

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

# **Canada's National Highway System**

## **Annual Report 2015**



September 2016

## 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 2015 the National Highway System encompassed 38,076 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 governments. 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 2005
- **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 2014 and 2015).
- **Appendix 1** provides a detailed breakdown of the routes contained in the National Highway System as of December 31, 2015

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).

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## Highlights –Summary

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### *System Length*

- The length of the National Highway System was 38,076 km as of December 2015, essentially unchanged since 2005.
  - the NHS constitutes about 3.7% of the length of the public road network in Canada

### *Traffic*

- In 2014 the NHS carried nearly 132 billion vehicle-kilometers of travel, and 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 10% from 2005 to 2014.
- Truck travel on the NHS increased 6% from 2005 to 2014.
  - Truck travel on the Northern/Remote Network increased 70% from 2005 to 2014.

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

- Since 2006 over \$3 trillion in Canada/US trade has passed through border crossings on the NHS
  - Nearly \$383 billion in trade through NHS crossings in 2014.
- The value of tourism at Canada/US border crossings on the NHS is \$12 billion per year

### *Safety*

- There were over 81,000 collisions on the National Highway System in 2014, resulting in 488 fatalities and over 23,000 injuries, however:
  - the number of fatalities per year decreased 40% from 2005 to 2014.
  - the number of injuries per year decreased 16% from 2005 to 2014.

### *Investment*

- Since 2006/07 over \$35 billion has been invested in the National Highway System:
  - Provincial and territorial governments ~ \$30.2 billion (86%)
  - Federal government ~ \$4.4 billion (12%)
  - Other sources ~ \$0.7 billion (2%)
- In fiscal year 2015/16 \$3.9 billion was invested in the National Highway System, up 14% from the previous year.

### *Pavement and Road Surface Condition*

- The length of the NHS with pavement condition rated as “good” increased from 57% in 2006 to 67% in 2015
- The length of unpaved NHS decreased from 9% in 2006 to 6% in 2015

### *Bridges and Structures*

- The number of bridges which are less than 10 years old doubled from 2006 (896) to 2015 (1,873), reflecting increased investment and new construction.
- Since 2006 nearly 1,200 bridges on the NHS are new or have undergone major rehabilitation.
- The number of bridges which are over 50 years has also doubled over the period from (870 in 2006 to 1,704 in 2015).



## Part 1: Developments and Highlights

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### a) System Length and Route Inventory

| Network Length (km) |               |               |                |
|---------------------|---------------|---------------|----------------|
|                     | 2005          | 2015          | Change         |
| Core                | 27,608        | 27,665        | + 57 km        |
| Feeder              | 4,490         | 4,495         | + 5 km         |
| Northern/Remote     | 5,922         | 5,916         | - 6 km         |
| <b>Total</b>        | <b>38,021</b> | <b>38,076</b> | <b>+ 55 km</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.

## b) Traffic and Travel

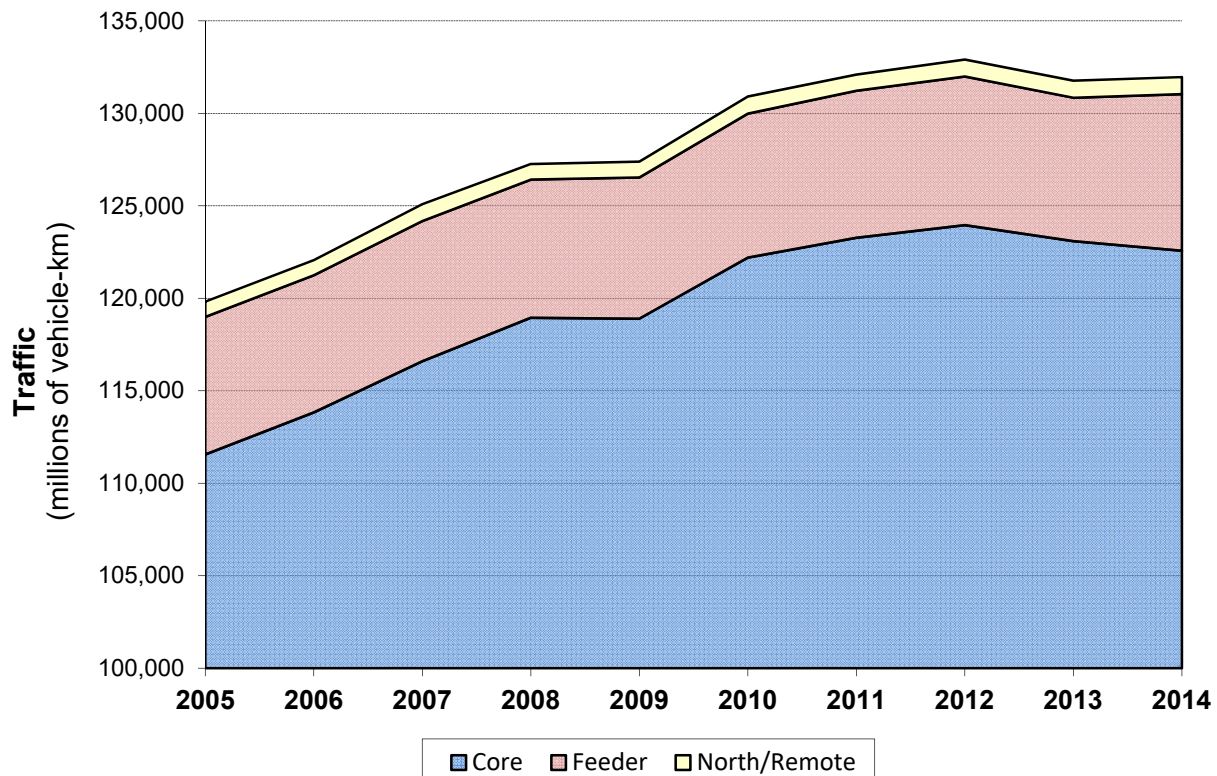
Travel (millions of Vehicle-Km)

|                        | 2005    | 2014 <sup>1</sup> | Change       |
|------------------------|---------|-------------------|--------------|
| <b>Core</b>            | 111,551 | 122,573           | <b>+ 10%</b> |
| <b>Feeder</b>          | 7,439   | 8,470             | <b>+ 14%</b> |
| <b>Northern/Remote</b> | 828     | 922               | <b>+ 11%</b> |
| <b>Total</b>           | 119,817 | 131,965           | <b>+ 10%</b> |

Truck Travel (millions of Vehicle-Km)

|                        | 2005   | 2014 <sup>1</sup> | Change       |
|------------------------|--------|-------------------|--------------|
| <b>Core</b>            | 17,079 | 18,129            | <b>+ 6%</b>  |
| <b>Feeder</b>          | 888    | 897               | <b>+ 1%</b>  |
| <b>Northern/Remote</b> | 101    | 171               | <b>+ 70%</b> |
| <b>Total</b>           | 18,068 | 19,197            | <b>+ 6%</b>  |

Travel on the National Highway System 2005-2014



### Highlights:

- Travel on the National Highway System increased 10% from 2005 to 2014
  - 93% of travel on the NHS occurs on the Core Network
- Truck travel on the NHS increased 6% over the period.
  - 94% of truck travel occurs on the Core Network
  - Truck travel on the Northern/Remote network has increased 70% since 2005

<sup>1</sup> Includes traffic data for Ontario from 2010; for Yukon from 2012 and for Newfoundland and Labrador from 2013

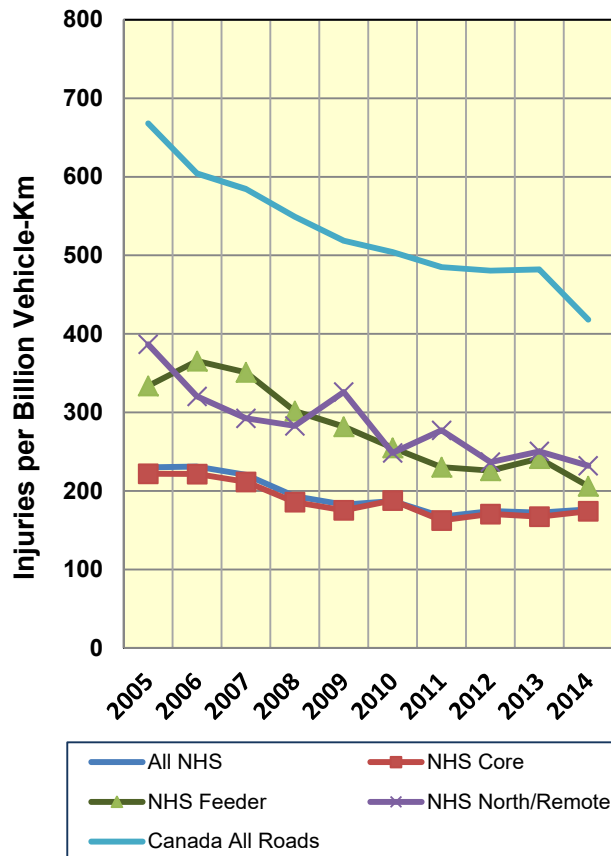


## c) Safety

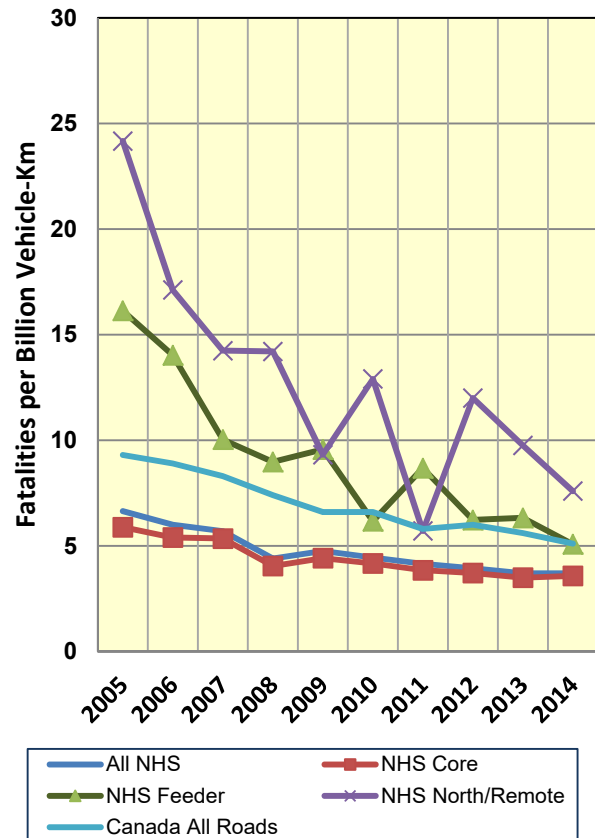
### Collisions, Injuries and Fatalities on the National Highway System

|            | 2005   | 2014 <sup>2,3</sup> | Change |
|------------|--------|---------------------|--------|
| Collisions | 80,728 | 81,700              | + 1%   |
| Injuries   | 27,539 | 23,421              | - 15%  |
| Fatalities | 796    | 488                 | - 39%  |

#### Injury Rates



#### Fatality Rates



#### Highlights:

- The number of collisions on the National Highway System increased 1% from 2005 to 2014:
  - the number of injuries per year decreased 15%
  - the number of fatalities per year dropped 39% over the period.
- 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> Data for Alberta is from 2012

