

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

**SUBMITTED BY:** Original Signed  
for: Councillor Reg Rankin, Chair, Transportation Standing Committee

**DATE:** September 13, 2012

**SUBJECT:** Hammonds Plains Road Improvements

**ORIGIN**

May 24, 2012 meeting of the Transportation Standing Committee.

**RECOMMENDATION**

The Transportation Standing Committee recommends that Halifax Regional Council endorse the "Hammonds Plains Road Improvements" report dated April 20, 2012, which discusses the upgrading of the Hammonds Plains Road from the intersection of the Kearney Lake Road to Westward Boulevard from the existing configuration to the "intermediate road standard"; and that this upgrading shall be included in the five year budgetary planning process such that the upgrades be completed within the next five fiscal years.

### **BACKGROUND / DISCUSSION**

An information report dated April 20, 2012 was moved to the regular agenda for discussion at the May 24, 2012 Transportation Standing Committee meeting. Councillor Harvey introduced the following motion, which was approved:

That the Transportation Standing Committee endorse the "Hammonds Plains Road Improvements" report dated April 20, 2012, which discusses the upgrading of the Hammonds Plains Road from the intersection of the Kearney Lake Road to Westward Boulevard from the existing configuration to the "intermediate road standard"; and that this upgrading shall be included in the five year budgetary planning process such that the upgrades be completed within the next five fiscal years.

Councillor Harvey referred to the information report which indicates that Hammonds Plains Road does not fully meet HRM red book standards in five areas. He also noted that the petition discussed in the report was signed by 2400 people.

The Committee discussed the transfer of ownership of Hammonds Plains Road from the province to HRM, and the state of the road at that time. Mr. Ken Reashor, Director, Transportation and Public Works, commented on the agreement at that time, and additional attempts to garner further unsuccessful funding from the province for roadway improvements.

Mr. Reashor clarified that any proposed upgrades to Hammonds Plains Road would occur when sections were included in the yearly paving program as part of the Capital Plan. He also clarified that a minimum 1.5 metre bike lane would be included in the intermediate plan.

### **BUDGET IMPLICATIONS**

See the Budget Implications section of the April 20, 2012 information report.

### **FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN**

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

**COMMUNITY ENGAGEMENT**

The Transportation Standing Committee is comprised of eight members of Regional Council who have been duly elected to represent their districts. Transportation Standing Committee meetings are held once a month and are open to the public, unless otherwise stated. Agendas, reports, and minutes from these meetings are posted online.

**ENVIRONMENTAL IMPLICATIONS**

None identified.

**ALTERNATIVES**

None identified.

**ATTACHMENTS**

Attachment A: April 20, 2012 Staff Information Report "Hammonds Plains Road Improvements"

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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.

Report Prepared by: Jennifer Weagle, Legislative Assistant, 490-6517

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**Transportation Standing Committee**  
**May 24, 2012**

**TO:** Chair and Members of Transportation Standing Committee

Original Signed

**SUBMITTED BY:**

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Peter Stickings, Acting Director, Planning & Infrastructure

Original Signed

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Ken Reashor, Director, Transportation & Public Works

**DATE:** April 20, 2012

**SUBJECT:** Hammonds Plains Road Improvements

**INFORMATION REPORT**

**ORIGIN**

Councillor Lund presented a petition at the August 9, 2011, meeting of Halifax Regional Council requesting a multi-year strategy for safety improvements on Hammonds Plains Road.

**BACKGROUND**

The petition states:

We, the undersigned, ask that our Municipality develop a multi-year strategy to finance the necessary improvements to this very heavily traveled roadway. At present, there are very few safe places along the Hammonds Plains Road for residents to walk, bike or jog. Residents and their children are forced to use the dangerous, narrow, often rutted gravel shoulders to visit their neighbours, schools, daycares and local merchants. The narrow roadway prevents motorists from being able to maintain the one metre clearance from cyclists as required by law.

Paving the shoulder would help provide a safe alternative transportation method for work & recreation and make the Hammonds Plains Road safer for all who use it, whether they be motorists, pedestrians or cyclists. The narrow roadway often forces trucks to encroach on the shoulders contributing to the continuous expense of having to repair the edges of the road and the shoulders. By paving the shoulders, much of that on-going expense could be eliminated.

The petition was signed by approximately 2400 people.

**DISCUSSION**

Hammonds Plains Road is approximately 15 km in length, running from the Bedford Highway in Bedford to Highway 103 in Upper Tantallon. All but a small portion between Highway 103 and Westwood Boulevard is owned by HRM. The 4 km section between Highway 102 and Kingswood Drive has been, and continues to be, upgraded in connection with Bedford West Capital Cost Charges and regional intersection improvements program. The 11 km section from Kingswood Drive to Westwood Boulevard is more rural in nature and is the subject of this report.

