



# 5-Year Highway Improvement Plan



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**Building and maintaining roads and infrastructure creates thousands of jobs, allows local businesses to transport goods to market, connects Nova Scotians to vital services, employment and education, and leads visitors to every corner of our province.**

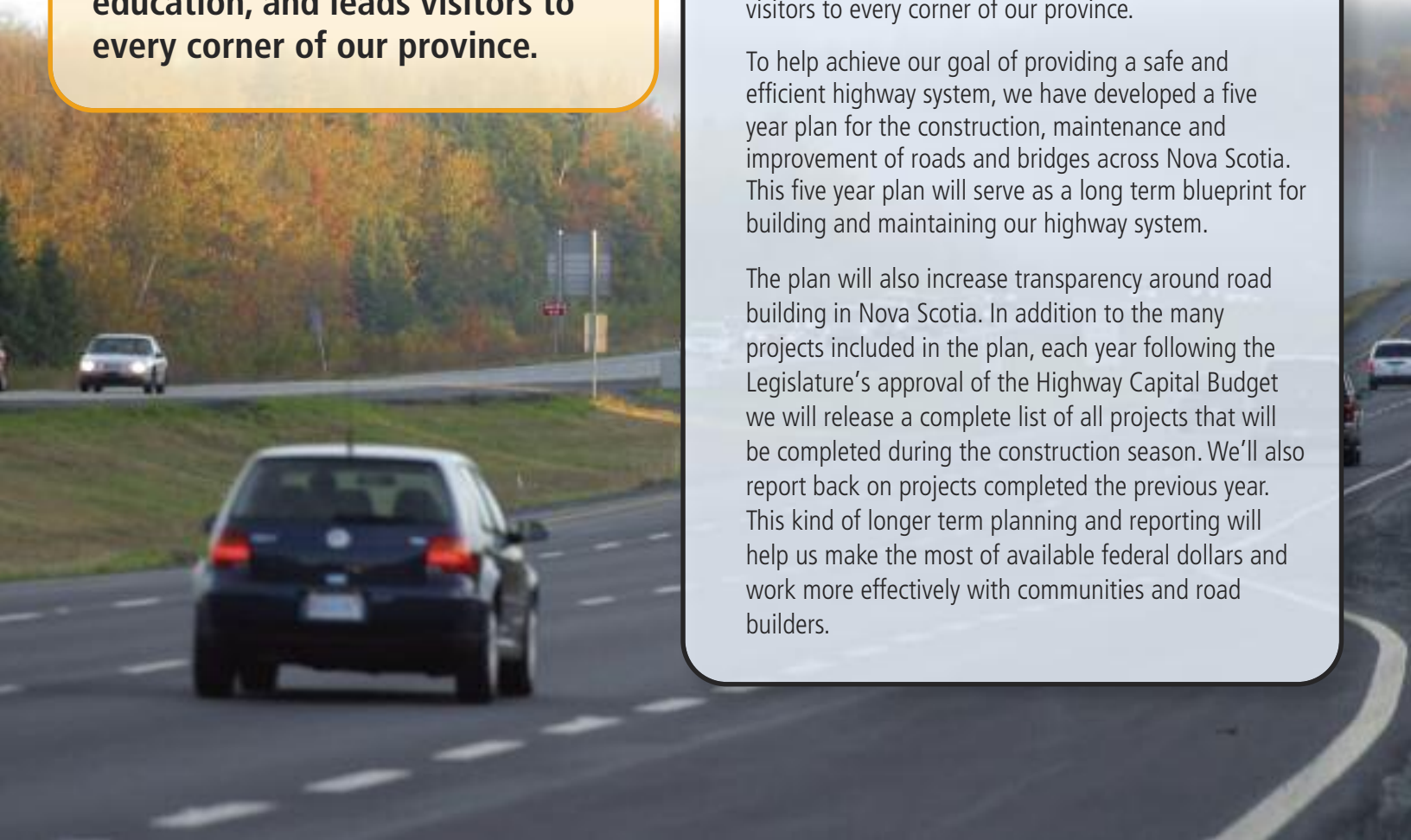
## **Why a Five Year Plan?**

A strong and modern highway system connects communities in Nova Scotia, and boosts our economy.

Building and maintaining roads and infrastructure creates thousands of jobs, allows local businesses to transport goods to market, connects Nova Scotians to vital services, employment and education, and leads visitors to every corner of our province.

To help achieve our goal of providing a safe and efficient highway system, we have developed a five year plan for the construction, maintenance and improvement of roads and bridges across Nova Scotia. This five year plan will serve as a long term blueprint for building and maintaining our highway system.

The plan will also increase transparency around road building in Nova Scotia. In addition to the many projects included in the plan, each year following the Legislature's approval of the Highway Capital Budget we will release a complete list of all projects that will be completed during the construction season. We'll also report back on projects completed the previous year. This kind of longer term planning and reporting will help us make the most of available federal dollars and work more effectively with communities and road builders.







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## Highway Funding in Nova Scotia

There are three sources of funding for highway construction and maintenance in Nova Scotia:

### 1. Provincial:

The majority of highway funding in Nova Scotia is from Provincial sources. Provincial funding also includes all revenue from provincial gas taxes and net revenue from Registry of Motor Vehicles (RMV).

### 2. Federal:

The federal government provides funding from a variety of federal programs, including the Canadian Strategic Infrastructure Fund, the Build Canada Program, the Gateway Border Crossing Fund and Infrastructure Stimulus funding.

### 3. Municipal:

Some funding is received from municipalities for cost shared projects in their jurisdictions.

### Capital Funding Breakdown Chart:

Provincial	\$ 211,600,000
Federal	89,400,000
Municipal	9,000,000

Each year the Highway Capital Budget is approved as part of the provincial budget. This funding is used for projects across the province, with more than 150 highway improvement projects taking place in 2010-2011.

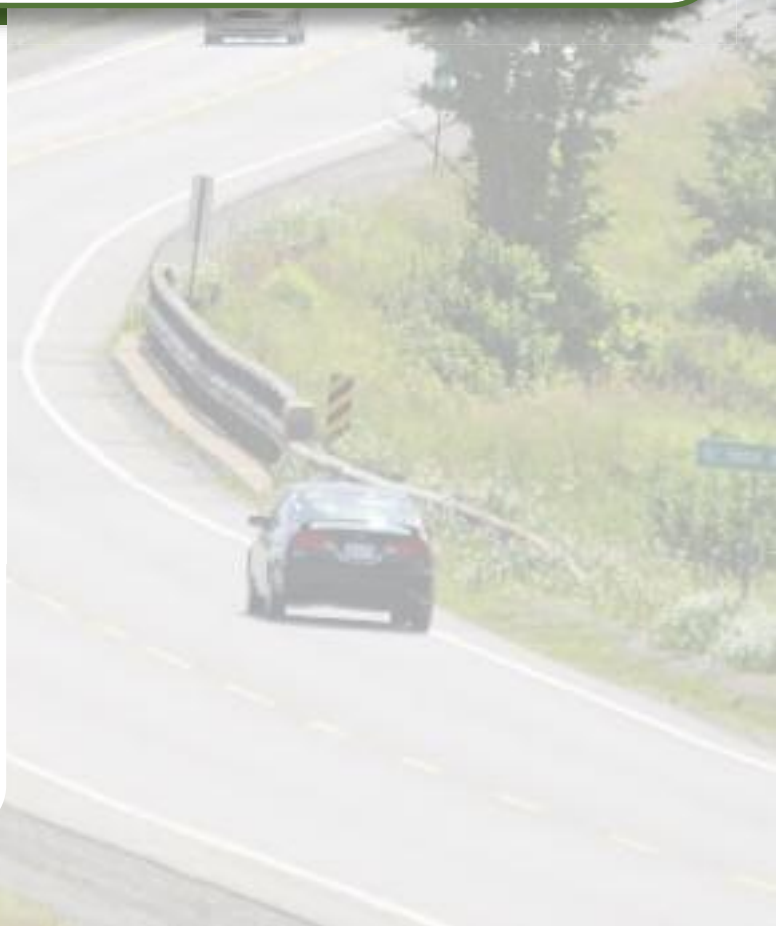
The 2010-2011 Highway Capital Budget is \$310 M, the second largest investment ever made in Nova Scotia's road system. The 2009-2010 highway budget of \$325 M was the largest highway budget in the province's history.

