

TEXTURING OF CONCRETE PAVEMENTS

(Interim Report No. 2)

by

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Research Project No. 72-3C(B)
Louisiana HPR 1 (14)

Conducted by
LOUISIANA DEPARTMENT OF HIGHWAYS
Research and Development Section
In Cooperation with
U. S. Department of Transportation
FEDERAL HIGHWAY ADMINISTRATION

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SEPTEMBER 1976

R & D IMPLEMENTATION DATA SHEET

PART A

REPORTING STATE **LOUISIANA**

NOTE - The receiving office will code card Col. 3 thru 7, and 17 thru 25.

1	2	3	4	6	7	8	9	16	17	23	24	25	26	31	32	37	38	43
State	Yr	Id. Num.	UD	Cd	State Project No.				FCP Code				AP	Proj. Start Date	Proj. Compl. Date		Date This Report	
2	2				7 2 - 3 C (B)									0 5 0 1 7 3	0 5 0 1 7 8		0 9 0 1 7 6	

44 STUDY COST TO DATE (\$1000's) 47

PART B

IMPLEMENTATION STATUS = (IS) in Col. 48
 1 Implemented (ing) - Code Col. 49 & 42
 2 Implementable - Code Col. 49, 50 & 51
 3 No implementation planned - Code Col. 53 or 54

IMPLEMENTABLE BY OTHERS = (IO) in Col. 49
 1 By most other states 3 No other states
 2 Some other states 4 Other (Explain)

IMPLEMENTATION PLANS = (IP) in Col. 50
 1 Will be implemented or underway in next 12 months
 2 Will be implemented or underway in next 24 months
 3 Implementation is planned, subject to action noted, in Col. 51

IMPLEMENTATION ACTION NEEDED = (IA) in Col. 51
 1 Equipment changes or modifications needed
 2 Administrative decision required
 3 Need new or revised procedures, guidelines, manual, &/or standards or specifications
 4 Training aids need to be prepared
 5 Other (Explain)

48	49	50	51	52	53	54
IS	IO	IP	IA	TA	RU	NI
1	1					

NOT IMPLEMENTABLE = (NI) in Col. 54
 1 Negative findings
 2 Confirms present practice
 3 Additional evaluation or study needed
 4 Findings too complex
 5 " impractical
 6 " inconclusive
 7 " unreliable
 8 Other (Explain)

RESULTS POTENTIALLY USEFUL = (RU) in Col. 53
 1 A phase, or one of a group of studies
 2 Points up need for further research
 3 Findings are theoretical in nature
 4 Exploratory
 5 Findings valuable in decision making
 6 Other (Explain)

TRAINING AIDS USED, PLANNED OR NEEDED =
 1 Workshops
 2 Movies
 3 Slides
 4 Other
 5 None used, but some are needed(Explain)

PART C

55	56	57	62	63	64	65	66	67	68	69	70	73	74	77	78	79	80
Rep. State	Benefit End Date		Num.	SB	Accid. Prev.	Lives Saved	Cash Saved	User Saved	Ben/C								
2	2			4													

DID RESEARCH PAY OFF - Col. 80
 If no estimate is possible, do you feel that benefits substantially exceeded the cost? Enter code, Yes = 1, No = 2

BENEFIT/COST RATIO (For reporting period)
 Enter in Col's. 78 & 79, to nearest unit \$, the benefits per research dollar invested

TIME PERIOD OF SAVINGS & BENEFITS
 Period ending date - Col's. 57 - 62
 Total period in months - Col's. 63 & 64

BEST EST. OF SAVINGS THRU IMPLEMENTATION
 Enter agency savings (\$1000) in Col's 70-73
 Enter user savings (\$1000) in Col's 74 - 77

TYPE OF SAVINGS OR BENEFITS = (SB) in Col. 65
 1 Cash savings to agency
 2 Highway user savings (monetary)
 3 Savings probable but difficult to assess
 4 Improved safety or convenience
 5 Improved aesthetics, environmental aspects

ESTIMATED No. of ACCIDENTS PREVENTS & NO. OF LIVES SAVED
 No. of Accidents in Col's 66 & 67
 No. of Lives saved in Col's 68 & 69

For combination benefits, see manual for codes.

