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Pavement Management Update

# National Parks in Eastern Canada 2010/2011



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# Pavement Management Update National Parks in Eastern Canada 2010/11



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## Table of Contents

EXECUTIVE SUMMARY .....	i
1.0 INTRODUCTION.....	1
2.0 SCOPE.....	1
3.0 PARKS CANADA PAVEMENT MANAGEMENT SYSTEM.....	2
4.0 PAVEMENT CONDITION INDEX (PCI).....	4
5.0 PRESENT SYSTEM ANALYSIS.....	9
6.0 MAJOR PARK ROADS.....	20
6.1 Category 1 Roads (Trans-Canada Highway).....	20
6.2 Category 2 Roads.....	22
Eastport Road	
Laurencelle-Route 132 (Forillon)	
Highway 114	
Highway 117	
Highway 430	
Highway 431	
Cabot Trail	
6.3 Category 3 Roads.....	34
Gulf Shore Road - PEI	
Route Panoramique - La Mauricie	
6.4 Categories 4 to 6 Roads.....	38
7.0 PAVEMENT MAINTENANCE AND REPAIR STRATEGIES.....	40
8.0 NETWORK ANALYSIS.....	42
9.0 WHAT-IF SCENARIOS.....	47
10.0 SUMMARY AND CONCLUSIONS .....	53
11.0 RECOMMENDATIONS.....	55
Appendix A – Pavement Ratings National Parks in Eastern Canada	
Appendix B – BST Ratings National Parks in Eastern Canada	
Appendix C – Rating Guides and Forms	
Appendix D – Photographs of Typical Distresses	
Appendix E – Current Rehabilitation Needs by Park	
Appendix F – Lexique Dictionary	

## List of Tables

Table 1: Historical Summary of Rated Sections.....	2
Table 2: Description of Rating Values.....	4
Table 3: Pavement Distress Weighting Values .....	8
Table 4: BST Distress Weighting.....	9
Table 5: Distress Criteria used to Identify Potential Sections for Rehabilitation.....	10
Table 6: Potential Rehabilitation Needs - Eastern Canada 2010.....	11
Table 7: Condition of Paved Roads By Category By Percentage .....	19
Table 8: Condition of BST by Category by Percentage .....	19
Table 9: Current Rehabilitation Needs .....	41
Table 10: Average Rehabilitation Cost per Km.....	42
Table 11: Levels of PCI for Work Intervention.....	44
Table 12: Statistical Comparison of Main Paved Highways.....	45
Table 13: Five Year MYOP Budget – all roads.....	46
Table 14: Condition of Roads by Category by Percentage .....	53
Table 15: Network Condition Atlantic Parks Comparison 2007 to 2010.....	53
Table 16: Condition of Pavements in Forillon and La Mauricie National Parks.....	54

## List of Figures

Figure 1: Outline of Parks Canada Pavement Management system.....	3
Figure 2: Condition (PCI) of TCH Terra National Park.....	21
Figure 3: Trans-Canada Highway (TCH), Terra Nova National Park.....	21
Figure 4: Condition (PCI) of Eastport road, Terra Nova National Park.....	22
Figure 5: Condition (PCI) of Hwy 114, Fundy National Park.....	24
Figure 6: Hwy 114, Fundy National Park.....	25
Figure 7: Condition (PCI) of Hwy 117, Kouchibouguac National Park.....	26
Figure 8: Hwy 117, Kouchibouguac National Park.....	27
Figure 9: Condition (PCI) of Hwy 430, Gros Morne National Park.....	28
Figure 10: Hwy 430, Gros Morne National Park.....	29
Figure 11: Condition (PCI) of Hwy 431, Gros Morne National Park.....	30
Figure 12: Hwy 431, Gros Morne National Park.....	31
Figure 13: Condition (PCI) of the Cabot Trail, Cape Breton Highlands National Park.....	32
Figure 14: Cabot Trail, Cape Breton Highlands National Park.....	33
Figure 15: Condition (PCI) of Gulf shore Road, PEI National Park.....	35
Figure 16: Gulf Shore Road, PEI National Park.....	35
Figure 17: Route Panoramique, La Mauricie National Park.....	36
Figure 18: Performance of Atlantic Parks Canada Pavements.....	43
Figure 19: PCI versus Annual Funding Levels for Category 1 Roads.....	49
Figure 20: PCI versus Annual Funding Levels for Category 2 Roads.....	49
Figure 21: PCI versus Annual Funding Levels for Category 3 Roads.....	50
Figure 22: PCI versus Annual Funding Levels for Category 1 -3 Roads.....	50
Figure 23: % of Kilometres Below PCI 60 for Category 1 Roads.....	51
Figure 24: % of Kilometres Below PCI 60 for Category 2 Roads.....	51
Figure 25: % of Kilometres Below PCI 60 for Category 3 Roads.....	52
Figure 26: % of Kilometres Below PCI 60 for Category 1-3 Roads.....	52
Figure 27: Performance of Atlantic Parks Pavements 1997-2010.....	54

List of Photos

Photo 1: Pavement in Very Good Condition: PCI 75.....5

Photo 2: Pavement in Good Condition: PCI 71.....6

Photo 3: Pavement in Fair Condition: PCI 64.....6

Photo 4: Pavement in Poor Condition: PCI 58.....7

Photo 5: Pavement in Very Poor Condition: PCI 43 .....7

## EXECUTIVE SUMMARY

Since 1987, when Parks Canada implemented a Pavement Management System, periodic updates have been produced on a nominal 3-year cycle. This report is the update for the highway system in Atlantic Canada National Parks and Forillon National Park in Quebec based on data collected in the summer of 2010. Data for La Mauricie National Park was collected in July 2011. The objective of this present report is the following:

1. Identify potential resurfacing projects for 2011 and 2012. The data will allow the most appropriate maintenance and repair strategies to be selected on a priority basis for Eastern Canadian Park roads.
2. Develop performance predictions models that will allow the development of realistic Multi - Year Operating Plan rehabilitation projects.
3. Evaluate suitable strategies for roadway pavement maintenance and capital improvements.

The Eastern Canadian parks included in the report are:

Alexander Graham Bell Museum Historic Site  
Cape Breton Highlands National Park  
Cape Spear  
Castle Hill  
Citadel Hill  
Forillon parc national  
Fort Beausejour Historial Site  
Fort Louisbourg Historial Site  
Fundy National Park  
Gros Morne National Park  
La Mauricie National Park  
Kejimikujik National Park  
Kouchibouguac National Park  
Prince Edward Island National Park  
Greenwich National Park (PEI)  
Signal Hill Historical Site  
St Peters Canal  
Terra Nova National Park

The 2010 data contains 245 sections representing some 404.1 kilometres of pavement in the Atlantic Canada and 8 sections representing 27 km of Bituminous Surface Treatments (BST). Also included in the study are 11 sections representing 27.9 km of pavement in Forillon National Park and 82.8 kilometres (33 sections) in La Mauricie National Park.

The Pavement Condition Index (PCI) is a composite index which describes the overall condition of a pavement. In general terms, a highway with a PCI of 73 or greater is in very good condition, a highway with a PCI of 68 to 73 is in good condition, a highway with a PCI of 60 to 68 is in fair condition, a highway with a PCI between 55 and 60 (poor) requires an overlay/milling-overlay and



a highway with PCI less than 55 is in very poor condition and needs extensive repairs before rehabilitation.

#### Condition of Roads National Parks in Eastern Canada by Category by Percentage

PCI	Condition	All Roads %	Category 1 %	Category 2 %	Category 3 %	Categories 4-6 %
PCI > 73	Very Good	16.43	0.00	8.16	36.67	5.64
68<PCI<73	Good	4.87	8.01	6.12	1.19	7.29
60<PCI<68	Fair	23.18	91.99	26.65	34.17	26.52
55<PCI<60	Poor	8.68	0.00	7.04	7.80	18.84
PCI<55	Very Poor	46.85	0.00	52.03	20.18	41.47

Only 20% of Eastern Canadian Park Highways are in the good and very good range. The work done in the past three years in Fundy, PEI and Cape Breton National Parks by rehabilitating some of the poorest performing pavements has counterbalanced the decline in performance of all other sections. The result being that there has been no net overall improvement in the performance of the network. The comparison for Quebec National Parks roads is not available as they were not rated in 2007.

#### Network Condition Atlantic Parks Comparison 2007 to 2010

PCI	Condition	All Roads 2007 -%	All Roads 2010-%
PCI > 73	Very Good	12.02	18.80
68<PCI<73	Good	12.70	5.57
60<PCI<68	Fair	27.2	26.53
55<PCI<60	Poor	10.17	9.93
PCI<55	Very Poor	37.91	39.17

The pavement rehabilitation program for Parks has been under-funded for the past decade resulting in a road network that now on average is in poor condition. Without increased funding in the near future this network will continue to decline and be in very poor condition within the next few years.

The Table below indicates that less than 4% of Parks Roads in Quebec are in good or very good condition and 40 % are in poor or very poor condition.

#### Network Condition Quebec National Parks

PCI	Condition	All Roads %	Category 1-3 %	Category 4-6 %
PCI > 73	Very Good	2.7	0	8.4
68<PCI<73	Good	1.0	0	3.1
60<PCI<68	Fair	54.6	64.1	34.5
55<PCI<60	Poor	14.6	8.5	27.4
PCI<55	Very Poor	27.1	27.4	26.6

The majority of roads in fair condition are found on the Route Panoramique in La Mauricie National Park. With the exception of km 0 to km 5.4 and km 58.3 to 62.8, La Route Panoramique is in fair condition. The sections between km 0 and km 5.4 and 58.3 and 62.8 are in poor to very poor condition. The section between km 0 and km 5.4 is characterized by very severe rutting and wheel track alligator cracking indicating that structural strengthening is required for these sections.

The analysis of the 2010 data indicated the need for major funding for highways in Eastern Canadian National Parks.

The following table allows three funding scenarios, as there is a significant backlog of projects. The scenarios indicate funding requirements to clear the backlog in 1, 3, and 5 years. The shorter the period used, the more advantageous as early rehabilitation reduces both maintenance and user costs.

#### **Five Year MYOP Budget (Class D) For National Parks in Eastern Canada**

##### **Categories 1 to 3 – Through Roads**

	2011/12	2012/13	2013/14	2014/15	2015/16
1 Year Catch-up	\$125,000,000	\$1,600,000	\$23,000,000	\$ 16,500,000	\$7,500,000
3 Year Catch-up	\$50,000,000	\$ 50,000,000	\$50,000,000	\$ 16,500,000	\$7,500,000
5 Year Catch-up	\$35,000,000	\$ 35,000,000	\$35,000,000	\$35,000,000	\$35,000,000
Five Year Total	\$175,000,000				

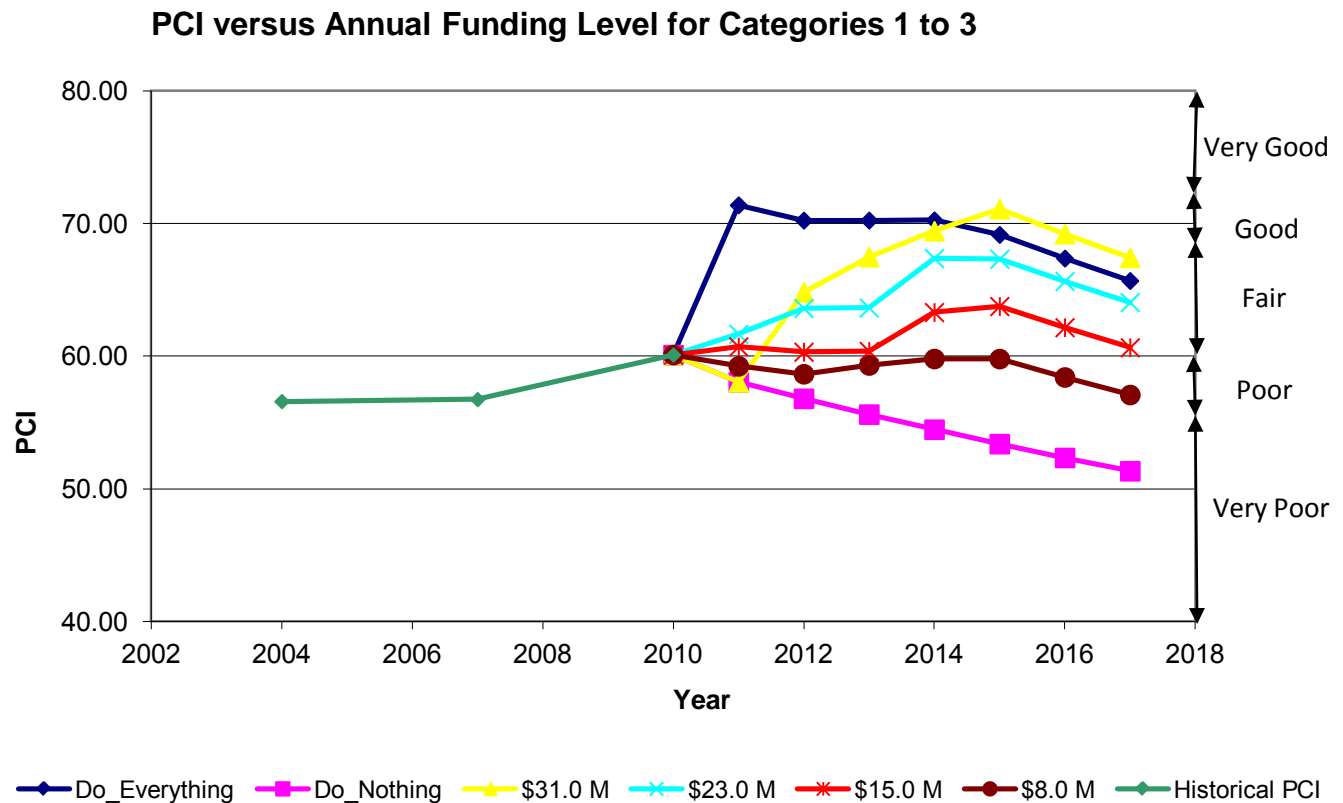
##### **Categories 1 to 6 – All Park Roads**

1 Year Catch-up	\$155,000,000	\$2,000,000	\$25,000,000	\$21,000,000	\$10,000,000
3 Year Catch-up	\$60,000,000	\$60,000,000	\$ 60,000,000	\$21,000,000	\$10,000,000
5 Year Catch-up	\$42,500,000	\$42,500,000	\$42,500,000	\$42,500,000	\$42,50 ,000
Five Year Total	\$212,500,000				

Costs shown in Table are Class D estimates based on construction costs in recent years for rehabilitation done in recent years in Atlantic Parks and do not include engineering, project management , environmental studies, etc.

The above tables are based on a program that rehabilitates a pavement when the PCI drops to between 60 and 63 (transition zone between fair and poor) such that no section is in poor or very poor condition. Although this is the desirable strategy, given the huge backlog of poor and very poor pavements, it is probably not very realistic given funding pressures for highways, bridges and other infrastructure assets. Most provincial governments face similar pressures and are forced to live with a backlog of projects. Although there is a wide variation in the backlog limits, most agencies try to limit the backlog to 20% for their main highways and most have a policy that no pavement would be below a given PCI but on average the overall system should be in fair condition. A realistic goal for Parks Canada Pavements might be to have the overall average of its **Categories 1 to 3 Highways** in the middle of the “fair” range (i.e. PCI of 63).

By interpolation, the following figure indicates that \$19 million is needed annually to improve the Category 1 to 3 in Eastern Canada Parks to an average PCI of 63, the middle of the fair range of pavement condition at the end of a five year expenditure plan. This scenario recognizes that there will be a backlog of poor and very poor pavements of about 40%.



## CONCLUSIONS

The pavement rehabilitation program for Atlantic Parks has been under-funded for the past *decade* resulting in a road network that now on average is in poor condition. Without increased funding in the near future, this network will continue to decline and be in very poor condition within the next few years.

Investments in the magnitude of \$175 million over the next five years are required for the main highway network to bring the pavements to the point where no section is in poor or very poor condition. This figure increases to \$212 million when the local roads are taken into consideration. A realistic goal could be funding of \$19-\$20 million annually over the next five years to permit the overall condition of the network to be in the middle of the fair condition range.

Recommendations are:

1. Parks Canada obtains \$20 million annual funding to restore pavements on major highways to acceptable network average PCI of 63 (mid-range of the fair category).

2. In terms of priorities a list of projects should be evaluated based upon functional & intended use, traffic, traffic loading, current pavement condition and budget limitations. From a purely pavement management perspective, the following sections would be the top priorities:
  - a. The most cost effective priority that could be undertaken in Atlantic Canada Parks pavement system would be the chipsealing/microsurfacing on the highways 430 and 431 in Gros Morne National Park and km 0 to 12 on the TCH in Terra Nova National Park that are showing ravelling distresses. These pavements are in otherwise good condition but if not repaired will deteriorate rapidly needing more expensive overlays. Chipsealing and microsurfacing although common in New Brunswick and Nova Scotia, are not used in Newfoundland and Labrador. Because of this, the costs of microsurfacing/chipseals should be compared to a thin overlay as the costs of some of these specialty treatments has escalated in the past few years. However it should be noted the reason for requiring the premature rehabilitation of these pavements is the poor performance of the aggregate/asphalt and an overlay with the same materials will likely give the same poor performance.
  - b. Another priority is Highway 117 and the first 2 kilometres of the Main Road in Kouchibouguac National Park. These highways are severely rutted and pose a safety hazard.
  - c. Major improvements have been made on the highways in Cape Breton Highlands, Fundy and PEI National Parks within the last three years. There are still a number of deficient sections between the rehabilitated sections in each of these parks which should be rehabilitated as a priority in order to gain the maximum benefits of safety, road user costs and maintenance costs of the investments made over the last three years.
  - d. The Eastport Road and Fort Louisbourg Access are in very poor condition and should be priorities for rehabilitation.
  - e. A program for the rehabilitation of the roads in Forillon National Park should be established to improve the highways in this park. Given that the pavements are essentially all in poor or very poor condition the priorities should be established as function of traffic and tourist goals in the park.
  - f. Severe rutting and wheel track alligator cracking between km 0 and km 5.4 and between km 58.3 and 62.8 in La Mauricie National Park requires a major rehabilitation as these distresses are indications of a lack of structural strength.
3. Categories 4 to 6 pavements should be rehabilitated at the same time as work is being done on Categories 1 to 3 pavements to save on mobilization and production costs.
4. The pavement management system should be updated in 2013.



## **1.0 INTRODUCTION**

In 1987, Parks Canada implemented a pilot project on Pavement Management for roads in the National Parks. Following the successful completion of the pilot project, a full-scale evaluation of Park's pavements was undertaken in 1988. In 1991, 1994, 1995, 1996, 1997, 2002, 2004, 2007 and 2010, the Pavement Management System (PMS) was updated in the Atlantic Provinces and Forillon National Park in 2010 and pavements in La Mauricie National Park were rated in July 2011. The goal of this report is to add and analyse the data collected in 2010 on park highways in the Eastern Canada and in particular to analyze the following:

1. Identify potential resurfacing projects for 2011 and 2012. The data will allow the most appropriate maintenance and repair strategies to be selected on a priority basis for Eastern Canadian Park roads
2. Develop performance predictions models that will allow the development of realistic Multi - Year Operating Plan rehabilitation projects.
3. Evaluate suitable strategies for roadway pavement maintenance and capital improvements.

## **2.0 SCOPE**

The parks included in this report are:

- Alexander Graham Bell Museum Historic Site
- Cape Breton Highlands National Park
- Cape Spear
- Castle Hill
- Citadel Hill
- Forillon parc national
- Fort Beausejour Historical Site
- Fort Louisbourg Historical Site
- Fundy National Park
- Gros Morne National Park
- La Mauricie National Park
- Kejimikujik National Park
- Kouchibouguac National Park
- Prince Edward Island National Park
- Greenwich National Park (PEI)
- Signal Hill Historical Site
- St Peters Canal
- Terra Nova National Park

The 2010 data (Table 1) contains 245 sections representing some 404.1 kilometres of pavement in the Atlantic Region and 8 sections for 27 km of Bituminous Surface Treatments (BST). Also included in the 2010 study are 11 sections representing 27.9 km of pavement in Forillon National Park and 82.8 kilometres (33 sections) in La Mauricie National Park.

Including some miscellaneous evaluations carried out in the intervening years, this brings the number of individual sections to 1517 for a total of 3733 kilometres of pavement that have been included in this study. A listing of the 2010 data for all sections is found in Appendix A for pavements and Appendix B for Bituminous Surface Treatments (BST).

**Table 1 - Historical Summary of Rated Sections**

<b>Year</b>	<b>No. of Sections</b>	<b>Kilometers</b>
1987	38	247
1988	85	319
1989	7	28
1991	84	340
1992	45	86
1993	9	48
1994	80	279
1995	9	21
1996	30	99
1997	138	371
1998	36	106
1999	22	58
2000	157	379
2004	231	405
2007	249	405
2010	264	459
2011	33	83
<b>Total</b>	<b>1517</b>	<b>3733</b>

### **3.0 PARKS CANADA PAVEMENT MANAGEMENT SYSTEM**

The Pavement Management System developed for Parks Canada is largely based on the Ontario Ministry of Transportation's system. The system has been adapted to meet Park's special requirements:

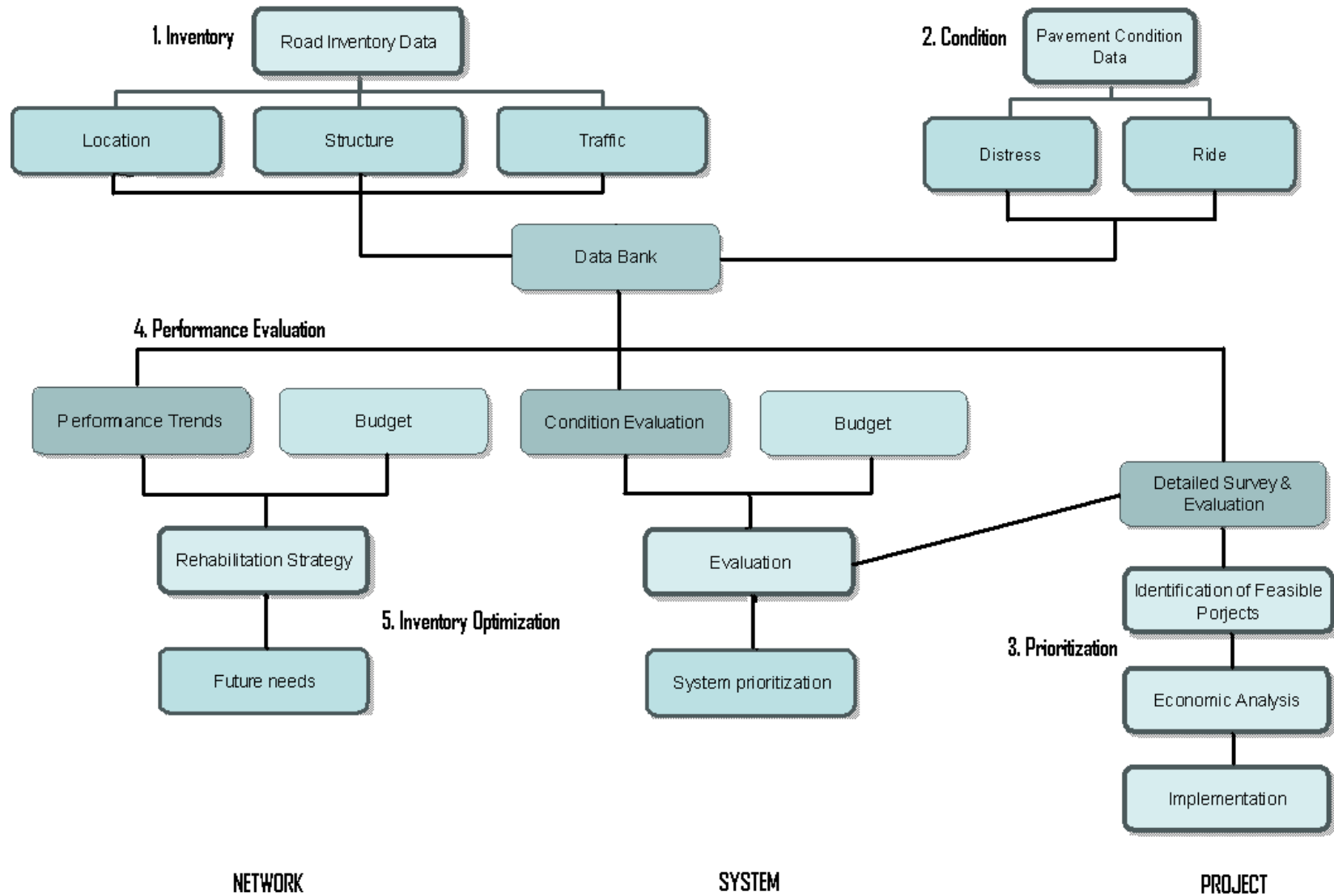
1. Park Roads for the most part, do not have high traffic volumes except for the Trans-Canada Highway.
2. Park roads do not emphasize through traffic but instead tend to emphasize the "park experience" to the traveler.
3. Park roads cover an extremely wide scope of usage, climate and geography. They literally go from coast to coast and range from local camping roads to the Trans-Canada Highway.

Figure 1 is an outline of the Park Canada's Pavement Management System, which evaluates pavements at 3 distinct levels.

#### **Network:**

At this level, a generalized model of pavement performance is developed which enables the assessment of various funding alternatives to meet present and future needs based on the entire road network.

**Figure 1 – Outline of Park Canada's Pavement Management System**





## Section:

At this level, sections that are showing moderate to severe distress are identified for further study at the project level.

## Project:

A detailed engineering study is carried out on those sections listed in the section analysis above.

The first two phases are the subject of this report. The project level analysis is beyond the scope of this report.

The evaluation consists of a visual inspection of the roadway surface by a panel of experienced highway engineers. The panel rates cracking, bleeding, ravelling, rutting, distortions and rippling of the asphalt surface in terms of the severity of the distress and the extent of the distress within the rating section.

The severity of the distress (Table 2) was rated from 0.5 (very slight) to 4 (very severe) and the extent was rated from 0.5 (few distresses) to 4 (distress throughout) using procedures laid out in the rating guide, a summary of which is found in Appendix C<sup>a</sup>. Appendix D contains photographs of typical distress.

**Table 2 - Description of Rating Values**

Severity	Extent	Value
n/a	None	0
Very Slight	Few	0.5
Slight	Intermittent	1
Moderate	Frequent	2
Severe	Extensive	3
Very Severe	Throughout	4

The ridescore or Riding Comfort Index (RCI) is evaluated on the scale of 0 to 10 by the rating panel. A ride of 8 is typical of a new pavement in Canada and few sections have ridescores of less than 3. They are usually reverted to gravel if the ride becomes this severe.

## 4.0 PAVEMENT CONDITION INDEX (PCI)

The PCI is a single index, which combines the extent and severity of distresses with the RCI. This index is particularly useful in developing a generalized model of pavement performance, which enables the assessment of various funding alternatives.

The PCI is an overall rating of the pavement section on the scale of 0 to 100. The higher the PCI the better the condition of the pavement is. The Pavement Condition Index (PCI) is calculated using the following formula:

---

<sup>a</sup> It should be noted that in some of the early editions of the PMS reports used a scale of 0 to 5 to rate the severity and extent of the distresses. These distresses were then converted to the 0 to 4 scale to calculate the PCI. In this report, the 0 to 4 scale is used throughout to minimize confusion.

$$PCI = (100 * \sqrt{0.1 * ridescore} * (205 - \frac{DMI}{205}) * 0.924) + 8.856$$

Where: DMI = Distress Manifestation Index. DMI is an overall characteristic describing pavement surface condition in terms of distress manifestations.

$$DMI = \sum_{i=1}^n w_i (s_i + e_i)$$

$w_i$  = Weighting value representing the relative weight of each distress manifestation. Those distresses, which are considered more serious, are given larger weighting values ( $w_i$ ). (Table 3)

$s_i$  = Severity of distress manifestations expressed on a scale from 0 - 4.

$e_i$  = Extent of distress manifestations expressed on a scale from 0 - 4.

$n$  = the total number of distress types.

Appendix A contains the severity and extent of distress along with the DMI and PCI for each section of road rated in 2010. Appendix B contains equivalent data for BST sections in Atlantic Canada National Parks.

In general terms, a highway with a PCI of 73 or greater is in very good condition, a highway with a PCI of 68 to 73 is in good condition, highways with a PCI of 60 to 68 are in fair condition, a highway with a PCI between 55 and 60 (poor) requires an overlay/milling-overlay and highways with PCI's less than 55 are in very poor condition and need extensive repairs before rehabilitation. Photographs of typical distresses are found in Appendix D.



**Photo 1: Pavement in Very Good Condition PCI 75**



**Photo 2: Pavement in Good Condition PCI 71**



**Photo 3: Pavement in Fair Condition PCI 64**





**Photo 4: Pavement in Poor Condition PCI 58**



**Photo 5: Pavement in Very Poor Condition PCI 43**

**Table 3 - Pavement Distress Weighting Values**

<b>Distress</b>	<b>Weighting Value</b>
Raveling	3
Bleeding	0.5
Rippling	1
Rutting	3
Distortions	3
Longitudinal Wheel Track - Single	1
Longitudinal Wheel Track Alligator	3
Centreline Single	0.5
Centreline Alligator	2
Edge Single	0.5
Edge Alligator	1.5
Transverse Single	1
Transverse Alligator	3
Long Meander	1
Block	0.5

The network analysis uses this overall condition rating for selecting rehabilitation priorities and strategies and for investigating the impact of varying funding levels. It is based on a weighting index that combines all distress extents and severities.

### **BITUMINOUS CONDITION INDEX (BCI)**

A similar system exists for Bituminous Surface Treatments

$$DMI = \sum_{i=1}^n (w_i)(s_i)$$

Where: DMI = Distress Manifestation Index. DMI is an overall characteristic describing BST surface condition in terms of distress manifestations.

$w_i$  = Weighting value representing the relative weight of each distress manifestation. Those distresses that are considered more serious are given larger weighting values ( $w_i$ ) (Table 4).

$s_i$  = Severity and extent of distress manifestations expressed on a scale from 0 to 10.

$n = 12$ , the total number of distress types.

**Table 4 - BST Distress Weighting Values**

<b>Distress</b>	<b>Weighting Value</b>
Raveling	1.0
Bleeding	1.0
Rutting	1.0
Subgrade failure	1.5
Shoulder disintegration	0.5
Potholes	1.3
Patching	1.0
Cracking	0.5
Distortions	1.2
Corrugations	0.4
Streaking	0.3
Joints	0.3

The significance of the ride score in the ultimate decision to rehabilitate BSTs is much more important than with conventional pavements. This study establishes rehabilitation programming based on BCI – a combination of ride score and the Distress Manifestation Index. The Bituminous Condition Index (BCI) is calculated using the following formula:

$$BCI = 10 \frac{(DMI + Ride Score)}{10} / 2 = 5 \frac{(DMI + Ride Score)}{10}$$

The BCI is an overall rating of the BST section. The higher the BCI, the better the condition of the BST is.

## **5.0 PRESENT SYSTEM ANALYSIS**

The objective of the Present System Analysis is to identify potential rehabilitation sections that will require further detailed engineering study. In general, these sections will need work in the short term (1 to 2 years).

Not all distresses in themselves are justification for major rehabilitation or rehabilitation. Projects are normally undertaken when the pavement condition meets one of the following criteria:

The ride score falls below the level of public acceptance. This is normally at or below a ride score of 4.5.

The condition of the road is such that it poses a safety hazard to the motoring public. This normally occurs with bleeding or rutting distresses.

The condition of the road is such that major work is required to prevent its rapid deterioration. Single and/or alligator cracking in the wheel paths or pavement ravelling are typical distresses of this failure mode.

In some cases, rehabilitation (thin overlays or chipseals) could be more cost effective than extensive routine maintenance. In other instances, the severity of the distress by itself may dictate that rehabilitation is required. However, in most cases, it is the combination of the severity of the distress and the extent of the distress that is the controlling factor.

Table 5 contains the criteria used in the following analysis, which evaluated distresses in terms of severity and the distress factor ( $w_i * (s_i + d_i)$ ) to evaluate severity and extent.

**Table 5 - Distress Criteria used to Identify Potential Sections for Rehabilitation**

	<b>Section Requires Immediate Attention</b>		<b>Section Shows Marginal Distress</b>
<b>Ridescore</b>	$\leq 4.5$		$< 5.0$
	<b>Severity</b>	<b>Distress Factor</b>	<b>Distress Factor</b>
<b>Safety Concerns</b>			
<b>Bleeding</b>	$\geq 3.0$	$> 2.5$	$> 2.0$
<b>Rutting</b>	$\geq 3.0$	$> 15.0$	$= 15$
<b>Asset Preservation</b>			
<b>Raveling</b>	$\geq 3.0$	$> 15.0$	$= 15$
<b>Wheel Track Crack Single</b>	$\geq 3.0$		$\geq 15$
<b>Wheel Track Crack Alligator</b>	$\geq 3.0$	$\geq 15.0$	
<b>Rehabilitation Efficiency</b>			
Field recommendation for chip seal, micro-surfacing or overlay			

Table 6 contains a list of potential resurfacing projects for the Atlantic Region. A shaded area in the table indicates that the specific distress was above the recommended level (or below in the case of ridescore). It should be noted that although all are potential candidate projects, a priority for their rehabilitation has not been established, as priorities for each individual section are a function of traffic, use, maintenance and construction costs and available budgets. Also included in Table 6 is the PCI for these sections and the field recommendations by the inspection team. It is interesting to note that most sections that were selected using the above criteria also had low PCI ratings. Tables 7 and 8 summarize all the pavement data and BST data reflecting the overall condition of through highways in the Atlantic National Parks for all roads and by category<sup>b</sup> of road.

It should be noted that kilometer 0.0 of major roads is identified in the comment section of the Table in Appendix A.

<sup>b</sup> Category 1 road is the Trans-Canada Highway  
 Category 2 roads are through highways that are connected to provincial roads.  
 Category 3 roads are special attraction roads (e.g. PEI Gulf Shore Highway Route Panoramique-La Mauricie)  
 Category 4 roads are campground and information centre roads.  
 Category 5 roads are roads to private operations (e.g. ski hills, cottages).  
 Category 6 roads are service roads. Category 4 to 6 roads are analyzed as a single group in this report.

Table 6A - Category 1-3 Potential Rehabilitation Needs - Eastern Canada 2010

	Immediate Need		Marginal Need			Ravelling		Bleeding		Rutting		Wheeltrk Single		Wheeltrk Gator		Distress Factors							
		FROM	TO	LENGTH	CATEGORY	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	RAVEL	BLEEDING	RUTTING	LWT-S	LWT-G	RCI	PCI	FIELD RECOM
CBH	Cabot Trail	11.3	14.1	2.8	3	2	4	0	0	0	0	2	0.5	2	4	18	0	0	2.5	18	5	52.0	7
CBH	Cabot Trail	14.1	15.9	1.8	3	2	4	0	0	4	3	2	0.5	3	4	18	0	21	2.5	21	5	42.6	10
CBH	Cabot Trail	15.9	21.9	6	3	1	4	0	0	0	0	1	0.5	0	0	15	0	0	1.5	0	6	73.4	1
CBH	Cabot Trail	24.6	25.2	0.6	3	1	4	0	0	0	0	2	0.5	2	0.5	15	0	0	2.5	7.5	5.5	60.8	4,11
CBH	Cabot Trail	25.2	28.2	3	3	1	4	0	0	0	0	1	0.5	0	0	15	0	0	1.5	0	6.5	76.3	1
CBH	Cabot Trail	28.2	29.2	1	3	1	4	0	0	1	4	2	1	3	3	15	0	15	3	18	5	44.9	10
CBH	Cabot Trail	29.2	30.2	1	3	3	3	0	0	2	4	0	0	3	2	18	0	18	0	15	5	39.3	10
CBH	Cabot Trail	30.2	31.2	1	3	1	4	0	0	1	4	3	2	3	1	15	0	15	5	12	5	46.9	1,10
CBH	Cabot Trail	31.2	33.2	2	3	3	0.5	2	1	2	1	2	1	3	1	10.5	1.5	9	3	12	5	50.6	1,10
CBH	Cabot Trail	38.1	42.0	3.9	3	0.5	4	0	0	1	4	2	1	3	0.5	13.5	0	15	3	10.5	5.5	55.8	1
CBH	Cabot Trail	42	45.6	3.6	3	1	4	0	0	0.5	4	2	1	2	1	15	0	13.5	3	9	5	48.2	1,10
CBH	Cabot Trail	45.6	47.8	2.2	3	1	4	2	3	0	0	3	0.5	3	0.5	15	2.5	0	3.5	10.5	5.75	62.2	1
CBH	Cabot Trail	51	55.3	4.3	3	1	4	0	0	1	4	2	2	3	1	15	0	15	4	12	4.75	48.3	10
CBH	Cabot Trail	59.5	62.7	3.2	3	2	2	0	0	3	3	2	1	2	1	12	0	18	3	9	5.5	56.9	1
CBH	Cabot Trail	62.7	63.7	1	3	1	4	0	0	3	3	2	0.5	0	0	15	0	18	2.5	0	5.5	61.1	7
37.4																							
FORILLON	LAURENCELLE (Route 132)	0	3.72	3.72	2	1	4	0	0	2	4	2	0.5	3	2	15	0	18	2.5	15	4.5	41.4	10
FORILLON	LAURENCELLE (Route 132)	3.72	10.72	7	2	2	4	0	0	0.5	4	2	0.5	3	3	18	0	13.5	2.5	18	4.75	40.2	10
10.72																							
FUNDY	Hwy 114	0	0.8	0.8	2	3	0.5	0	0	3	2	2	1	4	2	10.5	0	15	3	18	4.25	39.2	10
FUNDY	Hwy 114	0.8	4.0	3.2	2	2	4	0	0	3	2	2	3	3	3	18	0	15	5	18	4	32.5	10
FUNDY	Hwy 114	4	5.6	1.6	2	2	4	0	0	1	4	2	0.5	3	0.5	18	0	15	2.5	10.5	5.25	49.0	2,8
FUNDY	Hwy 114	11.4	12.0	0.6	2	1	4	0	0	1	4	2	0.5	0	0	15	0	15	2.5	0	5.5	57.2	1,6
FUNDY	Hwy 114	13.3	14.0	0.7	2	2	4	0	0	0.5	4	2	0.5	2	0.5	18	0	13.5	2.5	7.5	5.5	50.9	1,4
FUNDY	Hwy 114	14	14.6	0.6	2	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	7	79.9	1
FUNDY	Hwy 114	14.6	16.7	2.1	2	3	0.5	0	0	0	0	2	0.5	1	0.5	10.5	0	0	2.5	4.5	5.75	68.5	4
FUNDY	Hwy 114	16.7	18.7	2	2	2	4	0	0	1	4	2	0.5	2	0.5	18	0	15	2.5	7.5	5.5	52.6	1,4
FUNDY	Hwy 114	18.7	20.6	1.9	2	2	4	0	0	1	4	2	3	2	0.5	18	0	15	5	7.5	5.25	48.3	1
13.5																							



Table 6A - Category 1-3 Potential Rehabilitation Needs - Eastern Canada 2010

	Immediate Need		Marginal Need				Ravelling		Bleeding		Rutting		Wheeltrk Single		Wheeltrk Gator		Distress Factors									
PARK	ROAD	FR	TO	LE	CA	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	RA	BL	RU	LW	LW	RC	PCI	FT	EL	D	RE
GROS MORNE	430 South Gate	0	0.2	0.2	2	2	4	0	0	2	0.5	0	0	0	0	18	0	7.5	0	0	5	66.1		1		
GROS MORNE	East link Rd	0	0.9	0.9	2	1	4	0	0	0	0	2	0.5	0	0	15	0	0	2.5	0	5.5	65.2		4		
GROS MORNE	Hwy 430	0	5.2	5.2	2	2	4	0	0	1	4	2	0.5	3	3	18	0	15	2.5	18	4.75	46.5		7,10		
GROS MORNE	Hwy 430	5.2	7.7	2.5	2	2	4	0	0	0.5	4	3	0.5	0	0	18	0	13.5	3.5	0	5.75	59.6		4		
GROS MORNE	Hwy 430	7.7	10.5	2.8	2	2	4	0	0	1	4	3	0.5	3	0.5	18	0	15	3.5	10.5	5.75	53.5		4		
GROS MORNE	Hwy 430	10.5	13.7	3.2	2	3	1	1	2	2	4	3	0.5	3	1	12	1.5	18	3.5	12	5.25	48.4		8		
GROS MORNE	Hwy 430	13.7	24.0	10.3	2	2	4	0	0	1	4	2	0.5	2	0.5	18	0	15	2.5	7.5	5	54.0		1		
GROS MORNE	Hwy 430	24	27.8	3.8	2	3	0.5	0	0	1	4	2	0.5	0	0	10.5	0	15	2.5	0	5.75	64.3		1		
GROS MORNE	Hwy 430	27.8	28.6	0.8	2	2	4	0	0	1	4	2	0.5	0	0	18	0	15	2.5	0	5.5	61.7		1		
GROS MORNE	Hwy 430	28.6	32.3	3.7	2	2	4	0	0	2	4	3	0.5	3	1	18	0	18	3.5	12	5.5	52.2		1,2		
GROS MORNE	Hwy 430	32.3	39.9	7.6	2	3	0.5	0	0	3	1	2	0.5	3	1	10.5	0	12	2.5	12	5.5	58.0		2,8		
GROS MORNE	Hwy 430	39.9	49.2	9.3	2	2	4	0	0	1	4	1	0.5	0	0	18	0	15	1.5	0	5.75	63.5		4		
GROS MORNE	Hwy 430	49.2	52.2	3	2	2	4	0	0	0.5	4	3	0.5	0	0	18	0	13.5	3.5	0	5.75	63.0		1		
GROS MORNE	Hwy 430	59.1	62.8	3.7	2	1	4	0	0	0	0	1	0.5	0	0	15	0	0	1.5	0	6	72.6		1		
GROS MORNE	Hwy 430	62.8	66.2	3.4	2	3	1	0	0	0.5	4	0	0	0	0	12	0	13.5	0	0	6	70.0		1		
GROS MORNE	Hwy 430	66.2	68.2	2	2	3	2	0	0	0	0	0	0	0	0	15	0	0	0	0	6	73.7		1		
GROS MORNE	Hwy 430	81	87.5	6.5	2	3	1	0	0	1	4	3	0.5	0	0	12	0	15	3.5	0	6	66.2		6		
GROS MORNE	Hwy 431	0	11.3	11.3	2	3	3	0	0	1	4	3	1	3	3	18	0	15	4	18	4.75	41.2		10		
GROS MORNE	Hwy 431	11.3	13.1	1.8	2	3	3	0	0	0	0	1	0.5	3	0.5	18	0	0	1.5	10.5	5.5	60.1		6		
GROS MORNE	Hwy 431	14.1	16.3	2.2	2	3	3	0	0	2	2	2	0.5	0	0	18	0	12	2.5	0	5.75	63.0		4		
GROS MORNE	Hwy 431	16.3	28.3	12	2	3	3	0	0	2	1	2	0.5	0	0	18	0	9	2.5	0	5.5	62.5		6		
96.2																										
KOUCH	Hwy 117	0	4.4	4.4	2	1	4	3	2	3	4	2	1	2	0.5	15	2.5	21	3	7.5	4.5	43.9		10		
KOUCH	Hwy 117	4.4	10.9	6.5	2	2	4	0	0	3	4	2	1	3	2	18	0	21	3	15	4.75	41.9		10		
KOUCH	Hwy 117	10.9	23.7	12.8	2	1	4	0	0	3	4	2	1	3	2	15	0	21	3	15	4.75	39.8		10		
23.7																										