Budgets for 2011/12 through 2014/15 will be released each year upon the legislature's approval of the Highway Capital Budget.

The following chart provides a breakdown of how this funding is being spent:

### 2010-2011 Highway Capital Funding Summary

Major Construction	\$138,000,000
Asphalt	112,500,000
Bridge Replacement/Rehabilitation	35,500,000
Land Purchase	10,000,000
Equipment, Machinery & Ferries	10,000,000
Highway Designs, Surveys, Studies	4,000,000
<b>TOTAL</b>	<b>\$310,000,000</b>



## A More Balanced Approach to Improving Our Roads

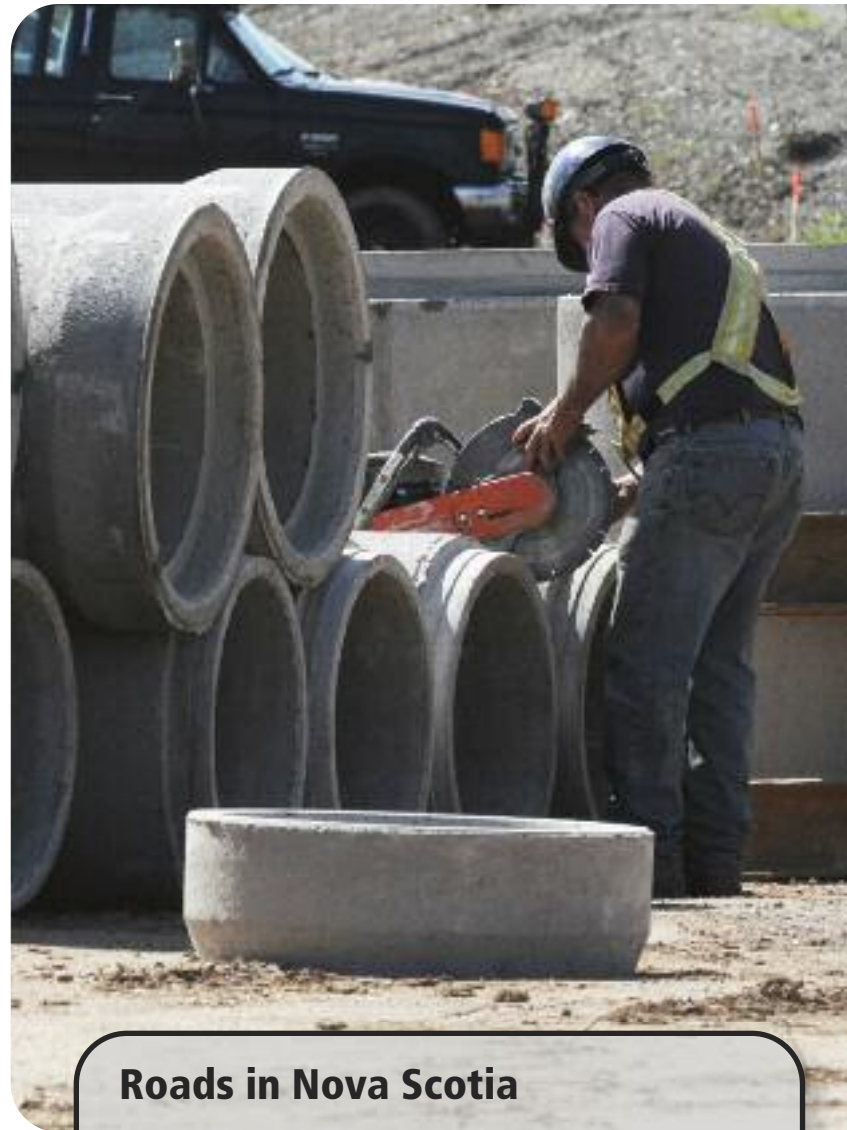
In the past a 'worst first' approach had been used as the primary method to determine which roads would be improved each year. While ensuring the most damaged roads are addressed first may seem a sensible way to select roads for improvement, it is not always the most effective way to improve the road system overall. Focusing only on the most severely damaged roads results in the most costly repairs, meaning fewer kilometres of roads are improved each year. As a result, over the years many more kilometres of roads have fallen into a severely deteriorated condition, resulting in an overall decline in the condition of the entire paved road system. In other words, by directing funding only to the most damaged roads, the overall condition of the paved roads has been deteriorating at a much faster rate than they could be fixed.

In order to get the best value for our investment, a more balanced approach is required. In the future, while we will still continue to address the most severely damaged roads on a "worst first" basis, a larger portion of the highway improvement budget will be directed to improving paved roads before they become severely damaged and require costly repairs. While we will still continue to face significant road improvement needs, this approach will help make sure available funding is used in a more efficient and effective way.

Just like it makes sense for a homeowner to repair a leaky roof before major structural problems occur, moving from a 'worst first' to a more balanced approach that includes pavement preservation will increase both the overall condition of the highway system and the number of kilometres repaired in any given year.

This more balanced approach using the treatment options and preservation techniques outlined on the next page in the next budget, will provide a number of benefits, including:

- improving more roads in more communities
- providing a hard surface for more gravel roads
- paving smarter by preventing more costly problems before they happen
- improving more low volume paved roads



### Roads in Nova Scotia

#### 100 series Highways

The highest traffic volume roads in Nova Scotia, many part of the National Highway System.

#### Secondary Highways, Trunks, and Routes

Lower traffic volumes than 100-series highways, but well used to connect local communities.

#### Provincial Local Roads

Local paved and gravel roads with significantly lower traffic volumes, many less than 500 vehicles per day.

#### Municipal Roads

Roads within municipal boundaries that fall under the responsibility of local municipalities.



## How are Projects Prioritized?

### 100 Series Highways

Major construction upgrades and twinning of our 100 series highways is based primarily on traffic volumes, safety studies and collision statistics.

For paving projects, the department has recently implemented a Pavement Management System for 100 series highways, which involves collecting up to date pavement condition and traffic information on all 100 series highways, and using a pavement management software program that follows nationally accepted guidelines to generate the best possible maintenance and rehabilitation plan. This information, combined with the technical knowledge of highway program staff, is used to develop annual and multi-year year paving plans, including various rehabilitation and preservation projects.

### Trunks, Routes, and Local Paved Roads over 500 vehicles per day

The following factors are used to assess priorities for repaving secondary and local paved roads:

- traffic volumes
- surface roughness
- pavement condition (cracking, rutting, broken pavement)

Priorities for pavement preservation projects, such as crack and chip sealing, are developed by highway program staff who assess the current age and condition of the pavement.

### Local Low Volume Paved Roads and Gravel Roads

The following factors will be considered when determining priorities for surface stabilization projects:

- Traffic volume
- Roadside development, including the number of homes, businesses, and community sites (including churches, community halls, recreation centres, parks, etc.) that are located on the road

For all roads, requests from residents, businesses, not for profit groups, community groups, Chambers of Commerce and elected officials are taken into consideration.

### Bridges

Provincial bridges are inspected and assessed on an annual basis by Department of Transportation and Infrastructure Renewal engineers and inspectors. Priorities for annual and multi-year bridge rehabilitation and replacement programs are developed by staff considering the condition and age of the structure, the use of the structure, the volume of traffic and weights on the structure, as well as the class of roadway it is located on. In all cases, public safety is the primary consideration.

## Pavement Preservation

Pavement preservation involves extending the useful life of asphalt pavements to improve smoothness, reduce potholes, and decrease rutting and cracking. This keeps the roads smoother and safer at a much lower cost than allowing the road to deteriorate to the point of needing full reconstruction. There are various methods of pavement preservation including:

- **Crack sealing** – a rubberized asphalt seal compound to prevent water from weakening the paved surface road base.
- **Chip sealing** – an asphalt mixture and stone chips applied to protect and seal pavement exhibiting distress.
- **Micro sealing** – a thin asphalt mixture applied to existing pavement showing signs of premature surface distress to protect the pavement and repair ruts.
- **Single lift overlay** – a single layer of asphalt pavement to correct minor to moderate surface distress in an otherwise good quality pavement.

