

**Council of Ministers Responsible for Transportation and Highway Safety**

# **Canada's National Highway System Annual Report 2013**



September 2014

## Introduction

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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 2013 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 2012 and 2013).
- **Appendix 1** provides a detailed breakdown of the routes contained in the National Highway System as of December 31, 2013

Additional information on the National Highway System, including past reports and studies, can be found on the Internet at [www.comt.ca](http://www.comt.ca).

**Cover Picture:**

Dempster Highway, Yukon – Courtesy of the Government of Yukon

## Table of Contents

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<b>Highlights – Executive Summary .....</b>	<b>5</b>
<b>System Map .....</b>	<b>6</b>
<b>Part 1: Developments and Highlights 2006-2013 .....</b>	<b>7</b>
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
<b>Part 2: National Highway System – 2013 Data by Jurisdiction .....</b>	<b>17</b>
<b>Appendix 1 - National Highway System Route Inventory .....</b>	<b>24</b>

## Highlights – Executive Summary

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### *System Length*

- The length of the National Highway System was 38,080 km as of December 2013, essentially unchanged since 2005.
  - the NHS constitutes about 3.7% of the length of the public road network in Canada

### *Traffic*

- In 2012 the NHS carried nearly 133 billion vehicle-kilometers of travel, and nearly 19 billion vehicle-kilometers of truck travel.
  - the NHS carries nearly 40% of travel on all roads in Canada
- Travel on the National Highway System increased 9% from 2006 to 2012.
  - 93% of travel on the NHS occurs on the Core Network.
- Truck travel on the NHS declined 2% over the 7 year period.
  - 94% of truck travel occurs on the Core Network.
  - truck travel on the Northern/Remote Network increased 39% from 2006 to 2012.

### *Safety*

- There were over 73,000 collisions on the National Highway System in 2012, resulting in 518 fatalities and over 22,000 injuries, however:
  - the number of injuries per year decreased 22% from 2006 to 2012.
  - the number of fatalities per year decreased 29% from 2006 to 2012.
  - nearly 80% of collisions on the NHS in 2012 resulted in property damage only.

### *Canada-US Trade and Tourism at NHS Border Crossings*

- Over \$300 billion in trade with the United States occurs annually at border crossings on the NHS.
- The value of tourism at Canada/US border crossings on the NHS is nearly \$13 billion per year

### *Investment*

- Since 2006/07 \$28.0 billion has been invested in the National Highway System:
  - provincial and territorial governments ~ \$23.6 billion (85%)
  - federal government ~ \$3.7 billion (13%)
  - other sources ~ \$0.6 billion (2%)
- Over this period investment by NHS route category has been as follows:
  - Core Network ~ 90%
  - Feeder Network ~ 6%
  - Northern and Remote Network ~ 3%
- In fiscal year 2013/14 \$3.3 billion was invested in the National Highway System, a decrease of 15% from the previous year.

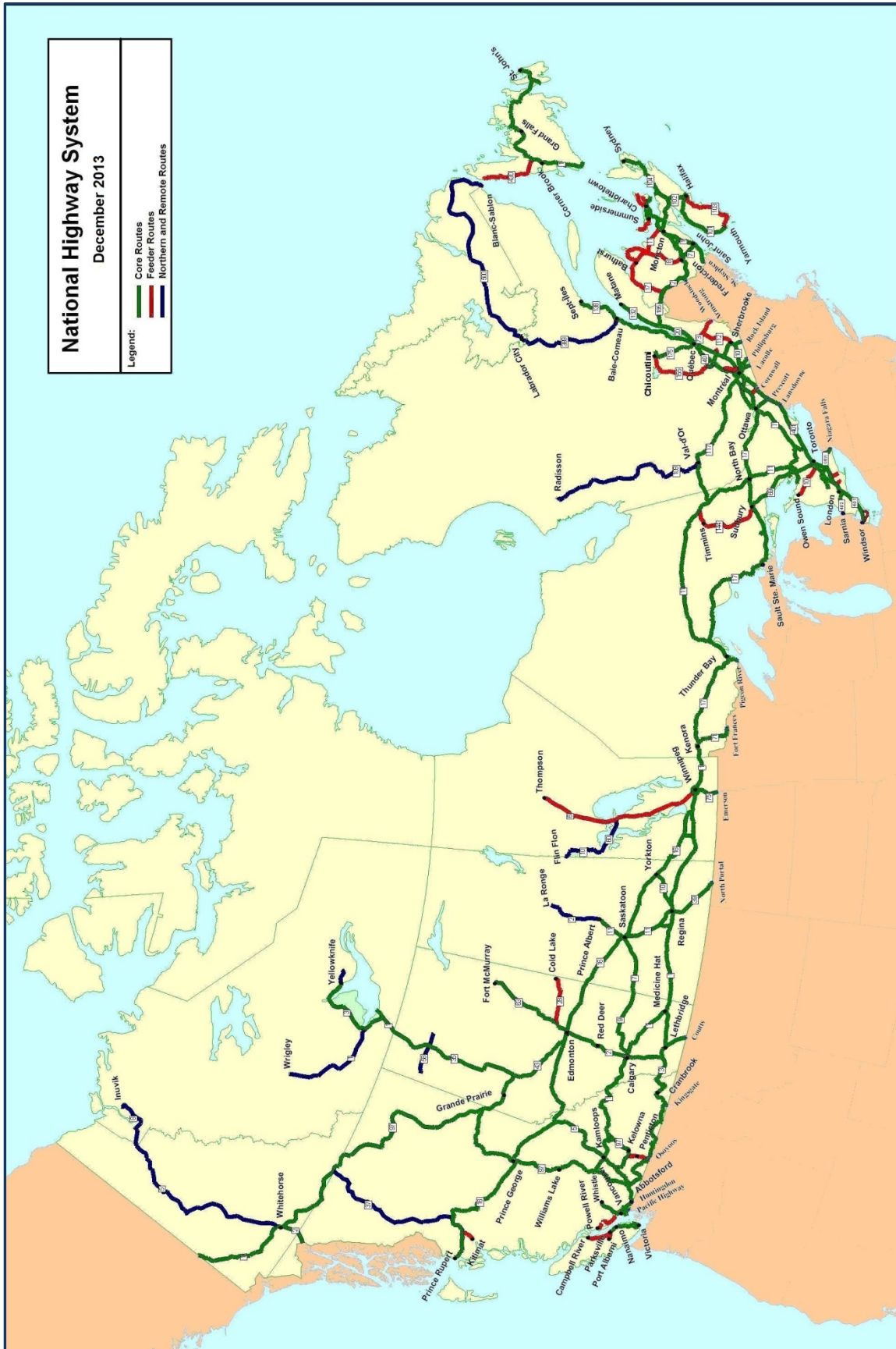
### *Pavement and Road Surface Condition*

- Since 2006 the length of the NHS with pavement condition rated as “good” has increased by 4,383 km (20%).
- The length of unpaved NHS has decreased by 1,142 km (33%).

### *Bridges and Structures*

- The number of bridges which are less than 10 years old increased 73% from 2006 (896) to 2013 (1,549), reflecting increased investment and new construction.
- Since 2006 over 1000 bridges on the NHS are new or have undergone major rehabilitation.
- The number of bridges which are over 50 years old increased 75% from 2006 (870) to 2012 (1,522).

# System Map



## Part 1: Developments and Highlights 2006-2013

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### a) System Length and Route Inventory

	Network Length (km)							
	2006	2007	2008	2009	2010	2011	2012	2013
<b>Core</b>	27,613	27,631	27,625	27,601	27,656	27,673	27,670	27,671
<b>Feeder</b>	4,493	4,495	4,496	4,492	4,493	4,491	4,491	4,490
<b>Northern/Remote</b>	5,922	5,921	5,917	5,917	5,920	5,920	5,918	5,918
<b>Total</b>	<b>38,026</b>	<b>38,047</b>	<b>38,038</b>	<b>38,010</b>	<b>38,069</b>	<b>38,084</b>	<b>38,079</b>	<b>38,080</b>

#### 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

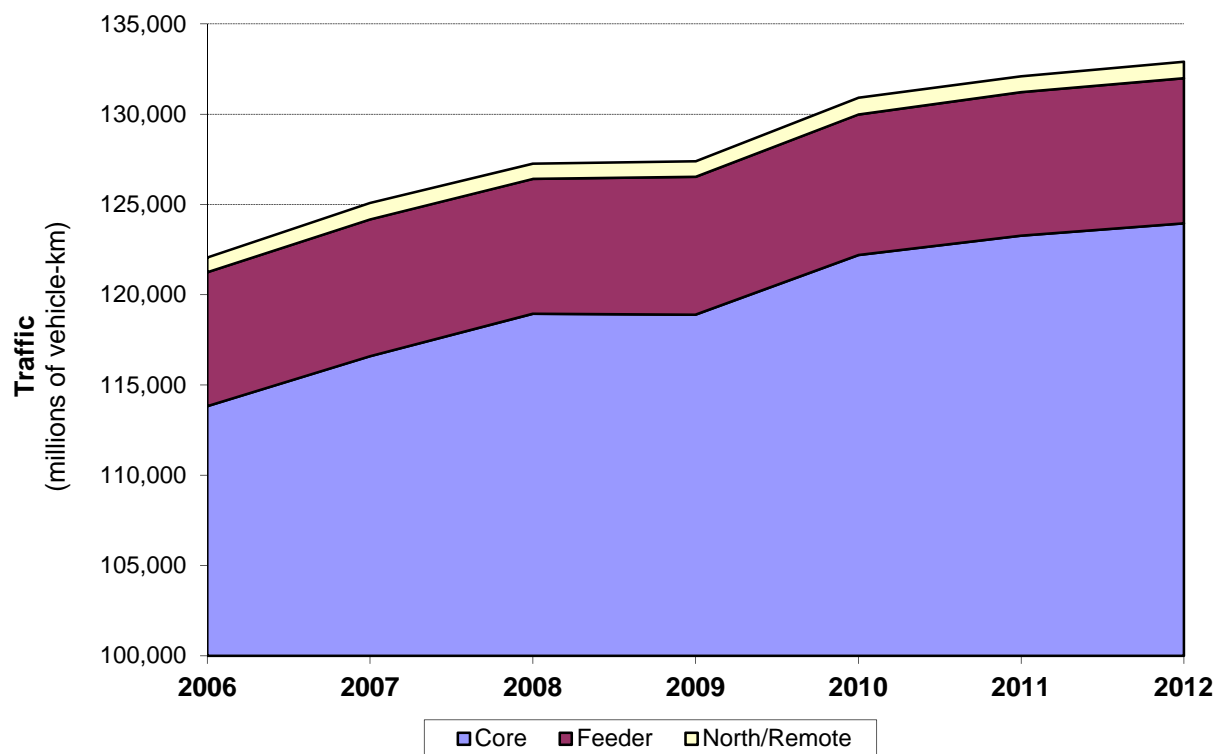
Travel (millions of Vehicle-Km)

