



YUKON

PAVEMENT
MANAGEMENT
SYSTEM

2002
CONDITION REPORT

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PAVEMENT MANAGEMENT SYSTEM

2002 CONDITION REPORT

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June 2003

Reviewed by Dr. D.R. MacLeod

Yukon
Highways and Public Works

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EXECUTIVE SUMMARY

Since the preparation of “A Pavement Management System for the Alaska Highway”, data collected in the period from 1990 to 2001 has been reported in a series of update reports. The purpose of this report is to update these reports based on field data collected in the fall of 2002.

The number of sections and the number of kilometres rated are summarized as follows:

	Data 2002		Data 1984-2002	
	Sections	Length (kms)	Sections	Length (kms)
Pavement	56	420.0	873	7,431

The ratings for PWGSC pavement identified a total of 73 kilometres in 2002 for potential rehabilitation, an increase from 15 kilometres in 2001. This was due mainly to sections being identified for surfacing within five years (Km 133 – 145, 156 – 170 and 359 – 390), and also for base subgrade repairs (Km 420 – 436).

The ratings also indicated 224.4 kilometres of YTG pavement where a more detailed evaluation of pavement distresses is required to confirm a suitable action plan. This is an increase from 132 kilometres identified for possible rehabilitation in 2001; due mainly to decreasing Pavement Condition Index (PCI) ratings on aging pavements on the Alaska Highway between Km 1014 – 1024.9, 1390 – 1420, and the Haines Road between Km 89 – 116. Raveling continues to be the most common pavement distress observed for the sections, with a total of 94.7 kilometres that require additional monitoring and possibly spot patching. The average age of these sections showing raveling distress was 18 years, with the rating panel also recommending resurfacing in the short term (less than five years), for most sections older than 20 years.

REQUIREMENTS FOR PWGSC PAVEMENTS

Following the chipsealing and microsurfacing carried out in 2000 and 2001, there has been a marked improvement in the Pavement Condition Index of PWGSC sections.

A life cycle cost study identified a four-year strategy of rehabilitating existing pavements starting in 2003 as being the most cost-effective alternative for these assets¹. Due to a lack of funding committed to this strategy for the 2003 year, the strategy has been “bumped” by one year. The strategy included chipsealing or microsurfacing these pavements 10 years after initial paving to extend the pavement life to 15 years. This strategy is based on the rehabilitation of 40 kilometres per year over a period of four years.

The section lengths have been selected to minimize mobilization costs and to ensure that the pavements are rehabilitated on a “just in time” basis. The program in the table below is preliminary and will have to be modified based on pit locations, future

¹ A Strategic Asset Management Plan for the Alaska Highway. MacLeod, Dr. D.R., P.Eng., 2002.

performance of the sections, budgets and possible changes if other sections are converted from BST to pavement. For example, if the section north of Fort Nelson is converted from BST to pavement, the section between Km 399 – 451.5 could be broken into sections with the northern section included with the contract north of Fort Nelson.

BUDGET REQUIREMENTS PWGSC PAVEMENTS

Year	Section	Cost Estimate
2004	Km 359 – 399	\$6,000,000
2005	Km 133 – 170	\$5,500,000
2006	Km 170 – 206	\$5,400,000
2007	Km 399 – 451.5	\$7,875,000

FUNDING REQUIREMENTS YTG PAVEMENTS

The 2002 Pavement Management inspection indicates that there are 56.4 kilometres that have deteriorated to a PCI of less than 55, (23.4 kilometres on the Alaska Highway and 33 kilometres on the North Klondike Highway), which will require extensive and expensive repairs. Sections requiring moderate repairs and having a PCI between 55 and 60 total 117.5 kilometres in length, while a further 29.0 kilometres can still be salvaged with an overlay, having a PCI between 60 and 63. The ride score on most of the sections with a PCI lower than 55 is 5 or less. Fortunately, the ride score is above 5 for most of those sections with a PCI greater than 55.

Current rehabilitation needs now total \$44,000,000. Figure ES1 illustrates the overall condition of the YTG pavement network since 1993 and the effects of various levels of future investment on the overall system condition. This chart indicates that the average PCI of the network at 58.8 is well below the individual acceptable limit of 63. If rehabilitation is not undertaken within the next six years, the average PCI will drop to 49.8. An investment of \$2,000,000 annually over the next six years is needed just to hold the system at its present, substandard condition. An annual investment of \$4,000,000 is required to bring the system up to its 1993 level over the next six years.

Figure ES1 PCI YTG Pavements

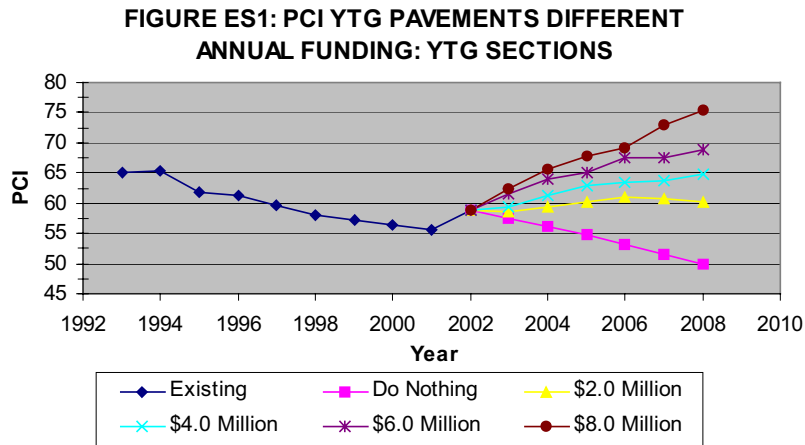
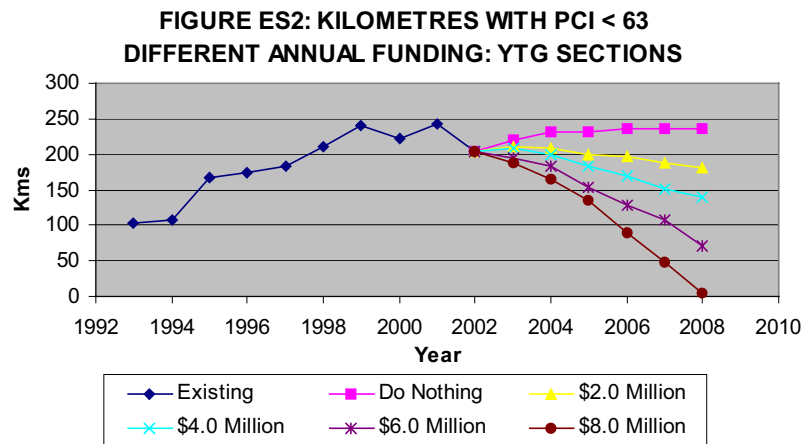


Figure ES2 provides another view of funding requirements for YTG pavements. This chart shows the number of kilometres of pavement that are below the acceptable PCI level of 63. The total length of pavement having a PCI less than 63 has risen from 102 in 1993 to a high of 242 in 2001. In 2002, there were 203 kilometres having a PCI less than 63, representing 80% of the YTG pavement system. Without further funding, the total length of deficient pavement will rise steadily over the next six years to 236.4, or 93% of the YTG pavement system. This chart shows that the total length of substandard pavement would be reduced to just four kilometres within the next six years under the \$8,000,000 annual investment level, while an annual pavement rehabilitation budget of \$6,000,000 would result in 72 kilometres having a PCI less than 63. If \$4,000,000 annually were invested into pavement rehabilitation, the total length of pavement having a PCI less than 63 would be reduced to 140 kilometres by the year 2008, while an annual investment of \$2,000,000 would result in 180 kilometres of pavement being unacceptable by the year 2008.

Figure ES2 YTG Kilometres with PCI <63



Unlike the PWGSC pavement sections, most YTG sections have deteriorated to beyond the point where a chipsealing or microsurfacing program would be of any value. In fact, most YTG pavements have deteriorated beyond the point where a simple overlay would provide an efficient rehabilitation alternative. Most sections require some type of milling, shimming or partial reconstruction. There is a \$44,000,000 backlog of projects. A five-year catch-up funding plan requires annual investments of \$9,000,000 between 2003 and 2007. Unfortunately, the longer that rehabilitation is delayed, the higher the rehabilitation costs become. These estimates do not include any allowance for upgrades (i.e. increased shoulder widths, etc.) that may be required for increased traffic volumes.

PARTICULAR CONCERNS

The choice of a funding level for pavement rehabilitation depends on many factors, several of which are beyond the scope of this annual report. The condition of YTG pavements is rapidly reaching the point where a major reinvestment is required. Given the generally poor condition of Yukon pavements at present, the requirement for a strategy to deal with these problems is obvious.

Yukon Government Management Board approved a dedicated pavement rehabilitation strategy in 2000, with an annual investment level of \$2,000,000. As stated above, this figure would basically prevent the system from deteriorating any further, but would not improve the overall system condition.

The table below shows budgeted and actual expenditures towards pavement rehabilitation for a number of years.

Year	Budget	Actual	Location of Work
2001/2002	750,000	747,234	Long patching Marsh Lake area
2002/2003	2,595,000	2,181,441	Alaska Highway 1439.4 – 1454.5 overlay Klondike Highway 198.0 – 201.0 overlay
2003/2004	1,000,000		Alaska Highway 1432.1 – 1439.4 overlay
2004/2005	2,000,000		
2005/2006	2,000,000		

As shown in Figures ES1 and ES2, the first year of implementing the pavement rehabilitation strategy with an investment of \$2,000,000 has resulted in improvements to Yukon pavements. However, the reduction of the commitment to this program in the 2003/2004 year (reduced to \$1,000,000) is somewhat disturbing. If an investment of at least \$2,000,000 annually is not directed towards Yukon pavement rehabilitation, the overall condition will continue to deteriorate.

1 INTRODUCTION

Since the preparation of “*A Pavement Management System for the Alaska Highway*” in 1989, data collected in the period from 1990 to 2001 has been reported in annual updates of BST and Pavement Management Systems. The purpose of this report is to update the appropriate tables and graphs based on field data collected in the fall of 2002.

The 2002 data contains 56 sections representing some 420 kilometres of pavement. This brings the number of individual sections to 823 for a total of 6,340.6 kilometres of pavement that have been included in this study. A listing of the 2002 data for all sections is found in Appendices A and B with the chipsealed sections having a designation “c” and the micro-surfaced sections having the designation “m”.

2 PROJECTS FOR 2003

The 2002 field evaluation has identified sections that should be studied in greater depth for potential rehabilitation in 2003 (Tables 1 and 2).

The ratings for PWGSC pavement identified a total of 73 kilometres in 2002 for potential rehabilitation, an increase from 15 kilometres in 2001. This was due mainly to sections being identified for surfacing within five years (Km 133 – 145, 156 – 170 and 359 – 390), and also for base subgrade repairs (Km 420 – 436).

The ratings indicated 144.8 kilometres of YTG pavements required a more detailed evaluation of pavement distresses to confirm a suitable action plan. The total length requiring a further evaluation increased from 132 kilometres in 2001. This was due mainly to decreasing Pavement Condition Index (PCI) ratings on aging pavements on the Alaska Highway between Km 1014 – 1024.9, 1390 – 1420, and the Haines road between Km 89 – 116, since last year. However, the rating panel felt that these sections would survive without further major work in 2003/2004.

Tables 3 and 4 have been developed to indicate the various surfacing alternatives available for these sections. The alternatives were based on an engineering judgement of the visual inspection reports. Two classes of rehabilitation alternatives are indicated in the Tables. Those marked with “②” are possible alternatives, and those marked with “①” are the most likely resurfacing alternatives. **It cannot be overemphasized that these are preliminary guidelines, and the final surfacing alternative should be selected only after a thorough engineering study, including life cycle cost comparisons of the various alternatives, has been completed.**

Chipseals

Chipseals are considered appropriate where there is raveling distress and minor hairline cracking. Chipseals do not add structural strength nor do they improve the ride. They are not suitable if there is any significant rutting.

Micro-surfacing

Micro-surfacing is similar to chipsealing, although considerably more costly. Micro-surfacing is suitable for raveled, bleeding pavements with minor cracking. Micro-surfacing is suitable for these types of pavements that are also rutted. Similar to chipsealing, micro-surfacing does not significantly improve ride score nor strengthen the pavement.

Thin Overlay (< 50 mm)

This type of surfacing is used to correct minor deficiencies including raveling, bleeding, rutting and ride score. While it does add some structural strength, it is not suitable if there is any load-associated alligator cracking. Existing cracks will reflect through within three years, but with reduced severity.

Thick Overlay (> 50 mm)

This type of surfacing is used to correct most pavement deficiencies. Reflective cracking can be expected within five years, but at a reduced severity.

Mill and Thin Overlay

This procedure involves the removal of defective material from the driving lanes and its replacement with new asphalt concrete. The addition of the overlay allows some strengthening of the pavement structure. An advantage of this procedure is that the full thickness of new asphalt is not required on the shoulders. Additional roadway width is not normally required. Existing cracks will reflect through within three years, but with reduced severity.

Mill and Thick Overlay

This procedure has the same advantages as the mill and thin overlay, but increased structural strength is added. Reflective cracking can be expected within five years, but at a reduced severity.

Hot In Place Recycle and Chipseal

The hot-recycle procedure is similar to milling, but the material is heated in place and reworked before being re-laid. Hot in place recycling cannot be used with surfaces that have been previously chipsealed or micro-surfaced. Unless a rejuvenating agent is used, the resulting asphalt concrete mixture is more brittle than the original asphalt and is more likely to crack. There is also a reduction in the structural capacity.

Hot In Place Recycle and Thin Overlay

In this procedure, the hot in place recycled material is covered with a thin overlay, resulting in a more durable surface with the load carrying capacity restored to its original value. Hot in place recycling cannot be used with surfaces that have been previously chipsealed or micro-surfaced. Hot in place recycling should not be used with existing surfaces that have shown premature raveling or rutting.

Hot In Place Recycle and Thick Overlay

This is similar to the hot in place recycling with a thin overlay, only additional structural strength is added. Existing surfaces that have shown premature raveling and rutting are less critical because they would now be lower in the pavement structure.

Cold In Place Recycle and Chipseal

With this process, the existing pavement is pulverized without the addition of extra heat. The resulting product is similar to a granular base course with a considerable reduction in load carrying capacity compared to the original asphalt concrete surface.

Cold In Place Recycle and Thin Overlay

This procedure is equivalent to adding a base course and a new asphalt surface. The structural capacity is dependent on the thickness of new asphalt concrete added as an overlay. If a thickness equivalent to the existing asphalt concrete thickness is added, the resulting strength should be marginally better than the existing pavement.

Cold In Place Recycle and Thick Overlay

This is similar to the cold in place with a thin overlay, but additional structural strength is added.

Add Base and Overlay

This alternative is suitable where additional strength is required, or there are numerous distortions. Width for a wider pavement surface should be available or costs become prohibitive.

Add Base and BST

This alternative is suitable where there has been a significant reduction in truck traffic, or where there are a number of distortions that have not stabilized (permafrost).

Reconstruct Subgrade and Pave

This alternative is required when the pavement has deteriorated to the point that subgrade repairs are required due to distortions, lack of structural strength, rutting or severe alligator cracking, frost heaves, etc.

Reconstruct Subgrade and BST

This alternative is suitable where the pavement has deteriorated to the point that subgrade repairs are required due to distortions, severe cracking, frost heaves, etc. There has to be sufficient strength after reconstruction, however, to provide for the expected truck traffic. This solution is also suitable as “staged construction” before the addition of a hot mix pavement surface if further distortions (settlements) are anticipated in the short term.

Extra Maintenance

In some instances, extra or specialized maintenance may be the most suitable alternative.

3 NETWORK ANALYSIS

3.1 Performance Curves for Pavements

With the addition of the 2002 data, there is sufficient data to compare the performance of different highway sections (Figure 1).

From Figure 1, it is obvious that, for at least the first 10 years of life, pavements on the Haines Road are performing better than pavements of the same age on the Alaska Highway south of Fort Nelson (Km 0 – 450), the Alaska Highway between Watson Lake and Whitehorse (Km 1008 – 1506) and the Klondike Highway. A statistical analysis using the t-test confirmed this assumption (Table 5), and hence, different performance curves are required for the Haines Road. A similar analysis was conducted for ride score. Figure 2 and Table 6 indicate the ride score on the Haines Road was better than that found on all other highways in the study. The superior performance of the Haines Road is undoubtedly due to its high standard and low traffic volumes.

The performance of pavements has been modelled using Markov Chains, polynomial curve fitting and regression analysis techniques. The initial state vectors and transition matrices of the 2000 Markov models used to predict pavement performance are found in Appendix B for reference. The 2000 Markov model was not updated in this report.

In terms of PCI for roads other than the Haines Road, there is a reasonably good correlation between performance and age between the data and the Markov curves

calculated in 2000. It must be remembered that the Markov predictions overcome the “survival of the fittest” limitations of the actual data, particularly in the latter years of pavement life and hence the deviation between the actual data and the Markov predictions.

Even though the 2000 Markov model provided a good fit to the data, a polynomial equation was fitted to the data using the trend line techniques of the Excel © spreadsheet program, with the 2002 data included. Figure 3 indicates that the polynomial curves have three distinct phases. There is a relatively rapid drop in performance during the first 10 years of the pavement life. From years 10 to 20 the PCI attains a relatively stable value between 60 and 63. The polynomial curves indicate that after the BCI reaches 60 at year 20, the deterioration rate increases dramatically. A lack of data for pavements older than 20 years is a handicap of all models but the difference between the models is significant. The Markov models predict that the pavements will reach a “failure” criteria of 60 within 12 years and that pavements will deteriorate at a slower rate thereafter. The polynomial curve indicates that performance levels out at values between 60 and 63 after 10 years before falling below 60 after 20 years. A review of the performance of individual sections in Appendix E where the predicted performance is compared with previous performance data generally indicates the polynomial equation’s validity and as such, it is used and the performance model in this section for pavements other than the Haines Road.

The difference in performance using the regression model and a cubic equation fitted to the Haines Road data using the statistical package in Excel © showed little difference in the models. Either model could be used, and the regression model was selected for use in the remainder of this report simply for convenience. With the addition of the 2002 data, there was a minor modification to the regression performance curve equation.

The polynomial equation for pavement performance on highways other than the Haines Road is:

2000 model:

$$PCI = 84.198 - 3.8492 \times AGE + 0.2097 \times AGE^2 - 0.004 \times AGE^3$$

2001 model:

$$PCI = 83.076 - 3.8324 \times AGE + 0.2064 \times AGE^2 - 0.0039 \times AGE^3$$

2002 model:

$$PCI = 82.748 - 3.4287 \times AGE + 0.1861 \times AGE^2 - 0.0039 \times AGE^3$$

For the Haines Road the pavement performance model is:

2000 model:

$$PCI = 84.404 - 1.2472 \times AGE$$

2001 model:

$$PCI = 84.429 - 1.4003 \times AGE$$

2002 model:

$$\text{PCI} = 84.858 - 1.3290 \times \text{AGE}$$

Figure 4 indicates models for ride score behaviour on these northern highways.

3.2 Decision Trees

For the purpose of network planning, decision trees have been used to establish PCI levels at which various types of pavement rehabilitation are required. These PCI levels are referred to as trigger values. They are established by comparing the calculated PCI with the rehabilitation strategy selected by the rating panel. This is a very reliable method of ensuring consistency of the ratings, but does not consider life cycle costs.

DECISION LEVELS (TRIGGER VALUES) FOR PAVEMENT REHABILITATION		
Based on Panel Recommendations		
	PCI	RCI
Routine Maintenance	Above 73	Above 5.5
Chipseal	68 to 73	5.5 to 6.0
Simple Overlay	55 to 63	5.0 to 6.0
Major Overlay or Reconstruction	Under 55	Under 5.0

A life cycle cost analysis was done in 2002 for PWGSC pavements, which confirmed these strategies (Appendix F).

1. There is a difference in performance between YTG and PWGSC pavements. For PWGSC pavements, the ride is still good even though other distresses (most noticeably raveling), have decreased the PCI. As such, other rehabilitation alternatives such as microsurfacing and chipseals are more appropriate to extend the lives of these pavements. Level 1 intervention for PWGSC pavements in this report is defined as adding a chipseal or micro-surface when the pavement PCI falls to 63 and adding an overlay when the rehabilitated pavement subsequently falls to a level of 60. For a YTG pavement with a PCI of 63, an overlay is required to improve the ride score and will in most cases, rehabilitate the pavement.
2. At a PCI of 60, a milling operation to restore the pavement cross-section is necessary in addition to an overlay. This strategy is termed a Level 2 intervention for both PWGSC and YTG pavements.
3. At a PCI of 55, some form of subgrade and base rehabilitation is required after which the paved surface must be replaced. This is termed Level 3 intervention.

The polynomial curves plotted in Figures 3 and 5 show clearly that once a pavement drops below a PCI rating of 60, it reaches the more costly intervention level of 55 quickly.

A number of PWGSC sections have been chipsealed or micro-surfaced in 2000 and 2001. These have dramatically increased the PCI for PWGSC sections in 2000 (Figure 6). Based on experience in Cape Breton National Park, these chipsealed and micro-surfaced sections are expected to extend the life of these pavements by five years. There is limited data on the performance of these treatments in Northern Canada, and the curves in Figure 6 are based on our best guess of performance of these sections. However, these curves do appear to validate the expectation of a five-year pavement life extension.

3.3 Average Pavement Life

The performance curves, when used in conjunction with the trigger values generated by the decision tree analysis, can be used to estimate the life of pavements. Pavement life is defined as the period of time between construction and the point at which the pavement reaches one of the PCI levels at which intervention may be required. The PWGSC option includes a micro-surface or chipseal in year 10. The following table illustrates pavement life for all northern highways and for the Haines Road based on this approach.

	YTG	PWGSC		Haines Road	
	PCI	PCI	Life – Years	PCI	Life – Years
Level 1	63	63	10	63	17
Chip or micro @ 10		60	15		
Level 2	60	60	15	60	19
Level 3	55	55	24	55	23

3.4 Rehabilitation Needs

A determination of the pavements that need rehabilitation can be made using the PCI trigger values established in section 3.2. Table 7 provides this information for YTG pavements. The “years to resurfacing” number given in the last three columns of the table is determined by using the performance equation to calculate when the PCI becomes less than the trigger value. As Table 7 indicates, there are 56.4 kilometres that have deteriorated to a PCI of less than 55, which will require extensive and expensive repairs. 117.5 kilometres have a PCI between 55 and 60 and will require moderate repairs, and a further 29.0 kilometres have a PCI between 60 and 63, and can still be salvaged with an overlay. The ride score on most of these sections with a PCI lower than 55 is 5 or less. Fortunately, the ride score is above 5 for those sections with a PCI greater than 55. Although the emphasis of a rehabilitation program is protection of the investment, recent experience in Saskatchewan indicates that there will be a public outcry if the ride scores drop below 5.

Determining the value of work necessary at the present time requires knowledge of the cost of each rehabilitation strategy. Using the YTG study “*Pavement Rehabilitation, Alaska Highway Km 1423.4 to Km 1429.6, Life Cycle Cost Analysis*” as a source, typical rehabilitation costs can be estimated at a Class D level. First level intervention is estimated at \$150,000 per kilometre, second level at \$190,000 per kilometre, and third level at \$230,000 per kilometre. The total costs of recent pavement overlay work on the Alaska Highway between Km 1439.4 – 1454.5 and the Klondike Highway between Km 198.0 – 201.0 in 2002 validate these estimates. Applying these figures to the current rehabilitation requirements shown in Table 7 reveals that current rehabilitation needs total \$43.7 million.

Clearly, it is not possible to “play catch up” by carrying out all of the rehabilitation projects which are known to be required over a single season, or even more than two or three seasons. The pavement management system, and its inherent ability to predict system performance, can be used to determine the effects of different approaches to a rehabilitation problem. Figure 7 illustrates the overall condition of the YTG pavement network since 1993 and the effect on overall condition of various levels of future investment.

Figure 7 indicates that the average PCI of the entire network at 58.8 is below the individual acceptable limit of 63. If rehabilitation is not undertaken within the next six years, the average PCI will drop to 49.9.

Figure 7 also shows the overall condition of the YTG pavement network since 1993. The increase in the overall level of service for YTG pavements in the 1994 evaluation was due mainly to new pavements on the Campbell Highway at Watson Lake and on the South Klondike Highway. Figure 7 also indicates the PCI for various levels of annual rehabilitation investments. An investment of \$2 million per year over the next six years is needed just to hold the system at its present substandard condition. An annual investment of over \$4 million annually is required to bring the system up to its 1993 level over the next six years.

Figure 8 provides another view of funding requirements for YTG pavements. It indicates the length of pavement having a PCI less than the acceptable level of 63. The sections having a PCI less than 63 has risen from 102 kilometres in length in 1993 to 203 kilometres in 2002. This represents 80% of the pavement in the system. Without further funding, the total length of deficient pavement will rise steadily over the next six years to 236.4 kilometres or 93% of the system. An additional funding level of \$4 million annually is required to reduce the amount of unacceptable pavement to 1995 levels.

It should be noted that care must be taken in interpreting the appropriate intervention level. A cursory review of Tables 9 and 10 may indicate that a Level 3 intervention is the least costly option (particularly under the aggressive 1-year and 2-year catch-up plans). This is not necessarily so. The tables list capital costs only and do not

include maintenance and user costs. A life cycle cost analysis similar to the PWGSC study is required and is beyond the scope of this study.

Table 10 contains similar estimates for PWGSC pavements on the Alaska Highway. The schedule is based on chipsealing or micro-surfacing the pavement when it reaches a PCI of 63 and placing an overlay five years later. The pavement required column indicates the year when the section should be rehabilitated based on the PCI. The table was adjusted to schedule rehabilitation of approximately 40 kilometres in continuous sections in the same year. Mobilization for smaller contracts would likely be very uneconomical.

4 CONVERSION OF BST SURFACES TO PAVEMENTS

BSTs (Bituminous Surface Treatments) have provided satisfactory service to the Alaska Highway and Yukon Highways over the last 20 years. However, they have important limitations as traffic volumes grow. With increased traffic, maintenance costs increase. User costs also increase as more vehicles are travelling over the rougher section of BST. A review of the traffic volumes required to justify pavements was undertaken for the Master Plan for the PWGSC sections of the Alaska Highway.²

The total costs of capital, surface maintenance and user costs were calculated over 50 years using a discount rate of 4.0%, a traffic growth rate of 2.4% and four different traffic volumes. Life cycle cost analyses were performed at various traffic levels to identify the traffic volumes where savings in maintenance and user costs balance the additional capital costs to pave the highway (or when the benefit/cost ratio is 1.0).

The analysis indicated that 300 vehicles per day are required to justify pavement for sections between Km 0 – 550, and 500 vehicles per day for the sections between Km 550 – 968.

5 OBSERVATIONS

The condition of YTG pavements is rapidly reaching the point where a major reinvestment is required. The choice of a funding level for pavement rehabilitation depends on many factors, several of which are beyond the scope of this annual pavement condition report. Given the generally poor condition of Yukon pavements at the present time, a strategy to deal with the problem should be developed sooner rather than later. On a more positive note, the section of Alaska Highway between Km 1420 and Km 1429 was reconstructed to a BST surface in 2001. Given that distortions were a major deficiency in the previous pavement, BST is an appropriate choice for this section even if the BST has a shorter life span due to the high traffic levels, before hot-mix asphalt is placed as the next stage.

The choice of a funding level for pavement rehabilitation depends on many factors, several of which are beyond the scope of this annual report. The condition of YTG

² A Strategic Asset Management Plan for the Alaska Highway. MacLeod, Dr. D.R., P.Eng., 2002.

pavements is rapidly reaching the point where a major reinvestment is required. Given the generally poor condition of Yukon pavements at present, the requirement for a strategy to deal with these problems is obvious.

Yukon Government Management Board approved a dedicated pavement rehabilitation strategy in 2000, with an annual investment level of \$2,000,000. As stated above, this figure would basically prevent the system from deteriorating any further, but would not improve the overall system condition.

The table below shows budgeted and actual expenditures towards pavement rehabilitation for a number of years.

Year	Budget	Actual	Location of Work
2001/2002	750,000	747,234	Long patching Marsh Lake area
2002/2003	2,595,000	2,181,441	Alaska Highway 1439.4 – 1454.5 overlay Klondike Highway 198.0 – 201.0 overlay
2003/2004	1,000,000		Alaska Highway 1432.1 – 1439.4 overlay
2004/2005	2,000,000		
2005/2006	2,000,000		

As shown in Figures 7 and 8, the first year of implementing the pavement rehabilitation strategy with an investment of \$2,000,000 has resulted in improvements to Yukon pavements. However, the reduction of the commitment to this program in the 2003/2004 year (reduced to \$1,000,000) is somewhat disturbing. If an investment of at least \$2,000,000 annually is not directed towards Yukon pavement rehabilitation, the overall condition will continue to deteriorate.