## Improving More Roads in More Communities

There are approximately 23,000 kms of roads and 4100 bridges in Nova Scotia. This includes 100-series highways, secondary highways, local paved and gravel roads, and many concrete, steel and wooden bridges.

### 100 series Highways

100-series highways are the backbone of the provincial highway network. They carry the most vehicle traffic, and the heaviest trucks, at the highest speeds of all our highways. They are a key component of our provincial economy in moving people and goods across the province and connecting Nova Scotia to other parts of the world. These highways must be kept in good repair, and have sufficient capacity to safely move high volumes of traffic at high speeds. This requires significant maintenance and capital improvements on an annual basis, from the construction of new interchanges and twinned highways to meet traffic demands, to other activities such as repaving and sealing to extend pavement life.

### Secondary Highways, Trunks, and Routes

Provincial secondary highways, trunks and routes also provide important links across the province, connecting hundreds of thousands of Nova Scotians and visitors with vital services, businesses and communities from Yarmouth to Sydney. They are an important part of our provincial tourism industry, carrying visitors along our scenic coastlines and through our picturesque communities. Over the last several years, many of these roads have declined in condition and now need to be rebuilt, rehabilitated, or repaved. The five year plan includes a number of programs to address the condition of these secondary trunks and routes including upgrading, reconstruction, and repaving.

### Provincial Local Roads

Local paved and gravel roads typically have lower traffic volumes, many less than 500 vehicles per day. Traditionally the majority of available highway funding has gone toward improving the more heavily traveled 100-series and secondary highways.

As a result, many of these low volume roads have deteriorated to unacceptable levels. Despite record investments in the last two years, given the needs across the province and competing priorities for tax dollars, improving these roads has been a challenge.

To address this reality, in the coming years the province will improve more low traffic roads by expanding the use of surface stabilization and pavement preservation techniques in order to improve more roads in more communities across the province.



### Surface Stabilization— Local, low volume roads

Surface stabilization involves using a variety of treatments to improve local road conditions, resulting in smoother, dust-free road surfaces for drivers. Options include:

- **Black gravel** - a mixture of recycled asphalt and gravel that provides additional strength, improves driving surface and emits very little dust.
- **Double chip seal paving on gravel** - aggregate mixed with tar applied directly to gravel, provides a smoother surface, reduces potholes and provides a dust-free surface.
- **Double chip seal paving on recycled asphalt** - pulverizing existing severely deteriorated pavement followed by chip seal over gravel, strengthens and smooths the surface, reduces potholes and provides a dust-free surface.
- **Asphalt concrete paving** - applying a single lift of asphalt, improving drainage culverts and ditches and strengthening and smoothing the surface.





## Road Building in Nova Scotia

Road building is an important industry in Nova Scotia, creating good jobs and injecting millions into the economy. Nova Scotia Road Builders estimate that 5,000 Nova Scotians are directly employed in road building, and another 2,500 are indirectly employed by the industry. The annual payroll of Nova Scotians employed in road building across the province is approximately \$300 million. Each road construction or maintenance project also brings spin off benefits for a variety of support industries, including construction materials, metal works/welding, engineering, electrical, and hazard removal.

**“Infrastructure investments by all levels of government have helped reduce the negative effects of the global economic downturn and supported the road building industry, which is an important economic driver for the province,” said Grant Feltmate, executive director of the Nova Scotia Road Builders Association. “For example, a typical \$2 million paving contract generates 60 direct jobs, \$200,000 worth of business for the trucking industry and significant spin-off expenditures for local businesses.”**

## Building and Maintaining Our Roads

### Building and maintaining our highways is a significant taxpayer investment:

- Twinning 1 kilometre of highway: approximately \$3 million
- Building new two lane highway: approximately \$3.5 million—while a kilometre of new four lane highway: approximately \$6 million
- Upgrading trunk highways: \$ 500,000 to \$1 million per kilometre
- Rehabilitation and repaving of 1 kilometre of 2-lane highway: approximately \$300,000 to \$350,000 per kilometre
- Pavement preservation: approximately \$20,000 – \$200,000 per kilometre depending upon the treatment

### Many factors determine the cost of construction, including:

- Size and Scope of the project
- Construction materials, including the cost of liquid asphalt which is closely tied to oil prices
- Location
- Labour
- Environmental protection or restoration
- Traffic control and detours



**New highway construction can take several years, with the work occurring in three phases:**

- |          |   |
|----------|---|
| <b>1</b> | <b>Identification</b> <ul style="list-style-type: none"><li>• Project identified</li><li>• Scope defined</li></ul>  |
| <b>2</b> | <b>Planning and Design</b> <ul style="list-style-type: none"><li>• Route location</li><li>• Environmental assessments</li><li>• Public consultation</li><li>• Land survey</li><li>• Geotechnical investigation</li><li>• Environmental protection planning</li><li>• Wet land compensation</li><li>• Permitting</li><li>• Detailed design</li><li>• Land purchase</li><li>• Tendering</li></ul> |
| <b>3</b> | <b>Construction</b> <ul style="list-style-type: none"><li>• Land clearing</li><li>• Bridge, culvert, retaining wall construction</li><li>• Road bed construction</li><li>• Gravel placement</li><li>• Asphalt placement</li><li>• Shoulder gravel, road signs, pavement marking</li><li>• Commissioning</li></ul>   |

**The summer construction season begins in mid-May, typically after the Victoria Day weekend, and continues into late October.**

## Protecting the Environment

Major highway construction or repair projects typically involve an environmental assessment (EA) which looks at the impacts a project will have on the environment. EA study areas include archaeology, fisheries resources, rare plants, wetlands, climate change, among many others. Results of the EA help define the best route for the project, and determine what measures need to be taken to eliminate, minimize or compensate for any predicted impacts.

Depending on the size and location of a project, a federal EA under the Canadian Environmental Assessment Act, and/or a provincial EA under the Nova Scotia Environment Act, may be required before proceeding with construction. Even if a project does not meet the requirements for an EA, the department will often proceed with one to make sure the project is designed and constructed with the least environmental impact. It takes approximately one to two years to complete an Environmental Assessment.

We are also working to support the environment by ensuring our vehicles are energy efficient, implementing an anti-idling policy, testing greener paving methods and building shoulders for active transportation, including biking, wherever possible.

## The Projects

The following table lists projects that include major construction and asphalt paving on 100-series highways, trunks and routes, plus major bridge replacements and rehabilitations.

Local roads repaving, pavement preservation and low volume stabilization projects will be developed and approved on an annual basis.