8	9	40
Card	R & D Study Title	NOTE
B	TEXTURING OF CONCRETE PAVEMENTS	Type no more than 72 characters (Elite) per line including all spaces and punctuation. Use ALL CAPS
C		
D		

NOTE - Type no more than 72 characters (Elite) per line, including all spaces and punctuation. Use all CAPS

8	9	80
Card	Study Objectives	
G	THIS RESEARCH STUDY IS TO EVALUATE THE PERFORMANCE OF	
H	TEXTURED PAVEMENTS CONSTRUCTED ON AN EXPERIMENTAL PROJECT.	
I	THE SECTIONS ARE TO BE EVALUATED FOR SKID RESISTANCE,	
J	DURABILITY, WET PAVEMENT PERFORMANCE AND UNIFORMITY.	

8	9	80
Card	Study Findings	
M	INTERIM REPORT ONLY - FINDINGS INCOMPLETE.	
N		
O		
P		
Q		
R		

8	9	80
Card	Implementation - How Done	
V		
W		
X		
Y		
Z		
Ø		
1		
2		
3		

Indicate who to contact for any followup information.

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Name

Sheldon M. Law
Name

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16. Abstract The purpose of this research study is to document and evaluate the findings of the Category II experimental concrete texturing project. Under this plan of experimental study, several texturing techniques were tried and will be compared in order to determine which concrete pavement texture will perform best in regard to skid resistance, durability and uniformity.					
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TABLE OF CONTENTS

LIST OF FIGURES -----	iv
LIST OF TABLES -----	iv
SYNOPSIS -----	v
SCOPE -----	1
METHOD OF PROCEDURE -----	2
GENERAL DISCUSSION -----	3
OBSERVATIONS -----	4
APPENDIX -----	5

LIST OF FIGURES

Figure No.	Title	Page No.
1a	Location of Test Sections	7
1b	Location of Test Sections	8
1c	Location of Test Sections	9

LIST OF TABLES

Table No.	Title	Page No.
1	Stationing and Types of Finishes	11
2	Average Skid Measurements	13
3	Average Interior Noise Measurements	15

SYNOPSIS

During the month of June, 1973, the concrete surface of a section of Interstate 10 in the Baton Rouge area was textured using several different texturing techniques, such as burlap drag, brooms and metal tines. The purpose of this experimental research project is to learn which will perform the best in regard to skid resistance, nonhydroplaning properties, durability and uniformity. In June, 1979, five years after the roadway will have been opened to traffic, the final evaluation of the textured sections will be performed.

This interim report covers the two-year evaluation period; generally, remarks stress the changes from the one-year data to the two-year data.

Preliminary investigations indicated the following observations and recommendations:

1. Generally, skid numbers for the broom and metal tine experimental textures were higher than those for the burlap drag texture, which was specified in the Louisiana Department of Highways Standard Specifications and extensively used throughout the State.
2. Metal tines, preceded by heavy burlap drag and applied transversely to the centerline of the concrete pavement, produced grooves 1/8 to 3/16 inch deep with the highest skid number, the lowest speed gradient, and a noise level comparable to that of the normal burlap drag. As a result of the favorable data gathered on this study, this texturing technique has been adopted by the Louisiana Department of Highways as standard on all concrete pavements and bridge decks.

3. The extra heavy nylon broom was capable of producing a texture with high initial skid number, but the time of finishing was so critical-that a uniform texture could not consistently be obtained. In addition, the researchers anticipate that the broom finish will have a wear rate greater than that of the tined finish.
4. None of the experimental textures produced objectionable road noise or increased the noise level significantly over normal burlap drag.
5. Accident data at this time is very meager and is inconclusive.
6. Texture depth values, skid resistance values and noise level values remained fairly constant from the one-year evaluation period to the two-year evaluation period.