	2006	2007	2008	2009	2010	2011	2012 <sup>1</sup>	Change 2006-12
<b>Core</b>	113,829	116,593	118,947	118,896	122,194	123,267	123,952	+ 9%
<b>Feeder</b>	7,439	7,578	7,466	7,633	7,784	7,950	8,036	+ 8%
<b>Northern/Remote</b>	818	913	845	859	930	877	917	+ 12%
<b>Total</b>	122,061	125,084	127,258	127,388	130,908	132,094	132,904	+ 9%

Truck Travel (millions of Vehicle-Km)

	2006	2007	2008	2009	2010	2011	2012 <sup>1</sup>	Change 2006-12
<b>Core</b>	17,977	18,187	18,543	18,814	18,163	17,492	17,697	- 2%
<b>Feeder</b>	913	926	933	937	881	903	921	- 1%
<b>Northern/Remote</b>	126	138	130	160	205	178	176	+ 39%
<b>Total</b>	19,016	19,251	19,606	19,911	19,249	18,572	18,794	- 1%

Travel on the National Highway System 2006-2012



### Highlights:

- Travel on the National Highway System increased 9% from 2006 to 2012
  - 93% of travel on the NHS occurs on the Core Network
- Truck travel on the NHS decreased 2% over the period.
  - 94% of truck travel occurs on the Core Network
  - Truck travel on the Northern/Remote network has increased 39% since 2006

<sup>1</sup> Includes traffic data for Ontario and New Brunswick from 2010; data for 2011 and 2012 was not available

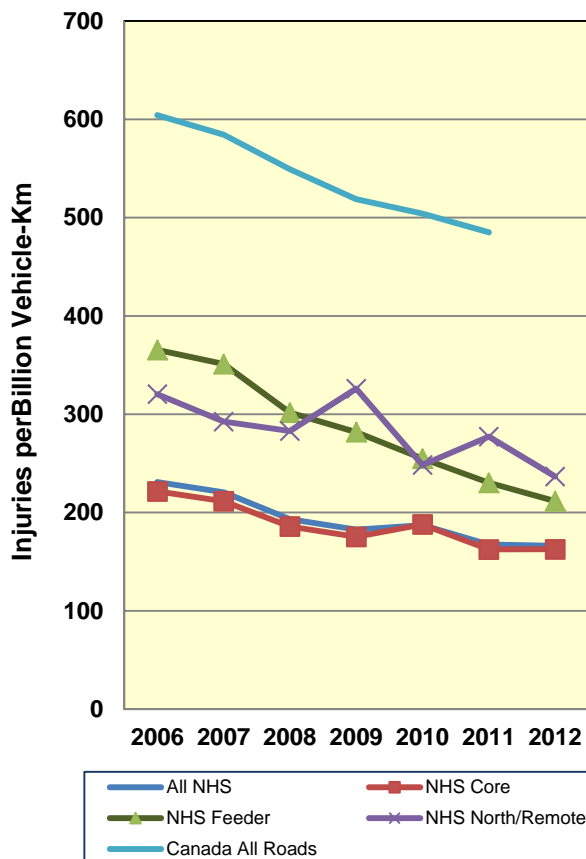


## c) Safety

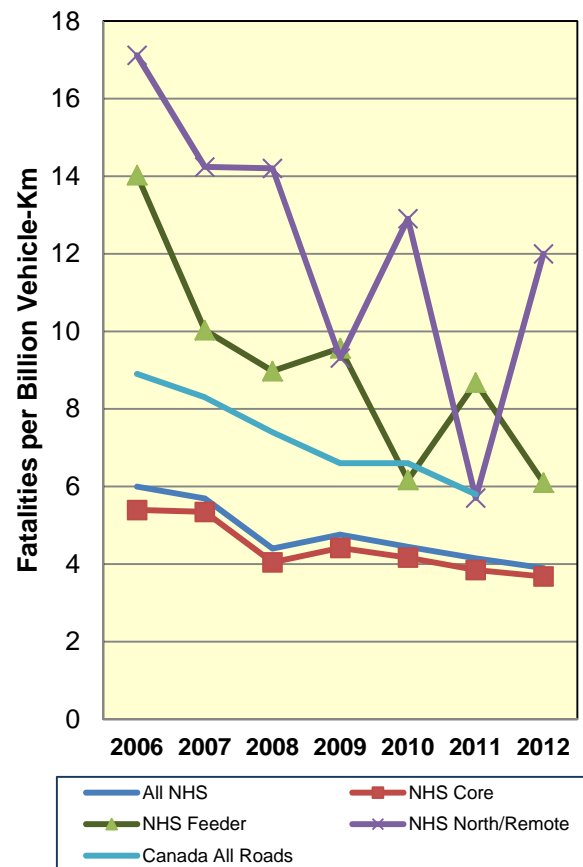
### Collisions, Injuries and Fatalities on the National Highway System

	2006	2007 <sup>2</sup>	2008 <sup>2</sup>	2009 <sup>2</sup>	2010 <sup>2</sup>	2011 <sup>2</sup>	2012 <sup>2,3</sup>	Change 2006-12
<b>Collisions</b>	83,225	84,503	79,496	76,799	71,647	74,425	73,235	- 12%
<b>Injuries</b>	28,185	27,585	24,588	23,274	24,951	22,093	22,069	- 22%
<b>Fatalities</b>	732	712	560	606	569	548	518	- 29%

#### Injury Rates



#### Fatality Rates



#### Highlights:

- The number of collisions on the National Highway System decreased 12% from 2006 to 2012:
  - the number of injuries per year decreased 22%
  - the number of fatalities per year dropped 29% over the period.
- Nearly 80% of collisions on the National Highway System in 2012 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.

<sup>2</sup> Collision and injury data for Nova Scotia is from 2006

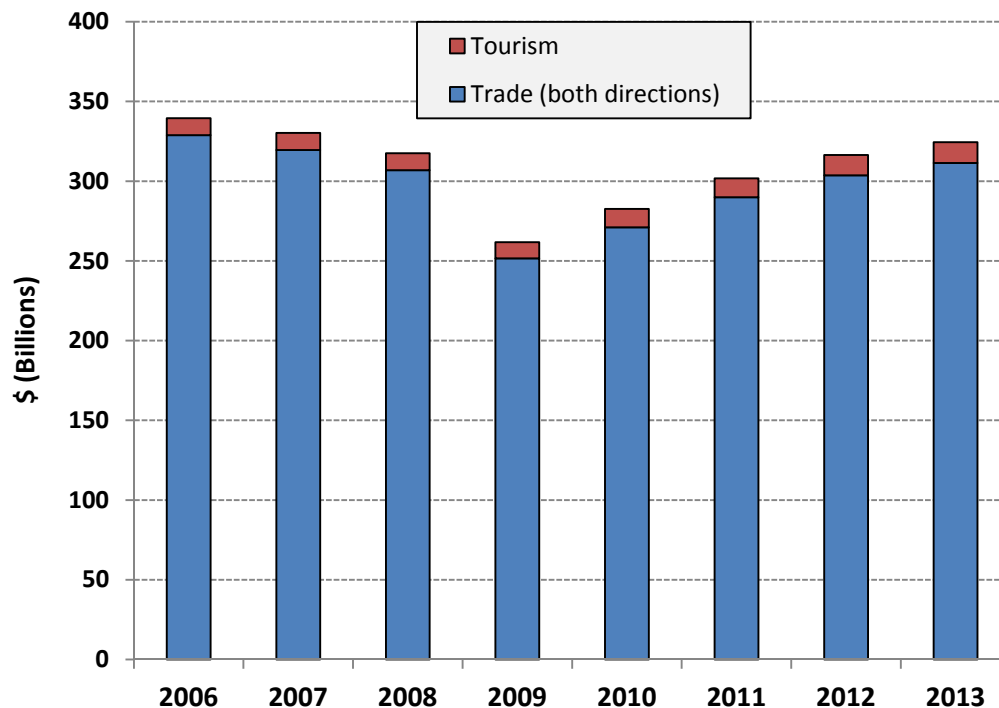
<sup>3</sup> Data for Manitoba, Ontario and New Brunswick is from 2011,

## d) Border Crossings and Trade

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

	2006	2007	2008	2009	2010	2011	2012	2013
Trade (both directions)	328.9	319.5	306.9	251.6	271.1	289.9	303.7	311.4
Tourism	10.6	10.8	10.6	10.1	11.5	11.9	12.7	13.0
<b>Total</b>	<b>339.5</b>	<b>330.3</b>	<b>317.5</b>	<b>261.7</b>	<b>282.6</b>	<b>301.8</b>	<b>316.4</b>	<b>324.4</b>

Canada/US Trade and Tourism at  
NHS Border Crossings



### Highlights:

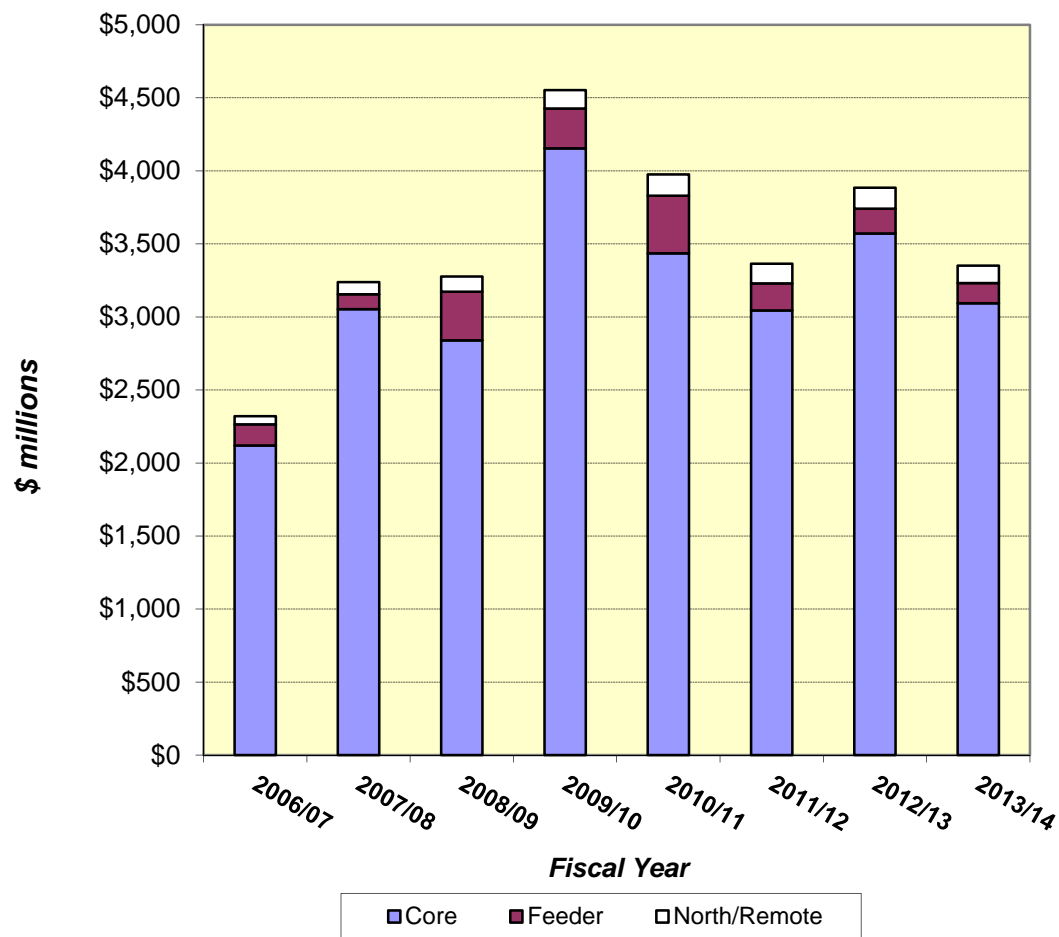
- The value of trade across the Canada/US border at crossings on the NHS dropped 18.0% from 2008 to 2009 due to the economic recession, while the value of tourism declined by 4.7% over the same period.
- Trade values have since grown in four consecutive years, ending 2013 23.8% higher than the level reported in 2009, but still 5.3% below the value reported in 2006.
- The value of tourism for vehicles using NHS border crossings the end of 2013 was 13.0% higher than in 2010, building on growth seen in 2011 and 2012. Direct comparisons to 2006-2009 are not possible due to methodology changes beginning in 2010, however previous reports had shown growth relative to 2009 for 2010 and 2011 prior to these changes coming into effect.