## 5-year Highway Improvement Projects

Major Construction Projects Approved for 2010–2011	County	Type
Highway 101; Coldbrook to Kingston, passing lanes (Multiple Year Project)	Kings	100 Series Expansion
Highway 101; Hectanooga Road Interchange	Yarmouth	100 Series Expansion
Highway 101; Margeson Drive Interchange	Halifax	100 Series Expansion
Highway 101; St.Croix to Three Mile Plains	Hants	100 Series Expansion
Highway 102; Exit 9, construction of Milford Interchange roundabouts	Hants	100 Series Expansion
Highway 102; Larry Uteck Boulevard Interchange	Halifax	100 Series Expansion
Highway 104; Antigonish Phase 1, 1.9 km west of Exit 31A to 0.6 km west of Exit 34, 7.9 km (Multiple Year Project)	Antigonish	100 Series Expansion
Highway 104; Twinning 1 km east of Pine Tree Road to 500 m east of Route 24 (Multiple Year Project)	Pictou	100 Series Expansion
Highway 104; Twinning New Glasgow to 1 km east of Pine Tree Road (Multiple Year Project)	Pictou	100 Series Expansion
Highway 125; Twinning Balls Creek to Sydney River	Cape Breton	100 Series Expansion
Highway 125; Twinning Sydney River (Kings Road) to Grand Lake Road (Multiple Year Project)	Cape Breton	100 Series Expansion
Highway 104; Canso Causeway supply & placement of guardrail	Inverness / Guysborough	Construction 100 Series
Highway 118; extension of Exit 14 northbound exit ramp, 0.6 km, upgrading	Halifax	Construction 100 Series
Route 303; from north of Exit 26 northerly to Digby Town line, addition of center-two-way-left-turn lane, curb and storm sewer	Digby/Annapolis	Construction on Arterial and Collector
Route 358; from Trunk 1 in Greenwich to Port Williams, 1.2 km, repaving and addition of paved shoulder	Kings	Construction on Arterial and Collector
Trunk 1; Granite Drive Roundabout (including a portion of the future Highway 101 Connector, New Minas	Kings	Construction on Arterial and Collector
Trunk 16; from 3.8 km west of Fox Island Road easterly to Canso town line, upgrading/repaving – 12.2 km	Guysborough	Construction on Arterial and Collector
Trunk 30 (Cabot Trail); from 0.8 km south of Lewis Mountain Road northerly, 6.6 km, upgrading/repaving	Victoria	Construction on Arterial and Collector
Trunk 30 (Cabot Trail); from East Big Intervale Road southerly, 4.7 km upgrading/repaving	Inverness	Construction on Arterial and Collector
Trunk 4; from 1.35 km east of Cape Breton/Richmond County Line easterly, 4.85 km upgrading/repaving	Cape Breton	Construction on Arterial and Collector
Trunk 4; from approx. 0.8 km west of Meadows Road westerly, 7.8 km, upgrading/repaving	Cape Breton	Construction on Arterial and Collector
Trunk 7; Sheet Harbour Sidewalk replacement, storm drainage repairs	Guysborough	Construction on Arterial and Collector
<b>Asphalt for 2010–2011</b>	<b>County</b>	<b>Type</b>
Burnside Drive (including ramps at Highway 111); from approx. 0.2 km south of Ronald Smith Avenue southerly approx. 0.65 km - 2 km	Halifax	Repaving 100 Series Highways
Highway 101 (EBL & WBL); from approx. 350 metres east of Highway 102 (near Bedford) westerly – 9.4 km	Halifax	Repaving 100 Series Highways
Highway 101 (Victoria Bridge); from Digby/Annapolis County Line westerly - 0.6 km	Digby/Annapolis	Repaving 100 Series Highways
Highway 101; from Shaw Road underpass westerly to Annapolis/Digby County Line - 8.2 km	Digby/Annapolis	Repaving 100 Series Highways
Highway 101; from approximately 0.8 km west of Exit 31 to Salmon River Bridge - 11.2 km	Yarmouth	Repaving 100 Series Highways
Highway 101; from Exit 5 approx. 2.3 to Exit 5A, (including ramps) - 5.1 km	Hants	Repaving 100 Series Highways
Highway 102 (NBL); from approx 1 km south of Exit 5A to Exit 6 (including ramps at Exit 5A and approx. 200 m of Aerotech Drive - 6 km	Halifax	Repaving 100 Series Highways



Highway 103; (Trunk 12 connector) from Highway 103 southeast to Trunk 3 - 1.15km	Lunenburg	Repaving 100 Series Highways
Highway 103; (Trunk 14 connector) from Highway 103 southeast to Trunk 3 - 2.9 km	Lunenburg	Repaving 100 Series Highways
Highway 103; from approx. 0.3 km east of Exit 8 westerly to Exit 9 (including Ramps) - 8.6 km	Lunenburg	Repaving 100 Series Highways
Highway 103; from Broad River (Summerville) westerly to St. Catherines River - 11 km	Queens	Repaving 100 Series Highways
Highway 103; from the Eel Lake Road intersection (end 2009 repaving) easterly to Exit 32 – 7.65 km	Yarmouth	Repaving 100 Series Highways
Highway 103; from Lunenburg/Halifax county line easterly - 10 km	Halifax	Repaving 100 Series Highways
Highway 104 (WBL); from Exit 15 to Exit 13 - 9.5 km	Colchester	Repaving 100 Series Highways
Highway 104; from 0.2 km east of Exit 31A (Addington Forks) easterly - 1.65 km	Antigonish	Repaving 100 Series Highways
Highway 104; from approx. 0.3 km west of Trunk 4 at River Tillard westerly (including ramps at Exit 47) - 11 km	Richmond	Repaving 100 Series Highways
Highway 104; from approximately 0.25 km west of Pine Tree Road westerly – 6.5 km	Pictou	Repaving 100 Series Highways
Highway 104; from the Gorman Road overpass easterly to the Monastery Harbour Bridge - 7.25 km	Antigonish	Repaving 100 Series Highways
Highway 105; from the Hume's River bridge westerly - 3.6 km	Victoria	Repaving 100 Series Highways
Highway 105; three sections from approx. 4.0 km east of Exit 8 westerly to Middle River Bridge - 4.0 km	Victoria	Repaving 100 Series Highways
Highway 105; three sections from the Middle River bridge easterly to Exit 8 - 3.8 km	Victoria	Repaving 100 Series Highways
Highway 106; from Highway 104 northerly to Exit 2 (including ramps) - 7.2 km	Pictou	Repaving 100 Series Highways
Route 201; from Paradise Lane westerly to Morse Road - 7.7 km	Annapolis	Repaving Arterial/ Collectors
Route 206; from Route 320 in Martinique southerly - 8.25 km	Richmond	Repaving Arterial/ Collectors
Route 212; from approximately 2.0 km east of Oldham Road to Antrim Road - 8.3 km	Colchester	Repaving Arterial/ Collectors
Route 215; from Academy Street to Route 236 intersection - 7.9 km	Hants	Repaving Arterial/ Collectors
Route 236; from Route 354 in Kennetcook easterly to Northfield Road - 7.3 km	Hants	Repaving Arterial/ Collectors
Route 242; from Lower Maccan Road to 0.5 km west of Pit Road - 5 km	Cumberland	Repaving Arterial/ Collectors
Route 255; from Homeville/Round Island Line toward Mira Gut Bridge - 7.0 km	Cape Breton	Repaving Arterial/ Collectors
Route 256; from Colchester County Line easterly - 5.2 km	Pictou	Repaving Arterial/ Collectors
Route 256; from Loganville Road easterly to Campbell Hill Road - 6.7 km	Pictou	Repaving Arterial/ Collectors
Route 305 (Keltic Drive); from the railway tracks south-easterly to the lights at the mall entrance in Sydney River - 1.4 km	Cape Breton	Repaving Arterial/ Collectors
Route 326; from Route 311 northerly - 6.5 km	Colchester	Repaving Arterial/ Collectors
Route 331 (Various Sections); from end of 2008 repaving to Volgers Cove - 10.5 km	Lunenburg	Repaving Arterial/ Collectors
Route 347; from Meiklefield Road southerly to J.W. MacCulloch Road - 3.6 km	Pictou	Repaving Arterial/ Collectors
Route 347; from Moose River Road southerly to French River Road - 2.6 km	Pictou	Repaving Arterial/ Collectors
Route 366; from Trunk 6 to East Linden Branch Road - 6.6 km	Cumberland	Repaving Arterial/ Collectors
Trunk 1; from DAR at St. Bernard westerly to Gross Coques Bridge - 6.2 km	Yarmouth	Repaving Arterial/ Collectors
Trunk 10; from approx. 1.1 km north of Rhodenizer Road northerly - 4.1 km	Lunenburg	Repaving Arterial/ Collectors
Trunk 10; from Ridge Road northerly - 4.5 km	Annapolis	Repaving Arterial/ Collectors
Trunk 12; from English Mountain Road southerly - 2.8 km	Kings	Repaving Arterial/ Collectors
Trunk 2; from McElmon Road to Putman Road - 3.3 km	Colchester	Repaving Arterial/ Collectors
Trunk 2; from Route 224 ramp to Milford Road - 7.0 km	Hants	Repaving Arterial/ Collectors