Vern Janz
June 2003

Reviewed by
Dr. D. R. MacLeod

APPENDIX A PAVEMENT REPORT FIGURES

Figure 1 PCI by Highway PAVEMENTS

13

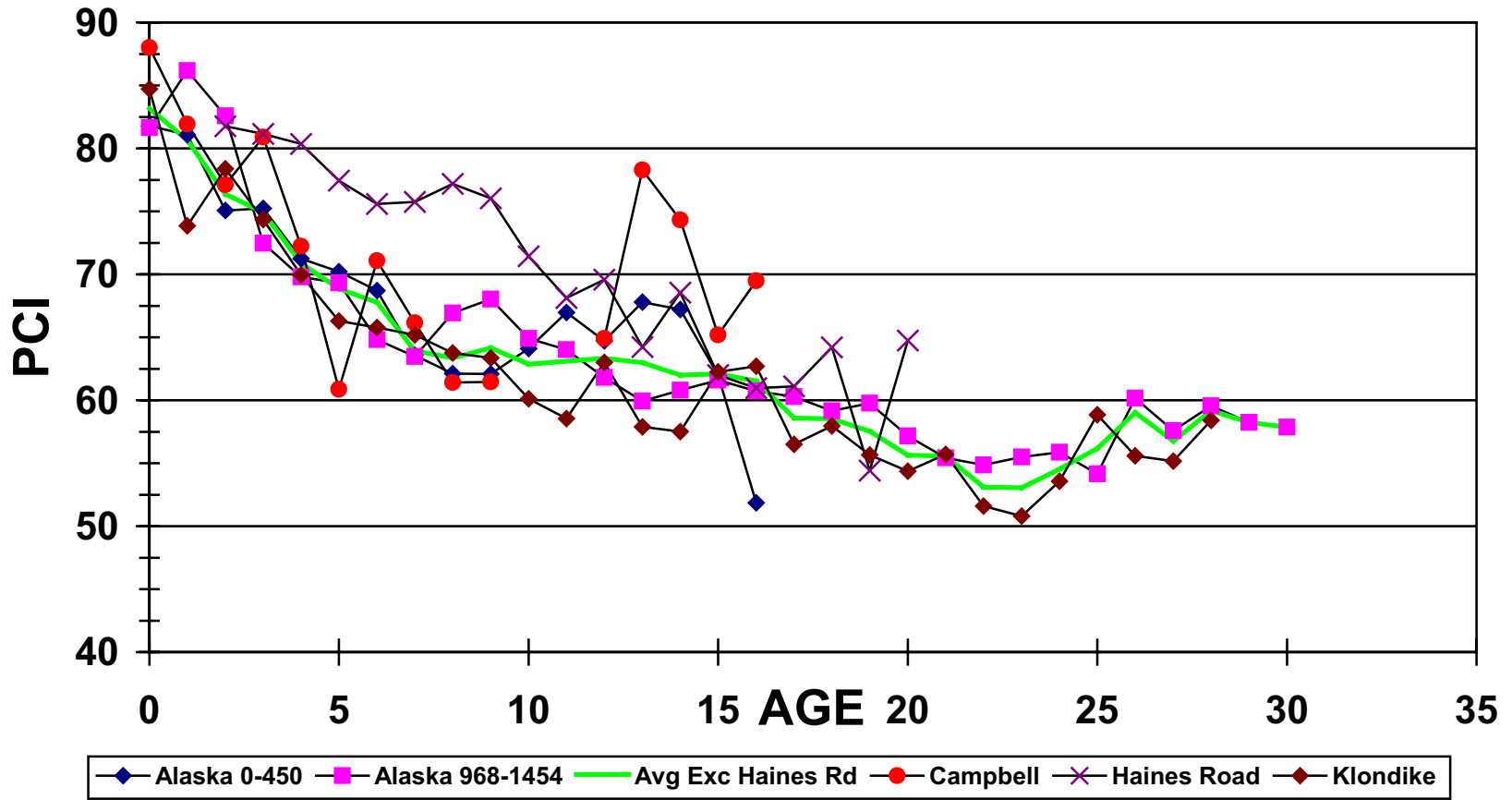


Figure 2 Ride Score by Highway PAVEMENTS

14

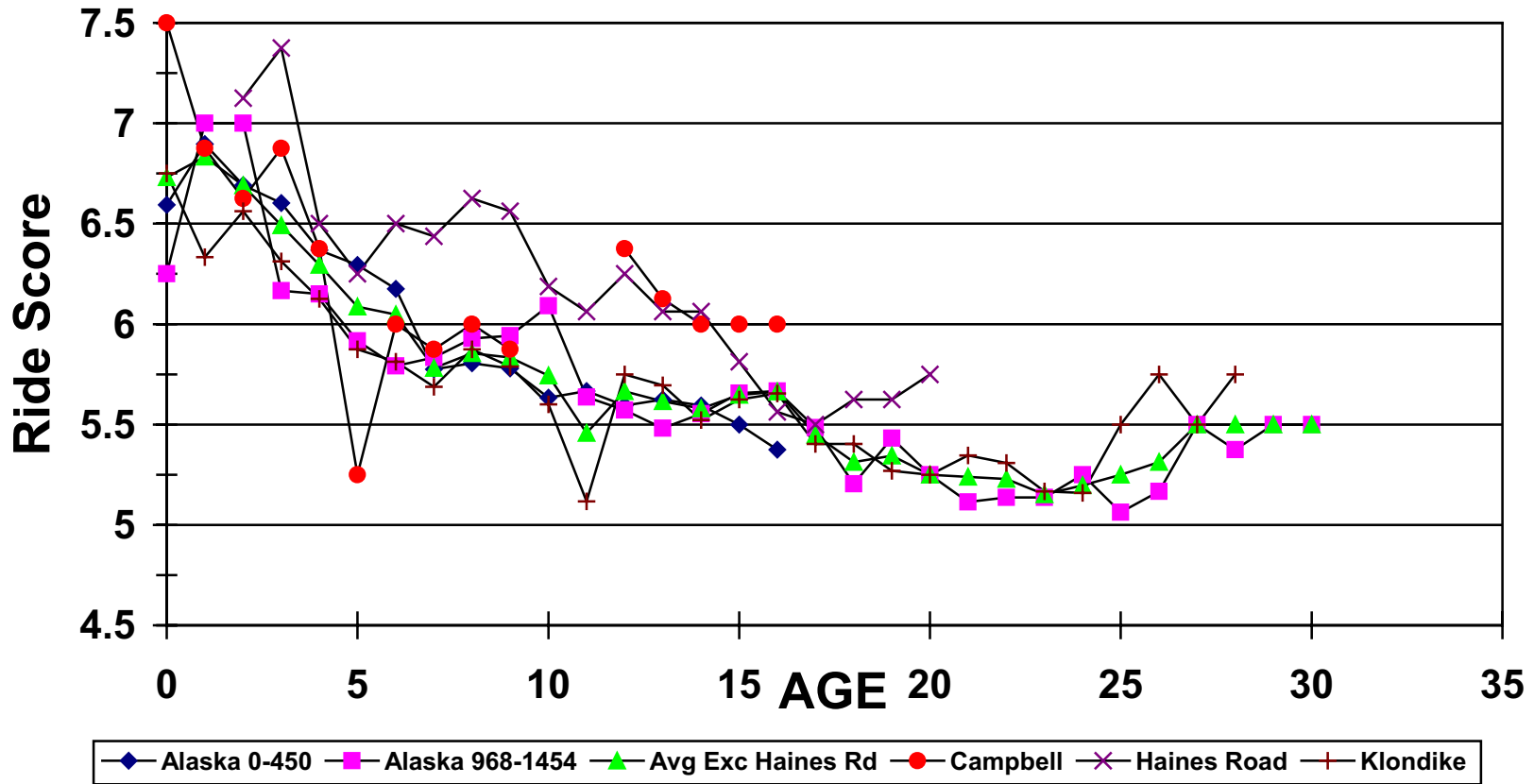


Figure 3 Performance Curves

PCI - PAVEMENT EXCLUDING HAINES ROAD

15

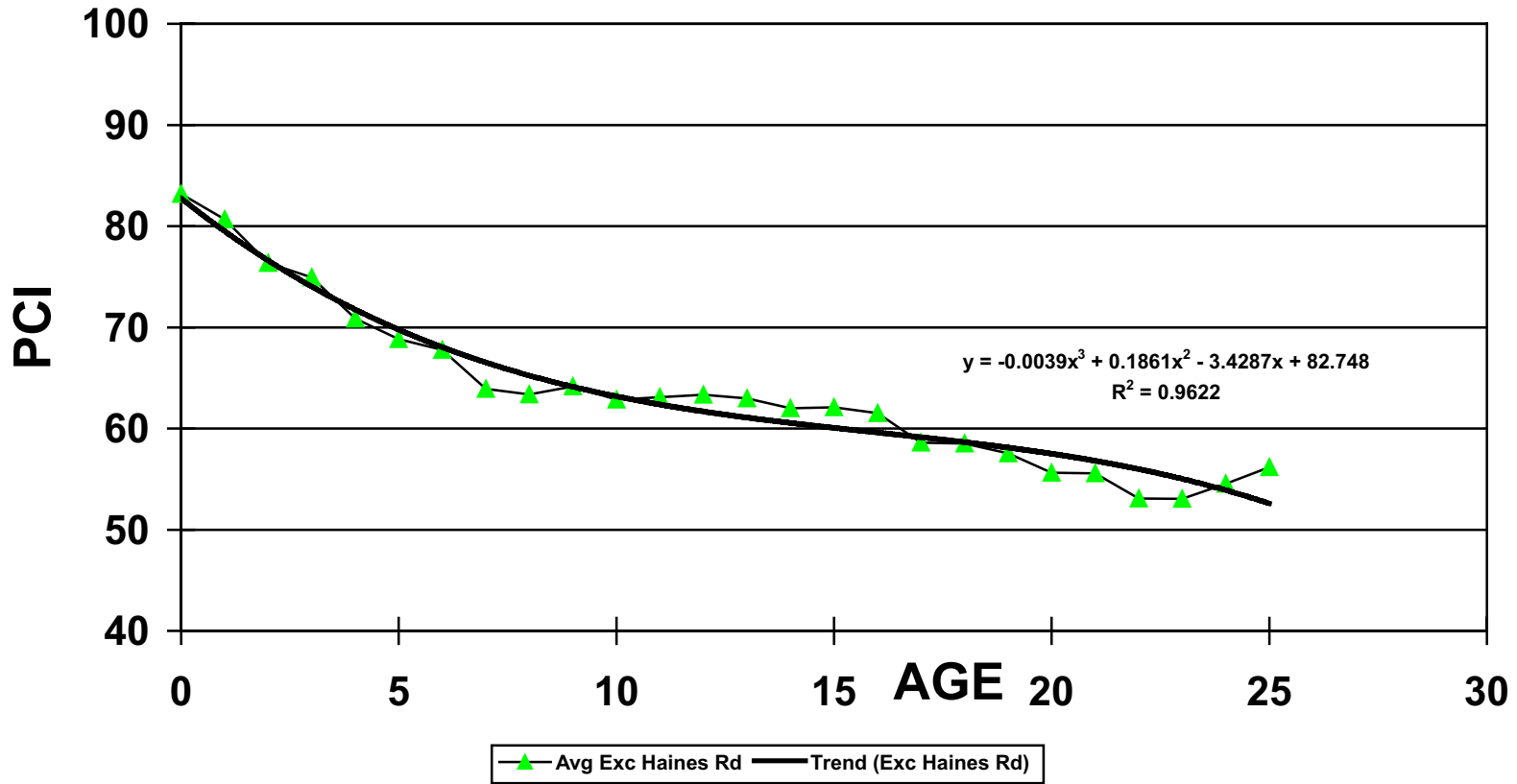


Figure 4 Performance Curves

RIDE SCORE - PAVEMENT EXCLUDING HAINES ROAD

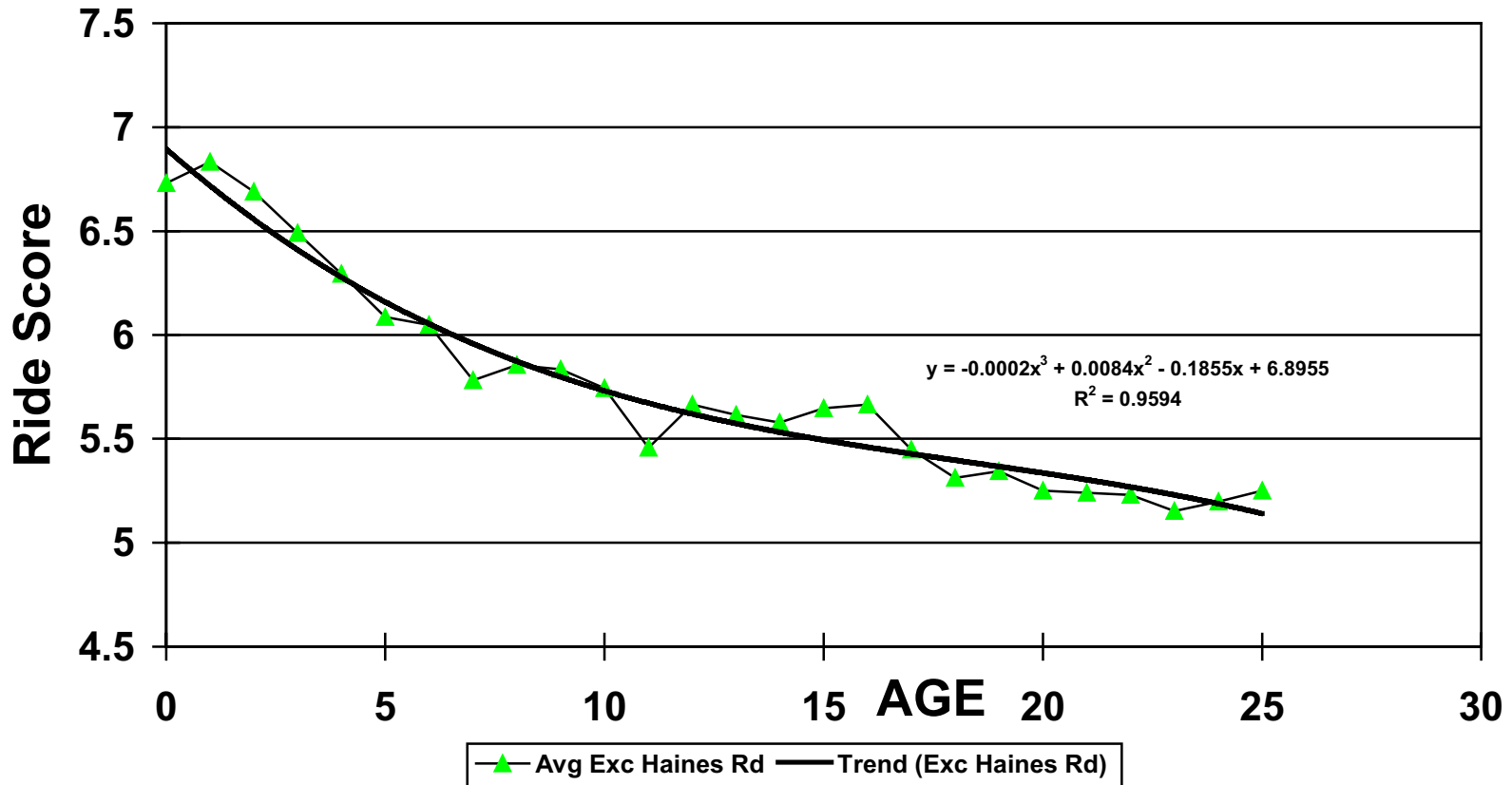


Figure 5 Performance Curves

PCI - PAVEMENT HAINES ROAD

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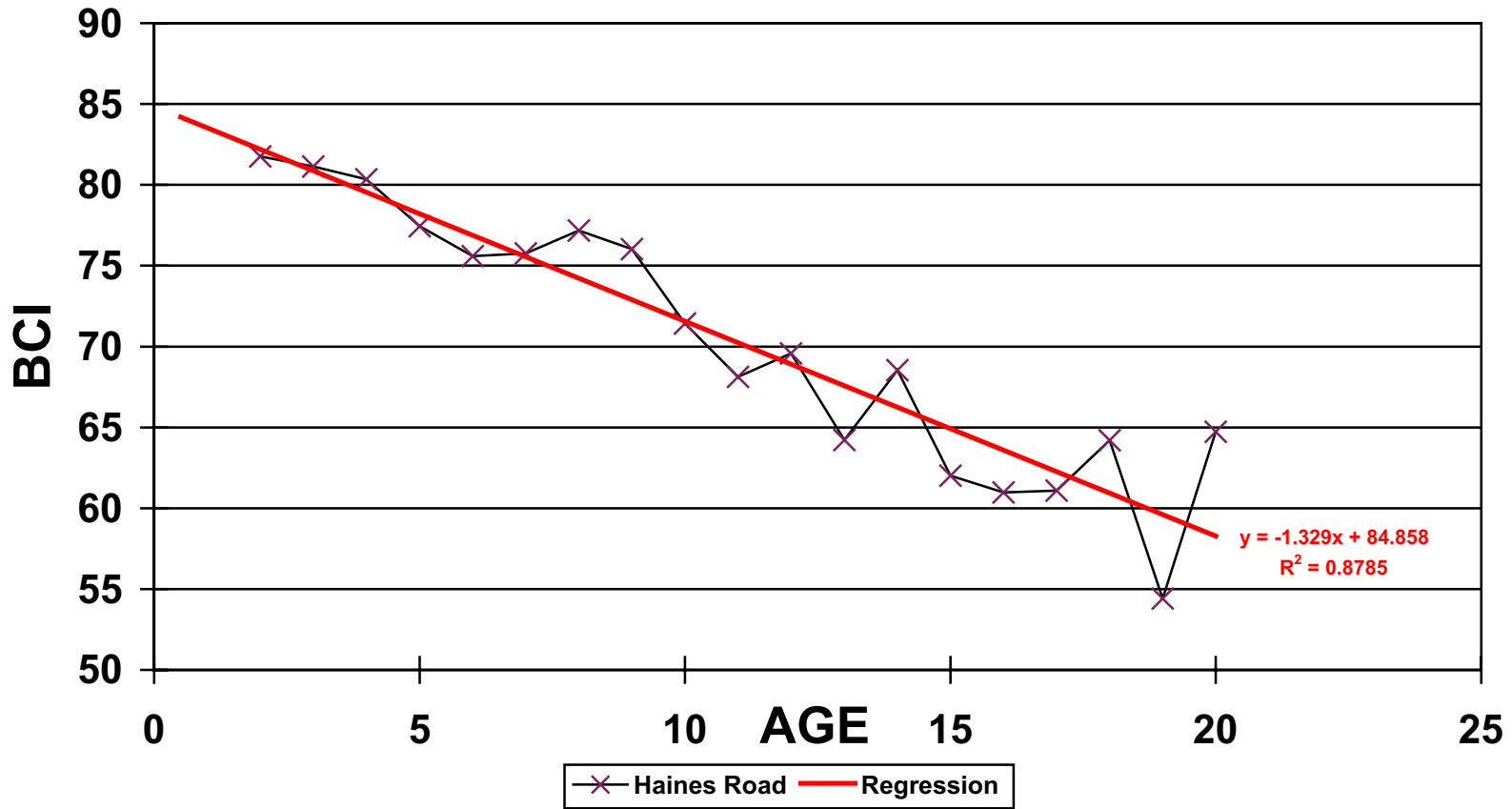
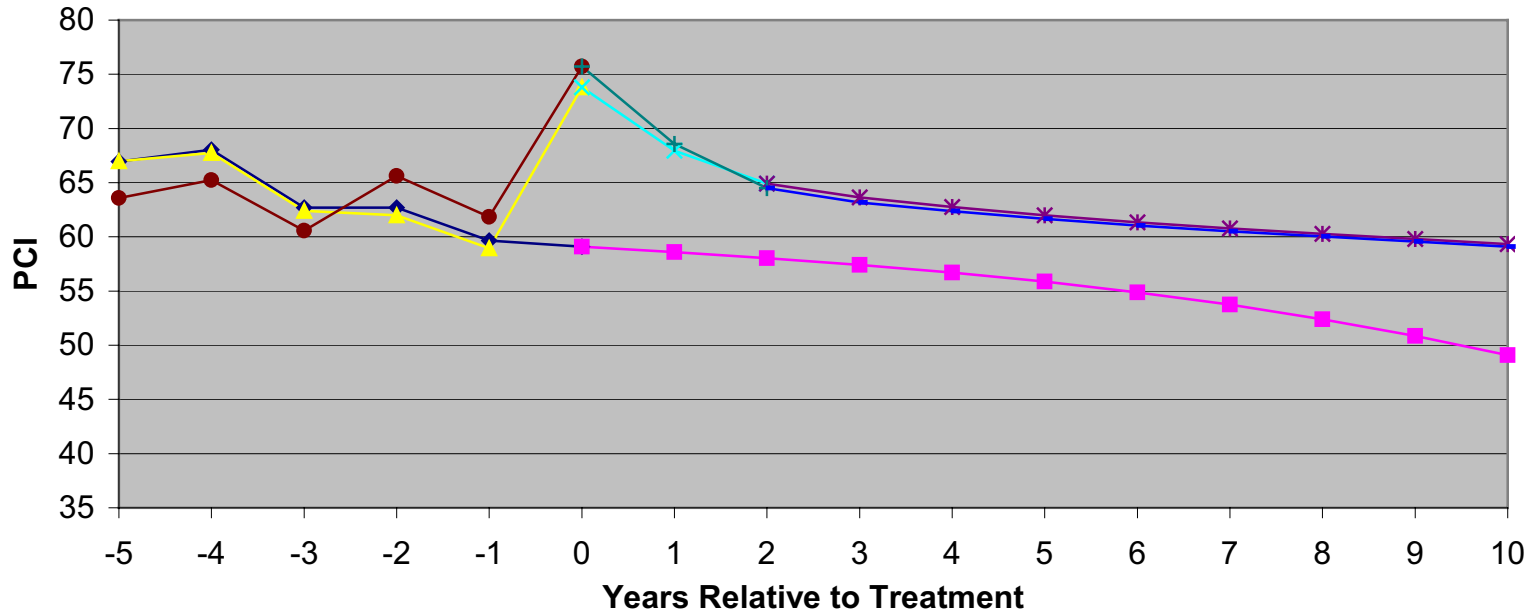


Figure 6 PCI PWGSC Pavements

FOR SELECTED SCENARIOS



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Figure 7 PCI YTG Pavements

Different Annual Funding

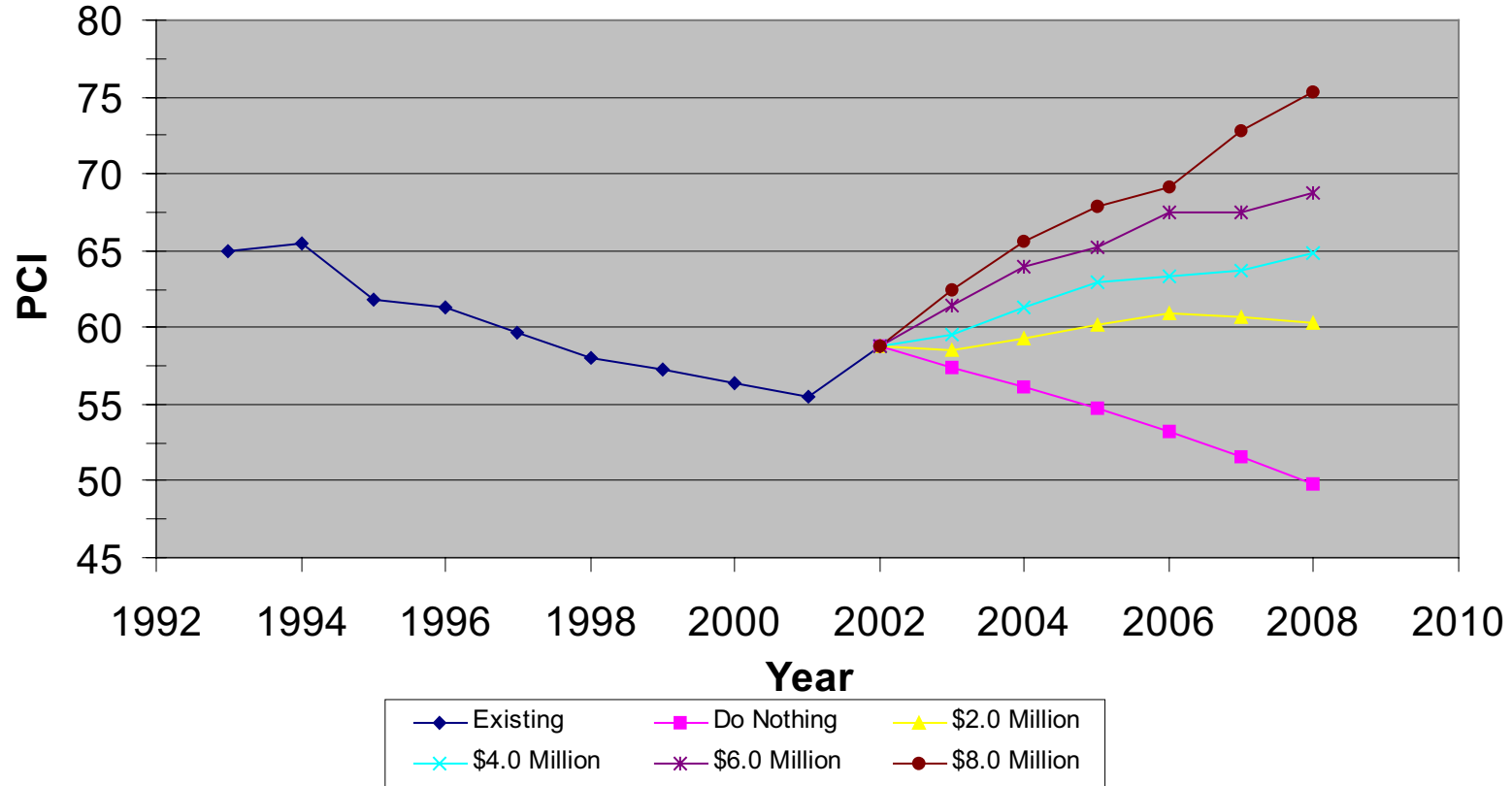
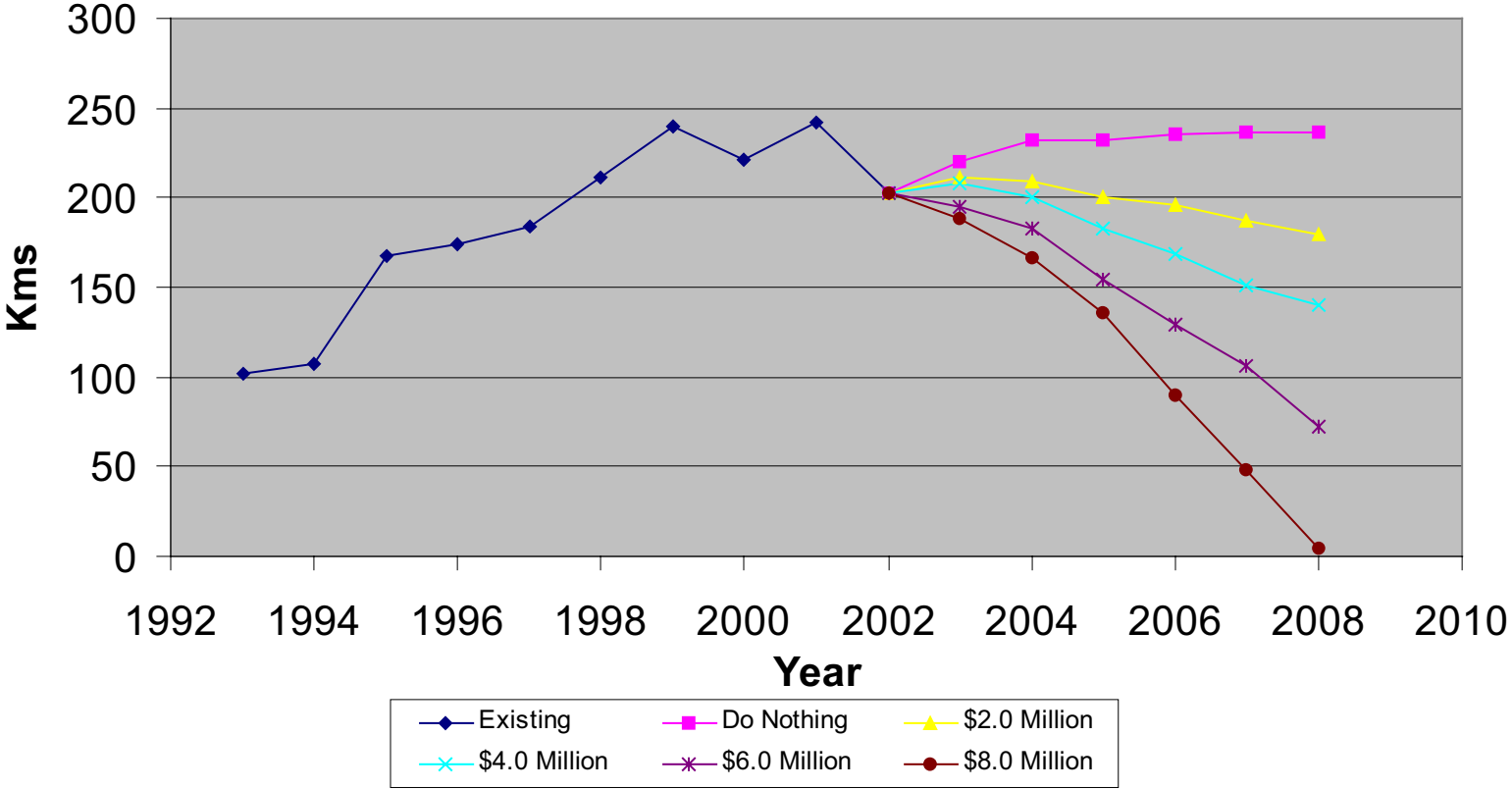


Figure 8 YTG Kms With PCI < 63

DIFFERENT ANNUAL FUNDING



APPENDIX B PAVEMENT REPORT TABLES

Table 1

**Potential Pavement Rehabilitation Projects
Based on 2002 Evaluations - PWGSC Sections**

Highway	Start	End	Len gth	Age	Year	Severity					Weighted					Ride Score	PCI	Action	Comments	
						Ravel ling	Bleed ing	Rut ting	Whl Tr Single	Whl Tr Gator	Ravel ling	Bleed ing	Rut ting	Whl Tr Single	Whl Tr Gator					
Alaska (97)	133.0	145.0	c	12.0	15	2002	0.5	3	2	0	0	3	1.75	18	0	0	5.50	64.26	1,2,8	Routine Maintenance-Spot Patching-Surfacing < 5 Years
Alaska (97)	156.0	162.0	c	6.0	12	2002	0.5	0	1	2	1	3	0	15	5	9	5.50	62.17	1,7	Routine Maintenance-Surfacing < 2 Years; Possibly put in next contract BST.
Alaska (97)	162.0	170.0	c	8.0	12	2002	1	0	1	1	1	4.5	0	15	2	4.5	5.50	61.50	1,8	Routine Maintenance-Surfacing < 5 Years
Alaska (97)	359.0	366.0	c	7.0	13	2002	1	1	1	2	0	4.5	1.5	15	4	0	5.50	60.08	1,8	Routine Maintenance-Surfacing < 5 Years
Alaska (97)	366.0	380.0	c	14.0	13	2002	0	1	0.5	3	0	0	0.75	13.5	3.5	0	5.50	61.34	1,8	Routine Maintenance-Surfacing < 5 Years
Alaska (97)	380.0	390.0	c	10.0	13	2002	1	0	1	2	1	4.5	0	9	2.5	4.5	5.25	58.25	1,8	Routine Maintenance-Surfacing < 5 Years
Alaska (97)	420.0	425.0	c	5.0	14	2002	0	1	3	1	0	0	0.75	12	1.5	0	5.50	69.69	1,5	Routine Maintenance-Base Subgrade Repairs
Alaska (97)	425.0	436.0	m	11.0	14	2002	0	0	2	1	3	0	0	15	1.5	10.5	5.50	63.34	1,5	Routine Maintenance-Base Subgrade Repairs; Micro surfaced.
Total:				73.0																

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Table 2

**Potential Pavement Rehabilitation Projects
Based on 2002 Evaluations - YTG Sections**

Highway	Start	End	Len gth	Age	Year	Severity					Weighted					Ride Score	PCI	Action	Comments
						Ravel ling	Bleed ing	Rut ting	Whl Tr Single	Whl Tr Gator	Ravel ling	Bleed ing	Rut ting	Whl Tr Single	Whl Tr Gator				
Alaska	1014.0	1021.0	7.0	30	2002	2	0	0.5	2	0	18	0	13.5	2.5	0	5.50	56.41	1	Routine Maintenance
Alaska	1021.0	1024.9	3.9	30	2002	2	0	0.5	1	0	18	0	13.5	1.5	0	5.50	59.33	1	Routine Maintenance
Alaska	1390.0	1400.0	10.0	24	2002	0.5	0	0.5	1	0	13.5	0	13.5	1.5	0	5.50	58.33	1	Routine Maintenance
Alaska	1400.0	1410.0	10.0	24	2002	1	0	0.5	1	0	15	0	13.5	1.5	0	5.50	59.33	1	Routine Maintenance
Alaska	1410.0	1420.0	10.0	24	2002	2	0	0.5	1	0	18	0	13.5	1.5	0	5.25	55.07	1,8	Routine Maintenance-Surfacing < 5 Years; Overlay < 3 years.
Alaska	1429.0	1439.4	10.4	26	2002	1	0	1	1	0	15	0	15	2	0	4.75	51.88	1,7	Routine Maintenance-Surfacing < 2 Years; Overlay < 2 years.
Alaska	1454.5	1460.0	5.5	17	2002	3	0	0.5	1	0	10.5	0	13.5	1.5	0	5.75	63.63	1	Routine Maintenance; Ravels patched 2002
Alaska	1460.0	1470.0	10.0	17	2002	3	0	0.5	1	0	10.5	0	13.5	2	0	5.50	60.84	1	Routine Maintenance
Alaska	1470.0	1475.0	5.0	17	2002	3	0	0.5	1	0	10.5	0	13.5	2	0	5.25	60.05	1	Routine Maintenance
Alaska	1475.0	1476.5	N	1.5	9	2002	3	0	0.5	0	10.5	0	13.5	0	0	5.75	67.81	1	Routine Maintenance
Alaska	1475.0	1476.5	S	1.5	9	2002	3	0	0	2	12	0	0	2.5	0	5.75	69.69	1	Routine Maintenance
Alaska	1476.5	1478.0	1.5	17	2002	3	0	1	2	0	10.5	0	15	3	0	5.50	59.67	1	Routine Maintenance; Ravels patched.
Alaska	1478.0	1487.5	9.5	17	2002	3	0	1	2	0	10.5	0	15	3	0	5.50	60.08	1,2	Routine Maintenance-Spot Patching; Most ravels patched.
Alaska	1487.5	1493.0	5.5	23	2002	0.5	0	0.5	2	0	13.5	0	13.5	2.5	0	5.25	59.31	1,7,14	Routine Maintenance-Surfacing < 2 Years-Spot Improvements
Alaska	1493.0	1500.0	7.0	23	2002	3	0	0.5	1	0	10.5	0	13.5	1.5	0	5.00	52.52	1,7,14	Routine Maintenance-Surfacing < 2 Years-Spot Improvements; Edge single rating not recorded. Chose moderate and extensive.
Alaska	1500.0	1506.0	6.0	23	2002	2	0.5	1	2	0	18	2.25	15	2.5	0	4.75	49.01	11	Reconstruct < 5 Years
Klondike	24.0	25.0	1.0	11	2002	3	0	0	0.5	3	18	0	0	1	10.5	5.75	67.90	1	Routine Maintenance
Klondike	36.0	37.0	1.0	11	2002	3	0	2	0	3	10.5	0	7.5	0	12	5.50	65.10	1	Routine Maintenance
Klondike	192.0	196.5	4.5	6	2002	0.5	2	0.5	2	0	13.5	1.25	13.5	2.5	0	5.75	60.81	1	Routine Maintenance

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Table 2

**Potential Pavement Rehabilitation Projects
Based on 2002 Evaluations - YTG Sections**

Highway	Start	End	Len gth	Age	Year	Severity					Weighted					Ride Score	PCI	Action	Comments
						Ravel ling	Bleed ing	Rut ting	Whl Tr Single	Whl Tr Gator	Ravel ling	Bleed ing	Rut ting	Whl Tr Single	Whl Tr Gator				
Klondike	196.5	198.0	1.5	25	2002	3	2	1	2	2	18	1.25	15	2.5	7.5	5.50	56.82	7	Surfacing < 2 Years; Resurface now.
Klondike	201.0	210.0	9.0	24	2002	3	2	3	3	3	10.5	1.25	18	6	12	5.25	44.62	7	Surfacing < 2 Years; Resurface now.
Klondike	210.0	217.0	7.0	24	2002	3	2	3	2	2	10.5	1.25	12	6	9	4.75	48.31	7	Surfacing < 2 Years
Klondike	217.0	224.3	7.3	25	2002	2	0.5	3	2	0	7.5	0.5	21	2.5	0	5.25	56.54	8	Surfacing < 5 Years
Klondike	224.3	227.5	3.2	24	2002	3	1	4	3	3	10.5	0.75	21	6	10.5	4.75	46.06	7	Surfacing < 2 Years
Klondike	230.2	231.1	0.9	24	2002	3	0	3	2	3	12	0	12	6	12	5.00	49.81	7	Surfacing < 2 Years
Klondike	234.8	236.4	1.6	11	2002	3	0	3	2	2	12	0	21	5	7.5	5.00	47.50	7	Surfacing < 2 Years
Klondike	236.4	247.7	11.3	24	2002	2	2	3	2	3	18	1.25	15	6	10.5	5.00	47.02	7	Surfacing < 2 Years
Klondike	276.0	291.1	15.1	22	2002	1	1	2	1	0	15	0.75	18	4	0	5.50	59.16	1	Routine Maintenance
Klondike	345.3	354.0	8.7	24	2002	1	0	1	1	0	15	0	15	1.5	0	5.25	58.58	1	Routine Maintenance
Klondike	354.0	356.0	2.0	24	2002	3	0	1	2	0	10.5	0	15	2.5	0	5.00	57.70	1,2	Routine Maintenance- Spot Patching; Severe ravel at km 355.5
Klondike	356.0	360.0	4.0	24	2002	0.5	0	1	2	0	13.5	0	15	2.5	0	5.25	59.56	1	Routine Maintenance
Haines	78.0	89.0	11.0	20	2002	3	0	0	2	0	12	0	0	2.5	0	5.75	65.76	1	Routine Maintenance; Transverse cracking starting from shoulder towards centre-line. Block ratings not recorded. Chose moderate and few.
Haines	89.0	104.0	15.0	16	2002	3	0	1	1	0	10.5	0	15	1.5	0	5.50	59.08	1	Routine Maintenance
Haines	104.0	116.0	12.0	16	2002	1	0.5	1	1	0	15	0.5	15	1.5	0	5.50	55.15	1	Routine Maintenance
Campbell	0.0	4.0	4.0	9	2002	1	0	0.5	2	0	15	0	13.5	2.5	0	5.75	59.78	1	Routine Maintenance
Total:			224.4																

