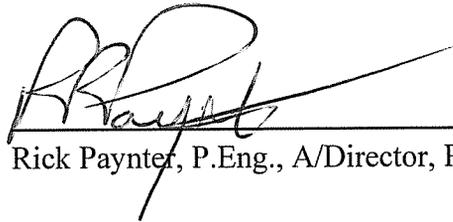


Halifax Regional Council
September 24, 2002

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:



Rick Paynter, P.Eng., A/Director, Public Works and Transportation

DATE: September 17, 2002

SUBJECT: Petitions Concerning the Chipsealing of Rockcliffe Street and Beresford Road

INFORMATION REPORT

ORIGIN

Halifax Regional Council meeting of August 27, 2002, items 10.2.1 and 10.2.2.

BACKGROUND

At the Halifax Regional Council meeting held on August 27, 2002, Councillors Uteck and Blumenthal filed petitions from residents of Rockcliffe Street and Beresford Road, expressing concerns about recent chipsealing activity undertaken on these two streets. This report is in response to those petitions.

DISCUSSION

The chipsealing of streets by HRM has been an annual maintenance treatment program undertaken for the purposes of prolonging the service life of those streets. HRM presently has a total inventory of 428 sections of chipsealed streets totalling 92 kms. Each year streets from this inventory are selected on a rotating basis for chipsealing.

Unlike rural areas where chipsealing operations can occur on roadways with little apparent negative impact, residents of urban areas have become increasingly negative toward this type of maintenance program. The chipsealing operation involves the spraying of liquid asphalt on a prepared road surface followed by the placement and rolling of fine stone chips. Resident complaints focus primarily around the tracking of this liquid asphalt on the street curbs, sidewalks, into their homes and damages to their vehicles from the liquid asphalt and the stone chips. Each year, HRM receives an increasing number of requests from residents to discontinue chipsealing, requesting instead to have their streets paved.

In light of this increasing negativity toward chipsealing, staff has committed to looking at the merits of discontinuing our chipsealing program commencing in 2003, particularly for the denser urban neighbourhood areas. One alternative surface treatment option being looked at for suitability of application is micro-paving which is within the same comparable cost per square metre.

In addition to this maintenance program, the other program for addressing the upgrading of our chipsealed inventory is the capital program "Upgrading Chipsealed Streets To Asphalt" which depending on the extent of capital allocated funding, has been able to address five to six streets each year.

BUDGET IMPLICATIONS

There are no budget implications at this time. For future consideration and in line with the approved 2002/03 Operating and Capital Budgets, staff projections at this time indicate that budget targets for addressing chipsealed street upgrading will continue to allocate approximately \$450,000 each year toward a selected surface maintenance program and approximately \$700,000-\$800,000 toward the capital upgrading of chipsealed streets to asphalt.

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.

ALTERNATIVES

There are no recommended alternatives.

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

RP/klz