## e) Investment

### Expenditures (\$ millions)

	2006	2007	2008	2009	2010	2011	2012	2013	Annual Average
Core	\$ 2,120.2	\$ 3,053.3	\$ 2,839.6	\$ 4,154.5	\$ 3,436.2	\$3,044.9	\$ 3,572.0	\$ 3,094.1	\$3,164
Feeder	\$ 144.4	\$ 102.3	\$ 333.4	\$ 272.2	\$ 393.8	\$184.3	\$ 169.5	\$ 137.9	\$217
North/Remote	\$55.9	\$ 82.7	\$ 103.6	\$ 126.0	\$ 145.9	\$135.0	\$ 143.8	\$ 119.1	\$114
<b>Total</b>	<b>\$ 2,320.5</b>	<b>\$ 3,238.3</b>	<b>\$ 3,276.6</b>	<b>\$ 4,552.7</b>	<b>\$ 3,975.9</b>	<b>\$3,364.2</b>	<b>\$3,885.3</b>	<b>\$3,351.0</b>	<b>\$3,495</b>

### Investment in the National Highway System – 2006 to 2013

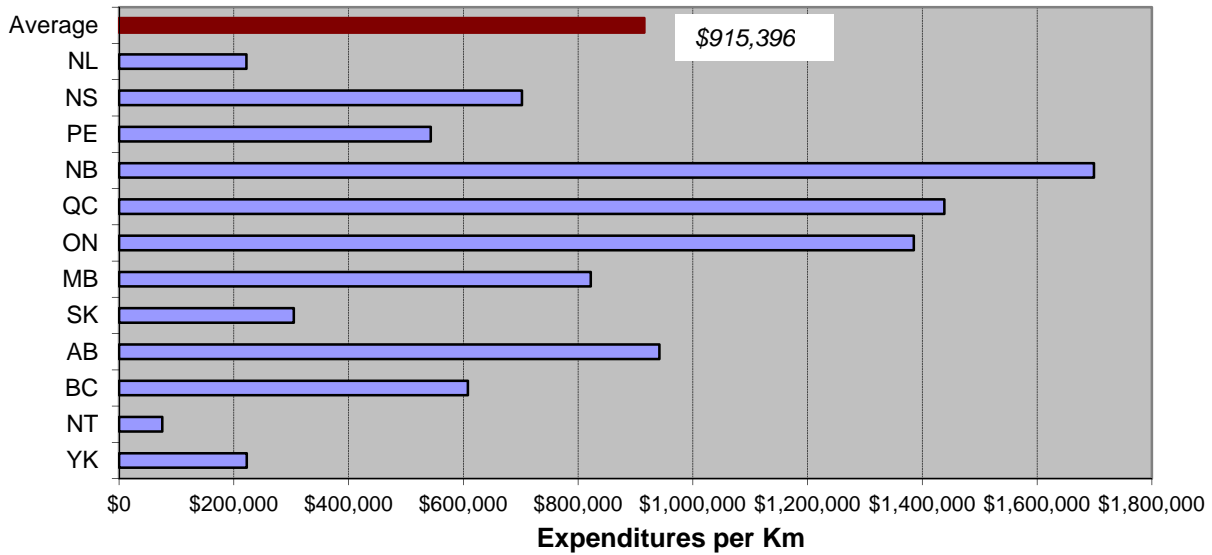


#### Highlights:

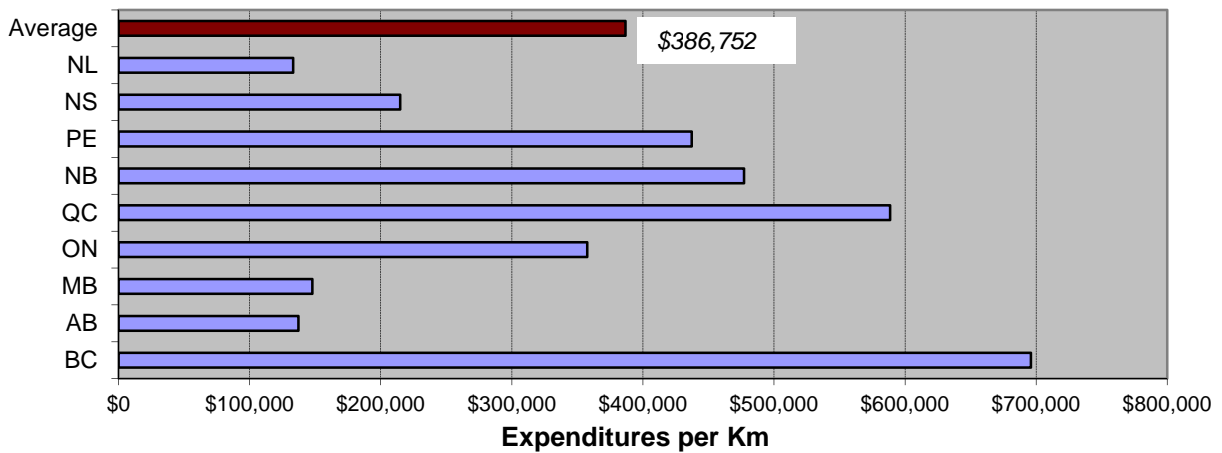
- In fiscal year 2013/14 about \$3.3 billion was invested in the National Highway System.
- Since 2006/07 nearly \$28 billion has been invested in the National Highway System:
  - Provincial and territorial governments ~ \$23.6 billion (85%)
  - Federal government ~ \$3.7 billion (13%)
  - Other sources ~ \$0.6 billion (2%)
- Over this period investment by NHS route category has been as follows:
  - Core Network ~ 91%
  - Feeder Network ~ 6%
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## Investment in the National Highway System – 2006 to 2013

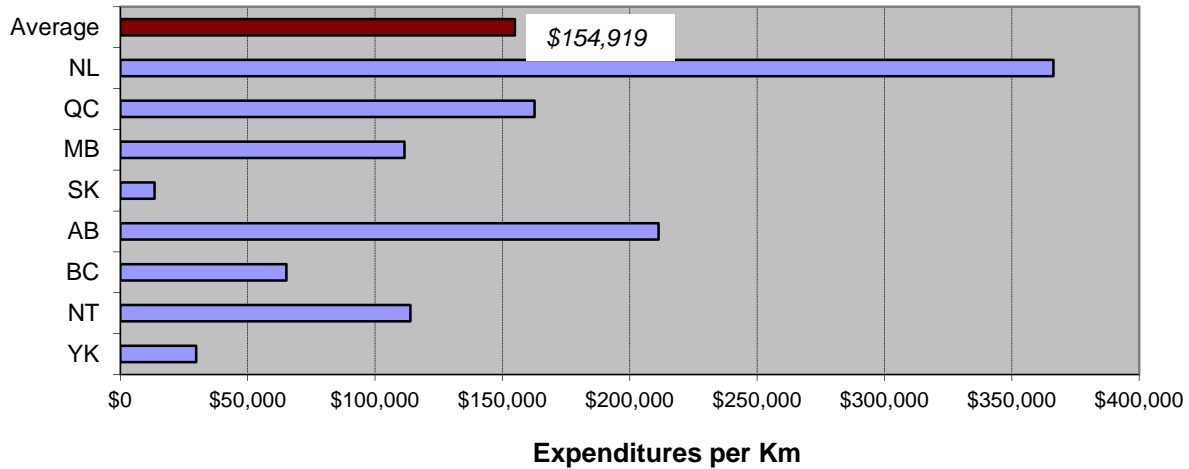
### Core Route Network: Expenditures per Km



### Feeder Route Network: Expenditures per Km



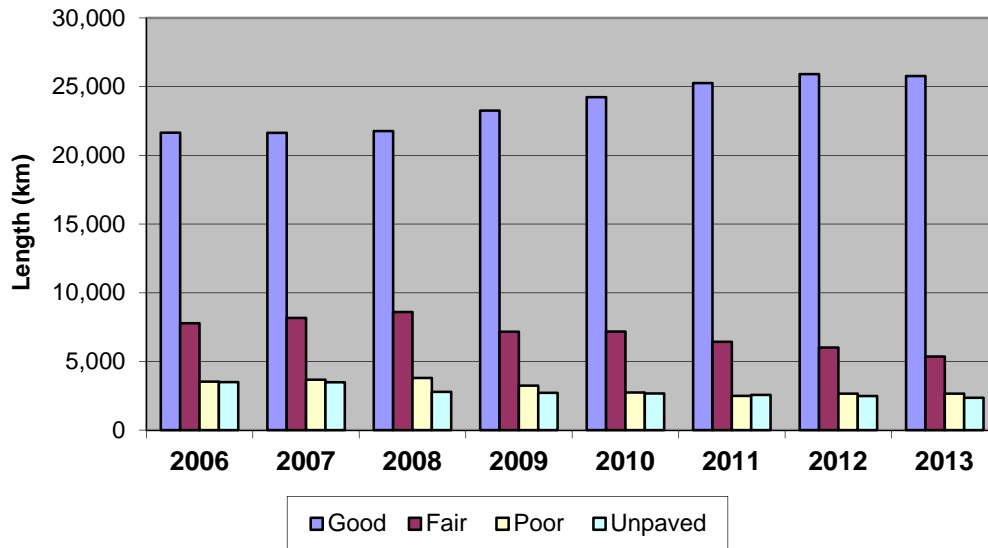
### Northern and Remote Route Network: Expenditures per Km