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Table 3 Rehabilitation Alternatives PWGSC Pavements

Highway	From	To	Chip Seal	Micro-Surface	Thin Overlay	Thick Overlay	Mill & Thin Overlay	Mill & Thick Overlay	Hot Recycle Chip Seal	Hot Recycle Thin Overlay	Hot Recycle Thick Overlay	Cold Recycle Chip Seal	Cold Recycle Overlay	Cold Recycle Thick Overlay	Add Base Overlay	Add Base BST	Recons truct Subgr. Pave	Recons truct Subgr. BST	Extra Maint.
Alaska	156.0	162.0			①		①						②						
Alaska	162.0	170.0			①		①						②						
Alaska	359.0	366.0			①	②	①	②											
Alaska	366.0	380.0			①	②	①	②						②					
Alaska	380.0	390.0			①	②	①	②						②					
Alaska	390.0	399.0			①	②	①	②						②					

① - most probable alternatives; ② - possible alternatives

Table 4 Rehabilitation Alternatives YTG Pavements

Highway	From	To	Chip Seal	Micro-Surface	Thin Overlay	Thick Overlay	Mill & Thin Overlay	Mill & Thick Overlay	Hot Recycle Chip Seal	Hot Recycle Thin Overlay	Hot Recycle Thick Overlay	Cold Recycle Chip Seal	Cold Recycle Overlay	Cold Recycle Thick Overlay	Add Base Overlay	Add Base BST	Recons truct Subgr. Pave	Recons truct Subgr. BST	Extra Maint.
Alaska	1014.0	1021.0			②	②	①			②									
Alaska	1021.0	1024.9			②	②	①			②									
Alaska	1390.0	1400.0			②	②	①			②			②						
Alaska	1400.0	1410.0			②	②	①			②			②						
Alaska	1410.0	1420.0			②	②	①			②			②			②		②	
Alaska	1429.0	1439.4			②	①	②	①			②				②	②	②	②	①
Alaska	1460.0	1470.0	②	①															①
Alaska	1470.0	1475.0	②	①															①
Alaska	1475.0	1476.5	②	①															①
Alaska	1475.0	1476.5	②	①															①
Alaska	1476.5	1478.0	②	①															①
Alaska	1478.0	1487.5	②	①															①
Alaska	1487.5	1493.0			①	②	①			②			②						
Alaska	1493.0	1500.0			①	②	①			②			②						
Alaska	1500.0	1506.0			②	②	②									①	①	①	①
Klondike	36.0	37.0	②	②	②	①													①
Klondike	192.0	196.5			②	②	②	②					①						
Klondike	196.5	198.0		②	②	②	②	①					①						①
Klondike	201.0	210.0				①	②	①					②	②	②	②			
Klondike	210.0	217.0				①	②	①					②	②	②	②			
Klondike	217.0	224.3				①	②	①					②	②	②	②			
Klondike	224.3	227.5				①	②	①					②	②	②	②			
Klondike	230.2	231.1				①	②	①					②	①	②	①			
Klondike	234.8	236.4				①	②	①					②	①	②	①			
Klondike	236.4	247.7				①	②	①					②	①	②	①			
Klondike	276.0	291.1			②		①					①	①	②					
Klondike	345.3	354.0			②		①					①	①	②					
Klondike	354.0	356.0			②		①					②	②						
Klondike	356.0	360.0			②		①					②	②						
Haines	89.0	104.0			②		①			②			②						①
Haines	104.0	116.0			②		①			②			②						

① - most probable alternatives; ② - possible alternatives

TABLE 5

STATISTICAL COMPARISON OF PCI OF PAVED HIGHWAYS
 USING THE t TEST TO COMPARE HIGHWAYS TO THE OVERALL AVERAGE
 OF PAVEMENTS WITHOUT THE HAINES ROAD

Age	Overall Average Without Haines Road		Alaska Highway Km 0-450	Alaska Highway Km 968-1454	Klondike Highway	Haines Road	Campbell Highway
	Average	Std. Dev	Average	Average	Average	Average	Average
0	83.18	6.84	81.78 Same	81.64 Same	84.72 Same		88.00 Same
1	80.67	6.96	81.08 Same	86.16 Same	73.85 Same		81.92 Same
2	76.37	6.18	75.08 Same	82.58 Same	78.39 Same	81.75 Same	77.12 Same
3	74.93	4.78	75.23 Same	72.48 Same	74.34 Same	81.14 Same	80.90 Same
4	70.88	6.09	71.25 Same	69.80 Same	69.95 Same	80.35 Not Same	72.23 Same
5	68.84	5.89	70.21 Same	69.32 Same	66.30 Same	77.44 Not Same	60.86 Same
6	67.76	6.15	68.71 Same	64.81 Same	65.78 Same	75.58 Not Same	71.09 Same
7	63.92	5.37	63.58 Same	63.46 Same	65.19 Same	75.76 Not Same	66.14 Same
8	63.36	5.02	62.11 Same	66.93 Same	63.75 Same	77.17 Not Same	61.40 Same
9	64.14	7.37	62.08 Same	68.03 Same	63.37 Same	76.03 Not Same	61.46 Same
10	62.86	7.73	64.10 Same	64.91 Same	60.12 Same	71.42 Not Same	
11	63.10	7.90	66.97 Same	64.01 Same	58.55 Not Same	68.13 Same	
12	63.33	5.17	64.72 Same	61.80 Same	62.99 Same	69.57 Not Same	64.90 Same
13	62.97	7.84	67.80 Not Same	59.92 Same	57.88 Same	64.23 Same	78.27 Not Same
14	62.00	6.88	67.22 Not Same	60.79 Same	57.51 Not Same	68.55 Same	74.32 Not Same
15	62.09	6.44	61.96 Same	61.60 Same	62.26 Same	62.01 Same	65.20 Same
16	61.52	7.01	51.84 Same	60.74 Same	62.69 Same	60.97 Same	69.47 Same
17	58.59	4.92		60.29 Same	56.51 Same	61.09 Same	
18	58.52	4.64		59.16 Same	57.97 Same	64.19 Same	
19	57.54	6.54		59.77 Same	55.66 Same	54.41 Same	
20	55.64	7.54		57.16 Same	54.35 Same	64.74 Same	
21	55.57	5.34		55.42 Same	55.70 Same		
22	53.09	6.41		54.85 Same	51.59 Same		
23	53.05	6.01		55.50 Same	50.80 Same		
24	54.53	5.99		55.87 Same	53.56 Same		
25	56.17	5.71		54.15 Same	58.85 Same		
26	59.02	5.59		60.16 Same	55.59 Same		
27	56.77	1.27		57.58 Same	55.15 Same		
28	59.18	2.27		59.56 Same	58.41 Same		
29	58.24	4.43		58.24 Same			
30	57.87	1.46		57.87 Same			

TABLE 6

STATISTICAL COMPARISON OF RIDE SCORE OF PAVED HIGHWAYS
 USING THE t TEST TO COMPARE HIGHWAYS TO THE OVERALL AVERAGE
 OF PAVEMENTS WITHOUT THE HAINES ROAD

Age	Overall Average Without Haines Road		Alaska Highway Km 0-452	Alaska Highway Km 968-1506	Klondike Highway	Haines Road	Campbell Highway
	Average	Std. Dev	Average	Average	Average	Average	Average
0	6.73	0.58	6.59 Same	6.25 Same	6.75 Same		7.50 Same
1	6.83	0.52	6.90 Same	7.00 Same	6.33 Same		6.88 Same
2	6.69	0.46	6.69 Same	7.00 Same	6.56 Same	7.13 Same	6.63 Same
3	6.49	0.34	6.60 Same	6.17 Not Same	6.31 Same	7.38 Not Same	6.88 Same
4	6.29	0.49	6.37 Same	6.15 Same	6.13 Same	6.50 Same	6.38 Same
5	6.09	0.46	6.29 Same	5.92 Same	5.88 Same	6.25 Same	5.25 Not Same
6	6.05	0.34	6.18 Same	5.79 Same	5.81 Same	6.50 Not Same	6.00 Same
7	5.78	0.36	5.78 Same	5.83 Same	5.69 Same	6.44 Not Same	5.88 Same
8	5.85	0.24	5.81 Same	5.93 Same	5.88 Same	6.63 Not Same	6.00 Same
9	5.83	0.63	5.78 Same	5.94 Same	5.79 Same	6.56 Not Same	5.88 Same
10	5.74	0.51	5.63 Same	6.09 Not Same	5.60 Same	6.19 Same	
11	5.46	0.65	5.67 Same	5.64 Same	5.12 Not Same	6.06 Same	
12	5.66	0.39	5.59 Same	5.57 Same	5.75 Same	6.25 Not Same	6.38 Not Same
13	5.61	0.39	5.63 Same	5.48 Same	5.69 Same	6.06 Not Same	6.13 Same
14	5.58	0.34	5.59 Same	5.55 Same	5.52 Same	6.06 Not Same	6.00 Same
15	5.65	0.43	5.50 Same	5.66 Same	5.63 Same	5.81 Same	6.00 Same
16	5.66	0.38	5.38 Same	5.67 Same	5.65 Same	5.56 Same	6.00 Same
17	5.45	0.36		5.48 Same	5.40 Same	5.50 Same	
18	5.31	0.36		5.20 Same	5.40 Same	5.63 Same	
19	5.34	0.31		5.43 Same	5.27 Same	5.63 Same	
20	5.25	0.38		5.25 Same	5.25 Same	5.75 Same	
21	5.24	0.38		5.11 Same	5.35 Same		
22	5.23	0.36		5.14 Same	5.31 Same		
23	5.15	0.27		5.14 Same	5.17 Same		
24	5.20	0.30		5.25 Same	5.16 Same		
25	5.25	0.38		5.06 Same	5.50 Same		
26	5.31	0.37		5.17 Same	5.75 Same		
27	5.50	0.00		5.50 Same	5.50 Same		
28	5.50	0.20		5.38 Same	5.75 Same		
29	5.50	0.00		5.50 Same			
30	5.50	0.00		5.50 Same			

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Table 7 Years to Resurfacing YTG Sections

HIGHWAY	FROM	TO	LENGTH (KM)	RIDE SCORE 2002	PCI 2002	YEARS TO RESURFACING WHEN PCI REACHES		
						63	60	55
Klondike Hwy (2)	201.0	210.0	9.0	5.25	44.62	0	0	0
Klondike Hwy (2)	224.3	227.5	3.2	4.75	46.06	0	0	0
Klondike Hwy (2)	236.4	247.7	11.3	5.00	47.02	0	0	0
Klondike Hwy (2)	234.8	236.4	1.6	5.00	47.50	0	0	0
Klondike Hwy (2)	210.0	217.0	7.0	4.75	48.31	0	0	0
Alaska Hwy (1)	1500.0	1506.0	6.0	4.75	49.01	0	0	0
Klondike Hwy (2)	230.2	231.1	0.9	5.00	49.81	0	0	0
Alaska Hwy (1)	1429.0	1439.4	10.4	4.75	51.88	0	0	0
Alaska Hwy (1)	1493.0	1500.0	7.0	5.00	52.52	0	0	0
Alaska Hwy (1)	1410.0	1420.0	10.0	5.25	55.07	0	0	0
Haines Rd (3)	104.0	116.0	12.0	5.50	55.15	0	0	0
Alaska Hwy (1)	1014.0	1021.0	7.0	5.50	56.41	0	0	2
Klondike Hwy (2)	217.0	224.3	7.3	5.25	56.54	0	0	2
Klondike Hwy (2)	196.5	198.0	1.5	5.50	56.82	0	0	2
Klondike Hwy (2)	354.0	356.0	2.0	5.00	57.70	0	0	3
Alaska Hwy (1)	1390.0	1400.0	10.0	5.50	58.33	0	0	5
Klondike Hwy (2)	345.3	354.0	8.7	5.25	58.58	0	0	5
Haines Rd (3)	89.0	104.0	15.0	5.50	59.08	0	0	3
Klondike Hwy (2)	276.0	291.1	15.1	5.50	59.16	0	0	6
Alaska Hwy (1)	1487.5	1493.0	5.5	5.25	59.31	0	0	6
Alaska Hwy (1)	1021.0	1024.9	3.9	5.50	59.33	0	0	7
Alaska Hwy (1)	1400.0	1410.0	10.0	5.50	59.33	0	0	7
Klondike Hwy (2)	356.0	360.0	4.0	5.25	59.56	0	0	7
Alaska Hwy (1)	1476.5	1478.0	1.5	5.50	59.67	0	0	7
Campbell Hwy (4)	0.0	4.0	4.0	5.75	59.78	0	0	7
Alaska Hwy (1)	1470.0	1475.0	5.0	5.25	60.05	0	1	8
Alaska Hwy (1)	1478.0	1487.5	9.5	5.50	60.08	0	1	8
Klondike Hwy (2)	192.0	196.5	4.5	5.75	60.81	0	2	10
Alaska Hwy (1)	1460.0	1470.0	10.0	5.50	60.84	0	2	10
Campbell Hwy (4)	4.0	10.0	6.0	6.00	63.15	0	5	13
Alaska Hwy (1)	1454.5	1460.0	5.5	5.75	63.63	1	6	13
Haines Rd (3)	72.0	78.0	6.0	5.75	63.71	1	3	7
Klondike Hwy (2)	36.0	37.0	1.0	5.50	65.10	2	7	15
Haines Rd (3)	78.0	89.0	11.0	5.75	65.76	2	5	8
Alaska Hwy (1)	1475.0	1476.5	1.5	5.75	67.81	4	9	17
Klondike Hwy (2)	24.0	25.0	1.0	5.75	67.90	4	9	17
Alaska Hwy (1)	1475.0	1476.5	1.5	5.75	69.69	5	10	18
Alaska Hwy (1)	1439.4	1454.5	15.1	6.25	81.64	10	15	23
Klondike Hwy (2)	198.0	201.0	3.0	7.25	87.53	11	16	23

Table 8 Rehabilitation Schedule for PWGSC Pavements

HIGHWAY	FROM	TO	LENGTH (KM)	RIDE SCORE		PCI 2002	Pavement Required	Cycle 1	
				2002	2002			Overlay	BST
Alaska Hwy (BC97)	380.0	390.0	10.0	5.3	58.25	2002	2002	2004	2014
Alaska Hwy (BC97)	359.0	366.0	7.0	5.5	60.08	2002	2002	2004	2014
Alaska Hwy (BC97)	366.0	380.0	14.0	5.5	61.34	2002	2002	2004	2014
Alaska Hwy (BC97)	162.0	170.0	8.0	5.5	61.50	2002	2002	2004	2014
Alaska Hwy (BC97)	156.0	162.0	6.0	5.5	62.17	2002	2002	2005	2015
Alaska Hwy (BC97)	425.0	436.0	11.0	5.5	63.34	2003	2003	2005	2015
Alaska Hwy (BC97)	390.0	399.0	9.0	5.5	63.43	2003	2003	2005	2015
Alaska Hwy (BC97)	133.0	145.0	12.0	5.5	64.26	2004	2004	2005	2015
Alaska Hwy (BC97)	436.0	445.0	9.0	5.5	64.51	2004	2004	2006	2016
Alaska Hwy (BC97)	445.0	451.5	6.5	5.8	65.68	2005	2005	2006	2016
Alaska Hwy (BC97)	170.0	185.0	15.0	5.5	66.85	2006	2006	2006	2016
Alaska Hwy (BC97)	195.0	206.0	11.0	5.5	67.02	2006	2006	2007	2017
Alaska Hwy (BC97)	145.0	156.0	11.0	5.5	67.27	2006	2006	2007	2017
Alaska Hwy (BC97)	185.0	195.0	10.0	5.8	68.16	2007	2007	2007	2017
Alaska Hwy (BC97)	410.0	420.0	10.0	5.5	69.11	2007	2007	2007	2017
Alaska Hwy (BC97)	420.0	425.0	5.0	5.5	69.69	2007	2007	2007	2017
Alaska Hwy (BC97)	399.0	410.0	11.0	6.0	77.20	2011	2011	2007	2017

Table 9 Funding Plans YTG Pavements

Rehabilitate When PCI Reaches

	63	60	55
Cost/Km	150,000	190,000	230,000

1 Year Catch-Up Plan

2003	\$ 43,732,000	\$ 38,932,000	\$ 18,032,000
2004	\$ 1,800,000	\$ 2,755,000	\$ 3,634,000
2005	\$ -	\$ 1,140,000	\$ 3,910,000
2006	\$ 375,000	\$ -	\$ -
2007	\$ 225,000	\$ 3,230,000	\$ 4,301,000

2 Year Catch-Up Plan

2003	\$ 22,766,000	\$ 20,843,500	\$ 10,833,000
2004	\$ 22,766,000	\$ 20,843,500	\$ 10,833,000
2005	\$ -	\$ 1,140,000	\$ 3,910,000
2006	\$ 375,000	\$ -	\$ -
2007	\$ 225,000	\$ 3,230,000	\$ 4,301,000

3 Year Catch-Up Plan

2003	\$ 15,177,333	\$ 14,275,667	\$ 8,525,333
2004	\$ 15,177,333	\$ 14,275,667	\$ 8,525,333
2005	\$ 15,177,333	\$ 14,275,667	\$ 8,525,333
2006	\$ 375,000	\$ -	\$ -
2007	\$ 225,000	\$ 3,230,000	\$ 4,301,000

4 Year Catch-Up Plan

2003	\$ 11,476,750	\$ 10,706,750	\$ 6,394,000
2004	\$ 11,476,750	\$ 10,706,750	\$ 6,394,000
2005	\$ 11,476,750	\$ 10,706,750	\$ 6,394,000
2006	\$ 11,476,750	\$ 10,706,750	\$ 6,394,000
2007	\$ 225,000	\$ 3,230,000	\$ 4,301,000

Table 10 Funding Plans PWGSC Pavements

Rehabilitate When PCI Reaches

	63	60	55
Cost/Km	150,000	190,000	230,000

1 Year Catch-Up Plan

2003	\$ 10,430,000	\$ -	\$ -
2004	\$ 3,150,000	\$ 7,410,000	\$ -
2005	\$ 975,000	\$ 7,220,000	\$ -
2006	\$ 5,550,000	\$ 5,795,000	\$ -
2007	\$ 3,750,000	\$ 11,020,000	\$ -

2 Year Catch-Up Plan

2003	\$ 6,790,000	\$ 3,705,000	\$ -
2004	\$ 6,790,000	\$ 3,705,000	\$ -
2005	\$ 975,000	\$ 7,220,000	\$ -
2006	\$ 5,550,000	\$ 5,795,000	\$ -
2007	\$ 3,750,000	\$ 11,020,000	\$ -

3 Year Catch-Up Plan

2003	\$ 4,851,667	\$ 4,876,667	\$ -
2004	\$ 4,851,667	\$ 4,876,667	\$ -
2005	\$ 4,851,667	\$ 4,876,667	\$ -
2006	\$ 5,550,000	\$ 5,795,000	\$ -
2007	\$ 3,750,000	\$ 11,020,000	\$ -

4 Year Catch-Up Plan

2003	\$ 5,026,250	\$ 5,106,250	\$ -
2004	\$ 5,026,250	\$ 5,106,250	\$ -
2005	\$ 5,026,250	\$ 5,106,250	\$ -
2006	\$ 5,026,250	\$ 5,106,250	\$ -
2007	\$ 3,750,000	\$ 11,020,000	\$ -

Table A
Pavement Ratings
Based on 2002 Evaluations - PWGSC Sections

Highway	Start	End	Dir	Age	Ravelling		Bleeding		Rippling		Rutting		Distortions		Wh. Trk. Single		Wh. Trk. Gator		C/L Single		C/L Gator		Edge Single		Edge Gator		Tran. Single		Tran. Gator		Long. Mean.		Block		DMI	Ride Score	PCI	Action	Comments	
					Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.						Sev.
Alaska Hwy (BC97)	133.0	145.0	c	15	0.5	0.5	3	0.5	0	0	2	4	2	0.5	0	0	0	0	0	0	0	0	0	0.5	0.5	0	0	2	4	0	0	2	0.5	0	0	39.25	5.50	64.26	1,2,8	Routine Maintenance-Spot Patching-Surfacing < 5 Years
Alaska Hwy (BC97)	145.0	156.0	c	15	0.5	0.5	1	0.5	0	0	1	4	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0.5	0	0	2	0.5	0	0	30.25	5.50	67.27	1,2,8	Routine Maintenance-Spot Patching-Surfacing < 5 Years	
Alaska Hwy (BC97)	156.0	162.0	c	12	0.5	0.5	0	0	0	0	1	4	1	0.5	2	3	1	2	0	0	0	0	0	0	0	0	3	1	0	0	2	3	0	0	45.50	5.50	62.17	1,7	Routine Maintenance-Surfacing < 2 Years; Possibly put in next contract BST.	
Alaska Hwy (BC97)	162.0	170.0	c	12	1	0.5	0	0	0	0	1	4	1	0.5	1	1	1	0.5	0	0	0	0	0	0	0	0	3	2	3	0.5	1	0.5	0	0	47.50	5.50	61.50	1,8	Routine Maintenance-Surfacing < 5 Years	
Alaska Hwy (BC97)	170.0	185.0	c	12	0.5	0.5	0.5	0.5	0	0	1	4	1	0.5	2	0.5	0	0	0	0	0	0	0	0	0	0	3	0.5	0	0	2	0.5	0	0	31.50	5.50	66.85	1,8	Routine Maintenance-Surfacing < 5 Years	
Alaska Hwy (BC97)	185.0	195.0	c	12	2	0.5	0.5	0.5	0	0	1	4	1	0.5	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	31.50	5.75	68.16	1	Routine Maintenance	
Alaska Hwy (BC97)	195.0	206.0	c	12	1	0.5	0	0	0	0	1	4	1	0.5	1	0.5	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0.5	0	0	31.00	5.50	67.02	1	Routine Maintenance	
Alaska Hwy (BC97)	359.0	366.0	c	13	1	0.5	1	2	0	0	1	4	2	0.5	2	2	0	0	1	0.5	0	0	0	0	0	0	2	4	2	0.5	2	3	0	0	51.75	5.50	60.08	1,8	Routine Maintenance-Surfacing < 5 Years	
Alaska Hwy (BC97)	366.0	380.0	c	13	0	0	1	0.5	0	0	0.5	4	2	0.5	3	0.5	0	0	2	0.5	0	0	0	0	0	0	2	3	3	0.5	2	3	1	1	48.00	5.50	61.34	1,8	Routine Maintenance-Surfacing < 5 Years	
Alaska Hwy (BC97)	380.0	390.0	c	13	1	0.5	0	0	0	0	1	2	2	0.5	2	0.5	1	0.5	3	2	0	0	2	0.5	0	0	1	4	3	0.5	3	2	1	2	53.75	5.25	58.25	1,8	Routine Maintenance-Surfacing < 5 Years	
Alaska Hwy (BC97)	390.0	399.0	c	13	1	0.5	0.5	0.5	0	0	1	1	1	0.5	2	1	0	0	2	2	0	0	2	0.5	0	0	1	4	2	1	2	3	1	1	41.75	5.50	63.43	1,8	Routine Maintenance-Surfacing < 5 Years	
Alaska Hwy (BC97)	399.0	410.0	m	14	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	1	0.5	0	0	0	0	0	0	1	3	0	0	0	0	0	0	9.25	6.00	77.20	1	Routine Maintenance; Micro surfaced.	
Alaska Hwy (BC97)	410.0	420.0	c	14	0.5	0.5	0	0	0	0	0.5	0.5	1	0.5	2	1	0	0	2	3	0	0	0	0	0	0	2	2	0	0	2	2	1	0.5	24.75	5.50	69.11	1	Routine Maintenance	
Alaska Hwy (BC97)	420.0	425.0	c	14	0	0	1	0.5	0	0	3	1	1	0.5	1	0.5	0	0	1	0.5	0	0	0	0	0	0	1	1	0	0	1	0.5	0	0	23.00	5.50	69.69	1,5	Routine Maintenance-Base Subgrade Repairs	
Alaska Hwy (BC97)	425.0	436.0	m	14	0	0	0	0	0	0	2	3	1	0.5	1	0.5	3	0.5	1	0.5	0	0	1	0.5	0	0	1	4	0	0	1	3	0	0	42.00	5.50	63.34	1,5	Routine Maintenance-Base Subgrade Repairs; Micro surfaced.	
Alaska Hwy (BC97)	436.0	445.0	m	9	2	0.5	0	0	0	0	1	4	1	0.5	1	3	0	0	1	0.5	0	0	1	0.5	0	0	1	3	0	0	1	1	0	0	38.50	5.50	64.51	1	Routine Maintenance	
Alaska Hwy (BC97)	445.0	451.5	m	9	0	0	0	0	0	0	1	4	1	0.5	1	3	0	0	1	3	0	0	1	0.5	0	0	1	4	0	0	3	2	1	4	38.75	5.75	65.68	1,8	Routine Maintenance-Surfacing < 5 Years	

Key to Severity and Density Ratings:

	0	0.5	1	2	3	4
Severity	None	Very Slight	Slight	Moderate	Severe	Very Severe
Density	None	Few	Intermittent	Frequent	Extensive	Throughout

Table B
Pavement Ratings
Based on 2002 Evaluations - YTG Sections

Highway	Start	End	Dir	Age	Ravelling		Bleeding		Rippling		Rutting		Distortions		Wh. Trk. Single		Wh. Trk. Gator		C/L Single		C/L Gator		Edge Single		Edge Gator		Tran. Single		Tran. Gator		Long. Mean.		Block		DMI	Ride Score	PCI	Action	Comments
					Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.					
Alaska Hwy (1)	1014.0	1021.0		30	2	4	0	0	0	0	0.5	4	0.5	0.5	2	0.5	0	0	2	1	0	0	0	0	0	0	2	4	2	2	2	3	2	0.5	62.75	5.50	56.41	1	Routine Maintenance
Alaska Hwy (1)	1021.0	1024.9		30	2	4	0	0	0	0	0.5	4	0.5	0.5	1	0.5	0	0	2	0.5	0	0	2	0.5	0	0	2	4	1	0.5	2	3	0	0	54.00	5.50	59.33	1	Routine Maintenance
Alaska Hwy (1)	1390.0	1400.0		24	0.5	4	0	0	0	0	0.5	4	1	0.5	1	0.5	0	0	1	3	0	0	0	0	0	0	1	4	2	1	2	4	1	3	57.00	5.50	58.33	1	Routine Maintenance
Alaska Hwy (1)	1400.0	1410.0		24	1	4	0	0	0	0	0.5	4	0	0	1	0.5	0	0	1	4	0	0	0	0	0	0	1	4	2	1	1	4	1	4	54.00	5.50	59.33	1	Routine Maintenance
Alaska Hwy (1)	1410.0	1420.0		24	2	4	0	0	0	0	0.5	4	1	0.5	1	0.5	0	0	2	4	0	0	0	0	0	0	1	4	2	1	2	4	2	4	63.50	5.25	55.07	1,8	Routine Maintenance-Surfacing < 5 Years; Overlay < 3 years.
Alaska Hwy (1)	1429.0	1439.4		26	1	4	0	0	0	0	1	4	3	0.5	1	1	0	0	1	4	0	0	0	0	0	0	1	4	2	1	1	4	1	4	66.50	4.75	51.88	1,7	Routine Maintenance-Surfacing < 2 Years; Overlay < 2 years.
Alaska Hwy (1)	1439.4	1454.5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.75	6.25	81.64	1	Routine Maintenance; Overlay 2002. Mat appears to be segregated.
Alaska Hwy (1)	1454.5	1460.0		17	3	0.5	0	0	0	0	0.5	4	2	0.5	1	0.5	0	0	2	1	0	0	2	0.5	0	0	1	4	0	0	1	3	0	0	44.75	5.75	63.63	1	Routine Maintenance; Ravels patched 2002
Alaska Hwy (1)	1460.0	1470.0		17	3	0.5	0	0	0	0	0.5	4	1	0.5	1	1	0	0	2	2	0	0	2	2	0	0	2	4	0	0	2	4	2	4	49.50	5.50	60.84	1	Routine Maintenance
Alaska Hwy (1)	1470.0	1475.0		17	3	0.5	0	0	0	0	0.5	4	1	0.5	1	1	0	0	2	1	0	0	2	0.5	0	0	2	4	0	0	2	4	2	4	48.25	5.25	60.05	1	Routine Maintenance
Alaska Hwy (1)	1475.0	1476.5	N	9	3	0.5	0	0	0	0	0.5	4	0	0	0	0	0	0	2	3	0	0	0	0	0	0	2	1	0	0	2	1	0	0	32.50	5.75	67.81	1	Routine Maintenance
Alaska Hwy (1)	1475.0	1476.5	S	9	3	1	0	0	0	0	0	0	0	0	2	0.5	0	0	2	0.5	0	0	0	0	0	0	1	3	0	0	3	3	2	0.5	27.00	5.75	69.69	1	Routine Maintenance
Alaska Hwy (1)	1476.5	1478.0		17	3	0.5	0	0	0	0	1	4	2	0.5	2	1	0	0	2	3	0	0	2	1	0	0	1	4	0	0	2	4	1	3	53.00	5.50	59.67	1	Routine Maintenance; Ravels patched.
Alaska Hwy (1)	1478.0	1487.5		17	3	0.5	0	0	0	0	1	4	2	0.5	2	1	0	0	2	3	0	0	2	1	0	0	1	4	0	0	2	4	1	0.5	51.75	5.50	60.08	1,2	Routine Maintenance-Spot Patching; Most ravels patched.
Alaska Hwy (1)	1487.5	1493.0		23	0.5	4	0	0	0	0	0.5	4	2	0.5	2	0.5	0	0	2	3	0	0	1	1	0	0	1	4	0	0	3	1	1	1	50.50	5.25	59.31	1,7,14	Routine Maintenance-Surfacing < 2 Years-Spot Improvements
Alaska Hwy (1)	1493.0	1500.0		23	3	0.5	0	0	0	0	0.5	4	2	3	1	0.5	0	0	2	3	0	0	2	3	0.5	0.5	1	4	2	0.5	2	4	2	3	68.00	5.00	52.52	1,7,14	Routine Maintenance-Surfacing < 2 Years-Spot Improvements; Edge single rating not recorded. Chose moderate and extensive.
Alaska Hwy (1)	1500.0	1506.0		23	2	4	0.5	4	0	0	1	4	3	1	2	0.5	0	0	1	4	0	0	1	1	0	0	1	4	2	1	2	4	1	4	75.75	4.75	49.01	11	Reconstruct < 5 Years
Klondike Hwy (2)	24.0	25.0		11	3	3	0	0	0	0	0	0	0	0.5	0.5	3	0.5	1	0.5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	32.25	5.75	67.90	1	Routine Maintenance	
Klondike Hwy (2)	36.0	37.0		11	3	0.5	0	0	0	0	2	0.5	0	0	0	0	3	1	2	0.5	0	0	0	0	0	2	1	0	0	2	0.5	0	0	36.75	5.50	65.10	1	Routine Maintenance	
Klondike Hwy (2)	192.0	196.5		6	0.5	4	2	0.5	0	0	0.5	4	1	0.5	2	0.5	0	0	1	4	0	0	1	0.5	0	0	2	4	0	0	2	4	1	4	53.00	5.75	60.81	1	Routine Maintenance
Klondike Hwy (2)	196.5	198.0		25	3	3	2	0.5	0	0	1	4	0	0	2	0.5	2	0.5	2	4	0	0	2	0.5	0	0	3	1	0	0	2	4	2	4	61.50	5.50	56.82	7	Surfacing < 2 Years; Resurface now.
Klondike Hwy (2)	198.0	201.0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7.25	87.53	1	Routine Maintenance	
Klondike Hwy (2)	201.0	210.0		24	3	0.5	2	0.5	0	0	3	3	1	0.5	3	3	3	1	2	4	2	0.5	2	0.5	0	0	3	4	3	3	2	4	2	4	95.50	5.25	44.62	7	Surfacing < 2 Years; Resurface now.
Klondike Hwy (2)	210.0	217.0		24	3	0.5	2	0.5	0	0	3	1	2	0.5	2	4	2	1	2	4	2	0.5	2	0.5	0	0	3	3	2	0.5	2	4	2	4	78.00	4.75	48.31	7	Surfacing < 2 Years
Klondike Hwy (2)	217.0	224.3		25	2	0.5	0.5	0.5	0	0	3	4	1	2	2	0.5	0	0	2	0.5	0	0	0.5	0.5	0	0	2	4	1	0.5	2	3	2	0.5	59.00	5.25	56.54	8	Surfacing < 5 Years
Klondike Hwy (2)	224.3	227.5		24	3	0.5	1	0.5	0	0	4	3	1	0.5	3	3	3	0.5	2	4	0.5	0.5	0.5	0.5	0	0	2	4	2	2	2	4	2	3	85.25	4.75	46.06	7	Surfacing < 2 Years
Klondike Hwy (2)	230.2	231.1		24	3	1	0	0	0	0	3	1	1	0.5	2	4	3	1	2	4	0	0	0	0	0	0	2	4	2	2	2	4	2	4	76.50	5.00	49.81	7	Surfacing < 2 Years
Klondike Hwy (2)	234.8	236.4		11	3	1	0	0	0	0	3	4	1	0.5	2	3	2	0.5	2	4	1	0.5	0	0	2	0.5	2	4	2	1	2	4	2	4	83.75	5.00	47.50	7	Surfacing < 2 Years
Klondike Hwy (2)	236.4	247.7		24	2	4	2	0.5	0	0	3	2	2	0.5	2	4	3	0.5	2	4	0	0	0	0	0	0	2	4	2	1	2	4	2	4	85.25	5.00	47.02	7	Surfacing < 2 Years

Key to Severity and Density Ratings:

	0	0.5	1	2	3	4
Severity	None	Very Slight	Slight	Moderate	Severe	Very Severe
Density	None	Few	Intermittent	Frequent	Extensive	Throughout