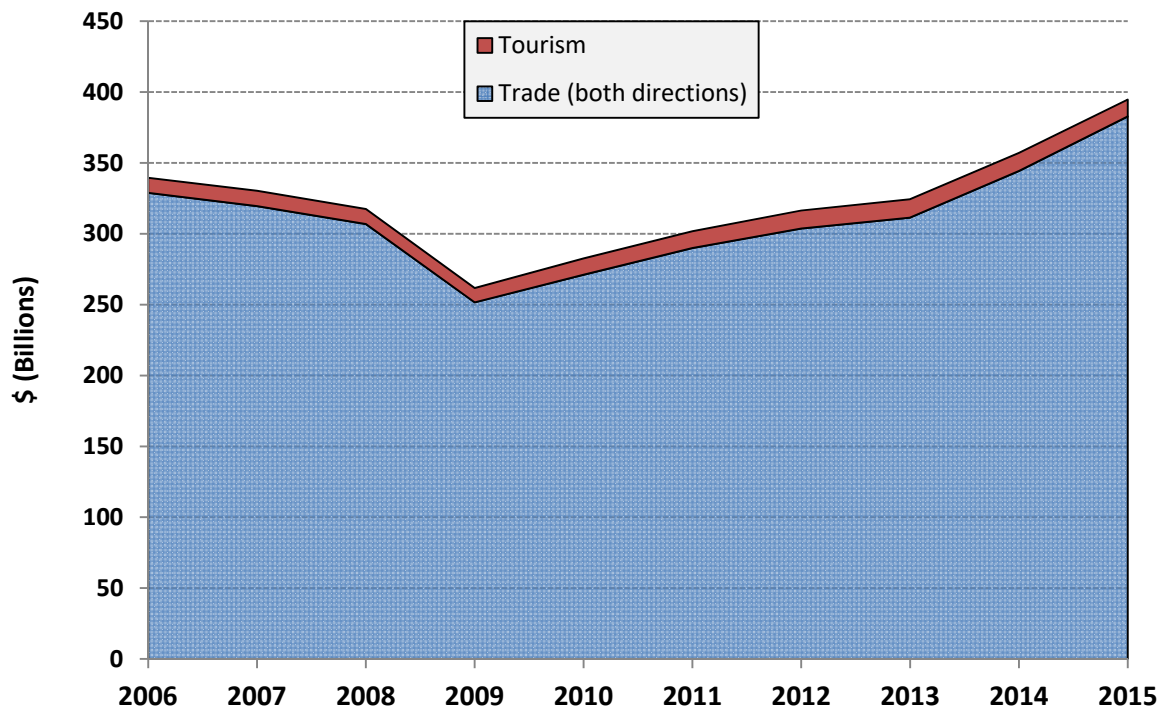
<sup>3</sup> Data for Manitoba and New Brunswick is from 2011

## 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  | 2014  | 2015  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Trade <sup>4</sup> | 328.9 | 319.5 | 306.9 | 251.6 | 271.1 | 289.9 | 303.7 | 311.4 | 344.3 | 382.8 |
| Tourism            | 10.6  | 10.8  | 10.6  | 10.1  | 11.5  | 11.9  | 12.7  | 13.0  | 12.7  | 11.9  |
| Total              | 339.5 | 330.3 | 317.5 | 261.7 | 282.6 | 301.8 | 316.4 | 324.4 | 357.0 | 394.7 |

Canada/US Trade and Tourism at NHS Border Crossings



### Highlights:

- Two-way trade (\$ value) passing through NHS border crossings has risen six consecutive years since the 2008-2009 recession ended. At the end of 2015, two-way trade was 16% higher than the recent peak level reported in 2006 and 52% higher than the nadir of 2009. .
- In 2015, Ambassador Bridge accounted for over 32% of the two-way trade value among NHS border crossings, more than twice as much as the 2nd ranked crossing (Sarnia - Blue Water Bridge). Ambassador's two-way trade has grown 65% since the end of 2009 and has eclipsed it's pre-recession peak level (2006) by 9%.
- The value of tourism for vehicles using NHS border crossings has been declining between 2013 and 2015. Comparisons with 2006-2009 are not possible due to methodology changes beginning in 2010.

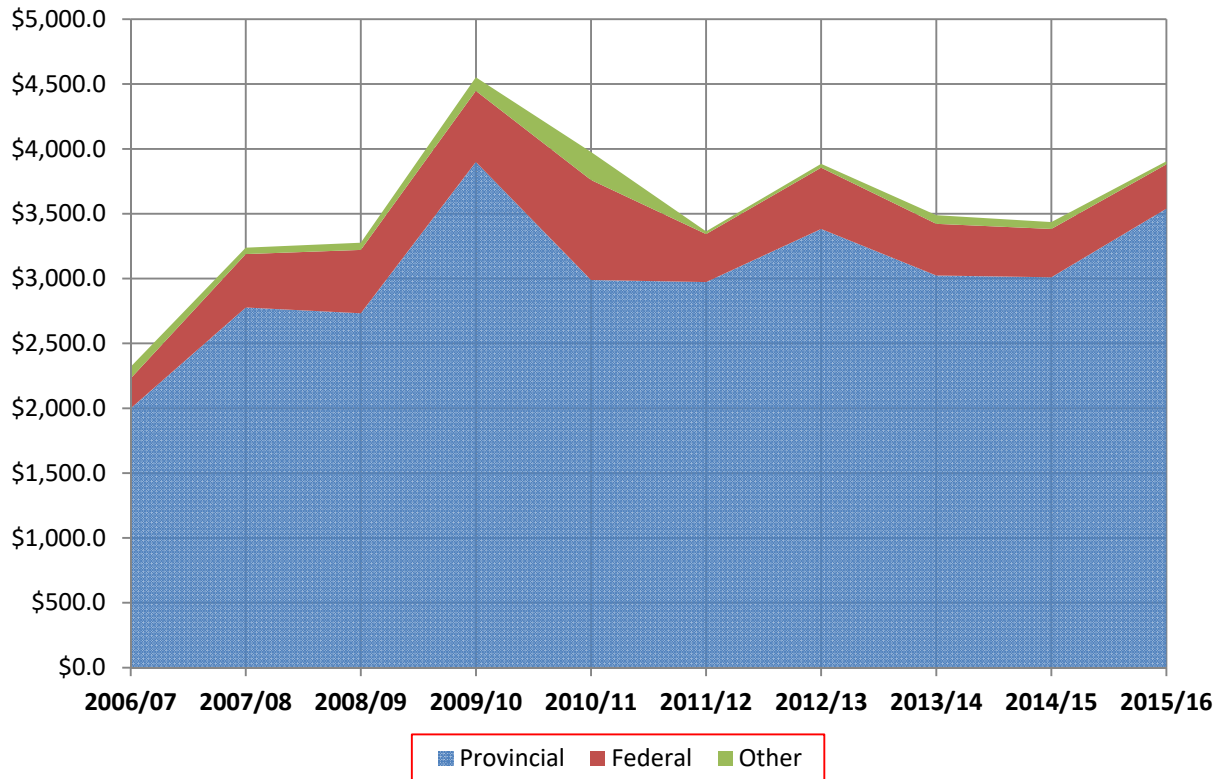
<sup>4</sup> Both directions

## e) Investment

### Expenditures (\$ millions)

|              | 2006            | 2007            | 2008            | 2009            | 2010            | 2011            | 2012            | 2013            | 2014            | 2015            | Total            |
|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Core         | \$ 2,120        | \$ 3,053        | \$ 2,840        | \$ 4,155        | \$ 3,436        | \$ 3,045        | \$ 3,572        | \$ 3,222        | \$ 3,173        | \$ 3,457        | \$ 32,072        |
| Feeder       | \$ 144          | \$ 102          | \$ 333          | \$ 272          | \$ 394          | \$ 184          | \$ 169          | \$ 148          | \$ 175          | \$ 312          | \$ 2,234         |
| North        | \$ 56           | \$ 83           | \$ 104          | \$ 126          | \$ 146          | \$ 135          | \$ 144          | \$ 119          | \$ 88           | \$ 136          | \$ 1,136         |
| <b>Total</b> | <b>\$ 2,320</b> | <b>\$ 3,238</b> | <b>\$ 3,277</b> | <b>\$ 4,553</b> | <b>\$ 3,976</b> | <b>\$ 3,364</b> | <b>\$ 3,885</b> | <b>\$ 3,488</b> | <b>\$ 3,436</b> | <b>\$ 3,905</b> | <b>\$ 35,442</b> |

### Investment in the National Highway System – 2006 to 2015

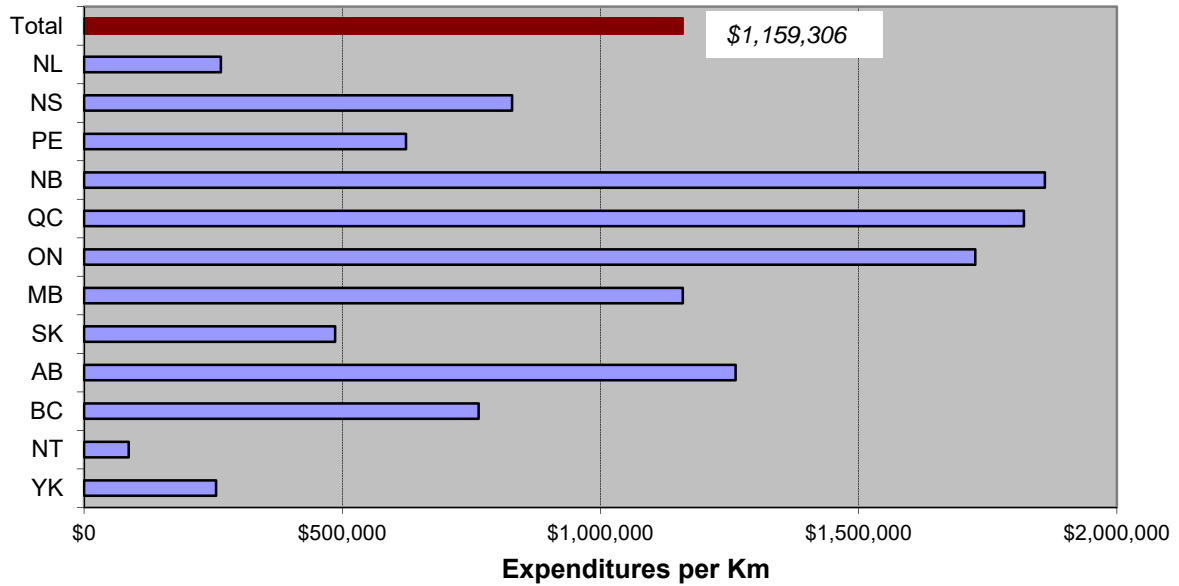


#### Highlights:

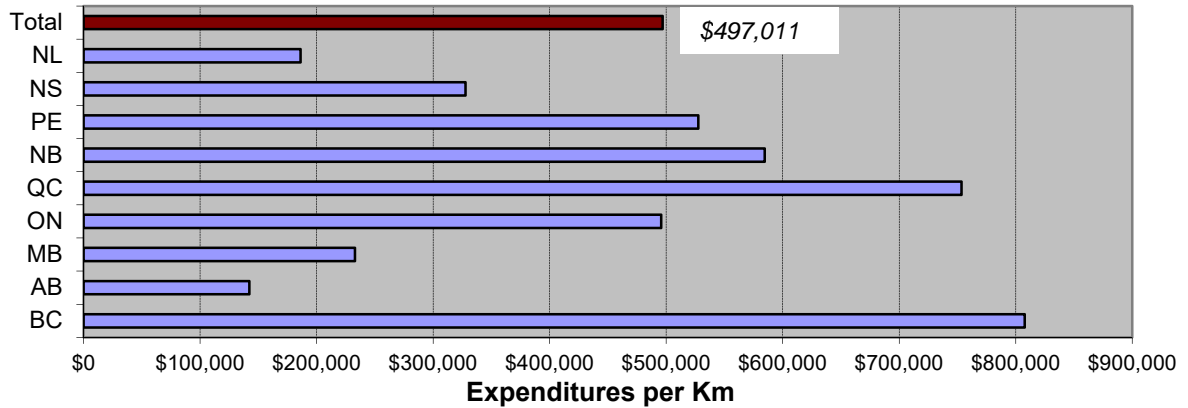
- In fiscal year 2015/16 over \$3.9 billion was spent on capital improvements to the National Highway System.
- Since 2006/07 over \$35.4 billion has been invested in the National Highway System:
  - Provincial and territorial governments ~ \$30.2 billion (86%)
  - Federal government ~ \$4.4 billion (12%)
  - Other sources ~ \$0.7 billion (2%)
- Over this period investment by NHS route category has been as follows:
  - Core Network ~ 91%
  - Feeder Network ~ 6%
  - Northern and Remote Network ~ 3%