SCOPE

The scope of this report is to describe the results obtained at the end of twenty-four months for the second twelve-month period of this field research project. It includes the construction of test sections and the evaluation period after the project was opened to traffic. Each test section was evaluated using the following techniques:

- A. Visual Observation
- B. Skid Resistance Measurements
- C. Sand Patch Method for Determining the Texture Depths
- D. Noise Level Measurements
- E. Accident Data

METHOD OF PROCEDURE

A portion of State Project No. 450-10-19, Federal Aid Project No. I-10-3(51)160, was selected as the site of the test installations. That project was located immediately south of Baton Rouge, Louisiana, on Interstate 10 between the College Drive and Siegen Lane intersections. The project was contracted to the T. L. James Construction Company to construct the selected surface finishes onto a 10-inch, jointed, unreinforced concrete pavement. Eight different surface textures were constructed using a CMI Autograde Texturing Finisher machine. Figures 1a, 1b, and 1c map the location of each test section listed in Table 1.

It was originally proposed that surface finishes using a burlap drag with tag ends and burlap with 60p trailing nails also be included in the study. However, attempts to use these methods did not prove successful; therefore, they were dropped from the study as being inconsistent in their ability to provide a sufficient texture depth with the stiff concrete mix which was used.

The experimental textured sections were completed in June, 1973, and construction traffic used the roadway until May, 1974, when the highway was officially opened to the public.

The roadway finish was subjected to testing immediately after construction was completed and then at 3, 6, 9, 12, and 24-month intervals after the highway was opened to the public. The following procedures were used as a basis for testing the performance of each experimental section.

GENERAL DISCUSSION

Types of Surface Texture

Eight different types of surface texture were constructed and are under evaluation. They are: normal burlap drag (control section), transverse texturing with soft bristle broom, transverse texturing with heavy polyplastic broom, transverse texturing with extra heavy nylon broom, transverse texturing with metal tines, longitudinal grooving with extra metal tines preceded by heavy burlap drag, longitudinal texturing with extra heavy nylon broom, and transverse grooving with metal tines preceded by heavy burlap drag. In addition, two areas within the experimental broom sections which were rained on had to be resurfaced with a neat cement grout and retextured. One area was retextured with a heavy polyplastic broom and the other with an extra heavy nylon broom. These two areas are being evaluated with the remainder of the test sections.

OBSERVATIONS

This interim report covers the two-year evaluation period and stresses the changes from the one-year data to the two-year data. Tables 2 and 3 in the Appendix contain the initial, one-year, and two-year skid results along with initial, six-months, and two-year noise values.