Table B
Pavement Ratings
Based on 2002 Evaluations - YTG Sections

Highway	Start	End	Dir	Age	Ravelling		Bleeding		Rippling		Rutting		Distortions		Wh. Trk. Single		Wh. Trk. Gator		C/L Single		C/L Gator		Edge Single		Edge Gator		Tran. Single		Tran. Gator		Long. Mean.		Block		DMI	Ride Score	PCI	Action	Comments	
					Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.	Sev.	Dens.						
Klondike Hwy (2)	276.0	291.1		22	1	4	1	0.5	0	0	2	4	1	0.5	1	3	0	0	2	1	0	0	1	0.5	0	0	1	4	0	0	1	4	0	0	54.50	5.50	59.16	1	Routine Maintenance	
Klondike Hwy (2)	345.3	354.0		24	1	4	0	0	0	0	1	4	1	1	1	0.5	0	0	1	3	0	0	1	0.5	0	0	1	4	0	0	1	4	1	4	52.75	5.25	58.58	1	Routine Maintenance	
Klondike Hwy (2)	354.0	356.0		24	3	0.5	0	0	0	0	1	4	1	0.5	2	0.5	0	0	2	4	0	0	2	0.5	0	0	2	4	0	0	2	4	2	4	51.75	5.00	57.70	1,2	Routine Maintenance-Spot Patching; Severe ravel at km 355.5	
Klondike Hwy (2)	356.0	360.0		24	0.5	4	0	0	0	0	1	4	0	0	2	0.5	0	0	2	3	0	0	2	0.5	0	0	2	4	0	0	2	4	2	4	49.75	5.25	59.56	1	Routine Maintenance	
Haines Rd (3)	72.0	78.0		20	2	4	0	0	0	0	0.5	4	1	0.5	0	0	0	0	0	0	0	0	0	2	2	0	0	2	1	0	0	3	0.5	0	0	44.50	5.75	63.71	1	Routine Maintenance
Haines Rd (3)	78.0	89.0		20	3	1	0	0	0	0	0	0	2	0.5	2	0.5	0	0	2	0.5	0	0	2	4	0	0	2	2	1	0.5	2	0.5	2	0.5	38.50	5.75	65.76	1	Routine Maintenance; Transverse cracking starting from shoulder towards centre-line. Block ratings not recorded. Chose moderate and few.	
Haines Rd (3)	89.0	104.0		16	3	0.5	0	0	0	0	1	4	1	0.5	1	0.5	0	0	2	1	0	0	2	3	0	0	2	4	2	1	3	0.5	1	0.5	54.75	5.50	59.08	1	Routine Maintenance	
Haines Rd (3)	104.0	116.0		16	1	4	0.5	0.5	0	0	1	4	1	0.5	1	0.5	0	0	2	2	0	0	2	4	2	3	2	1	3	1	2	0.5	0	0	66.50	5.50	55.15	1	Routine Maintenance	
Campbell Hwy (4)	0.0	4.0		9	1	4	0	0	0	0	0.5	4	2	0.5	2	0.5	0	0	2	3	0	0	0	0	0	0	2	4	0	0	2	4	2	4	56.00	5.75	59.78	1	Routine Maintenance	
Campbell Hwy (4)	4.0	10.0		9	2	4	0	0	0	0	0.5	4	0	0	1	0.5	0	0	2	1	0	0	0	0	0	0	2	4	0	0	2	4	2	4	49.50	6.00	63.15	1	Routine Maintenance	

Key to Severity and Density Ratings:

	0	0.5	1	2	3	4
Severity	None	Very Slight	Slight	Moderate	Severe	Very Severe
Density	None	Few	Intermittent	Frequent	Extensive	Throughout

APPENDIX C SAMPLE PAVEMENT EVALUATION FORM

Pavement Surfaces Data Input Form

Year: Date: Section No: Weather: YTG/PWGSC:

Highway: Section Start: Section End: Direction: Length:

Paved Width: Shoulder Width: Year Paved: Year Overlay: Age in 2003:

Chipsealed?: Year Chipseal: Asphalt: Base: Subbase:

	Severity of Distress						Density of Distress				
	None (0)	V. Sl. (0.5)	Sl. (1)	Mod. (2)	Sev. (3)	V. Sev. (4)	Few (0.5)	Inter. (1)	Freq. (2)	Ext. (3)	T'out (4)
Ravelling											
Bleeding											
Rippling											
Rutting											
Distortions											
LWT Single											
LWT Gator											
C-L Single											
C-L Gator											
Edge Single											
Edge Gator											
Trans. Single											
Trans. Gator											
Long. Meander											
Block											

Ride Score:

Shoulder Type Paved Partial Paved Sealed Gravel

Sh. Cracking	None	V. Sl.	Sl.	Mod.	Sev.	V. Sev.	Few	Inter.	Freq.	Ext.	T'out

Extent of Existing Maintenance						
	0%	<10%	10-20%	20-50%	50-80%	>80%
Manual Patching	0%	<10%	10-20%	20-50%	50-80%	>80%
Machine Patching	0%	<10%	10-20%	20-50%	50-80%	>80%
Spray Patches	0%	<10%	10-20%	20-50%	50-80%	>80%
Rout and Seal Cracks	0%	<10%	10-20%	20-50%	50-80%	>80%
Chip Sealed	0%	<10%	10-20%	20-50%	50-80%	>80%

Maintenance Strategy

(1) Routine Maintenance
 (2) Spot Patching
 (3) Long Patching
 (4) Rout and Seal Cracks
 (5) Base Subgrade Repairs
 (6) Seal Coat
 (7) Surfacing < 2 Years
 (8) Surfacing < 5 Years
 (9) Surfacing > 5 Years
 (10) Reconstruct < 2 Years
 (11) Reconstruct < 5 Years
 (12) Reconstruct > 5 Years
 (13) Drainage Improvements
 (14) Spot Improvements
 (15) Under Reconstruction/Rehabilitation

Last Year:
1,

Remarks:

DMI: PCI:

Last Year's Rating Information:

	Severity:	Density:		Severity:	Density:		Severity:	Density:	Ride Score:
Ravelling	2	4	LWT Single	2	0.5	Edge Gator	0	0	5.50
Bleeding	0	0	LWT Gator	0	0	Trans. Single	2	2	
Rippling	0	4	C-L Single	2	1	Trans. Gator	2	2	
Rutting	0.5	4	C-L Gator	0	0	Long. Meander	2	3	
Distortions	0.5	0.5	Edge Single	0	0	Block	2	0.5	56.41

APPENDIX D 2000 PAVEMENT MARKOV DATA

PAVEMENT PCI TRANSITION MATRIX

		90	85	80	75	70	65	60	55	50	45	40
4	90	0.0000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
17	85	0.0000	0.2941	0.2941	0.3529	0.0588	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
22	80	0.0000	0.0000	0.3636	0.3182	0.3182	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
67	75	0.0000	0.0000	0.0448	0.2985	0.5224	0.1343	0.0000	0.0000	0.0000	0.0000	0.0000
71	70	0.0000	0.0000	0.0141	0.0704	0.3803	0.3380	0.1831	0.0141	0.0000	0.0000	0.0000
89	65	0.0000	0.0000	0.0000	0.0112	0.0562	0.4494	0.3258	0.1236	0.0337	0.0000	0.0000
106	60	0.0000	0.0000	0.0000	0.0000	0.0189	0.0849	0.5849	0.1981	0.1038	0.0094	0.0000
51	55	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1754	0.4737	0.2982	0.0526	0.0000
29	50	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2414	0.4828	0.2414	0.0345
8	45	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3750	0.5000	0.1250
1	40	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.0000
INITIAL VECTOR		0.5	0.5	0	0	0	0	0	0	0	0	0

APPENDIX E INDIVIDUAL PAVEMENT DATA SHEETS

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1987	CHIPSEALED:	Yes
FROM:	133.0	OVERLAY DATE:		CHIPSEAL DATE:	2000
TO:	145.0	ASPHALT:	133	MICROSURFACED:	No
DIRECTION:	c	BASE:	200	MICROSURFACE DATE:	
Road Section:	101	SUBBASE:	0		
Age:	15				

2002 PAVEMENT DATA

	SEVERITY	EXTENT		DMI	39.25
RAVEL	Very Slight	Few		PCI	64.26
BLEEDING	Severe	Few		Ride Score	5.50
RIPPLING	None			Date Rated:	2002/07/22
RUTTING	Moderate	Throughout		Weather at Time of Rating:	
DISTORTIONS	Moderate	Few			
LWT SINGLE	None				
LWT ALLIGATOR	None				
CENTRE-LINE SINGLE	None				
CENTRE-LINE ALLIGATOR	None				
EDGE SINGLE	Very Slight	Few			
EDGE ALLIGATOR	None				
TRANSVERSE SINGLE	Moderate	Throughout			
TRANSVERSE ALLIGATOR	None				
LONGITUDINAL MEANDER	Moderate	Few			
BLOCK	None				



Panel Recommendation: **Routine Maintenance-Spot Patching-Surfacing < 5 Years-**
 Comments:

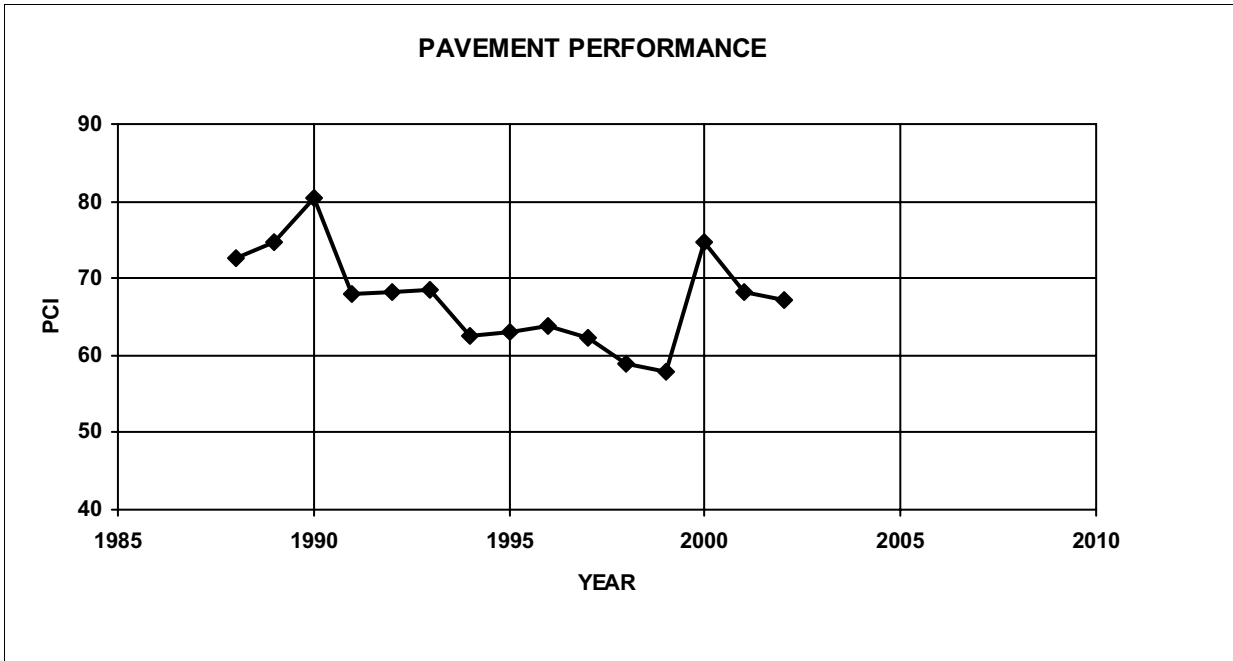
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1987	CHIPSEALED:	Yes
FROM:	145.0	OVERLAY DATE:		CHIPSEAL DATE:	2000
TO:	156.0	ASPHALT:	156	MICROSURFACED:	No
DIRECTION:	c	BASE:	0	MICROSURFACE DATE:	
Road Section:	102	SUBBASE:	380		
Age:	15				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	30.25
RAVEL	Very Slight	Few	PCI	67.27
BLEEDING	Slight	Few	Ride Score	5.50
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	2002/07/22
DISTORTIONS	Moderate	Few		
LWT SINGLE	None			
LWT ALLIGATOR	None		Weather at Time	
CENTRE-LINE SINGLE	None		of Rating:	
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Few		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Few		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-Spot Patching-Surfacing < 5 Years-**
 Comments:

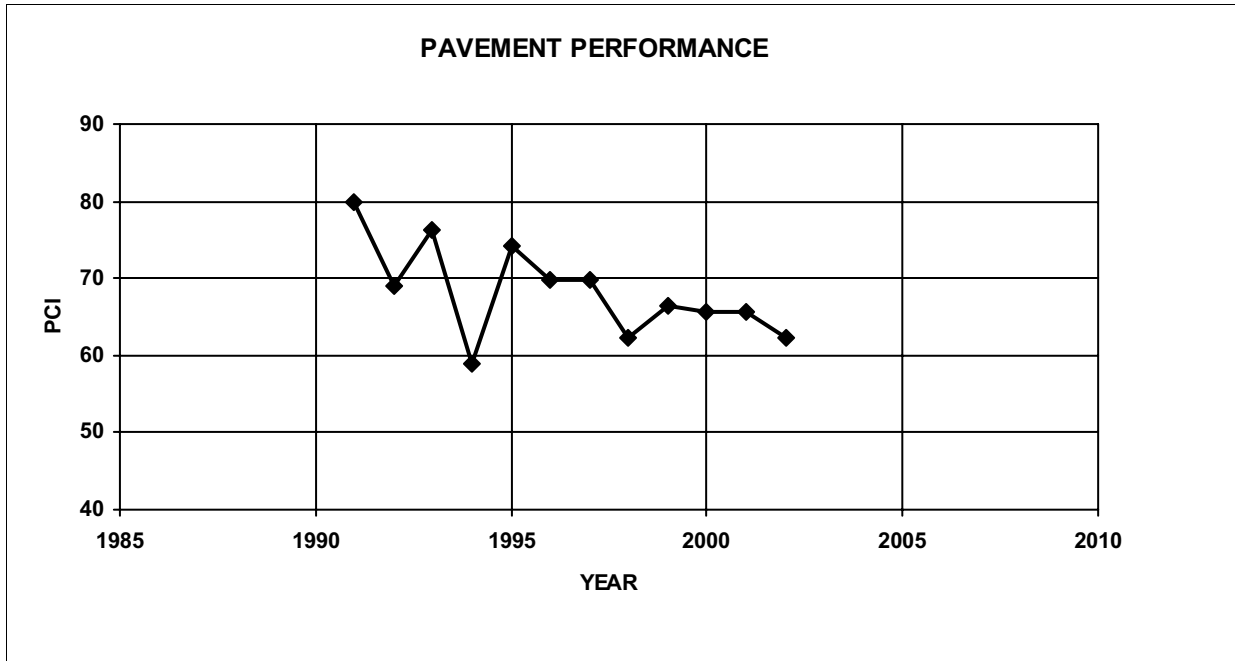
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1990	CHIPSEALED:	Yes
FROM:	156.0	OVERLAY DATE:		CHIPSEAL DATE:	1995
TO:	162.0	ASPHALT:		MICROSURFACED:	No
DIRECTION:	c	BASE:		MICROSURFACE DATE:	
Road Section:	103	SUBBASE:			
Age:	12				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	45.50
RAVEL	Very Slight	Few	PCI	62.17
BLEEDING	None		Ride Score	5.50
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	2002/07/22
DISTORTIONS	Slight	Few		
LWT SINGLE	Moderate	Extensive	Weather at Time of Rating:	
LWT ALLIGATOR	Slight	Frequent		
CENTRE-LINE SINGLE	None			
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Severe	Intermittent		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Extensive		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-Surfacing < 2 Years-**
 Comments: **Possibly put in next contract BST.**

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1990	CHIPSEALED:	Yes
FROM:	162.0	OVERLAY DATE:		CHIPSEAL DATE:	1995
TO:	170.0	ASPHALT:		MICROSURFACED:	No
DIRECTION:	c	BASE:		MICROSURFACE DATE:	
Road Section:	104	SUBBASE:			
Age:	12				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	47.50
RAVEL	Slight	Few	PCI	61.50
BLEEDING	None		Ride Score	5.50
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	
DISTORTIONS	Slight	Few	2002/07/22	
LWT SINGLE	Slight	Intermittent	Weather at Time	
LWT ALLIGATOR	Slight	Few	of Rating:	
CENTRE-LINE SINGLE	None			
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Severe	Frequent		
TRANSVERSE ALLIGATOR	Severe	Few		
LONGITUDINAL MEANDER	Slight	Few		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-Surfacing < 5 Years-**
 Comments:

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY: Alaska (97)	ASPHALT DATE: 1990	CHIPSEALED: Yes
FROM: 170.0	OVERLAY DATE:	CHIPSEAL DATE: 1996
TO: 185.0	ASPHALT: 80	MICROSURFACED: No
DIRECTION: c	BASE: 300	MICROSURFACE DATE:
Road Section: 105	SUBBASE: 0	
Age: 12		

2002 PAVEMENT DATA

	SEVERITY	EXTENT	
RAVEL	Very Slight	Few	DMI 31.50
BLEEDING	Very Slight	Few	PCI 66.85
RIPPLING	None		Ride Score 5.50
RUTTING	Slight	Throughout	Date Rated:
DISTORTIONS	Slight	Few	2002/07/22
LWT SINGLE	Moderate	Few	Weather at Time
LWT ALLIGATOR	None		of Rating:
CENTRE-LINE SINGLE	None		
CENTRE-LINE ALLIGATOR	None		
EDGE SINGLE	None		
EDGE ALLIGATOR	None		
TRANSVERSE SINGLE	Severe	Few	
TRANSVERSE ALLIGATOR	None		
LONGITUDINAL MEANDER	Moderate	Few	
BLOCK	None		



Panel Recommendation: **Routine Maintenance-Surfacing < 5 Years-**
 Comments:

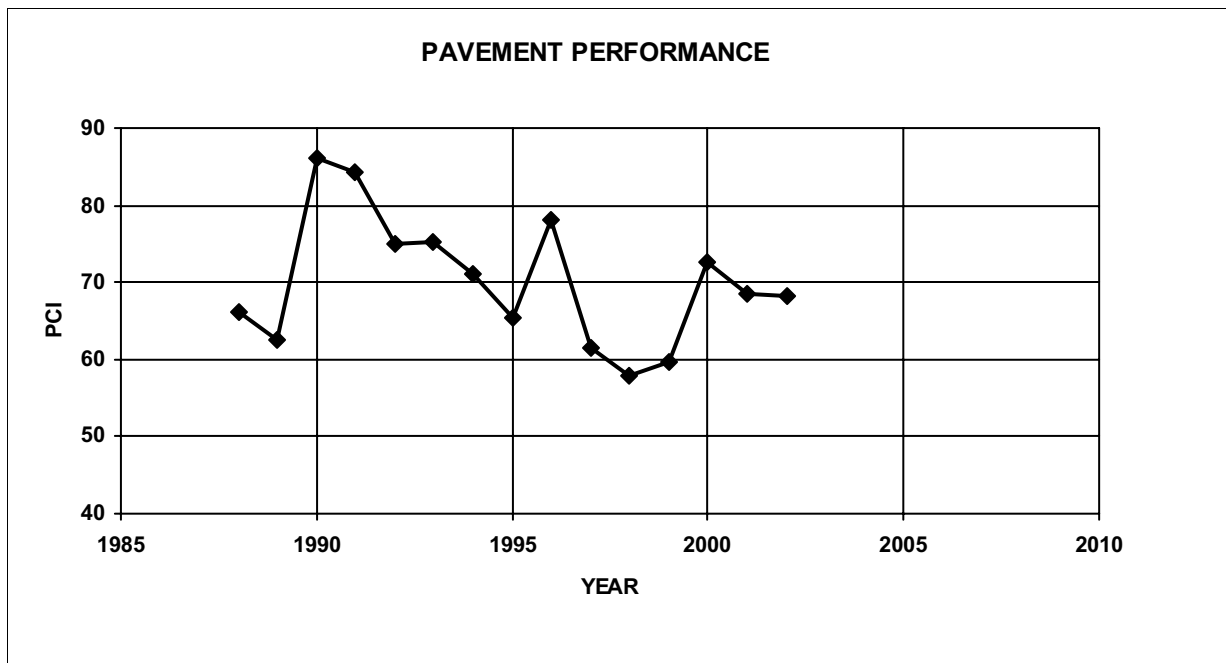
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1990	CHIPSEALED:	Yes
FROM:	185.0	OVERLAY DATE:		CHIPSEAL DATE:	2000
TO:	195.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:	c	BASE:	400	MICROSURFACE DATE:	
Road Section:	106	SUBBASE:	0		
Age:	12				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	31.50
RAVEL	Moderate	Few	PCI	68.16
BLEEDING	Very Slight	Few	Ride Score	5.75
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	2002/07/22
DISTORTIONS	Slight	Few		
LWT SINGLE	None		Weather at Time	
LWT ALLIGATOR	None		of Rating:	
CENTRE-LINE SINGLE	None			
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Frequent		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	None			
BLOCK	None			



Panel Recommendation: **Routine Maintenance-**
 Comments:

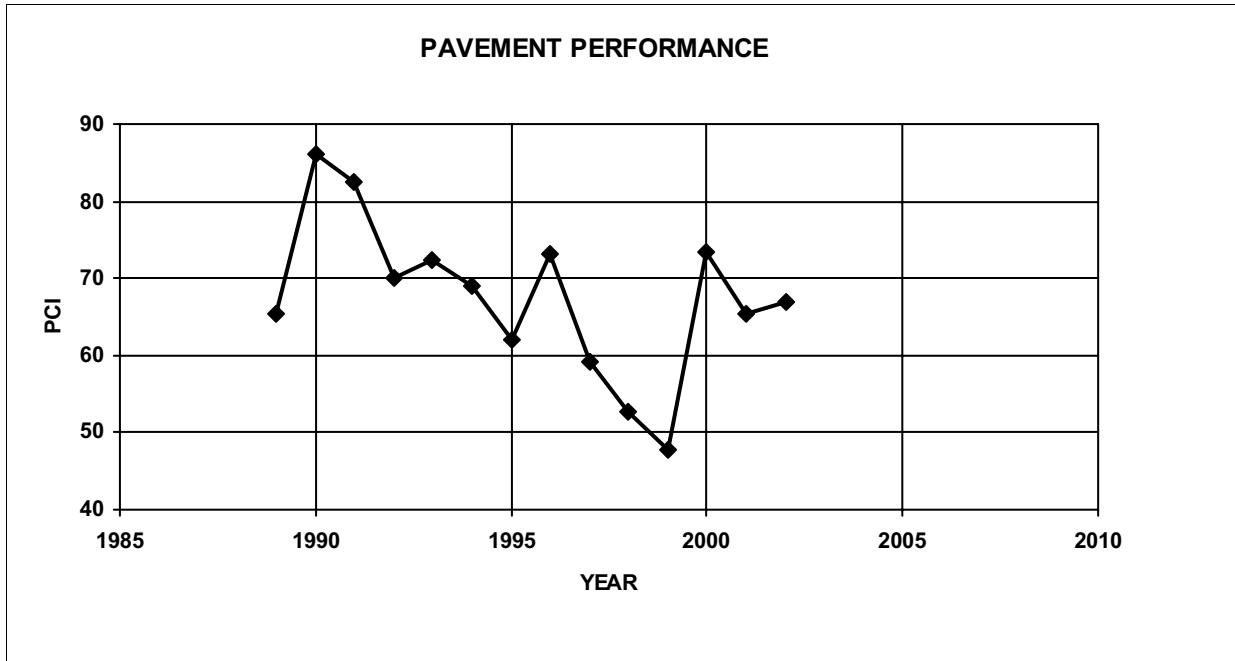
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1990	CHIPSEALED:	Yes
FROM:	195.0	OVERLAY DATE:		CHIPSEAL DATE:	2000
TO:	206.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:	c	BASE:	400	MICROSURFACE DATE:	
Road Section:	107	SUBBASE:	0		
Age:	12				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	31.00
RAVEL	Slight	Few	PCI	67.02
BLEEDING	None		Ride Score	5.50
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	2002/07/22
DISTORTIONS	Slight	Few		
LWT SINGLE	Slight	Few	Weather at Time of Rating:	
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	None			
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Intermittent		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Few		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-**
 Comments:

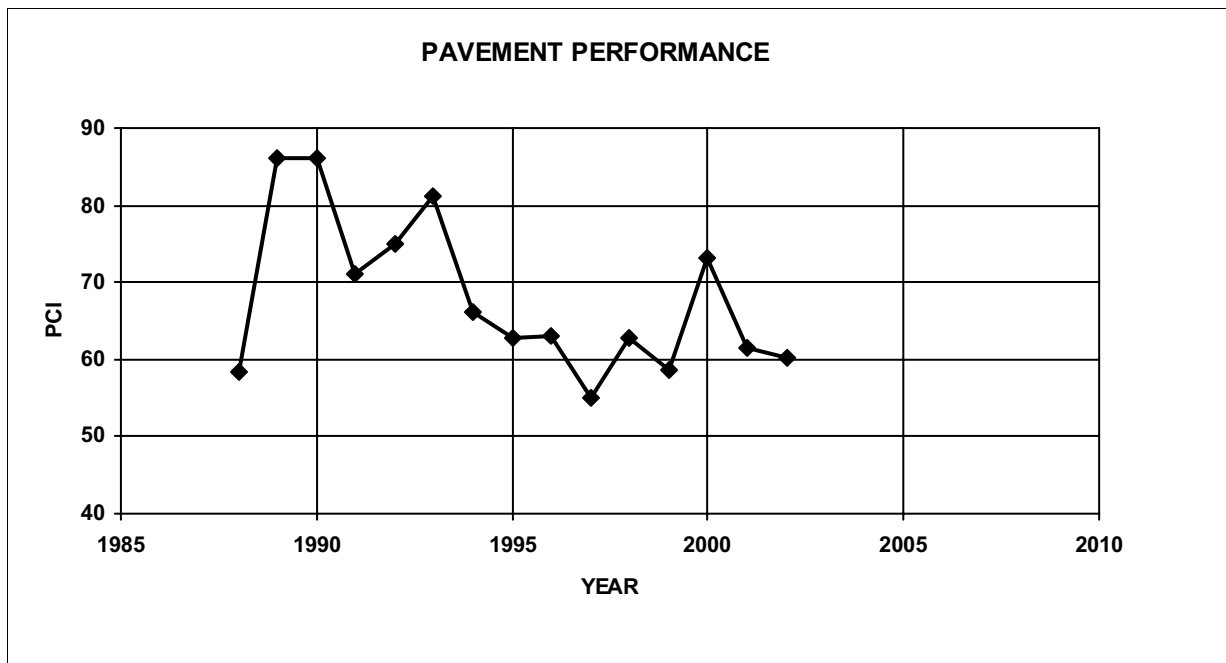
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1989	CHIPSEALED:	Yes
FROM:	359.0	OVERLAY DATE:		CHIPSEAL DATE:	2000
TO:	366.0	ASPHALT:	180	MICROSURFACED:	No
DIRECTION:	c	BASE:	80	MICROSURFACE DATE:	
Road Section:	108	SUBBASE:	300		
Age:	13				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	51.75
RAVEL	Slight	Few	PCI	60.08
BLEEDING	Slight	Frequent	Ride Score	5.50
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	2002/07/22
DISTORTIONS	Moderate	Few		
LWT SINGLE	Moderate	Frequent		
LWT ALLIGATOR	None		Weather at Time	
CENTRE-LINE SINGLE	Slight	Few	of Rating:	
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	Moderate	Few		
LONGITUDINAL MEANDER	Moderate	Extensive		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-Surfacing < 5 Years-**
 Comments:

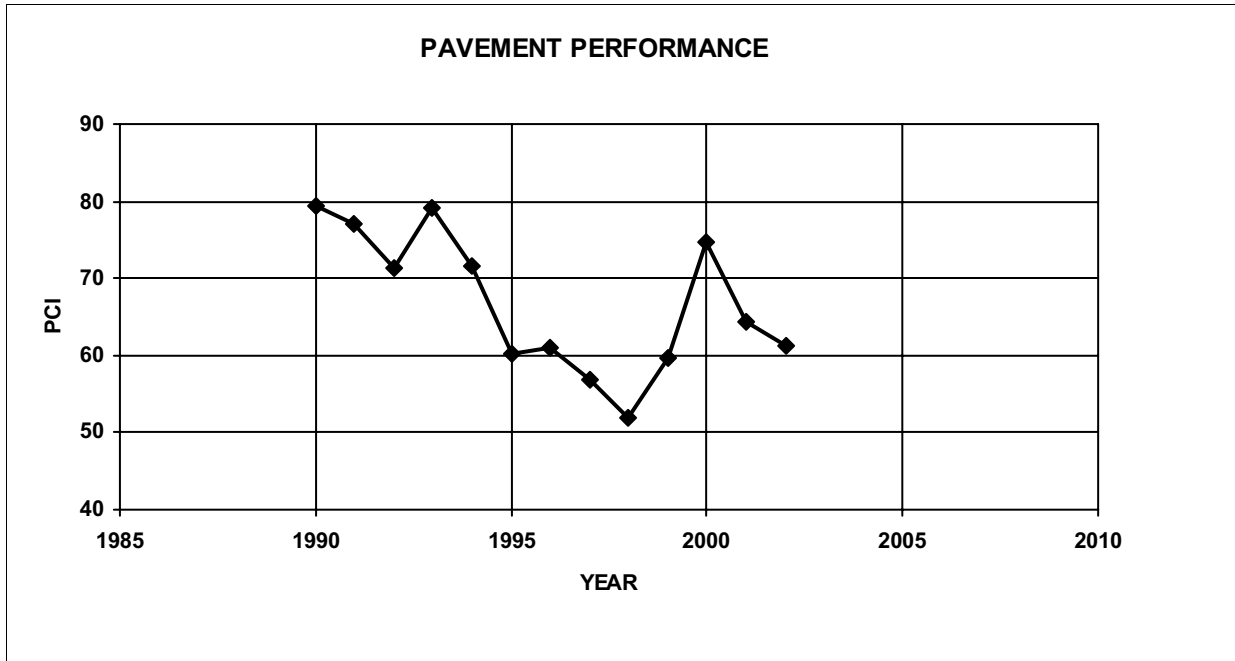
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1989	CHIPSEALED:	Yes
FROM:	366.0	OVERLAY DATE:		CHIPSEAL DATE:	2000
TO:	380.0	ASPHALT:	0	MICROSURFACED:	No
DIRECTION:	c	BASE:	80	MICROSURFACE DATE:	
Road Section:	109	SUBBASE:	300		
Age:	13				

2002 PAVEMENT DATA

	SEVERITY	EXTENT		
RAVEL	None		DMI	48.00
BLEEDING	Slight	Few	PCI	61.34
RIPPLING	None		Ride Score	5.50
RUTTING	Very Slight	Throughout	Date Rated:	
DISTORTIONS	Moderate	Few		2002/07/22
LWT SINGLE	Severe	Few	Weather at Time	
LWT ALLIGATOR	None		of Rating:	
CENTRE-LINE SINGLE	Moderate	Few		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Extensive		
TRANSVERSE ALLIGATOR	Severe	Few		
LONGITUDINAL MEANDER	Moderate	Extensive		
BLOCK	Slight	Intermittent		



Panel Recommendation: **Routine Maintenance-Surfacing < 5 Years-**
 Comments:

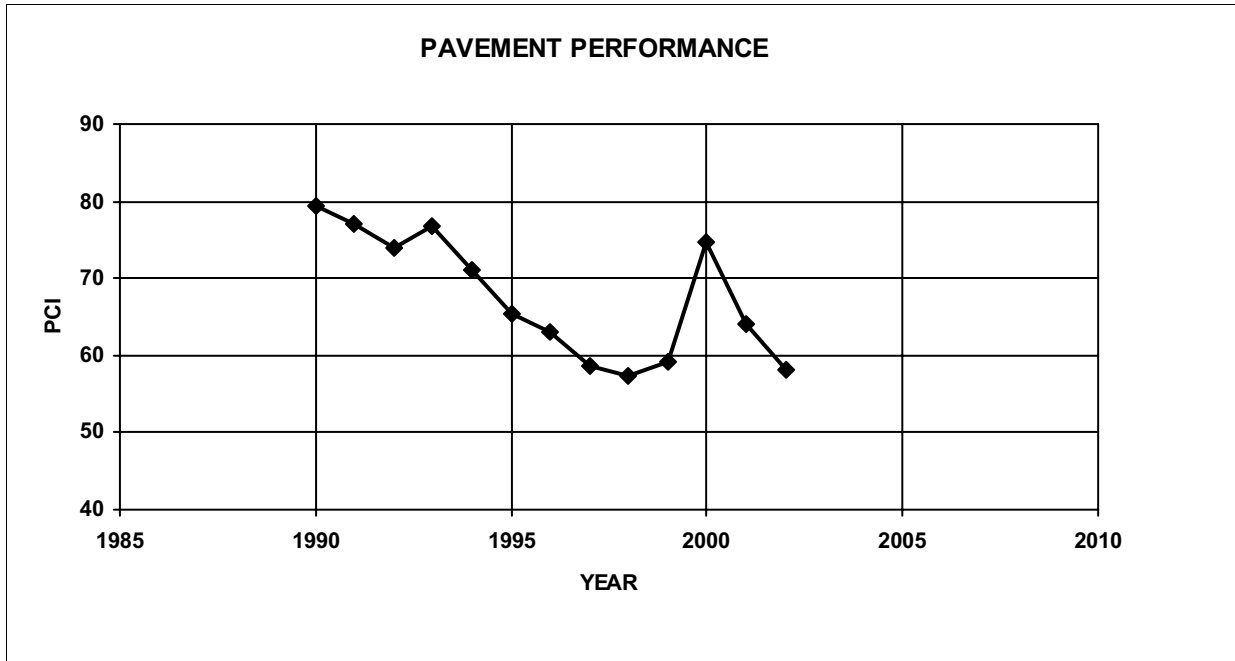
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1989	CHIPSEALED:	Yes
FROM:	380.0	OVERLAY DATE:		CHIPSEAL DATE:	2000
TO:	390.0	ASPHALT:	0	MICROSURFACED:	No
DIRECTION:	c	BASE:	80	MICROSURFACE DATE:	
Road Section:	110	SUBBASE:	300		
Age:	13				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	53.75
RAVEL	Slight	Few	PCI	58.25
BLEEDING	None		Ride Score	5.25
RIPPLING	None			
RUTTING	Slight	Frequent	Date Rated:	2002/07/22
DISTORTIONS	Moderate	Few		
LWT SINGLE	Moderate	Few		
LWT ALLIGATOR	Slight	Few	Weather at Time	
CENTRE-LINE SINGLE	Severe	Frequent	of Rating:	
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	Severe	Few		
LONGITUDINAL MEANDER	Severe	Frequent		
BLOCK	Slight	Frequent		