## Investment in the National Highway System – 2006 to 2015

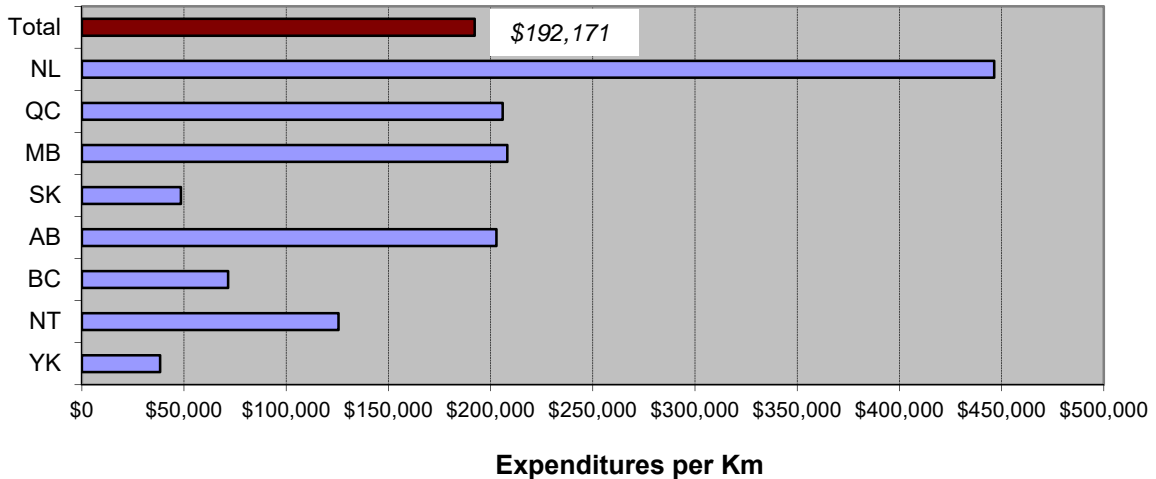
### Core Route Network: Expenditures per Km



### Feeder Route Network: Expenditures per Km



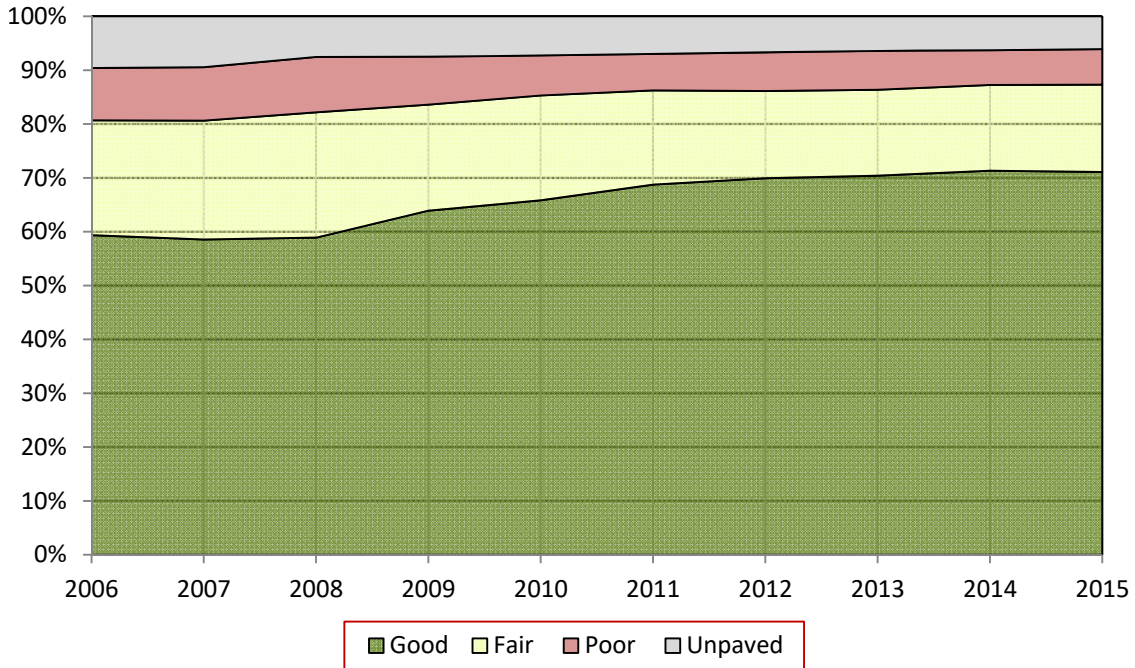
### Northern and Remote Route Network: Expenditures per Km



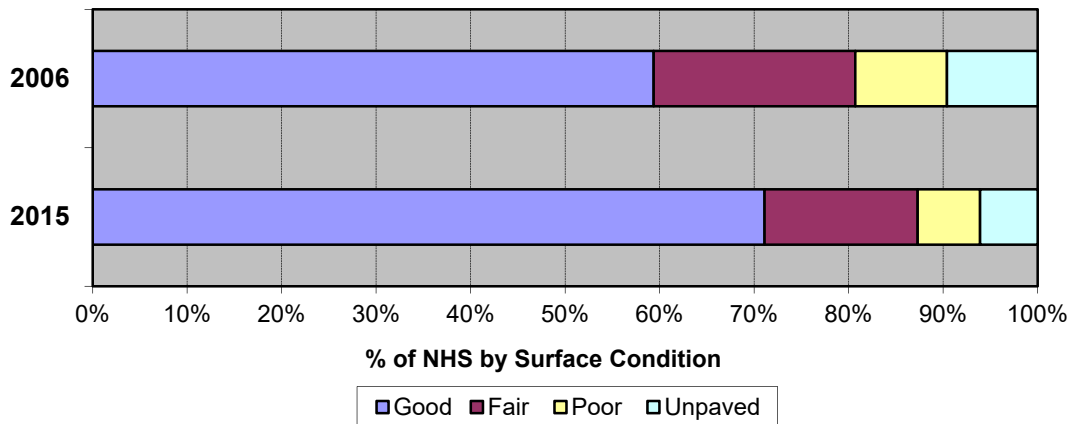
## f) Pavement Condition

### National Highway System: Surface Condition<sup>5</sup>

|                     | 2006   | 2015   | Change       |
|---------------------|--------|--------|--------------|
| <b>Paved – Good</b> | 21,649 | 25,802 | <b>+ 19%</b> |
| <b>Paved - Fair</b> | 7,781  | 5,887  | <b>- 24%</b> |
| <b>Paved – Poor</b> | 3,537  | 2,394  | <b>- 32%</b> |
| <b>Unpaved</b>      | 3,501  | 2,217  | <b>- 37%</b> |



### National Highway System: Surface Condition Changes 2006 vs 2015



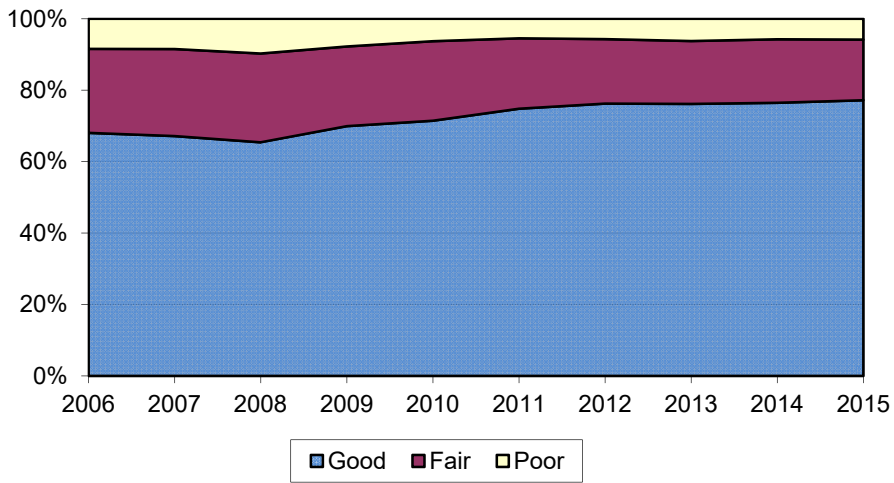
#### Highlights:

- Since 2006 the length of the NHS with pavement condition rated as “good” has increased 19%.
- The length with pavement condition rated as “poor” has decreased 32%.
- The length of unpaved NHS has decreased by 37%.

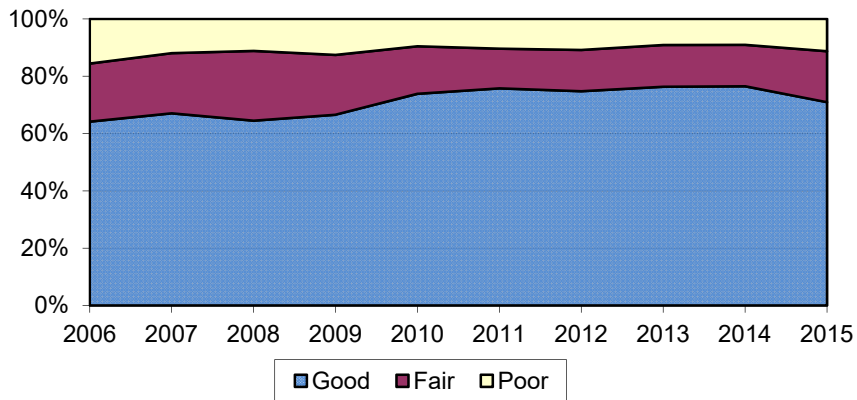
<sup>5</sup> Pavement condition rating information provided by jurisdictions is not based on identical criteria and thresholds; with some variations in the factors considered and approaches used to classify pavements as good, fair or poor. Totals may not equal the length of the entire NHS as pavement rating data is not available for all sections.