Trunk 22; from approx. 2.3 km north of Catalone Gut Road southerly - 6.38 km	Cape Breton	Repaving Arterial/ Collectors
Trunk 3; from Bridgewater Town line easterly - 7.4 km	Lunenburg	Repaving Arterial/ Collectors
Trunk 4; from 0.9 km west of NSCC entrance easterly - 3.4 km	Inverness	Repaving Arterial/ Collectors
Trunk 7; from MacKinley Point Loop easterly to 2009 work (approx. 3 km east of Little Liscomb Road) - 7.1 km	Guysborough	Repaving Arterial/ Collectors
Trunk 8; from Hibernia Road (at Caledonia) northerly (to 2009 repaving) - 8.0 km	Queens	Repaving Arterial/ Collectors
Aylesford Road; from approx. 12 km north of East Dalhousie Road northerly - 5.0 km	Kings	Repaving Local Roads
Bridge Street; from Trunk 1 southerly to Central Avenue - 2.3 km	Kings	Repaving Local Roads
East Petpeswick Road; from end of pavement northerly - 5.9 km	Halifax	Repaving Local Roads
English Mountain Road; from Trunk 1 to Trunk 12 – 6.7 km	Kings	Repaving Local Roads
Gardiner Road; from Glace Bay Highway (Trunk 4) to Trunk 28 - 3.9 km	Cape Breton	Repaving Local Roads
Melbourne Road; from William Allan Road to Melbourne Marsh Bridge - 3.9 km	Yarmouth	Repaving Local Roads
Plains Road; from McElmon Road easterly - 2.4 km	Colchester	Repaving Local Roads
Red River Road; from junction of Cabot Trail (Trunk 30) to end of pavement -9.7 km	Inverness	Repaving Local Roads
Shore Road; from 2007 repaving at Northeast Harbour easterly to Black Point Road - 5.3 km	Shelburne	Repaving Local Roads
Brooklyn Street; from Route 360 westerly to McLean Road - 5.0 km	Kings	Pavement Preservation
Brookside Road; from Route 333 to end of pavement - 3.6 km	Halifax	Pavement Preservation
East Big Intervale Road; from Cabot Trail northerly to Nelson Bridge - 3.5 km	Inverness	Pavement Preservation
Grand Lake Road (Trunk 4; various sections); from Central Supplies intersection easterly to 500M east of Spar Road #1, approx. 1.1 km and the 4 lanes in Reserve easterly, approx. 1.8 km - 2.9 km	Cape Breton	Pavement Preservation
Little Brook Road; from Trunk 1 to Highway 101 - 4.0 km	Yarmouth	Pavement Preservation
Route 205; from Beinn Bhreagh to village limits – 5.3 km	Cape Breton	Pavement Preservation
Route 221; from Black Rock Road easterly - 6.0 km	Kings	Pavement Preservation
Route 221; from Canning to Kingsport - 5.0 km	Kings	Pavement Preservation
Route 236; from Scotch Village Road to county line - 7.0 km	Hants	Pavement Preservation
Route 316 (various sections); from Whitehead to New Harbour- 3.5 km	Guysborough	Pavement Preservation
Route 325; from Bridgewater town line northerly- 8.4 km	Lunenburg	Pavement Preservation
Route 333; from Trunk 3 southerly - 3.2 km	Halifax	Pavement Preservation
Route 334; from Melbourne Road southerly - 6.5 km	Yarmouth	Pavement Preservation
Route 344 (various sections);from Sandpoint to Hadleyville – 2.8 km	Guysborough	Pavement Preservation
Route 347; from J.W. MacCulloch Road southerly - 2 km	Pictou	Pavement Preservation
Route 348; from Big Gut bridge to Simpson Road - 3.0 km	Pictou	Pavement Preservation
Route 374; from Trunk 7 northerly - 4.5 km	Halifax	Pavement Preservation
Route 376; from Pictou Rotary to Route 256 - 5.0 km	Pictou	Pavement Preservation
Thorburn Road; from Route 347 to Kirk Lane - 3.0 km	Pictou	Pavement Preservation
Trunk 2; from Amherst Town line southerly - 4.5 km	Cumberland	Pavement Preservation
Trunk 2; from Shubenacadie River northerly to Route 214 - 5.0 km	Hants	Pavement Preservation



Trunk 2; from Truro town line southerly to Kennedy Road - 4.2 km	Colchester	Pavement Preservation
Trunk 3; from Cleveland Point Road easterly - 6km	Lunenburg	Pavement Preservation
Trunk 3; from Route 330 to Bear Point Road - 4.85 km	Shelburne	Pavement Preservation
Trunk 4; from approx. 0.3 km east of Wentworth Collingwood Rd (end of 2009 repaving) easterly approx. 6.3 km (Barclay Road) and from approx. 3.6 km west of Route 368 westerly 1.7 - total 8 km	Cumberland	Pavement Preservation
Trunk 4 (Pictou Road); from Main Street easterly to Village Line - 3.8 km	Colchester	Pavement Preservation
Trunk 7; from end of 2008 repaving southerly - 5.0 km	Yarmouth	Pavement Preservation
Trunk 8; from Virginia Road in South Milford southerly - 2.5 km	Digby/Annapolis	Pavement Preservation
West Lake Ainslie; from West Lake Ainslie Truss bridge northerly - 4 km	Inverness	Pavement Preservation
Angus MacQuarrie Drive; from Highway 104 to end	Antigonish	Paving Subdivision Roads
Bernice Drive; from Shore Road to end	Halifax	Paving Subdivision Roads
Bradley Road; from Kyle Road to Juston Road	Pictou	Paving Subdivision Roads
Chisholm Street; from Trunk 7 to end	Antigonish	Paving Subdivision Roads
David Allen Drive South; south from and including Melinda intersection	Halifax	Paving Subdivision Roads
Doyle Drive; from Station Road to end	Halifax	Paving Subdivision Roads
Earl Court; from Civic 1 to Civic 31	Halifax	Paving Subdivision Roads
Evergreen Crescent; from Seans Lane to end	Halifax	Paving Subdivision Roads
Five Island Road; from existing pavement to existing pavement	Halifax	Paving Subdivision Roads
Florence Lane; from Hartland to end	Halifax	Paving Subdivision Roads
George Redmond Drive; from Keating Drive to end	Halifax	Paving Subdivision Roads
Hartland Drive; from end of paved section to Florence	Halifax	Paving Subdivision Roads
Hayne Field Road; from Route 316 to Route 316	Halifax	Paving Subdivision Roads
Hill Road; from intersection with Centreville South Side Road to end	Shelburne	Paving Subdivision Roads
James Roy Drive (gravel section); from end of paved section to Earl Court	Halifax	Paving Subdivision Roads
Jericho Road; from Big Huble Lake Drive to Glory Avenue	Halifax	Paving Subdivision Roads
Juston Road; from McLennans Brook Road to end	Pictou	Paving Subdivision Roads
Keating Drive; from Route 207 to end	Halifax	Paving Subdivision Roads
Kyle Road; from McLellans Brook Road to end	Pictou	Paving Subdivision Roads
Lisa Drive; from Ceilidh Drive westerly	Cape Breton	Paving Subdivision Roads
Mannette Court; from Sandy Point Road to end	Halifax	Paving Subdivision Roads
McGray Avenue; from south intersection with Route 330 to just prior to northern corner	Shelburne	Paving Subdivision Roads
Meadowview Drive; from Station Road to ends of T	Halifax	Paving Subdivision Roads
Melinda Avenue; from Crowell Road to David Allen Drive	Halifax	Paving Subdivision Roads
Roblea Drive; from Station Road to end	Halifax	Paving Subdivision Roads
Roma Drive; from Highway 7 to end	Halifax	Paving Subdivision Roads
Sandy Point Road (gravel section); from Civic 51 to Joan Elizabeth Way	Halifax	Paving Subdivision Roads
Sandy Point Road (gravel sections); from Civic 1 to Civic 31	Halifax	Paving Subdivision Roads

Seans Lane; from Capri to Evergreen	Halifax	Paving Subdivision Roads
Spruce Court; from Three Fathom Harbour Road to Three Fathom Harbour Road	Halifax	Paving Subdivision Roads
Whisper Avenue; from West River Cross Road to West River Cross Road	Antigonish	Paving Subdivision Roads