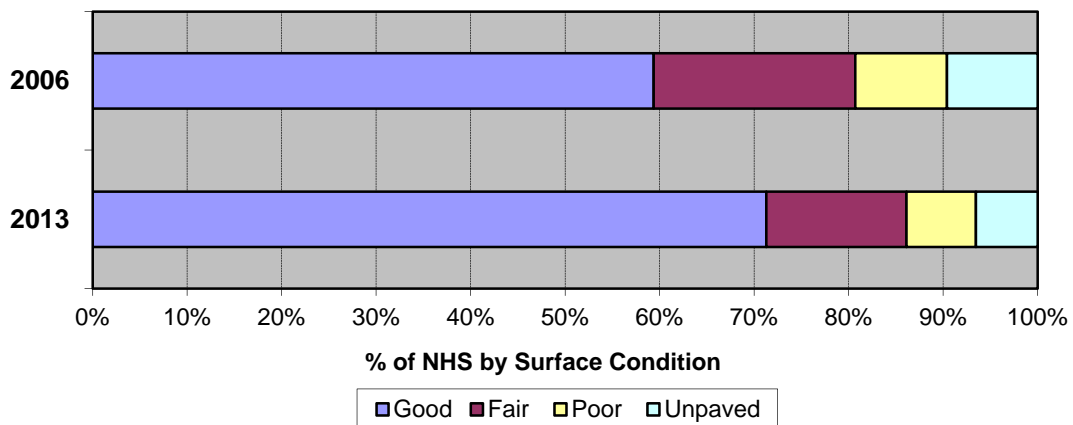
## f) Pavement Condition

### National Highway System: Surface Condition Changes 2006-2013<sup>4</sup>

	2006	2007	2008	2009	2010	2011	2012	2013
<b>Paved – Good</b>	21,649	21,639	21,768	23,257	24,234	25,266	25,917	25,770
<b>Paved - Fair</b>	7,781	8,167	8,604	7,169	7,174	6,435	6,011	5,359
<b>Paved – Poor</b>	3,537	3,671	3,799	3,245	2,743	2,496	2,656	2,657
<b>Unpaved</b>	3,501	3,489	2,792	2,720	2,667	2,566	2,484	2,359



### National Highway System: Surface Condition Changes 2006 vs 2013



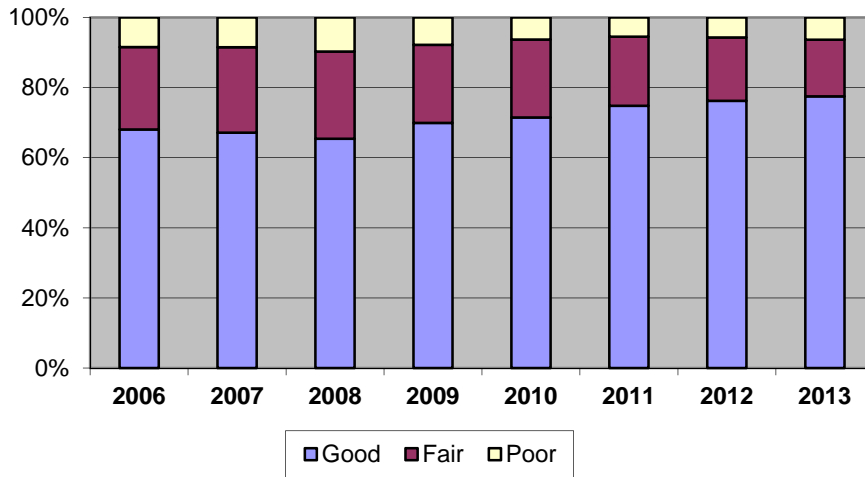
#### Highlights:

- Since 2006 the length of the NHS with pavement condition rated as “good” has increased 20% (~ 4,383 km).
- The length with pavement condition rated as “poor” has decreased 24% (~ 855 km).
- The length of unpaved NHS has decreased by 33% (~ 1,142 km)

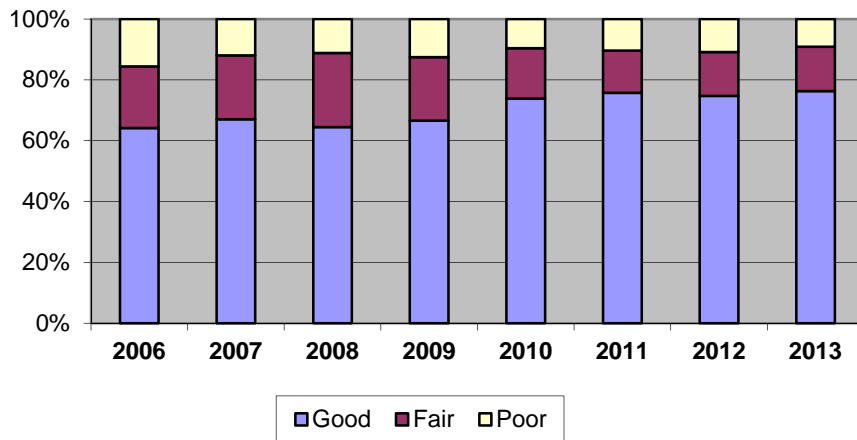
<sup>4</sup> Pavement condition rating information provided by jurisdictions is not based on identical criteria and thresholds; with some variations in the factors considered and approaches used to classify pavements as good, fair or poor. Totals may not equal the length of the entire NHS as pavement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

# NHS Surface Condition 2006-2013

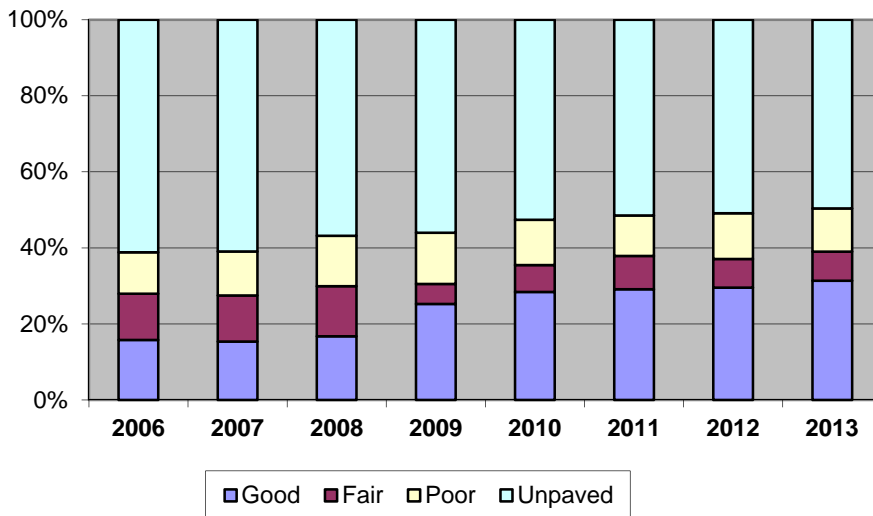
## Core Network



## Feeder Network



## Northern Remote Network

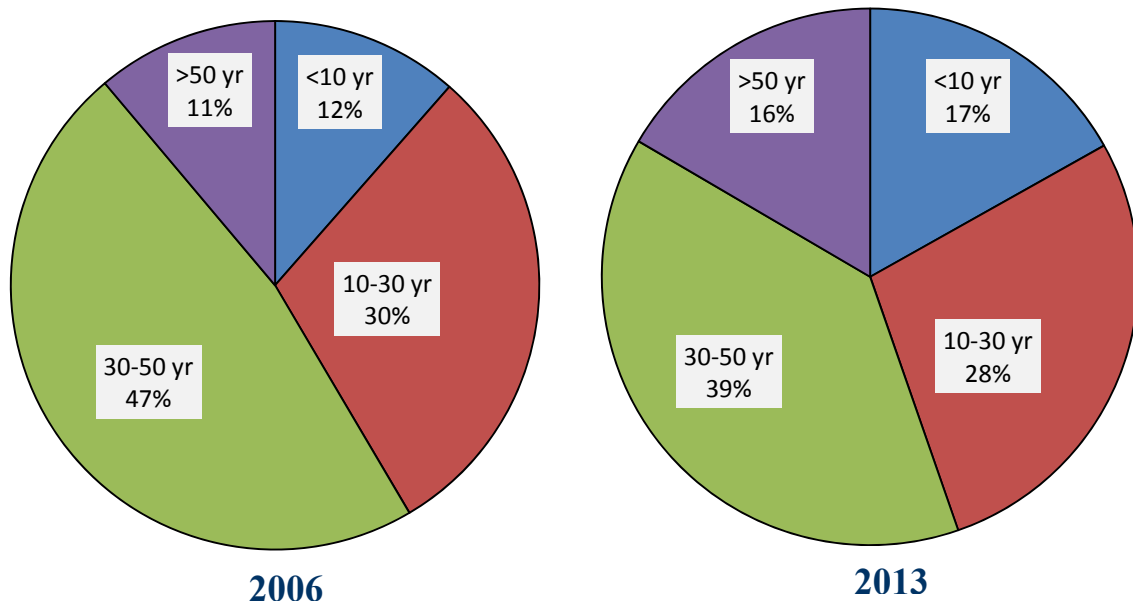


## g) Bridges and Structures

### Number of Bridges and Structures on the NHS<sup>5</sup>

	2006	2007	2008	2009	2010	2011	2012	2013
<b>Core</b>	6,676	6,825	7,291	7,401	7,553	7,630	7,723	7,847
<b>Feeder</b>	813	808	856	876	882	893	900	910
<b>Northern/Remote</b>	299	298	308	308	314	316	306	430
<b>Total</b>	<b>7,788</b>	<b>7,931</b>	<b>8,455</b>	<b>8,585</b>	<b>8,749</b>	<b>8,839</b>	<b>8,929</b>	<b>9,187</b>