This section of Hammonds Plains Road is designated rural arterial. HRM Municipal Service Systems (Red Book) specifies the characteristics appropriate for a roadway of this type. Hammonds Plains Road does not fully meet these criteria in five areas:

- (1) Travel lanes are too narrow
- (2) Paved shoulder is too narrow
- (3) Gravel shoulder is too narrow
- (4) Ditch slopes are too steep
- (5) Vertical curves are too short (blind crests)

Attachment One shows the existing road cross-section and three alternative road cross-sections improvements for comparison. The table below shows whether the criteria above are met for each cross-section and the cost.

	Cost (per m)	Criteria				
		Travel Lanes	Paved shoulder	Gravel Shoulder	Ditch Slope	Vertical Curves
Repave Existing	\$300	○	○	●	○	○
Intermediate	\$385	◐	●	◐	○	○
Intermediate w/Multi-use Trail	\$1075	◐	◐	◐	○	○
Red Book	\$700*	●	●	●	●	○
Red Book w/Profile Change	\$900*	●	●	●	●	●

\*does not include cost of land acquisition

These options achieve a wider asphalt surface and, where possible, should be included as part of a road rehabilitation project.

The Multi-purpose Trail cross-section relies on a swale and catchbasins for stormwater drainage. This can be problematic and will add to road maintenance costs. Further discussion with Halifax Water will be needed before implementation of this cross-section could be pursued further.

It is our intention to design to the Intermediate cross-section, when surface rehabilitation is undertaken on Hammonds Plains Road in the future. This design creates wider travel lanes and

sufficient shoulder width to mark as a bicycle lane. We believe that designing to the Red Book cross-section in a road rehabilitation project, or replacing a ditch with piping to create a multi-purpose trail, is too expensive for the benefit it provides and, in many locations, would result in costly and disruptive property acquisition. This same Intermediate cross-section will be considered for design of other rural collector and arterial roadways requiring rehabilitation throughout the region.

Application of the Intermediate cross-section to Hammonds Plains Road will begin this year with a 1.2 kilometre section (Northwood to Rockcliffe). With the additional road safety benefit that this additional width can provide, further consideration will be given to implementation in advance of a critical need for rehabilitation.

Attachment Two shows the existing condition of various sections of Hammonds Plains Road and the cost of retro-fitting the Intermediate and Multi-purpose Trail cross-section to it.

### **BUDGET IMPLICATIONS**

Designing to the Intermediate cross-section will add approximately 25% to the cost of resurfacing a road. The direct implication of this added cost to individual projects will be approved through the normal project budgeting process.

### **FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN**

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

### **COMMUNITY ENGAGEMENT**

Several engagement sessions on the issue of safety on the Hammonds Plains Road have been held by residents' associations and have been attended by HRM staff.

### **ATTACHMENTS**

Attachment One: Existing & Alternative Cross-sections

Attachment Two: Current Condition and Cost of Retro-fitting new Cross-Sections

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

Report Prepared by: David McCusker, P.Eng., Manager, Strategic Transportation Planning, 490-6696

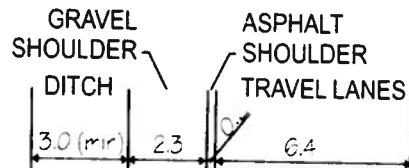
**Original Signed**

Report Approved by: Austin French, Manager, Planning, 490-6717

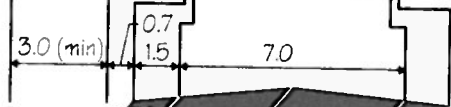
David Hubley, P.Eng., Manager, Design & Construction, 490-4845

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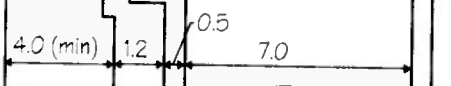
EXISTING



INTERMEDIATE



MULTI-PURPOSE TRAIL



MUNICIPAL STANDARD (RED BOOK)



