: Site 1 - Valdez to Mineral Creek Loop Rd.

Weather : Drizzle

Site 2 - 1 mi. past Mineral Creek Loop Rd.

Tire : Ribbed

5 Skids within 1 mi. at location indicated

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/29/1987)

Site	Air	Skid Numbers									
Num	Time	Temp	Lane	Speed	1	2	3	4	5	Avg.	SD
1	7:56	52	Driving	40.00	50.5	49.4	49.7	50.0	49.5	49.82	0.4
1	8:03	52	Driving	40.00	50.2	51.9	48.9	49.7	52.2	50.58	1.4

Location : Richardson Highway (MP 6 to MP 36)

Driver's name : Robin

Operator's name : Mark

Weather : Drizzle

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/29/1987)

Notes: 5 skids within 1 mi. at MP indicated

Site 6 skid 1 - begin pavement change

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD	
		Tmp	Lane		1	2	3	4	5			
					MP 6							
1	8:20	52	Driving	40.00	47.0	45.0	45.7	45.5	46.9	46.01	.9	
					MP10							
2	8:28	52	Driving	40.00	48.5	47.7	47.6	47.9	47.9	47.94	.4	
					MP17							
3	8:42	52	Driving	40.00	48.3	48.5	47.8	47.2	46.2	47.59	.9	
					MP27							
4	8:59	52	Driving	40.00	44.8	45.3	46.5	45.8	43.5	45.16	1.1	
					MP30							
5	9:05	52	Driving	40.00	43.7	43.3	41.6	40.3	39.6	41.71	1.8	
					MP36							
6	9:11	52	Driving	40.00	43.7	43.9	40.9	39.6	40.0	41.60	2.0	

Location : Richardson Highway (MP 40 to MP 115)

Driver's name : Robin

Operator's name : Mark

Notes: 1 skid test every mile

Weather : Partly Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/29/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD	
		Temp	Lane		1	2	3	4	5			
					MP40							
1	9:21	52	Driving	40.00	42.5	46.2	43.4	43.4	43.8	43.85	1.4	
					MP45							
2	9:28	52	Driving	40.00	42.7	43.3	42.6	45.1	43.0	43.33	1.0	
					MP50							
3	9:36	54	Driving	40.00	39.7	39.1	39.1	40.5	39.6	39.61	.6	
					MP55							
4	10:53	54	Driving	40.00	41.0	39.4	38.9	42.6	39.2	40.23	1.6	
					MP60							
5	11:00	54	Driving	40.00	38.7	39.5	39.2	37.6	36.6	38.33	1.2	
					MP65							
6	11:06	54	Driving	40.00	36.5	36.3	36.6	38.8	38.3	37.33	1.2	
					MP70							
7	11:11	54	Driving	40.00	38.7	36.9	38.6	35.6	33.7	36.71	2.1	
					MP75							
8	11:20	52	Driving	40.00	38.1	37.8	38.7	38.3	36.3	37.83	.9	
					MP81							
9	11:28	52	Driving	40.00	37.8	38.0	36.8	37.9	37.1	37.51	.5	
					MP86							
10	11:35	52	Driving	40.00	38.0	37.5	38.1	35.3	37.5	37.28	1.1	
					MP91							
11	11:41	52	Driving	40.00	22.5	25.7	33.1	33.3	35.9	30.11	5.7	
					MP96							
12	11:47	52	Driving	40.00	35.6	37.6	36.1	37.3	35.3	36.36	1.0	
					MP101							
13	11:57	52	Driving	40.00	28.0	33.0	33.8	31.0	34.8	32.09	2.7	
					MP106							
14	12:02	52	Driving	40.00	31.3	35.1	30.6	31.4	32.3	32.14	1.7	
					MP112							
15	12:08	52	Driving	40.00	33.4	34.3	36.0	36.0	36.6	35.28	1.4	

Location : Tok Cut-Off (MP 115 to Tok Jct. Rd.)