### NHS Bridges and Structures: Inventory Age Profile 2006 vs. 2013

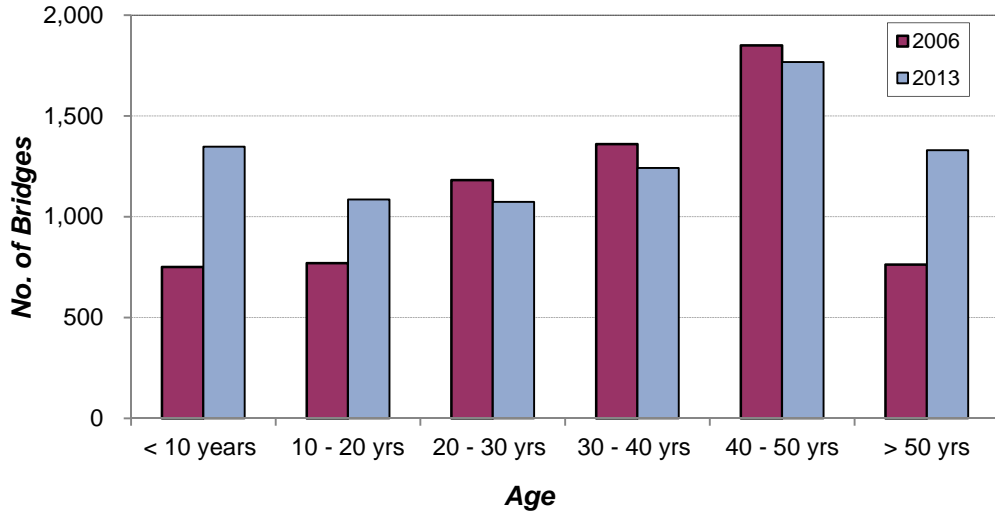


#### Highlights:

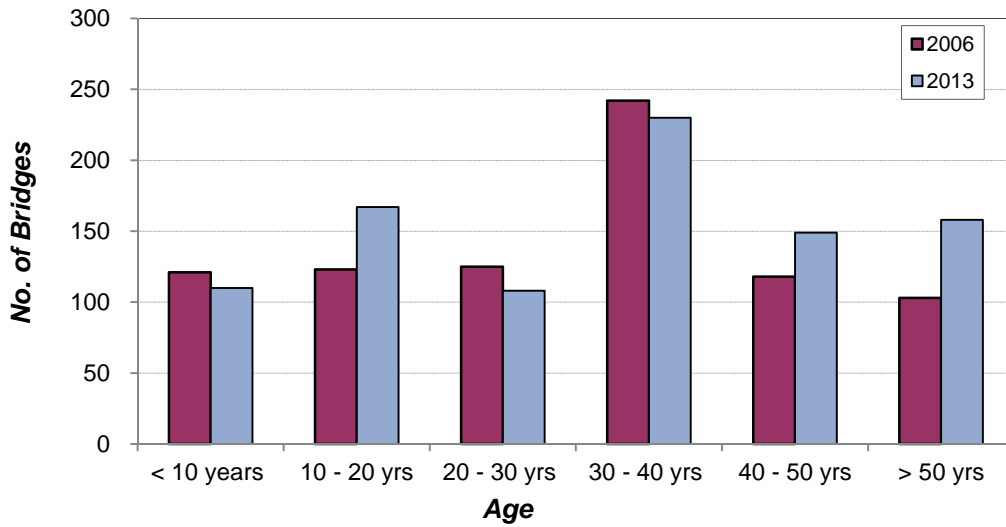
- Over the period 2006-2013 the number of bridges and structures reported on the NHS increased by 15% (due in part to adoption of a common definition and changes in the bridge inventory systems maintained by jurisdictions)
- The number of bridges that are less than 10 years old increased 73% from 2006 (896) to 2013 (1,549) as a reflection of increased investment and new construction.
  - Over 1000 bridges are new or have had major rehabilitation work since 2007.
- The number of bridges that are over 50 years old increased 75% from 2006 (870) to 2013 (1,522).

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

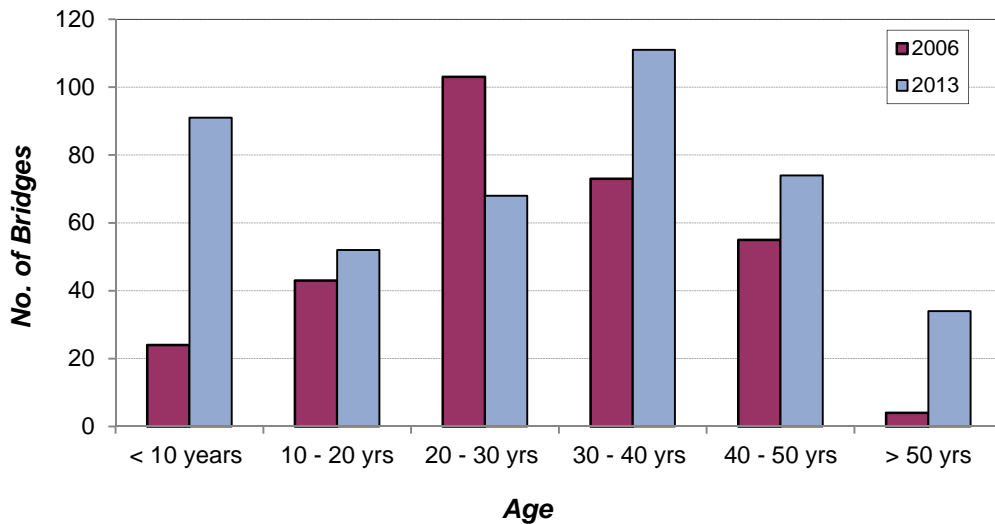
### NHS Core Routes: Bridge Age Profile



### NHS Feeder Routes: Bridge Age Profile



### NHS Northern and Remote Routes: Bridge Age Profile





## Part 2: National Highway System – 2013 Data by Jurisdiction

### National Highway System Length (December 2013)

Jurisdiction	Core Network (km)	Feeder Network (km)	Northern & Remote Network (km)	Total – National Highway System (km)
<b>Yukon</b>	1,068.6		947.9	<b>2,016.5</b>
<b>Northwest Territories</b>	575.6		847.2	<b>1,422.8</b>
<b>Nunavut</b>				
<b>British Columbia</b>	5,869.3	446.7	724.0	<b>7,040.0</b>
<b>Alberta</b>	4,036.2	215.5	196.5	<b>4,448.3</b>
<b>Saskatchewan</b>	2,442.0		236.3	<b>2,678.3</b>
<b>Manitoba</b>	982.3	741.9	368.2	<b>2,092.4</b>
<b>Ontario</b>	6,130.7	705.6		<b>6,836.3</b>
<b>Québec</b>	3,452.0	765.4	1,435.0	<b>5,652.4</b>
<b>New Brunswick</b>	994.7	833.8		<b>1,828.5</b>
<b>Prince Edward Island</b>	207.7	188.8		<b>396.5</b>
<b>Nova Scotia</b>	904.7	294.3		<b>1,199.0</b>
<b>Newfoundland and Labrador</b>	1007.6	298.0	1,163.0	<b>2,468.6</b>
<b>Total NHS Length (km)</b>	<b>27,671.4</b>	<b>4,490.1</b>	<b>5,918.1</b>	<b>38,079.5</b>

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 (2012)

#### Vehicle Kilometers of Travel 2012

(millions)

	Core	Feeder	Northern & Remote	Total
<b>YT</b>	250		81	<b>331</b>
<b>NT</b>	93		34	<b>127</b>
<b>BC</b>	15,216	1,186	99	<b>16,501</b>
<b>AB</b>	15,773	379	40	<b>16,192</b>
<b>SK</b>	4,722		141	<b>4,863</b>
<b>MB</b>	2,447	327	115	<b>2,888</b>
<b>ON<sup>6</sup></b>	48,754	1,406		<b>50,160</b>
<b>QC</b>	26,896	2,315	286	<b>29,497</b>
<b>NB<sup>8</sup></b>	3,225	1,188		<b>4,413</b>
<b>PE</b>	498	284		<b>782</b>
<b>NS</b>	3,363	620		<b>3,983</b>
<b>NL</b>	2,715	331	121	<b>3,167</b>
<b>Total</b>	<b>123,952</b>	<b>8,036</b>	<b>917</b>	<b>132,904</b>

#### Vehicle Kilometers of Truck Travel 2012

(millions)

	Core	Feeder	Northern & Remote	Total
<b>YT</b>	12		5	<b>17</b>
<b>NT</b>	18		7	<b>25</b>
<b>BC</b>	2,355	125	20	<b>2,500</b>
<b>AB</b>	1,572	32	8	<b>1,612</b>
<b>SK</b>	1,090		15	<b>1,105</b>
<b>MB</b>	462	55	15	<b>532</b>
<b>ON<sup>8</sup></b>	7,592	158		<b>7,750</b>
<b>QC</b>	3,311	319	80	<b>3,710</b>
<b>NB<sup>8</sup></b>	518	127		<b>645</b>
<b>PE</b>	43	21		<b>64</b>
<b>NS</b>	420	54		<b>474</b>
<b>NL</b>	304	30	26	<b>360</b>
<b>Total</b>	<b>17,697</b>	<b>921</b>	<b>176</b>	<b>18,794</b>

<sup>6</sup> Data for ON and NB is from 2010

Collisions on the National Highway System – 2012

	<i>Core Routes</i>	<i>Feeder Routes</i>	<i>Northern &amp; Remote</i>	<i>Total</i>
<b>YT</b>	147		31	178
<b>NT</b>	60		27	87
<b>BC</b>	5,990	502	25	6,517
<b>AB</b>	13,653	280	51	13,984
<b>SK</b>	2,072		118	2,190
<b>MB</b>	2,633	366	114	3,113
<b>ON</b>	21,693	625		22,318
<b>QC</b>	17,832	2,085	331	20,248
<b>NB</b>	1,188	611		1,799
<b>PE</b>	257	88		345
<b>NS<sup>9</sup></b>	1,103	338		1,441
<b>NL</b>	877	63	75	1,015
<b>Total</b>	<b>67,505</b>	<b>4,958</b>	<b>772</b>	<b>73,235</b>

*Collisions by Type*

<i>Fatalities &amp; Injuries</i>	<i>Property Damage Only</i>
68	110
30	57
2,821	3,696
2,153	11,831
507	1,683
495	2,618
4,433	17,885
3,863	16,385
449	1,350
134	211
432	1,009
292	723
<b>15,677</b>	<b>57,558</b>

**Fatalities**

	<i>Core Routes</i>	<i>Feeder Routes</i>	<i>Northern &amp; Remote</i>	<i>Total</i>
<b>YT</b>	3			<b>3</b>
<b>NT</b>				
<b>BC</b>	105	3	1	<b>109</b>
<b>AB</b>	74		1	<b>75</b>
<b>SK</b>	46		5	<b>51</b>
<b>MB</b>	23	3	1	<b>27</b>
<b>ON</b>	96	8		<b>104</b>
<b>QC</b>	63	16	2	<b>81</b>
<b>NB</b>	10	14		<b>24</b>
<b>PE</b>	2	2		<b>4</b>
<b>NS</b>	25	3		<b>28</b>
<b>NL</b>	11		1	<b>12</b>
<b>Total</b>	<b>458</b>	<b>49</b>	<b>11</b>	<b>518</b>

**Injuries**

	<i>Core Routes</i>	<i>Feeder Routes</i>	<i>Northern &amp; Remote</i>	<i>Total</i>
<b>YT</b>	79		15	<b>94</b>
<b>NT</b>	34		14	<b>48</b>
<b>BC</b>	3,677	289	16	<b>3,978</b>
<b>AB</b>	2,514	91	2	<b>2,607</b>
<b>SK</b>	685		26	<b>711</b>
<b>MB</b>	630	87	27	<b>744</b>
<b>ON</b>	6,286	254		<b>6,540</b>
<b>QC</b>	4,986	669	90	<b>5,745</b>
<b>NB</b>	348	226		<b>574</b>
<b>PE</b>	116	65		<b>181</b>
<b>NS<sup>7</sup></b>	461			<b>461</b>
<b>NL</b>	340	19	27	<b>386</b>
<b>Total</b>	<b>20,156</b>	<b>1,700</b>	<b>217</b>	<b>22,069</b>