Table 6A - Category 1-3 Potential Rehabilitation Needs - Eastern Canada 2010

	Immediate Need		Marginal Need				Ravelling		Bleeding		Rutting		Wheeltrk Single		Wheeltrk Gator		Distress Factors										
PARK	ROAD	FRC	TO	LEN	CA	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	RA	BLF	RU	LW	LW	RCI	PCI	FI	EL	D	RE	
LA MAURICE	Route Panoramique	0	0.9	0.9	3	1	4	0	0	4	4	2	4	2	4	15	0	24	6	18	4.5	40.906					
LA MAURICIE	Route Panoramique	0.9	3.7	2.8	3	2	4	0	0	4	3	2	4	2	4	18	0	21	6	18	4.5	37.958					
LA MAURICIE	Route Panoramique	3.7	5.4	1.7	3	1	4	0	0	3	1	2	0.5	2	4	15	0	12	2.5	18	4.8	45.434					
LA MAURICIE	Route Panoramique	5.4	10.5	5.1	3	0.5	4	1	0.5	3	1	0	0	0	0	13.5	0.75	12	0	0	5.3	62.416			1,2,7		
LA MAURICIE	Route Panoramique	10.5	15.0	4.5	3	0.5	4	2	0.5	3	0.5	2	0.5	0	0	13.5	1.25	10.5	2.5	0	5.3	64.294			1,2		
LA MAURICIE	Route Panoramique	15	24.0	9	3	2	0.5	3	0.5	2	4	0	0	0	0	7.5	1.75	18	0	0	5.3	63.641			1		
LA MAURICIE	Route Panoramique	24	37.6	13.6	3	1	4	2	0.5	1	4	0	0	0	0	15	1.25	15	0	0	5.5	62.757			1		
LA MAURICIE	Route Panoramique	37.6	45.0	7.4	3	1	0.5	2	0.5	1	4	2	0.5	0	0	4.5	1.25	15	2.5	0	5.5	64.429			1		
LA MAURICIE	Route Panoramique	45	52.3	7.3	3	1	4	3	0.5	1	4	0	0	0	0	15	1.75	15	0	0	5.5	62.59			1		
LA MAURICIE	Route Panoramique	52.3	58.3	6	3	1	4	0	0	1	4	2	1	0	0	15	0	15	3	0	5.3	59.069			1		
LA MAURICIE	Route Panoramique	58.3	60.0	1.7	3	1	4	0	0	1	4	2	1	0	0.5	15	0	15	3	1.5	5.0	52.839			1,7		
LA MAURICIE	Route Panoramique	60	62.0	2	3	1	4	0	0	1	4	2	1	2	0.5	15	0	15	3	7.5	5.0	54.512			1,7		
LA MAURICIE	Route Panoramique	62	62.6	0.6	3	1	4	0	0	1	4	2	3	2	0.5	15	0	15	5	7.5	5.0	45.349			1,7		
62.6																											
PEI	Gulf Shore Rd	0	1.5	1.5	3	3	4	0	0	2	4	3	3	3	4	21	0	18	6	21	3.5	33.0			10		
PEI	Gulf Shore Rd	1.5	2.5	1	3	2	4	0	0	1	4	2	3	3	1	18	0	15	5	12	5	47.1		1,10,11			
PEI	Gulf Shore Rd	2.5	3.5	1	3	2	4	2	3	1	4	2	4	2	0.5	18	2.5	15	6	7.5	4.5	44.5		10			
PEI	Gulf shore Rd	4.7	5.9	1.2	3	1	4	0	0	0.5	4	2	1	2	0.5	15	0	13.5	3	7.5	5	54.0		1,10,11			
PEI	Gulf shore Rd	5.9	7.9	2	3	0	0	0	0	1	4	2	0.5	0	0	0	0	15	2.5	0	5.75	69.2		1,4			
PEI	Gulf shore Rd	11.9	12.4	0.5	3	2	3	2	0.5	3	2	2	0.5	3	0.5	15	1.25	15	2.5	10.5	4	39.0		10			
7.2																											

Table 6A - Category 1-3 Potential Rehabilitation Needs - Eastern Canada 2010

	Immediate Need		Marginal Need				Ravelling		Bleeding		Rutting		Wheeltrk Single		Wheeltrk Gator		Distress Factors										
PARK	ROAD	FRC	TO	LE	CA	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	RA	BLF	RUT	LW	LW	RCI	PCI	FI	EL	D	RE	
TERRA NOVA	TCH	0	1.9	1.85	1	0.5	4	0	0	1	4	0	0	0	0	13.5	0	15	0	0	6	69.2	1				
TERRA NOVA	TCH	1.85	2.7	0.85	1	3	0.5	0	0	2	4	1	1	0	0	10.5	0	18	2	0	5.75	62.5	6				
TERRA NOVA	TCH	2.7	7.2	4.5	1	2	2	0	0	2	4	1	0.5	0	0	12	0	18	1.5	0	6	63.0	6				
TERRA NOVA	TCH	7.2	12.4	5.2	1	2	3	0	0	2	4	1	0.5	0	0	15	0	18	1.5	0	5.75	62.7	4,6				
TERRA NOVA	TCH	12.4	13.8	1.4	1	1	4	0	0	2	4	0	0	0	0	15	0	18	0	0	6	66.6	6				
TERRA NOVA	TCH	13.8	14.8	1	1	3	1	0	0	1	4	1	2	1	0.5	12	0	15	3	4.5	5.75	63.9	1,4				
TERRA NOVA	TCH	14.8	15.4	0.6	1	2	4	0	0	1	4	1	0.5	0	0	18	0	15	1.5	0	6	67.0	1				
TERRA NOVA	TCH	15.4	18.0	2.6	1	1	4	0	0	1	4	2	4	0	0	15	0	15	6	0	6	65.0	1				
TERRA NOVA	TCH	18	24.7	6.7	1	4	0.5	0	0	1	4	1	0.5	0	0	13.5	0	15	1.5	0	5.5	62.8	1				
TERRA NOVA	TCH	24.7	27.1	2.4	1	2	4	0	0	1	4	1	0.5	0	0	18	0	15	1.5	0	5.75	63.8	1				
TERRA NOVA	TCH	27.1	28.1	1	1	1	4	0	0	1	4	0	0	0	0	15	0	15	0	0	6	66.5	1				
TERRA NOVA	TCH	28.1	29.3	1.2	1	2	4	0	0	1	4	1	0.5	0	0	18	0	15	1.5	0	5.75	62.4	1,4				
TERRA NOVA	TCH	29.3	34.7	5.4	1	1	4	0	0	1	4	1	0.5	0	0	15	0	15	1.5	0	5.75	64.5	4				
TERRA NOVA	TCH	34.7	36.2	1.5	1	1	4	0	0	1	4	0	0	0	0	15	0	15	0	0	6	68.6	1				
TERRA NOVA	TCH	36.2	40.0	3.8	1	1	4	0	0	2	2	1	1	0	0	15	0	12	2	0	5.75	66.2	1				
TERRA NOVA	TCH	40	41.8	1.8	1	1	4	0	0	1	4	1	0.5	0	0	15	0	15	1.5	0	5.75	64.1	1				
TERRA NOVA	Eastport Rd	0	4.2	4.16	2	2	4	0	0	3	0.5	2	1	3	1	18	0	10.5	3	12	4	40.1	10				
TERRA NOVA	Eastport Rd	4.16	8.2	4	2	1	0.5	2	1	1	4	2	0.5	3	1	4.5	1.5	15	2.5	12	4.5	45.7	10				
TERRA NOVA	Terra nova access Rd	0	0.1	0.1	2	0	0	0	0	3	3	0	0	4	4	0	0	18	0	24	4	41.6	10				
TERRA NOVA	Traytown access Rd	0	0.4	0.4	2	2	4	0	0	4	3	2	0.5	3	4	18	0	21	2.5	21	4.5	40.5	10				
50.46																											

	Immediate Need		Marginal Need				Ravelling		Bleeding		Rutting		Wheeltrk Single		Wheeltrk Gator		Distress Factors								
PARK	ROAD	FROM	TO	LENGTH	CATEGORY	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	RAVEL	BLEEDING	RUTTING	LWT-S	LWT-G	RCI	PCI	FIELD RECOM
BADDECK	A.G.BELL access & Front P.lot	0	0.6	0.6	4	1	4	0	0	0	0	1	0.5	0	0	15	0	0	1.5	0	6	73.9	1		
BADDECK	A.G.BELL rear P.lot	0	0.2	0.2	6	3	0.5	0	0	1	4	1	0.5	4	3	10.5	0	15	1.5	21	4.5	45.7	10		
0.8																									
CAPE SPEAR	Lighthouse access Rd	0	0.6	0.6	4	1	4	0	0	3	3	2	1	3	3	15	0	18	3	18	3.75	43.0	1,10		
0.6																									
CASTLE HILL	Castle hill rd	0	0.8	0.8	4	1	4	3	0.5	2	3	2	0.5	0	0	15	1.75	15	2.5	0	5	53.3	2		
0.8																									
CBH	Beulech Ban falls Rd	0	0.3	0.3	4	1	4	0	0	3	2	2	0.5	3	3	15	0	15	2.5	18	4.25	37.1	1,10		
CBH	Big Intervale	0	0.16	0.16	4	1	4	0	0	1	4	0	0	0	0	15	0	15	0	0	5	59.9	1,7		
CBH	Black brook Rd	0	0.2	0.2	4	2	4	0	0	2	1	2	1	2	2	18	0	9	3	12	5	48.8	1,7		
CBH	Broad Cove campground	0	0.5	0.5	4	1	4	0	0	1	3	2	0.5	2	0.5	15	0	12	2.5	7.5	5	52.0	1		
CBH	Cheticamp campground	0.5	1.4	0.9	4	1	4	0	0	2	2	2	1	2	0.5	15	0	12	3	7.5	5	56.6	1,7		
CBH	Cheticamp campground	0	0.5	0.5	4	1	4	0	0	1	0.5	1	0.5	1	0.5	15	0	4.5	1.5	4.5	5	54.4	1,7		
CBH	Cheticamp HQ Maintenance Rd	0	0.2	0.2	4	2	4	0	0	3	4	2	0.5	3	4	18	0	21	2.5	21	3.5	33.2	10		
CBH	Chitecamp HQ Rd	0	0.1	0.1	4	2	4	0	0	2	2	2	0.5	4	3	18	0	12	2.5	21	4	28.5	10		
CBH	Ingonish beach Rd	0	0.5	0.5	4	1	4	0	0	2	4	2	2	2	0.5	15	0	18	4	7.5	4.75	46.4	1,7		
CBH	Ingonish campground	0	0.7	0.7	4	1	4	0	0	3	3	2	0.5	2	0.5	15	0	18	2.5	7.5	4.5	48.0	1,7		
CBH	Lone sheiling	0	0.1	0.1	4	1	4	0	0	0.5	1	0	0	0	0	15	0	4.5	0	0	5	67.5	1		
CBH	Warren/Mary ann entrance	0	0.1	0.1	4	1	4	0	0	3	0.5	2	1	3	3	15	0	10.5	3	18	4.75	49.7	1,7		
CBH	Middle head Rd (keltic lodge)	0	2.4	2.4	5	2	4	0	0	4	3	2	0.5	4	3	18	0	21	2.5	21	3.5	28.2	10		
CBH	Black Brook Parking lot	0	0.3	0.3	6	2	4	0	0	1	1	2	0.5	2	1	18	0	6	2.5	9	4.5	47.7	1,7		
CBH	Cheticamp compound	0	0.1	0.1	6	2	4	0	0	0	0	0	0	0	0	18	0	0	0	0	6	67.9	1		
CBH	Cheticamp full loop campground	0	0.5	0.5	6	1	4	0	0	3	3	1	2	2	3	15	0	18	3	15	4.5	45.9	10		
CBH	Green cove P.lot	0	0.1	0.1	6	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	5	68.9	1		
CBH	Ingonish compound Rd	0	0.1	0.1	6	2	4	0	0	2	4	2	4	4	4	18	0	18	6	24	3.5	24.8	10		
CBH	Keltic lodge golf course P.lot	0	0.1	0.1	6	2																			

	Immediate Need		Marginal Need				Ravelling		Bleeding		Rutting		Wheeltrk Single		Wheeltrk Gator		Distress Factors								
PARK	ROAD	FROM	TO	LENGTH	CATEGORY	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	RAVEL	BLEEDING	RUTTING	LWT-S	LWT-G	RCI	RCI	FIELD RECOM
FORILLON	ACCESS HAV.C.DES ROSIERS	0	1.5	1.5	4	2	4	0	0	4	4	2	0.5	4	4	18	0	24	2.5	24	4.5	34.3	10		
FORILLON	ACCESS TO PETIT GASPE	0	1.32	1.32	4	2	4	0	0	3	1	2	0.5	3	1	18	0	12	2.5	12	4.75	54.1	1,10		
FORILLON	ACCESS TO PETIT GASPE	1.32	3.07	1.75	4	2	4	0	0	2	4	2	0.5	3	1	18	0	18	2.5	12	4.75	45.3	10		
FORILLON	CAP BON AMI	0	3	3	4	2	4	0	0	1	4	1	0.5	3	0.5	18	0	15	1.5	10.5	5.5	58.4	1		
FORILLON	CAP BON AMI	3	3.8	0.8	4	1	4	0	0	0	0	2	0.5	2	0.5	15	0	0	2.5	7.5	5	60.9	1		
FORILLON	Petit-Gaspe @ Anse aux Ameridiens	3	8.7	5.7	4	2	2	2	1	1	4	1	0.5	0	0	12	1.5	15	1.5	0	5	59.1	1		
FORILLON	ROUTE DES ATELIERS	0	1.1	1.1	4	2	4	0	0	4	4	2	0.5	4	4	18	0	24	2.5	24	3.5	33.3	10		
FORILLON	ROUTE DU LITTORAL	0.7	1.8	1.1	4	2	4	0	0	0	0	0	0	2	0.5	18	0	0	0	7.5	5.5	65.9	1		
FORILLON	Stationment Penouille	0	0.3	0.3	4	0	0	0	0	3	2	2	0.5	3	2	0	0	15	2.5	15	4.5	53.5	1,7		
16.57																									
FORT BEAUSEJOUR	Access Rd	0	1.5	1.5	4	1	4	1	0.5	3	3	2	0.5	3	3	15	0.75	18	2.5	18	4	35.4	10		
1.5																									
FUNDY	Bennett Lake Rd P.lot	0	0.3	0.3	4	3	2	0	0	2	0.5	2	0.5	0	0	15	0	7.5	2.5	0	5	62.2	1		
FUNDY	Chegnecto North Campground	0	2.5	2.5	4	2	4	0	0	2	0.5	2	0.5	2	0.5	18	0	7.5	2.5	7.5	5	51.1	1		
FUNDY	HQ campground	0	0.6	0.6	4	1	4	0	0	2	0.5	0	0	0	0	15	0	7.5	0	0	6	68.9	1		
FUNDY	Shepody Rd	0	0.1	0.1	4	3	4	0	0	1	0.5	1	0.5	1	0.5	21	0	4.5	1.5	4.5	5	59.0	1		
FUNDY	V.R.C	0	0.1	0.1	4	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	6	71.2	1		
FUNDY	Wolfe lake Info center	0	0.2	0.2	4	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	5	63.5	1		
FUNDY	Wolfe lake warden Dr/campground	0	0.2	0.2	4	1	4	0	0	1	4	0	0	0	0	15	0	15	0	0	5.5	61.9	1		
FUNDY	Golf course access Rd	0	0.5	0.5	5	2	4	3	1	3	1	2	1	2	2	18	2	12	3	12	4.5	43.9	1,10		
FUNDY	Alma P.lot	0	0.2	0.2	6	1	4	0	0	2	0.5	0	0	0	0	15	0	7.5	0	0	5	58.3	1		
FUNDY	Compound Rd	0	0.4	0.4	6	2	4	0	0	2	2	2	3	3	2	18	0	12	5	15	4	36.7	10		
FUNDY	Dickson falls P.lot	0	0.1	0.1	6	1	4	0	0	1	4	0	0	0	0	15	0	15	0	0	5	62.7	1		
FUNDY	Point Wolfe Bridge P.lot	0	0.1	0.1	6	2	4	0	0	1	0.5	0	0	0	0	18	0	4.5	0	0	5.5	65.3	1		
FUNDY	Point Wolfe P.lot	0	0.1	0.1	6	2	4</																		

5.65

**Table 6B - Category 4-6 Potential Rehabilitation Needs - Eastern Canada 2010**

Table 6B - Category 4-6 Potential Rehabilitation Needs - Eastern Canada 2010																									
	Immediate Need		Marginal Need				Ravelling		Bleeding		Rutting		Wheeltrk Single		Wheeltrk Gator		Distress Factors								
		FROM	TO	LENGTH	CATEGORY	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	RAVEL	BLEEDING	RUTTING	LWTS	LWTF-G	RCI	RCI	FIELD RECOM
PARK	ROAD																								
GROS MORNE	Lookout @ km 25	0	0.1	0.1	4	2	4	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	5	63.1	1
GROS MORNE	S.S ethie	0	0.1	0.1	4	1	4	0	0	1	4	0	0	0	0	0	0	15	0	15	0	0	5	57.9	1
GROS MORNE	Southest Brook falls DUA	0	0.1	0.1	4	2	4	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	5	65.9	1
GROS MORNE	Swimming pool	0	0.1	0.1	4	2	4	0	0	0.5	4	0	0	0	0	0	0	18	0	13.5	0	0	5	56.6	1
GROS MORNE	Tableland loop	0	0.3	0.3	4	2	4	0	0	0	0	2	0.5	2	0.5	18	0	0	0	2.5	7.5	4.25	49.3	1,10	
GROS MORNE	Tablelands lookout	0	0.15	0.15	4	2	4	0	0	0	0	0	0	3	0.5	18	0	0	0	0	10.5	5	62.4	1	
GROS MORNE	Telescope lookout (north end of park)	0	0.1	0.1	4	0	0	0	0	2	0.5	1	0.5	4	1	0	0	7.5	1.5	15	4	53.3	1,10		
GROS MORNE	Trout River DUA	0	0.3	0.3	4	2	4	0	0	2	3	2	1	0	0	18	0	15	3	0	4.75	53.4	1,7		
GROS MORNE	Visitor center	0	0.2	0.2	4	2	4	0	0	1	4	0	0	3	3	18	0	15	0	18	5	50.1	1,7		
GROS MORNE	Western Brook DUA	0	0.2	0.2	4	2	4	0	0	0	0	2	0.5	0	0	18	0	0	2.5	0	5	64.3	1		
GROS MORNE	Discovery center P.lot	0	0.2	0.2	6	2	4	0	0	0	0	0	0	0	0	18	0	0	0	0	6	74.1	1		
GROS MORNE	Lookout km 4.8 (bus P.lot)	0	0.2	0.2	6	2	4	0	0	1	4	1	0.5	1	0.5	18	0	15	1.5	4.5	4.5	51.0	7		
GROS MORNE	Stuckless wigwam P.lot	0	0.2	0.2	6	3	0.5	0	0	0	0	2	0.5	0	0	10.5	0	0	2.5	0	5	67.9	1		
GROS MORNE	Western Brook P.lot	0	0.4	0.4	6	2	4	0	0	0	0	0	0	0	0	18	0	0	0	0	5	62.9	1		
2.65																									
KEJIMKUIJK	Admin Building P.lot	0	0.2	0.2	4	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	5	60.5	1		
KEJIMKUIJK	J- line	0	0.32	0.32	4	1	4	0	0	0.5	4	0	0	0	0	15	0	13.5	0	0	5.25	61.8	4		
KEJIMKUIJK	Jakes landing	0	0.2	0.2	4	0	0	0	0	0	0	0	0	3	3	0	0	0	0	18	4.5	52.8	10		
KEJIMKUIJK	Main Park Rd	0	11.3	11.3	4	2	1	0	0	1	4	0	0	0	0	9	0	15	0	0	5.25	64.0	4		
KEJIMKUIJK	Merrymakedge Rd & P.lot	0	0.7	0.7	4	3	0.5	0	0	3	1	0	0	0	0	10.5	0	12	0	0	5.25	65.7	4		
12.72																									
KOUCH	Admin building access Rd	0	0.2	0.2	4	2	4	2	0.5	1	4	2	0.5	0	0	18	1.25	15	2.5	0	4.5	49.9	1,7		
KOUCH	Cap St.louis	0	3	3	4	1	4	3	3	4	2	2	0.5	3	2	15	3	18	2.5	15	4.25	38.1	10,11		
KOUCH	Compound	0	0.2	0.2	4	2	4	0	0	1	4	2	0.5	2	4	18	0	15	2.5	18	4.5	40.5	1,10		
KOUCH	Covered Bridge Parking Lot	0	0.2	0.2	4	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	5	65.7	1		
KOUCH	Kelly's beach	0	1.3	1.3	4	2	4	3	1	1	4	0	0	0	0	18	2	15	0	0	5.25	58.3	1		
KOUCH	Loggicroft	0	0.3	0.3	4	1	4	0	0	3	4	2	0.5	2	4	15	0	21	2.5	18	4.75	45.3	1,7		
KOUCH	Main park Rd	0	0.2	0.2	4	1	4	3	3	3	3	2	0.5	0	0	15	3	18	2.5	0	4.75	46.7	10		
KOUCH	Main park Rd	0.2	1.9	1.7	4	1	4	0	0	4	3	0	0	0	0	15	0	21	0	0	5	54.9	7		
KOUCH	Main park Rd	1.9	5.7	3.8	4	1	4	2	2	1	4	2	0.5	0	0	15	2	15	2.5	0	5.5	59.2	1		
KOUCH	Main park Rd	11.3	12.3	1	4	1	4	3	4	2	4	0	0	0	0	15	3.5	18	0	0	5.5	58.4	1		
KOUCH	Main park Rd	12.3	14.3	2	4	2	4	1	1	2	0.5	1	0.5	0	0	18	1	7.5	1.5	0	5.75	67.4	1		
KOUCH	North access Rd / Village	0	1.3	1.3	4	2	4	2	0.5	4	3	2	0.5	3	3	18	1.25	21	2.5	18	3.5	29.9	10		
KOUCH	PIJEBOOGWEK P.lot	0	0.3	0.3	4	2	4	0	0	4	2	2	0.5	2	3	18	0	18	2.5	15	4	41.6	1,10		
KOUCH	Ryan's landing	0	0.7	0.7	4	2	4	0	0	3	1	0	0	0	0	18	0	12	0	0	5	55.1	1		
KOUCH	South kouch camp access Rd	0	0.2	0.2	4	1	4	2	2	1	4	2	0.5	0	0	15	2	15	2.5	0	5.25	59.9	1		
KOUCH	Tweedie Parking Lot	0	0.1	0.1	4	2	4	0	0	0	0	0	0	0	1	0.5	18	0	0	0	4.5	5	63.3	1	
KOUCH	Clare Fountain P.lot	0	0.1	0.1	6	2	4	0	0	0	0	2	4	0	0	18	0	0	6	0	4.5	59.4	1		
KOUCH	The bog	0	0.2	0.2	6	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	5	63.4	1		
16.8																									

Table 6B - Category 4-6 Potential Rehabilitation Needs - Eastern Canada 2010

Table 0B - Category 4-6 Potential Rehabilitation Needs - Eastern Canada 2010																									
	Immediate Need		Marginal Need				Ravelling		Bleeding		Rutting		Wheeltrk Single		Wheeltrk Gator		Distress Factors								
PARK	ROAD	FROM	TO	LENGTH	CATEGORY	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	RAVEL	BLEEDING	RUTTING	LWT-S	LWT-G	RCI	PCI	FIELD RECOM
LA MAURICIE	Camp Mistagance	0	1.9	1.9	4	1	4	0	0	0	0	1	0.5	0	0	15	0	0	1.5	0	5	64.5	1		
LA MAURICIE	Camp Wapizagonke	0	0.25	0.25	4	2	1	0	0	1	4	1	0.5	0	0	9	0	15	1.5	0	5.25	66.4	1		
LA MAURICIE	Complexe	0	0.2	0.2	6	1	4	0	0	0	0	2	0.5	0	0	15	0	0	2.5	0	4.5	48.9	10		
LA MAURICIE	CRAP Loops A-G	0	4.1	4.1	4	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	4.75	65.0	1		
LA MAURICIE	Lac Ecarte	0	0.2	0.2	4	1	4	0	0	0	0	2	0.5	0	0	15	0	0	2.5	0	5	66.4	1		
LA MAURICIE	Le Passage	0	0.4	0.4	4	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	5	65.3	1		
LA MAURICIE	Mekinac	0	0.2	0.2	4	1	4	0	0	0	0	1	0.5	2	3	15	0	0	1.5	15	5	55.5	1		
LA MAURICIE	Pique-nique Shewenegan Access Road	0	3.3	3.3	4	1	4	0	0	1	4	2	3	3	0.5	15	0	15	5	10.5	5	53.3	1		
LA MAURICIE	Pique-nique Shewenegan Parking Lots	0	0.4	0.4	4	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	5	65.1	1		
LA MAURICIE	Route Access CRALP	0	1.1	1.1	4	1	4	0	0	0.5	4	2	3	1	0.5	15	0	13.5	5	4.5	4.75	44.3	1,7		
LA MAURICIE	Stationnement RALP	0	0.2	0.2	4	1	4	0	0	0	0	1	1	0	0	15	0	0	2	0	5	60.6	1		
LA MAURICIE	Stationnement Wapizagonke-Nord	0	0.2	0.2	4	1	4	0	0	0	0	1	0.5	0	0	15	0	0	1.5	0	5	62.8	1		
LA MAURICIE	Visitor Centre	0	0.2	0.2	4	1	4	0	0	1	4	2	3	2	0.5	15	0	15	5	7.5	5	45.3	1,7		
12.65																									
PEI	Bayshore Drive	0	0.2	0.2	4	1	4	0	0	3	4	2	0.5	3	3	15	0	21	2.5	18	4	37.9	7		
PEI	Cape Turner Rd	0	0.5	0.5	4	1	4	0	0	4	3	2	0.5	2	1	15	0	21	2.5	9	4	39.3	10		
PEI	Cavendish campground	0	0.7	0.7	4	1	4	1	0.5	2	4	1	0.5	1	0.5	15	0.75	18	1.5	4.5	5	55.6	1,7		
PEI	Cawnpore lane	0	0.3	0.3	4	2	4	0	0	3	4	2	0.5	4	4	18	0	21	2.5	24	3.5	29.7	10		
PEI	Dalvay Crescent	0	0.6	0.6	4	1	4	0	0	1	1	2	1	1	0.5	15	0	6	3	4.5	5	52.4	1		
PEI	Graham's lane	0	1.8	1.8	4	1	4	0	0	1	3	2	0.5	1	4	15	0	12	2.5	15	5	49.3	10		
PEI	Graham's lane	1.8	2.7	0.9	4	1	4	0	0	3	4	2	0.5	2	0.5	15	0	21	2.5	7.5	5.25	50.1	7		
PEI	Greengables	0	0.4	0.4	4	1	4	0	0	2	3	2	0.5	3	3	15	0	15	2.5	18	5	49.9	1,10		
PEI	MacMillan Lane	0	0.5	0.5	4	1	4	0	0	4	4	2	0.5	3	4	15	0	24	2.5	21	3.5	30.1	10		
PEI	Ross lane	0	0.9	0.9	4	1	4	2	0.5	1	1	0	0	0	0	15	1.25	6	0	0	5	63.8	1		
PEI	Rustico campground	0	0.1	0.1	4	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	4.5	58.7	1,10		
PEI	Rustico islands	0	4.5	4.5	4	1	4	0	0	4	4	2	1	3	3	15	0	24	3	18	3.75	31.2	10		
PEI	Standhope beach & P.lot	0	0.4	0.4	4	1	4	0	0	3	0.5	0	0	0	0	15	0	10.5	0	0	5	56.8	1		
PEI	Covehead wharf	0	0.2	0.2	5	2	4	0	0	3	3	2	0.5	2	4	18	0	18	2.5	18	4	36.1	10		
PEI	Greengables Golf course access Rd & P.lot	0	0.8	0.8	5	1	4	1	0.5	0	0	2	0.5	0	0	15	0.75	0	2.5	0	5.25	64.1	1		
PEI	Brackley's beach P.lot	0	0.4	0.4	6	1	4	0	0	3	3	1	0.5	3	1	15	0	18	1.5	12	4	39.9	10		
PEI	Cavendish Beach P.lot & Driveway	0	0.2	0.2	6	2	4	0	0	2	0.5	2	0.5	1	2	18	0	7.5	2.5	9	5	56.2	7		
PEI	Cavendish P.lot	0	0.2	0.2	6	1	4	2	0.5	0	0	2	0.5	2	4	15	1.25	0	2.5	18	4.5	47.3	10		
PEI	Dalvay admin P.lot	0	0.1	0.1	6	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	5.5	71.5	1		
PEI	Dalvay beach P.lot	0	0.1	0.1	6	2	4	0	0	2	0.5	3	4	3	4	18	0	7.5	7	21	4	33.5	10		
PEI	Greengables P.lot	0	0.2	0.2	6	1	4	0	0	0	0	0	0	0	0	15	0	0	0	0	5	62.7	1		
PEI	Ross Lane Beach P.lot	0	0.1	0.1	6	2	4	0	0	0	0	2	0.5	0	0	18	0	0	2.5	0	4.5	53.5	1,10		
PEI	Standhope Campground	0	0.2	0.2	6	2	4	0	0	2	4	2	0.5	0	0	18	0	18	2.5	0	4.5	52.6	1,11		
14.3																									
SIGNAL HILL	Signal hill	0	0.8	0.8	4	3	2	0	0	4	0.5	2	0.5	4	1	15	0	13.5	2.5	15	5	49.2	2,7		
SIGNAL HILL	Signal hill P.lot	0	0.1	0.1	6	3	0.5	0	0	0	0	0	0	0	0	10.5	0	0	0	0	5	57.5	2,8		
SIGNAL HILL	Signal hill interpretation centre P.lot	0	0.3	0.3	6	2	4	0	0	0	0	0	0	0	0	18	0	0	0	0	5	62.3	1		
1.2																									
ST.PETERS	St.Peter's Canal rd	0	0.4	0.4	4	2	4	0	0	3	1	2	0.5	3	4	18	0	12	2.5	21	4.5	32.7	10		
0.4																									
TERRA NOVA	Burnt pt Rd	0	0.6	0.6	4	1	4	0	0	4	2	2	0.5	3	3	15	0	18	2.5	18	4.5	44.6	10		
TERRA NOVA	Golf course	0	0.1	0.1	4	2	4	0	0	2	4	0	0	0	0	18	0	18	0	0	5.25	64.0	1		
TERRA NOVA	Malady head campground	0	0.6	0.6	4	1	4	0	0	0	0	1	0.5	0	0	15	0	0	1.5	0	5	67.5	1		
TERRA NOVA	Marine interpretation center	0	1.3	1.3	4	0	0	0	0	3	3	2	1	3	3	0	0	18	3	18	5.25	52.4	10		
TERRA NOVA	Newman sound	0	2.3	2.3	4	0.5	4	2	0.5	1	4	2	0.5	0	0	13.5	1.25	15	2.5	0	4.5	56.7	8		
TERRA NOVA	Sandy pond & P.lot	0	2	2	4	2	4	0	0	2	4	2	2	1	2	18	0	18	4	9	4	40.1	10		
TERRA NOVA	TNNP compound access & warden compound	0	0.8	0.8	4	0	0	2	0.5	2	1	0	0	3	0.5	0	1.25	9	0	10.5	5.25	57.7	2		
TERRA NOVA	Big brook pit	0	0.1	0.1	6	2	4	0	0	3	4	0	0	3	4	18	0	21	0	21	4	44.3	1,11		
TERRA NOVA	Cobblers brook P.lot	0	0.1	0.1	6	2	4	0	0	0	0	0	0	0	0	18	0	0	0	0	5	68.5	1		
TERRA NOVA	East entrance P.lot	0	0.1	0.1	6	2	4	0	0	2	4	0	0	3	4	18	0	18	0	21	4.5	45.6	7		
TERRA NOVA	Housing Access	0	0.9	0.9	6	0.5	4	0	0	3	3	2	0.5	3	3	13.5	0	18	2.5	18	4.25	42.0	1,10		
TERRA NOVA	Lookout @ km 14	0	0.1	0.1	6	2	4	0	0	0	0	0	0	0	0	18	0	0	0	0	5	68.5	1		
9																									

**Table 6C - BST Potential Rehabilitation Needs- Eastern Canada 2010**

Park	Road	From	To	Length	Category	Ravelling	Bleeding	Rutting	Subgrade Failure	Potholes	Cracking	Patching	Distortions	Ridescore	BCI	REHABILITATION
FUNDY	Herring Cove Rd	0	3.3	3.3	4	8	6	4	7	6	5	6	4	4.5	54.3	7
FUNDY	HQ Campground	0.6	1	0.4	4	7	8	4	7	8	4	6	4	3.5	49.85	7
FUNDY	Point Wolfe Access Rd	0	8	8	4	8	6	6	8	7	5	6	5	4.5	56.55	7
FUNDY	Point Wolfe campground	0	1.3	1.3	4	4	8	3	4	6	3	6	4	4	50.8	7
FUNDY	Swimming Pool P.lot	0	0.4	0.4	4	8	8	6	5	7	4	6	4	4	51.2	7
KOUCH	Loggicroft	0.3	4.3	4	4	8	6	6	8	8	5	6	6	4.5	57.3	7



**Table 7 - Condition of Paved Roads National Park Roads in Eastern Canada by Category by Percentage**

PCI	Condition	All Roads %	Category 1 %	Category 2 %	Category 3 %	Categories 4-6 %
PCI > 73	Very Good	16.43	0.00	7.62	36.67	5.64
68<PCI<73	Good	4.87	8.01	5.72	1.19	7.29
60<PCI<68	Fair	23.18	91.99	24.90	34.17	26.52
55<PCI<60	Poor	8.68	0.00	6.58	7.80	18.84
PCI<55	Very Poor	46.85	0.00	55.09	20.18	41.71

**Table 8 - Condition of BST Roads by Category by Percentage**

BCI	Condition	All Roads %	Category 4 %	Category 5 %	Category 6 %
BCI > 75	Very Good	0.0	0.0	0.0	0.0
65<BCI<75	Good	14.8	14.8	0.0	0.0
60<BCI<65	Fair	21.0	21.0	0.0	0.0
55<BCI<60	Poor	44.3	44.3	0.0	0.0
BCI<55	Very Poor	19.9	19.9	0.0	0.0

## 6.0 MAJOR PARK ROADS

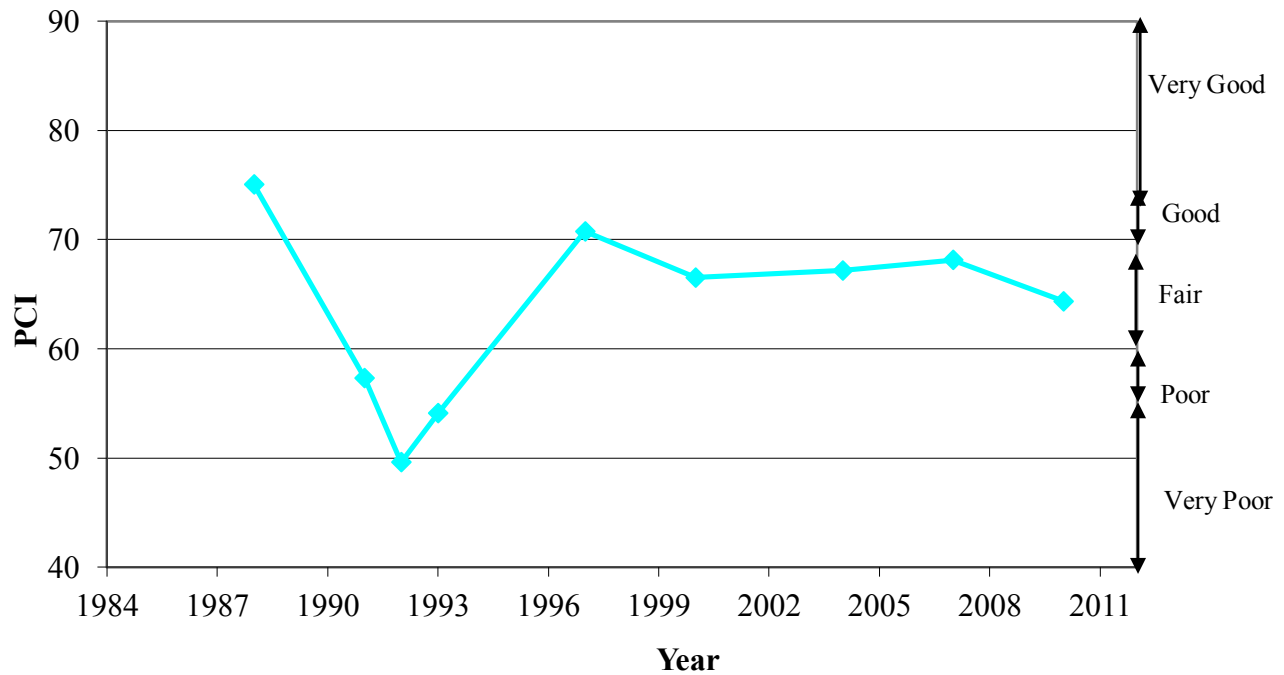
### 6.1 Category 1 Roads (Trans-Canada Highway)

The Trans-Canada Highway (TCH) in Terra Nova National Park was rated in 16 sections for a total of 41.8 kilometres. Approximately, 8% of the pavement sections were in good condition and 92% in fair condition.

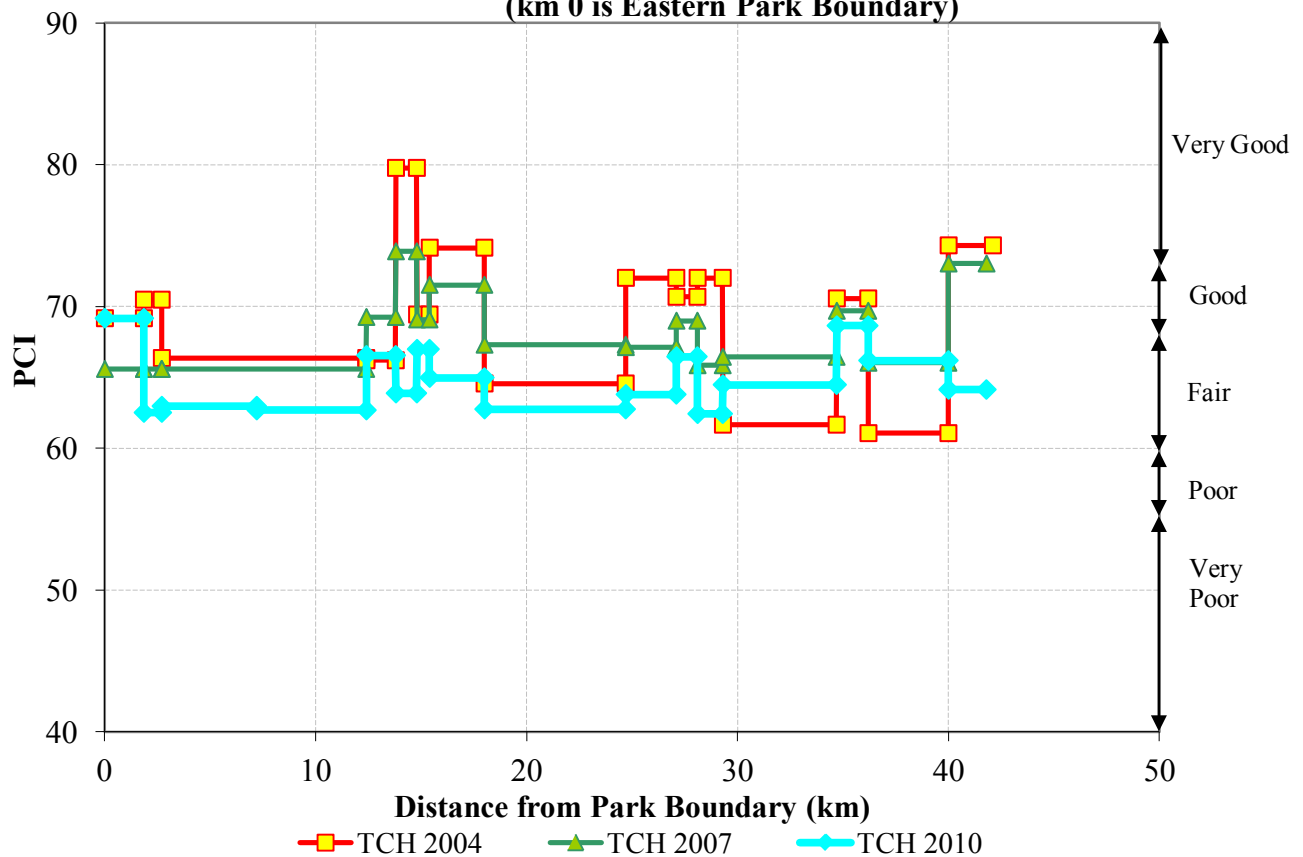
This highway remained in relatively stable condition between 2000 and 2007 (Figure 2 and Figure 3). There was a decrease in the PCI from 68.2 in 2007 to 64.4 in 2010; however the highway is still in fair to good condition.

Severe raveling was noted between km 1.9 and 2.7 and moderate raveling in the rest of the section between km 0 and 12.4. The field recommendation for km 0 to 12.4 was for a micro-surface to arrest deterioration due to raveling and correct the rutting as the ridescore on these sections was still adequate. During the early winter of 2010/11, this section of highway began to deteriorate quite rapidly due to disintegration of the mix. This section needs a further detailed study to develop a rehabilitation strategy.

**Figure 2- Condition (PCI) of TCH Terra Nova National Park**



**Figure 3 - Trans-Canada Highway (TCH), Terra Nova National Park  
(km 0 is Eastern Park Boundary)**



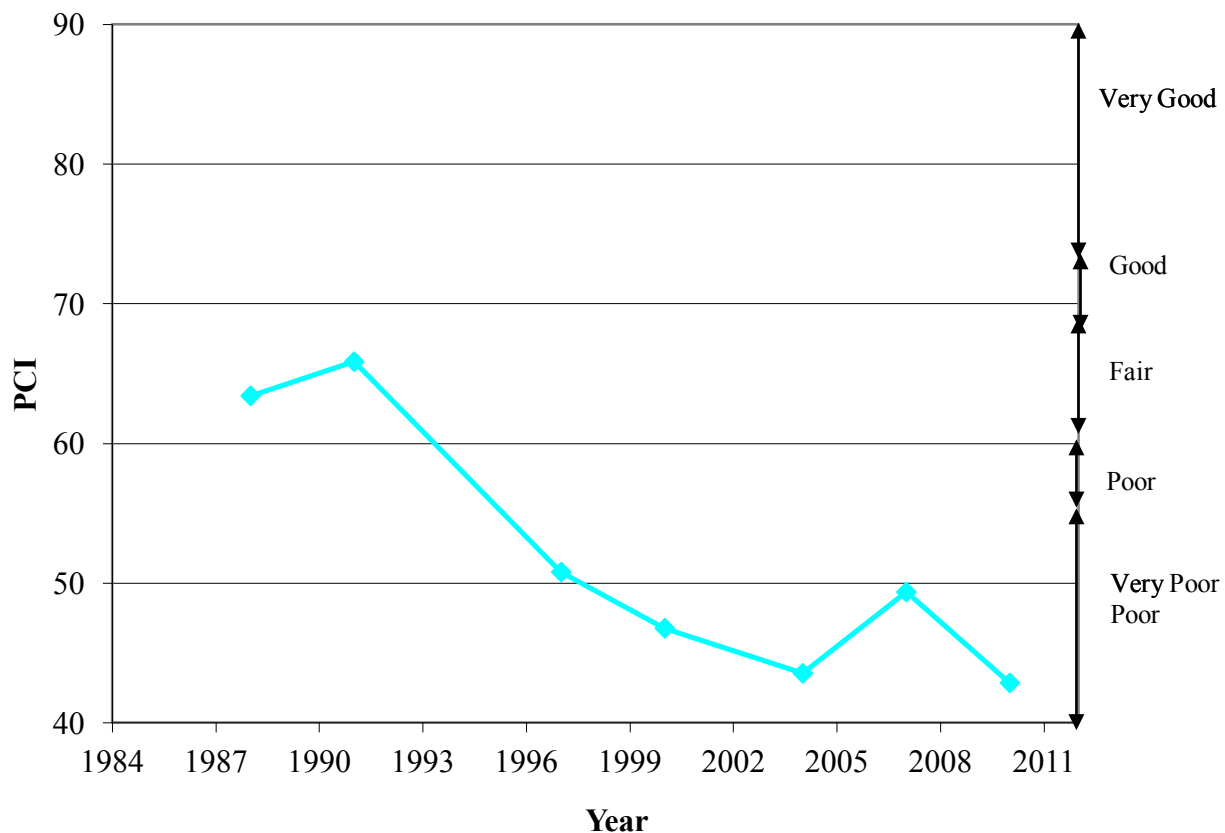
## 6.2 Category 2 Roads

### Eastport Road, Terra Nova National Park

The Eastport Road in Terra Nova National Park (Figure 4) has been on a steady decline since 1991. The small improvement in 2007 of the PCI 49.4 compared to 43.5 in 2004 can be attributed to a small improvement in bleeding distress as the asphalt aged and a softening of some of the distortions.

This Highway was rated in two sections for a total of 8.16 kilometres. This road is in very poor condition. The ridescores for both sections were low (4 and 4.5) and there was some rutting and wheel track alligator cracking. As far as rehabilitation is concerned some sections could just be overlaid while other sections should be excavated and repaired before paving. This section has numerous frost heaves which makes the winter ridescore even worse. For planning and budgetary purposes the field recommendation for this section is major rehabilitation in less than 2 years.

