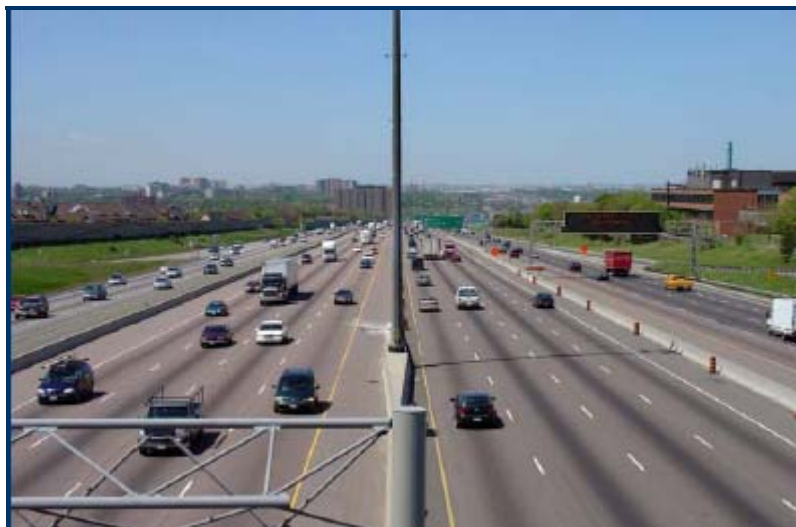


Council of Ministers Responsible for Transportation and Highway Safety

Canada's National Highway System Annual Report 2011



October 2012

Introduction

Canada's National Highway System is an evolution of the Trans-Canada Highway concept originally launched in 1949. Construction of the Trans-Canada Highway began in 1950 under the authority of the *Trans-Canada Highway Act*. In 1962 Prime Minister John Diefenbaker officially opened the Trans-Canada Highway, although construction continued until 1971. A key goal of the Trans-Canada Highway was to connect all the provinces together by highway, which was pursued through a cost-sharing partnership between federal and provincial governments to upgrade existing roadways to "Trans-Canada" standards. The Trans-Canada highway encompassed 7,821 km of highways spanning the width of the country from Victoria to St. John's.

The National Highway System (NHS) was established in 1988 by the Council of Ministers Responsible for Transportation and Highway Safety. The 24,500 kilometre network of key interprovincial and international highway linkages was identified through a federal-provincial-territorial cooperative study carried out over the period 1988 to 1992.

In September 2004 the Council of Ministers approved the addition of 2,700 kilometres of new routes to the NHS, as a result of a study undertaken by Transport Canada. In September 2005, following a comprehensive review of the NHS by a federal, provincial and territorial Task Force, further expansion of the system to include an additional 11,000 kilometres of routes was endorsed by the Council of Ministers.

In 2011 the National Highway System encompassed over 38,000 kilometres of key highway linkages that are vital to both the economy and to the mobility of Canadians. Over 95 percent of the NHS is owned and operated by provincial and territorial authorities. NHS roads under federal control (mostly roads through national parks and the Alaska Highway) account for about 3 percent of the NHS network and roads under municipal control account for about 2 percent. The federal government is also responsible for two major bridges in Montreal (Champlain and Jacques Cartier), and portions of the Bonaventure Expressway and the Honoré-Mercier Bridge.

The NHS comprises three categories of routes, each of which are defined by specific criteria that can be used to assess route eligibility:

Core Routes

- Key interprovincial and international corridor routes (including links to intermodal facilities and important border crossings)

Feeder Routes

- Key linkages to the Core Routes from population and economic centres (including links to intermodal facilities and important border crossings)

Northern and Remote Routes

- Key linkages to Core and Feeder routes that provide the primary means of access to northern and remote areas, economic activities and resources.

The information contained in the report that follows offers insight to the role played by the National Highway System, its performance, the state of its infrastructure and the investment being made in its restoration and improvement.

The report was assembled using statistical information provided by the federal, provincial and territorial departments of transportation, and while effort was taken to ensure completeness and consistency, it should be noted that data for municipal roads on the NHS was not readily available, and except where explicitly noted, is not included in the summaries.

The content of this report is structured as follows:

- **Part 1** provides an overview of the trends and changes which have occurred with the performance and condition of the National Highway System since 2006
- **Part 2** presents in greater detail the most recent information collected from jurisdictions on the performance and condition of the National Highway System (generally for 2011).
- **Appendix 1** provides a detailed breakdown of the routes contained in the National Highway System as of December 31, 2011

Additional information on the National Highway System, including past reports and studies, can be found on the Internet at www.comt.ca.

Cover Pictures:

Highway 401 in Toronto, Ontario – Keele Street Interchange: 1958 and 2005

Table of Contents

| | |
|--|-----------|
| Highlights – Executive Summary | 5 |
| System Map | 6 |
| Part 1: Developments and Highlights 2006-2011 | 7 |
| a) System Length and Route Inventory..... | 7 |
| b) Traffic and Travel | 8 |
| c) Safety | 9 |
| d) Border Crossings and Trade..... | 10 |
| e) Investment..... | 11 |
| f) Pavement Condition..... | 13 |
| g) Bridges and Structures | 15 |
| Part 2: National Highway System – 2011 Data by Jurisdiction | 17 |
| Appendix 1 - National Highway System Route Inventory | 24 |

Highlights – Executive Summary

System Length

- The length of the National Highway System was 38,084 km as of December 2011, essentially unchanged since 2005.

Traffic

- In 2009 the NHS carried over 127 billion vehicle-kilometers of travel, and nearly 20 billion vehicle-kilometers of truck travel.
- Travel on the National Highway System increased 6% from 2005 to 2009.
 - 93% of travel on the NHS occurs on the Core Network.
- Truck travel on the NHS increased 10% over the period.
 - 95% of truck travel occurs on the Core Network.

Safety

- There are nearly 80,000 collisions annually on the National Highway System, typically resulting in about 600 fatalities and over 20,000 injuries, however:
 - the number of injuries per year decreased 16% from 2005 to 2009.
 - the number of fatalities per year decreased 24% from 2005 to 2009.
 - nearly 80% of collisions on the NHS in 2009 resulted in property damage only.

Canada-US Trade and Tourism at NHS Border Crossings

- Nearly \$300 billion in trade with the United States occurs annually at border crossings on the NHS.
 - from 2007 to 2009 the value of trade at NHS border crossings dropped 21%.
 - in 2010 and 2011 trade rebounded, ending 2011 about 15% higher than in 2009.
- The value of tourism at Canada/US border crossings on the NHS is in the order of \$10 billion per year
 - tourism also declined from 2007 to 2009, but rebounded in 2010 and 2011 resulting in a 4.6% increase over the five year period.

Investment

- Since 2006/07 \$20.7 billion has been invested in the National Highway System:
 - provincial and territorial governments ~ \$17.4 billion (84%)
 - federal government ~ \$2.8 billion (14%)
 - other sources ~ \$0.6 billion (2%)
- Over this period investment by NHS route category has been as follows:
 - Core Network ~ 90%
 - Feeder Network ~ 7%
 - Northern and Remote Network ~ 3%
- In fiscal year 2011/12 \$3.4 billion was invested in the National Highway System, a decrease of about 15% from the previous year and \$1.2 billion less than in 2009/10.

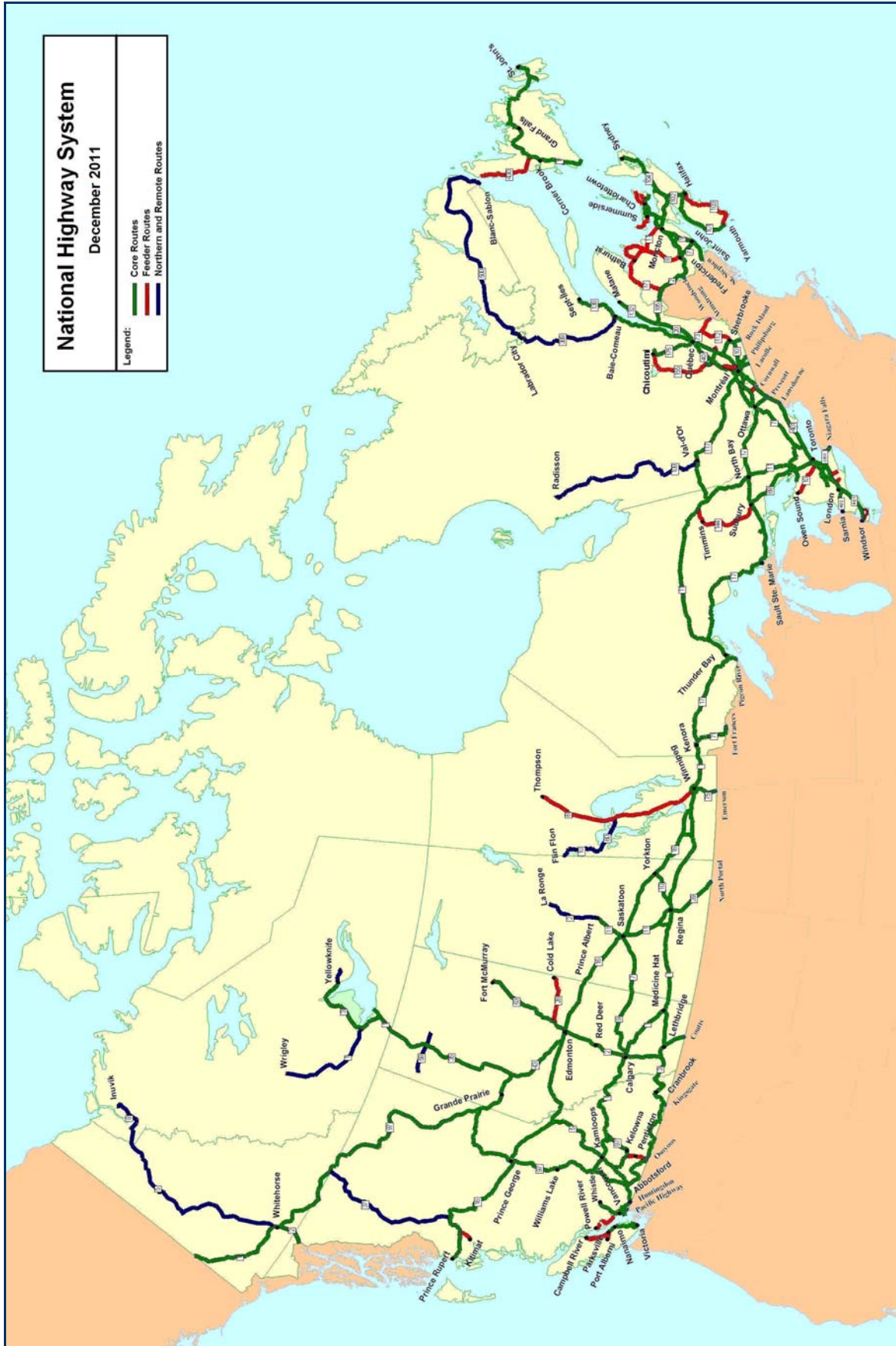
Pavement and Road Surface Condition

- Since 2006 the length of the NHS with pavement condition rated as “good” has increased by 3600 km (17%).
- The length with pavement condition rated as “poor” has decreased by 1000 km (30%).
- The length of unpaved NHS has decreased by 935 km (27%).

Bridges and Structures

- The number of bridges which are less than 10 years old increased 50% from 2006 (896) to 2011 (1,352), reflecting increased investment and new construction.
- Since 2007 nearly 800 bridges on the NHS are new or have undergone major rehabilitation.
- The number of bridges which are over 50 years old increased nearly 60% from 2006 (870) to 2011 (1,382).

System Map



Part 1: Developments and Highlights 2006-2011

a) System Length and Route Inventory

| | Network Length (km) | | | | | |
|------------------------|---------------------|---------------|---------------|---------------|---------------|---------------|
| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| Core | 27,613 | 27,631 | 27,625 | 27,601 | 27,656 | 27,673 |
| Feeder | 4,493 | 4,495 | 4,496 | 4,492 | 4,493 | 4,491 |
| Northern/Remote | 5,922 | 5,921 | 5,917 | 5,917 | 5,920 | 5,920 |
| Total | 38,026 | 38,047 | 38,038 | 38,010 | 38,069 | 38,084 |

Highlights:

- The length of the National Highway System has not changed significantly since a major review and expansion was approved by the Council of Ministers in 2005.
- Adjustments have been made annually in the length of the network due to:
 - Changes in route alignments resulting from construction
 - Changes in route segments included in the NHS when bypasses are completed
 - Corrections to route segment lengths resulting from new measurements.
- Since 2006 the distribution of routes within the three NHS categories has remained relatively unchanged:
 - Core Network ~ 73%
 - Feeder Network ~ 12%
 - Northern and Remote Network ~ 15%

b) Traffic and Travel

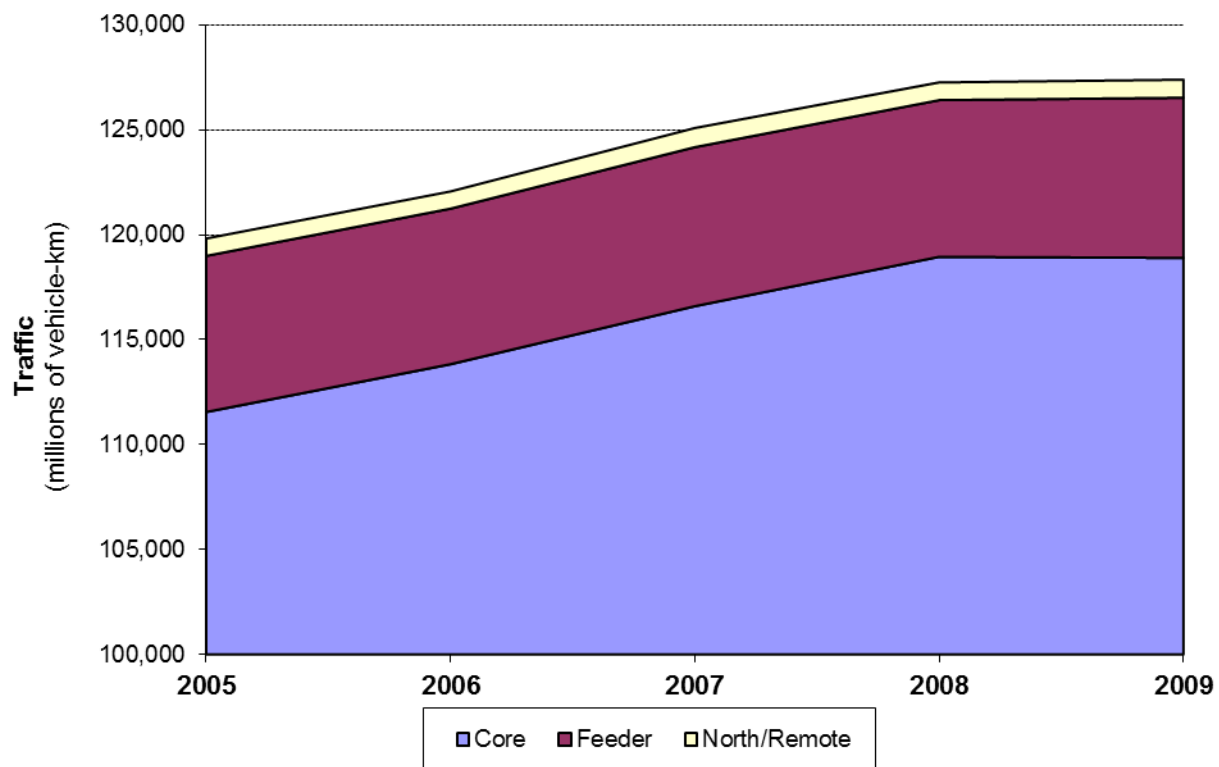
Travel (millions of Vehicle-Km)

| | 2005 | 2006 | 2007 | 2008 | 2009 | Change 2005-09 |
|------------------------|---------|---------|---------|---------|---------|----------------|
| Core | 111,551 | 113,829 | 116,593 | 118,947 | 118,896 | + 7% |
| Feeder | 7,439 | 7,414 | 7,578 | 7,466 | 7,633 | + 3% |
| Northern/Remote | 828 | 818 | 913 | 845 | 859 | + 4% |
| Total | 119,817 | 122,061 | 125,084 | 127,258 | 127,388 | + 6% |