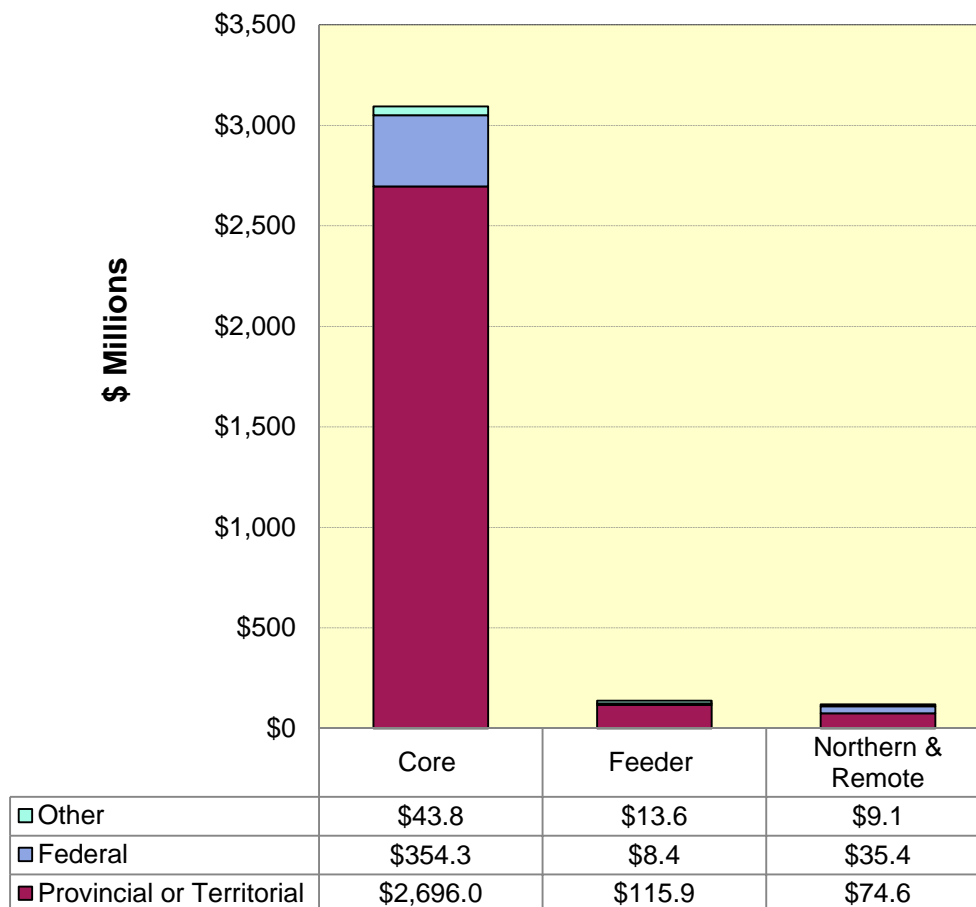
<sup>7</sup> Collision and injury data for Nova Scotia is from 2006

**Investment (Fiscal Year 2013/14)**

**Investment in the NHS by Jurisdiction – Fiscal Year 2013/14**  
(millions)

	<i>Federal</i>	<i>Provincial or Territorial</i>	<i>Other</i>	<i>Total</i>
<b>YT</b>		\$15.5	\$9.9	<b>\$25.4</b>
<b>NT</b>	\$11.5	\$14.3		<b>\$25.8</b>
<b>BC</b>	\$67.0	\$189.7	\$3.4	<b>\$260.1</b>
<b>AB</b>	\$78.0	\$481.0	\$14.9	<b>\$573.9</b>
<b>SK</b>	\$29.8	\$71.5		<b>\$101.3</b>
<b>MB<sup>8</sup></b>	\$38.0	\$73.3		<b>\$111.3</b>
<b>ON</b>	\$47.9	\$1,173.8		<b>\$1,221.7</b>
<b>QC</b>	\$46.5	\$632.8	\$37.1	<b>\$716.4</b>
<b>NB</b>	\$15.7	\$120.7		<b>\$136.4</b>
<b>PE</b>	\$6.7	\$13.6	\$1.2	<b>\$21.5</b>
<b>NS</b>	\$15.8	\$55.1		<b>\$70.9</b>
<b>NL</b>	\$41.1	\$45.3		<b>\$86.4</b>
<b>Total</b>	<b>\$398.0</b>	<b>\$2,886.6</b>	<b>\$66.5</b>	<b>\$3,351.0</b>

**Investment in the National Highway System - Fiscal Year 2013/14**



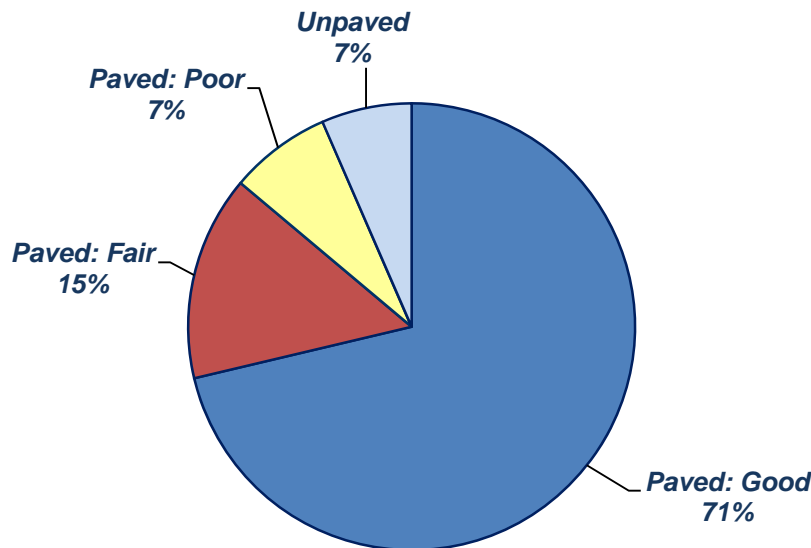
<sup>8</sup> Investment figures from Manitoba are from 2012/13

## Pavement and Road Surface Condition (2013)

### Surface Condition – All NHS Routes<sup>9,10</sup>

	<i>Length (km)</i>	<i>Paved - Good</i>	<i>Paved - Fair</i>	<i>Paved - Poor</i>	<i>Unpaved</i>
YT	2,017	969	333	256	459
NT	1,423	481	134	80	727
BC	7,040	4,662	976	181	374
AB	4,448	3,264	1,142	286	
SK	2,678	2,572	9	97	
MB	2,092	1,654		388	
ON	6,836	5,340	1,179	318	
QC	5,652	2,992	849	840	237
NB	1,829	1,452	260	117	
PE	397	242	86	59	
NS	1,199	1,178	8		
NL	2,469	964	384	35	562
Total	38,079	25,770	5,359	2,657	2,359

### National Highway System – Surface Condition



**2013**

<sup>9</sup> 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”.

<sup>10</sup> 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 2013)**

	<i>Length</i>	<i>Paved - Good</i>	<i>Paved - Fair</i>	<i>Paved -Poor</i>	<i>Unpaved</i>
<b>YT</b>	1,069	725	203	141	-
<b>NT</b>	576	403	102	71	-
<b>BC</b>	5,869	3,964	924	179	-
<b>AB</b>	4,036	2,970	1,025	284	-
<b>SK</b>	2,442	2,345		97	-
<b>MB</b>	982	783		182	-
<b>ON</b>	6,131	4,905	1,042	184	-
<b>QC</b>	3,452	2,257	590	455	-
<b>NB</b>	995	781	149	65	-
<b>PE</b>	208	124	44	31	-
<b>NS</b>	903	882	8		-
<b>NL</b>	1,008	730	257	21	-
<b>Total</b>	<b>27,671</b>	<b>20,869</b>	<b>4,343</b>	<b>1,710</b>	<b>-</b>

**National Highway System – Feeder Routes  
Surface Condition – Km by Category (December 2013)**

	<i>Length</i>	<i>Paved - Good</i>	<i>Paved - Fair</i>	<i>Paved -Poor</i>	<i>Unpaved</i>
<b>YT</b>	-	-	-	-	-
<b>NT</b>	-	-	-	-	-
<b>BC</b>	447	391	50	2	-
<b>AB</b>	216	142	73	1	-
<b>SK</b>	-				-
<b>MB</b>	742	661		81	-
<b>ON</b>	706	435	137	134	-
<b>QC</b>	765	485	157	103	-
<b>NB</b>	834	671	111	52	-
<b>PE</b>	188	118	42	28	-
<b>NS</b>	296	296			-
<b>NL</b>	298	210	82	6	-
<b>Total</b>	<b>4,490</b>	<b>3,409</b>	<b>652</b>	<b>407</b>	<b>-</b>

**National Highway System – Northern and Remote Routes  
Surface Condition – Km by Category (December 2013)**

	<i>Length</i>	<i>Paved - Good</i>	<i>Paved - Fair</i>	<i>Paved -Poor</i>	<i>Unpaved</i>
<b>YT</b>	948	244	130	115	459
<b>NT</b>	847	78	32	9	727
<b>BC</b>	724	307	2		374
<b>AB</b>	197	152	44	1	
<b>SK</b>	236	227	9		
<b>MB</b>	368	210		125	
<b>ON</b>	-				
<b>QC</b>	1,435	250	102	282	237
<b>NB</b>	-				
<b>PE</b>	-				
<b>NS</b>	-				
<b>NL</b>	1,163	24	45	8	562
<b>Total</b>	<b>5,918</b>	<b>1,492</b>	<b>364</b>	<b>540</b>	<b>2,359</b>

**Number of NHS Bridges and Structures<sup>11</sup>  
(December 2013)**

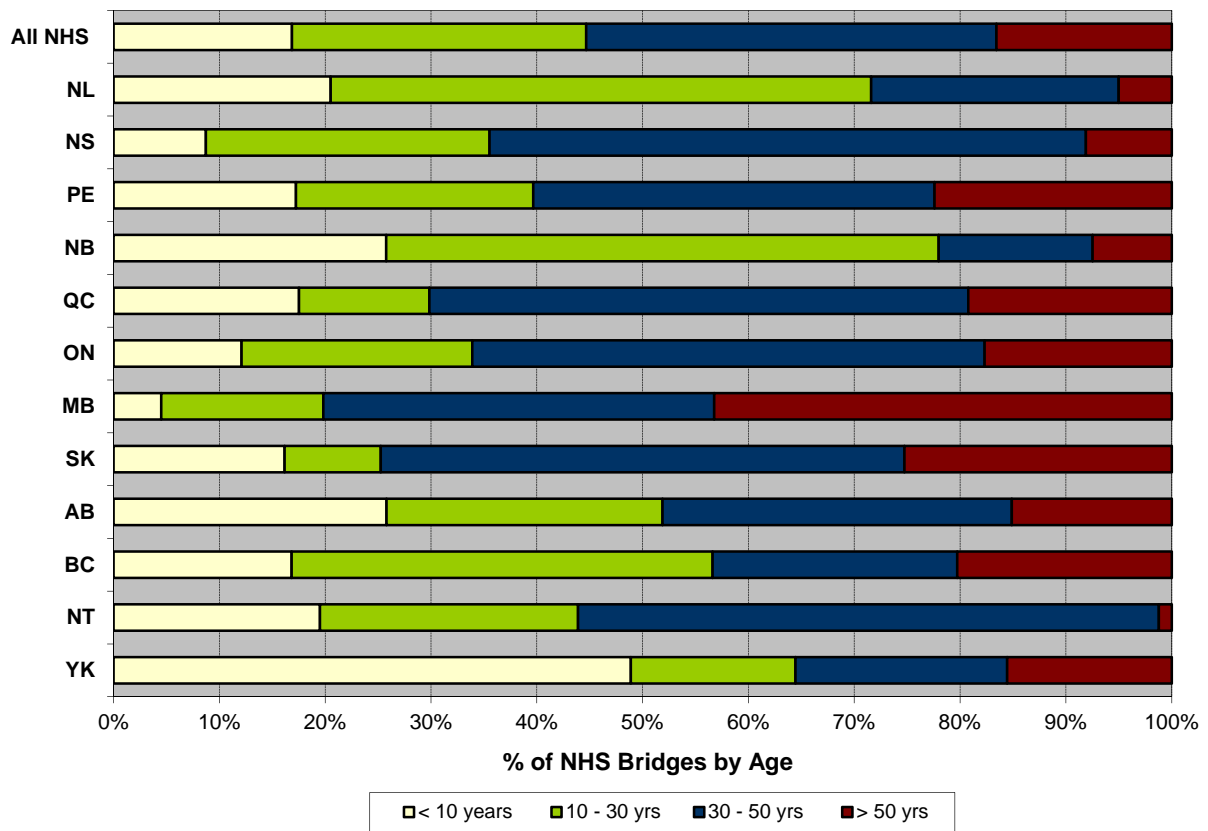
	<i>Number of Bridges</i>	<i>Core</i>	<i>Feeder</i>	<i>Northern &amp; Remote</i>
<b>YT</b>	45	28		17
<b>NT</b>	82	19		63
<b>BC</b>	1,973	1,742	156	75
<b>AB</b>	748	725	13	10
<b>SK</b>	99	91		8
<b>MB</b>	111	88	18	5
<b>ON</b>	2,274	2,102	172	
<b>QC</b>	2,003	1,687	211	105
<b>NB</b>	722	537	185	
<b>PE</b>	58	33	25	
<b>NS</b>	653	541	112	
<b>NL</b>	419	254	18	147
<b>Total</b>	9,187	7,847	910	430

