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**Stantec**

**PROVINCIAL HIGHWAY  
SERVICE CLASSIFICATION**

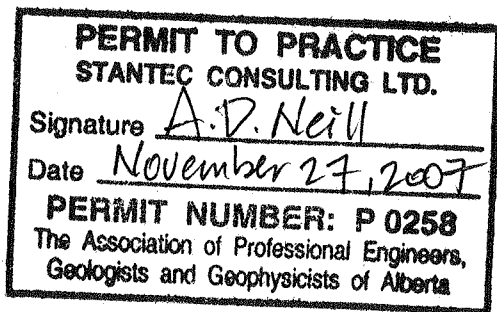
FINAL REPORT  
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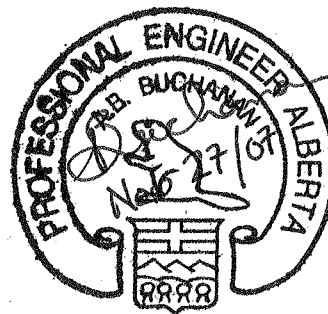
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## **Acknowledgements**

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- Terry Willis;
- Glen Tjostheim;
- Bill Kenny;
- David Garcia; and
- Jack Chan

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- Wayne Franklin;
- Michal Pylko;
- Brian Reid;
- Jerry Lau; and
- John Lowe.

## **Executive Summary**

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Roadways and highways within any transportation network are dynamic as traffic volumes and local development pressures change over time. The main highway classification strategy for the Province of Alberta was included in the initial 1995 version of the 'Highway Geometric Design Guide' and later updated in the 1999 revision to the guide. Although this classification system was developed to address planning and programming requirements, it was used primarily for the identification of geometric standards for design projects. The vision of this classification system was for 20 years.

A second classification system was advanced in 2001 based on a longer 50 year vision of what the provincial highway network could be. The emphasis of this 'Highway Classification for Roadside Management' was intended to assist in the management of access and development adjacent to the major routes. The basis of this classification system was in-house knowledge of the provincial highway system and perception of the 50 year development that may occur.

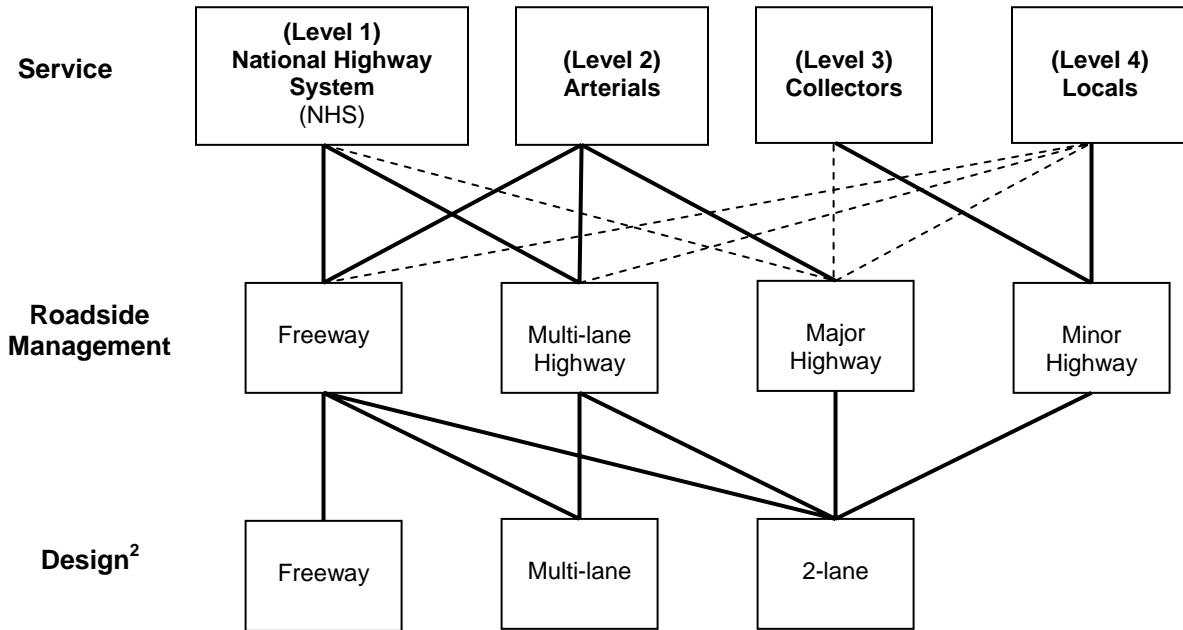
As indicated throughout the literature research conducted for this study and as experienced with the existing classification system, no single strategy is possible to categorize all highways for all administrative and technical requirements. The Technical Review Committee (TRC) recognized the interdependence of the existing hierarchical schemes and established that both the service classification system and the roadside management classification system were required. The differences between these two systems are significant and, therefore these two systems cannot be combined. The interactions between various classifications systems are illustrated in Figure E.1 and a brief description of each is provided below.

The service classification is hierarchical and ranks existing highways under provincial control based on their function to the travelling public. Future routes are also identified. Through discussion at the TRC, two timeframes were established. The first of these timeframes basically deals with an immediate timeframe, while the second deals with an ultimate view (50 years).

The department's current roadside classification was developed to allow similar access management standards to be applied to roadways having comparable traffic volumes and design standards and to protect adjacent lands for future highway expansion. It has similarities to the service classification but it also has significant differences as it has placed much more emphasis on traffic volumes and the varying levels of access management required for safe and efficient highway operation. This classification scheme is based on an ultimate view, which in some cases can be longer than 50 years.

The design classification system is based on what is needed over the anticipated life of the facility (normally 20 years). This time period is measured when a facility is upgraded and not related to a fixed point in time, as the other two classifications are.

**Figure E.1**  
Proposed Classification Relationship  
Alberta Highway Systems



- Note:
1. Solid lines represent direct linkages between components of each classification system whereas the dashed lines represent other possible indirect combinations
  2. For purposes of this study, the multiple variations within the Design classification have been categorized into 3 basic groups.

This study deals with the service classification system and defines the classification levels. The entire network of the existing provincial highway network is then assigned to the identified levels. The study adopted a system based on four basic functions that a highway could serve, and these are listed below.

National Highway System (Level 1)

These highways accommodate the movement of people, goods and services inter-provincially and internationally. They are defined as core routes in the National Highway System and serve long trip lengths. This category comprises the regionally known systems such as the Trans Canada, Yellowhead and the North/South CANAMEX Trade Highway. Access to this type of facility is restricted and generally only connects with arterial roads.

Arterials (Level 2)

Roadways in this category are similar in nature of the preceding level as they accommodate the movement of people, goods and services but intra-provincially only. As these highways also carry traffic over long distances it is sometimes difficult for the motorist to differentiate between

the two levels. Access to arterial roads is restricted connecting with the National Highway System and collector roads.

### Collectors (Level 3)

This type of highway carries traffic from major generators such as communities, and / or resource and industrial developments but with overall shorter travel distances. These roadways provide the connection between local roads and arterials, and generally serve traffic of an inter-county nature (i.e. through two or more counties). The collector network generally should be spaced no greater than 30 kilometres apart in developed agricultural areas. For areas that are more sparsely populated, this spacing can increase. Access to this type of roadway is less restrictive and can serve major communities and developments.

### Locals (Level 4)

Roadways in this category serve traffic of an intra-jurisdictional nature or traffic within a localized area in the vicinity of a boundary. A commuter route is considered in this category unless it passes through a separate jurisdiction from origin to destination. In this case, it would be considered as a collector. A road that primarily serves country residential and rural homesteads is considered local in nature. This type of roadway is the main access for developments and agricultural, resource and natural areas of the province.

The study noted that park roads also serve a provincial function within the global tourist industry in Alberta. As such, these roads were important to the department and should be under the direction, control and management of the minister. It is also recommended that the current network of 134 km of park road should be increased by 363 km by transferring existing designated highways that serve primarily a recreational purpose to park road status.

Based on the four main categories identified, the study used the following criterion to reclassify the existing provincial highway network:

- Federally mandated highways;
- Population centres;
- Annual Average Daily Traffic (AADT);
- Vehicle composition (percentage commercial trips) ; and
- Highway Length.

An iterative analysis of the criteria was undertaken to identify a base case scenario for the new classification system. Upon completion of the internal review by the regional staff and final adjustments by the Transportation and Civil Engineering Division to ensure consistency, a service classification assignment was completed for an immediate timeframe and also for an ultimate 50 year scenario. The following summary represents the final analysis undertaken by the department for the immediate timeframe:

- National Highway System (Level 1) facilities – 5,689 km (or 18.4% of the network);
- Arterials (Level 2) facilities – 8,494 km (or 27.4% of the network);
- Collectors (Level 3) facilities – 12,216 km (or 39.6% of the network);
- Locals (Level 4) facilities – 4,097 km (or 13.3% of the network); and
- Park Access facilities – 363 km (or 1.3% of the network).

These time sensitive scenarios are illustrated in Figures 4.1 and 4.2

A transportation network is a dynamic entity that must change and react to changing traffic volumes and demands. As such it is recommended that another review be conducted in five years to see if the recommended classification system has met the desired outcomes.

As stated above, this study confirms that separate highway service and roadside management classification systems are necessary to the provincial network. It also concludes that the existing roadside management classification assignments be reviewed in light of the new highway service classification assignments to ensure complete compatibility.

# PROVINCIAL HIGHWAY SERVICE CLASSIFICATION

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## **1.0 Background and Purpose**

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Since the earliest recording of civilized societies, efficient transportation systems have been valuable to the advancement of the culture. The Romans were the first ancient civilization to build paved roads, as they allowed travel during or after inclement weather. Roman roads were essential for the sustainability and growth of the empire and ultimately the network spanned 85,300 km throughout Europe and contained about main 372 links. These roads, called viae were used for military, commercial and political reasons, and some of these earliest transportations corridors still exist after more than 2 millennia.

Rome flourished, as it was able to transport goods and services efficiently, either by sea or by road. The advantage of a good road system was recognized, as it was easier for the emperors to control their empire as messages and orders could be sent quickly. Although most of the users of these roads walked, the roads were built so that two merchant wagons could pass on the paved surface. Within the network, viae were generally centrally placed in the countryside. Connected to the main viae were viae rusticae, or secondary roads. Historical records indicate that main or secondary roads might have been either paved or a gravel surface. A final category of roads during this historic time period was the viae terrenaе, or dirt roads.

As demonstrated by the legacy of the Roman Empire, roadways continue to be important to the economy two centuries later. The mission of Alberta Infrastructure and Transportation (INFTRA) is to “contribute to Alberta’s economic prosperity and quality of life through the provision and support of effective and safe transportation ..... infrastructure”, while their vision statement is to be “a Centre of Excellence that provides modern infrastructure to support Alberta’s growth and prosperity.” To meet the department’s mandate, a review of the existing roadway hierarchical classification within the province is required.

### **1.1 STUDY REQUIREMENT**

Alberta Infrastructure and Transportation (AIT) are updating the Long Range Highway Plan for the approximately 30,860 kilometres of highway under their direction, control and management. A classification system for provincial highway network is an important precursor for the long range highway plan. A previous review of the service classification system occurred in 1998 and with changes over the last decade within the department, another review is required. This follow-up was recommended in the original report (originally suggested every five years) as it was recognized that transportation networks are a dynamic entity with changing traffic volumes and demands. Based on experience of the 1998 study, it is recognized that once a classification system has been defined the current highway network must be rationalized based on the new criteria. In addition, there is an implied connectivity between the service and roadside management classification systems that should be defined.

## **1.2 STUDY STRATEGY**

Alberta Infrastructure and Transportation retained Stantec Consulting in late 2005 to assist in the review of its current highway service classification system. At the start of the study an investigation of other jurisdictions' classification systems was undertaken for an initial comparison of potential criteria and strategy. Through committee meetings, a framework was developed to define the methodology for categorization of the provincial road network. Throughout the study, an iterative process was used to classify the provincial highway system. This was accomplished using only the current available data from department sources, which allows future updates to the classification system with relative ease. Ultimately the Technical Review Committee, comprised of staff from the Transportation and Civil Engineering Division, adopted a final concept for the framework of the new classification system and the current roads within the provincial jurisdiction were evaluated into the various levels. Input from the regional staff formed a critical review of the developed strategies. From this, a rationalized hierarchy was defined to focus the future efforts of the department for planning and programming.

## **1.3 CURRENT ALBERTA HIGHWAY CLASSIFICATIONS**

### **1.3.1 Service Classification**

The current classification strategy is based on a study undertaken by Stantec in 1998. This categorization system groups highways within the Province of Alberta into classes based on their service to travelers or motorists. This allowed the application of similar design and maintenance standards to highways with similar operational requirements and administrative responsibility. A classification system was included in the initial 1995 version of the 'Highway Geometric Design Guide', and subsequently updated in the 1999 revision to the guide. Although this classification system was developed to address planning and programming requirements, it was used primarily for the identification of geometric standards for design projects. The vision of this classification system was for 20 years and beyond.

The 1998 study identified the following as the recommended service classification:

#### **Class 1 – Primary Highways**

- Class 1A – Major Arterials;
- Class 1B – Minor Arterials; and
- Class 1C – Major Collectors.

#### **Class 2 – Secondary Highways**

- Class 2A – Minor Collectors; and
- Class 2B – Special Collectors.

#### **Class 3 – Local Roads**

Within this classification system, it was recognized that for day-to-day operations an associated administrative responsibility for each roadway needed to be defined and therefore three categories were identified:

- Primary Highway – all Class 1 highways that facilitate a significant amount of long distance or inter-regional travel would be the responsibility of the Province. These included major commuter routes with high volumes of intra-regional travel and cross municipal boundaries;
- Secondary Highway – all Class 2 highways that are the responsibility of the municipal jurisdiction but roadways that were important to the provincial transportation network would be eligible for funding support from the Province: and
- Municipal Roads – all Class 3 highways.

It is noted that following the completion of the 1998 service classification study, the Province discontinued the connotation of “secondary” highway. All roadways under the “direction, control and management” by INFTRA were identified as Primary Highways.

This study identified the importance of selecting criteria based on input data that was quantifiable and readily available. As such, the service classification process used the following inputs into the analysis:

- Population levels;
- Park visitations;
- Traffic volumes;
- Traffic composition; and
- Average trip length.

This final criterion was deemed an important indicator to define the role each roadway within the provincial network. To obtain this information, origin-destination surveys from the 1980s were used. Factors considered were related network continuity and highway spacing. Other features such as vehicle speed, access management criteria and level of service were not included.

### **1.3.2 Roadside Management Classification**

This classification methodology was developed by the department in 1999, and although it has similarities to the preceding system, it has significant differences including a greater emphasis on traffic volumes. These traffic levels, along with the department vision of the importance of specific highways, define the ultimate access management strategy applied to each facility. The main purpose of this classification system is to protect the land adjacent to the provincial highway network for future expansion and improvements. Through this classification system, roadways with similar characteristics such as design standards and traffic volumes will have a consistent access management strategy which will result in a basic level of protection for future improvements.

Four main categories were developed including:

- Freeway / Expressway;
- Multi-lane;
- Major Two Lane; and
- Minor Two Lane.

Within each of these categories there are specific requirements for operations based on design speed, roadway cross-section and degree of access management as defined in the Highway Geometric Design Guide (HGDG).

### **1.3.3 Administrative Classification**

The preceding classification systems are for highways that are under the management, control and direction of the province, as defined by provincial legislation. Other roadway facilities within the province are the responsibility of other jurisdictions such as the federal government or local municipality. These roadways are grouped according to the specific road authority, but considered beyond the scope of this review.

## **1.4 PROVINCIAL LEGISLATION**

In the province there are several important pieces of legislation that enables AIT to administer the roadways within its jurisdiction. The following summarizes these individual legislations and the specific sections affecting the enforcement of AIT's mandate.

### **1.4.1 Public Highway Development Act (1980)**

The initial portion of the Act includes the following definitions.

- 1(c) "controlled highway" means a primary highway or any other highway designated as a controlled highway by the Minister;*
- 1(i) "highway" or "road" means land used for use as a public highway or road including bridges;*
- 1(o) "primary highway" means a highway or proposed highway designated as a primary highway under this act;*
- 1(q) "roadway" means that part of a highway designated or intended for use by vehicular traffic;*
- 1(t) "secondary road" means a highway designated by the Minister as a secondary road pursuant to this Act;*

Section 3 identifies the Primary Highways System

- 3(1) The Minister may by order designate as a primary highway and existing highway, or any proposed highway,*

The Control of Primary Highways is defined in Section 4

- 4 All primary highways are subject to the direction, control and management of the Minister.*

Section 19 identifies other highways under the Minister

- 19 The Minister has the direction, control and management of*
  - (a) roads within Improvement Districts,*
  - (b) highways within Métis settlements,*

- (c) highways through Indian reserves, the title to which is vested in the Crown in the Right of Alberta and that are not the subject of an agreement with a rural municipality under section 13,*
- (d) highways in the cities if the title to the highway is vested in the Crown in right of Alberta pursuant to section 22,*
- (e) forestry roads, and*
- (f) secondary roads numbered in the 900 series that the Minister by order designates as being under the Minister's direction, control and management.*

Under Section 22, the title to city streets is identified.

*22(1) The Minister and a city may enter into an agreement for the transfer by the city to the Crown in the right of Alberta of title to any city street or for the purchase of land from the City for the purposes of a highway to be constructed and maintained by the Minister,*

*(2) Notwithstanding anything in the Municipal Government Act, the Minister may, with the consent of the city, purchase or expropriate land within the city for the purposes of a highway*

Section 24 provides the Minister with the authority to designate specific roads as controlled highways.

*24(1) All primary highways are controlled highways.*

*(2) The Minister may designate any road subject to the Minister's direction, control and management as a controlled highway.*

Section 25 specifies the authority of the Minister to make regulations concerning highways.

*258(1) The Minister may at make regulations*

*(a) classifying controlled highway as freeways, expressways, arterial highways, collector highways and any other class the Minister may prescribe,*

Section 28 indicates that the Minister may, at any time, close access to or from a controlled highway, while Section 29(4) indicates that no compensation should be paid for said access closure.

*28(1) The Minister may at any time close*

*(a) any highway providing access to or from a controlled highway, or*

*(b) any means of access between a controlled highway and land adjacent to a controlled highway*

*29(4) If a direct means of access is closed and a service or frontage road is provided, no compensation shall be paid under this section.*

It is noted that secondary highways ceased to exist by late 2000 and most were re-designated as primary highways. No change in legislation was required with this modification to the provincial network. Included with this legislation are the regulations for the control of access to the highway, development of lands adjacent to the provincial highway as well as the placement of signs along the transportation corridor.

#### **1.4.2 Municipal Government Act (1994)**

Section 616(h) provides the definition of "highway".

*616 (h) "highway" means a primary highway and secondary road numbered between 900 and 999, as defined in the Public Highways Development Act;*

Within Section 616 it is noted that a highway is not considered a road.

*616 (aa) "road" means road as defined in section 1(1), but does not include highway as defined in this Part;*

Division 2, Section 16 of the Municipal Government Act identified the title to roads

*16(1) The title to all roads in a municipality, other than a city, is vested in the Crown in right of Alberta.*

*(2) The title to all roads in a city is vested in the city unless another Act or agreement provides otherwise.*

Section 18 defines the control of roads.

*18(1) Subject to this or any other Act, a municipality has the direction, control and management of all roads within the municipality.*

*(2) Subject to this or any other Act, a municipal district also has the direction, control and management of roads and road diversions surveyed for the purpose of opening a road allowance as a diversion from the road allowance on the south or west boundary of the district although the roads or road diversions are outside the boundaries of the municipal district.*

### **1.4.3 City Transportation Act (1980)**

The initial portion of the Act includes the following definitions.

*1(a) "highway" means land used or surveyed for use as a public highway and includes a bridge forming part of the highway and any structure incidental to the public highway or bridge;*

*(b) "Minister" means the Minister determined under section 16 of the Government Organization Act as the Minister responsible for this Act;*

*(f) "street" means a highway subject to the direction, control and management of a city;*

It is noted that Alberta Infrastructure and Transportation is the Ministry responsible for this Act,

Section 2 identifies the responsibility for transportation system costs.

*2 Each city is responsible for the costs of establishing and maintaining all transportation facilities subject to its direction, control and management but may qualify for financial assistance from the Government by complying with this Act.*

The Act (Section 3) indicates the need for each jurisdiction to prepare a transportation study.

*3 The city shall prepare a comprehensive transportation study report for the development of an integrated transportation system designed to service the needs of the entire city.*

In addition, Section 4 outlines the need of the municipality to enact bylaws concerning the aforementioned transportation study.

*4(1) The city council shall by bylaw establish a transportation system in accordance with the transportation study report and the bylaw shall designate the transportation system.*

*(3) The council shall hold a public hearing on every proposed bylaw that establishes a transportation system or amends an existing transportation system bylaw.*

- (6) *The city council shall submit the bylaw to the Minister for approval by the Lieutenant Governor in Council and the Lieutenant Governor in Council may vary or approve the bylaw in whole or in part and if the bylaw is varied or approved in part only, it shall be enforced and take effect as approved.*

Approval of a transportation facility is required as defined in Section 6.

- 6(1) *When a city considers that a transportation facility included in the transportation system should be constructed it shall submit the proposal to the Minister.*
- (2) *If the proposal is approved by the Minister, the Minister may enter into an agreement with the city with respect to the sharing of costs of establishing the transportation facility.*
- (3) *Any contribution toward the cost of establishing a transportation facility under this section received by the city from any source other than the city's sources shall be deducted from the cost for the purpose of the agreement.*

Section 7 defines the title to transportation facilities.

- 7 *The title to all transportation facilities forming the transportation system is, subject to any Act or agreement to the contrary, vested in the city.*

#### **1.4.4 Highways Development and Protection Act**

This Act is an update to the Public Highway Development Act and will replace the former regulation, and therefore is similar in nature and intent. Currently this new Act is waiting proclamation by the government.

Similar to other Acts the initial section provides definitions for interpreting the sections.

- 1(l) *"highway", "road" or "street" means land that is authorized by a highway authority to be used or surveyed for use as a public highway, road or street, and includes a bridge forming part of a public highway, road or street and any structure incidental to the public highway, road or street;*
- (s) *"provincial highway" means*
- (i) *a highway or proposed highway designated as a provincial highway under this Act, and*
- (ii) *a highway that has been designated as a primary highway under a former Act if the designation is subsisting on the coming into force of this Act;*

Section 2 defines the process of provincial highway designation

- 2(1) *The Minister may by order designate as a provincial highway*
- (a) *any existing highway, or*
- (b) *any proposed highway,*
- and may prescribe a route number for the provincial highway so designated.*
- (2) *Notwithstanding section 16 of the Municipal Government Act, where the Minister makes a designation under subsection (1) in respect of an existing or proposed highway in a city, the title to the highway becomes vested in the Crown in right of Alberta.*

The control of a provincial highway is identified in Section 3

- 3 *All provincial highways are subject to the direction, control and management of the Minister.*



Within the provincial highway network, freeways are specifically identified in Section 4.

*4(1) The Lieutenant Governor in Council may by order designate as a freeway*

*(a) any existing provincial highway, or*

*(b) any proposed provincial highway,*

*and may prescribe a route number for the freeway so designated.*

*(2) The Lieutenant Governor in Council may, in an order under subsection (1) or an amendment to it, or in a separate order, designate the locations on a freeway or proposed freeway at which access to and from the freeway is to be permitted.*

Section 12 defines controlled highways.

*12(1) All provincial highways are controlled highways.*

*(2) The Minister may designate any highway subject to the Minister's direction, control and management as a controlled highway.*

In accordance with the preceding section, regulations concerning the classification of controlled highways are identified in Section 13.

*13(1) The Minister may make regulations*

*(a) classifying controlled highways for the purposes of this Act;*

Through the process of developing the new legislation, the department undertook a highway functional review of the NHS system within the province, through the Freeway Corridor Management studies. Due to the requirement of free flow operating conditions for this highway category, interchange locations were identified along the routes and this work assisted in the development of the new legislation.

## 2.0 Highway Classification Systems

At the outset of this study a brief review was undertaken of other jurisdictions' highway classifications systems to revisit basic concepts important to the development of a hierarchical roadway network. The following summary is not intended to be an all-inclusive review but rather it is intended to provide the current state of knowledge with the transportation engineering community.

### 2.1 NATIONAL HIGHWAY SYSTEM

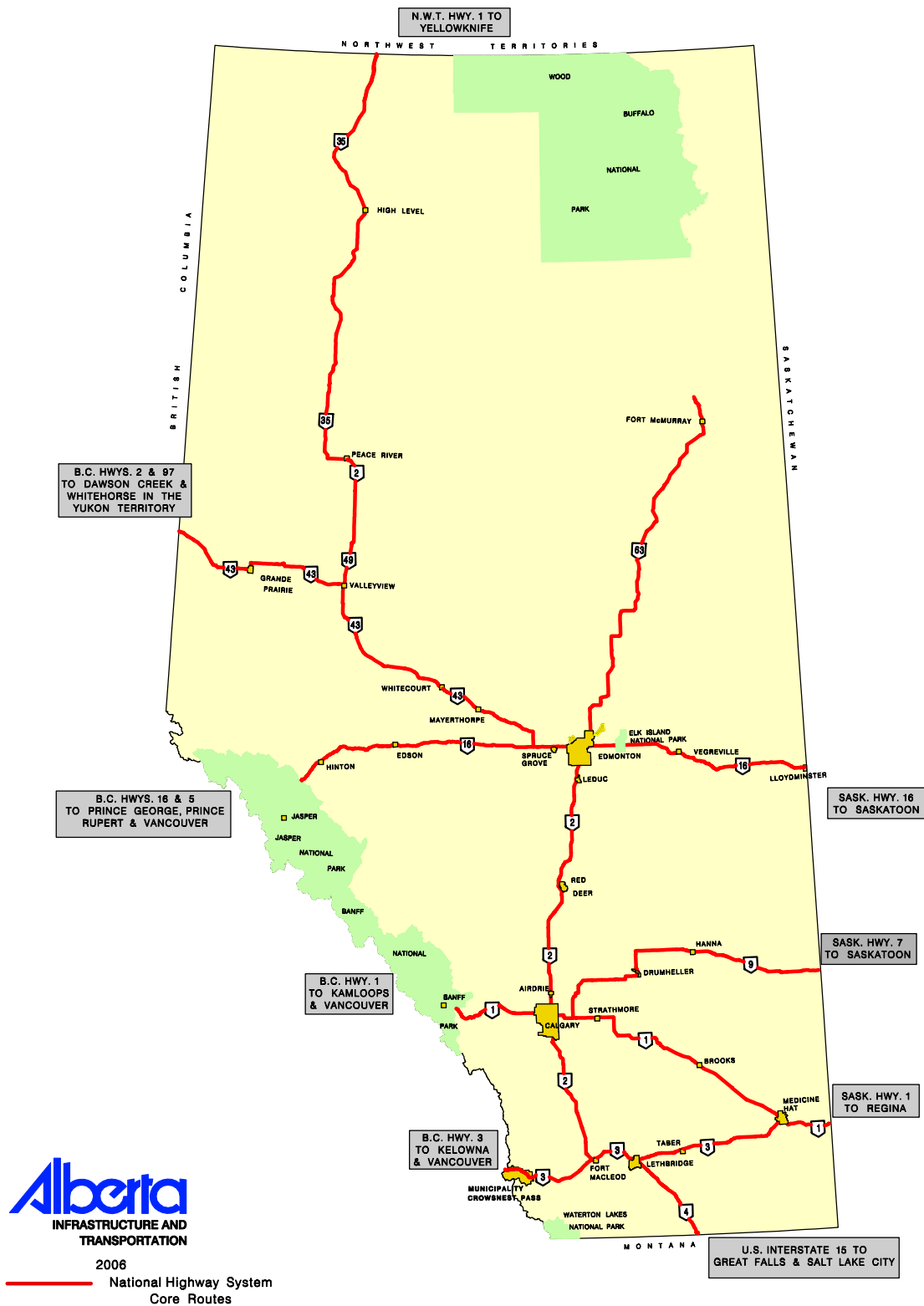
In 1987 a National Highway System (NHS) in Canada was established to recognize the importance of highway transportation to the national economy. The Council of Ministers for Transportation and Highway Safety designated 24,300 km of existing highway through Canada as NHS at that time. In September of 2004 and 2005, the council reaffirmed the importance of the NHS on the Canadian economy by expanding the network to more than 38,000 km of highway. The NHS represents about 2.7% of Canada's total highway network. With this revision, those roadways identified as part of the national highway system were subdivided in the following three categories:

- Core routes – consisting of key interprovincial and international routes, including links to key intermodal facilities and major border crossing which connect with core routes;
- Feeder routes – roadway links between the core route, and population and economic centres; and
- Northern and remote routes – primary access routes between northern and remote areas, economic areas and resources to the core and feeder routes.

The following tables list the highway types, routes and details for the Alberta portion of the NHS. Core routes are shown in Figure 2.1.

**Table 2.1**  
Alberta NHS Highways  
Main Categories (km)

<b>Category</b>	<b>1988</b>	<b>2004</b>
<b>Core Routes</b>	<b>3,523.7</b>	<b>3,955.3</b>
Federal Responsibility		161.1
Provincial Responsibility		3689.1
Municipal Responsibility		105.1
<b>Included in revised 2004 lengths</b>		
Core Routes - Intermodal connections	-	<b>15.1</b>
<b>Not included in revised 2004 lengths</b>		
Feeder Routes	-	<b>217.0</b>
Northern and Remote Route	-	<b>196.6</b>
<b>TOTAL</b>	<b>3,523.7</b>	<b>4,384.0</b>



## PROVINCIAL HIGHWAY SERVICE CLASSIFICATION

Highway Classification Systems

November 2007

**Table 2.2**  
Alberta NHS Highways  
Core Routes (km)

Route	Limits	Overall Length	Jurisdiction Responsible		
			Federal	Provincial	Municipal
Highway 1	BC border to Sask border	536.4	83.3	426.8	26.3
Highway 2	Fort MacLeod to Edmonton Donnelly Corner to N. of Grimshaw	555.6		524.3	31.3
Highway 3	BC border to Medicine Hat	324.1		324.1	
Highway 4	US border to Lethbridge	103.4		103.4	
Highway 9	E. of Calgary to Sask border	326.8		326.8	
Highway 16	BC border to Sask border	636.9	77.8	530.0	29.1
Highway 35	N. of Grimshaw to NWT border	465.3		465.3	
Highway 43	BC border to W. of Edmonton	498.6		498.6	
Highway 49	Valleyview to Donnelly Corner	76.6		76.6	
Highways 15, 28A 28 & 63	Edmonton to Fort McMurray	431.6		413.2	18.4
<b>Total</b>		<b>3,955.3</b>	<b>161.1</b>	<b>3,689.1</b>	<b>105.1</b>

**Table 2.3**  
Alberta NHS Highways  
Intermodal Connections (km)

Route	Limits	Length
<u>Calgary</u>		
98 Ave NE, Barlow Trail	Hwy 2 to Calgary International Airport	2.9
Barlow Trail, 114 Ave SE	Hwy 2 to CP Intermodal Terminal	3.4
52 St SE, Dufferin Place SE		
Barlow Trail, 54 Ave SE, 27 St SE	Hwy 2 to CP Intermodal Terminal	1.9
<u>Edmonton</u>		
184 St	Hwy 16 to CN Intermodal Terminal	0.9
<u>Other</u>		
Highway 69	Hwy 63 to Fort McMurray Airport	6.0
<b>TOTAL</b>		<b>15.4</b>

**Table 2.4**  
Alberta NHS Highways  
Feeder Routes (km)

Route	Limits	Length
Highway 28/28A	Hwy 63 to Cold Lake	217.0

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**Table 2.5**  
Alberta NHS Highways  
Northern and Remote Routes (km)

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<b>Route</b>	<b>Limits</b>	<b>Length</b>
Highway 58	Rainbow Lake to Hwy 88	196.6

---

The NHS proposes minimum desirable performance characteristics in recognition that this type of facility plays in support of the economy. These main features include:

- Minimum operating speed of 90 km/hr (indicating free flow conditions);
- Capable of providing all weather service with no seasonal load restrictions for a standard national vehicle (defined weight and dimension); and
- Minimum riding comfort index (RCI) of 6.0 or greater.

With the update to the original NHS adopted in 1988 Transport Canada developed quantitative criteria for the inclusion of additional roads in the 2004 update. This criterion includes connections to:

- Capital cities;
- Major provincial population centres of at least 50,000 with the urban area representing at least 50%;
- Economic activity based on population adjusted by high average income with tourism making up a major portion; and
- Major land border crossing with \$2 B value of trade and tourism (for 2001 and 2002).

## **2.2 TRANSPORTATION ASSOCIATION OF CANADA (TAC)**

This national guide identifies that the principal purposes of a road classification are to:

- Establish logical and integrated systems comprised of all roads;
- Providing a basis for assigning responsibility; and
- Grouping roads of similar design, maintenance and operation.

Based on this philosophy, the main classification system advocated by TAC focuses on land service, traffic service and traffic use. This strategy is representative of a design-based classification and is different from the approach adopted by AIT in the 1998 version of its highway classification system. Nevertheless, this scheme has two main categories comprising of either a rural road or an urban road based on the predominant surrounding of the adjacent land. Included in these main groups are sub-categories as defined in the following table.

**PROVINCIAL HIGHWAY SERVICE CLASSIFICATION**

Highway Classification Systems

November 2007

**Table 2.6**  
Transportation Association of Canada (TAC)  
Design Classification Categories

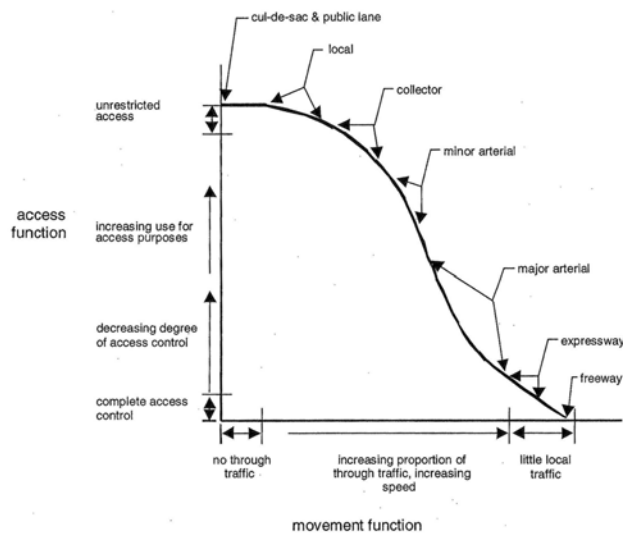
RURAL	URBAN
Local	Lane
Collector	Local
Arterial	Collector
Freeway	Arterial
	Expressway
	Freeway

For this classification system, there are several factors suggested to be considered including:

- Land use;
- Service function;
- Traffic volume;
- Flow characteristics;
- Running speed;
- Vehicle type; and
- Interconnectivity.

The concept of service function relates the interrelationship between the levels of access versus the degree of mobility along a route. Figure 2.2 shows this correlation.

**Figure 2.2**  
TAC – Design Classification  
Service Function



Source: Geometric Design Guide for Canadian Roads (September 1999) Figure 1.3.3.1

As a direct result of the foregoing service function relationship, the following table describes the ideal interconnection strategy between the various roadway classifications.

**Table 2.7**  
TAC – Design Classification  
Connections by Classification

<b>GROUPS</b>	<b>NORMALLY CONNECTS WITH</b>
Public Lane	Public Lane and Local
Local	Public Lane, Local, and Collector
Collector	Local, Collector and Arterial
Arterial	Collector, Arterial, Expressway and Freeway
Expressway	Arterial, Expressway and Freeway
Freeway	Arterial, Expressway and Freeway

Source: Geometric Design Guide for Canadian Roads (September 1999) Table 1.3.3.1

### **2.3 ONTARIO’S MINISTRY OF TRANSPORTATION**

In Ontario there are four classification systems used in the Ministry for the technical and administrative purposes. These systems focus on different tasks and include:

- Public Transportation and Highway Improvement Act – 13 categories that define administrative and financial responsibility;
- Provincial Highway Access Controls – 5 categories that provide policy for land access;
- Highway Inventory Management System – 3 categories assisting to establish funding requirements; and
- Functional Classification System – 4 categories intended to group roadways serving similar purposes.

This latter category is intended to provide guidance for planning and design phases of projects in order to provide consistent geometric characteristics. There is a qualifying comment in the preamble Highway Classification section of the Geometric Design Manual that the initial focus for any project is overall purpose of the facility prior to the application of geometric standards. Within the functional classification system the 4 categories identified are:

- Freeway;
- Arterial;
- Collector; and
- Local.

A further breakdown of these categories is suggested to specifically deal with urban and rural environments. Further definition of the functional hierarchy appears to follow the Federal Highway Administration (FHWA) philosophies (see Section 2.5).

## **2.4 SASKATCHEWAN DEPARTMENT OF HIGHWAYS AND TRANSPORT**

In conjunction with several agencies such as Municipal Affairs, Culture and Housing, Saskatchewan Association of Rural Municipalities and Saskatchewan Urban Municipalities Association a new roadway classification strategy was developed. This system replaced a former classification that comprised primary grid, grid, main farm, special, local and land access. The following summarizes the new seven categories.

Class 1 – serves major inter-provincial and international travel. Also included in this category are all roads connecting population centres of 3,000 or greater.

Class 2 – serves population centres of 1,000 or more and provide a link between hospitals.

Class 3 – serve communities of 500 or greater and link health centres or special care homes to hospitals.

Class 4 – considered as primary inter-municipal roads that provide access to communities of more than 100 and large industrial sites.

Class 5 - considered as secondary inter-municipal roads that provide access to communities of less than 100 and medium industrial sites.

Class 6 – serves residences, school bus routes and small industrial sites.

Class 7 – provide access to land only.

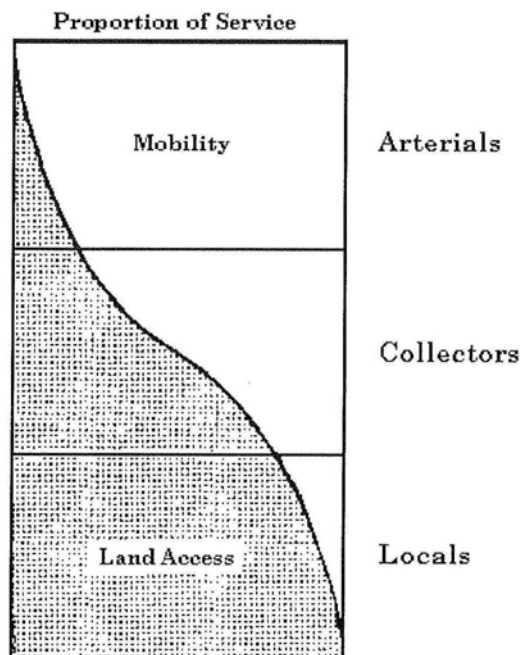
## **2.5 FEDERAL HIGHWAY ADMINISTRATION (FHWA)**

The main emphasis of this classification system is the recognition that travel desire between various communities does not occur through individual roads but rather through a network of roads. Therefore, this travel could be channelized into a logical network of roadways in an efficient manner, thus defining a functional classification system. It is understood that a roadway network cannot provide the required infrastructure to provide direct connection for every trip and some minor movements would be somewhat indirect via the major desire lines. This philosophy creates a hierarchical functional system that can be related directly to the magnitude of travel distances associated with each route.

Integral to this highway classification is the recognition of the duality of service that the transportation network must provide. Access to and from the roadway is a main purpose of the corridor but efficiency of mobility (i.e. level of service) along the route is an important characteristic. It is expected that in a hierarchical classification for roadway functionality that main routes (i.e. arterials) will provide better service and local routes (i.e. local) will provide better access. This relationship between mobility and access is illustrated in the following figure.



**Figure 2.3**  
FHWA – Functional Classification Systems  
Mobility / Access Relationship



Source: [www.fhwa.dot.gov/planning/fcsec2\\_1.htm](http://www.fhwa.dot.gov/planning/fcsec2_1.htm), Figure II-4

This classification system defines three types of roadways based on the surrounding environment and consists of rural areas, urbanized areas and small urban areas. Within each of these broad categories there are four different groups including:

- Principal Arterial;
- Minor Arterial;
- Collector; and
- Local.

### 2.5.1 Rural Roadway Systems

#### Principal Arterial

This type of roadway consists of connected links, including Interstate designated facilities and other may arterials, that:

- Serve trip length and volumes typical of significant state-wide or interstate travel;
- Serve all urban population centres of 50,000 and most areas with a population of 25,000; and
- Provide an integrated, continuous network throughout (generally).

### Minor Arterial

Complimenting the principal arterial systems, characteristics of these roadways include:

- Roads that connect cities, larger towns and other traffic generators such as recreational areas to provide an integrated network for interstate travel;
- Network spacing to be consistent with population density of the region; and
- High level of service by providing higher speed and minimum through movement interference.

### Collectors

This category is comprised of major and minor facilities to service intra-county travel at more moderate travel speeds. These roads provide the transportation link to those main communities not already serviced by the major roads but also resource areas, park areas or other destination areas.

### Local Roads

The main purpose of these roads is to service adjacent land. As a result, the trip length on these facilities is expected to be short.

Generally, experience has found a similar distribution of the different rural highway across the US. The following summarizes the general percentages of each state network within each of the foregoing categories:

- Principal Arterial – between 2 and 4 percent
- Principal Arterial and Minor arterial – between 6 and 12 percent
- Collectors – between 20 and 25 percent; and
- Local Roads – between 65 and 75 percent.

## **2.5.2 Urbanized Roadway Systems**

### Principal Arterial

Similar to the preceding category, this classification of roadway is intended to carry a majority of the inter-regional travel wishing to bypass the urban area and those trips entering and exiting the urban area. In addition, it is recognized that intra-area trips also occurs on these facilities, expediting travel between inner city communities (including public transit).

Due to the high demand usage of these roadway facilities access to these arterials is usually managed to maximize operations. As a result, lands directly adjacent generally do not have direct access. Spacing of these types of roadways is directly related to characteristics of the urban area but generally can be 2 – 8 km.

### Minor Arterial

The minor arterial system enhances the efficiency of the road network by providing defined connected links, albeit with a lower level of mobility. This is due to the requirement of distributing

traffic to specific geographic areas while being more focused on land access. Generally these roadways serve travel between urban communities and do not split neighbourhoods. While spacing of these facilities is dependant on the historical road network, in the central business district roadways can be separated by a little as 200 m to as much as 800 m. In other development areas a spacing of 1.5 km is normally envisioned whereas in suburban areas the separation can be 3 – 5 km.

### Collectors

In this roadway system there is a balance between land access and traffic movement in a variety of environments including industrial, commercial and residential areas. These roadways provide the critical link for trips between developed areas and the higher order of roadway systems as it allows for the two-way distribution of traffic.

### Local Roads

As expected, these roads offer the lowest level of mobility, as the main focus is access to land and developments. Through traffic on these facilities is usually discouraged.

The following summarizes the normal percentages for urban jurisdictions within each of the foregoing categories:

- Principal Arterial – between 5 and 10 percent
- Principal Arterial and Minor arterial – between 15 and 25 percent
- Collectors – between 5 and 10 percent; and
- Local Roads – between 65 and 80 percent.

### **2.5.3 Small Urban Roadway Systems**

Although smaller urban areas may have similar characteristics of larger centres, usually they do not generate sufficient internal trips to warrant the expenditure for principal arterials. Through experience it has been recognized that the rural arterials extend into these smaller developed areas and provide efficient movement through and around the area. For the other roadway types, characteristics for the development of minor arterials, collectors and local roads can be expected to be similar as encountered in larger urbanized regions.

## **2.6 WESTERN AUSTRALIAN PLANNING COMMISSION**

As early as 1987, this commission identified the need to classifying both existing and future urban roadways based on the function they served in order to have a uniform system throughout the region. Several revisions were incorporated into the policy and it was formally adopted in 1998. This policy classifies roads based on a hierarchical function from a philosophical planning perspective and recognizes that long distance drivers expect high-speed mobility with little interference. At the other end of the spectrum are residential access roads focus on the social and recreational desires of the residents and not the through traffic. Following development of this policy it was intended to identify specific characteristics of the road and the nature of traffic it carries so that suitable design standards can be identified. It was

noted in this system that there are two basic types of roads consisting of those facilities that carry traffic and those that provide access.

### Primary Distributors

These roads form the highest level of roads in the network as they carry traffic for long distances to, from and across urban areas. These facilities can connect to national network running through the region.

### District Distributors

A main focus of these roads is the requirement to provide traffic a link between various residential, industrial and commercial areas in the region and the primary network. Generally, these facilities run between and not through the main developed areas.

### Local Distributors

The main purpose of these roadways within developed areas and discourages through traffic.

### Access Roads

As these facilities are the main connection between the land and the public road infrastructure, the route also discourages through traffic. In addition, access management is favoured over speed of vehicle movement.

## **2.7 MELBOURNE – PROCEEDINGS 20<sup>TH</sup> ARRB CONFERENCE**

In 2001 a report entitled “***A Four Level Road Hierarchy for Network Planning and Management<sup>1</sup>***” was presented at the 20<sup>th</sup> Australian Road Research Board (ARRB) conference. This paper identified that defining each roadway in terms of its functions could achieve an efficient road network and thus minimizing conflicts between the roadway and the adjacent land use.

The hierarchical framework that is proposed under this strategy recognizes that roads serve more than one function but mixing of incompatible functions can jeopardize the operations of the facility. It identified that an effective road hierarchy will reduce overall impact of traffic by:

- Arranging long distance trips to routes in less sensitive locations;
- Restricting land use and activities away from routes where traffic flow are vital;
- Restricting through traffic away from specific areas; and
- Providing adequate space for those activities that rely on access.

Based on the foregoing, a four level road hierarchy was proposed and those goals within each level and are listed below, from a perspective of increasing detail.

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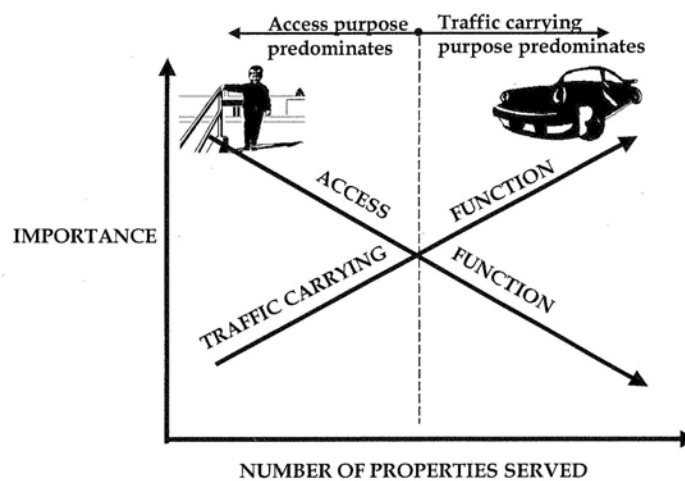
<sup>1</sup> V. A. T. Eppell, J. M. Bunker and B. A. McClurg

Purpose

This first category identifies the primary focus of the corridor separating to either allowing through traffic or providing access. Figure 2.4 shows the interrelationship between these two factors. As a result, two main categories are suggested including:

- Roads – emphasis on accommodating through traffic over a long distance; and
- Streets – providing access to properties and local areas.

**Figure 2.4**  
ARRB Roadway Hierarchy Framework  
Purpose, Function and Scale



Source: 'A Four Level Road Hierarchy for Network Planning and Management' - V.A.T. Eppell, J.M. Bunker and B. A. McClurg

Function

Within the two main categories identified, this subcategory identifies four groups related to the quality of service specifically for land access including:

- Arterial roads – focused on long distance trips external to the area;
- Sub arterial roads – accommodation of travel between specific areas and arterial roads;
- Collector streets – serves traffic with a trip end within a specific area, but also serving as access to developments; and
- Local streets – providing only property access.

Management

This level recognizes the interdependence between the technical requirements of each level of roadway and administrative enforcement through legislation to realize an efficient transportation network. This connectivity means there is a process to achieve the principals set out by the hierarchical plan. For each of the four preceding categories there is a further division of roadway types in 10 groups with a focus on desirable performance criteria. The subcategories are:

- Highways;

- Arterials;
- Arterial Main Streets;
- Traffic Distributor;
- Controlled Distributor;
- Sub Arterial Main Street;
- Major Connector;
- Minor Connector;
- Access Street; and
- Access Place.

The performance criterion is categorized in the following types:

- Functional – nature of a roadway element to accomplish it's objective;
- Frictional – roadside issues that affect traffic use on a road; and
- Impact – relationship between a roadway and the adjacent land use.

### Design

This level in the classification system relates to the specific technical criteria related to the physical features of the road such as cross-section, curvature and gradient.

It is envisioned that this hierarchical classification will assist in the planning of network roadways, designating and programming improvements, reduce environmental impacts through efficient networks and reducing overall roadway congestion by having the appropriate roadway to meet the traffic demands placed on it.

## **2.8 AUSTRALIAN NATIONAL ROAD CLASSIFICATION**

In October 2006 a report entitled ***“Assessing the Feasibility of a National Road Classification”*** was prepared by an Intergovernmental Roads Working Group in Australia with the intent to ‘develop a nationally consistent approach to the classification of roads’. On the title page of this document is the following quote:

*“Road classification is a means to an end, not an end in itself. Successfully allocating agreed labels to each element in the road systems involves so much effort and controversy that it is pointless and best avoided unless the labels are going to have some application.”*

The working group identified that the process of developing a road hierarchy is not an exact science as there are a multitude of processes and systems for classifying road types. It also recognizes that no identified nomenclature can completely describe a type of road. Research was undertaken in the study of several international classification systems and it was noted that there is not a single classification system that is perfectly relevant to Australia. In each system reviewed there were shortcomings and beneficial aspects.

During the initial phases of the study, the working group defined the purpose of a road classification hierarchy and was identified to include:

- Planning and Administration – any classification system provides a level playing field in which policy can be established. It is also a tool for determining purpose of various roads that in turn can be used to set standards, land use, funding consideration etc;
- Conflict Avoidance – a fundamental basis of a classification system is the safe and efficient movement of vehicles (and other users such as cyclist and pedestrians). An outcome of the hierarchical system is the attempt to avoid conflict between incompatible uses within the network; and
- Improved Recognition of Road Types – the behaviour and expectation of users within any network can be influenced by characteristics of the corridor. With a well defined and consistent classification hierarchy can improve the effectiveness of the network.

An issue that was reviewed was whether rural and urban roadways should be segregated in a classification system. It was noted that a majority of the road traffic authorities adopted a system that make a distinction between the different roadway types. In Australia it was noted that the inability to consistently determine whether a roadway is urban or rural was a drawback. The working group concluded that additional research was warranted before adoption of a specific classification system.

In the development of any hierarchical classification of a roadway network, it was concluded that a methodology to reduce the degree of subjective interpretation is an important facet. As a result a list of potential variables was identified in developing a system but it was noted that these may not be the only factors. Nevertheless, these additional variables include:

- Traffic Volume;
- Traffic Design Speed;
- Travel Distance;
- Route Numbering;
- Population Measures; and
- Structural Elements.

## **3.0 Service Classification Analysis**

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### **3.1 INTERCONNECTIVITY OF HIERARCHICAL CLASSIFICATION SYSTEMS**

As indicated throughout the literature research conducted for this study and as experienced with the existing classification system, no single strategy is possible to categorize all highways for all administrative and technical requirements. The TRC recognized the interdependence of the existing hierarchical schemes and established that the following systems were required.

The service classification is hierarchical, and ranks existing highways under provincial control based on their function to the travelling public. Future routes are also identified. Through discussion at the TRC, two timeframes were established. The first of these basically deals with the immediate timeframe, while the second deals with an ultimate view (50 years).

The department's current roadside classification was developed to allow similar access management standards to be applied to roadways having comparable traffic volumes and design standards and to protect adjacent lands for future highway expansion. It has similarities to the service classification but it also has significant differences as it has placed much more emphasis on traffic volumes and the varying levels of access management required by the various groupings. This classification scheme is based on an ultimate view, which in some cases can be longer than 50 years.

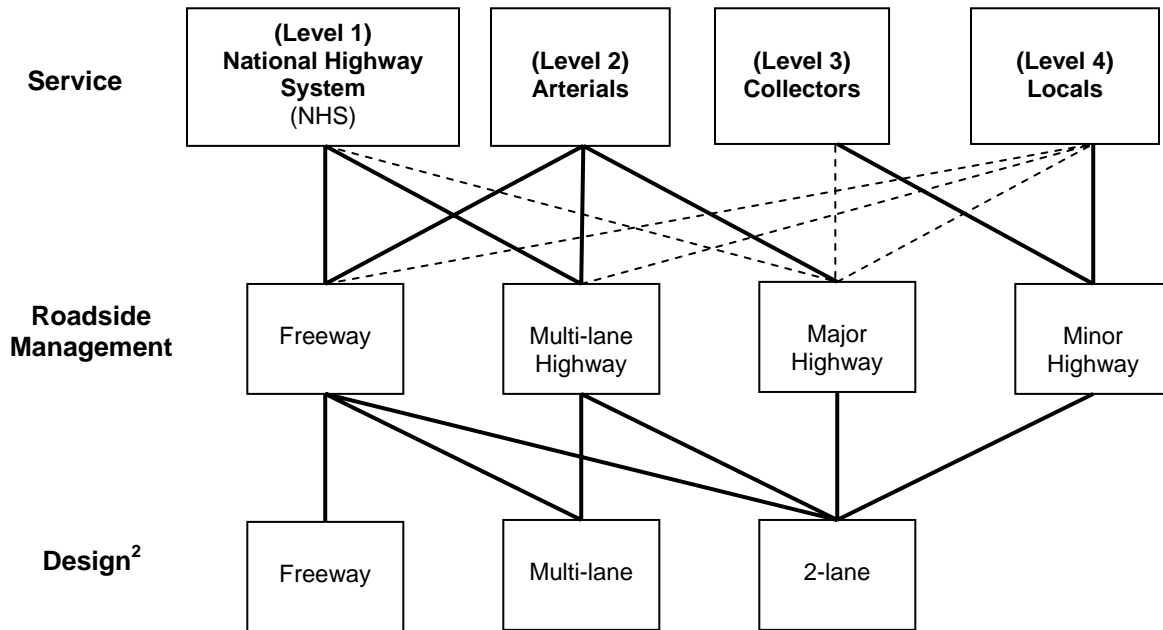
The difference between these two systems is significant and, therefore these two systems cannot be combined.