Truck Travel (millions of Vehicle-Km)

| | 2005 | 2006 | 2007 | 2008 | 2009 | Change 2005-09 |
|------------------------|--------|--------|--------|--------|--------|----------------|
| Core | 17,079 | 17,977 | 18,187 | 18,543 | 18,814 | + 10% |
| Feeder | 888 | 913 | 926 | 933 | 937 | + 6% |
| Northern/Remote | 101 | 126 | 138 | 130 | 160 | + 59% |
| Total | 18,068 | 19,016 | 19,251 | 19,606 | 19,911 | + 10% |

Travel on the National Highway System 2005-2009



Highlights:

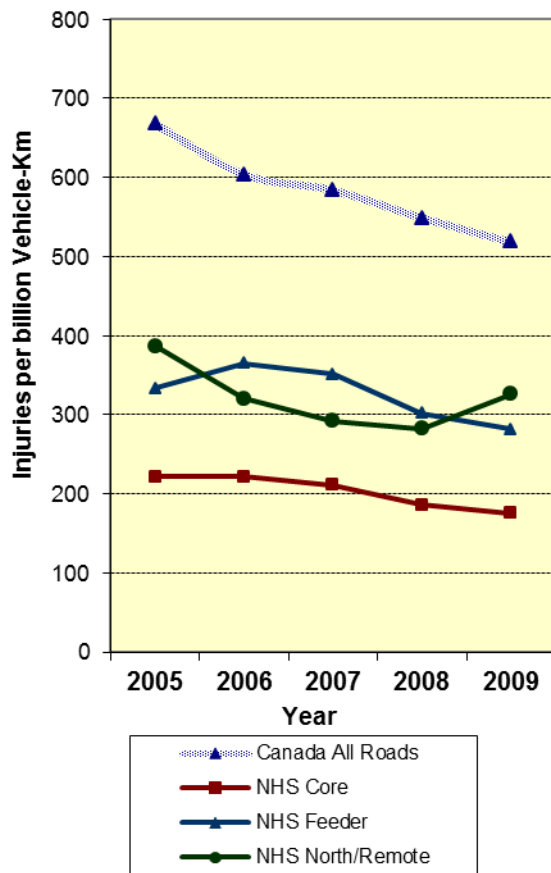
- Travel on the National Highway System increased 6% from 2005 to 2009
 - 93% of travel on the NHS occurs on the Core Network
- Truck travel on the NHS increased 10% over the period.
 - Almost 95% of truck travel occurs on the Core Network
 - Truck travel on the Northern/Remote network has increased almost 60% since 2005

c) Safety

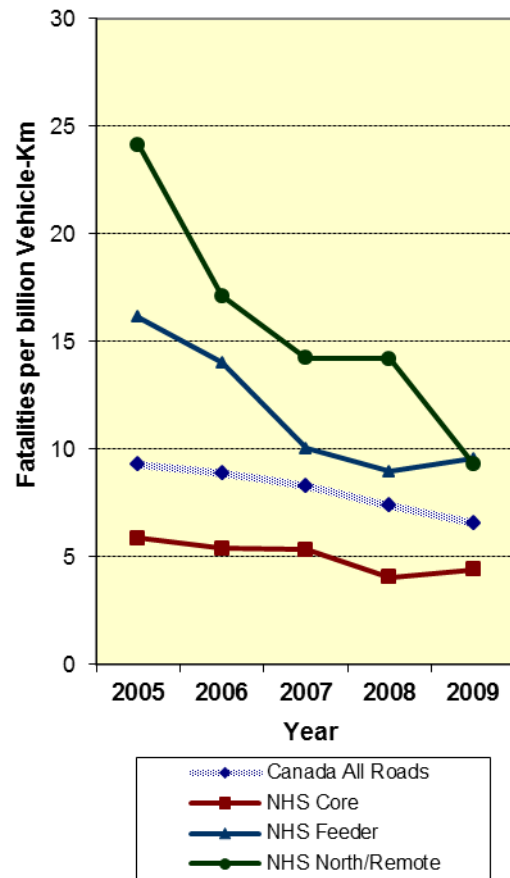
Collisions, Injuries and Fatalities on the National Highway System

| | 2005 | 2006 | 2007 | 2008 ¹ | 2009 ² | Change 2005-09 |
|-------------------|--------|--------|--------|-------------------|-------------------|----------------|
| Collisions | 80,728 | 83,225 | 84,503 | 79,496 | 76,799 | - 5% |
| Injuries | 27,539 | 28,185 | 27,585 | 24,588 | 23,274 | - 16% |
| Fatalities | 796 | 732 | 712 | 560 | 606 | - 24% |

Injury Rates



Fatality Rates



Highlights:

- The number of collisions on the National Highway System decreased 5% from 2005 to 2009:
 - the number of injuries per year decreased 16%
 - the number of fatalities per year dropped 24% over the period.
- Nearly 80% of collisions on the National Highway System in 2009 resulted in property damage only.
- The injury rate for collisions on the National Highway System is considerably lower (~ 50%) than for Canada's road network as a whole.
- The fatality rate for collisions on the Core NHS network is lower than the rate for all roads in Canada, but the fatality rate for collisions on both Feeder and Northern/Remote networks is higher.

¹ Traffic safety data for Manitoba is from 2007 and for Nova Scotia is from 2006.

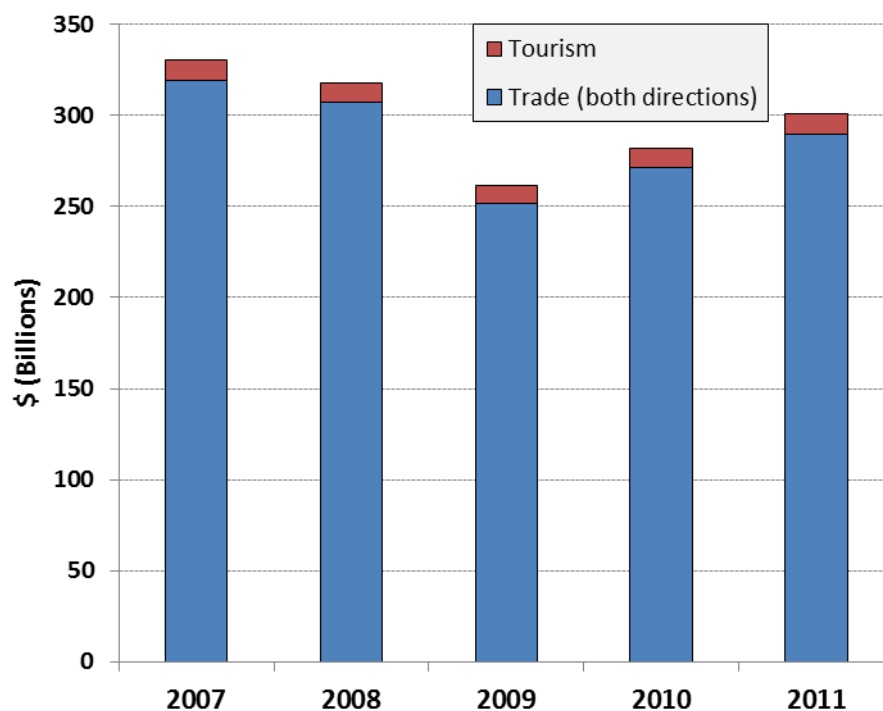
² Traffic safety data for Nova Scotia is from 2006 and for Newfoundland and Labrador is from 2010.

d) Border Crossings and Trade

Value of Canada/US Trade and Tourism at
NHS Border Crossings (\$ billions)

| | 2007 | 2008 | 2009 | 2010 | 2011 | Change |
|-------------------------|-------|-------|-------|-------|-------|--------|
| Trade (both directions) | 319.5 | 306.9 | 251.6 | 271.1 | 289.7 | - 9.3% |
| Tourism | 10.8 | 10.6 | 10.1 | 11.0 | 11.3 | + 4.6% |
| Total | 330.3 | 317.5 | 261.7 | 282.1 | 301.0 | - 8.9% |

Canada/US Trade and Tourism at
NHS Border Crossings



Highlights:

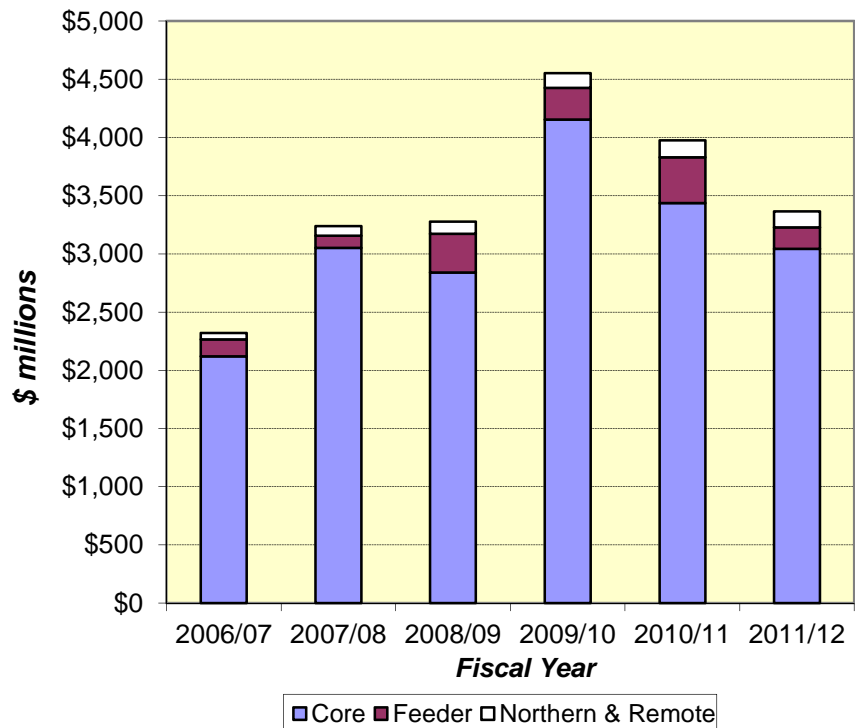
- The value of trade across Canada/US border at crossings on the NHS dropped 21% from 2007 to 2009 due to the economic recession.
- In 2010 and 2011 trade rebounded, ending 2011 15% higher than the level reported in 2009, but still 9.3% below the value reported in 2007.
- The value of tourism at Canada/US border crossings on the NHS also declined from 2007 to 2009, but rebounded in 2010 and 2011 resulting in a 4.6% increase over the five year period.

³ The 2007-2010 figures for the value of tourism were revised upward from previous reports due to a change in methodology (using actual annual spending per vehicle data rather than a uniform annual spending figure).

e) Investment

| | Expenditures (\$ millions) | | | | | |
|------------------------|----------------------------|-------------------|-------------------|-------------------|-------------------|------------------|
| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| Core | \$ 2,120.2 | \$ 3,053.3 | \$ 2,839.6 | \$ 4,154.5 | \$ 3,436.2 | \$3,044.9 |
| Feeder | \$ 144.4 | \$ 102.3 | \$ 333.4 | \$ 272.2 | \$ 393.8 | \$184.3 |
| Northern/Remote | \$55.9 | \$ 82.7 | \$ 103.6 | \$ 126.0 | \$ 145.9 | \$135.0 |
| Total | \$ 2,320.5 | \$ 3,238.3 | \$ 3,276.6 | \$ 4,552.7 | \$ 3,975.9 | \$3,364.2 |

Investment in the National Highway System – 2006 to 2011

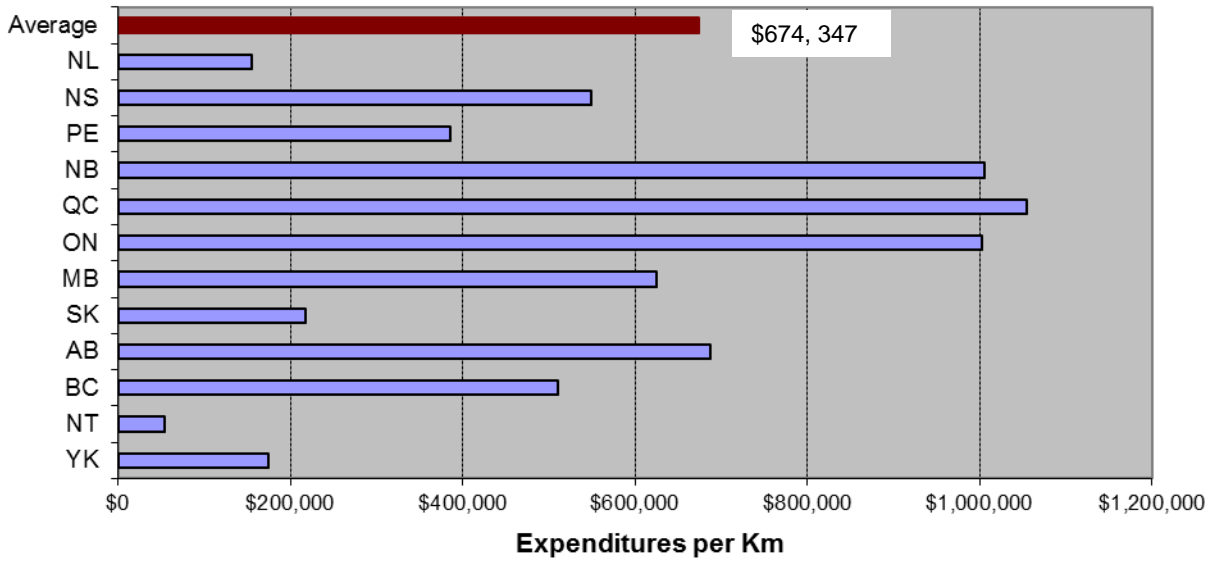


Highlights:

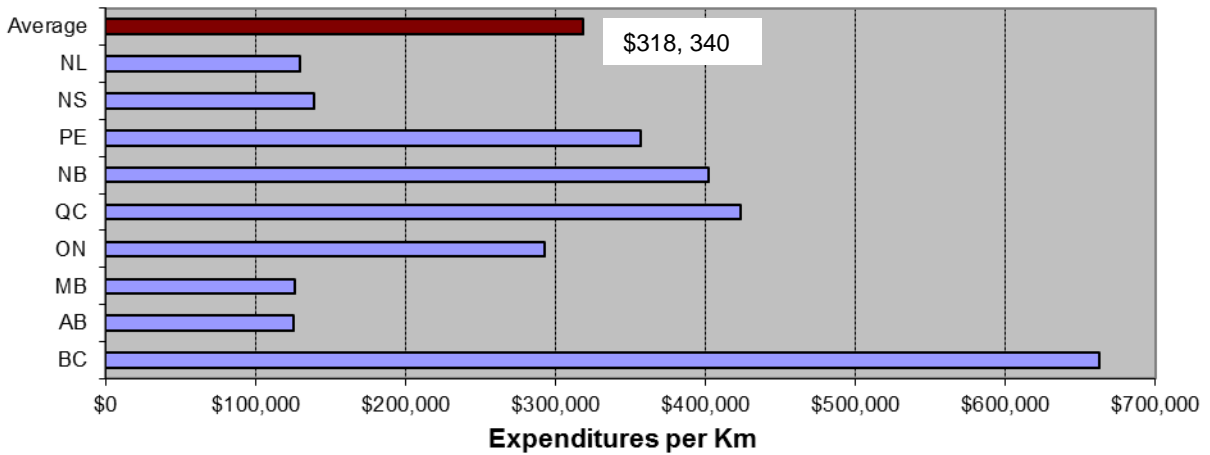
- In fiscal year 2011/12 nearly \$3.4 billion was invested in the National Highway System, a decrease of about 15% from the previous year and 26% less than in 2009/10.
- Since 2006/07 \$20.7 billion has been invested in the National Highway System:
 - Provincial and territorial governments ~ \$17.4 billion (84%)
 - Federal government ~ \$2.8 billion (14%)
 - Other sources ~ \$0.6 billion (2%)
- Over this period investment by NHS route category has been as follows:
 - Core Network ~ 90%
 - Feeder Network ~ 7%
 - Northern and Remote Network ~ 3%