**Figure 4 - Condition (PCI) of Eastport Road, Terra Nova National Park**



### **Laurencelle-Route 132 (Forillon National Park)**

The Laurencelle Highway (Route 132) was in very poor condition with a ridescore of 4.5. There was very severe alligator cracking in the wheelpaths and the centreline crack was also severe. This section of highway needs to be reconstructed including structural strengthening.

### **Highway 114, Fundy National Park**

Highway 114 in Fundy National Park was rated in 12 sections for a total of 20.6 kilometres. Approximately, 37.3% of the pavements are in very good condition, 10.2% in fair condition and 52.5% in poor or very poor condition.

Overall the condition of the pavement in this park has improved from very poor to fair in the past three years due to major reconstruction between km 5.5 and 11.4 (Figure 5). Over the past ten years to correct the worst sections, numerous short deep patches have been constructed. Most of the remaining sections now have been rehabilitated, but the patches themselves are starting to age and require overlays. (Figure 6)

Km 0 to Km 4:

Longitudinal alligator wheel track cracking, ravelling, rutting and ridescore are all concerns in this section as they exceed the maximum values for safety and asset preservation criteria. The field recommendation for this section is major rehabilitation in less than two years.

Km 4 to Km 5.6:

Ravelling is the only major concern in this section as there are intermittent areas of severe ravelling. There is also some severe centreline cracking and wheel track alligator cracking. Spot patching and an overlay are recommended for this section.

Km 5.6 to Km 11.4:

This section has been reconstructed in 2009 and 2010 and no further rehabilitation work is foreseen.

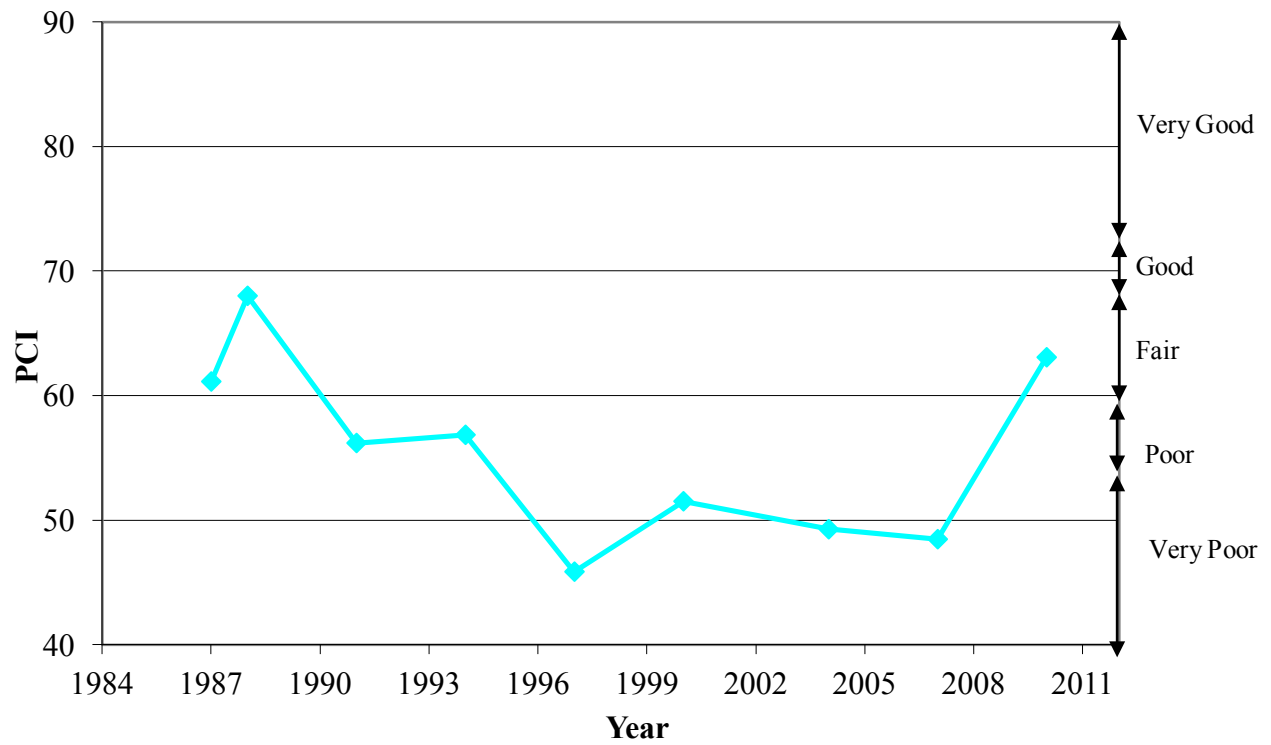
Km 11.4 to Km 12:

This is a 14 year old pavement with a significant amount of moderate cracking but the ride score is still adequate. Routine maintenance or a chip seal to seal some of the cracks could be considered.

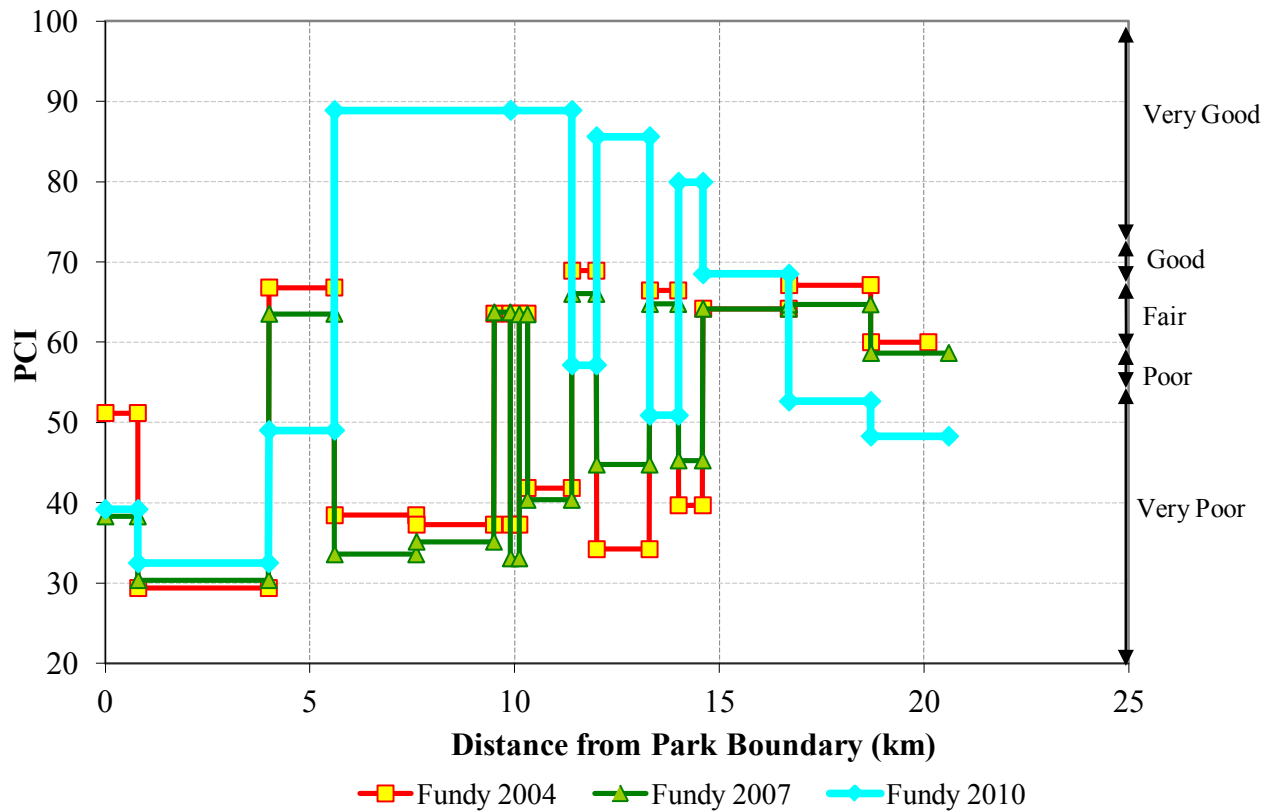
Km 12 to Km 13.3:

This section has been reconstructed in 2009 and no further rehabilitation work is foreseen

**Figure 5- Condition (PCI) of Hwy 114, Fundy National Park**



**Figure 6- Hwy 114, Fundy National Park  
( km 0 is at Alma Park Boundary)**



Km 13.3 to Km 14:

This is a 14 year old pavement with a significant amount of moderate cracking but the ride score is still adequate. Routine maintenance or a chip seal to seal some of the cracks could be considered.

Km 14 to Km 14.6:

This section has been reconstructed in 2009 and no further rehabilitation work is foreseen

Km 14.6 to Km 16.7:

This section is in fair condition. The field recommendation for these sections is for sealing cracks, particularly the centreline cracks.

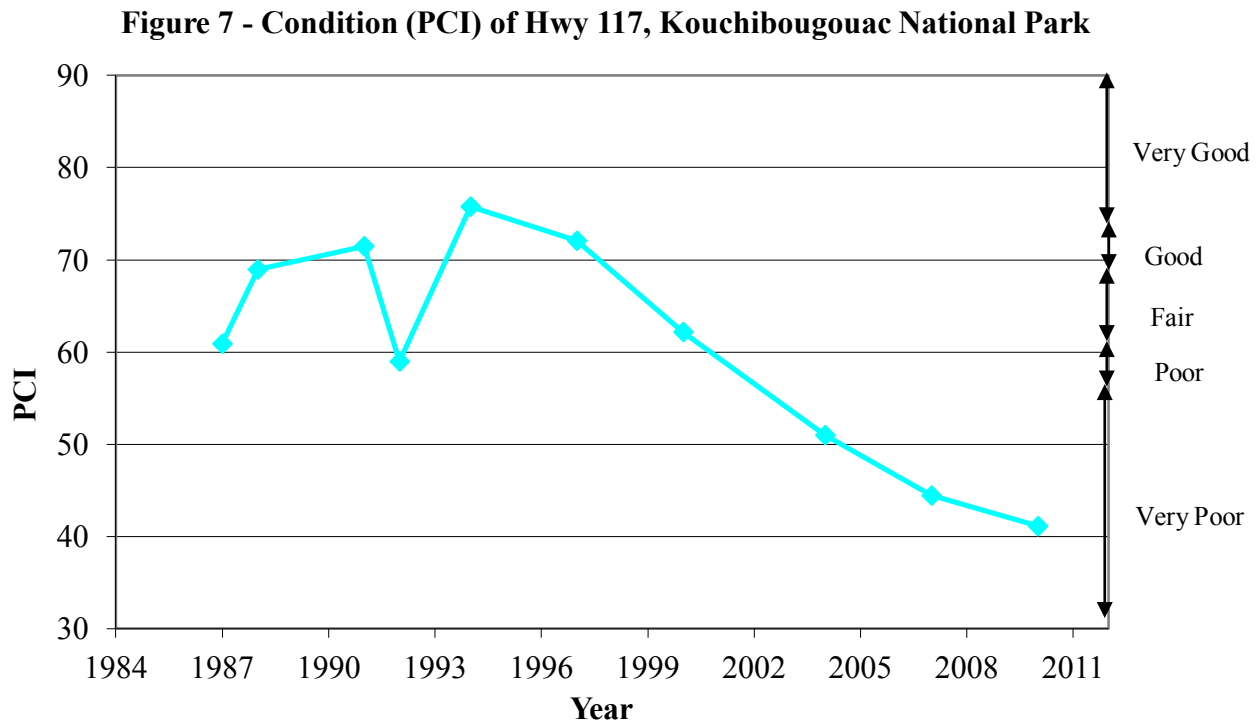
Km 16.7 to Km 20.6:

This section is characterized by many cracks including moderate wheel track single and wheel track alligator cracks, although the ride score is still acceptable. This section should be scheduled for rehabilitation within the next 3 years.

## Highway 117, Kouchibouguac National Park

Highway 117 in Kouchibouguac National Park was rated in three sections for a total of 23.7 kilometres. The entire highway is in very poor condition.

Highway 117 in Kouchibouguac National Park had a significant improvement in PCI from 1992 to 1994 but has been on the decline since that time with a PCI of 41.1 in 2010. (Figure 7)



Km 0 to Km 4.4:

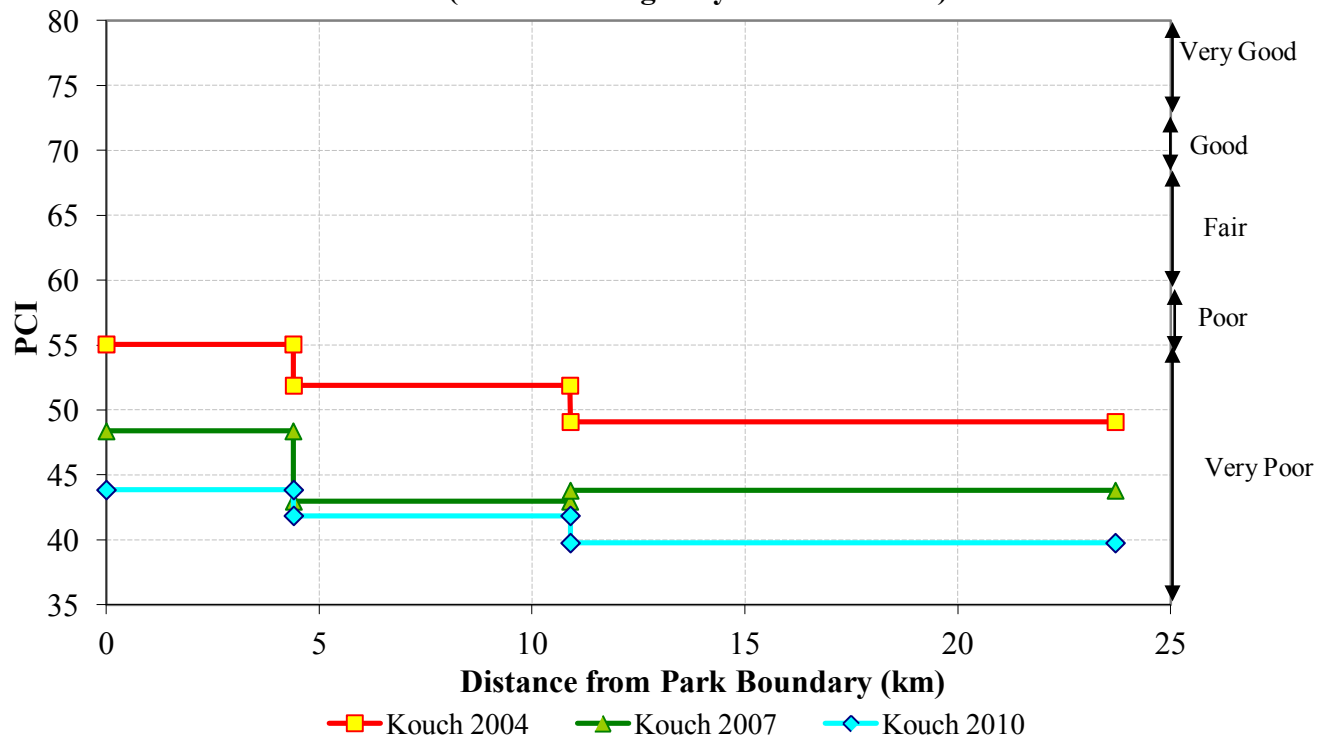
Severe bleeding, severe rutting and severe wheel track cracking are the major distresses in this section as they exceed the maximum values for safety criteria. The main resurfacing issue is due to the severity of the rutting distresses. In addition, the gravel shoulders should be raised, as there is a significant drop-off at the pavement edge. The field recommendation for this section is resurface in less than two years.

Km 4.4 to Km 10.9:

Severe alligator wheel track cracking and severe rutting are the major distresses in this section. Rutting is a safety issue. The field recommendation is major rehabilitation within 2 years.

There is a sharp drop off from the edge of the pavement which is safety concern and as a result of this large drop to the gravel shoulder from the pavement. There is some edge cracking occurring due to lack of support of the pavement edge. Rutting and wheel track alligator cracking in this section are severe and extensive leading to the field recommendation of major rehabilitation within 2 years.

**Figure 8- Hwy 117, Kouchibougouac National Park  
( km 0 is at Highway 11 Intersection)**



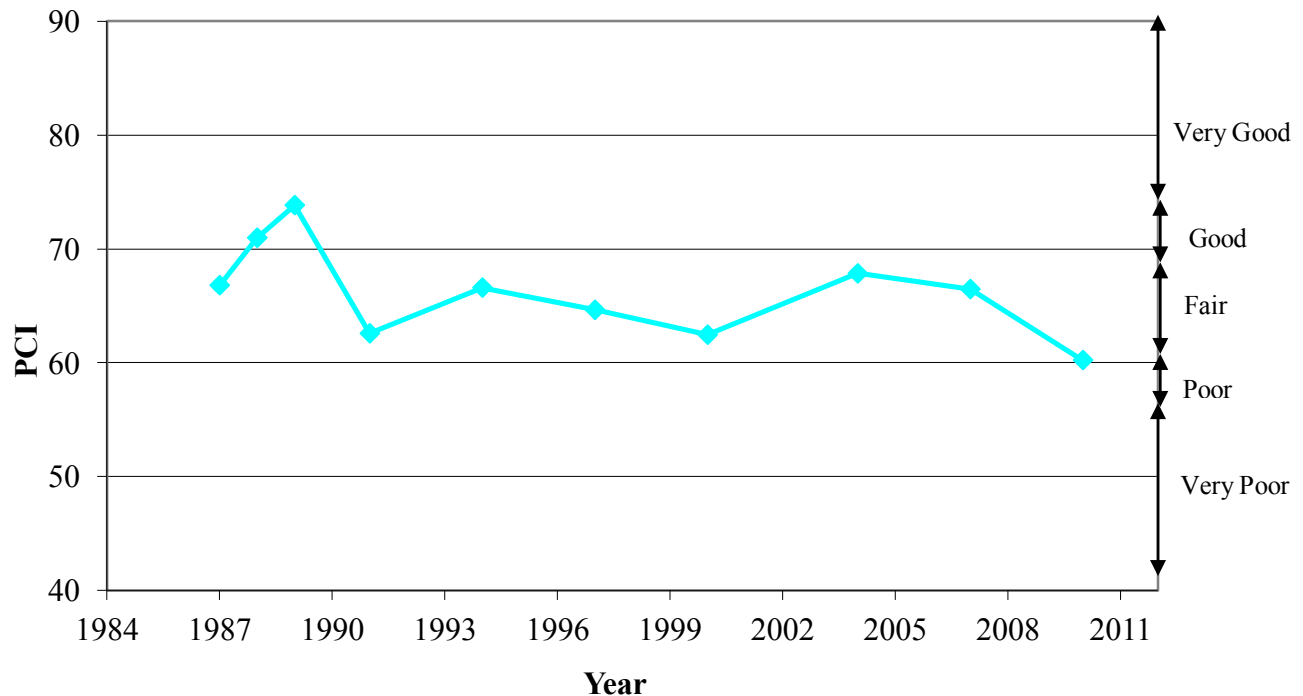
### Highway 430, Gros Morne National Park

Highway 430 in Gros Morne National Park was rated in 16 sections for a total of 70.5 kilometres. Approximately, 7% of the pavement sections are in very good condition, 10% in good condition and 33% in fair condition, 14% in poor condition and 36% in very poor condition.

This highway (Figure 9) has maintained a PCI above 60 from 1991 to 2000 with an improvement PCI in 2004. A paving project in 2004 resulted in a noticeable improvement in PCI in 2004. (Figures 9 and 10)



**Figure 9 - Condition (PCI) of Hwy 430 , Gros Morne National Park**



This highway has deteriorated significantly since 2007 as the PCI has dropped from 66.5 to 60.2. The main reasons for this decrease was significant increase in wheel track and centreline cracking and severe meander cracking and a resulting decrease in the ride score.

A common problem on this highway is ravelling. At present most sections are showing moderate ravelling throughout but there are sections with severe localized ravelling. On the provincial sections of highway between Gros Morne and L'Anse aux Meadows, various stages of ravelling distress were quite evident depending on the age of the pavement

Many of the existing pavements in the National Park that are currently showing ravelling distress and should be monitored on an annual basis.

Spot sealing and/or chip seals is recommended for immediate treatment of localized distresses.

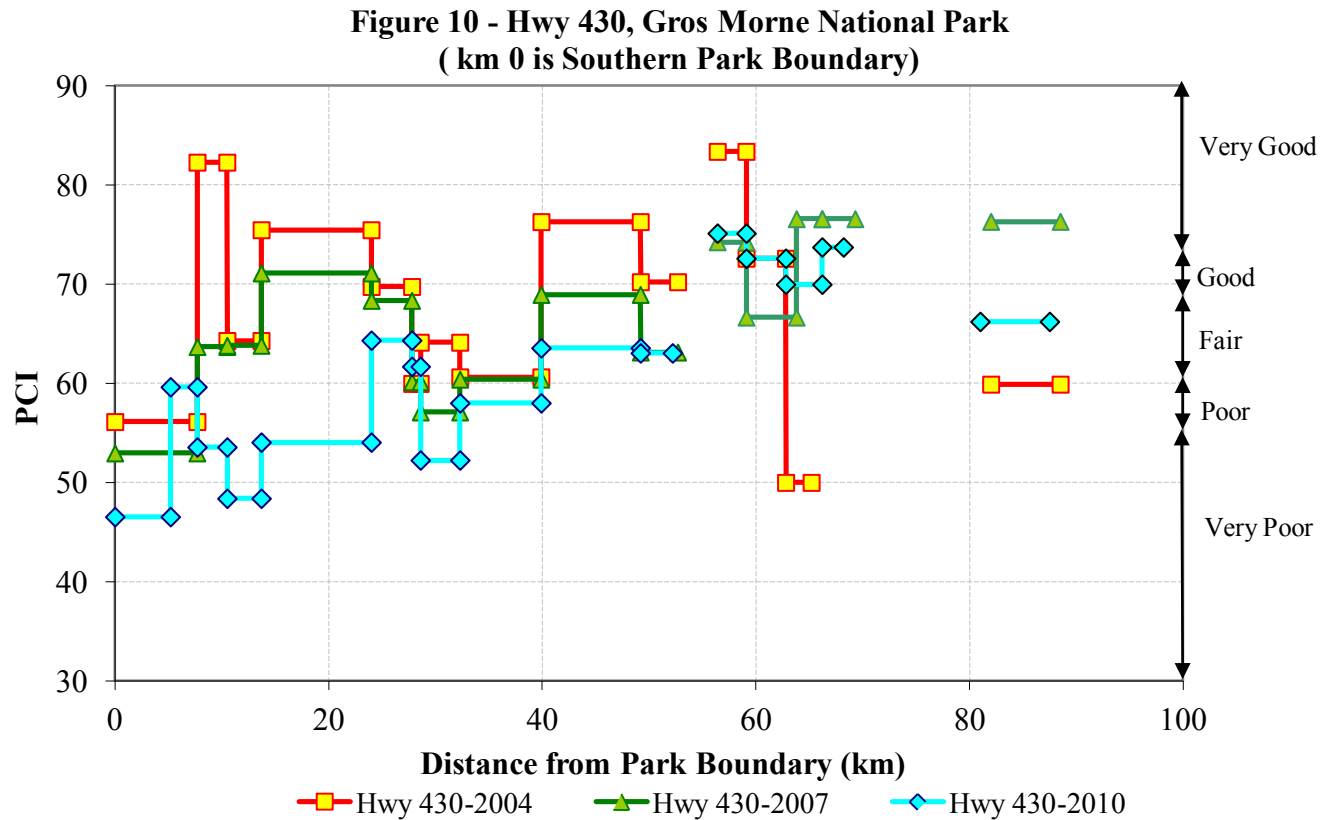
Km 0.0 to km 5.2:

This pavement has severe alligator cracking and should be rehabilitated within the next two years.

Km 7.7 to Km 28.8:

With the exception of km 10.5 to 13.5 these pavements are 6 to 7 years old. The section between km 10.5 and 13.5 has some severe ravelling and severe wheel track cracking, however the ride score is acceptable (5.25) and should be programmed for rehabilitation within the next three years. The remaining pavements in this section are in fair condition with a few severe ravelled sections and a few severe cracks but with good ridescores and with increased maintenance should not

require further work within the next 3 years.



Km 28.8 to Km 32.3:

This section has a few severe distortions, intermittent severe wheel track cracking, and requires significant repairs or rehabilitation.

Km 32.3 to 39.9:

This section has severe ravelling and severe alligator cracking which requires major repairs.

Km 39.9 to km 88.5:

Pavements in this section are all relatively new and with the exception of the ravelling distress above are all in good condition. Ravelling is severe in localized areas and should be repaired. Given the history of ravelling distresses in this area, consideration should be given to micro-surfacing or chip-sealing this entire section before the distresses become more widespread.

## Highway 431

Highway 431 in Gros Morne National Park was rated in 4 sections for a total of 28.3 kms and overall is in poor condition. (Figures 11 and 12). Approximately, 60% in fair condition, and 40% in very poor condition. There was an improvement in 2004 due to new pavement on several sections of the highway but the PCI has decreased to 53.5 in 2010.

There has been a decrease in the PCI on all 4 sections over the past three years

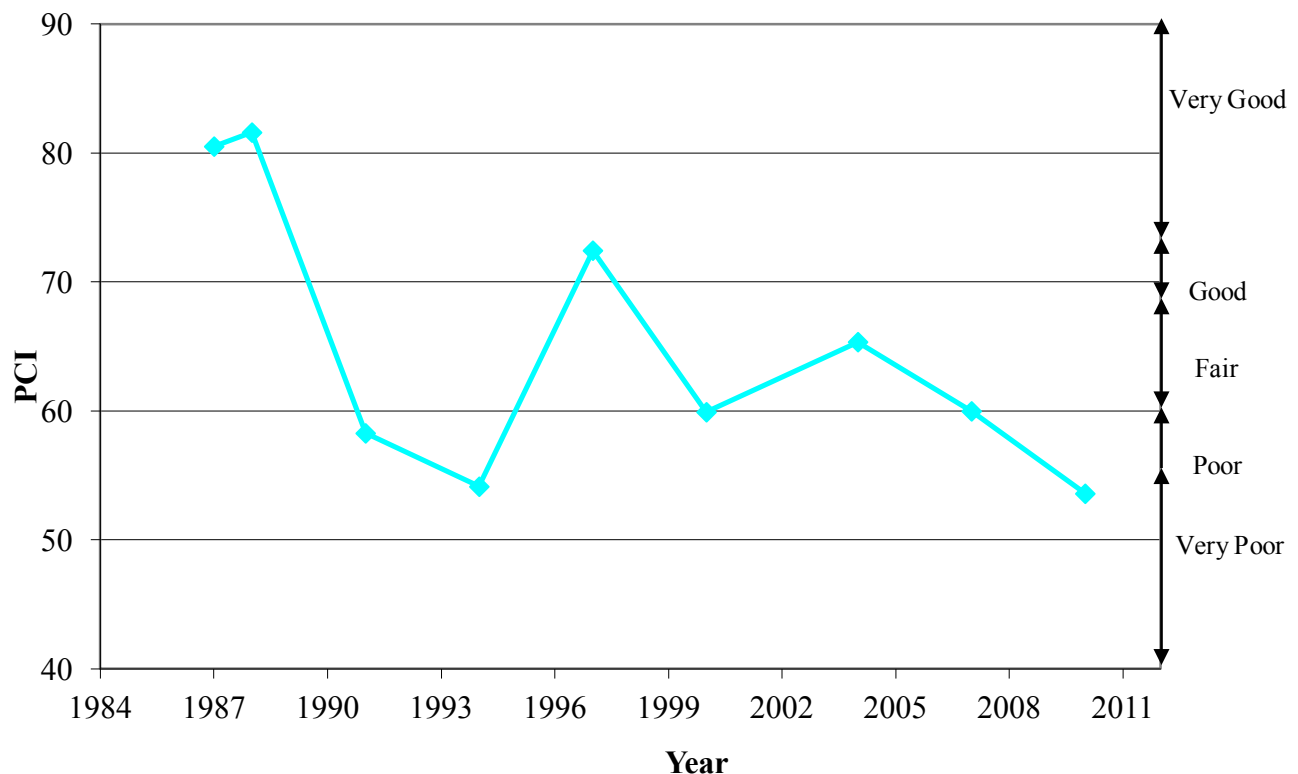
Km 0 to Km 11.3:

This section has extensive severe ravelling and severe cracking. Due to the severity of the cracking, an overlay is not recommended. The pavement should be milled/pulverized to get rid of the severe cracks.

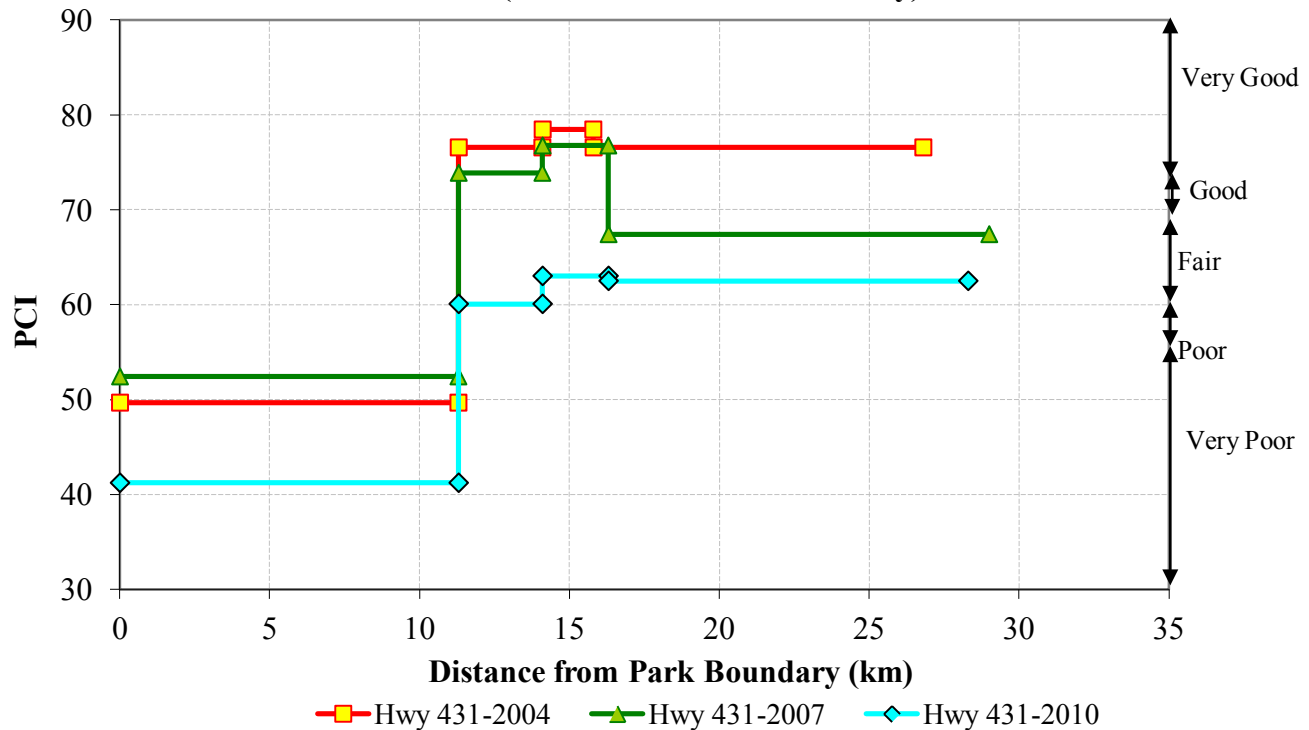
Km 11.3 to Km 23:

This seven year old pavement is showing extensive ravelling damage. The ravelling should be repaired as a priority with a micro-surface or chipseal

**Figure 11- Condition (PCI) of Hwy 431, Gros Morne National Park**



**Figure 12 - Hwy 431, Gros Morne National Park  
( km 0 is at Eastern Boundary)**



### **Cabot Trail, Cape Breton Highlands National Park**

The Cabot Trail in the Cape Breton Highlands National Park was rated in 25 sections for a total of 77.5 kilometres. The section between km 77.5 and km 80.6 was under construction at the time of inspection. Approximately 61% of the pavements are in very good condition, 7% in fair condition, 9% in poor condition and 23% in very poor condition.

Rehabilitation work in the last 5 years has raised the overall PCI from 55.9 in 2004 to 68.4 in 2010. (Figures 13 and 14)

**Km 0 to Km 11.30:**

This section was paved in 2006 and is in very good condition.

**Km 11.3 to Km 15.9:**

Longitudinal wheel track alligator distresses and edge alligator cracking are concerns on this section. Although the ridescore is still fair (5), the field recommendation is to rubbilize or mill this section before repaving.

**Km 15.9 to Km 21.9:**

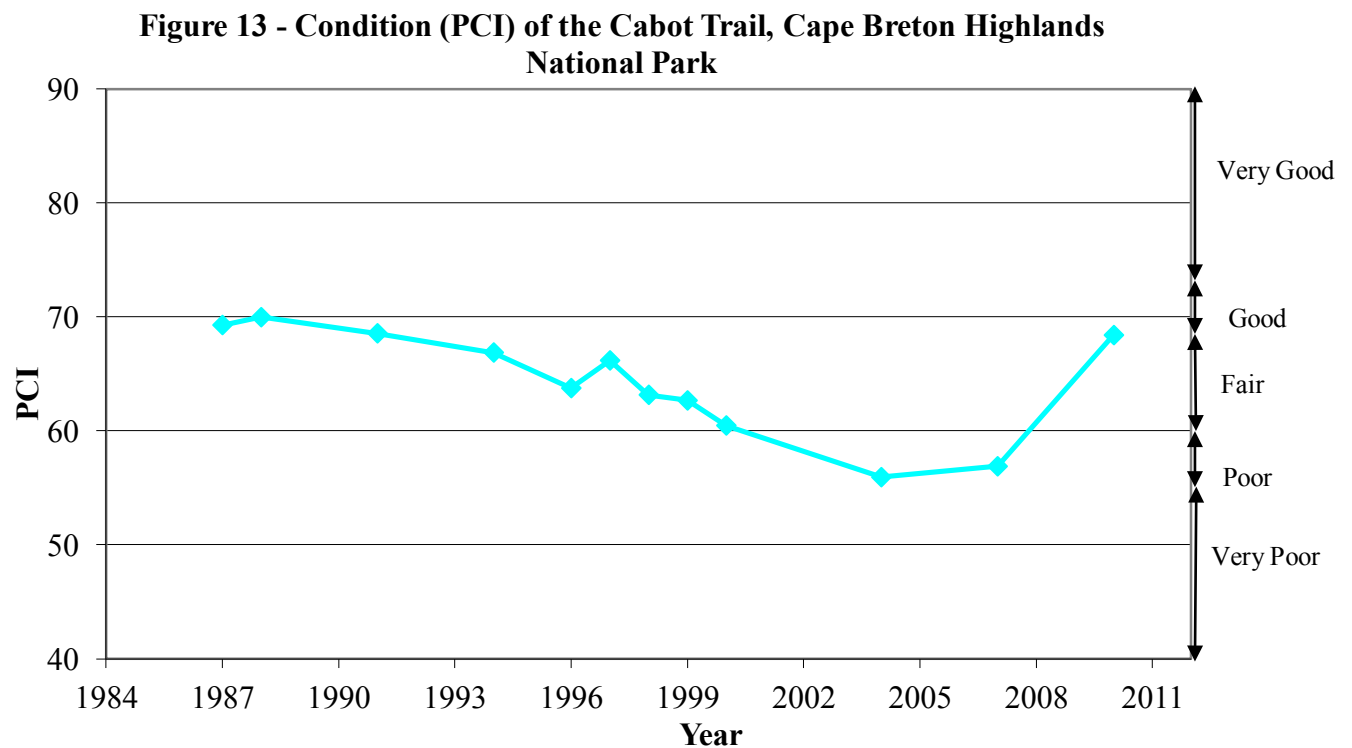
This section was rehabilitated in 2008 and is in good condition.

Km 21.9 to Km 23.4:

This section was paved in 2006 and is showing signs of distress. There are frequent moderate alligator cracks in this section indicating that structural strengthening of this section is required.

Km 23.4 to Km 24.8:

This section was paved in 2008 and is in very good condition.



Km 24.8 to Km 25.2:

This section is in fair condition and is characterized by moderate cracks. It was paved in 2006 but is showing signs of distress indicating that a more major rehabilitation than just an overlay are required for this section.

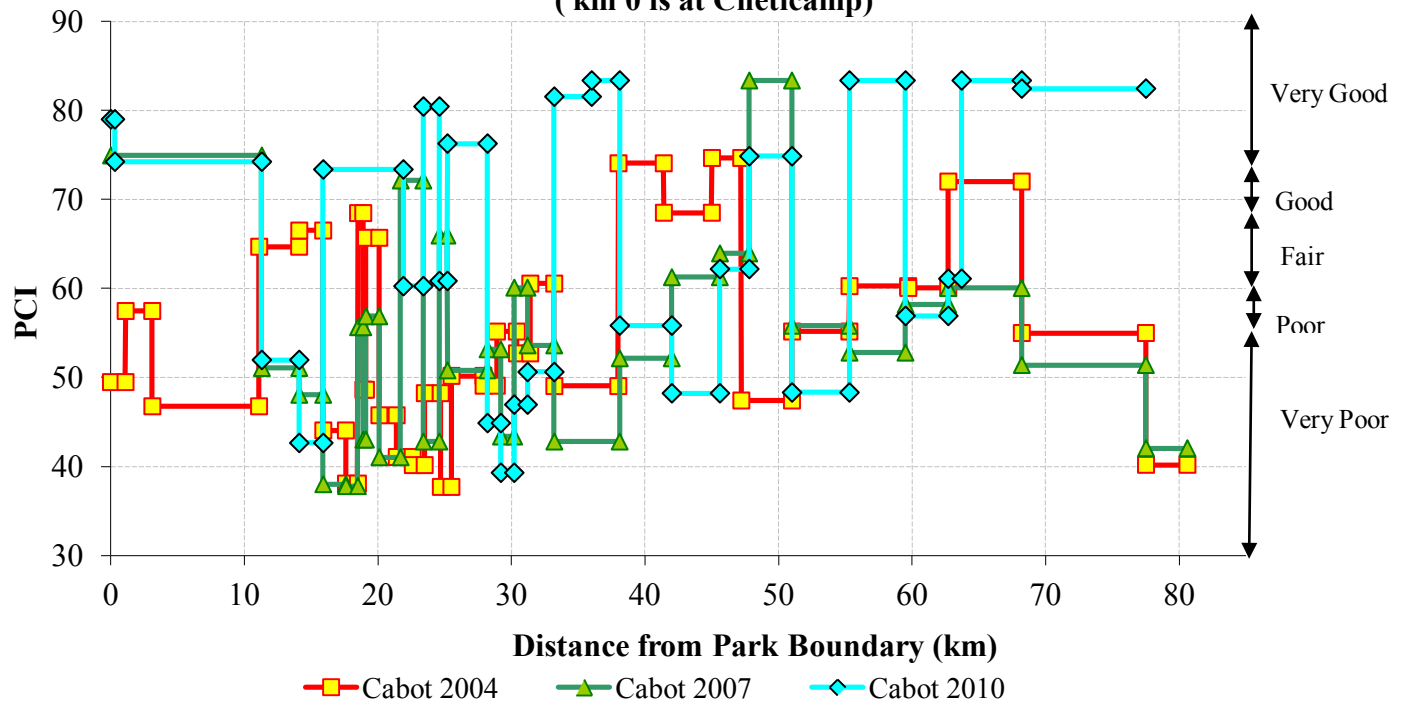
Km 25.2 to km 28.2:

This section was paved in 2008 and is in very good condition.

Km 28.2 to km 33.2:

This section is in very poor condition ravelling, some rutting, wheel track alligator cracking and poor ride quality are the major distresses in these sections. The field recommendation for this section is a major rehabilitation in less than 2 years.

**Figure 14 - Cabot Trail, Cape Breton Highlands National Park  
( km 0 is at Cheticamp)**



Km 33.2 to km 38.1:

This section was repaved in 2008 and 2009 and is in very good condition.

Km 38.1 to km 42.0:

This section although extensively cracked still has a reasonable ridescore (5.5) and should be rehabilitated when the adjacent section (km 42 –km 45.6) is reconstructed.

Km 42.0 to km 45.8:

This section is in very poor condition and needs to be reconstructed. The section is extensively cracked.

Km 45.8 to km 47.8:

This section is in fair condition with a few severe wheel track single and alligator cracks, some severe edge alligator cracks but the ride score is still good (5.75). It should be rehabilitated at the same time as the adjacent section.

Km 47.8 to km 51.0:

This section was paved in 2006 and is in very good condition.

Km 51.0 to km 55.3:

This section is in very poor condition with a ridescore of 4.75. Principle distresses are single and alligator wheel cracking and distortions. This section needs major rehabilitation.

Km 55.3 to km 59.5:

This section was paved in 2009 and is in very good condition

Km 59.5 to km 63.7:

This section is in poor to fair condition with a ridescore of 5.5. The principle distress is extensive severe rutting which means that this section should be a candidate for rehabilitation.

Km 63.7 to km 77.5:

This section was repaved in 2009 and is in very good condition.

Km 77.5 to Km 80.6:

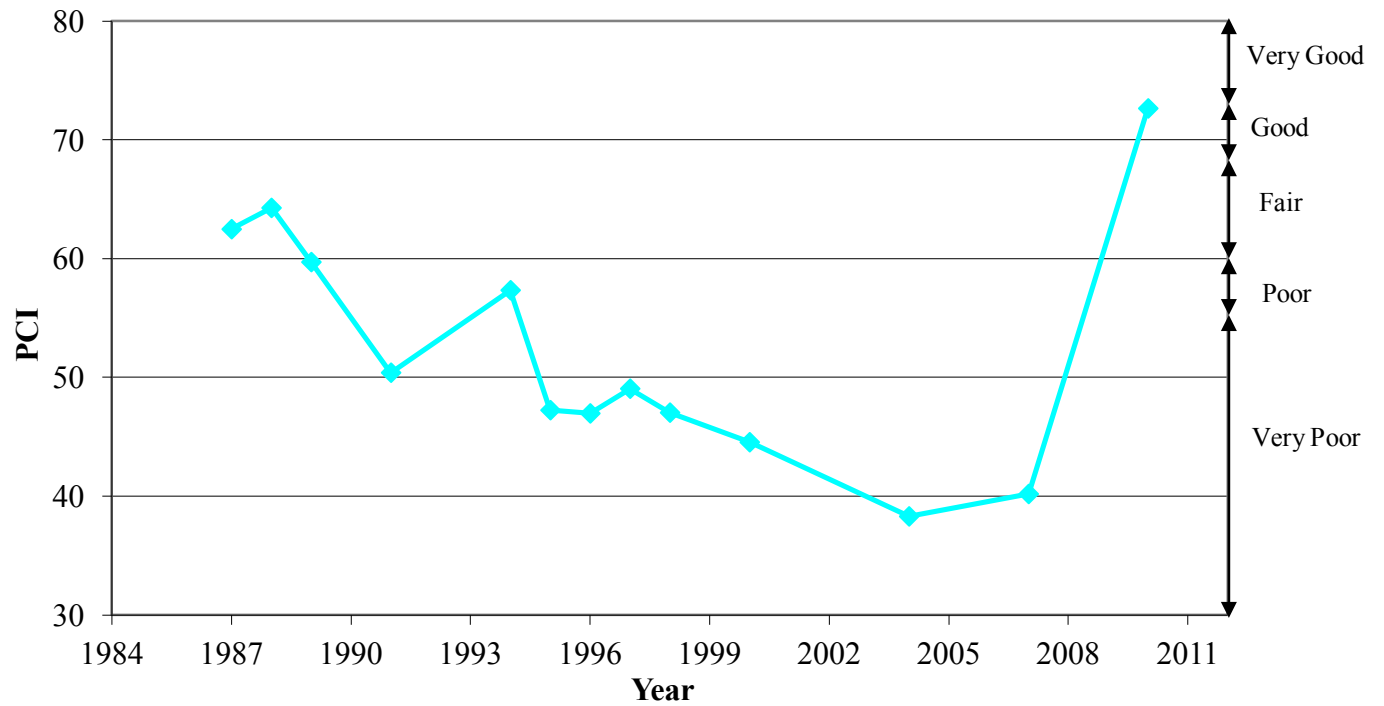
This section was under construction at the time of inspection.