**NHS Bridges and Structures – Number by Age**

	<i>No. of Bridges</i>	<i>&lt; 10 yrs</i>	<i>10 - 20 yrs</i>	<i>20 - 30 yrs</i>	<i>30 - 40 yrs</i>	<i>40 - 50 yrs</i>	<i>&gt; 50 yrs</i>
<b>YT</b>	45	22	1	6	3	6	7
<b>NT</b>	82	16	8	12	26	19	1
<b>BC</b>	1,973	332	370	415	196	260	400
<b>AB</b>	748	193	116	79	118	129	113
<b>SK</b>	99	16	5	4	8	41	25
<b>MB</b>	111	5	8	9	14	27	48
<b>ON</b>	2,274	275	157	339	517	584	402
<b>QC</b>	2,003	351	144	103	413	607	385
<b>NB</b>	722	186	286	91	66	39	54
<b>PE</b>	58	10	6	7	12	10	13
<b>NS</b>	653	57	72	103	189	179	53
<b>NL</b>	419	86	132	82	19	79	21
<b>Total</b>	9,187	1549	1305	1250	1581	1980	1522

<sup>11</sup> Includes all bridges and structures with a span greater than 3.0 m (including large culverts)

## NHS Bridges and Structures – Age Profile by Jurisdiction (as of December 2013)



## Appendix 1 - National Highway System Route Inventory

(As of December 31, 2013)

Jurisdiction	Core Network (km)	Feeder Network (km)	Northern & Remote Network (km)	Total – National Highway System (km)	Length Change: 2013 vs 2012
<b>Yukon</b>	1,068.6		947.9	<b>2,016.5</b>	
<b>Northwest Territories</b>	575.6		847.2	<b>1,422.8</b>	
<b>Nunavut</b>				-	
<b>British Columbia</b>	5,869.3	446.7	724.0	<b>7,040.0</b>	
<b>Alberta</b>	4,036.2	215.5	196.5	<b>4,448.3</b>	
<b>Saskatchewan</b>	2,442.0		236.3	<b>2,678.3</b>	
<b>Manitoba</b>	982.3	741.9	368.2	<b>2,092.4</b>	
<b>Ontario</b>	6,130.7	705.6		<b>6,836.3</b>	
<b>Québec</b>	3,452.0	765.4	1,435.0	<b>5,652.4</b>	
<b>New Brunswick</b>	994.7	833.8		<b>1,828.5</b>	
<b>Prince Edward Island</b>	207.7	188.8		<b>396.5</b>	0.3
<b>Nova Scotia</b>	904.7	294.3		<b>1,199.0</b>	0.9
<b>Newfoundland and Labrador</b>	1,007.6	298.0	1,163.0	<b>2,468.6</b>	
	<b>27,671.4</b>	<b>4,490.1</b>	<b>5,918.1</b>	<b>38,079.5</b>	<b>1.2</b>



## Route Description and Segment Length Changes: December 31, 2011 to December 31, 2012

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Adjustments to system description and route inventory:

<b>Yukon</b> - No changes
<b>Northwest Territories</b> - No changes
<b>British Columbia</b> – No changes
<b>Alberta</b> – No changes
<b>Saskatchewan</b> - No changes
<b>Manitoba</b> - No changes
<b>Ontario</b> - No changes
<b>Quebec</b> - No changes
<b>New Brunswick</b> - No changes
<b>Prince Edward Island</b> - Minor change in section lengths due to re-measurement (increase of 0.3 km)
<b>Nova Scotia</b> - Minor change in section lengths due to re-measurement (increase of 0.9 km)
<b>Newfoundland and Labrador</b> - No changes
<b>Federal Roads</b> - No changes

## National Highway System – Yukon and Northwest Territories



Yukon				Core	Feeder	Northern and Remote
Route	From	To	Length (km)	km	km	km
1	BC Border-km 967 (Crossing #7)	Alaska Border	934.9	934.9		
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
<b>Total</b>			<b>2,016.5</b>	1,068.6	-	947.9

Northwest Territories				Core	Feeder	Northern and Remote
Route	From	To	Length (km)	km	km	km
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
<b>Total</b>			<b>1,422.8</b>	575.6	-	847.2

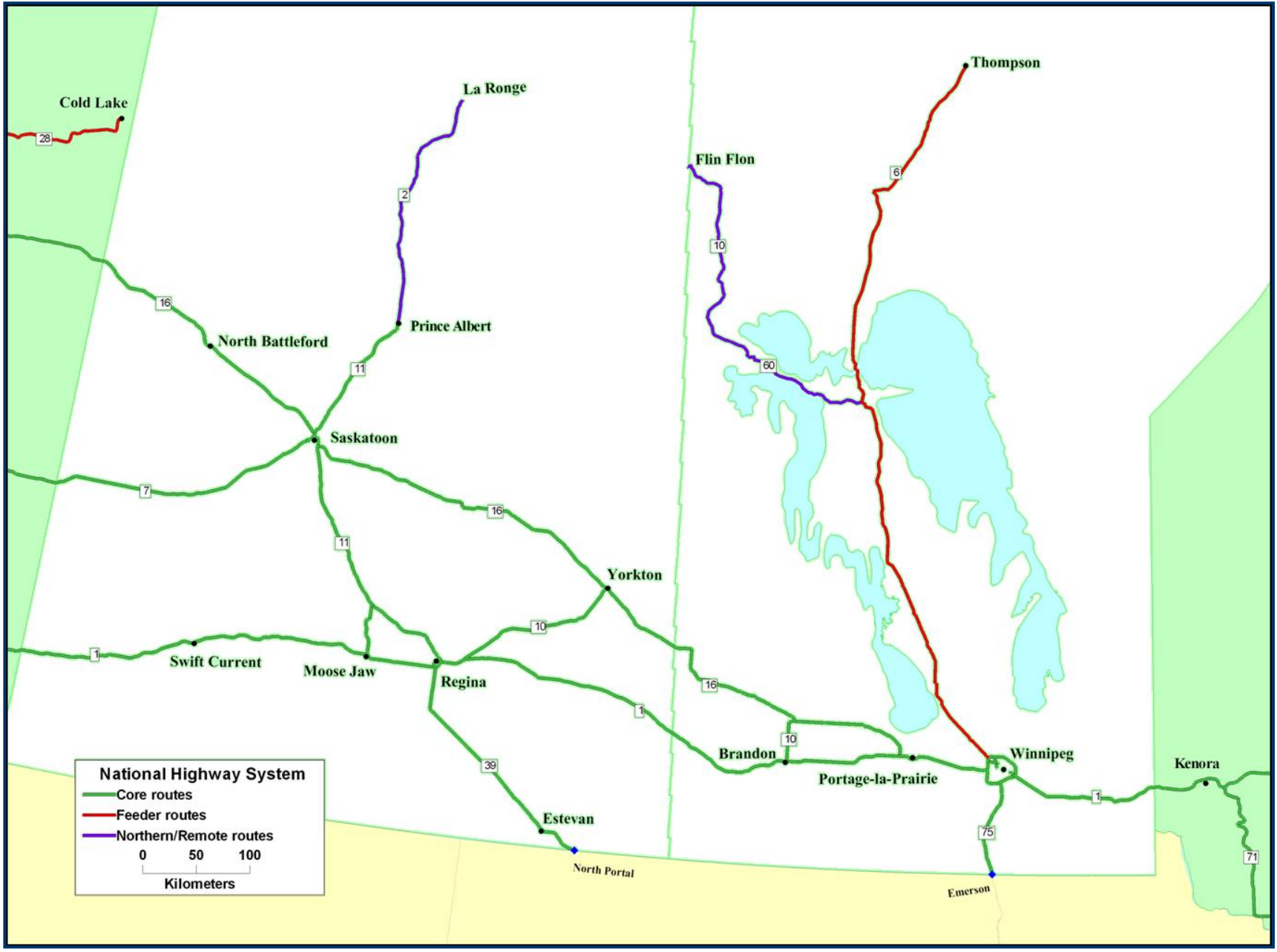
## National Highway System – British Columbia and Alberta



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			724.0
<b>Total</b>			<b>7,040.0</b>	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. 216)	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	
58	Rainbow Lake (Rainbow Dr.)	Highway 35 (High Level)	139.6			139.6
58	Highway 35 (High Level)	Highway 88	56.9			56.9
<b>Total</b>			<b>4,448.3</b>	<b>4,036.2</b>	<b>215.5</b>	<b>196.5</b>

# 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)	245.3	245.3		
01	Regina (Jct. Hwy 6)	Alta. Border	405.2	405.2		
16	Manitoba border	Saskatoon (Jct. Circle Dr.)	418.9	418.9		
16	Saskatoon (Jct. Circle Dr.)	Alta. Border	272.1	272.1		
07	Saskatoon (Jct. Circle Dr.)	Alta. Border	254.6	254.5		
11	Regina	Saskatoon	253.3	253.3		
6/39	Regina	U.S. Border (North Portal)	233.7	233.7		
2/11	Saskatoon	Prince Albert (15 <sup>th</sup> St)	137.4	137.4		
02	Moose Jaw	Hwy 11	51.4	51.4		
10	Hwy 1	Yorkton	160.5	160.5		
Lewvan Drive & Regina Ave	Hwy 1	Regina Airport (Empress Rd.)	4.9	4.9		
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.)	236.3			236.3
<b>Total</b>			<b>2,678.3</b>	<b>2,442.0</b>	<b>-</b>	<b>236.3</b>

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 <sup>th</sup> Ave.)	368.2			368.2
<b>Total</b>			<b>2,092.4</b>	<b>982.3</b>	<b>741.9</b>	<b>368.2</b>