Investment in the National Highway System – 2006 to 2011

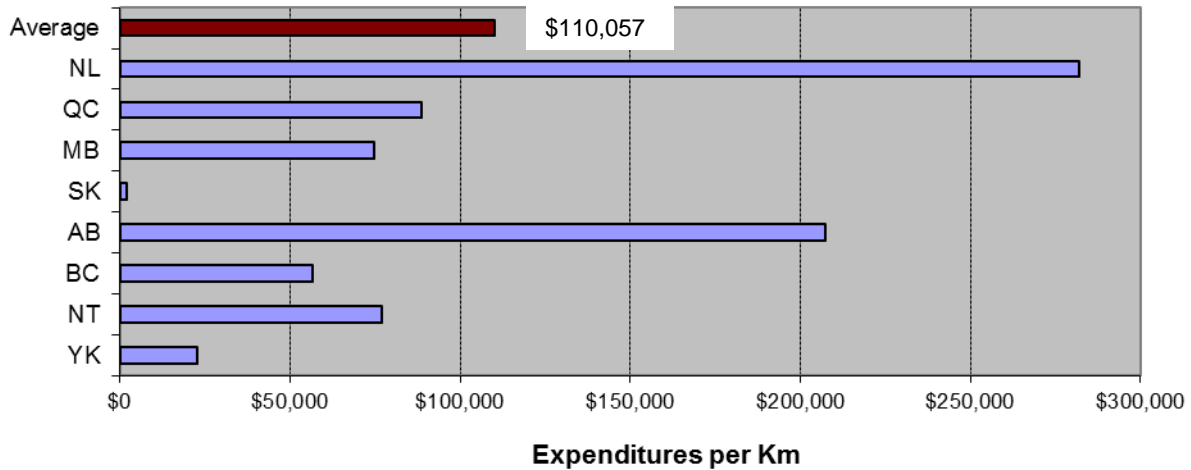
Core Route Network: Expenditures per Km



Feeder Route Network: Expenditures per Km



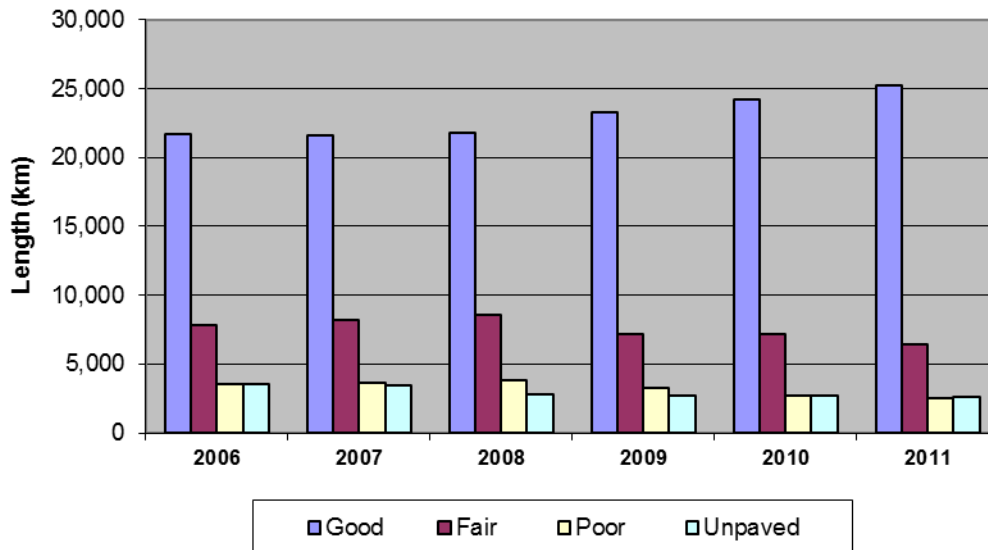
Northern and Remote Route Network: Expenditures per Km



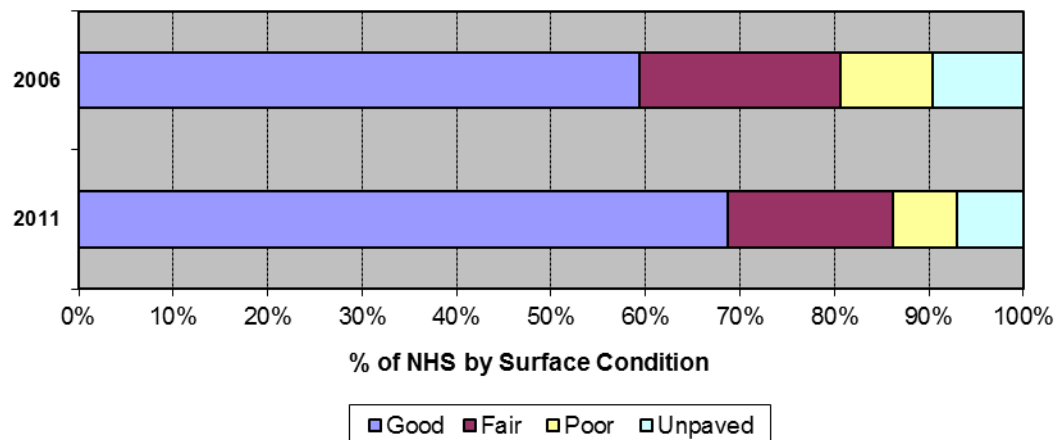
f) Pavement Condition

National Highway System: Surface Condition Changes 2006-2011⁴

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|---------------------|--------|--------|--------|--------|--------|--------|
| Paved – Good | 21,649 | 21,639 | 21,768 | 23,257 | 24,234 | 25,266 |
| Paved - Fair | 7,781 | 8,167 | 8,604 | 7,169 | 7,174 | 6,435 |
| Paved – Poor | 3,537 | 3,671 | 3,799 | 3,245 | 2,743 | 2,496 |
| Unpaved | 3,501 | 3,489 | 2,792 | 2,720 | 2,667 | 2,566 |



National Highway System: Surface Condition Changes 2006 vs 2011*



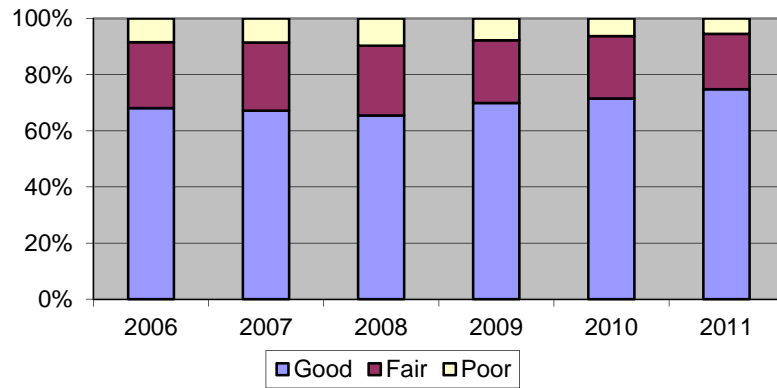
Highlights:

- Since 2006 the length of the NHS with pavement condition rated as “good” has increased 16% (~ 3,600 km).
- The length with pavement condition rated as “poor” has decreased 30% (~ 1,040 km).
- The length of unpaved NHS has decreased by 27% (~ 935 km)

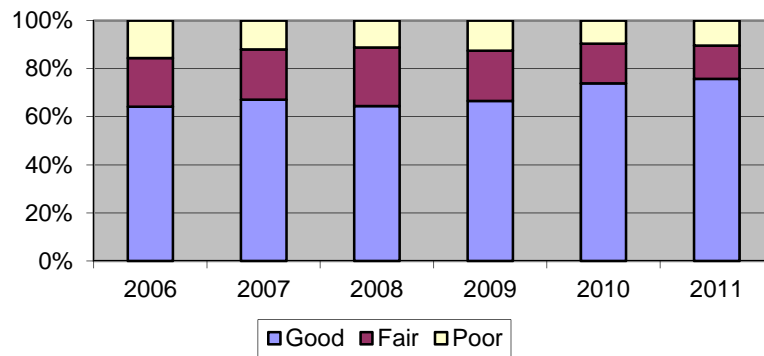
⁴ Pavement condition rating information provided by jurisdictions is not based on identical criteria and thresholds; with some variations in the factors considered and approaches used to classify pavements as good, fair or poor. Totals may not equal the length of the entire NHS as pavement rating data is not available for all sections.

NHS Surface Condition 2006-2011

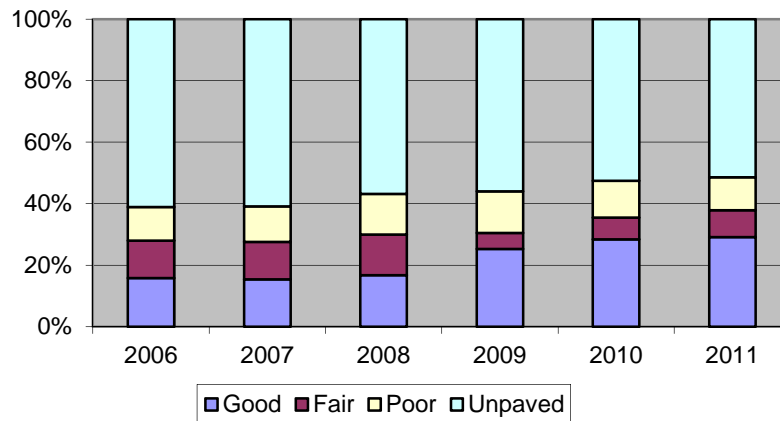
Core Network



Feeder Network



Northern Remote Network

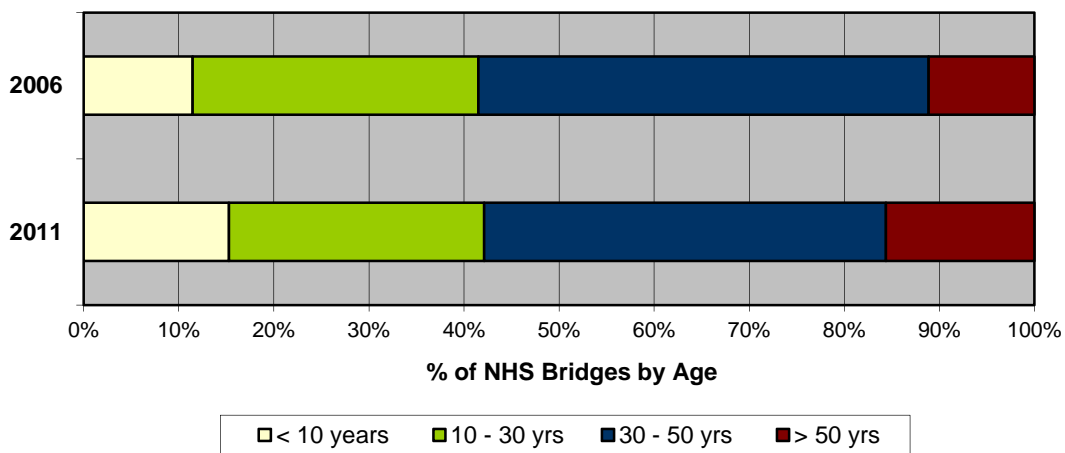


g) Bridges and Structures

Number of Bridges and Structures on the NHS⁵

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Core | 6,676 | 6,825 | 7,291 | 7,401 | 7,553 | 7,630 |
| Feeder | 813 | 808 | 856 | 876 | 882 | 893 |
| Northern/Remote | 299 | 298 | 308 | 308 | 314 | 316 |
| Total | 7,788 | 7,931 | 8,455 | 8,585 | 8,749 | 8,839 |

**NHS Bridges and Structures:
Inventory Age Profile 2006 vs. 2011**

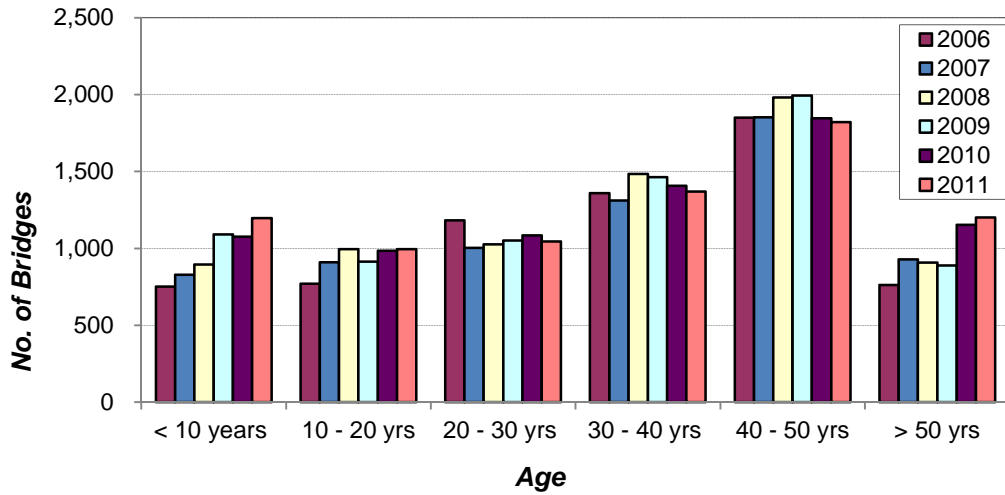


Highlights:

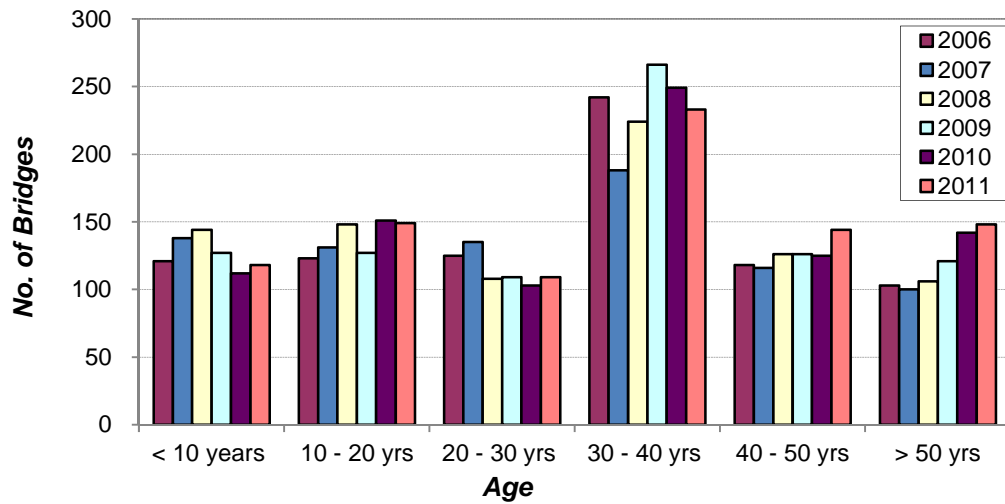
- Over the period 2006-2011 the number of bridges and structures reported on the NHS increased by 13.5% (due in part to adoption of a common definition and changes in the bridge inventory systems maintained by jurisdictions)
- The number of bridges on the NHS that are less than 10 years old increased 50% from 2006 (896) to 2011 (1,352) as a reflection of increased investment and new construction.
 - Nearly 800 bridges are new or have had major rehabilitation work since 2007.
- The number of bridges on the NHS which are over 50 years old increased nearly 60% from 2006 (870) to 2011 (1,382).