Panel Recommendation: **Routine Maintenance-Surfacing < 5 Years-**
 Comments:

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1989	CHIPSEALED:	Yes
FROM:	390.0	OVERLAY DATE:		CHIPSEAL DATE:	2000
TO:	399.0	ASPHALT:	0	MICROSURFACED:	No
DIRECTION:	c	BASE:	80	MICROSURFACE DATE:	
Road Section:	111	SUBBASE:	300		
Age:	13				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	41.75
RAVEL	Slight	Few	PCI	63.43
BLEEDING	Very Slight	Few	Ride Score	5.50
RIPPLING	None			
RUTTING	Slight	Intermittent	Date Rated:	2002/07/22
DISTORTIONS	Slight	Few		
LWT SINGLE	Moderate	Intermittent	Weather at Time	
LWT ALLIGATOR	None		of Rating:	
CENTRE-LINE SINGLE	Moderate	Frequent		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	Moderate	Intermittent		
LONGITUDINAL MEANDER	Moderate	Extensive		
BLOCK	Slight	Intermittent		



Panel Recommendation: **Routine Maintenance-Surfacing < 5 Years-**
 Comments:

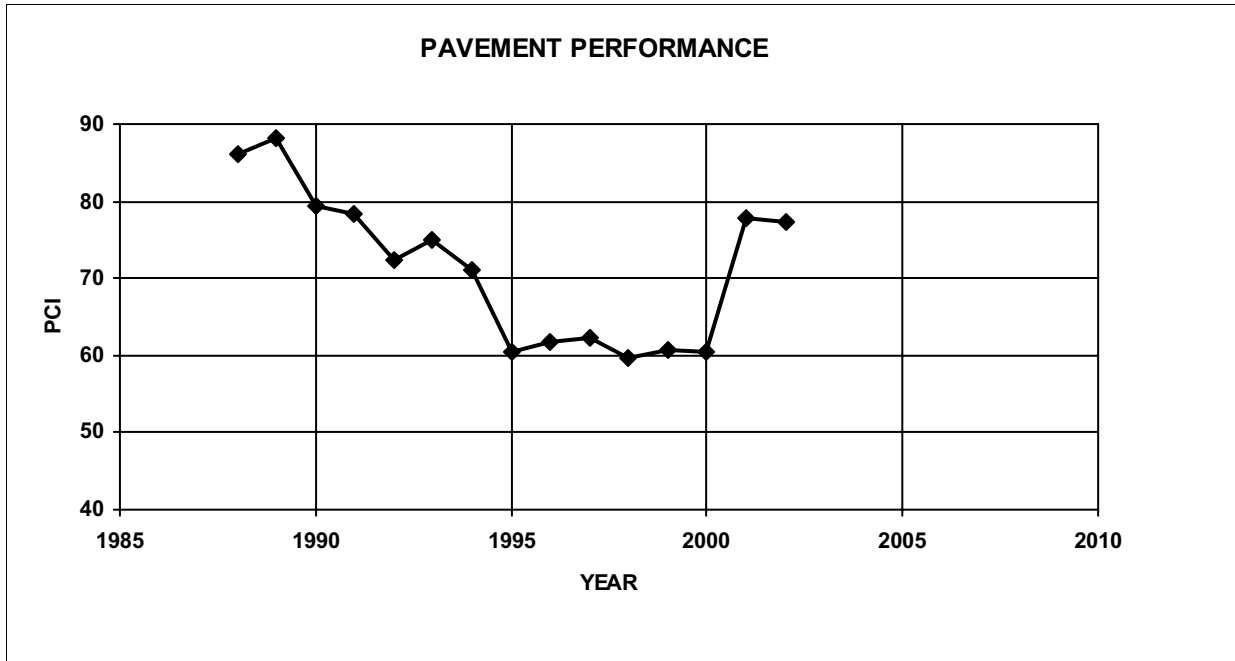
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1988	CHIPSEALED:	No
FROM:	399.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	410.0	ASPHALT:	100	MICROSURFACED:	Yes
DIRECTION:	m	BASE:	80	MICROSURFACE DATE:	2001
		SUBBASE:	240		
Road Section:	112				
Age:	14				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	9.25
RAVEL	None		PCI	77.20
BLEEDING	None		Ride Score	6.00
RIPPLING	None			
RUTTING	None		Date Rated:	2002/07/22
DISTORTIONS	Slight	Few	Weather at Time of Rating:	
LWT SINGLE	None			
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Slight	Few		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Extensive		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	None			
BLOCK	None			



Panel Recommendation: **Routine Maintenance-**
 Comments: **Micro surfaced.**

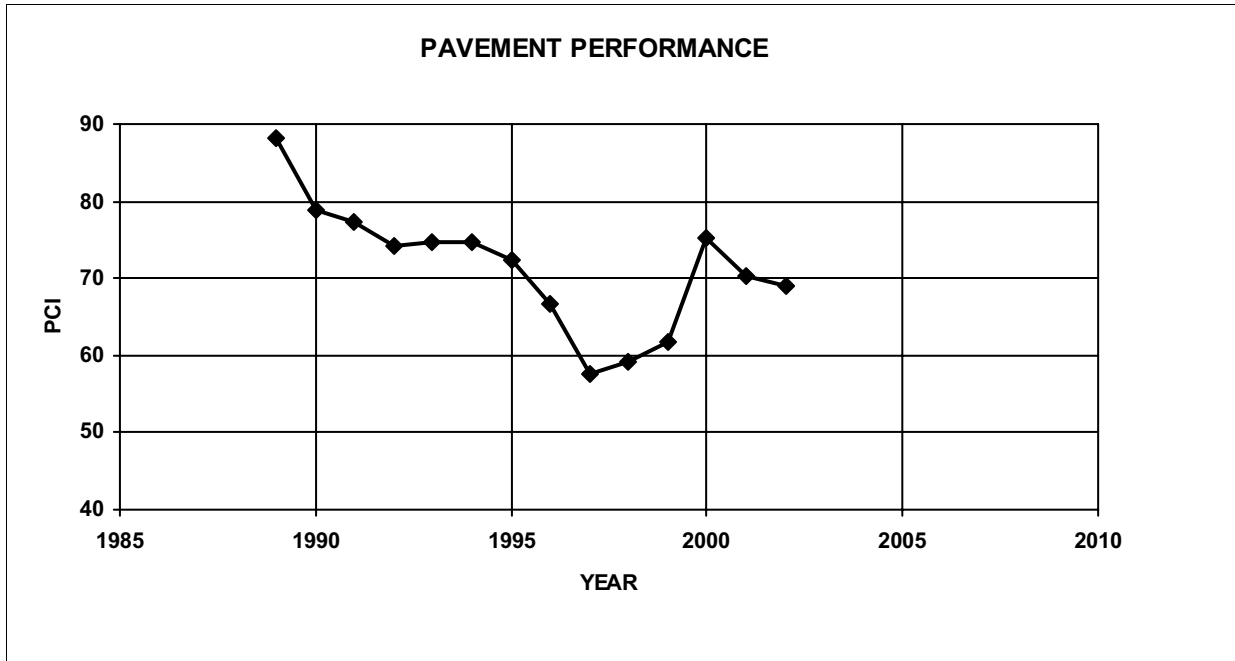
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1988	CHIPSEALED:	Yes
FROM:	410.0	OVERLAY DATE:		CHIPSEAL DATE:	2000
TO:	420.0	ASPHALT:	100	MICROSURFACED:	No
DIRECTION:	c	BASE:	80	MICROSURFACE DATE:	
Road Section:	113	SUBBASE:	240		
Age:	14				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	24.75
RAVEL	Very Slight	Few	PCI	69.11
BLEEDING	None		Ride Score	5.50
RIPPLING	None			
RUTTING	Very Slight	Few	Date Rated:	2002/07/22
DISTORTIONS	Slight	Few		
LWT SINGLE	Moderate	Intermittent	Weather at Time of Rating:	
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Extensive		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Frequent		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Frequent		
BLOCK	Slight	Few		



Panel Recommendation: **Routine Maintenance-**
 Comments:

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1988	CHIPSEALED:	Yes
FROM:	420.0	OVERLAY DATE:		CHIPSEAL DATE:	1997
TO:	425.0	ASPHALT:	100	MICROSURFACED:	No
DIRECTION:	c	BASE:	80	MICROSURFACE DATE:	
Road Section:	114	SUBBASE:	240		
Age:	14				

2002 PAVEMENT DATA

	SEVERITY	EXTENT		
RAVEL	None		DMI	23.00
BLEEDING	Slight	Few	PCI	69.69
RIPPLING	None		Ride Score	5.50
RUTTING	Severe	Intermittent	Date Rated:	
DISTORTIONS	Slight	Few		2002/07/22
LWT SINGLE	Slight	Few	Weather at Time	
LWT ALLIGATOR	None		of Rating:	
CENTRE-LINE SINGLE	Slight	Few		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Intermittent		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Slight	Few		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-Base Subgrade Repairs-**
 Comments:

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1988	CHIPSEALED:	No
FROM:	425.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	436.0	ASPHALT:	100	MICROSURFACED:	Yes
DIRECTION:	m	BASE:	80	MICROSURFACE DATE:	2000
		SUBBASE:	240		
Road Section:	115				
Age:	14				

2002 PAVEMENT DATA

	SEVERITY	EXTENT		
RAVEL	None		DMI	42.00
BLEEDING	None		PCI	63.34
RIPPLING	None		Ride Score	5.50
RUTTING	Moderate	Extensive	Date Rated:	2002/07/22
DISTORTIONS	Slight	Few	Weather at Time of Rating:	
LWT SINGLE	Slight	Few		
LWT ALLIGATOR	Severe	Few		
CENTRE-LINE SINGLE	Slight	Few		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Slight	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Slight	Extensive		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-Base Subgrade Repairs-**
 Comments: **Micro surfaced.**

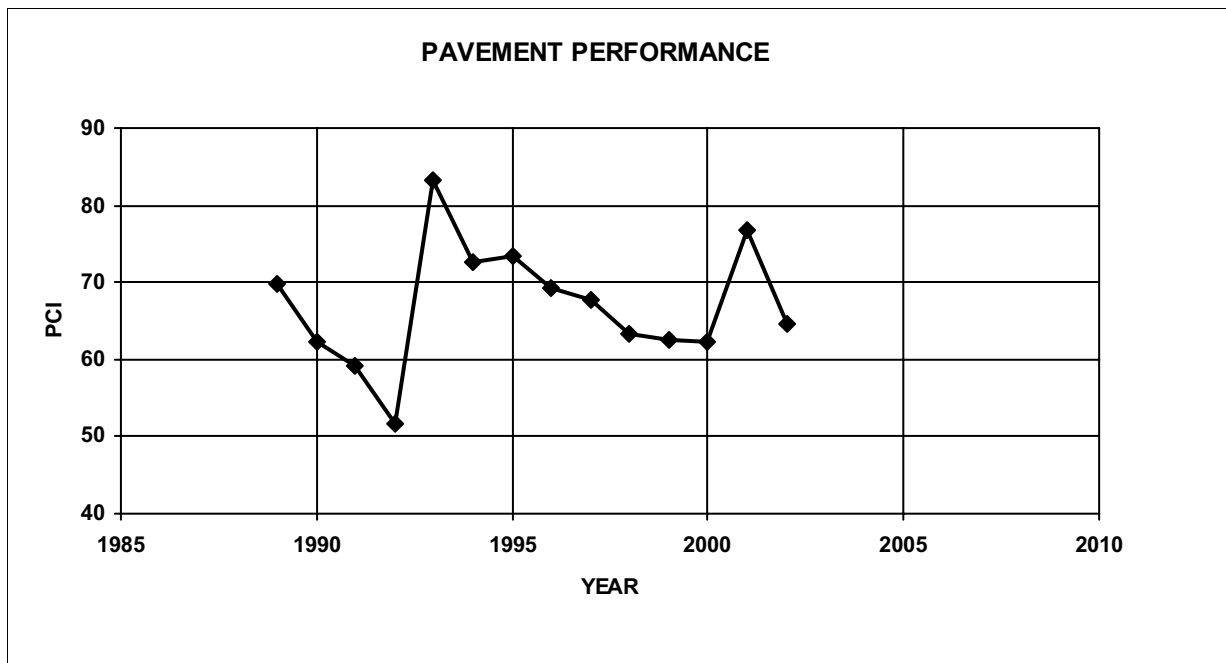
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1993	CHIPSEALED:	No
FROM:	436.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	445.0	ASPHALT:	80	MICROSURFACED:	Yes
DIRECTION:	m	BASE:	160	MICROSURFACE DATE:	2001
Road Section:	116	SUBBASE:	300		
Age:	9				

2002 PAVEMENT DATA

	SEVERITY	EXTENT		DMI	38.50
RAVEL	Moderate	Few		PCI	64.51
BLEEDING	None			Ride Score	5.50
RIPPLING	None				
RUTTING	Slight	Throughout		Date Rated:	2002/07/22
DISTORTIONS	Slight	Few			
LWT SINGLE	Slight	Extensive		Weather at Time	
LWT ALLIGATOR	None			of Rating:	
CENTRE-LINE SINGLE	Slight	Few			
CENTRE-LINE ALLIGATOR	None				
EDGE SINGLE	Slight	Few			
EDGE ALLIGATOR	None				
TRANSVERSE SINGLE	Slight	Extensive			
TRANSVERSE ALLIGATOR	None				
LONGITUDINAL MEANDER	Slight	Intermittent			
BLOCK	None				



Panel Recommendation: **Routine Maintenance-**
 Comments:

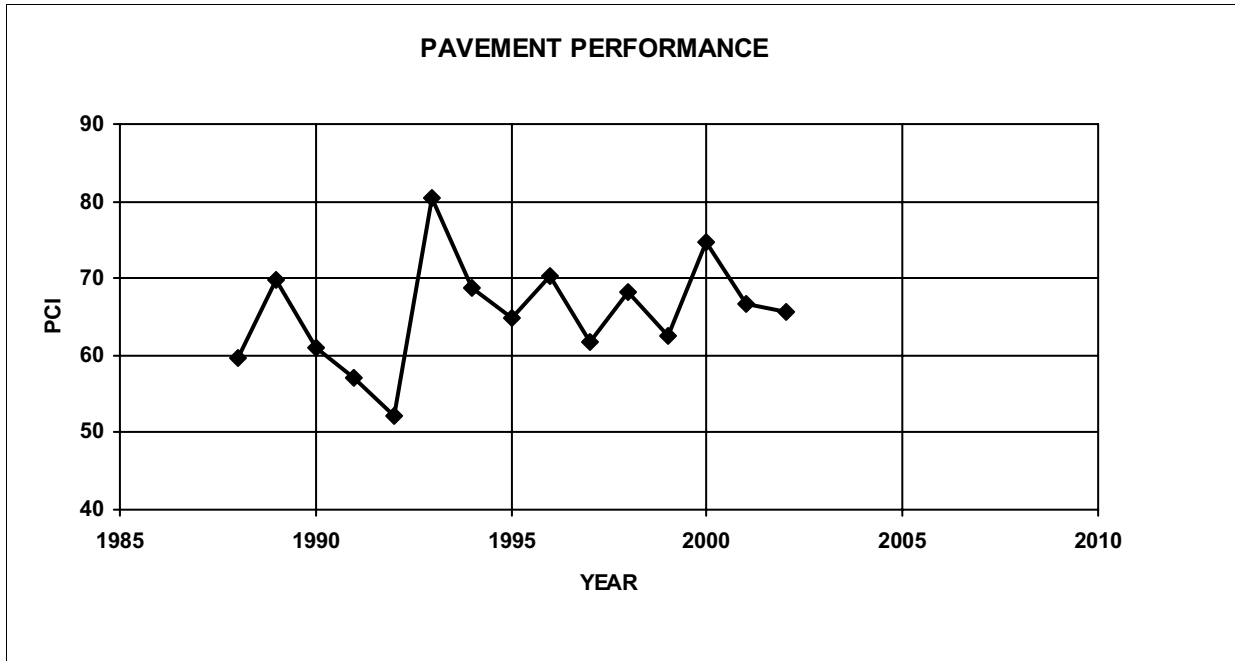
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska (97)	ASPHALT DATE:	1993	CHIPSEALED:	No
FROM:	445.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	451.5	ASPHALT:	80	MICROSURFACED:	Yes
DIRECTION:	m	BASE:	160	MICROSURFACE DATE:	2000
		SUBBASE:	300		
Road Section:	117				
Age:	9				

2002 PAVEMENT DATA

	SEVERITY	EXTENT		
RAVEL	None		DMI	38.75
BLEEDING	None		PCI	65.68
RIPPLING	None		Ride Score	5.75
RUTTING	Slight	Throughout	Date Rated:	
DISTORTIONS	Slight	Few		2002/07/22
LWT SINGLE	Slight	Extensive	Weather at Time	
LWT ALLIGATOR	None		of Rating:	
CENTRE-LINE SINGLE	Slight	Extensive		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Slight	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Severe	Frequent		
BLOCK	Slight	Throughout		



Panel Recommendation: **Routine Maintenance-Surfacing < 5 Years-**
 Comments:

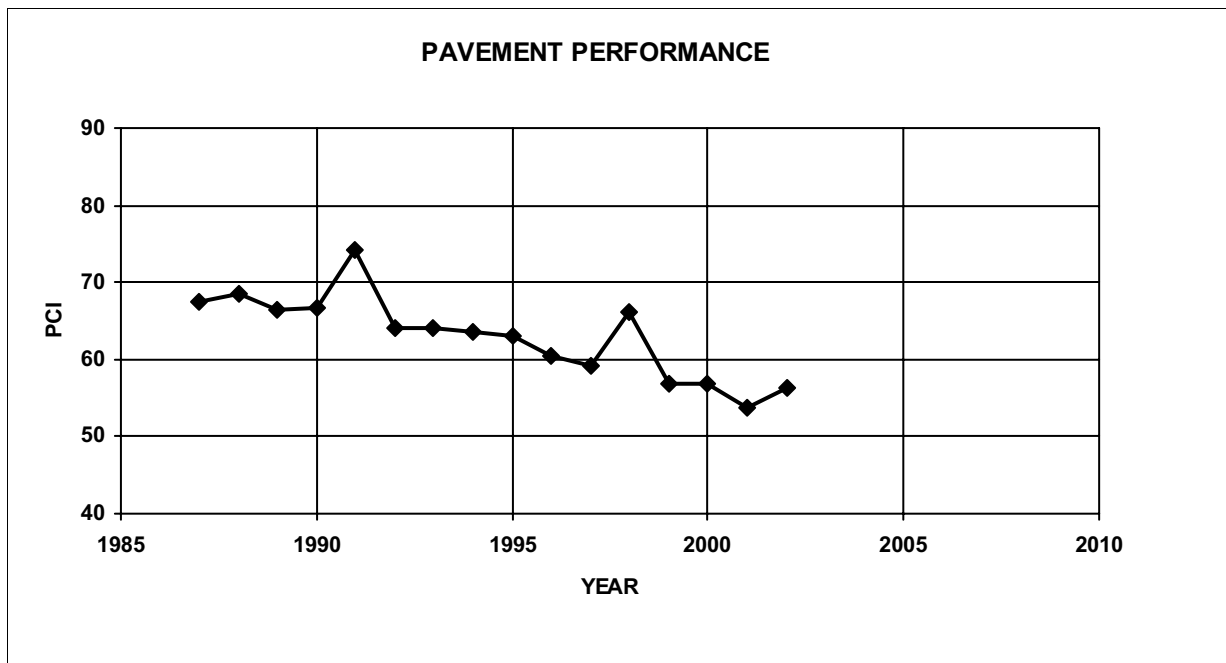
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1972	CHIPSEALED:	No
FROM:	1014.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	1021.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	80	MICROSURFACE DATE:	
Road Section:	1	SUBBASE:	160		
Age:	30				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI 62.75
RAVEL	Moderate	Throughout	PCI 56.41
BLEEDING	None		Ride Score 5.50
RIPPLING	None		
RUTTING	Very Slight	Throughout	Date Rated:
DISTORTIONS	Very Slight	Few	2002/08/27
LWT SINGLE	Moderate	Few	
LWT ALLIGATOR	None		Weather at Time
CENTRE-LINE SINGLE	Moderate	Intermittent	of Rating:
CENTRE-LINE ALLIGATOR	None		Rain
EDGE SINGLE	None		
EDGE ALLIGATOR	None		
TRANSVERSE SINGLE	Moderate	Throughout	
TRANSVERSE ALLIGATOR	Moderate	Frequent	
LONGITUDINAL MEANDER	Moderate	Extensive	
BLOCK	Moderate	Few	



Panel Recommendation: **Routine Maintenance-**
 Comments:

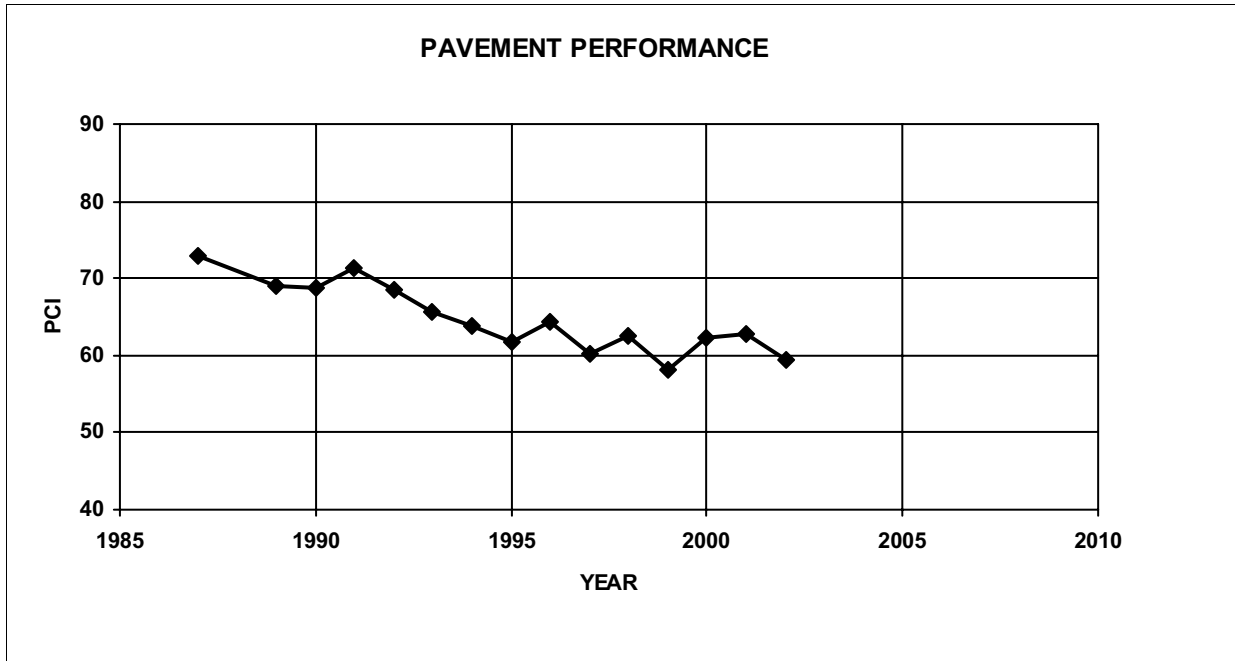
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1972	CHIPSEALED:	No
FROM:	1021.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	1024.9	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	80	MICROSURFACE DATE:	
Road Section:	2	SUBBASE:	160		
Age:	30				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	54.00
RAVEL	Moderate	Throughout	PCI	59.33
BLEEDING	None		Ride Score	5.50
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	2002/08/27
DISTORTIONS	Very Slight	Few		
LWT SINGLE	Slight	Few	Weather at Time of Rating:	Rain
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Few		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	Slight	Few		
LONGITUDINAL MEANDER	Moderate	Extensive		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-**
 Comments:

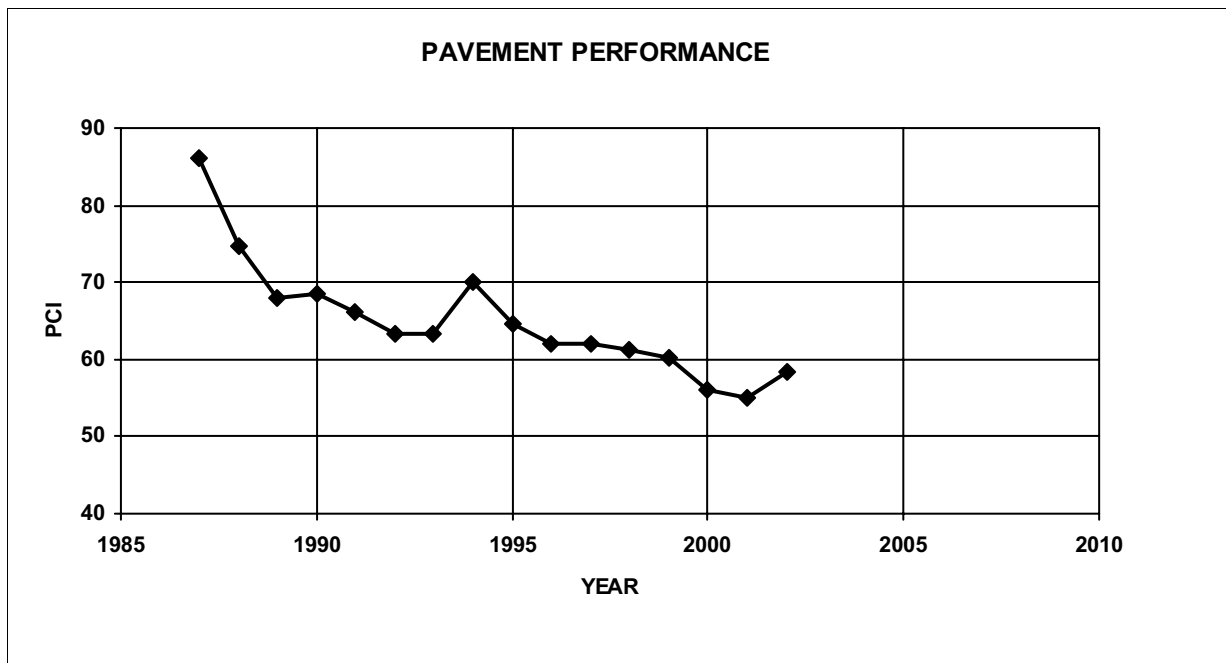
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1978	CHIPSEALED:	No
FROM:	1390.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	1400.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	3	SUBBASE:	400		
Age:	24				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	
RAVEL	Very Slight	Throughout	DMI 57.00
BLEEDING	None		PCI 58.33
RIPPLING	None		Ride Score 5.50
RUTTING	Very Slight	Throughout	Date Rated:
DISTORTIONS	Slight	Few	2002/08/27
LWT SINGLE	Slight	Few	Weather at Time of Rating:
LWT ALLIGATOR	None		Cloudy
CENTRE-LINE SINGLE	Slight	Extensive	
CENTRE-LINE ALLIGATOR	None		
EDGE SINGLE	None		
EDGE ALLIGATOR	None		
TRANSVERSE SINGLE	Slight	Throughout	
TRANSVERSE ALLIGATOR	Moderate	Intermittent	
LONGITUDINAL MEANDER	Moderate	Throughout	
BLOCK	Slight	Extensive	



Panel Recommendation: **Routine Maintenance-**
 Comments:

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1978	CHIPSEALED:	No
FROM:	1400.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	1410.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	4	SUBBASE:	400		
Age:	24				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	54.00
RAVEL	Slight	Throughout	PCI	59.33
BLEEDING	None		Ride Score	5.50
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	2002/08/27
DISTORTIONS	None		Weather at Time of Rating:	Rain
LWT SINGLE	Slight	Few		
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Slight	Throughout		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	Moderate	Intermittent		
LONGITUDINAL MEANDER	Slight	Throughout		
BLOCK	Slight	Throughout		



Panel Recommendation: **Routine Maintenance-**
 Comments:

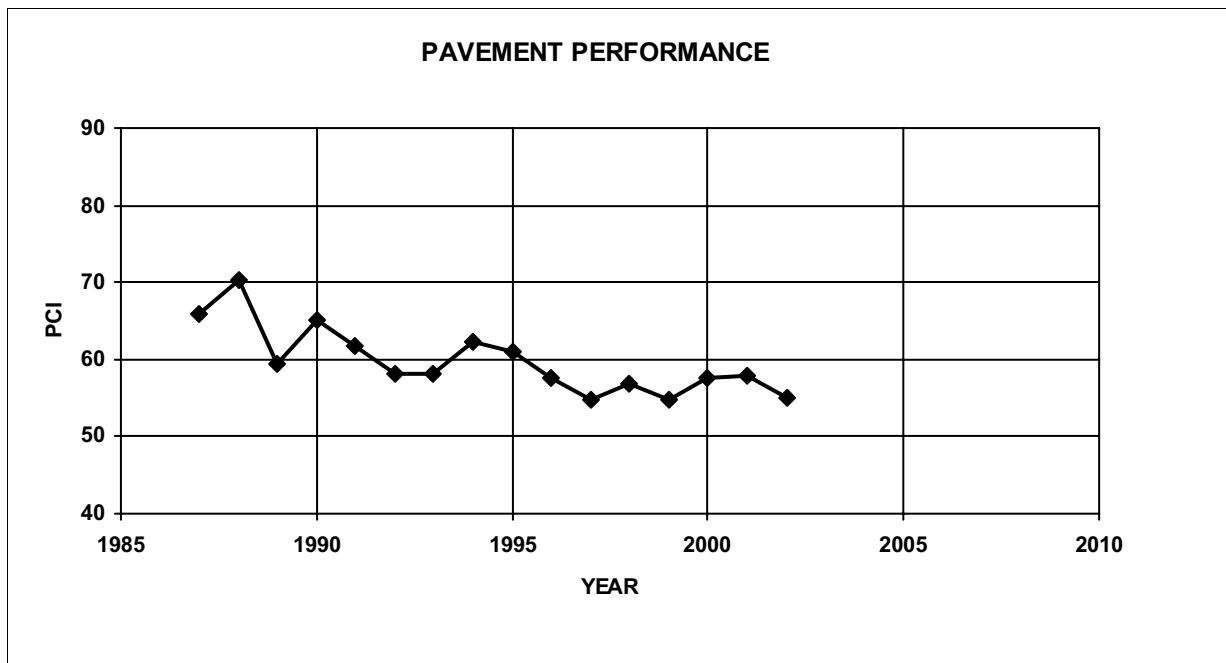
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1978	CHIPSEALED:	No
FROM:	1410.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	1420.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	5	SUBBASE:	400		
Age:	24				

2002 PAVEMENT DATA

	SEVERITY	EXTENT		DMI	63.50
RAVEL	Moderate	Throughout		PCI	55.07
BLEEDING	None			Ride Score	5.25
RIPPLING	None			Date Rated:	2002/08/27
RUTTING	Very Slight	Throughout		Weather at Time of Rating:	Rain
DISTORTIONS	Slight	Few			
LWT SINGLE	Slight	Few			
LWT ALLIGATOR	None				
CENTRE-LINE SINGLE	Moderate	Throughout			
CENTRE-LINE ALLIGATOR	None				
EDGE SINGLE	None				
EDGE ALLIGATOR	None				
TRANSVERSE SINGLE	Slight	Throughout			
TRANSVERSE ALLIGATOR	Moderate	Intermittent			
LONGITUDINAL MEANDER	Moderate	Throughout			
BLOCK	Moderate	Throughout			



Panel Recommendation: **Routine Maintenance-Surfacing < 5 Years-**
 Comments: **Overlay < 3 years.**

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1976	CHIPSEALED:	No
FROM:	1429.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	1439.4	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	6	SUBBASE:	400		
Age:	26				

2002 PAVEMENT DATA

	SEVERITY	EXTENT		DMI	66.50
RAVEL	Slight	Throughout		PCI	51.88
BLEEDING	None			Ride Score	4.75
RIPPLING	None				
RUTTING	Slight	Throughout		Date Rated:	2002/08/27
DISTORTIONS	Severe	Few		Weather at Time of Rating:	Rain
LWT SINGLE	Slight	Intermittent			
LWT ALLIGATOR	None				
CENTRE-LINE SINGLE	Slight	Throughout			
CENTRE-LINE ALLIGATOR	None				
EDGE SINGLE	None				
EDGE ALLIGATOR	None				
TRANSVERSE SINGLE	Slight	Throughout			
TRANSVERSE ALLIGATOR	Moderate	Intermittent			
LONGITUDINAL MEANDER	Slight	Throughout			
BLOCK	Slight	Throughout			



Panel Recommendation: **Routine Maintenance-Surfacing < 2 Years-**
 Comments: **Overlay < 2 years.**

