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**Halifax Regional Council**  
**May 8, 2007**

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:**

  
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Mike Labrecque, P. Eng., Director, Transportation & Public Works

**DATE:**

April 30, 2007

**SUBJECT:**

**Overview of Street and Road Repair Strategy**

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## INFORMATION REPORT

### ORIGIN

Staff

### BACKGROUND

Transportation and Public Works (TPW) is responsible for over 1,600 kilometres of paved streets and roads within HRM. Most of this infrastructure is over 20 years old and in need of continuous repair and upgrading.

TPW has developed strategies to ensure that HRM's street and road infrastructure is maintained in an effective and fiscally prudent manner. Decisions on what infrastructure will be repaired are based on a number of factors including: safety, classification of the street, integration opportunities, and condition of the pavement. Repairs or upgrades are performed utilizing one of several rehabilitation methods: pothole repair; patching; micro sealing, thin overlays, resurfacing or reconstruction.

## **DISCUSSION**

Transportation and Public Works has developed mechanisms to ensure that HRM's street and road infrastructure is maintained in an effective and fiscally prudent manner. Design and Construction Services and Municipal Operations inspect street infrastructure to assess street conditions and identify effective remedies to deficiencies. Residents of HRM also help identify deficiencies in our infrastructure by utilizing the HRM Call Centre (490-4000).

The condition of each street in HRM is rated using a pavement management software that ultimately assigns a Surface Distress Index (SDI) rating. The SDI is an indicator of the condition of the asphalt, and plays an integral role in the pavement management strategy; and ultimate selection of streets that are to be considered in the Capital Program.

Over 170 sites will be paved, surfaced sealed or patched in HRM during the 2007-2008 Capital Budget, at an estimated cost of \$18,000,000. Three operational crews will also be working throughout the spring, summer and fall seasons repairing potholes and completing light asphalt patching. It is estimated that over 1,800 sites will be serviced through this program, with over 800 tons of asphalt being used. The projected cost of this service is approximately \$700,000.

Pothole repairs are based on requests by the public, and staff identification, and are prioritized by the extent of the deficiency and traffic flow. Service standards have been set, which range from one (1) day to two weeks, depending on the extent of damage, the location, and safety issues.

Municipal Operations also oversees a patching program to remedy several hundred sites determined as deficient. In consultation with Design and Construction Services, sites requiring patching are identified to extend their life expectancy until such times as they can be re-paved in future years. Over \$1,000,000 is spent each year on this service.

Although there is the large expenditure each year on refurbishing HRM streets and roads, deficiencies still remain in infrastructure. It is estimated that HRM requires approximately \$255,000,000 to bring street and road infrastructure up to acceptable standards.

## **BUDGET IMPLICATIONS**

Funded through Capital, as well as, Operating accounts R743 and R710.

**FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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