

Built Versus Unbuilt Highways

Within each highway corridor priority, some roads are considered built roads and some are considered unbuilt. A “built” road is a highway segment that is constructed to modern standards, whereas an “unbuilt” road has significant geometric and/or structural deficiencies and has more or less evolved over the years without being engineered to accommodate today’s vehicle weights and traffic volumes. For HCP 3 and HCP 4 roadways, subcategories were developed to communicate these built and unbuilt sections with “A” roads being built, and “B” roads being unbuilt sections, resulting in designations such as HCP 3A and HCP 3B. The main purpose of designating segments an A or B road was to indicate whether the section was included in the pavement preservation program (A roads), or was historically included in the Light Capital Paving cycle (B roads).

Based on the recommendations for new highway corridor priority groupings proposed in the next section, the following table illustrates the type of work anticipated for built versus unbuilt roadway sections:

Proposed HCP	Built	Unbuilt	Improvement
1	PPP	LCP	Rehab/Recon
2	PPP	LCP	Rehab/Recon
3	CPR	LCP	Rehab
4	LCP	LCP	MPI

Where PPP = Pavement Preservation Program, CPR = Cyclical Pavement Resurfacing, LCP = Light Capital Paving, and MPI = Municipal Partnership Initiative (cost-sharing with local municipalities).

- Unbuilt HCP 1 and HCP 2 roadways will require a heavy rehabilitation or reconstruction project to move them from unbuilt to built status, at which point they will become part of the Pavement Preservation Program.
- Unbuilt HCP 3 roadways will require a heavy rehabilitation (typically PMRAP) to be considered built, at which point they will become part of the CPR cycle.
- Whether built or unbuilt, HCP 4 highways will remain in the LCP program and the only improvement they will receive would be through the MPI program, but they would remain in the LCP program afterward.