#### **Bridge Replacement/Rehabilitation for 2010–2011**

	<b>County</b>	<b>Type</b>
Canal Bridge; Route 337	Antigonish	Major Bridge Projects
Cheticamp River Bridge; Trunk 30 (Cabot Trail) (Cost Shared with Parks Canada)	Inverness	Major Bridge Projects
Corsons Bridge; Trunk 30 (Cabot Trail)	Victoria	Major Bridge Projects
Crowe's Mills Bridge; Mines Bass River Road	Colchester	Major Bridge Projects
Fairview Overpass; Trunk 2	Halifax	Major Bridge Projects
Highway 102; Milford Underpass	Hants	Major Bridge Projects
Highway 102; Overpass @ RR & Joe Howe Drive (Multiple Year Project)	Halifax	Major Bridge Projects
Highway 104; Pinetree Road Overpass	Pictou	Major Bridge Projects
Highway 105; Little Bras d'Or Bridge (Multiple Year Project)	Victoria	Major Bridge Projects
Broad Brook Bridge; Cannan Road	Cumberland	Other Bridge Projects
Deep Hollow Bridge; Simmond Road	Cumberland	Other Bridge Projects
Fox Harbour Bridge; Ferry Road	Cumberland	Other Bridge Projects
Highway 101; Horton Bridge	Kings	Other Bridge Projects
Hubbards Village Bridge; Trunk 3	Halifax	Major Bridge Projects
Kates Bridge; Tannery Road	Kings	Other Bridge Projects
McNeils Brook Bridge; Trunk 4	Cape Breton	Other Bridge Projects
Meteghan River Bridge; Trunk 1	Yarmouth	Major Bridge Projects
Northport Bridge; Route 366	Cumberland	Major Bridge Projects
Sawmill Creek Bridge; Route 201	Annapolis	Other Bridge Projects
Berwick Overpass; Route 360	Kings	Bridge Rehabilitation
George Street Bridge; George Street	Pictou	Bridge Rehabilitation
Goose Cove Bridge; Trunk 4	Victoria	Bridge Rehabilitation
Highway 101; Black Rock Road Overpass	Kings	Bridge Rehabilitation
Highway 101; Lovett Road Overpass	Kings	Bridge Rehabilitation
Highway 104; Frankeville Road Overpass	Antigonish	Bridge Rehabilitation
Highway 104; Linwood Road Overpass	Antigonish	Bridge Rehabilitation
Highway 104; Linwood RR Overpass	Antigonish	Bridge Rehabilitation
Highway 104; Overland Viaduct (Phase 1)	Cumberland	Bridge Rehabilitation
Highway 104; Pellerine Road Overpass	Antigonish	Bridge Rehabilitation
Jim MacDonald Brook Bridge; Trunk 4	Cape Breton	Bridge Rehabilitation
Kingston Bridge; Bridge Street	Kings	Bridge Rehabilitation
Mill Brook Bridge; Shore Road	Annapolis	Bridge Rehabilitation



<b>Major Construction Projects Planned for 2011–2012</b>	<b>County</b>	<b>Type</b>
Highway 101; Coldbrook to Kingston, passing lanes	Kings	100 Series Expansion
Highway 101; Mary Jane Riley Interchange	Annapolis	Construction 100 Series
Highway 104; Antigonish Phase 1, 1.9 km west of Exit 31A to 0.6 km west of Exit 34 (total 7.9 km) (Multiple Year Project)	Antigonish	100 Series Expansion
Highway 104; Antigonish Phase 2, from Beech Hill Road to Taylor Road, 8.0 km (Multiple Year Project)	Antigonish	100 Series Expansion
Highway 104; Twinning 1 km east of Pine Tree Road to 500 m east of Route 245 (Multiple Year Project)	Pictou	100 Series Expansion
Highway 125; Twinning Sydney River (Kings Road) to Grand Lake Road (Multiple Year Project)	Cape Breton	100 Series Expansion
Cabot Trail (Trunk 30), from 0.2 km North of Simeon Aucoin Road northerly to the Old Cabot Trail Road intersection - 6.5 km	Inverness	Construction on Arterial and Collector
Cabot Trail (Trunk 30), from the 2009 Construction Joint southerly to the Little River Road - 6.2 km	Victoria	Construction on Arterial and Collector
Trunk 4, from 0.3 km east of Lake Shore Drive West westerly to 0.2 km west of Campbell's Bridge - 6.1 km	Richmond	Construction on Arterial and Collector
<b>Asphalt for 2011–2012</b>	<b>County</b>	<b>Type</b>
Highway 101; from end of Exit 5 (Trunk 14) Eastbound On Ramp to Former start of divided Highway at St. Croix - 8.6 km	Hants	Repaving 100 Series Highways
Highway 101; from Gore at Exit 13 (Trunk 12) off Ramp to end of Exit 12 (New Minas) Eastbound on Ramp - 5.0 km	Kings	Repaving 100 Series Highways
Highway 101; from Start of Twinned section at Exit 10 (Horton) to end of Exit 9 Eastbound On Ramp - 3.4 km	Kings	Repaving 100 Series Highways
Highway 102; Southbound Lanes – from 2.6-km north of Stewiacke River Bridge to end of Exit 11 (Stewiacke) On Ramp - 4.1 km	Colchester	Repaving 100 Series Highways
Highway 103; from Five Rivers Bridge easterly to Mersey River Bridge - 7.7 km	Queens	Repaving 100 Series Highways
Highway 104; Eastbound Lanes - from Pictou/Colchester County Line Easterly (Km 134.7 to 144.2) - 9.5km	Pictou	Repaving 100 Series Highways
Highway 104; from Exit 36 A easterly to the Gorman Road Underpass - 5 km	Antigonish	Repaving 100 Series Highways
Highway 104; Westbound Lanes - from end of Concrete Pavement Westerly (KM Marker 43.3 to 41) - 2.3 km	Cumberland	Repaving 100 Series Highways
Highway 118; Southbound Lanes – from 4-km south of Highway 102 Junction to End of On Ramp From Highway 107 Eastbound - 5.9 km	Halifax	Repaving 100 Series Highways
Highway 125; from end of Divided section near Frenchvale Road to Start of Divided Section after Exit 5A - 4.5 km	Cape Breton	Repaving 100 Series Highways
Route 215; from Mosher Road easterly to the end of Route 215 at Trunk 2 in Shubenacadie - 6.5 km	Hants	Repaving Arterial/ Collectors
Route 216; from 0.5 km east of MacAdam's Lane easterly to Trunk 4 – 7.4 km	Cape Breton	Repaving Arterial/ Collectors
Route 224; from Killag Road northerly - 6 km	Halifax	Repaving Arterial/ Collectors
Route 236; from Northfield Road easterly to Georgefield Road - 6.3 km	Hants	Repaving Arterial/ Collectors
Route 245; from Smith Road to Browns Mill Road - 6.1 km	Pictou	Repaving Arterial/ Collectors
Route 316; from 4.7 km west of Trunk 16 (end of 2008 repaving) westerly to 0.5 km west of Whitehead Road – 6.4 km	Guysborough	Repaving Arterial/ Collectors
Route 326; from 1.3 km north of Back Mountain Road to 1.7 km south of Sandy MacKay Road - 6.5 km	Colchester	Repaving Arterial/ Collectors
Route 376; from Route 256 to Durham Road - 6.2 km	Pictou	Repaving Arterial/ Collectors
Trunk 1; from Hwy 101 Exit 27, Weymouth north westerly to old DAR Crossing - 6.9 km	Digby	Repaving Arterial/ Collectors
Trunk 2; from Barney Brook northerly to Milford Road in Milford Station - 5.5 km	Hants	Repaving Arterial/ Collectors

Trunk 3; from Mullock Road easterly to Lunenburg town line – 7.9 km	Lunenburg	Repaving Arterial/ Collectors
Trunk 4; from 700m East of Barclay to Col/Cum County Line - 5.3 km	Cumberland	Repaving Arterial/ Collectors
Trunk 6; from River John Road to MacAuley Road - 6.9km	Pictou	Repaving Arterial/ Collectors
Trunk 7; from Moser River Bridge westerly to Akins Point Road - 9.4 km	Halifax	Repaving Arterial/ Collectors
Trunk 7; from West River Bridge easterly to Sheet Harbour Passage Road 5.7 km	Halifax	Repaving Arterial/ Collectors
Trunk 8; from 0.8 km north of DNR rifle range northerly - 6.7 km	Queens	Paving
Trunk 10; from end 2010 paving to West Dalhousie Road (Albany Cross) - 9.3 km	Annapolis	Repaving Arterial/ Collectors