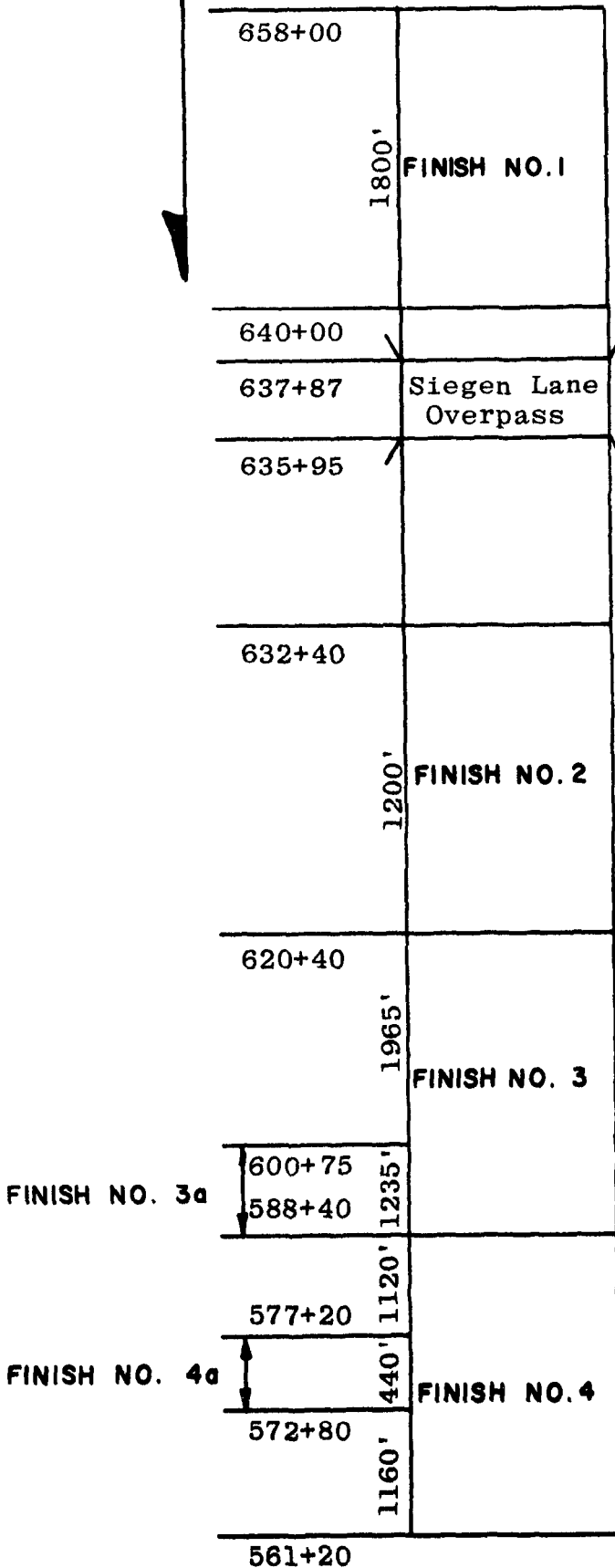
The following observations were noted:

1. Generally skid numbers for all experimental textures were higher than the burlap drag texture which had been required in the Louisiana Department of Highways Specifications and extensively used throughout the State.
2. Metal tines, preceded by heavy burlap drag and applied transversely to the centerline of the concrete pavement, produced grooves 1/8 to 3/16 inch deep with the highest skid number, the lowest speed gradient and with noise levels comparable to those of the normal burlap drag. This texturing technique has been adopted by the Louisiana Department of Highways as standard and is presently being applied to all new concrete pavements and bridge decks.
3. The extra heavy nylon broom was capable of producing a texture with high initial skid number, but the time of finishing was so critical that a uniform texture could not consistently be obtained. (It is anticipated that the broom finish will wear more rapidly than the tine finish.)
4. The experimental textures did not produce objectionable road noise or increase the noise level significantly.
5. Accident data at this time is very meager and is inconclusive.
6. Texture depth values, skid resistance values and noise level values remained fairly constant from the one-year evaluation period to the two-year evaluation period.