⁵ Includes all bridges and structures with a span greater than 3.0 m (including large culverts)

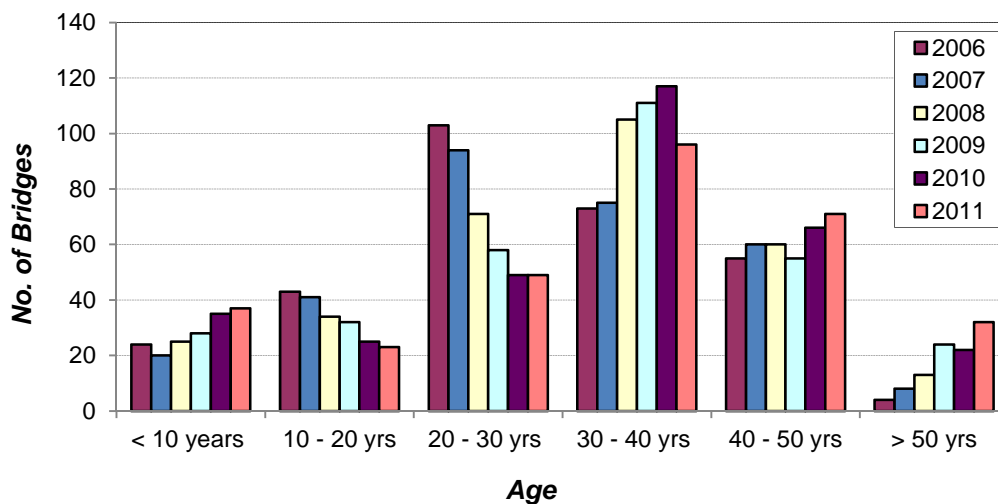
NHS Core Routes: Bridge Age Profile



NHS Feeder Routes: Bridge Age Profile



NHS Northern and Remote Routes: Bridge Age Profile



Part 2: National Highway System – 2011 Data by Jurisdiction

National Highway System Length (December 2011)

| Jurisdiction | Core Network (km) | Feeder Network (km) | Northern & Remote Network (km) | Total – National Highway System (km) |
|------------------------------|-------------------|---------------------|--------------------------------|--------------------------------------|
| Yukon | 1,068.4 | - | 947.9 | 2,016.3 |
| Northwest Territories | 575.6 | - | 847.2 | 1,422.8 |
| Nunavut | - | - | - | - |
| British Columbia | 5,869.3 | 446.7 | 724.0 | 7,040.0 |
| Alberta | 4,036.2 | 215.5 | 196.5 | 4,448.3 |
| Saskatchewan | 2,438.4 | | 238.0 | 2,676.5 |
| Manitoba | 982.3 | 741.9 | 368.2 | 2,092.4 |
| Ontario | 6,130.7 | 705.6 | | 6,836.3 |
| Québec | 3,458.4 | 765.5 | 1,435.3 | 5,659.1 |
| New Brunswick | 994.7 | 833.8 | | 1,828.5 |
| Prince Edward Island | 208.2 | 188.0 | | 396.2 |
| Nova Scotia | 903.0 | 295.5 | | 1,198.5 |
| Newfoundland and Labrador | 1,007.6 | 298.0 | 1,163.0 | 2,468.6 |
| Total NHS Length (km) | 27,672.8 | 4,490.5 | 5,920.1 | 38,083.5 |

The length information is based on the centerline distance of a roadway between start and end points (rather than lane-kilometers or “two-lane equivalent” lengths).

Travel and Traffic (2009)

Vehicle Kilometers of Travel 2009

(millions)

| | Core | Feeder | Northern & Remote | Total |
|--------------|----------------|--------------|-------------------|----------------|
| YT | 207 | | 78 | 285 |
| NT | 84 | | 26 | 111 |
| BC | 15,059 | 1,124 | 96 | 16,279 |
| AB | 13,189 | 250 | 60 | 13,499 |
| SK | 3,925 | | 150 | 4,075 |
| MB | 2,310 | 292 | 103 | 2,705 |
| ON | 47,590 | 1,377 | | 48,967 |
| QC | 27,000 | 2,230 | 300 | 29,530 |
| NB | 3,153 | 1,174 | | 4,327 |
| PE | 468 | 279 | | 747 |
| NS | 3,386 | 597 | | 3,983 |
| NL | 2,525 | 310 | 45 | 2,880 |
| Total | 118,896 | 7,633 | 859 | 127,388 |

Vehicle Kilometers of Truck Travel 2009

(millions)

| | Core | Feeder | Northern & Remote | Total |
|-----------------|---------------|------------|-------------------|---------------|
| YT | 14 | | 5 | 19 |
| NT | 16 | | 6 | 22 |
| BC | 2,228 | 115 | 18 | 2,361 |
| AB | 2,016 | 33 | 15 | 2,064 |
| SK | 932 | | 15 | 947 |
| MB | 451 | 46 | 14 | 511 |
| ON | 8,481 | 184 | | 8,665 |
| QC | 3,420 | 320 | 80 | 3,820 |
| NB | 517 | 134 | | 651 |
| PE | 44 | 25 | | 69 |
| NS ⁵ | 427 | 52 | | 479 |
| NL | 268 | 28 | 7 | 303 |
| Total | 18,814 | 937 | 160 | 19,911 |

Collisions on the National Highway System – 2009

| | Core Routes | Feeder Routes | Northern & Remote | Total |
|-----------------|---------------|---------------|-------------------|---------------|
| YT | 180 | | 77 | 257 |
| NT | 68 | | 41 | 109 |
| BC | 5,797 | 547 | 8 | 6,352 |
| AB | 10,010 | 302 | 48 | 10,360 |
| SK | 3,803 | | 135 | 3,938 |
| MB | 1,383 | 204 | 122 | 1,709 |
| ON | 23,892 | 761 | | 24,653 |
| QC | 22,105 | 2,246 | 261 | 24,612 |
| NB | 1,295 | 710 | | 2,005 |
| PE | 395 | 124 | | 519 |
| NS ⁶ | 1,093 | 342 | | 1,435 |
| NL ⁷ | 695 | 118 | 37 | 850 |
| Total | 70,716 | 5,354 | 729 | 76,799 |

Collisions by Type

| Fatalities & Injuries | Property Damage Only |
|-----------------------|----------------------|
| 82 | 175 |
| 39 | 70 |
| 2,770 | 3,582 |
| 1,552 | 8,808 |
| 506 | 3,432 |
| 421 | 1,288 |
| 4,923 | 19,730 |
| 4,620 | 19,992 |
| 538 | 1,467 |
| 176 | 343 |
| 426 | 1,009 |
| 144 | 706 |
| 16,197 | 60,602 |

Fatalities

Injuries

| | Core Routes | Feeder Routes | Northern & Remote | Total | | Core Routes | Feeder Routes | Northern & Remote | Total |
|--------------|-------------|---------------|-------------------|------------|-----------------|---------------|---------------|-------------------|---------------|
| YT | 4 | | 1 | 5 | YT | 68 | | 33 | 101 |
| NT | 2 | | 1 | 3 | NT | 33 | | 23 | 56 |
| BC | 136 | 16 | 1 | 153 | BC | 3,570 | 388 | 4 | 3,962 |
| AB | 85 | 6 | 2 | 93 | AB | 1,944 | 77 | 7 | 2,028 |
| SK | 36 | | | 36 | SK | 711 | | 25 | 736 |
| MB | 19 | 4 | 3 | 26 | MB ⁶ | 507 | 68 | 33 | 608 |
| ON | 99 | 11 | | 110 | ON | 7,003 | 322 | | 7,325 |
| QC | 114 | 12 | | 126 | QC | 5,662 | 737 | 128 | 6,527 |
| NB | 9 | 15 | | 24 | NB | 435 | 317 | | 752 |
| PE | 6 | 1 | | 7 | PE | 211 | 68 | | 279 |
| NS | 10 | 8 | | 18 | NS | 461 | 145 | | 606 |
| NL | 5 | | | 5 | NL | 238 | 29 | 27 | 294 |
| Total | 525 | 73 | 8 | 606 | Total | 20,843 | 2,151 | 280 | 23,274 |

⁶ Nova Scotia traffic safety data is from 2006

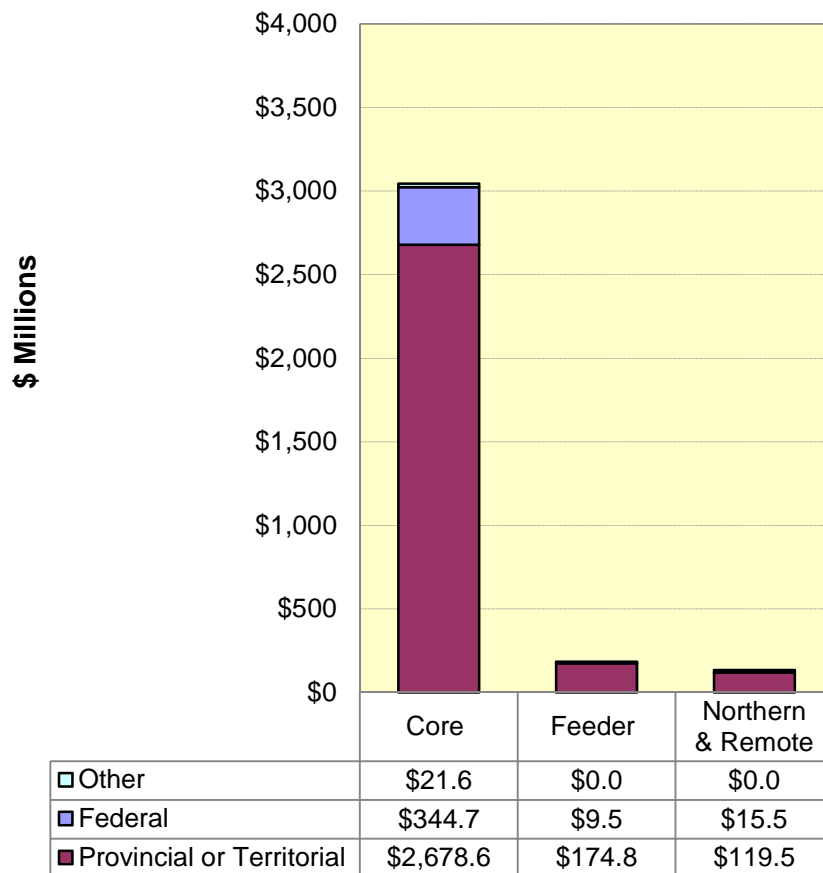
⁷ Newfoundland and Labrador traffic safety data is from 2010

Investment (Fiscal Year 2011/12)

Investment in the NHS by Jurisdiction – Fiscal Year 2011/12
(millions)

| | <i>Federal</i> | <i>Provincial or Territorial</i> | <i>Other</i> | <i>Total</i> |
|--------------|----------------|----------------------------------|---------------|------------------|
| YT | \$0.2 | \$8.9 | \$19.8 | \$28.9 |
| NT | \$8.7 | | | \$8.7 |
| BC | \$25.2 | \$308.9 | | \$334.1 |
| AB | \$40.9 | \$469.7 | | \$510.6 |
| SK | \$54.9 | \$66.9 | | \$121.8 |
| MB | \$69.4 | \$120.1 | | \$189.5 |
| ON | \$42.7 | \$1,071.5 | | \$1,114.2 |
| QC | \$47.9 | \$659.4 | | \$707.3 |
| NB | \$32.6 | \$93.7 | | \$126.3 |
| PE | \$0.8 | \$18.3 | | \$19.0 |
| NS | \$23.2 | \$77.8 | \$1.8 | \$102.9 |
| NL | \$23.2 | \$77.7 | | \$100.9 |
| Total | \$369.7 | \$2,972.9 | \$21.6 | \$3,364.2 |

Investment in the National Highway System - Fiscal Year 2011/12

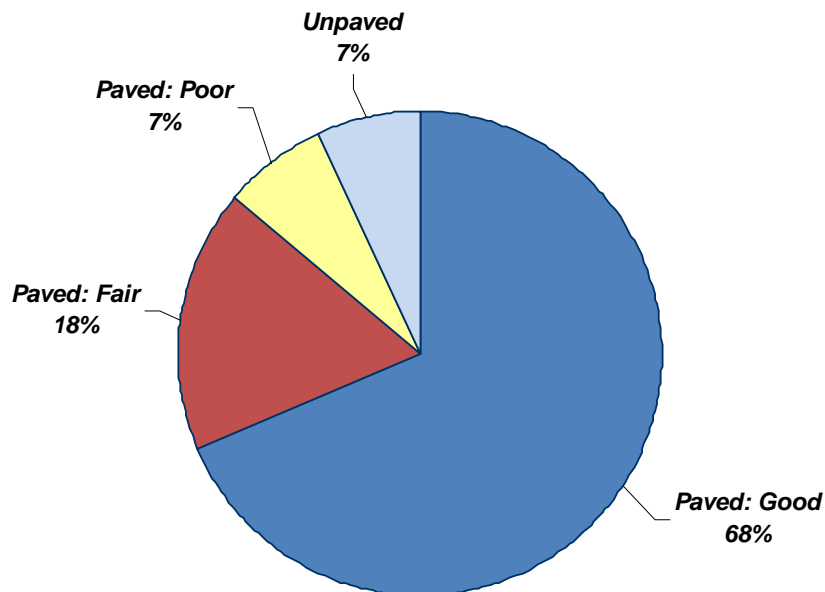


Pavement and Road Surface Condition (2011)

Surface Condition – All NHS Routes^{8,9}

| | <i>Length (km)</i> | <i>Paved - Good</i> | <i>Paved - Fair</i> | <i>Paved - Poor</i> | <i>Unpaved</i> |
|-------|------------------------|-------------------------|-------------------------|-------------------------|----------------|
| YT | 2,016 | 1,062 | 472 | 24 | 459 |
| NT | 1,423 | 564 | 98 | 55 | 705 |
| BC | 7,040 | 4,613 | 1,433 | 254 | 374 |
| AB | 4,449 | 3,162 | 1,299 | 228 | |
| SK | 2,676 | 2,561 | | 115 | |
| MB | 2,092 | 1,627 | | 386 | |
| ON | 6,836 | 4,988 | 1,471 | 378 | |
| QC | 5,659 | 2,847 | 876 | 894 | 237 |
| NB | 1,829 | 1,522 | 225 | 82 | |
| PE | 396 | 236 | 99 | 54 | |
| NS | 1,199 | 1,030 | 149 | 8 | |
| NL | 2,469 | 1,054 | 313 | 18 | 791 |
| Total | 38,084 | 25,266 | 6,435 | 2,496 | 2,566 |

National Highway System – Surface Condition 2011



⁸ Pavement condition rating information provided by jurisdictions is not based on identical criteria and thresholds;

- Transports Québec does not normally use the categories of “Good”, “Fair” and “Poor”. The thresholds used to differentiate “Good” from “Fair” are not used in Quebec, and the thresholds to differentiate “Fair” from “Poor” are based on thresholds for intervention, which vary from one class of road to another.
- Saskatchewan and Manitoba use only two pavement condition rating categories; “Good” and “Poor”.

⁹ In some cases the cell totals for “good, fair, poor and unpaved” do not add up to the total length of NHS in each jurisdiction, primarily because pavement rating data was not available for some sections

**National Highway System – Core Routes
Surface Condition – Km by Category (December 2011)**

| | <i>Length</i> | <i>Paved - Good</i> | <i>Paved - Fair</i> | <i>Paved - Poor</i> | <i>Unpaved</i> |
|--------------|---------------|---------------------|---------------------|---------------------|----------------|
| YT | 1,068 | 775 | 284 | 9 | - |
| NT | 576 | 469 | 83 | 24 | - |
| BC | 5,869 | 3,910 | 1,363 | 245 | - |
| AB | 4,036 | 2,903 | 1,169 | 205 | - |
| SK | 2,438 | 2,338 | | 100 | - |
| MB | 982 | 749 | | 154 | - |
| ON | 6,131 | 4,566 | 1,362 | 203 | - |
| QC | 3,458 | 2,197 | 604 | 490 | - |
| NB | 995 | 884 | 94 | 17 | - |
| PE | 208 | 115 | 54 | 32 | - |
| NS | 903 | 734 | 149 | 8 | - |
| NL | 1,008 | 779 | 216 | 13 | - |
| Total | 27,673 | 20,419 | 5,378 | 1,500 | - |

**National Highway System – Feeder Routes
Surface Condition – Km by Category (December 2011)**

| | <i>Length</i> | <i>Paved - Good</i> | <i>Paved - Fair</i> | <i>Paved - Poor</i> | <i>Unpaved</i> |
|--------------|---------------|---------------------|---------------------|---------------------|----------------|
| YT | - | - | - | - | - |
| NT | - | - | - | - | - |
| BC | 447 | 387 | 53 | 7 | - |
| AB | 216 | 143 | 73 | | - |
| SK | - | | | | - |
| MB | 742 | 646 | | 96 | - |
| ON | 706 | 422 | 109 | 175 | - |
| QC | 768 | 499 | 157 | 98 | - |
| NB | 834 | 638 | 131 | 65 | - |
| PE | 188 | 121 | 45 | 22 | - |
| NS | 296 | 296 | | | - |
| NL | 298 | 243 | 53 | 2 | - |
| Total | 4,491 | 3,395 | 621 | 465 | - |