### **6.3 Category 3 Roads**

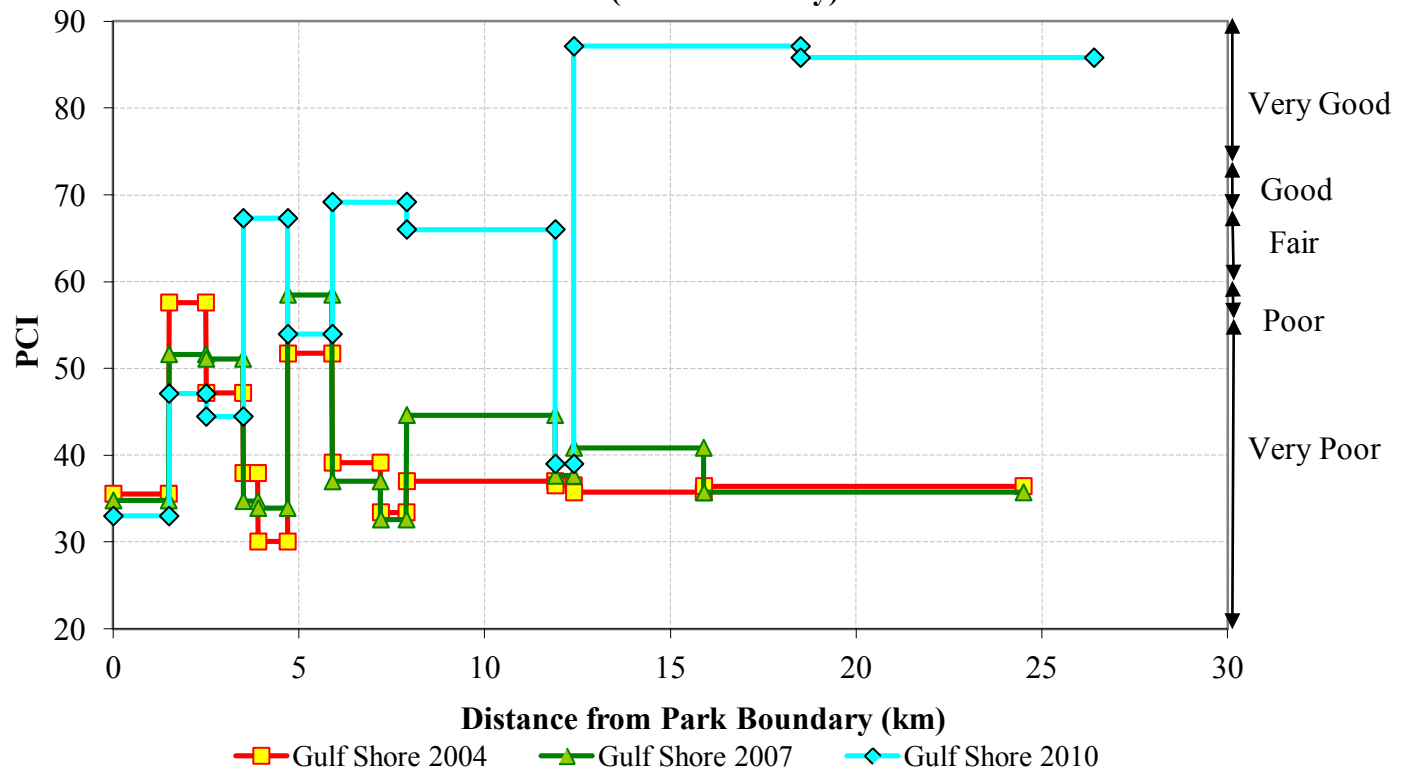
#### **Gulf Shore Road**

The Gulf Shore Road in Prince Edward Island National Park was rated in 10 sections for a total of 26.4 kilometres. Approximately 60% of the pavements are in good or very good condition, 20% in fair condition and 20% in very poor condition. See figures 15 and 16 for a graphical representation of the pavement condition.

**Figure 15 - Condition (PCI) of The Gulf Shore Road, PEI National Park**



**Figure 16 - Gulf Shore Road, PEI National Park  
( km 0 is Dalvay)**





Km 0 to Km 3.5: km 4.7 to 5.9; 11.9 to 12.4:

Ravelling, rutting, wheel track cracking transverse alligator and meander cracks and poor ride scores are a concern in all these sections. The field recommendation for these sections is major rehabilitation within two years.

Km 3.5 to km 4.7: km 5.9 to km 11.9:

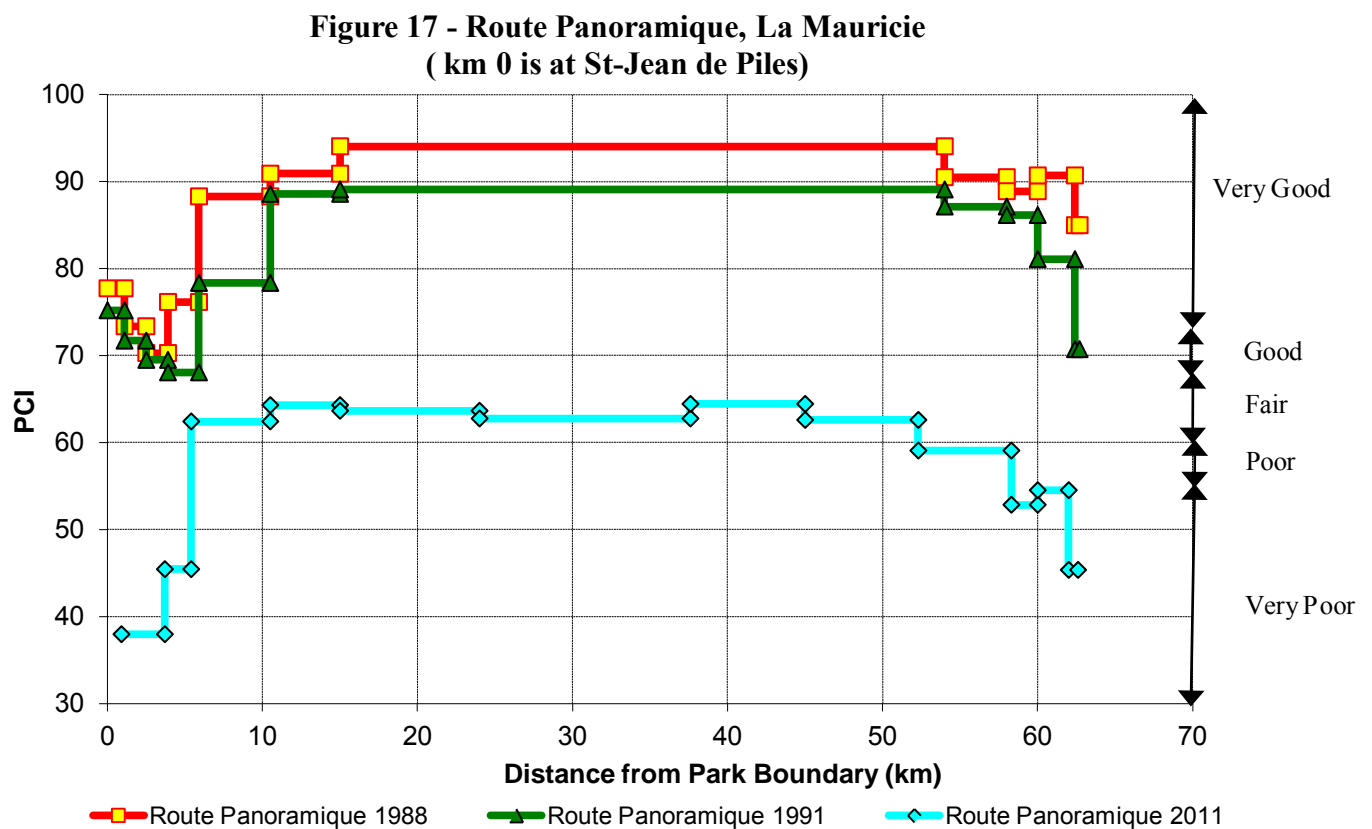
These sections were milled and a 50 mm overlay placed in 2008. No rehabilitation work is foreseen within the next 5 years on these sections.

Km 12.4 to km 26.4:

This section was reconstructed in 2010 and no rehabilitation work is foreseen within the next 5 years on this section.

### Route Panoramique

The Route Panoramique in La Mauricie National Park was rated in 13 sections for a total of 62.6 kilometres. Approximately 75% of the pavements are in fair condition, 10% in poor condition and 15% in very poor condition. Figure 17 is a graphical representation of the pavement condition.



#### Km 0 to km 5.4

Very severe rutting and single and alligator wheel cracking characterize this section indicating that the pavement needs to be strengthened. There are also moderate transverse, centerline, longitudinal and block cracking throughout. These conditions have resulted in a poor ride score. Given the extent and severity of these distresses, a simple overlay will not correct these problems and a more extensive rehabilitation strategy that will strengthen the pavement is required.

It should be noted that this section is open to year around traffic.

#### Km 5.4 to km 15.0

The principle distress of concern in this section is intermittent severe rutting. Some sections are severely rutted whereas other sections have only slight to moderate rutting. There is little evidence of wheel track alligator cracking. The ride score is fair.

A more detailed evaluation of the extent of the rutting is needed to determine the extent of spot patching required. Given that the other distresses are not severe and the ride score is fair an extensive program to spot pave rutted sections should be considered. It should be noted that this section is closed during the winter months.

#### Km 15.0 to km 52.3

This section is also closed during the winter. The pavement is characterized by slight to moderate rutting, and a few distortions, transverse and meander cracks. The ride score is fair and this section does not need immediate attention.

#### Km 37.6 to km 62.0

Although this section is also closed in the winter, it is showing significantly more cracking for no readily apparent reason. Rutting is slight throughout and the ridescore ranges from 5.0 to 5.25. Routine maintenance is recommended for this section although close monitoring is required.

#### Km 62.0 to 62.6

This section is open in the winter and is characterized by extensive cracking throughout and a marginal ridescore. It should be rehabilitated at the same time as km 0.0 to km 15.0. An overlay is likely sufficient as there is no evidence of structural weakness.

**NOTE:** Although beyond the scope of this study, the 3-strand cable guardrail in this park has lost its tension and is ineffective as a safety barrier. The guardrail should be tightened/repared/replaced as a safety concern as soon as possible.

## **6.4 Categories 4 to 6 Roads<sup>a</sup>**

Only the more major roads in these categories are discussed in the following sections. The Reader is referred to Appendix A for all other roads in these categories. For the most part, these smaller tertiary roads should be paved/rehabilitated when work is been done on adjacent mainline roads to save on mobilization costs. It is very difficult to assign priorities for these roads, but in some cases when the rating panel thought that the road under consideration although in poor condition, was suitable for its intended use given the purpose of the pavement (dust abatement), this comment was recorded.

### **Kouchibouguac Main Park Road**

The Main Park Road (category 4) in Kouchibouguac National Park was rated in 6 sections for a total of 14.3 kilometres. Approximately 39.1% is in very good condition, 48.95% is fair and 11.89% is in poor condition.

Potential sections for rehabilitation based upon the criteria from Table 4 are:

Km 0 to Km 5.7

Poor ridescore, severe transverse cracking and rutting are the major distresses in this section. The field recommendation is resurfacing within 2 years and a major rehabilitation on the section Km 0.2 to Km 2.2 due to severe rutting.

Km 5.7 to Km 12.3:

Slight rutting is a minor concern in this section. The relatively good condition of this section can be attributed to the fact that the road is closed during winter months from km 5.7 to Km 11.3. The field recommendation is routine maintenance.

### **Citadel Hill**

Citadel Hill Road (category 4) at the Citadel Hill Historic Site was rated in one section for a total of 1.6 kilometres. This road is in poor condition.

Alligator wheel track cracking is the major distresses in this section. It was noted by field observations that there was significantly more cracking than previous years. In addition, there were notable distortions and rutting in the upper parking lot. Poor patching is another concern that should be addressed. The field recommendation is major rehabilitation in less than two years or a resurface overlay within two years.

### **Graham's Lane (PEI National Park)**

Graham's Lane (category 4) in Prince Edward Island National Park was rated in two sections for a

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<sup>a</sup> Only those roads with a total length of 1.5 kilometers and meeting the criteria of Table 4 are listed outlined in this section (this does not include parking lots)

total of 2.7 kilometres. Rutting, ravelling, wheel track cracking and a poor ridescore (5) are the major distress concerns. For Km 0 to km 1.8, the field recommendation is major rehabilitation within two years while the field recommendation for Km 1.8 to Km 2.7 is an overlay.

#### **Rustico Island (PEI National Park)**

Rustico Island Road (category 4) in Prince Edward Island National Park was rated in a single section of 4.5 kilometres. This section was rehabilitated in 2010 and is in very good condition.

#### **Middle Head Road** (previously listed as Keltic Lodge Road) (Cape Breton Highlands National Park)

Middle head road (category 5) was rated in one section for a total of 2.4 kilometres. This pavement is in very poor condition. The field recommendation is major rehabilitation in less than two years.

#### **Newman Sound (Terra Nova National Park)**

Newman Sound (category 4) in Terra Nova National Park was rated in one section for a total of 2.3 kilometres. This pavement is in poor to fair condition. The field recommendation is to overlay the road. Despite its poor ridescore (4.5), it appeared to be suitable for the intended purposes.

#### **Route 22 (Fort Louisbourg)**

Route 22 (category 4) in Fort Louisbourg National Historical Site was rated in 6 sections for a total of 2.2 kilometres. This road is in very poor condition with a very poor ridescore. Rutting is a major concern considering high bus and tourist traffic for the section. There are also many sections with severe alligator cracking. Field recommendations are for a major rehabilitation.

#### **Accès au secteur Petit Gaspé (Forillon)**

The road is in fair condition between km 0.0 and km 0.7 but elsewhere the sections are in very poor condition. The ridescore is poor (4.5), there are deep ruts and alligator cracking is severe in the wheelpaths. The first section could be rehabilitated with an overlay but all other sections need to be reconstructed.

#### **Cap Bon Ami (Forillon)**

This 3.8 km road is in fair condition with a ridescore between 5 and 5.5. Although there is frequent cracking, no rehabilitation on the section is foreseen during the next three years.

#### **Petit Gaspé à l'anse aux Amérindiens (Forillon)**

This section is fair to poor condition as cracking is widespread. However the Ridescore is acceptable and normal maintenance is recommended for this section.

## **Campground Roads (La Mauricie)**

The Campground Roads in La Mauricie National Park in good condition and are among the best in Quebec and Atlantic Region

### **7.0 PAVEMENT MAINTENANCE AND REPAIR STRATEGIES**

The basic concept of pavement management is that maintenance and rehabilitation resources should be spent in the most efficient way possible. Resources should not be spent on pavements that are beyond repair or on pavements that are in very good condition. However minor deficiencies, if not corrected at an early stage can develop quickly into major structural deficiencies. When this occurs, the costs of rehabilitation can escalate dramatically in a short period of time.

There are 5 broad categories of maintenance strategies:

1. **Routine:** This strategy is applicable to pavements in very good condition ( $PCI > 73$ ). Routine maintenance usually includes local patching of potholes or distortions and crack sealing.
2. **Preventative (Major):** Maintenance is a more extensive activity designed to arrest deterioration before it becomes a more serious problem. This normally applies to pavements that are in good condition ( $PCI\ 68-73$ ) with a satisfactory ridescore (greater or equal to 5.5). The majority of pavements in this class have severe ravelling distresses, severe bleeding or minor alligator cracking or in some instances extensive very fine transverse and longitudinal cracking. Chip seals, micro-surfacing, major crack sealing and thin overlays are typical of major preventative maintenance activities. Local maintenance forces would not normally perform these activities and as such rehabilitation budgets should be developed in consequence.
3. **Deferred Action:** These sections are beyond the point where preventative maintenance would be effective but have not yet deteriorated to the point where rehabilitation is required. Typically pavements with PCIs between 63 and 68 (fair condition) are in this category. Routine maintenance consists of patching potholes, distortions, ruts, and wheel track cracking as required.
4. **Rehabilitation:** This category includes thin to medium overlays, milling and overlay, hot and cold in place recycling. Pavements in this category generally have a PCI ranging from 55 to 63 (poor) and ride scores of 5 or lower. The maximum critical number for rehabilitation varies from 63 to 60 depending on the class of road and available funding.
5. **Major Rehabilitation:** Pavements in this category ( $PCI < 55$  very poor) have deteriorated to the point where more work than envisaged in Category 4 is required. Complete removal of the existing pavement, base, subbase and subgrade repairs or thick ( $>150\text{ mm}$ ) overlays are required.

For most highway systems, the most cost effective strategy is to allot resources to the strategies in the order given below:

First Priority	Routine Maintenance
Second Priority	Preventative Maintenance
Third Priority	Rehabilitation
Fourth Priority	Major Rehabilitation

In determining the appropriate strategy within the above PCI ranges, consideration must be given to the type of distress that has caused the reduction in the PCI. Surface distresses such as severe ravelling indicate a need for preventative maintenance while structural distresses such as rutting or wheel track cracking cannot be corrected with preventative maintenance strategies alone.

Table 9 contains a general short term (2011 to 2013) strategy for Atlantic Park Pavements. This table is based on the recommendations of the field staff at the time of the PMS rating and the PCI rating. The pavements listed should be subjected to a thorough engineering review to determine the most appropriate rehabilitation. However, the overall condition of the pavement (PCI) and field recommendations can be used as a guideline to determine an initial strategy.

**Table 9 – Current Rehabilitation Needs**

Road Class	Length – km	Estimated Cost
<b>Atlantic Parks</b>		
Major Roads in Very Good Condition	74.0	\$0
Major Roads in Good Condition	14.65	\$0
Major Roads in Fair Condition	89.45	\$6,900,000
Major Roads in Poor Condition	17.8	\$3,400,000
Major Roads in Very Poor Condition	103.26	\$90,105,000
Minor Roads in Very Good Condition	7.5	\$0
Minor Roads in Good Condition	9.5	\$0
Minor Roads in Fair Condition	23.67	\$48,000
Minor Roads in Poor Condition	16.56	\$225,000-\$1,625,000
Minor Roads in Very Poor Condition	46	\$12,640,000-\$15,620,000
<b>Forillon</b>		
Minor Roads in Very Poor Condition	27.29	\$6,508,000-\$10,916,000
<b>La Mauricie</b>		
Major Roads in Fair Condition	46.9	\$12,200,000
Major Roads in Poor Condition	6	\$2,500,000
Major Roads in Very Poor Condition	9.7	\$8,000,000
Minor Roads in Very Good Condition	4.5	\$0
Minor Roads in Fair Condition	17.3	\$0
Minor Roads in Poor Condition	1.3	\$715,000-\$2,150,000
Minor Roads in Very Poor Condition	5.2	\$105,000

For Categories 1-3 roads the table contains estimated costs for all highways with poor or very poor ratings

As indicated in Table 9, the estimated costs of rehabilitating Category 1 to Category 3 pavements are in the order of \$120 million.

For Category 4 to Category 6 pavements, two rehabilitation estimates are shown in Table 9 one

based on the condition of the pavement and the field recommendation, and a lesser estimate based on sections that the rating panel felt the section even though in poor condition was suitable for the intended use and these sections were not included in the lower range of the costs.

Table 10 contains the average unit costs that were used to calculate program costs in Table 9. The cost per kilometre for each category was based on recent projects in Atlantic Canada Parks and it should be noted that CARE SHOULD BE TAKEN IN USING THESE ESTIMATES FOR SPECIFIC PROJECTS. The costs are based on a per kilometre basis and although they should be representative for the entire regional network, they may be significantly in error on individual sections. They are Class D estimates overall but less than that on individual sections.

It should be noted that separate cost estimates are included for major rehabilitation work where the existing subgrade has to be excavated and backfilled with granular material which is considerably more costly than strengthening of the pavement structure.

Recent articles in the press have indicated that construction costs are approximately 30% higher in Quebec and costs for Forillon and La Mauricie roads have been increased accordingly.

**Table 10 - Average Rehabilitation Costs per km**

Atlantic			
PCI Value	Cost/km	PCI Value	Cost/km
Category 1		Category 3	
60<PCI<63	\$300,000	60<PCI<63	\$200,000
55<PCI<60	\$500,000	55<PCI<60	\$325,000
PCI<55	\$900,000	PCI<55	\$525,000
Category 2		Category 4-6	
60<PCI<63	\$200,000	60<PCI<63	\$150,000
55<PCI<60	\$325,000	55<PCI<60	\$250,000
PCI<55	\$625,000	PCI<55	\$400,000
PCI<55(Fundy Eastport)	\$2,500,000		
Forillon and La Mauricie			
Category 3		Category 4-6	
60<PCI<63	\$260,000	60<PCI<63	\$200,000
55<PCI<60	\$425,000	55<PCI<60	\$325,000
PCI<55	\$825,000	PCI<55	\$525,000

## 8.0 NETWORK ANALYSIS

The above analysis is based on the use of the pavement data for short-term pavement management. A longer-term analysis is required for long term planning strategies and the preparation of Multi-Year Operational Plans. The network analysis uses the predicted overall condition rating (PCI) for determining the required funding level

The key to predicting future requirements is a suitable performance model. Figure 18 contains the

data from all Main Park Roads in Atlantic Canada. While the performance curve may be in error for an individual section, overall predictions should give reasonable results, as individual errors will cancel each other out. Note: Roads in Forillon and La Mauricie Parks were not included in the model due to uncertainty of construction and rehabilitation dates.

From the figure, it is difficult to ascertain if the highways in the region all have the same performance or if an individual highway has a different life expectancy. As it is difficult to evaluate different performance visually from Figure 18, the sections were compared using the rigorous statistical analyses shown in Table 12. In Table 12 the performance for each year of each of the main pavements is compared to an overall performance curve. With the exception of the odd year on the odd highway, the analysis indicates that the performance of each individual highway is the same as the overall curve. The analysis indicated that there was not a statistical difference in the performance of all the main highways in Atlantic Canada Parks. The practical implication is that the same overall performance curve can be used for all main highways in Atlantic Canada.

**The equation of the performance curve is:**

$$PCI = -0.0006 \text{ Age}^3 + 0.0597 \text{ Age}^2 - 2.4091 \text{ Age} + 80.075 \quad r^2 = 0.92$$

This Performance Curve is also shown in Figure 18.

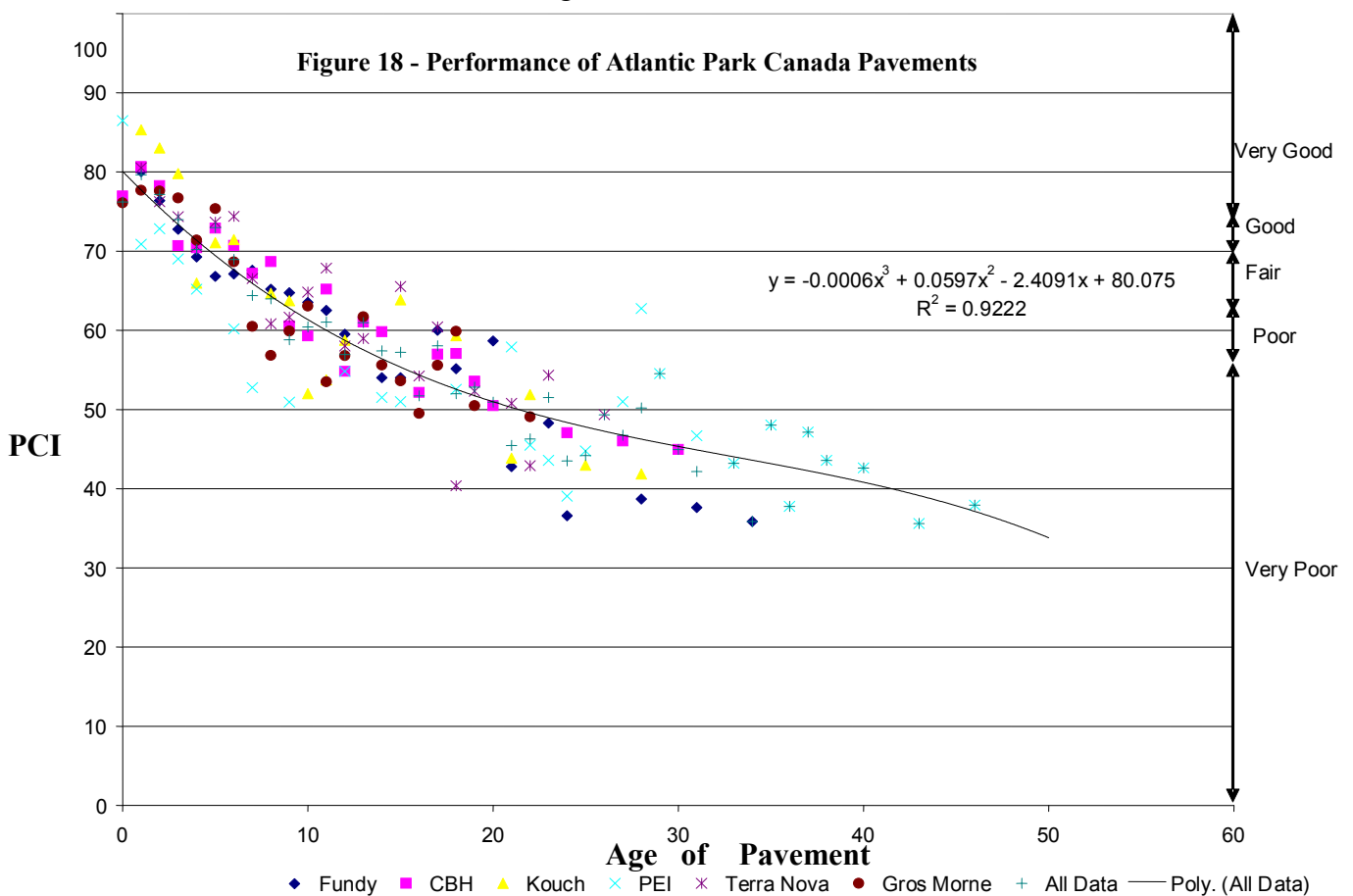




Table 13 contains a summary of the 5-year funding requirements. Table 13 includes the 5 year funding requirements for categories 1, 2 and 3 highways individually, categories 1-3 combined, categories 4-6 combined and finally all roads.

The analysis considered rehabilitating a pavement when its PCI dropped below 60. In terms of overall costs, this intervention level is the most cost efficient in both Capital Costs and total costs (capital, maintenance and user costs). Intervention levels are summarized in Table 11.

**Table 11 - Levels of PCI for Work Intervention**

Intervention for Major Roads		
Preventive (chipseals)	Cost Efficient	73
Rehabilitation	Desirable	63
	Tolerable	60
Major Rehabilitation		55
Subgrade Reconstruction		45

Unit costs for Table 13 were based on Table 10. To make a more realistic analysis, the first year data was adjusted to take into consideration the field recommendations for rehabilitation. For example, preventative maintenance costs (chipseals, micro surfacing) based on the field recommendations were used for sections of the given highways instead of being based solely on PCI ratings where the rehabilitation costs would have been a more expensive overlay.

The tables are based solely on PCI intervention levels for year's two to five, with the year one overflow added to year two's cost. Table 13 allows for three funding scenarios, as there is a significant backlog of projects. The scenarios indicate funding requirements to clear the backlog in 1, 3, and 5 years. The shorter the period used, the more advantageous as early rehabilitation reduces both maintenance and user costs.

Clearing the backlog in one year is unrealistic, and the three year scenario doubtful in terms of funding so the five-year scenario is recommended.

**Table 12-Statistical Comparison of Main Paved Highways**

Using the z-test to compare highways to the overall average of Park Canada pavements in Atlantic Canada

Age	OVERALL AVERAGE			Fundy			CBH-Cabot Trail			Kouch			PEI-Gulf Shore			Terra Nova-TCH			Gros Morne		
	Avg. PCI	STD. DEV	n	Avg. PCI	n		Avg. PCI	n		Avg. PCI	n		Avg. PCI	n		Avg. PCI	n		Avg. PCI	n	
0	76.21	14.54	15		1	Not the Same	76.95	6	Same		0		86.46	2	Same		0		76.09	4	Same
1	79.63	5.86	43	80.04	9	Same	80.66	19	Same	85.30	1	Same	70.86	1	Same	80.53	3	Same	77.67	9	Same
2	77.15	6.24	26	76.36	1	Same	78.27	14	Same	83.02	1	Same	72.83	5	Same	76.24	1	Same	77.58	4	Same
3	73.99	4.89	26	72.77	1	Same	70.69	7	Same	79.80	1	Same	69.00	3	Same	74.36	2	Same	76.72	12	Same
4	70.20	6.75	53	69.25	4	Same	70.41	14	Same	65.96	2	Same	65.20	3	Same	70.57	14	Same	71.39	16	Same
5	72.97	5.64	22	66.81	1	Same	72.89	7	Same	71.05	2	Same		1	Not the Same	73.65	5	Same	75.37	6	Same
6	68.96	5.57	30	67.12	1	Same	70.72	8	Same	71.46	1	Same	60.17	3	Not the Same	74.37	3	Same	68.63	14	Same
7	63.84	9.50	49	67.57	2	Same	67.17	14	Same	51.23	2	Same	52.77	2	Same	66.54	15	Same	60.48	14	Same
8	63.98	7.94	29	65.20	5	Same	68.66	12	Not the Same	64.68	1	Same		0		60.84	2	Same	56.83	8	Not the Same
9	58.80	7.75	19	64.72	1	Same	60.55	7	Same	63.73	1	Same	50.94	4	Not the Same	61.66	1	Same	59.90	5	Same
10	60.43	7.20	36	63.51	2	Same	59.30	7	Same	52.01	8	Not the Same		0		64.81	11	Not the Same	63.04	8	Same
11	60.42	9.49	35	62.51	8	Same	65.19	12	Same	53.73	5	Same	39.14	1	Not the Same	67.84	3	Same	53.50	6	Same
12	56.96	8.60	26	59.50	4	Same	54.80	6	Same	58.76	1	Same	54.80	2	Same	58.01	6	Same	56.81	7	Same
13	62.08	8.39	18	70.80	2	Same	61.04	5	Same		0			0		58.97	3	Same	61.72	8	Same
14	58.92	12.14	21	54.02	2	Same	59.83	10	Same	43.80	1	Same	51.50	2	Same	72.93	4	Not the Same	55.59	3	Same
15	58.05	8.81	18	54.02	3	Same	72.00	1	Same	63.84	2	Same	51.01	3	Same	65.52	4	Same	53.62	5	Same
16	52.19	9.99	19		0		52.16	8	Same		0		60.53	1	Same	54.23	4	Same	49.49	6	Same
17	57.28	8.24	24	60.00	1	Same	56.98	13	Same	39.77	1	Not the Same		0		60.43	7	Same	55.58	2	Same
18	52.01	9.95	27	55.15	3	Same	57.06	12	Same	59.34	2	Same	52.56	1	Same	40.37	8	Not the Same	59.88	1	Same
19	52.82	7.01	25		0		53.57	13	Same		0			0		52.32	10	Same	50.46	2	Same
20	50.92	6.17	18	58.66	1	Same	50.47	17	Same		0			0			0			0	
21	46.66	7.80	13	42.77	8	Same	61.09	1	Same	43.85	1	Same	57.88	1	Same	50.77	2	Same		0	
22	46.30	4.20	6		0			0		51.89	1	Same	45.51	2	Same	42.91	2	Same	49.07	1	Same
23	51.52	5.89	6	48.29	1	Same		0			0		43.56	1	Same	54.32	4	Same		0	
24	43.52	8.05	26	36.58	8	Not the Same	47.05	17	Same		0		39.04	1	Same		0			0	
25	42.31	3.83	4		0			0		42.96	1	Same	44.77	2	Same		0		36.72	1	Same

**Table 13: FIVE YEAR MYOP BUDGET - ALL ROADS****Category 1 Roads**

	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>
<b>1 Year Catch-up</b>	\$0	\$0	\$6,975,000	\$4,850,000	\$4,000,000
<b>3 Year Catch-up</b>	\$2,325,000	\$2,325,000	\$2,325,000	\$4,850,000	\$4,000,000
<b>5 Year Catch-up</b>	\$3,165,000	\$3,165,000	\$3,165,000	\$3,165,000	\$3,165,000
<b>Five Year Total</b>					\$15,825,000

**Category 2 Roads**

	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>
<b>1 Year Catch-up</b>	\$99,372,000	\$585,000	\$4,160,000	\$5,947,500	\$292,500
<b>3 Year Catch-up</b>	\$34,705,000	\$34,705,000	\$34,705,000	\$5,947,500	\$292,500
<b>5 Year Catch-up</b>	\$22,072,000	\$22,072,000	\$22,072,000	\$22,072,000	\$22,072,000
<b>Five Year Total</b>					\$110,360,000

**Category 3 Roads**

	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>
<b>1 Year Catch-up</b>	\$25,565,000	\$1,007,500	\$11,765,000	\$5,737,500	\$3,145,000
<b>3 Year Catch-up</b>	\$12,779,000	\$12,779,000	\$12,779,000	\$5,737,500	\$3,145,000
<b>5 Year Catch-up</b>	\$9,444,000	\$9,444,000	\$9,444,000	\$9,444,000	\$9,444,000
<b>Five Year Total</b>					\$47,220,000

**Category 4-6 Roads**

	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>
<b>1 Year Catch-up</b>	\$29,786,000	\$472,000	\$1,052,000	\$4,935,000	\$2,497,500
<b>2 Year Catch-up</b>	\$10,437,000	\$10,437,000	\$10,437,000	\$4,935,000	\$2,497,500
<b>3 Year Catch-up</b>	\$7,750,000	\$7,750,000	\$7,750,000	\$7,750,000	\$7,750,000
<b>Five Year Total</b>					\$38,745,000

**All Categories**

	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>
<b>1 Year Catch-up</b>	\$154,725,000	\$2,065,500	\$23,952,000	\$21,470,000	\$9,935,000
<b>2 Year Catch-up</b>	\$60,247,000	\$60,247,000	\$60,247,000	\$21,470,000	\$9,935,000
<b>3 Year Catch-up</b>	\$42,429,500	\$42,429,500	\$42,429,500	\$42,429,500	\$42,429,500
<b>Five Year Total</b>					\$212,146,500

**Categories 1-3**

	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>
<b>1 Year Catch-up</b>	\$124,937,000	\$1,592,500	\$22,900,000	\$16,535,000	\$7,437,500
<b>2 Year Catch-up</b>	\$43,754,000	\$43,754,000	\$43,754,000	\$16,535,000	\$7,437,500
<b>3 Year Catch-up</b>	\$34,680,000	\$34,680,000	\$34,680,000	\$34,680,000	\$34,680,000
<b>Five Year Total</b>					\$173,400,000

## 9.0 WHAT-IF-SCENARIOS

Ideally, Parks Canada should obtain the full funding required for its rehabilitation program. This section considers the effects of no funding and/or partial funding of the rehabilitation program. It should be noted that the analysis of this section of the report applies only to the main roads in Eastern Canada's National Parks. (i.e. Category 1 to 3 highways only).

Figures 19, 20 and 21 indicate the PCI for various levels of annual rehabilitation investments based on the intervention level PCI 60. The graphs indicate the predicted PCI for the system based on full funding immediately (do everything scenario), no funding (do nothing), 5-year catch-up scenario (the do-everything scenario divided by 5) and other annual funding levels at approximately  $\frac{3}{4}$ ,  $\frac{1}{2}$  and  $\frac{1}{4}$  of the 5-year scenario funding.

Category 1 pavements in the Atlantic region are such that the PCI levels do not drop below the intervention level (PCI 60) until the third year of the MYOP where that year's investment would need to be \$7 million. Therefore, the funding requirements for Category 1 pavements are based on a year-to-year scenario (rehabilitation as it is needed).

For other pavement categories, the "Do everything" scenario represents unlimited funding in the first year and is unrealistic, therefore alternative multi-year plans must be considered.

For Category 2 pavements, an annual funding level of \$19.0 million over 5 years would result in the same PCI at year 5 as the one year catch-up plan. An annual investment between \$5 million per year over the next five years is needed just to hold the Category 2 pavements at their present condition

Similarly, an investment \$4 million per year for the next five years is required to maintain the Category 3 pavements in their present condition

Figure 22 also shows the overall condition of the Eastern Canada Parks Category 3 pavements since 2004.

The overall average of the system is below the recommended level of service (PCI =63) and tolerable (PCI 60) levels for individual sections. If there is no rehabilitation work in the next five years the overall PCI will decrease to 51. Figure 22 also indicates the PCI for various levels of annual rehabilitation investments. Using interpolation of the data in Figure 22, an investment of \$15 million per year over the next five years is needed just to hold the system at its present condition (PCI 60). An annual investment of \$19 million is required just to bring the system up to an average PCI of 63 over the next five years in Eastern Canada.

Figure 23, 24 and 25 provide another view of funding requirements for Eastern Canada's National Park pavements. They indicate the percentage of kilometers of pavements that are below the PCI level of 60. Without further sufficient funding the number of deficient kilometers will rise steadily over the next five years.

Category 1 Roads (Figure 23) are in relatively good condition, 0% of the roads are deficient with respect to the intervention level PCI equal to 60 and show no signs of deficiency until the third year of the M YOP ( 2011) when the required funding for rehabilitation is the same as the “do everything” scenario from Figure 18.

For Category 2 roads (Figure 24), in order to keep the backlog at its present state of 60% of all category 2 pavements needing rehabilitation, an annual investment in the range of \$7.5 million is required. To catch up and surpass the backlog to reach 25% of the highways below PCI 60 (tolerable level) in five years time, an annual funding of \$15 million is required.

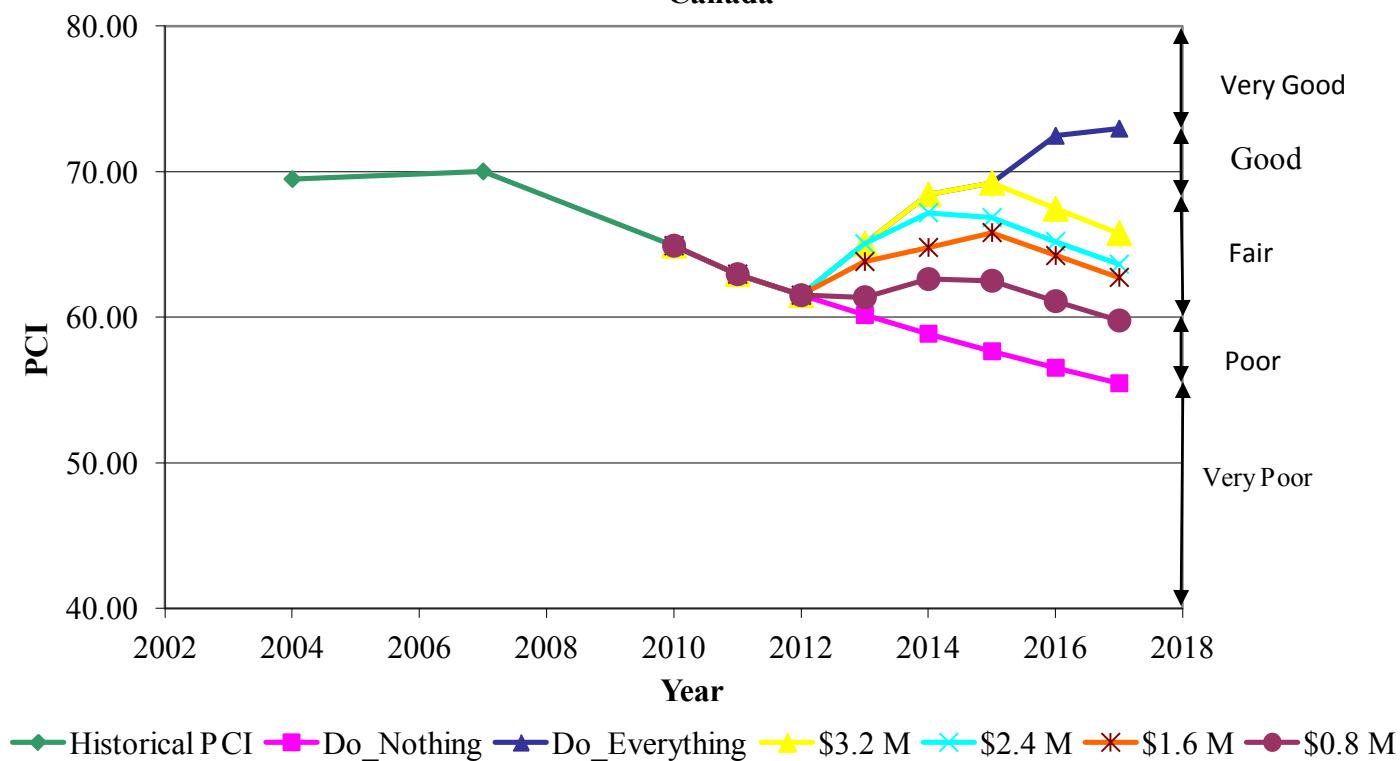
For Category 3 roads (Figure 25), in order to maintain the current level of backlog of 30% kilometers below the intervention limit of PCI 60, Parks Canada would require an annual investment of \$5 million per year and an annual investment of \$5.5 million to reduce the backlog to 25% of roads with a PCI below 60.

Presently 40% of all Category 1 to 3 pavements have a PCI less than 60 ( Figure 26 ). Without further funding the number of deficient kilometers will rise steadily over the next five years. If there is no rehabilitation funding over the next five years, the percentage of deficient sections would rise to 80%. The figures indicate that an annual funding level of \$20 million is required to keep the system at its current level and with an investment of \$25 million the backlog would be about 25% of road kilometers that are below the PCI of 60.

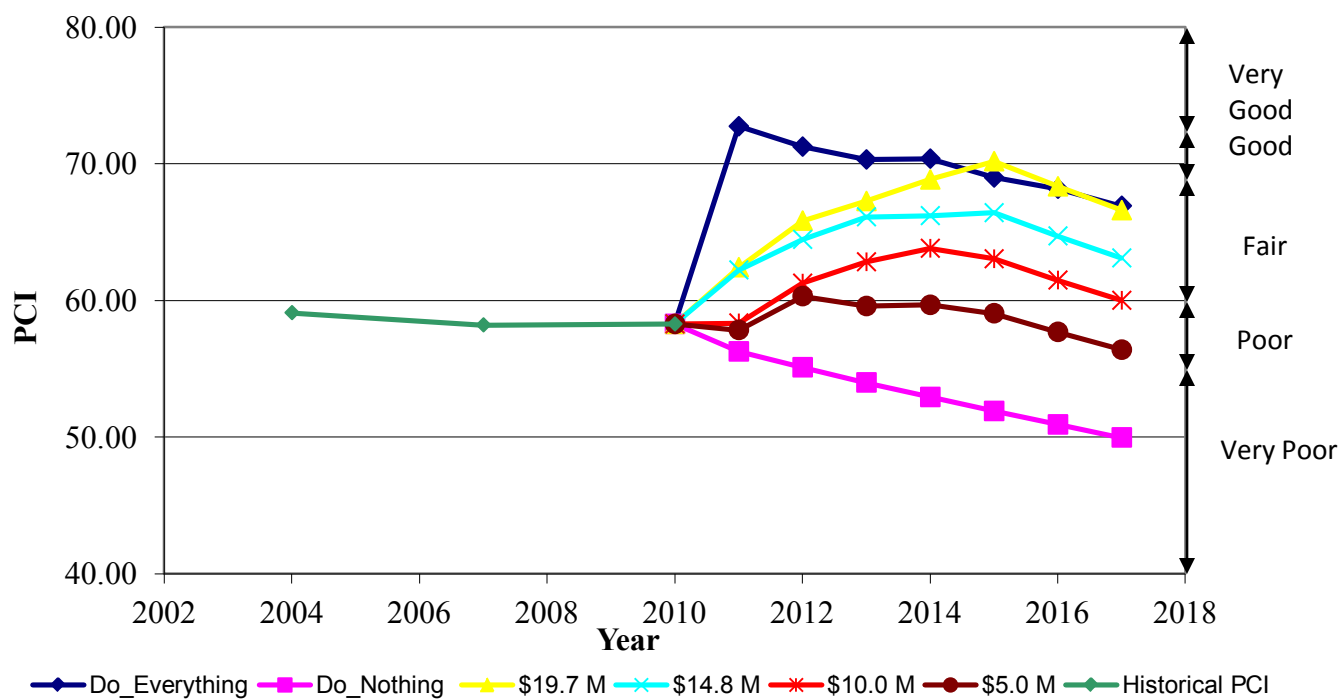
Every section should be above the tolerable (PCI=60) limit such that no section is in poor or very poor condition and ideally above the most life cycle cost efficient level of a PCI. Although this is the desirable strategy given the huge backlog of poor and very poor pavements, it is probably not very realistic given funding pressures for highways, bridges and other infrastructure assets. Most provincial governments face similar pressures and are forced to live with a backlog of projects. Although there is a wide variation in the backlog limits, most agencies try to limit the backlog to 20% for their main highways and most have a policy that no pavement would be below a given PCI but on average the overall system should be in fair condition. A realistic goal for Parks Canada Pavements might be to have the overall average of its **Categories 1 to 3 highways** in the middle of the “fair” range (i.e. PCI of 63).