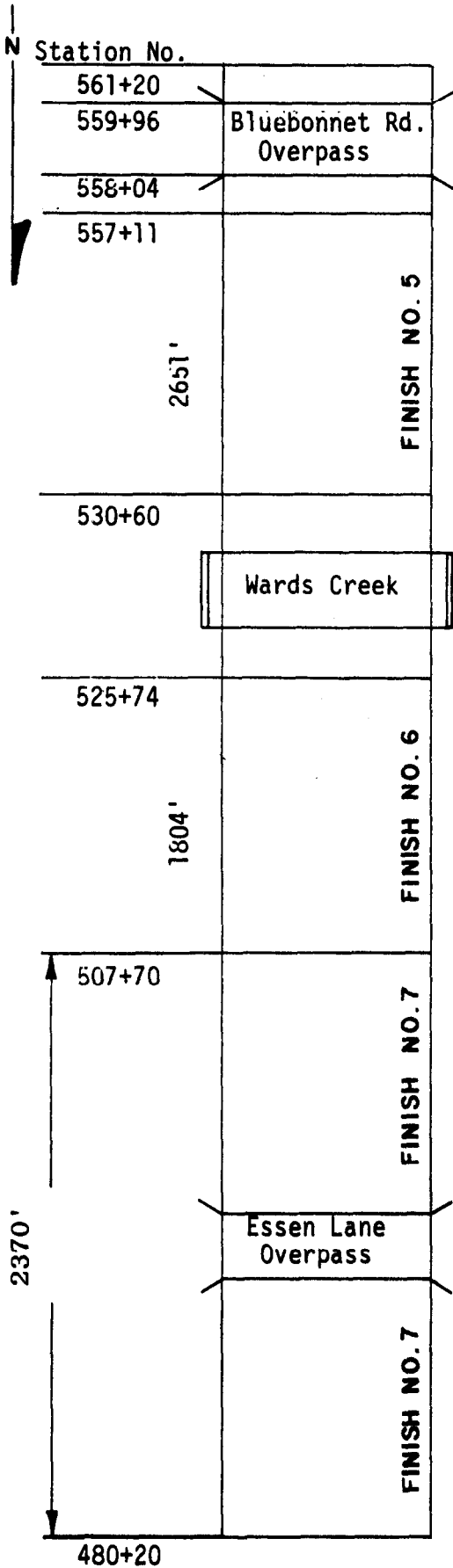
APPENDIX

N Begin Research Project

Station No.



LOCATION OF TEST SECTIONS
FIGURE 1a



LOCATION OF TEST SECTIONS
FIGURE 1b



Station No.

480+20

Tractor
Crossing

477+75

4275'

FINISH NO. 8

435+00

End Research
Project

I-10 & I-12
Interchange

LOCATION OF TEST SECTIONS
FIGURE 1c

TABLE 1

STATIONING AND TYPES OF FINISHES

<u>Texture No.</u>	<u>Station to Station</u>		<u>Type of Finish</u>
1	658+00	640+00	Burlap Drag, Longitudinal (Control Section)
2	632+40	620+40	Mechanical Broom, Soft Bristle Brush, Transverse
3	620+40	600+75	Mechanical Broom, Heavy Poly- plastic Transverse
3a	600+75	588+40	Mechanical Broom, Heavy Poly- plastic Transverse - Retextured
4	588+40	561+20	Mechanical Broom, Extra Heavy Nylon, Transverse
4a	577+20	572+80	Mechanical Broom, Extra Heavy Transverse - Retextured
5	557+11	530+60	Metal Tines (1/2" center, 4" long), Transverse
6	525+74	507+70	Metal Tines (1/2" center, 4" long), Longitudinal, Preceded by Burlap Drag
7	507+70	480+20	Mechanical Broom, Extra Heavy Nylon, Longitudinal
8	477+75	435+00	Metal Tines (1/2" center, 4" long), Transverse, Preceded by Burlap Drag

TABLE 2

FIELD SKID DATA

<u>Finish No. 1</u>	<u>SN20</u>	<u>SN40</u>	<u>SN50</u>	<u>SN60</u>	<u>Speed Gradient</u>	<u>Texture Depth</u>
Initial	60	45	-	38	0.55	0.024
1 yr.	62	55	54	52	0.26	0.019
2 yr.	-	56	52	52	0.28	0.019
<u>Finish No. 2</u>						
Initial	65	50	-	45	0.50	0.029
1 yr.	69	58	57	56	0.35	0.019
2 yr.	-	57	53	54	0.23	0.018
<u>Finish No. 3</u>						
Initial	70	66	-	52	0.50	0.039
1 yr.	68	56	54	52	0.38	0.020
2 yr.	-	60	55	53	0.40	0.019
<u>Finish No. 3a</u>						
Initial	56	44	-	42	-	0.028
1 yr.	65	39	41	42	0.55	0.023
2 yr.	-	34	31	33	0.13	0.022
<u>Finish No. 4</u>						
Initial	73	66	-	50	0.59	0.056
1 yr.	69	57	57	53	0.35	0.032
2 yr.	-	57	54	52	0.30	0.028
<u>Finish No. 4a</u>						
Initial	73	71	-	47	0.63	0.078
1 yr.	70	57	60	55	0.35	0.046
2 yr.	-	59	55	55	0.25	0.038
<u>Finish No. 5</u>						
Initial	70	61	-	53	0.43	0.033
1 yr.	72	57	53	53	0.50	0.029
2 yr.	-	55	54	53	0.10	0.025