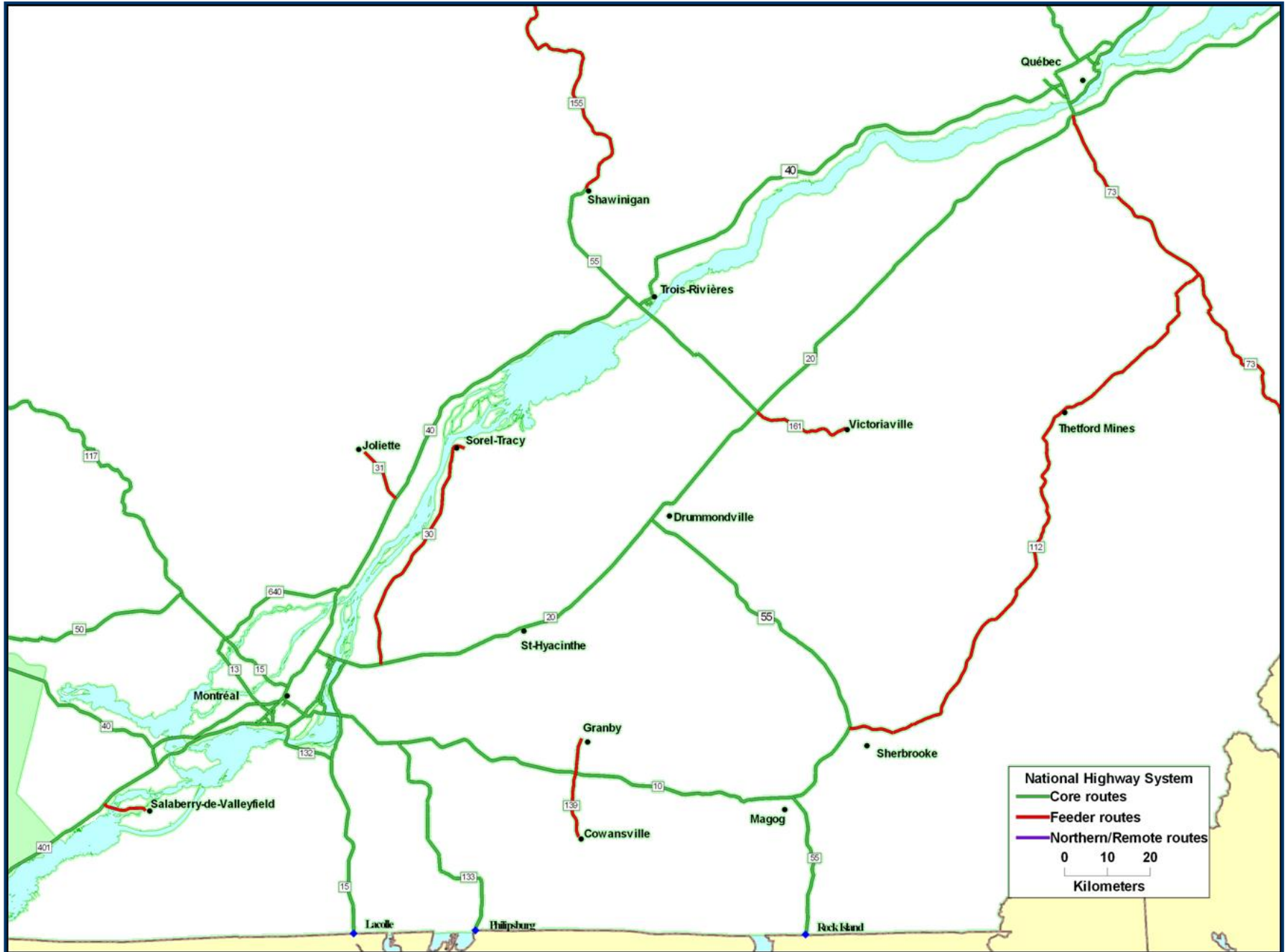
# National Highway System – Ontario



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	
<b>Total</b>			<b>6,836.3</b>	<b>6,130.7</b>	<b>705.6</b>	<b>-</b>

# 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	88.7	88.7		
	117, Fin A15, Ste-Agathe-des-Monts	117, Début tracé conjoint 101-117 à Rouyn-Noranda	533.4	533.4		
	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	12.8	12.8		
	185,Jct avec A85	185, Frontière du Nouveau-Brunswick jct route 2	88.2	88.2		
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	42.1	42.1		
	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	197.0	197.0		
	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 l'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	18.6	18.6		
	175, jonction A73 à Stoneham	175, échangeur avec A70 à Chicoutimi	178.9	178.9		
	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		

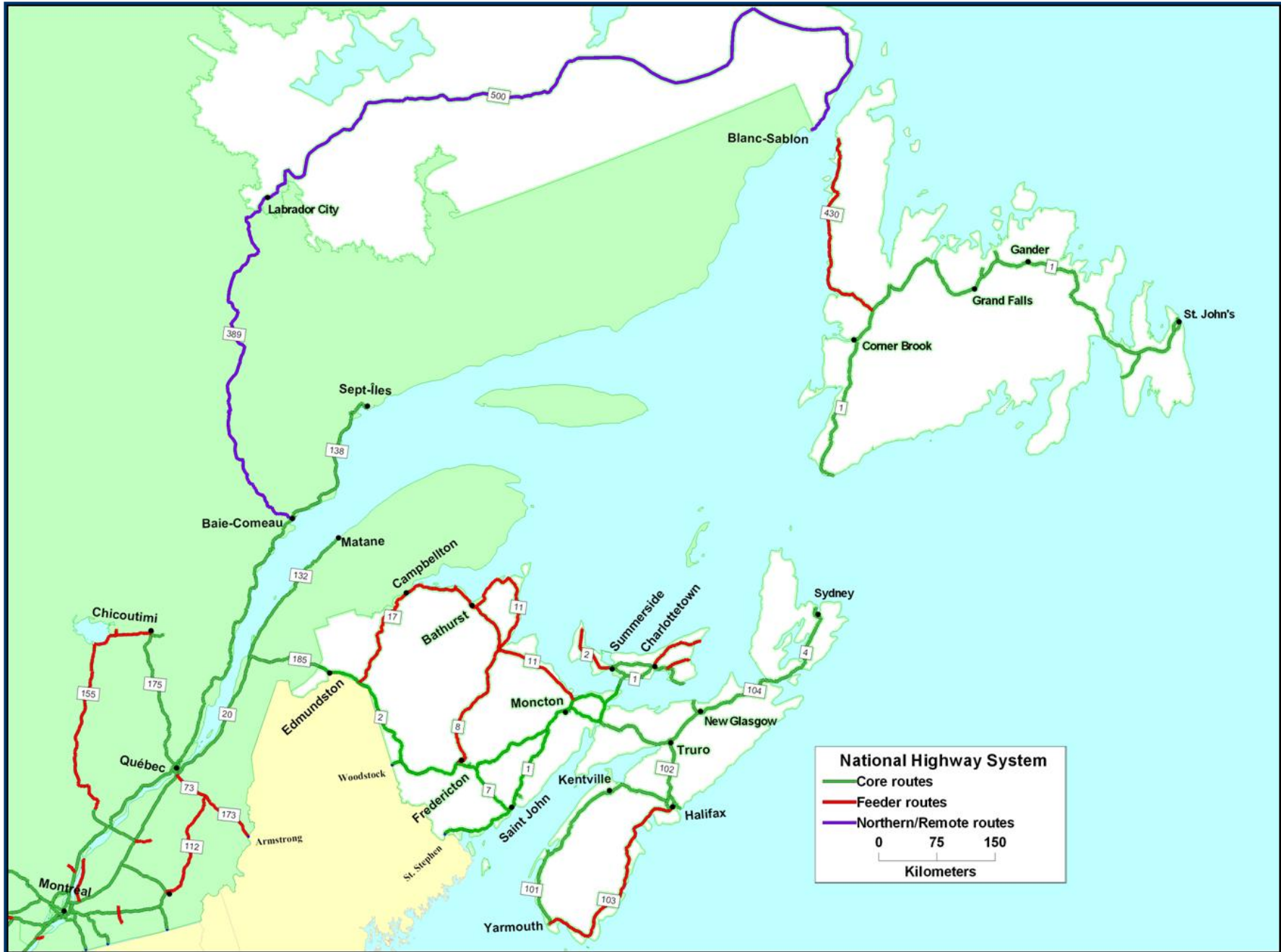
Québec (continued)				Core	Feeder	Northern and Remote
Route	From	To	Length (km)	km	km	km
	A55, échangeur avec A20	A55, échangeur avec A40, début tracé conjoint avec A40	37.3	37.3		
A50	A50, échangeur A5 à Gatineau	A50, échangeur avec A15 à Mirabel	155.9	155.9		
A55	A55, échangeur avec A40 à Trois-Rivières-Ouest	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	4.9	4.9		
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	1.3	1.3		
	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	<b>Aéroport Jean-Lesage</b> , 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	<b>Port de Baie-Comeau</b> , 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	69.0		69.0	
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	565.6			565.6
<b>Total</b>			<b>5,652.4</b>	<b>3,452.0</b>	<b>765.4</b>	<b>1,435.0</b>



# 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	
<b>Total</b>			<b>1,828.5</b>	<b>994.7</b>	<b>833.8</b>	<b>-</b>

Nova Scotia				Core	Feeder	Northern and Remote
Route	From	To	Length (km)	km	km	km
101	Bedford	Yarmouth (Ferry Terminal)	309.2	309.2		
102	Halifax	Truro (Hwy 104)	102.4	102.4		
104	N.B. Border	Port Hastings (Jct. Hwy 105)	274.9	274.9		
104/4	Port Hastings (Jct. Hwy 105)	Sydney (Hwy 125)	130.0	130.0		
125/105	Sydney (Hwy 125)	North Sydney ferry terminal	22.5	22.5		
118	Hwy 102	Hwy 111	14.7	14.7		
111	Hwy 118	Victoria Rd.	3.0	3.0		
303	Digby (Jct. 101)	Digby ferry terminal	7.5	7.5		
106	Hwy 104	Caribou ferry terminal	18.5	18.5		
Joseph Howe/Kempton/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)	294.3		294.3	
<b>Total</b>			<b>1,199.0</b>	<b>904.7</b>	<b>294.3</b>	<b>-</b>

Prince Edward Island				Core	Feeder	Northern and Remote
Route	From	To	Length (km)	km	km	km
1	Borden	Wood Islands	119.6	119.6		
Confederation Bridge	Midpoint of bridge span	Borden	7.9	7.9		
2	Summerside (Slemon Park Boundary)	Charlottetown (Perimeter Hwy)	58.7	58.7		
1A	Summerside (Hwy 2)	Albany (Route 1)	20.3	20.3		
Brackley Point Rd.	Hwy 1	Charlottetown Airport (Sherwood Rd.)	1.2	1.2		
2	Summerside (Slemon Park Boundary)	Tignish (Hwy 153)	77.1		77.1	
2	Charlottetown (Route 1, Perimeter Hwy)	Souris (MacPhee Ave.)	78.3		78.3	
3	Cherry Valley (Route 1)	Georgetown (Water St.)	33.4		33.4	
<b>Total</b>			<b>396.5</b>	<b>207.7</b>	<b>188.8</b>	<b>-</b>

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
<b>Total</b>			<b>2,468.6</b>	<b>1,007.6</b>	<b>298.0</b>	<b>1,163.0</b>