**National Highway System – Northern and Remote Routes
Surface Condition – Km by Category (December 2011)**

| | <i>Length</i> | <i>Paved - Good</i> | <i>Paved - Fair</i> | <i>Paved - Poor</i> | <i>Unpaved</i> |
|--------------|---------------|---------------------|---------------------|---------------------|----------------|
| YT | 948 | 287 | 188 | 15 | 459 |
| NT | 847 | 95 | 15 | 31 | 705 |
| BC | 724 | 316 | 17 | 2 | 374 |
| AB | 197 | 116 | 57 | 23 | |
| SK | 238 | 223 | | 15 | |
| MB | 368 | 232 | | 136 | |
| ON | - | | | | |
| QC | 1,435 | 151 | 115 | 306 | 237 |
| NB | - | | | | |
| PE | - | | | | |
| NS | - | | | | |
| NL | 1,163 | 32 | 44 | 3 | 791 |
| Total | 5,920 | 1,452 | 436 | 531 | 2,566 |

**Number of NHS Bridges and Structures¹⁰
(December 2011)**

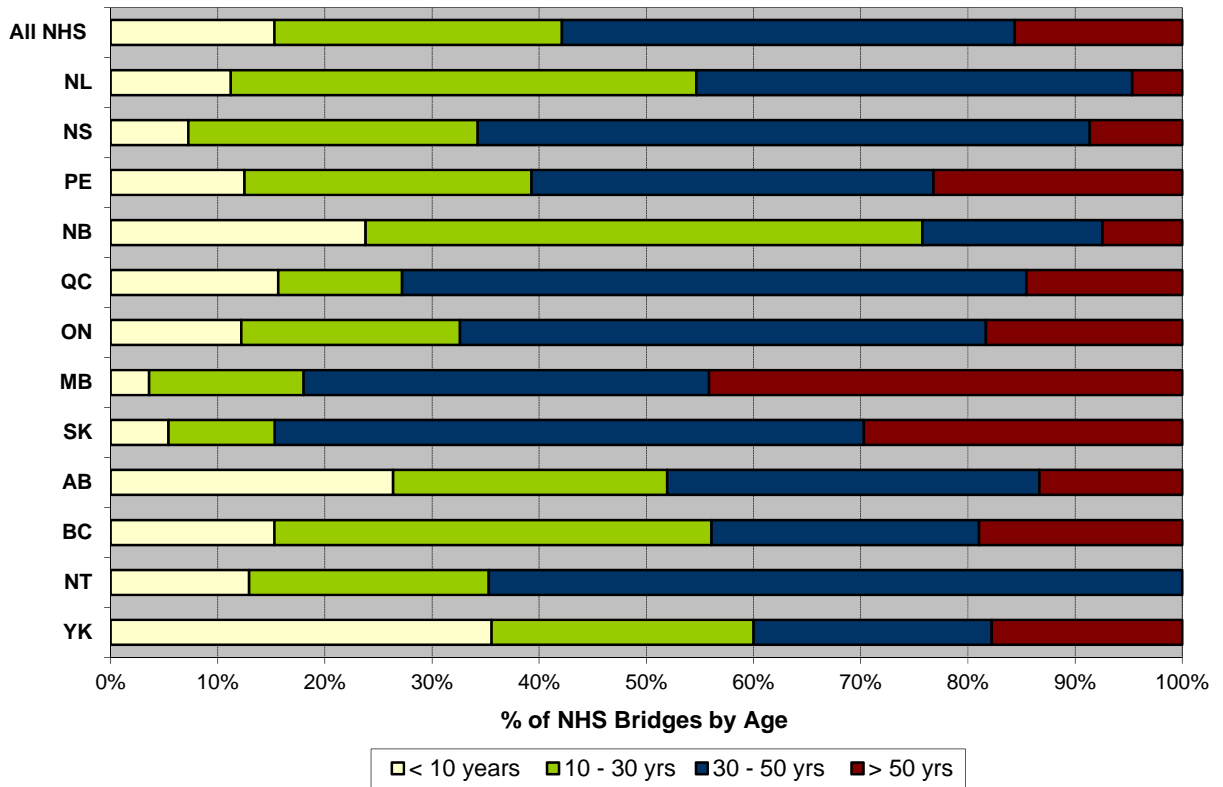
| | <i>Number of Structures</i> | <i>Core</i> | <i>Feeder</i> | <i>Northern & Remote</i> |
|--------------|-----------------------------|--------------|---------------|------------------------------|
| YT | 45 | 28 | | 17 |
| NT | 85 | 15 | | 70 |
| BC | 1,956 | 1,731 | 152 | 73 |
| AB | 743 | 720 | 13 | 10 |
| SK | 111 | 103 | | 8 |
| MB | 111 | 88 | 18 | 5 |
| ON | 2,239 | 2,067 | 172 | |
| QC | 1,934 | 1,632 | 205 | 97 |
| NB | 697 | 514 | 183 | |
| PE | 56 | 31 | 25 | |
| NS | 648 | 536 | 112 | |
| NL | 214 | 165 | 13 | 36 |
| Total | 8,839 | 7,630 | 893 | 316 |

NHS Bridges and Structures – Number by Age

| | <i>No. of Bridges</i> | <i>< 10 yrs</i> | <i>10 - 20 yrs</i> | <i>20 - 30 yrs</i> | <i>30 - 40 yrs</i> | <i>40 - 50 yrs</i> | <i>> 50 yrs</i> |
|--------------|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| YT | 45 | 16 | 3 | 8 | 2 | 8 | 8 |
| NT | 85 | 11 | 7 | 12 | 34 | 21 | |
| BC | 1,956 | 299 | 362 | 436 | 201 | 287 | 371 |
| AB | 743 | 196 | 116 | 74 | 123 | 135 | 99 |
| SK | 111 | 6 | 6 | 5 | 15 | 46 | 33 |
| MB | 111 | 4 | 6 | 10 | 14 | 28 | 49 |
| ON | 2,239 | 273 | 142 | 315 | 506 | 593 | 410 |
| QC | 1,934 | 303 | 117 | 106 | 506 | 621 | 281 |
| NB | 697 | 166 | 265 | 97 | 72 | 45 | 52 |
| PE | 56 | 7 | 6 | 9 | 12 | 9 | 13 |
| NS | 648 | 47 | 72 | 103 | 189 | 181 | 56 |
| NL | 214 | 24 | 65 | 28 | 25 | 62 | 10 |
| Total | 8,839 | 1,352 | 1,167 | 1,203 | 1,699 | 2,036 | 1,382 |

¹⁰ Includes all bridges and structures with a span greater than 3.0 m (including large culverts)

NHS Bridges and Structures – Age Profile by Jurisdiction



Appendix 1 - National Highway System Route Inventory

(As of December 31, 2011)

| Jurisdiction | Core Network (km) | Feeder Network (km) | Northern & Remote Network (km) | Total – National Highway System (km) | Length Change: 2011 vs 2010 |
|----------------------------------|-------------------|---------------------|--------------------------------|--------------------------------------|-----------------------------|
| Yukon | 1068.4 | | 947.9 | 2016.3 | |
| Northwest Territories | 575.6 | | 847.2 | 1422.8 | |
| Nunavut | - | - | - | - | |
| British Columbia | 5869.3 | 446.7 | 724.0 | 7040.0 | + 14.0 |
| Alberta | 4036.2 | 215.5 | 196.5 | 4448.3 | |
| Saskatchewan | 2438.4 | | 238.0 | 2676.5 | |
| Manitoba | 982.3 | 741.9 | 368.2 | 2092.4 | |
| Ontario | 6130.7 | 705.6 | | 6836.3 | |
| Québec | 3458.4 | 765.5 | 1435.3 | 5659.1 | + 0.3 |
| New Brunswick | 994.7 | 833.8 | | 1828.5 | |
| Prince Edward Island | 208.2 | 188.0 | | 396.2 | |
| Nova Scotia | 903.0 | 295.5 | | 1198.5 | |
| Newfoundland and Labrador | 1007.6 | 298.0 | 1163.0 | 2468.6 | |
| | 27672.8 | 4490.5 | 5920.1 | 38083.5 | + 14.3 |

Route Description and Segment Length Changes: December 31, 2010 to December 31, 2011

Adjustments to system description and route inventory:

| |
|--|
| Yukon - No changes |
| Northwest Territories - No changes |
| British Columbia – Changes in section lengths due to re-measurement (increase of 14.0 km) |
| Alberta – No changes |
| Saskatchewan - No changes |
| Manitoba - No changes |
| Ontario - No changes |
| Quebec - Minor changes in section lengths due to re-measurement (increase of 0.3 km) |
| New Brunswick - No changes |
| Prince Edward Island - No changes |
| Nova Scotia - No changes |
| Newfoundland and Labrador - No changes |
| Federal Roads - No changes |

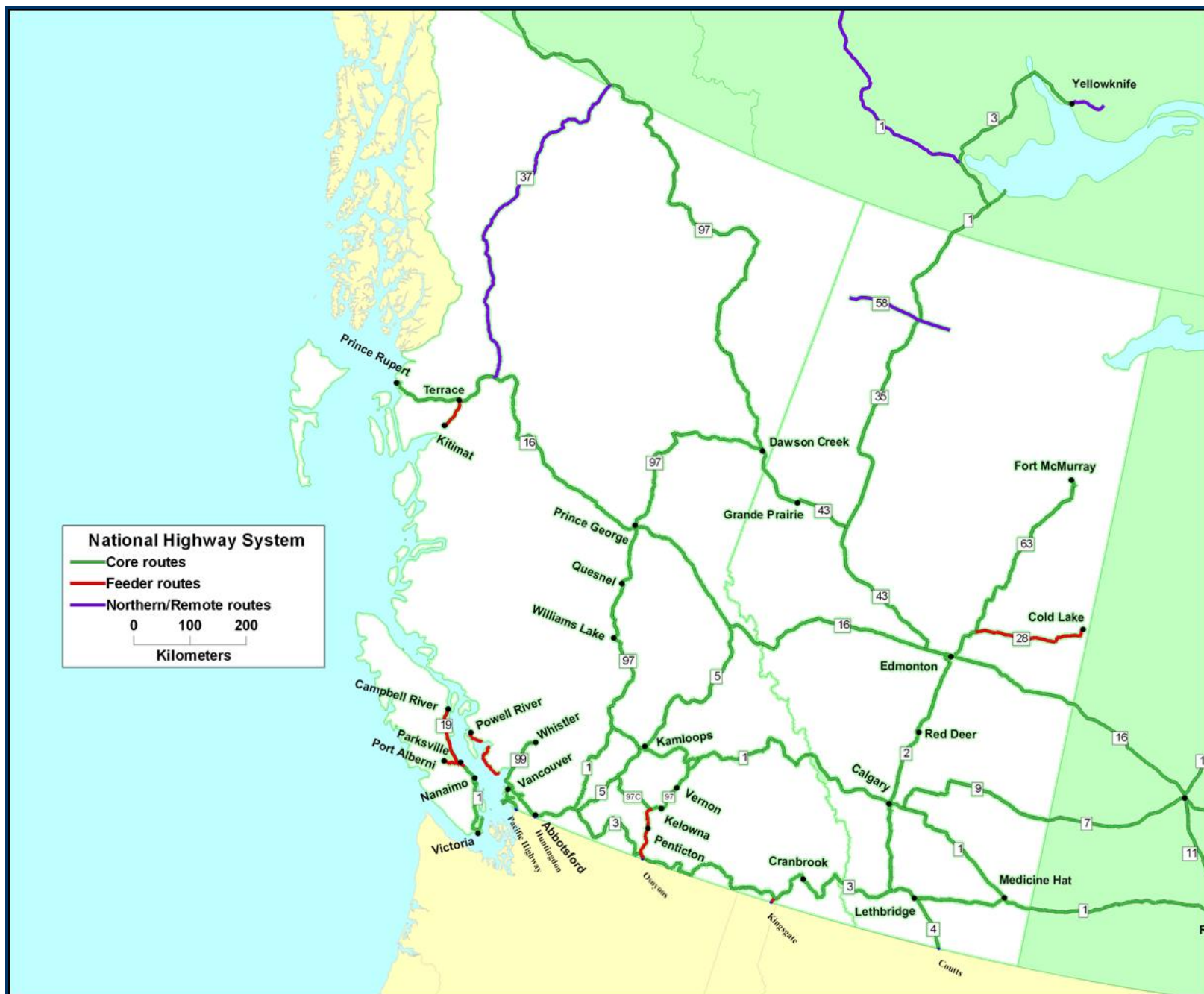
National Highway System – Yukon and Northwest Territories



| Yukon | | | | <i>Core</i> | <i>Feeder</i> | <i>Northern and Remote</i> |
|------------------|--------------------------------|-------------------|--------------------|-------------|---------------|----------------------------|
| Route | From | To | Length (km) | <i>km</i> | <i>km</i> | <i>km</i> |
| 1 | BC Border-km 967 (Crossing #7) | Alaska Border | 934.7 | 934.7 | | |
| 2 | Whitehorse | Alaska Border | 133.7 | 133.7 | | |
| Klondike Highway | Hwy 1 | Jct. Dempster Hwy | 482.9 | | | 482.9 |
| Dempster Highway | Klondike Highway | NWT border | 465.0 | | | 465.0 |
| Total | | | 2,016.3 | 1,068.4 | - | 947.9 |

| Northwest Territories | | | | <i>Core</i> | <i>Feeder</i> | <i>Northern and Remote</i> |
|------------------------------|---------------------|-------------|--------------------|-------------|---------------|----------------------------|
| Route | From | To | Length (km) | <i>km</i> | <i>km</i> | <i>km</i> |
| 1 | Alberta border | Highway 3 | 187.0 | 187.0 | | |
| 2 | Enterprise | Hay River | 48.6 | 48.6 | | |
| 2 | Highway 1 | Yellowknife | 340.0 | 340.0 | | |
| 8 | Yukon Border | Inuvik | 272.5 | | | 272.5 |
| 1 | Highway 3 | Wrigley | 505.5 | | | 505.5 |
| 4 | Yellowknife (Hwy 3) | km 69.2 | 69.2 | | | 69.2 |
| Total | | | 1,422.8 | 575.6 | - | 847.2 |

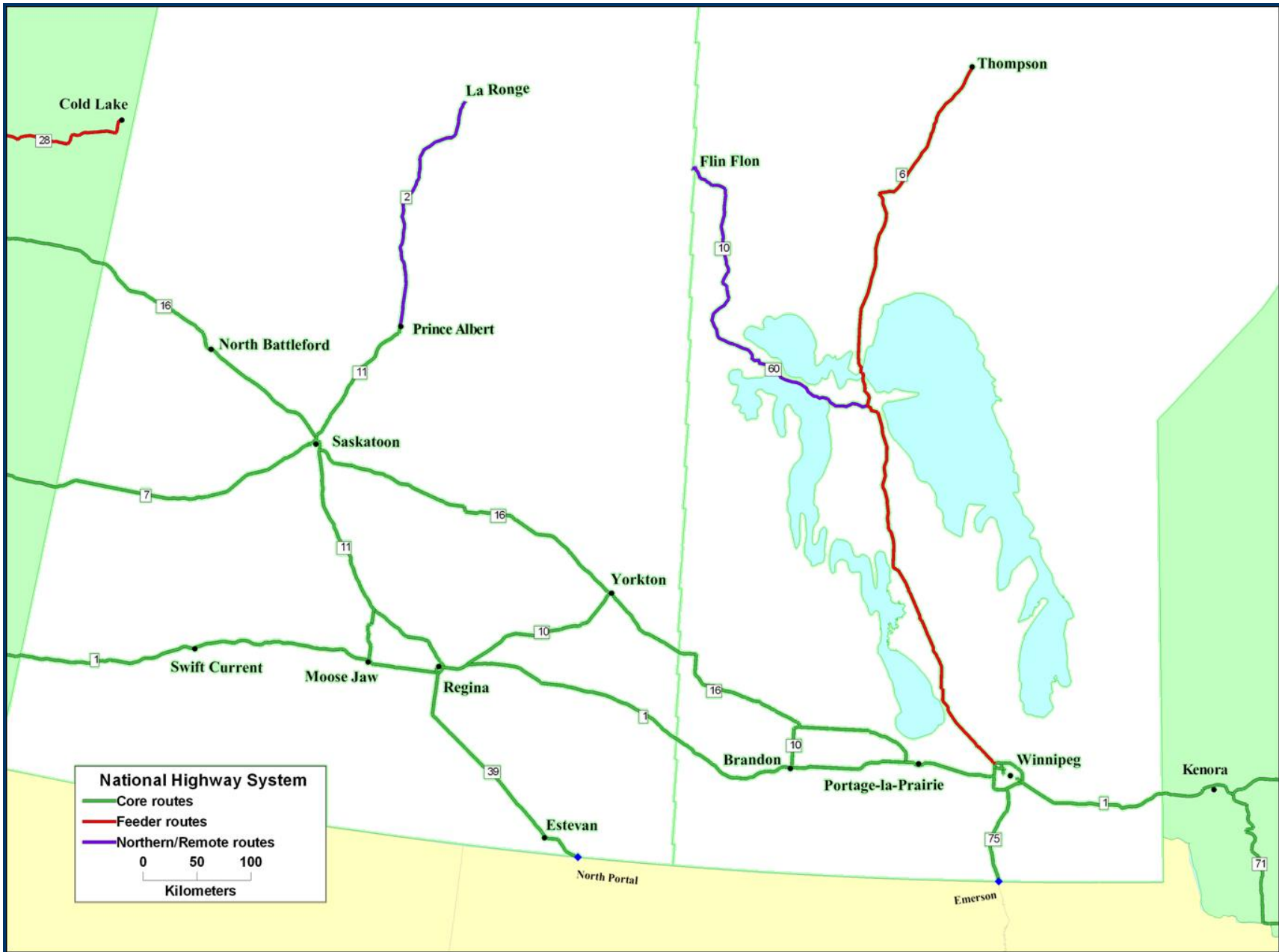
National Highway System – British Columbia and Alberta



| British Columbia | | | | Core | Feeder | Northern and Remote |
|---|-------------------------------------|--|----------------|----------------|--------------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| 1 | Alberta border | Victoria (via Departure Bay) | 993.0 | 993.0 | | |
| 2 | Alberta border | Dawson Creek | 42.0 | 42.0 | | |
| 3 | Alberta border | Hope (Jct. 5) | 833.0 | 833.0 | | |
| 5 | Tete Jaune Cache | Hope (Jct. 1) | 531.0 | 531.0 | | |
| 16 | Alberta border | Prince Rupert | 1,074.0 | 1,074.0 | | |
| 17 | Victoria | Hwy 99 | 44.0 | 44.0 | | |
| 97 | Cache Creek | Yukon Border-km 967 (Crossing #7) | 1,812.0 | 1,812.0 | | |
| 99 | U.S. Border (Peace Arch) | Jct 1/99 (N. Vancouver) | 59.0 | 59.0 | | |
| 8th Ave./15 | U.S. Border (Pacific Highway) | Highway 99 | 3.0 | 3.0 | | |
| 11 | Abbotsford | U.S. Border (Huntingdon) | 3.0 | 3.0 | | |
| 19 | Nanaimo | Parksville (Jct. 4A) | 41.0 | 41.0 | | |
| 97 | Hwy 97C (Peachland) | Jct 97A/97B (Fork) | 80.0 | 80.0 | | |
| 97A | Jct 97A/97B (Fork) | Sicamous (Jct 1) | 66.0 | 66.0 | | |
| 97B | Jct 97A/97B (Fork) | Salmon Arm (Jct 1) | 14.0 | 14.0 | | |
| 97C | Merritt (Jct 5) | Jct 97 (near Peachland) | 106.0 | 106.0 | | |
| 99 | Jct 1/99 (Horseshoe Bay) | Whistler (Lorimer Rd.) | 103.0 | 103.0 | | |
| McGill | Hwy 1 | Port of Vancouver - Vanterm and Centerm | 4.0 | 4.0 | | |
| Deltaport Way | Hwy 99 | Port of Vancouver - Deltaport | 10.0 | 10.0 | | |
| River Road and Elevator Road | Hwy 17/99 | Fraser River Port | 15.0 | 15.0 | | |
| Fairview Terminals Rd | Hwy 16 | Port of Prince Rupert | 2.0 | 2.0 | | |
| Highway 19 - link to Duke Pt Ferry Terminal | Hwy 1 | Duke Pt. Ferry Terminal - Duke Pt. | 7.6 | 7.6 | | |
| Bridgeport Rd/Sea Island Way | Jct Hwy 99/Bridgeport Road | Vancouver International Airport | 1.7 | 1.7 | | |
| McTavish/Canora/Willingdon Rds | Jct Hwy 17/McTavish Rd. | Victoria International Airport | 0.8 | 0.8 | | |
| Airport Way | Hwy 97 | Kelowna Airport | 0.3 | 0.3 | | |
| Mt. Lehman Road | Hwy 1 | Abbotsford Airport, Jct. Mt. Lehman/Approach Dr. | 2.9 | 2.9 | | |
| Old Cariboo Hwy | Hwy 16 | Prince George Airport, Jct. Johnson/Ellis Rds. | 5.0 | 5.0 | | |
| 176th St. & 104th Ave. | Jct Hwy 1/176th street | CN Vancouver Intermodal Terminal (VIT) | 2.0 | 2.0 | | |
| Highways 7B/ 7/Kennedy Road | Jct Hwy 1/7B | CP Vancouver Intermodal Facility (VIF) | 14.0 | 14.0 | | |
| 4 | Highway 19 | Port Alberni (River Rd.) | 38.0 | | 38.0 | |
| 101 | Vancouver (Langdale ferry terminal) | Powell River (Duncan St.) | 112.2 | | 112.2 | |
| 97 | Highway 97C | Penticton (Railway St.) | 44.1 | | 44.1 | |
| 97 | Penticton (Railway St.) | U.S. Border (Osoyoos) | 65.0 | | 65 | |
| 95 | Highway 3 | U.S. Border (Kingsgate) | 11.3 | | 11.3 | |
| 19 | Parksville, Jct 4A/19 | Campbell River, Jct Hwy 19/28 | 118.4 | | 118.4 | |
| 37 | Highway 16 (Terrace) | Kitimat (Nalabila Blvd.) | 57.7 | | 57.7 | |
| 37 | Highway 16 | Highway 97 | 724.0 | | | 724 |
| Total | | | 7,040.0 | 5,869.3 | 446.7 | 724.0 |

| Alberta | | | | Core | Feeder | Northern and Remote |
|--|-----------------------------------|-----------------------------------|----------------|---------|--------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| 1 | Sask. Border | B.C. Border | 534.7 | 534.7 | | |
| 2 | Fort Macleod | Edmonton (Jct. 16) | 447.8 | 447.8 | | |
| | Donnelly | N. of Grimshaw | 82.4 | 82.4 | | |
| 3 | Medicine Hat | B.C. Border | 324.1 | 324.1 | | |
| 4 | U.S. border (Coutts) | Lethbridge | 103.4 | 103.4 | | |
| 9 | Calgary | Sask. Border | 324.8 | 324.8 | | |
| 16 | Sask. Border | B.C. Border | 641.1 | 641.1 | | |
| 35 | N. of Grimshaw | N.W.T. Border | 465.4 | 465.4 | | |
| 43 | Edmonton | B.C. Border | 498.9 | 498.9 | | |
| 49 | Valleyview | Donnelly | 76.6 | 76.6 | | |
| 15/28A/28/63 | Jct. Hwy 16 | Fort McMurray (Athabasca River) | 431.3 | 431.3 | | |
| 96th Ave/Barlow Trail | Deerfoot Trail (Hwy 2) | Calgary International Airport | 2.9 | 2.9 | | |
| 69 | Junction Hwy 63 | Fort McMurray Airport | 6.0 | 6.0 | | |
| Barlow Trail/114th Ave SE/52nd St SE/Dufferrin Place | Deerfoot Trail (Hwy 2) | CP Intermodal Terminal | 3.4 | 3.4 | | |
| Barlow Trail/54th Ave SE/27th St SE | Deerfoot Trail (Hwy 2) | CN Intermodal Terminal | 1.9 | 1.9 | | |
| 184th Street | Yellowhead Trail (Hwy 16) | CN Intermodal Terminal | 0.9 | 0.9 | | |
| 201 | Junction of Hwy 1 W. of Calgary | Junction of Hwy 1 E. of Calgary | 42.4 | 42.4 | | |
| 216 | Junction of Hwy 16 W. of Edmonton | Junction of Hwy 16 E. of Edmonton | 48.3 | 48.3 | | |
| 28 | Junction Hwy 63 | Cold Lake (10 St.) | 215.5 | | 215.5 | |
| Hwy 58 | Rainbow Lake (Rainbow Dr.) | Highway 35 (High Level) | 139.6 | | | 139.6 |
| Hwy 58 | Highway 35 (High Level) | Highway 88 | 56.9 | | | 56.9 |
| Total | | | 4,448.3 | 4,036.2 | 215.5 | 196.5 |

National Highway System – Saskatchewan and Manitoba



| Saskatchewan | | | | Core | Feeder | Northern and Remote |
|-------------------------------|-----------------------------|---|----------------|---------|--------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| 01 | Manitoba border | Regina (Jct. Hwy 6) | 246.2 | 246.2 | | |
| 01 | Regina (Jct. Hwy 6) | Alta. Border | 405.3 | 405.3 | | |
| 16 | Manitoba border | Saskatoon (Jct. Circle Dr.) | 416.0 | 416.0 | | |
| 16 | Saskatoon (Jct. Circle Dr.) | Alta. Border | 271.1 | 271.1 | | |
| 07 | Saskatoon (Jct. Circle Dr.) | Alta. Border | 254.7 | 254.7 | | |
| 11 | Regina | Saskatoon | 253.1 | 253.1 | | |
| 6/39 | Regina | U.S. Border (North Portal) | 233.9 | 233.9 | | |
| 2/11 | Saskatoon | Prince Albert (15 th St) | 137.0 | 137.0 | | |
| 02 | Moose Jaw | Hwy 11 | 51.4 | 51.4 | | |
| 10 | Hwy 1 | Yorkton | 160.6 | 160.6 | | |
| Lewvan Drive & Regina Ave | Hwy 1 | Regina Airport (Empress Rd.) | 4.5 | 4.5 | | |
| Airport Drive | Circle Drive | Saskatoon Airport | 1.7 | 1.7 | | |
| 11th Street and Chappel Drive | Highway 7 | Saskatoon Chappel Yard – CN Rail terminal | 3.0 | 3.0 | | |
| 02 | Prince Albert (15th St.) | La Ronge (Brown St.) | 238.0 | | | 238.0 |
| Total | | | 2,676.5 | 2,438.4 | - | 238.0 |

| Manitoba | | | | Core | Feeder | Northern and Remote |
|-------------------------------------|--------------------|----------------------------------|----------------|-------|--------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| 1 | Ontario Border | Sask. Border | 500.1 | 500.1 | | |
| 16 | Portage-la-Prairie | Sask. Border | 267.2 | 267.2 | | |
| 75 | Winnipeg | U.S. border (Emerson) | 93.6 | 93.6 | | |
| 10 | Brandon (PTH 1) | Highway 16 SE | 41.5 | 41.5 | | |
| Wpg Route 90, Sargent/Wellington | PTH 101 | James H Richardson Airport | 13.3 | 13.3 | | |
| PR 221/ Inkster Blvd. /Keewatin St. | PTH 101 | CPR Weston | 11.0 | 11.0 | | |
| PTH 1 East/Plessis Rd | PTH 100 | 560 Plessis Rd./Symington Yard | 6.0 | 6.0 | | |
| Hwy 101 (North Perimeter Rd) | East Jct Hwy 1 | West Jct Hwy 1 | 49.6 | 49.6 | | |
| PTH 6 | Highway 100 | Thompson (Thompson Dr. N) | 741.9 | | 741.9 | |
| PTH 60/10 | Highway 6 | Flin Flon (4 th Ave.) | 368.2 | | | 368.2 |
| Total | | | 2,092.4 | 982.3 | 741.9 | 368.2 |

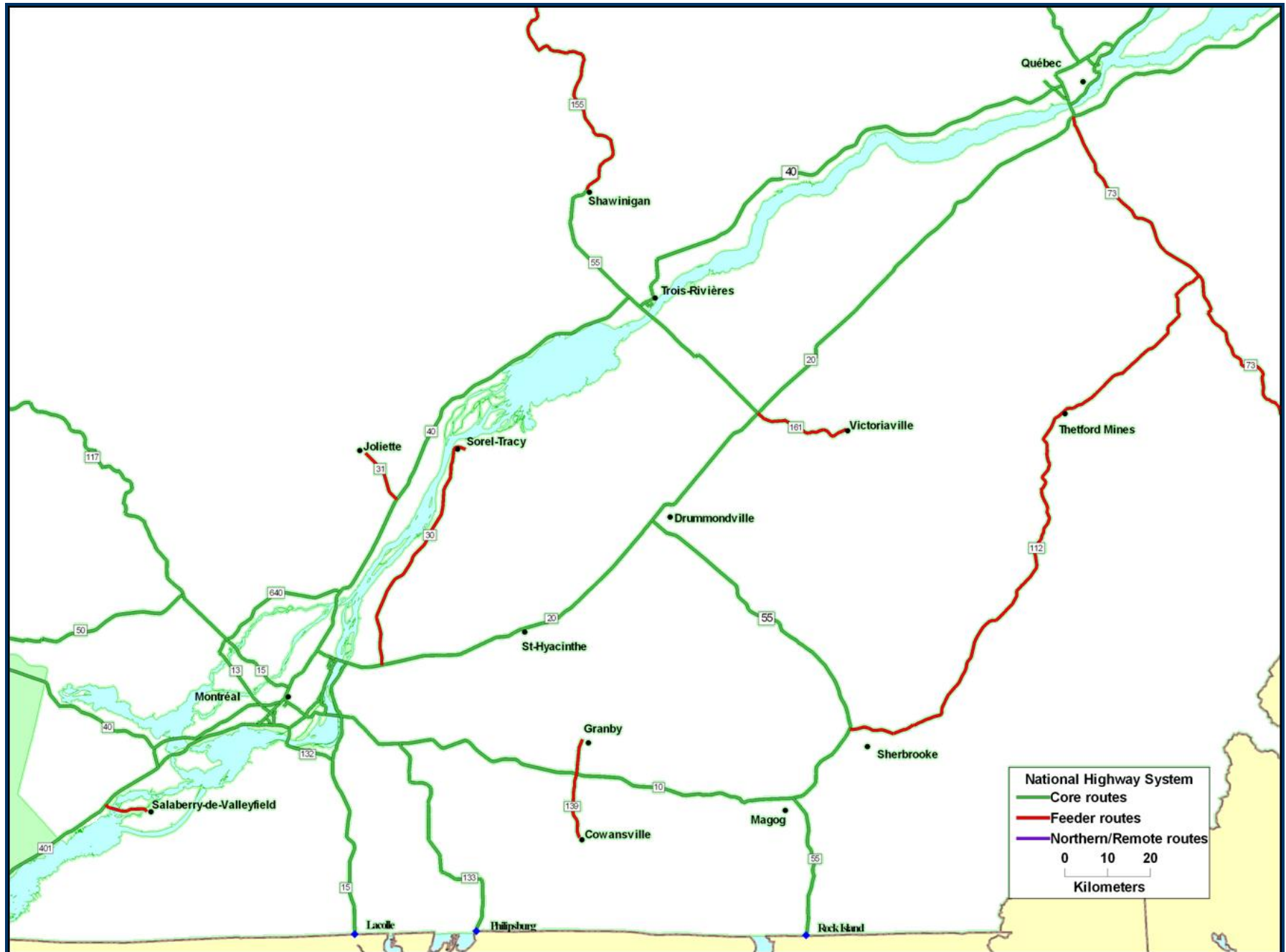
National Highway System – Ontario



| Ontario | | | | Core | Feeder | Northern and Remote |
|-----------------------------|---------------------------------|---|-------------|---------|--------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| QEW | Fort Erie | Toronto | 139.0 | 139.0 | | |
| 401 | Que. Border | Windsor | 817.0 | 817.0 | | |
| 402 | London | U.S. Border (Sarnia) | 103.0 | 103.0 | | |
| 405 | QEW | U.S. Border (Queenston-Lewiston Bridge) | 9.0 | 9.0 | | |
| 427 | Hwy 401 | QEW | 8.0 | 8.0 | | |
| 137 | Highway 401 | U.S. Border (Lansdowne) | 4.0 | 4.0 | | |
| 416 | Ottawa (Jct. 417) | Hwy 401 | 76.0 | 76.0 | | |
| 16 | Hwy 401 | U.S. Border (Prescott) | 3.8 | 3.8 | | |
| 417 | Quebec Border | Reg. Rd 29 (Arnprior) | 182.8 | 182.8 | | |
| 400 | Toronto (Jct. Hwy 401) | Parry Sound (IC-217) | 210.4 | 210.4 | | |
| 69 | Parry Sound (IC-217) | Sudbury (Jct. Southwest Bypass) | 181.5 | 181.5 | | |
| 17 | Reg. Rd 29 (Arnprior) | Manitoba Border | 1,966.3 | 1,966.3 | | |
| 66 | Quebec Border | Kirkland Lake | 58.4 | 58.4 | | |
| 11 | North Bay | Nipigon | 991.5 | 991.5 | | |
| 71 | U.S. Border (Fort Frances) | Hwy 17 | 194.3 | 194.3 | | |
| 61 | U.S. Border (Pigeon River) | Thunder Bay (Jct. 17) | 58.0 | 58.0 | | |
| 403 | QEW (Burlington) | Hwy 401 (Woodstock) | 81.9 | 81.9 | | |
| 11/400A | Barrie | North Bay | 239.7 | 239.7 | | |
| 35/115 | Hwy 401 | Peterborough (S Jct. Hwy 7/115) | 44.8 | 44.8 | | |
| 7/115 | Peterborough (S Jct. Hwy 7/115) | Ottawa (Jct. Hwy 417) | 319.0 | 319.0 | | |
| 7/12 | Peterborough (S Jct. Hwy 7/115) | Hwy 11 | 74.0 | 74.0 | | |
| 12 | N Jct. Hwy 11 | Hwy 400 | - | - | | |
| 26 | Hwy 400 (Barrie) | Collingwood (County Road 19) | 63.0 | 63.0 | | |
| 06 | Hwy 403 (Hamilton) | Highway 401 (Guelph) | 25.9 | 25.9 | | |
| 06 | Highway 401 (Guelph) | Guelph (Woodlawn Rd.) | 15.4 | 15.4 | | |
| 07 | Guelph (Woodlawn Rd.) | Kitchener (Conestoga Parkway) | 20.8 | 20.8 | | |
| 08 | Kitchener (Conestoga Parkway) | Stratford (Erie) | 52.5 | 52.5 | | |
| 08 | Hwy 401 | Kitchener (Conestoga Parkway) | - | - | | |
| 108 | Hwy 17 | Elliot Lake (Hillside Dr.) | 27.2 | 27.2 | | |
| 34 | Hwy 417 | Hawkesbury (Quebec Border) | 19.2 | 19.2 | | |
| 17B | Hwy 17 | U.S. Border (Sault Ste. Marie) | 10.6 | 10.6 | | |
| 03 | Hwy 401 | U.S. Border (Ambassador Bridge) | 10.9 | 10.9 | | |
| 3B | Hwy 401 | U.S. Border (Detroit-Windsor Tunnel) | 11.0 | 11.0 | | |
| 420 | QEW | U.S. Border (Rainbow Bridge) | 4.7 | 4.7 | | |
| Nicholas/Rideau/King Edward | Hwy 417 | Quebec Border (Gatineau) | 4.0 | 4.0 | | |
| 403 | QEW | Hwy 401 | 20.9 | 20.9 | | |
| 410 | Hwy 401 | Steeles Ave. | 6.7 | 6.7 | | |
| 427 | Hwy 401 | York Regional Road 7 | 12.1 | 12.1 | | |
| 409 | Hwy 401 | Hwy 427 | 4.1 | 4.1 | | |
| 6 | Hwy 403 | Hamilton Airport (Airport Rd.) | 9.7 | 9.7 | | |
| Bronson/Airport Parkway | Hwy 417 | Ottawa Airport | 9.8 | 9.8 | | |
| Airport Rd./Oxford St. E | Hwy 401 | London Airport | 10.0 | 10.0 | | |
| RR7/RR50/Rutherford | Hwy 427 | CP Intermodal Terminal (Vaughan) | 6.0 | 6.0 | | |

| Ontario (continued) | | | | Core | Feeder | Northern and Remote |
|------------------------------------|------------------------|--|----------------|----------------|--------------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| Steeles/Airport Rd/Intermodal Dr. | Hwy 410 (Bovaird Dr.) | CN Intermodal Terminal (Brampton) | 7.1 | 7.1 | | |
| Derry Rd/Airport Rd/Intermodal Dr. | Hwy 427 | Steeles Ave. - CN Intermodal Terminal (Brampton) | 5.6 | 5.6 | | |
| Gardiner Expy/Kipling/Queen | Hwy 427 | CP Obico Intermodal Terminal | 3.5 | 3.5 | | |
| Trafalgar | Hwy 401 | Derry Rd. - CP Expressway Intermodal Terminal | 1.7 | 1.7 | | |
| RR7/Keele/Administration | Hwy 400 | CN RoadRailer Intermodal Terminal (Vaughan) | 4.3 | 4.3 | | |
| McCowan Road | Hwy 401 | CP Expressway Intermodal Terminal (Scarborough) | 1.6 | 1.6 | | |
| 138 | Hwy 401 | Hwy 417 | 35.4 | | 35.4 | |
| 138 | U.S. Border (Cornwall) | Hwy 401 IC | 7.7 | | 7.7 | |
| CR17 | Hawkesbury E | Hwy 417 | 10.0 | | 10.0 | |
| 144/101 | Hwy 17 (Sudbury) | Timmins (Mountjoy St.) | 271.7 | | 271.7 | |
| 101 | Timmins (Mountjoy St.) | Highway 11 | 90.7 | | 90.7 | |
| 12 | Hwy 400 | Midland (Highway 93) | 18.0 | | 18.0 | |
| 10 | Hwy 410 (Steeles Ave.) | Owen Sound (Highway 26) | 152.1 | | 152.1 | |
| 77 | Hwy 401 | Leamington (Highway 3) | 22.6 | | 22.6 | |
| 03 | Leamington (Hwy 77) | Hwy 401 | 38.7 | | 38.7 | |
| 19 | Hwy 401 | Tillsonburg (Vienna Rd.) | 22.5 | | 22.5 | |
| 24 | Hwy 403 | Simcoe (Hwy 3/Queensway Dr.) | 36.2 | | 36.2 | |
| Total | | | 6,836.3 | 6,130.7 | 705.6 | - |

National Highway System – Southern Québec



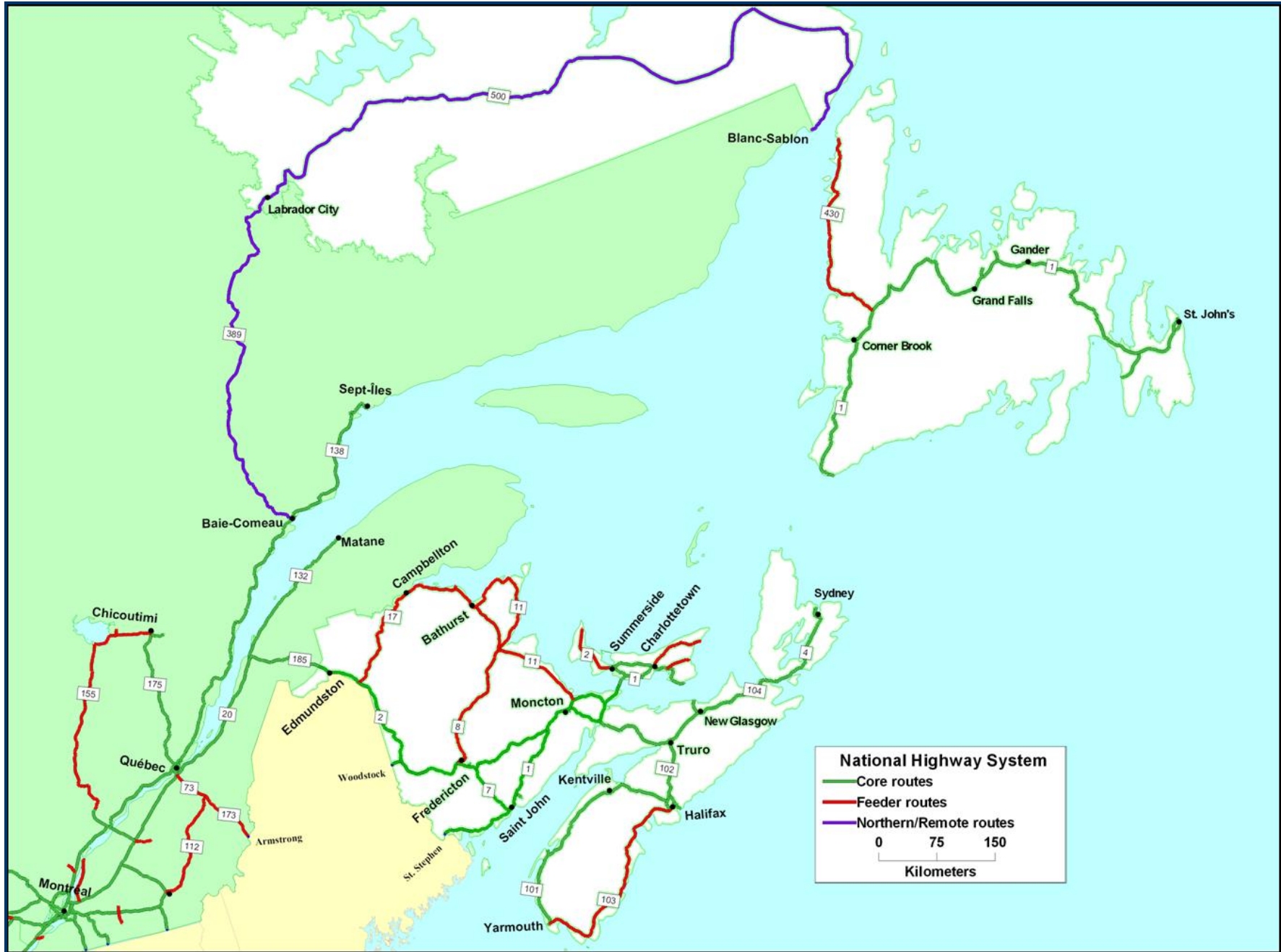
| Québec | | | | Core | Feeder | Northern and Remote |
|-------------|--|--|-------------|-------|--------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| A10 | A10, Rive sud de Montréal, est du pont Champlain | A10, jonction avec A55 à Sherbrooke | 137.0 | 137.0 | | |
| A15 | A15, frontière entre le Québec et New-York à St-Bernard-de-Lacolle jct I87 | A15, Rive sud de Montréal, est du pont Champlain | 53.8 | 53.8 | | |
| A15,117,101 | A15, Île de Montréal, intersection avec la A20 et A720 | A15, Intersection avec A40, échangeur Décarie | 7.0 | 7.0 | | |
| | A15, Intersection A40, Échangeur de l'Acadie | A15, intersection avec 117 | 88.9 | 88.9 | | |
| | 117, Fin A15, Ste-Agathe-des-Monts | 117, Début tracé conjoint 101-117 à Rouyn-Noranda | 533.7 | 533.7 | | |
| | 101, Tracé conjoint 101-117 de Rouyn-Noranda à Artnfield | 101, Fin tracé conjoint | 19.0 | 19.0 | | |
| | 117, Artnfield, intersection 117 et 101 | 117, Frontière de l'Ontario jct route 66 | 19.4 | 19.4 | | |
| A20 | A20, Frontière de l'Ontario avec la route 401 à Rivière-Beaudette | A20, Île de Montréal, Échangeur avec A15 et A720 | 67.6 | 67.6 | | |
| | A15 Échangeur A20-A15-A720 | A15, Ouest du pont Champlain | 2.1 | 2.1 | | |
| | A15, approches ouest du pont Champlain | A15, début pont Champlain | 2.6 | 2.6 | | |
| | A10, Pont Champlain | A10, approches est du pont Champlain | 4.0 | 4.0 | | |
| | A10, approches est du pont Champlain | A10, Échangeur A10-A15-A20 | 1.0 | 1.0 | | |
| | A20, Rive sud de Montréal, Brossard | A20 à Rivière-du-Loup, intersection avec 185 | 423.0 | 423.0 | | |
| A85,185 | Intersection avec la A20 à Rivière-du-Loup | Continuité sur 185 | 12.4 | 12.4 | | |
| | 185,Jct avec A85 | 185, Frontière du Nouveau-Brunswick jct route 2 | 88.4 | 88.4 | | |
| A25 | A25, intersection avec A20 à Longueuil | A25, intersection avec A40 à Anjou | 8.1 | 8.1 | | |
| A35, 133 | 133, frontière du Vermont à Philipsburg jct I89 | 133, jonction avec A35 à St-Athanase | 40.0 | 40.0 | | |
| | A35, jonction avec 133 à St-Athanase | A35, intersection avec A10 à Carignan | 18.7 | 18.7 | | |
| A40 | A40, frontière de l'Ontario à Pointe-Fortune | A40, intersection A55 à Trois-Rivières-Ouest | 197.7 | 197.7 | | |
| | A55, tracé conjoint avec A40 à Trois-Rivières-Ouest | A55, fin tracé conjoint avec A40 | 3.5 | 3.5 | | |
| | A40, échangeur avec A55 | A40, échangeur avec autoroute Dufferin l'ouest du pont de Île d'Orléan | 141.6 | 141.6 | | |
| 138 | A40, échangeur autoroute Dufferin | A40, jonction avec 138 à l'est du pont de l'Île d'Orléan | 2.2 | 2.2 | | |
| | 138, jonction avec A40 à l'est du pont de l'Île d'Orléans | 138, intersection avec la Rue Smith à Sept-Îles | 627.2 | 627.2 | | |
| A73, 175 | A73, échangeur avec A20 à Charny | A73, échangeur avec A40 à Ste-Foy | 7.8 | 7.8 | | |
| | A73, fin tracé conjoint avec A40 à Québec | A73, jonction avec 175 à Stoneham-et-Tewkesbury | 19.1 | 19.1 | | |
| | 175, jonction A73 à Stoneham | 175, échangeur avec A70 à Chicoutimi | 177.7 | 177.7 | | |
| | 175, échangeur avec A70 à Chicoutimi | 175, intersection blv de L'Université Est | 3.6 | 3.6 | | |
| A55 | A55, frontière avec le Vermont à Stanstead | A55, échangeur avec A10, début tracé conjoint avec A10 | 34.5 | 34.5 | | |
| | A55, fin tracé conjoint avec A10 | A55, échangeur avec A20, début tracé conjoint avec A20 | 71.2 | 71.2 | | |

| Québec | (continued) | | | Core | Feeder | Northern and Remote |
|---------|--|--|-------------|------|--------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| | A55, échangeur avec A20 | A55, échangeur avec A40, début tracé conjoint avec A40 | 37.3 | 37.3 | | |
| A50,148 | A50, échangeur A5 à Gatineau | A50, jonction avec 317 à Thurso | 51.1 | 51.1 | | |
| | 317, jonction A50 à Thurso | 317, jonction 148 à Thurso | 3.5 | 3.5 | | |
| | 148, jonction 317 à Thurso | 148, jonction avec 323 à Montebello | 25.2 | 25.2 | | |
| | A50, jonction avec 323 à Montebello | A50, échangeur avec A15 à Mirabel | 80.6 | 80.6 | | |
| | 323, jonction A50 à Montebello | 323, jonction avec 148 à Montebello | 3.2 | 3.2 | | |
| A55 | A55, échangeur avec A40 à Trois-Rivières-Ouest | A55, échangeur avec 8e rue à Grand-Mère (fin des chaussées séparées) | 40.4 | 40.4 | | |
| A20,132 | A20, échangeur avec 185 à Rivière-du-Loup | A20, jonction avec 132 à L'Isle-Verte | 28.5 | 28.5 | | |
| | 132, jonction avec A20 à L'Isle-Verte | 132, jonction avec A20 à Le Bic | 69.0 | 69.0 | | |
| | A20, jonction avec 132 à Le Bic | A20, intersection avec 132 à Mont-Joli | 45.2 | 45.2 | | |
| | 93861, jonction avec A20 à L'Isle-Verte | 93861, jonction avec A20 à L'Isle-Verte | 0.7 | 0.7 | | |
| | 132, intersection avec A-20 à Mont-Joli | 132, intersection avec 195 à Matane | 62.5 | 62.5 | | |
| 344 | 344, frontière de l'Ontario jct route 34 | 344, jonction de la 148 à Grenville | 4.7 | 4.7 | | |
| A540 | A540, échangeur avec A20 à Vaudreuil-Dorion | A540, échangeur avec A40 à Vaudreuil-Dorion | 5.1 | 5.1 | | |
| A5 | A5, Pont Mc-Donal-Cartier à Gatineau, jct ave King Edward en Ontario | A5, jonction avec A50 à Hull | 1.8 | 1.8 | | |
| A640 | A640, échangeur avec A40 à Terrebonne | A640, échangeur avec A13 à Boisbriand | 34.9 | 34.9 | | |
| A13 | A13, de l'échangeur avec la A40 à Montréal | A13, à l'échangeur avec la A640 à Boisbriand | 15.0 | 15.0 | | |
| 138 | 138, intersection avec la Rue Smith à Sept-Îles | 138, intersection avec la Rue Retty à Sept-Îles | 2.3 | 2.3 | | |
| | Port de Sept-Îles, rue Retty, intersection 138 | rue Retty, Port de sept-Îles | 1.4 | 1.4 | | |
| A13 | A13, de l'échangeur avec A20 à Montréal | A13, à l'échangeur avec la A40 à Montréal | 6.0 | 6.0 | | |
| A720 | A720, Autoroute Ville-Marie, échangeur avec A15 et A20 à Montréal | A720, jonction avec boul. Notre-Dame à Montréal | 8.1 | 8.1 | | |
| A10 | A10, Autoroute Bonaventure, échangeur avec A15 à Montréal | A10, échangeur avec A720 à Montréal | 4.5 | 4.5 | | |
| | Port de Montréal, accès ouest, rues Mill | | 0.7 | 0.7 | | |
| | rue de la Commune | | 1.8 | 1.8 | | |
| | rue Berri | | 0.1 | 0.1 | | |
| | rue Notre-Dame | | 7.9 | 7.9 | | |
| | boul. René-Lévesque | | 0.3 | 0.3 | | |
| | rue Viger | | 0.0 | 0.0 | | |
| | aut. Ville-Marie | | 1.6 | 1.6 | | |
| | rue de Lorimier | | 0.4 | 0.4 | | |
| | Port de Montréal accès est, rue Souigny | | 2.2 | 2.2 | | |
| | rues Des Futailles | | 0.9 | 0.9 | | |
| | rue Tellier | | 0.6 | 0.6 | | |
| | rue Dickson | | 1.1 | 1.1 | | |
| | rue De Boucherville | | 3.2 | 3.2 | | |
| | rue Curatteau | | 0.1 | 0.1 | | |
| | rue Souigny | | 0.2 | 0.2 | | |

| Québec | (continued) | | | Core | Feeder | Northern and Remote |
|----------|--|--|-------------|------|--------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| | Accès au terminal intermodal du CN, rues Hickmore | | 1.6 | 1.6 | | |
| | rue Mc-Arthur | | 1.4 | 1.4 | | |
| | Accès au terminal intermodal du CFCP, rues Joseph Dubreuil | 43e avenue, échangeur avec A520 | 0.3 | 0.3 | | |
| | 46e Avenue | | 1.6 | 1.6 | | |
| | 43e Avenue | | 0.6 | 0.6 | | |
| | Accès au service Expressway du CFCP, rue Paré, échangeur avec A15 | | 1.4 | 1.4 | | |
| A520 | A520, échangeur avec A20 à Montréal | A520, échangeur avec A40 à Montréal | 7.4 | 7.4 | | |
| | A520, échangeur avec A40 à Montréal | | 0.4 | 0.4 | | |
| | Aéroport de Dorval-Trudeau, rue Roméo Vachon jonction avec bretelles de A520 | rue Roméo-Vachon, aéroport de Dorval | 0.6 | 0.6 | | |
| | rue Michel-Jasmin | | 0.3 | 0.3 | | |
| | Aéroport de Mirabel, rue locales | boul. Henri Fabre | 2.4 | 2.4 | | |
| A40 | Port de Trois-Rivières, boul. des Récollets, intersection avec boul. Royal | boul. des Récollets, intersection avec A40 | 1.5 | 1.5 | | |
| | boul. GENE-H.-KRUGER | boul.GENE-H.-KRUGER, intersection avec boul de Récollets | 1.5 | 1.5 | | |
| | rue Normand | | 0.2 | 0.2 | | |
| | boul. Notre-Dame | intersection avec rue Lavérendrye | 1.0 | 1.0 | | |
| A70, 170 | A70,Port de Port-Saguenay, intersection avec 175 à Saguenay | 170, Port-Saguenay | 18.4 | 18.4 | | |
| A440 | A440, jonction avec le boul. Dufferin à Québec | A440, jonction avec boul. Henri Bourassa | 2.2 | 2.2 | | |
| | A440, jonction avec boul. Henri Bourassa | A440, jonction avec A40 à Beauport | 6.5 | 6.5 | | |
| | Port de Québec Rive-nord, boul. Henri-Bourassa, échangeur avec A40 | | 3.1 | 3.1 | | |
| | boul. Henri-Bourassa | | 0.9 | 0.9 | | |
| | boul. Henri-Bourassa | | 0.5 | 0.5 | | |
| 136 | Port de Québec, Vieux Québec, 136 boul. Champlain, intersection avec A73 | 136, changement de juridiction | 8.7 | 8.7 | | |
| | Port de Québec Vieux Québec, 136 changement de juridiction | 136, intersection avec 42330 ru du Marché-Champlain | 3.0 | 3.0 | | |
| | Port de Québec Vieux Québec, 42330, intersection avec 136 | 42330, intersection avec A440 | 2.1 | 2.1 | | |
| A540 | A540, Autoroute Duplessis, échangeur A73 à Québec | A540, échangeur A40 à Québec | 3.5 | 3.5 | | |
| A540 | Aéroport Jean-Lesage , A540, intersection avec A40 | A540, jonction avec boul de l'Aéroport | 1.4 | 1.4 | | |
| | Aéroport Jean-Lesage, boul. de l'Aéroport, jonction avec A540 | boul. de l'Aéroport, intersection avec l'avenue Principale | 1.6 | 1.6 | | |
| 49454 | Port de Baie-Comeau , route Maritime, intersection avec 138 | route Maritime, intersection avec rue du Quai | 3.8 | 3.8 | | |

| Québec (continued) | | | | Core | Feeder | Northern and Remote |
|--------------------|---|---|----------------|----------------|--------------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| 132,138 | 132, échangeur avec A15 à Candiac | 132, Échangeur avec 138 au pont Honoré-Mercier | 11.0 | 11.0 | | |
| | 138, échangeur avec 132 au pont Honoré-Mercier | 138, échangeur avec A20 à Montréal | 4.9 | 4.9 | | |
| A55,155 | A55, intersection avec 8e rue à Grand-Mère | A55, fin de l'autoroute | 2.0 | | 2.0 | |
| | 155, jonction A55 à Grand-Mère | 155, intersection avec 169 à Chambord | 248.8 | | 248.8 | |
| 169,170 | 169, intersection avec 155 à Chambord | 169, jonction avec 170 à Métabetchouan-Lac-à-la-Croix | 20.1 | | 20.1 | |
| | 170, jonction avec 169 à Métabetchouan-Lac-à-la-Croix | 170, intersection avec 169 à St-Bruno | 14.7 | | 14.7 | |
| | 169, intersection 170 à St-Bruno (est) | 169, intersection boul. Auger à Alma | 8.9 | | 8.9 | |
| A70,170 | 170, intersection avec 169 à St-Bruno (ouest) | 170, jonction avec A70 à Saguenay | 25.1 | | 25.1 | |
| | A70, jonction avec 170 à l'ouest de Saguenay | A70, intersection 175 à Saguenay | 22.5 | | 22.5 | |
| 201 | 201, échangeur avec A20 à Coteau du lac | 201, jonction avec 132 à Salaberry-de-Valleyfield | 9.2 | | 9.2 | |
| | 132, jonction avec 201 à Salaberry-de-Valleyfield | 132, intersection avec A530 | 1.2 | | 1.2 | |
| A610,112 | A610, jonction avec A10-A55 à Sherbrooke | A610, jonction avec 112 à Fleurimont | 10.9 | | 10.9 | |
| | 112, de jonction avec A10 à Fleurimont | 112, jonction avec A73 à Vallée-Jonction | 144.2 | | 144.2 | |
| A73,173 | 173, intersection avec 271 à St-Georges-de-Beauce | 173, intersection avec chemin Calway | 19.9 | | 19.9 | |
| | 87590(chemin Calway), intersection avec 173 | intersection avec A73 | 2.6 | | 2.6 | |
| | A73, intersection avec chemin Calway | A73, intersection avec A20 à Lévis | 68.9 | | 68.9 | |
| A30 | A30, échangeur A20 à Longueuil | A30, intersection avec 133 (boul.Gagné) à Sorel | 58.1 | | 58.1 | |
| A31 | A31, échangeur avec A40 à Lavaltrie | A31, échangeur avec 158 à Joliette | 13.7 | | 13.7 | |
| 139 | 139, échangeur avec A10 à St-Alphonse | 139, municipalité de Cowansville | 15.4 | | 15.4 | |
| 139 | 139, échangeur avec A10 à St-Alphonse | 139, municipalité de Granby | 8.2 | | 8.2 | |
| 161 | 161, échangeur avec A20 à Sainte-Eulalie | 161, intersection avec 122 à Victoriaville | 20.4 | | 20.4 | |
| | 79229 (rue des Bouleaux), intersection avec A-20 | 79372 (rang des Cèdres) | 0.6 | | 0.6 | |
| | 122, intersection avec 161 à Victoriaville | 122, intersection rue Bois-Franc à Victoriaville | 3.5 | | 3.5 | |
| 173 | 173, de la frontière avec le Maine à St-Théophile | 173, intersection avec 271 à St-Georges-de-Beauce | 46.5 | | 46.5 | |
| 109,111 | 111, Intersection avec 117 à Val-D'Or | 111, intersection avec 109 à Amos | 65.7 | | | 65.7 |
| | 109, intersection avec 111 à Amos | 109, Matagami | 183.3 | | | 183.3 |
| | 109, Matagami | 109, Radisson (Aménagement Robert Bourrassa) | 620.3 | | | 620.3 |
| 389 | 389, intersection avec 138 à Baie-Comeau | 389, frontière avec le Labrador à Fermont | 565.9 | | | 565.9 |
| Total | | | 5,659.1 | 3,458.4 | 765.5 | 1,435.3 |

National Highway System – Atlantic Provinces



| New Brunswick | | | | Core | Feeder | Northern and Remote |
|---|--------------------|--|----------------|--------------|--------------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| 2 | Quebec Border | Nova Scotia Border | 515.0 | 515.0 | | |
| 1 | Petitcodiac | U.S. Border (St. Stephen) | 240.7 | 240.7 | | |
| 7 | Hwy 1 (Saint John) | Hwy 2 (Fredericton) | 76.4 | 76.4 | | |
| 16 | Hwy 2 | Mid-point Confederation Bridge | 57.8 | 57.8 | | |
| 15 | Moncton | Port Elgin | 59.5 | 59.5 | | |
| 95 | Hwy 2 | U.S. Border (Woodstock) | 14.4 | 14.4 | | |
| Municipal streets | Hwy 1 | Port of Saint John - East side | 7.1 | 7.1 | | |
| Municipal streets | Hwy 1 | Digby Ferry/Port of Saint John - West side | 2.2 | 2.2 | | |
| 111 | Hwy 1 | Saint John Airport | 9.6 | 9.6 | | |
| Nevers Road/Route 102 | Hwy 2 | Fredericton Airport | 5.8 | 5.8 | | |
| Route 15/ Harrisville/ Dieppe/Route 132 | Hwy 2 | Moncton Airport | 6.2 | 6.2 | | |
| Route 11 | Bathurst | Campbellton | 117.2 | | 117.2 | |
| Route 17 | Campbellton | US Border (St. Leonard) | 147.5 | | 147.5 | |
| 8 | Bathurst | Miramichi | 70.2 | | 70.2 | |
| 11 | Miramichi | Hwy 15 (Shediac) | 122.0 | | 122.0 | |
| 8 | Fredericton | Miramichi | 194.2 | | 194.2 | |
| 11 | Acadian Peninsula | | 178.0 | | 178.0 | |
| Turgeon Rd./134 | Hwy 11 | Port of Belledune | 4.7 | | 4.7 | |
| Total | | | 1,828.5 | 994.7 | 833.8 | - |

| Nova Scotia | | | | Core | Feeder | Northern and Remote |
|---|------------------------------|------------------------------|----------------|--------------|--------------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| 101 | Bedford | Yarmouth (Ferry Terminal) | 312.0 | 312.0 | | |
| 102 | Halifax | Truro (Hwy 104) | 101.0 | 101.0 | | |
| 104 | N.B. Border | Port Hastings (Jct. Hwy 105) | 272.0 | 272.0 | | |
| 104/4 | Port Hastings (Jct. Hwy 105) | Sydney (Hwy 125) | 131.0 | 131.0 | | |
| 125/105 | Sydney (Hwy 125) | North Sydney ferry terminal | 22.0 | 22.0 | | |
| 118 | Hwy 102 | Hwy 111 | 14.0 | 14.0 | | |
| 111 | Hwy 118 | Victoria Rd. | 3.0 | 3.0 | | |
| 303 | Digby (Jct. 101) | Digby ferry terminal | 8.0 | 8.0 | | |
| 106 | Hwy 104 | Caribou ferry terminal | 18.0 | 18.0 | | |
| Joseph Howe/Kempt/Barrington/Lower Water/Hollis | Hwy 102 | Port of Halifax | 12.0 | 12.0 | | |
| 111/Pleasant/Eastern Passage | Hwy 118 | Autoport terminal entrance | 10.0 | 10.0 | | |
| 103 | Halifax (Jct. Hwy 102) | Yarmouth (Jct. Hwy 101) | 295.5 | | 295.5 | |
| Total | | | 1,198.5 | 903.0 | 295.5 | - |

| Prince Edward Island | | | | Core | Feeder | Northern and Remote |
|----------------------|--|--------------------------------------|--------------|-------|--------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| 1 | Borden | Wood Islands | 120.0 | 120.0 | | |
| Confederation Bridge | Midpoint of bridge span | Borden | 8.0 | 8.0 | | |
| 2 | Summerside (Slemon Park Boundary) | Charlottetown (Perimeter Hwy) | 59.0 | 59.0 | | |
| 1A | Summerside (Hwy 2) | Albany (Route 1) | 20.0 | 20.0 | | |
| Brackley Point Rd. | Hwy 1 | Charlottetown Airport (Sherwood Rd.) | 1.2 | 1.2 | | |
| 2 | Summerside (Slemon Park Boundary) | Tignish (Hwy 153) | 77.0 | | 77.0 | |
| 2 | Charlottetown (Route 1, Perimeter Hwy) | Souris (MacPhee Ave.) | 77.0 | | 77.0 | |
| 3 | Cherry Valley (Route 1) | Georgetown (Water St.) | 34.0 | | 34.0 | |
| Total | | | 396.2 | 208.2 | 188.0 | - |

| Newfoundland and Labrador | | | | Core | Feeder | Northern and Remote |
|----------------------------|----------------------------|-----------------------------|----------------|---------|--------|---------------------|
| Route | From | To | Length (km) | km | km | km |
| 1 | Port-aux-Basques | St. John's (Logy Bay Rd.) | 911.0 | 911.0 | | |
| 100 | TCH | Argentia Ferry | 44.0 | 44.0 | | |
| 2 | TCH | Port of St. John's | 14.8 | 14.8 | | |
| Portugal Cove Rd/Route 40 | TCH | St. John's Airport | 1.3 | 1.3 | | |
| Lewin Parkway (Route 450A) | TCH | Port of Corner Brook | 3.9 | 3.9 | | |
| 340 | TCH | Lewisporte Marine Terminal | 15.0 | 15.0 | | |
| 350 | TCH | Botwood | 17.6 | 17.6 | | |
| Route 430 | TCH at Deer Lake | Ferry terminal at St. Barbe | 298.0 | | 298.0 | |
| 500 | Quebec border | Labrador City (Avalon Dr.) | 19.0 | | | 19.0 |
| 500/510 | Labrador City (Avalon Dr.) | Blanc Sablon | 1,144.0 | | | 1144.0 |
| Total | | | 2,468.6 | 1,007.6 | 298.0 | 1,163.0 |