# NHS Surface Condition 2006-2015

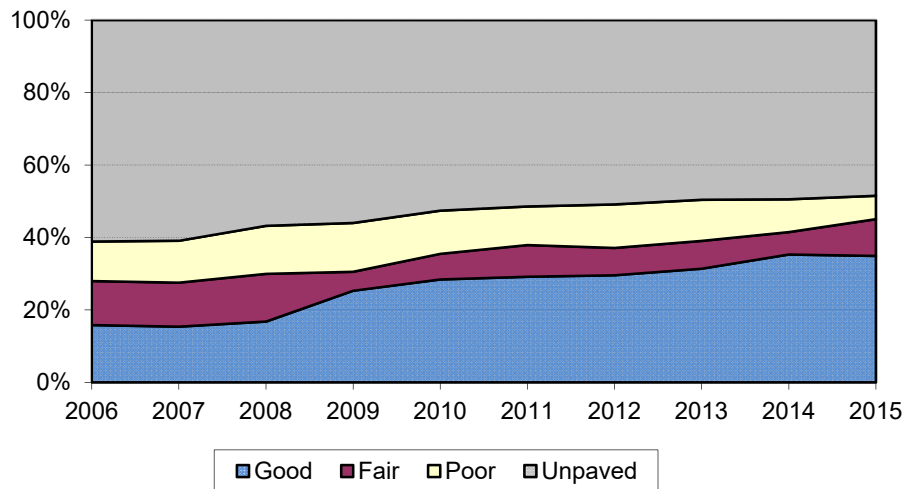
## Core Network



## Feeder Network



## Northern and Remote Network

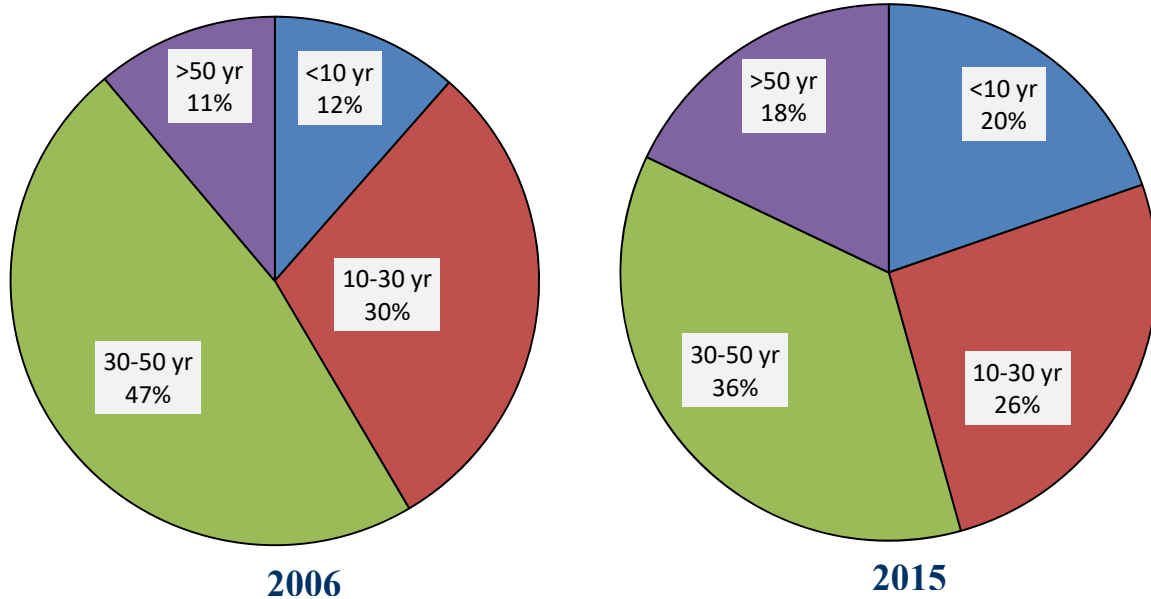


## g) Bridges and Structures

Number of Bridges and Structures on the NHS<sup>6</sup>

|                 | 2006         | 2015         | Change       |
|-----------------|--------------|--------------|--------------|
| Core            | 6,676        | 8,158        | + 22%        |
| Feeder          | 832          | 931          | + 12%        |
| Northern/Remote | 302          | 420          | + 39%        |
| <b>Total</b>    | <b>7,810</b> | <b>9,509</b> | <b>+ 22%</b> |

NHS Bridges and Structures:  
Inventory Age Profile 2006 vs. 2015

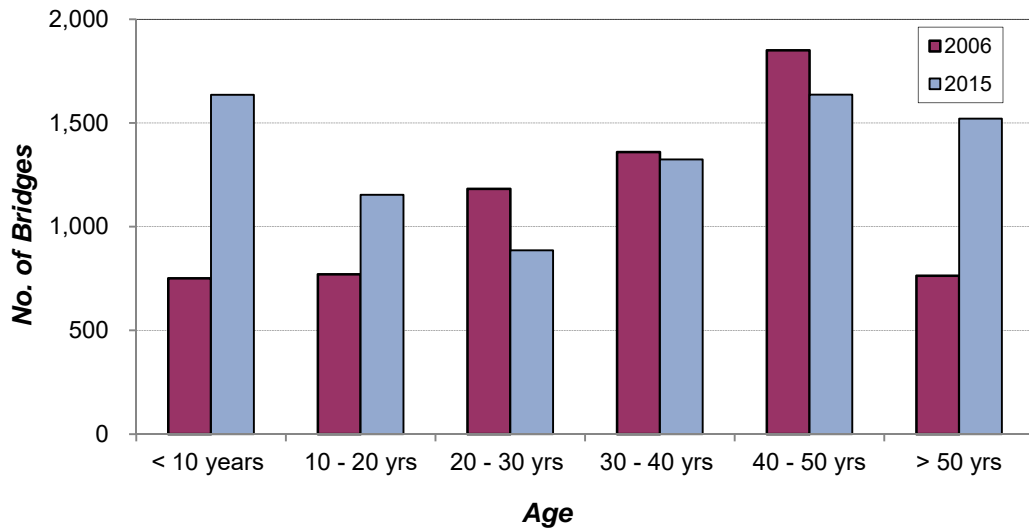


### Highlights:

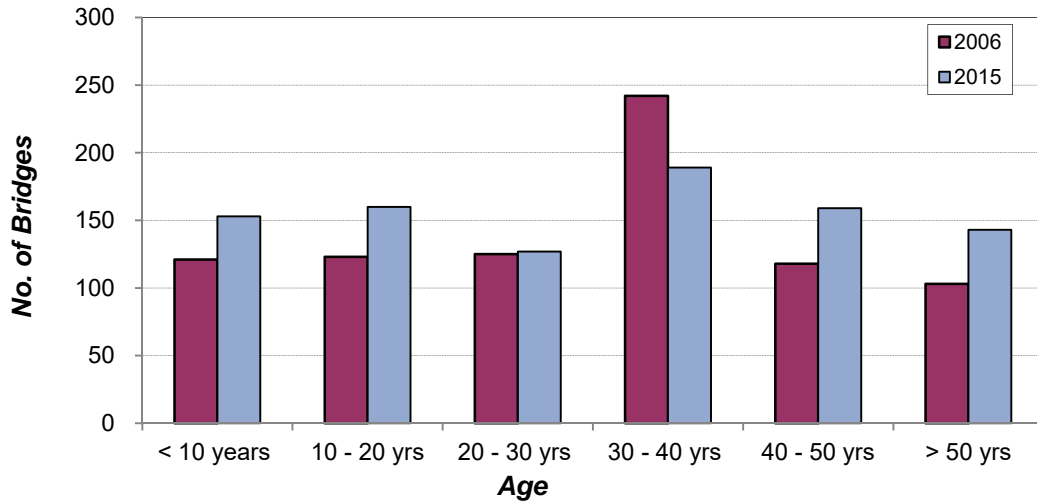
- Over the period 2006-2015 the number of bridges and structures reported on the NHS increased by 22% (due in part to adoption of a common definition and changes in the bridge inventory systems maintained by governments)
- The number of bridges that are less than 10 years old doubled from 2006 (896) to 2015 (1,873) as a reflection of increased investment and new construction.
  - Over 1100 bridges are new or have had major rehabilitation work since 2007.
- The number of bridges that are over 50 years old also doubled from 2006 (870) to 2015 (1,704).

<sup>6</sup> Includes all bridges and structures with a span greater than 3.0 m (including large culverts)

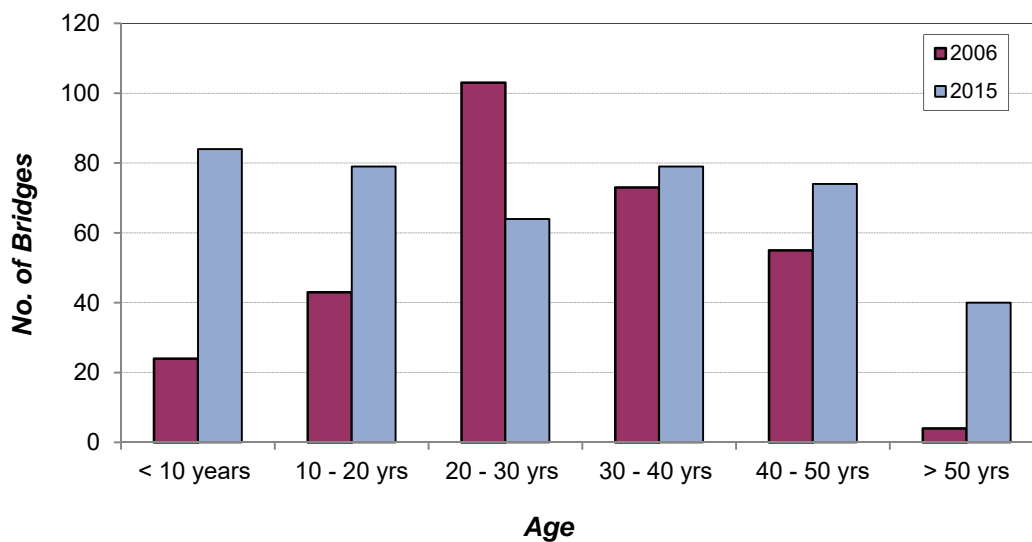
### NHS Core Routes: Bridge Age Profile



### NHS Feeder Routes: Bridge Age Profile



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





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

### National Highway System Length (December 2015)

| Jurisdiction                 | Core Network (km) | Feeder Network (km) | Northern & Remote Network (km) | Total (km)      |
|------------------------------|-------------------|---------------------|--------------------------------|-----------------|
| Yukon                        | 1,068.6           |                     | 947.9                          | 2,016.5         |
| 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                 | 2,442.0           |                     | 236.3                          | 2,678.3         |
| Manitoba                     | 985.1             | 741.9               | 368.2                          | 2,095.2         |
| Ontario                      | 6,130.7           | 705.6               |                                | 6,836.3         |
| Québec                       | 3,442.7           | 773.4               | 1,434.9                        | 5,650.9         |
| New Brunswick                | 994.5             | 830.5               |                                | 1,825.0         |
| Prince Edward Island         | 208.2             | 188.8               |                                | 397.0           |
| Nova Scotia                  | 904.7             | 294.3               |                                | 1,199.0         |
| Newfoundland and Labrador    | 1007.6            | 298.0               | 1,161.0                        | 2,466.6         |
| <b>Total NHS Length (km)</b> | <b>27,665.1</b>   | <b>4,494.7</b>      | <b>5,916.0</b>                 | <b>38,075.8</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 (2014)<sup>7</sup>