Driver's name : Robin

Operator's name : Mark

Notes: (****) Invalid skid

Weather : Partly Cloudy

Tire : Ribbed

Rolling resistance : 32.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/29/1987)

Site Num	Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	14:18	63	Driving	40.00	****	20.4	22.9	17.4	15.7	19.13	3.2
					MP115						
2	14:25	63	Driving	40.00	28.4	33.1	31.1	32.1	33.3	31.61	2.0
					MP119						
3	14:31	63	Driving	40.00	30.2	32.4	28.0	27.7	26.7	28.99	2.3
					MP124						

Location : Tok Spur Road (MP 1 to MP 124)
 Driver's name : Robin
 Operator's name : Mark
 Weather : Partly Cloudy
 Tire : Ribbed
 Rolling resistance : 32.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/29/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Temp	Lane		1	2	3	4	5		
1	14:37	63	Driving	40.00	30.7	31.4	30.5	32.9	32.5	31.61	1.1
						MP 1					
2	14:45	63	Driving	40.00	31.8	33.1	31.4	33.1	32.1	32.30	0.8
						MP 6					
3	14:50	65	Driving	40.00	33.2	35.5	31.6	31.7	32.2	32.83	1.6
						MP11		MP12			
4	14:57	65	Driving	40.00	32.8	33.9	33.3	30.6	32.6	32.65	1.2
						MP14					
5	15:03	65	Driving	40.00	29.7	32.2	33.4	24.8	31.3	30.29	3.3
						MP21					
6	15:09	65	Driving	40.00	33.5	32.0	31.5	30.9	32.3	32.02	1.0
						MP24					
7	15:15	65	Driving	40.00	32.1	33.0	33.1	28.3	27.8	30.86	2.6
						MP29					
8	15:28	65	Driving	40.00	31.8	31.3	31.7	27.1	33.8	31.12	2.5
						MP34					
9	15:33	65	Driving	40.00	35.1	32.2	31.9	32.5	31.3	32.60	1.5
						MP38					
10	15:39	65	Driving	40.00	32.0	33.5	36.2	32.5	32.7	33.37	1.7
						MP44					
11	15:44	65	Driving	40.00	32.4	32.1	33.3	34.6	35.5	33.60	1.4
						MP49					
12	15:50	65	Driving	40.00	36.1	37.6	36.1	35.9	35.0	36.14	1.0
						MP54					
13	16:08	65	Driving	40.00	34.8	****	****	****	****	34.75	0.0
						MP59					
14	16:44	65	Driving	40.00	32.3	33.0	34.6	28.5	33.7	32.40	2.3
						MP60					
15	16:51	65	Driving	40.00	32.3	34.5	40.0	35.5	34.8	35.41	2.8
						MP65					
16	16:57	65	Driving	40.00	34.4	36.6	35.9	37.0	35.1	35.79	1.1
						MP70					
17	17:03	65	Driving	40.00	34.2	26.7	32.6	32.3	33.3	31.82	3.0
						MP75					
18	17:08	65	Driving	40.00	33.8	32.4	31.6	33.4	32.6	32.74	.9
						MP80					
19	17:14	65	Driving	40.00	31.6	31.8	31.1	31.4	32.5	31.69	.5
						MP85					
						MP90					

20	17:22	64 Driving	40.00	33.6	35.2	34.8	33.7	33.3	34.11	.8
				MP95						
21	17:27	64 Driving	40.00	31.4	35.0	34.8	34.0	33.9	33.80	1.5
				MP100						
22	17:32	64 Driving	40.00	34.4	35.8	35.3	35.6	34.2	35.07	.7
				MP105						
23	17:38	64 Driving	40.00	34.7	31.9	32.9	33.7	31.6	32.94	1.3
				MP110						
24	17:44	64 Driving	40.00	32.4	31.7	33.2	32.0	33.0	32.48	.6
				MP115						
25	17:49	64 Driving	40.00	32.5	33.7	32.9	32.5	32.2	32.76	.6
				MP120						
26	17:55	64 Driving	40.00	31.8	32.0	31.1	29.5	31.3	31.12	1.0

Location : South Tongass (Deermont to end)
Driver's name : Stefan
Operator's name : Robin
Weather : Sunny
Tire : Ribbed
Rolling resistance : 30.000 pounds
Normal load applied : 1085.000 pounds
DATE (6/ 7/1987)

Site Num	Air Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	16:30	75	Driving	40.00	48.2	53.9	53.2	53.1	57.8	53.25	3.4
2	16:36	75	Driving	40.00	57.0	54.9	52.3	50.3	55.3	53.94	2.7

Location : Parks Highway (from Airport Way to road construction)
 Driver's name : Robin
 Operator's name : Mark Notes: About 24 miles of road construction
 Weather : Cloudy follow this site.
 Tire : Ribbed
 Rolling resistance : 30.000 pounds
 Normal load applied : 1085.000 pounds
 DATE (6/15/1987)

Site Num	Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
1	7:52	50	Driving	40.00	47.6	****	51.9	49.8	48.0	49.31	1.7
					MP355						
2	7:58	50	Driving	40.00	46.8	47.2	49.8	40.4	44.6	45.75	3.5

Location : Parks Highway (MP 325 to MP 266)

Driver's name : Robin

Operator's name : Mark

Notes: Site 6 (*) skid test on patch
Site 10 beginning of new surface

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/15/1987)

Site Num	Time	Air		Speed	Skid Numbers					Avg.	SD
		Tmp	Lane		1	2	3	4	5		
					MP325						
1	8:10	56	Driving	40.00	56.1	53.3	51.4	49.6	48.6	51.78	3.0
					MP320						
2	8:16	56	Driving	40.00	48.2	48.9	50.2	50.8	46.2	48.86	1.8
					MP315						
3	8:21	56	Driving	40.00	48.0	47.8	48.9	49.2	45.5	47.90	1.4
					MP311						
					MP305						
5	8:31	56	Driving	16.08	48.2	45.8	****	****	****	47.00	1.2
					MP304						
1	9:55	60	Driving	40.00	48.2	56.4	55.0	55.3	61.8	55.35	4.8
					MP299						
2	10:01	60	Driving	40.00	57.5	54.0	58.9	58.2	56.1	56.95	1.9
					MP294						
3	10:07	60	Driving	40.00	58.6	55.3	58.6	57.2	59.0	57.74	1.5
					MP289				MP285		
4	10:13	60	Driving	40.00	36.2	57.1	47.9	58.9	57.7	51.58	9.6
					MP285						
5	10:19	60	Driving	40.00	54.7	53.3	52.8	54.5	52.2	53.50	1.1
					MP280						
6	10:25	60	Driving	40.00	50.6	52.2	56.1	58.5	59.9	55.44	4.0
					MP275						
7	10:31	60	Driving	40.00	59.4	60.5	58.5	60.4	57.6	59.27	1.2
					MP270						
8	10:38	63	Driving	40.00	56.8	57.5	55.8	56.3	58.3	56.93	1.0

Location : Parks Highway (MP 65 to MP 36)

Driver's name : Robin

Operator's name : Mark

Weather : Cloudy

Tire : Ribbed

Rolling resistance : 30.000 pounds

Normal load applied : 1085.000 pounds

DATE (6/17/1987)

Notes: Site 3 (*) no MP, Rail Road marker 163

Site 3 (+) 4-lane section

Road construction between sites 1 & 2

Site Num	Time	Air Tmp	Lane	Speed	Skid Numbers					Avg.	SD
					1	2	3	4	5		
					MP65						
1	17:51	62	Driving	40.00	49.1	51.0	49.3	47.6	48.9	49.17	1.2
					MP50						
2	17:57	62	Driving	40.00	47.3	47.1	46.6	47.5	48.8	47.46	.8
					*		+	+			
3	18:04	62	Driving	40.00	48.0	46.7	42.8	42.8	43.0	44.66	2.5
					MP40						
4	18:10	62	Driving	40.00	44.8	44.4	43.0	45.5	45.0	44.54	.9