By interpolation, Figure 22 indicates that \$18 million is needed annually to improve the Category 1 to 3 systems to an average PCI of 63, the middle of the fair range of pavement condition at the end of a five year expenditure plan. This scenario recognizes that there will be a backlog of poor and very poor pavements of 40%. (Figure 26)

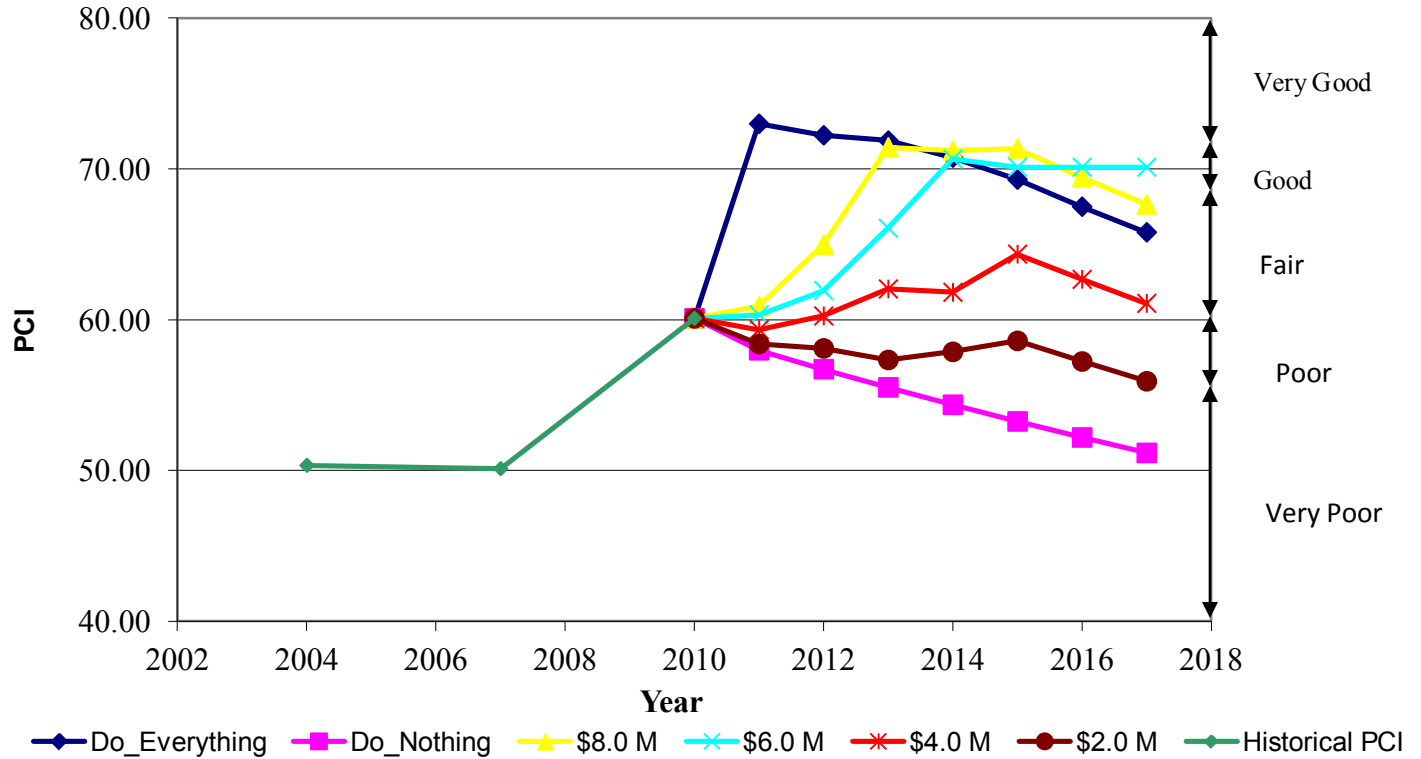
**Figure 19 - PCI versus Annual Funding Levels for Category 1 Roads in Eastern Canada**



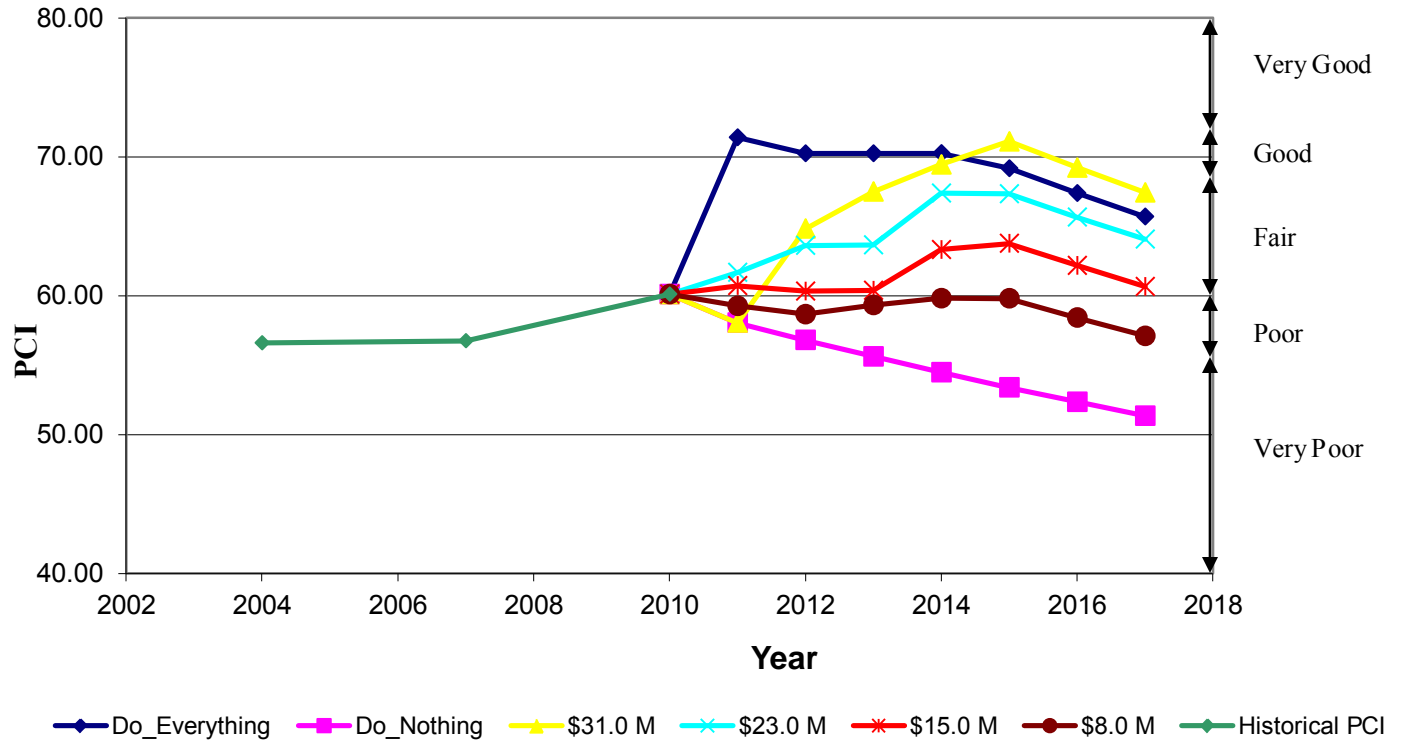
**Figure 20 - PCI versus Annual Funding Levels for Category 2 Roads in Eastern Canada**



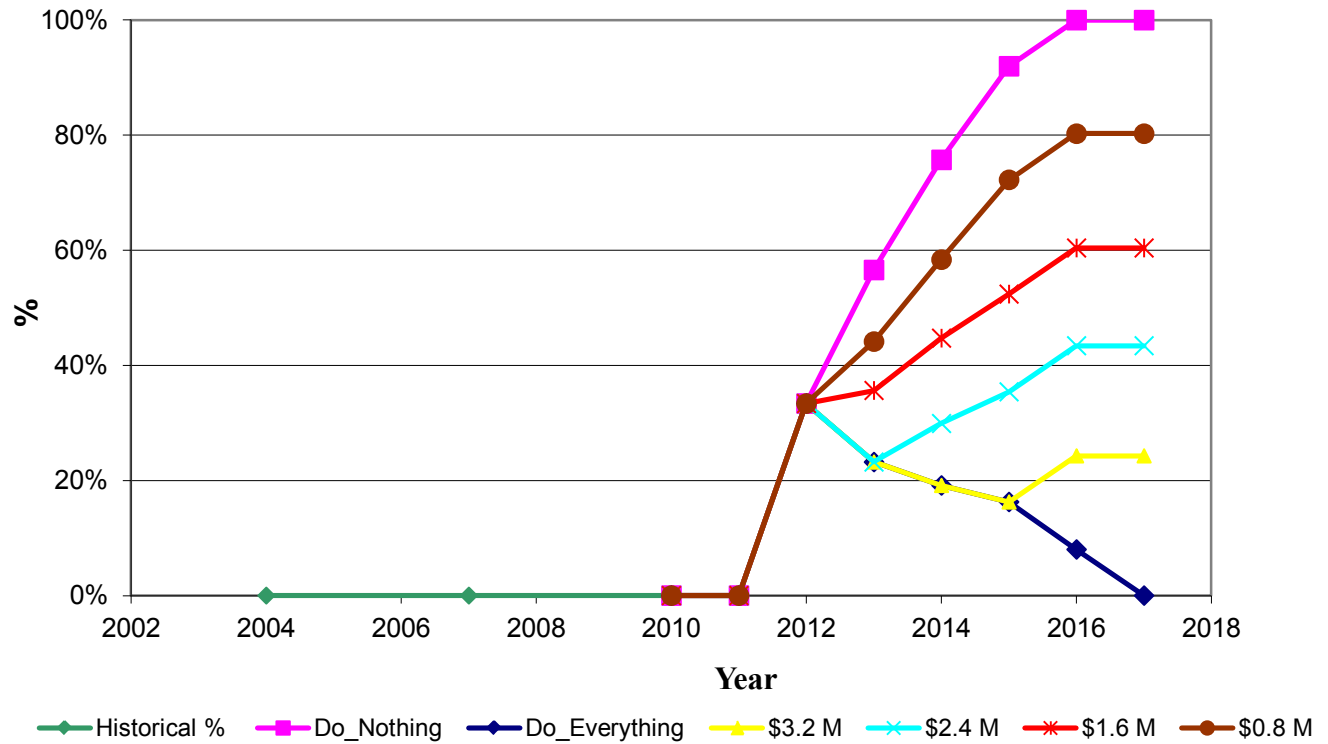
**Figure 21 - PCI versus Annual Funding Levels for Category 3 Roads in Eastern Canada**



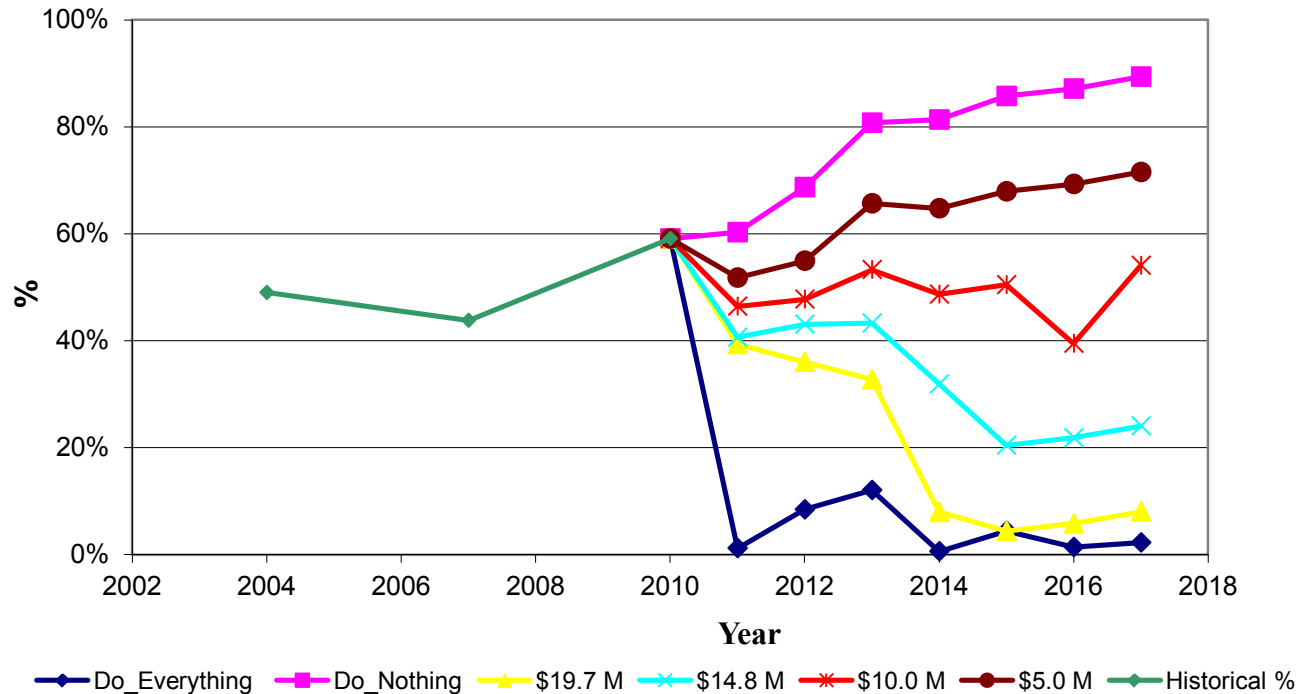
**Figure 22 - PCI versus Annual Funding Level for Categories 1 to 3 in Eastern Canada**



**Figure 23 - % of Kilometres Below PCI 60 for Category 1 Roads**

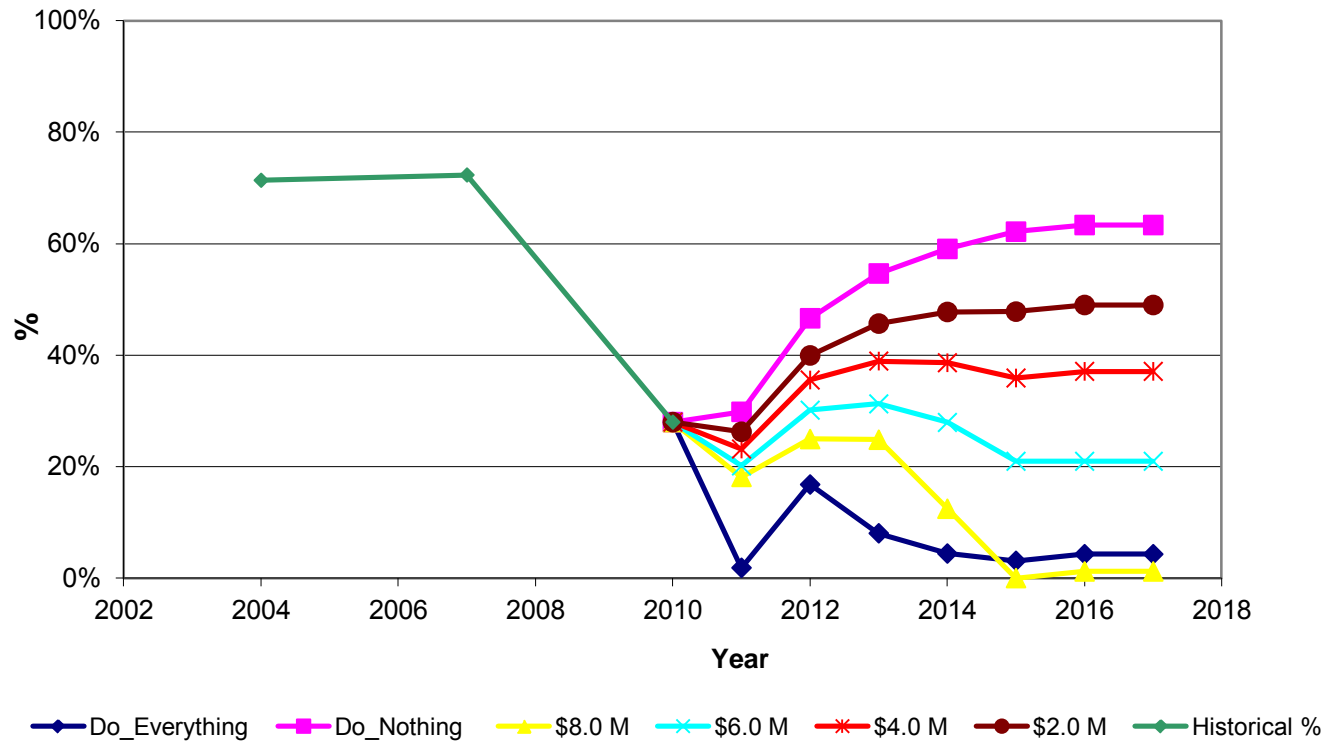


**Figure 24 - % of Kilometres Below PCI 60 for Category 2 Roads**

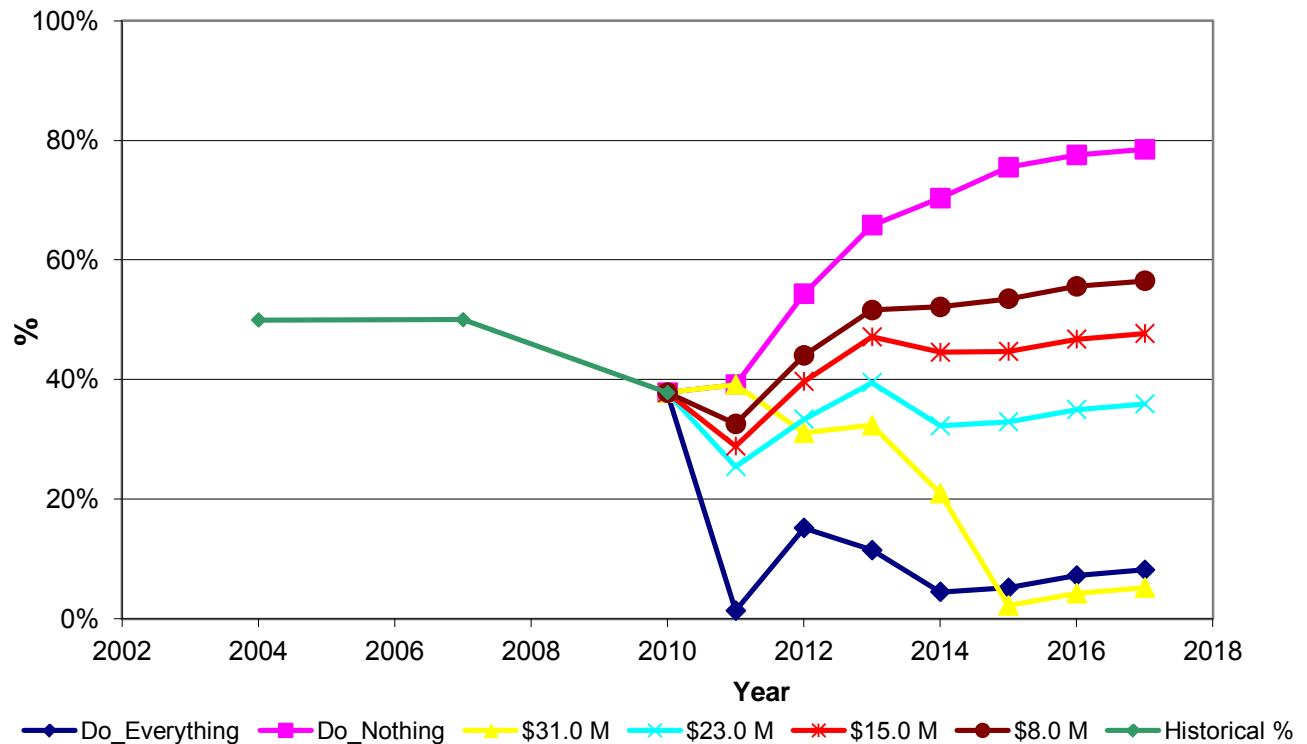




**Figure 25 - % of Kilometres Below PCI 60 for Category 3 Roads**



**Figure 26 - % of Kilometres Below PCI 60 for Categories 1 to 3**



## 10.0 SUMMARY AND CONCLUSIONS

The 2010 Pavement Management data contains some 253 sections representing some 431.1 kilometres of pavement in the Atlantic Region and 11 sections representing 27.9 kilometres in Forillon National Park and 82.8 kilometres (33 sections) in La Mauricie National Park that were rated in July 2011.

In general terms, a highway with a PCI of 73 or greater is in very good condition, a highway with a PCI of 68 to 73 is in good condition, highways with a PCI of 60 to 68 are in fair condition, a highway with a PCI between 55 and 63 (poor) requires an overlay/milling-overlay and highways with PCI's less than 55 are in very poor condition and need extensive repairs before rehabilitation. Table 14 summarizes the condition of the highways by category.

**Table 14 - Condition of Roads by Category by Percentage in Eastern Canada**

PCI	Condition	All Roads %	Category 1 %	Category 2 %	Category 3 %	Categories 4-6 %
PCI > 73	Very Good	16.43	0.00	7.62	36.67	5.64
68<PCI<73	Good	4.87	8.01	5.72	1.19	7.29
60<PCI<68	Fair	23.18	91.99	24.90	34.17	26.52
55<PCI<60	Poor	8.68	0.00	6.58	7.80	18.84
PCI<55	Very Poor	46.85	0.00	55.19	20.18	41.71

Only 25% of Atlantic Park Highways are in the good and very good range (Table 15 and Figure 27). The work done in the past three years in Fundy, PEI and Cape Breton National Parks by rehabilitating some of the poorest performing pavements has counterbalanced the decline in performance of all other sections. The result being that there has been no overall improvement in the performance of the network.

**Table 15 – Network Condition Atlantic Parks Comparison 2007 to 2010**

PCI	Condition	All Roads 2007 -%	All Roads 2010-%
PCI > 73	Very Good	12.02	18.80
68<PCI<73	Good	12.70	5.57
60<PCI<68	Fair	27.2	26.53
55<PCI<60	Poor	10.17	9.93
PCI<55	Very Poor	37.91	39.17

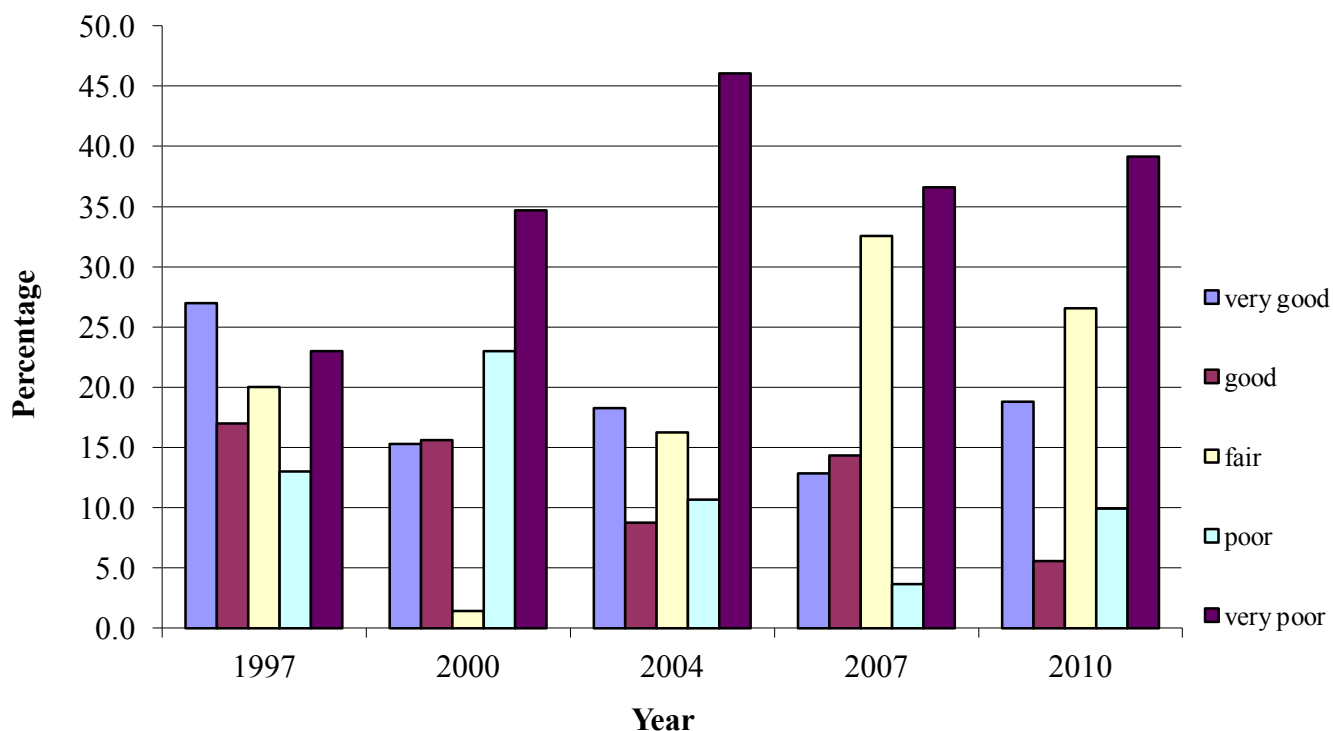
The pavement rehabilitation program for Atlantic Parks has been under-funded for the past decade resulting in a road network that now on average is in poor condition. Without increased funding in the near future this network will continue to decline and be in very poor condition within the next few years.

Table 16 indicates the performance of roads in Forillon National Park. 95% of the roads in this park are in poor or very poor state. It is obvious that a major rehabilitation of pavements in this park is required. Pavements in La Mauricie National Park are in better condition although some work is required.

**Tableau 16 – Condition of Pavements in Forillon and La Mauricie National Parks**

PCI	Condition	Forillon Category 2 %	Forillon Category 4-6 %	La Mauricie Category 3 %	La Mauricie Category 4-6 %
PCI > 73	Very Good	0	0	0	16.0
68 < PCI < 73	Good	0	6.7	0	0
60 < PCI < 68	Fair	0	4.8	75.0	61
55 < PCI < 60	Poor	0	52.4	10.0	5
PCI < 55	Very Poor	100	36.1	15.0	18

**Figure 27 Performance of Atlantic Park Pavements 1997-2010**



In Eastern Canada investments in the magnitude of \$175 million over the next five years are required for the main highway network to bring the pavements to the point where no section is in poor or very poor condition. This figure increases to \$210 million when the local roads are taken into consideration. A more rational goal could be funding of \$20 million annually over the next five years to permit the overall condition of the network to be in the middle of the fair condition range. This scenario recognizes that there will be a backlog of poor and very poor pavements of about

40%. An annual investment of over \$15 million over the next 5 years is required just to maintain the main highways at their present condition.

## **11.0 RECOMMENDATIONS**

1. Parks Canada obtain \$20 million annual funding to restore pavements on major highways in Eastern Canada to acceptable network average PCI of 63 (mid-range of the fair category)

2. In terms of priorities a list of projects should be evaluated based upon functional & intended use, traffic, traffic loading, current pavement condition and budget limitations. From a purely pavement management perspective, the following sections would be the top priorities:

a. The most cost effective priority that could be undertaken in Atlantic Canada Parks pavement system would be the chipsealing/microsurfacing on the highways 430 and 431 in Gros Morne National Park and km 0 to 12 on the TCH in Terra Nova National Park that are showing ravelling distresses. These pavements are in otherwise good condition but if not repaired will deteriorate rapidly needing more expensive overlays. Chipsealing and microsurfacing although common in New Brunswick and Nova Scotia, they are not used in Newfoundland and Labrador. Because of this, the costs of microsurfacing/chipseals should be compared to a thin overlay as the costs of some of these specialty treatments has escalated in the past few years. However it should be noted the reason for requiring the premature rehabilitation of these pavements is the poor performance of the aggregate/asphalt and an overlay with the same materials will likely give the same poor performance.

b. Another priority is Highway 117 and the first 2 kilometres of the Main Road in Kouchibouguac National Park. These highways are severely rutted and pose a safety hazard.

c. Major improvements have been made on the highways in Cape Breton Highlands, Fundy and PEI National Parks within the last three years. There are still a number of deficient sections between the rehabilitated sections in each of these parks which should be rehabilitated as a priority in order to gain the maximum benefits of safety, road user costs and maintenance costs of the investments made over the last three years.

d. The Eastport Road and Fort Louisbourg Access are in very poor condition and should be priorities for rehabilitation.

e. A program for the rehabilitation of the roads in Forillon National Park should be established to improve the highways in this park. Given that the pavements are essentially all in poor or very poor condition the priorities should be established as function of traffic and tourist goals in the park.

f. Severe rutting and wheel track alligator cracking between km 0 and km 5.4 and between km 58.3 and 62.8 in La Mauricie National Park requires a major rehabilitation as these distresses are indications of a lack of structural strength.

3. Categories 4 to 6 pavements should be rehabilitated at the same time as work is being done on Categories 1 to 3 pavements to save on mobilization and production costs.

4. The Pavement Management System should be updated in 2013.

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## **APPENDIX A: PAVEMENT RATINGS NATIONAL PARKS**in Eastern Canada

### FIELD STRATEGY CODES - Pavement

1. Routine Maintenance
2. Spot Patching (skin patch)
3. Long Patch
4. Seal Cracks
5. Base and Subgrade Repairs
6. Seal Coat
7. Resurface within 1 year
8. Resurface within 2 years
9. Resurface within 5 years
10. Reconstruct within 1 year
11. Reconstruct within 2 years
12. Reconstruct within 5 years
13. Drainage Improvements
14. Spot Subgrade Improvements



Table A: All Eastern Canada Data for 2010

								Ravelling		Bleeding		Shoving		Rutting		Distortions		LWT_S		LWT_GAT		C.L_S		C.L_GAT		EDGE_S		EDGE_G		TRANS_S		
PARK	ROAD	FROM	TO	LENGTH	PAVED	SURVEY	AGE	CATEGORY	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT
BADDECK	A.G.BELL rear P.lot	0	0.2	0.2	1998	2010	12	6	3	0.5	0	0	0	0	1	4	1	0.5	1	0.5	4	3	1	0.5	3	0.5	0	0	0	0	3	1
BADDECK	A.G.BELL access & Front P.lot	0	0.6	0.6	1998	2010	12	4	1	4	0	0	0	0	0	0	0	1	0.5	0	0	1	0.5	0	0	0	0	0	0	0	0	
CAPE SPEAR	Access Rd & P.lot	0	0.7	0.7	2004	2010	6	6	2	1	0	0	0	0	0	0	1	0.5	0	0	0	0	0	0	0	0	0	0	0	2	0.5	
CAPE SPEAR	Lighthouse access Rd	0	0.6	0.6	0	2010	2010	4	1	4	0	0	0	0	3	3	3	1	2	1	3	3	0	0	0	0	2	1	3	1	2	1
CASTLE HILL	Castle hill rd	0	0.8	0.8	0	2010	2010	4	1	4	3	0.5	0	0	2	3	2	0.5	2	0.5	0	0	2	0.5	0	0	2	4	0	0	2	3
CBH	Beulech Ban falls Rd	0	0.3	0.3	0	2010	2010	4	1	4	0	0	0	0	3	2	3	2	2	0.5	3	3	2	0.5	3	1	2	1	3	4	2	4
CBH	Big Intervale	0	0.16	0.16	0	2010	2010	4	1	4	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0.5	
CBH	Black Brook Parking lot	0	0.3	0.3	1988	2010	22	6	2	4	0	0	0	0	1	1	1	1	2	0.5	2	1	2	4	3	1	0	0	0	0	2	4
CBH	Black brook Rd	0	0.2	0.2	1988	2010	22	4	2	4	0	0	0	0	2	1	1	0.5	2	1	2	2	1	2	2	0	0	2	1	2	3	
CBH	Broad Cove campground	0	0.5	0.5	1978	2010	32	4	1	4	0	0	0	0	1	3	2	0.5	2	0.5	2	0.5	2	0.5	2	0.5	2	1	2	0.5	2	2
CBH	Cabot Trail	0	0.3	0.3	2010	2010	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CBH	Cabot Trail	0.3	11.3	11	2006	2010	4	3	0	0	0	0	0	0	1	0.5	0	0	2	0.5	1	0.5	1	0.5	0	0	0	0	0	0	1	3
CBH	Cabot Trail	11.3	14.1	2.8	1993	2010	17	3	2	4	0	0	0	0	0	0	1	0.5	2	0.5	2	4	0	0	0	0	2	1	3	2	2	1
CBH	Cabot Trail	14.1	15.9	1.8	1998	2010	12	3	2	4	0	0	0	0	4	3	2	0.5	2	0.5	3	4	0	0	0	0	0	0	4	2	2	3
CBH	Cabot Trail	15.9	21.9	6	2008	2010	2	3	1	4	0	0	0	0	0	0	0	1	0.5	0	0	0	0	0	0	0	1	1	0	0	1	0.5
CBH	Cabot Trail	21.9	23.4	1.5	2006	2010	4	3	0.5	4	0	0	0	0	0	0	1	0.5	2	0.5	2	2	0	0	0	0	2	1	0	0	2	3
CBH	Cabot Trail	23.4	24.6	1.2	2008	2010	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CBH	Cabot Trail	24.6	25.2	0.6	2006	2010	4	3	1	4	0	0	0	0	0	0	1	0.5	2	0.5	2	0.5	2	0.5	2	0.5	2	1	2	2	2	2
CBH	Cabot Trail	25.2	28.2	3	2008	2010	2	3	1	4	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	0	0	0	0	0	0	1	0.5
CBH	Cabot Trail	28.2	29.2	1	1994	2010	16	3	1	4	0	0	0	0	1	4	2	0.5	2	1	3	3	2	0.5	2	0.5	2	1	3	3	2	1
CBH	Cabot Trail	29.2	30.2	1	1980	2010	30	3	3	3	0	0	0	0	2	4	2	0.5	0	0	3	2	3	2	3	3	2	2	3	2	2	3
CBH	Cabot Trail	30.2	31.2	1	1994	2010	16	3	1	4	0	0	0	0	1	4	2	0.5	3	2	3	1	0	0	3	0.5	0	0	0	0	2	2
CBH	Cabot Trail	31.2	33.2	2	1980	2010	30	3	3	0.5	2	1	0	0	2	1	2	1	2	1	3	1	1	1	2	1	3	1	2	1	2	1
CBH	Cabot Trail	33.2	36	2.8	2008	2010	2	3	0	0	0	0	0	0	0	0	0	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0
CBH	Cabot Trail	36	38.1	2.1	2009	2010	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CBH	Cabot Trail	38.1	42	3.9	1992	2010	18	3	0.5	4	0	0	0	0	1	4	1	0.5	2	1	3	0.5	2	0.5	0	0	0	0	2	0.5	2	0.5
CBH	Cabot Trail	42	45.6	3.6	1996	2010	14	3	1	4	0	0	0	0	0.5	4	2	0.5	2	1	2	1	2	1	2	0.5	0	0	2	2	2	2
CBH	Cabot Trail	45.6	47.8	2.2	1992	2010	18	3	1	4	2	3	0	0	0	0	1	0.5	3	0.5	3	0.5	0	0	0	0	2	1	3	0.5	2	0.5
CBH	Cabot Trail	47.8	51	3.2	2006	2010	4	3	0.5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.5
CBH	Cabot Trail	51	55.3	4.3	1996	2010	14	3	1	4	0	0	0	0	1	4	3	0.5	2	2	3	1	2	0.5	2	0.5	2	1	2	1	2	0.5
CBH	Cabot Trail	55.3	59.5	4.2	2009	2010	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CBH	Cabot Trail	59.5	62.7	3.2	1997	2010	13	3	2	2	0	0	0	0	3	3	2	0.5	2	1	2	1	2	1	0	0	0	0	2	0.5	2	0.5
CBH	Cabot Trail	62.7	63.7	1	1989	2010	21	3	1	4	0	0	0	0	3	3	0.5	0.5	2	0.5	0	0	0	0	0	0	0	0	3	0.5	2	0.5
CBH	Cabot Trail	63.7	68.2	4.5	2009	2010	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CBH	Cabot Trail	68.2	77.5	9.3	2009	2010	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.5
CBH	Cabot Trail	77.5	80.6	3.1	1980	2010	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CBH	Cheticamp campground	0.5	1.4	0.9	1971	2010	39	4	1	4	0	0	0	0	2	2	2	0.5	2	1	2	0.5	2	0.5	0	0	0	0	0	0	2	1
CBH	Cheticamp campground	0	0.5	0.5	1971	2010	39	4	1	4	0	0	0	0	1	0.5	3	3	1	0.5	1	0.5	1	0.5	0	0	0	0	0	0	2	2
CBH	Cheticamp compound	0	0.1	0.1	2006	2010	4	6	2	4	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
CBH	Cheticamp full loop campground	0	0.5	0.5	1971	2010	39	6	1	4	0	0	0	0	3	3	2	1	1	2	2	3	2	4	0	0	0	0	0	0	2	1
CBH	Cheticamp HQ Maintenance Rd	0	0.2	0.2	0	2010	2010	4	2	4	0	0	0	0	3	4	3	4	2	0.5	3	4	2	0.5	3	0.5	2	1	2	1	2	1
CBH	Chitecamp HQ Rd	0	0.1	0.1	0	2010	2010	4	2	4	0	0	0	0	2	2	4	4	2	0.5	4	3	2	0.5	3	4	2	1	3	3	2	1
CBH	Green cove P.lot	0	0.1	0.1	0	2010	2010	6	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CBH	Ingonish beach Rd	0	0.5	0.5	1975	2010	35	4	1	4	0	0	0	0	2	4	2	0.5	2	2	2	0.5	2	3	2	0.5	0	0	2	0.5	2	4
CBH	Ingonish campground	0	0.7	0.7	0																											



Table A: All Atlantic Data for 2010

PARK	ROAD	FROM	TO	LENGTH	TRANS_G L_MEAND Blocking						DMI	RIDESCORE	PCI	FIELD_REC	COMMENTS
					SEV	EXT	SEV	EXT	SEV	EXT					
BADDECK	A.G.BELL rear P.lot	0	0.2	0.2	3	2	3	1	0	0	83.25	4.5	45.7	10	
BADDECK	A.G.BELL access & Front P.lot	0	0.6	0.6	0	0	1	0.5	0	0	18.75	6	73.9	1	
CAPE SPEAR	Access Rd & P.lot	0	0.7	0.7	0	0	0	0	0	0	16	5.75	73.5	1	
CAPE SPEAR	Lighthouse access Rd	0	0.6	0.6	0	0	2	3	0	0	81.25	3.75	43.0	1,10	Suitable for intended use
CASTLE HILL	Castle hill rd	0	0.8	0.8	3	0.5	2	2	0	0	65.5	5	53.3	2	
CBH	Beulech Ban falls Rd	0	0.3	0.3	2	1	2	4	2	1	109	4.25	37.1	1,10	Suitable for intended purpose?
CBH	Big Intervale	0	0.16	0.16	0	0	1	0.5	0	0	45	5	59.9	1,7	Suitable for intended purpose, major distortion in front of building.
CBH	Black Brook Parking lot	0	0.3	0.3	2	1	2	4	2	4	76.5	4.5	47.7	1,7	Suitable for intended purpose
CBH	Black brook Rd	0	0.2	0.2	2	1	2	2	2	0.5	79.75	5	48.8	1,7	0.1 to 2 is worst. Suitable for intended purpose
CBH	Broad Cove campground	0	0.5	0.5	2	0.5	2	0.5	0	0	69.75	5	52.0	1	
CBH	Cabot Trail	0	0.3	0.3	0	0	0	0	0	0	12	6.5	79.0	1	New bridge project 2007 Section 1, km 0 Cheticamp end.
CBH	Cabot Trail	0.3	11.3	11	0	0	1	0.5	0	0	17.75	6	74.2	1,4	2007 Section Wo 1
CBH	Cabot Trail	11.3	14.1	2.8	2	2	2	1	0	0	69.75	5	52.0	7	Bublelize and overlay or mill. 2007 Sect 2
CBH	Cabot Trail	14.1	15.9	1.8	3	1	2	1	0	0	99	5	42.6	10	2007 Sect Wo 3
CBH	Cabot Trail	15.9	21.9	6	0	0	1	0.5	0	0	20.25	6	73.4	1	3" overlay in 2008. 2007 Sect 4 to 9
CBH	Cabot Trail	21.9	23.4	1.5	2	0.5	2	3	0	0	51.25	5.5	60.3	4,10	3" overlay in 2006. 2007 Sect Wo 10
CBH	Cabot Trail	23.4	24.6	1.2	0	0	0	0	0	0	0	6	80.4	1	2007 Sect Wo 11
CBH	Cabot Trail	24.6	25.2	0.6	0	0	2	0.5	0	0	49.5	5.5	60.8	4,11	2007 Sect Wo 12
CBH	Cabot Trail	25.2	28.2	3	0	0	1	0.5	0	0	19.5	6.5	76.3	1	2007 Sect Wo 13
CBH	Cabot Trail	28.2	29.2	1	2	1	2	3	0	0	92	5	44.9	10	2007 Sect Wo 14
CBH	Cabot Trail	29.2	30.2	1	3	3	2	2	0	0	109.5	5	39.3	10	1993 chipseal paved in chip seal. 2007 Wo 15.
CBH	Cabot Trail	30.2	31.2	1	3	2	2	3	0	0	85.5	5	46.9	1,10	2007 Sect Wo 16.
CBH	Cabot Trail	31.2	33.2	2	2	0.5	2	3	0	0	74	5	50.6	1,10	To 33.2 Pleasant Bay Boundary at Mackenzie River. 2007 Sect Wo 17
CBH	Cabot Trail	33.2	36	2.8	0	0	2	0.5	0	0	5	6.5	81.5	1	3" overlay. 2007 Sect Wo 18
CBH	Cabot Trail	36	38.1	2.1	0	0	0	0	0	0	0	6.5	83.4	1	Part of Sect. 18 in 2007
CBH	Cabot Trail	38.1	42	3.9	2	0.5	2	1	0	0	64.5	5.5	55.8	1	Westside of North Mt ( up hill). 2007 Sect Wo 19
CBH	Cabot Trail	42	45.6	3.6	2	2	2	3	0	0	81.5	5	48.2	1,10	Across Top of North Mt. 2007 Sect Wo 20
CBH	Cabot Trail	45.6	47.8	2.2	0	0	2	2	0	0	49	5.75	62.2	1	Top of North Mt. Only Section Bleeding with 3. These rating are for km 45.6 to 47.8. We threw it out the km 47.8 to 51.
CBH	Cabot Trail	47.8	51	3.2	0	0	0	0	0	0	16	6	74.8	1	Big Intervale Boundary. 2007 Sect Wo 22
CBH	Cabot Trail	51	55.3	4.3	1	0.5	2	0.5	0	0	78	4.75	48.3	10	sharp drop off shoulder edge. 2007 Sect Wo 23.
CBH	Cabot Trail	55.3	59.5	4.2	0	0	0	0	0	0	0	6.5	83.4	1	Along Top of South Mt. Coat 3" = 4250/linear meter. 2007 Sect Wo 24.
CBH	Cabot Trail	59.5	62.7	3.2	0	0	2	2	0	0	61.25	5.5	56.9	1	School to Neils HBR. 2007 Sect Wo 25
CBH	Cabot Trail	62.7	63.7	1	0	0	2	0.5	0	0	48.75	5.5	61.1	7	Neil HBR to Halfway Brook BR. Overlay because of rutting priority. Part of 2007 Sect Wo 26
CBH	Cabot Trail	63.7	68.2	4.5	0	0	0	0	0	0	0	6.5	83.4	1	Halfway Brook Bridge To Black Brook Bridge. 3" overaly in 2009. Part of 2007 Sect Wo 26
CBH	Cabot Trail	68.2	77.5	9.3	0	0	0	0	0	0	2.5	6.5	82.4	1	3" overlay in 2009. Black Brook Bridge to Warren Lake Boundary at Dino's. 2007 Sect Wo 27
CBH	Cabot Trail	77.5	80.6	3.1	0	0	0	0	0	0	0	0	0	0	UNDER CONSTRUCTION. 0 everywhere when PCI calculated = set to blank in Excell
CBH	Cheticamp campground	0.5	1.4	0.9	1	0.5	1	0.5	0	0	55.25	5	56.6	1,7	Suitable for intended purpose
CBH	Cheticamp campground	0	0.5	0.5	2	1	2	3	0	0	62.25	5	54.4	1,7	Suitable for intended purpose
CBH	Cheticamp compound	0	0.1	0.1	0	0	0	0	0	0	36	6	67.9	1	
CBH	Cheticamp full loop campground	0	0.5	0.5	3	2	1	0.5	0	0	82.5	4.5	45.9	10	
CBH	Cheticamp HQ Maintenance Rd	0	0.2	0.2	2	1	2	2	0	0	113.75	3.5	33.2	10	
CBH	Chitecamp HQ Rd	0	0.1	0.1	3	4	3	4	2	2	136	4	28.5	10	Need to be rebuilt severe ponding at entrance.
CBH	Green cove P.lot	0	0.1	0.1	0	0	1	0.5	0	0	16.5	5	68.9	1	
CBH	Ingonish beach Rd	0	0.5	0.5	2	0.5	2	4	2	1	84.25	4.75	46.4	1,7	
CBH	Ingonish campground	0	0.7	0.7	2	0.5	2	2	0	0	75.5	4.5	48.0	1,7	Suitable for intended purpose
CBH	Ingonish compound Rd	0	0.1	0.1	4	4	2	4	0	0	145.25	3.5	24.8	10	
CBH	Keltic lodge golf course P.lot	0	0.1	0.1	3	3	3	4	2	0.5	126.25	4	31.3	10	
CBH	Lone sheiling	0	0.1	0.1	0	0	1	0.5	0	0	21	5	67.5	1	
CBH	Middle head (trail head P.lot)	0	0.2	0.2	0	0	2	4	0	0	60.5	5	54.9	1	Suitable for intended purpose
CBH	Middle head Rd (keltic lodge)	0	2.4	2.4	4	3	3	2	2	1	132.5	3.5	28.2	10	
CBH	Operation P.lot	0	0.1	0.1	0	0	1	1	0	0	32	5	64.0	1	
CBH	Parks Canada compound access Rd	0	0.2	0.2	2	3	2	3	1	1	105.25	4.5	39.0	10	Fix ponding at entrance
CBH	Warren/Mary ann entrance	0	0.1	0.1	0	0	2	0.5	0	0	73.5	4.75	49.7	1,7	Suitable for intended purpose