TABLE 2
(CONTINUED)

FIELD SKID DATA

<u>Finish No. 6</u>	<u>SN₂₀</u>	<u>SN₄₀</u>	<u>SN₅₀</u>	<u>SN₆₀</u>	<u>Speed Gradient</u>	<u>Texture Depth</u>
Initial	74	58	-	47	0.70	0.034
1 yr.	71	56	52	52	0.47	0.024
2 yr.	-	57	53	51	0.35	0.022
<u>Finish No. 7</u>						
Initial	67	58	-	49	0.45	0.052
1 yr.	70	60	57	54	0.41	0.034
2 yr.	-	60	54	49	0.58	0.027
<u>Finish No. 8</u>						
Initial	69	67	-	54	0.40	0.039
1 yr.	71	59	58	54	0.43	0.032
2 yr.	-	57	56	52	0.23	0.028

TABLE 3
EXTERIOR NOISE DATA (dBA)

	<u>40 mph</u>	<u>60 mph</u>
<u>Finish No. 1</u>		
Initial	74	79
6 mos.	72	79
2 yr.	74	80
<u>Finish No. 2</u>		
Initial	76	82
6 mos.	76	83
2 yr.	77	82
<u>Finish No. 3</u>		
Initial	76	83
6 mos.	77	83
2 yr.	78	83
<u>Finish No. 3a</u>		
Initial	-	-
6 mos.	79	85
2 yr.	-	-
<u>Finish No. 4</u>		
Initial	75	83
6 mos.	78	83
2 yr.	76	82
<u>Finish No. 4a</u>		
Initial	79	86
6 mos.	78	85
2 yr.	81	88
<u>Finish No. 5</u>		
Initial	73	80
6 mos.	75	81
2 yr.	76	80

TABLE 3
(CONTINUED)

EXTERIOR NOISE DATA (dBA)

	<u>40 mph</u>	<u>60 mph</u>
<u>Finish No. 6</u>		
Initial	72	79
6 mos.	75	82
2 yr.	74	80
<u>Finish No. 7</u>		
Initial	75	81
6 mos.	74	80
2 yr.	75	81
<u>Finish No. 8</u>		
Initial	74	80
6 mos.	75	81
2 yr.	75	80

Method of Test for
**MEASURING TEXTURE DEPTH OF PORTLAND
CEMENT CONCRETE WITH METAL TINE FINISH**

LDH Designation: TR 229-73

LDH TR 229-73

Adopted 11/73

Page 1 of 2

Scope

1. This method describes the procedure for measuring texture depth of fresh or hardened concrete finished with a metal tine.

Apparatus

2. (a) A tire tread depth measuring gauge with 1/32 of an inch (1 mm) graduations similar to the one shown in Figure 1.

(b) Wire brush

(c) Steel straightedge approximately 1/4 x 1 x 12 inches (6 x 25 x 305 mm).

Procedure

3. The depth of texture shall be measured from the original concrete surface. Any projections above the original surface shall be removed by wire brushing or with the steel straightedge prior to taking a measurement on hardened concrete. If measurements are being made on fresh concrete, the depth gauge shall be pressed down until substantially at the level of the original concrete surface.

With the depth gauge guides in contact with the original concrete surface, the plunger is depressed until contact is made with the bottom of the groove in the concrete. The gauge is then removed



Figure 1
Depth Measuring Gauge

from the surface with care being taken to prevent the plunger from being disturbed. The texture depth is then read to the nearest 1/32 of an inch (1 mm) on the calibrated plunger. The plunger is then rezeroed and another depth measurement taken. This procedure is repeated until the necessary measurements are completed.

A sufficient number of random measurements shall be made throughout each day's operation to insure that the required texture depth is obtained.