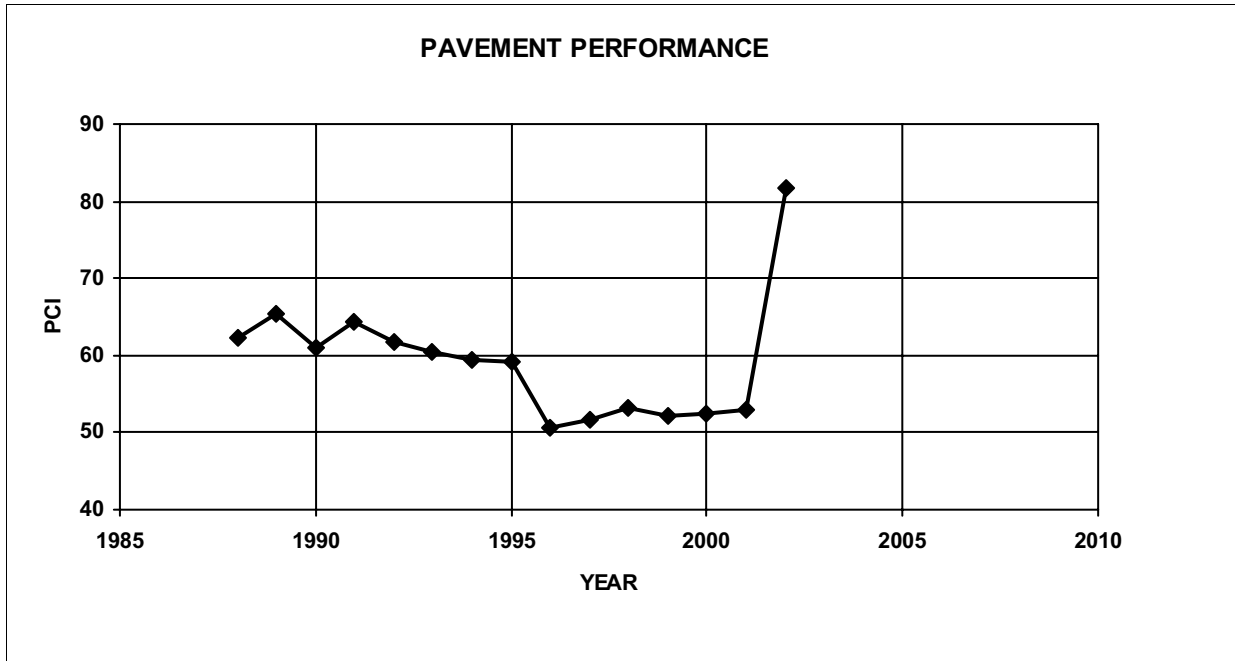
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1976	CHIPSEALED:	No
FROM:	1439.4	OVERLAY DATE:	2002	CHIPSEAL DATE:	
TO:	1454.5	ASPHALT:	130	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	7	SUBBASE:	400		
Age:	0				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	0.75
RAVEL	None		PCI	81.64
BLEEDING	None		Ride Score	6.25
RIPPLING	None		Date Rated:	2002/08/27
RUTTING	None		Weather at Time of Rating:	Rain
DISTORTIONS	None			
LWT SINGLE	None			
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	None			
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Slight	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	None			
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	None			
BLOCK	None			



Panel Recommendation: **Routine Maintenance-**
 Comments: **Overlay 2002. Mat appears to be segregated.**

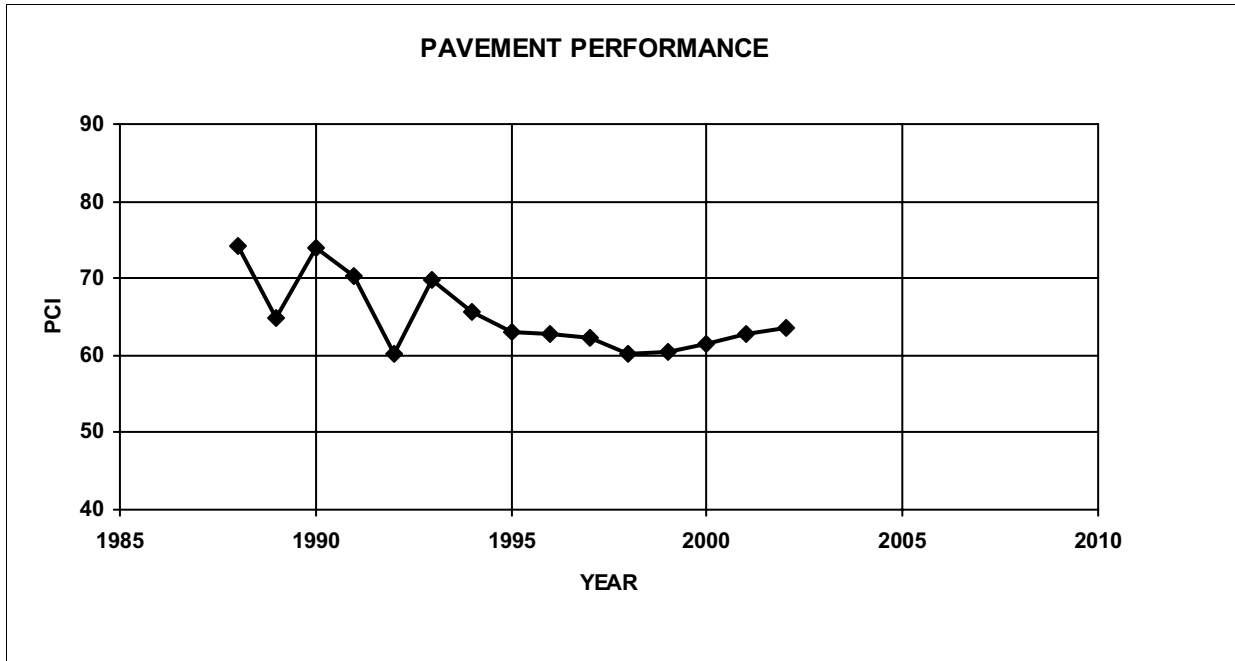
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1971	CHIPSEALED:	No
FROM:	1454.5	OVERLAY DATE:	1985	CHIPSEAL DATE:	
TO:	1460.0	ASPHALT:	160	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
		SUBBASE:	400		
Road Section:	8				
Age:	17				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	44.75
RAVEL	Severe	Few	PCI	63.63
BLEEDING	None		Ride Score	5.75
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	2002/08/27
DISTORTIONS	Moderate	Few		
LWT SINGLE	Slight	Few	Weather at Time of Rating:	Rain
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Intermittent		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Slight	Extensive		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-**
 Comments: **Ravels patched 2002**

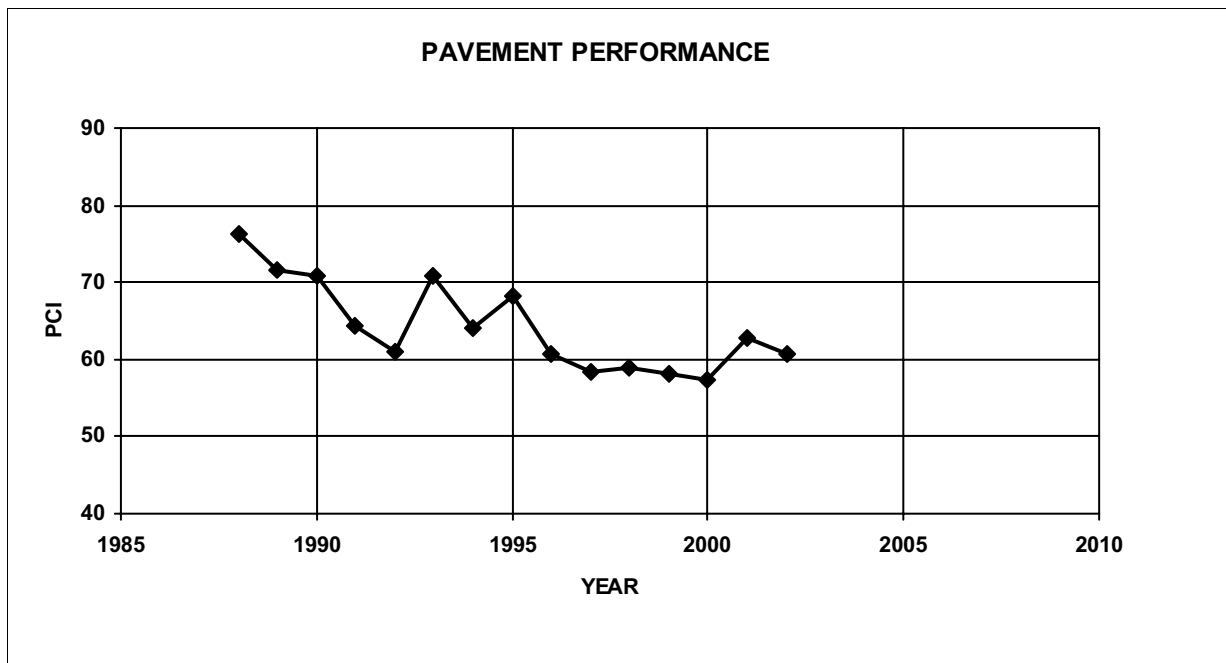
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1971	CHIPSEALED:	No
FROM:	1460.0	OVERLAY DATE:	1985	CHIPSEAL DATE:	
TO:	1470.0	ASPHALT:	125	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	9	SUBBASE:	400		
Age:	17				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	49.50
RAVEL	Severe	Few	PCI	60.84
BLEEDING	None		Ride Score	5.50
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	
DISTORTIONS	Slight	Few	2002/08/27	
LWT SINGLE	Slight	Intermittent	Weather at Time of Rating:	
LWT ALLIGATOR	None		Rain	
CENTRE-LINE SINGLE	Moderate	Frequent		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Frequent		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Throughout		



Panel Recommendation: **Routine Maintenance-**
 Comments:

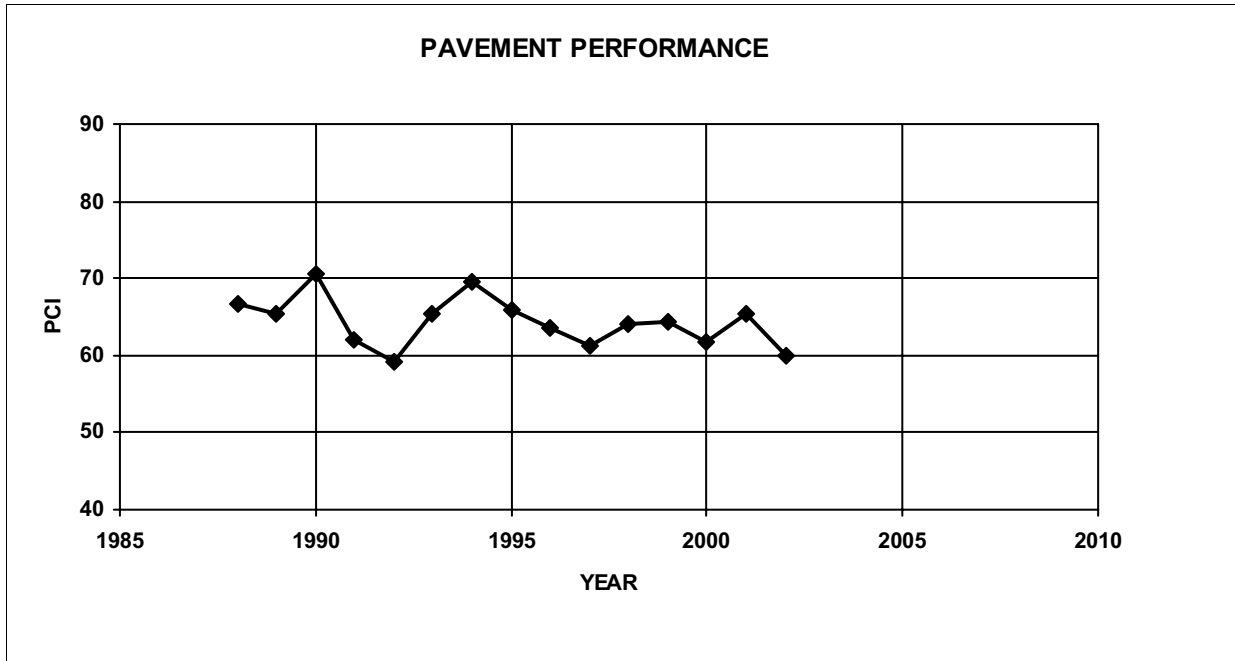
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1971	CHIPSEALED:	No
FROM:	1470.0	OVERLAY DATE:	1985	CHIPSEAL DATE:	
TO:	1475.0	ASPHALT:	160	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	10	SUBBASE:	400		
Age:	17				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	48.25
RAVEL	Severe	Few	PCI	60.05
BLEEDING	None		Ride Score	5.25
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	2002/08/27
DISTORTIONS	Slight	Few		
LWT SINGLE	Slight	Intermittent	Weather at Time of Rating:	Rain
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Intermittent		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Throughout		



Panel Recommendation: **Routine Maintenance-**
 Comments:

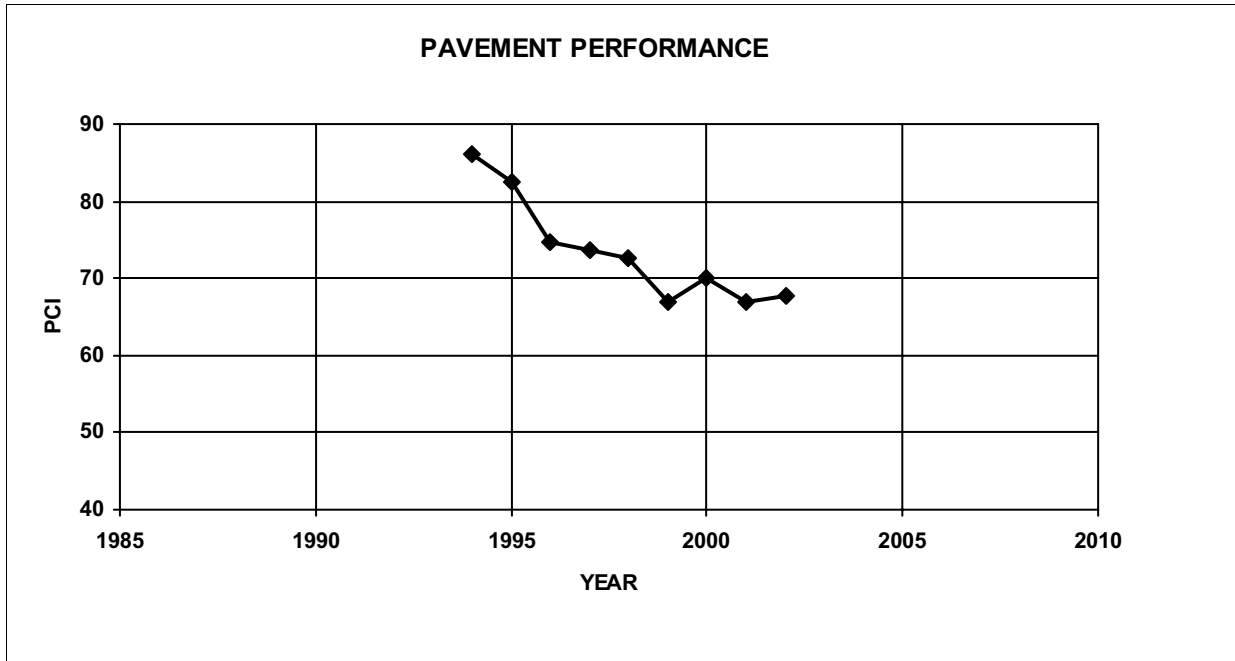
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1993	CHIPSEALED:	No
FROM:	1475.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	1476.5	ASPHALT:	160	MICROSURFACED:	No
DIRECTION:	N	BASE:	150	MICROSURFACE DATE:	
Road Section:	11	SUBBASE:	400		
Age:	9				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	32.50
RAVEL	Severe	Few	PCI	67.81
BLEEDING	None		Ride Score	5.75
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	2002/08/27
DISTORTIONS	None			
LWT SINGLE	None		Weather at Time of Rating:	Rain
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Extensive		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Intermittent		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Intermittent		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-**
 Comments:

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1993	CHIPSEALED:	No
FROM:	1475.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	1476.5	ASPHALT:	160	MICROSURFACED:	No
DIRECTION:	S	BASE:	150	MICROSURFACE DATE:	
Road Section:	12	SUBBASE:	400		
Age:	9				

2002 PAVEMENT DATA

	SEVERITY	EXTENT		DMI	27.00
RAVEL	Severe	Intermittent		PCI	69.69
BLEEDING	None			Ride Score	5.75
RIPPLING	None				
RUTTING	None			Date Rated:	2002/08/27
DISTORTIONS	None				
LWT SINGLE	Moderate	Few		Weather at Time	
LWT ALLIGATOR	None			of Rating:	Rain
CENTRE-LINE SINGLE	Moderate	Few			
CENTRE-LINE ALLIGATOR	None				
EDGE SINGLE	None				
EDGE ALLIGATOR	None				
TRANSVERSE SINGLE	Slight	Extensive			
TRANSVERSE ALLIGATOR	None				
LONGITUDINAL MEANDER	Severe	Extensive			
BLOCK	Moderate	Few			



Panel Recommendation: **Routine Maintenance-**
 Comments:

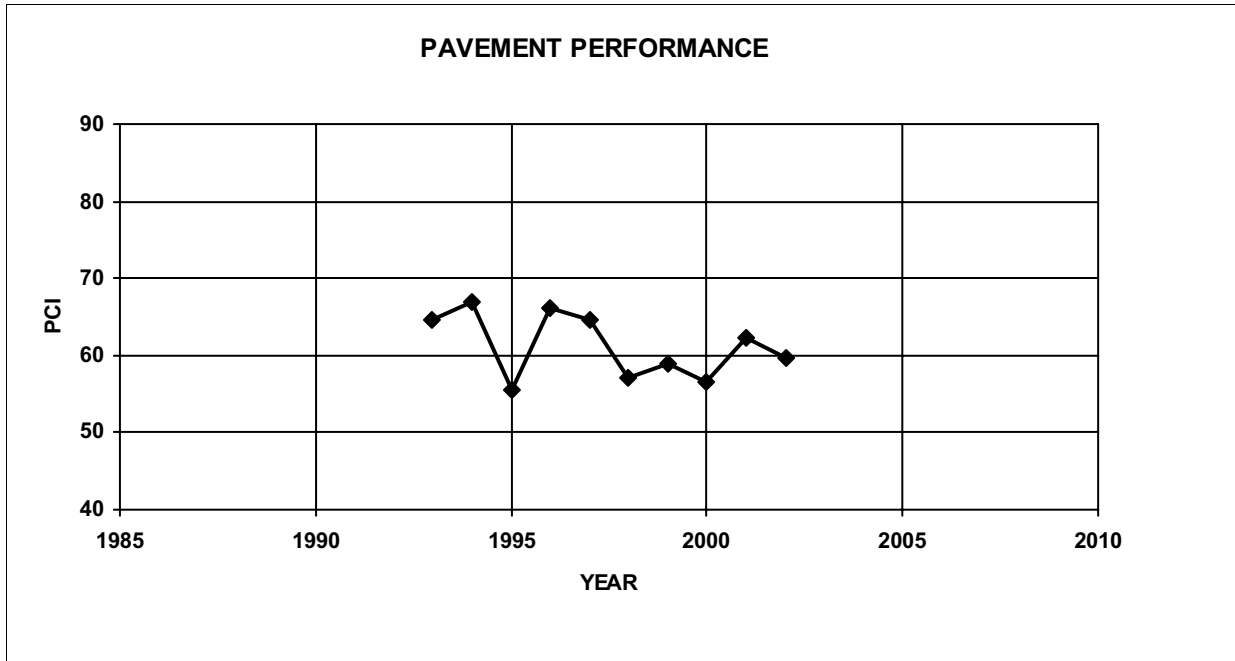
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1971	CHIPSEALED:	No
FROM:	1476.5	OVERLAY DATE:	1985	CHIPSEAL DATE:	
TO:	1478.0	ASPHALT:	160	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	13	SUBBASE:	400		
Age:	17				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	53.00
RAVEL	Severe	Few	PCI	59.67
BLEEDING	None		Ride Score	5.50
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	2002/08/29
DISTORTIONS	Moderate	Few		
LWT SINGLE	Moderate	Intermittent	Weather at Time of Rating:	Cloudy
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Extensive		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Intermittent		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Slight	Extensive		



Panel Recommendation: **Routine Maintenance-**
 Comments: **Ravels patched.**

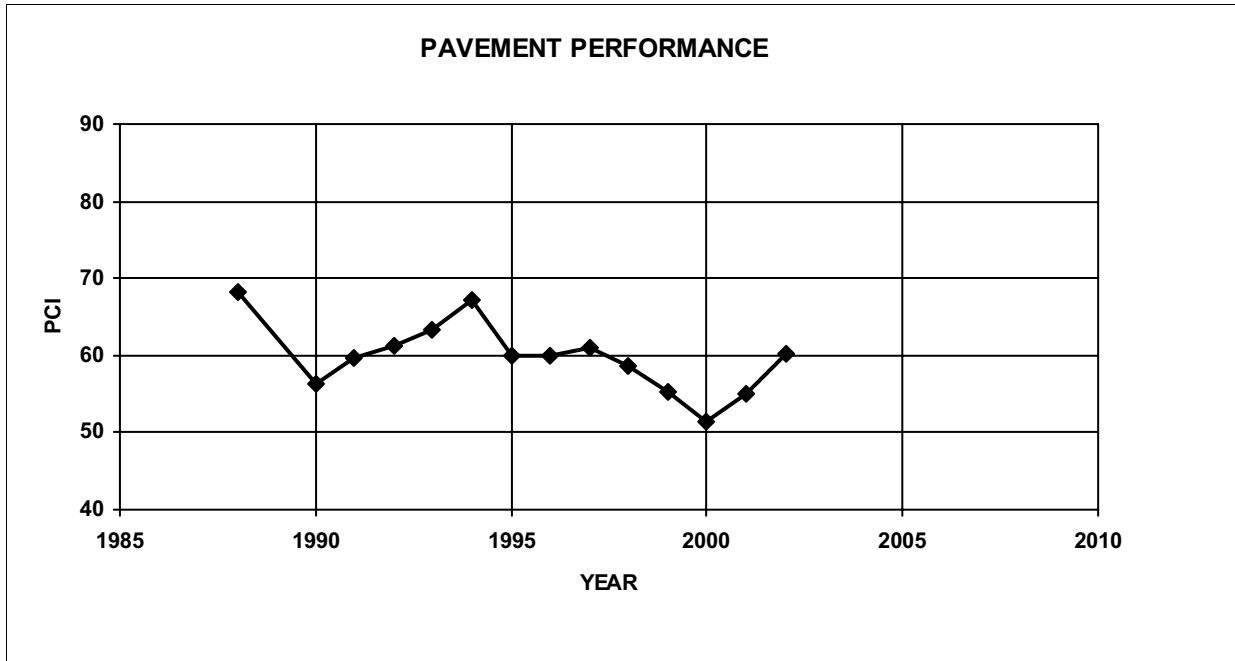
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1971	CHIPSEALED:	No
FROM:	1478.0	OVERLAY DATE:	1985	CHIPSEAL DATE:	
TO:	1487.5	ASPHALT:	160	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	14	SUBBASE:	400		
Age:	17				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	51.75
RAVEL	Severe	Few	PCI	60.08
BLEEDING	None		Ride Score	5.50
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	2002/08/29
DISTORTIONS	Moderate	Few		
LWT SINGLE	Moderate	Intermittent	Weather at Time of Rating:	Cloudy
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Extensive		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Intermittent		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Slight	Few		



Panel Recommendation: **Routine Maintenance-Spot Patching-**
 Comments: **Most ravels patched.**

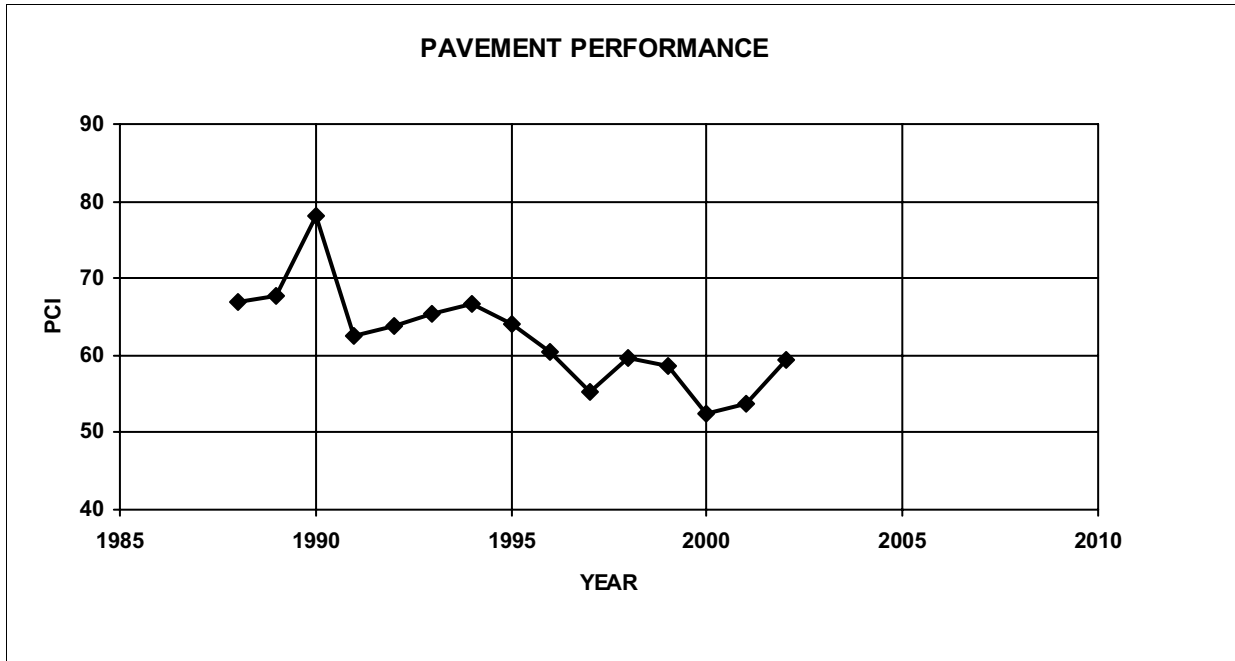
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1971	CHIPSEALED:	No
FROM:	1487.5	OVERLAY DATE:	1979	CHIPSEAL DATE:	
TO:	1493.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	15	SUBBASE:	400		
Age:	23				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	50.50
RAVEL	Very Slight	Throughout	PCI	59.31
BLEEDING	None		Ride Score	5.25
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	2002/08/29
DISTORTIONS	Moderate	Few	Weather at Time of Rating:	Cloudy
LWT SINGLE	Moderate	Few		
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Extensive		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Slight	Intermittent		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Severe	Intermittent		
BLOCK	Slight	Intermittent		



Panel Recommendation: **Routine Maintenance-Surfacing < 2 Years-Spot Improvements-**
 Comments:

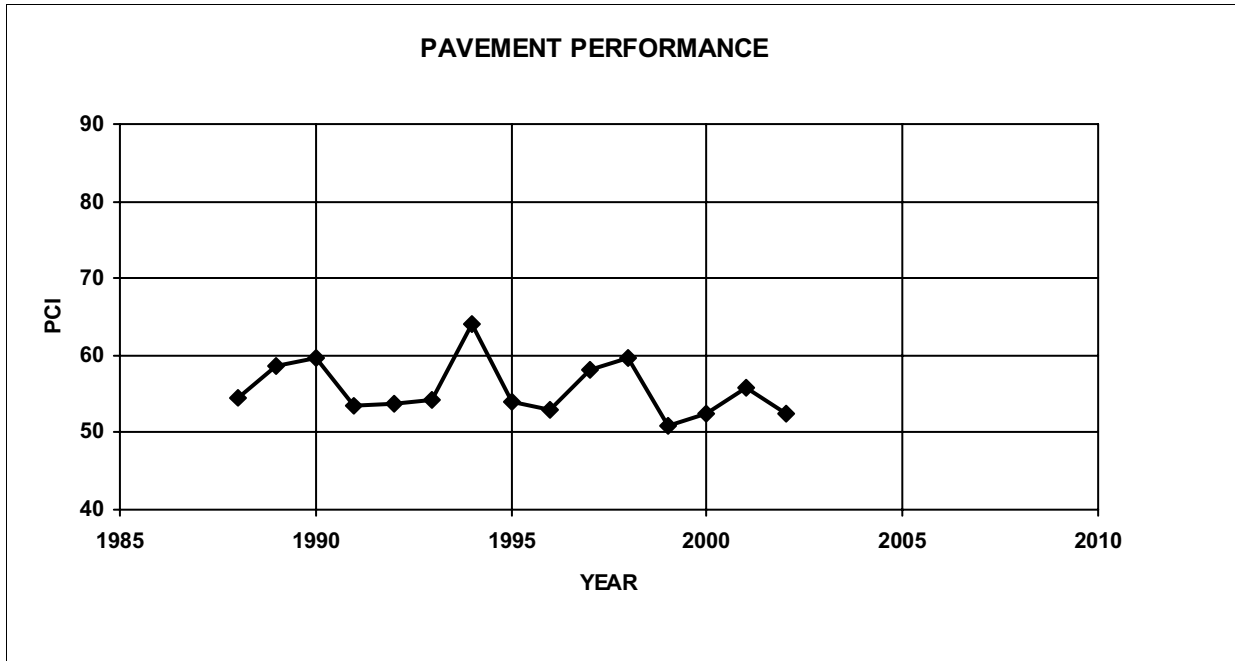
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1979	CHIPSEALED:	No
FROM:	1493.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	1500.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	16	SUBBASE:	400		
Age:	23				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	68.00
RAVEL	Severe	Few	PCI	52.52
BLEEDING	None		Ride Score	5.00
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	2002/08/29
DISTORTIONS	Moderate	Extensive		
LWT SINGLE	Slight	Few	Weather at Time of Rating:	Cloudy
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Extensive		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Extensive		
EDGE ALLIGATOR	Very Slight	Few		
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	Moderate	Few		
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Extensive		



Panel Recommendation: **Routine Maintenance-Surfacing < 2 Years-Spot Improvements-**
 Comments: **Edge single rating not recorded. Chose moderate and extensive.**

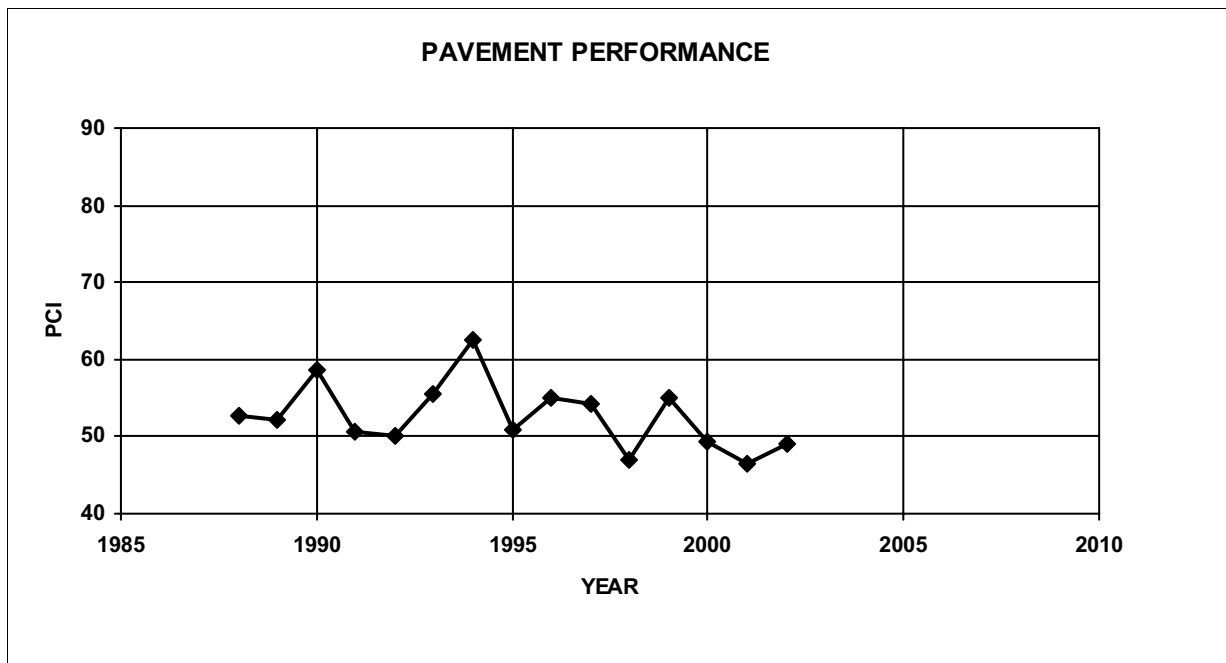
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Alaska	ASPHALT DATE:	1979	CHIPSEALED:	No
FROM:	1500.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	1506.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	17	SUBBASE:	400		
Age:	23				

2002 PAVEMENT DATA

	SEVERITY	EXTENT		DMI	75.75
RAVEL	Moderate	Throughout		PCI	49.01
BLEEDING	Very Slight	Throughout		Ride Score	4.75
RIPPLING	None				
RUTTING	Slight	Throughout		Date Rated:	2002/08/29
DISTORTIONS	Severe	Intermittent			
LWT SINGLE	Moderate	Few		Weather at Time of Rating:	Cloudy
LWT ALLIGATOR	None				
CENTRE-LINE SINGLE	Slight	Throughout			
CENTRE-LINE ALLIGATOR	None				
EDGE SINGLE	Slight	Intermittent			
EDGE ALLIGATOR	None				
TRANSVERSE SINGLE	Slight	Throughout			
TRANSVERSE ALLIGATOR	Moderate	Intermittent			
LONGITUDINAL MEANDER	Moderate	Throughout			
BLOCK	Slight	Throughout			



Panel Recommendation: **Reconstruct < 5 Years-**
 Comments:

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1991	CHIPSEALED:	No
FROM:	24.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	25.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	18	SUBBASE:	150		
Age:	11				