The design classification system is based on what is needed over the anticipated life of the facility (normally 20 years). This time period is measured when a facility is upgraded and not related to a fixed point in time, as the other two classifications are.

The suggested relationship between these classification systems is shown in Figure 3.1.



**Figure 3.1**  
Proposed Classification Relationship  
Alberta Highway Systems



- Note:
1. Solid lines represent direct linkages between components of each classification system whereas the dashed lines represent other possible indirect combinations
  2. For purposes of this study, the multiple variations within the Design classification have been categorized into 3 basic groups.

### 3.2 RECOMMENDED SERVICE CLASSIFICATION HIERARCHY

Previously it was indicated that the intent of this study is to classify the highways under the “direction, control and management” of the province. The focus of this study is to undertake the review and identification of the service classification system only.

Based on the literature research conducted for highway classification systems in other jurisdictions and reviewing the existing categorization within the province the Technical Review Committee (TRC) adopted a system based on four basic functions that a highway could serve. These four categories are listed below with a brief explanation for each functional type.

#### National Highway System (Level 1)

These highways accommodate the movement of people, goods and services inter-provincially and internationally. They are defined as core routes in the National Highway System and serve long trip lengths. This category comprises the regionally known systems such as the Trans Canada, Yellowhead and the North/South CANAMEX Trade Highway. Access to this type of facility is restricted and generally only connects with arterial roads.

### Arterials (Level 2)

Roadways in this category are similar in nature of the preceding level as they accommodate the movement of people, goods and services but intra-provincially only. As these highways also carry traffic over long distances it is sometimes difficult for the motorist to differentiate between the two levels. Access to arterial roads is restricted connecting with the National Highway System and collector roads.

### Collectors (Level 3)

This type of highway carries traffic from major generators such as communities, and / or resource and industrial developments but with overall shorter travel distances. These roadways provide the connection between local roads and arterials, and generally serve traffic of an inter-county nature (i.e. through two or more counties). The collector network generally should be spaced no greater than 30 kilometres apart in developed agricultural areas. For areas that are more sparsely populated, this spacing can increase. Access to this type of roadway is less restrictive and can serve major communities and developments.

### Locals (Level 4)

Roadways in this category serve traffic of an intra-jurisdictional nature or traffic within a localized area in the vicinity of a boundary. A commuter route is considered in this category unless it passes through a separate jurisdiction from origin to destination. In this case, it would be considered as a collector. A road that primarily serves country residential and rural homesteads is considered local in nature. This type of roadway is the main access for developments and agricultural, resource and natural areas of the province.

## **3.3 POTENTIAL EVALUATION CRITERIA – SERVICE CLASSIFICATION**

Important to any classification system is the criteria used in the development of a framework. After a brain storming session with the TRC for the study the following factors (in no particular order) were considered in deriving a new functional hierarchy:

- Urban and rural environments;
- Federally mandated highways;
- Population centres;
- Annual Average Daily Traffic (AADT);
- Operational characteristics (volume / capacity ratio);
- Road usage characteristics (trip length / purpose etc);
- Vehicle composition (percentage commercial trips);
- Highway length; and
- Highway spacing.

The TRC envisioned using quantifiable and readily available data as the cornerstone for development of criteria. In this way, the process for the new classification system would be transparent and also as dynamic as the network it was trying to represent. From an initial review

of the suggested criteria, comments about the viability of each were discussed and are summarized for reference.

### Urban and Rural Environments

In Alberta, the majority of the current highway network is within a rural environment and was a main focus of the department. In recent years, INFTRA assumed 'direction, control and management' of several urban highways within the department. With the recent growth in the major urban areas and the construction of the ring roads in both Edmonton and Calgary there has been more emphasis on these types of roadways as they carry a majority of high volume travel.

Nevertheless, it was concluded that irregardless of the environment that a transportation corridor bisects, the function of the whole facility does not change. Through these developed areas, it is recognized that there may be other purposes for the roadway due to the increased density of population. For a functional classification system, due to the unpredictable growth rates over the long term, the transition from rural to urban and back to rural will change based on economical pressures and difficult to predict. As such, defining both rural and urban categories was not supported by the TRC.

### Federally Mandated Highways

Due to the importance of the National Highway System to the Canadian economy and the investment by the Province it was concluded that roadways designated of national importance. With the recent refinement to the NHS into three categories of facilities it was determined that the core network links are the cornerstone for this classification system. The remaining groups, feeder and northern/remote roadways, directly connect to the core route and have a slightly different function and therefore these were not considered applicable to this category.

### Population Centres

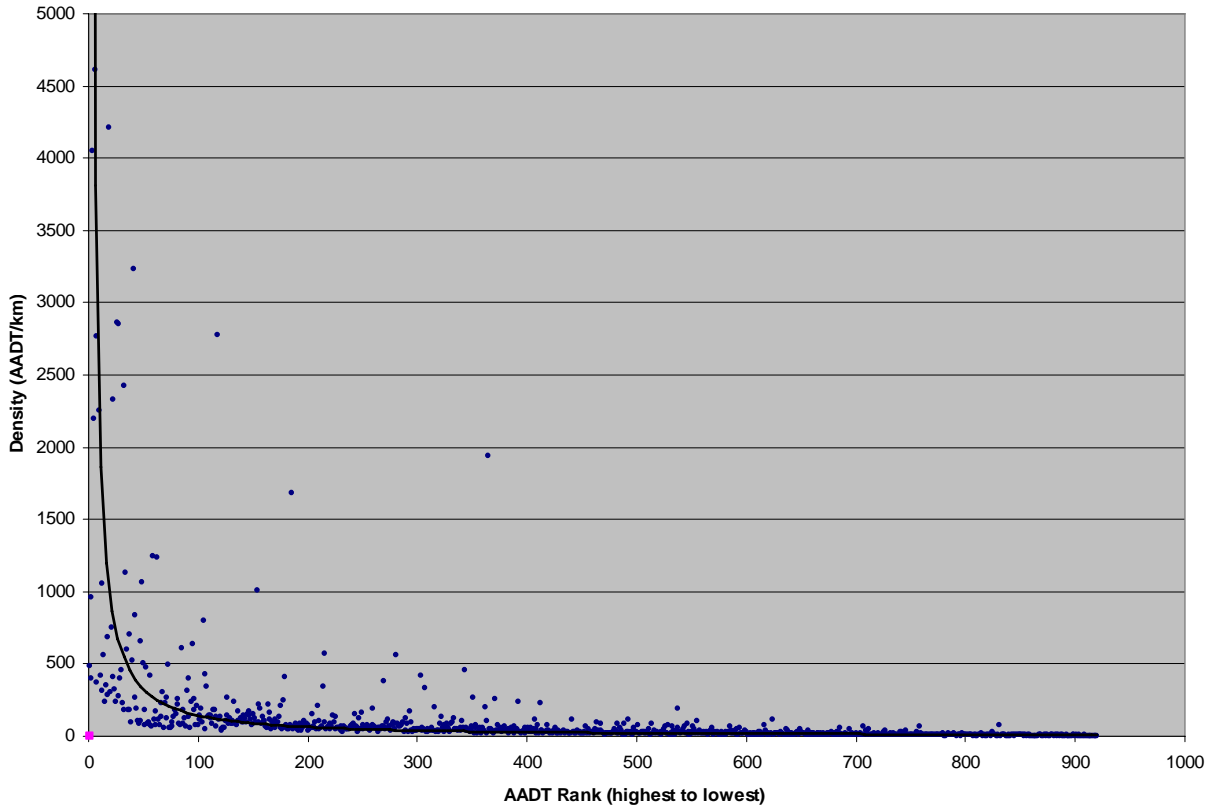
Due to the recent economic boom experienced in the province there has been significant population growth. Overall, the population of the province increased 5.9 percent between 1991 and 1996, 10.3 percent between 1996 and 2001 and 8.4 per cent between 2001 and 2006. In comparison the national population increased at 5.6 percent, 4.8 percent and 5.8 percent, 1991-1996 1996-2001, and 2001-2006 respectively. In the 2001 census 81 percent of people in Alberta lived in urban areas, slightly higher than the national average. As these urban areas are the main generators of traffic or destination points for highway users, the TRC concluded that incorporation of this criterion should be a factor in the hierarchical functional classifications system This study used the 2004 Official Population List from Alberta Municipal Affairs as the basis. Future growth was estimated at 2 percent for the 50 year time period analysed.

### Operational Characteristics

Collected traffic information was considered the primary source of data for the development of a new functional classification system in Alberta. At the outset of the project a brief review of the entire data set was conducted to determine to see if there were any obvious trends concerning the level of service or volume to capacity factors concerning the movement of the traveling

public. Initially, the concept of density on Alberta highways was investigated. This involved using the calculated AADT for each link within the current system expressed in the number of vehicles per kilometre. The results of this calculation are shown in Figure 3.2.

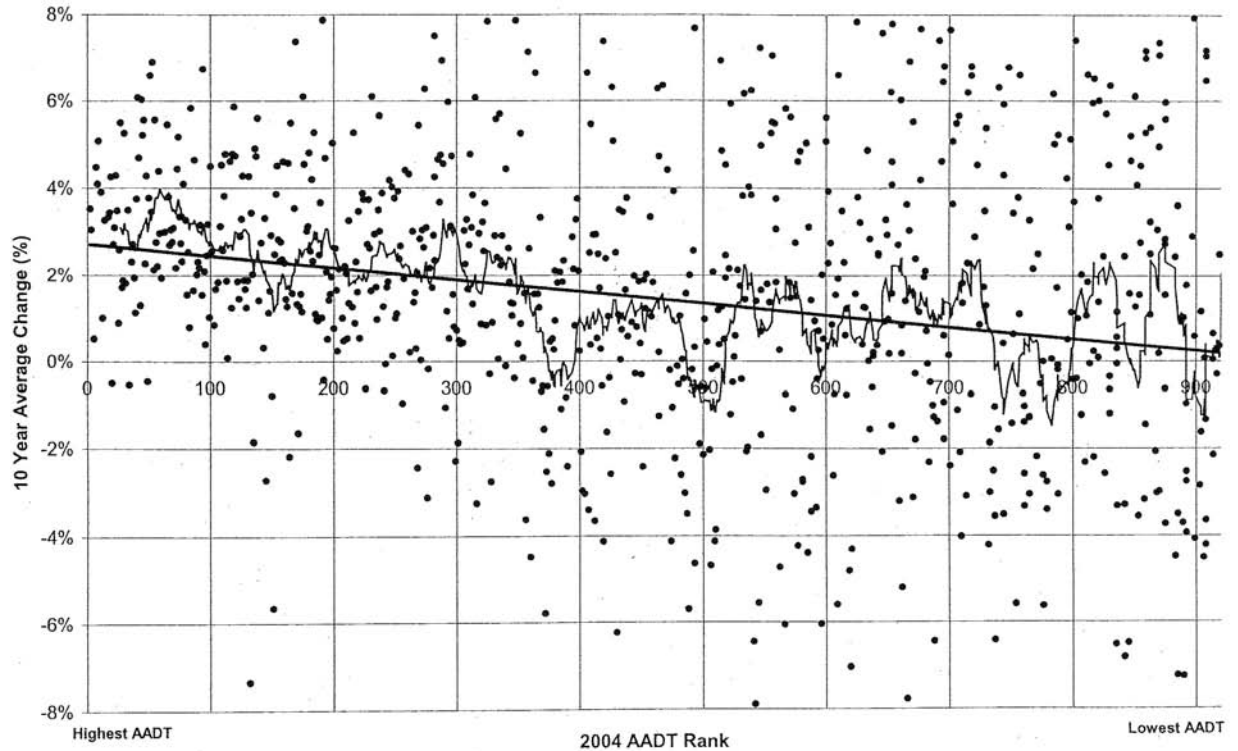
**Figure 3.2**  
Highway Traffic Rank vs. Density  
Alberta Highway Links



The foregoing chart shows that a majority of the highest traffic density (AADT/km) occurs on less than 100 of the 900 plus monitored roadway links (traffic control sections) in the province. A majority of the highways appear to have a density of less than 300 AADT/km. This relationship appears inconclusive in determining a relationship between density and traffic volumes.

Another operational strategy investigated was to compare the net change in AADT volume over a ten year period versus the current traffic volume level on each of the traffic control sections, ranked from highest to lowest. Generally, the variability in traffic over the ten year period was found to be dramatic as shown in Figure 3.3. For the higher volume highways there was less inconsistency but this increased as the traffic levels decreased.

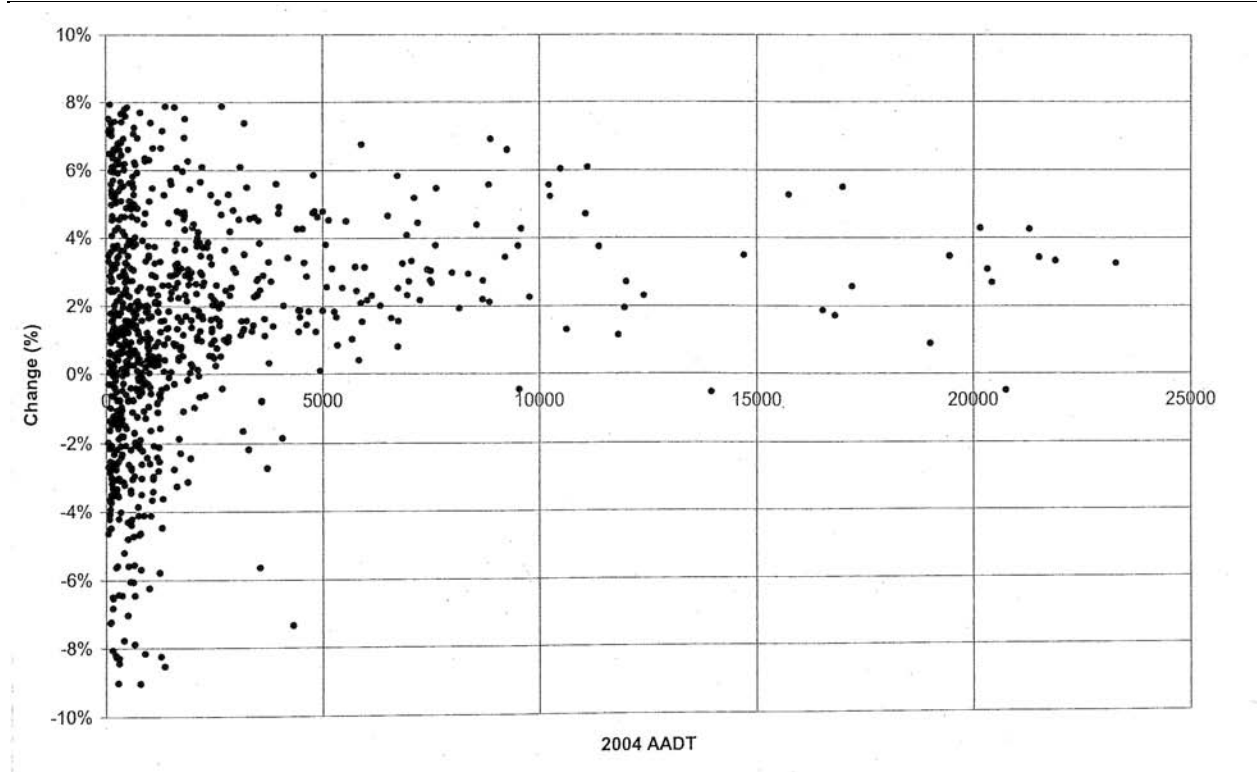
**Figure 3.3**  
 2004 AADT vs. 10 Year Average AADT Change (%)  
 Alberta Highway Links



This figure shows that those highway links with the highest volume generally have experience positive growth (generally 2 – 6%) over the last 10 years. Conversely, the lowest volume links recorded both positive and negative growth (-4% to 7%). In general the trend line for the available data indicates on the busier roads the mean growth rate appears to be between 2 and 3 percent. This corresponds to the previous observation by the department for the long term traffic growth in the province. It is interesting to note that the general slope of the trend line is negative and reflecting that the lowest volume highways have growth rates that approach zero.

Similar to the previous review, a shorter time was analysed for the 2004 traffic levels versus the percentage change realized within one year. This relationship is shown in Figure 3.4.

**Figure 3.4**  
2004 AADT vs. Traffic Volume Change (%)  
Alberta Highway Links



As noted in the chart, the lower traveled routes had highly fluctuating traffic volumes whereas the busier highway generally experienced only positive growth. This comparison is similar to the trends found using the longer time frame.

In conclusion, it appears that there are no conclusive factors about traffic trends solely based on AADT that would assist in the development of a functional hierarchical classification system.

#### Average Annual Daily Traffic (AADT)

Since the early 1960s, traffic volumes have been counted on Alberta highways. Currently, traffic levels are monitored on over 900 individual links either by permanent counters or by a combination of temporary automatic counters or visual methods. This large repository of data collected daily and summarized yearly includes intersection counts, vehicle classification and ESAL estimation. Since the start of the data collection, statistical analysis has been conducted to determine the long term growth on Alberta highways. While some years experience rapid growth, traffic increases in other years are more modest and sometimes volumes along some route decrease. Overall, it has been determined that the actual annual growth rate for the short term (20 year timeframe) and for longer term scenarios (beyond twenty years) a growth rate of 1 percent per annum is assumed.

### Road Usage Characteristics

In the last review of highway classification systems, this factor was a major contributor. Data was obtained from origin / destination (O/D) surveys conducted in the 1980s by the department. Information from these surveys included trip length and trip purpose. When combined with available traffic counts, travel characteristics about usage of the entire network can be ascertained. Although this information is considered important to a new classification system, the TRC concluded that the data may be outdated and not representative of current highway travel. As such, without more recent available highway usage information for the province, this factor was excluded from further analysis.

### Vehicle Composition

Within the traffic volume data collected, the department also collects statistics on vehicle composition separated into passenger, buses, recreational and commercial (single unit and tractor trailer) vehicles. Based on the impact that larger vehicles have on operational characteristics of a facility, the TRC concluded to include this factor in the functional analysis.

### Highway Length

Currently in the provincial highway network, there is a variety of lengths of roadways within the provincial jurisdictions. By virtue of length, some facilities are incapable of accommodating long distance travel and are self regulated to the lower levels in the hierarchical functional system. The following summarizes general length facts for the 381 designated provincial highways:

- 1 highway greater than 1,000 km long representing 4 percent of the network;
- 5 highways between 500 and 999 km long representing 10 percent of the network;
- 6 highways between 400 and 499 km long representing 10 percent of the network;
- 8 highways between 300 and 399 km long representing 9 percent of the network;
- 13 highways between 200 and 299 km long representing 11 percent of the network;
- 34 highways between 100 and 199 km long representing 16 percent of the network;
- 28 highways between 75 and 99 km long representing 9 percent of the network;
- 51 highways between 50 and 74 km long representing 11 percent of the network;
- 111 highways between 25 and 49 km long representing 14 percent of the network; and
- 124 highways less than 25 km long representing 7 percent of the network.

It was concluded that this factor should be considered in developing the new classification hierarchy.

### Highway Spacing

In Alberta there is significant development diversity depending on the region of the province. The Edmonton – Calgary corridor is the focus for a majority of the commercial and residential area and future expansion. Northwest regions of the province have linear development along the main North/South Trade Corridor and other main highways. In the north east sector there is limited residential or commercial areas outside of the Fort McMurray region. Similarly in the southern portion of the province, development is scarce along the eastern edge as most of the

development is to the west. Based on the variability of land usage, it is difficult to define a set of rules that would apply on a province wide basis. The TRC concluded that this factor is important for a new classification system but it should be investigated after an initial system is developed to remove any duplication through the transportation network.

### **3.4 RECOMMENDED EVALUATION CRITERIA**

The TRC concluded that the following criteria would be used in the defining the recommended service classification system:

- Federally mandated highways;
- Population centres;
- Annual Average Daily Traffic (AADT);
- Vehicle composition (percentage commercial trips) ; and
- Highway Length.

Highway spacing was also discussed for inclusion but was considered to be a modifier to the system after the initial analysis was complete.

As mentioned, the NHS is a classification system to itself and no additional criteria is required to define this level. For the other categories within the network, benchmarks are required to identify the functionality of each roadway. The process undertaken in this study was iterative application of the following targets.

#### **3.4.1 Evaluation Benchmarks**

##### Population Centres

It is recognized that a majority of motorists will enter an urban area along the highest standard facility in the area. Only local area residents external to the development area may commute along a lower standard facility. This same philosophy was used in assigning population levels to various highway routes, albeit somewhat subjective in assignment. For purposes of the analysis in this study, communities with a population greater than 3,000, 4,000 and 5,000, estimated 50 years henceforth, were included. The different levels were conducted to test the sensitivity of this criterion on the highway rationalization. Generally, it was concluded that this criterion was important to identify a future highway functional classification concept.

##### Annual Average Daily Traffic (AADT)

Traffic volumes are considered a major component of the functional classification system. As the vision of the system is long term, existing traffic volumes were forecast 50 years into the future by department staff. The methodology for determining the growth rate was based on historical growth trends which accounted for 'boom' and 'bust' economic conditions in the province.

##### Vehicle Composition



Similar to the 1997 study, the magnitude of commercial truck traffic on any roadway is envisioned to be a key indicator about the role the facility provides. Competitive modes of transportation such as railway and air challenge the roadway network to provide an efficient alternative for the movement of people, goods and services to market, nationally and internationally. Previous experience indicates that levels of commercial traffic between 10 and 12 percent are the required to indicate the main business routes.

### Highway Length

It has been identified that about 40 percent of provincial highway network has lengths less than 100 kilometres. This distance relates to about 1 hour travel time between an origin and destination for a trip and was considered the minimum travel time acceptable for a roadway to be classified as an arterial (level 2). Other distances, such as 250 km, were also investigated in the analysis.

## **4.0 Assignment of Existing Highways to Service Classification System**

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### **4.1 BACKGROUND**

Within the current department inventory of highways, the identification of the overall length of a specific facility is based on the number of two-lane kilometres as a standard unit of measurement. This means that for four lane divided highways the physical length of a section of highway is doubled. As a majority of these facilities form part of the National Highway System, the actual number of kilometres within this category has no impact on the classification analysis.

### **4.2 ITERATIVE ANALYSIS**

Throughout the project, seventeen independent analyses were undertaken with various combinations of the foregoing benchmarks to determine an acceptable starting scenario for the hierarchical functional classification system. A summary of the various scenarios investigated is provided in Appendix A. Consistent through all these variations was the length of Level 1 facilities, which was predetermined, based on the national highway designation. Approximately 3,699 km of two and four highway (5,689 km two lane equivalent) is designated in this category which represents about 13 percent of the entire provincial network.

Previously it was indicated within the FHWA guidelines that the proportion of the highest category of facility within a jurisdiction should only be between 2 and 4 per cent of the entire network. It is hypothesized that due to the physical size of the Province of Alberta (1,217 km long north/south, between 293 and 650 km wide east/west covering an area of 661,185 km<sup>2</sup>) has a significant impact on the roadway network required to meet the national and international commitments. Alberta has a scarce population for the vast area, about 5 people/ km<sup>2</sup> and the road network required to service the area is also extensive. For comparison purposes, Texas is similar in land size but has about 6 times larger population than Alberta (about 31 people/ km<sup>2</sup>). This jurisdiction has about 5,200 km of interstate highway within a state managed network of 121,500 km (or 4.3%). In summary, the general guidelines identified by the FHWA are deemed not applicable to this province.

All provincial highways, with the exception of the national highways, were analysed and organized into the three categories using the following criteria defined by the TRC:

#### Arterials

- 2055 AADT greater than 1,000 **AND**
- 2055 Population greater than 5,000 **AND**
- Commercial Vehicle composition greater than 10% **AND**
- Length of Highway greater than 100 km.

**OR**

- 2055 AADT greater than 500 **AND**
- Length of Highway greater than 250 km.

#### Collectors

- 2055 AADT greater than 1,000
- OR**
- 2055 AADT greater than 500 **AND**
  - Length of Highway greater than 30 km.
- OR**
- 2055 AADT greater than 200 **AND**
  - Length of Highway greater than 100 km.

Any roadway link that did not meeting any of the foregoing categories comprised the final category, as a local roadway.

Based on the foregoing, an initial provincial network was defined consisting of:

- Level 2 – Arterials: 8,502 km (or 29% of the network);
- Level 3 – Collectors: 11,740 km (or 41% of the network); and
- Level 4 – Locals: 4,935 km (or 17% of the network).

For sensitivity purposes, the foregoing criteria was analysed with the elimination of the population factor. It was noted that this resulted in increasing the size of Arterial category to 9,435 km (33% of the network) and reduced Collector category to 10,808 km (37% of the network). This change was reviewed and it was concluded that inclusion of the population criterion assisted in the focusing of the provincially important routes and therefore was a valid factor.

### **4.3 REGIONAL INPUT**

A significant phase of the project was to gather input on the base scenario developed from regional staff of the department. These individuals work with and drive the system roadways daily and are in regular contact with the local municipalities. This regional perspective provides a reality check to various issues not able to be encompassed within the technical analysis phase using department data. During this phase emphasis was on issues such as transportation corridor continuity, albeit on several differently named facilities and highway spacing. As mentioned previously this last factor was originally included in the initial identification of criteria but it was difficult to consistently apply one benchmark due to the diversity within the province.

Through the regional input process, a further breakdown for Level 4 facilities was identified within the current network and includes:

- Park access road facilities – departmentally managed access to provincial parks; and
- Approach road facilities – departmentally managed access to urbanized areas.

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It is noted that park roads serve a provincial function within the global tourist industry in Alberta and as such were important to the department. The existing park road network is identified in Table 4.1.

**Table 4.1**  
Existing Park Road Network  
Alberta Highway Network

PR #	LOCATION	LENGTH	NAME	MUNICIPALITY
101	Park Lake	6.768	LITTLE BOW	COUNTY OF LETHBRIDGE
102	Crimson Lake	1.841	ROCKY MOUNTAIN HOUSE	CLEARWATER COUNTY
103	Kinbrook Island	1.766	STRATHMORE-BROOKS	COUNTY OF NEWELL NO. 4
104	Long Lake	1.531	ATHABASCA-REDWATER	COUNTY OF THORHILD NO. 7
106	Queen Elizabeth	5.147	DUNVEGAN-CENTRAL PEACE	M.D. OF PEACE NO. 135
107	Thunder Lake	2.538	BARRHEAD-MORINVILLE-WESTLOCK	COUNTY OF BARRHEAD NO. 11
108	Winagami Lake	2.772	LESSER SLAVE LAKE	M.D. OF BIG LAKES
109	Miquelon Lake	0.086	LEDUC-BEAUMONT-DEVON	CAMROSE COUNTY
110	Little Bow	1.756	LITTLE BOW	VULCAN COUNTY
113	Williamson	1.652	GRANDE PRAIRIE - SMOKY	STURGEON LAKE #154
115	Cypress Hills	2.41	CYPRESS-MEDICINE HAT	CYPRESS COUNTY
116	Big Hill Springs	2.372	FOOTHILLS-ROCKY VIEW	M.D. OF ROCKY VIEW NO. 44
117	Saskatoon Island	3.808	GRANDE PRAIRIE - WAPITI	COUNTY OF GRANDE PRAIRIE NO. 1
120	Garner Lake	4.782	LAC LA BICHE-ST. PAUL	SMOKY LAKE COUNTY
121	Gooseberry Lake	1.618	DRUMHELLER-STETTLER	SPECIAL AREA 4
123	William A Switzer	2.795	WEST YELLOWHEAD	YELLOWHEAD COUNTY
124	Jarvis Bay	0.547	ROCKY MOUNTAIN HOUSE	LACOMBE COUNTY
127	Pigeon Lake	1.147	DRAYTON VALLEY-CALMAR	COUNTY OF WETASKIWIN NO. 10
129	Winston Churchill	2.073	LAC LA BICHE-ST. PAUL	LAKELAND COUNTY
130	Dinosaur	16.836	STRATHMORE-BROOKS	COUNTY OF NEWELL NO. 4
131	Woolford	1.808	CARDSTON-TABER-WARNER	CARDSTON COUNTY
132	Writing On Stone	0.883	CARDSTON-TABER-WARNER	COUNTY OF WARNER NO. 5
133	Dry Island Buffalo Jump	17.965	OLDS-DIDSBURY-THREE HILLS	KNEEHILL COUNTY
134	Willow Creek	1.747	LIVINGSTONE-MACLEOD	M.D. OF WILLOW CREEK NO. 26
135	Young's Point	9.562	GRANDE PRAIRIE - SMOKY	M.D. OF GREENVIEW NO. 16
136	Police Outpost	20.287	CARDSTON-TABER-WARNER	CARDSTON COUNTY
138	Cold Lake	1.355	BONNYVILLE-COLD LAKE	M.D. OF BONNYVILLE NO. 87
142	Carson / Pegasus	4.143	WHITECOURT-STE. ANNE	WOODLANDS COUNTY
143	Hilliard's Bay	10.841	LESSER SLAVE LAKE	M.D. OF BIG LAKES
150	Moose Lake	1.121	BONNYVILLE-COLD LAKE	M.D. OF BONNYVILLE NO. 87
152	Chain Lakes	0.195	LIVINGSTONE-MACLEOD	M.D. OF RANCLAND NO. 66
	<b>TOTAL (km)</b>	<b>134.2</b>		

Through the analysis phase, other provincial facilities were also identified to meet a similar type of mandate as the existing park roads. As such, Table 4.2 identifies the highways that should be reclassified as park roads.

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**Table 4.2**  
Proposed Park Road Network Additions  
Reclassified Provincial Highways

HIGHWAY	CS	FROM	TO	LENGTH	LOCATION	
10	X	2	0	5.61	5.61	DRUMHELLER-STETTTLER
16	A	8	11.343	13.45	2.29	STONY PLAIN
66		2	0	12.22	12.22	BANFF-COCHRANE
66		4	0	10.528	10.528	BANFF-COCHRANE
66		4	10.528	15.34	4.812	FOOTHILLS-ROCKY VIEW
68		4	0	27.395	27.395	BANFF-COCHRANE
68		4	27.395	37.1	9.705	FOOTHILLS-ROCKY VIEW
500		4	0	8.61	8.61	CARDSTON-TABER-WARNER
503		2	0	17.95	17.95	CARDSTON-TABER-WARNER
527		2	0	14.15	14.15	LIVINGSTONE-MACLEOD
546		2	0	0.172	0.172	BANFF-COCHRANE
546		2	0.172	15.32	15.148	FOOTHILLS-ROCKY VIEW
549		2	0	1.092	1.092	BANFF-COCHRANE
549		2	1.092	17.09	15.998	FOOTHILLS-ROCKY VIEW
663		10	16.16	42.26	26.1	LAC LA BICHE-ST. PAUL
692		2	0	26.97	26.97	PEACE RIVER
725		2	0	9.722	9.722	DUNVEGAN-CENTRAL PEACE
742		2	0	7.82	7.82	BANFF-COCHRANE
756		2	0	4.6	4.6	ROCKY MOUNTAIN HOUSE
761		10	0	18.26	18.26	DRAYTON VALLEY-CALMAR
762		2	0	22.24	22.24	FOOTHILLS-ROCKY VIEW
775		2	0	8.02	8.02	LIVINGSTONE-MACLEOD
785		2	45.683	62.12	16.437	LIVINGSTONE-MACLEOD
801		2	22.817	26.095	3.278	BARRHEAD-MORINVILLE-WESTLOCK
801		2	26.095	32.26	6.165	LESSER SLAVE LAKE
831		2	0	5.25	5.25	FORT SASKATCHEWAN - VEGREVILLE
835		4	9.652	16.05	6.398	DRUMHELLER-STETTTLER
837		2	0	9.194	9.194	OLDS-DIDSBURY-THREE HILLS
838		2	0	23.533	23.533	DRUMHELLER-STETTTLER
838		2	23.533	25.67	2.137	OLDS-DIDSBURY-THREE HILLS
897		14	0	23.8	23.8	BONNYVILLE-COLD LAKE
<b>TOTAL (km)</b>				<b>365.8</b>		

Approach roads were deemed to meet the same criteria as local roads, so a special designation was not required. The approach roads within the jurisdiction of the department are identified in Table 4.3.

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**Figure 4.3**  
Current Approach Road Network  
Alberta Highway Network

<b>AR#</b>	<b>LOCATION</b>	<b>LENGTH (KM)</b>	<b>MUNICIPALITY</b>
AR101	Wembley	1.2	COUNTY OF GRANDE PRAIRIE NO. 1
AR104	Warspite	0.84	SMOKY LAKE COUNTY
AR108	Cadogan	10.52	M.D. OF PROVOST NO. 52
AR110	Scandia	1.93	COUNTY OF NEWELL NO. 4
AR111	Clive	0.83	LACOMBE COUNTY
AR113	Morrin	0.79	STARLAND COUNTY
AR114	Dickson	3.24	RED DEER COUNTY
AR115	Evansburg	1.01	YELLOWHEAD COUNTY
AR116	Vilna	0.19	VILNA
AR122	Craigmyle	2.23	STARLAND COUNTY
AR124	Widewater	0.58	M.D. OF LESSER SLAVE RIVER NO. 124
AR125	Kinuso	0.362	KINUSO
AR125	Kinuso	1.48	M.D. OF BIG LAKES
AR133	Rockyford	8.24	WHEATLAND COUNTY
AR137	Galahad	7.19	FLAGSTAFF COUNTY
AR139	Empress	0.5	EMPRESS
AR139	Empress	9.04	SPECIAL AREA 2
AR144	Irricana	0.74	IRRICANA
AR150	Hairy Hill	0.9	COUNTY OF TWO HILLS NO. 21
AR154	Hilda	5.4	CYPRESS COUNTY
AR155	Derwent	1.702	DERWENT
AR155	Derwent	0.2	COUNTY OF TWO HILLS NO. 21
AR156	Smoky Lake	0.46	SMOKY LAKE
AR158	Radway	0.27	COUNTY OF THORHILD NO. 7
AR160	Tawatinaw	2.82	WESTLOCK COUNTY
AR161	Carmangay	0.75	VULCAN COUNTY
AR164	Benalto	1.49	RED DEER COUNTY
AR165	Bluffton	1.7	PONOKA COUNTY
AR166	Joussard	2.316	BIG LAKES, M.D. OF
AR167	Canyon Creek	0.46	M.D. OF LESSER SLAVE RIVER NO. 124
AR168	Schuler	4.83	CYPRESS COUNTY
AR170	Faust	0.831	M.D. OF BIG LAKES
AR172	New Sarepta	2.69	LEDUC COUNTY
AR174	Enilda	0.208	M.D. OF BIG LAKES
AR175	Winfield	0.96	COUNTY OF WETASKIWIN NO. 10
AR178	Acadia Valley	0.8	M.D. OF ACADIA NO. 34
AR180	Ashmont	1	COUNTY OF ST. PAUL NO. 19
AR181	Hay Lakes	0.52	HAY LAKES
AR185	McMurray Airport	3.07	REG MUN OF WOOD BUFFALO
AR187	Swalwell	5.39	KNEEHILL COUNTY
AR189	Gwynne	0.31	COUNTY OF WETASKIWIN NO. 10

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<b>AR#</b>	<b>LOCATION</b>	<b>LENGTH (KM)</b>	<b>MUNICIPALITY</b>
AR197	Peers	0.17	YELLOWHEAD COUNTY
AR199	Ranfury	0.2	COUNTY OF MINBURN NO 27
AR200	Brownvale	1.1	M.D. OF PEACE NO. 135
AR205	Kipp	0.16	COUNTY OF LETHBRIDGE
AR206	Bashaw	0.4	BASHAW
AR210	Meeting Creek	1.37	CAMROSE COUNTY
AR212	Guy	0.955	M.D. OF SMOKY RIVER NO. 130
AR213	Kikino	5.47	KIKINO (METIS SETTLEMENT)
AR214	Bluesky	0.1	M.D. OF FAIRVIEW NO. 136
AR216	Minburn	0.7	COUNTY OF MINBURN NO 27
AR217	Bellis	2.27	SMOKY LAKE COUNTY
AR220	Czar	0.61	CZAR
AR221	Delburne	0.95	RED DEER COUNTY
AR224	Abee (north)	0.24	COUNTY OF THORHILD NO. 7
AR225	Rich Lake	0.63	LAKELAND COUNTY
AR227	High Level Airport	1.5	M.D. OF MACKENZIE NO 23
AR236	St. Edouard	1.06	COUNTY OF ST. PAUL NO. 19
AR238	Berwyn	0.6	M.D. OF PEACE NO. 135
AR55	Big Valley	1.55	STETTLER NO. 6, COUNTY OF
AR56	Dewberry	1.135	COUNTY OF VERMILION RIVER NO. 24
AR57	Clandonald	2.816	COUNTY OF VERMILION RIVER NO. 24
AR68	Rochfort Bridge	0.73	LAC STE. ANNE COUNTY
AR71	Huxley	0.55	KNEEHILL COUNTY
AR73	Pibroch	1.63	WESTLOCK COUNTY
AR74	Waskatenau	0.48	WASKATENAU
AR79	Vimy	1.37	WESTLOCK COUNTY
AR81	Jarvie	1.59	WESTLOCK COUNTY
AR82	Flatbush	3.3	M.D. OF LESSER SLAVE RIVER NO. 124
AR83	Fawcett	0.82	WESTLOCK COUNTY
AR84	Onoway	1.08	LAC STE. ANNE COUNTY
AR86	Hughenden	0.54	M.D. OF PROVOST NO. 52
AR87	Metiskow	2.96	M.D. OF PROVOST NO. 52
AR88	Tees	0.35	LACOMBE COUNTY
AR89	Elnora	0.29	ELNORA
AR89	Elnora	2.97	RED DEER COUNTY
AR90	Lousana	3.65	RED DEER COUNTY
AR96	Bonnyville beach	3.5	M.D. OF BONNYVILLE NO. 87
	<b>TOTAL</b>	<b>139.8</b>	

Upon completion of the internal review by the regional staff and final adjustments by the Transportation and Civil Engineering Division, to ensure consistency, the recommended hierarchical functional classification network was identified.

#### **4.4 RECOMMENDED SERVICE CLASSIFICATION SYSTEM**

The following summary represents the final analysis undertaken:

- National Highway System (Level 1) facilities – 5,689 km (or 18.4% of the network);
- Arterials (Level 2) facilities – 8,494 km (or 27.4% of the network);
- Collectors (Level 3) facilities – 12,216 km (or 39.6% of the network);
- Locals (Level 4) facilities – 4,097 km (or 13.3% of the network); and
- Park Access facilities – 363 km (or 1.3% of the network).

All percentages and tabular information are for the immediate scenario (Appendix B). A plan of the immediate concept is illustrated in Figure 4.1, whereas the ultimate 50 year scenario is shown in Figure 4.2.



Figure 4.1  
Provincial Highway Service Classification  
Immediate Horizon

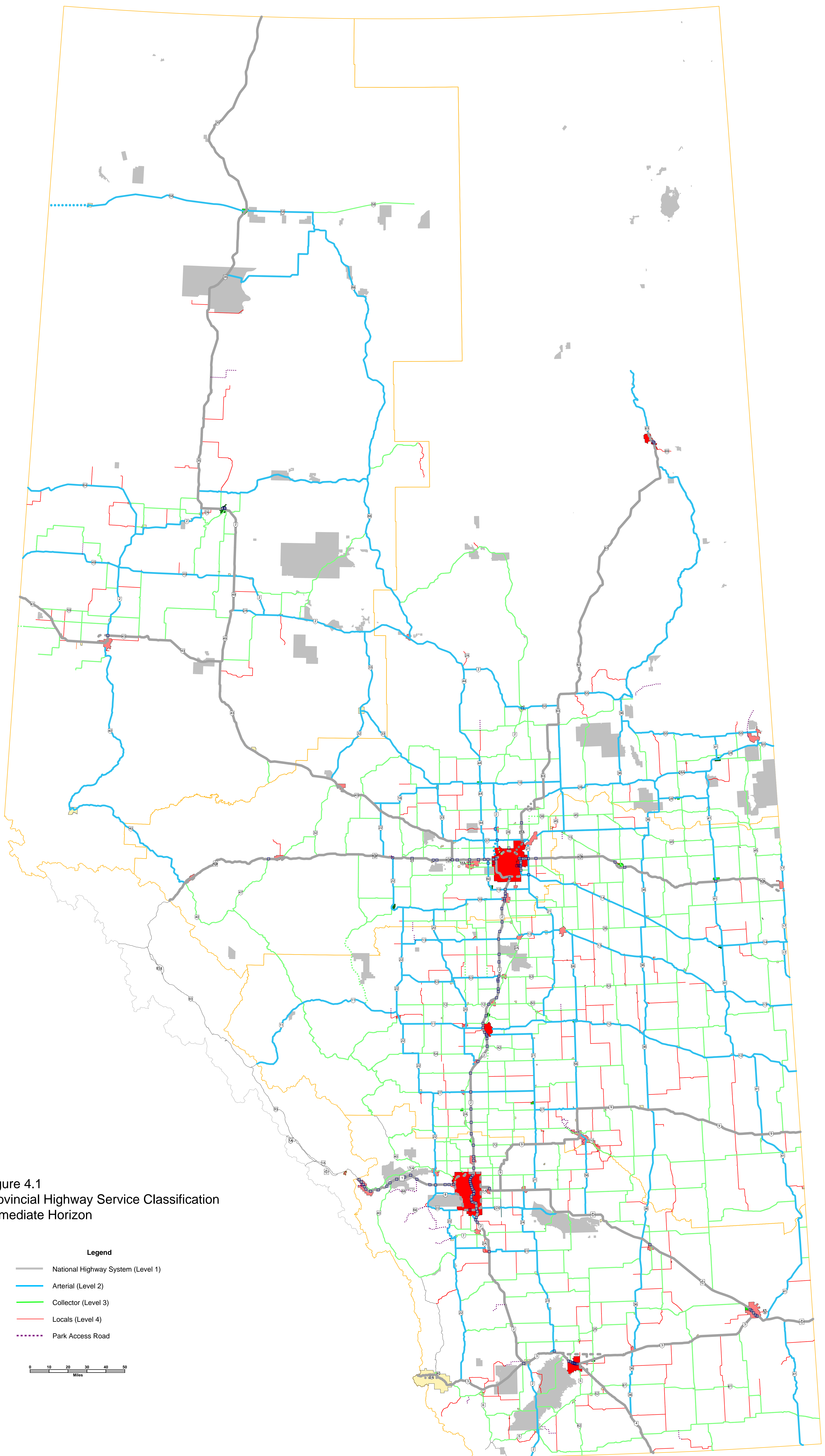
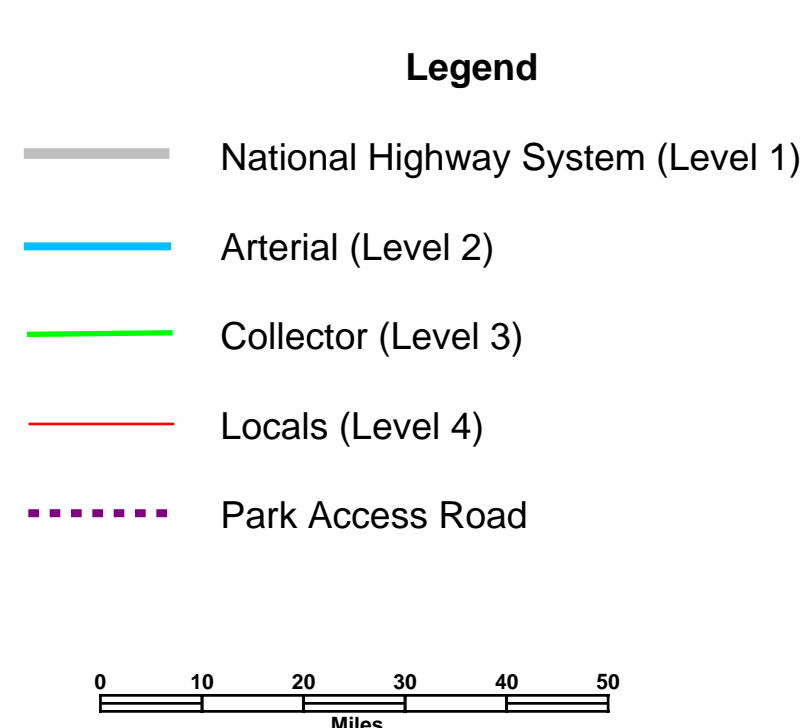
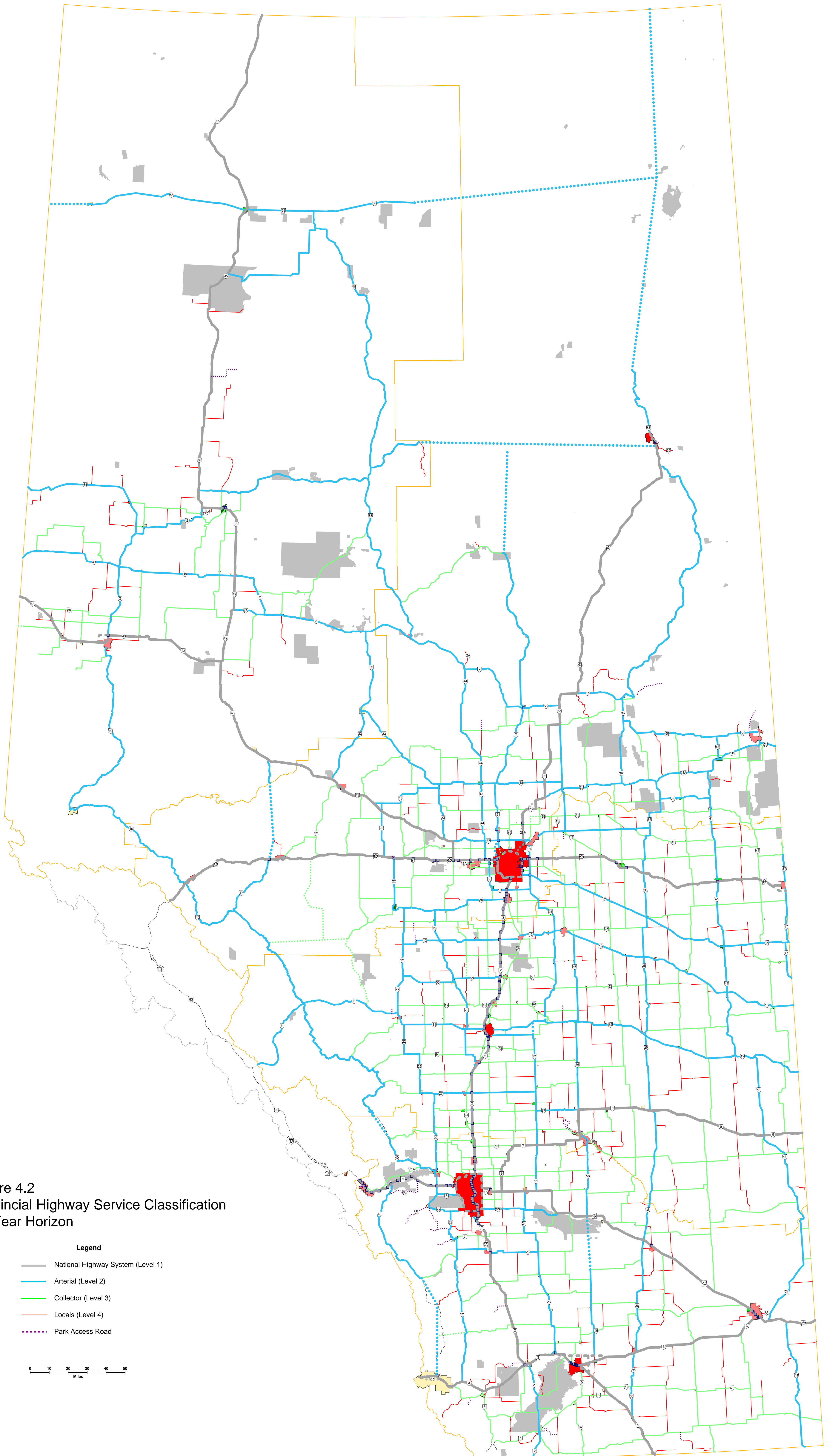
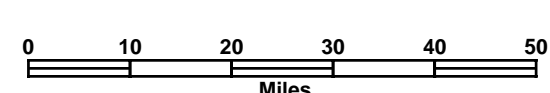


Figure 4.2  
Provincial Highway Service Classification  
50-Year Horizon

- Legend**
- National Highway System (Level 1)
  - Arterial (Level 2)
  - Collector (Level 3)
  - Locals (Level 4)
  - Park Access Road



## **5.0 Summary and Recommendations**

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The outcome of this study is a highway classification system that fundamentally changes how the department views the transportation network in Alberta. The primary methodology used in this study was to identify the functional purpose of highways in the province. Four main categories are recommended for the transportation network in the Province of Alberta consisting of:

- National Highway System (Level 1) facilities;
- Arterials (Level 2) facilities;
- Collectors (Level 3) facilities; and
- Locals (Level 4).

In addition, expansion of the provincially managed network of park roads is recommended to facilitate and support the tourism programs currently in place. The current network of approach road within the department's mandate is recommended to be incorporated into the Local road category.

These recommendations are the result of an intensive review by department staff both in Edmonton and the individual regions throughout the province. It is noted that a transportation network is a dynamic entity that must change and react to changing traffic volumes and demands. As such it is recommended that another review be conducted in five years to see if the recommended classification system has met the desired outcomes.

This study confirms that separate highway service and roadside management classification systems are necessary to the provincial network. It also concludes that the existing roadside management classification assignments be reviewed in light of the new highway service classification assignments to ensure complete compatibility.

# **Appendix A**

## **Iterative Analysis**

Highway Classification Iterations

Service Classification							
<b>1</b>	Date:	1-Jun-06					
	Name:	servclass_v01					
		NHS	2055 AADT	Population	% CV	Hwy Length	Length (km)
Principal Highway (NHS)	Yes	-	-	-	-	N/A	3,779
Provincial Highway	No	>1,000	>3,000	12.1	-	N/A	9,119
Regional Highway	No	>200	-	-	-	N/A	14,138
Other	No	<200	-	-	-	N/A	1,924
<b>Notes:</b> After discussions with the department, %CV was too high and reduced to 10%.							
<b>2</b>	Date:	12-Jun-06					
	Name:	servclass_v02					
		NHS	2055 AADT	Population	% CV	Hwy Length	Length (km)
Principal Highway (NHS)	Yes	-	-	-	-	N/A	3,779
Provincial Highway	No	>1,000	>3,000	10	-	N/A	10,333
Regional Highway	No	>200	-	-	-	N/A	13,279
Other	No	<200	-	-	-	N/A	1,569
<b>Notes:</b> Taking into account population growth (50 years), population for <i>Provincial Highways</i> is possibility too low.							
<b>3</b>	Date:	15-Jun-06					
	Name:	servclass_v03					
		NHS	2055 AADT	Population	% CV	Hwy Length	Length (km)
Principal Highway (NHS)	Yes	-	-	-	-	N/A	3,779
Provincial Highway	No	>1,000	>5,000	10	-	N/A	8,860
Regional Highway	No	>200	-	-	-	N/A	14,753
Other	No	<200	-	-	-	N/A	1,569
<b>Notes:</b> Began as base case. Initially identified highways a number highways as <i>Provincial Highways</i> that should be <i>Regional Highways</i> (eg. Hwy 6, 24, 69, 523, 567, 595, 620, 806, etc...) and highway that were identified as <i>Regional Highways</i> that should be <i>Provincial Highway</i> (eg. Hwy 49, 88, 881, etc...).							
<b>4</b>	Date:	16-Jun-06					
	Name:						
		NHS	2055 AADT	Population	% CV	Hwy Length	Length (km)
Principal Highway (NHS)	Yes	-	-	-	-	N/A	3,779
Provincial Highway	No	>2,000	>5,000	10	-	N/A	6,186
Regional Highway	No	>200	-	-	-	N/A	17,427
Other	No	<200	-	-	-	N/A	1,569
<b>Notes:</b> Increased <i>Provincial Highway</i> 2055 AADT. After reviewing results, a number of highways dropped to <i>Regional Highway</i> that should be identified as a <i>Provincial Highway</i> (eg. Hwy 12, 16, 15, 36, 40, 41, 56, etc...).							
<b>5</b>	Date:	16-Jun-06					
	Name:						
		NHS	2055 AADT	Population	% CV	Hwy Length	Length (km)
Principal Highway (NHS)	Yes	-	-	-	-	N/A	3,779
Provincial Highway	No	>2,000	>3,000	10	-	N/A	7,021
Regional Highway	No	>200	-	-	-	N/A	16,592
Other	No	<200	-	-	-	N/A	1,569
<b>Notes:</b> As another alternative, kept <i>Provincial Highway</i> 2055 AADT increased and decreased population. After reviewing results, a number of highways dropped to <i>Regional Highway</i> that should be identified as a <i>Provincial Highway</i> and visa versa.							
<b>6</b>	Date:	16-Jun-06					
	Name:						
		NHS	2055 AADT	Population	% CV	Hwy Length	Length (km)
Principal Highway (NHS)	Yes	-	-	-	-	N/A	3,779
Provincial Highway	No	>2,000	>4,000	10	-	N/A	6,521
Regional Highway	No	>200	-	-	-	N/A	17,092
Other	No	<200	-	-	-	N/A	1,569
<b>Notes:</b> Again, tried to adjust population between the 2 previous alternatives. As before, a number of highways dropped to <i>Regional Highway</i> that should be identified as a <i>Provincial Highway</i> and visa versa.							
<b>7</b>	Date:	20-Jun-06					
	Name:	servclass_v04					
		NHS	2055 AADT	Population	% CV	Hwy Length	Length (km)
Principal Highway (NHS)	Yes	-	-	-	-	-	3,779
Provincial Highway	No	>1,000	>5,000	10	>100	-	6,518
Regional Highway	No	>200	-	-	-	-	17,096
Other	No	<200	-	-	-	-	1,569
<b>Notes:</b> Returned to base case; however, added an additional criteria, highway length. Seemed to change a number of highways from <i>Provincial</i> to <i>Regional</i> , but still left a number of shorter lengths that do not serve a provincial function.							

<b>8</b>	Date:	20-Jun-06					
	Name:	servclass_v05					
		<b>NHS</b>	<b>2055 AADT</b>	<b>Population</b>	<b>% CV</b>	<b>Hwy Length</b>	<b>Length (km)</b>
Principal Highway (NHS)	Yes	-	-	-	-	-	3,779
Provincial Highway	No	>1,000	>5,000	10	>100	>250	9,650
Regional Highway	No	>200	-	-	-	-	14,364
Other	No	<200	-	-	-	-	1,165
<b>Notes:</b>							
Added an or clause to include highways with longer lengths that serve a provincial function and not the shorter lengths. Overall, satisfied with highways identified as <i>Provincial Highway</i> .							
<b>9</b>	Date:	20-Jun-06					
	Name:						
		<b>NHS</b>	<b>2055 AADT</b>	<b>Population</b>	<b>% CV</b>	<b>Hwy Length</b>	<b>Length (km)</b>
Principal Highway (NHS)	Yes	-	-	-	-	-	3,779
Provincial Highway	No	>1,000	>5,000	10	>100	>250	9,650
Regional Highway	No	>500	-	-	-	>50	6,147
Other	No	<500	-	-	-	<50	9,383
<b>Notes:</b>							
Previously thought total length of <i>Other</i> was too low. Added highway length to <i>Regional Highway</i> criteria and increased 2055 AADT. Overall length of <i>Other</i> too high.							
<b>10</b>	Date:	20-Jun-06					
	Name:						
		<b>NHS</b>	<b>2055 AADT</b>	<b>Population</b>	<b>% CV</b>	<b>Hwy Length</b>	<b>Length (km)</b>
Principal Highway (NHS)	Yes	-	-	-	-	-	3,779
Provincial Highway	No	>1,000	>5,000	10	>100	>250	9,650
Regional Highway	No	>200	-	-	-	>50	8,794
Other	No	<200	-	-	-	<50	6,735
<b>Notes:</b>							
Decreased <i>Regional</i> 2055 AADT to increase <i>Regional</i> length; however, <i>Other</i> overall length too high.							
<b>11</b>	Date:	20-Jun-06					
	Name:						
		<b>NHS</b>	<b>2055 AADT</b>	<b>Population</b>	<b>% CV</b>	<b>Hwy Length</b>	<b>Length (km)</b>
Principal Highway (NHS)	Yes	-	-	-	-	-	3,779
Provincial Highway	No	>1,000	>5,000	10	>100	>250	9,650
Regional Highway	No	>500	-	-	-	>30	8,454
Other	No	<500	-	-	-	<30	7,075
<b>Notes:</b>							
Decreased highway length, but still <i>Other</i> overall length is to high.							
<b>12</b>	Date:	20-Jun-06					
	Name:	servclass_v06					
		<b>NHS</b>	<b>2055 AADT</b>	<b>Population</b>	<b>% CV</b>	<b>Hwy Length</b>	<b>Length (km)</b>
Principal Highway (NHS)	Yes	-	-	-	-	-	3,779
Provincial Highway	No	>1,000	>5,000	10	>100	>250	9,650
Regional Highway	No	>200	-	-	-	>30	12,517
Other	No	<200	-	-	-	<30	3,012
<b>Notes:</b>							
Decreased <i>Regional</i> 2055 AADT back to 200. Satisfied with overall criteria.							
<b>13</b>	Date:	6-Jul-06					
	Name:	servclass_v07					
		<b>NHS</b>	<b>2055 AADT</b>	<b>Population</b>	<b>% CV</b>	<b>Hwy Length</b>	<b>Length (km)</b>
Principal Highway (NHS)	Yes	-	-	-	-	-	3,779
Provincial Highway	No	>1,000	-	10	>100	>250	10,582
Regional Highway	No	>200	-	-	-	>30	11,585
Other	No	<200	-	-	-	<30	3,012
<b>Notes:</b>							
Deleted Population, no major impact.							
<b>14</b>	Date:	14-Jul-06					
	Name:						
		<b>NHS</b>	<b>2055 AADT</b>	<b>Population</b>	<b>% CV</b>	<b>Hwy Length</b>	<b>Length (km)</b>
Principal Highway (NHS)	Yes	-	-	-	-	-	3,779
Provincial Highway	No	>1,000	>5,000	10	>100	>250	9,650
Regional Highway	No	>200	-	-	-	>30	12,403
Other	No	<300	-	-	-	<30	3,126
<b>Notes:</b>							
AIT suggested 2055 AADT too low. Sensitivity analysis on AADT, however need to adjust length criteria. Start at based of 200 for 2055 AADT.							

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Date: 14-Jul-06

Name: servclass\_v08

Notes:  
Sensitivity analysis on AADT. Try 2055 AADT = 500

	NHS	2055 AADT	Population	% CV	Hwy Length	Length (km)
Principal Highway (NHS)	Yes	-	-	-	-	3,779
Provincial Highway	No	>1,000	>5,000	10	>100	9,650
		>500			>250	
Regional Highway	No	>500	-	-	>30	11,887
					>45	
Other	No	<500	-	-	<30	3,642

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Date: 28-Jul-06

Name: servclass\_v09

Notes:  
Update from AIT

	NHS	2055 AADT	Population	% CV	Hwy Length	Length (km)
Principal Highway (NHS)	Yes	-	-	-	-	3,779
Provincial Highway	No	>1,000	>5,000	10	>100	8,502
		>500			>250	
Regional Highway	No	>1000	-	-	-	11,740
		>500	-	-	>30	
		>200	-	-	>100	
Other	No		-	-		4,935

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Date: 9-Aug-06

Name:

Notes:  
Update from AIT with no population.

	NHS	2055 AADT	Population	% CV	Hwy Length	Length (km)
Principal Highway (NHS)	Yes	-	-	-	-	3,779
Provincial Highway	No	>1,000	-	10	>100	9,435
		>500			>250	
Regional Highway	No	>1000	-	-	-	10,808
		>500	-	-	>30	
		>200	-	-	>100	
Other	No		-	-		4,935

**Appendix B**  
**Summary of Provincial Highway Service**  
**Classification - Immediate Horizon**



Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
1	2	Principal Arterial	BANFF PARK GATE	KANANASKIS RIVER	2.85	427	933,495	24,500	13.5
1	2	Principal Arterial	BANFF PARK GATE	KANANASKIS RIVER	0.03	427	933,495	23,110	13.5
1	2	Principal Arterial	BANFF PARK GATE	KANANASKIS RIVER	18.54	427	933,495	22,400	13.5
1	2	Principal Arterial	BANFF PARK GATE	KANANASKIS RIVER	5.58	427	933,495	23,110	13.5
1	4	Principal Arterial	KANANASKIS RIVER	E BDY STONY INDIAN RESERVE	0.01	427	933,495	22,670	8.9
1	4	Principal Arterial	KANANASKIS RIVER	E BDY STONY INDIAN RESERVE	25.40	427	933,495	22,670	8.9
1	6	Principal Arterial	E BDY STONY INDIAN RESERVE	W OF 22 S OF COCHRANE	17.70	427	933,495	23,300	12.6
1	6	Principal Arterial	E BDY STONY INDIAN RESERVE	W OF 22 S OF COCHRANE	2.71	427	933,495	22,670	12.6
1	6	Principal Arterial	E BDY STONY INDIAN RESERVE	W OF 22 S OF COCHRANE	0.00	427	933,495	22,670	12.6
1	8	Principal Arterial	E OF 22 S OF COCHRANE	CALGARY W.C.L.	0.04	427	933,495	32,390	7.6
1	8	Principal Arterial	E OF 22 S OF COCHRANE	CALGARY W.C.L.	13.88	427	933,495	25,250	7.6
1	10	Principal Arterial	CALGARY E.C.L.	W OF 9 & 797 N OF LANGDON	18.53	427	933,495	21,130	9.1
1	12	Principal Arterial	E OF 9 & 797 N OF LANGDON	W OF 21 E OF STRATHMORE	2.43	427	933,495	13,430	13.0
1	12	Principal Arterial	E OF 9 & 797 N OF LANGDON	W OF 21 E OF STRATHMORE	8.15	427	933,495	13,430	13.0
1	12	Principal Arterial	E OF 9 & 797 N OF LANGDON	W OF 21 E OF STRATHMORE	15.52	427	933,495	19,030	13.0
1	12	Principal Arterial	E OF 9 & 797 N OF LANGDON	W OF 21 E OF STRATHMORE	3.25	427	933,495	19,120	13.0
1	14	Principal Arterial	E OF 21 E OF STRATHMORE	W OF BASSANO (REGIONAL BDY)	61.77	427	933,495	9,340	20.5
1	16	Principal Arterial	W OF BASSANO (REGIONAL BDY)	W OF 36 W OF BROOKS	1.61	427	933,495	9,340	24.8
1	16	Principal Arterial	W OF BASSANO (REGIONAL BDY)	W OF 36 W OF BROOKS	53.05	427	933,495	9,340	24.8
1	18	Principal Arterial	E OF 36 W OF BROOKS	W OF SUFFIELD	0.03	427	933,495	9,780	24.3
1	18	Principal Arterial	E OF 36 W OF BROOKS	W OF SUFFIELD	55.00	427	933,495	9,780	24.3
1	20	Principal Arterial	W OF SUFFIELD	MEDICINE HAT W.C.L.	2.64	427	933,495	12,470	20.5
1	20	Principal Arterial	W OF SUFFIELD	MEDICINE HAT W.C.L.	51.29	427	933,495	12,470	20.5
1	21	Principal Arterial	MEDICINE HAT W.C.L.	MEDICINE HAT E.C.L.	13.31	427	933,495	26,340	14.2
1	21	Principal Arterial	MEDICINE HAT W.C.L.	MEDICINE HAT E.C.L.	0.02	427	933,495	26,340	14.2
1	22	Principal Arterial	MEDICINE HAT E.C.L.	SASKATCHEWAN BORDER	0.01	427	933,495	11,990	18.8
1	22	Principal Arterial	MEDICINE HAT E.C.L.	SASKATCHEWAN BORDER	47.54	427	933,495	6,530	18.8
1	2	Principal Arterial	BANFF PARK GATE	KANANASKIS RIVER	5.65	427	933,495	24,500	13.5
1A	6	Collector	E OF 40 W OF COCHRANE	CALGARY W.C.L.	5.15	90	933,495	18,650	5.3
1A	2	Collector	N OF 1 E OF CANMORE EJ	W OF 1X N OF KANANASKIS	21.58	90	11,458	1,809	26.7
1A	4	Collector	E OF 1X N OF KANANASKIS	W OF 40 W OF COCHRANE	1.51	90	12,688	2,340	7.4
1A	4	Collector	E OF 1X N OF KANANASKIS	W OF 40 W OF COCHRANE	0.22	90	12,688	2,340	7.4
1A	4	Collector	E OF 1X N OF KANANASKIS	W OF 40 W OF COCHRANE	4.18	90	12,688	2,340	7.4
1A	4	Collector	E OF 1X N OF KANANASKIS	W OF 40 W OF COCHRANE	2.48	90	12,688	2,340	7.4
1A	4	Collector	E OF 1X N OF KANANASKIS	W OF 40 W OF COCHRANE	0.22	90	12,688	2,340	7.4
1A	4	Collector	E OF 1X N OF KANANASKIS	W OF 40 W OF COCHRANE	5.05	90	12,688	2,340	7.4
1A	4	Collector	E OF 1X N OF KANANASKIS	W OF 40 W OF COCHRANE	2.29	90	12,688	2,340	7.4
1A	4	Collector	E OF 1X N OF KANANASKIS	W OF 40 W OF COCHRANE	20.52	90	12,688	2,340	7.4
1A	6	Collector	E OF 40 W OF COCHRANE	CALGARY W.C.L.	2.10	90	933,495	18,650	5.3
1A	6	Collector	E OF 40 W OF COCHRANE	CALGARY W.C.L.	11.06	90	933,495	5,258	5.3
1A	6	Collector	E OF 40 W OF COCHRANE	CALGARY W.C.L.	5.20	90	933,495	18,650	5.3
1A	6	Collector	E OF 40 W OF COCHRANE	CALGARY W.C.L.	7.95	90	933,495	18,650	5.3
1A	8	Local	CALGARY E.C.L.	W OF 1 E OF CALGARY	0.24	8	933,495	15,350	12.2
1A	8	Local	CALGARY E.C.L.	W OF 1 E OF CALGARY	0.28	8	933,495	15,350	12.2
1A	8	Local	CALGARY E.C.L.	W OF 1 E OF CALGARY	0.37	8	933,495	15,350	12.2
1A	8	Local	CALGARY E.C.L.	W OF 1 E OF CALGARY	1.24	8	933,495	15,350	12.2
1A	8	Local	CALGARY E.C.L.	W OF 1 E OF CALGARY	0.49	8	933,495	15,350	12.2
1A	8	Local	CALGARY E.C.L.	W OF 1 E OF CALGARY	0.50	8	933,495	15,350	12.2
1A	8	Local	CALGARY E.C.L.	W OF 1 E OF CALGARY	0.36	8	933,495	15,350	12.2
1A	8	Local	CALGARY E.C.L.	W OF 1 E OF CALGARY	4.40	8	933,495	15,350	12.2
1A	8	Local	CALGARY E.C.L.	W OF 1 E OF CALGARY	0.47	8	933,495	15,350	12.2
1X	2	Collector	JCT HWY 1	JCT HWY 1A	3.02	4	3,817	1,286	33.0
1X	2	Collector	JCT HWY 1	JCT HWY 1A	1.13	4	3,817	1,286	33.0
1X	2	Collector	JCT HWY 1	JCT HWY 1A	0.03	4	3,817	1,286	33.0

Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
2	38	Arterial	E OF 18 W OF CLYDE WJ	S OF 661 W OF ROCHESTER	1.16	1221	666,104	3,606	12.3
2	2	Arterial	MONTANA BORDER	S OF 5 N OF CARDSTON SJ	22.62	1221	933,495	2,471	5.3
2	2	Arterial	MONTANA BORDER	S OF 5 N OF CARDSTON SJ	2.35	1221	933,495	2,471	5.3
2	2	Arterial	MONTANA BORDER	S OF 5 N OF CARDSTON SJ	0.04	1221	933,495	2,471	5.3
2	4	Arterial	N OF 5 N OF CARDSTON SJ	BELLY RIVER	0.15	1221	933,495	5,253	13.0
2	4	Arterial	N OF 5 N OF CARDSTON SJ	BELLY RIVER	31.09	1221	933,495	5,253	13.0
2	4	Arterial	N OF 5 N OF CARDSTON SJ	BELLY RIVER	0.01	1221	933,495	5,253	13.0
2	6	Arterial	BELLY RIVER	S OF 3 AT FORT MACLEOD EJ	1.54	1221	933,495	1,880	12.2
2	6	Arterial	BELLY RIVER	S OF 3 AT FORT MACLEOD EJ	0.61	1221	933,495	1,880	12.2
2	6	Arterial	BELLY RIVER	S OF 3 AT FORT MACLEOD EJ	0.02	1221	933,495	1,617	12.2
2	6	Arterial	BELLY RIVER	S OF 3 AT FORT MACLEOD EJ	22.82	1221	933,495	1,883	12.2
2	6	Arterial	BELLY RIVER	S OF 3 AT FORT MACLEOD EJ	3.15	1221	933,495	1,617	12.2
2	8	Principal Arterial	N OF 3 & 810 W OF FT MACLEOD	S OF 527 AT STAVELY	4.93	1221	933,495	9,900	21.3
2	8	Principal Arterial	N OF 3 & 810 W OF FT MACLEOD	S OF 527 AT STAVELY	12.56	1221	933,495	9,900	21.3
2	8	Principal Arterial	N OF 3 & 810 W OF FT MACLEOD	S OF 527 AT STAVELY	36.21	1221	933,495	7,970	21.3
2	10	Principal Arterial	N OF STAVELY	S OF 23 E AT HIGH RIVER	2.37	1221	933,495	13,790	18.9
2	10	Principal Arterial	N OF STAVELY	S OF 23 E AT HIGH RIVER	5.80	1221	933,495	13,790	18.9
2	10	Principal Arterial	N OF STAVELY	S OF 23 E AT HIGH RIVER	22.46	1221	933,495	10,630	18.9
2	10	Principal Arterial	N OF STAVELY	S OF 23 E AT HIGH RIVER	19.54	1221	933,495	13,340	18.9
2	12	Principal Arterial	N OF 23 AT HIGH RIVER	S OF 2A S OF CALGARY	28.69	1221	933,495	23,640	14.8
2	15	Principal Arterial	N OF 2A S OF CALGARY	S OF 566 E OF BALZAC	42.62	1221	933,495	96,480	8.6
2	15	Principal Arterial	N OF 2A S OF CALGARY	S OF 566 E OF BALZAC	7.08	1221	933,495	22,550	8.6
2	15	Principal Arterial	N OF 2A S OF CALGARY	S OF 566 E OF BALZAC	3.20	1221	933,495	96,480	8.6
2	18	Principal Arterial	N OF 566 E OF BALZAC	S OF ACME ROAD	19.00	1221	933,495	32,480	12.1
2	18	Principal Arterial	N OF 566 E OF BALZAC	S OF ACME ROAD	3.23	1221	933,495	68,100	12.1
2	18	Principal Arterial	N OF 566 E OF BALZAC	S OF ACME ROAD	7.33	1221	933,495	39,120	12.1
2	20	Principal Arterial	N OF ACME ROAD	S OF 27 E OF OLDS	1.62	1221	933,495	31,720	14.6
2	20	Principal Arterial	N OF ACME ROAD	S OF 27 E OF OLDS	33.95	1221	933,495	31,720	14.6
2	22	Principal Arterial	N OF 27 E OF OLDS	S OF 54 & 590 AT INNISFAIL	18.14	1221	933,495	33,870	16.7
2	22	Principal Arterial	N OF 27 E OF OLDS	S OF 54 & 590 AT INNISFAIL	9.78	1221	933,495	33,870	16.7
2	24	Principal Arterial	N OF 54 & 590 E OF INNISFAIL	S OF 11A NW OF RED DEER	36.43	1221	933,495	37,840	14.5
2	26	Principal Arterial	N OF 11A NW OF RED DEER	S OF 53 W OF PONOKA	10.88	1221	666,104	27,780	15.6
2	26	Principal Arterial	N OF 11A NW OF RED DEER	S OF 53 W OF PONOKA	4.89	1221	666,104	40,090	15.6
2	26	Principal Arterial	N OF 11A NW OF RED DEER	S OF 53 W OF PONOKA	29.43	1221	666,104	27,410	15.6
2	28	Principal Arterial	N OF 53 W OF PONOKA	S OF 13 W OF WETASKIWIN	18.68	1221	666,104	29,630	16.3
2	28	Principal Arterial	N OF 53 W OF PONOKA	S OF 13 W OF WETASKIWIN	12.97	1221	666,104	29,630	16.3
2	30	Principal Arterial	N OF 13 W OF WETASKIWIN	S OF 50 AVE AT LEDUC	1.61	1221	666,104	31,400	15.6
2	30	Principal Arterial	N OF 13 W OF WETASKIWIN	S OF 50 AVE AT LEDUC	16.75	1221	666,104	31,400	15.6
2	30	Principal Arterial	N OF 13 W OF WETASKIWIN	S OF 50 AVE AT LEDUC	16.86	1221	666,104	31,400	15.6
2	32	Principal Arterial	N OF 50 AVE AT LEDUC	EDMONTON S.C.L.	1.92	1221	666,104	48,810	9.6
2	32	Principal Arterial	N OF 50 AVE AT LEDUC	EDMONTON S.C.L.	13.46	1221	666,104	78,260	9.6
2	34	Arterial	ST. ALBERT N.C.L.	JCT 37 E OF VOLMER	6.01	1221	666,104	26,120	6.3
2	36	Arterial	N OF 37 E OF VOLMER	S OF 18 W OF CLYDE WJ	15.81	1221	666,104	5,742	10.8
2	36	Arterial	N OF 37 E OF VOLMER	S OF 18 W OF CLYDE WJ	0.35	1221	666,104	5,742	10.8
2	36	Arterial	N OF 37 E OF VOLMER	S OF 18 W OF CLYDE WJ	12.36	1221	666,104	5,742	10.8
2	36	Arterial	N OF 37 E OF VOLMER	S OF 18 W OF CLYDE WJ	21.15	1221	666,104	5,742	10.8
2	38	Collector	E OF 18 W OF CLYDE WJ	S OF 661 W OF ROCHESTER	22.18	1221	666,104	3,606	12.3
2	38	Arterial	E OF 18 W OF CLYDE WJ	S OF 661 W OF ROCHESTER	0.46	1221	666,104	3,606	12.3
2	38	Collector	E OF 18 W OF CLYDE WJ	S OF 661 W OF ROCHESTER	5.22	1221	666,104	3,606	12.3
2	40	Collector	N OF 661 W OF ROCHESTER	S OF 55 AT ATHABASCA	2.70	1221	666,104	6,529	11.8
2	40	Collector	N OF 661 W OF ROCHESTER	S OF 55 AT ATHABASCA	41.71	1221	666,104	6,529	11.8
2	42	Arterial	W OF 55 AT ATHABASCA	N OF ISLAND LAKE	1.95	1221	6,240	2,592	9.9
2	42	Arterial	W OF 55 AT ATHABASCA	N OF ISLAND LAKE	36.91	1221	6,240	1,847	9.9
2	44	Arterial	N OF ISLAND LAKE	E OF 44 S OF HONDO	33.53	1221	6,240	650	14.5

**Provincial Highway Service Classification 20-Year Horizon**

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
2	44	Arterial	N OF ISLAND LAKE	E OF 44 S OF HONDO	0.00	1221	6,240	650	14.5
2	46	Arterial	N OF 44 S OF HONDO	SLAVE LAKE (A.R. 153)	1.44	1221	6,240	2,976	21.7
2	46	Arterial	N OF 44 S OF HONDO	SLAVE LAKE (A.R. 153)	40.81	1221	6,240	2,976	21.7
2	46	Arterial	N OF 44 S OF HONDO	SLAVE LAKE (A.R. 153)	15.61	1221	6,240	2,976	21.7
2	46	Arterial	N OF 44 S OF HONDO	SLAVE LAKE (A.R. 153)	1.61	1221	6,240	2,976	21.7
2	48	Arterial	SLAVE LAKE (A.R. 153)	KINUSO (A.R. 125)	1.54	1221	6,240	3,813	14.8
2	48	Arterial	SLAVE LAKE (A.R. 153)	KINUSO (A.R. 125)	5.16	1221	6,240	3,813	14.8
2	48	Arterial	SLAVE LAKE (A.R. 153)	KINUSO (A.R. 125)	23.03	1221	6,240	3,813	14.8
2	48	Arterial	SLAVE LAKE (A.R. 153)	KINUSO (A.R. 125)	3.21	1221	6,240	3,813	14.8
2	48	Arterial	SLAVE LAKE (A.R. 153)	KINUSO (A.R. 125)	12.76	1221	6,240	3,813	14.8
2	50	Arterial	KINUSO (A.R. 125)	ARCADIA	0.67	1221	6,240	2,891	18.7
2	50	Arterial	KINUSO (A.R. 125)	ARCADIA	5.22	1221	6,240	2,891	18.7
2	50	Arterial	KINUSO (A.R. 125)	ARCADIA	13.87	1221	6,240	2,891	18.7
2	50	Arterial	KINUSO (A.R. 125)	ARCADIA	3.25	1221	6,240	2,891	18.7
2	50	Arterial	KINUSO (A.R. 125)	ARCADIA	22.57	1221	6,240	2,891	18.7
2	52	Arterial	ARCADIA	E OF 2A AT TRIANGLE	4.21	1221	6,240	7,364	13.7
2	52	Arterial	ARCADIA	E OF 2A AT TRIANGLE	0.81	1221	6,240	4,024	13.7
2	52	Arterial	ARCADIA	E OF 2A AT TRIANGLE	1.11	1221	6,240	2,578	13.7
2	52	Arterial	ARCADIA	E OF 2A AT TRIANGLE	6.65	1221	6,240	2,578	13.7
2	52	Arterial	ARCADIA	E OF 2A AT TRIANGLE	13.08	1221	6,240	2,469	13.7
2	52	Arterial	ARCADIA	E OF 2A AT TRIANGLE	12.43	1221	6,240	4,024	13.7
2	52	Arterial	ARCADIA	E OF 2A AT TRIANGLE	0.83	1221	6,240	4,024	13.7
2	52	Arterial	ARCADIA	E OF 2A AT TRIANGLE	0.15	1221	6,240	2,578	13.7
2	52	Arterial	ARCADIA	E OF 2A AT TRIANGLE	0.22	1221	6,240	2,578	13.7
2	54	Arterial	N OF 2A AT TRIANGLE	S OF 679 S OF GUY	16.54	1221	6,240	935	16.1
2	54	Arterial	N OF 2A AT TRIANGLE	S OF 679 S OF GUY	4.46	1221	6,240	935	16.1
2	56	Arterial	N OF 679 N OF GUY	E OF 49 SW OF DONNELLY	2.44	1221	6,240	1,582	13.2
2	56	Arterial	N OF 679 N OF GUY	E OF 49 SW OF DONNELLY	0.03	1221	6,240	2,745	13.2
2	56	Arterial	N OF 679 N OF GUY	E OF 49 SW OF DONNELLY	13.20	1221	6,240	2,745	13.2
2	56	Arterial	N OF 679 N OF GUY	E OF 49 SW OF DONNELLY	12.73	1221	6,240	1,582	13.2
2	58	Principal Arterial	N OF 49 SW OF DONNELLY	SOUTH OF NAMPA	24.32	1221	6,240	2,857	22.2
2	60	Principal Arterial	S OF NAMPA	PEACE RIVER BRIDGE	0.50	1221	6,240	4,588	19.2
2	60	Principal Arterial	S OF NAMPA	PEACE RIVER BRIDGE	1.09	1221	6,240	4,588	19.2
2	60	Principal Arterial	S OF NAMPA	PEACE RIVER BRIDGE	0.12	1221	6,240	4,588	19.2
2	60	Principal Arterial	S OF NAMPA	PEACE RIVER BRIDGE	0.01	1221	6,240	4,791	19.2
2	60	Principal Arterial	S OF NAMPA	PEACE RIVER BRIDGE	0.20	1221	6,240	4,791	19.2
2	60	Principal Arterial	S OF NAMPA	PEACE RIVER BRIDGE	25.43	1221	6,240	4,791	19.2
2	60	Principal Arterial	S OF NAMPA	PEACE RIVER BRIDGE	10.12	1221	6,240	3,722	19.2
2	60	Principal Arterial	S OF NAMPA	PEACE RIVER BRIDGE	1.21	1221	6,240	3,492	19.2
2	62	Principal Arterial	PEACE RIVER BRIDGE	E OF 35 N OF GRIMSHAW	0.64	1221	40,226	6,650	7.9
2	62	Principal Arterial	PEACE RIVER BRIDGE	E OF 35 N OF GRIMSHAW	2.48	1221	40,226	6,650	7.9
2	62	Principal Arterial	PEACE RIVER BRIDGE	E OF 35 N OF GRIMSHAW	0.33	1221	40,226	5,120	7.9
2	62	Principal Arterial	PEACE RIVER BRIDGE	E OF 35 N OF GRIMSHAW	16.00	1221	40,226	5,120	7.9
2	64	Arterial	S OF 35 N OF GRIMSHAW	EAST OF WHITELAW	2.43	1221	40,226	3,950	9.5
2	64	Arterial	S OF 35 N OF GRIMSHAW	EAST OF WHITELAW	3.24	1221	40,226	5,938	9.5
2	64	Arterial	S OF 35 N OF GRIMSHAW	EAST OF WHITELAW	1.82	1221	40,226	3,950	9.5
2	64	Arterial	S OF 35 N OF GRIMSHAW	EAST OF WHITELAW	0.94	1221	40,226	3,950	9.5
2	64	Arterial	S OF 35 N OF GRIMSHAW	EAST OF WHITELAW	27.55	1221	40,226	3,950	9.5
2	64	Arterial	S OF 35 N OF GRIMSHAW	EAST OF WHITELAW	0.00	1221	40,226	1,838	9.5
2	66	Arterial	EAST OF WHITELAW	E OF 64 W OF WATERHOLE	24.21	1221	40,226	1,975	14.9
2	66	Arterial	EAST OF WHITELAW	E OF 64 W OF WATERHOLE	11.03	1221	40,226	4,745	14.9
2	66	Arterial	EAST OF WHITELAW	E OF 64 W OF WATERHOLE	2.42	1221	40,226	4,745	14.9
2	66	Arterial	EAST OF WHITELAW	E OF 64 W OF WATERHOLE	0.01	1221	40,226	4,745	14.9
2	66	Arterial	EAST OF WHITELAW	E OF 64 W OF WATERHOLE	0.72	1221	40,226	4,745	14.9

Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
2	68	Arterial	W OF 64 W OF WATERHOLE	N OF 49 E OF RYCROFT	3.13	1221	40,226	4,063	15.7
2	68	Arterial	W OF 64 W OF WATERHOLE	N OF 49 E OF RYCROFT	16.62	1221	40,226	4,063	15.7
2	68	Arterial	W OF 64 W OF WATERHOLE	N OF 49 E OF RYCROFT	14.14	1221	40,226	4,063	15.7
2	68	Arterial	W OF 64 W OF WATERHOLE	N OF 49 E OF RYCROFT	0.21	1221	40,226	4,063	15.7
2	70	Arterial	S OF 49 E OF RYCROFT	NORTH OF WEBSTER	16.51	1221	40,226	5,943	16.5
2	70	Arterial	S OF 49 E OF RYCROFT	NORTH OF WEBSTER	13.36	1221	40,226	5,539	16.5
2	70	Arterial	S OF 49 E OF RYCROFT	NORTH OF WEBSTER	0.06	1221	40,226	5,539	16.5
2	70	Arterial	S OF 49 E OF RYCROFT	NORTH OF WEBSTER	3.37	1221	40,226	5,943	16.5
2	72	Arterial	NORTH OF WEBSTER	N OF 43 N OF GRANDE PRAIRIE	10.67	1221	40,226	15,150	12.5
2	72	Arterial	NORTH OF WEBSTER	N OF 43 N OF GRANDE PRAIRIE	18.31	1221	40,226	15,150	12.5
2A	4	Local	W OF 23 AT HIGH RIVER	S OF 7 N OF ALDERSYDE	11.53	16	9,522	9,439	10.1
2A	4	Local	W OF 23 AT HIGH RIVER	S OF 7 N OF ALDERSYDE	0.34	16	9,522	15,861	10.1
2A	4	Local	W OF 23 AT HIGH RIVER	S OF 7 N OF ALDERSYDE	0.50	16	9,522	15,861	10.1
2A	4	Local	W OF 23 AT HIGH RIVER	S OF 7 N OF ALDERSYDE	3.53	16	9,522	15,861	10.1
2A	6	Local	OKOTOKS N.C.L.	W OF 2 & 552 N OF OKOTOKS	5.93	6	11,664	32,880	4.0
2A	6	Local	OKOTOKS N.C.L.	W OF 2 & 552 N OF OKOTOKS	0.03	6	11,664	32,880	4.0
2A	8	Arterial	N OF 2 S OF CALGARY	S.C.L. CALGARY	4.72	5	933,495	25,840	6.4
2A	10	Collector	W OF 2 & 72 E OF CROSSFIELD	S OF 2 AT ACME ROAD	4.91	67	2,288	3,330	13.6
2A	10	Collector	W OF 2 & 72 E OF CROSSFIELD	S OF 2 AT ACME ROAD	1.60	67	2,288	3,330	13.6
2A	10	Collector	W OF 2 & 72 E OF CROSSFIELD	S OF 2 AT ACME ROAD	3.93	67	2,288	5,517	13.6
2A	10	Collector	W OF 2 & 72 E OF CROSSFIELD	S OF 2 AT ACME ROAD	0.02	67	2,288	3,330	13.6
2A	10	Collector	W OF 2 & 72 E OF CROSSFIELD	S OF 2 AT ACME ROAD	0.82	67	2,288	5,517	13.6
2A	12	Collector	N OF 2 AT ACME ROAD	S OF 582 E OF DIDSBURY	0.81	67	3,932	3,930	9.6
2A	12	Collector	N OF 2 AT ACME ROAD	S OF 582 E OF DIDSBURY	0.85	67	3,932	4,431	9.6
2A	12	Collector	N OF 2 AT ACME ROAD	S OF 582 E OF DIDSBURY	1.67	67	3,932	5,431	9.6
2A	12	Collector	N OF 2 AT ACME ROAD	S OF 582 E OF DIDSBURY	9.74	67	3,932	4,116	9.6
2A	12	Collector	N OF 2 AT ACME ROAD	S OF 582 E OF DIDSBURY	0.85	67	3,932	3,930	9.6
2A	12	Collector	N OF 2 AT ACME ROAD	S OF 582 E OF DIDSBURY	8.63	67	3,932	4,431	9.6
2A	14	Collector	N OF 582 E OF DIDSBURY	W OF 2 & 587 E OF BOWDEN	3.28	67	6,607	3,162	7.9
2A	14	Collector	N OF 582 E OF DIDSBURY	W OF 2 & 587 E OF BOWDEN	1.31	67	6,607	6,117	7.9
2A	14	Collector	N OF 582 E OF DIDSBURY	W OF 2 & 587 E OF BOWDEN	0.04	67	6,607	3,162	7.9
2A	14	Collector	N OF 582 E OF DIDSBURY	W OF 2 & 587 E OF BOWDEN	4.42	67	6,607	3,162	7.9
2A	14	Collector	N OF 582 E OF DIDSBURY	W OF 2 & 587 E OF BOWDEN	10.67	67	6,607	3,411	7.9
2A	14	Collector	N OF 582 E OF DIDSBURY	W OF 2 & 587 E OF BOWDEN	13.37	67	6,607	6,172	7.9
2A	16	Collector	W OF 2 AT INNISFAIL	RED DEER S.C.L.	1.67	26	75,923	5,295	5.6
2A	16	Collector	W OF 2 AT INNISFAIL	RED DEER S.C.L.	0.94	26	75,923	8,120	5.6
2A	16	Collector	W OF 2 AT INNISFAIL	RED DEER S.C.L.	9.95	26	75,923	8,120	5.6
2A	16	Collector	W OF 2 AT INNISFAIL	RED DEER S.C.L.	10.28	26	75,923	5,295	5.6
2A	16	Collector	W OF 2 AT INNISFAIL	RED DEER S.C.L.	0.06	26	75,923	4,400	5.6
2A	16	Collector	W OF 2 AT INNISFAIL	RED DEER S.C.L.	3.45	26	75,923	5,295	5.6
2A	17	Collector			0.02	10	75,923	17,410	9.4
2A	18	Collector	RED DEER N.C.L.	S OF 12 AT LACOMBE	1.16	25	75,923	9,952	7.9
2A	18	Collector	RED DEER N.C.L.	S OF 12 AT LACOMBE	0.17	25	75,923	9,952	7.9
2A	18	Collector	RED DEER N.C.L.	S OF 12 AT LACOMBE	4.95	25	75,923	9,952	7.9
2A	18	Collector	RED DEER N.C.L.	S OF 12 AT LACOMBE	8.07	25	75,923	9,952	7.9
2A	18	Collector	RED DEER N.C.L.	S OF 12 AT LACOMBE	1.32	25	75,923	9,952	7.9
2A	18	Collector	RED DEER N.C.L.	S OF 12 AT LACOMBE	3.05	25	75,923	9,952	7.9
2A	20	Collector	N OF 12 AT LACOMBE	E OF 2 NE OF LACOMBE	2.83	25	10,235	7,695	6.8
2A	20	Collector	N OF 12 AT LACOMBE	E OF 2 NE OF LACOMBE	2.80	25	10,235	7,690	6.8
2A	20	Collector	N OF 12 AT LACOMBE	E OF 2 NE OF LACOMBE	0.94	25	10,235	7,690	6.8
2A	22	Collector	E OF 2 SW OF MORNINGSIDE	S OF 53 AT PONOKA	10.36	80	6,330	7,436	9.5
2A	22	Collector	E OF 2 SW OF MORNINGSIDE	S OF 53 AT PONOKA	0.95	80	6,330	7,436	9.5
2A	22	Collector	E OF 2 SW OF MORNINGSIDE	S OF 53 AT PONOKA	3.28	80	6,330	5,381	9.5
2A	24	Collector	N OF 53 AT PONOKA	WETASKIWIN S.C.L.	8.32	80	11,154	4,120	8.5

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
2A	24	Collector	N OF 53 AT PONOKA	WETASKIWIN S.C.L.	16.30	80	11,154	4,608	8.5
2A	24	Collector	N OF 53 AT PONOKA	WETASKIWIN S.C.L.	2.99	80	11,154	2,426	8.5
2A	24	Collector	N OF 53 AT PONOKA	WETASKIWIN S.C.L.	6.90	80	11,154	4,120	8.5
2A	25	Collector			0.02	80	15,630	10,580	7.5
2A	26	Collector	WETASKIWIN N.C.L.	LEDUC S.C.L.	2.50	80	15,630	9,002	8.0
2A	26	Collector	WETASKIWIN N.C.L.	LEDUC S.C.L.	13.43	80	15,630	9,299	8.0
2A	26	Collector	WETASKIWIN N.C.L.	LEDUC S.C.L.	0.00	80	15,630	10,580	8.0
2A	26	Collector	WETASKIWIN N.C.L.	LEDUC S.C.L.	1.73	80	15,630	9,002	8.0
2A	26	Collector	WETASKIWIN N.C.L.	LEDUC S.C.L.	1.15	80	15,630	9,002	8.0
2A	26	Collector	WETASKIWIN N.C.L.	LEDUC S.C.L.	11.56	80	15,630	9,002	8.0
2A	36	Local	S OF 2 W OF PEACE RIVER	E OF 2 AT GRIMSHAW	1.75	12	6,240	1,060	4.2
2A	36	Local	S OF 2 W OF PEACE RIVER	E OF 2 AT GRIMSHAW	9.90	12	6,240	1,060	4.2
2A	44	Local	E OF 2 S OF HONDO	SMITH	14.71	15	100	650	5.5
2A	54	Arterial	W OF 2 AT TRIANGLE	E OF 49 S OF GUY	3.26	27	2,820	1,738	25.1
2A	54	Arterial	W OF 2 AT TRIANGLE	E OF 49 S OF GUY	24.20	27	2,820	1,040	25.1
3	2	Principal Arterial	B.C. BORDER	W OF BURMIS	0.85	324	72,717	6,619	10.9
3	2	Principal Arterial	B.C. BORDER	W OF BURMIS	31.91	324	72,717	6,619	10.9
3	4	Principal Arterial	W OF BURMIS	W OF 6 N OF PINCHER CREEK	1.08	324	72,717	3,443	15.1
3	4	Principal Arterial	W OF BURMIS	W OF 6 N OF PINCHER CREEK	0.55	324	72,717	3,879	15.1
3	4	Principal Arterial	W OF BURMIS	W OF 6 N OF PINCHER CREEK	11.11	324	72,717	3,443	15.1
3	4	Principal Arterial	W OF BURMIS	W OF 6 N OF PINCHER CREEK	0.97	324	72,717	3,443	15.1
3	4	Principal Arterial	W OF BURMIS	W OF 6 N OF PINCHER CREEK	5.52	324	72,717	3,443	15.1
3	4	Principal Arterial	W OF BURMIS	W OF 6 N OF PINCHER CREEK	0.03	324	72,717	3,443	15.1
3	4	Principal Arterial	W OF BURMIS	W OF 6 N OF PINCHER CREEK	10.05	324	72,717	3,879	15.1
3	6	Principal Arterial	E OF 6 N OF PINCHER CREEK	W OF 2 W OF FT MACLEOD WJ	23.15	324	72,717	5,245	15.4
3	6	Principal Arterial	E OF 6 N OF PINCHER CREEK	W OF 2 W OF FT MACLEOD WJ	6.49	324	72,717	5,245	15.4
3	6	Principal Arterial	E OF 6 N OF PINCHER CREEK	W OF 2 W OF FT MACLEOD WJ	0.80	324	72,717	5,245	15.4
3	6	Principal Arterial	E OF 6 N OF PINCHER CREEK	W OF 2 W OF FT MACLEOD WJ	13.42	324	72,717	5,457	15.4
3	8	Principal Arterial	E OF 2 W OF FT MACLEOD WJ	W OF 25 W OF LETHBRIDGE	6.44	324	72,717	8,950	15.7
3	8	Principal Arterial	E OF 2 W OF FT MACLEOD WJ	W OF 25 W OF LETHBRIDGE	21.15	324	72,717	9,180	15.7
3	8	Principal Arterial	E OF 2 W OF FT MACLEOD WJ	W OF 25 W OF LETHBRIDGE	0.73	324	72,717	7,410	15.7
3	8	Principal Arterial	E OF 2 W OF FT MACLEOD WJ	W OF 25 W OF LETHBRIDGE	19.18	324	72,717	9,180	15.7
3	9	Principal Arterial	SE OF 25 W OF LETHBRIDGE	W OF 4 E.C.L LETHBRIDGE	7.60	324	72,717	36,640	12.5
3	9	Principal Arterial	SE OF 25 W OF LETHBRIDGE	W OF 4 E.C.L LETHBRIDGE	1.13	324	72,717	36,640	12.5
3	10	Principal Arterial	E OF 4 & 843 IN LETHBRIDGE	W OF 36 AT TABER EJ	2.46	324	72,717	10,560	14.4
3	10	Principal Arterial	E OF 4 & 843 IN LETHBRIDGE	W OF 36 AT TABER EJ	0.24	324	72,717	21,200	14.4
3	10	Principal Arterial	E OF 4 & 843 IN LETHBRIDGE	W OF 36 AT TABER EJ	3.39	324	72,717	9,880	14.4
3	10	Principal Arterial	E OF 4 & 843 IN LETHBRIDGE	W OF 36 AT TABER EJ	11.81	324	72,717	9,530	14.4
3	10	Principal Arterial	E OF 4 & 843 IN LETHBRIDGE	W OF 36 AT TABER EJ	10.61	324	72,717	21,200	14.4
3	10	Principal Arterial	E OF 4 & 843 IN LETHBRIDGE	W OF 36 AT TABER EJ	0.01	324	72,717	9,880	14.4
3	10	Principal Arterial	E OF 4 & 843 IN LETHBRIDGE	W OF 36 AT TABER EJ	20.14	324	72,717	8,990	14.4
3	12	Principal Arterial	E OF 36 AT TABER EJ	E OF GRASSY LAKE (DIST BDY)	0.55	324	72,717	4,243	24.0
3	12	Principal Arterial	E OF 36 AT TABER EJ	E OF GRASSY LAKE (DIST BDY)	0.30	324	72,717	4,243	24.0
3	12	Principal Arterial	E OF 36 AT TABER EJ	E OF GRASSY LAKE (DIST BDY)	0.01	324	72,717	3,567	24.0
3	12	Principal Arterial	E OF 36 AT TABER EJ	E OF GRASSY LAKE (DIST BDY)	35.52	324	72,717	3,567	24.0
3	12	Principal Arterial	E OF 36 AT TABER EJ	E OF GRASSY LAKE (DIST BDY)	0.01	324	72,717	4,240	24.0
3	14	Principal Arterial	E OF GRASSY LAKE (DIST BDY)	W OF SEVEN PERSONS	2.11	324	72,717	3,704	22.2
3	14	Principal Arterial	E OF GRASSY LAKE (DIST BDY)	W OF SEVEN PERSONS	26.00	324	72,717	3,917	22.2
3	14	Principal Arterial	E OF GRASSY LAKE (DIST BDY)	W OF SEVEN PERSONS	18.77	324	72,717	5,043	22.2
3	16	Principal Arterial	W OF SEVEN PERSONS	MEDICINE HAT S.C.L.	23.60	324	72,717	4,476	14.8
3	16	Principal Arterial	W OF SEVEN PERSONS	MEDICINE HAT S.C.L.	0.26	324	72,717	4,476	14.8
3A	10	Local			0.93				
3A	10	Local			0.59				
3A	10	Local			1.39				

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
3A	10	Local			0.56				
3A	6	Local	S OF 3 SW OF LUNDBRECK WJ	S OF 3 NW OF LUNDBRECK EJ	3.59	4	100	305	5.4
3A	8	Arterial	N OF 3 SW OF MONARCH	N OF 3 SE OF MONARCH	1.43	8	100	2,763	17.7
3A	8	Arterial	N OF 3 SW OF MONARCH	N OF 3 SE OF MONARCH	3.46	8	100	2,763	17.7
3A	8	Arterial	N OF 3 SW OF MONARCH	N OF 3 SE OF MONARCH	2.46	8	100	2,763	17.7
4	2	Principal Arterial	E OF 500 AT COUTTS	S OF 36 N OF WARNER	1.42	103	72,717	2,350	32.5
4	2	Principal Arterial	E OF 500 AT COUTTS	S OF 36 N OF WARNER	1.17	103	72,717	3,619	32.5
4	2	Principal Arterial	E OF 500 AT COUTTS	S OF 36 N OF WARNER	3.34	103	72,717	3,619	32.5
4	2	Principal Arterial	E OF 500 AT COUTTS	S OF 36 N OF WARNER	13.70	103	72,717	3,619	32.5
4	2	Principal Arterial	E OF 500 AT COUTTS	S OF 36 N OF WARNER	13.92	103	72,717	3,619	32.5
4	2	Principal Arterial	E OF 500 AT COUTTS	S OF 36 N OF WARNER	4.37	103	72,717	3,619	32.5
4	4	Principal Arterial	N OF 36 N OF WARNER	S OF 61 N OF STIRLING	36.41	103	72,717	2,560	32.1
4	6	Principal Arterial	N OF 61 N OF STIRLING	LETHBRIDGE E.C.L.	20.49	103	72,717	4,570	18.9
4	6	Principal Arterial	N OF 61 N OF STIRLING	LETHBRIDGE E.C.L.	3.28	103	72,717	4,570	18.9
4	7	Principal Arterial	LETHBRIDGE E.C.L.	S OF 3 LETHBRIDGE	5.20	103	72,717	14,010	15.6
4	7	Principal Arterial	LETHBRIDGE E.C.L.	S OF 3 LETHBRIDGE	0.00	103	72,717	8,590	15.6
5	2	Collector	WATERTON LAKES PARK BOUNDARY	W OF 2 N OF CARDSTON WJ	0.13	110	72,717	1,597	7.4
5	2	Collector	WATERTON LAKES PARK BOUNDARY	W OF 2 N OF CARDSTON WJ	38.29	110	72,717	1,597	7.4
5	2	Collector	WATERTON LAKES PARK BOUNDARY	W OF 2 N OF CARDSTON WJ	2.01	110	72,717	1,597	7.4
5	2	Collector	WATERTON LAKES PARK BOUNDARY	W OF 2 N OF CARDSTON WJ	0.13	110	72,717	1,597	7.4
5	2	Collector	WATERTON LAKES PARK BOUNDARY	W OF 2 N OF CARDSTON WJ	0.54	110	72,717	1,597	7.4
5	4	Collector	E OF 2 N OF CARDSTON NJ	W OF 62 AT MAGRATH	0.02	110	72,717	2,181	8.6
5	4	Collector	E OF 2 N OF CARDSTON NJ	W OF 62 AT MAGRATH	0.22	110	72,717	2,181	8.6
5	4	Collector	E OF 2 N OF CARDSTON NJ	W OF 62 AT MAGRATH	2.97	110	72,717	1,927	8.6
5	4	Collector	E OF 2 N OF CARDSTON NJ	W OF 62 AT MAGRATH	0.75	110	72,717	2,181	8.6
5	4	Collector	E OF 2 N OF CARDSTON NJ	W OF 62 AT MAGRATH	0.01	110	72,717	2,181	8.6
5	4	Collector	E OF 2 N OF CARDSTON NJ	W OF 62 AT MAGRATH	36.86	110	72,717	2,181	8.6
5	6	Collector	E OF 62 AT MAGRATH	LETHBRIDGE S.C.L.	0.00	110	72,717	7,182	6.3
5	6	Collector	E OF 62 AT MAGRATH	LETHBRIDGE S.C.L.	6.79	110	72,717	9,745	6.3
5	6	Collector	E OF 62 AT MAGRATH	LETHBRIDGE S.C.L.	0.65	110	72,717	9,745	6.3
5	6	Collector	E OF 62 AT MAGRATH	LETHBRIDGE S.C.L.	7.56	110	72,717	9,745	6.3
5	6	Collector	E OF 62 AT MAGRATH	LETHBRIDGE S.C.L.	10.90	110	72,717	7,182	6.3
5	6	Collector	E OF 62 AT MAGRATH	LETHBRIDGE S.C.L.	2.60	110	72,717	5,976	6.3
6	4	Collector	WATERTON LAKES PARK BOUNDARY	S OF 3 AT PINCHER CREEK	3.08	48	3,666	3,059	12.5
6	4	Collector	WATERTON LAKES PARK BOUNDARY	S OF 3 AT PINCHER CREEK	2.16	48	3,666	3,059	12.5
6	4	Collector	WATERTON LAKES PARK BOUNDARY	S OF 3 AT PINCHER CREEK	43.12	48	3,666	1,009	12.5
7	8	Collector	E OF 22 AT BLACK DIAMOND	W OF 2 & 547 N OF ALDERSYDE	0.81	26	11,664	7,901	11.7
7	8	Collector	E OF 22 AT BLACK DIAMOND	W OF 2 & 547 N OF ALDERSYDE	6.81	26	11,664	7,901	11.7
7	8	Collector	E OF 22 AT BLACK DIAMOND	W OF 2 & 547 N OF ALDERSYDE	17.69	26	11,664	7,901	11.7
7	8	Collector	E OF 22 AT BLACK DIAMOND	W OF 2 & 547 N OF ALDERSYDE	0.84	26	11,664	7,901	11.7
8	6	Arterial	E OF 22 NE OF BRAGG CREEK	CALGARY W.C.L.	16.55	17	933,495	13,000	14.6
9	2	Principal Arterial	N OF 1 & 797 N OF LANGDON	W OF 21 E OF BEISEKER	9.80	327	933,495	2,872	21.9
9	2	Principal Arterial	N OF 1 & 797 N OF LANGDON	W OF 21 E OF BEISEKER	0.02	327	933,495	2,872	21.9
9	2	Principal Arterial	N OF 1 & 797 N OF LANGDON	W OF 21 E OF BEISEKER	9.78	327	933,495	2,872	21.9
9	2	Principal Arterial	N OF 1 & 797 N OF LANGDON	W OF 21 E OF BEISEKER	45.24	327	933,495	2,872	21.9
9	4	Principal Arterial	E OF 21 E OF BEISEKER	S OF 10 AT DRUMHELLER	42.68	327	933,495	8,663	9.3
9	4	Principal Arterial	E OF 21 E OF BEISEKER	S OF 10 AT DRUMHELLER	0.49	327	933,495	8,663	9.3
9	4	Principal Arterial	E OF 21 E OF BEISEKER	S OF 10 AT DRUMHELLER	0.98	327	933,495	8,663	9.3
9	6	Principal Arterial	N.C.L. OF DRUMHELLER	S OF 27 & 56 SE OF MORRIN	18.93	327	933,495	2,660	10.3
9	6	Principal Arterial	N.C.L. OF DRUMHELLER	S OF 27 & 56 SE OF MORRIN	1.08	327	933,495	3,490	10.3
9	6	Principal Arterial	N.C.L. OF DRUMHELLER	S OF 27 & 56 SE OF MORRIN	0.94	327	933,495	3,490	10.3
9	6	Principal Arterial	N.C.L. OF DRUMHELLER	S OF 27 & 56 SE OF MORRIN	0.72	327	933,495	3,490	10.3
9	6	Principal Arterial	N.C.L. OF DRUMHELLER	S OF 27 & 56 SE OF MORRIN	0.49	327	933,495	3,490	10.3
9	8	Principal Arterial	E OF 27 & 56 SE OF MORRIN	W OF 36 E OF HANNA WJ	1.17	327	7,785	3,729	12.1

**Provincial Highway Service Classification 20-Year Horizon**

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
9	8	Principal Arterial	E OF 27 & 56 SE OF MORRIN	W OF 36 E OF HANNA WJ	10.97	327	7,785	3,729	12.1
9	8	Principal Arterial	E OF 27 & 56 SE OF MORRIN	W OF 36 E OF HANNA WJ	6.38	327	7,785	3,729	12.1
9	8	Principal Arterial	E OF 27 & 56 SE OF MORRIN	W OF 36 E OF HANNA WJ	42.49	327	7,785	3,291	12.1
9	10	Principal Arterial	E OF 36 E OF HANNA WJ	YOUNGSTOWN	42.24	327	7,785	2,561	15.4
9	10	Principal Arterial	E OF 36 E OF HANNA WJ	YOUNGSTOWN	4.32	327	7,785	2,561	15.4
9	12	Principal Arterial	YOUNGSTOWN	W OF 41 N OF OYEN	54.99	327	7,785	2,274	16.2
9	14	Principal Arterial	E OF 41 N OF OYEN	SASKATCHEWAN BORDER	33.01	327	7,785	2,138	18.2
10	8	Arterial	DRUMHELLER E.C.L.	N OF 569 SE OF EAST COULEE	7.37	22	7,785	1,279	9.5
10	8	Local	DRUMHELLER E.C.L.	N OF 569 SE OF EAST COULEE	0.66	22	7,785	1,279	9.5
10	8	Arterial	DRUMHELLER E.C.L.	N OF 569 SE OF EAST COULEE	0.73	22	7,785	1,279	9.5
10	8	Collector	DRUMHELLER E.C.L.	N OF 569 SE OF EAST COULEE	13.30	22	7,785	1,279	9.5
10X	2	Park Access	WAYNE	S OF 10 AT ROSEDALE	5.61	6	7,785	1,030	3.6
11	2	Arterial	BANFF PARK BOUNDARY	CLINE RIVER	35.78	304	75,923	238	4.9
11	4	Arterial	CLINE RIVER	NORTH OF NORDEGG	0.25	304	75,923	1,050	6.9
11	4	Arterial	CLINE RIVER	NORTH OF NORDEGG	17.50	304	75,923	1,050	6.9
11	4	Arterial	CLINE RIVER	NORTH OF NORDEGG	31.78	304	75,923	1,050	6.9
11	6	Arterial			26.84	304	75,923	1,775	17.8
11	8	Arterial	E BDY ROCKY FOREST RESERVE	W OF 756 & 11A S OF CRIMSON LK	50.77	304	75,923	2,061	17.8
11	10	Arterial	E OF 11A & 756 S OF CRIMSON LK	W OF 766 S OF ECKVILLE EJ	1.26	304	75,923	9,576	13.5
11	10	Arterial	E OF 11A & 756 S OF CRIMSON LK	W OF 766 S OF ECKVILLE EJ	3.39	304	75,923	8,729	13.5
11	10	Arterial	E OF 11A & 756 S OF CRIMSON LK	W OF 766 S OF ECKVILLE EJ	0.46	304	75,923	9,576	13.5
11	10	Arterial	E OF 11A & 756 S OF CRIMSON LK	W OF 766 S OF ECKVILLE EJ	5.08	304	75,923	9,576	13.5
11	10	Arterial	E OF 11A & 756 S OF CRIMSON LK	W OF 766 S OF ECKVILLE EJ	0.61	304	75,923	9,576	13.5
11	10	Arterial	E OF 11A & 756 S OF CRIMSON LK	W OF 766 S OF ECKVILLE EJ	0.75	304	75,923	9,576	13.5
11	10	Arterial	E OF 11A & 756 S OF CRIMSON LK	W OF 766 S OF ECKVILLE EJ	33.25	304	75,923	5,793	13.5
11	10	Arterial	E OF 11A & 756 S OF CRIMSON LK	W OF 766 S OF ECKVILLE EJ	6.56	304	75,923	6,838	13.5
11	12	Arterial	E OF 766 S OF ECKVILLE EJ	W OF 2 AT RED DEER	27.03	304	75,923	9,251	7.7
11	12	Arterial	E OF 766 S OF ECKVILLE EJ	W OF 2 AT RED DEER	2.83	304	75,923	9,251	7.7
11	12	Arterial	E OF 766 S OF ECKVILLE EJ	W OF 2 AT RED DEER	5.73	304	75,923	9,251	7.7
11	13	Arterial			0.01	304	75,923	29,740	7.5
11	14	Arterial	RED DEER E.C.L.	W OF 815 S OF JOFFRE	0.01	304	75,923	6,055	7.3
11	14	Arterial	RED DEER E.C.L.	W OF 815 S OF JOFFRE	10.45	304	75,923	6,385	7.3
11	14	Arterial	RED DEER E.C.L.	W OF 815 S OF JOFFRE	5.05	304	75,923	6,385	7.3
11	16	Arterial	E OF 815 S OF JOFFRE	S OF 12 SE OF NEVIS	5.01	304	75,923	3,935	13.2
11	16	Arterial	E OF 815 S OF JOFFRE	S OF 12 SE OF NEVIS	33.25	304	75,923	3,935	13.2
11A	2	Local	S OF 11 & 756 S OF CRIMSON LK	ROCKY MOUNTAIN HOUSE	1.72	11	6,584	3,379	13.2
11A	2	Local	S OF 11 & 756 S OF CRIMSON LK	ROCKY MOUNTAIN HOUSE	0.07	11	6,584	3,379	13.2
11A	2	Local	S OF 11 & 756 S OF CRIMSON LK	ROCKY MOUNTAIN HOUSE	9.58	11	6,584	3,379	13.2
11A	4	Collector	E OF 11 NE OF BENALTO	W OF 2A AT RED DEER	1.03	31	75,923	11,573	9.5
11A	4	Collector	E OF 11 NE OF BENALTO	W OF 2A AT RED DEER	2.63	31	75,923	11,573	9.5
11A	4	Collector	E OF 11 NE OF BENALTO	W OF 2A AT RED DEER	13.75	31	75,923	11,573	9.5
11A	4	Collector	E OF 11 NE OF BENALTO	W OF 2A AT RED DEER	0.09	31	75,923	11,573	9.5
11A	4	Local	E OF 11 NE OF BENALTO	W OF 2A AT RED DEER	8.87	31	75,923	1,681	9.5
11A	4	Local	E OF 11 NE OF BENALTO	W OF 2A AT RED DEER	4.31	31	75,923	8,710	9.5
12	4	Collector	E OF 22 N OF ROCKY MTN HOUSE	9.82 KM W OF 766 W OF GILBY	27.69	365	10,235	1,549	17.5
12	4	Collector	E OF 22 N OF ROCKY MTN HOUSE	9.82 KM W OF 766 W OF GILBY	1.64	365	10,235	1,549	17.5
12	6	Collector	9.82 KM W OF 766 W OF GILBY	W OF 20 W OF BENTLEY	29.42	365	10,235	1,658	15.5
12	6	Collector	9.82 KM W OF 766 W OF GILBY	W OF 20 W OF BENTLEY	0.02	365	10,235	1,658	15.5
12	8	Collector	E OF 20 W OF BENTLEY	W OF 2 W OF LACOMBE	0.67	365	10,235	3,791	13.2
12	8	Collector	E OF 20 W OF BENTLEY	W OF 2 W OF LACOMBE	0.72	365	10,235	3,791	13.2
12	8	Collector	E OF 20 W OF BENTLEY	W OF 2 W OF LACOMBE	0.25	365	10,235	3,791	13.2
12	8	Collector	E OF 20 W OF BENTLEY	W OF 2 W OF LACOMBE	0.22	365	10,235	3,791	13.2
12	8	Collector	E OF 20 W OF BENTLEY	W OF 2 W OF LACOMBE	9.39	365	10,235	3,791	13.2
12	8	Collector	E OF 20 W OF BENTLEY	W OF 2 W OF LACOMBE	0.35	365	10,235	3,791	13.2

**Provincial Highway Service Classification 20-Year Horizon**

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
12	8	Collector	E OF 20 W OF BENTLEY	W OF 2 W OF LACOMBE	0.03	365	10,235	3,791	13.2
12	8	Collector	E OF 20 W OF BENTLEY	W OF 2 W OF LACOMBE	0.87	365	10,235	3,791	13.2
12	8	Collector	E OF 20 W OF BENTLEY	W OF 2 W OF LACOMBE	8.40	365	10,235	3,791	13.2
12	10	Collector	E OF 2 W OF LACOMBE	W OF 50 SE OF TEES	4.89	365	10,235	3,661	12.0
12	10	Collector	E OF 2 W OF LACOMBE	W OF 50 SE OF TEES	0.29	365	10,235	2,710	12.0
12	10	Collector	E OF 2 W OF LACOMBE	W OF 50 SE OF TEES	26.17	365	10,235	2,710	12.0
12	10	Collector	E OF 2 W OF LACOMBE	W OF 50 SE OF TEES	0.47	365	10,235	8,120	12.0
12	10	Collector	E OF 2 W OF LACOMBE	W OF 50 SE OF TEES	0.47	365	10,235	8,120	12.0
12	12	Collector	S OF 50 SE OF TEES	W OF 56 AT STETTLER WJ	1.32	365	10,235	2,299	14.6
12	12	Arterial	S OF 50 SE OF TEES	W OF 56 AT STETTLER WJ	1.07	365	10,235	9,708	14.6
12	12	Arterial	S OF 50 SE OF TEES	W OF 56 AT STETTLER WJ	0.41	365	10,235	9,708	14.6
12	12	Collector	S OF 50 SE OF TEES	W OF 56 AT STETTLER WJ	10.43	365	10,235	2,299	14.6
12	12	Collector	S OF 50 SE OF TEES	W OF 56 AT STETTLER WJ	0.24	365	10,235	2,299	14.6
12	12	Collector	S OF 50 SE OF TEES	W OF 56 AT STETTLER WJ	6.56	365	10,235	2,273	14.6
12	14	Arterial	E OF 56 AT STETTLER WJ	W OF 36 SE OF CASTOR	1.83	365	5,226	2,473	14.8
12	14	Arterial	E OF 56 AT STETTLER WJ	W OF 36 SE OF CASTOR	0.74	365	5,226	2,705	14.8
12	14	Arterial	E OF 56 AT STETTLER WJ	W OF 36 SE OF CASTOR	0.29	365	5,226	7,233	14.8
12	14	Arterial	E OF 56 AT STETTLER WJ	W OF 36 SE OF CASTOR	1.94	365	5,226	7,233	14.8
12	14	Arterial	E OF 56 AT STETTLER WJ	W OF 36 SE OF CASTOR	11.75	365	5,226	3,224	14.8
12	14	Arterial	E OF 56 AT STETTLER WJ	W OF 36 SE OF CASTOR	19.55	365	5,226	2,568	14.8
12	14	Arterial	E OF 56 AT STETTLER WJ	W OF 36 SE OF CASTOR	24.33	365	5,226	2,473	14.8
12	14	Arterial	E OF 56 AT STETTLER WJ	W OF 36 SE OF CASTOR	3.30	365	5,226	2,473	14.8
12	16	Arterial	E OF 36 E OF CASTOR	W OF 872 AT CORONATION WJ	30.30	365	5,226	1,458	21.8
12	18	Arterial	E OF 872 AT CORONATION WJ	W OF 41 & 886 AT CONSORT WJ	1.67	365	5,226	1,303	18.3
12	18	Arterial	E OF 872 AT CORONATION WJ	W OF 41 & 886 AT CONSORT WJ	0.04	365	5,226	1,303	18.3
12	18	Arterial	E OF 872 AT CORONATION WJ	W OF 41 & 886 AT CONSORT WJ	22.37	365	5,226	1,303	18.3
12	18	Arterial	E OF 872 AT CORONATION WJ	W OF 41 & 886 AT CONSORT WJ	9.19	365	5,226	1,356	18.3
12	18	Arterial	E OF 872 AT CORONATION WJ	W OF 41 & 886 AT CONSORT WJ	16.18	365	5,226	1,356	18.3
12	18	Arterial	E OF 872 AT CORONATION WJ	W OF 41 & 886 AT CONSORT WJ	0.83	365	5,226	1,173	18.3
12	20	Arterial	E OF 41 & 886 AT CONSORT WJ	SASKATCHEWAN BORDER	60.72	365	5,226	408	26.0
12	12	Arterial	S OF 50 SE OF TEES	W OF 56 AT STETTLER WJ	18.55	365	10,235	9,708	14.6
12	12	Collector	S OF 50 SE OF TEES	W OF 56 AT STETTLER WJ	7.83	365	10,235	9,708	14.6
12	12	Collector	S OF 50 SE OF TEES	W OF 56 AT STETTLER WJ	1.63	365	10,235	2,273	14.6
13	4	Local	ALDER FLATS	W OF 20 E OF WINFIELD	6.47	353	15,669	1,445	16.9
13	4	Arterial	ALDER FLATS	W OF 20 E OF WINFIELD	0.05	353	15,669	1,445	16.9
13	4	Arterial	ALDER FLATS	W OF 20 E OF WINFIELD	33.49	353	15,669	1,445	16.9
13	6	Arterial	E OF 20 E OF WINFIELD	W OF 2 W OF WETASKIWIN	52.08	353	15,669	4,220	11.6
13	6	Arterial	E OF 20 E OF WINFIELD	W OF 2 W OF WETASKIWIN	0.47	353	15,669	4,220	11.6
13	8	Arterial	E OF 2 W OF WETASKIWIN	WETASKIWIN W.C.L.	0.00	353	15,669	4,000	10.8
13	8	Arterial	E OF 2 W OF WETASKIWIN	WETASKIWIN W.C.L.	0.42	353	15,669	4,000	10.8
13	8	Arterial	E OF 2 W OF WETASKIWIN	WETASKIWIN W.C.L.	14.40	353	15,669	4,000	10.8
13	9	Arterial	E OF 2A N OF WETASKIWIN NJ	W OF 814 (47TH ST)	1.61	353	15,669	5,388	10.7
13	10	Arterial	WETASKIWIN E.C.L.	CAMROSE W.C.L.	3.28	353	15,669	3,835	11.6
13	10	Arterial	WETASKIWIN E.C.L.	CAMROSE W.C.L.	10.30	353	15,669	9,951	11.6
13	10	Arterial	WETASKIWIN E.C.L.	CAMROSE W.C.L.	2.15	353	15,669	3,835	11.6
13	10	Arterial	WETASKIWIN E.C.L.	CAMROSE W.C.L.	16.76	353	15,669	3,835	11.6
13	11	Arterial			0.00	353	15,669	9,951	10.3
13	12	Arterial	CAMROSE E.C.L.	W OF 855 AT DAYS LAND WJ	0.34	353	15,669	3,889	12.0
13	12	Arterial	CAMROSE E.C.L.	W OF 855 AT DAYS LAND WJ	0.89	353	15,669	3,060	12.0
13	12	Arterial	CAMROSE E.C.L.	W OF 855 AT DAYS LAND WJ	0.31	353	15,669	3,889	12.0
13	12	Arterial	CAMROSE E.C.L.	W OF 855 AT DAYS LAND WJ	23.36	353	15,669	3,889	12.0
13	12	Arterial	CAMROSE E.C.L.	W OF 855 AT DAYS LAND WJ	10.29	353	15,669	3,060	12.0
13	12	Arterial	CAMROSE E.C.L.	W OF 855 AT DAYS LAND WJ	0.01	353	15,669	3,060	12.0
13	12	Arterial	CAMROSE E.C.L.	W OF 855 AT DAYS LAND WJ	4.45	353	15,669	3,060	12.0



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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
13	14	Arterial	E OF 855 AT DAYS LAND WJ	W OF 36 AT KILLAM	1.93	353	15,669	2,368	14.4
13	14	Arterial	E OF 855 AT DAYS LAND WJ	W OF 36 AT KILLAM	27.41	353	15,669	2,368	14.4
13	16	Arterial	E OF 36 AT KILLAM	E OF HARDISTY	1.62	353	15,669	2,930	18.1
13	16	Arterial	E OF 36 AT KILLAM	E OF HARDISTY	1.08	353	15,669	2,156	18.1
13	16	Arterial	E OF 36 AT KILLAM	E OF HARDISTY	19.47	353	15,669	2,101	18.1
13	16	Arterial	E OF 36 AT KILLAM	E OF HARDISTY	22.12	353	15,669	2,156	18.1
13	16	Arterial	E OF 36 AT KILLAM	E OF HARDISTY	1.48	353	15,669	2,101	18.1
13	18	Arterial	E OF HARDISTY	W OF 41 N OF CZAR	1.01	353	15,669	1,238	31.2
13	18	Arterial	E OF HARDISTY	W OF 41 N OF CZAR	15.51	353	15,669	1,398	31.2
13	18	Arterial	E OF HARDISTY	W OF 41 N OF CZAR	7.64	353	15,669	1,238	31.2
13	18	Arterial	E OF HARDISTY	W OF 41 N OF CZAR	11.10	353	15,669	1,238	31.2
13	18	Arterial	E OF HARDISTY	W OF 41 N OF CZAR	0.50	353	15,669	1,238	31.2
13	20	Arterial	E OF 41 N OF CZAR	SASKATCHEWAN BORDER	0.83	353	15,669	3,198	21.4
13	20	Arterial	E OF 41 N OF CZAR	SASKATCHEWAN BORDER	43.00	353	15,669	2,073	21.4
13	20	Arterial	E OF 41 N OF CZAR	SASKATCHEWAN BORDER	17.15	353	15,669	2,950	21.4
13A	6	Local	E OF 13 E OF WESTEROSE WJ	W OF 13 W OF FALUN EJ	1.46	7	100	824	6.7
13A	6	Local	E OF 13 E OF WESTEROSE WJ	W OF 13 W OF FALUN EJ	3.33	7	100	824	6.7
13A	6	Local	E OF 13 E OF WESTEROSE WJ	W OF 13 W OF FALUN EJ	1.01	7	100	824	6.7
13A	6	Collector	E OF 13 E OF WESTEROSE WJ	W OF 13 W OF FALUN EJ	1.63	7	100	824	6.7
13A	6	Local	E OF 13 E OF WESTEROSE WJ	W OF 13 W OF FALUN EJ	0.01	7	100	824	6.7
14	3	Collector	EDMONTON E.C.L.	W OF 216 E OF EDMONTON	0.92	248	666,104	43,490	7.5
14	4	Arterial	S OF 216 AVE E OF EDMONTON	W OF 21 E OF BRETONA	9.98	248	666,104	21,120	8.9
14	6	Arterial	E OF 21 E OF BRETONA	TOFIELD	10.50	248	666,104	4,984	14.0
14	6	Arterial	E OF 21 E OF BRETONA	TOFIELD	7.21	248	666,104	4,984	14.0
14	6	Arterial	E OF 21 E OF BRETONA	TOFIELD	21.98	248	666,104	4,984	14.0
14	8	Arterial	TOFIELD	W OF 855 SW OF HOLDEN	18.90	248	5,183	3,468	19.6
14	8	Arterial	TOFIELD	W OF 855 SW OF HOLDEN	13.29	248	5,183	2,704	19.6
14	8	Arterial	TOFIELD	W OF 855 SW OF HOLDEN	1.37	248	5,183	3,059	19.6
14	10	Arterial	E OF 855 SW OF HOLDEN	W OF 36 SW OF VIKING	34.51	248	5,183	2,418	23.2
14	12	Arterial	E OF 36 SW OF VIKING	W OF JARROW	30.53	248	5,183	2,061	21.0
14	12	Arterial	E OF 36 SW OF VIKING	W OF JARROW	0.02	248	5,183	2,061	21.0
14	14	Arterial	W OF JARROW	W OF 41 E OF WAINWRIGHT	12.29	248	5,183	2,139	18.4
14	14	Arterial	W OF JARROW	W OF 41 E OF WAINWRIGHT	27.28	248	5,183	3,236	18.4
14	14	Arterial	W OF JARROW	W OF 41 E OF WAINWRIGHT	0.40	248	5,183	4,539	18.4
14	14	Arterial	W OF JARROW	W OF 41 E OF WAINWRIGHT	0.86	248	5,183	2,921	18.4
14	14	Arterial	W OF JARROW	W OF 41 E OF WAINWRIGHT	2.88	248	5,183	4,539	18.4
14	16	Arterial	E OF 41 E OF WAINWRIGHT	SASKATCHEWAN BORDER	55.56	248	5,183	1,635	17.2
15	4	Arterial	EDMONTON E.C.L.	FT SASKATCHEWAN W.C.L.	4.94	66	666,104	11,094	5.4
15	6	Arterial	FT SASKATCHEWAN E.C.L.	W OF 45 S OF BRUDERHEIM	1.65	66	666,104	7,527	11.7
15	6	Arterial	FT SASKATCHEWAN E.C.L.	W OF 45 S OF BRUDERHEIM	0.06	66	666,104	11,760	11.7
15	6	Arterial	FT SASKATCHEWAN E.C.L.	W OF 45 S OF BRUDERHEIM	5.61	66	666,104	7,527	11.7
15	6	Arterial	FT SASKATCHEWAN E.C.L.	W OF 45 S OF BRUDERHEIM	6.88	66	666,104	7,527	11.7
15	8	Collector	E OF 45 S OF BRUDERHEIM	N OF 16 & 855 S OF MUNDARE	0.84	66	666,104	1,237	13.7
15	8	Collector	E OF 45 S OF BRUDERHEIM	N OF 16 & 855 S OF MUNDARE	0.67	66	666,104	2,240	13.7
15	8	Collector	E OF 45 S OF BRUDERHEIM	N OF 16 & 855 S OF MUNDARE	0.99	66	666,104	2,240	13.7
15	8	Arterial	E OF 45 S OF BRUDERHEIM	N OF 16 & 855 S OF MUNDARE	6.48	66	666,104	3,098	13.7
15	8	Collector	E OF 45 S OF BRUDERHEIM	N OF 16 & 855 S OF MUNDARE	0.29	66	666,104	2,240	13.7
15	8	Collector	E OF 45 S OF BRUDERHEIM	N OF 16 & 855 S OF MUNDARE	10.63	66	666,104	1,237	13.7
15	8	Collector	E OF 45 S OF BRUDERHEIM	N OF 16 & 855 S OF MUNDARE	21.14	66	666,104	1,237	13.7
15	8	Collector	E OF 45 S OF BRUDERHEIM	N OF 16 & 855 S OF MUNDARE	2.04	66	666,104	1,237	13.7
15	8	Collector	E OF 45 S OF BRUDERHEIM	N OF 16 & 855 S OF MUNDARE	1.98	66	666,104	1,237	13.7
15	8	Collector	E OF 45 S OF BRUDERHEIM	N OF 16 & 855 S OF MUNDARE	2.06	66	666,104	3,098	13.7
16	2	Principal Arterial	JASPER PARK BOUNDARY	WEST OF OBED	10.17	529	666,104	7,910	18.5
16	2	Principal Arterial	JASPER PARK BOUNDARY	WEST OF OBED	0.03	529	666,104	4,980	18.5

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
16	2	Principal Arterial	JASPER PARK BOUNDARY	WEST OF OBED	22.03	529	666,104	7,910	18.5
16	2	Principal Arterial	JASPER PARK BOUNDARY	WEST OF OBED	2.24	529	666,104	7,660	18.5
16	2	Principal Arterial	JASPER PARK BOUNDARY	WEST OF OBED	18.60	529	666,104	7,660	18.5
16	4	Principal Arterial	WEST OF OBED	W OF 47 W OF EDSON	49.54	529	666,104	8,430	23.7
16	6	Principal Arterial	E OF 47 W OF EDSON	W OF 32 S OF PEERS	9.04	529	666,104	13,410	19.2
16	6	Principal Arterial	E OF 47 W OF EDSON	W OF 32 S OF PEERS	28.34	529	666,104	13,410	19.2
16	6	Principal Arterial	E OF 47 W OF EDSON	W OF 32 S OF PEERS	4.91	529	666,104	12,470	19.2
16	8	Principal Arterial	E OF 32 SE OF PEERS	W 753 E OF CHIP LAKE	36.33	529	666,104	9,360	23.6
16	10	Principal Arterial	E OF 753 E OF CHIP LAKE	W OF 22 SE OF ENTWISTLE EJ	28.69	529	666,104	11,410	23.8
16	10	Principal Arterial	E OF 753 E OF CHIP LAKE	W OF 22 SE OF ENTWISTLE EJ	0.94	529	666,104	11,410	23.8
16	12	Principal Arterial	E OF 22 SE OF ENTWISTLE EJ	W OF 43 AT MANLY CORNER	51.54	529	666,104	20,010	15.2
16	14	Principal Arterial	E OF 43 AT MANLY CORNER	W OF 60 W OF EDMONTON	30.42	529	666,104	38,580	17.0
16	16	Principal Arterial	E OF 60 W OF EDMONTON	EDMONTON W.C.L.	0.00	529	666,104	53,840	13.6
16	16	Principal Arterial	E OF 60 W OF EDMONTON	EDMONTON W.C.L.	3.28	529	666,104	53,840	13.6
16	18	Principal Arterial	EDMONTON E.C.L.	W OF 21 N OF BREMNER	0.00	529	666,104	47,430	11.7
16	18	Principal Arterial	EDMONTON E.C.L.	W OF 21 N OF BREMNER	7.35	529	666,104	47,430	11.7
16	20	Principal Arterial	E OF 21 E OF BREMNER	W OF ELK ISLAND PARK ACCESS	7.42	529	666,104	14,630	12.4
16	20	Principal Arterial	E OF 21 E OF BREMNER	W OF ELK ISLAND PARK ACCESS	19.53	529	666,104	14,630	12.4
16	22	Principal Arterial	E OF ELK ISLAND PARK ACCESS	W OF 15 & 855 S OF MUNDARE	2.56	529	666,104	11,130	11.3
16	22	Principal Arterial	E OF ELK ISLAND PARK ACCESS	W OF 15 & 855 S OF MUNDARE	30.99	529	666,104	10,770	11.3
16	24	Principal Arterial	E OF 15 & 855 S OF MUNDARE	W OF 36 SE OF LAVOY	8.79	529	666,104	6,220	17.4
16	24	Principal Arterial	E OF 15 & 855 S OF MUNDARE	W OF 36 SE OF LAVOY	24.05	529	666,104	8,550	17.4
16	24	Principal Arterial	E OF 15 & 855 S OF MUNDARE	W OF 36 SE OF LAVOY	0.03	529	666,104	6,220	17.4
16	24	Principal Arterial	E OF 15 & 855 S OF MUNDARE	W OF 36 SE OF LAVOY	8.96	529	666,104	10,880	17.4
16	26	Principal Arterial	E OF 36 SE OF LAVOY	MINBURN	33.51	529	666,104	7,480	23.4
16	28	Principal Arterial	MINBURN	W OF 41 S OF VERMILION	23.62	529	666,104	8,740	21.4
16	28	Principal Arterial	MINBURN	W OF 41 S OF VERMILION	11.29	529	666,104	8,740	21.4
16	30	Principal Arterial	E OF 41 S OF VERMILION	LLOYDMINSTER W.C.L.	35.04	529	666,104	10,250	19.9
16	30	Principal Arterial	E OF 41 S OF VERMILION	LLOYDMINSTER W.C.L.	19.46	529	666,104	10,250	19.9
16	30	Principal Arterial	E OF 41 S OF VERMILION	LLOYDMINSTER W.C.L.	0.66	529	666,104	10,250	19.9
16A	8	Local	N OF 16 W OF STYAL WJ	W OF 16 SE OF ENTWISTLE EJ	5.87	14	100	1,434	4.8
16A	8	Local	N OF 16 W OF STYAL WJ	W OF 16 SE OF ENTWISTLE EJ	2.67	14	100	1,434	4.8
16A	8	Local	N OF 16 W OF STYAL WJ	W OF 16 SE OF ENTWISTLE EJ	2.81	14	100	1,434	4.8
16A	8	Park Access	N OF 16 W OF STYAL WJ	W OF 16 SE OF ENTWISTLE EJ	0.17	14	100	1,434	4.8
16A	14	Collector	S OF 16 NW OF BEACH CORNER	SPRUCE GROVE W.C.L.	8.51	35	17,082	13,900	4.2
16A	14	Collector	S OF 16 NW OF BEACH CORNER	SPRUCE GROVE W.C.L.	6.91	35	17,082	24,340	4.2
16A	15	Collector			0.00	35	10,544	34,260	4.2
16A	16	Collector	SPRUCE GROVE E.C.L.	EDMONTON W.C.L.	0.01	35	666,104	39,150	4.4
16A	16	Collector	SPRUCE GROVE E.C.L.	EDMONTON W.C.L.	0.02	35	666,104	34,260	4.4
16A	16	Collector	SPRUCE GROVE E.C.L.	EDMONTON W.C.L.	11.57	35	666,104	39,150	4.4
16A	24	Local	E OF 16 W OF VEGREVILLE	W OF 16 E OF VEGREVILLE	0.05	9	5,376	4,983	8.0
16A	24	Local	E OF 16 W OF VEGREVILLE	W OF 16 E OF VEGREVILLE	2.78	9	5,376	4,983	8.0
16A	24	Local	E OF 16 W OF VEGREVILLE	W OF 16 E OF VEGREVILLE	0.97	9	5,376	4,983	8.0
16A	24	Local	E OF 16 W OF VEGREVILLE	W OF 16 E OF VEGREVILLE	0.01	9	5,376	4,983	8.0
16A	24	Local	E OF 16 W OF VEGREVILLE	W OF 16 E OF VEGREVILLE	0.50	9	5,376	4,983	8.0
16A	24	Local	E OF 16 W OF VEGREVILLE	W OF 16 E OF VEGREVILLE	0.24	9	5,376	4,983	8.0
16A	24	Local	E OF 16 W OF VEGREVILLE	W OF 16 E OF VEGREVILLE	2.00	9	5,376	4,983	8.0
16A	8	Park Access	N OF 16 W OF STYAL WJ	W OF 16 SE OF ENTWISTLE EJ	2.11	14	100	1,434	4.8
16A	24	Collector	E OF 16 W OF VEGREVILLE	W OF 16 E OF VEGREVILLE	1.95	9	5,376	4,983	8.0
16A	24	Local	E OF 16 W OF VEGREVILLE	W OF 16 E OF VEGREVILLE	0.16	9	5,376	4,983	8.0
17	4	Arterial	DILLBERRY PROVINCIAL PARK	S OF 14 E OF SASK. BORDER WJ	31.70	113	13,148	1,618	25.2
17	6	Arterial	N OF 14 E OF SASK. BORDER EJ	LLOYDMINSTER S.C.L.	1.72	113	13,148	2,381	21.2
17	6	Arterial	N OF 14 E OF SASK. BORDER EJ	LLOYDMINSTER S.C.L.	0.01	113	13,148	4,055	21.2
17	6	Arterial	N OF 14 E OF SASK. BORDER EJ	LLOYDMINSTER S.C.L.	44.34	113	13,148	4,055	21.2

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
17	8	Arterial	LLOYDMINSTER N.C.L.	NORTH SASKATCHEWAN RIVER	0.02	113	13,148	3,848	22.4
17	8	Arterial	LLOYDMINSTER N.C.L.	NORTH SASKATCHEWAN RIVER	23.05	113	13,148	3,848	22.4
17	8	Collector	LLOYDMINSTER N.C.L.	NORTH SASKATCHEWAN RIVER	11.67	113	13,148	3,848	22.4
18	6	Arterial	E OF 43 SE OF GREENCOURT	THUNDER LK P.P. (DISTRICT BDY)	0.00	156	4,213	1,191	13.5
18	6	Arterial	E OF 43 SE OF GREENCOURT	THUNDER LK P.P. (DISTRICT BDY)	33.99	156	4,213	915	13.5
18	8	Arterial	THUNDER LK P.P. (DISTRICT BDY)	W OF 33 AT BARRHEAD SJ	30.20	156	4,213	2,548	13.0
18	8	Arterial	THUNDER LK P.P. (DISTRICT BDY)	W OF 33 AT BARRHEAD SJ	1.65	156	4,213	5,880	13.0
18	10	Arterial	E OF 33 N OF BARRHEAD NJ	W OF 2 E OF WESTLOCK WJ	16.95	156	4,213	2,043	12.9
18	10	Arterial	E OF 33 N OF BARRHEAD NJ	W OF 2 E OF WESTLOCK WJ	18.10	156	4,213	2,865	12.9
18	10	Arterial	E OF 33 N OF BARRHEAD NJ	W OF 2 E OF WESTLOCK WJ	9.37	156	4,213	6,990	12.9
18	10	Arterial	E OF 33 N OF BARRHEAD NJ	W OF 2 E OF WESTLOCK WJ	0.46	156	4,213	6,990	12.9
18	10	Arterial	E OF 33 N OF BARRHEAD NJ	W OF 2 E OF WESTLOCK WJ	0.64	156	4,213	8,631	12.9
18	10	Arterial	E OF 33 N OF BARRHEAD NJ	W OF 2 E OF WESTLOCK WJ	1.28	156	4,213	8,631	12.9
18	10	Arterial	E OF 33 N OF BARRHEAD NJ	W OF 2 E OF WESTLOCK WJ	2.16	156	4,213	8,631	12.9
18	12	Arterial	E OF 2 E OF CLYDE EJ	W OF 63 E OF THORHILD	0.87	156	4,213	1,361	16.7
18	12	Arterial	E OF 2 E OF CLYDE EJ	W OF 63 E OF THORHILD	22.83	156	4,213	1,442	16.7
18	12	Arterial	E OF 2 E OF CLYDE EJ	W OF 63 E OF THORHILD	0.03	156	4,213	1,361	16.7
18	12	Arterial	E OF 2 E OF CLYDE EJ	W OF 63 E OF THORHILD	0.83	156	4,213	1,361	16.7
18	12	Arterial	E OF 2 E OF CLYDE EJ	W OF 63 E OF THORHILD	17.07	156	4,213	1,361	16.7
19	10	Arterial	E OF 60 S OF DEVON	W OF 2 & 625 W OF NISKU	0.58	12	5,315	16,740	14.9
19	10	Arterial	E OF 60 S OF DEVON	W OF 2 & 625 W OF NISKU	11.69	12	5,315	16,740	14.9
20	2	Arterial	N OF 11 SE OF SYLVAN LAKE	S OF 12 W OF BENTLEY	2.44	110	2,160	7,419	10.3
20	2	Arterial	N OF 11 SE OF SYLVAN LAKE	S OF 12 W OF BENTLEY	0.21	110	2,160	7,419	10.3
20	2	Arterial	N OF 11 SE OF SYLVAN LAKE	S OF 12 W OF BENTLEY	2.40	110	2,160	9,342	10.3
20	2	Arterial	N OF 11 SE OF SYLVAN LAKE	S OF 12 W OF BENTLEY	12.90	110	2,160	7,419	10.3
20	2	Arterial	N OF 11 SE OF SYLVAN LAKE	S OF 12 W OF BENTLEY	0.65	110	2,160	7,419	10.3
20	2	Arterial	N OF 11 SE OF SYLVAN LAKE	S OF 12 W OF BENTLEY	1.67	110	2,160	9,342	10.3
20	4	Arterial	N OF 12 W OF BENTLEY	S OF 53 N OF RIMBEY NJ	3.33	110	2,160	3,488	14.2
20	4	Arterial	N OF 12 W OF BENTLEY	S OF 53 N OF RIMBEY NJ	7.16	110	2,160	4,899	14.2
20	4	Arterial	N OF 12 W OF BENTLEY	S OF 53 N OF RIMBEY NJ	14.52	110	2,160	4,899	14.2
20	4	Arterial	N OF 12 W OF BENTLEY	S OF 53 N OF RIMBEY NJ	1.75	110	2,160	3,488	14.2
20	6	Arterial	N OF 53 N OF RIMBEY NJ	S OF 13 E OF WINFIELD	27.03	110	2,160	2,890	20.0
20	6	Arterial	N OF 53 N OF RIMBEY NJ	S OF 13 E OF WINFIELD	9.68	110	2,160	2,890	20.0
20	8	Arterial	N OF 13 E OF WINFIELD	S OF 39 AT ALSIKE	14.44	110	2,160	3,183	17.9
20	8	Arterial	N OF 13 E OF WINFIELD	S OF 39 AT ALSIKE	12.12	110	2,160	2,880	17.9
20A	4	Local	JCT HWY 53	JCT HWY 20	0.03	2	2,160	4,341	9.0
20A	4	Local	JCT HWY 53	JCT HWY 20	1.59	2	2,160	4,341	9.0
21	18	Arterial	N OF 42 W OF LOUSANA	S OF 12 W OF NEVIS EJ	13.19	323	9,115	467	18.2
21	12	Arterial	N OF 1 E OF STRATHMORE	S OF 9 E OF BEISEKER	39.29	323	9,115	2,938	22.2
21	12	Arterial	N OF 1 E OF STRATHMORE	S OF 9 E OF BEISEKER	0.02	323	9,115	2,938	22.2
21	12	Arterial	N OF 1 E OF STRATHMORE	S OF 9 E OF BEISEKER	0.01	323	9,115	2,938	22.2
21	14	Arterial	N OF 9 E OF BEISEKER	S OF 27 S OF TROCHU NJ	0.03	323	9,115	4,499	19.3
21	14	Arterial	N OF 9 E OF BEISEKER	S OF 27 S OF TROCHU NJ	45.86	323	9,115	4,499	19.3
21	16	Arterial	N OF 27 S OF TROCHU NJ	S OF 42 W OF LOUSANA	19.40	323	9,115	3,114	16.3
21	16	Arterial	N OF 27 S OF TROCHU NJ	S OF 42 W OF LOUSANA	16.19	323	9,115	3,114	16.3
21	18	Collector	N OF 42 W OF LOUSANA	S OF 12 W OF NEVIS EJ	7.00	323	9,115	467	18.2
21	18	Collector	N OF 42 W OF LOUSANA	S OF 12 W OF NEVIS EJ	20.26	323	9,115	467	18.2
21	20	Arterial	N OF 12 SE OF ALIX WJ	S OF 53 N OF BASHAW NJ	6.93	323	9,115	2,062	18.8
21	20	Arterial	N OF 12 SE OF ALIX WJ	S OF 53 N OF BASHAW NJ	4.88	323	9,115	1,988	18.8
21	20	Arterial	N OF 12 SE OF ALIX WJ	S OF 53 N OF BASHAW NJ	0.12	323	9,115	2,062	18.8
21	20	Arterial	N OF 12 SE OF ALIX WJ	S OF 53 N OF BASHAW NJ	22.60	323	9,115	1,988	18.8
21	22	Arterial	N OF 53 N OF BASHAW NJ	S OF 13 W OF CAMROSE	15.58	323	13,824	3,054	24.1
21	22	Arterial	N OF 53 N OF BASHAW NJ	S OF 13 W OF CAMROSE	1.32	323	13,824	3,054	24.1
21	22	Arterial	N OF 53 N OF BASHAW NJ	S OF 13 W OF CAMROSE	25.30	323	13,824	3,054	24.1

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
21	22	Arterial	N OF 53 N OF BASHAW NJ	S OF 13 W OF CAMROSE	0.51	323	13,824	3,054	24.1
21	22	Arterial	N OF 53 N OF BASHAW NJ	S OF 13 W OF CAMROSE	0.21	323	13,824	3,054	24.1
21	24	Arterial	N OF 13 W OF CAMROSE	S OF 623 S OF NEW SAREPTA	33.08	323	13,824	6,005	20.1
21	24	Arterial	N OF 13 W OF CAMROSE	S OF 623 S OF NEW SAREPTA	1.62	323	13,824	6,005	20.1
21	26	Arterial	N OF 623 S OF NEW SAREPTA	S OF 14 E OF BRETONA	15.81	323	13,824	12,379	14.4
21	26	Arterial	N OF 623 S OF NEW SAREPTA	S OF 14 E OF BRETONA	8.15	323	13,824	12,380	14.4
21	26	Arterial	N OF 623 S OF NEW SAREPTA	S OF 14 E OF BRETONA	0.77	323	13,824	12,380	14.4
21	28	Arterial	N OF 14 E OF BRETONA	FORT SASKATCHEWAN S.C.L.	0.00	323	13,824	26,040	14.6
21	28	Arterial	N OF 14 E OF BRETONA	FORT SASKATCHEWAN S.C.L.	11.57	323	13,824	26,040	14.6
21	28	Arterial	N OF 14 E OF BRETONA	FORT SASKATCHEWAN S.C.L.	0.76	323	13,824	26,040	14.6
21	28	Arterial	N OF 14 E OF BRETONA	FORT SASKATCHEWAN S.C.L.	12.72	323	13,824	26,040	14.6
22	6	Arterial	N OF 3 E OF BURMIS	OLDMAN RIVER	24.18	532	6,584	3,620	15.2
22	8	Arterial	OLDMAN RIVER	S OF 533 AT CHAIN LAKES P.P.	41.91	532	6,584	3,470	13.8
22	8	Arterial	OLDMAN RIVER	S OF 533 AT CHAIN LAKES P.P.	5.24	532	6,584	3,470	13.8
22	10	Arterial	N OF 533 AT CHAIN LAKES P.P.	S OF 541 N OF LONGVIEW	0.40	532	6,584	3,848	8.2
22	10	Arterial	N OF 533 AT CHAIN LAKES P.P.	S OF 541 N OF LONGVIEW	12.58	532	6,584	2,754	8.2
22	10	Arterial	N OF 533 AT CHAIN LAKES P.P.	S OF 541 N OF LONGVIEW	8.28	532	6,584	3,848	8.2
22	10	Arterial	N OF 533 AT CHAIN LAKES P.P.	S OF 541 N OF LONGVIEW	17.02	532	6,584	3,848	8.2
22	10	Arterial	N OF 533 AT CHAIN LAKES P.P.	S OF 541 N OF LONGVIEW	0.21	532	6,584	3,848	8.2
22	12	Arterial	N OF 541 N OF LONGVIEW	S OF 22X NE OF PRIDDIS	1.72	532	6,584	4,458	8.5
22	12	Arterial	N OF 541 N OF LONGVIEW	S OF 22X NE OF PRIDDIS	1.62	532	6,584	8,763	8.5
22	12	Arterial	N OF 541 N OF LONGVIEW	S OF 22X NE OF PRIDDIS	26.76	532	6,584	4,458	8.5
22	12	Arterial	N OF 541 N OF LONGVIEW	S OF 22X NE OF PRIDDIS	2.29	532	6,584	4,458	8.5
22	12	Arterial	N OF 541 N OF LONGVIEW	S OF 22X NE OF PRIDDIS	16.34	532	6,584	4,256	8.5
22	12	Arterial	N OF 541 N OF LONGVIEW	S OF 22X NE OF PRIDDIS	0.66	532	6,584	3,491	8.5
22	14	Arterial	N OF 22X NE OF PRIDDIS	S OF 1 S OF COCHRANE	8.59	532	6,584	9,952	11.0
22	14	Arterial	N OF 22X NE OF PRIDDIS	S OF 1 S OF COCHRANE	0.52	532	6,584	9,952	11.0
22	14	Arterial	N OF 22X NE OF PRIDDIS	S OF 1 S OF COCHRANE	19.07	532	6,584	9,952	11.0
22	14	Arterial	N OF 22X NE OF PRIDDIS	S OF 1 S OF COCHRANE	8.59	532	6,584	13,720	11.0
22	14	Arterial	N OF 22X NE OF PRIDDIS	S OF 1 S OF COCHRANE	0.53	532	6,584	13,720	11.0
22	14	Arterial	N OF 22X NE OF PRIDDIS	S OF 1 S OF COCHRANE	3.41	532	6,584	9,952	11.0
22	16	Arterial	N OF 1 S OF COCHRANE	S OF 580 NW OF CREMONA	0.03	532	6,584	5,654	12.3
22	16	Arterial	N OF 1 S OF COCHRANE	S OF 580 NW OF CREMONA	8.65	532	6,584	9,394	12.3
22	16	Arterial	N OF 1 S OF COCHRANE	S OF 580 NW OF CREMONA	24.75	532	6,584	5,190	12.3
22	16	Arterial	N OF 1 S OF COCHRANE	S OF 580 NW OF CREMONA	6.98	532	6,584	13,911	12.3
22	16	Arterial	N OF 1 S OF COCHRANE	S OF 580 NW OF CREMONA	0.52	532	6,584	13,911	12.3
22	16	Arterial	N OF 1 S OF COCHRANE	S OF 580 NW OF CREMONA	11.82	532	6,584	5,654	12.3
22	18	Arterial	N OF 580 NW OF CREMONA	S OF 27 N OF WESTWARD HO EJ	0.25	532	6,584	5,168	15.4
22	18	Arterial	N OF 580 NW OF CREMONA	S OF 27 N OF WESTWARD HO EJ	26.92	532	6,584	5,168	15.4
22	20	Arterial	N OF 27 & 584 AT SUNDRE	S OF 54 E OF CAROLINE EJ	19.60	532	6,584	3,617	21.4
22	20	Arterial	N OF 27 & 584 AT SUNDRE	S OF 54 E OF CAROLINE EJ	12.28	532	6,584	3,617	21.4
22	20	Arterial	N OF 27 & 584 AT SUNDRE	S OF 54 E OF CAROLINE EJ	1.62	532	6,584	3,617	21.4
22	22	Arterial	N OF 54 & 591 W OF CAROLINE WJ	S OF 11 S OF ROCKY MTN HSE SJ	25.10	532	6,584	3,343	15.8
22	24	Arterial	N OF 11 N OF ROCKY MTN HSE NJ	S OF 53 N OF ROCKY MTN HOUSE	0.06	532	6,584	3,466	17.0
22	24	Arterial	N OF 11 N OF ROCKY MTN HSE NJ	S OF 53 N OF ROCKY MTN HOUSE	33.39	532	6,584	3,466	17.0
22	26	Arterial	N OF 53 N OF ROCKY MTN HOUSE	S OF 13 E OF ALDER FLATS	17.13	532	6,584	3,708	23.0
22	26	Arterial	N OF 53 N OF ROCKY MTN HOUSE	S OF 13 E OF ALDER FLATS	9.72	532	6,584	3,708	23.0
22	28	Arterial	N OF 13 E OF ALDER FLATS	S OF 39 E OF DRAYTON VALLEY	16.53	532	6,584	4,435	22.5
22	28	Arterial	N OF 13 E OF ALDER FLATS	S OF 39 E OF DRAYTON VALLEY	14.71	532	6,584	4,435	22.5
22	30	Arterial	W OF 39 E OF DRAYTON VALLEY	S OF 16 SE OF ENTWISTLE EJ	14.58	532	6,584	6,860	19.0
22	30	Arterial	W OF 39 E OF DRAYTON VALLEY	S OF 16 SE OF ENTWISTLE EJ	9.68	532	6,584	8,624	19.0
22	30	Arterial	W OF 39 E OF DRAYTON VALLEY	S OF 16 SE OF ENTWISTLE EJ	0.52	532	6,584	9,522	19.0
22	30	Arterial	W OF 39 E OF DRAYTON VALLEY	S OF 16 SE OF ENTWISTLE EJ	3.43	532	6,584	9,522	19.0
22	30	Arterial	W OF 39 E OF DRAYTON VALLEY	S OF 16 SE OF ENTWISTLE EJ	2.27	532	6,584	9,522	19.0

Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
22	30	Arterial	W OF 39 E OF DRAYTON VALLEY	S OF 16 SE OF ENTWISTLE EJ	24.42	532	6,584	5,120	19.0
22	30	Arterial	W OF 39 E OF DRAYTON VALLEY	S OF 16 SE OF ENTWISTLE EJ	0.58	532	6,584	5,120	19.0
22	32	Arterial	N OF 16 S OF STYAL SJ	S OF 18 N OF MAYERTHORPE	2.37	532	6,584	1,670	17.9
22	32	Arterial	N OF 16 S OF STYAL SJ	S OF 18 N OF MAYERTHORPE	5.17	532	6,584	1,670	17.9
22	32	Arterial	N OF 16 S OF STYAL SJ	S OF 18 N OF MAYERTHORPE	17.00	532	6,584	3,490	17.9
22	32	Arterial	N OF 16 S OF STYAL SJ	S OF 18 N OF MAYERTHORPE	21.99	532	6,584	1,985	17.9
22X	2	Arterial	E OF 22 NE OF PRIDDIS	CALGARY W.C.L.	6.48	33	933,495	13,070	7.0
22X	4	Arterial	CALGARY E.C.L.	W OF 24 NW OF CARSELAND	4.90	33	933,495	5,970	29.1
22X	4	Arterial	CALGARY E.C.L.	W OF 24 NW OF CARSELAND	21.23	33	933,495	5,970	29.1
23	8	Arterial	W OF 24 N OF VULCAN	E OF 2A AT HIGH RIVER	0.53	135	9,522	13,443	19.1
23	4	Arterial	N OF 3 E OF MONARCH	LITTLE BOW RIVER	0.56	135	9,522	4,190	20.9
23	4	Arterial	N OF 3 E OF MONARCH	LITTLE BOW RIVER	8.05	135	9,522	3,268	20.9
23	4	Arterial	N OF 3 E OF MONARCH	LITTLE BOW RIVER	8.84	135	9,522	3,268	20.9
23	4	Arterial	N OF 3 E OF MONARCH	LITTLE BOW RIVER	0.41	135	9,522	4,190	20.9
23	4	Arterial	N OF 3 E OF MONARCH	LITTLE BOW RIVER	21.15	135	9,522	4,190	20.9
23	6	Arterial	LITTLE BOW RIVER	E OF 24 N OF VULCAN	18.04	135	9,522	2,610	22.2
23	6	Arterial	LITTLE BOW RIVER	E OF 24 N OF VULCAN	32.62	135	9,522	2,610	22.2
23	6	Arterial	LITTLE BOW RIVER	E OF 24 N OF VULCAN	0.60	135	9,522	2,610	22.2
23	8	Arterial	W OF 24 N OF VULCAN	E OF 2A AT HIGH RIVER	16.50	135	9,522	1,351	19.1
23	8	Arterial	W OF 24 N OF VULCAN	E OF 2A AT HIGH RIVER	25.92	135	9,522	13,443	19.1
23	8	Local	W OF 24 N OF VULCAN	E OF 2A AT HIGH RIVER	1.02	135	9,522	13,443	19.1
24	4	Local	BOW RIVER (REGIONAL BOUNDARY)	S OF 1 W OF STRATHMORE	29.52	70	9,115	3,255	20.8
24	2	Arterial	N OF 23 N OF VULCAN	BOW RIVER (REGIONAL BOUNDARY)	38.67	70	9,115	2,245	25.2
24	4	Arterial	BOW RIVER (REGIONAL BOUNDARY)	S OF 1 W OF STRATHMORE	0.04	70	9,115	3,255	20.8
24	4	Arterial	BOW RIVER (REGIONAL BOUNDARY)	S OF 1 W OF STRATHMORE	1.30	70	9,115	3,255	20.8
25	2	Collector	N OF 3 AT LETHBRIDGE	S OF 521 NE OF TURIN	5.26	72	72,717	4,495	14.4
25	2	Collector	N OF 3 AT LETHBRIDGE	S OF 521 NE OF TURIN	1.48	72	72,717	4,495	14.4
25	2	Collector	N OF 3 AT LETHBRIDGE	S OF 521 NE OF TURIN	1.00	72	72,717	4,495	14.4
25	2	Collector	N OF 3 AT LETHBRIDGE	S OF 521 NE OF TURIN	22.36	72	72,717	4,495	14.4
25	4	Local	N OF 521 NE OF TURIN	S OF 526 & 847 SW OF ENCHANT	9.70	72	72,717	366	25.3
25	4	Local	N OF 521 NE OF TURIN	S OF 526 & 847 SW OF ENCHANT	9.73	72	72,717	366	25.3
25	2	Collector	N OF 3 AT LETHBRIDGE	S OF 521 NE OF TURIN	22.63	72	72,717	4,495	14.4
26	10	Collector	CAMROSE E.C.L.	W OF 855 S OF HOLDEN	0.00	64	15,669	3,053	12.1
26	10	Collector	CAMROSE E.C.L.	W OF 855 S OF HOLDEN	4.65	64	15,669	1,803	12.1
26	10	Collector	CAMROSE E.C.L.	W OF 855 S OF HOLDEN	31.89	64	15,669	1,803	12.1
26	12	Collector	E OF 855 S OF HOLDEN	W OF 36 SW OF VIKING	27.35	64	15,669	1,870	15.2
27	6	Arterial	E OF 22 AT SUNDRE	W OF 2 E OF OLDS	1.94	136	6,607	8,297	12.8
27	6	Arterial	E OF 22 AT SUNDRE	W OF 2 E OF OLDS	1.03	136	6,607	8,297	12.8
27	6	Arterial	E OF 22 AT SUNDRE	W OF 2 E OF OLDS	0.65	136	6,607	8,297	12.8
27	6	Arterial	E OF 22 AT SUNDRE	W OF 2 E OF OLDS	33.39	136	6,607	5,166	12.8
27	6	Arterial	E OF 22 AT SUNDRE	W OF 2 E OF OLDS	4.17	136	6,607	8,300	12.8
27	6	Arterial	E OF 22 AT SUNDRE	W OF 2 E OF OLDS	0.38	136	6,607	8,300	12.8
27	6	Arterial	E OF 22 AT SUNDRE	W OF 2 E OF OLDS	3.06	136	6,607	6,440	12.8
27	8	Arterial	E OF 2 E OF OLDS	W OF 21 S OF TROCHU NJ	32.60	136	6,607	1,485	17.9
27	8	Arterial	E OF 2 E OF OLDS	W OF 21 S OF TROCHU NJ	0.46	136	6,607	1,485	17.9
27	8	Arterial	E OF 2 E OF OLDS	W OF 21 S OF TROCHU NJ	21.06	136	6,607	1,485	17.9
27	10	Arterial	E OF 21 & 582 S OF THREE HILLS SJ	W OF 9 & 56 SE OF MORRIN	23.93	136	6,607	2,382	15.6
27	10	Arterial	E OF 21 & 582 S OF THREE HILLS SJ	W OF 9 & 56 SE OF MORRIN	13.03	136	6,607	2,809	15.6
28	2	Collector	EDMONTON N.C.L.	W OF 28A N OF GIBBONS	1.32	313	666,104	18,080	8.3
28	2	Collector	EDMONTON N.C.L.	W OF 28A N OF GIBBONS	30.19	313	666,104	18,080	8.3
28	2	Collector	EDMONTON N.C.L.	W OF 28A N OF GIBBONS	1.48	313	666,104	18,080	8.3
28	4	Principal Arterial	N OF 28A N OF GIBBONS	W OF 63 & 829 S OF RADWAY	12.56	313	666,104	3,992	8.2
28	4	Principal Arterial	N OF 28A N OF GIBBONS	W OF 63 & 829 S OF RADWAY	22.73	313	666,104	4,627	8.2
28	4	Principal Arterial	N OF 28A N OF GIBBONS	W OF 63 & 829 S OF RADWAY	1.38	313	666,104	4,627	8.2

Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
28	6	Arterial	E OF 63 & 829 SW OF RADWAY	NORTH OF WARSPITE	12.99	313	5,144	2,479	9.6
28	6	Arterial	E OF 63 & 829 SW OF RADWAY	NORTH OF WARSPITE	15.11	313	5,144	3,355	9.6
28	8	Arterial	NORTH OF WARSPITE	W OF 36 W OF VILNA WJ	41.24	313	5,144	3,094	12.2
28	10	Arterial	E OF 36 W OF VILNA WJ	N OF 28A AT ASHMONT	23.44	313	5,144	3,360	14.0
28	10	Arterial	E OF 36 W OF VILNA WJ	N OF 28A AT ASHMONT	0.02	313	5,144	3,360	14.0
28	10	Arterial	E OF 36 W OF VILNA WJ	N OF 28A AT ASHMONT	7.77	313	5,144	3,360	14.0
28	12	Arterial	S OF 28A AT ASHMONT	N OF 36 AT ST. BRIDES	15.70	313	5,144	1,619	10.4
28	14	Arterial	E OF 36 AT ST. BRIDES EJ	W OF 41 N OF ELK POINT	1.01	313	11,595	9,212	9.5
28	14	Arterial	E OF 36 AT ST. BRIDES EJ	W OF 41 N OF ELK POINT	0.30	313	11,595	9,212	9.5
28	14	Arterial	E OF 36 AT ST. BRIDES EJ	W OF 41 N OF ELK POINT	2.36	313	11,595	9,212	9.5
28	14	Arterial	E OF 36 AT ST. BRIDES EJ	W OF 41 N OF ELK POINT	25.41	313	11,595	2,105	9.5
28	14	Arterial	E OF 36 AT ST. BRIDES EJ	W OF 41 N OF ELK POINT	0.03	313	11,595	8,898	9.5
28	14	Arterial	E OF 36 AT ST. BRIDES EJ	W OF 41 N OF ELK POINT	14.58	313	11,595	8,898	9.5
28	16	Arterial	N OF 41 N OF ELK POINT	S OF 28A AT HOSELAW	8.26	313	11,595	1,442	9.8
28	16	Arterial	N OF 41 N OF ELK POINT	S OF 28A AT HOSELAW	5.73	313	11,595	1,442	9.8
28	16	Arterial	N OF 41 N OF ELK POINT	S OF 28A AT HOSELAW	9.84	313	11,595	1,716	9.8
28	18	Arterial	E OF 28A AT HOSELAW	W OF 892 AT ARDMORE	5.14	313	11,595	7,661	11.7
28	18	Arterial	E OF 28A AT HOSELAW	W OF 892 AT ARDMORE	0.05	313	11,595	7,661	11.7
28	18	Arterial	E OF 28A AT HOSELAW	W OF 892 AT ARDMORE	1.04	313	11,595	7,661	11.7
28	18	Arterial	E OF 28A AT HOSELAW	W OF 892 AT ARDMORE	16.84	313	11,595	7,661	11.7
28	18	Arterial	E OF 28A AT HOSELAW	W OF 892 AT ARDMORE	14.35	313	11,595	5,170	11.7
28	20	Arterial	E OF 892 AT ARDMORE	GRANDE CENTRE S.C.L.	0.00	313	11,595	7,850	10.6
28	20	Arterial	E OF 892 AT ARDMORE	GRANDE CENTRE S.C.L.	2.31	313	11,595	5,346	10.6
28	20	Arterial	E OF 892 AT ARDMORE	GRANDE CENTRE S.C.L.	2.71	313	11,595	4,516	10.6
28	20	Arterial	E OF 892 AT ARDMORE	GRANDE CENTRE S.C.L.	4.27	313	11,595	7,850	10.6
28	20	Arterial	E OF 892 AT ARDMORE	GRANDE CENTRE S.C.L.	6.10	313	11,595	5,346	10.6
28	20	Arterial	E OF 892 AT ARDMORE	GRANDE CENTRE S.C.L.	6.89	313	11,595	4,516	10.6
28A	3	Principal Arterial	N OF 37 N OF EDMONTON	S OF 28 N OF GIBBONS	1.40	18	666,104	6,538	7.4
28A	3	Principal Arterial	N OF 37 N OF EDMONTON	S OF 28 N OF GIBBONS	0.14	18	666,104	6,538	7.4
28A	3	Principal Arterial	N OF 37 N OF EDMONTON	S OF 28 N OF GIBBONS	0.59	18	666,104	6,538	7.4
28A	3	Principal Arterial	N OF 37 N OF EDMONTON	S OF 28 N OF GIBBONS	12.17	18	666,104	9,053	7.4
28A	4	Arterial	E OF 28 AT ASHMONT	W OF 28 AT HOSELAW	20.64	46	100	2,468	13.4
28A	4	Arterial	E OF 28 AT ASHMONT	W OF 28 AT HOSELAW	25.83	46	100	2,737	13.4
31	2	Collector	SUMMER VILLAGE OF SEBA BEACH	S OF 16 N OF SEBA BEACH	3.79	4	137	2,207	13.3
32	8	Collector	N OF 16 SE OF PEERS	E OF SHINING BANK LAKE	16.92	140	1,807	1,932	20.5
32	10	Collector	E OF SHINING BANK LAKE	S OF 43 AT WHITECOURT EJ	25.45	140	1,807	2,618	22.5
32	10	Collector	E OF SHINING BANK LAKE	S OF 43 AT WHITECOURT EJ	9.78	140	1,807	2,618	22.5
32	10	Collector	E OF SHINING BANK LAKE	S OF 43 AT WHITECOURT EJ	0.77	140	1,807	2,618	22.5
32	12	Arterial	N OF 43 NW OF WHITECOURT WJ	S OF 33 AT SWAN HILLS	2.29	140	1,807	1,550	28.0
32	12	Arterial	N OF 43 NW OF WHITECOURT WJ	S OF 33 AT SWAN HILLS	43.17	140	1,807	1,550	28.0
32	12	Arterial	N OF 43 NW OF WHITECOURT WJ	S OF 33 AT SWAN HILLS	23.35	140	1,807	1,550	28.0
32	8	Collector	N OF 16 SE OF PEERS	E OF SHINING BANK LAKE	17.99	140	1,807	1,932	20.5
33	4	Arterial	N OF 43 N OF GUNN	PEMBINA RIVER	1.97	219	4,213	3,022	13.2
33	4	Arterial	N OF 43 N OF GUNN	PEMBINA RIVER	28.05	219	4,213	2,473	13.2
33	6	Arterial	PEMBINA RIVER	S OF 18 AT BARRHEAD NJ	0.81	219	4,213	5,182	9.0
33	6	Arterial	PEMBINA RIVER	S OF 18 AT BARRHEAD NJ	13.23	219	4,213	4,751	9.0
33	6	Arterial	PEMBINA RIVER	S OF 18 AT BARRHEAD NJ	4.04	219	4,213	5,182	9.0
33	8	Arterial	W OF 18 N OF BARRHEAD NJ	S OF 661 W OF FT ASSINIBOINE	0.02	219	4,213	1,879	21.7
33	8	Arterial	W OF 18 N OF BARRHEAD NJ	S OF 661 W OF FT ASSINIBOINE	34.25	219	4,213	1,879	21.7
33	8	Arterial	W OF 18 N OF BARRHEAD NJ	S OF 661 W OF FT ASSINIBOINE	0.00	219	4,213	1,879	21.7
33	8	Arterial	W OF 18 N OF BARRHEAD NJ	S OF 661 W OF FT ASSINIBOINE	1.65	219	4,213	1,879	21.7
33	10	Arterial	W OF 661 W OF FT ASSINIBOINE	E OF 32 AT SWAN HILLS	0.02	219	4,213	1,083	26.0
33	10	Arterial	W OF 661 W OF FT ASSINIBOINE	E OF 32 AT SWAN HILLS	3.23	219	4,213	1,083	26.0
33	10	Arterial	W OF 661 W OF FT ASSINIBOINE	E OF 32 AT SWAN HILLS	27.24	219	4,213	1,083	26.0

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
33	10	Arterial	W OF 661 W OF FT ASSINIBOINE	E OF 32 AT SWAN HILLS	31.05	219	4,213	1,083	26.0
33	12	Arterial	N OF 32 AT SWAN HILLS	18TH BASELINE	2.61	219	1,807	1,362	26.0
33	12	Arterial	N OF 32 AT SWAN HILLS	18TH BASELINE	26.83	219	1,807	1,362	26.0
33	14	Arterial	18TH BASELINE	S OF 2 E OF KINUSO	44.10	219	1,807	871	21.1
35	4	Principal Arterial	N OF 2 N OF GRIMSHAW	S OF 689 AT DIXONVILLE	1.61	465	6,240	2,445	23.0
35	4	Principal Arterial	N OF 2 N OF GRIMSHAW	S OF 689 AT DIXONVILLE	18.71	465	6,240	2,445	23.0
35	4	Principal Arterial	N OF 2 N OF GRIMSHAW	S OF 689 AT DIXONVILLE	13.62	465	6,240	2,445	23.0
35	4	Principal Arterial	N OF 2 N OF GRIMSHAW	S OF 689 AT DIXONVILLE	1.33	465	6,240	2,445	23.0
35	6	Principal Arterial	N OF 689 AT DIXONVILLE	NOTIKEWIN RIVER	42.82	465	6,240	2,785	28.6
35	6	Principal Arterial	N OF 689 AT DIXONVILLE	NOTIKEWIN RIVER	0.92	465	6,240	6,548	28.6
35	8	Principal Arterial	NOTIKEWIN RIVER	SOUTH OF KEMP CREEK	51.62	465	6,240	1,426	27.7
35	8	Principal Arterial	NOTIKEWIN RIVER	SOUTH OF KEMP CREEK	1.62	465	6,240	6,548	27.7
35	10	Principal Arterial	SOUTH OF KEMP CREEK	KEG RIVER	44.59	465	6,240	1,549	43.9
35	12	Principal Arterial	KEG RIVER	N BOUNDARY METIS SETTLEMENT	32.46	465	6,240	1,789	28.6
35	12	Principal Arterial	KEG RIVER	N BOUNDARY METIS SETTLEMENT	13.23	465	6,240	1,789	28.6
35	14	Principal Arterial	N BOUNDARY METIS SETTLEMENT	S OF 58 AT HIGH LEVEL NJ	4.55	465	6,240	5,952	21.6
35	14	Principal Arterial	N BOUNDARY METIS SETTLEMENT	S OF 58 AT HIGH LEVEL NJ	0.00	465	6,240	2,870	21.6
35	14	Principal Arterial	N BOUNDARY METIS SETTLEMENT	S OF 58 AT HIGH LEVEL NJ	48.64	465	6,240	2,870	21.6
35	16	Principal Arterial	N OF 58 AT HIGH LEVEL NJ	MEANDER RIVER	1.50	465	3,849	1,616	13.1
35	16	Principal Arterial	N OF 58 AT HIGH LEVEL NJ	MEANDER RIVER	69.19	465	3,849	1,616	13.1
35	18	Principal Arterial	MEANDER RIVER	STEEN RIVER	69.66	465	3,849	478	37.8
35	20	Principal Arterial			49.24	465	3,849	478	28.4
36	2	Arterial	E OF 4 N OF WARNER	S OF 3 AT TABER WJ	0.06	626	11,604	1,794	32.3
36	2	Arterial	E OF 4 N OF WARNER	S OF 3 AT TABER WJ	36.31	626	11,604	1,025	32.3
36	2	Arterial	E OF 4 N OF WARNER	S OF 3 AT TABER WJ	20.90	626	11,604	1,794	32.3
36	4	Arterial	N OF 3 AT TABER EJ	BOW RIVER	3.25	626	11,604	5,831	26.8
36	4	Arterial	N OF 3 AT TABER EJ	BOW RIVER	0.05	626	11,604	3,568	26.8
36	4	Arterial	N OF 3 AT TABER EJ	BOW RIVER	19.40	626	11,604	2,499	26.8
36	4	Arterial	N OF 3 AT TABER EJ	BOW RIVER	31.28	626	11,604	3,568	26.8
36	4	Arterial	N OF 3 AT TABER EJ	BOW RIVER	0.00	626	11,604	5,831	26.8
36	6	Arterial	BOW RIVER	S OF 1 W OF BROOKS	46.41	626	11,604	2,622	34.8
36	6	Arterial	BOW RIVER	S OF 1 W OF BROOKS	0.04	626	11,604	2,622	34.8
36	6	Arterial	BOW RIVER	S OF 1 W OF BROOKS	0.05	626	11,604	2,469	34.8
36	8	Arterial	N OF 1 W OF BROOKS	S OF FINNEGAN ROAD	23.77	626	11,604	1,846	30.9
36	8	Arterial	N OF 1 W OF BROOKS	S OF FINNEGAN ROAD	0.04	626	11,604	1,846	30.9
36	8	Arterial	N OF 1 W OF BROOKS	S OF FINNEGAN ROAD	32.23	626	11,604	1,846	30.9
36	10	Arterial	N OF FINNEGAN ROAD	S OF 9 E OF HANNA EJ	56.65	626	11,604	1,846	31.9
36	12	Arterial	N OF 9 E OF HANNA WJ	S OF 12 E OF CASTOR	39.15	626	2,986	1,678	29.3
36	12	Arterial	N OF 9 E OF HANNA WJ	S OF 12 E OF CASTOR	25.02	626	2,986	1,678	29.3
36	14	Arterial	N OF 12 SE OF CASTOR	S OF 13 AT KILLAM	0.77	626	2,986	1,903	24.6
36	14	Arterial	N OF 12 SE OF CASTOR	S OF 13 AT KILLAM	0.02	626	2,986	1,903	24.6
36	14	Arterial	N OF 12 SE OF CASTOR	S OF 13 AT KILLAM	25.37	626	2,986	1,355	24.6
36	14	Arterial	N OF 12 SE OF CASTOR	S OF 13 AT KILLAM	42.98	626	2,986	1,903	24.6
36	16	Arterial	N OF 13 AT KILLAM	S OF 14 SW OF VIKING	0.06	626	2,986	1,289	21.0
36	16	Arterial	N OF 13 AT KILLAM	S OF 14 SW OF VIKING	20.36	626	2,986	1,289	21.0
36	16	Arterial	N OF 13 AT KILLAM	S OF 14 SW OF VIKING	16.98	626	2,986	1,289	21.0
36	18	Arterial	N OF 14 SW OF VIKING	S OF 16 SE OF LAVOY	22.68	626	2,776	1,413	8.8
36	18	Arterial	N OF 14 SW OF VIKING	S OF 16 SE OF LAVOY	0.16	626	2,776	3,472	8.8
36	18	Arterial	N OF 14 SW OF VIKING	S OF 16 SE OF LAVOY	14.20	626	2,776	1,413	8.8
36	18	Arterial	N OF 14 SW OF VIKING	S OF 16 SE OF LAVOY	0.91	626	2,776	3,472	8.8
36	20	Arterial	N OF 16 E OF LAVOY	S OF 45 AT TWO HILLS WJ	17.21	626	2,776	1,358	14.4
36	20	Arterial	N OF 16 E OF LAVOY	S OF 45 AT TWO HILLS WJ	14.53	626	2,776	1,358	14.4
36	20	Arterial	N OF 16 E OF LAVOY	S OF 45 AT TWO HILLS WJ	1.09	626	2,776	1,358	14.4
36	22	Arterial	N OF 45 E OF TWO HILLS EJ	S OF 28 AT ST. BRIDES EJ	6.49	626	2,776	1,078	11.7

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
36	22	Arterial	N OF 45 E OF TWO HILLS EJ	S OF 28 AT ST. BRIDES EJ	24.48	626	2,776	1,230	11.7
36	22	Arterial	N OF 45 E OF TWO HILLS EJ	S OF 28 AT ST. BRIDES EJ	3.23	626	2,776	2,460	11.7
36	22	Arterial	N OF 45 E OF TWO HILLS EJ	S OF 28 AT ST. BRIDES EJ	5.33	626	2,776	1,078	11.7
36	26	Arterial	N OF 28 W OF VILNA WJ	S OF 55 AT LAC LA BICHE NJ	2.77	626	2,776	3,406	16.4
36	26	Arterial	N OF 28 W OF VILNA WJ	S OF 55 AT LAC LA BICHE NJ	20.16	626	2,776	1,386	16.4
36	26	Arterial	N OF 28 W OF VILNA WJ	S OF 55 AT LAC LA BICHE NJ	22.93	626	2,776	1,386	16.4
36	26	Arterial	N OF 28 W OF VILNA WJ	S OF 55 AT LAC LA BICHE NJ	28.46	626	2,776	3,406	16.4
37	2	Arterial	N OF 43 NW OF ONOWAY	W OF 2 E OF VOLMER	16.16	67	13,824	3,426	14.4
37	2	Arterial	N OF 43 NW OF ONOWAY	W OF 2 E OF VOLMER	25.45	67	13,824	6,200	14.4
37	2	Arterial	N OF 43 NW OF ONOWAY	W OF 2 E OF VOLMER	0.48	67	13,824	6,200	14.4
37	4	Arterial	E OF 2 E OF VOLMER	W OF 15 W OF FT SASK.	0.58	67	13,824	9,750	18.0
37	4	Arterial	E OF 2 E OF VOLMER	W OF 15 W OF FT SASK.	24.67	67	13,824	9,750	18.0
38	10	Collector	E OF 28 W OF REDWATER	W OF 45 SE OF DEERLAND	0.14	25	100	2,334	17.7
38	10	Collector	E OF 28 W OF REDWATER	W OF 45 SE OF DEERLAND	14.17	25	100	1,119	17.7
38	10	Collector	E OF 28 W OF REDWATER	W OF 45 SE OF DEERLAND	4.04	25	100	2,334	17.7
38	10	Collector	E OF 28 W OF REDWATER	W OF 45 SE OF DEERLAND	4.98	25	100	1,323	17.7
38	10	Collector	E OF 28 W OF REDWATER	W OF 45 SE OF DEERLAND	1.68	25	100	1,323	17.7
39	6	Arterial	E OF 22 E OF DRAYTON VALLEY	W OF 20 AT ALSIKE	26.97	89	15,630	4,311	21.6
39	8	Arterial	E OF 20 AT ALSIKE	WEST OF CALMAR SE36-49-1-W5	34.38	89	15,630	3,819	16.8
39	8	Arterial	E OF 20 AT ALSIKE	WEST OF CALMAR SE36-49-1-W5	0.78	89	15,630	2,751	16.8
39	10	Arterial	WEST OF CALMAR SE36-49-1-W5	LEDUC W.C.L.	12.18	89	15,630	7,281	9.7
39	10	Arterial	WEST OF CALMAR SE36-49-1-W5	LEDUC W.C.L.	11.49	89	15,630	5,712	9.7
39	10	Arterial	WEST OF CALMAR SE36-49-1-W5	LEDUC W.C.L.	3.26	89	15,630	7,281	9.7
39	11	Arterial			0.00	89	15,630	10,983	7.3
40	6	Collector	N OF 3 AT COLEMAN	N BDY CROWSNEST PASS MUNICIPAL	0.02	588	6,262	350	6.4
40	6	Collector	N OF 3 AT COLEMAN	N BDY CROWSNEST PASS MUNICIPAL	3.82	588	6,262	350	6.4
40	10	Collector	N OF 541 SW OF LONGVIEW	KANANASKIS LAKES	54.79	588	307	466	1.6
40	12	Collector	KANANASKIS LAKES	S OF 1 AT SEEBE	0.03	588	307	2,928	5.3
40	12	Collector	KANANASKIS LAKES	S OF 1 AT SEEBE	5.33	588	307	2,928	5.3
40	12	Collector	KANANASKIS LAKES	S OF 1 AT SEEBE	44.53	588	307	2,928	5.3
40	14	Collector	N OF 1A W OF COCHRANE	S OF 579 W OF WATER VALLEY	0.65	588	100	1,046	5.1
40	14	Collector	N OF 1A W OF COCHRANE	S OF 579 W OF WATER VALLEY	0.07	588	100	1,046	5.1
40	14	Collector	N OF 1A W OF COCHRANE	S OF 579 W OF WATER VALLEY	1.21	588	100	1,046	5.1
40	14	Collector	N OF 1A W OF COCHRANE	S OF 579 W OF WATER VALLEY	7.34	588	100	1,046	5.1
40	14	Collector	N OF 1A W OF COCHRANE	S OF 579 W OF WATER VALLEY	4.06	588	100	1,046	5.1
40	14	Collector	N OF 1A W OF COCHRANE	S OF 579 W OF WATER VALLEY	28.36	588	100	1,046	5.1
40	14	Collector	N OF 1A W OF COCHRANE	S OF 579 W OF WATER VALLEY	1.35	588	100	1,046	5.1
40	14	Collector	N OF 1A W OF COCHRANE	S OF 579 W OF WATER VALLEY	2.97	588	100	1,046	5.1
40	24	Collector	SOUTH OF FOOTHILLS	S OF 47 S OF COALSPUR	36.15	588	9,405	745	38.6
40	26	Collector	W OF 47 S OF COALSPUR	NORTH OF LEYLAND	29.38	588	9,405	301	18.1
40	28	Collector	NORTH OF LEYLAND	S OF 16 SW OF HINTON EJ	0.46	588	9,405	423	12.3
40	28	Collector	NORTH OF LEYLAND	S OF 16 SW OF HINTON EJ	47.46	588	9,405	423	12.3
40	30	Arterial	N OF 16 SE OF ENTRANCE WJ	A.R.R. CROSSING	57.98	588	9,405	2,656	9.8
40	32	Arterial	A.R.R. CROSSING	E OF 734 AT MUSKEG RIVER	26.52	588	9,405	1,257	27.7
40	32	Arterial	A.R.R. CROSSING	E OF 734 AT MUSKEG RIVER	22.09	588	9,405	1,257	27.7
40	34	Arterial	W OF 734 AT MUSKEG RIVER	GRANDE CACHE W.C.L.	3.65	588	9,405	1,957	26.9
40	34	Arterial	W OF 734 AT MUSKEG RIVER	GRANDE CACHE W.C.L.	0.95	588	9,405	1,957	26.9
40	34	Arterial	W OF 734 AT MUSKEG RIVER	GRANDE CACHE W.C.L.	4.32	588	9,405	1,957	26.9
40	34	Arterial	W OF 734 AT MUSKEG RIVER	GRANDE CACHE W.C.L.	27.68	588	9,405	1,957	26.9
40	36	Arterial	GRANDE CACHE W.C.L.	16TH BASELINE	0.08	588	40,226	1,186	15.9
40	36	Arterial	GRANDE CACHE W.C.L.	16TH BASELINE	60.74	588	40,226	1,186	15.9
40	38	Arterial			53.15	588	40,226	1,578	15.9
40	40	Arterial	CUTBANK RIVER	BIG MOUNTAIN CREEK	25.98	588	40,226	3,632	24.9
40	42	Arterial	BIG MOUNTAIN CREEK	GRANDE PRAIRIE S.C.L.	29.62	588	40,226	3,555	29.8



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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
40	42	Arterial	BIG MOUNTAIN CREEK	GRANDE PRAIRIE S.C.L.	7.44	588	40,226	3,555	29.8
41	2	Arterial	MONTANA BORDER	NORTH OF CRESSDAY	40.86	615	100	171	14.9
41	3	Arterial	NORTH OF CRESSDAY	CYPRESS HILLS PROVICAL PARK	38.56	615	100	369	8.5
41	4	Arterial	CYPRESS HILLS PROVICAL PARK	S OF 1 W OF IRVINE EJ	34.28	615	100	779	15.0
41	6	Arterial	N OF 1 E OF DUNMORE WJ	WEST OF SCHULER	51.56	615	51,249	2,527	21.2
41	8	Arterial	WEST OF SCHULER	W OF EMPRESS	47.82	615	51,249	459	20.8
41	8	Arterial	WEST OF SCHULER	W OF EMPRESS	21.42	615	51,249	384	20.8
41	10	Arterial	W OF EMPRESS	S OF 9 N OF OYEN	0.94	615	5,183	981	14.8
41	10	Arterial	W OF EMPRESS	S OF 9 N OF OYEN	41.92	615	5,183	981	14.8
41	10	Arterial	W OF EMPRESS	S OF 9 N OF OYEN	3.85	615	5,183	540	14.8
41	10	Arterial	W OF EMPRESS	S OF 9 N OF OYEN	3.48	615	5,183	981	14.8
41	10	Arterial	W OF EMPRESS	S OF 9 N OF OYEN	14.95	615	5,183	981	14.8
41	12	Arterial	N OF 9 N OF OYEN	S OF 12 NE OF MONITOR EJ	35.98	615	5,183	755	16.9
41	12	Arterial	N OF 9 N OF OYEN	S OF 12 NE OF MONITOR EJ	32.40	615	5,183	755	16.9
41	14	Arterial	N OF 12 & 886 AT CONSORT WJ	S OF 13 N OF CZAR	30.53	615	5,183	989	28.7
41	14	Arterial	N OF 12 & 886 AT CONSORT WJ	S OF 13 N OF CZAR	0.02	615	5,183	989	28.7
41	14	Arterial	N OF 12 & 886 AT CONSORT WJ	S OF 13 N OF CZAR	28.11	615	5,183	1,114	28.7
41	16	Arterial	N OF 13 N OF CZAR	S OF 14 E OF WAINWRIGHT	0.03	615	5,183	1,422	12.1
41	16	Arterial	N OF 13 N OF CZAR	S OF 14 E OF WAINWRIGHT	14.99	615	5,183	1,422	12.1
41	16	Arterial	N OF 13 N OF CZAR	S OF 14 E OF WAINWRIGHT	24.57	615	5,183	1,422	12.1
41	18	Arterial	N OF 14 E OF WAINWRIGHT	S OF 16 S OF VERMILION	25.58	615	5,183	1,400	17.5
41	18	Arterial	N OF 14 E OF WAINWRIGHT	S OF 16 S OF VERMILION	0.29	615	5,183	1,960	17.5
41	18	Arterial	N OF 14 E OF WAINWRIGHT	S OF 16 S OF VERMILION	31.19	615	5,183	1,960	17.5
41	20	Arterial	N OF 16 S OF VERMILION	S OF 45 E OF DERWENT NJ	8.14	615	5,183	1,923	17.6
41	20	Arterial	N OF 16 S OF VERMILION	S OF 45 E OF DERWENT NJ	0.75	615	5,183	6,005	17.6
41	20	Arterial	N OF 16 S OF VERMILION	S OF 45 E OF DERWENT NJ	0.67	615	5,183	6,005	17.6
41	20	Arterial	N OF 16 S OF VERMILION	S OF 45 E OF DERWENT NJ	1.18	615	5,183	6,005	17.6
41	20	Arterial	N OF 16 S OF VERMILION	S OF 45 E OF DERWENT NJ	24.37	615	5,183	1,923	17.6
41	20	Arterial	N OF 16 S OF VERMILION	S OF 45 E OF DERWENT NJ	0.54	615	5,183	6,005	17.6
41	20	Arterial	N OF 16 S OF VERMILION	S OF 45 E OF DERWENT NJ	0.07	615	5,183	6,005	17.6
41	22	Arterial	N OF 45 E OF DERWENT NJ	S OF 28 S OF ELK POINT	13.29	615	5,183	1,181	23.6
41	22	Arterial	N OF 45 E OF DERWENT NJ	S OF 28 S OF ELK POINT	7.48	615	5,183	1,782	23.6
41	22	Arterial	N OF 45 E OF DERWENT NJ	S OF 28 S OF ELK POINT	13.54	615	5,183	2,805	23.6
41	22	Arterial	N OF 45 E OF DERWENT NJ	S OF 28 S OF ELK POINT	1.86	615	5,183	2,805	23.6
41	24	Arterial	N OF 28 W OF BONNYVILLE	S OF 55 AT LA COREY	0.82	615	5,709	6,089	15.6
41	24	Arterial	N OF 28 W OF BONNYVILLE	S OF 55 AT LA COREY	18.70	615	5,709	3,733	15.6
41A	2	Local	MEDICINE HAT E.C.L.	W OF 41 E OF MEDICINE HAT	7.93	8	51,249	1,801	16.3
42	8	Collector	E OF 2A & 592 N OF PENHOLD	W OF 21 W OF LOUSANA	44.03	44	1,750	1,877	15.6
43	0	Principal Arterial	B.C. BORDER	E OF 11 ST IN BEAVERLODGE	0.06	498	40,226	8,241	15.4
43	0	Principal Arterial	B.C. BORDER	E OF 11 ST IN BEAVERLODGE	2.01	498	40,226	7,247	15.4
43	0	Principal Arterial	B.C. BORDER	E OF 11 ST IN BEAVERLODGE	31.98	498	40,226	5,114	15.4
43	0	Principal Arterial	B.C. BORDER	E OF 11 ST IN BEAVERLODGE	14.28	498	40,226	8,241	15.4
43	2	Principal Arterial	E OF 11 ST IN BEAVERLODGE	W OF AIRPORT ACC GRANDE PRAIRIE	1.96	498	40,226	8,499	10.6
43	2	Principal Arterial	E OF 11 ST IN BEAVERLODGE	W OF AIRPORT ACC GRANDE PRAIRIE	19.26	498	40,226	8,499	10.6
43	2	Principal Arterial	E OF 11 ST IN BEAVERLODGE	W OF AIRPORT ACC GRANDE PRAIRIE	16.77	498	40,226	8,499	10.6
43	3	Principal Arterial	W OF AIRPORTT ACC GRANDE PRAIRIE	S OF 2 N OF GRANDE PRAIRIE	8.70	498	40,226	48,320	9.5
43	3	Principal Arterial	W OF AIRPORTT ACC GRANDE PRAIRIE	S OF 2 N OF GRANDE PRAIRIE	2.46	498	40,226	48,320	9.5
43	3	Principal Arterial	W OF AIRPORTT ACC GRANDE PRAIRIE	S OF 2 N OF GRANDE PRAIRIE	0.01	498	40,226	30,360	9.5
43	4	Principal Arterial	E OF 2 N OF GRANDE PRAIRIE	EAST OF DEBOLT	18.06	498	40,226	7,720	23.2
43	4	Principal Arterial	E OF 2 N OF GRANDE PRAIRIE	EAST OF DEBOLT	34.83	498	40,226	7,720	23.2
43	6	Principal Arterial	EAST OF DEBOLT	W OF 49 AT VALLEYVIEW	14.80	498	40,226	6,812	28.7
43	6	Principal Arterial	EAST OF DEBOLT	W OF 49 AT VALLEYVIEW	0.48	498	40,226	6,760	28.7
43	6	Principal Arterial	EAST OF DEBOLT	W OF 49 AT VALLEYVIEW	21.14	498	40,226	6,812	28.7
43	6	Principal Arterial	EAST OF DEBOLT	W OF 49 AT VALLEYVIEW	10.34	498	40,226	6,812	28.7

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
43	6	Principal Arterial	EAST OF DEBOLT	W OF 49 AT VALLEYVIEW	0.26	498	40,226	6,760	28.7
43	6	Principal Arterial	EAST OF DEBOLT	W OF 49 AT VALLEYVIEW	4.56	498	40,226	6,760	28.7
43	8	Principal Arterial	S OF 49 AT VALLEYVIEW	LITTLE SMOKY RIVER	1.67	498	40,226	7,980	23.9
43	8	Principal Arterial	S OF 49 AT VALLEYVIEW	LITTLE SMOKY RIVER	23.20	498	40,226	7,980	23.9
43	8	Principal Arterial	S OF 49 AT VALLEYVIEW	LITTLE SMOKY RIVER	14.03	498	40,226	7,980	23.9
43	10	Principal Arterial	LITTLE SMOKY RIVER	FOX CREEK	9.55	498	40,226	6,682	26.9
43	10	Principal Arterial	LITTLE SMOKY RIVER	FOX CREEK	37.45	498	40,226	6,682	26.9
43	12	Principal Arterial	FOX CREEK	EAST OF TWO CREEKS	38.88	498	40,226	8,490	27.5
43	14	Principal Arterial	EAST OF TWO CREEKS	W OF 32 AT WHITECOURT EJ	40.53	498	40,226	12,780	24.0
43	14	Principal Arterial	EAST OF TWO CREEKS	W OF 32 AT WHITECOURT EJ	1.77	498	40,226	12,780	24.0
43	14	Principal Arterial	EAST OF TWO CREEKS	W OF 32 AT WHITECOURT EJ	0.40	498	40,226	7,600	24.0
43	16	Principal Arterial	E OF 32 AT WHITECOURT EJ	W OF 22 AT MAYERTHORPE	0.22	498	40,226	9,327	19.5
43	16	Principal Arterial	E OF 32 AT WHITECOURT EJ	W OF 22 AT MAYERTHORPE	13.69	498	40,226	9,327	19.5
43	16	Principal Arterial	E OF 32 AT WHITECOURT EJ	W OF 22 AT MAYERTHORPE	4.14	498	40,226	9,327	19.5
43	16	Principal Arterial	E OF 32 AT WHITECOURT EJ	W OF 22 AT MAYERTHORPE	22.33	498	40,226	10,320	19.5
43	16	Principal Arterial	E OF 32 AT WHITECOURT EJ	W OF 22 AT MAYERTHORPE	4.73	498	40,226	11,720	19.5
43	18	Principal Arterial	E OF 22 AT MAYERTHORPE	W OF 764 AT CHERHILL	1.10	498	40,226	6,056	23.0
43	18	Principal Arterial	E OF 22 AT MAYERTHORPE	W OF 764 AT CHERHILL	13.51	498	40,226	6,056	23.0
43	18	Principal Arterial	E OF 22 AT MAYERTHORPE	W OF 764 AT CHERHILL	20.45	498	40,226	6,056	23.0
43	20	Principal Arterial	E OF 764 AT CHERHILL	W OF 33 NE OF GUNN	3.01	498	40,226	8,420	21.7
43	20	Principal Arterial	E OF 764 AT CHERHILL	W OF 33 NE OF GUNN	13.41	498	40,226	8,420	21.7
43	20	Principal Arterial	E OF 764 AT CHERHILL	W OF 33 NE OF GUNN	8.44	498	40,226	8,420	21.7
43	22	Principal Arterial	E OF 33 NE OF GUNN	N OF 16 AT MANLY CORNER	20.61	498	40,226	14,260	15.1
43	22	Principal Arterial	E OF 33 NE OF GUNN	N OF 16 AT MANLY CORNER	3.21	498	40,226	14,260	15.1
44	0	Arterial	N OF 16X W OF EDMONTON	S OF 18 AT WESTLOCK	25.26	171	666,104	4,467	24.2
44	0	Arterial	N OF 16X W OF EDMONTON	S OF 18 AT WESTLOCK	0.81	171	666,104	4,467	24.2
44	0	Arterial	N OF 16X W OF EDMONTON	S OF 18 AT WESTLOCK	36.50	171	666,104	4,097	24.2
44	0	Arterial	N OF 16X W OF EDMONTON	S OF 18 AT WESTLOCK	3.32	171	666,104	10,485	24.2
44	2	Arterial	N OF 18 AT WESTLOCK	NORTH OF FAWCETT	53.59	171	4,820	2,844	17.5
44	2	Arterial	N OF 18 AT WESTLOCK	NORTH OF FAWCETT	0.00	171	4,820	2,844	17.5
44	2	Arterial	N OF 18 AT WESTLOCK	NORTH OF FAWCETT	1.64	171	4,820	4,392	17.5
44	4	Arterial	NORTH OF FAWCETT	S OF 2 S OF HONDO	50.23	171	4,820	2,342	28.4
45	8	Collector	E OF 36 AT TWO HILLS WJ	W OF 41 E OF DERWENT NJ	56.67	224	1,091	1,755	29.6
45	4	Local	N OF 15 S OF BRUDERHEIM	W OF 855 N OF ANDREW EJ	0.82	224	1,202	690	17.5
45	4	Local	N OF 15 S OF BRUDERHEIM	W OF 855 N OF ANDREW EJ	0.80	224	1,202	690	17.5
45	4	Local	N OF 15 S OF BRUDERHEIM	W OF 855 N OF ANDREW EJ	0.01	224	1,202	690	17.5
45	4	Collector	N OF 15 S OF BRUDERHEIM	W OF 855 N OF ANDREW EJ	27.69	224	1,202	690	17.5
45	4	Collector	N OF 15 S OF BRUDERHEIM	W OF 855 N OF ANDREW EJ	0.02	224	1,202	690	17.5
45	4	Local	N OF 15 S OF BRUDERHEIM	W OF 855 N OF ANDREW EJ	12.00	224	1,202	690	17.5
45	4	Local	N OF 15 S OF BRUDERHEIM	W OF 855 N OF ANDREW EJ	2.43	224	1,202	1,962	17.5
45	6	Collector	E OF 855 N OF ANDREW EJ	W OF 36 AT TWO HILLS WJ	5.17	224	1,202	345	16.7
45	6	Collector	E OF 855 N OF ANDREW EJ	W OF 36 AT TWO HILLS WJ	8.42	224	1,202	413	16.7
45	6	Collector	E OF 855 N OF ANDREW EJ	W OF 36 AT TWO HILLS WJ	0.23	224	1,202	413	16.7
45	6	Collector	E OF 855 N OF ANDREW EJ	W OF 36 AT TWO HILLS WJ	10.38	224	1,202	230	16.7
45	6	Collector	E OF 855 N OF ANDREW EJ	W OF 36 AT TWO HILLS WJ	1.28	224	1,202	345	16.7
45	8	Arterial	E OF 36 AT TWO HILLS WJ	W OF 41 E OF DERWENT NJ	2.33	224	1,091	1,755	29.6
45	8	Arterial	E OF 36 AT TWO HILLS WJ	W OF 41 E OF DERWENT NJ	1.21	224	1,091	1,755	29.6
45	10	Collector	E OF 41 SE OF DERWENT SJ	W OF 893 N OF DEWBERRY EJ	4.88	224	1,091	493	22.1
45	10	Collector	E OF 41 SE OF DERWENT SJ	W OF 893 N OF DEWBERRY EJ	18.04	224	1,091	462	22.1
45	12	Collector	E OF 893 N OF DEWBERRY EJ	W OF 17 AT ALCURVE (SASK BDR)	42.83	224	1,091	907	28.7
45	6	Collector	E OF 855 N OF ANDREW EJ	W OF 36 AT TWO HILLS WJ	10.52	224	1,202	413	16.7
45	6	Arterial	E OF 855 N OF ANDREW EJ	W OF 36 AT TWO HILLS WJ	9.92	224	1,202	413	16.7
45	4	Collector	N OF 15 S OF BRUDERHEIM	W OF 855 N OF ANDREW EJ	8.13	224	1,202	690	17.5
47	6	Collector	N OF 40 AT COALSPUR	S OF 16 W OF EDSON	58.63	59	7,815	1,719	35.7

Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
49	2	Arterial	B.C. BORDER	W OF 725 S OF WHITBURN	52.71	267	1,109	1,208	28.9
49	4	Arterial	E OF 725 S OF WHITBURN	W OF 2 E OF RYCROFT	2.52	267	1,109	4,176	23.6
49	4	Arterial	E OF 725 S OF WHITBURN	W OF 2 E OF RYCROFT	21.03	267	1,109	2,229	23.6
49	4	Arterial	E OF 725 S OF WHITBURN	W OF 2 E OF RYCROFT	4.90	267	1,109	3,231	23.6
49	4	Arterial	E OF 725 S OF WHITBURN	W OF 2 E OF RYCROFT	6.40	267	1,109	4,176	23.6
49	4	Arterial	E OF 725 S OF WHITBURN	W OF 2 E OF RYCROFT	1.23	267	1,109	4,176	23.6
49	4	Arterial	E OF 725 S OF WHITBURN	W OF 2 E OF RYCROFT	0.03	267	1,109	4,176	23.6
49	6	Arterial	E OF 2 E OF RYCROFT	W OF 739 AT EAGLESHAM	36.99	267	1,109	879	24.6
49	6	Arterial	E OF 2 E OF RYCROFT	W OF 739 AT EAGLESHAM	15.25	267	1,109	1,189	24.6
49	6	Arterial	E OF 2 E OF RYCROFT	W OF 739 AT EAGLESHAM	0.16	267	1,109	1,189	24.6
49	6	Arterial	E OF 2 E OF RYCROFT	W OF 739 AT EAGLESHAM	0.02	267	1,109	1,189	24.6
49	8	Arterial	E OF 739 AT EAGLESHAM	W OF 2 SW OF DONNELLY	16.66	267	1,109	1,317	23.5
49	8	Arterial	E OF 739 AT EAGLESHAM	W OF 2 SW OF DONNELLY	0.03	267	1,109	1,317	23.5
49	8	Arterial	E OF 739 AT EAGLESHAM	W OF 2 SW OF DONNELLY	32.25	267	1,109	1,317	23.5
49	10	Principal Arterial	S OF 2 DONNELLY CORNER	N OF 2A S OF GUY	29.09	267	1,856	2,235	26.5
49	12	Principal Arterial	S OF 2A S OF GUY	N OF 43 AT VALLEYVIEW	1.27	267	1,856	4,637	34.9
49	12	Principal Arterial	S OF 2A S OF GUY	N OF 43 AT VALLEYVIEW	0.02	267	1,856	4,637	34.9
49	12	Principal Arterial	S OF 2A S OF GUY	N OF 43 AT VALLEYVIEW	0.03	267	1,856	4,637	34.9
49	12	Principal Arterial	S OF 2A S OF GUY	N OF 43 AT VALLEYVIEW	11.37	267	1,856	2,491	34.9
49	12	Principal Arterial	S OF 2A S OF GUY	N OF 43 AT VALLEYVIEW	34.84	267	1,856	4,637	34.9
50	2	Collector	N OF 12 SE OF TEES	W OF 21 E OF MIRROR	14.46	14	591	687	13.9
52	2	Collector	E OF 5 S OF WELLING	W OF 4 SE OF STIRLING	1.89	24	877	1,013	8.1
52	2	Collector	E OF 5 S OF WELLING	W OF 4 SE OF STIRLING	1.61	24	877	1,431	8.1
52	2	Collector	E OF 5 S OF WELLING	W OF 4 SE OF STIRLING	14.49	24	877	307	8.1
52	2	Collector	E OF 5 S OF WELLING	W OF 4 SE OF STIRLING	6.38	24	877	1,951	8.1
53	4	Arterial	E OF 22 N OF ROCKY MTN HOUSE	W OF 20 & 53 SJ	16.95	214	6,584	416	18.2
53	4	Arterial	E OF 22 N OF ROCKY MTN HOUSE	W OF 20 & 53 SJ	26.81	214	6,584	2,944	18.2
53	4	Arterial	E OF 22 N OF ROCKY MTN HOUSE	W OF 20 & 53 SJ	2.32	214	6,584	2,944	18.2
53	6	Arterial	E OF 20 N OF RIMBEY NJ	W OF 2 W OF PONOKA	39.61	214	6,584	4,004	15.1
53	6	Arterial	E OF 20 N OF RIMBEY NJ	W OF 2 W OF PONOKA	0.66	214	6,584	4,004	15.1
53	8	Collector	E OF 2 W OF PONOKA	W OF 21 N OF BASHAW NJ	7.40	214	6,330	743	11.3
53	8	Collector	E OF 2 W OF PONOKA	W OF 21 N OF BASHAW NJ	0.63	214	6,330	6,371	11.3
53	8	Collector	E OF 2 W OF PONOKA	W OF 21 N OF BASHAW NJ	1.52	214	6,330	6,371	11.3
53	8	Collector	E OF 2 W OF PONOKA	W OF 21 N OF BASHAW NJ	34.31	214	6,330	743	11.3
53	8	Collector	E OF 2 W OF PONOKA	W OF 21 N OF BASHAW NJ	4.51	214	6,330	7,511	11.3
53	10	Collector	E OF 605 AT BASHAW SJ	BATTLE RIVER	0.05	214	6,330	850	23.1
53	10	Collector	E OF 605 AT BASHAW SJ	BATTLE RIVER	6.51	214	6,330	850	23.1
53	10	Collector	E OF 605 AT BASHAW SJ	BATTLE RIVER	17.47	214	6,330	850	23.1
53	10	Collector	E OF 605 AT BASHAW SJ	BATTLE RIVER	18.68	214	6,330	850	23.1
53	10	Collector	E OF 605 AT BASHAW SJ	BATTLE RIVER	1.64	214	6,330	732	23.1
53	12	Collector	BATTLE RIVER	W OF 36 & 608 E OF FORESTBURG	1.25	214	6,330	1,274	17.7
53	12	Collector	BATTLE RIVER	W OF 36 & 608 E OF FORESTBURG	0.03	214	6,330	791	17.7
53	12	Collector	BATTLE RIVER	W OF 36 & 608 E OF FORESTBURG	15.42	214	6,330	908	17.7
53	12	Collector	BATTLE RIVER	W OF 36 & 608 E OF FORESTBURG	0.04	214	6,330	908	17.7
53	12	Collector	BATTLE RIVER	W OF 36 & 608 E OF FORESTBURG	18.42	214	6,330	1,298	17.7
54	6	Arterial	E OF 22 & 591 W OF CAROLINE WJ	NORTH OF DICKSON	1.32	70	7,090	3,358	14.5
54	6	Collector	E OF 22 & 591 W OF CAROLINE WJ	NORTH OF DICKSON	6.51	70	7,090	1,633	14.5
54	6	Arterial	E OF 22 & 591 W OF CAROLINE WJ	NORTH OF DICKSON	7.65	70	7,090	3,358	14.5
54	6	Collector	E OF 22 & 591 W OF CAROLINE WJ	NORTH OF DICKSON	18.19	70	7,090	1,633	14.5
54	8	Collector	NORTH OF DICKSON	W OF 2 & 590 AT INNISFAIL	14.68	70	7,090	2,239	13.7
54	8	Collector	NORTH OF DICKSON	W OF 2 & 590 AT INNISFAIL	0.40	70	7,090	11,993	13.7
54	8	Collector	NORTH OF DICKSON	W OF 2 & 590 AT INNISFAIL	0.36	70	7,090	11,993	13.7
54	8	Local	NORTH OF DICKSON	W OF 2 & 590 AT INNISFAIL	2.87	70	7,090	11,990	13.7
54	8	Local	NORTH OF DICKSON	W OF 2 & 590 AT INNISFAIL	0.14	70	7,090	11,990	13.7

Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
54	6	Arterial	E OF 22 & 591 W OF CAROLINE WJ	NORTH OF DICKSON	4.08	70	7,090	1,633	14.5
54	8	Arterial	NORTH OF DICKSON	W OF 2 & 590 AT INNISFAIL	13.73	70	7,090	2,239	13.7
55	10	Arterial	E OF 2 AT ATHABASCA	W OF 63 S OF DONATVILLE SJ	2.73	210	2,776	6,095	13.1
55	10	Arterial	E OF 2 AT ATHABASCA	W OF 63 S OF DONATVILLE SJ	28.85	210	2,776	2,891	13.1
55	12	Arterial	E OF 63 & 855 W OF ATMORE NJ	LAC LA BICHE	0.67	210	2,776	7,562	13.1
55	12	Arterial	E OF 63 & 855 W OF ATMORE NJ	LAC LA BICHE	31.80	210	2,776	7,562	13.1
55	12	Arterial	E OF 63 & 855 W OF ATMORE NJ	LAC LA BICHE	8.20	210	2,776	2,240	13.1
55	14	Arterial	E OF 36 S OF LAC LA BICHE SJ	W OF 881 W OF TRUMAN	9.33	210	11,595	1,103	19.0
55	14	Arterial	E OF 36 S OF LAC LA BICHE SJ	W OF 881 W OF TRUMAN	42.65	210	11,595	1,103	19.0
55	16	Arterial	E OF 881 W OF TRUMAN	W OF 41 AT LA COREY	36.76	210	11,595	1,480	22.4
55	18	Arterial	E OF 41 AT LA COREY	COLD LAKE W.C.L	0.00	210	11,595	4,172	17.6
55	18	Arterial	E OF 41 AT LA COREY	COLD LAKE W.C.L	35.89	210	11,595	4,172	17.6
55	20	Arterial	E OF 28 S OF GRAND CENTRE SJ	SASKATCHEWAN BORDER	13.60	210	11,595	2,717	9.6
56	6	Arterial	N OF 1 N OF CROWFOOT	S OF 564 NE OF HUSSAR	39.41	215	7,785	1,330	21.6
56	8	Arterial	N OF 564 NE OF HUSSAR	S OF 10 W OF CAMBRIA	22.80	215	7,785	1,435	17.1
56	8	Arterial	N OF 564 NE OF HUSSAR	S OF 10 W OF CAMBRIA	2.55	215	7,785	1,435	17.1
56	10	Arterial	N OF 9 & 27 SE OF MORRIN	S OF BIG VALLEY (REGIONAL BDY)	0.01	215	15,669	1,015	17.8
56	10	Arterial	N OF 9 & 27 SE OF MORRIN	S OF BIG VALLEY (REGIONAL BDY)	29.14	215	15,669	1,015	17.8
56	12	Arterial	S OF BIG VALLEY (REGIONAL BDY)	S OF 12 AT STETTLER WJ	1.29	215	15,669	1,615	16.5
56	12	Arterial	S OF BIG VALLEY (REGIONAL BDY)	S OF 12 AT STETTLER WJ	0.19	215	15,669	1,615	16.5
56	12	Arterial	S OF BIG VALLEY (REGIONAL BDY)	S OF 12 AT STETTLER WJ	44.46	215	15,669	1,615	16.5
56	14	Arterial	N OF 12 AT STETTLER WJ	S OF 53 W OF DONALDA	0.02	215	15,669	3,160	12.1
56	14	Arterial	N OF 12 AT STETTLER WJ	S OF 53 W OF DONALDA	2.14	215	15,669	3,160	12.1
56	14	Arterial	N OF 12 AT STETTLER WJ	S OF 53 W OF DONALDA	27.52	215	15,669	1,975	12.1
56	14	Arterial	N OF 12 AT STETTLER WJ	S OF 53 W OF DONALDA	0.53	215	15,669	3,160	12.1
56	14	Arterial	N OF 12 AT STETTLER WJ	S OF 53 W OF DONALDA	0.01	215	15,669	1,975	12.1
56	16	Arterial	N OF 53 W OF DONALDA	S OF 13 W OF OHATON	45.39	215	15,669	2,065	15.9
58	4	Arterial	RAINBOW LAKE	CHINCHAGA RIVER	3.35	284	3,849	1,316	40.4
58	4	Arterial	RAINBOW LAKE	CHINCHAGA RIVER	63.46	284	3,849	1,316	40.4
58	4	Arterial	RAINBOW LAKE	CHINCHAGA RIVER	1.87	284	3,849	1,316	40.4
58	6	Arterial	CHINCHAGA RIVER	W OF 35 AT HIGH LEVEL SJ	2.58	284	3,849	1,455	11.5
58	6	Arterial	CHINCHAGA RIVER	W OF 35 AT HIGH LEVEL SJ	68.40	284	3,849	1,455	11.5
58	8	Arterial	E OF 35 AT HIGH LEVEL NJ	W OF 88 NW OF BOYER	2.36	284	3,849	2,314	20.4
58	8	Arterial	E OF 35 AT HIGH LEVEL NJ	W OF 88 NW OF BOYER	4.09	284	3,849	2,314	20.4
58	8	Arterial	E OF 35 AT HIGH LEVEL NJ	W OF 88 NW OF BOYER	0.02	284	3,849	2,314	20.4
58	8	Arterial	E OF 35 AT HIGH LEVEL NJ	W OF 88 NW OF BOYER	50.40	284	3,849	2,314	20.4
58	10	Collector	E OF 88 NW OF BOYER	LAWRENCE RIVER	58.74	284	3,849	361	6.9
58	12	Collector			28.38	284	3,849	361	6.9
59	2	Collector	N OF 43 NW OF HYTHE	W OF 2 & 674 NE OF SEXSMITH	0.02	63	1,934	1,343	26.1
59	2	Collector	N OF 43 NW OF HYTHE	W OF 2 & 674 NE OF SEXSMITH	63.15	63	1,934	1,343	26.1
60	2	Arterial	N OF 39 E OF CALMAR	S OF 16A W OF EDMONTON	4.31	35	666,104	20,150	15.3
60	2	Arterial	N OF 39 E OF CALMAR	S OF 16A W OF EDMONTON	6.45	35	666,104	16,770	15.3
60	2	Collector	N OF 39 E OF CALMAR	S OF 16A W OF EDMONTON	7.78	35	666,104	8,350	15.3
60	2	Collector	N OF 39 E OF CALMAR	S OF 16A W OF EDMONTON	0.31	35	666,104	8,350	15.3
60	2	Arterial	N OF 39 E OF CALMAR	S OF 16A W OF EDMONTON	3.26	35	666,104	16,770	15.3
60	2	Arterial	N OF 39 E OF CALMAR	S OF 16A W OF EDMONTON	9.74	35	666,104	16,770	15.3
60	4	Arterial	N OF 16A W OF EDMONTON	S OF 16 W OF EDMONTON	0.67	35	666,104	15,840	25.1
60	4	Arterial	N OF 16A W OF EDMONTON	S OF 16 W OF EDMONTON	1.28	35	666,104	15,840	25.1
60	4	Arterial	N OF 16A W OF EDMONTON	S OF 16 W OF EDMONTON	1.21	35	666,104	15,840	25.1
61	2	Collector	E OF 4 N OF STIRLING	S OF SKIFF (DISTRICT BDY)	0.90	147	877	541	20.2
61	2	Collector	E OF 4 N OF STIRLING	S OF SKIFF (DISTRICT BDY)	45.09	147	877	541	20.2
61	4	Collector	W OF SKIFF (DISTRICT BDY)	W OF 885 AT ETZIKOM NJ	33.70	147	877	432	19.3
61	4	Collector	W OF SKIFF (DISTRICT BDY)	W OF 885 AT ETZIKOM NJ	26.41	147	877	991	19.3
61	4	Collector	W OF SKIFF (DISTRICT BDY)	W OF 885 AT ETZIKOM NJ	2.36	147	877	991	19.3

Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
61	6	Collector	E OF 885 E OF ETZIKOM NJ	W OF 889 AT MANYBERRIES	38.50	147	877	226	23.3
62	2	Collector	MONTANA BORDER	S OF 5 AT MAGRATH	2.42	52	1,993	1,560	14.2
62	2	Collector	MONTANA BORDER	S OF 5 AT MAGRATH	0.28	52	1,993	1,560	14.2
62	2	Collector	MONTANA BORDER	S OF 5 AT MAGRATH	49.07	52	1,993	556	14.2
63	0	Principal Arterial	N OF 28 & 829 SW OF RADWAY	N OF NEWBROOK	49.10	434	67,105	1,830	16.0
63	1	Principal Arterial	N OF NEWBROOK	W OF 55 & 855 W OF ATMORE NJ	0.00	434	67,105	2,527	17.6
63	1	Principal Arterial	N OF NEWBROOK	W OF 55 & 855 W OF ATMORE NJ	62.48	434	67,105	5,392	17.6
63	2	Principal Arterial	N OF 55 & 855 W OF ATMORE NJ	N OF WANDERING RIVER	55.22	434	67,105	4,650	27.5
63	4	Principal Arterial			26.07	434	67,105	4,650	27.5
63	4	Principal Arterial			20.81	434	67,105	4,650	27.5
63	6	Principal Arterial			5.99	434	67,105	4,650	27.5
63	6	Principal Arterial			37.76	434	67,105	4,650	27.5
63	8	Principal Arterial			47.77	434	67,105	4,650	27.5
63	10	Principal Arterial	22ND BASELINE	SOUTH BNDY OF SE15-88-9-W4	43.54	434	67,105	4,623	19.2
63	11	Principal Arterial	SOUTH BNDY OF SE15-88-9-W4	NORTH BNDY OF NW 6-90-9-W4	1.37	434	67,105	11,096	10.7
63	11	Principal Arterial	SOUTH BNDY OF SE15-88-9-W4	NORTH BNDY OF NW 6-90-9-W4	18.76	434	67,105	11,096	10.7
63	12	Arterial	NORTH BNDY OF NW6-90-9-W4	MILDRED LAKE AIR STRIP	21.49	434	67,105	21,520	23.9
63	12	Arterial	NORTH BNDY OF NW6-90-9-W4	MILDRED LAKE AIR STRIP	27.74	434	67,105	21,520	23.9
63	14	Arterial	MILDRED LAKE AIRSTRIP	SW BNDY SW6-97-10-W4	16.02	434	67,105	283	53.0
64	2	Arterial	B.C. BORDER	SE OF WORSLEY	65.92	126	3,150	1,244	18.9
64	4	Arterial	SE OF WORSLEY	N OF 685 E OF HINES CREEK	32.23	126	3,150	2,039	18.4
64	6	Arterial	S OF 685 E OF HINES CREEK	N OF 2 W OF WATERHOLE	11.60	126	3,150	1,498	22.5
64	6	Arterial	S OF 685 E OF HINES CREEK	N OF 2 W OF WATERHOLE	16.26	126	3,150	743	22.5
64A	6	Collector	E OF 64 & 682 W OF FAIRVIEW	W OF 2 & 732 AT FAIRVIEW	5.82	7	3,150	1,572	10.0
64A	6	Collector	E OF 64 & 682 W OF FAIRVIEW	W OF 2 & 732 AT FAIRVIEW	0.81	7	3,150	1,572	10.0
66	2	Park Access	FORD CREEK ROAD	EAST OF CANYON CREEK	12.22	28	1,249	1,579	5.1
66	4	Park Access	W OF BOW FALLS	W OF 22 SE OF BRAGG CREEK	1.93	28	1,249	1,567	5.3
66	4	Park Access	W OF BOW FALLS	W OF 22 SE OF BRAGG CREEK	2.88	28	1,249	1,495	5.3
66	4	Park Access	W OF BOW FALLS	W OF 22 SE OF BRAGG CREEK	10.53	28	1,249	1,567	5.3
68	4	Park Access	E OF 40 SE OF SEEBE	S OF 1 SE OF MORLEY	9.72	37	100	271	9.8
68	4	Park Access	E OF 40 SE OF SEEBE	S OF 1 SE OF MORLEY	1.96	37	100	271	9.8
68	4	Park Access	E OF 40 SE OF SEEBE	S OF 1 SE OF MORLEY	25.43	37	100	271	9.8
69	2	Local	E OF 63 AT FT MCMURRAY	LYNTON SIDING	14.31	14	67,105	4,268	11.9
72	10	Collector	E OF 2 & 2A SE OF CROSSFIELD	W OF 9 & 806 E OF BEISEKER	0.29	33	2,288	2,621	18.5
72	10	Collector	E OF 2 & 2A SE OF CROSSFIELD	W OF 9 & 806 E OF BEISEKER	0.94	33	2,288	2,621	18.5
72	10	Collector	E OF 2 & 2A SE OF CROSSFIELD	W OF 9 & 806 E OF BEISEKER	0.82	33	2,288	2,621	18.5
72	10	Collector	E OF 2 & 2A SE OF CROSSFIELD	W OF 9 & 806 E OF BEISEKER	0.40	33	2,288	2,621	18.5
72	10	Collector	E OF 2 & 2A SE OF CROSSFIELD	W OF 9 & 806 E OF BEISEKER	31.01	33	2,288	2,621	18.5
88	2	Arterial	N OF 2 SE OF SLAVE LAKE	S OF 754 N OF SLAVE LAKE	2.44	429	9,687	2,798	21.2
88	2	Arterial	N OF 2 SE OF SLAVE LAKE	S OF 754 N OF SLAVE LAKE	0.83	429	9,687	2,798	21.2
88	2	Arterial	N OF 2 SE OF SLAVE LAKE	S OF 754 N OF SLAVE LAKE	31.22	429	9,687	2,798	21.2
88	4	Arterial	N OF 754 N OF SLAVE LAKE	S OF 750 NE OF ATIKAMEG	12.69	429	9,687	1,077	30.4
88	4	Arterial	N OF 754 N OF SLAVE LAKE	S OF 750 NE OF ATIKAMEG	63.50	429	9,687	1,077	30.4
88	6	Arterial	N OF 750 NE OF ATIKAMEG	10-84-9-W5 S OF 22ND BASELINE	25.97	429	9,687	844	22.1
88	8	Arterial	10-84-9-W5 S OF 22ND BASELINE	LOON RIVER	8.46	429	9,687	1,613	28.6
88	8	Arterial	10-84-9-W5 S OF 22ND BASELINE	LOON RIVER	25.27	429	9,687	1,613	28.6
88	10	Arterial	LOON RIVER	LAFOND CREEK	21.54	429	9,687	400	41.2
88	10	Arterial	LOON RIVER	LAFOND CREEK	36.48	429	9,687	400	41.2
88	12	Arterial	LAFOND CREEK	WABASCA RIVER	8.54	429	9,687	266	44.4
88	12	Arterial	LAFOND CREEK	WABASCA RIVER	43.15	429	9,687	266	44.4
88	14	Arterial			52.19	429	9,687	318	44.4
88	16	Arterial	N OF I.R. 173	BEAR RIVER	5.96	429	9,687	370	15.5
88	16	Arterial	N OF I.R. 173	BEAR RIVER	26.37	429	9,687	370	15.5
88	16	Arterial	N OF I.R. 173	BEAR RIVER	21.42	429	9,687	370	15.5

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
88	18	Arterial	BEAR RIVER	S OF 58 NW OF BOYER	42.50	429	9,687	511	16.5
100	2	Local	EDMONTON E.C.L.	W OF 216 E OF EDMONTON	4.18		666,104	35,310	6.4
216	4	Principal Arterial	S OF 16 E OF EDMONTON	N OF 14 & 628 SE OF EDMONTON	9.74	10	666,104	40,150	11.8
500	4	Local	S OF 501 E OF MILK RIVER	W OF 880 E OF ADEN	27.97	62	879	103	28.2
500	2	Local	N OF 4 AT COUTTS	SEC 8-1-13-4	0.39	62	364	192	19.5
500	2	Local	N OF 4 AT COUTTS	SEC 8-1-13-4	19.00	62	364	192	19.5
500	4	Local	S OF 501 E OF MILK RIVER	W OF 880 E OF ADEN	6.41	62	879	103	28.2
500	4	Park Access	S OF 501 E OF MILK RIVER	W OF 880 E OF ADEN	8.61	62	879	103	28.2
501	0	Local	S OF 5 E OF MOUNTAIN VIEW	W OF 2 AT CARDSTON	21.85	299	3,475	290	7.4
501	0	Local	S OF 5 E OF MOUNTAIN VIEW	W OF 2 AT CARDSTON	2.80	299	3,475	290	7.4
501	1	Arterial	E OF 2 NORTH	E OF 2 SOUTH NJ	1.14	299	3,475	1,518	11.5
501	1	Arterial	E OF 2 NORTH	E OF 2 SOUTH NJ	3.31	299	3,475	1,518	11.5
501	1	Arterial	E OF 2 NORTH	E OF 2 SOUTH NJ	0.10	299	3,475	1,518	11.5
501	2	Collector	E OF 2 S OF CARDSTON SJ	W OF 62 AT DEL BONITA	45.57	299	3,475	739	23.0
501	4	Collector	E OF 62 AT DEL BONITA	W OF 4 S OF MILK RIVER SJ	31.41	299	3,475	237	27.5
501	4	Collector	E OF 62 AT DEL BONITA	W OF 4 S OF MILK RIVER SJ	27.61	299	3,475	237	27.5
501	6	Collector	E OF 4 AT MILK RIVER NJ	W OF 879 S OF FOREMOST	0.80	299	879	528	25.3
501	6	Collector	E OF 4 AT MILK RIVER NJ	W OF 879 S OF FOREMOST	0.01	299	879	270	25.3
501	6	Collector	E OF 4 AT MILK RIVER NJ	W OF 879 S OF FOREMOST	51.17	299	879	270	25.3
501	8	Collector	E OF 879 S OF FOREMOST	NE 21 - TWP 3 - R 6 - W 4	54.09	299	879	49	26.0
501	10	Collector	NE 21 - TWP 3 - R 6 - W 4	W OF 41 S OF CRESSDAY	22.74	299	879	111	11.8
501	10	Collector	NE 21 - TWP 3 - R 6 - W 4	W OF 41 S OF CRESSDAY	17.92	299	879	111	11.8
501	12	Collector	E OF 41 S OF CRESSDAY	SASKATCHEWAN BORDER	18.43	299	879	111	2.7
503	2	Park Access	S OF 5 NE OF CARDSTON	W OF 820 SE OF WOOLFORD	17.95	18	100	108	22.5
504	2	Local	E OF 36 N OF WARNER	W OF 877 S OF SKIFF	29.08	29	379	123	30.8
505	2	Collector	E OF 6 NW OF TWIN BUTTE	W OF 2 N OF CARDSTON SJ	13.35	68	7,363	1,308	12.8
505	2	Collector	E OF 6 NW OF TWIN BUTTE	W OF 2 N OF CARDSTON SJ	16.13	68	7,363	1,308	12.8
505	2	Collector	E OF 6 NW OF TWIN BUTTE	W OF 2 N OF CARDSTON SJ	17.37	68	7,363	356	12.8
505	4	Collector	E OF 2 N OF CARDSTON NJ	W OF 5 & 820 AT SPRING COULEE	13.43	68	7,363	528	24.7
505	4	Collector	E OF 2 N OF CARDSTON NJ	W OF 5 & 820 AT SPRING COULEE	8.09	68	7,363	528	24.7
506	2	Local	E OF 62 S OF MAGRATH	W OF 4 NW OF WARNER	7.32	46	1,993	139	31.8
506	2	Local	E OF 62 S OF MAGRATH	W OF 4 NW OF WARNER	38.93	46	1,993	139	31.8
507	2	Collector	S OF 3 E OF BURMIS	W OF 6 AT PINCHER CREEK	0.83	70	3,666	1,241	13.0
507	2	Collector	S OF 3 E OF BURMIS	W OF 6 AT PINCHER CREEK	32.21	70	3,666	1,241	13.0
507	4	Local	E OF 6 AT PINCHER CREEK	W OF 810 NE OF GLENWOOD	5.70	70	3,666	335	14.4
507	4	Collector	E OF 6 AT PINCHER CREEK	W OF 810 NE OF GLENWOOD	1.39	70	3,666	474	14.4
507	4	Local	E OF 6 AT PINCHER CREEK	W OF 810 NE OF GLENWOOD	29.75	70	3,666	335	14.4
508	2	Local	E OF 5 S OF LETHBRIDGE	W OF 4 SE OF LETHBRIDGE	8.26	8	100	516	10.4
509	2	Collector	E OF 2 S OF STAND OFF	W OF 3 W OF KIPP	47.00	50	7,363	1,890	9.5
509	2	Collector	E OF 2 S OF STAND OFF	W OF 3 W OF KIPP	3.29	50	7,363	1,890	9.5
510	2	Local	N OF 3 SE OF COWLEY	W OF 785 NW OF BROCKET	0.80	24	225	1,011	12.7
510	2	Local	N OF 3 SE OF COWLEY	W OF 785 NW OF BROCKET	23.27	24	225	316	12.7
511	2	Local	E OF 2 N OF STAND OFF	N OF 509 NE OF STAND OFF	22.39	28	100	253	10.8
511	2	Local	E OF 2 N OF STAND OFF	N OF 509 NE OF STAND OFF	5.13	28	100	253	10.8
512	2	Local	LETHBRIDGE E.C.L.	S OF 3 W OF CHIN	0.00	27	72,717	2,531	9.4
512	2	Local	LETHBRIDGE E.C.L.	S OF 3 W OF CHIN	27.33	27	72,717	2,531	9.4
513	2	Local	E OF 36 S OF TABER	E OF 877 S OF GRASSY LAKE EJ	34.23	34	7,671	195	28.3
514	2	Local	JCT EAGLE BUTTE TRAIL	W OF 41 NW OF ELKWATER	12.72	13	100	57	28.8
515	2	Local	E OF 41 NW OF ELKWATER	SASKATCHEWAN BORDER	24.59	25	100	111	41.4
519	2	Collector	E OF 2 W OF GRANUM	W OF 23 SW OF NOBLEFORD	2.03	62	1,701	2,919	19.5
519	2	Collector	E OF 2 W OF GRANUM	W OF 23 SW OF NOBLEFORD	18.94	62	1,701	2,696	19.5
519	2	Collector	E OF 2 W OF GRANUM	W OF 23 SW OF NOBLEFORD	0.16	62	1,701	2,919	19.5
519	2	Collector	E OF 2 W OF GRANUM	W OF 23 SW OF NOBLEFORD	10.62	62	1,701	2,696	19.5
519	4	Collector	E OF 23 SW OF NOBLEFORD	W OF 25 AT PICTURE BUTTE WJ	17.68	62	1,701	1,674	21.7

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
519	6	Local	E OF 843 & 25 AT PICTURE BUTTE	W OF 845 E OF PICTURE BUTTE	1.61	62	1,701	1,796	17.7
519	6	Local	E OF 843 & 25 AT PICTURE BUTTE	W OF 845 E OF PICTURE BUTTE	10.57	62	1,701	1,796	17.7
520	2	Collector	E OF 22 W OF CLARESHOLM	W OF 2 AT CLARESHOLM	1.21	99	3,622	3,529	7.0
520	2	Collector	E OF 22 W OF CLARESHOLM	W OF 2 AT CLARESHOLM	34.80	99	3,622	3,529	7.0
520	2	Collector	E OF 22 W OF CLARESHOLM	W OF 2 AT CLARESHOLM	10.11	99	3,622	181	7.0
520	4	Collector	E OF 2 AT CLARESHOLM	W OF 23 N OF BARONS NJ	0.44	99	3,622	6,117	15.3
520	4	Collector	E OF 2 AT CLARESHOLM	W OF 23 N OF BARONS NJ	21.19	99	3,622	1,480	15.3
520	4	Collector	E OF 2 AT CLARESHOLM	W OF 23 N OF BARONS NJ	11.18	99	3,622	1,480	15.3
520	6	Collector	E OF 23 SE OF BARONS SJ	W OF 843 N OF PICTURE BUTTE	20.22	99	296	209	35.1
521	2	Collector	E OF 25 NE OF TURIN	W OF 864 SW OF VAUXHALL	3.25	21	1,112	237	29.1
521	2	Collector	E OF 25 NE OF TURIN	W OF 864 SW OF VAUXHALL	17.96	21	1,112	237	29.1
522	2	Local	E OF 843 NE OF BARONS WJ	W OF 845 SW OF ENCHANT	1.30	12	100	98	28.7
522	2	Local	E OF 843 NE OF BARONS WJ	W OF 845 SW OF ENCHANT	8.43	12	100	98	28.7
522	2	Local	E OF 843 NE OF BARONS WJ	W OF 845 SW OF ENCHANT	1.77	12	100	98	28.7
522	2	Local	E OF 843 NE OF BARONS WJ	W OF 845 SW OF ENCHANT	0.01	12	100	98	28.7
523	2	Local	N.E. 32-TWP11-R8-W 4	MEDICINE HAT W.C.L.	0.01	26	51,249	816	10.8
523	2	Local	N.E. 32-TWP11-R8-W 4	MEDICINE HAT W.C.L.	21.49	26	51,249	816	10.8
523	2	Local	N.E. 32-TWP11-R8-W 4	MEDICINE HAT W.C.L.	4.08	26	51,249	136	10.8
524	2	Collector	E OF 864 SE OF RETLAW	W OF 36 AT VAUXHALL	1.63	104	4,372	2,622	16.3
524	2	Collector	E OF 864 SE OF RETLAW	W OF 36 AT VAUXHALL	7.63	104	4,372	2,622	16.3
524	2	Arterial	E OF 864 SE OF RETLAW	W OF 36 AT VAUXHALL	0.02	104	4,372	2,622	16.3
524	4	Collector	E OF 36 N OF VAUXHALL NJ	W OF BOW RIVER	0.13	104	4,372	530	25.8
524	4	Collector	E OF 36 N OF VAUXHALL NJ	W OF BOW RIVER	39.18	104	4,372	530	25.8
524	6	Collector	W OF BOW RIVER	S OF 1 NW OF REDCLIFF	55.44	104	4,372	391	29.8
525	2	Local	E OF 875 S OF ROLLING HILLS	N OF 524 SE OF HAYS	10.85	28	100	363	21.4
525	2	Local	E OF 875 S OF ROLLING HILLS	N OF 524 SE OF HAYS	17.54	28	100	363	21.4
526	2	Collector	E OF 845 SE OF LITTLE BOW LAKE	W OF 36 N OF VAUXHALL	39.01	39	1,112	739	31.5
527	2	Park Access	WILLOW CREEK PROV. PARK	W OF 2 W OF STAVELY	14.15	14	455	289	6.9
528	2	Local	E OF 41 SW OF SCHULER	SASK BORDER	19.58	20	100	181	33.1
529	2	Collector	E OF 2 S OF PARKLAND	W OF 23 NW OF CHAMPION	19.00	77	355	196	23.2
529	2	Collector	E OF 2 S OF PARKLAND	W OF 23 NW OF CHAMPION	18.62	77	355	196	23.2
529	4	Collector	E OF 23 NW OF CHAMPION	W OF 845 NW OF TRAVERS NJ	39.29	77	355	349	32.2
530	2	Local	E OF 36 SE OF SCANDIA	W OF 875 N OF ROLLING HILLS	20.44	20	100	237	26.3
531	2	Collector	E OF 842 W OF LOMOND	W OF 845 AT LOMOND	17.89	18	171	823	23.9
532	2	Local	E OF FTR N OF CROWSNEST	W OF 22 N OF CHAINLAKES	25.94	26	100	134	5.4
533	2	Collector	E OF 22 AT CHAINLAKES PP	W OF 2 & 533 SJ	0.15	57	1,841	668	14.5
533	2	Collector	E OF 22 AT CHAINLAKES PP	W OF 2 & 533 SJ	27.86	57	1,841	668	14.5
533	2	Collector	E OF 22 AT CHAINLAKES PP	W OF 2 & 533 SJ	9.59	57	1,841	668	14.5
533	4	Collector	E OF 2 AT NANTON NJ	S OF 804 E OF NANTON	1.44	57	1,841	1,443	8.3
533	4	Collector	E OF 2 AT NANTON NJ	S OF 804 E OF NANTON	2.56	57	1,841	1,443	8.3
533	4	Collector	E OF 2 AT NANTON NJ	S OF 804 E OF NANTON	15.33	57	1,841	1,443	8.3
534	2	Collector	E OF 804 S OF BRANT	W OF 842 E OF VULCAN EJ	25.91	44	1,762	809	29.0
534	2	Collector	E OF 804 S OF BRANT	W OF 842 E OF VULCAN EJ	15.47	44	1,762	976	29.0
534	2	Collector	E OF 804 S OF BRANT	W OF 842 E OF VULCAN EJ	2.38	44	1,762	976	29.0
535	2	Local	E OF 873 S OF BROOKS	W OF 876 S OF TILLEY	16.66	17	422	349	17.2
537	2	Collector	E OF 41 N OF SCHULER	SASKATCHEWAN BORDER	6.50	6	100	384	25.4
539	2	Collector	E OF 845 N OF LOMOND	BOW RIVER	29.74	48	171	418	21.5
539	2	Collector	E OF 845 N OF LOMOND	BOW RIVER	0.08	48	171	418	21.5
539	4	Collector	BOW RIVER	W OF 36 NE OF BOW CITY	17.98	48	171	948	28.2
540	2	Local	E OF 22 W OF PEKISKO	W OF 2 NE OF CAYLEY	32.44	32	3,817	269	13.6
541	2	Collector	E OF 40 SW OF LONGVIEW	W OF 22 N OF LONGVIEW	0.01	43	3,817	504	7.9
541	2	Collector	E OF 40 SW OF LONGVIEW	W OF 22 N OF LONGVIEW	33.22	43	3,817	504	7.9
541	2	Collector	E OF 40 SW OF LONGVIEW	W OF 22 N OF LONGVIEW	0.52	43	3,817	504	7.9
541	2	Collector	E OF 40 SW OF LONGVIEW	W OF 22 N OF LONGVIEW	9.49	43	3,817	504	7.9

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
542	2	Collector	E OF 24 N OF VULCAN	W OF 842:06 E OF MILO EJ	29.29	40	115	642	22.7
542	4	Local	E OF 36 W OF BROOKS	S OF 1 E OF BROOKS	3.74	40	11,604	8,159	5.9
542	4	Local	E OF 36 W OF BROOKS	S OF 1 E OF BROOKS	0.26	40	11,604	8,159	5.9
542	4	Local	E OF 36 W OF BROOKS	S OF 1 E OF BROOKS	6.37	40	11,604	8,159	5.9
542	4	Local	E OF 36 W OF BROOKS	S OF 1 E OF BROOKS	0.09	40	11,604	8,159	5.9
543	2	Arterial	E OF 22 AT HARTELL	W OF 2A N OF HIGH RIVER	6.57	25	9,522	3,459	18.0
543	2	Arterial	E OF 22 AT HARTELL	W OF 2A N OF HIGH RIVER	18.22	25	9,522	3,459	18.0
544	2	Collector	E OF 36 SW OF DUCHESS	W OF 884 S OF JENNER	14.70	57	836	1,035	25.8
544	2	Collector	E OF 36 SW OF DUCHESS	W OF 884 S OF JENNER	42.47	57	836	1,035	25.8
545	2	Collector	E OF 41 SW OF MCNEILL	SASKATCHEWAN BORDER	6.52	7	100	686	25.1
546	2	Park Access	FORESTRY RESERVE BOUNDARY	W OF 22	1.09	15	1,866	894	4.9
546	2	Park Access	FORESTRY RESERVE BOUNDARY	W OF 22	14.08	15	1,866	894	4.9
546	2	Park Access	FORESTRY RESERVE BOUNDARY	W OF 22	0.00	15	1,866	894	4.9
547	2	Collector	E OF 2 & 7 N OF ALDERSYDE	S OF 24 W OF MOSSLEIGH WJ	5.36	68	190	1,061	24.3
547	2	Collector	E OF 2 & 7 N OF ALDERSYDE	S OF 24 W OF MOSSLEIGH WJ	29.59	68	190	1,061	24.3
547	4	Collector	N OF 24 E OF MOSSLEIGH EJ	S OF 1 N OF GLEICHEN	15.03	68	190	2,985	10.8
547	4	Collector	N OF 24 E OF MOSSLEIGH EJ	S OF 1 N OF GLEICHEN	15.45	68	190	1,186	10.8
547	4	Collector	N OF 24 E OF MOSSLEIGH EJ	S OF 1 N OF GLEICHEN	2.86	68	190	2,985	10.8
549	2	Park Access	FORESTRY RESERVE BOUNDARY	W OF 22 SE OF MILLARVILLE SJ	16.00	43	11,664	1,686	13.4
549	2	Park Access	FORESTRY RESERVE BOUNDARY	W OF 22 SE OF MILLARVILLE SJ	1.09	43	11,664	265	13.4
549	4	Collector	E OF 22 NE OF MILLARVILLE NJ	OKOTOKS W.C.L.	25.40	43	11,664	1,227	12.5
550	2	Collector	N OF 1 E OF BASSANO	N OF JCT 873:02	37.85	40	1,320	2,008	19.7
550	2	Collector	N OF 1 E OF BASSANO	N OF JCT 873:02	0.01	40	1,320	2,008	19.7
550	2	Collector	N OF 1 E OF BASSANO	N OF JCT 873:02	1.74	40	1,320	2,008	19.7
552	1	Local	N OF 549 NW OF OKOTOKS	W OF 2 NW OF OKOTOKS	3.12	39	11,664	2,835	8.3
552	1	Collector	N OF 549 NW OF OKOTOKS	W OF 2 NW OF OKOTOKS	9.72	39	11,664	2,835	8.3
552	2	Local	E OF 2 NW OF OKOTOKS	W OF 799 NE OF GLADYS	0.58	39	11,664	3,659	10.8
552	2	Local	E OF 2 NW OF OKOTOKS	W OF 799 NE OF GLADYS	25.89	39	11,664	3,659	10.8
555	2	Collector	E OF 884 AT JENNER	W OF 886 SW OF BUFFALO	42.86	85	171	502	35.1
555	4	Collector	E OF 886 SW OF BUFFALO	W OF 41 SE OF BINDLOSS	42.51	85	171	265	18.7
556	2	Local	E OF 862 SE OF GEM	W OF 36 SE OF GEM	19.11	19	171	265	25.6
560	2	Collector	CALGARY E.C.L.	W OF 797 N OF LANGDON	16.30	16	933,495	6,143	18.0
561	2	Collector	N OF 1 E OF STRATHMORE	W OF 56 E OF HUSSAR NJ	1.61	117	9,115	1,032	18.8
561	2	Collector	N OF 1 E OF STRATHMORE	W OF 56 E OF HUSSAR NJ	28.28	117	9,115	1,032	18.8
561	2	Collector	N OF 1 E OF STRATHMORE	W OF 56 E OF HUSSAR NJ	0.51	117	9,115	1,032	18.8
561	4	Collector	E OF 56 SE OF HUSSAR SJ	W OF 862 NE OF GEM	19.56	117	181	181	27.1
561	4	Collector	E OF 56 SE OF HUSSAR SJ	W OF 862 NE OF GEM	16.33	117	181	181	27.1
561	6	Collector	E OF 36 W OF CESSFORD	W OF 884 E OF CESSFORD	42.87	117	100	195	22.6
561	6	Collector	E OF 36 W OF CESSFORD	W OF 884 E OF CESSFORD	8.03	117	100	195	22.6
562	2	Local	E OF 41 NW OF EMPRESS	SASKATCHEWAN BORDER	1.63	14	171	137	14.5
562	2	Local	E OF 41 NW OF EMPRESS	SASKATCHEWAN BORDER	12.00	14	171	137	14.5
563	2	Local	S OF 1 W OF CALGARY	CALGARY W.C.L.	0.30	6	933,495	2,239	9.5
563	2	Local	S OF 1 W OF CALGARY	CALGARY W.C.L.	5.91	6	933,495	2,239	9.5
564	4	Collector	E.C.L OF CALGARY	W OF 9 N OF DALROY	16.26	123	933,495	2,005	7.8
564	6	Collector	E OF 9 N OF DALROY	W OF 21 E OF NIGHTENGALE SJ	22.77	123	933,495	1,422	15.6
564	6	Collector	E OF 9 N OF DALROY	W OF 21 E OF NIGHTENGALE SJ	6.50	123	933,495	1,465	15.6
564	8	Collector	E OF 21 NE OF NIGHTENGALE NJ	W OF 56 NE OF HUSSAR	43.96	123	100	156	16.2
564	10	Local	E OF 56 NE OF HUSSAR	S OF 569 S OF EAST COULEE	33.50	123	100	256	26.5
566	2	Collector	E OF 772 W OF BALZAC	W OF 9 E OF KATHRYN	34.33	34	100	2,503	14.9
567	2	Collector	E OF 22 N OF COCHRANE	W OF 772 W OF AIRDRIE SJ	21.35	61	25,606	3,276	11.4
567	4	Collector	E OF 772 W OF AIRDRIE NJ	W OF 9 S OF IRRICANA	26.97	61	25,606	3,200	10.8
567	4	Collector	E OF 772 W OF AIRDRIE NJ	W OF 9 S OF IRRICANA	8.17	61	25,606	2,417	10.8
569	2	Local	E OF 841 SW OF EAST COULEE	S OF 10 & 570 SE OF EAST COULEE	0.53	21	100	248	23.4
569	2	Local	E OF 841 SW OF EAST COULEE	S OF 10 & 570 SE OF EAST COULEE	19.66	21	100	248	23.4



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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
569	2	Local	E OF 841 SW OF EAST COULEE	S OF 10 & 570 SE OF EAST COULEE	0.87	21	100	248	23.4
570	1	Collector	E OF 10 & 569 SE OF EAST COULEE	W OF 36 SW OF SUNNYNOOK	46.39	185	7,785	530	30.6
570	1	Collector	E OF 10 & 569 SE OF EAST COULEE	W OF 36 SW OF SUNNYNOOK	2.04	185	7,785	530	30.6
570	2	Collector	E OF 36 SW OF SUNNYNOOK	W OF 876 S OF SUNNYNOOK	19.16	185	7,785	335	20.4
570	4	Collector	E OF 876 S OF SUNNYNOOK	W OF 884 NW OF BIG STONE	23.86	185	100	251	35.3
570	4	Collector	E OF 876 S OF SUNNYNOOK	W OF 884 NW OF BIG STONE	4.89	185	100	251	35.3
570	6	Collector	E OF 884 NW OF BIG STONE	W OF 886 S OF CEREAL	30.85	185	100	181	31.2
570	8	Collector	E OF 886 S OF CEREAL	W OF 41 NW OF ACADIA VALLEY	13.01	185	100	139	28.4
570	8	Collector	E OF 886 S OF CEREAL	W OF 41 NW OF ACADIA VALLEY	25.96	185	100	139	28.4
570	10	Collector	E OF 41 NW OF ACADIA VALLEY	SASKATCHEWAN BORDER	14.57	185	100	251	16.9
570	10	Collector	E OF 41 NW OF ACADIA VALLEY	SASKATCHEWAN BORDER	4.55	185	100	251	16.9
573	2	Local	E OF 10 SE OF WILLOW CREEK	W OF 851 S OF LITTLE FISH LAKE	19.60	24	100	158	35.6
573	2	Local	E OF 10 SE OF WILLOW CREEK	W OF 851 S OF LITTLE FISH LAKE	4.47	24	100	223	35.6
574	2	Collector	E OF 22 E OF BOTTRELL	W OF 2A AT CROSSFIELD	31.72	33	2,288	481	14.9
574	2	Collector	E OF 22 E OF BOTTRELL	W OF 2A AT CROSSFIELD	1.67	33	2,288	4,093	14.9
575	2	Collector	E OF 791 N OF KERSEY	W OF 21 NW OF CARBON	29.58	80	7,785	708	17.7
575	2	Collector	E OF 791 N OF KERSEY	W OF 21 NW OF CARBON	11.39	80	7,785	488	17.7
575	4	Collector	E OF 21 NW OF CARBON	DRUMHELLER WEST BOUNDARY	31.64	80	7,785	871	14.0
575	4	Collector	E OF 21 NW OF CARBON	DRUMHELLER WEST BOUNDARY	7.06	80	7,785	871	14.0
576	2	Local	E OF 9 N OF DRUMHELLER	W OF 851 N OF LTL FISH LK EJ	4.74	37	7,785	158	26.5
576	2	Local	E OF 9 N OF DRUMHELLER	W OF 851 N OF LTL FISH LK EJ	3.27	37	7,785	158	26.5
576	2	Collector	E OF 9 N OF DRUMHELLER	W OF 851 N OF LTL FISH LK EJ	25.78	37	7,785	158	26.5
576	2	Collector	E OF 9 N OF DRUMHELLER	W OF 851 N OF LTL FISH LK EJ	3.20	37	7,785	709	26.5
577	2	Local	E OF 36 NW OF SHEERNESS	SHEERNESS	10.21	10	100	104	17.6
579	2	Collector	E OF HIGHWAY 40	W OF 22 S OF CREMONA	0.90	49	415	377	9.6
579	2	Collector	E OF HIGHWAY 40	W OF 22 S OF CREMONA	29.23	49	415	377	9.6
579	2	Collector	E OF HIGHWAY 40	W OF 22 S OF CREMONA	0.13	49	415	377	9.6
579	2	Collector	E OF HIGHWAY 40	W OF 22 S OF CREMONA	18.82	49	415	1,466	9.6
580	2	Collector	E OF 22 NW OF CREMONA	W OF 2A S OF CARSTAIRS	1.06	33	2,254	1,327	13.3
580	2	Collector	E OF 22 NW OF CREMONA	W OF 2A S OF CARSTAIRS	28.61	33	2,254	1,788	13.3
580	4	Collector	N OF 580:02 W OF CRUMP	JUNCTION HWY 2A AT CARSTAIRS	1.74	33	2,254	2,793	5.4
580	4	Collector	N OF 580:02 W OF CRUMP	JUNCTION HWY 2A AT CARSTAIRS	0.01	33	2,254	2,793	5.4
580	4	Collector	N OF 580:02 W OF CRUMP	JUNCTION HWY 2A AT CARSTAIRS	1.62	33	2,254	2,793	5.4
581	2	Collector	E OF 2A AT CARSTAIRS	W OF 791 E OF CARSTAIRS	18.69	19	2,254	2,275	16.8
582	2	Collector	E OF 22 E OF ELKTON	W OF 2 E OF DIDSBURY	1.68	90	3,932	1,213	17.0
582	2	Collector	E OF 22 E OF ELKTON	W OF 2 E OF DIDSBURY	0.38	90	3,932	1,213	17.0
582	2	Collector	E OF 22 E OF ELKTON	W OF 2 E OF DIDSBURY	0.50	90	3,932	1,213	17.0
582	2	Collector	E OF 22 E OF ELKTON	W OF 2 E OF DIDSBURY	25.07	90	3,932	1,213	17.0
582	2	Collector	E OF 22 E OF ELKTON	W OF 2 E OF DIDSBURY	6.69	90	3,932	1,213	17.0
582	4	Collector	E OF 2 E OF DIDSBURY	W OF 21 & 27 S OF THREE HILLS	27.80	90	3,932	309	15.2
582	4	Collector	E OF 2 E OF DIDSBURY	W OF 21 & 27 S OF THREE HILLS	28.08	90	3,932	309	15.2
583	2	Local	E OF 805 AT ALLINGHAM	W OF 836 AT GHOST PINE CR EJ	14.70	37	3,554	3,082	10.8
583	2	Local	E OF 805 AT ALLINGHAM	W OF 836 AT GHOST PINE CR EJ	3.23	37	3,554	3,082	10.8
583	2	Local	E OF 805 AT ALLINGHAM	W OF 836 AT GHOST PINE CR EJ	13.09	37	3,554	3,082	10.8
583	2	Collector	E OF 805 AT ALLINGHAM	W OF 836 AT GHOST PINE CR EJ	6.42	37	3,554	3,082	10.8
584	2	Collector	E OF 734 NW OF BEARBERRY	W OF 22 W OF SUNDRE	9.29	42	2,267	297	21.0
584	2	Collector	E OF 734 NW OF BEARBERRY	W OF 22 W OF SUNDRE	32.61	42	2,267	2,444	21.0
584	2	Collector	E OF 734 NW OF BEARBERRY	W OF 22 W OF SUNDRE	0.01	42	2,267	2,444	21.0
585	2	Collector	E OF 21 AT TROCHU	W OF 56 E OF RUMSEY	1.32	40	1,033	670	14.0
585	2	Collector	E OF 21 AT TROCHU	W OF 56 E OF RUMSEY	16.71	40	1,033	559	14.0
585	2	Collector	E OF 21 AT TROCHU	W OF 56 E OF RUMSEY	0.21	40	1,033	3,687	14.0
585	2	Collector	E OF 21 AT TROCHU	W OF 56 E OF RUMSEY	21.41	40	1,033	405	14.0
586	1	Local	E OF 36 AT SPONDIN	W OF 872 E OF SPONDIN	31.32	56	100	169	12.6
586	2	Local	E OF 872 E OF SPONDIN	W OF 884 N OF HAMARUKA	11.65	56	100	91	7.8

Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
586	2	Local	E OF 872 E OF SPONDIN	W OF 884 N OF HAMARUKA	13.44	56	100	91	7.8
587	2	Collector	E OF 22 W OF JAMES RIVER BRDG	W OF 2A E OF BOWDEN	0.62	98	1,174	1,369	12.7
587	2	Collector	E OF 22 W OF JAMES RIVER BRDG	W OF 2A E OF BOWDEN	11.42	98	1,174	1,327	12.7
587	2	Collector	E OF 22 W OF JAMES RIVER BRDG	W OF 2A E OF BOWDEN	31.67	98	1,174	1,369	12.7
587	3	Collector	E OF 2 E OF BOWDEN	W OF 791 SW OF KNEE HILL VAL N	14.98	98	1,174	519	19.1
587	4	Local	E OF 791 SW OF KNEE HL VAL SJ	W OF 21 SW OF HUXLEY	27.64	98	100	342	22.9
587	4	Local	E OF 791 SW OF KNEE HL VAL SJ	W OF 21 SW OF HUXLEY	11.39	98	100	114	22.9
589	2	Collector	E OF 56 NE OF SCOLLARD	W OF 855 NW OF ENDIANG EJ	40.42	40	100	544	22.7
590	2	Collector	E OF 2 & 54 AT INNISFAIL	W OF 21 S OF DELBURNE	46.69	83	7,090	824	14.7
590	4	Collector	E OF 21 S OF DELBURNE	W OF 56 NE OF BIG VALLEY	15.74	83	7,090	646	16.4
590	4	Collector	E OF 21 S OF DELBURNE	W OF 56 NE OF BIG VALLEY	20.26	83	7,090	735	16.4
591	2	Collector	E OF 734 SW OF RICINUS	W OF 22 & 54 W OF CAROLINE WJ	30.79	31	556	171	12.9
592	2	Local	W OF JUNCTION S.H. 781:02	W OF 2A & 42 N OF PENHOLD	4.89	20	1,750	532	8.5
592	2	Collector	W OF JUNCTION S.H. 781:02	W OF 2A & 42 N OF PENHOLD	15.38	20	1,750	532	8.5
593	2	Local	E OF 850 E OF FENN	W OF 853 N OF BYEMOOR	16.31	16	100	139	16.0
594	2	Local	E OF 835 SW OF ERSKINE	W OF 56 S OF WARDEN	11.39	11	100	127	37.1
595	2	Arterial	RED DEER E.C.L.	W OF 21 NE OF DELBURNE	34.96	35	75,923	2,103	16.4
596	2	Local	E OF 781 S OF SYLVAN LAKE	S OF 11 AT RED DEER	18.32	18	75,923	2,757	8.0
597	2	Collector	E OF 2 W OF BLACKFALDS	W OF 815 N OF JOFFRE	20.72	21	3,955	4,780	23.6
598	2	Local	JUNCTION HWY 11	W OF 761 N OF LESLIEVILLE	2.23	23	6,584	4,862	6.2
598	2	Local	JUNCTION HWY 11	W OF 761 N OF LESLIEVILLE	20.80	23	6,584	4,862	6.2
599	2	Local	JUNCTION SR 861 AT CASTOR	W OF 36 E OF CASTOR SJ	1.03	73	935	968	5.0
599	2	Local	JUNCTION SR 861 AT CASTOR	W OF 36 E OF CASTOR SJ	2.45	73	935	968	5.0
599	4	Collector	E OF 36 NE OF CASTOR NJ	W OF 872 S OF BROWNFIELD	28.14	73	935	850	18.9
599	6	Collector	E OF 872 S OF BROWNFIELD	W OF 41 NW OF GOOSEBERRY LK	11.87	73	935	536	24.0
599	6	Collector	E OF 872 S OF BROWNFIELD	W OF 41 NW OF GOOSEBERRY LK	29.73	73	935	536	24.0
600	2	Collector	E OF 41 S OF CZAR	S OF 13 & 899 AT PROVOST WJ	2.26	42	1,980	1,134	21.7
600	2	Collector	E OF 41 S OF CZAR	S OF 13 & 899 AT PROVOST WJ	40.24	42	1,980	1,134	21.7
601	2	Local	N OF 11 SW OF ALIX	W OF 850 S OF RED WILLOW SJ	8.15	75	825	641	12.4
601	2	Collector	N OF 11 SW OF ALIX	W OF 850 S OF RED WILLOW SJ	4.89	75	825	641	12.4
601	2	Collector	N OF 11 SW OF ALIX	W OF 850 S OF RED WILLOW SJ	22.88	75	825	641	12.4
601	2	Collector	N OF 11 SW OF ALIX	W OF 850 S OF RED WILLOW SJ	7.34	75	825	641	12.4
601	4	Local	E OF 850 S OF RED WILLOW NJ	W OF 855 NW OF HALKIRK	21.20	75	100	131	15.7
601	4	Local	E OF 850 S OF RED WILLOW NJ	W OF 855 NW OF HALKIRK	2.41	75	100	78	15.7
601	2	Local	N OF 11 SW OF ALIX	W OF 850 S OF RED WILLOW SJ	5.47	75	825	641	12.4
602	2	Local	E OF 36 W OF ALLIANCE	W OF 872 N OF BROWNFIELD	0.35	28	171	495	28.6
602	2	Local	E OF 36 W OF ALLIANCE	W OF 872 N OF BROWNFIELD	0.10	28	171	495	28.6
602	2	Local	E OF 36 W OF ALLIANCE	W OF 872 N OF BROWNFIELD	24.80	28	171	495	28.6
602	2	Local	E OF 36 W OF ALLIANCE	W OF 872 N OF BROWNFIELD	0.65	28	171	495	28.6
602	2	Local	E OF 36 W OF ALLIANCE	W OF 872 N OF BROWNFIELD	1.79	28	171	495	28.6
603	2	Local	E OF 884 W OF HUGHENDEN NJ	S OF 13 W OF HUGHENDEN	6.01	6	100	495	15.0
604	2	Collector	E OF 792 N OF GULL LAKE	W OF 2A N OF MORNINGSIDE	18.89	19	100	317	14.3
605	2	Local	E OF 821 N OF TEES	W OF HWY 21	11.40	23	825	510	13.7
605	2	Local	E OF 821 N OF TEES	W OF HWY 21	0.01	23	825	510	13.7
605	2	Local	E OF 821 N OF TEES	W OF HWY 21	11.36	23	825	510	13.7
607	2	Local	E OF 761 NW OF BLUFFTON	W OF 20 NW OF BLUFFTON	17.79	18	100	235	16.3
608	2	Collector	E OF 36 & 53 E OF FORESTBURG	W OF 872 SW OF HARDISTY	27.65	52	863	445	27.5
608	4	Local	E OF 872 SW OF HARDISTY	W OF 884 W OF AMISK	13.46	52	863	248	19.7
608	4	Local	E OF 872 SW OF HARDISTY	W OF 884 W OF AMISK	7.22	52	863	177	19.7
609	2	Local	E OF 21 N OF FERINTOSH	W OF 56 E OF EDBERG SJ	0.60	39	202	359	22.8
609	2	Local	E OF 21 N OF FERINTOSH	W OF 56 E OF EDBERG SJ	4.88	39	202	359	22.8
609	2	Local	E OF 21 N OF FERINTOSH	W OF 56 E OF EDBERG SJ	12.03	39	202	359	22.8
609	4	Local	E OF 56 NE OF EDBERG NJ	W OF 854 AT ROSALIND	21.14	39	202	303	28.1
609	4	Local	E OF 56 NE OF EDBERG NJ	W OF 854 AT ROSALIND	0.01	39	202	303	28.1

Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
610	2	Local	S OF 14 NW OF HEATH	4 OF 894 AT EDGERTON	0.16	49	403	707	12.6
610	2	Local	S OF 14 NW OF HEATH	4 OF 894 AT EDGERTON	18.61	49	403	707	12.6
610	4	Collector	E OF 894 AT EDGERTON	W OF 17 E OF CHAUVIN	0.80	49	403	449	20.0
610	4	Collector	E OF 894 AT EDGERTON	W OF 17 E OF CHAUVIN	0.85	49	403	775	20.0
610	4	Collector	E OF 894 AT EDGERTON	W OF 17 E OF CHAUVIN	22.68	49	403	449	20.0
610	4	Collector	E OF 894 AT EDGERTON	W OF 17 E OF CHAUVIN	6.05	49	403	449	20.0
611	2	Collector	E OF 20 AT HOADLEY	W OF 2A N OF HOBEBEMA NJ	1.63	96	100	318	13.8
611	2	Collector	E OF 20 AT HOADLEY	W OF 2A N OF HOBEBEMA NJ	3.98	96	100	961	13.8
611	2	Local	E OF 20 AT HOADLEY	W OF 2A N OF HOBEBEMA NJ	19.42	96	100	318	13.8
611	2	Collector	E OF 20 AT HOADLEY	W OF 2A N OF HOBEBEMA NJ	37.15	96	100	961	13.8
611	4	Collector	E OF 2A S OF HOBEBEMA SJ	W OF 21 S OF NEW NORWAY	10.15	96	100	3,462	13.1
611	4	Collector	E OF 2A S OF HOBEBEMA SJ	W OF 21 S OF NEW NORWAY	6.50	96	100	645	13.1
611	4	Collector	E OF 2A S OF HOBEBEMA SJ	W OF 21 S OF NEW NORWAY	1.02	96	100	3,462	13.1
611	4	Collector	E OF 2A S OF HOBEBEMA SJ	W OF 21 S OF NEW NORWAY	16.43	96	100	645	13.1
613	2	Local	WETASKIWIN E.C.L.	W OF 822 S OF GWYNNE EJ	5.09	11	11,154	220	19.0
613	2	Collector	WETASKIWIN E.C.L.	W OF 822 S OF GWYNNE EJ	6.08	11	11,154	220	19.0
614	2	Local	E OF 41 N OF WAINWRIGHT	W OF 894 SW OF PARADISE VAL SJ	21.12	21	100	256	23.3
615	2	Collector	E OF 36 S OF VIKING	W OF 14 NW OF KINSELLA	14.08	14	1,052	668	18.4
616	2	Collector	E OF AMOCO RD W OF BUCK CREEK	W OF 20 E OF BRETON	26.70	135	573	638	14.6
616	2	Local	E OF AMOCO RD W OF BUCK CREEK	W OF 20 E OF BRETON	3.27	135	573	638	14.6
616	4	Collector	E OF 20 E OF BRETON	W OF 778 E OF ITASKA NJ	21.22	135	2,037	699	11.9
616	4	Collector	E OF 20 E OF BRETON	W OF 778 E OF ITASKA NJ	6.52	135	2,037	915	11.9
616	6	Collector	E OF 778 E OF ITASKA SJ	W OF 795 SW OF PIPESTONE SJ	0.82	135	2,037	1,084	10.7
616	6	Collector	E OF 778 E OF ITASKA SJ	W OF 795 SW OF PIPESTONE SJ	18.86	135	2,037	1,301	10.7
616	8	Collector	E OF 795 NW OF PIPESTONE NJ	W OF 2A N OF MILLET SJ	1.28	135	2,037	3,510	10.2
616	8	Collector	E OF 795 NW OF PIPESTONE NJ	W OF 2A N OF MILLET SJ	21.23	135	2,037	3,510	10.2
616	10	Collector	E OF 2A N OF MILLET NJ	S OF 21 W OF HAY LAKES	14.00	135	2,037	232	19.5
616	10	Collector	E OF 2A N OF MILLET NJ	S OF 21 W OF HAY LAKES	21.60	135	2,037	232	19.5
617	2	Collector	E OF 21 W OF HAY LAKES	W OF 834 NW OF ROUND HILL	3.27	28	346	705	7.9
617	2	Collector	E OF 21 W OF HAY LAKES	W OF 834 NW OF ROUND HILL	25.05	28	346	705	7.9
619	2	Collector	E OF JUNC HWY 36 AT VIKING	W OF 881 N OF IRMA SJ	22.68	120	1,052	621	17.2
619	2	Collector	E OF JUNC HWY 36 AT VIKING	W OF 881 N OF IRMA SJ	1.76	120	1,052	1,477	17.2
619	2	Collector	E OF JUNC HWY 36 AT VIKING	W OF 881 N OF IRMA SJ	13.89	120	1,052	621	17.2
619	4	Collector	JUNCTION S.R.881:04	W OF 41 S OF VERMILION	13.04	120	1,052	635	35.5
619	4	Collector	JUNCTION S.R.881:04	W OF 41 S OF VERMILION	9.79	120	1,052	635	35.5
619	6	Collector	E OF 41 S OF VERMILION	W OF 17 S OF LLOYDMINSTER	58.75	120	1,052	400	25.8
620	2	Collector	BRAZEAU DAM	S OF 753 AT LODGEPOLE	24.11	52	6,210	813	39.1
620	4	Collector	E OF 753 AT LODGEPOLE	S OF 22 SW OF DRAYTON VALLEY	28.28	52	6,210	2,201	30.9
620	4	Collector	E OF 753 AT LODGEPOLE	S OF 22 SW OF DRAYTON VALLEY	0.00	52	6,210	2,201	30.9
620	4	Collector	E OF 753 AT LODGEPOLE	S OF 22 SW OF DRAYTON VALLEY	0.03	52	6,210	2,201	30.9
621	2	Collector	E OF 753 SE OF CYNTHIA	W OF 22 W OF ROCKY RAPIDS	29.60	30	6,210	1,556	23.2
622	2	Local	E OF 770 AT ST. FRANCIS	N OF 39 E OF TELFORDVILLE	20.70	21	799	578	15.1
623	2	Collector	LEDUC E.C.L.	W OF 21 S OF NEW SAREPTA	24.39	46	15,630	2,116	9.0
623	4	Collector	E OF 21 S OF NEW SAREPTA	N OF 617 E OF HAY LAKES	14.99	46	15,630	879	10.1
623	4	Collector	E OF 21 S OF NEW SAREPTA	N OF 617 E OF HAY LAKES	6.50	46	15,630	879	10.1
624	2	Collector	E OF 22 NW OF ROUND VALLEY	W OF 759 S OF TOMAHAWK	14.35	14	100	1,440	10.2
625	2	Arterial	E OF 2 & 19 W OF NISKU	W OF 21 S OF LOOMA	0.52	20	15,630	17,271	15.6
625	2	Arterial	E OF 2 & 19 W OF NISKU	W OF 21 S OF LOOMA	19.73	20	15,630	17,271	15.6
626	2	Collector	E OF 834 E OF TOFFIELD	W OF 857 S OF VEGREVILLE	16.75	44	1,818	302	13.1
626	2	Local	E OF 834 E OF TOFFIELD	W OF 857 S OF VEGREVILLE	18.65	44	1,818	302	13.1
626	2	Collector	E OF 834 E OF TOFFIELD	W OF 857 S OF VEGREVILLE	0.58	44	1,818	1,632	13.1
626	2	Collector	E OF 834 E OF TOFFIELD	W OF 857 S OF VEGREVILLE	8.20	44	1,818	302	13.1
627	2	Collector	E OF 759 S OF HOREN	W OF 779 S OF STONY PLAIN	49.25	70	10,544	3,375	13.9
627	4	Collector	E OF 779 S OF STONY PLAIN	EDMONTON WEST BOUNDARY	0.01	70	666,104	6,436	8.6

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
627	4	Collector	E OF 779 S OF STONY PLAIN	EDMONTON WEST BOUNDARY	1.23	70	666,104	6,436	8.6
627	4	Collector	E OF 779 S OF STONY PLAIN	EDMONTON WEST BOUNDARY	17.88	70	666,104	6,436	8.6
627	4	Collector	E OF 779 S OF STONY PLAIN	EDMONTON WEST BOUNDARY	1.68	70	666,104	6,436	8.6
628	2	Collector	E OF 779 S OF STONY PLAIN	EDMONTON W.C.L.	0.01	26	666,104	2,719	8.8
628	2	Collector	E OF 779 S OF STONY PLAIN	EDMONTON W.C.L.	15.49	26	666,104	2,719	8.8
628	2	Collector	E OF 779 S OF STONY PLAIN	EDMONTON W.C.L.	3.64	26	666,104	3,498	8.8
628	4	Collector	E OF 14 & 216 IN EDMONTON	W OF 21 SHERWOOD PARK	0.50	26	666,104	12,950	3.0
628	4	Collector	E OF 14 & 216 IN EDMONTON	W OF 21 SHERWOOD PARK	5.94	26	666,104	12,950	3.0
629	4	Local	E OF 824 NW OF COOKING LAKE	W OF LOCAL RD 33-51-21-400000000	8.16	8	100	927	8.8
630	2	Collector	E OF 21 W OF WYECLIF	N OF 14 W OF TOFIELD	11.25	40	51,544	2,286	6.5
630	2	Collector	E OF 21 W OF WYECLIF	N OF 14 W OF TOFIELD	21.83	40	51,544	2,286	6.5
630	2	Collector	E OF 21 W OF WYECLIF	N OF 14 W OF TOFIELD	6.94	40	51,544	2,286	6.5
631	2	Collector	N OF 16 NW OF ROYAL PARK	W OF 36 S OF TWO HILLS	28.64	89	5,376	345	16.9
631	4	Collector	E OF 36 S OF TWO HILLS	W OF 881 S OF MYRNAM NJ	17.93	89	5,376	97	22.7
631	4	Collector	E OF 36 S OF TWO HILLS	W OF 881 S OF MYRNAM NJ	19.53	89	5,376	235	22.7
631	6	Collector	E OF 881 N OF MANNVILLE SJ	W OF 41 SW OF CLANDONALD	13.91	89	322	124	28.5
631	6	Collector	E OF 881 N OF MANNVILLE SJ	W OF 41 SW OF CLANDONALD	1.96	89	322	124	28.5
631	6	Collector	E OF 881 N OF MANNVILLE SJ	W OF 41 SW OF CLANDONALD	2.07	89	322	124	28.5
631	6	Collector	E OF 881 N OF MANNVILLE SJ	W OF 41 SW OF CLANDONALD	4.91	89	322	124	28.5
633	2	Collector	E OF 757 AT MAGNOLIA	W OF HWY 43 E OF ALBERTA BEACH	43.27	83	762	512	9.0
633	2	Collector	E OF 757 AT MAGNOLIA	W OF HWY 43 E OF ALBERTA BEACH	3.50	83	762	512	9.0
633	4	Collector	E OF 43 E OF ALBERTA BEACH	HWY 2 ST ALBERT W.C.L. BOUNDAR	1.91	83	54,588	567	18.3
633	4	Collector	E OF 43 E OF ALBERTA BEACH	HWY 2 ST ALBERT W.C.L. BOUNDAR	3.26	83	54,588	567	18.3
633	4	Collector	E OF 43 E OF ALBERTA BEACH	HWY 2 ST ALBERT W.C.L. BOUNDAR	0.80	83	54,588	567	18.3
633	4	Collector	E OF 43 E OF ALBERTA BEACH	HWY 2 ST ALBERT W.C.L. BOUNDAR	2.17	83	54,588	567	18.3
633	4	Collector	E OF 43 E OF ALBERTA BEACH	HWY 2 ST ALBERT W.C.L. BOUNDAR	23.15	83	54,588	3,676	18.3
633	4	Collector	E OF 43 E OF ALBERTA BEACH	HWY 2 ST ALBERT W.C.L. BOUNDAR	0.75	83	54,588	567	18.3
637	2	Arterial	E OF 15 NW OF LAMONT	W OF 855 SE OF ZAWALE	32.79	65	1,692	1,400	13.4
637	4	Arterial	E OF 855 SE OF ZAWALE	W OF 45 NW OF HAIRY HILL	14.42	65	1,692	1,162	11.2
637	4	Arterial	E OF 855 SE OF ZAWALE	W OF 45 NW OF HAIRY HILL	6.52	65	1,692	1,162	11.2
637	6	Arterial	E OF 860 NE OF HAIRY HILL	W OF 36 S OF DUVERNAY	11.42	65	1,692	812	11.0
640	2	Collector	E OF 41 SW OF NORTHERN VALLEY	W OF 893 S OF HEINSBURG	6.56	24	100	681	50.8
640	2	Collector	E OF 41 SW OF NORTHERN VALLEY	W OF 893 S OF HEINSBURG	17.94	24	100	681	50.8
641	2	Collector	E OF 897 W OF TULLIBY LAKE	W OF 17 SASKATCHEWAN BORDER	23.13	23	3,756	718	38.4
642	2	Local	E OF 777 W OF SANDY BEACH	W OF 44 W OF MORINVILLE	10.23	46	6,540	1,744	6.1
642	2	Local	E OF 777 W OF SANDY BEACH	W OF 44 W OF MORINVILLE	1.69	46	6,540	1,744	6.1
642	2	Local	E OF 777 W OF SANDY BEACH	W OF 44 W OF MORINVILLE	0.04	46	6,540	572	6.1
642	2	Local	E OF 777 W OF SANDY BEACH	W OF 44 W OF MORINVILLE	8.08	46	6,540	572	6.1
642	2	Local	E OF 777 W OF SANDY BEACH	W OF 44 W OF MORINVILLE	2.58	46	6,540	1,744	6.1
642	4	Collector	E OF 44 W OF MORINVILLE	W OF 28 N OF EXCELSIOR	2.63	46	6,540	3,967	6.9
642	4	Collector	E OF 44 W OF MORINVILLE	W OF 28 N OF EXCELSIOR	8.16	46	6,540	3,967	6.9
642	4	Local	E OF 44 W OF MORINVILLE	W OF 28 N OF EXCELSIOR	12.15	46	6,540	6,158	6.9
643	2	Collector	E OF 28A AT GIBBONS	S OF 38 W OF AMELIA	0.79	21	100	1,633	16.1
643	2	Collector	E OF 28A AT GIBBONS	S OF 38 W OF AMELIA	19.90	21	100	2,666	16.1
644	2	Collector	E OF 38 AT REDWATER	W OF 829 E OF REDWATER	4.47	5	2,172	1,673	9.4
644	2	Collector	E OF 38 AT REDWATER	W OF 829 E OF REDWATER	0.41	5	2,172	1,673	9.4
645	2	Collector	N OF 45 SE OF WHITFORD	W OF 857 NE OF WHITFORD NJ	3.27	26	485	1,148	11.3
645	2	Collector	N OF 45 SE OF WHITFORD	W OF 857 NE OF WHITFORD NJ	5.08	26	485	1,148	11.3
645	4	Local	E OF 857 NW OF WILLINGDON SJ	W OF 860 NE OF HAIRY HILL	18.03	26	287	120	9.0
646	2	Collector	S OF 36 E OF FOISY	W OF 41 S OF ELK POINT	45.40	87	1,440	422	14.5
646	4	Collector	E OF 41 S OF ELK POINT	W OF 897 S OF FROG LAKE	41.32	87	1,440	1,998	34.2
647	2	Collector	E OF 751 W OF HIGHWAY WJ	W OF 22 S OF MAYERTHORPE	12.96	26	1,570	861	20.3
647	2	Collector	E OF 751 W OF HIGHWAY WJ	W OF 22 S OF MAYERTHORPE	13.02	26	1,570	861	20.3
651	2	Collector	E OF 33 S OF LUNNFORD	W OF 2 W OF LEGAL	24.06	82	1,058	822	9.8

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
651	2	Collector	E OF 33 S OF LUNNFORD	W OF 2 W OF LEGAL	16.12	82	1,058	1,137	9.8
651	2	Collector	E OF 33 S OF LUNNFORD	W OF 2 W OF LEGAL	10.59	82	1,058	1,137	9.8
651	4	Collector	E OF 2 W OF LEGAL	N OF 28 W OF REDWATER	1.63	82	2,172	1,247	19.0
651	4	Collector	E OF 2 W OF LEGAL	N OF 28 W OF REDWATER	27.31	82	2,172	192	19.0
651	4	Collector	E OF 2 W OF LEGAL	N OF 28 W OF REDWATER	2.44	82	2,172	2,576	19.0
652	2	Collector	E OF 857 AT WASEL	W OF 36 S OF ST.BRIDES	11.42	40	100	2,250	6.3
652	2	Collector	E OF 857 AT WASEL	W OF 36 S OF ST.BRIDES	23.87	40	100	1,436	6.3
652	2	Collector	E OF 857 AT WASEL	W OF 36 S OF ST.BRIDES	4.89	40	100	2,250	6.3
654	1	Local	E OF 757 N OF SANGUDO	W OF 764 AT MEADOWVIEW SJ	7.82	59	398	171	16.9
654	1	Local	E OF 757 N OF SANGUDO	W OF 764 AT MEADOWVIEW SJ	12.55	59	398	171	16.9
654	2	Local	E OF 764 N OF MEADOWVIEW NJ	W OF 33 SW OF LUNNFORD SJ	17.85	59	398	555	13.5
654	4	Local	E OF 33 W OF LUNNFORD NJ	W OF 777 S OF EASTBURG EJ	16.26	59	100	797	12.5
654	4	Local	E OF 33 W OF LUNNFORD NJ	W OF 777 S OF EASTBURG EJ	4.92	59	100	441	12.5
655	2	Local	N.W.31 TWP59 R6 W5	W OF 763 SE OF TIGER LILY	9.82	10	100	284	13.3
656	2	Arterial	E OF 18 & 63 E OF THORHILD	W OF 831 AT SPRUCEFIELD	11.43	15	478	925	16.8
656	2	Arterial	E OF 18 & 63 E OF THORHILD	W OF 831 AT SPRUCEFIELD	3.28	15	478	925	16.8
657	2	Local	E OF 28 SE OF HOSELAW	JCT S.R. 657:04	9.06	39	5,709	1,268	3.0
657	2	Local	E OF 28 SE OF HOSELAW	JCT S.R. 657:04	10.92	39	5,709	1,268	3.0
657	4	Local	JCT S.R. 657:04	S OF 659 E OF BONNYVILLE	18.92	39	5,709	1,268	27.2
658	2	Collector	N OF 43 S OF BLUE RIDGE	W OF 33 NW OF FT ASSINIBOINE	59.34	59	100	567	28.9
659	2	Collector	E OF 28 AT BONNYVILLE	W OF 897 NW OF BEAVERDAM	1.38	27	5,709	2,603	15.4
659	2	Collector	E OF 28 AT BONNYVILLE	W OF 897 NW OF BEAVERDAM	1.74	27	5,709	971	15.4
659	2	Collector	E OF 28 AT BONNYVILLE	W OF 897 NW OF BEAVERDAM	23.33	27	5,709	971	15.4
659	2	Collector	E OF 28 AT BONNYVILLE	W OF 897 NW OF BEAVERDAM	0.11	27	5,709	971	15.4
660	2	Collector	E OF 881 NW OF THERIEN	W OF 28 NE OF BONNYVILLE	40.32	40	5,709	1,001	13.8
661	2	Collector	E OF 33 W OF FT ASSINIBOINE	W OF 769 S OF VEGA	9.03	152	100	398	24.4
661	2	Collector	E OF 33 W OF FT ASSINIBOINE	W OF 769 S OF VEGA	33.38	152	100	405	24.4
661	4	Collector	E OF 769 N OF NEERLANDIA SJ	N OF 776 N OF LINARIA	6.49	152	100	228	25.6
661	4	Collector	E OF 769 N OF NEERLANDIA SJ	N OF 776 N OF LINARIA	9.75	152	100	228	25.6
661	6	Collector	E OF 776 N OF LINARIA	W OF 44	19.61	152	100	512	15.5
661	8	Collector	E OF 44 NE OF DAPP	W OF 2 W OF ROCHESTER	15.99	152	100	469	11.3
661	8	Collector	E OF 44 NE OF DAPP	W OF 2 W OF ROCHESTER	7.96	152	100	469	11.3
661	10	Collector	E OF 2 W OF ROCHESTER	W OF 63 E OF NEWBROOK	20.30	152	100	427	12.5
661	10	Collector	E OF 2 W OF ROCHESTER	W OF 63 E OF NEWBROOK	20.68	152	100	498	12.5
661	12	Collector	E OF 63 E OF NEWBROOK	W OF 831 E OF NEWBROOK	8.98	152	100	384	15.6
663	2	Collector	E OF 44 E OF FAWCETT	W OF 2 W OF MEANOOK SJ	27.30	184	840	310	14.8
663	2	Collector	E OF 44 E OF FAWCETT	W OF 2 W OF MEANOOK SJ	24.16	184	840	310	14.8
663	4	Collector	E OF 2 SW OF COLINTON NJ	N OF 63 W OF BOYLE WJ	28.02	184	840	1,058	11.8
663	6	Collector	E OF 63 AT BOYLE EJ	W OF REGIONAL BOUNDARY	1.76	184	2,776	2,698	17.9
663	6	Collector	E OF 63 AT BOYLE EJ	W OF REGIONAL BOUNDARY	0.03	184	2,776	2,674	17.9
663	6	Collector	E OF 63 AT BOYLE EJ	W OF REGIONAL BOUNDARY	15.89	184	2,776	2,698	17.9
663	8	Collector	E OF REG BNDRY SW19-65-17-4	S OF 55 W OF LAC LA BICHE	34.09	184	2,776	1,323	12.8
663	8	Collector	E OF REG BNDRY SW19-65-17-4	S OF 55 W OF LAC LA BICHE	10.13	184	2,776	1,166	12.8
663	10	Collector	E OF 36 AT LAC LA BICHE	SE9-68-10-4 NW OF TOUCHWOOD LK	0.41	184	2,776	1,821	5.1
663	10	Collector	E OF 36 AT LAC LA BICHE	SE9-68-10-4 NW OF TOUCHWOOD LK	10.13	184	2,776	114	5.1
663	10	Park Access	E OF 36 AT LAC LA BICHE	SE9-68-10-4 NW OF TOUCHWOOD LK	26.07	184	2,776	114	5.1
665	2	Local	E OF 43 S OF VALLEYVIEW	W OF 747 S OF SUNSET HOUSE	30.08	30	1,856	143	18.3
666	2	Collector	SE7-68-9-6	W OF 40 NE OF GROVEDALE	36.86	37	40,226	1,789	16.4
667	4	Local	E OF 722 S OF BEAVERLODGE	W OF 43 W OF HUALLAN	6.63	7	2,110	472	17.4
668	2	Local	E OF 40 S OF GRANDE PRAIRIE	N.E.36 TWP70 R6 W6	3.44	3	40,226	5,308	25.6
669	2	Collector	E OF 49 NE OF VALLEYVIEW	W OF 747 S OF SUNSET HOUSE	22.74	23	1,856	1,159	15.5
670	2	Local	GRANDE PRAIRIE E.C.L.	S OF 43 W OF BEZANSON	26.35	26	40,226	3,606	12.0
671	2	Collector	E OF 21-72-13-W6	W OF 43 SE OF ALBRIGHT	27.91	28	2,110	1,130	27.8
672	2	Collector	E OF RGE RD 132 NW OF GOODFARE	W OF 723 S OF VALHALLA CENTRE	10.69	62	1,934	1,073	19.9

Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
672	2	Local	E OF RGE RD 132 NW OF GOODFARE	W OF 723 S OF VALHALLA CENTRE	13.96	62	1,934	1,073	19.9
672	4	Collector	E OF 723 S OF VALHALLA CENTRE	W OF 2 S OF SEXSMITH	37.72	62	1,934	1,431	29.7
674	2	Collector	E OF 2 & 59 N OF SEXSMITH	W OF 733 AT TEEPEE CREEK	24.39	24	1,934	1,202	21.0
676	2	Collector	E OF 736 N OF DEBOLT	I.D. 16 BOUNDARY	28.51	60	100	215	22.0
676	4	Collector	I.D. 16 BOUNDARY	W OF 49 S OF GUY	31.26	60	100	257	34.0
676	4	Collector	I.D. 16 BOUNDARY	W OF 49 S OF GUY	0.11	60	100	257	34.0
677	2	Collector	E OF 724 W OF WOKING	W OF 2 E OF WOKING SJ	9.78	42	100	658	16.3
677	2	Local	E OF 724 W OF WOKING	W OF 2 E OF WOKING SJ	12.87	42	100	658	16.3
677	4	Local	E OF 2 NE OF WOKING NJ	W OF 733 SW OF PEORIA	14.71	42	100	186	26.2
677	4	Local	E OF 2 NE OF WOKING NJ	W OF 733 SW OF PEORIA	4.88	42	100	186	26.2
679	2	Local	E OF 43 N OF GUY	W OF 2 S OF KATHLEEN	19.39	69	740	108	21.5
679	4	Collector	E OF 2 S OF KATHLENN	W OF 749 W OF PRAIRIE ECHO	20.07	69	740	379	33.1
679	4	Collector	E OF 2 S OF KATHLENN	W OF 749 W OF PRAIRIE ECHO	1.79	69	740	379	33.1
679	6	Collector	N OF 749 W PRAIRIE ECHO	W OF 750 N OF GROUARD	1.46	69	740	244	12.8
679	6	Collector	N OF 749 W PRAIRIE ECHO	W OF 750 N OF GROUARD	10.11	69	740	244	12.8
679	6	Collector	N OF 749 W PRAIRIE ECHO	W OF 750 N OF GROUARD	15.78	69	740	244	12.8
680	2	Collector	E OF 725 W OF BLUEBERRY MTN	W OF 727 E OF POPLAR RIDGE	14.68	15	100	162	20.2
681	2	Collector	E OF 719 N OF BONANZA	W OF 725 E OF SILVER VALLEY	48.25	48	100	411	27.4
682	2	Local	E OF 729 SE OF HIGHLAND PARK	W OF 64 & 64A W OF FAIRVIEW	23.39	23	100	415	19.6
683	2	Collector	E OF 744 S OF MARIE-REINE	W OF 2 N OF NAMPAN NJ	9.77	10	372	429	24.3
684	2	Collector	E OF 2 S OF GRIMSHAW	S OF 2 AT PEACE RIVER	5.89	31	6,240	2,016	7.4
684	2	Collector	E OF 2 S OF GRIMSHAW	S OF 2 AT PEACE RIVER	25.54	31	6,240	2,016	7.4
685	2	Local	E OF 729 W OF HINES CREEK	N OF 732 SW OF DEER HILL	12.03	80	2,435	243	16.8
685	2	Collector	E OF 729 W OF HINES CREEK	N OF 732 SW OF DEER HILL	14.75	80	2,435	1,188	16.8
685	2	Local	E OF 729 W OF HINES CREEK	N OF 732 SW OF DEER HILL	2.01	80	2,435	2,547	16.8
685	4	Collector	E OF 732 SW OF DEER HILL	W OF 735 W OF LAST LAKE	19.64	80	2,435	987	27.8
685	6	Collector	E OF 735 W OF LAST LAKE	W OF 2 AT GRIMSHAW	1.64	80	2,435	3,320	19.7
685	6	Collector	E OF 735 W OF LAST LAKE	W OF 2 AT GRIMSHAW	4.90	80	2,435	859	19.7
685	6	Collector	E OF 735 W OF LAST LAKE	W OF 2 AT GRIMSHAW	25.20	80	2,435	558	19.7
686	8	Collector	E OF 88 NW OF RED EARTH CREEK	23RD BASELINE	25.87	90	100	364	20.3
686	10	Collector			27.63	90	100	364	20.3
686	12	Local			35.75	90	100	364	20.3
688	2	Collector	E OF 2 SE OF PEACE RIVER	S OF 686 N OF ST. ISIDORE	23.57	24	6,240	1,053	20.9
689	2	Local	SIXTH MERIDIAN	W OF 35 AT DIXONVILLE	23.15	23	100	325	24.0
690	2	Local	E OF 35 W OF DEADWOOD	W OF 743 E OF DEADWOOD	14.70	15	100	325	13.0
691	2	Local	E OF 35 AT MANNING	W OF 741 E OF MANNING	14.97	16	1,293	858	16.8
691	2	Local	E OF 35 AT MANNING	W OF 741 E OF MANNING	0.03	16	1,293	858	16.8
691	2	Local	E OF 35 AT MANNING	W OF 741 E OF MANNING	1.06	16	1,293	858	16.8
692	2	Park Access	E OF 35 SW OF HAWK HILLS	N.E.12 TWP96 R21 W5	27.02	27	100	247	56.8
695	4	Local	NE33-101-24-5	W OF 35 (KEG RIVER)	17.77	49	100	208	15.2
695	6	Local	E OF 35 S OF KEG RIVER SJ	E BDY KEG RIVER METIS SETTLEMT	4.98	49	100	130	31.8
695	6	Local	E OF 35 S OF KEG RIVER SJ	E BDY KEG RIVER METIS SETTLEMT	0.02	49	100	130	31.8
695	6	Local	E OF 35 S OF KEG RIVER SJ	E BDY KEG RIVER METIS SETTLEMT	26.61	49	100	130	31.8
697	2	Arterial	E OF 35 S OF HIGH LEVEL	STEEP HILL CREEK	17.61	119	9,687	438	35.1
697	2	Arterial	E OF 35 S OF HIGH LEVEL	STEEP HILL CREEK	34.19	119	9,687	438	35.1
697	2	Arterial	E OF 35 S OF HIGH LEVEL	STEEP HILL CREEK	0.03	119	9,687	438	35.1
697	2	Collector	E OF 35 S OF HIGH LEVEL	STEEP HILL CREEK	0.03	119	9,687	438	35.1
697	4	Arterial	STEEP HILL CREEK	S OF 88 W OF FT VERMILION	66.44	119	9,687	1,549	18.9
717	2	Local	BRITISH COLUMBIA BORDER	S OF 64 N OF BEAR CANYON	23.76	24	100	329	9.8
719	2	Collector	N OF 49 S OF BONANZA	S OF 681 N OF BONANZA	13.54	14	100	473	13.4
721	2	Local	N OF 43 NW OF HYTHE	S OF 59 N OF HYTHE	0.39	8	714	934	18.5
721	2	Local	N OF 43 NW OF HYTHE	S OF 59 N OF HYTHE	7.29	8	714	934	18.5
722	2	Collector	NE 11-70-12-6	S OF 2 AT BEAVER LODGE	1.65	35	2,110	1,431	27.2
722	2	Collector	NE 11-70-12-6	S OF 2 AT BEAVER LODGE	0.20	35	2,110	1,431	27.2

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
722	2	Collector	NE 11-70-12-6	S OF 2 AT BEAVERLODGE	32.88	35	2,110	1,431	27.2
723	2	Local	N OF 2 SE OF BEAVERLODGE	S OF 59 AT VALHALLA CNTRE	23.94	24	2,110	987	34.8
724	4	Collector	N OF 2 NW OF WEMBLEY EJ	S OF 59 AT LA GLACE	25.95	54	1,542	1,474	23.0
724	6	Local	N OF 59 E OF LA GLACE	S OF 677 W OF WOKING	9.74	54	1,542	358	32.3
724	6	Local	N OF 59 E OF LA GLACE	S OF 677 W OF WOKING	11.41	54	1,542	358	32.3
725	2	Collector	N OF 49 S OF WHITBURN	S OF 681 E OF SILVER VALLEY	13.47	23	100	578	22.6
725	2	Park Access	N OF 49 S OF WHITBURN	S OF 681 E OF SILVER VALLEY	9.72	23	100	578	22.6
726	2	Local	N OF 64 S OF WORSLEY	WORSLEY	16.16	16	100	637	20.0
727	2	Collector	N OF 49 W OF SPIRIT RIVER	S OF 680 E OF POPLAR RIDGE	16.30	20	100	312	23.6
727	2	Collector	N OF 49 W OF SPIRIT RIVER	S OF 680 E OF POPLAR RIDGE	0.30	20	100	559	23.6
727	2	Collector	N OF 49 W OF SPIRIT RIVER	S OF 680 E OF POPLAR RIDGE	0.34	20	100	312	23.6
727	2	Collector	N OF 49 W OF SPIRIT RIVER	S OF 680 E OF POPLAR RIDGE	3.05	20	100	559	23.6
729	2	Local	N OF 682 SE OF HIGHLAND PARK	W OF 685 W OF HINES CREEK	16.46	23	437	172	20.0
729	2	Local	N OF 682 SE OF HIGHLAND PARK	W OF 685 W OF HINES CREEK	6.36	23	437	172	20.0
730	2	Local	N OF 64 SE OF EUREKA RIVER	EUREKA RIVER	12.32	12	100	315	10.1
731	2	Collector	N OF 677 W OF WOKING	S OF 49 AT SPIRIT RIVER	4.85	21	1,100	844	15.4
731	2	Collector	N OF 677 W OF WOKING	S OF 49 AT SPIRIT RIVER	16.19	21	1,100	844	15.4
732	2	Collector	N OF 2 & 64A AT FAIRVIEW	S OF 685 SW OF DEER HILL	6.53	17	3,150	1,130	10.0
732	2	Collector	N OF 2 & 64A AT FAIRVIEW	S OF 685 SW OF DEER HILL	8.12	17	3,150	1,130	10.0
732	2	Collector	N OF 2 & 64A AT FAIRVIEW	S OF 685 SW OF DEER HILL	2.54	17	3,150	1,130	10.0
733	4	Local	COUNTY 1 BOUNDARY	WANHAM	1.33	58	100	1,202	17.6
733	2	Collector	N OF 43 W OF BEZANSON	COUNTY 1 BOUNDARY	25.66	58	100	1,116	27.3
733	4	Collector	COUNTY 1 BOUNDARY	WANHAM	30.81	58	100	1,202	17.6
733	4	Collector	COUNTY 1 BOUNDARY	WANHAM	0.00	58	100	730	17.6
734	10	Collector			8.21	268	100	138	18.1
734	12	Collector	RED RIVER	S OF 584 W OF WESTWARD HO	43.67	268	100	138	18.1
734	14	Collector	N OF 584 W OF WESTWARD HO	S OF 752 SW OF ROCKY	48.07	268	100	83	11.6
734	16	Collector	N OF 752 SW OF ROCKY	NORTH RAM RIVER	63.38	268	100	83	16.1
734	18	Collector	NORTH RAM RIVER	S OF 11 SW OF NORDEGG	27.27	268	100	83	7.4
734	20	Collector	N OF 11 SW OF NORDEGG	BLACKSTONE RIVER	33.70	268	100	498	33.0
734	22	Collector			24.93	268	100	498	33.0
734	22	Collector			18.32	268	100	498	33.0
735	2	Local	N OF 2 S OF WHITELAW	S OF 685 W OF LAST LAKE	6.51	14	100	86	23.7
735	2	Local	N OF 2 S OF WHITELAW	S OF 685 W OF LAST LAKE	7.02	14	100	86	23.7
736	2	Collector	N OF 49 SW OF DEBOLT	S OF 676 N OF DEBOLT	29.69	30	100	887	23.1
737	2	Collector	N OF 2 S OF BROWNVALE	W OF 35 AT WARRENSVILLE	14.10	35	100	559	36.0
737	2	Collector	N OF 2 S OF BROWNVALE	W OF 35 AT WARRENSVILLE	20.66	35	100	559	36.0
739	2	Local	N OF 49 AT EAGLESHAM	EAGLESHAM AIRPORT	9.72	10	100	501	15.7
740	2	Collector	N OF 49 W OF WATINO	W OF 684 SE OF GRIMSHAW	49.33	55	2,435	433	19.9
740	2	Collector	N OF 49 W OF WATINO	W OF 684 SE OF GRIMSHAW	5.29	55	2,435	433	19.9
741	2	Local			33.57	34	1,293	293	66.7
742	2	Park Access	JUNCTION SPRAY LAKES ROAD	SEC 32 - TWP 24 - R 10 - W 5	0.16	8	11,458	1,132	1.2
742	2	Park Access	JUNCTION SPRAY LAKES ROAD	SEC 32 - TWP 24 - R 10 - W 5	0.03	8	11,458	1,132	1.2
742	2	Park Access	JUNCTION SPRAY LAKES ROAD	SEC 32 - TWP 24 - R 10 - W 5	2.45	8	11,458	1,132	1.2
742	2	Park Access	JUNCTION SPRAY LAKES ROAD	SEC 32 - TWP 24 - R 10 - W 5	0.25	8	11,458	1,132	1.2
742	2	Park Access	JUNCTION SPRAY LAKES ROAD	SEC 32 - TWP 24 - R 10 - W 5	1.05	8	11,458	1,132	1.2
742	2	Park Access	JUNCTION SPRAY LAKES ROAD	SEC 32 - TWP 24 - R 10 - W 5	0.62	8	11,458	1,132	1.2
742	2	Park Access	JUNCTION SPRAY LAKES ROAD	SEC 32 - TWP 24 - R 10 - W 5	3.26	8	11,458	1,132	1.2
743	2	Collector	N OF 2 AT PEACE RIVER	S OF 690 AT DEADWOOD	1.61	69	6,240	3,587	13.5
743	2	Collector	N OF 2 AT PEACE RIVER	S OF 690 AT DEADWOOD	12.98	69	6,240	176	13.5
743	2	Local	N OF 2 AT PEACE RIVER	S OF 690 AT DEADWOOD	54.89	69	6,240	176	13.5
744	2	Collector	N OF 676 SW OF GUY	S OF 49 S OF GIROUXVILLE	33.85	95	6,240	401	23.1
744	4	Collector	N OF 49 S OF GIROUXVILLE	S OF 2 IN PEACE RIVER	2.13	95	6,240	2,890	4.6
744	4	Collector	N OF 49 S OF GIROUXVILLE	S OF 2 IN PEACE RIVER	29.85	95	6,240	2,890	4.6

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
744	4	Collector	N OF 49 S OF GIROUXVILLE	S OF 2 IN PEACE RIVER	0.96	95	6,240	544	4.6
744	4	Collector	N OF 49 S OF GIROUXVILLE	S OF 2 IN PEACE RIVER	25.56	95	6,240	486	4.6
744	4	Collector	N OF 49 S OF GIROUXVILLE	S OF 2 IN PEACE RIVER	2.94	95	6,240	1,631	4.6
747	1	Local	N OF 665 SE OF SUNSET HOUSE	S OF 669 S OF SUNSET HOUSE	15.90	57	2,820	213	22.8
747	2	Collector	N OF 669 S OF SUNSET HOUSE	S OF 2 W OF TRIANGLE	29.82	57	2,820	754	18.2
747	2	Collector	N OF 669 S OF SUNSET HOUSE	S OF 2 W OF TRIANGLE	8.28	57	2,820	754	18.2
747	2	Collector	N OF 669 S OF SUNSET HOUSE	S OF 2 W OF TRIANGLE	3.26	57	2,820	754	18.2
748	2	Collector	N OF 16 AT EDSON	NE35-54-18-5	1.47	58	7,815	1,314	24.4
748	2	Local	N OF 16 AT EDSON	NE35-54-18-5	21.13	58	7,815	1,314	24.4
748	4	Collector	E OF 748:02 N OF EDSON	W OF 32 N OF PEERS	35.84	58	7,815	2,588	18.9
749	2	Local	WEST PRAIRIE RIVER	S OF 2 AT HIGH PRAIRIE	0.53	45	2,820	5,223	13.8
749	2	Local	WEST PRAIRIE RIVER	S OF 2 AT HIGH PRAIRIE	26.72	45	2,820	744	13.8
749	4	Collector	N OF 2 AT HIGH PRAIRIE	S OF 679 W OF PRAIRIE ECHO	1.22	45	2,820	1,130	9.3
749	4	Collector	N OF 2 AT HIGH PRAIRIE	S OF 679 W OF PRAIRIE ECHO	16.58	45	2,820	1,130	9.3
750	2	Collector	N OF 2 E OF ENILDA	20TH BASE LINE	0.53	106	809	1,665	10.5
750	2	Collector	N OF 2 E OF ENILDA	20TH BASE LINE	0.81	106	809	1,665	10.5
750	2	Collector	N OF 2 E OF ENILDA	20TH BASE LINE	16.69	106	809	1,665	10.5
750	2	Collector	N OF 2 E OF ENILDA	20TH BASE LINE	12.95	106	809	1,665	10.5
750	2	Collector	N OF 2 E OF ENILDA	20TH BASE LINE	0.16	106	809	1,665	10.5
750	4	Collector	20TH BASE LINE	NE25-79-12-5	26.73	106	809	689	14.3
750	4	Collector	20TH BASE LINE	NE25-79-12-5	12.16	106	809	689	14.3
750	6	Collector	NE25-79-12-5	W OF 88 NE OF ATIKAMEG	3.92	106	809	585	28.4
750	6	Collector	NE25-79-12-5	W OF 88 NE OF ATIKAMEG	3.75	106	809	585	28.4
750	6	Collector	NE25-79-12-5	W OF 88 NE OF ATIKAMEG	4.21	106	809	585	28.4
750	6	Collector	NE25-79-12-5	W OF 88 NE OF ATIKAMEG	22.14	106	809	585	28.4
750	6	Collector	NE25-79-12-5	W OF 88 NE OF ATIKAMEG	1.58	106	809	585	28.4
751	2	Collector	N OF 16 SW OF NOJACK	S OF 647 W OF HIGHWAY	9.22	54	8,747	267	18.9
751	2	Collector	N OF 16 SW OF NOJACK	S OF 647 W OF HIGHWAY	24.97	54	8,747	267	18.9
751	4	Collector	N OF 647 W OF HIGHWAY	S OF 43 SE OF WHITECOURT	19.98	54	8,747	564	21.1
752	2	Collector	E OF SH 734 SW OF STRACHAN	FOREST RESERVE BOUNDARY	27.02	62	6,584	114	8.4
752	4	Local	FOREST RESERVE BOUNDARY	S OF 11A W OF ROCKY	1.66	62	6,584	4,291	12.5
752	4	Collector	FOREST RESERVE BOUNDARY	S OF 11A W OF ROCKY	28.99	62	6,584	4,291	12.5
752	4	Collector	FOREST RESERVE BOUNDARY	S OF 11A W OF ROCKY	0.38	62	6,584	4,291	12.5
752	4	Collector	FOREST RESERVE BOUNDARY	S OF 11A W OF ROCKY	2.95	62	6,584	4,291	12.5
752	4	Local	FOREST RESERVE BOUNDARY	S OF 11A W OF ROCKY	0.87	62	6,584	4,291	12.5
753	2	Collector	N OF 620 AT LODGEPOLE	S OF 621 AT CYNTHIA	23.50	61	100	728	33.5
753	4	Collector	N OF 621 AT CYNTHIA	S OF 16 E OF CHIP LAKE	27.96	61	100	252	29.8
753	4	Collector	N OF 621 AT CYNTHIA	S OF 16 E OF CHIP LAKE	9.85	61	100	453	29.8
754	6	Local	NW36 TWP78 R2 W5	WABASCA	6.30	96	6,600	5,229	6.3
754	2	Collector	E OF 88 N OF SLAVE LAKE	20TH BASELINE (S OF 754:04)	19.61	96	6,600	1,293	32.5
754	4	Collector			11.82	96	6,600	1,293	10.1
754	4	Collector			29.36	96	6,600	1,293	10.1
754	6	Collector	NW36 TWP78 R2 W5	WABASCA	7.60	96	6,600	5,229	6.3
754	6	Collector	NW36 TWP78 R2 W5	WABASCA	1.50	96	6,600	5,229	6.3
754	6	Collector	NW36 TWP78 R2 W5	WABASCA	19.64	96	6,600	5,229	6.3
756	2	Park Access	N OF 11 & 11A S OF CRIMSON LK	CRIMSON LAKE P.P.	4.60	5	100	2,013	15.8
757	2	Collector	N OF 16 S OF MAGNOLIA	S OF 43 E OF SANGUDO EJ	0.03	48	398	683	15.4
757	2	Collector	N OF 16 S OF MAGNOLIA	S OF 43 E OF SANGUDO EJ	19.10	48	398	683	15.4
757	2	Collector	N OF 16 S OF MAGNOLIA	S OF 43 E OF SANGUDO EJ	1.10	48	398	683	15.4
757	2	Collector	N OF 16 S OF MAGNOLIA	S OF 43 E OF SANGUDO EJ	15.20	48	398	683	15.4
757	4	Collector	N OF 43 E OF SANGUDO	S OF 18 N OF SANGUDO	13.07	48	398	597	10.5
758	2	Local	N OF 66 SW OF BRAGG CREEK	W OF 22 NE OF BRAGG CREEK	4.73	5	1,249	2,005	4.2
759	2	Collector	N OF 39 SW OF BERRYMOOR	S OF 624 S OF TOMAHAWK	12.32	39	6,210	528	16.1
759	2	Collector	N OF 39 SW OF BERRYMOOR	S OF 624 S OF TOMAHAWK	6.03	39	6,210	528	16.1



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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
759	4	Collector	N OF 624 S OF TOMAHAWK	S OF 31 AT SEBA BEACH	21.01	39	137	462	11.4
760	2	Local	N OF LOCAL RD 34-31- 5- 5	S OF 27 E OF SUNDRE	9.08	10	2,267	1,229	8.1
760	2	Local	N OF LOCAL RD 34-31- 5- 5	S OF 27 E OF SUNDRE	0.89	10	2,267	1,229	8.1
761	2	Collector	N OF 54 S OF STAUFFER	S OF 11 W OF CONDOR EJ	25.91	92	100	897	21.8
761	4	Collector	N OF 11 W OF CONDOR WJ	S OF 12 N OF LESLIEVILLE	16.22	92	100	1,664	16.6
761	6	Local	N OF 12 N OF LESLIEVILLE	S OF 53 NW OF LEEDALE	15.91	92	100	196	19.6
761	6	Local	N OF 12 N OF LESLIEVILLE	S OF 53 NW OF LEEDALE	2.04	92	100	131	19.6
761	8	Local	N OF 53 NW OF LEEDALE	S OF 607 NW OF BLUFFTON	10.00	92	100	228	26.2
761	10	Park Access	N OF 13 AT PENDRYL	S OF 616 E OF BUCK CREEK	4.86	92	100	196	11.8
761	10	Park Access	N OF 13 AT PENDRYL	S OF 616 E OF BUCK CREEK	3.34	92	100	196	11.8
761	10	Park Access	N OF 13 AT PENDRYL	S OF 616 E OF BUCK CREEK	5.99	92	100	196	11.8
762	2	Park Access	N OF 549 W OF MILLARVILLE	S OF 22 SE OF BRAGG CREEK	22.24	22	1,249	1,031	8.8
763	2	Collector	N OF 18 & W OF CAMPSIE	S OF 33 SW OF FT ASSINIBOINE	25.69	26	100	782	43.5
764	2	Collector	N OF 43 AT CHERHILL	S OF 18 W OF CAMPSIE	18.01	30	100	453	12.2
764	2	Collector	N OF 43 AT CHERHILL	S OF 18 W OF CAMPSIE	12.15	30	100	556	12.2
765	2	Collector	N OF 16 E OF FALLIS	S OF 43 SE OF CHERHILL	20.90	24	858	762	11.1
765	2	Collector	N OF 16 E OF FALLIS	S OF 43 SE OF CHERHILL	3.31	24	858	1,044	11.1
766	2	Collector	N OF 1A E OF COCHRANE	S OF 574 SW OF MADDEN	27.39	168	12,688	2,179	6.5
766	4	Collector	N OF 574 SW OF MADDEN	S OF 582 NE OF WESCOTT EJ	3.23	168	12,688	355	9.2
766	4	Collector	N OF 574 SW OF MADDEN	S OF 582 NE OF WESCOTT EJ	11.34	168	12,688	291	9.2
766	6	Local	N OF 582 N OF WESCOTT WJ	S OF 587 NE OF EAGLE HILL	3.25	168	3,932	345	12.7
766	6	Local	N OF 582 N OF WESCOTT WJ	S OF 587 NE OF EAGLE HILL	29.13	168	3,932	345	12.7
766	8	Local	N OF 587 E OF JAMES RIV BR	S OF 54 W OF SPRUCE VIEW	8.08	168	3,932	130	18.4
766	8	Local	N OF 587 E OF JAMES RIV BR	S OF 54 W OF SPRUCE VIEW	6.15	168	3,932	130	18.4
766	10	Collector	N OF 54 W OF SPRUCE VIEW WJ	S OF 11 E OF HESPERO WJ	21.05	168	3,932	821	20.8
766	10	Collector	N OF 54 W OF SPRUCE VIEW WJ	S OF 11 E OF HESPERO WJ	4.87	168	3,932	821	20.8
766	12	Collector	N OF 11 S OF ECKVILLE EJ	S OF 53 W OF RIMBEY	6.49	168	3,932	1,098	17.8
766	12	Collector	N OF 11 S OF ECKVILLE EJ	S OF 53 W OF RIMBEY	0.85	168	3,932	1,661	17.8
766	12	Collector	N OF 11 S OF ECKVILLE EJ	S OF 53 W OF RIMBEY	23.96	168	3,932	1,098	17.8
766	12	Collector	N OF 11 S OF ECKVILLE EJ	S OF 53 W OF RIMBEY	4.45	168	3,932	3,766	17.8
766	4	Local	N OF 574 SW OF MADDEN	S OF 582 NE OF WESCOTT EJ	14.74	168	12,688	291	9.2
769	2	Collector	N OF 18 NE OF BARRHEAD	S OF 661 AT VEGA NJ	29.35	29	4,213	1,037	17.8
770	2	Collector	N OF 616 S OF WARBURG	S OF 39 N OF WARBURG EJ	0.01	58	560	1,578	11.9
770	2	Collector	N OF 616 S OF WARBURG	S OF 39 N OF WARBURG EJ	8.10	58	560	509	11.9
770	2	Collector	N OF 616 S OF WARBURG	S OF 39 N OF WARBURG EJ	1.61	58	560	1,578	11.9
770	4	Collector	N OF 39 NW OF WARBURG WJ	SASKATCHEWAN RIVER	24.25	58	560	759	18.5
770	4	Collector	N OF 39 NW OF WARBURG WJ	SASKATCHEWAN RIVER	0.00	58	560	759	18.5
770	6	Collector	SASKATCHEWAN RIVER	S OF 16 W OF MANLY CORNER	24.38	58	560	2,000	13.5
771	2	Collector	N OF 20 W OF GULL LAKE	S OF 53 NE OF RIMBEY WJ	9.72	77	560	719	6.8
771	2	Collector	N OF 20 W OF GULL LAKE	S OF 53 NE OF RIMBEY WJ	11.88	77	560	719	6.8
771	3	Local	N OF 53 S OF HOMEGLLEN EJ	S OF 611 NE OF SPRINGDALE	16.04	77	560	340	16.6
771	4	Collector	N OF 611 NE OF SPRINGDALE	S OF 13 W OF WESTEROSE	2.43	77	560	680	16.5
771	4	Collector	N OF 611 NE OF SPRINGDALE	S OF 13 W OF WESTEROSE	10.52	77	560	680	16.5
771	6	Collector	N OF 13 W OF WESTEROSE	S OF 616 SE OF WARBURG	5.76	77	560	867	8.2
771	6	Collector	N OF 13 W OF WESTEROSE	S OF 616 SE OF WARBURG	14.57	77	560	867	8.2
771	3	Collector	N OF 53 S OF HOMEGLLEN EJ	S OF 611 NE OF SPRINGDALE	6.27	77	560	340	16.6
772	2	Collector	CALGARY N.C.L.	S OF 574 AT MADDEN NJ	33.84	34	933,495	1,289	12.2
773	2	Local	N OF 549 NE OF BLACK DIAMOND	S OF 22X SW OF CALGARY	17.37	17	933,495	1,788	6.5
774	2	Local	CASTLE RIVER	S OF 507 NE OF BEAVER MINES	27.06	27	3,666	108	8.5
775	2	Park Access	BEAUVAIS LAKE PROV.PARK	S OF 507 N OF BEAUVAIS LK PP	8.02	8	3,666	256	7.6
776	2	Local	N OF 18 W OF ROSSINGTON	S OF 661 N OF LINARIA	19.43	19	100	313	19.3
777	1	Local	N OF 37 NE OF ONOWAY	S OF 642 W OF SANDY BEACH	9.72	49	847	1,174	7.1
777	2	Local	N OF 642 W OF SANDY BEACH	S OF 651 E OF DUNSTABLE	10.53	49	201	262	7.0
777	2	Local	N OF 642 W OF SANDY BEACH	S OF 651 E OF DUNSTABLE	5.67	49	201	262	7.0

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
777	3	Local	N OF 651 E OF DUNSTABLE	S OF 654 NW OF HIGHRIDGE WJ	12.95	49	201	207	12.2
777	3	Local	N OF 651 E OF DUNSTABLE	S OF 654 NW OF HIGHRIDGE WJ	0.00	49	201	207	12.2
777	4	Local	N OF 654 S OF EASTBURG EJ	S OF 18 SE OF ROSSINGTON	10.54	49	201	414	15.7
778	2	Collector	N OF 616 E OF ITASKA	S OF 39 N OF THORSBY	0.58	18	799	2,147	7.1
778	2	Collector	N OF 616 E OF ITASKA	S OF 39 N OF THORSBY	16.20	18	799	1,775	7.1
778	2	Collector	N OF 616 E OF ITASKA	S OF 39 N OF THORSBY	1.62	18	799	2,147	7.1
779	2	Collector	N OF 627 S OF STONY PLAIN	S OF 37 NW OF CALAHOO	7.06	30	10,544	1,976	7.3
779	2	Collector	N OF 627 S OF STONY PLAIN	S OF 37 NW OF CALAHOO	1.38	30	10,544	1,976	7.3
779	2	Collector	N OF 627 S OF STONY PLAIN	S OF 37 NW OF CALAHOO	0.36	30	10,544	1,976	7.3
779	2	Collector	N OF 627 S OF STONY PLAIN	S OF 37 NW OF CALAHOO	9.61	30	10,544	1,976	7.3
779	2	Collector	N OF 627 S OF STONY PLAIN	S OF 37 NW OF CALAHOO	4.86	30	10,544	3,772	7.3
779	2	Collector	N OF 627 S OF STONY PLAIN	S OF 37 NW OF CALAHOO	1.34	30	10,544	9,588	7.3
779	2	Collector	N OF 627 S OF STONY PLAIN	S OF 37 NW OF CALAHOO	0.57	30	10,544	9,588	7.3
779	2	Collector	N OF 627 S OF STONY PLAIN	S OF 37 NW OF CALAHOO	4.57	30	10,544	9,588	7.3
780	2	Collector	N OF 13 NE OF MA-ME-O BEACH	S OF 616 W OF MILLET	0.01	9	2,037	762	11.0
780	2	Collector	N OF 13 NE OF MA-ME-O BEACH	S OF 616 W OF MILLET	8.56	9	2,037	762	11.0
781	2	Local	N OF 54 SE OF MARKERVILLE	S OF 11A AT SYLVAN LAKE	1.67	25	8,504	7,946	8.2
781	2	Arterial	N OF 54 SE OF MARKERVILLE	S OF 11A AT SYLVAN LAKE	21.84	25	8,504	7,946	8.2
781	2	Local	N OF 54 SE OF MARKERVILLE	S OF 11A AT SYLVAN LAKE	1.43	25	8,504	7,946	8.2
782	2	Local	CALGARY N.C.L.	S OF 566 W OF BALZAC	3.23	3	933,495	2,133	6.1
783	2	Collector	N OF 543 E OF HARTELL	S OF 2A & 7 S OF OKOTOKS	11.27	11	11,664	3,538	10.9
783	2	Collector	N OF 543 E OF HARTELL	S OF 2A & 7 S OF OKOTOKS	0.03	11	11,664	3,538	10.9
785	2	Local	N OF 6 PINCHER CREEK	W OF 2 W OF FT MACLEOD	2.03	62	3,666	1,129	12.7
785	2	Park Access	N OF 6 PINCHER CREEK	W OF 2 W OF FT MACLEOD	16.43	62	3,666	1,129	12.7
785	2	Local	N OF 6 PINCHER CREEK	W OF 2 W OF FT MACLEOD	12.04	62	3,666	184	12.7
785	2	Local	N OF 6 PINCHER CREEK	W OF 2 W OF FT MACLEOD	1.60	62	3,666	2,599	12.7
785	2	Local	N OF 6 PINCHER CREEK	W OF 2 W OF FT MACLEOD	30.01	62	3,666	184	12.7
786	2	Local	N OF 507 SE OF BROCKET	S OF 3 NE OF BROCKET	8.00	10	7,090	139	11.4
786	2	Local	N OF 507 SE OF BROCKET	S OF 3 NE OF BROCKET	1.70	10	7,090	139	11.4
791	2	Collector	HWY 22X SE OF INDUS	S OF 1 S OF DELACOUR	14.51	129	7,090	1,734	15.1
791	4	Collector	N OF 1 S OF DELACOUR	S OF 567 SE OF KERSEY	31.76	129	7,090	112	20.1
791	5	Collector	N OF 567 SE OF KERSEY	S OF 72 SE OF KERSEY EJ	9.80	129	7,090	628	20.8
791	6	Collector	N OF 72 SE OF KERSEY WJ	S OF 27 W OF TORRINGTON	8.15	129	7,090	548	13.8
791	6	Collector	N OF 72 SE OF KERSEY WJ	S OF 27 W OF TORRINGTON	38.49	129	7,090	548	13.8
791	8	Collector	N OF 27 W OF TORRINGTON	S OF 590 E OF INNISFAIL	14.64	129	7,090	174	14.7
791	8	Collector	N OF 27 W OF TORRINGTON	S OF 590 E OF INNISFAIL	11.32	129	7,090	174	14.7
792	2	Collector	N OF 12 E OF GULL LAKE	S OF 53 W OF PONOKA EJ	9.84	57	143	628	10.2
792	2	Collector	N OF 12 E OF GULL LAKE	S OF 53 W OF PONOKA EJ	12.90	57	143	982	10.2
792	4	Local	N OF 53 W OF PONOKA WJ	S OF 611 W OF USONA	19.86	57	143	514	15.4
792	4	Local	N OF 53 W OF PONOKA WJ	S OF 611 W OF USONA	0.01	57	143	514	15.4
792	6	Local	N OF 611 W OF USONA	S OF 13A & 780 NE OF MA-ME-O	7.10	57	143	108	12.0
795	2	Collector	N OF 53 W OF PONOKA	S OF 611 W OF USONA EJ	9.69	72	1,902	106	23.9
795	2	Collector	N OF 53 W OF PONOKA	S OF 611 W OF USONA EJ	0.01	72	1,902	106	23.9
795	4	Collector	N OF 611 W OF USONA WJ	S OF 13 E OF FALUN	12.96	72	1,902	185	28.7
795	6	Collector	N OF 13 E OF FALUN	S OF HIGHWAY 39 AT CALMAR	16.61	72	1,902	2,228	14.4
795	6	Collector	N OF 13 E OF FALUN	S OF HIGHWAY 39 AT CALMAR	1.20	72	1,902	2,228	14.4
795	6	Collector	N OF 13 E OF FALUN	S OF HIGHWAY 39 AT CALMAR	16.26	72	1,902	2,228	14.4
795	2	Local	N OF 53 W OF PONOKA	S OF 611 W OF USONA EJ	15.42	72	1,902	106	23.9
797	2	Local	N OF 552 SW OF DALEMEAD	S OF 1 & 9 N OF LANGDON	16.20	29	6,861	4,177	19.8
797	2	Local	N OF 552 SW OF DALEMEAD	S OF 1 & 9 N OF LANGDON	2.90	29	6,861	403	19.8
797	2	Collector	N OF 552 SW OF DALEMEAD	S OF 1 & 9 N OF LANGDON	6.50	29	6,861	4,177	19.8
799	2	Local	N OF 23 S OF BLACKIE	S OF 552 N OF 6TH BASE LINE	22.69	23	100	321	17.6
800	2	Local	N OF 5 W OF MOUNTAIN VIEW	S OF 505 S OF HILL SPRING	1.80	21	218	447	7.8
800	2	Local	N OF 5 W OF MOUNTAIN VIEW	S OF 505 S OF HILL SPRING	2.35	21	218	447	7.8