Report

4. The depth of texture measured at a minimum of two locations per lot (or day's production if less than a lot) shall be recorded for each day's operation. At each of the locations, five measurements shall be taken transversely across the roadway. The individual readings and the average shall be recorded for each location.

Method of Test for
MEASUREMENT OF TEXTURE DEPTH BY SAND-PATCH
LDH Designation: TR 617-74

Scope

1. This method describes a procedure for determining the average texture depth of a selected portion of a pavement surface.

Apparatus

2. The apparatus shall consist of the following:
 - (a) Sand spreading tool consisting of a 2 1/2 in. (63.5 mm) diameter flat wooden disc with a 1/16 in. (1.59 mm) thick hard rubber disc of the same diameter attached to one face and a short dowel serving as a handle attached to the other face.
 - (b) Metal cylinder with a volume of approximately 1.5 in.³ (24.6 cm³).
 - (c) Natural silica sand from Ottawa, Illinois, graded to pass a No. 50 (.300 mm) sieve and retained on a No. 100 (.150 mm) sieve.
 - (d) Balance sensitive to .01 g.
 - (e) Ruler, 12 in. (305 mm) long, with markings in divisions of every 0.1 in. (2 mm).
 - (f) Wire brush and soft hand brush.

Procedure

3. (a) Normally a volume of 1.50 in.³ (24.6 cm³) of sand is used in performing this test. This volume can be obtained by a cylinder 0.75 in. (19 mm) in inside diameter and 3.40 in. (86.4 mm) in height.
 - (b) If a volume other than 1.50 in.³ (24.6 cm³) is desired, prepare a conversion table in which texture depths, T, can be determined for sand-patch diameters, D, ranging from 4 to 12 inches (100 to 306 mm) in increments of 0.1 in. (2 mm).
 - (1) Calculate the exact volume, V, of the metal cylinder prepared for this purpose.
 - (2) To prepare the conversion table, use the equation $T = \frac{4V}{\pi D^2}$
 - (c) Determine the weight of sand needed to fill the metal cylinder.
 - (1) Fill the cylinder to the top with dry sand and gently tap the base of the cylinder three times on a rigid surface. Add more sand to fill the cylinder again to the top and level the top with a straightedge.
 - (2) Determine the weight of sand in the cylinder. This weight of sand should be placed in suitable containers (35 mm film cans) and used for

every sand-patch test. (The weight has been determined to be 38.83 grams for every 1.50 in.³ [24.6 cm³]) If a balance is not available, the required amount of sand can be measured for each test by filling the metal cylinder according to the method described in Section 3c (1).

(d) The pavement surface selected for test must be dry. If the pavement has not been subjected to traffic, scrub the test surface with a wire brush to remove any loosely bonded particles or curing compounds that will be worn away by a small amount of traffic. Otherwise, the pavement surface should be swept with a soft hand brush.

(e) Pour the measured sand on the test surface and spread it with the rubber disc spreading tool into a circular patch with the surface depressions filled to the level of the peaks. The sand spreading tool should be kept flat on the surface and moved in a circular motion. Avoid losing any sand, especially during windy conditions. Sand used for one test should not be reused for another test.

(f) Measure the diameter of the sand-patch at five or more equally spaced locations and record to the nearest 0.1 in. (2 mm).

(g) For very smooth pavement surfaces where patch diameters are greater than 12 in. (305 mm), the diameter shall be listed as 12 in. (305 mm) plus and texture depth less than 0.013 in. (0.33 mm).

Calculation of Texture Depth

4. Compute the average diameter of the sand-patch and determine the texture depth by using the formula $T = \frac{4V}{\pi D^2}$, where:

$$T = \frac{4V}{\pi D^2}$$

V = Volume (in. ³ or mm ³)
D = Sand patch diameter (in. or mm)
T = Texture depth (in. or mm)

Texture depths for a volume of 1.50 in.³ (24.6 cm³) and diameters ranging from 4 to 12 inches (100 to 306 mm) in increments of 0.1 in. (2 mm) are given, in inches in Table I and in millimeters in Table II.