Not to Scale



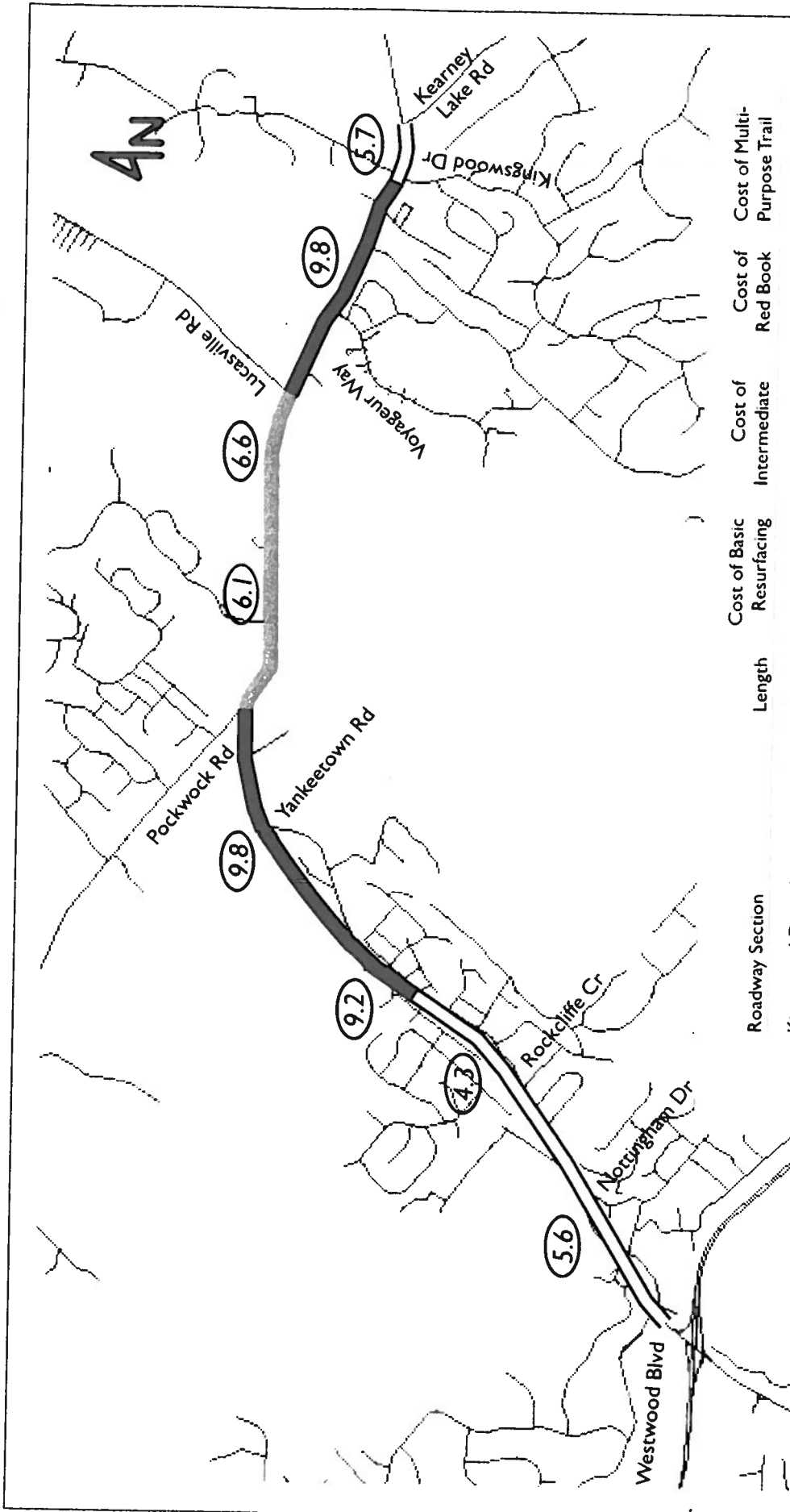
Hammonds Plains Road Improvements

May 24, 2012

ATTACHMENT 1

Existing & Alternative Cross-sections

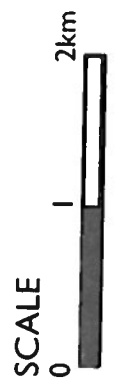




**KEY TO SURFACE CONDITION**

- Very Good
- Good
- Fair

8.5 Number indicates most recent SDI rating



Roadway Section	Length	Cost of Basic Resurfacing	Cost of Intermediate	Cost of Red Book	Cost of Multi-Purpose Trail
Kingswood Dr to Lucasville Rd	2.1 km	\$630,000	\$810,000	\$1,470,000	\$2,260,000
Lucasville Rd to Pockwock Rd	2.8 km	\$840,000	\$1,080,000	\$1,960,000	\$3,010,000
Pockwock Rd to Yankeetown Rd	1.0 km	\$300,000	\$390,000	\$700,000	\$1,070,000
Yankeetown Rd to Northwood Rd	2.1 km	\$630,000	\$810,000	\$1,470,000	\$2,260,000
Northwood Rd to Rockcliffe Cr	1.2 km	\$360,000	\$440,000	\$840,000	\$1,290,000
Rockcliffe Cr to Westwood Blvd	2.0 km	\$600,000	\$770,000	\$1,400,000	\$2,150,000
		\$3,360,000	\$4,300,000	\$7,840,000	\$12,040,000