### Bridge Replacement/Rehabilitation for 2011–2012

	County	Type
Highway 102; Overpass @ RR & Joe Howe Drive (Multiple Year Project)	Halifax	Major Bridge Projects
Highway 102; Shubenacadie River Bridge (NBL) (Multiple Year Project)	Hants	Major Bridge Projects
Highway 104; Lower South River Bridge	Antigonish	Major Bridge Projects
Highway 105 Little Bras d'Or RR Overpass	Cape Breton	Major Bridge Projects
Highway 105; Little Bras d'Or Bridge (Multiple Year Project)	Cape Breton	Major Bridge Projects
Springhill Junction Overpass; Trunk 2	Cumberland	Major Bridge Projects
Bay St Lawrence Bridge; Meat Cove Road	Victoria	Other Bridge Projects
Bushy McMahon; Brooklyn Street	Kings	Other Bridge Projects
Meat Cove Culvert; Meat Cove Road	Inverness	Other Bridge Projects
Point Cross; Cabot Trail (Trunk 30)	Inverness	Other Bridge Projects

### Major Construction Projects Planned for 2012–2013

	County	Type
Highway 101; Granite Dr Interchange and Connector (Multiple Year Project)	Kings	100 Series Expansion
Highway 103; Port Mouton & Port Joli Bypass Broad River to Port Joli (Multiple Year Project)	Queens	100 Series Expansion
Highway 103; Interchange and connector between exits 5 and 6 Phase 1 (Multiple Year Project)	Halifax/Lunenburg	100 Series Expansion
Highway 104; Antigonish Phase 1, 1.9 km west of Exit 31A to 0.6 km west of Exit 34 (total 7.9 km)	Antigonish	100 Series Expansion
Highway 104; Antigonish Phase 2, from Beech Hill Road to Taylor Road, 8.0 km (Multiple Year Project)	Antigonish	100 Series Expansion
Highway 104; Twinning 1 km east of Pine Tree Road to 500 m east of Route 245	Pictou	100 Series Expansion
Highway 107; Burnside to Bedford Phase 1 (Multiple Year Project)	Halifax	100 Series Expansion
Highway 125; Twinning Sydney River (Kings Road) to Grand Lake Road (Multiple Year Project)	Cape Breton	100 Series Expansion
Cabot Trail (Trunk 30); from 2010 construction joint near Meadows Road (south end) northerly to Meadows Road - 6 km	Victoria	Construction on Arterial and Collector
Cabot Trail (Trunk 30); from the Old Cabot Trail Road intersection northerly to Point De Harve Road - 6.4 km	Inverness	Construction on Arterial and Collector
Trunk 4; from 0.2 km west of Campbell's Bridge westerly to 0.2 km west of MacNab's Bridge - 6.1 km	Richmond	Construction on Arterial and Collector



<b>Asphalt for 2012–2013</b>	<b>County</b>	<b>Type</b>
Highway 101; from end of Exit 12 (New Minas) On Ramp (EB) to Exit 11 (Greenwich) Off Ramp (EB) - 4.5 km	Kings	Repaving 100 Series Highways
Highway 101; from end of Twinning near Hantsport to Railroad overpass prior to Exit 5A (Windsor) -5.6 km	Hants	Repaving 100 Series Highways
Highway 103; from Hardscratch Road intersection easterly to Exit 33 (Route 308) - 10.1 km	Yarmouth	Repaving 100 Series Highways
Highway 104; from the Frankville underpass (Exit 38) easterly to the intersection of Trunk 4 in Aulds Cove – 8.1 km	Antigonish	Repaving 100 Series Highways
Highway 106; from Exit 2 (end of 2010 Repaving) to Pictou Rotary - 5.0 km	Pictou	Repaving 100 Series Highways
Route 215; from Urbania/Admiral Rock community boundary easterly to Mosher Road - 6.5 km	Hants	Repaving Arterial/ Collectors
Route 223; from Peter MacLean Road to 0.8 km east of Red Point Road - 4.8 km	Victoria	Repaving Arterial/ Collectors
Route 224; from 6 km west of Killag Road to westerly to end of 2008 repaving at Beaver Dam - 5 km	Halifax	Repaving Arterial/ Collectors
Route 236; from Georgefield Road easterly to Old Route 236 - 3.9 km	Hants	Repaving Arterial/ Collectors
Route 289; from Route 336 Easterly to Crockett Bridge – 6 km	Colchester	Repaving Arterial/ Collectors
Route 316; from Whitehead Road westerly – 6.0 km	Guysborough	Repaving Arterial/ Collectors
Route 326; from 1.7 km south of Sandy MacKay Road to Trunk 6 - 6.5 km	Colchester	Repaving Arterial/ Collectors
Trunk 1; from Annapolis/Kings county line to Greenwood Rd (Bridge Street) - 4.5 km	Kings	Repaving Arterial/ Collectors
Trunk 2; 1 km east of West Brook Road to Station Road - 5.8 km	Cumberland	Repaving Arterial/ Collectors
Trunk 2; from intersection with Route 214 northerly to Barney Brook – 5.1 km	Hants	Repaving Arterial/ Collectors
Trunk 3; from Bridgewater Town Line westerly to Hwy 103 - 6.4 km	Lunenburg	Repaving Arterial/ Collectors
Trunk 3; from Highway 103 at Argyle (Exit 32A) westerly to Route 308 - 11.6 km	Yarmouth	Repaving Arterial/ Collectors
Trunk 10; West Dalhousie Road northerly to Adams Road – 5.8 km	Lunenburg	Repaving Arterial/ Collectors
Trunk 19; from 1.6 km south of Chisholm Mill Road northerly 6.5 km to Campbells Road	Inverness	Repaving Arterial/ Collectors
<b>Bridge Replacement/Rehabilitation for 2012–2013</b>	<b>County</b>	<b>Type</b>
East River Bridge; Trunk 7 (Multiple Year Project)	Halifax	Major Bridge Projects
Hansen; Trunk 2	Cumberland	Major Bridge Projects
Highway 102; Shubenacadie River Bridge (NBL) (Multiple Year Project)	Hants	Major Bridge Projects
Melford Brook; Route 344	Guysborough	Major Bridge Projects
Highway 104; Heatherton Bridge	Antigonish	Major Bridge Projects
Pirates Cove Culverts; Route 344	Guysborough	Major Bridge Projects
Pirates Harbour; Route 344	Guysborough	Major Bridge Projects
Sydney River Bridge; Keltic Drive (Multiple Year Project)	Cape Breton	Major Bridge Projects
Fletcher Hebb; Trunk 3	Lunenburg	Other Bridge Projects
Lockhart; Trunk 2	Colchester	Other Bridge Projects
Highway 101; Joggins	Digby	Bridge Rehabilitation
Highway 103; Broad River	Queens	Bridge Rehabilitation