Reference

This test method is a modification of Test Method Tex-436-A, "Measurement of Texture Depth by the Sand-Patch Method," Texas Highway Department.

TABLE I
Texture Depth, in. (1.50 in. 3 volume)

D = Sand-patch diameter, in.
T = Texture depth, in.

<u>D</u>	<u>T</u>	<u>D</u>	<u>T</u>	<u>D</u>	<u>T</u>
4.0	0.119	6.7	0.043	9.4	0.022
4.1	0.113	6.8	0.041	9.5	0.021
4.2	0.108	6.9	0.040	9.6	0.021
4.3	0.103	7.0	0.039	9.7	0.020
4.4	0.098	7.1	0.038	9.8	0.020
4.5	0.094	7.2	0.037	9.9	0.019
4.6	0.090	7.3	0.036	10.0	0.019
4.7	0.086	7.4	0.035	10.1	0.019
4.8	0.083	7.5	0.034	10.2	0.018
4.9	0.080	7.6	0.033	10.3	0.018
5.0	0.077	7.7	0.032	10.4	0.018
5.1	0.074	7.8	0.031	10.5	0.017
5.2	0.071	7.9	0.031	10.6	0.017
5.3	0.068	8.0	0.030	10.7	0.017
5.4	0.065	8.1	0.029	10.8	0.016
5.5	0.063	8.2	0.028	10.9	0.016
5.6	0.061	8.3	0.028	11.0	0.016
5.7	0.059	8.4	0.027	11.1	0.016
5.8	0.057	8.5	0.026	11.2	0.015
5.9	0.055	8.6	0.026	11.3	0.015
6.0	0.053	8.7	0.025	11.4	0.015
6.1	0.051	8.8	0.025	11.5	0.014
6.2	0.050	8.9	0.024	11.6	0.014
6.3	0.048	9.0	0.024	11.7	0.014
6.4	0.047	9.1	0.023	11.8	0.014
6.5	0.045	9.2	0.023	11.9	0.013
6.6	0.044	9.3	0.022	12.0	0.013

TABLE II

Texture Depth, mm (24.6 cm³ volume)

D = Sand-patch diameter, mm
 T = Texture depth, mm

<u>D</u>	<u>T</u>	<u>D</u>	<u>T</u>	<u>D</u>	<u>T</u>	<u>D</u>	<u>T</u>
100	3.13	152	1.35	204	0.75	256	0.48
102	3.01	154	1.32	206	0.74	258	0.47
104	2.89	156	1.29	208	0.72	260	0.46
106	2.79	158	1.25	210	0.71	262	0.46
108	2.68	160	1.22	212	0.70	264	0.45
110	2.59	162	1.19	214	0.68	266	0.44
112	2.49	164	1.16	216	0.67	268	0.44
114	2.41	166	1.14	218	0.66	270	0.43
116	2.33	168	1.11	220	0.65	272	0.42
118	2.25	170	1.08	222	0.64	274	0.42
120	2.17	172	1.06	224	0.62	276	0.41
122	2.10	174	1.03	226	0.61	278	0.40
124	2.04	176	1.01	228	0.60	280	0.40
126	1.97	178	0.99	230	0.59	282	0.39
128	1.91	180	0.97	232	0.58	284	0.39
130	1.85	182	0.94	234	0.57	286	0.38
132	1.80	184	0.92	236	0.56	288	0.38
134	1.74	186	0.90	238	0.55	290	0.37
136	1.69	188	0.89	240	0.54	292	0.37
138	1.64	190	0.87	242	0.53	294	0.36
140	1.60	192	0.85	244	0.53	296	0.36
142	1.55	194	0.83	246	0.52	298	0.35
144	1.51	196	0.81	248	0.51	300	0.35
146	1.47	198	0.80	250	0.50	302	0.34
148	1.43	200	0.78	252	0.49	304	0.34
150	1.39	202	0.77	254	0.49	306	0.33