

DOCUMENT EXCERPTS RE TRADEWIND RESULTS

JANUARY 24, 2014 EMAIL: OD6 PARA 233

In 2013, the Friction Numbers were measured on the RHVP in both directions by Tradewind Scientific using a Grip Tester. The average FN numbers were as follows:

SB Right Lane 35
 SB Left Lane 34
 NB Right Lane 36
 NB Left Lane 39

TRADEWIND REPORT: GOL0002981 compilation from top of image 118 and bottom of image 119

City:	Hamilton	Road:	Red Hill Valley Pkwy	Date:	November 20, 2013
Weather:	Clear	Temp:	7 C	Wind:	Calm
Test Tire:	90-10-21	Speed:	50 km/h	Water:	0.25 mm

Chainage From To	No. 1 Eastbound-R	No. 2 Eastbound-L	No. 3 Westbound-R	No. 4 Westbound-L	No. 5 Centre Ref
Low 100 m Section:	29	27	27	30	29
Runway Average:	35	34	36	39	43

Tradewind Scientific Ltd. - GT 081

GOLDER REPORT: GOL0002981 at image 10

Friction testing was carried out on the RHVP in November 2013 by Tradewind Scientific using a GripTester. The testing was completed in both of the northbound and southbound thru lanes. Complete results of the friction testing are provided in Tradewind Scientific's report in Appendix E. This report also covers the results of friction testing on the Lincoln M. Alexander Parkway. Table 6 provides a summary of the average testing results on the RHVP.

Table 6: Friction Testing Results

Section	Average Friction Number
Lane 1 Southbound	34
Lane 2 Southbound	35
Lane 1 Northbound	39
Lane 2 Northbound	36

Although the Friction Number (FN) values are higher than when measured in 2007 immediately after construction (between 30 and 34), they are considered to be relatively

low. Typically the FN values should be at least equal to or higher than 40 to be considered adequate. In the United Kingdom, for example, the FN values should be at least 48 for a motorway pavement.²⁹⁶