<b>Major Construction Projects Planned for 2013–2014</b>	<b>County</b>	<b>Type</b>
Highway 101; Granite Dr Interchange and Connector	Kings	100 Series Expansion
Highway 103; Port Mouton & Port Joli Bypass Broad River to Port Joli	Queens	100 Series Expansion
Highway 103; Interchange and connector between exits 5 and 6 Phase 1	Halifax/Lunenburg	100 Series Expansion
Highway 104; Antigonish Phase 2, from Beech Hill Road to Taylor Road, 8.0 km	Antigonish	100 Series Expansion
Highway 104; Taylor Road to Monastery - Paqtnkek Interchange (Multiple Year Project)	Antigonish	100 Series Expansion
Highway 107; Burnside to Bedford Phase 1 (Multiple Year Project)	Halifax	100 Series Expansion
Highway 125; Twinning Sydney River (Kings Road) to Grand Lake Road	Cape Breton	100 Series Expansion
Cabot Trail (Trunk 30); from the Little River Road southerly - 6 km.	Victoria	Construction on Arterial and Collector
Trunk 4; from 0.2 km west of McNabs Bridge westerly to Soldiers Cove Road - 6.1 km	Richmond	Construction on Arterial and Collector
<b>Asphalt for 2013–2014</b>	<b>County</b>	<b>Type</b>
Highway 103; from 600-meters east of Camperdown Road to 200-meters west of Century Drive - 5.1 km	Lunenburg	Repaving 100 Series Highways
Highway 103; from Exit 18 easterly to Exit 17 - 8.0 km	Queens	Repaving 100 Series Highways
Highway 104; Westbound Lanes – from Exit 19 (Salt Springs) to Pictou - Colchester County Line - 11.4 km	Pictou	Repaving 100 Series Highways
Highway 105; Cape Breton County Line easterly to Highway 162 Intersection - 10.0 km	Cape Breton	Repaving 100 Series Highways
Highway 107; from Route 318 (Waverley Road) Overpass to Main Street Intersection - 7.2 km	Halifax	Repaving 100 Series Highways
Route 215; from Route 236 easterly to the Urbania Admiral Rock community boundary - 9.2 km	Hants	Repaving Arterial/ Collectors
Route 216; from Crane Lake Drive easterly to Island Cove Lane	Cape Breton	Repaving Arterial/ Collectors
Route 217; from Middle Cross to Sea Wall – 7.4 km	Digby	Repaving Arterial/ Collectors
Route 223; from the east end of Grand Narrows Bridge easterly to 0.9 km east of Highlands Road – 6.0 km	Cape Breton	Repaving Arterial/ Collectors
Route 242; from 0.5 km west of Pit Road to Joggins - 5 km	Cumberland	Repaving Arterial/ Collectors
Route 289; from Pictou/Colchester County Line westerly 5.4 km	Colchester	Repaving Arterial/ Collectors
Route 316; from Coddles Harbour Bridge easterly – 5.5 km	Guysborough	Repaving Arterial/ Collectors
Route 332; from Trunk 3 east of Lunenburg to Blue Rocks Road – 5.6 km	Lunenburg	Repaving Arterial/ Collectors
Route 374; from Halifax County Line northerly – 9 km	Guysborough	Repaving Arterial/ Collectors
Route 395; from change in pavement at Twin Rock Valley Bridge northerly to Strathlorne – Scotsville Road – 5.5 km	Inverness	Repaving Arterial/ Collectors
Trunk 1; from Grosses Coques Bridge westerly to Patrice Road - 5.9 km	Digby	Repaving Arterial/ Collectors
Trunk 3; from end of 2010 paving east to Route 333 – 5.6 km	Halifax	Repaving Arterial/ Collectors
Trunk 3; from Hermans Island to Rte 332 - 2.6 km	Lunenburg	Repaving Arterial/ Collectors
Trunk 4; from Beaver Meadow Road to Pictou County Line – 4.1 km	Antigonish	Repaving Arterial/ Collectors
Trunk 8; From Liver pool Town Line Northerly to Bridge Street at Milton - 2.6 km	Queens	Repaving Arterial/ Collectors

<b>Bridge Replacement/Rehabilitation for 2013–2014</b>	<b>County</b>	<b>Type</b>
East River Bridge; Trunk 7	Halifax	Major Bridge Projects
Highway 102; Shubenacadie River Bridge (SBL) (Multiple Year Project)	Hants	Major Bridge Projects
Highway 105; Humes River Bridge	Victoria	Major Bridge Projects
Indian Sluice; Route 308	Yarmouth	Major Bridge Projects
Sydney River Bridge; Keltic Drive	Cape Breton	Major Bridge Projects
Wyldes; Route 344	Guysborough	Major Bridge Projects
Brookfield; Route 208	Queens	Bridge Rehabilitation

<b>Major Construction Projects Planned for 2014–2015</b>	<b>County</b>	<b>Type</b>
Highway 104; Taylor Road to Monastery - Paqtneke Interchange (Multiple Year Project)	Antigonish	100 Series Expansion
Highway 107; Burnside to Bedford Phase 1	Halifax	100 Series Expansion
Cabot Trail (Trunk 30); from Meadows Road (north end ) northerly to 1.0 km south of Tarbotville Road – 5.5 km	Victoria	Construction on Arterial and Collector
Trunk 4; from Soldiers Cove Road westerly to 1.8 km west of Corbett’s Cove – 5.2 km	Richmond	Construction on Arterial and Collector

<b>Asphalt for 2014–2015</b>	<b>County</b>	<b>Type</b>
Highway 101; 600-meters east of Lovett Road Underpass to Gore at Exit 13 (Trunk 12) Off Ramp eastbound - 4.6 km	Kings	Repaving 100 Series Highways
Highway 101; Eastbound Lanes – from Landfill entrance to 2008 repaving at Margeson Drive Interchange - 5.0 km	Halifax	Repaving 100 Series Highways
Highway 101; from end of Passing lanes 2.5-KM east of Black Rock Road Overpass easterly to Cambridge Road Overpass - 2.5 km	Kings	Repaving 100 Series Highways
Highway 101; Westbound Lanes – from end of 2008 repaving at Margeson Drive Interchange to Landfill median crossover - 5.0 km	Halifax	Repaving 100 Series Highways
Highway 104; Westbound Lanes – from West of Exit 18A to West of Exit 18 (KM Marker 130.1 to 124.2) - 5.9 km	Colchester	Repaving 100 Series Highways
Highway 105; from 240-m from Sign "Top of Kellys Mountain Elevation" to Seal Island Bridge approach - 6.4 km	Victoria	Repaving 100 Series Highways
Highway 105; from junction of Highway 162 to Pleasant Street / Route 305 Overpass - 6.7 km	Cape Breton	Repaving 100 Series Highways
Route 201; from Nictaux easterly to Torbrook Road 6.3 km	Annapolis	Repaving Arterial/ Collectors
Route 202; from Trunk 14 at Centre Rawdon northerly to Clarkesville Road – 5.1 km	Hants	Repaving Arterial/ Collectors
Route 207; from 2007 repaving at Three Fathom Harbour easterly towards West Chezzetcook – 5.6 km	Halifax	Repaving Arterial/ Collectors
Route 223; from 0.9 km east of Highland Road easterly to 2.2 km east of Rear Big Beach Road – 6.0 km	Cape Breton	Repaving Arterial/ Collectors
Route 332; from Riverport towards Bridgewater – 7.0 km	Lunenburg	Repaving Arterial/ Collectors
Route 395; from 0.9 km north of MacDonald Glen Road northerly to Trunk 19 intersection – 5.8 km	Inverness	Repaving Arterial/ Collectors
Trunk 3; from 2.2 km E of Route 329 in East River to Chester - 5.4 km	Lunenburg	Repaving Arterial/ Collectors
Trunk 3; from Hwy 103 at Exit 18 westerly to Brooklyn Shore Road - 4 km	Queens	Repaving Arterial/ Collectors
Trunk 3; from Willetts Cove Road to Shelburne county line - 6.5 km	Yarmouth	Repaving Arterial/ Collectors
Trunk 4; from Colchester/Cumberland County Line easterly – 6 km	Colchester	Repaving Arterial/ Collectors
Trunk 6; from Colchester/Pictou County Line to Louisville Road – 5.8 km	Pictou	Repaving Arterial/ Collectors
Trunk 10; from Adams Road northerly - 7.4 Km	Annapolis	Repaving Arterial/ Collectors



Trunk 19; from 1.2 km north Cregnish Mountain Road northerly - 6.6 km	Inverness	Repaving Arterial/ Collectors
<b>Bridge Replacement/Rehabilitation for 2014–2015</b>	<b>County</b>	<b>Type</b>
Great Village; Trunk 2	Colchester	Major Bridge Projects
Milton Bridge; Bridge Street	Queens	Major Bridge Projects
Shelburne; Trunk 3	Shelburne	Major Bridge Projects
Varner #2; Route 208	Lunenburg	Major Bridge Projects
Highway 102; Overpass @ RR & Joe Howe Drive	Halifax	Major Bridge Projects
Leonard Bridge; Shore Road West	Annapolis	Other Bridge Projects
McInnis Brook; Route 202	Hants	Other Bridge Projects
Rines Brook; Indian Road	Hants	Other Bridge Projects
Highway 103; Mersey River	Queens	Bridge Rehabilitation

Please visit our website for more details of our 5-year plan,  
and for the latest approved and tendered projects, at:  
[www.gov.ns.ca/tran/highways/5yearplan](http://www.gov.ns.ca/tran/highways/5yearplan)