#### Vehicle Kilometers of Travel 2014 (millions)

|              | Core           | Feeder       | Northern & Remote | Total          |
|--------------|----------------|--------------|-------------------|----------------|
| YT           | 250            |              | 81                | 331            |
| NT           | 115            |              | 32                | 176            |
| BC           | 15,375         | 1,194        | 113               | 16,682         |
| AB           | 14,125         | 432          | 60                | 16,207         |
| SK           | 4,825          |              | 137               | 4,962          |
| MB           | 2,539          | 312          | 108               | 2,959          |
| ON           | 48,754         | 1,406        |                   | 50,160         |
| QC           | 27,447         | 2,356        | 271               | 30,074         |
| NB           | 3,190          | 1,670        |                   | 4,860          |
| PE           | 512            | 296          |                   | 808            |
| NS           | 3,547          | 638          |                   | 4,185          |
| NL           | 1,894          | 166          | 121               | 2,181          |
| <b>Total</b> | <b>122,573</b> | <b>8,470</b> | <b>922</b>        | <b>131,965</b> |

#### Vehicle Kilometers of Truck Travel 2014 (millions)

|              | Core          | Feeder     | Northern & Remote | Total         |
|--------------|---------------|------------|-------------------|---------------|
| YT           | 12            |            | 5                 | 17            |
| NT           | 22            |            | 7                 | 29            |
| BC           | 2,449         | 131        | 21                | 2,601         |
| AB           | 1,749         | 34         | 8                 | 1,791         |
| SK           | 1,153         |            | 16                | 1,169         |
| MB           | 494           | 52         | 15                | 561           |
| ON           | 7,592         | 158        |                   | 7,750         |
| QC           | 3,339         | 314        | 66                | 3,719         |
| NB           | 520           | 114        |                   | 634           |
| PE           | 44            | 24         |                   | 68            |
| NS           | 446           | 55         |                   | 501           |
| NL           | 309           | 15         | 33                | 357           |
| <b>Total</b> | <b>18,129</b> | <b>897</b> | <b>171</b>        | <b>19,197</b> |

<sup>7</sup> Data for YT and ON is from 2012, for NL is from 2013

Collisions on the National Highway System – 2014

|              |                    |                      |                              |               | <i>Collisions by Type</i> |                             |
|--------------|--------------------|----------------------|------------------------------|---------------|---------------------------|-----------------------------|
|              | <i>Core Routes</i> | <i>Feeder Routes</i> | <i>Northern &amp; Remote</i> | <i>Total</i>  | <i>Fatal &amp; Injury</i> | <i>Property Damage Only</i> |
| YT           | 108                |                      | 50                           | 158           | 51                        | 107                         |
| NT           | 36                 |                      | 17                           | 53            | 18                        | 35                          |
| BC           | 5,661              | 476                  | 35                           | 6,172         | 2,747                     | 3,425                       |
| AB           | 13,687             | 280                  | 51                           | 13,984        | 2,153                     | 11,831                      |
| SK           | 1,907              |                      | 97                           | 2,004         | 384                       | 1,620                       |
| MB           | 2,633              | 366                  | 114                          | 3,113         | 495                       | 2,618                       |
| ON           | 30,171             | 886                  |                              | 31,057        | 5,604                     | 25,453                      |
| QC           | 18,576             | 2,003                | 258                          | 20,837        | 3,828                     | 17,009                      |
| NB           | 1,188              | 611                  |                              | 1,799         | 449                       | 1,350                       |
| PE           | 221                | 90                   |                              | 311           | 111                       | 200                         |
| NS           | 1,038              | 165                  |                              | 1,203         | 326                       | 877                         |
| NL           | 872                | 82                   | 55                           | 1,009         | 325                       | 684                         |
| <b>Total</b> | <b>76,098</b>      | <b>4,954</b>         | <b>677</b>                   | <b>81,700</b> | <b>16,491</b>             | <b>65,209</b>               |

Fatalities

|              | <i>Core Routes</i> | <i>Feeder Routes</i> | <i>Northern &amp; Remote</i> | <i>Total</i> |
|--------------|--------------------|----------------------|------------------------------|--------------|
| YT           | 3                  |                      |                              | 3            |
| NT           | 1                  |                      |                              | 1            |
| BC           | 118                | 7                    | 2                            | 127          |
| AB           | 76                 |                      | 1                            | 75           |
| SK           | 29                 |                      | 1                            | 30           |
| MB           | 23                 | 3                    | 1                            | 27           |
| ON           | 104                | 9                    |                              | 113          |
| QC           | 56                 | 8                    |                              | 64           |
| NB           | 10                 | 14                   |                              | 24           |
| PE           | 0                  | 0                    |                              | 0            |
| NS           | 11                 | 2                    |                              | 13           |
| NL           | 9                  |                      | 2                            | 11           |
| <b>Total</b> | <b>440</b>         | <b>43</b>            | <b>7</b>                     | <b>488</b>   |

Injuries

|              | <i>Core Routes</i> | <i>Feeder Routes</i> | <i>Northern &amp; Remote</i> | <i>Total</i>  |
|--------------|--------------------|----------------------|------------------------------|---------------|
| YT           | 48                 |                      | 26                           | 74            |
| NT           | 13                 |                      | 9                            | 22            |
| BC           | 3,645              | 333                  | 19                           | 3,997         |
| AB           | 2,527              | 91                   | 2                            | 2,607         |
| SK           | 495                |                      | 39                           | 534           |
| MB           | 630                | 87                   | 27                           | 744           |
| ON           | 8,113              | 311                  |                              | 8,424         |
| QC           | 4,743              | 566                  | 75                           | 5,384         |
| NB           | 348                | 226                  |                              | 574           |
| PE           | 120                | 39                   |                              | 159           |
| NS           | 374                | 80                   |                              | 454           |
| NL           | 399                | 20                   | 17                           | 448           |
| <b>Total</b> | <b>21,455</b>      | <b>1,765</b>         | <b>214</b>                   | <b>23,421</b> |

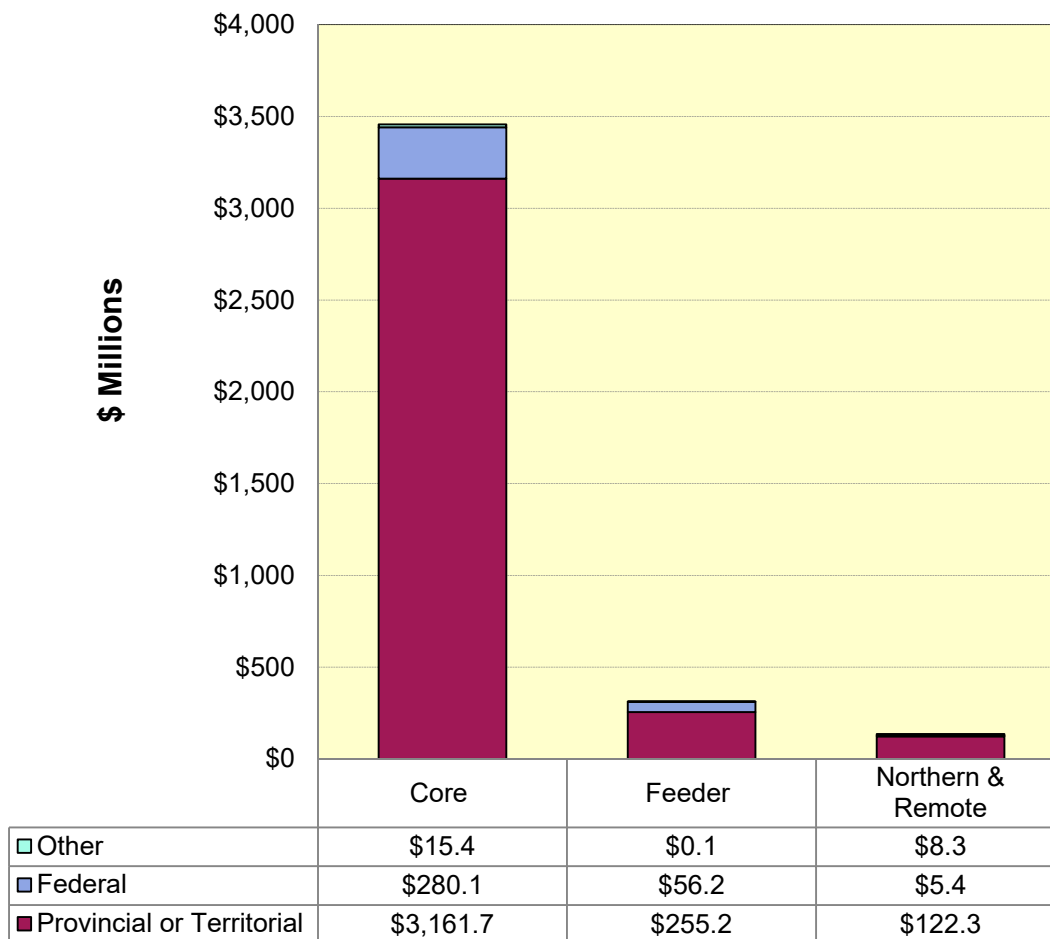
<sup>8</sup> Safety data for AB is from 2012, data for MB and NB is from 2011

**Investment (Fiscal Year 2015/16)**

**Investment in the NHS by Jurisdiction – Fiscal Year 2015/16**  
(millions)

|              | <i>Federal</i> | <i>Provincial or Territorial</i> | <i>Other</i>  | <i>Total</i>     |
|--------------|----------------|----------------------------------|---------------|------------------|
| YT           | \$1.0          | \$10.2                           | \$8.6         | <b>\$19.8</b>    |
| NT           | \$8.2          | \$5.1                            |               | <b>\$13.3</b>    |
| BC           | \$109.5        | \$384.0                          | \$2.1         | <b>\$495.6</b>   |
| AB           | \$51.2         | \$516.3                          |               | <b>\$567.5</b>   |
| SK           | \$52.3         | \$239.7                          |               | <b>\$292.0</b>   |
| MB           | \$2.6          | \$247.3                          |               | <b>\$249.9</b>   |
| ON           | \$10.0         | \$1,185.1                        |               | <b>\$1,195.1</b> |
| QC           | \$31.4         | \$746.3                          | \$13.1        | <b>\$790.8</b>   |
| NB           | \$16.9         | \$94.8                           |               | <b>\$111.7</b>   |
| PE           | \$10.0         | \$9.2                            |               | <b>\$19.2</b>    |
| NS           | \$32.2         | \$42.3                           |               | <b>\$74.5</b>    |
| NL           | \$16.5         | \$58.9                           |               | <b>\$75.3</b>    |
| <b>Total</b> | <b>\$341.7</b> | <b>\$3,539.2</b>                 | <b>\$23.9</b> | <b>\$3,904.8</b> |