Table A: All Eastern Canada Data for 2010

		FROM	TO	LENGTH	PAVED	SURVEY	AGE	CATEGORY	Ravelling		Bleeding		Shoving		Rutting		Distortions		LWT_S		LWT_GAT		C_L_S		C_L_GAT		EDGE_S		EDGE_G		TRANS_S		
									SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV
Citadel Hill	Access & Perimeter Rd	0	1.6	1.6	1988	2010	22	4	3	4	0	0	0	0	3	4	3	3	4	5	3	4	3	1	0	0	3	1	1	1	2	1	
F. Louisbourg	Access to visitor center	0	1.6	1.6	1980	2010	30	4	2	4	0	0	0	0	3	4	3	0.5	2	0.5	2	0.5	2	0.5	2	1	2	0.5	2	1			
F. Louisbourg	Fauxbourg Bus loop	0	0.6	0.6	1976	2010	34	6	2	4	0	0	0	0	3	4	4	1	2	1	2	1	2	1	2	1	2	1	3	1	2	3	
F. Louisbourg	Route 22	0	0.3	0.3	1958	2010	52	4	2	4	0	0	0	0	4	3	3	1	2	0.5	3	4	2	0.5	4	4	2	1	4	4	2	0.5	
F. Louisbourg	Route 22	0.3	0.7	0.4	2003	2010	7	4	2	4	0	0	0	0	3	3	2	2	2	2	2	2	3	4	0.5	3	2	2	0.5	2	3		
F. Louisbourg	Route 22	0.7	1	0.3	1958	2010	52	4	1	4	0	0	0	0	3	4	2	4	2	0.5	4	4	2	0.5	4	4	2	1	3	4	2	0	
F. Louisbourg	Route 22	1	1.8	0.8	2003	2010	7	4	1	4	0	0	0	0	2	4	2	0.5	2	0.5	2	0.5	2	0.5	0	0	2	1	2	0.5	2	3	
F. Louisbourg	Route 22	1.8	2.1	0.3	1998	2010	12	4	1	4	0	0	0	0	3	4	1	4	2	0.5	0	0	2	0.5	0	0	2	4	2	0.5	2	4	
F. Louisbourg	Route 22	2.1	2.2	0.1	1958	2010	52	4	1	4	0	0	0	0	3	4	2	0.5	2	0.5	3	3	2	0.5	2	2	3	3	4	0.5	2	3	
F. Louisbourg	Visitor Center bus loop	0	0.6	0.6	1979	2010	31	6	1	4	0	0	0	0	4	4	3	1	2	1	3	3	2	1	3	3	0.5	1	3	0.5	2	3	
FORILLON	ACCESS HAV.C.DES ROSIERS	0	1.5	1.5	0	2010	2010	4	2	4	0	0	0	0	4	4	2	0.5	2	0.5	4	4	2	0.5	3	3	2	1	2	0.5	2	0.5	
FORILLON	ACCESS TO PETIT GASPE	0	1.32	1.32	0	2010	2010	4	2	4	0	0	0	0	3	1	2	0.5	2	0.5	3	1	2	0.5	0	0	0	0	0	0	2	1	
FORILLON	ACCESS TO PETIT GASPE	1.32	3.07	1.75	0	2010	2010	4	2	4	0	0	0	0	2	4	2	1	2	0.5	3	1	2	0.5	2	0.5	2	1	2	0.2	2	1	
FORILLON	CAP BON AMI	0	3	3	0	2010	2010	4	2	4	0	0	0	0	1	4	1	0.5	1	0.5	3	0.5	1	0.5	0	0	0	0	0	0	1	0.5	
FORILLON	CAP BON AMI	3	3.8	0.8	0	2010	2010	4	1	4	0	0	0	0	0	0	2	1	2	0.5	2	0.5	2	0.5	0	0	0	0	0	0	2	0.5	
FORILLON	LAURENCELLE (Route 132)	0	3.72	3.72	0	2010	2010	2	1	4	0	0	0	0	2	4	2	0.5	2	0.5	3	2	2	3	2	2	0	0	3	1	2	3	
FORILLON	LAURENCELLE (Route 132)	3.72	10.72	7	0	2010	2010	2	2	4	0	0	0	0	0.5	4	2	1	2	0.5	3	3	2	0.5	3	2	1	1	3	0.5	1	1	
FORILLON	Petit-Gaspe @ Anse aux Ameridiens	3	8.7	5.7	0	2010	2010	4	2	2	2	1	0	0	1	4	2	1	1	0.5	0	0	2	0.5	0	0	2	1	0	0	2	1	
FORILLON	ROUTE DES ATELIERS	0	1.1	1.1	0	2010	2010	4	2	4	0	0	0	0	4	4	4	1	2	0.5	4	4	2	1	2	1	0	0	3	1	0	0	
FORILLON	ROUTE DU LITTORAL	0.7	1.8	1.1	0	2010	2010	4	2	4	0	0	0	0	0	0	0	0	0	2	0.5	2	0.5	0	0	0	0	0	0	0	2	3	
FORILLON	Stationment Penouille	0	0.3	0.3	2004	2010	6	4	0	0	0	0	0	0	3	2	3	0.5	2	0.5	3	2	2	4	0	0	0	0	0	0	2	4	
FORT BEAUSEJOUR	Access Rd	0	1.5	1.5	0	2010	2010	4	1	4	1	0.5	0	0	3	3	3	3	2	0.5	3	3	2	0.5	3	0.5	2	1	3	2	2	0.5	
FUNDY	Alma P.lot	0	0.2	0.2	0	2010	2010	6	1	4	0	0	0	0	2	0.5	4	1	0	0	0	0	2	3	0	0	0	0	0	0	2	3	
FUNDY	Bennett Lake Rd P.lot	0	0.3	0.3	0	2010	2010	4	3	2	0	0	0	0	2	0.5	2	0.5	2	0.5	0	0	0	0	0	0	0	0.5	2	0	0	1	1
FUNDY	Bulland Look out	0	0.1	0.1	2009	2010	1	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FUNDY	Chegnecto North Campground	0	2.5	2.5	0	2010	2010	4	2	4	0	0	0	0	2	0.5	2	0.5	2	0.5	2	0.5	2	0.5	4	2	0	0	2	0.5	2	0.5	
FUNDY	Compound Rd	0	0.4	0.4	0	2010	2010	6	2	4	0	0	0	0	2	2	3	2	2	3	3	2	2	1	2	1	2	1	2	3	2	3	
FUNDY	Dickson falls P.lot	0	0.1	0.1	0	2010	2010	6	1	4	0	0	0	0	1	4	1	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FUNDY	Golf course access Rd	0	0.5	0.5	0	2010	2010	5	2	4	3	1	0	0	3	1	3	3	2	1	2	2	2	0.5	0	0	0	0	2	2	2	1	
FUNDY	HQ campground	0	0.6	0.6	0	2010	2010	4	1	4	0	0	0	0	2	0.5	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.5
FUNDY	Hwy 114	0	0.8	0.8	1976	2010	34	2	3	0.5	0	0	0	0	3	2	2	3	2	1	4	2	3	2	2	1	0	0	4	0.5	2	2	
FUNDY	Hwy 114	0.8	4	3.2	1976	2010	34	2	2	4	0	0	0	0	3	2	3	1	2	3	3	3	2	2	3	2	2	1	4	3	3	2	
FUNDY	Hwy 114	4	5.6	1.6	1999	2010	11	2	2	4	0	0	0	0	1	4	1	0.5	2	0.5	3	0.5	2	1	3	0.5	2	1	2	0.5	2	4	
FUNDY	Hwy 114	5.6	9.9	4.3	2010	2010	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FUNDY	Hwy 114	9.9	11.4	1.5	2009	2010	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FUNDY	Hwy 114	11.4	12	0.6	1996	2010	14	2	1	4	0	0	0	0	1	4	0	0	2	0.5	0	0	2	3	2	1	0	0	0	0	2	4	
FUNDY	Hwy 114	12	13.3	1.3	2009	2010	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
FUNDY	Hwy 114	13.3	14	0.7	1996	2010	14	2	2	4	0	0	0	0	0.5	4	0.5	0.5	2	0.5	2	0.5	2	4	2	1	0	0	2	0.5	2	2	
FUNDY	Hwy 114	14	14.6	0.6	2009	2010	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.5	
FUNDY	Hwy 114	14.6	16.7	2.1	1997	2010	13	2	3	0.5	0	0	0	0	0	0	0.5	0.5	2	0.5	1	0.5	2	4	0	0	0	0	0	0	1	2	
FUNDY	Hwy 114	16.7	18.7	2	1998	2010	12	2	2	4	0	0	0	0	1	4	1	0.5	2	0.5	2	0.5	2	4	2	0.5	0	0	0	0	2	4	
FUNDY	Hwy 114	18.7	20.6	1.9	1987	2010	23	2	2	4	0	0	0	0	1	4	2	0.5	2	3	2	0.5	2	4	2	0.5	0	0	3	0.5	2	4	
FUNDY	Point Wolfe Bridge P.lot	0	0.1	0.1	0	2010	2010	6	2	4	0	0	0	0	1	0.5	1	0.5	0	0	0	0	2	1	0	0	2	1	0	0	2	1	
FUNDY	Point Wolfe P.lot	0	0.1	0.1	0	2010	2010	6																									

Table A: All Atlantic Data for 2010

PARK	ROAD	FROM	TO	LENGTH	TRANS_G		L_MEAND		Blocking		DMI	RIDESCORE	PCI	FIELD_REC	COMMENTS
					SEV	EXT	SEV	EXT	SEV	EXT					
Citadel Hill	Access & Perimeter Rd	0	1.6	1.6	1	1	2	2	0	0	110	4.5	37.6	10	Recommend Overlay
F. Louisbourg	Access to visitor center	0	1.6	1.6	2	1	2	0.5	0	0	85.25	5	47.0	1,8	Not open in winter included parking lot and suitable for intended purpose.
F. Louisbourg	Fauxbourg Bus loop	0	0.6	0.6	3	2	2	4	2	4	110	4.5	37.6	10	Site closed walked inspection by walking.
F. Louisbourg	Route 22	0	0.3	0.3	4	4	4	4	2	0.5	140.75	4.25	27.7	10	Very Poor Alligator Crack section
F. Louisbourg	Route 22	0.3	0.7	0.4	2	0.5	2	3	0	0	99.25	4.75	41.7	10	km 0 Louisbourg end
F. Louisbourg	Route 22	0.7	1	0.3	3	3	3	2	0	0	134.5	4	29.0	10	
F. Louisbourg	Route 22	1	1.8	0.8	0	0	2	4	0	0	68	4.75	51.4	1,10	
F. Louisbourg	Route 22	1.8	2.1	0.3	2	0.5	2	4	0	0	81	4.75	47.4	10	
F. Louisbourg	Route 22	2.1	2.2	0.1	2	2	2	4	0	0	106	4.25	37.9	10	
F. Louisbourg	Visitor Center bus loop	0	0.6	0.6	3	0.5	3	2	1	0.5	112.5	4.25	36.0	10	
FORILLON	ACCESS HAV.C.DES ROSIERS	0	1.5	1.5	3	3	2	4	0	0	120.75	4.5	34.3	10	
FORILLON	ACCESS TO PETIT GASPE	0	1.32	1.32	0	0	2	1	0	0	59.25	4.75	54.1	1,10	Rehab strategy: km 0 - 0.7 Good 1. km 0.7 - 1.3 rating 10.
FORILLON	ACCESS TO PETIT GASPE	1.32	3.07	1.75	2	1	2	3	0	0	87.55	4.75	45.3	10	
FORILLON	CAP BON AMI	0	3	3	0	0	2	3	0	0	56.75	5.5	58.4	1	
FORILLON	CAP BON AMI	3	3.8	0.8	0	0	2	2	0	0	41.75	5	60.9	1	
FORILLON	LAURENCELLE (Route 132)	0	3.72	3.72	2	2	2	4	0	0	97.5	4.5	41.4	10	
FORILLON	LAURENCELLE (Route 132)	3.72	10.72	7	3	3	2	4	0	0	104.25	4.75	40.2	10	
FORILLON	Petit-Gaspe @ Anse aux Ameridiens	3	8.7	5.7	0	0	2	0.5	0	0	47.25	5	59.1	1	Enter as Pavement and BST
FORILLON	ROUTE DES ATELIERS	0	1.1	1.1	3	0.5	2	4	0	0	113.5	3.5	33.3	10	
FORILLON	ROUTE DU LITTORAL	0.7	1.8	1.1	0	0	2	0.5	0	0	34.25	5.5	65.9	1	km 0 TO 0.7 Route Demiole
FORILLON	Stationment Penouille	0	0.3	0.3	0	0	2	2	0.5	0.5	57.25	4.5	53.5	1,7	
FORT BEAUSEJOUR	Access Rd	0	1.5	1.5	3	1	3	4	2	0.5	112	4	35.4	10	
FUNDY	Alma P.lot	0	0.2	0.2	0	0	2	3	0	0	50	5	58.3	1	Suitable for intended use
FUNDY	Bennett Lake Rd P.lot	0	0.3	0.3	0	0	1	1	0	0	37.75	5	62.2	1	Mixture of paving and seal coat. Most distress on access road. P.lot in good condition.
FUNDY	Bulland Look out	0	0.1	0.1	0	0	0	0	0	0	9	6	77.3	1	
FUNDY	Chegnecto North Campground	0	2.5	2.5	2	0.5	2	0.5	0	0	72.5	5	51.1	1	Old chip seal in campground but in good condition, given age > 5 year.
FUNDY	Compound Rd	0	0.4	0.4	2	3	2	4	0	0	107.5	4	36.7	10	
FUNDY	Dickson falls P.lot	0	0.1	0.1	0	0	1	0.5	0	0	36	5	62.7	1	
FUNDY	Golf course access Rd	0	0.5	0.5	2	1	2	3	0	0	89.25	4.5	43.9	1,10	Suitable for intended use
FUNDY	HQ campground	0	0.6	0.6	0	0	0	0.5	0	0	33	6	68.9	1	
FUNDY	Hwy 114	0	0.8	0.8	3	2	2	4	0	0	101.75	4.25	39.2	10	km 0 South end of park
FUNDY	Hwy 114	0.8	4	3.2	4	2	3	4	0	0	122	4	32.5	10	
FUNDY	Hwy 114	4	5.6	1.6	2	1	2	1	0	0	82	5.25	49.0	2,8	
FUNDY	Hwy 114	5.6	9.9	4.3	0	0	0	0	0	0	0	7.5	88.9	1	
FUNDY	Hwy 114	9.9	11.4	1.5	0	0	0	0	0	0	0	7.5	88.9	1	
FUNDY	Hwy 114	11.4	12	0.6	2	0.5	2	4	0	0	60.5	5.5	57.2	1,6	Could be chip-sealed for small cracks but mainly routine maintenance.
FUNDY	Hwy 114	12	13.3	1.3	0	0	0	0	0	0	5	7.25	85.6	1	
FUNDY	Hwy 114	13.3	14	0.7	3	1	2	4	0	0	79.25	5.5	50.9	1,4	
FUNDY	Hwy 114	14	14.6	0.6	0	0	0	0	0	0	16.5	7	79.9	1	
FUNDY	Hwy 114	14.6	16.7	2.1	0	0	2	2	0	0	30.5	5.75	68.5	4	Seal centre line cracks.
FUNDY	Hwy 114	16.7	18.7	2	2	0.5	2	3	0	0	74	5.5	52.6	1,4	
FUNDY	Hwy 114	18.7	20.6	1.9	2	1	2	1	0	0	84.25	5.25	48.3	1	
FUNDY	Point Wolfe Bridge P.lot	0	0.1	0.1	0	0	2	1	0	0	36	5.5	65.3	1	
FUNDY	Point Wolfe P.lot	0	0.1	0.1	0	0	0	0	0	0	36.5	6	67.7	1	
FUNDY	Shepody Rd	0	0.1	0.1	1	0.5	2	4	0	0	47.75	5	59.0	1	Suitable for intended use
FUNDY	V.R.C	0	0.1	0.1	0	0	2	0.5	0	0	26.5	6	71.2	1	
FUNDY	Wolfe lake Info center	0	0.2	0.2	0	0	2	0.5	0	0	33.5	5	63.5	1	
FUNDY	Wolfe lake warden Dr/campground	0	0.2	0.2	0	0	2	0.5	0	0	46.25	5.5	61.9	1	
GREENWICH	Interpretation center P.lot	0	1.5	1.5	0	0	2	0.5	0	0	46	5.5	62.0	1	Lots of Bird Baths
GREENWICH	Main Rd	0	0.8	0.8	0	0	1	0.5	0	0	38.25	5.25	63.3	1	
GREENWICH	Wildrose Rd	0	0.25	0.25	0	0	2	0.5	0	0	40.25	5.25	62.7	1	
GROS MORNE	430 South Gate	0	0.2	0.2	0	0	0	0	0	0	25.5	5	66.1	1	
GROS MORNE	Berry hill campground	0	2.1	2.1	0	0	2	1	0	0	52	5	57.6	1	
GROS MORNE	Berry Hill campground	2.1	3.1	1	0	0	2	0.5	0	0	48	4.5	56.3	10	Suitable for intended use
GROS MORNE	Berry hill pond access	0	0.4	0.4	0	0	0	0	0	0	0	0		0	closed to public. 0 every where. Make sure PCI = blank in Excel

Table A: All Eastern Canada Data for 2010

PARK	ROAD	FROM	TO	LENGTH	PAVED	SURVEY	AGE	CATEGORY	Ravelling		Bleeding		Shoving		Rutting		Distortions		LWT_S		LWT_GAT		C_L_S		C_L_GAT		EDGE_S		EDGE_G		TRANS_S		
									SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV
GROS MORNE	Berry hill tent area access	0	0.5	0.5	2003	2010	7	4	2	4	0	0	0	0	0.5	4	1	0.5	0	0	0	0	0	0	0	0	0	0	0	1	0.5		
GROS MORNE	Discovery center P.lot	0	0.2	0.2	2003	2010	7	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
GROS MORNE	East link Rd	0	0.9	0.9	2003	2010	7	2	1	4	0	0	0	0	0	0	1	0.5	2	0.5	0	0	3	0.5	0	0	0	0	3	0.5	3	0.5	
GROS MORNE	East link Rd	0.9	1.3	0.4	1994	2010	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
GROS MORNE	Green Gardens lookout (wallace brook)	0	0.1	0.1	0	2010	2010	4	2	4	0	0	0	0	0	0	1	0.5	2	2	0	0	3	3	0	0	0	0	0	0	3	3	
GROS MORNE	Green Gardens Lookout (west)	0	0.1	0.1	0	2010	2010	4	3	1	0	0	0	0	0	0	0.5	0.5	3	1	0	0	3	4	0	0	0	0	0	0	3	4	
GROS MORNE	Hanging Valley lookout (km 6.3)	0	0.1	0.1	0	2010	2010	4	2	4	0	0	0	0	0	0	1	0.5	0	0	0	0	0	0	0	0	0	0	0	1	0.5		
GROS MORNE	Hwy 430	0	5.2	5.2	1995	2010	15	2	2	4	0	0	0	0	1	4	2	0.5	2	0.5	3	3	2	0.5	0	0	0	0	3	2	2	0.5	
GROS MORNE	Hwy 430	5.2	7.7	2.5	2004	2010	6	2	2	4	0	0	0	0	0.5	4	1	0.5	3	0.5	0	0	3	0.5	0	0	3	1	0	0	2	0.5	
GROS MORNE	Hwy 430	7.7	10.5	2.8	2003	2010	7	2	2	4	0	0	0	0	1	4	2	0.5	3	0.5	3	0.5	3	0.5	3	0.5	2	1	2	0.5	2	0.5	
GROS MORNE	Hwy 430	10.5	13.7	3.2	1995	2010	15	2	3	1	1	2	0	0	2	4	2	0.5	3	0.5	3	1	2	1	3	0.5	3	1	3	0.5	2	1	
GROS MORNE	Hwy 430	13.7	24	10.3	2003	2010	7	2	2	4	0	0	0	0	1	4	1	0.5	2	0.5	2	0.5	2	0.5	2	0.5	0	2	1	2	0.5		
GROS MORNE	Hwy 430	24	27.8	3.8	2003	2010	7	2	3	0.5	0	0	0	0	1	4	1	0.5	2	0.5	0	0	2	1	0	0	0	0	2	0.5	2	0.5	
GROS MORNE	Hwy 430	27.8	28.6	0.8	2004	2010	6	2	2	4	0	0	0	0	1	4	0	0	2	0.5	0	0	2	0.5	0	0	0	0	3	0.5	2	0.5	
GROS MORNE	Hwy 430	28.6	32.3	3.7	1994	2010	16	2	2	4	0	0	0	0	2	4	3	0.5	3	0.5	3	1	3	0.5	0	0	0	0	2	2	2	0.5	
GROS MORNE	Hwy 430	32.3	39.9	7.6	1994	2010	16	2	3	0.5	0	0	0	0	3	1	1	0.5	2	0.5	3	1	2	1	2	0.5	0	0	2	1	2	0.5	
GROS MORNE	Hwy 430	39.9	49.2	9.3	2003	2010	7	2	2	4	0	0	0	0	1	4	1	0.5	1	0.5	0	0	3	1	0	0	0	0	0	0	1	0.5	
GROS MORNE	Hwy 430	49.2	52.2	3	2000	2010	10	2	2	4	0	0	0	0	0.5	4	0	0	3	0.5	0	0	2	1	3	0.5	0	0	0	0	1	0.5	
GROS MORNE	Hwy 430	56.4	59.1	2.7	2004	2010	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0.5	0	0	0	0	0	0	2	0.5	
GROS MORNE	Hwy 430	59.1	62.8	3.7	2005	2010	5	2	1	4	0	0	0	0	0	0	1	0.5	1	0.5	0	0	0	0	0	0	0	0	0	0	0	0	
GROS MORNE	Hwy 430	62.8	66.2	3.4	2004	2010	6	2	3	1	0	0	0	0	0.5	4	0.5	0.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0.5	
GROS MORNE	Hwy 430	66.2	68.2	2	2004	2010	6	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0.5	0	0	0	0	0	0	1	0.5	
GROS MORNE	Hwy 430	81	87.5	6.5	2004	2010	6	2	3	1	0	0	0	0	1	4	1	0.5	3	0.5	0	0	3	0.5	0	0	0	0	0	0	1	0.5	
GROS MORNE	Hwy 431	0	11.3	11.3	1996	2010	14	2	3	3	0	0	0	0	1	4	2	1	3	1	3	3	3	1	3	0.5	2	1	4	3	2	0.5	
GROS MORNE	Hwy 431	11.3	13.1	1.8	2003	2010	7	2	3	3	0	0	0	0	0	0	1	0.5	1	0.5	3	0.5	2	0.5	0	0	0	0	3	3	2	1	
GROS MORNE	Hwy 431	14.1	16.3	2.2	2003	2010	7	2	3	3	0	0	0	0	2	2	1	0.5	2	0.5	0	0	3	2	0	0	0	0	0	0	2	1	
GROS MORNE	Hwy 431	16.3	28.3	12	2003	2010	7	2	3	3	0	0	0	0	2	1	1	0.5	2	0.5	0	0	3	2	0	0	0	0	0	0	2	2	
GROS MORNE	Lobster cove access from Hwy 430	0	1.7	1.7	2004	2010	6	4	2	4	0	0	0	0	2	0.5	2	1	2	0.5	3	2	2	0.5	3	1	2	1	4	3	2	0.5	
GROS MORNE	Lookout km 3.1	0	0.05	0.05	0	2010	2010	4	2	4	0	0	0	0	0	0	0	0	2	0.5	0	0	2	0.5	0	0	0	0	0	0	2	0.5	
GROS MORNE	Lookout km 4.8 (bus P.lot)	0	0.2	0.2	0	2010	2010	6	2	4	0	0	0	0	0	1	4	3	3	1	0.5	1	0.5	1	0.5	0	0	0	0	0	2	1	
GROS MORNE	Lookout @ km 25	0	0.1	0.1	0	2010	2010	4	2	4	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	0.5	0	0	
GROS MORNE	Mill brook	0	0.1	0.1	0	2010	2010	4	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.5	
GROS MORNE	S.S ethie	0	0.1	0.1	1981	2010	29	4	1	4	0	0	0	0	1	4	2	2	0	0	0	0	2	0.5	0	0	0	0	0	0	2	2	
GROS MORNE	Shallow bay Rd	0	0.6	0.6	2004	2010	6	4	2	2	0	0	0	0	1	1	1	0.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0.5	
GROS MORNE	Southest Brook falls DUA	0	0.1	0.1	1984	2010	26	4	2	4	0	0	0	0	0	0	1	0.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0.5	
GROS MORNE	Stuckless wigwam P.lot	0	0.2	0.2	0	2010	2010	6	3	0.5	0	0	0	0	0	0	0	0.5	0.5	2	0.5	0	0	2	0.5	0	0	0	0	0	0	0	0
GROS MORNE	Swimming pool	0	0.1	0.1	0	2010	2010	4	2	4	0	0	0	0	0	0.5	4	2	2	0	0	0	2	2	0	0	0	0	0	2	0.5	2	1
GROS MORNE	Tableland loop	0	0.3	0.3	0	2010	2010	4	2	4	0	0	0	0	0	0	3	2	2	0.5	2	0.5	0	0	0	0	0	0	0	2	0.5	3	2
GROS MORNE	Tablelands lookout	0	0.15	0.15	0	2010	2010	4	2	4	0	0	0	0	0	0	0	0.5	0.5	0	0	3	0.5	0	0	0	0	0	0	0	0	2	1
GROS MORNE	Telescope lookout (north end of park)	0	0.1	0.1	0	2010	2010	4	0	0	0	0	0	0	0	2	0.5	4	1	1	0.5	4	1	0	0	0	0	0	4	1	0	0	
GROS MORNE	Trout River DUA	0	0.3	0.3	1989	2010	21	4	2	4	0	0	0	0	2	3	1	3	2	1	0	0	2	0.5	0	0	0	0	3	1	2	0.5	
GROS MORNE	Visitor center	0	0.2	0.2	1995	2010	15	4	2	4	0	0	0	0	1	4	1	0.5	0	0	3	3	0	0	3	0.5	0	0	3	2	2	0.5	
GROS MORNE	Western Brook DUA	0	0.2	0.2	1981	2010	29	4	2	4	0	0	0	0	0	0	0	1	0.5	2	0.5	0	0	0	0	0	0	0	0	0	2	1	
GROS MORNE	Western Brook P.lot	0	0.4	0.4	1981																												

Table A: All Atlantic Data for 2010

PARK	ROAD	FROM	TO	LENGTH	TRANS_G		L_MEAND		Blocking		DMI	RIDESCORE	PCI	FIELD_REC	COMMENTS
					SEV	EXT	SEV	EXT	SEV	EXT					
GROS MORNE	Berry hill tent area access	0	0.5	0.5	0	0	1	0.5	0	0	39	5	61.8	1	
GROS MORNE	Discovery center P.lot	0	0.2	0.2	0	0	0	0	0	0	18	6	74.1	1	
GROS MORNE	East link Rd	0	0.9	0.9	0	0	3	1	0	0	36.5	5.5	65.2	4	Sharp drop off shoulder.
GROS MORNE	East link Rd	0.9	1.3	0.4	0	0	0	0	0	0	0	0		0	Cancelled. 0 everywhere, make sure that PCI = blank in Excel
GROS MORNE	Green Gardens lookout (wallace brook)	0	0.1	0.1	0	0	2	2	0	0	39.5	4.5	58.9	1,7	Suitable for intended use
GROS MORNE	Green Gardens Lookout (west)	0	0.1	0.1	0	0	3	4	0	0	36.5	4.5	59.8	1,7	Suitable for intended use
GROS MORNE	Hanging Valley lookout (km 6.3)	0	0.1	0.1	0	0	1	0.5	0	0	25.5	5	66.1	1	
GROS MORNE	Hwy 430	0	5.2	5.2	2	0.5	2	2	0	0	83.75	4.75	46.5	7,10	Needs major patch work before overlay, km 0 South end of park
GROS MORNE	Hwy 430	5.2	7.7	2.5	2	0.5	3	0.5	0	0	56.5	5.75	59.6	4	Cracks are large and should be routed and sealed.
GROS MORNE	Hwy 430	7.7	10.5	2.8	0	0	3	0.5	0	0	74.25	5.75	53.5	4	
GROS MORNE	Hwy 430	10.5	13.7	3.2	2	0.5	3	0.5	0	0	84	5.25	48.4	8	
GROS MORNE	Hwy 430	13.7	24	10.3	0	0	2	0.5	0	0	63.25	5	54.0	1	
GROS MORNE	Hwy 430	24	27.8	3.8	0	0	2	0.5	0	0	42.75	5.75	64.3	1	
GROS MORNE	Hwy 430	27.8	28.6	0.8	0	0	2	0.5	0	0	47	5.5	61.7	1	
GROS MORNE	Hwy 430	28.6	32.3	3.7	0	0	2	1	0	0	75.25	5.5	52.2	1,2	Distortion should be patched
GROS MORNE	Hwy 430	32.3	39.9	7.6	0	0	2	1	0	0	58	5.5	58.0	2,8	Severe ruts + alligator cracks area should be machine patched
GROS MORNE	Hwy 430	39.9	49.2	9.3	0	0	2	0.5	0	0	45	5.75	63.5	4	
GROS MORNE	Hwy 430	49.2	52.2	3	0	0	1	0.5	0	0	46.5	5.75	63.0	1	
GROS MORNE	Hwy 430	56.4	59.1	2.7	0	0	2	0.5	0	0	15.25	6	75.1	1	
GROS MORNE	Hwy 430	59.1	62.8	3.7	0	0	1	0.5	0	0	22.5	6	72.6	1	
GROS MORNE	Hwy 430	62.8	66.2	3.4	0	0	0	0	0	0	30	6	70.0	1	monitor ravelling, spot seal ravelled sections
GROS MORNE	Hwy 430	66.2	68.2	2	0	0	1	0.5	0	0	19.25	6	73.7	1	spot patch ravelled area and monitor ravelling.
GROS MORNE	Hwy 430	81	87.5	6.5	0	0	2	0.5	0	0	40.75	6	66.2	6	Monitor ravelling and seal ravelled area.
GROS MORNE	Hwy 431	0	11.3	11.3	2	0.5	3	3	0	0	100.75	4.75	41.2	10	Not suited for overlay due to severity of cracking. Pulverize/mill then resurface. Km 0 East end of park
GROS MORNE	Hwy 431	11.3	13.1	1.8	0	0	2	2	0	0	51.75	5.5	60.1	6	Seal coat for ravelling
GROS MORNE	Hwy 431	14.1	16.3	2.2	0	0	2	2	0	0	46.5	5.75	63.0	4	Section should be chip sealed/ microsurfaced due to ravelling
GROS MORNE	Hwy 431	16.3	28.3	12	0	0	2	2	0	0	44.5	5.5	62.5	6	This section should be seal coated/ microsurfaced due to ravelling
GROS MORNE	Lobster cove access from Hwy 430	0	1.7	1.7	3	0.5	3	2	0	0	91	4.5	43.3	10	
GROS MORNE	Lookout km 3.1	0	0.05	0.05	0	0	2	0.5	0	0	26.75	5	65.7	1	
GROS MORNE	Lookout km 4.8 (bus P.lot)	0	0.2	0.2	0	0	2	3	0	0	65.75	4.5	51.0	7	P.lot needs to be repaired because of bird baths.
GROS MORNE	Lookout @ km 25	0	0.1	0.1	0	0	2	0.5	0	0	34.75	5	63.1	1	
GROS MORNE	Mill brook	0	0.1	0.1	0	0	0	0	0	0	10	5	71.0	1	
GROS MORNE	S.S ethie	0	0.1	0.1	0	0	2	2	0	0	51.25	5	57.9	1	
GROS MORNE	Shallow bay Rd	0	0.6	0.6	0	0	0	0	0	0	24	6	72.0	1	
GROS MORNE	Southest Brook falls DUA	0	0.1	0.1	0	0	1	1	0	0	26	5	65.9	1	
GROS MORNE	Stuckless wigwam P.lot	0	0.2	0.2	0	0	2	0.5	0	0	19.75	5	67.9	1	
GROS MORNE	Swimming pool	0	0.1	0.1	0	0	2	1	0	0	55.25	5	56.6	1	
GROS MORNE	Tableland loop	0	0.3	0.3	3	0.5	2	3	0	0	67.25	4.25	49.3	1,10	Suitable for intended use
GROS MORNE	Tablelands lookout	0	0.15	0.15	0	0	2	0.5	0	0	37	5	62.4	1	
GROS MORNE	Telescope lookout (north end of park)	0	0.1	0.1	0	0	2	0.5	0	0	49	4	53.3	1,10	Suitable for intended use
GROS MORNE	Trout River DUA	0	0.3	0.3	0	0	2	2	0	0	61.75	4.75	53.4	1,7	Suitable for intended use
GROS MORNE	Visitor center	0	0.2	0.2	0	0	2	1	0	0	75.5	5	50.1	1,7	Suitable for intended use
GROS MORNE	Western Brook DUA	0	0.2	0.2	0	0	2	1	0	0	31	5	64.3	1	
GROS MORNE	Western Brook P.lot	0	0.4	0.4	0	0	1	0.5	0	0	35.5	5	62.9	1	
KEJIMKUJIK	Admin Building P.lot	0	0.2	0.2	3	0.5	2	1	0	0	43	5	60.5	1	Ponding in Corner of P.lot
KEJIMKUJIK	J- line	0	0.32	0.32	0	0	1	3	0	0	42.75	5.25	61.8	4	Ravelling due to micro-surfacing wear
KEJIMKUJIK	Jakes landing	0	0.2	0.2	3	0.5	2	3	0	0	59.75	4.5	52.8	10	Suitable for intended purpose
KEJIMKUJIK	Main Park Rd	0	11.3	11.3	0	0	2	0.5	0	0	36.25	5.25	64.0	4	micro-surface started to deteriorate, few random cracks should be sealed, some potholes in turnouts.
KEJIMKUJIK	Merrymakedge Rd & P.lot	0	0.7	0.7	0	0	2	0.5	0	0	31	5.25	65.7	4	Ravelling micro surface coming off in spot
KOUCH	Admin building access Rd	0	0.2	0.2	2	3	2	2	0	0	69.25	4.5	49.9	1,7	Distortion in parking lot; Suitable for intended use
KOUCH	Cap St.louis	0	3	3	3	2	3	2	2	2	105.5	4.25	38.1	10,11	Has been chip-sealed
KOUCH	Clare Fountain P.lot	0	0.1	0.1	0	0	2	0.5	0	0	38	4.5	59.4	1	Suitable for intended services
KOUCH	Compound	0	0.2	0.2	3	3	2	4	0	0	100.5	4.5	40.5	1,10	suitable for intended use.
KOUCH	Covered Bridge Parking Lot	0	0.2	0.2	0	0	1	0.5	0	0	26.5	5	65.7	1	Suitable for Intended Use

Table A: All Eastern Canada Data for 2010

									Ravelling		Bleeding		Shoving		Rutting		Distortions		LWT_S		LWT_GAT		C_L_S		C_L_GAT		EDGE_S		EDGE_G		TRANS_S		
PARK	ROAD	FROM	TO	LENGTH	PAVED	SURVEY	AGE	CATEGORY	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	
KOUCH	Hwy 117	0	4.4	4.4	1989	2010	21	2	1	4	3	2	0	0	3	4	2	0.5	2	1	2	0.5	2	0.5	0	0	0	0	2	1	2	1	
KOUCH	Hwy 117	4.4	10.9	6.5	1982	2010	28	2	2	4	0	0	0	0	3	4	2	0.5	2	1	3	2	2	0.5	2	1	0	0	0	0	2	4	
KOUCH	Hwy 117	10.9	23.7	12.8	1993	2010	17	2	1	4	0	0	0	0	3	4	2	0.5	2	1	3	2	2	2	2	2	2	1	2	0.5	2	4	
KOUCH	Kelly's beach	0	1.3	1.3	1977	2010	33	4	2	4	3	1	0	0	1	4	1	1	0	0	0	0	1	0.5	0	0	0	0	0	0	1	0.5	
KOUCH	Loggiecroft	0	0.3	0.3	1994	2010	16	4	1	4	0	0	0	0	3	4	2	0.5	2	0.5	2	4	2	0.5	2	2	0	0	0	0	2	1	
KOUCH	Main park Rd	0	0.2	0.2	1972	2010	38	4	1	4	3	3	0	0	3	3	2	0.5	2	0.5	0	0	0	2	2	0	0	0	2	0.5	2	0.5	
KOUCH	Main park Rd	0.2	1.9	1.7	1993	2010	17	4	1	4	0	0	0	0	4	3	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0.5	
KOUCH	Main park Rd	1.9	5.7	3.8	1997	2010	13	4	1	4	2	2	0	0	1	4	1	0.5	2	0.5	0	0	2	0.5	0	0	0	0	0	0	2	0.5	
KOUCH	Main park Rd	5.7	11.3	5.6	1997	2010	13	4	0.5	4	0	0	0	0	0.5	4	0	0	0	0	0	0	0.5	1	0	0	0	0	0	0	2	0.5	
KOUCH	Main park Rd	11.3	12.3	1	1989	2010	21	4	1	4	3	4	0	0	2	4	0	0	0	0	0	0	2	0.5	0	0	0	0	0	0	1	4	
KOUCH	Main park Rd	12.3	14.3	2	1989	2010	21	4	2	4	1	1	0	0	2	0.5	0	0	1	0.5	0	0	1	0.5	0	0	0	0	0	0	0	2	1
KOUCH	North access Rd / Village	0	1.3	1.3	1993	2010	17	4	2	4	2	0.5	0	0	4	3	2	3	2	0.5	3	3	2	0.5	3	1	2	1	4	1	2	0.5	
KOUCH	PIJEBOOGWEK P.lot	0	0.3	0.3	0	2010	2010	4	2	4	0	0	0	0	4	2	3	0.5	2	0.5	2	3	2	0.5	0	0	0	0	0	0	0	2	2
KOUCH	Ryan's landing	0	0.7	0.7	1986	2010	24	4	2	4	0	0	0	0	3	1	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
KOUCH	South kouch camp access Rd	0	0.2	0.2	0	2010	2010	4	1	4	2	2	0	0	1	4	2	0.5	2	0.5	0	0	2	0.5	0	0	0	0	0	0	0	2	1
KOUCH	The bog	0	0.2	0.2	0	2010	2010	6	1	4	0	0	0	0	0	0	3	2	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0.5
KOUCH	Tweedie Parking Lot	0	0.1	0.1	0	2010	2010	4	2	4	0	0	0	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	0	0	2	0.5	2	3
LA MAURICIE	Access St-Jean de Piles	0	0.3	0.3	0	2011	2011	4	0.5	4	0	0	0	0	0	0	0.5	0.5	0	0	0	2	4	1	0.5	0	0	0	0	0	0	3	4
LA MAURICIE	Camp Mistagance	0	1.9	1.9	0	2011	2011	4	1	4	0	0	0	0	0	0	2	1	1	0.5	0	0	0	0	0	0	0	0	0	0	2	0.5	
LA MAURICIE	Camp Wapizagonke	0	0.25	0.25	0	2011	2011	4	2	1	0	0	0	0	1	4	0	0	1	0.5	0	0	1	0.5	0	0	0	0	0	0	2	0.5	
LA MAURICIE	Complexe	0	0.2	0.2	0	2011	2011	6	1	4	0	0	0	0	0	0	2	2	2	0.5	0	0	2	4	2	4	0	0	0	0	2	3	
LA MAURICIE	CRAP Loops A-G	0	4.1	4.1	0	2011	2011	4	1	4	0	0	0	0	0	0	1	1	0	0	0	0	1	0.5	0	0	0	0	0	0	2	0.5	
LA MAURICIE	Esker	0	0.4	0.4	0	2011	2011	4	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
LA MAURICIE	Ile-aux-pins	0	0.2	0.2	0	2011	2011	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
LA MAURICIE	Lac des Fou	0	0.3	0.3	0	2011	2011	4	2	0.5	0	0	0	0	0	0	2	0.5	1	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0
LA MAURICIE	Lac du Caribou	0	0.3	0.3	0	2011	2011	4	2	0.5	0	0	0	0	0	0	2	0.5	2	0.5	0	0	2	1	0	0	0	0	0	0	0	2	1
LA MAURICIE	Lac Ecarte	0	0.2	0.2	0	2011	2011	4	1	4	0	0	0	0	0	0	0	0	2	0.5	0	0	2	2	0	0	0	0	0	0	0	2	0.5
LA MAURICIE	Lac Edouard	0	0.9	0.9	0	2011	2011	4	2	1	0	0	0	0	0.5	4	0.5	0.5	1	2	0	0	1	1	0	0	0	0	0	3	0.5	1	4
LA MAURICIE	Lac Soumir	0	0.2	0.2	0	2011	2011	4	2	1	0	0	0	0	0.5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
LA MAURICIE	Le Passage	0	0.4	0.4	0	2011	2011	4	1	4	0	0	0	0	0	0	1	0.5	0	0	0	0	1	0.5	0	0	0	0	0	0	0	2	1
LA MAURICIE	Mekinac	0	0.2	0.2	0	2011	2011	4	1	4	0	0	0	0	0	0	0.5	4	1	0.5	2	3	2	2	0	0	0	0	0	0	0	3	0.5
LA MAURICIE	Pique-nique Shewenegan Access Road	0	3.3	3.3	0	2011	2011	4	1	4	0	0	0	0	1	4	2	0.5	2	3	3	0.5	0	0	0	0	0	0	0	0	0	2	4
LA MAURICIE	Pique-nique Shewenegan Parking Lots	0	0.4	0.4	0	2011	2011	4	1	4	0	0	0	0	0	0	3	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LA MAURICIE	Route Access CRALP	0	1.1	1.1	0	2011	2011	4	1	4	0	0	0	0	0.5	4	1	3	2	3	1	0.5	2	4	2	2	0	0	0	0	2	4	
LA MAURICIE	Route Panoramique	0	0.9	0.9	1978	2011	33	3	1	4	0	0	0	0	4	4	1	0.5	2	4	2	4	2	4	1	2	0	0	0	0	2	4	
LA MAURICIE	Route Panoramique	0.9	3.7	2.8	1978	2011	33	3	2	4	0	0	0	0	4	3	2	0.5	2	4	2	4	2	3	3	1	0	0	3	0.5	2	4	
LA MAURICIE	Route Panoramique	3.7	5.4	1.7	1978	2011	33	3	1	4	0	0	0	0	3	1	2	0.5	2	0.5	2	4	2	3	2	0.5	0	0	3	0.5	0	0	
LA MAURICIE	Route Panoramique	5.4	10.5	5.1	1980	2011	31	3	0.5	4	1	0.5	0	0	3	1	2	0.5	0	0	0	0	2	0.5	0	0	0	0	0	0	0	2	1
LA MAURICIE	Route Panoramique	10.5	15	4.5	1980	2011	31	3	0.5	4	2	0.5	0	0	3	0.5	2	0.5	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0
LA MAURICIE	Route Panoramique	15	24	9	1980	2011	31	3	2	0.5	3	0.5	0	0	2	4	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0.5	
LA MAURICIE	Route Panoramique	24	37.6	13.6	1976	2011	35	3	1	4	2	0.5	0	0	1	4	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	2	0.5	
LA MAURICIE	Route Panoramique	37.6	45	7.4	1976	2011	35	3	1	0.5	2	0.5	0	0	1	4	2	0.5	2	0.5	0	0	2	4	0	0	0	0	0	0	2	0.5	
LA MAURICIE	Route Panoramique	45	52.3	7.3	1976	2011	35	3	1	4	3	0.5	0	0	1	4	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	2	0.5	
LA MAURICIE	Route Panoramique	52.3	58.3	6	1976	2011	35	3	1	4	0	0	0	0	0	1	4	1	0.5	2	1	0	0</										

