

HRM's Pavement and Sidewalk Projects - How We Decide

HRM staff frequently receive inquiries from residents on how decisions are made about which streets and sidewalks will be built or worked on in a given year. Here is a list of “Quick Facts” and commonly asked questions designed to shed some light on the process.

Quick Facts - Paving Projects:

- HRM owns and maintains approximately 1760 kilometres of streets and roads.
- Staff assess and evaluate the condition of streets and roads using a pavement management software which assigns a Surface Distress Index (SDI). This index assists in the process of deciding which streets will be worked on. The range of the SDI rating system is from 0 (worst condition) to 10 (best condition).
- Pavement projects fall into one of three categories: 1. Full Reconstruction (SDI 0-4); 2. Resurfacing (SDI 4-6); and 3. Surface Sealing/Thin Overlays (SDI 6-7.5)
- Full Reconstruction is most expensive at \$80-\$90 per square metre; Surface Sealing and thin overlays are the most cost effective at \$8-\$17 per square metre.
- The Capital budget is broken down in the following way:
 - 25 per cent under the full reconstruction category: 10 - 20 locations (3 - 7 kms) are upgraded depending on the budget.
 - 50 per cent under the resurfacing category: 20 - 35 locations (15 - 23 kms) are upgraded depending on the budget.
 - 25 per cent under the overlay/sealing category: 75 - 100 locations (45 - 63 kms) are upgraded depending on the budget.
- Currently estimated that over \$300,000,000 is required to address streets that fall below an SDI of 7.5.

Quick Facts - Sidewalks:

- Decisions on new sidewalk locations are based on a set of criteria including proximity to schools, the classification of the street, the ability or inability to use the shoulder area for

walking purposes, and whether or not a sidewalk is already located on one side of the street.

- HRM currently has approximately 250 new sidewalk locations on the capital program list. Based on funding levels, approximately 8-10 locations will be done annually.
- When looking at upgrading existing sidewalks, four main distress types are evaluated: faulting, cracking, spalling and patching.
- In terms of upgrading, the highest rated sidewalk will be given priority, but lower rated sidewalks may be considered if the work can be integrated with the upgrade of another infrastructure asset (i.e., pavement).
- HRM currently has approximately 1,100 locations, or 150 kms. of existing sidewalk that require work. Roughly 4-6 kms a year is currently being upgraded, depending on the budget.

For more information on our pavement management and sidewalk rating systems, please visit our website at www.halifax.ca/designcon/cons/IMS.html. To view images of streets with corresponding SDI's, you may wish to visit www.halifax.ca/designcon/cons/score.html