**Investment in the National Highway System - Fiscal Year 2015/16**

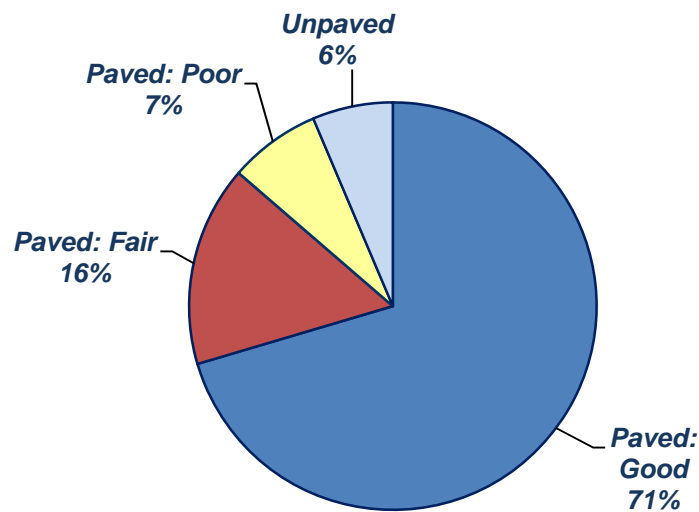


## Pavement and Road Surface Condition (2015)

### 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              | 1,114               | 302                 | 137                 | 464            |
| NT           | 1,423              | 386                 | 213                 | 121                 | 703            |
| BC           | 7,040              | 4,819               | 1,358               | 333                 | 374            |
| AB           | 4,448              | 3,024               | 1,082               | 148                 |                |
| SK           | 2,678              | 2,562               |                     | 52                  |                |
| MB           | 2,095              | 1,842               |                     | 230                 |                |
| ON           | 6,836              | 5,548               | 1,154               | 135                 |                |
| QC           | 5,651              | 3,092               | 833                 | 788                 | 240            |
| NB           | 1,825              | 1,095               | 418                 | 344                 |                |
| PE           | 397                | 238                 | 83                  | 67                  |                |
| NS           | 1,199              | 1,168               | 14                  |                     |                |
| NL           | 2,467              | 915                 | 430                 | 38                  | 437            |
| <b>Total</b> | <b>38,076</b>      | <b>25,802</b>       | <b>5,887</b>        | <b>2,394</b>        | <b>2,217</b>   |

### National Highway System – Surface Condition



2015

<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 2015)

|              | <b>Length</b> | <b>Paved - Good</b> | <b>Paved - Fair</b> | <b>Paved -Poor</b> | <b>Unpaved</b> |
|--------------|---------------|---------------------|---------------------|--------------------|----------------|
| YT           | 1,069         | 801                 | 170                 | 98                 | -              |
| NT           | 576           | 379                 | 86                  | 111                | -              |
| BC           | 5,869         | 4,214               | 1,283               | 298                | -              |
| AB           | 4,036         | 2,758               | 939                 | 144                | -              |
| SK           | 2,442         | 2,327               |                     | 51                 | -              |
| MB           | 985           | 830                 |                     | 134                | -              |
| ON           | 6,131         | 4,966               | 1,053               | 112                | -              |
| QC           | 3,443         | 2,340               | 581                 | 475                | -              |
| NB           | 995           | 736                 | 157                 | 105                | -              |
| PE           | 208           | 120                 | 45                  | 34                 | -              |
| NS           | 905           | 874                 | 14                  |                    | -              |
| NL           | 1,008         | 680                 | 299                 | 29                 | -              |
| <b>Total</b> | <b>27,665</b> | <b>21,024</b>       | <b>4,626</b>        | <b>1,592</b>       | <b>-</b>       |

## National Highway System – Feeder Routes

### Surface Condition – Km by Category (December 2015)

|              | <b>Length</b> | <b>Paved - Good</b> | <b>Paved - Fair</b> | <b>Paved -Poor</b> | <b>Unpaved</b> |
|--------------|---------------|---------------------|---------------------|--------------------|----------------|
| YT           | -             | -                   | -                   | -                  | -              |
| NT           | -             | -                   | -                   | -                  | -              |
| BC           | 447           | 347                 | 63                  | 33                 | -              |
| AB           | 216           | 126                 | 89                  | 1                  | -              |
| SK           | -             |                     |                     |                    | -              |
| MB           | 742           | 671                 |                     | 69                 | -              |
| ON           | 706           | 582                 | 101                 | 23                 | -              |
| QC           | 773           | 486                 | 151                 | 105                | -              |
| NB           | 831           | 359                 | 262                 | 239                | -              |
| PE           | 189           | 117                 | 39                  | 33                 | -              |
| NS           | 294           | 294                 |                     |                    | -              |
| NL           | 298           | 201                 | 93                  | 4                  | -              |
| <b>Total</b> | <b>4,495</b>  | <b>3,183</b>        | <b>797</b>          | <b>506</b>         | <b>-</b>       |

## National Highway System – Northern and Remote Routes

### Surface Condition – Km by Category (December 2015)

|              | <b>Length</b> | <b>Paved - Good</b> | <b>Paved - Fair</b> | <b>Paved -Poor</b> | <b>Unpaved</b> |
|--------------|---------------|---------------------|---------------------|--------------------|----------------|
| YT           | 948           | 313                 | 132                 | 39                 | 464            |
| NT           | 847           | 7                   | 127                 | 10                 | 703            |
| BC           | 724           | 258                 | 12                  | 2                  | 374            |
| AB           | 197           | 140                 | 54                  | 3                  |                |
| SK           | 236           | 235                 |                     | 1                  |                |
| MB           | 368           | 342                 |                     | 27                 |                |
| ON           | -             |                     |                     |                    |                |
| QC           | 1,435         | 266                 | 101                 | 208                | 240            |
| NB           | -             |                     |                     |                    |                |
| PE           | -             |                     |                     |                    |                |
| NS           | -             |                     |                     |                    |                |
| NL           | 1,161         | 34                  | 38                  | 5                  | 437            |
| <b>Total</b> | <b>5,916</b>  | <b>1,595</b>        | <b>464</b>          | <b>295</b>         | <b>2,217</b>   |

## Bridges and Structures (2015)

### Number of NHS Bridges and Structures<sup>11</sup> (December 2015)

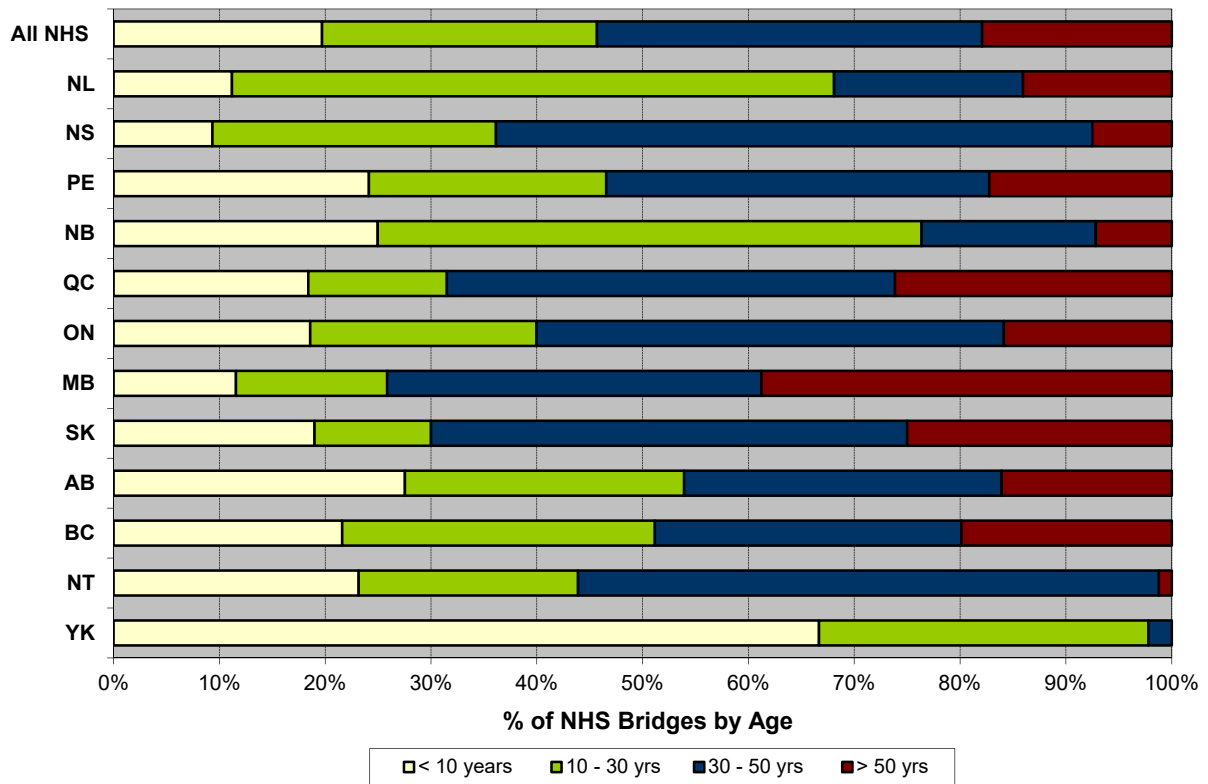
|              | <i>Number of<br/>Bridges</i> | <i>Core</i> | <i>Feeder</i> | <i>Northern<br/>&amp; Remote</i> |
|--------------|------------------------------|-------------|---------------|----------------------------------|
| YT           | 45                           | 28          |               | 17                               |
| NT           | 82                           | 19          |               | 63                               |
| BC           | 2,133                        | 1895        | 177           | 61                               |
| AB           | 777                          | 755         | 12            | 10                               |
| SK           | 100                          | 91          |               | 9                                |
| MB           | 147                          | 125         | 15            | 7                                |
| ON           | 2,287                        | 2115        | 172           |                                  |
| QC           | 2,054                        | 1736        | 212           | 106                              |
| NB           | 753                          | 565         | 188           |                                  |
| PE           | 58                           | 33          | 25            |                                  |
| NS           | 653                          | 541         | 112           |                                  |
| NL           | 420                          | 255         | 18            | 147                              |
| <b>Total</b> | <b>9,509</b>                 | <b>8158</b> | <b>931</b>    | <b>420</b>                       |

### NHS Bridges and Structures – Number by Age

|              | <i>No. of<br/>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> |
|--------------|---------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| YT           | 45                        | 30                 | 7                  | 7                  | 1                  |                    |                    |
| NT           | 82                        | 19                 | 6                  | 11                 | 24                 | 21                 | 1                  |
| BC           | 2,133                     | 461                | 338                | 292                | 353                | 265                | 424                |
| AB           | 777                       | 214                | 132                | 73                 | 114                | 119                | 125                |
| SK           | 100                       | 19                 | 7                  | 4                  | 4                  | 41                 | 25                 |
| MB           | 147                       | 17                 | 2                  | 19                 | 20                 | 32                 | 57                 |
| ON           | 2,287                     | 425                | 234                | 255                | 489                | 521                | 363                |
| QC           | 2,054                     | 378                | 181                | 88                 | 286                | 584                | 537                |
| NB           | 753                       | 188                | 274                | 113                | 73                 | 51                 | 54                 |
| PE           | 58                        | 14                 | 6                  | 7                  | 11                 | 10                 | 10                 |
| NS           | 653                       | 61                 | 72                 | 103                | 189                | 179                | 49                 |
| NL           | 420                       | 47                 | 134                | 105                | 28                 | 47                 | 59                 |
| <b>Total</b> | <b>9,509</b>              | <b>1873</b>        | <b>1393</b>        | <b>1077</b>        | <b>1592</b>        | <b>1870</b>        | <b>1704</b>        |