2002 PAVEMENT DATA

	SEVERITY	EXTENT		DMI	32.25
RAVEL	Severe	Extensive		PCI	67.90
BLEEDING	None			Ride Score	5.75
RIPPLING	None				
RUTTING	None			Date Rated:	2002/08/29
DISTORTIONS	None			Weather at Time of Rating:	Cloudy
LWT SINGLE	Very Slight	Few			
LWT ALLIGATOR	Severe	Few			
CENTRE-LINE SINGLE	Slight	Few			
CENTRE-LINE ALLIGATOR	None				
EDGE SINGLE	None				
EDGE ALLIGATOR	None				
TRANSVERSE SINGLE	Slight	Intermittent			
TRANSVERSE ALLIGATOR	None				
LONGITUDINAL MEANDER	None				
BLOCK	None				



Panel Recommendation: **Routine Maintenance-**
 Comments:

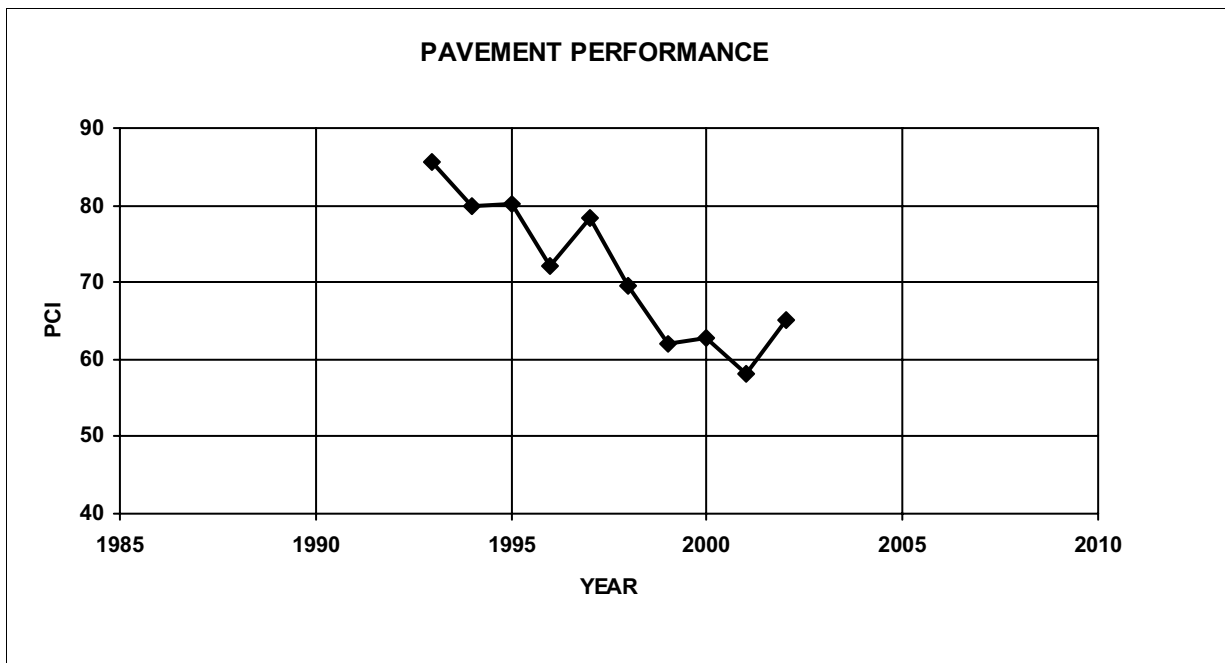
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1991	CHIPSEALED:	No
FROM:	36.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	37.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	19	SUBBASE:	150		
Age:	11				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	36.75
RAVEL	Severe	Few	PCI	65.10
BLEEDING	None		Ride Score	5.50
RIPPLING	None			
RUTTING	Moderate	Few	Date Rated:	2002/08/29
DISTORTIONS	None			
LWT SINGLE	None		Weather at Time of Rating:	Cloudy
LWT ALLIGATOR	Severe	Intermittent		
CENTRE-LINE SINGLE	Moderate	Few		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Intermittent		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Few		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-**
 Comments:

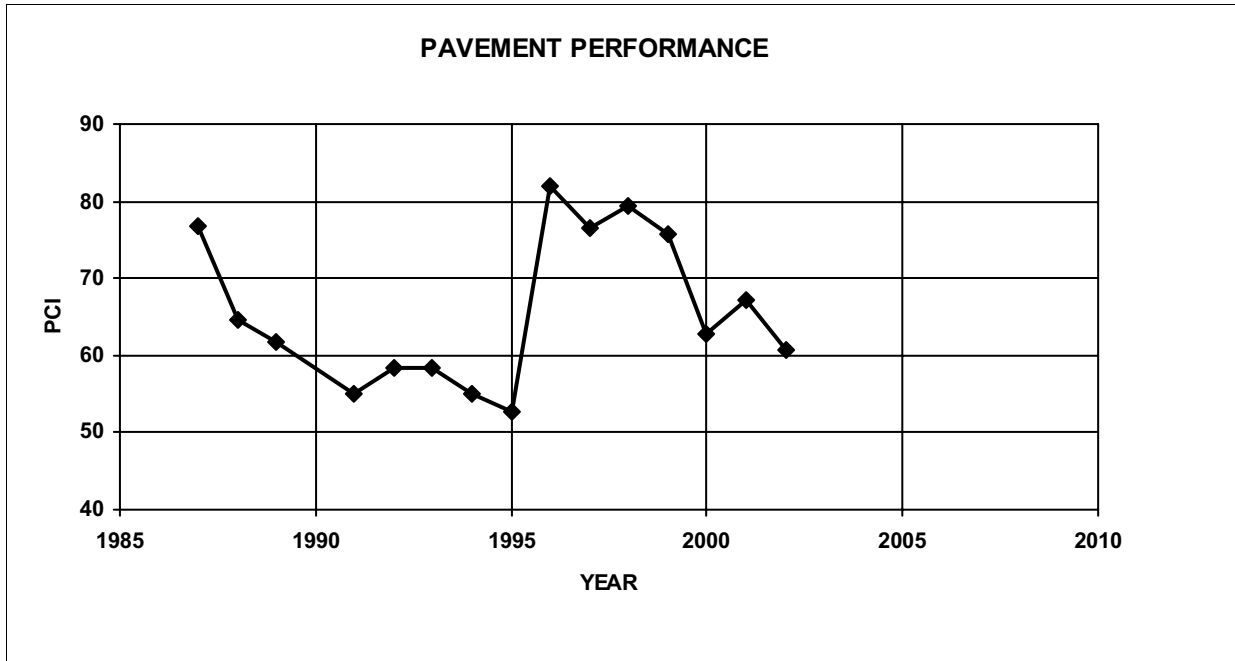
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1972	CHIPSEALED:	No
FROM:	192.0	OVERLAY DATE:	1996	CHIPSEAL DATE:	
TO:	196.5	ASPHALT:	160	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	20	SUBBASE:	0		
Age:	6				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	53.00
RAVEL	Very Slight	Throughout	PCI	60.81
BLEEDING	Moderate	Few	Ride Score	5.75
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	2002/08/20
DISTORTIONS	Slight	Few		
LWT SINGLE	Moderate	Few	Weather at Time of Rating:	Clear
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Slight	Throughout		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Slight	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Slight	Throughout		



Panel Recommendation: **Routine Maintenance-**
 Comments:

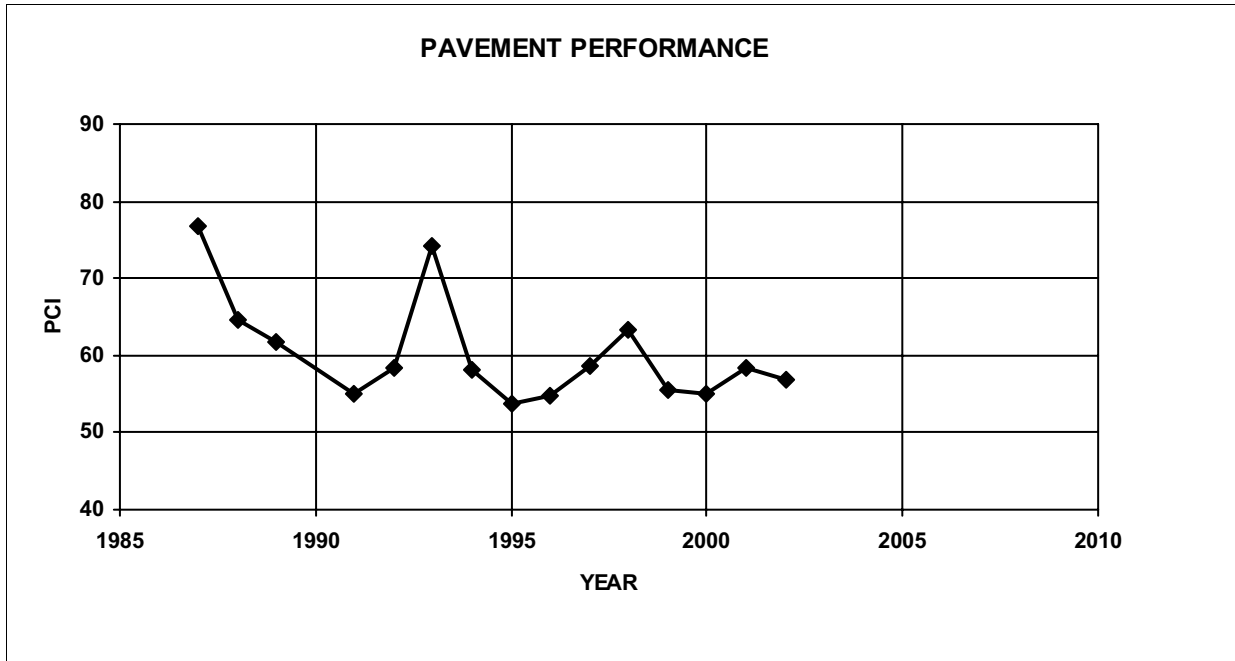
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1972	CHIPSEALED:	Yes
FROM:	196.5	OVERLAY DATE:	1977	CHIPSEAL DATE:	1984
TO:	198.0	ASPHALT:	113	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	21	SUBBASE:	0		
Age:	25				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	
RAVEL	Severe	Extensive	DMI 61.50
BLEEDING	Moderate	Few	PCI 56.82
RIPPLING	None		Ride Score 5.50
RUTTING	Slight	Throughout	Date Rated:
DISTORTIONS	None		2002/08/20
LWT SINGLE	Moderate	Few	Weather at Time
LWT ALLIGATOR	Moderate	Few	of Rating:
CENTRE-LINE SINGLE	Moderate	Throughout	Clear
CENTRE-LINE ALLIGATOR	None		
EDGE SINGLE	Moderate	Few	
EDGE ALLIGATOR	None		
TRANSVERSE SINGLE	Severe	Intermittent	
TRANSVERSE ALLIGATOR	None		
LONGITUDINAL MEANDER	Moderate	Throughout	
BLOCK	Moderate	Throughout	



Panel Recommendation: **Surfacing < 2 Years-**
 Comments: **Resurface now.**

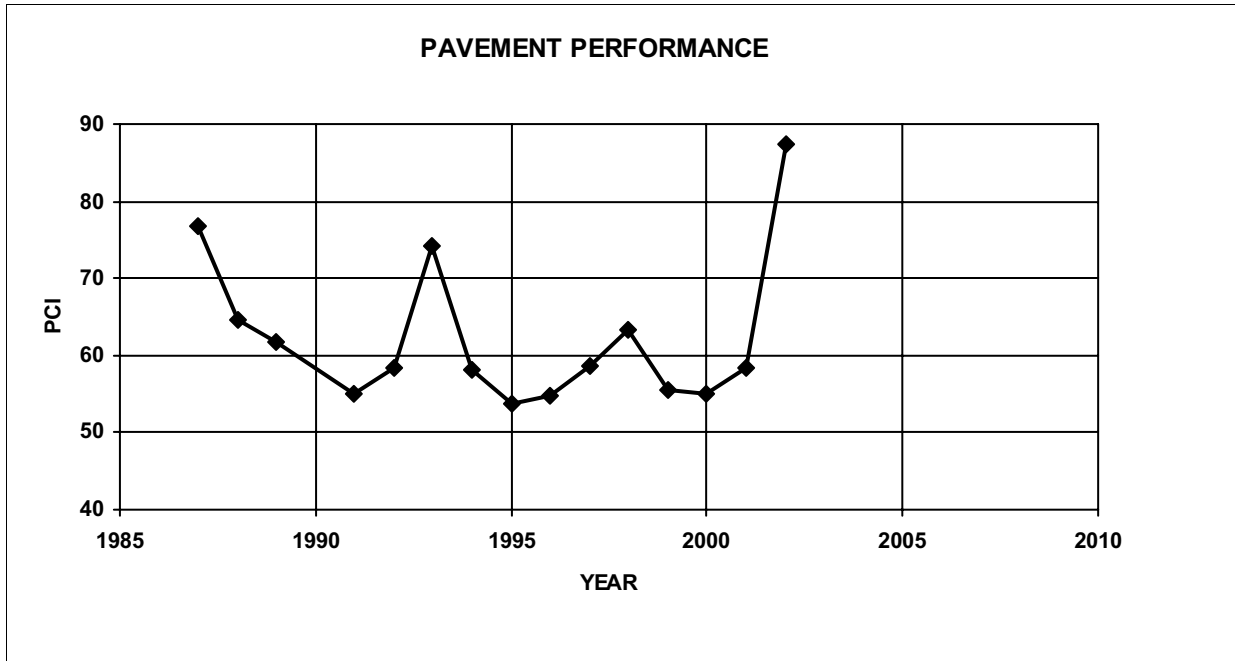
PAVEMENT INFORMATION SHEET

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HIGHWAY:	Klondike	ASPHALT DATE:	1972	CHIPSEALED:	No
FROM:	198.0	OVERLAY DATE:	2002	CHIPSEAL DATE:	
TO:	201.0	ASPHALT:	165	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	22	SUBBASE:	0		
Age:	0				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	0.00
RAVEL	None		PCI	87.53
BLEEDING	None		Ride Score	7.25
RIPPLING	None		Date Rated:	2002/08/20
RUTTING	None		Weather at Time of Rating:	Clear
DISTORTIONS	None			
LWT SINGLE	None			
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	None			
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	None			
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	None			
BLOCK	None			



Panel Recommendation: **Routine Maintenance-**
 Comments:

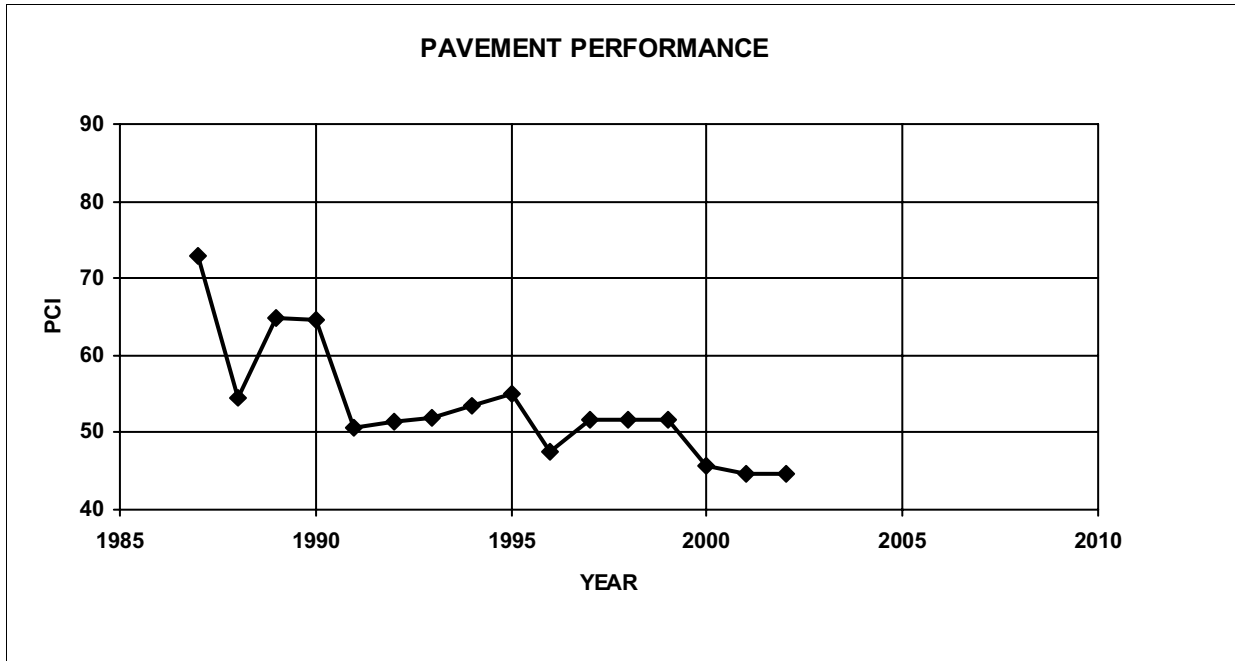
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY: Klondike	ASPHALT DATE: 1972	CHIPSEALED: Yes
FROM: 201.0	OVERLAY DATE: 1978	CHIPSEAL DATE: 1984
TO: 210.0	ASPHALT: 75	MICROSURFACED: No
DIRECTION:	BASE: 150	MICROSURFACE DATE:
Road Section: 23	SUBBASE: 0	
Age: 24		

2002 PAVEMENT DATA

	SEVERITY	EXTENT		
			DMI	95.50
RAVEL	Severe	Few	PCI	44.62
BLEEDING	Moderate	Few	Ride Score	5.25
RIPPLING	None			
RUTTING	Severe	Extensive	Date Rated:	2002/08/20
DISTORTIONS	Slight	Few		
LWT SINGLE	Severe	Extensive	Weather at Time of Rating:	Clear
LWT ALLIGATOR	Severe	Intermittent		
CENTRE-LINE SINGLE	Moderate	Throughout		
CENTRE-LINE ALLIGATOR	Moderate	Few		
EDGE SINGLE	Moderate	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Severe	Throughout		
TRANSVERSE ALLIGATOR	Severe	Extensive		
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Throughout		



Panel Recommendation: **Surfacing < 2 Years-**
 Comments: **Resurface now.**

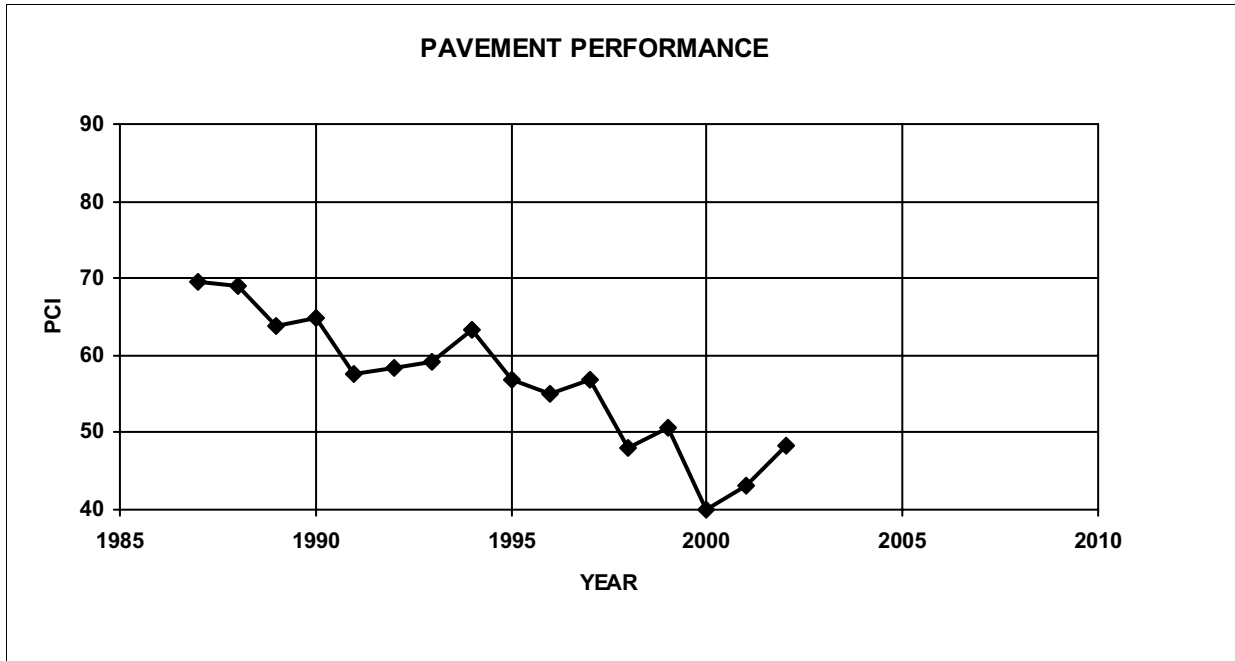
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1972	CHIPSEALED:	Yes
FROM:	210.0	OVERLAY DATE:	1978	CHIPSEAL DATE:	
TO:	217.0	ASPHALT:	75	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	24	SUBBASE:	0		
Age:	24				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	78.00
RAVEL	Severe	Few	PCI	48.31
BLEEDING	Moderate	Few	Ride Score	4.75
RIPPLING	None			
RUTTING	Severe	Intermittent	Date Rated:	2002/08/20
DISTORTIONS	Moderate	Few	Weather at Time of Rating:	Clear
LWT SINGLE	Moderate	Throughout		
LWT ALLIGATOR	Moderate	Intermittent		
CENTRE-LINE SINGLE	Moderate	Throughout		
CENTRE-LINE ALLIGATOR	Moderate	Few		
EDGE SINGLE	Moderate	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Severe	Extensive		
TRANSVERSE ALLIGATOR	Moderate	Few		
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Throughout		



Panel Recommendation: **Surfacing < 2 Years-**
 Comments:

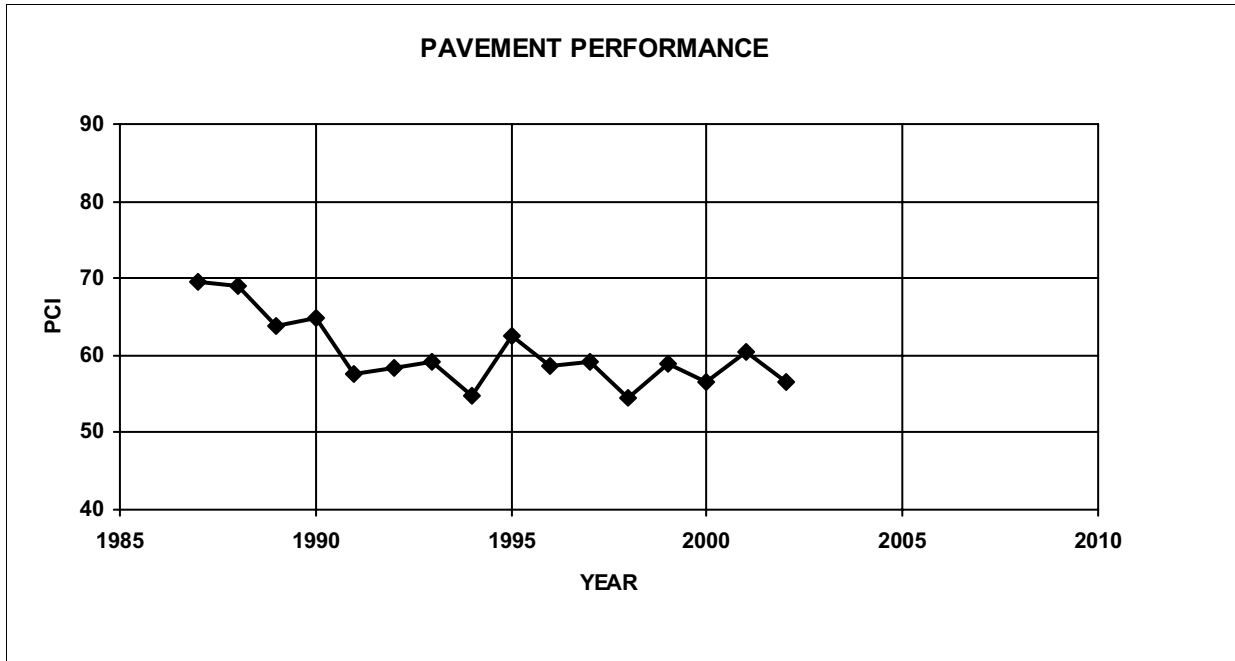
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1972	CHIPSEALED:	Yes
FROM:	217.0	OVERLAY DATE:	1977	CHIPSEAL DATE:	
TO:	224.3	ASPHALT:	75	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	25	SUBBASE:	0		
Age:	25				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	59.00
RAVEL	Moderate	Few	PCI	56.54
BLEEDING	Very Slight	Few	Ride Score	5.25
RIPPLING	None			
RUTTING	Severe	Throughout	Date Rated:	2002/08/20
DISTORTIONS	Slight	Frequent		
LWT SINGLE	Moderate	Few	Weather at Time of Rating:	Clear
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Few		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Very Slight	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	Slight	Few		
LONGITUDINAL MEANDER	Moderate	Extensive		
BLOCK	Moderate	Few		



Panel Recommendation: **Surfacing < 5 Years-**
 Comments:

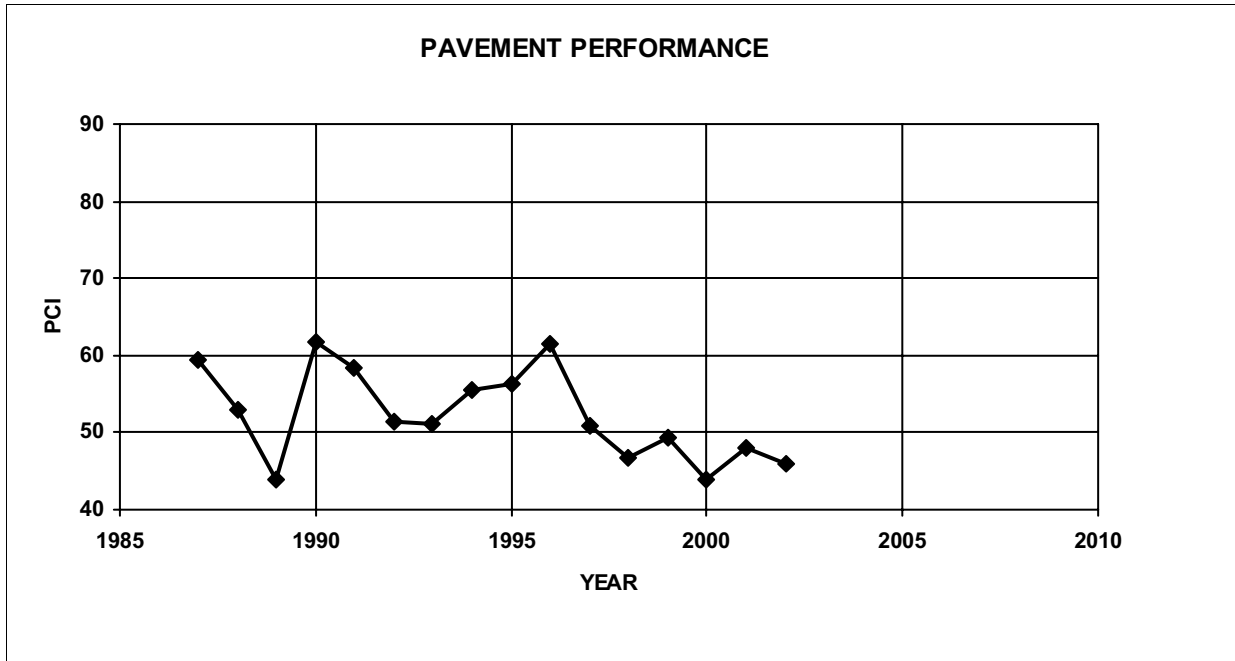
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1978	CHIPSEALED:	Yes
FROM:	224.3	OVERLAY DATE:		CHIPSEAL DATE:	1990
TO:	227.5	ASPHALT:	75	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	26	SUBBASE:	0		
Age:	24				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	85.25
RAVEL	Severe	Few	PCI	46.06
BLEEDING	Slight	Few	Ride Score	4.75
RIPPLING	None			
RUTTING	Very Severe	Extensive	Date Rated:	2002/08/20
DISTORTIONS	Slight	Few		
LWT SINGLE	Severe	Extensive	Weather at Time of Rating:	Clear
LWT ALLIGATOR	Severe	Few		
CENTRE-LINE SINGLE	Moderate	Throughout		
CENTRE-LINE ALLIGATOR	Very Slight	Few		
EDGE SINGLE	Very Slight	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	Moderate	Frequent		
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Extensive		



Panel Recommendation: **Surfacing < 2 Years-**
 Comments:

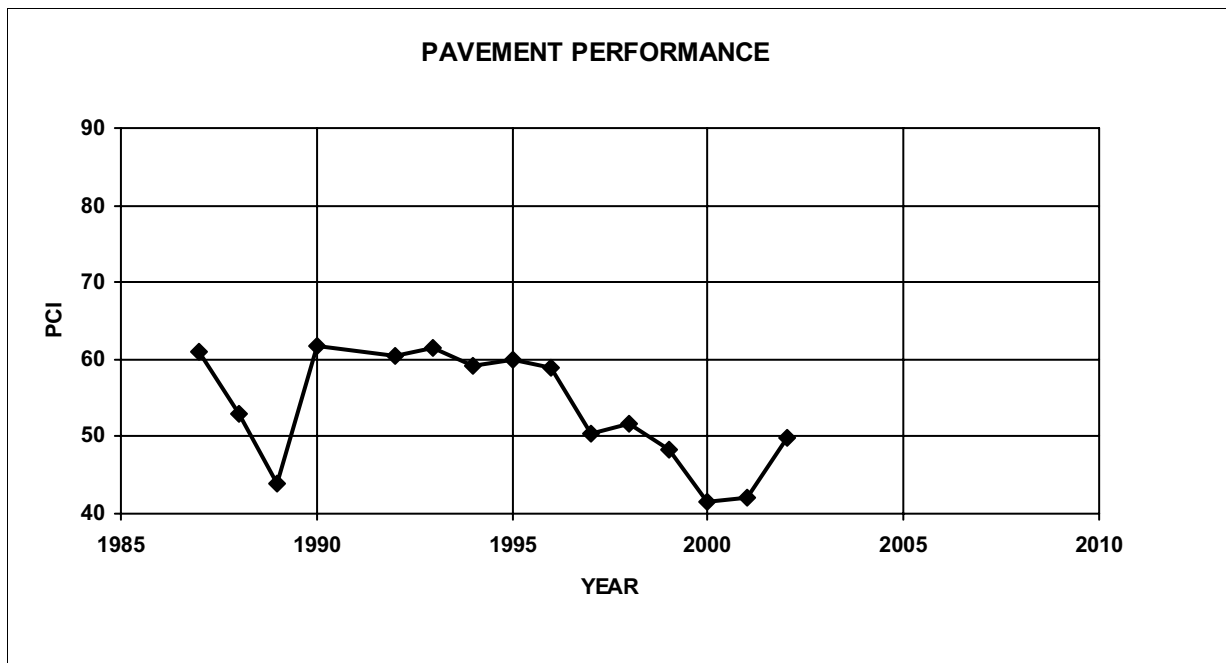
PAVEMENT INFORMATION SHEET

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HIGHWAY: Klondike	ASPHALT DATE: 1978	CHIPSEALED: Yes
FROM: 230.2	OVERLAY DATE:	CHIPSEAL DATE: 1990
TO: 231.1	ASPHALT: 75	MICROSURFACED: No
DIRECTION:	BASE: 150	MICROSURFACE DATE:
Road Section: 27	SUBBASE: 0	
Age: 24		

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	76.50
RAVEL	Severe	Intermittent	PCI	49.81
BLEEDING	None		Ride Score	5.00
RIPPLING	None			
RUTTING	Severe	Intermittent	Date Rated:	2002/08/20
DISTORTIONS	Slight	Few		
LWT SINGLE	Moderate	Throughout	Weather at Time of Rating:	Clear
LWT ALLIGATOR	Severe	Intermittent		
CENTRE-LINE SINGLE	Moderate	Throughout		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	Moderate	Frequent		
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Throughout		



Panel Recommendation: **Surfacing < 2 Years-**
 Comments:

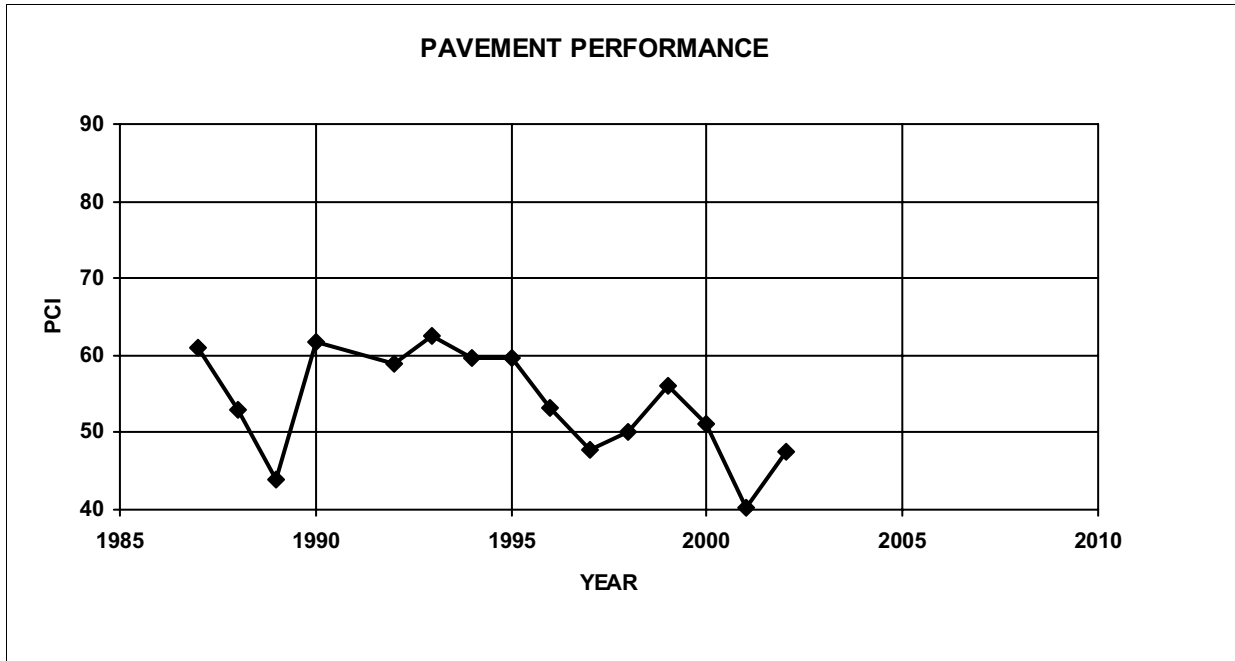
PAVEMENT INFORMATION SHEET

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HIGHWAY:	Klondike	ASPHALT DATE:	1991	CHIPSEALED:	Yes
FROM:	234.8	OVERLAY DATE:		CHIPSEAL DATE:	1990
TO:	236.4	ASPHALT:	75	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	28	SUBBASE:	0		
Age:	11				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	83.75
RAVEL	Severe	Intermittent	PCI	47.50
BLEEDING	None		Ride Score	5.00
RIPPLING	None			
RUTTING	Severe	Throughout	Date Rated:	2002/08/20
DISTORTIONS	Slight	Few		
LWT SINGLE	Moderate	Extensive	Weather at Time of Rating:	Cloudy
LWT ALLIGATOR	Moderate	Few		
CENTRE-LINE SINGLE	Moderate	Throughout		
CENTRE-LINE ALLIGATOR	Slight	Few		
EDGE SINGLE	None			
EDGE ALLIGATOR	Moderate	Few		
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	Moderate	Intermittent		
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Throughout		