Table A: All Atlantic Data for 2010

PARK	ROAD	FROM	TO	LENGTH	TRANS_G		L_MEAND		Blocking		DVI	RIDEScore	P	FIELD_REC	COMMENTS
					SEV	EXT	SEV	EXT	SEV	EXT					
KOUCH	Hwy 117	0	4.4	4.4	3	3	2	4	0	0	89.25	4.5	43.9	10	km 0 West end of park
KOUCH	Hwy 117	4.4	10.9	6.5	2	3	2	4	0	0	98.75	4.75	41.9	10	km 5.1 to 9.9 old overlay
KOUCH	Hwy 117	10.9	23.7	12.8	3	3	2	3	0	0	105.5	4.75	39.8	10	
KOUCH	Kelly's beach	0	1.3	1.3	2	1	1	0.5	0	0	53.75	5.25	58.3	1	Manual Patched: Paved Islands. Distortion in parking lot, suitable for intended use
KOUCH	Loggiecroft	0	0.3	0.3	2	1	2	0.5	0	0	87.75	4.75	45.3	1,7	Suitable for Intended Purpose
KOUCH	Main park Rd	0	0.2	0.2	3	3	2	3	0	0	83.25	4.75	46.7	10	km 0 West end of park
KOUCH	Main park Rd	0.2	1.9	1.7	3	3	2	1	0	0	60.5	5	54.9	7	
KOUCH	Main park Rd	1.9	5.7	3.8	2	1	2	0.5	0	0	54.25	5.5	59.2	1	km 2.2 Not Open to Winter. Km 1.9-2.2 is Distress Area
KOUCH	Main park Rd	5.7	11.3	5.6	0	0	1	0.5	0	0	31.75	6.25	70.6	1	
KOUCH	Main park Rd	11.3	12.3	1	2	2	1	1	0	0	56.75	5.5	58.4	1	
KOUCH	Main park Rd	12.3	14.3	2	0	0	1	1	0	0	33.75	5.75	67.4	1	
KOUCH	North access Rd / Village	0	1.3	1.3	4	4	2	4	0	0	126.25	3.5	29.9	10	
KOUCH	PIJEBOOGWEK P.lot	0	0.3	0.3	2	3	2	4	0	0	90.25	4	41.6	1,10	Suitable for intended use
KOUCH	Ryan's landing	0	0.7	0.7	3	3	2	0.5	0	0	60	5	55.1	1	Distortion in parking lot
KOUCH	South kouch camp access Rd	0	0.2	0.2	0	0	2	0.5	0	0	48.75	5.25	59.9	1	
KOUCH	The bog	0	0.2	0.2	0	0	1	0.5	0	0	34	5	63.4	1	Good for intended use
KOUCH	Tweedie Parking Lot	0	0.1	0.1	0	0	2	1	0	0	34.25	5	63.3	1	Suitable for Intended Use
LA MAURICIE	Access St-Jean de Piles	0	0.3	0.3	0	0	2	4	2	4	38.5	5	61.9	1,7	Paving of this parking lot should be done at same time as paving of main road.
LA MAURICIE	Camp Mistagance	0	1.9	1.9	0	0	2	0.5	0	0	30.5	5	64.5	1	Closed in winter.
LA MAURICIE	Camp Wapizagonke	0	0.25	0.25	0	0	0	0	0	0	28.75	5.25	66.4	1	Closed in winter.
LA MAURICIE	Complexe	0	0.2	0.2	2	3	2	3	2	4	72.5	4.5	48.9	10	Open year round.
LA MAURICIE	CRAP Loops A-G	0	4.1	4.1	0	0	0	0	0	0	24.25	4.75	65.0	1	
LA MAURICIE	Esker	0	0.4	0.4	0	0	0	0	0	0	0	5	74.2	1	Suitable for intended use.
LA MAURICIE	Ile-aux-pins	0	0.2	0.2	0	0	0	0	0	0	4	5	72.9	1	Closed in winter.
LA MAURICIE	Lac des Fou	0	0.3	0.3	0	0	2	0.5	0	0	19	5.5	71.0	1	
LA MAURICIE	Lac du Caribou	0	0.3	0.3	0	0	2	0.5	2	0.5	25.75	5	66.0	1	km 43, suitable for intended use.
LA MAURICIE	Lac Ecarte	0	0.2	0.2	0	0	2	0.5	0	0	24.5	5	66.4	1	
LA MAURICIE	Lac Edouard	0	0.9	0.9	2	0.5	1	4	1	4	54.75	5	56.7	1	Suitable for intended use
LA MAURICIE	Lac Soumir	0	0.2	0.2	0	0	1	0.5	0	0	26	5.5	68.7	1	
LA MAURICIE	Le Passage	0	0.4	0.4	0	0	2	0.5	2	2	27.75	5	65.3	1	km 34.4, suitable for intended use.
LA MAURICIE	Mekinac	0	0.2	0.2	0	0	2	3	2	4	58.5	5	55.5	1	Should be paved at same time as main road.
LA MAURICIE	Pique-nique Shewenegan Access Road	0	3.3	3.3	0	0	2	3	1	2	65.5	5	53.3	1	Closed in winter, includes 2 parkings
LA MAURICIE	Pique-nique Shewenegan Parking Lots	0	0.4	0.4	0	0	2	1	0	0	28.5	5	65.1	1	Closed in winter, includes 2 parking lots
LA MAURICIE	Route Access CRALP	0	1.1	1.1	2	3	2	4	2	4	91	4.75	44.3	1,7	Suitable for intended use.
LA MAURICE	Route Panoramique	0	0.9	0.9	2	0.5	2	4	2	4	99	4.5	40.9	10	km 0 end at St-Jean-des-Piles. Need strengthening, rutting major problem, open in winter.
LA MAURICIE	Route Panoramique	0.9	3.7	2.8	2	0.5	2	4	2	4	108.75	4.5	38.0	10	Need strengthening, rutting major problem, open in winter.
LA MAURICIE	Route Panoramique	3.7	5.4	1.7	3	0.5	3	3	2	4	87.25	4.75	45.4	10	Need strengthening, rutting major problem, open in winter.
LA MAURICIE	Route Panoramique	5.4	10.5	5.1	0	0	2	1	0	0	41	5.25	62.4	1,2,7	Severe rutting section should be patched. Closed in winter.
LA MAURICIE	Route Panoramique	10.5	15	4.5	0	0	0	0	0	0	35.25	5.25	64.3	1,2	Guard rails to be tightened throughout or replaced. Extend of rutting will determine in final solution.
LA MAURICIE	Route Panoramique	15	24	9	0	0	1	0.5	0	0	37.25	5.25	63.6	1	Closed in winter.
LA MAURICIE	Route Panoramique	24	37.6	13.6	0	0	2	0.5	0	0	43.75	5.5	62.8	1	km 24 Lac Ecarte, closed in winter.
LA MAURICIE	Route Panoramique	37.6	45	7.4	0	0	2	0.5	0	0	38.75	5.5	64.4	1	Closed in winter.
LA MAURICIE	Route Panoramique	45	52.3	7.3	0	0	2	0.5	0	0	44.25	5.5	62.6	1	Closed in winter.
LA MAURICIE	Route Panoramique	52.3	58.3	6	0	0	2	3	2	1	51.25	5.25	59.1	1	Closed in winter, lot more cracking than previous sections.
LA MAURICIE	Route Panoramique	58.3	60	1.7	2	0.5	2	4	2	2	67	5	52.8	1,7	Closed in winter, not as critical because rutting not severe.
LA MAURICIE	Route Panoramique	60	62	2	1	0.5	2	1	2	1	61.75	5	54.5	1,7	Closed in winter.
LA MAURICIE	Route Panoramique	62	62.6	0.6	2	4	2	4	2	4	90.5	5	45.3	1,7	km 62.6 St-Mathieu, open in winter
LA MAURICIE	Stationnement RALP	0	0.2	0.2	2	0.5	2	4	2	4	42.5	5	60.6	1	RALP Rivere-a-la-Peche, suitable for intended use.
LA MAURICIE	Stationnement Wapizagonke-Nord	0	0.2	0.2	0	0	2	3	1	0.5	35.75	5	62.8	1	Suitable for intended use.
LA MAURICIE	Visitor Centre	0	0.2	0.2	2	4	2	4	2	4	90.5	5	45.3	1,7	Visitor Centre St-Mathieu
LA MAURICIE	Wapizagonke Loops	0	3.3	3.3	0	0	2	0.5	0	0	33.5	5	63.5	1	Distortion in loop D.

Table A: All Eastern Canada Data for 2010

									Ravelling		Bleeding		Shoving		Rutting		Distortions		LWT_S		LWT_GAT		C_L_S		C_L_GAT		EDGE_S		EDGE_G		TRANS_S	
		FROM	TO	LENGTH	PAVED	SURVEY	AGE	CATEGORY	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT
PEI	Bayshore Drive	0	0.2	0.2	1990	2010	20	4	1	4	0	0	0	0	3	4	3	3	2	0.5	3	3	2	3	0	0	2	1	2	0.5	2	1
PEI	Brackley's beach P.lot	0	0.4	0.4	0	2010	2010	6	1	4	0	0	0	0	3	3	4	3	1	0.5	3	1	1	4	2	0.5	0	0	0	0	2	4
PEI	Cape Turner Rd	0	0.5	0.5	1975	2010	35	4	1	4	0	0	0	0	4	3	3	1	2	0.5	2	1	2	0.5	2	0.5	2	1	2	2	2	1
PEI	Cavendish Beach P.lot & Driveway	0	0.2	0.2	0	2010	2010	6	2	4	0	0	0	0	2	0.5	2	0.5	2	0.5	1	2	2	4	0	0	0	0	0	0	2	4
PEI	Cavendish campground	0	0.7	0.7	1961	2010	49	4	1	4	1	0.5	0	0	2	4	1	0.5	1	0.5	1	0.5	1	1	0	0	0	0	0	0	2	1
PEI	Cavendish P.lot	0	0.2	0.2	0	2010	2010	6	1	4	2	0.5	0	0	0	0	1	0.5	2	0.5	2	4	2	0.5	2	4	1	1	2	3	2	4
PEI	Cawnpore lane	0	0.3	0.3	1971	2010	39	4	2	4	0	0	0	0	3	4	2	0.5	2	0.5	4	4	2	0.5	3	4	2	1	3	1	2	4
PEI	Cawnpore lane	0.3	1	0.7	2010	2010	0	4	1	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEI	Covehead wharf	0	0.2	0.2	1977	2010	33	5	2	4	0	0	0	0	3	3	2	1	2	0.5	2	4	2	0.5	2	3	2	1	2	4	2	4
PEI	Dalvay admin P.lot	0	0.1	0.1	2006	2010	4	6	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEI	Dalvay beach P.lot	0	0.1	0.1	0	2010	2010	6	2	4	0	0	0	0	2	0.5	3	4	3	4	3	4	2	3	2	3	2	4	2	4	2	4
PEI	Dalvay Crescent	0	0.6	0.6	0	2010	2010	4	1	4	0	0	0	0	1	1	2	0.5	2	1	1	0.5	2	1	0	0	0	0	1	0.5	2	4
PEI	Graham's lane	0	1.8	1.8	1982	2010	28	4	1	4	0	0	0	0	1	3	1	0.5	2	0.5	1	4	2	0.5	1	3	2	1	2	0.5	2	4
PEI	Graham's lane	1.8	2.7	0.9	1982	2010	28	4	1	4	0	0	0	0	3	4	2	2	2	0.5	2	0.5	2	0.5	2	0.5	0	0	0	0	2	2
PEI	Greengables	0	0.4	0.4	1965	2010	45	4	1	4	0	0	0	0	2	3	2	0.5	2	0.5	3	3	2	0.5	3	0.5	0	0	0	0	2	2
PEI	Greengables Golf course access Rd & P.lot	0	0.8	0.8	2007	2010	3	5	1	4	1	0.5	0	0	0	0	0	2	0.5	0	0	0	2	3	0	0	0	0	0	0	2	4
PEI	Greengables P.lot	0	0.2	0.2	0	2010	2010	6	1	4	0	0	0	0	0	0	1	0.5	0	0	0	0	1	4	0	0	0	0	0	0	1	3
PEI	Gulf Shore Rd	0	1.5	1.5	1974	2010	36	3	3	4	0	0	0	0	2	4	1	0.5	3	3	3	4	2	3	2	0.5	0	0	0	0	2	4
PEI	Gulf Shore Rd	1.5	2.5	1	1974	2010	36	3	2	4	0	0	0	0	1	4	1	0.5	2	3	3	1	2	4	1	0.5	0	0	0	0	2	4
PEI	Gulf Shore Rd	2.5	3.5	1	1995	2010	15	3	2	4	2	3	0	0	1	4	1	0.5	2	4	2	0.5	2	3	0	0	0	0	0	0	2	4
PEI	Gulf Shore Rd	3.5	4.7	1.2	2008	2010	2	3	0.5	4	0	0	0	0	0.5	4	0	0	2	0.5	0	0	0	0	0	0	0	0	0	0	1	2
PEI	Gulf shore Rd	4.7	5.9	1.2	1995	2010	15	3	1	4	0	0	0	0	0.5	4	0	0	2	1	2	0.5	2	3	0	0	2	2	0	0	2	4
PEI	Gulf shore Rd	5.9	7.9	2	2008	2010	2	3	0	0	0	0	0	0	1	4	0	0	2	0.5	0	0	2	0.5	0	0	2	1	0	0	2	4
PEI	Gulf shore Rd	7.9	11.9	4	2008	2010	2	3	0.5	4	0	0	0	0	2	0.5	1	0.5	2	0.5	0	0	2	0.5	0	0	0	0	0	0	2	4
PEI	Gulf shore Rd	11.9	12.4	0.5	1961	2010	49	3	2	3	2	0.5	0	0	3	2	3	1	2	0.5	3	0.5	2	3	2	0.5	0	0	0	0	2	4
PEI	Gulf shore Rd	12.4	18.5	6.1	2010	2010	0	3	1	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEI	Gulf shore Rd	18.5	26.4	7.9	2010	2010	0	3	1	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEI	MacMillan Lane	0	0.5	0.5	1956	2010	54	4	1	4	0	0	0	0	4	4	4	4	2	0.5	3	4	2	3	2	0.5	0	0	2	4	2	4
PEI	N. Rustico Beach Rd & P.lot	0	4.5	4.5	2010	2010	0	4	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEI	Oceanview lane & P.lot	0	0.7	0.7	2010	2010	0	4	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEI	Ross lane	0	0.9	0.9	2004	2010	6	4	1	4	2	0.5	0	0	1	1	1	0.5	0	0	0	0	2	0.5	0	0	0	1	0.5	2	0.5	
PEI	Ross Lane Beach P.lot	0	0.1	0.1	0	2010	2010	6	2	4	0	0	0	0	0	0	3	1	2	0.5	0	0	2	4	0	0	0	0	0	0	2	4
PEI	Rustico campground	0	0.1	0.1	0	2010	2010	4	1	4	0	0	0	0	0	0	3	0.5	0	0	0	0	1	4	3	0.5	0	0	0	0	2	0.5
PEI	Rustico islands	0	4.5	4.5	0	2010	2010	4	1	4	0	0	0	0	4	4	2	3	2	1	3	3	2	4	2	1	2	1	2	0.5	4	4
PEI	Standhope beach & P.lot	0	0.4	0.4	0	2010	2010	4	1	4	0	0	0	0	3	0.5	3	0.5	0	0	0	0	2	4	0	0	0	0	0	0	2	3
PEI	Standhope Campground	0	0.2	0.2	0	2010	2010	6	2	4	0	0	0	0	2	4	2	0.5	2	0.5	0	0	1	0.5	0	0	0	0	0	0	2	1
SIGNAL HILL	Signal hill P.lot	0	0.1	0.1	0	2010	2010	6	3	0.5	0	0	0	0	0	0	3	2	0	0	0	0	2	1	4	1	0	0	0	0	2	0.5
SIGNAL HILL	Signal hill	0	0.8	0.8	1989	2010	21	4	3	2	0	0	0	0	4	0.5	2	0.5	2	0.5	4	1	2	0.5	2	0.5	2	2	2	0.5	2	0.5
SIGNAL HILL	Signal hill interpretation centre P.lot	0	0.3	0.3	0	2010	2010	6	2	4	0	0	0	0	0	0	2	0.5	0	0	0	0	2	1	2	0.5	2	1	0	0	1	0.5
ST.PETERS	St.Peter's Canal rd	0	0.4	0.4	0	2010	2010	4	2	4	0	0	0	0	3	1	3	0.5	2	0.5	3	4	2	0.5	3	4	2	1	4	4	2	0.5
TERRA NOVA	Admin Bldg & P.lot	0	0.2	0.2	0	2010	2010	4	0	0	0	0	0	0	0	0	2	1	1	0.5	2	4	2	1	2	1	0	0	0	0	2	1
TERRA NOVA	Big brook pit	0	0.1	0.1	0	2010	2010	6	2	4	0	0	0	0	3	4	2	4	0	0	3	4	0	0	0	0	0	0	0	0	2	0.5
TERRA NOVA	Burnt pt Rd	0	0.6	0.6	1995	2010	15	4	1	4	0	0	0	0	4	2	2	1	2	0.5	3	3	2	0.5	0	0	0	0	3	2	2	1
TERRA NOVA	Campground Rd	0	1.7	1.7	2000	2010	10	4	0	0	1	1	0	0	0	0	3	0.5														



Table A: All Atlantic Data for 2010

PARK	ROAD	FROM	TO	LENGTH	TRANS_G		L_MEAND		Blocking		DMI	RIDESCORE	PCI	FIELD_REC	COMMENTS
					SEV	EXT	SEV	EXT	SEV	EXT					
PEI	Bayshore Drive	0	0.2	0.2	3	0.5	2	4	2	1	103	4	37.9	7	
PEI	Brackley's beach P.lot	0	0.4	0.4	2	1	2	4	0	0	96	4	39.9	10	Birdbaths in Parking Lot (Not Suitable for Intended Purpose)
PEI	Cape Turner Rd	0	0.5	0.5	2	3	2	4	2	0.5	98.25	4	39.3	10	
PEI	Cavendish Beach P.lot & Driveway	0	0.2	0.2	0	0	2	1	0	0	56.5	5	56.2	7	Suitable for Intended Use
PEI	Cavendish campground	0	0.7	0.7	2	0.5	2	0.5	0	0	58.25	5	55.6	1,7	Grassed shoulders should be lowered to stop ponding- Suitable for intended purpose
PEI	Cavendish P.lot	0	0.2	0.2	0	0	2	4	2	4	77.75	4.5	47.3	10	
PEI	Cawnpore lane	0	0.3	0.3	3	3	3	3	2	0.5	126.75	3.5	29.7	10	From 0.0 Intersection of route 6 and Cawnpore lane
PEI	Cawnpore lane	0.3	1	0.7	0	0	0	0	0	0	4.5	7.25	85.8	1	100mm Asphalt, 320mm Class A gravel (on top of soil-cement). Simple Mill+Overlay from 0.7 -0.9 (Kiosk); large patch on left lane
PEI	Covehead wharf	0	0.2	0.2	3	0.5	2	4	0	0	109.5	4	36.1	10	
PEI	Dalvay admin P.lot	0	0.1	0.1	0	0	2	0.5	0	0	17.5	5.5	71.5	1	
PEI	Dalvay beach P.lot	0	0.1	0.1	2	0.5	2	4	0	0	118.5	4	33.5	10	
PEI	Dalvay Crescent	0	0.6	0.6	3	2	2	3	2	3	68.25	5	52.4	1	
PEI	Graham's lane	0	1.8	1.8	0	0	2	4	2	4	78.25	5	49.3	10	0.0 at Route 6, 1.8 at Lagoon Road
PEI	Graham's lane	1.8	2.7	0.9	2	0.5	2	1	0	0	78.75	5.25	50.1	7	
PEI	Greengables	0	0.4	0.4	0	0	2	4	0	0	76.25	5	49.9	1,10	Suitable for intended use?
PEI	Greengables Golf course access Rd & P.lot	0	0.8	0.8	0	0	2	4	2	4	35.75	5.25	64.1	1	Paved in 2007?
PEI	Greengables P.lot	0	0.2	0.2	2	0.5	2	0.5	0	0	36	5	62.7	1	
PEI	Gulf Shore Rd	0	1.5	1.5	3	4	3	4	2	3	114.5	3.5	33.0	10	From 0.0 ESP East at Eastern Rd, km 0 Dalvay end of park
PEI	Gulf Shore Rd	1.5	2.5	1	2	2	2	4	0	1	85	5	47.1	1,10,11	Paved in 1974 Overlay?
PEI	Gulf Shore Rd	2.5	3.5	1	3	3	2	4	2	0.5	87.25	4.5	44.5	10	
PEI	Gulf Shore Rd	3.5	4.7	1.2	0	0	1	0.5	0	0	34	5.75	67.3	1	Mill + Overlay 2"
PEI	Gulf shore Rd	4.7	5.9	1.2	2	1	2	3	0	0	63.5	5	54.0	1,10,11	
PEI	Gulf shore Rd	5.9	7.9	2	0	0	2	0.5	0	0	28.5	5.75	69.2	1,4	Mill + Overlay 2" - Seal Cracks in 2011
PEI	Gulf shore Rd	7.9	11.9	4	0	0	2	0.5	0	0	37.75	5.75	66.0	1,4	Milled+ Overlay 2" Crack Seal
PEI	Gulf shore Rd	11.9	12.4	0.5	3	4	3	4	2	1	99.25	4	39.0	10	
PEI	Gulf shore Rd	12.4	18.5	6.1	0	0	0	0	0	0	4.5	7.5	87.1	1	12.4Gate at Church Hill Rd, N. Rustico-Rebuilt & Repaved in2010 (Pulverized, regraded,200mm-class A gravel,60mm-base,40mm-seal)
PEI	Gulf shore Rd	18.5	26.4	7.9	0	0	0	0	0	0	4.5	7.25	85.8	1	To 26.4 Cawnpore lane
PEI	MacMillan Lane	0	0.5	0.5	3	0.5	2	4	0	0	125.5	3.5	30.1	10	
PEI	N. Rustico Beach Rd & P.lot	0	4.5	4.5	0	0	0	0	0	0	7.5	7	83.3	1	
PEI	Oceanview lane & P.lot	0	0.7	0.7	0	0	0	0	0	0	7.5	6.5	80.6	1	Large patches.
PEI	Ross lane	0	0.9	0.9	0	0	0	0	0	0	32.75	5	63.8	1	Ross lane + 100m Extension
PEI	Ross Lane Beach P.lot	0	0.1	0.1	2	0.5	2	4	2	3	57.5	4.5	53.5	1,10	One Ponding Area-could be patched (Generally suitable for intended use)
PEI	Rustico campground	0	0.1	0.1	0	0	2	0.5	0	0	40	4.5	58.7	1,10	Suitable for intended use (Future of Site?)
PEI	Rustico islands	0	4.5	4.5	4	3	2	4	0	0	124	3.75	31.2	10	Future of Road + Island being considered.
PEI	Standhope beach & P.lot	0	0.4	0.4	2	0.5	2	1	0	0	54.5	5	56.8	1	Distresses mainly on driveway
PEI	Standhope Campground	0	0.2	0.2	2	0.5	2	1	0	0	60.25	4.5	52.6	1,11	
SIGNAL HILL	Signal hill P.lot	0	0.1	0.1	3	0.5	2	0.5	0	0	52.5	5	57.5	2,8	Could resurfaced due to severe cracks and ponding.
SIGNAL HILL	Signal hill	0	0.8	0.8	2	0.5	2	1	0	0	78.5	5	49.2	2,7	1. New sidewalk with pook joint to pavement 1ft new patch. 2. Severe alligator cracks. 3. Spot patching before resurfacing.
SIGNAL HILL	Signal hill interpretation centre P.lot	0	0.3	0.3	0	0	2	0.5	0	0	37.25	5	62.3	1	Portions of access road paved 2009
ST.PETERS	St.Peter's Canal rd	0	0.4	0.4	3	4	3	4	2	4	126	4.5	32.7	10	
TERRA NOVA	Admin Bldg & P.lot	0	0.2	0.2	2	0.5	2	4	0	0	52.5	4	52.3	7	Access road better than parking lot
TERRA NOVA	Big brook pit	0	0.1	0.1	0	0	0	0	0	0	80.5	4	44.3	1,11	Suitable for intended use
TERRA NOVA	Burnt pt Rd	0	0.6	0.6	2	0.5	2	3	0	0	86.75	4.5	44.6	10	
TERRA NOVA	Campground Rd	0	1.7	1.7	0	0	2	0.5	0	0	18	5.25	69.9	1	
TERRA NOVA	Charlotte town access	0	0.1	0.1	0	0	1	0.5	0	0	16.5	5.5	71.9	1	
TERRA NOVA	Cobblers brook P.lot	0	0.1	0.1	0	0	0	0	0	0	18	5	68.5	1	
TERRA NOVA	East entrance P.lot	0	0.1	0.1	0	0	2	0.5	0	0	83.5	4.5	45.6	7	
TERRA NOVA	Eastport Rd	0	4.16	4.16	3	0.5	3	3	0	0	95.25	4	40.1	10	Reconstruction, not overlay, some could be overlay. Drop off shoulders.
TERRA NOVA	Eastport Rd	4.16	8.16	4	3	0.5	2	2	0	0	83.25	4.5	45.7	10	7-8.2 is worst. Sharp drop off at shoulder better than 0-4.16 but still poor condition. Should reconstruct a few spots for an overlay.
TERRA NOVA	Golf course	0	0.1	0.1	0	0	0	0	0	0	36	5.25	64.0	1	
TERRA NOVA	Housing Access	0	0.9	0.9	3	0.5	2	4	0	0	92.25	4.25	42.0	1,10	Suitable for intended use
TERRA NOVA	Lookout @ km 14	0	0.1	0.1	0	0	0	0	0	0	18	5	68.5	1	
TERRA NOVA	Malady head campground	0	0.6	0.6	0	0	0	0	0	0	21	5	67.5	1	
TERRA NOVA	Marine interpretation center	0	1.3	1.3	2	0.5	2	3	0	0	71.75	5.25	52.4	10	

Table A: All Eastern Canada Data for 2010

									Ravelling		Bleeding		Shoving		Rutting		Distortions		LWT_S		LWT_GAT		C_L_S		C_L_GAT		EDGE_S		EDGE_G		TRANS_S	
PARK	ROAD	FROM	TO	LENGTH	PAVED	SURVEY	AGE	CATEGORY	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT	SEV	EXT
TERRA NOVA	Newman sound	0	2.3	2.3	0	2010	2010	4	0.5	4	2	0.5	0	0	1	4	1	1	2	0.5	0	0	2	0.5	0	0	2	1	0	0	2	1
TERRA NOVA	Newman sound DUA	0	0.4	0.4	2000	2010	10	4	0.5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TERRA NOVA	Newman sound warden station P.lot	0	0.1	0.1	0	2010	2010	6	0	0	0	0	0	0	0	0	2	0.5	0	0	0	0	2	4	0	0	0	0	0	0	2	4
TERRA NOVA	Sandy pond & P.lot	0	2	2	0	2010	2010	4	2	4	0	0	0	0	2	4	2	1	2	2	1	2	2	3	2	0.5	0	0	0	0	2	4
TERRA NOVA	TCH	0	1.85	1.85	2000	2010	10	1	0.5	4	0	0	0	0	1	4	0	0	0	0	0	0	1	0.5	0	0	0	0	0	0	1	0.5
TERRA NOVA	TCH	1.85	2.7	0.85	1993	2010	17	1	3	0.5	0	0	0	0	2	4	1	0.5	1	1	0	0	1	2	0	0	0	0	0	0	1	4
TERRA NOVA	TCH	2.7	7.2	4.5	1993	2010	17	1	2	2	0	0	0	0	2	4	2	0.5	1	0.5	0	0	2	4	1	1	0	0	0	0	1	1
TERRA NOVA	TCH	7.2	12.4	5.2	1993	2010	17	1	2	3	0	0	0	0	2	4	1	0.5	1	0.5	0	0	2	2	1	0.5	0	0	0	0	1	0.5
TERRA NOVA	TCH	12.4	13.8	1.4	1993	2010	17	1	1	4	0	0	0	0	2	4	0	0	0	0	0	0	2	0.5	0	0	0	0	0	0	2	1
TERRA NOVA	TCH	13.8	14.8	1	1999	2010	11	1	3	1	0	0	0	0	1	4	0	0	1	2	1	0.5	1	1	0	0	1	2	0	0	1	2
TERRA NOVA	TCH	14.8	15.4	0.6	1994	2010	16	1	2	4	0	0	0	0	1	4	0	0	1	0.5	0	0	0	0	0	0	0	0	0	0	1	1
TERRA NOVA	TCH	15.4	18	2.6	2000	2010	10	1	1	4	0	0	0	0	1	4	1	0.5	2	4	0	0	1	0.5	0	0	0	0	0	0	1	0.5
TERRA NOVA	TCH	18	24.7	6.7	1994	2010	16	1	4	0.5	0	0	0	0	1	4	1	2	1	0.5	0	0	1	0.5	0	0	0	0	0	0	2	0.5
TERRA NOVA	TCH	24.7	27.1	2.4	2000	2010	10	1	2	4	0	0	0	0	1	4	1	0.5	1	0.5	0	0	1	0.5	0	0	0	0	0	0	2	1
TERRA NOVA	TCH	27.1	28.1	1	2000	2010	10	1	1	4	0	0	0	0	1	4	1	0.5	0	0	0	0	2	1	0	0	0	0	0	0	2	0.5
TERRA NOVA	TCH	28.1	29.3	1.2	2000	2010	10	1	2	4	0	0	0	0	1	4	2	0.5	1	0.5	0	0	1	0.5	0	0	0	0	0	0	2	2
TERRA NOVA	TCH	29.3	34.7	5.4	1995	2010	15	1	1	4	0	0	0	0	1	4	1	0.5	1	0.5	0	0	1	0.5	0	0	0	0	0	0	1	3
TERRA NOVA	TCH	34.7	36.2	1.5	2000	2010	10	1	1	4	0	0	0	0	1	4	0	0	0	0	0	0	1	0.5	0	0	0	0	0	0	1	0.5
TERRA NOVA	TCH	36.2	40	3.8	2000	2010	10	1	1	4	0	0	0	0	2	2	1	0.5	1	1	0	0	1	0.5	0	0	0	0	0	0	1	0.5
TERRA NOVA	TCH	40	41.8	1.8	2000	2010	10	1	1	4	0	0	0	0	1	4	2	0.5	1	0.5	0	0	2	0.5	0	0	0	0	0	0	1	0.5
TERRA NOVA	Terra nova access Rd	0	0.1	0.1	0	2010	2010	2	0	0	0	0	0	0	3	3	3	3	0	0	4	4	0	0	0	0	0	0	3	4	2	4
TERRA NOVA	Terra Nova P.lot	0	0.1	0.1	0	2010	2010	6	3	4	0	0	0	0	2	4	0.5	1	0	0	0	0	2	4	0	0	0	0	0	0	2	4
TERRA NOVA	TNNP compound access & warden compound	0	0.8	0.8	2000	2010	10	4	0	0	2	0.5	0	0	2	1	2	0.5	0	0	3	0.5	0	0	2	0.5	0	0	3	0.5	2	0.5
TERRA NOVA	Traytown access Rd	0	0.4	0.4	1997	2010	13	2	2	4	0	0	0	0	4	3	2	2	2	0.5	3	4	2	0.5	0	0	0	0	4	3	2	0.5

Table A: All Atlantic Data for 2010

PARK	ROAD	FROM	TO	LENGTH	TRANS_G		L_MEAND		Blocking		DMI	RIDESCORE	PCI	FIELD_REC	COMMENTS
					SEV	EXT	SEV	EXT	SEV	EXT					
TERRA NOVA	Newman sound	0	2.3	2.3	0	0	2	1	0	0	46.75	4.5	56.7	8	Suitable for intended use
TERRA NOVA	Newman sound DUA	0	0.4	0.4	0	0	0	0	0	0	13.5	5	69.9	1	
TERRA NOVA	Newman sound warden station P.lot	0	0.1	0.1	0	0	0	0	2	3	19	4.75	66.6	1	
TERRA NOVA	Sandy pond & P.lot	0	2	2	2	4	2	4	0	0	95.5	4	40.1	10	Gate closed on 0-0.2 observed
TERRA NOVA	TCH	0	1.85	1.85	0	0	1	0.5	0	0	32.25	6	69.2	1	East end of park
TERRA NOVA	TCH	1.85	2.7	0.85	0	0	1	3	1	4	48	5.75	62.5	6	1. Micro-surfaces for ruts, ravel, crack. 2. still salvageable, good ride score.
TERRA NOVA	TCH	2.7	7.2	4.5	0	0	1	1	0	0	50	6	63.0	6	Paved in 2000 or 1993? Microsurfaces
TERRA NOVA	TCH	7.2	12.4	5.2	0	0	1	1	0	0	47.5	5.75	62.7	4,6	Paved in 1993 or 2000? Micro-surface for rutting.
TERRA NOVA	TCH	12.4	13.8	1.4	0	0	2	0.5	0	0	39.75	6	66.6	6	microsurface for rutting. Rutting is borderline severe and needs microsurface or thin overlay.
TERRA NOVA	TCH	13.8	14.8	1	0	0	1	3	0	0	44	5.75	63.9	1,4	Cracks should be sealed.
TERRA NOVA	TCH	14.8	15.4	0.6	0	0	1	1	0	0	38.5	6	67.0	1	
TERRA NOVA	TCH	15.4	18	2.6	0	0	1	0.5	0	0	44.25	6	65.0	1	
TERRA NOVA	TCH	18	24.7	6.7	0	0	1	0.5	0	0	43.75	5.5	62.8	1	
TERRA NOVA	TCH	24.7	27.1	2.4	0	0	1	0.5	0	0	44.25	5.75	63.8	1	
TERRA NOVA	TCH	27.1	28.1	1	0	0	1	0.5	0	0	40	6	66.5	1	
TERRA NOVA	TCH	28.1	29.3	1.2	0	0	1	0.5	0	0	48.25	5.75	62.4	1,4	
TERRA NOVA	TCH	29.3	34.7	5.4	0	0	1	0.5	0	0	42.25	5.75	64.5	4	
TERRA NOVA	TCH	34.7	36.2	1.5	0	0	1	0.5	0	0	33.75	6	68.6	1	
TERRA NOVA	TCH	36.2	40	3.8	0	0	1	0.5	0	0	37.25	5.75	66.2	1	
TERRA NOVA	TCH	40	41.8	1.8	0	0	1	0.5	0	0	43.25	5.75	64.1	1	West end of park
TERRA NOVA	Terra nova access Rd	0	0.1	0.1	2	0.5	2	4	0	0	90	4	41.6	10	
TERRA NOVA	Terra Nova P.lot	0	0.1	0.1	2	4	2	4	0	0	76.5	4.75	48.8	8	
TERRA NOVA	TNNP compound access & warden compound	0	0.8	0.8	3	0.5	2	2	0	0	55.5	5.25	57.7	2	First 150m worst (to compound)
TERRA NOVA	Traytown access Rd	0	0.4	0.4	2	0.5	2	2	0	0	100.25	4.5	40.5	10	

## **APPENDIX B: BST RATINGS EASTERN NATIONAL PARKS**

### **FIELD STRATEGY CODES - BST**

1. Routine Maintenance
2. Spot Patching
3. Correct Depression and long patching
4. Seal Cracks
5. Deep Patch & Subgrade Repairs
6. Drainage Improvements
7. ReBST within 2 years
8. ReBST within 3 years
9. Rip up and ReBST within 2 years
10. Add 100-150 mm of gravel and ReBST
11. Hot Mix Pavement
12. Revert to gravel
13. Reconstruct



**Table B: Eastern Canada 2010 BST**

PARK	ROAD	FROM	TO	LENGTH	CLASS	CATEGORY	RAVELLING	BLEEDING	RUTTING	SUBGRADE F.	SH DISNT	POTHOLES	CRACKING	PATCHING	DISTORTIONS	CORRUGATIONS	STREAKING	JOINTS	RIDE SCORE	DMI	BCI	REHABILITATION	REMARKS
FORILLON	PETIT GASPE @ Anse aux Amerindiens	3	8.7	5.7	2	4	6	7	7	8	7	7	6	6	7	10	10	10	5	72	61	9	
FUNDY	Herring Cove Rd	0	3.3	3.3	1	4	8	6	4	7	8	6	5	6	4	10	10	10	4.5	64	54	9	Add 3 to 6" of gravel.
FUNDY	HQ Campground	0.6	1	0.4	1	4	7	8	4	7	4	8	4	6	4	10	10	10	3.5	65	50	9	Reconstruct but suitable for intended use.
FUNDY	Point Wolfe Access Rd	0	8	8	1	4	8	6	6	8	7	7	5	6	5	9	9	9	4.5	68	57	9	3-6" of gravel.
FUNDY	Point Wolfe campground	0	1.3	1.3	1	4	4	8	3	4	3	6	3	6	4	10	10	9	4	62	51	9	Rd chip seal. Spot reconstruction.
FUNDY	Swimming Pool P.lot	0	0.4	0.4	0	4	8	8	6	5	6	7	4	6	4	8	8	8	4	62	51	9	Reconstruct.
KOUCH	Campground	0	4	4	1	4	8	8	7	8	9	8	8	6	6	9	9	10	5.5	76	66	1	Chip seal campground
KOUCH	Loggicroft	0.3	4.3	4	2	4	8	6	6	8	5	8	5	6	6	9	9	9	4.5	70	57	9	



## **APPENDIX C: RATING FORMS AND RATING GUIDE**





# PAVEMENT INSPECTION PARKS CANADA

Date .....

Weather: Sunny Cloudy Rain Snow

Park  
Highway  
From  
To  
Length

Previous PCI  
Previous RCI  
Age in 2007

	SEVERITY OF DISTRESS						DENSITY OF DISTRESS					
	0	V SL	SL	MOD	SEV	V SEV	0	FEW	INTER	FREQ	EXT	T'OUT
Raveling												
Bleeding												
Shoving												
Rutting												
Distortion												
LWT Single												
LWT Gator												
C-L Single												
C-L Gator												
Edge Single												
Edge Gator												
Trans Single												
Trans Gator												
Long, Meander												
Block												

RIDE SCORE .....

## SHOULDERS

Paved.....Partially Paved.....Sealed.....Gravel.....

Cracking Severity .....Density.....

## Extent of Existing Maintenance

	<10%	10%-20%	20%-50%	50%-80%	>80%
Manual Patched					
Machine Patched					
Spray Patched					
Rout and Sealed Cracks					
Chip-sealed					
Micro-surfaced					

## REHABILITATION STRATEGY

Routine Mtce	1	Base, Subgr Repairs	5	Recon <2	10
Spot Patching	2	Seal Coat	6	Recon<5	11
Long Patching	3	Surface <2	7	Recon >5	12
Rout & seal Cracks	4	Surface <5	8	Drainage Imp	13
		Surface >5	9	Spot Imp	14

**Comments:**

# BST SURFACE DISTRESS RATING FORM

HIGHWAY \_\_\_\_\_ WEATHER: \_\_\_\_\_  
 FROM \_\_\_\_\_ TO \_\_\_\_\_  
 BST WIDTH \_\_\_\_\_  
 SH WIDTH \_\_\_\_\_ DATE \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_  
 CLASS \_\_\_\_\_ ADT \_\_\_\_\_ STRUCTURE \_\_\_\_\_ AGE IN 2007 \_\_\_\_\_

VERY GOOD      GOOD      FAIR      POOR      VERY POOR

10 / / / / \ \ \ \ 8 / / / / \ \ \ \ 6 / / / / \ \ \ \ 4 / / / / \ \ \ \ 2 / / / / \ \ \ \ 0

RAVELLING

BLEEDING

RUTTING

SUBGRADE F.

SH. DISINT.      10      9      8      7      6      5      4      3      2      1      0

POTHOLE

CRACKING

PATCHING

CURRENT PATCH

RIDE SCORE      10      9      8      7      6      5      4      3      2      1      0

DISTORTIONS

CORRUGATIONS

STREAKING

JOINTS

10      9      8      7      6      5      4      3      2      1      0

VERY GOOD      GOOD      FAIR      POOR      VERY POOR

## REHABILITATION STRATEGIES

ROUTINE MTCE .....	1	SPOT PATCHING.....	2
CORRECT DEPRESSIONS AND LONG PATCHING .....	3	SEAL CRACKS.....	4
DEEP PATCH.....	5	DRAINAGE IMPROVEMENTS....	6
REBST < 2 YEARS.....	7	REBST < 3 YEARS .....	8
RIP UP AND REBST < 2 YEARS ADD 100–150 GRAVE...9		REBST < 2 YEARS.....	10
HOT MIX OVERLAY .....	11	REVERT TO GRAVEL.....	12
RECONSTRUCT.....	13		

Remarks:

**BST DISTRESS PARAMETERS**

	10	9	8	7	6	5	4	3	2	1	0
	VERY GOOD		GOOD		FAIR		POOR		VERY POOR		
RAVELLING	No noticeable aggregate loss		A few pock marks, less than 5 per 300 sq. mm		Intermittent or frequent pock marks, closely spaced, more than 5 per 300 sq. mm		Frequent or extreme pock marks or few surface disintegrations		Disintegration with potholes		
BLEEDING	No or very faint noticeable color change in wheel path		Few or intermittent noticeable sections with asphalt on surface		Few or intermittent noticeable sections with asphalt on surface or more than moderate sections with noticeable asphalt on surface		Intermittent or moderate localities with free asphalt on surface, has wet look or noticeable asphalt on surface throughout		Wet look with tire noise like a wet pavement surface		
RUTTING	No visible rutting		Few or intermittent ruts less than 12 mm or less than 6 mm throughout		Few or intermittent ruts greater than 12 mm or frequent ruts less than 12 mm		Intermittent or frequent ruts greater than 19 mm		Extensive ruts greater than 19 mm		
SUBGRADE FAILURE	Few cracks at edge or few sawtooth edges		Few failures that require patching		Intermittent failures that require patching or few failures that need strengthening		Frequent breakout, minor narrowing		Extensive failures		
SHOULDER DISINTEGRATION	Few single cracks at edge		Intermittent cracks at edge or sawtooth		Extensive sawtooth, minor breakout		Frequent multiple cracks		Lane width reduced		
POTHoles	Few minor potholes		Few deep potholes		Intermittent potholes		Frequent potholes		Extensive potholes throughout		
CRACKING	Few transverse or longitudinal cracks		Intermittent transverse or longitudinal cracks		Frequent transverse and longitudinal cracks or few alligator cracks		Frequent alligator cracking		Extensive alligator cracking		
PATCHING	Few minor patches		Few deep patches		Intermittent patches		Frequent patching		Extensive patching		
DISTORTIONS	Few instances of noticeable swaying		Good control of car with intermittent areas with noticeable swaying		Fair control of car		Poor control of car		Continuous distortions may be dangerous at speeds over 60 km per hr.		
CORRUGATIONS	Barely noticeable		Few noticeable corrugations		Intermittent noticeable corrugations or few severe enough to affect ride		Frequent severe corrugations, washboarding		Corrugations starting to pothole or severe washboarding		
STREAKING	Barely noticeable		Noticeable		Some minor raveling		Influences steering and ride		Severe aggregate loss, potholing		
JOINTS	Barely noticeable		Noticeable		Affects ride or steering or ponds water		Speed reduction required		Raveling, potholing at joints		

## Pavement Distress Parameters

Severity of Distress	Raveling & Coarse Aggregate Loss	Flushing	Shoving	Wheel Track Rutting	Distortion / Frost Heaves / Settlement	Single Crack		Multiple & Alligator	Pavement Edge Cracking	Patching
						Wheel Track, Random Crack, Map	Longitudinal Transverse	Wheel Track, Random Crack, Map, Longitudinal Transverse		
Very slight	Noticeable	Very faint coloring	Barely noticeable	Barely noticeable, less than 5 mm	Noticeable swaying motion in isolated areas  Bumps or depressions less than 13 mm	Crack width less than 2 mm  Hairline	Crack width less than 2 mm  Hairline	Multiple hairline cracking less than 2 mm wide  Alligator pattern forming	Single longitudinal	Patch is present  Good condition  Contour may be different
Slight	Pockmarks well spaced, less than 5 per 300 mm sq.	Coloring visible	Noticeable	5 to 10 mm	Frequent areas with noticeable swaying motion  Bumps or depressions 13 to 25 mm	2 to 10 mm wide	2 to 10 mm wide	Multiple cracks 2 to 10 mm wide  Alligator pattern established with corners fractured	Multiple parallel longitudinal or wave formation less than 0.3 m from pavement edge	Patch shows minor ravel or minor cracking at edges
Moderate	Pockmarks closely spaced greater than 5 per 300 mm sq.  Surface loss less than maximum aggregate size	Distinctive appearance with free asphalt	Rough ride  Washboard appearance	10 to 25 mm  Longitudinal cracks may be starting	Bumps or depressions 25 to 50 mm  Ponding less than 20 mm or area less than 5 sq. m	10 to 20 mm wide  No spalling	10 to 20 mm width with slight cupping or lipping  No spalling  Raveling at edges	Multiple cracks 10 to 20 mm wide  Alligator pattern established, no spalling of blocks  Raveling at edge	Progressive multiple cracks extend over 1 m from pavement edge  Cracks begin to band	Patch major distortion 10 to 20 mm  Cracks at edge  No spalling
Severe	Pockmarks closely spaced with disintegration	Free asphalt on surface  Has wet look  Sticky when hot	Very rough ride  Pronounced washboard appearance	25 to 40 mm  May include alligator or multiple longitudinal cracking	Affects control  Drivers try to avoid bumps or depressions 50 to 75 mm  Ponding greater than 20 mm or area less than 10 sq. m	20 to 25 mm width or spalling begins to develop	20 to 25 mm width with moderate cupping or lipping  Cracks start to spall	Multiple cracks 20 to 25 mm wide  Spalling alligator pattern with blocks beginning to lift and patching required	Progressive multiple cracks extend over 1 m but less than 1.5 from pavement edge  Begin to alligator	Ravel moderate  Depression moderate cracks 20 to 25 mm  Spalling at edge
Very severe	Disintegration with large potholes  Depth of surface loss greater than minimum aggregate size	Wet look with tire noise like wet pavement surface  Sticky when hot	May cause loss of control at speeds greater than 100 KPH	Rutting greater than 40 mm  May include alligator or multiple longitudinal cracking	May be dangerous at speeds over 100 kph  Bumps or depressions greater than 75 mm  Ponds water greater than 10 sq. m	Width greater than 25 mm  May have multiple cracks with spalling developed  May begin to alligator	Width greater than 25 mm  Cracks with severe cupping or lipping  Alligator or multiple cracks forming  Spalling	Width greater than 25 mm  Complete disintegration of affected area with potholes	Progressive multiple cracks extend over 1.5 m from pavement edge  Outermost area near pavement edge is alligatored	Patch disintegration

## **APPENDIX D: PHOTOGRAPHS OF TYPICAL DISTRESSES**





Photo D1: Meander, Transverse, Longitudinal and Very Severe Wheel Track Alligator Cracking –A.G. Bell Museum.



Photo D2: Moderate Ravelling of Micro-surfacing – Kejimikujik





Photo D3: Distortion, Potholes – Signal Hill, Newfoundland



Photo D4: Rutting, Wheel Track Alligator Cracking, Transverse Alligator Crack – Signal Hill Newfoundland



Photo D5: Distortions, Alligator Transverse and Wheel Track Cracking – Eastport Road, Terra Nova NP



Photo D6: Distortions, Rutting, Edge Cracking - Eastport Road, Terra Nova NP





Photo D7: Block, Transverse, and Longitudinal Cracking. Note severe ravelling in left lane, TCH, Terra Nova NP



Photo D8: Severe ravelling, TCH, Terra Nova National Park



Photo D9: Culverts Freeze First, Gros Morne National Park



Photo D10: Moderate Ravelling foreground, Severe Ravelling mid-photo –Gros Morne National Park





Photo D11: Severe Centreline Crack, Highway 431, Gros Morne National Park



Photo D12: Severe Edge Cracking, Highway 431, Gros Morne National Park



Photo D13: Very Severe Transverse Crack and alligator cracking, Fort Louisbourg



Photo D14: Very Severe Alligator Wheel Track Cracks – Fort Louisbourg





Photo D15: New Pavement Cabot Trail – Cape Breton Highlands National Park



Photo D16: Rutting – Greenwich National Park



Photo D17: Reflective Transverse Crack on an a Recent Overlay Gulf Shore Highway, PEI National Park



Photo D18: Very Severe Rutting – PEI National Park





Photo D19: New Pavement –Gulf Shore Highway. PEI National Park



Photo D20: Severe Edge Cracking, Severe Transverse Alligator Cracking – Fundy National Park



Photo D21: New Pavement Fundy National Park



Photo D22: Severe Transverse and Meander Cracking – Kouchibouguac National Park





Photo D23: Severe Wheel Track Alligator Cracking – Forillon National Park



Photo D24: Severe & extensive Bleeding, Kouchibouguac



Photo D25: Start of Raveling Highway 430 Newfoundland (2007 Photo)



Photo D26: Progression of Ravelling Highway 430 Newfoundland (2007 Photo)





Photo D27: Start of severe ravel leading to alligator cracking (2007 Photo)



Photo D28: Start of Severe Ravelling Highway 430 Newfoundland (2007 Photo)



Photo D29: Severe Ravelling Highway 430 Newfoundland (2007 Photo)



Photo D30: Severe ravelling leading to ruts and alligator cracking Highway 430 Gros Morne National Park (2007 Photo)





Photo D31: Sharp Drop of Pavement Edge – Cabot Trail, Cape Breton National Park



Photo D32: Very Severe Rutting and Alligator Wheel Track Cracking Km 2, La Mauricie National Park





Photo D33. Pavement Fair to Good Condition Km 30 La Mauricie National Park



Photo D 34: 3-Strand Guard Rail – loose cables and hence ineffective guardrail La Mauricie National Park





Photo D35 Campsite Road in good condition, La Mauricie National Park

## **APPENDIX E: CURRENT REHABILITATION NEEDS BY PARK**



Table E - Current Rehabilitation Needs by Park

PARK	ROAD	FROM	TO	LENGTH	CATEGORY	RIDESCORE 2010	PCI 2010	Present Needs Based on Field Recom	Short Term Needs Without SFIU
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SFIU = Suitable for intended use

Cape Breton Highlands**Main Roads in Very Good Condition**

CBH	Cabot Trail	36	38.1	2.1	3	6.5	83.35	\$0	\$0
CBH	Cabot Trail	55.3	59.5	4.2	3	6.5	83.35	\$0	\$0
CBH	Cabot Trail	63.7	68.2	4.5	3	6.5	83.35	\$0	\$0
CBH	Cabot Trail	68.2	77.5	9.3	3	6.5	82.44	\$0	\$0
CBH	Cabot Trail	33.2	36	2.8	3	6.5	81.53	\$0	\$0
CBH	Cabot Trail	23.4	24.6	1.2	3	6	80.43	\$0	\$0
CBH	Cabot Trail	0	0.3	0.3	3	6.5	78.99	\$0	\$0
CBH	Cabot Trail	25.2	28.2	3	3	6.5	76.27	\$0	\$0
CBH	Cabot Trail	47.8	51	3.2	3	6	74.84	\$0	\$0
CBH	Cabot Trail	0.3	11.3	11	3	6	74.23	\$0	\$0
CBH	Cabot Trail	15.9	21.9	6	3	6	73.36	\$0	\$0

**Main Roads in Fair Condition**

CBH	Cabot Trail	45.6	47.8	2.2	3	5.75	62.17	\$0	\$0
CBH	Cabot Trail	62.7	63.7	1	3	5.5	61.09	\$200,000	\$200,000
CBH	Cabot Trail	24.6	25.2	0.6	3	5.5	60.84	\$120,000	\$120,000
CBH	Cabot Trail	21.9	23.4	1.5	3	5.5	60.25	\$300,000	\$300,000

**Main Roads in Poor Condition**

CBH	Cabot Trail	59.5	62.7	3.2	3	5.5	56.91	\$0	\$0
CBH	Cabot Trail	38.1	42	3.9	3	5.5	55.82	\$0	\$0

**Main Roads in Very Poor Condition**

CBH	Cabot Trail	11.3	14.1	2.8	3	5	51.96	\$1,470,000	\$1,470,000
CBH	Cabot Trail	31.2	33.2	2	3	5	50.61	\$1,050,000	\$1,050,000
CBH	Cabot Trail	51	55.3	4.3	3	4.75	48.31	\$2,257,500	\$2,257,500
CBH	Cabot Trail	42	45.6	3.6	3	5	48.22	\$1,890,000	\$1,890,000
CBH	Cabot Trail	30.2	31.2	1	3	5	46.94	\$525,000	\$525,000
CBH	Cabot Trail	28.2	29.2	1	3	5	44.87	\$525,000	\$525,000
CBH	Cabot Trail	14.1	15.9	1.8	3	5	42.64	\$945,000	\$945,000
CBH	Cabot Trail	29.2	30.2	1	3	5	39.29	\$525,000	\$525,000

**Sub Total = \$9,807,500 \$9,807,500**

**Local Roads in Good Condition**

CBH	Green cove P.lot	0	0.1	0.1	6	5	68.93	\$0	\$0
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**Local Roads in Fair Condition**

CBH	Cheticamp compound	0	0.1	0.1	6	6	67.86	\$0	\$0
CBH	Lone shelling	0	0.1	0.1	4	5	67.5	\$0	\$0
CBH	Operation P.lot	0	0.1	0.1	6	5	63.99	\$0	\$0

**Local Roads in Poor Condition**

CBH	Big Intervale	0	0.16	0.16	4	5	59.85	\$40,000	\$0
CBH	Cheticamp campground	0.5	1.4	0.9	4	5	56.58	\$225,000	\$0

**Local Roads in Very Poor Condition**

CBH	Middle head (trail head P.lot)	0	0.2	0.2	6	5	54.91	\$0	\$0
CBH	Cheticamp campground	0	0.5	0.5	4	5	54.35	\$200,000	\$0
CBH	Broad Cove campground	0	0.5	0.5	4	5	51.96	\$0	\$0
CBH	Black brook Rd	0	0.2	0.2	4	5	48.78	\$80,000	\$0
CBH	Ingonish campground	0	0.7	0.7	4	4.5	48.01	\$280,000	\$0
CBH	Black Brook Parking lot	0	0.3	0.3	6	4.5	47.71	\$120,000	\$0
CBH	Ingonish beach Rd	0	0.5	0.5	4	4.75	46.37	\$200,000	\$200,000
CBH	Cheticamp full loop campground	0	0.5	0.5	6	4.5	45.9	\$200,000	\$200,000
CBH	Parks Canada compound access Rd	0	0.2	0.2	6	4.5	39.02	\$80,000	\$80,000
CBH	Beulech Ban falls Rd	0	0.3	0.3	4	4.25	37.06	\$120,000	\$0
CBH	Cheticamp HQ Maintenance Rd	0	0.2	0.2	4	3.5	33.19	\$80,000	\$80,000
CBH	Keltic lodge golf course P.lot	0	0.1	0.1	6	4	31.31	\$40,000	\$40,000
CBH	Chitecamp HQ Rd	0	0.1	0.1	4	4	28.53	\$40,000	\$40,000
CBH	Middle head Rd (keltic lodge)	0	2.4	2.4	5	3.5	28.19	\$960,000	\$960,000
CBH	Ingonish compound Rd	0	0.1	0.1	6	3.5	24.79	\$40,000	\$40,000

**Sub Total = \$2,705,000 \$1,640,000**  
**Park Total = \$12,512,500 \$11,447,500**

PARK	ROAD	FROM	TO	LENGTH	CATEGORY	RIDESCORE 2010	PCI 2010	Present Needs Based on Field Recom	Short Term Needs Without SFIU
SFIU = Suitable for intended use									
<b>Fundy National Park</b>									
<b>Main Roads in Very Good Condition</b>									
FUNDY	Hwy 114	9.9	11.4	1.5	2	7.5	88.88	\$0	\$0
FUNDY	Hwy 114	5.6	9.9	4.3	2	7.5	88.88	\$0	\$0
FUNDY	Hwy 114	12	13.3	1.3	2	7.25	85.61	\$0	\$0
FUNDY	Hwy 114	14	14.6	0.6	2	7	79.94	\$0	\$0
<b>Main Roads in Good Condition</b>									
FUNDY	Hwy 114	14.6	16.7	2.1	2	5.75	68.5	\$0	\$0
<b>Main Roads in Poor Condition</b>									
FUNDY	Hwy 114	11.4	12	0.6	2	5.5	57.16	\$0	\$0
<b>Main Roads in Very Poor Condition</b>									
FUNDY	Hwy 114	16.7	18.7	2	2	5.5	52.65	\$5,000,000	\$5,000,000
FUNDY	Hwy 114	13.3	14	0.7	2	5.5	50.89	\$1,750,000	\$1,750,000
FUNDY	Hwy 114	4	5.6	1.6	2	5.25	49.03	\$4,000,000	\$4,000,000
FUNDY	Hwy 114	18.7	20.6	1.9	2	5.25	48.29	\$4,750,000	\$4,750,000
FUNDY	Hwy 114	0	0.8	0.8	2	4.25	39.20	\$2,000,000	\$2,000,000
FUNDY	Hwy 114	0.8	4	3.2	2	4	32.52	\$8,000,000	\$8,000,000
<b>Sub Total =</b>								<b>\$25,500,000</b>	<b>\$25,500,000</b>
<b>Local Roads in Very Good Condition</b>									
FUNDY	Bulland Look out	0	0.1	0.1	6	6	77.29	\$0	\$0
<b>Local Roads in Good Condition</b>									
FUNDY	V.R.C	0	0.1	0.1	4	6	71.18	\$0	\$0
FUNDY	HQ campground	0	0.6	0.6	4	6	68.91	\$0	\$0
<b>Local Roads in Fair Condition</b>									
FUNDY	Point Wolfe P.lot	0	0.1	0.1	6	6	67.69	\$0	\$0
FUNDY	Point Wolfe Bridge P.lot	0	0.1	0.1	6	5.5	65.35	\$0	\$0
FUNDY	Wolfe lake Info center	0	0.2	0.2	4	5	63.52	\$0	\$0
FUNDY	Dickson falls P.lot	0	0.1	0.1	6	5	62.72	\$0	\$0
FUNDY	Bennett Lake Rd P.lot	0	0.3	0.3	4	5	62.16	\$0	\$0
FUNDY	Wolfe lake warden Dr/campground	0	0.2	0.2	4	5.5	61.92	\$0	\$0
<b>Local Roads in Poor Condition</b>									
FUNDY	Shepody Rd	0	0.1	0.1	4	5	58.97	\$0	\$0
FUNDY	Alma P.lot	0	0.2	0.2	6	5	58.26	\$0	\$0
<b>Local Roads in Very Poor Condition</b>									
FUNDY	Chegnecto North Campground	0	2.5	2.5	4	5	51.09	\$0	\$0
FUNDY	Golf course access Rd	0	0.5	0.5	5	4.5	43.85	\$200,000	\$0
FUNDY	Compound Rd	0	0.4	0.4	6	4	36.65	\$160,000	\$160,000
<b>Sub Total =</b>								<b>\$360,000</b>	<b>\$160,000</b>
<b>Park Total =</b>								<b>\$25,860,000</b>	<b>\$25,660,000</b>
<b>Gros Morne National Park</b>									
<b>Main Roads in Very Good Condition</b>									
GROS MORNE	Hwy 430	56.4	59.1	2.7	2	6	75.1	\$0	\$0
GROS MORNE	Hwy 430	66.2	68.2	2	2	6	73.71	\$0	\$0
<b>Main Roads in Good Condition</b>									
GROS MORNE	Hwy 430	59.1	62.8	3.7	2	6	72.57	\$0	\$0
GROS MORNE	Hwy 430	62.8	66.2	3.4	2	6	69.95	\$0	\$0
<b>Main Roads in Fair Condition</b>									
GROS MORNE	Hwy 430	81	87.5	6.5	2	6	66.2	\$0	\$0
GROS MORNE	430 South Gate	0	0.2	0.2	2	5	66.07	\$0	\$0
GROS MORNE	East link Rd	0	0.9	0.9	2	5.5	65.18	\$0	\$0
GROS MORNE	Hwy 430	24	27.8	3.8	2	5.75	64.31	\$0	\$0
GROS MORNE	Hwy 430	39.9	49.2	9.3	2	5.75	63.54	\$0	\$0
GROS MORNE	Hwy 431	14.1	16.3	2.2	2	5.75	63.03	\$0	\$0
GROS MORNE	Hwy 430	49.2	52.2	3	2	5.75	63.03	\$0	\$0
GROS MORNE	Hwy 431	16.3	28.3	12	2	5.5	62.51	\$2,400,000	\$2,400,000
GROS MORNE	Hwy 430	27.8	28.6	0.8	2	5.5	61.67	\$0	\$0
GROS MORNE	Hwy 431	11.3	13.1	1.8	2	5.5	60.08	\$360,000	\$360,000
<b>Main Roads in Poor Condition</b>									
GROS MORNE	Hwy 430	5.2	7.7	2.5	2	5.75	59.61	\$812,500	\$812,500
GROS MORNE	Hwy 430	32.3	39.9	7.6	2	5.5	57.99	\$2,470,000	\$2,470,000

PARK	ROAD	FROM	TO	LENGTH	CATEGORY	RIDESCORE 2010	PCI 2010	Present Needs Based on Field Recom	Short Term Needs Without SFIU
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SFIU = Suitable for intended use

#### Main Roads in Very Poor Condition

GROS MORNE	Hwy 430	13.7	24	10.3	2	5	54.03	\$0	\$0
GROS MORNE	Hwy 430	7.7	10.5	2.8	2	5.75	53.54	\$1,750,000	\$1,750,000
GROS MORNE	Hwy 430	28.6	32.3	3.7	2	5.5	52.23	\$2,312,500	\$2,312,500
GROS MORNE	Hwy 430	10.5	13.7	3.2	2	5.25	48.37	\$2,000,000	\$2,000,000
GROS MORNE	Hwy 430	0	5.2	5.2	2	4.75	46.52	\$3,250,000	\$3,250,000
GROS MORNE	Hwy 431	0	11.3	11.3	2	4.75	41.24	\$7,062,500	\$7,062,500

**Sub Total = \$22,417,500 \$22,417,500**

#### Local Roads in Very Good Condition

GROS MORNE	Discovery center P.lot	0	0.2	0.2	6	6	74.14	\$0	\$0
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#### Local Roads in Good condition

GROS MORNE	Shallow bay Rd	0	0.6	0.6	4	6	72.05	\$0	\$0
GROS MORNE	Mill brook	0	0.1	0.1	4	5	71.01	\$0	\$0

#### Local Roads in Fair Condition

GROS MORNE	Stuckless wigwam P.lot	0	0.2	0.2	6	5	67.9	\$0	\$0
GROS MORNE	Hanging Valley lookout (km 6.3)	0	0.1	0.1	4	5	66.07	\$0	\$0
GROS MORNE	Southeast Brook falls DUA	0	0.1	0.1	4	5	65.91	\$0	\$0
GROS MORNE	Lookout km 3.1	0	0.05	0.05	4	5	65.67	\$0	\$0
GROS MORNE	Western Brook DUA	0	0.2	0.2	4	5	64.31	\$0	\$0
GROS MORNE	Lookout @ km 25	0	0.1	0.1	4	5	63.12	\$0	\$0
GROS MORNE	Western Brook P.lot	0	0.4	0.4	6	5	62.88	\$0	\$0
GROS MORNE	Tablelands lookout	0	0.15	0.15	4	5	62.4	\$0	\$0
GROS MORNE	Berry hill tent area access	0	0.5	0.5	4	5	61.76	\$0	\$0

#### Local Roads in Poor Condition

GROS MORNE	Green Gardens Lookout (west)	0	0.1	0.1	4	4.5	59.8	\$25,000	\$0
GROS MORNE	Green Gardens lookout (wallace brook)	0	0.1	0.1	4	4.5	58.9	\$25,000	\$0
GROS MORNE	S.S ethie	0	0.1	0.1	4	5	57.86	\$0	\$0
GROS MORNE	Berry hill campground	0	2.1	2.1	4	5	57.62	\$0	\$0
GROS MORNE	Swimming pool	0	0.1	0.1	4	5	56.58	\$0	\$0
GROS MORNE	Berry Hill campground	2.1	3.1	1	4	4.5	56.33	\$250,000	\$0

#### Local Roads in Very Poor Condition

GROS MORNE	Trout River DUA	0	0.3	0.3	4	4.75	53.36	\$120,000	\$0
GROS MORNE	Telescope lookout (north end of park)	0	0.1	0.1	4	4	53.33	\$40,000	\$0
GROS MORNE	Lookout km 4.8 (bus P.lot)	0	0.2	0.2	6	4.5	50.96	\$80,000	\$80,000
GROS MORNE	Visitor center	0	0.2	0.2	4	5	50.13	\$80,000	\$0
GROS MORNE	Tableland loop	0	0.3	0.3	4	4.25	49.33	\$120,000	\$0
GROS MORNE	Lobster cove access from Hwy 430	0	1.7	1.7	4	4.5	43.33	\$680,000	\$680,000

**Sub Total = \$1,420,000 \$760,000**  
**Park Total = \$23,837,500 \$23,177,500**

#### KEJIMKUJIK National Park

#### Local Roads in Fair Condition

KEJIMKUJIK	Merrymakedge Rd & P.lot	0	0.7	0.7	4	5.25	65.68	\$0	\$0
KEJIMKUJIK	Main Park Rd	0	11.3	11.3	4	5.25	63.97	\$0	\$0
KEJIMKUJIK	J- line	0	0.32	0.32	4	5.25	61.84	\$48,000	\$48,000
KEJIMKUJIK	Admin Building P.lot	0	0.2	0.2	4	5	60.49	\$0	\$0

#### Local Roads in Very Poor Condition

KEJIMKUJIK	Jakes landing	0	0.2	0.2	4	4.5	52.77	\$80,000	\$0
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**Park Total = \$128,000 \$48,000**

#### Kouchibouguac National Park

#### Main Roads in Very Poor Condition

KOUCH	Hwy 117	0	4.4	4.4	2	4.5	43.85	\$2,750,000	\$2,750,000
KOUCH	Hwy 117	4.4	10.9	6.5	2	4.75	41.86	\$4,062,500	\$4,062,500
KOUCH	Hwy 117	10.9	23.7	12.8	2	4.75	39.77	\$8,000,000	\$8,000,000

**Sub Total= \$14,812,500 \$14,812,500**

#### Local Roads in Good Condition

KOUCH	Main park Rd	5.7	11.3	5.6	4	6.25	70.59	\$0	\$0
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#### Local Roads in Fair Condition

KOUCH	Main park Rd	12.3	14.3	2	4	5.75	67.39	\$0	\$0
KOUCH	Covered Bridge Parking Lot	0	0.2	0.2	4	5	65.75	\$0	\$0
KOUCH	The bog	0	0.2	0.2	6	5	63.36	\$0	\$0
KOUCH	Tweedie Parking Lot	0	0.1	0.1	4	5	63.28	\$0	\$0

PARK	ROAD	FROM	TO	LENGTH	CATEGORY	RIDESCORE 2010	PCI 2010	Present Needs Based on Field Recom	Short Term Needs Without SFIU
SFIU = Suitable for intended use									
<b>Local Roads in Poor condition</b>									
KOUCH	South kouch camp access Rd	0	0.2	0.2	4	5.25	59.89	\$0	\$0
KOUCH	Clare Fountain P.lot	0	0.1	0.1	6	4.5	59.35	\$0	\$0
KOUCH	Main park Rd	1.9	5.7	3.8	4	5.5	59.25	\$0	\$0
KOUCH	Main park Rd	11.3	12.3	1	4	5.5	58.41	\$0	\$0
KOUCH	Kelly's beach	0	1.3	1.3	4	5.25	58.25	\$0	\$0
KOUCH	Ryan's landing	0	0.7	0.7	4	5	55.07	\$0	\$0
<b>Local Roads in Very Poor Condition</b>									
KOUCH	Main park Rd	0.2	1.9	1.7	4	5	54.91	\$680,000	\$680,000
KOUCH	Admin building access Rd	0	0.2	0.2	4	4.5	49.9	\$80,000	\$80,000
KOUCH	Main park Rd	0	0.2	0.2	4	4.75	46.68	\$80,000	\$80,000
KOUCH	Loggiecroft	0	0.3	0.3	4	4.75	45.28	\$120,000	\$0
KOUCH	PIJEBOOGWEEK P.lot	0	0.3	0.3	4	4	41.57	\$120,000	\$0
KOUCH	Compound	0	0.2	0.2	4	4.5	40.45	\$80,000	\$0
KOUCH	Cap St.louis	0	3	3	4	4.25	38.09	\$1,200,000	\$1,200,000
KOUCH	North access Rd / Village	0	1.3	1.3	4	3.5	29.86	\$520,000	\$520,000
<b>Sub Total=</b>								<b>\$2,880,000</b>	<b>\$2,560,000</b>
<b>Park Total=</b>								<b>\$17,692,500</b>	<b>\$17,372,500</b>
<b>Prince Edwards Island National Park</b>									
<b>Main Roads in Very Good Condition</b>									
PEI	Gulf shore Rd	12.4	18.5	6.1	3	7.5	87.12	\$0	\$0
PEI	Gulf shore Rd	18.5	26.4	7.9	3	7.25	85.8	\$0	\$0
<b>Main Roads in Good Condition</b>									
PEI	Gulf shore Rd	5.9	7.9	2	3	5.75	69.18	\$0	\$0
<b>Main Roads in Fair Condition</b>									
PEI	Gulf Shore Rd	3.5	4.7	1.2	3	5.75	67.3	\$0	\$0
PEI	Gulf shore Rd	7.9	11.9	4	3	5.75	66.02	\$0	\$0
<b>Main Roads in Very Poor Condition</b>									
PEI	Gulf shore Rd	4.7	5.9	1.2	3	5	53.95	\$630,000	\$630,000
PEI	Gulf Shore Rd	1.5	2.5	1	3	5	47.1	\$525,000	\$525,000
PEI	Gulf Shore Rd	2.5	3.5	1	3	4.5	44.46	\$525,000	\$525,000
PEI	Gulf shore Rd	11.9	12.4	0.5	3	4	39	\$262,500	\$262,500
PEI	Gulf Shore Rd	0	1.5	1.5	3	3.5	33.26	\$787,500	\$787,500
PEI	Gulf Shore Rd	0	1.5	1.5	3	3.5	32.99	\$787,500	\$787,500
<b>Sub Total=</b>								<b>\$3,517,500</b>	<b>\$3,517,500</b>
<b>Local Roads in Very Good Condition</b>									
PEI	Cawnpore lane	0.3	1	0.7	4	7.25	85.8	\$0	\$0
PEI	N. Rustico Beach Rd & P.lot	0	4.5	4.5	4	7	83.34	\$0	\$0
PEI	Oceanview lane & P.lot	0	0.7	0.7	4	6.5	80.63	\$0	\$0
<b>Local Roads in Good Condition</b>									
PEI	Dalvay admin P.lot	0	0.1	0.1	6	5.5	71.53	\$0	\$0
<b>Local Roads in Fair Condition</b>									
PEI	Greengables Golf course access Rd & P.lot	0	0.8	0.8	5	5.25	64.13	\$0	\$0
PEI	Ross lane	0	0.9	0.9	4	5	63.75	\$0	\$0
PEI	Greengables P.lot	0	0.2	0.2	6	5	62.72	\$0	\$0
<b>Local Roads in Poor Condition</b>									
PEI	Rustico campground	0	0.1	0.1	4	4.5	58.75	\$25,000	\$0
PEI	Standhope beach & P.lot	0	0.4	0.4	4	5	56.82	\$0	\$0
PEI	Cavendish Beach P.lot & Driveway	0	0.2	0.2	6	5	56.19	\$50,000	\$0
PEI	Cavendish campground	0	0.7	0.7	4	5	55.63	\$175,000	\$0
<b>Local Roads in Very Poor Condition</b>									
PEI	Ross Lane Beach P.lot	0	0.1	0.1	6	4.5	53.45	\$40,000	\$0
PEI	Standhope Campground	0	0.2	0.2	6	4.5	52.62	\$80,000	\$80,000
PEI	Dalvay Crescent	0	0.6	0.6	4	5	52.44	\$0	\$0
PEI	Graham's lane	1.8	2.7	0.9	4	5.25	50.09	\$360,000	\$360,000
PEI	Greengables	0	0.4	0.4	4	5	49.89	\$160,000	\$0
PEI	Graham's lane	0	1.8	1.8	4	5	49.25	\$720,000	\$720,000
PEI	Cavendish P.lot	0	0.2	0.2	6	4.5	47.33	\$80,000	\$80,000
PEI	Brackley's beach P.lot	0	0.4	0.4	6	4	39.93	\$160,000	\$160,000
PEI	Cape Turner Rd	0	0.5	0.5	4	4	39.29	\$200,000	\$200,000
PEI	Bayshore Drive	0	0.2	0.2	4	4	37.93	\$80,000	\$80,000
PEI	Covehead wharf	0	0.2	0.2	5	4	36.08	\$80,000	\$80,000
PEI	Dalvay beach P.lot	0	0.1	0.1	6	4	33.51	\$40,000	\$40,000
PEI	Rustico islands	0	4.5	4.5	4	3.75	31.21	\$1,800,000	\$1,800,000
PEI	MacMillan Lane	0	0.5	0.5	4	3.5	30.06	\$200,000	\$200,000
PEI	Cawnpore lane	0	0.3	0.3	4	3.5	29.72	\$120,000	\$120,000
<b>Sub Total =</b>								<b>\$4,370,000</b>	<b>\$3,920,000</b>
<b>Park Total =</b>								<b>\$7,887,500</b>	<b>\$7,437,500</b>

PARK	ROAD	FROM	TO	LENGTH	CATEGORY	RIDESCORE 2010	PCI 2010	Present Needs Based on Field Recom	Short Term Needs Without SFIU
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SFIU = Suitable for intended use

#### Terra Nova National Park

##### Main Roads in Good Condition

TERRA NOVA	Charlotte town access	0	0.1	0.1	2	5.5	71.87	\$0	\$0
TERRA NOVA	TCH	0	1.85	1.85	1	6	69.17	\$0	\$0
TERRA NOVA	TCH	34.7	36.2	1.5	1	6	68.65	\$0	\$0

##### Main Roads in Fair Condition

TERRA NOVA	TCH	14.8	15.4	0.6	1	6	66.99	\$0	\$0
TERRA NOVA	TCH	12.4	13.8	1.4	1	6	66.55	\$0	\$0
TERRA NOVA	TCH	27.1	28.1	1	1	6	66.46	\$0	\$0
TERRA NOVA	TCH	36.2	40	3.8	1	5.75	66.19	\$0	\$0
TERRA NOVA	TCH	15.4	18	2.6	1	6	64.98	\$0	\$0
TERRA NOVA	TCH	29.3	34.7	5.4	1	5.75	64.48	\$0	\$0
TERRA NOVA	TCH	40	41.8	1.8	1	5.75	64.14	\$0	\$0
TERRA NOVA	TCH	13.8	14.8	1	1	5.75	63.88	\$0	\$0
TERRA NOVA	TCH	24.7	27.1	2.4	1	5.75	63.8	\$0	\$0
TERRA NOVA	TCH	2.7	7.2	4.5	1	6	62.97	\$1,350,000	\$1,350,000
TERRA NOVA	TCH	18	24.7	6.7	1	5.5	62.76	\$0	\$0
TERRA NOVA	TCH	7.2	12.4	5.2	1	5.75	62.69	\$1,560,000	\$1,560,000
TERRA NOVA	TCH	1.85	2.7	0.85	1	5.75	62.52	\$255,000	\$255,000
TERRA NOVA	TCH	28.1	29.3	1.2	1	5.75	62.43	\$360,000	\$360,000

##### Main Roads in Very Poor Condition

TERRA NOVA	Eastport Rd	4.16	8.16	4	2	4.5	45.67	\$10,000,000	\$10,000,000
TERRA NOVA	Terra nova access Rd	0	0.1	0.1	2	4	41.64	\$62,500	\$62,500
TERRA NOVA	Traytown access Rd	0	0.4	0.4	2	4.5	40.53	\$250,000	\$250,000
TERRA NOVA	Eastport Rd	0	4.16	4.16	2	4	40.14	\$10,400,000	\$10,400,000

**Sub Total = \$24,237,500 \$24,237,500**

##### Local Roads in Good Condition

TERRA NOVA	Campground Rd	0	1.7	1.7	4	5.25	69.93	\$0	\$0
TERRA NOVA	Newman sound DUA	0	0.4	0.4	4	5	69.89	\$0	\$0
TERRA NOVA	Cobblers brook P.lot	0	0.1	0.1	6	5	68.46	\$0	\$0
TERRA NOVA	Lookout @ km 14	0	0.1	0.1	6	5	68.46	\$0	\$0

##### Local Roads in Fair Condition

TERRA NOVA	Malady head campground	0	0.6	0.6	4	5	67.5	\$0	\$0
TERRA NOVA	Newman sound warden station P.lot	0	0.1	0.1	6	4.75	66.64	\$0	\$0
TERRA NOVA	Golf course	0	0.1	0.1	4	5.25	64.05	\$0	\$0

##### Local Roads in Poor Condition

TERRA NOVA	TNNP compound access & warden compound	0	0.8	0.8	4	5.25	57.68	\$200,000	\$200,000
TERRA NOVA	Newman sound	0	2.3	2.3	4	4.5	56.7	\$575,000	\$0

##### Local Roads in Very Poor Condition

TERRA NOVA	Marine interpretation center	0	1.3	1.3	4	5.25	52.37	\$520,000	\$520,000
TERRA NOVA	Admin Bldg & P.lot	0	0.2	0.2	4	4	52.33	\$80,000	\$80,000
TERRA NOVA	Terra Nova P.lot	0	0.1	0.1	6	4.75	48.77	\$40,000	\$40,000
TERRA NOVA	East entrance P.lot	0	0.1	0.1	6	4.5	45.59	\$40,000	\$40,000
TERRA NOVA	Burnt pt Rd	0	0.6	0.6	4	4.5	44.61	\$240,000	\$240,000
TERRA NOVA	Big brook pit	0	0.1	0.1	6	4	44.35	\$40,000	\$0
TERRA NOVA	Housing Access	0	0.9	0.9	6	4.25	41.99	\$360,000	\$0
TERRA NOVA	Sandy pond & P.lot	0	2	2	4	4	40.07	\$800,000	\$800,000

**Sub Total = \$2,895,000 \$1,920,000**  
**Park Total = \$27,132,500 \$26,157,500**

#### La Mauricie

##### Main Roads in Fair Condition

LA MAURICIE	Route Panoramique	37.6	45	7.4	3	5.5	64.43	\$0	\$0
LA MAURICIE	Route Panoramique	10.5	15	4.5	3	5.25	64.29	\$0	\$0
LA MAURICIE	Route Panoramique	15	24	9	3	5.25	63.64	\$0	\$0
LA MAURICIE	Route Panoramique	24	37.6	13.6	3	5.5	62.76	\$0	\$0
LA MAURICIE	Route Panoramique	45	52.3	7.3	3	5.5	62.59	\$0	\$0
LA MAURICIE	Route Panoramique	5.4	10.5	5.1	3	5.25	62.42	\$1,326,000	\$1,020,000

##### Main Roads in Poor Condition

LA MAURICIE	Route Panoramique	52.3	58.3	6	3	5.25	59.07	\$2,550,000	\$2,550,000
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##### Main Roads in Very Poor Condition

LA MAURICIE	Route Panoramique	60	62	2	3	5	54.51	\$1,650,000	\$1,650,000
LA MAURICIE	Route Panoramique	58.3	60	1.7	3	5	52.84	\$1,402,500	\$1,402,500
LA MAURICIE	Route Panoramique	3.7	5.4	1.7	3	4.75	45.43	\$1,402,500	\$1,402,500
LA MAURICIE	Route Panoramique	62	62.6	0.6	3	5	45.35	\$495,000	\$495,000
LA MAURICIE	Route Panoramique	0	0.9	0.9	3	4.5	40.91	\$742,500	\$742,500
LA MAURICIE	Route Panoramique	0.9	3.7	2.8	3	4.5	37.96	\$2,310,000	\$2,310,000

**Sub Total = \$11,878,500 \$11,572,500**



PARK	ROAD	FROM	TO	LENGTH	CATEGORY	RIDESCORE 2010	PCI 2010	Present Needs Based on Field Recom	Short Term Needs Without SFIU
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SFIU = Suitable for intended use

#### Local Roads in Very Good Condition

LA MAURICIE	Esker	0	0.4	0.4	4	5	74.19	\$0	\$0
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#### Local Roads in Good Condition

LA MAURICIE	Ile-aux-pins	0	0.2	0.2	4	5	72.92	\$0	\$0
LA MAURICIE	Lac des Fou	0	0.3	0.3	4	5.5	71.03	\$0	\$0
LA MAURICIE	Lac Soumir	0	0.2	0.2	4	5.5	68.69	\$0	\$0

#### Local Roads in Fair Condition

LA MAURICIE	Camp Wapizagonke	0	0.25	0.25	4	5.25	66.42	\$0	\$0
LA MAURICIE	Lac Ecarte	0	0.2	0.2	4	5	66.38	\$0	\$0
LA MAURICIE	Lac du Caribou	0	0.3	0.3	4	5	65.99	\$0	\$0
LA MAURICIE	Le Passage	0	0.4	0.4	4	5	65.35	\$0	\$0
LA MAURICIE	Pique-nique Shewenegan Parking Lots	0	0.4	0.4	4	5	65.11	\$0	\$0
LA MAURICIE	CRAP Loops A-G	0	4.1	4.1	4	4.75	65.01	\$0	\$0
LA MAURICIE	Camp Mistagance	0	1.9	1.9	4	5	64.47	\$0	\$0
LA MAURICIE	Wapizagonke Loops	0	3.3	3.3	4	5	63.52	\$0	\$0
LA MAURICIE	Stationnement Wapizagonke-Nord	0	0.2	0.2	4	5	62.8	\$0	\$0
LA MAURICIE	Access St-Jean de Piles	0	0.3	0.3	4	5	61.92	\$60,000	\$60,000
LA MAURICIE	Stationnement RALP	0	0.2	0.2	4	5	60.65	\$0	\$0

#### Local Roads in Poor Condition

LA MAURICIE	Lac Edouard	0	0.9	0.9	4	5	56.74	\$0	\$0
LA MAURICIE	Mekinac	0	0.2	0.2	4	5	55.55	\$0	\$0

#### Local Roads in Very Poor Condition

LA MAURICIE	Pique-nique Shewenegan Access Road	0	3.3	3.3	4	5	53.32	\$0	\$0
LA MAURICIE	Complexe	0	0.2	0.2	6	4.5	48.92	\$105,000	\$105,000
LA MAURICIE	Visitor Centre	0	0.2	0.2	4	5	45.35	\$105,000	\$105,000
LA MAURICIE	Route Access CRALP	0	1.1	1.1	4	4.75	44.27	\$577,500	\$577,500
Sub Total =								\$847,500	\$847,500
Park Total =								\$12,726,000	\$12,420,000

#### Forillon Park

##### Main Roads in Very Poor Condition

FORILLON	LAURENCELLE (Route 132)	0	3.72	3.72	4	5	49.25	\$3,069,000	\$3,069,000
FORILLON	LAURENCELLE (Route 132)	3.72	10.7	7	4	5	49.17	\$8,844,000	\$5,775,000

##### Local Roads in Very Poor Condition

FORILLON	Petit-Gaspe @ Anse aux Ameridiens	3	8.7	5.7	4	5	49.89	\$2,992,500	\$0
FORILLON	Stationnement Penouille	0	0.3	0.3	4	4.75	49.71	\$157,500	\$0
FORILLON	ROUTE DES ATELIERS	0	1.1	1.1	4	4.25	49.33	\$577,500	\$0
FORILLON	ACCESS TO PETIT GASPE	0	1.32	1.32	4	5	48.78	\$693,000	\$0
FORILLON	ACCESS TO PETIT GASPE	1.32	3.07	1.75	6	4.75	48.77	\$918,750	\$918,750
FORILLON	ROUTE DU LITTORAL	0.7	1.8	1.1	4	4.5	48.01	\$577,500	\$0
FORILLON	ACCESS HAV.C.DES ROSIERS	0	1.5	1.5	6	4.5	47.71	\$787,500	\$0
FORILLON	CAP BON AMI	3	3.8	0.8	4	4.75	47.38	\$420,000	\$420,000
FORILLON	CAP BON AMI	0	3	3	6	4.5	47.33	\$1,575,000	\$1,575,000

Park Total = \$20,612,250 \$11,757,750

#### Other Park Roads

##### Local Roads in Very Good Condition

BADDECK	A.G.BELL access & Front P.lot	0	0.6	0.6	4	6	73.88	\$0	\$0
CAPE SPEAR	Access Rd & P.lot	0	0.7	0.7	6	5.75	73.45	\$0	\$0

##### Local Roads in Fair Condition

GREENWICH	Main Rd	0	0.8	0.8	4	5.25	63.31	\$0	\$0
GREENWICH	Wildrose Rd	0	0.25	0.25	4	5.25	62.66	\$0	\$0
SIGNAL HILL	Signal hill interpretation centre P.lot	0	0.3	0.3	6	5	62.32	\$0	\$0
GREENWICH	Interpretation center P.lot	0	1.5	1.5	4	5.5	62.01	\$0	\$0

##### Local Roads in Poor Condition

SIGNAL HILL	Signal hill P.lot	0	0.1	0.1	6	5	57.46	\$25,000	\$25,000
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##### Local Roads in Very Poor Condition

CASTLE HILL	Castle hill rd	0	0.8	0.8	4	5	53.32	\$320,000	\$320,000
F. Louisbourg	Route 22	1	1.8	0.8	4	4.75	51.41	\$320,000	\$320,000
SIGNAL HILL	Signal hill	0	0.8	0.8	4	5	49.17	\$320,000	\$320,000
F. Louisbourg	Route 22	1.8	2.1	0.3	4	4.75	47.38	\$120,000	\$120,000
F. Louisbourg	Access to visitor center	0	1.6	1.6	4	5	47.02	\$640,000	\$0
BADDECK	A.G.BELL rear P.lot	0	0.2	0.2	6	4.5	45.67	\$80,000	\$80,000
CAPE SPEAR	Lighthouse access Rd	0	0.6	0.6	4	3.75	43.01	\$240,000	\$0
F. Louisbourg	Route 22	0.3	0.7	0.4	4	4.75	41.71	\$160,000	\$160,000
F. Louisbourg	Route 22	2.1	2.2	0.1	4	4.25	37.95	\$40,000	\$40,000
F. Louisbourg	Fauxbourg Bus loop	0	0.6	0.6	6	4.5	37.58	\$240,000	\$240,000
F. Louisbourg	Visitor Center bus loop	0	0.6	0.6	6	4.25	36.04	\$240,000	\$240,000
FORT BEAUSEJOUR	Access Rd	0	1.5	1.5	4	4	35.37	\$600,000	\$600,000
ST.PETERS	St.Peter's Canal rd	0	0.4	0.4	4	4.5	32.74	\$160,000	\$160,000
F. Louisbourg	Route 22	0.7	1	0.3	4	4	28.95	\$120,000	\$120,000
F. Louisbourg	Route 22	0	0.3	0.3	4	4.25	27.74	\$120,000	\$120,000

Park Total = \$3,745,000 \$2,865,000

Overall Total = \$139,279,750 \$125,875,250

## APPENDIX F- LEXIQUE DICTIONARY

<b><u>English</u></b>	<b><u>French</u></b>
Transverse Crack	Fissure Transversale
Longitudinal Crack	Fissure Longitudinale
Centreline Cracking	Fissure de Centre
Edge Crack	Fissure Latérale
Block Cracking	Fissure Polygonale
Longitudinal wheel track, alligator crack	Carrelage
Meander Cracking	Fissure Lézarde
Wheel Track Rutting	Orniere
Distortion	Affaissement, soulèvement différentiel
Rippling and shoving	Ondulation à ondes courtes
Ravelling	Désenrobage
Course aggregate loss	Arrachement
Bleeding	Ressuage
Pot Holes	Nids de poule
Ridescore	Uni
BST –Bituminous Surface Treatment	Traitement de surface
Base Course	Fondation