<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 2015)



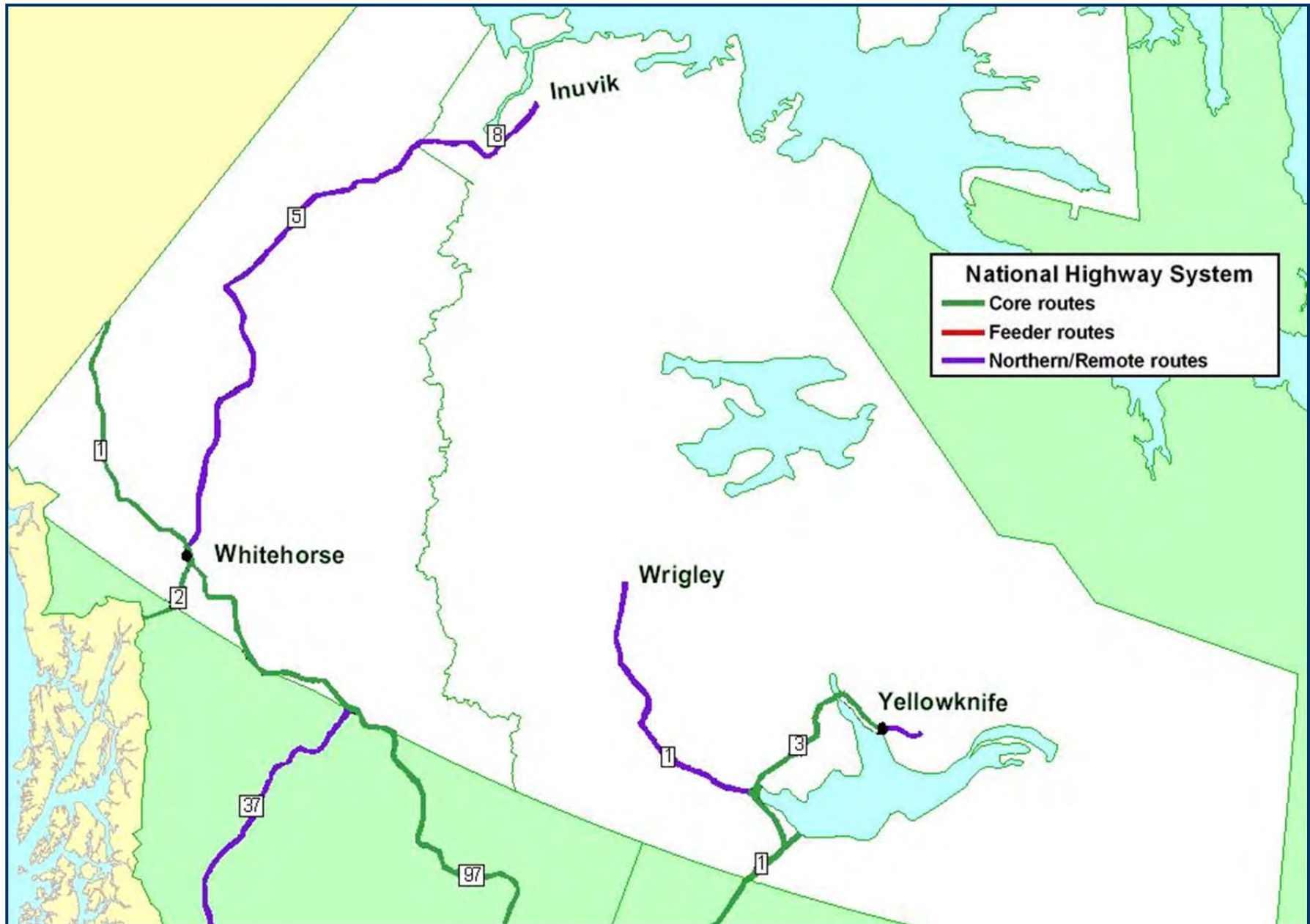
## Appendix 1 - National Highway System Route Inventory

(As of December 31, 2015)

| Jurisdiction              | Core Network (km) | Feeder Network (km) | Northern & Remote Network (km) | Total – National Highway System (km) | Length Change: 2015 vs 2014 |
|---------------------------|-------------------|---------------------|--------------------------------|--------------------------------------|-----------------------------|
| Yukon                     | 1068.6            |                     | 947.9                          | 2016.5                               | 4.9                         |
| Northwest Territories     | 575.6             |                     | 847.2                          | 1422.8                               |                             |
| Nunavut                   |                   |                     |                                |                                      |                             |
| British Columbia          | 5869.3            | 446.7               | 724.0                          | 7040.0                               |                             |
| Alberta                   | 4036.2            | 215.5               | 196.5                          | 4448.3                               |                             |
| Saskatchewan              | 2442.0            |                     | 236.3                          | 2678.3                               |                             |
| Manitoba                  | 985.1             | 741.9               | 368.2                          | 2095.2                               |                             |
| Ontario                   | 6130.7            | 705.6               |                                | 6836.3                               |                             |
| Québec                    | 3442.7            | 773.4               | 1434.9                         | 5650.9                               | 12.4                        |
| New Brunswick             | 994.5             | 830.5               |                                | 1825.0                               | (-3.5)                      |
| Prince Edward Island      | 208.2             | 188.8               |                                | 397.0                                | 0.5                         |
| Nova Scotia               | 904.7             | 294.3               |                                | 1199.0                               |                             |
| Newfoundland and Labrador | 1007.6            | 298.0               | 1161.0                         | 2466.6                               |                             |
|                           | <b>27665.1</b>    | <b>4494.7</b>       | <b>5916.0</b>                  | <b>38075.8</b>                       | <b>14.3</b>                 |



## National Highway System – Yukon and Northwest Territories



| <b>Yukon</b>     |                                |                   |                | <i>Core</i> | <i>Feeder</i> | <i>Northern and Remote</i> |
|------------------|--------------------------------|-------------------|----------------|-------------|---------------|----------------------------|
| 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                      |

| <b>Northwest Territories</b> |                     |             |                | <i>Core</i> | <i>Feeder</i> | <i>Northern and Remote</i> |
|------------------------------|---------------------|-------------|----------------|-------------|---------------|----------------------------|
| 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                      |

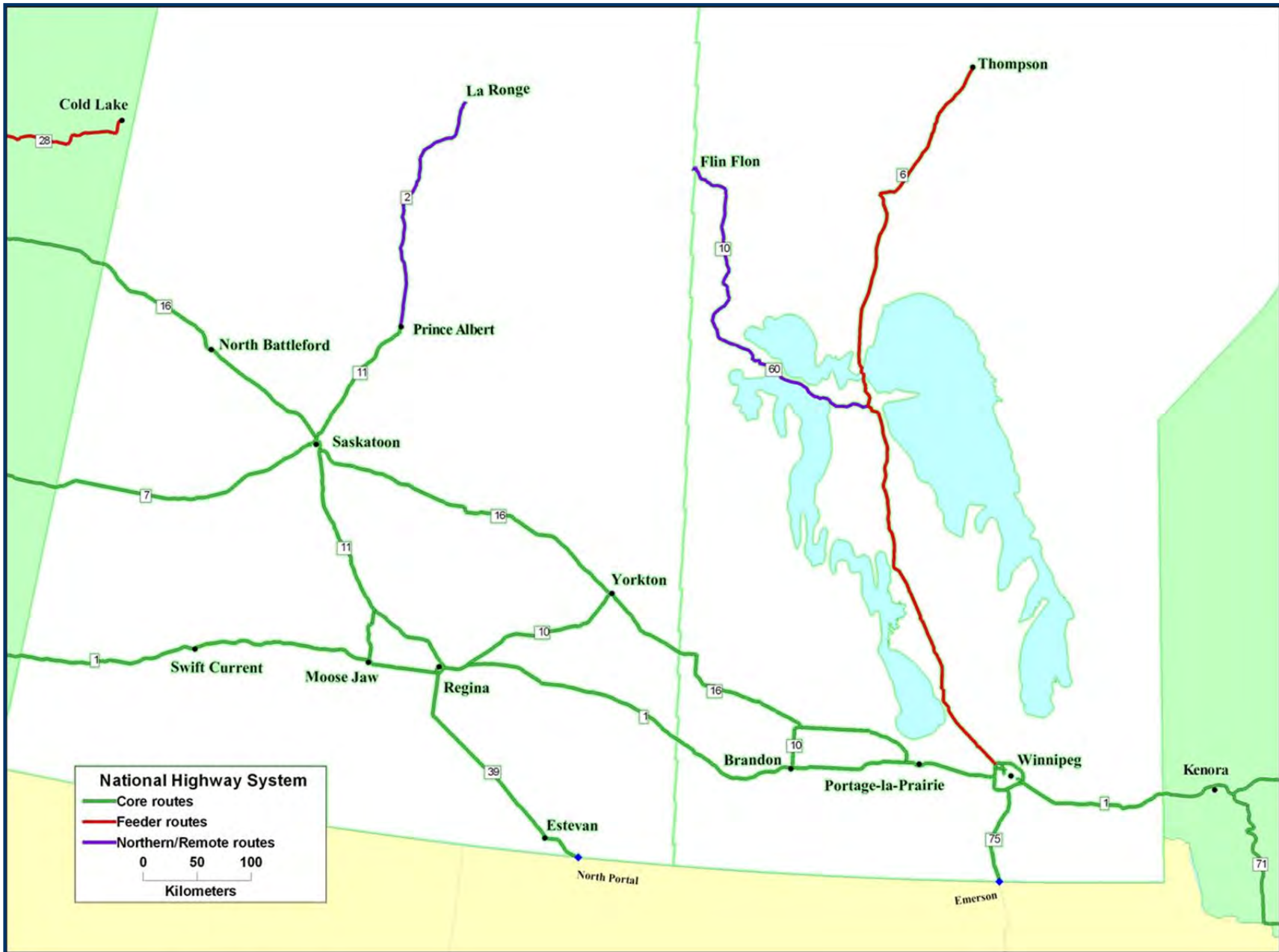
# National Highway System – British Columbia and Alberta



| 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> | 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)                       | 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                       | 13.8           | 13.8         |              |                     |
| 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>2,095.2</b> | <b>985.1</b> | <b>741.9</b> | <b>368.2</b>        |