Panel Recommendation: **Surfacing < 2 Years-**
 Comments:

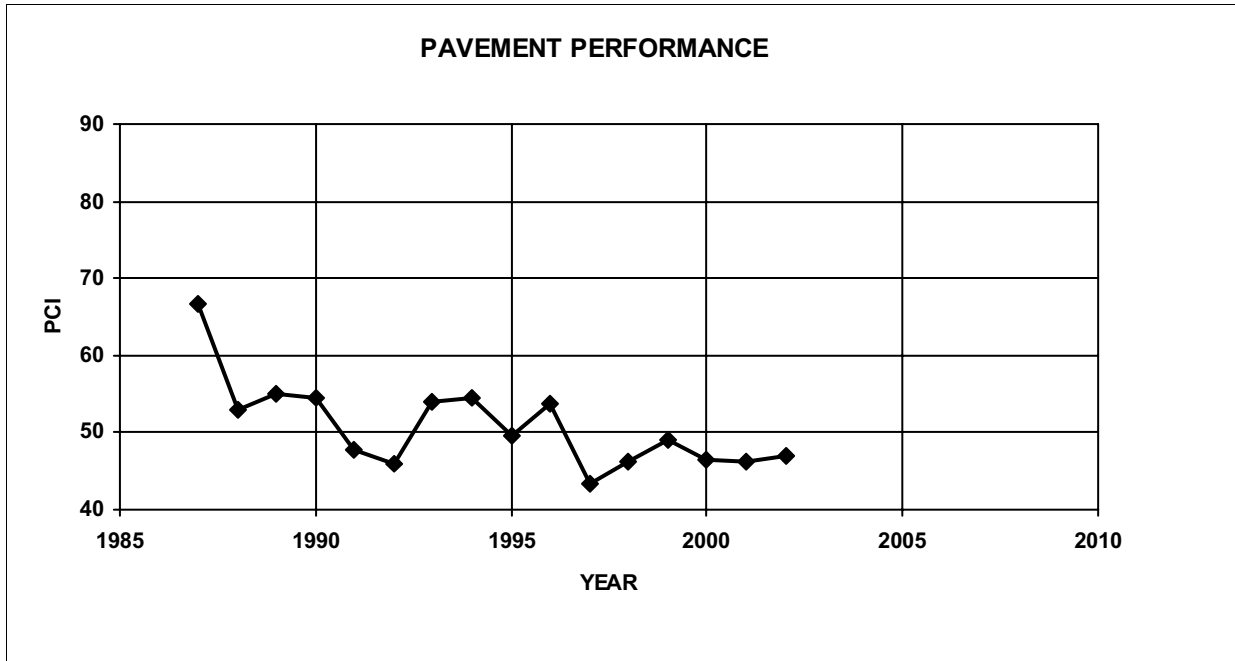
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1978	CHIPSEALED:	Yes
FROM:	236.4	OVERLAY DATE:		CHIPSEAL DATE:	1990
TO:	247.7	ASPHALT:	75	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	29	SUBBASE:	0		
Age:	24				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	85.25
RAVEL	Moderate	Throughout	PCI	47.02
BLEEDING	Moderate	Few	Ride Score	5.00
RIPPLING	None			
RUTTING	Severe	Frequent	Date Rated:	2002/08/20
DISTORTIONS	Moderate	Few	Weather at Time of Rating:	Clear
LWT SINGLE	Moderate	Throughout		
LWT ALLIGATOR	Severe	Few		
CENTRE-LINE SINGLE	Moderate	Throughout		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	Moderate	Intermittent		
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Throughout		



Panel Recommendation: **Surfacing < 2 Years-**
 Comments:

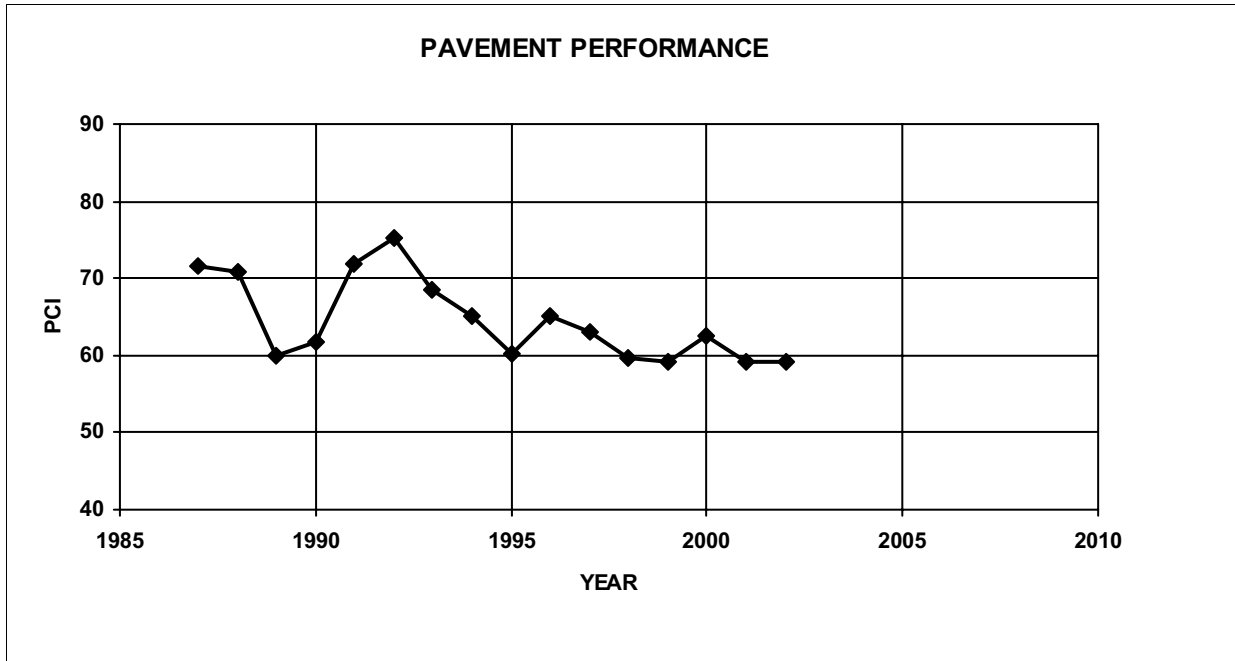
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1980	CHIPSEALED:	Yes
FROM:	276.0	OVERLAY DATE:		CHIPSEAL DATE:	1990
TO:	291.1	ASPHALT:	100	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	30	SUBBASE:	0		
Age:	22				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	54.50
RAVEL	Slight	Throughout	PCI	59.16
BLEEDING	Slight	Few	Ride Score	5.50
RIPPLING	None			
RUTTING	Moderate	Throughout	Date Rated:	2002/08/20
DISTORTIONS	Slight	Few	Weather at Time of Rating:	Clear
LWT SINGLE	Slight	Extensive		
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Intermittent		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Slight	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Slight	Throughout		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-**
 Comments:

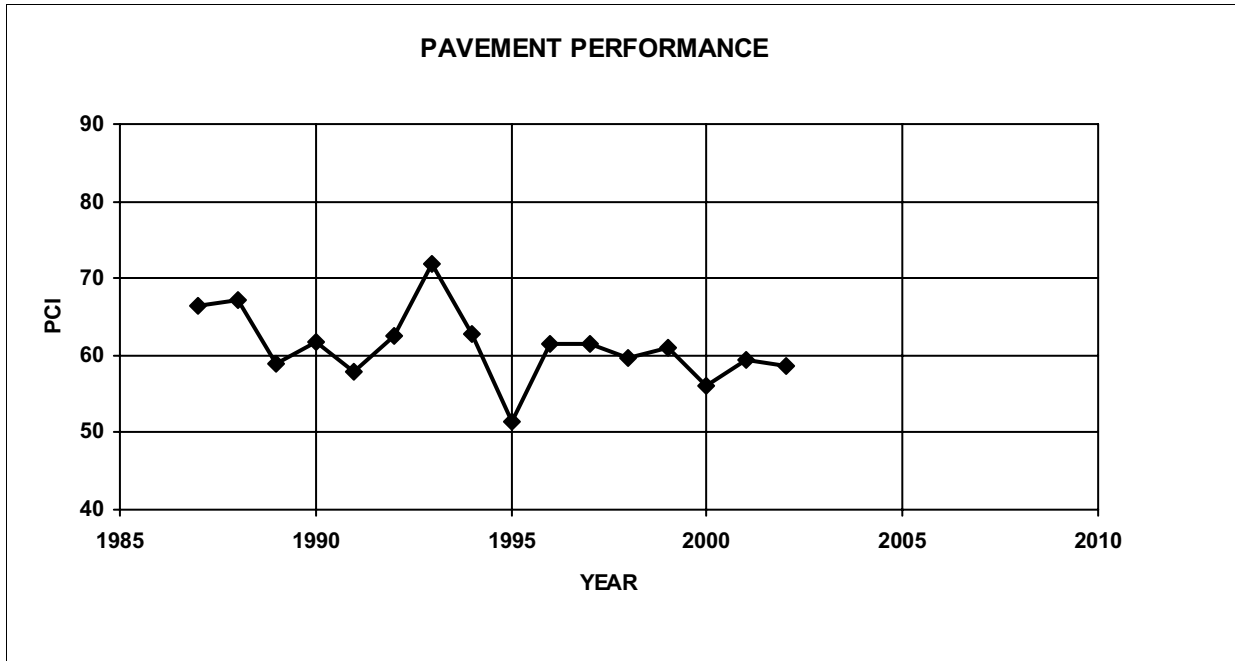
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1978	CHIPSEALED:	Yes
FROM:	345.3	OVERLAY DATE:		CHIPSEAL DATE:	1992
TO:	354.0	ASPHALT:	75	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	31	SUBBASE:	0		
Age:	24				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	52.75
RAVEL	Slight	Throughout	PCI	58.58
BLEEDING	None		Ride Score	5.25
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	2002/08/20
DISTORTIONS	Slight	Intermittent	Weather at Time of Rating:	Cloudy
LWT SINGLE	Slight	Few		
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Slight	Extensive		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Slight	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Slight	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Slight	Throughout		
BLOCK	Slight	Throughout		



Panel Recommendation: **Routine Maintenance-**
 Comments:

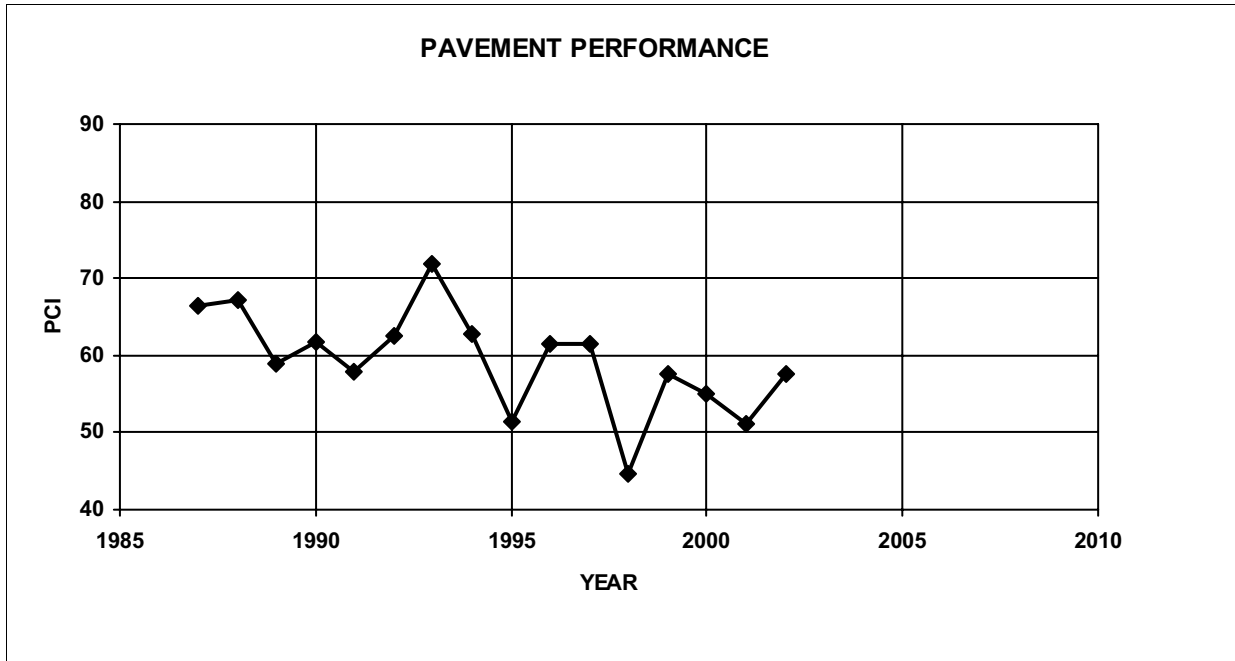
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1978	CHIPSEALED:	Yes
FROM:	354.0	OVERLAY DATE:		CHIPSEAL DATE:	1992
TO:	356.0	ASPHALT:	75	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	32	SUBBASE:	0		
Age:	24				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	51.75
RAVEL	Severe	Few	PCI	57.70
BLEEDING	None		Ride Score	5.00
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	2002/08/20
DISTORTIONS	Slight	Few	Weather at Time of Rating:	Cloudy
LWT SINGLE	Moderate	Few		
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Throughout		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Throughout		



Panel Recommendation: **Routine Maintenance-Spot Patching-**
 Comments: **Severe ravel at km 355.5**

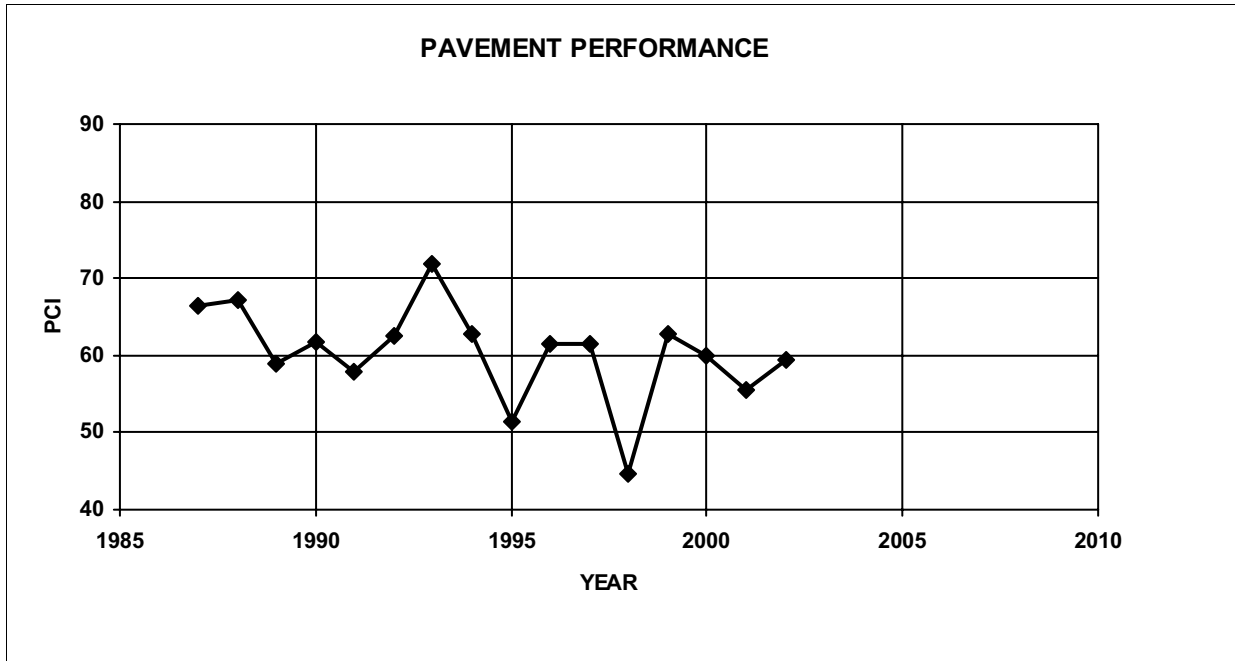
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Klondike	ASPHALT DATE:	1978	CHIPSEALED:	Yes
FROM:	356.0	OVERLAY DATE:		CHIPSEAL DATE:	1992
TO:	360.0	ASPHALT:	75	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	33	SUBBASE:	0		
Age:	24				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	49.75
RAVEL	Very Slight	Throughout	PCI	59.56
BLEEDING	None		Ride Score	5.25
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	2002/08/20
DISTORTIONS	None		Weather at Time of Rating:	Clear
LWT SINGLE	Moderate	Few		
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Extensive		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Few		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Throughout		



Panel Recommendation: **Routine Maintenance-**
 Comments:

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Haines	ASPHALT DATE:	1982	CHIPSEALED:	No
FROM:	72.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	78.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	160	MICROSURFACE DATE:	
Road Section:	34	SUBBASE:	160		
Age:	20				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	44.50
RAVEL	Moderate	Throughout	PCI	63.71
BLEEDING	None		Ride Score	5.75
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	2002/08/29
DISTORTIONS	Slight	Few		
LWT SINGLE	None		Weather at Time of Rating:	Cloudy
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	None			
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Frequent		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Intermittent		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Severe	Few		
BLOCK	None			



Panel Recommendation: **Routine Maintenance-**
 Comments:

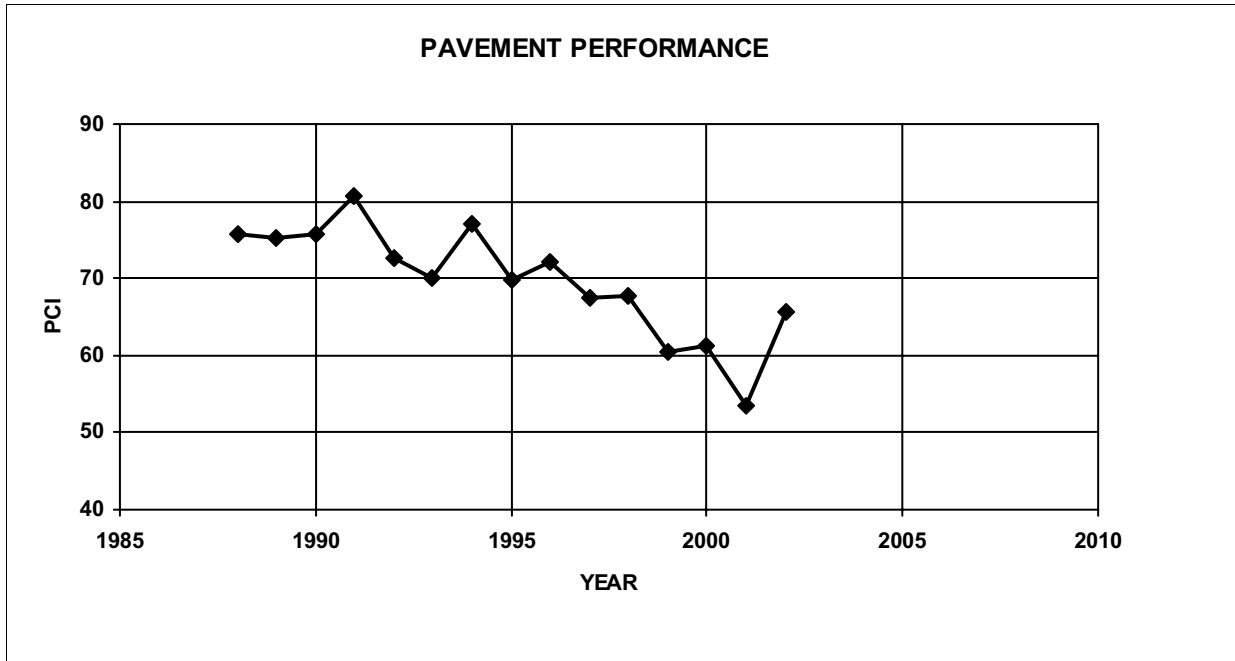
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Haines	ASPHALT DATE:	1982	CHIPSEALED:	No
FROM:	78.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	89.0	ASPHALT:	80	MICROSURFACED:	No
DIRECTION:		BASE:	160	MICROSURFACE DATE:	
Road Section:	35	SUBBASE:	160		
Age:	20				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	38.50
RAVEL	Severe	Intermittent	PCI	65.76
BLEEDING	None		Ride Score	5.75
RIPPLING	None			
RUTTING	None		Date Rated:	2002/08/29
DISTORTIONS	Moderate	Few		
LWT SINGLE	Moderate	Few	Weather at Time of Rating:	Cloudy
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Few		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Throughout		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Frequent		
TRANSVERSE ALLIGATOR	Slight	Few		
LONGITUDINAL MEANDER	Moderate	Few		
BLOCK	Moderate	Few		



Panel Recommendation: **Routine Maintenance-**

Comments: **Transverse cracking starting from shoulder towards centre-line. Block ratings not recorded. Chose moderate and few.**

PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Haines	ASPHALT DATE:	1986	CHIPSEALED:	No
FROM:	89.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	104.0	ASPHALT:	123	MICROSURFACED:	No
DIRECTION:		BASE:	80	MICROSURFACE DATE:	
Road Section:	36	SUBBASE:	160		
Age:	16				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	54.75
RAVEL	Severe	Few	PCI	59.08
BLEEDING	None		Ride Score	5.50
RIPPLING	None			
RUTTING	Slight	Throughout	Date Rated:	2002/08/29
DISTORTIONS	Slight	Few		
LWT SINGLE	Slight	Few	Weather at Time of Rating:	Cloudy
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Intermittent		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	Moderate	Extensive		
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	Moderate	Intermittent		
LONGITUDINAL MEANDER	Severe	Few		
BLOCK	Slight	Few		



Panel Recommendation: **Routine Maintenance-**
 Comments:

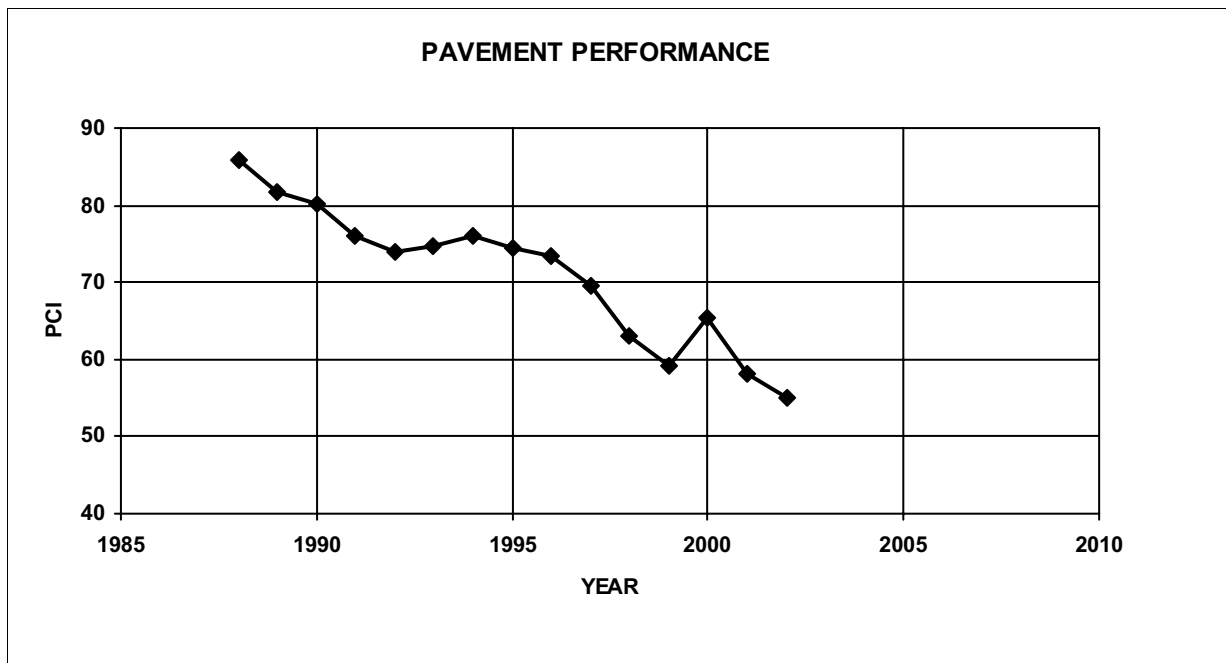
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Haines	ASPHALT DATE:	1986	CHIPSEALED:	No
FROM:	104.0	OVERLAY DATE:		CHIPSEAL DATE:	
TO:	116.0	ASPHALT:	123	MICROSURFACED:	No
DIRECTION:		BASE:	80	MICROSURFACE DATE:	
Road Section:	37	SUBBASE:	160		
Age:	16				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI 66.50
RAVEL	Slight	Throughout	PCI 55.15
BLEEDING	Very Slight	Few	Ride Score 5.50
RIPPLING	None		
RUTTING	Slight	Throughout	Date Rated:
DISTORTIONS	Slight	Few	2002/08/29
LWT SINGLE	Slight	Few	
LWT ALLIGATOR	None		Weather at Time
CENTRE-LINE SINGLE	Moderate	Frequent	of Rating:
CENTRE-LINE ALLIGATOR	None		Cloudy
EDGE SINGLE	Moderate	Throughout	
EDGE ALLIGATOR	Moderate	Extensive	
TRANSVERSE SINGLE	Moderate	Intermittent	
TRANSVERSE ALLIGATOR	Severe	Intermittent	
LONGITUDINAL MEANDER	Moderate	Few	
BLOCK	None		



Panel Recommendation: **Routine Maintenance-**
 Comments:

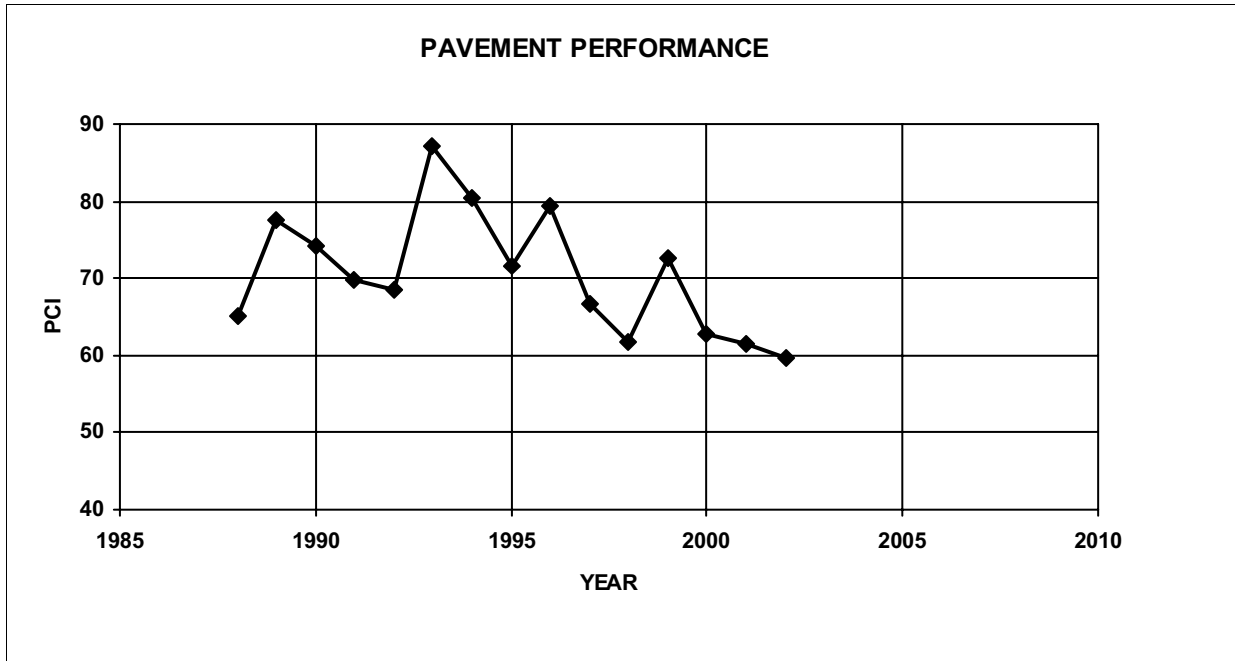
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Campbell	ASPHALT DATE:	1976	CHIPSEALED:	No
FROM:	0.0	OVERLAY DATE:	1993	CHIPSEAL DATE:	
TO:	4.0	ASPHALT:	125	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	38	SUBBASE:	0		
Age:	9				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	56.00
RAVEL	Slight	Throughout	PCI	59.78
BLEEDING	None		Ride Score	5.75
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	2002/08/27
DISTORTIONS	Moderate	Few		
LWT SINGLE	Moderate	Few	Weather at Time of Rating:	Rain
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Extensive		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Throughout		



Panel Recommendation: **Routine Maintenance-**
 Comments:

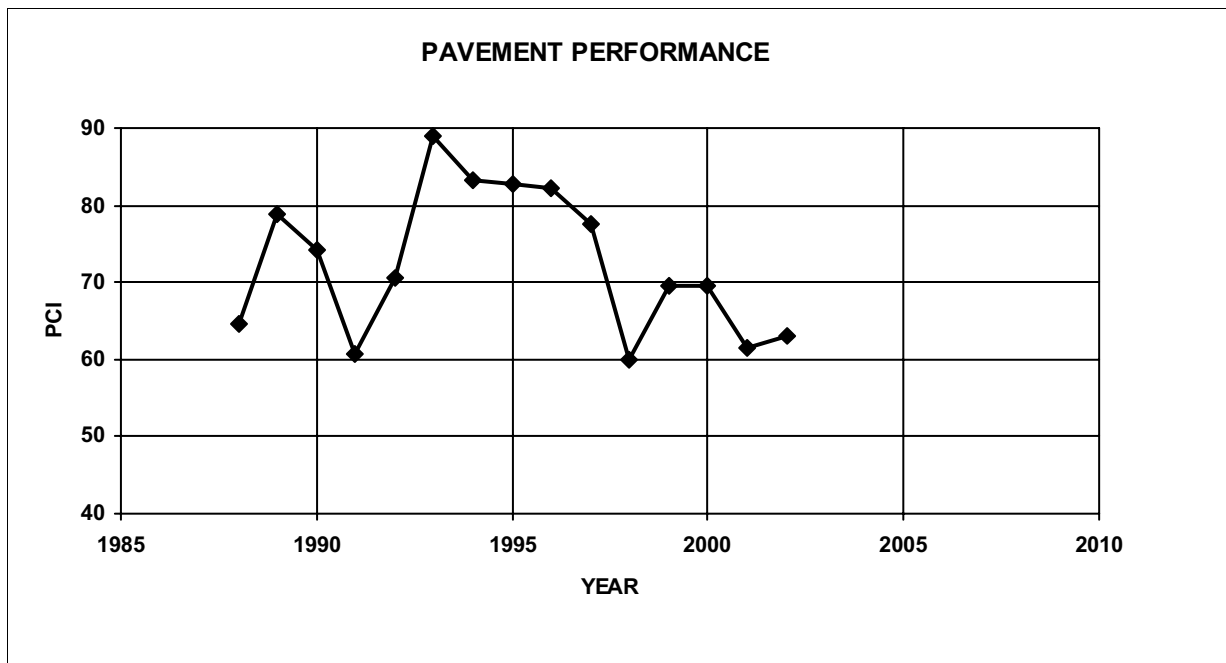
PAVEMENT INFORMATION SHEET

2003/06/18

HIGHWAY:	Campbell	ASPHALT DATE:	1976	CHIPSEALED:	No
FROM:	4.0	OVERLAY DATE:	1993	CHIPSEAL DATE:	
TO:	10.0	ASPHALT:	125	MICROSURFACED:	No
DIRECTION:		BASE:	150	MICROSURFACE DATE:	
Road Section:	39	SUBBASE:	0		
Age:	9				

2002 PAVEMENT DATA

	SEVERITY	EXTENT	DMI	49.50
RAVEL	Moderate	Throughout	PCI	63.15
BLEEDING	None		Ride Score	6.00
RIPPLING	None			
RUTTING	Very Slight	Throughout	Date Rated:	2002/08/27
DISTORTIONS	None			
LWT SINGLE	Slight	Few	Weather at Time of Rating:	Rain
LWT ALLIGATOR	None			
CENTRE-LINE SINGLE	Moderate	Intermittent		
CENTRE-LINE ALLIGATOR	None			
EDGE SINGLE	None			
EDGE ALLIGATOR	None			
TRANSVERSE SINGLE	Moderate	Throughout		
TRANSVERSE ALLIGATOR	None			
LONGITUDINAL MEANDER	Moderate	Throughout		
BLOCK	Moderate	Throughout		



Panel Recommendation: **Routine Maintenance-**
 Comments:

