



1. How does the municipality decide which streets take priority in a given year?

HRM employs a “blended” pavement management strategy. We devote approximately 25 per cent of the budget to reconstruction (streets in the poorest condition), 50 per cent of the budget to streets in fair condition, and 25 per cent to preventative maintenance on streets that are in better condition and can have their life extended for another five to ten years, as a direct result of the work.

2. Why aren't the roads in the worst shape given higher priority?

Research has shown that maintaining the better streets costs the taxpayer considerably less per year than allowing a street to deteriorate and doing a complete reconstruction. If the entire budget was allocated to addressing only the worst streets, then those in better condition would continue to deteriorate to a point where they too would become considerably more expensive to repair. HRM, like most municipalities across North America, has found that preventative maintenance is the key to avoiding the most expensive road work costs.

3. The roads seem to be in worse shape than they were 10 or 15 years ago? Why is that?

HRM (as with many levels of gov't. across North America) faces difficult challenges regarding the condition of the pavement (and sidewalk) infrastructure and the associated rising costs for rehabilitation, which have doubled over the last ten years. Like most governments, businesses and families, we have to manage within our budget levels - which ultimately determines the number of streets and sidewalks that can be upgraded each year.