## National Highway System – Ontario and Western Québec

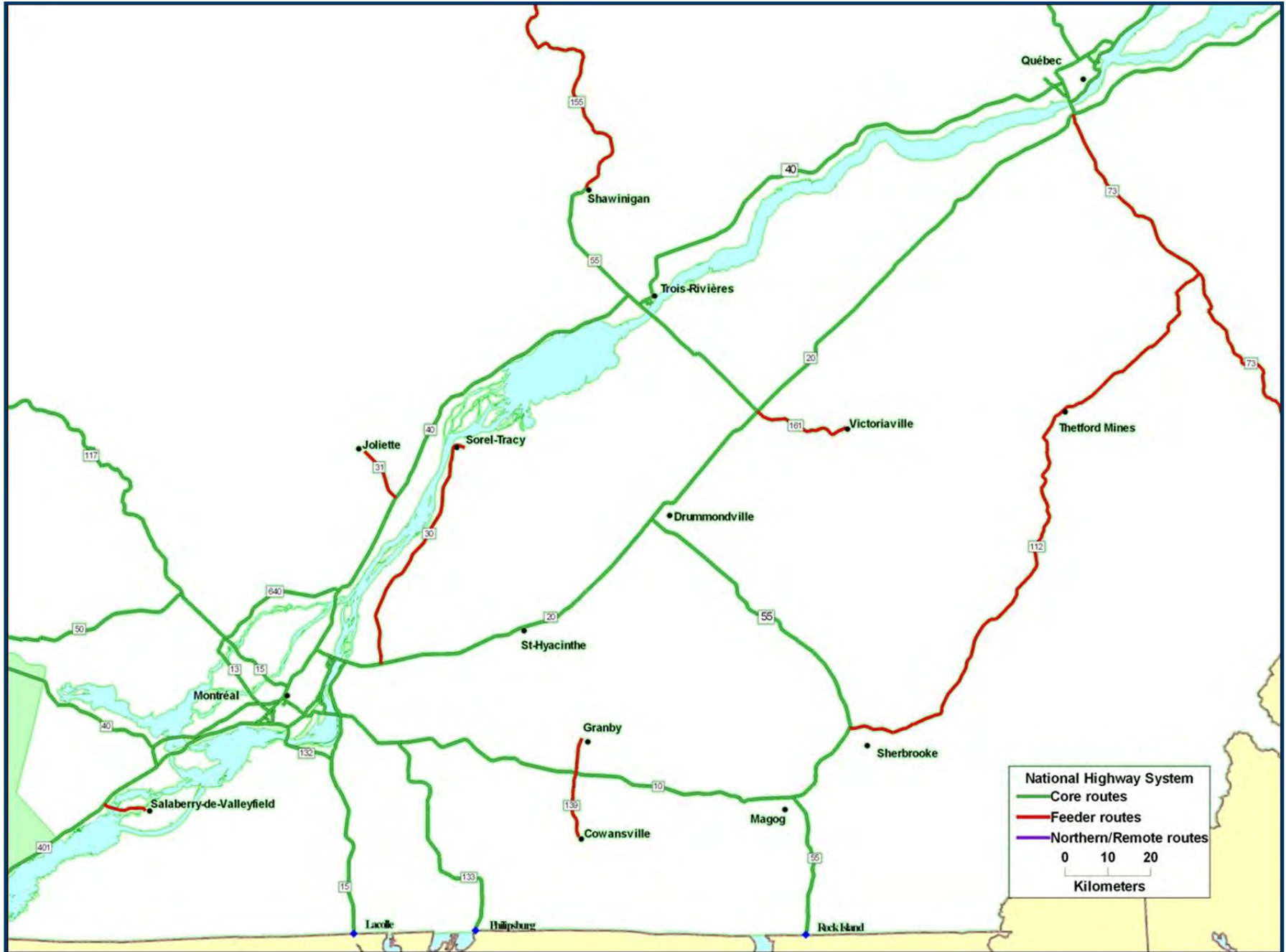




| Ontario                     |                                 |   |             | Core    | Feeder | Northern and Remote |
|-----------------------------|---------------------------------|---|-------------|---------|--------|---------------------|
| Route                       | From                            | 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



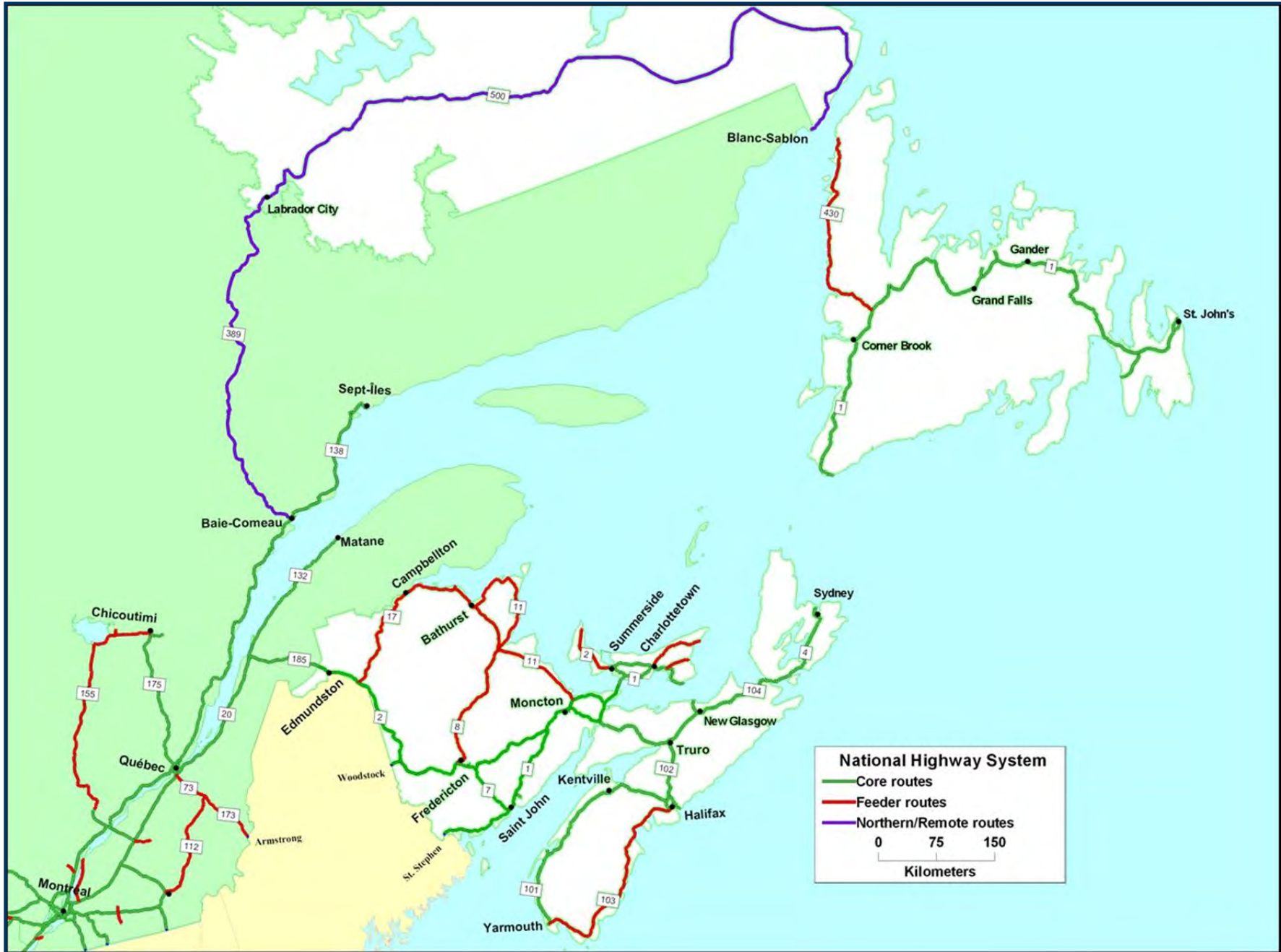
| Québec      |  |  |             | Core  | Feeder | Northern and Remote |
|-------------|--|--|-------------|-------|--------|---------------------|
| Route       | From   | To   | Length (km) | km    | km     | km                  |
| A10         | A10, Rive sud de Montréal, est du pont Champlain                           | 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                      | 532.5       | 532.5 |        |                     |
|             | 101, Tracé conjoint 101-117 de Rouyn-Noranda à Artfield                    | 101, Fin tracé conjoint  | 19.0        | 19.0  |        |                     |
|             | 117, Artfield, 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  | 3.2         | 3.2   |        |                     |
|             | A10, Pont Champlain  | A10, approches est du pont Champlain                                   | 3.5         | 3.5   |        |                     |
|             | 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                        | 88.0        | 88.0  |        |                     |
| 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                                  | 15.8        | 15.8  |        |                     |
| 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 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                        | 627.3       | 627.3 |        |                     |
| 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                                | 45.1        | 45.1  |        |                     |
|                    | 132, jonction avec A20 à L'Isle-Verte                                | 132, jonction avec A20 à Le Bic                                      | 56.4        | 56.4  |        |                     |
|                    | 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                             | 2.6         | 2.6   |        |                     |
|                    | 132, intersection avec A-20 à Mont-Joli                              | 132, intersection avec 195 à Matane                                  | 59.9        | 59.9  |        |                     |
| 344                | 344, frontière de l'Ontario jct route 34                             | 344, jonction de la 148 à Grenville                                  | 3.8         | 3.8   |        |                     |
| 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                                | 36.0        | 36.0  |        |                     |
| 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   |  | 1.2         | 1.2   |        |                     |
|                    | 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  |  | 0.2         | 0.2   |        |                     |
|                    | 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                            |  | 0.3         | 0.3  |        |                     |
|                    | 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            |  | 0.0         | 0.0  |        |                     |
| A520               | A520, échangeur avec A20 à Montréal  | A520, échangeur avec A40 à Montréal                        | 7.5         | 7.5  |        |                     |
|                    | 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                    | 5.4            | 5.4            |              |                     |
| 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                 | 14.6           |                | 14.6         |                     |
|                    | 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     | 10.0           |                | 10.0         |                     |
|                    | 132, jonction avec 201 à Salaberry-de-Valleyfield     | 132, intersection avec A530                           | 0.0            |                | 0.0          |                     |
| 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              | 148.5          |                | 148.5        |                     |
| 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                    | 15.1           |                | 15.1         |                     |
| 139                | 139, échangeur avec A10 à St-Alphonse                 | 139, municipalité de Cowansville                      | 16.4           |                | 16.4         |                     |
| 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            | 22.2           |                | 22.2         |                     |
|                    | 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                     | 65.6           |                |              | 65.6                |
|                    | 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>5,650.9</b> | <b>3,442.7</b> | <b>773.4</b> | <b>1,434.9</b>      |

## National Highway System – Eastern Québec and the 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)                  | 240.0          | 240.0        |              |                     |
| 7                                       | Hwy 1 (Saint John) | Hwy 2 (Fredericton)                        | 76.5           | 76.5         |              |                     |
| 16                                      | Hwy 2              | Mid-point Confederation Bridge             | 58.1           | 58.1         |              |                     |
| 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             | 6.7            | 6.7          |              |                     |
| Municipal streets                       | Hwy 1              | Digby Ferry/Port of Saint John - West side | 2.6            | 2.6          |              |                     |
| 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)                    | 147.1          |              | 147.1        |                     |
| 8                                       | Bathurst           | Miramichi                                  | 70.2           |              | 70.2         |                     |
| 11                                      | Miramichi          | Hwy 15 (Shediac)                           | 122.0          |              | 122.0        |                     |
| 8                                       | Fredericton        | Miramichi                                  | 191.3          |              | 191.3        |                     |
| 11                                      | Acadian Peninsula  |  | 178.0          |              | 178.0        |                     |
| Turgeon Rd./134                         | Hwy 11             | Port of Belledune                          | 4.7            |              | 4.7          |                     |
| <b>Total</b>                            |                    |  | <b>1,825.0</b> | <b>994.5</b> | <b>830.5</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                         | 120.1        | 120.1        |              |                     |
| 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>397.0</b> | <b>208.2</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        |                |              | 1142.0              |
| <b>Total</b>               |                            |                             | <b>2,468.6</b> | <b>1,007.6</b> | <b>298.0</b> | <b>1,161.0</b>      |