Provincial Highway Service Classification 20-Year Horizon

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
800	2	Local	N OF 5 W OF MOUNTAIN VIEW	S OF 505 S OF HILL SPRING	8.38	21	218	447	7.8
800	2	Local	N OF 5 W OF MOUNTAIN VIEW	S OF 505 S OF HILL SPRING	7.79	21	218	447	7.8
800	2	Local	N OF 5 W OF MOUNTAIN VIEW	S OF 505 S OF HILL SPRING	0.88	21	218	447	7.8
801	2	Local	N OF 661 NE OF DAPP	CROSS LAKE PROV.PARK	22.82	32	100	240	8.7
801	2	Park Access	N OF 661 NE OF DAPP	CROSS LAKE PROV.PARK	9.44	32	100	240	8.7
803	2	Collector	W OF 28 W OF BON ACCORD	S OF 651 E OF LEGAL	13.65	14	1,532	1,052	15.6
804	2	Local	N OF 533 E OF NANTON	S OF 23 N OF BRANT	19.12	24	100	475	17.5
804	2	Local	N OF 533 E OF NANTON	S OF 23 N OF BRANT	0.01	24	100	475	17.5
804	2	Collector	N OF 533 E OF NANTON	S OF 23 N OF BRANT	5.00	24	100	475	17.5
805	2	Collector	N OF 583 AT ALLINGHAM	S OF 590 N OF WIMBORNE	27.57	36	100	440	20.1
805	2	Collector	N OF 583 AT ALLINGHAM	S OF 590 N OF WIMBORNE	8.08	36	100	440	20.1
806	2	Collector	N OF 9 & 72 NE OF BEISEKER	S OF 575 NW OF ACME WJ	6.49	36	3,554	1,844	18.3
806	2	Collector	N OF 9 & 72 NE OF BEISEKER	S OF 575 NW OF ACME WJ	6.47	36	3,554	1,844	18.3
806	4	Collector	N OF 575 NW OF ACME WJ	S OF 583 W OF THREE HILLS	22.96	36	3,554	962	15.0
808	2	Collector	N OF 595 SE OF RED DEER	S OF 11 SW OF JOFFRE	4.72	5	75,923	1,500	18.3
810	2	Collector	N OF 505 SE OF GLENWOOD	S OF 2 & 3 W OF FT MACLEOD WJ	33.40	42	2,990	607	17.9
810	2	Collector	N OF 505 SE OF GLENWOOD	S OF 2 & 3 W OF FT MACLEOD WJ	8.50	42	2,990	607	17.9
811	2	Collector	N OF 3 AT FT MACLEOD	S OF 519 E OF GRANUM	2.63	17	2,990	1,741	8.2
811	2	Collector	N OF 3 AT FT MACLEOD	S OF 519 E OF GRANUM	14.80	17	2,990	1,741	8.2
812	2	Collector	N OF 663 NW OF MEANOOK	W OF 2 W OF ATHABASCA	17.08	17	2,415	973	10.6
813	2	Collector	N OF 55 E OF ATHABASCA	S OF 813:04 AT COUNTY 12 BNDRY	3.17	171	2,415	2,718	13.5
813	2	Collector	N OF 55 E OF ATHABASCA	S OF 813:04 AT COUNTY 12 BNDRY	31.80	171	2,415	2,718	13.5
813	4	Collector	N OF 813:02 AT COUNTY 12 BNDRY	ORLOFF LAKE ROAD	42.59	171	2,415	598	14.7
813	4	Collector	N OF 813:02 AT COUNTY 12 BNDRY	ORLOFF LAKE ROAD	0.00	171	2,415	598	14.7
813	6	Collector	ORLOFF LAKE ROAD	NW35-75-23-4	26.06	171	2,415	312	24.7
813	8	Collector			31.54	171	2,415	754	24.7
813	10	Collector	SANDY LAKE SETTLEMENT	E OF 754 SE OF WABASCA	17.06	171	2,415	1,197	20.4
813	10	Collector	SANDY LAKE SETTLEMENT	E OF 754 SE OF WABASCA	5.25	171	2,415	1,197	20.4
813	10	Collector	SANDY LAKE SETTLEMENT	E OF 754 SE OF WABASCA	13.70	171	2,415	1,197	20.4
814	1	Collector	N OF 13 AT WETASKIWIN N.C.L.	S OF 616 NE OF MILLET	1.62	41	666,104	1,855	8.3
814	1	Collector	N OF 13 AT WETASKIWIN N.C.L.	S OF 616 NE OF MILLET	17.05	41	666,104	1,855	8.3
814	2	Collector	N OF 616 WJ	EDMONTON S.C.L.	22.65	41	666,104	4,447	6.6
815	2	Collector	N OF 11 S OF JOFFRE	S OF 12 E OF LACOMBE	20.16	43	6,330	2,104	22.0
815	4	Collector	N OF 12 E OF LACOMBE	S OF 53 E OF PONOKA	9.84	43	6,330	859	14.8
815	4	Collector	N OF 12 E OF LACOMBE	S OF 53 E OF PONOKA	12.94	43	6,330	859	14.8
816	2	Collector	N OF 590 S OF PINE LAKE	S OF 42 S OF PINE LAKE EJ	10.27	22	100	852	14.2
816	4	Collector	N OF 42 SW OF PINE LAKE WJ	S OF 595 NW OF PINE LAKE	12.07	22	100	1,075	12.4
817	2	Arterial	N OF 24 SE OF CARSELAND	S OF 901 NE OF CARSELAND WJ	8.00	36	9,115	1,149	28.2
817	4	Collector	N OF 901 NE OF CARSELAND EJ	S OF 564 W OF NIGHTENGALE	4.04	36	9,115	1,670	14.5
817	4	Collector	N OF 901 NE OF CARSELAND EJ	S OF 564 W OF NIGHTENGALE	9.74	36	9,115	1,670	14.5
817	4	Arterial	N OF 901 NE OF CARSELAND EJ	S OF 564 W OF NIGHTENGALE	14.67	36	9,115	13,243	14.5
820	2	Local	N OF 501 W OF WHISKEY GAP	S OF 5 & 505 AT SPRING COULEE	31.87	32	100	112	12.0
821	2	Collector	N OF 12 S OF TEES	S OF 53 E OF PONOKA	9.81	23	100	314	16.5
821	2	Collector	N OF 12 S OF TEES	S OF 53 E OF PONOKA	12.95	23	100	314	16.5
822	2	Collector	N OF 53 E OF PONOKA	S OF 611 NW OF FERINTOSH EJ	9.86	53	176	275	17.9
822	2	Collector	N OF 53 E OF PONOKA	S OF 611 NW OF FERINTOSH EJ	6.51	53	176	275	17.9
822	4	Collector	N OF 611 E OF HOBBEWA WJ	S OF 613 E OF WETASKIWIN WJ	16.19	53	11,154	1,059	29.1
822	6	Local	N OF 613 S OF GWYNNE EJ	S OF 616 SW OF HAY LAKES	1.61	53	346	196	8.5
822	6	Local	N OF 613 S OF GWYNNE EJ	S OF 616 SW OF HAY LAKES	18.90	53	346	196	8.5
824	2	Local	N OF 14 NW OF COOKING LAKE	S OF 16 E OF QUEENSDALE PL.	17.27	17	100	478	11.8
825	2	Collector	N OF 37 W OF FT SASK.	S OF 643 E OF GIBBONS	14.19	14	13,824	3,894	15.7
827	2	Collector	N OF 28 S OF EGREMONT	S OF 661 NE OF MAPOVA EJ	17.82	79	2,415	313	9.5
827	2	Collector	N OF 28 S OF EGREMONT	S OF 661 NE OF MAPOVA EJ	14.86	79	2,415	3,186	9.5
827	2	Collector	N OF 28 S OF EGREMONT	S OF 661 NE OF MAPOVA EJ	1.62	79	2,415	313	9.5

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
827	4	Collector	N OF 661 NW OF MAPOVA WJ	S OF 55 E OF ATHABASCA	9.73	79	2,415	156	12.3
827	4	Collector	N OF 661 NW OF MAPOVA WJ	S OF 55 E OF ATHABASCA	35.34	79	2,415	1,380	12.3
829	2	Collector	N OF 644 E OF REDWATER	S OF 28 & 63 W OF RADWAY	6.54	10	2,172	1,018	10.9
829	2	Collector	N OF 644 E OF REDWATER	S OF 28 & 63 W OF RADWAY	3.22	10	2,172	1,018	10.9
830	2	Collector	N OF 630 WJ	S OF 15 NE OF JOSEPHBURG	28.26	41	13,824	656	19.1
830	4	Collector	N OF 15 NE OF FT SASK EJ	S OF 38 E OF AMELIA	12.54	41	13,824	1,904	26.5
831	4	Arterial	N OF 15 AT LAMONT EJ	S OF 45 S OF SKARO	12.96	100	1,692	1,959	14.5
831	2	Park Access	ELK ISLAND NAT.PARK N.GATE	S OF 15 W OF LAMONT WJ	5.25	100	1,692	493	14.4
831	4	Collector	N OF 15 AT LAMONT EJ	S OF 45 S OF SKARO	1.51	100	1,692	1,959	14.5
831	4	Collector	N OF 15 AT LAMONT EJ	S OF 45 S OF SKARO	0.79	100	1,692	1,959	14.5
831	6	Arterial	N OF 45 S OF SKARO	S OF 28 NW OF WASKATENAU	5.22	100	1,692	3,907	22.7
831	6	Arterial	N OF 45 S OF SKARO	S OF 28 NW OF WASKATENAU	18.74	100	1,692	3,907	22.7
831	8	Arterial	N OF 28 NW OF WASKATENAU	S OF 661 E OF NEWBROOK	12.98	100	1,692	3,239	17.4
831	8	Arterial	N OF 28 NW OF WASKATENAU	S OF 661 E OF NEWBROOK	12.28	100	1,692	3,239	17.4
831	10	Arterial	N OF 661 E OF NEWBROOK	S OF 63 AT BOYLE	1.59	100	1,692	3,907	17.4
831	10	Arterial	N OF 661 E OF NEWBROOK	S OF 63 AT BOYLE	19.38	100	1,692	3,153	17.4
831	10	Arterial	N OF 661 E OF NEWBROOK	S OF 63 AT BOYLE	0.03	100	1,692	3,907	17.4
831	10	Arterial	N OF 661 E OF NEWBROOK	S OF 63 AT BOYLE	8.92	100	1,692	3,153	17.4
833	2	Collector	CAMROSE N.C.L.	S OF 617 SW OF KINGMAN WJ	0.00	37	15,669	2,759	5.2
833	2	Collector	CAMROSE N.C.L.	S OF 617 SW OF KINGMAN WJ	17.19	37	15,669	2,759	5.2
833	4	Collector	N OF 617 SW OF KINGMAN EJ	S OF 14 W OF TOFIELD	8.15	37	15,669	276	11.2
833	4	Collector	N OF 617 SW OF KINGMAN EJ	S OF 14 W OF TOFIELD	11.32	37	15,669	276	11.2
834	1	Collector	N OF 13 SE OF CAMROSE	S OF 26 E OF CAMROSE	4.17	82	15,669	713	23.3
834	2	Collector	N OF 26 E OF CAMROSE	S OF 14 E OF TOFIELD EJ	18.50	82	15,669	1,041	11.7
834	2	Collector	N OF 26 E OF CAMROSE	S OF 14 E OF TOFIELD EJ	19.39	82	15,669	1,041	11.7
834	4	Collector	N OF 14 AT TOFIELD WJ	S OF 16 E OF ELK ISLAND PARK	17.68	82	1,818	670	9.6
834	4	Collector	N OF 14 AT TOFIELD WJ	S OF 16 E OF ELK ISLAND PARK	0.03	82	1,818	2,381	9.6
834	4	Collector	N OF 14 AT TOFIELD WJ	S OF 16 E OF ELK ISLAND PARK	0.43	82	1,818	2,381	9.6
834	4	Collector	N OF 14 AT TOFIELD WJ	S OF 16 E OF ELK ISLAND PARK	2.98	82	1,818	670	9.6
834	4	Collector	N OF 14 AT TOFIELD WJ	S OF 16 E OF ELK ISLAND PARK	0.44	82	1,818	2,381	9.6
834	4	Collector	N OF 14 AT TOFIELD WJ	S OF 16 E OF ELK ISLAND PARK	3.23	82	1,818	670	9.6
834	6	Collector	N OF 16 E OF ELK ISLAND PARK	S OF 15 NW OF CHIPMAN	15.25	82	1,818	485	14.2
835	4	Park Access	N OF 12 W OF ERSKINE EJ	ROCHON SANDS	4.85	49	340	880	7.7
835	2	Local	N OF 590 W OF BIG VALLEY	S OF 12 W OF ERSKINE WJ	32.49	49	340	712	26.3
835	4	Park Access	N OF 12 W OF ERSKINE EJ	ROCHON SANDS	1.55	49	340	880	7.7
835	4	Local	N OF 12 W OF ERSKINE EJ	ROCHON SANDS	9.65	49	340	880	7.7
836	2	Local	N OF 9 S OF SHARPLES	S OF 575 N OF SHARPLES	1.70	51	530	683	8.6
836	2	Local	N OF 9 S OF SHARPLES	S OF 575 N OF SHARPLES	2.27	51	530	683	8.6
836	2	Local	N OF 9 S OF SHARPLES	S OF 575 N OF SHARPLES	10.67	51	530	683	8.6
836	4	Local	N OF 575 N OF SHARPLES	S OF 583 AT THREE HILLS	22.75	51	1,033	171	14.7
836	6	Local	N OF 583 AT THREE HILLS	S OF 585 E OF TROCHU	13.47	51	1,033	79	10.0
837	2	Park Access	N OF 575 NW OF KIRKPATRICK	S OF 27 NW OF NACMINE	9.19	23	100	276	6.9
837	2	Local	N OF 575 NW OF KIRKPATRICK	S OF 27 NW OF NACMINE	13.74	23	100	276	6.9
838	2	Park Access	DRUMHELLER W.C.L.	E OF 837 W OF MUNSON FERRY	2.14	26	7,785	453	11.2
838	2	Park Access	DRUMHELLER W.C.L.	E OF 837 W OF MUNSON FERRY	15.87	26	7,785	453	11.2
838	2	Park Access	DRUMHELLER W.C.L.	E OF 837 W OF MUNSON FERRY	7.58	26	7,785	453	11.2
839	2	Local	N OF 27 SW OF MORRIN	S OF 585 N OF RUMSEY	22.74	23	252	411	19.1
840	2	Collector	N OF 561 S OF STANDARD	S OF 9 N OF ROSEBUD	32.26	41	389	722	15.6
840	2	Collector	N OF 561 S OF STANDARD	S OF 9 N OF ROSEBUD	7.67	41	389	788	15.6
840	2	Collector	N OF 561 S OF STANDARD	S OF 9 N OF ROSEBUD	0.01	41	389	722	15.6
840	2	Collector	N OF 561 S OF STANDARD	S OF 9 N OF ROSEBUD	1.24	41	389	788	15.6
841	2	Local	N OF 569 SW OF EAST COULEE	S OF 9 W OF DRUMHELLER	6.20	15	7,785	222	21.3
841	2	Local	N OF 569 SW OF EAST COULEE	S OF 9 W OF DRUMHELLER	8.49	15	7,785	222	21.3
842	2	Local	N OF 529 E OF CHAMPION	S OF 534 E OF VULCAN EJ	11.47	108	115	192	38.7

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
842	2	Collector	N OF 529 E OF CHAMPION	S OF 534 E OF VULCAN EJ	4.52	108	115	192	38.7
842	4	Collector	N OF 534 E OF VULCAN WJ	S OF 542 W OF MILO WJ	19.44	108	115	165	16.4
842	6	Collector	N OF 542 W OF MILO EJ	S OF 1 N OF CLUNY	15.88	108	3,345	1,783	21.4
842	6	Collector	N OF 542 W OF MILO EJ	S OF 1 N OF CLUNY	14.59	108	3,345	439	21.4
842	6	Collector	N OF 542 W OF MILO EJ	S OF 1 N OF CLUNY	3.22	108	3,345	1,783	21.4
842	8	Local	N OF 1 N OF CLUNY	S OF 564 NE OF CHANCELLOR	38.55	108	3,345	302	15.1
843	2	Local	N.C.L. OF LETHBRIDGE	S OF 519 AT PICTURE BUTTE	0.84	38	72,717	838	14.2
843	2	Local	N.C.L. OF LETHBRIDGE	S OF 519 AT PICTURE BUTTE	3.22	38	72,717	838	14.2
843	2	Local	N.C.L. OF LETHBRIDGE	S OF 519 AT PICTURE BUTTE	1.47	38	72,717	838	14.2
843	4	Collector	N OF 25 W OF IRON SPRINGS	E OF 520 N OF PICTURE BUTTE	8.41	38	1,701	461	21.9
843	6	Local	N OF 520 N OF PICTURE BUTTE	S OF 522 NE OF BARONS WJ	0.01	38	1,701	112	17.3
843	6	Local	N OF 520 N OF PICTURE BUTTE	S OF 522 NE OF BARONS WJ	16.18	38	1,701	112	17.3
844	2	Local	N OF 506 SW OF RAYMOND	S OF 52 W OF RAYMOND	9.13	9	3,200	359	13.1
845	2	Collector	N OF 52 AT RAYMOND	S OF 3 AT COALDALE	1.68	110	6,008	2,983	14.9
845	2	Collector	N OF 52 AT RAYMOND	S OF 3 AT COALDALE	1.81	110	6,008	1,870	14.9
845	2	Collector	N OF 52 AT RAYMOND	S OF 3 AT COALDALE	6.75	110	6,008	2,419	14.9
845	2	Collector	N OF 52 AT RAYMOND	S OF 3 AT COALDALE	6.84	110	6,008	1,870	14.9
845	4	Collector	N OF 3 AT COALDALE	S OF 25 NE OF IRON SPRINGS	0.75	110	6,008	2,543	25.4
845	4	Collector	N OF 3 AT COALDALE	S OF 25 NE OF IRON SPRINGS	24.13	110	6,008	2,543	25.4
845	6	Collector	N OF 25 NE OF IRON SPRINGS	S OF 522 SW OF ENCHANT	21.19	110	6,008	823	21.7
845	6	Collector	N OF 25 NE OF IRON SPRINGS	S OF 522 SW OF ENCHANT	0.01	110	6,008	823	21.7
845	8	Collector	N OF 522 SW OF ENCHANT EJ	S OF 539 E OF ARMANDA	8.25	110	6,008	907	23.0
845	8	Collector	N OF 522 SW OF ENCHANT EJ	S OF 539 E OF ARMANDA	17.10	110	6,008	907	23.0
845	8	Collector	N OF 522 SW OF ENCHANT EJ	S OF 539 E OF ARMANDA	0.80	110	6,008	907	23.0
845	8	Collector	N OF 522 SW OF ENCHANT EJ	S OF 539 E OF ARMANDA	6.46	110	6,008	893	23.0
845	2	Collector	N OF 52 AT RAYMOND	S OF 3 AT COALDALE	13.85	110	6,008	2,419	14.9
846	2	Local	N OF 52 S OF STIRLING	W OF 4 N OF STIRLING	6.55	7	877	921	9.5
848	2	Local	N OF 564 SW OF DOROTHY	S OF 573 N OF DOROTHY	9.92	20	7,785	92	29.3
848	2	Local	N OF 564 SW OF DOROTHY	S OF 573 N OF DOROTHY	10.00	20	7,785	92	29.3
849	2	Local	N OF 10 SE OF CAMBRIA	S OF 576 NE OF DRUMHELLER WJ	7.83	29	7,785	131	30.3
849	2	Local	N OF 10 SE OF CAMBRIA	S OF 576 NE OF DRUMHELLER WJ	1.70	29	7,785	131	30.3
849	4	Local	N OF 576 E OF DRUMHELLER EJ	S OF 9 N OF MICHICHI	19.58	29	7,785	153	18.0
850	2	Local	N OF 593 E OF FENN	S OF 12 AT BOTHA EJ	0.32	48	230	322	18.5
850	2	Local	N OF 593 E OF FENN	S OF 12 AT BOTHA EJ	17.84	48	230	322	18.5
850	4	Local	N OF 12 W OF BOTHA WJ	S OF 53 AT DONALDA	29.57	48	230	140	13.5
851	2	Local	N OF 573 S OF LITTLE FISH LK	S OF 576 N OF LITTLE FISH LK EJ	13.47	73	215	74	23.1
851	4	Collector	N OF 576 E OF DRUMHELLER WJ	S OF 9 N OF DELIA EJ	22.76	73	215	491	31.1
851	6	Local	N OF 9 NW OF DELIA WJ	S OF 589 NE OF SCOLLARD	9.72	73	215	307	22.3
851	6	Local	N OF 9 NW OF DELIA WJ	S OF 589 NE OF SCOLLARD	27.10	73	215	307	22.3
852	2	Local	N OF 12 S OF GADSBY	S OF 601 SE OF RED WILLOW	1.05	16	100	301	25.2
852	2	Local	N OF 12 S OF GADSBY	S OF 601 SE OF RED WILLOW	15.29	16	100	301	25.2
853	2	Local	N OF 589 S OF BYEMOOR	S OF 593 N OF BYEMOOR	19.39	19	100	112	6.3
854	2	Local	N OF 609 AT ROSALIND	S OF 26 E OF CAMROSE	11.88	89	437	281	14.9
854	1	Local	N OF 53 E OF DONALDA	S OF 609 W OF ROSALIND	9.93	89	437	160	20.4
854	1	Local	N OF 53 E OF DONALDA	S OF 609 W OF ROSALIND	13.87	89	437	160	20.4
854	1	Local	N OF 53 E OF DONALDA	S OF 609 W OF ROSALIND	0.01	89	437	160	20.4
854	2	Local	N OF 609 AT ROSALIND	S OF 26 E OF CAMROSE	13.17	89	437	281	14.9
854	2	Local	N OF 609 AT ROSALIND	S OF 26 E OF CAMROSE	0.90	89	437	548	14.9
854	4	Local	N OF 26 E OF CAMROSE	S OF 14 W OF RYLEY WJ	20.58	89	437	302	12.4
854	4	Local	N OF 26 E OF CAMROSE	S OF 14 W OF RYLEY WJ	9.74	89	437	302	12.4
854	4	Local	N OF 26 E OF CAMROSE	S OF 14 W OF RYLEY WJ	0.02	89	437	302	12.4
854	6	Collector	N OF 14 SE OF RYLEY EJ	S OF 626 NE OF RYLEY	9.32	89	437	631	22.3
855	2	Collector	N OF 9 S OF WATTS	E OF 589 NW OF ENDIANG	9.68	364	374	167	12.5
855	2	Collector	N OF 9 S OF WATTS	E OF 589 NW OF ENDIANG	28.82	364	374	167	12.5

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
855	4	Collector	N OF 589 NW OF ENDIANG	S OF 12 SE OF HALKIRK EJ	12.91	364	374	251	28.9
855	4	Collector	N OF 589 NW OF ENDIANG	S OF 12 SE OF HALKIRK EJ	21.38	364	374	251	28.9
855	6	Collector	N OF 12 W OF HALKIRK WJ	S OF 53 W OF FORESTBURG EJ	0.08	364	374	285	15.0
855	6	Collector	N OF 12 W OF HALKIRK WJ	S OF 53 W OF FORESTBURG EJ	23.43	364	374	285	15.0
855	6	Collector	N OF 12 W OF HALKIRK WJ	S OF 53 W OF FORESTBURG EJ	10.52	364	374	285	15.0
855	6	Collector	N OF 12 W OF HALKIRK WJ	S OF 53 W OF FORESTBURG EJ	0.09	364	374	285	15.0
855	8	Collector	N OF 53 S OF HEISLER WJ	S OF 13 SE OF DAYSLAND EJ	19.92	364	374	794	12.2
855	8	Collector	N OF 53 S OF HEISLER WJ	S OF 13 SE OF DAYSLAND EJ	10.04	364	374	794	12.2
855	8	Collector	N OF 53 S OF HEISLER WJ	S OF 13 SE OF DAYSLAND EJ	1.15	364	374	794	12.2
855	10	Collector	N OF 13 AT DAYSLAND WJ	S OF 26 S OF HOLDEN	0.01	364	374	576	13.3
855	10	Collector	N OF 13 AT DAYSLAND WJ	S OF 26 S OF HOLDEN	17.53	364	374	576	13.3
855	12	Collector	N OF 26 S OF HOLDEN	S OF 626 N OF HOLDEN EJ	14.57	364	374	370	15.1
855	12	Collector	N OF 26 S OF HOLDEN	S OF 626 N OF HOLDEN EJ	23.79	364	374	370	15.1
855	12	Collector	N OF 26 S OF HOLDEN	S OF 626 N OF HOLDEN EJ	0.55	364	374	370	15.1
855	14	Collector	N OF 626 NE OF RYLEY WJ	S OF 15 & 16 S OF MUNDARE	6.48	364	485	355	23.0
855	14	Collector	N OF 626 NE OF RYLEY WJ	S OF 15 & 16 S OF MUNDARE	16.18	364	485	355	23.0
855	16	Collector	JCT HWY 15	S OF 45 N OF ANDREW EJ	1.05	364	485	1,338	10.2
855	16	Collector	JCT HWY 15	S OF 45 N OF ANDREW EJ	0.57	364	485	1,338	10.2
855	16	Collector	JCT HWY 15	S OF 45 N OF ANDREW EJ	31.00	364	485	1,188	10.2
855	16	Collector	JCT HWY 15	S OF 45 N OF ANDREW EJ	0.82	364	485	2,376	10.2
855	18	Collector	N OF 45 S OF UKALTA WJ	S OF 28 N OF SMOKY LAKE	3.15	364	1,011	806	11.6
855	18	Collector	N OF 45 S OF UKALTA WJ	S OF 28 N OF SMOKY LAKE	0.02	364	1,011	806	11.6
855	18	Collector	N OF 45 S OF UKALTA WJ	S OF 28 N OF SMOKY LAKE	11.55	364	1,011	806	11.6
855	18	Collector	N OF 45 S OF UKALTA WJ	S OF 28 N OF SMOKY LAKE	11.44	364	1,011	806	11.6
855	20	Collector	N OF 28 N OF SMOKY LAKE	COUNTY 13 BOUNDARY	23.15	364	1,011	539	12.1
855	22	Collector	COUNTY 13 BOUNDARY	S OF 663 E OF CASLAN	21.53	364	1,011	512	13.8
855	22	Collector	COUNTY 13 BOUNDARY	S OF 663 E OF CASLAN	9.82	364	1,011	263	13.8
855	22	Collector	COUNTY 13 BOUNDARY	S OF 663 E OF CASLAN	5.20	364	1,011	512	13.8
855	24	Local	N OF 663 E OF CASLAN	S OF 55 & 63 W OF ATMORE NJ	1.11	364	1,011	171	25.2
855	24	Local	N OF 663 E OF CASLAN	S OF 55 & 63 W OF ATMORE NJ	29.09	364	1,011	79	25.2
856	2	Local	N OF 53 AT FORESTBURG	S OF 13 S OF STROME	0.97	26	863	222	16.2
856	2	Local	N OF 53 AT FORESTBURG	S OF 13 S OF STROME	24.72	26	863	222	16.2
857	1	Collector	N OF JUNCTION HIGHWAY 26	S OF 14 W OF BRUCE	17.36	120	5,376	233	20.4
857	2	Collector	N OF 14 W OF BRUCE	S OF 16A AT VEGREVILLE EJ	15.02	120	5,376	343	12.9
857	2	Collector	N OF 14 W OF BRUCE	S OF 16A AT VEGREVILLE EJ	19.65	120	5,376	1,618	12.9
857	2	Collector	N OF 14 W OF BRUCE	S OF 16A AT VEGREVILLE EJ	0.82	120	5,376	1,618	12.9
857	4	Collector	N OF 16A AT VEGREVILLE WJ	S OF 45 SE OF WILLINGDON EJ	16.12	120	5,376	434	14.3
857	4	Collector	N OF 16A AT VEGREVILLE WJ	S OF 45 SE OF WILLINGDON EJ	16.19	120	5,376	1,248	14.3
857	4	Collector	N OF 16A AT VEGREVILLE WJ	S OF 45 SE OF WILLINGDON EJ	1.37	120	5,376	3,048	14.3
857	6	Collector	N OF 45 NW OF WILLINGDON WJ	S OF 28 SE OF BELLIS	16.93	120	5,376	578	15.3
857	6	Collector	N OF 45 NW OF WILLINGDON WJ	S OF 28 SE OF BELLIS	16.21	120	5,376	1,056	15.3
858	2	Local	N OF 55 S OF PLAMONDON	W OF 881 N OF OWL RIVER	52.47	52	2,776	226	13.7
859	2	Local	N OF 652 AT HAMLIN	S OF 28 E OF VILNA	15.69	16	269	264	28.7
860	2	Local	N OF 45 NE OF HAIRY HILL	S OF 645 NE OF HAIRY HILL	9.19	10	100	101	15.3
860	2	Arterial	N OF 45 NE OF HAIRY HILL	S OF 645 NE OF HAIRY HILL	1.30	10	100	101	15.3
861	2	Local	N OF JUNCT HWY 12 AT CASTOR	S OF 861:04(BATTLE RIVER)	0.91	41	935	1,182	3.1
861	2	Local	N OF JUNCT HWY 12 AT CASTOR	S OF 861:04(BATTLE RIVER)	26.37	41	935	131	3.1
861	2	Local	N OF JUNCT HWY 12 AT CASTOR	S OF 861:04(BATTLE RIVER)	0.03	41	935	131	3.1
861	4	Local	N OF 861:02(BATTLE RIVER)	S OF 53 NE OF GALAHAD	14.06	41	935	301	4.3
862	2	Collector	N OF 550 E OF COUNTESS	W OF 556 SE OF GEM	21.44	114	2,986	335	15.5
862	4	Collector	N OF 556 SE OF GEM	RED DEER RIVER	31.58	114	2,986	237	33.6
862	6	Collector	RED DEER RIVER	S OF 570 E OF DOROTHY WJ	17.84	114	2,986	98	24.5
862	8	Collector	N OF 570 E OF DOROTHY EJ	S OF 9 W OF HANNA	42.79	114	2,986	139	26.5
864	2	Collector	N OF 3 W OF TABER	S OF 524 SE OF RETLAW	9.71	35	7,671	335	25.1

**Provincial Highway Service Classification 20-Year Horizon**

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
864	2	Local	N OF 3 W OF TABER	S OF 524 SE OF RETLAW	2.62	35	7,671	1,423	25.1
864	2	Local	N OF 3 W OF TABER	S OF 524 SE OF RETLAW	21.96	35	7,671	335	25.1
866	2	Collector	N OF 28 E OF SPEDDEN	S OF 55 NW OF BRIEREVILLE	10.85	46	100	446	11.1
866	2	Collector	N OF 28 E OF SPEDDEN	S OF 55 NW OF BRIEREVILLE	35.13	46	100	446	11.1
867	2	Local	N OF 28A NE OF ASHMONT	S OF 55 SE OF RICH LAKE	10.72	39	100	253	9.2
867	2	Local	N OF 28A NE OF ASHMONT	S OF 55 SE OF RICH LAKE	28.25	39	100	253	9.2
869	2	Local	N OF 608 NE OF GALAHAD	SEDGEWICK NORTH BOUNDARY	1.61	25	865	2,672	14.7
869	2	Local	N OF 608 NE OF GALAHAD	SEDGEWICK NORTH BOUNDARY	0.01	25	865	2,672	14.7
869	2	Local	N OF 608 NE OF GALAHAD	SEDGEWICK NORTH BOUNDARY	23.75	25	865	2,672	14.7
870	2	Collector	N OF 13 AT LOUGHEED	S OF 14 AT KINSELLA WJ	7.89	106	219	654	22.0
870	2	Collector	N OF 13 AT LOUGHEED	S OF 14 AT KINSELLA WJ	20.72	106	219	654	22.0
870	2	Collector	N OF 13 AT LOUGHEED	S OF 14 AT KINSELLA WJ	0.11	106	219	654	22.0
870	2	Collector	N OF 13 AT LOUGHEED	S OF 14 AT KINSELLA WJ	0.33	106	219	654	22.0
870	4	Collector	N OF 14 E OF KINSELLA EJ	S OF 619 N OF KINSELLA EJ	11.83	106	219	248	56.4
870	6	Collector	N OF 619 N OF KINSELLA WJ	S OF 16 AT INNISFREE	9.69	106	219	345	18.3
870	6	Collector	N OF 619 N OF KINSELLA WJ	S OF 16 AT INNISFREE	21.52	106	219	345	18.3
870	8	Collector	N OF 16 AT INNISFREE	S OF 631 N OF INNISFREE WJ	17.54	106	219	538	14.9
870	8	Collector	N OF 16 AT INNISFREE	S OF 631 N OF INNISFREE WJ	0.07	106	219	2,291	14.9
870	8	Collector	N OF 16 AT INNISFREE	S OF 631 N OF INNISFREE WJ	1.72	106	219	538	14.9
870	10	Collector	N OF 631 S OF MORECAMBE EJ	S OF 45 N OF MORECAMBE	14.20	106	219	166	75.4
872	2	Local	N OF 586 E OF SPONDIN	S OF 12 AT CORONATION WJ	22.62	104	1,074	182	19.9
872	2	Local	N OF 586 E OF SPONDIN	S OF 12 AT CORONATION WJ	13.65	104	1,074	182	19.9
872	4	Collector	N OF 12 AT CORONATION EJ	BATTLE RIVER	1.63	104	1,074	678	19.4
872	4	Collector	N OF 12 AT CORONATION EJ	BATTLE RIVER	34.02	104	1,074	560	19.4
872	4	Collector	N OF 12 AT CORONATION EJ	BATTLE RIVER	0.01	104	1,074	1,225	19.4
872	4	Collector	N OF 12 AT CORONATION EJ	BATTLE RIVER	0.01	104	1,074	560	19.4
872	6	Collector	BATTLE RIVER	S OF 13 W OF HARDISTY	31.63	104	1,074	287	31.4
873	2	Local	RAINIER EAST	S OF 1 N OF BROOKS	5.07	56	743	7,092	16.4
873	2	Collector	RAINIER EAST	S OF 1 N OF BROOKS	3.72	56	11,604	4,981	16.4
873	2	Local	RAINIER EAST	S OF 1 N OF BROOKS	1.73	56	743	7,092	16.4
873	4	Collector	N OF 1 N OF BROOKS	S OF 550 S OF DUCHESS	1.61	56	836	9,617	11.2
873	4	Collector	N OF 1 N OF BROOKS	S OF 550 S OF DUCHESS	0.02	56	836	9,617	11.2
873	4	Collector	N OF 1 N OF BROOKS	S OF 550 S OF DUCHESS	14.87	56	836	9,617	11.2
873	4	Collector	N OF 1 N OF BROOKS	S OF 550 S OF DUCHESS	1.14	56	836	9,617	11.2
873	2	Collector	RAINIER EAST	S OF 1 N OF BROOKS	27.60	56	743	7,092	16.4
875	2	Local	E OF 36 SE OF VAUXHALL	S OF 524 E OF HAYS EJ	31.76	81	11,604	335	20.5
875	4	Collector	N OF 524 AT HAYS WJ	S OF 1 SE OF BROOKS	44.79	81	11,604	1,046	15.3
875	4	Collector	N OF 524 AT HAYS WJ	S OF 1 SE OF BROOKS	4.39	81	11,604	460	15.3
876	2	Local	N OF 535 S OF TILLEY	S OF 544 SE OF PATRICIA	22.53	99	422	279	18.2
876	2	Local	N OF 535 S OF TILLEY	S OF 544 SE OF PATRICIA	4.10	99	422	279	18.2
876	2	Local	N OF 535 S OF TILLEY	S OF 544 SE OF PATRICIA	5.74	99	422	935	18.2
876	2	Local	N OF 535 S OF TILLEY	S OF 544 SE OF PATRICIA	0.57	99	422	935	18.2
876	4	Local	N OF 544 SE OF PATRICIA	RED DEER RIVER	0.15	99	422	530	52.9
876	4	Local	N OF 544 SE OF PATRICIA	RED DEER RIVER	21.39	99	422	530	52.9
876	6	Local	RED DEER RIVER	S OF 570 N OF POLLOCKVILLE SJ	44.06	99	422	223	28.0
877	1	Local	N OF 501 E OF MILK RIVER	S OF 504 S OF SKIFF	14.58	73	879	61	21.7
877	2	Local	N OF 504 S OF SKIFF	S OF 61 S OF SKIFF SJ	16.52	73	879	111	32.6
877	2	Local	N OF 504 S OF SKIFF	S OF 61 S OF SKIFF SJ	6.47	73	879	111	32.6
877	4	Local	E OF 61 N OF SKIFF NJ	S OF 513 S OF GRASSY LAKE	4.43	73	879	74	28.7
877	4	Local	E OF 61 N OF SKIFF NJ	S OF 513 S OF GRASSY LAKE	13.58	73	879	74	28.7
877	6	Local	N OF 513 S OF GRASSY LAKE	S OF 3 AT GRASSY LAKE	17.37	73	879	282	25.4
879	2	Collector	N OF 501 S OF FOREMOST	S OF 61 S OF FOREMOST SJ	29.43	97	531	344	18.6
879	4	Collector	N OF 61 AT FOREMOST NJ	S OF 3 SW OF BOW ISLAND	40.14	97	1,704	626	21.5
879	4	Collector	N OF 61 AT FOREMOST NJ	S OF 3 SW OF BOW ISLAND	0.12	97	1,704	626	21.5

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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
879	6	Collector	N OF 3 SW OF BOW ISLAND	S OF 524 SE OF HAYS	19.72	97	1,704	332	30.3
879	6	Collector	N OF 3 SW OF BOW ISLAND	S OF 524 SE OF HAYS	7.72	97	1,704	332	30.3
880	2	Collector	MONTANA BORDER	S OF 501 N OF ADEN	24.97	25	5,144	135	34.5
881	2	Collector	N OF 13 AT HARDISTY	S OF 14 W OF IRMA	2.34	475	5,144	1,216	25.9
881	2	Collector	N OF 13 AT HARDISTY	S OF 14 W OF IRMA	9.77	475	5,144	1,216	25.9
881	2	Collector	N OF 13 AT HARDISTY	S OF 14 W OF IRMA	0.03	475	5,144	1,974	25.9
881	2	Collector	N OF 13 AT HARDISTY	S OF 14 W OF IRMA	17.75	475	5,144	1,216	25.9
881	2	Collector	N OF 13 AT HARDISTY	S OF 14 W OF IRMA	0.43	475	5,144	1,216	25.9
881	4	Collector	N OF 14 W OF IRMA	S OF 619:04	1.62	475	5,144	768	36.4
881	4	Collector	N OF 14 W OF IRMA	S OF 619:04	25.77	475	5,144	768	36.4
881	4	Collector	N OF 14 W OF IRMA	S OF 619:04	0.60	475	5,144	521	36.4
881	6	Collector	N OF 619 S OF MANNVILLE NJ	S OF 16 S OF MANNVILLE	18.72	475	5,144	837	27.9
881	8	Collector	N OF 16 S OF MANNVILLE	S OF 45 S OF MYRNAM	13.33	475	5,144	414	21.5
881	8	Collector	N OF 16 S OF MANNVILLE	S OF 45 S OF MYRNAM	23.14	475	5,144	387	21.5
881	8	Collector	N OF 16 S OF MANNVILLE	S OF 45 S OF MYRNAM	0.05	475	5,144	2,209	21.5
881	8	Collector	N OF 16 S OF MANNVILLE	S OF 45 S OF MYRNAM	1.46	475	5,144	387	21.5
881	10	Collector	N OF 45 S OF MYRNAM	NORTH SASKATCHEWAN RIVER	10.05	475	5,144	814	9.6
881	10	Collector	N OF 45 S OF MYRNAM	NORTH SASKATCHEWAN RIVER	0.02	475	5,144	814	9.6
881	10	Collector	N OF 45 S OF MYRNAM	NORTH SASKATCHEWAN RIVER	1.08	475	5,144	814	9.6
881	10	Collector	N OF 45 S OF MYRNAM	NORTH SASKATCHEWAN RIVER	0.09	475	5,144	814	9.6
881	12	Collector	NORTH SASKATCHEWAN RIVER	S OF 28 E OF ST.PAUL EJ	27.10	475	5,144	1,794	8.1
881	14	Collector	N OF 28 E OF ST.PAUL WJ	S OF 28A N OF ST.VINCENT	0.35	475	5,144	2,153	10.0
881	14	Collector	N OF 28 E OF ST.PAUL WJ	S OF 28A N OF ST.VINCENT	20.95	475	5,144	2,153	10.0
881	16	Collector	N OF 28A N OF ST. VINCENT	S OF 55 W OF TRUMAN	32.93	475	5,144	767	16.7
881	16	Collector	N OF 28A N OF ST. VINCENT	S OF 55 W OF TRUMAN	1.62	475	5,144	767	16.7
881	18	Arterial	E OF 36 AT LAC LA BICHE	E OF JCT 858 & 881	2.19	475	2,776	6,989	13.6
881	18	Arterial	E OF 36 AT LAC LA BICHE	E OF JCT 858 & 881	27.34	475	2,776	6,989	13.6
881	20	Arterial	N OF 858	19TH BASELINE	61.78	475	2,776	689	46.9
881	21	Arterial	19TH BASELINE	NW SEC2 TWP77 R8 W4	42.54	475	2,776	337	55.7
881	21	Arterial	19TH BASELINE	NW SEC2 TWP77 R8 W4	5.23	475	2,776	337	55.7
881	22	Arterial	NW SEC2 TWP77 R8 W4	NE SEC28 TWP82 R6 W4	68.60	475	2,776	520	28.0
881	24	Arterial	NE SEC28 TWP82 R6 W4	E OF 63 NW OF ANZAC	2.60	475	2,776	2,365	21.4
881	24	Arterial	NE SEC28 TWP82 R6 W4	E OF 63 NW OF ANZAC	0.71	475	2,776	2,365	21.4
881	24	Arterial	NE SEC28 TWP82 R6 W4	E OF 63 NW OF ANZAC	13.41	475	2,776	2,365	21.4
881	24	Arterial	NE SEC28 TWP82 R6 W4	E OF 63 NW OF ANZAC	1.64	475	2,776	2,365	21.4
881	24	Arterial	NE SEC28 TWP82 R6 W4	E OF 63 NW OF ANZAC	39.84	475	2,776	2,365	21.4
882	2	Local	N OF 28A AT BEACON CORNER	S OF 660 N OF GLENDON	0.81	10	459	905	15.2
882	2	Local	N OF 28A AT BEACON CORNER	S OF 660 N OF GLENDON	7.30	10	459	905	15.2
882	2	Local	N OF 28A AT BEACON CORNER	S OF 660 N OF GLENDON	1.61	10	459	905	15.2
883	2	Local	N OF 14 NW OF FABYAN	W OF 41 NE OF FABYAN	20.33	20	184	442	23.9
884	2	Collector	N OF 1 W OF SUFFIELD	M.D.1 BOUNDARY	53.96	267	184	3,422	19.3
884	4	Collector	M.D.1 BOUNDARY	S OF NE 33-22-9-4 (CORRECTION LINE)	0.00	267	184	1,032	32.6
884	4	Collector	M.D.1 BOUNDARY	S OF NE 33-22-9-4 (CORRECTION LINE)	15.08	267	184	586	32.6
884	4	Collector	M.D.1 BOUNDARY	S OF NE 33-22-9-4 (CORRECTION LINE)	9.50	267	184	586	32.6
884	6	Collector	N OF NE 33-22-9-4 (CORRECTION LINE)	S OF NE 33-24-9-4	20.02	267	184	418	33.2
884	8	Collector	N OF NE 33-24-9-4	S OF 570 NW OF BIG STONE	12.94	267	184	307	32.1
884	10	Collector	N OF 570 NW OF BIG STONE	S OF 9 SE OF YOUNGSTOWN WJ	35.03	267	184	335	32.7
884	12	Collector	N OF 9 SE OF YOUNGSTOWN EJ	S OF S.A. 3 BOUNDARY	22.94	267	184	279	30.7
884	12	Collector	N OF 9 SE OF YOUNGSTOWN EJ	S OF S.A. 3 BOUNDARY	0.01	267	184	279	30.7
884	14	Collector	N OF S.A. 3 BOUNDARY	S OF 12 SE OF VETERAN EJ	32.52	267	184	363	32.5
884	16	Collector	N OF 12 AT VETERAN WJ	S OF 599 E OF TALBOT WJ	25.08	267	184	377	20.9
884	16	Collector	N OF 12 AT VETERAN WJ	S OF 599 E OF TALBOT WJ	0.01	267	184	377	20.9
884	16	Collector	N OF 12 AT VETERAN WJ	S OF 599 E OF TALBOT WJ	0.82	267	184	377	20.9
884	18	Collector	N OF 599 NE OF TALBOT EJ	S OF 13 AT AMISK	0.09	267	184	307	27.7



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Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
884	18	Collector	N OF 599 NE OF TALBOT EJ	S OF 13 AT AMISK	1.52	267	184	307	27.7
884	18	Collector	N OF 599 NE OF TALBOT EJ	S OF 13 AT AMISK	34.16	267	184	307	27.7
884	18	Collector	N OF 599 NE OF TALBOT EJ	S OF 13 AT AMISK	3.23	267	184	307	27.7
885	2	Local	N OF 501 S OF ETZIKOM	S OF 61 E OF ETZIKOM	29.90	76	1,704	196	18.0
885	4	Local	N OF 61 E OF ETZIKOM	S OF 3 E OF BOW ISLAND WJ	45.99	76	1,704	295	17.3
886	2	Local	N OF 555 SW OF BUFFALO	S OF 570 NW OF BIGSTONE	4.09	141	160	117	26.3
886	2	Local	N OF 555 SW OF BUFFALO	S OF 570 NW OF BIGSTONE	49.12	141	160	86	26.3
886	4	Local	N OF 570 NW OF BIGSTONE	S OF 9 S OF CEREAL	19.49	141	160	143	24.8
886	6	Local	N OF 9 S OF CEREAL	SPECIAL AREA 3 BOUNDARY	0.68	141	634	365	21.3
886	6	Local	N OF 9 S OF CEREAL	SPECIAL AREA 3 BOUNDARY	31.79	141	634	365	21.3
886	6	Local	N OF 9 S OF CEREAL	SPECIAL AREA 3 BOUNDARY	0.02	141	634	365	21.3
886	6	Local	N OF 9 S OF CEREAL	SPECIAL AREA 3 BOUNDARY	0.01	141	634	365	21.3
886	8	Local	SPECIAL AREA 3 BOUNDARY	S OF 12 & 41 AT CONSORT WJ	36.23	141	634	482	21.5
887	2	Local	N OF 501 S OF ORION	S OF 61 S OF ORION SJ	18.86	70	100	111	18.8
887	4	Collector	N OF 61 N OF ORION NJ	S OF 3 NE OF SEVEN PERSONS	11.78	70	100	307	17.3
887	4	Collector	N OF 61 N OF ORION NJ	S OF 3 NE OF SEVEN PERSONS	38.97	70	100	307	17.3
889	1	Collector	N OF 501 S OF MANYBERRIES	S OF 61 E OF MANYBERRIES	14.89	29	100	196	20.2
889	2	Local	N OF 61 E OF MANYBERRIES	NE 36 TWP6 R6 W4	14.32	29	100	172	8.1
892	2	Collector	N OF 659 S OF ARDMORE	S OF 55 N OF ARDMORE	21.11	31	100	919	29.6
892	4	Local	N OF 55 N OF ARDMORE	NW 13-64-4-4	10.28	31	100	3,052	20.2
893	2	Local	N OF 619 S OF ISLAY	S OF 16 S OF ISLAY	20.53	71	200	166	25.4
893	4	Collector	N OF 16 S OF ISLAY	S OF 45 N OF DEWBERRY	28.60	71	200	359	19.2
893	6	Collector	N OF 45 N OF DEWBERRY EJ	S OF 646 N OF HEINSBURG	19.44	71	200	729	27.9
893	6	Collector	N OF 45 N OF DEWBERRY EJ	S OF 646 N OF HEINSBURG	2.20	71	200	729	27.9
894	2	Collector	N OF 610 AT EDGERTON	S OF 14 N OF EDGERTON EJ	0.44	29	403	880	14.0
894	2	Collector	N OF 610 AT EDGERTON	S OF 14 N OF EDGERTON EJ	9.70	29	403	880	14.0
894	4	Local	N OF 14 E OF WAINWRIGHT WJ	NE 33-46-4-4	18.95	29	403	79	23.3
895	2	Collector	N OF 570 S OF OYEN	S OF JUNCTION HWY 41 AT OYEN	0.99	14	1,099	391	12.2
895	2	Collector	N OF 570 S OF OYEN	S OF JUNCTION HWY 41 AT OYEN	1.61	14	1,099	391	12.2
895	2	Collector	N OF 570 S OF OYEN	S OF JUNCTION HWY 41 AT OYEN	1.28	14	1,099	391	12.2
895	2	Collector	N OF 570 S OF OYEN	S OF JUNCTION HWY 41 AT OYEN	0.73	14	1,099	391	12.2
895	2	Collector	N OF 570 S OF OYEN	S OF JUNCTION HWY 41 AT OYEN	9.79	14	1,099	391	12.2
897	2	Collector	N OF 14 NE OF EDGERTON	S OF 16 SE OF KITSCOTY	8.82	203	698	511	23.0
897	2	Collector	N OF 14 NE OF EDGERTON	S OF 16 SE OF KITSCOTY	46.76	203	698	663	23.0
897	4	Collector	N OF 16 SE OF KITSCOTY	S OF 45 AT MARWAYNE SJ	0.09	203	698	2,706	19.9
897	4	Collector	N OF 16 SE OF KITSCOTY	S OF 45 AT MARWAYNE SJ	19.92	203	698	2,706	19.9
897	4	Collector	N OF 16 SE OF KITSCOTY	S OF 45 AT MARWAYNE SJ	0.67	203	698	2,706	19.9
897	6	Collector	N OF 45 N OF MARWAYNE NJ	S OF 646 S OF FROG LAKE	17.85	203	698	1,394	34.1
897	6	Collector	N OF 45 N OF MARWAYNE NJ	S OF 646 S OF FROG LAKE	3.60	203	698	1,394	34.1
897	8	Collector	N OF 646 S OF FROG LAKE	COUNTY 19 BOUNDARY	10.74	203	698	1,767	35.7
897	8	Collector	N OF 646 S OF FROG LAKE	COUNTY 19 BOUNDARY	5.74	203	698	1,767	35.7
897	8	Collector	N OF 646 S OF FROG LAKE	COUNTY 19 BOUNDARY	7.95	203	698	1,767	35.7
897	10	Collector	COUNTY 19 BOUNDARY	S OF 659 NW OF BEAVER DAM	4.59	203	11,595	814	23.0
897	10	Collector	COUNTY 19 BOUNDARY	S OF 659 NW OF BEAVER DAM	26.15	203	11,595	814	23.0
897	12	Collector	E OF 659 NW OF BEAVER DAM	S OF 55 S OF GRANDE CENTRE	2.83	203	11,595	911	7.9
897	12	Collector	E OF 659 NW OF BEAVER DAM	S OF 55 S OF GRANDE CENTRE	0.27	203	11,595	911	7.9
897	12	Collector	E OF 659 NW OF BEAVER DAM	S OF 55 S OF GRANDE CENTRE	0.01	203	11,595	911	7.9
897	12	Collector	E OF 659 NW OF BEAVER DAM	S OF 55 S OF GRANDE CENTRE	1.73	203	11,595	911	7.9
897	12	Collector	E OF 659 NW OF BEAVER DAM	S OF 55 S OF GRANDE CENTRE	16.34	203	11,595	911	7.9
897	12	Collector	E OF 659 NW OF BEAVER DAM	S OF 55 S OF GRANDE CENTRE	0.01	203	11,595	911	7.9
897	12	Collector	E OF 659 NW OF BEAVER DAM	S OF 55 S OF GRANDE CENTRE	0.04	203	11,595	911	7.9
897	12	Collector	E OF 659 NW OF BEAVER DAM	S OF 55 S OF GRANDE CENTRE	2.47	203	11,595	911	7.9
897	12	Collector	E OF 659 NW OF BEAVER DAM	S OF 55 S OF GRANDE CENTRE	2.49	203	11,595	911	7.9
897	14	Park Access	C.F.B. COLD LAKE (S OF 55)	S OF MARIE LAKE (NW32-64-2-4)	0.00	203	11,595	400	14.1

**Provincial Highway Service Classification 20-Year Horizon**

Hwy	CS	Classification	From	To	CS Length (m)	Total Hwy Length (m)	Population	2025 AADT	% CM
897	14	Park Access	C.F.B. COLD LAKE (S OF 55)	S OF MARIE LAKE (NW32-64-2-4)	23.80	203	11,595	400	14.1
899	1	Local	N OF 3 AVE EMPRESS	S OF 562 S OF ARNESON	0.09	188	1,980	209	15.2
899	1	Local	N OF 3 AVE EMPRESS	S OF 562 S OF ARNESON	0.31	188	1,980	209	15.2
899	1	Local	N OF 3 AVE EMPRESS	S OF 562 S OF ARNESON	0.95	188	1,980	209	15.2
899	1	Local	N OF 3 AVE EMPRESS	S OF 562 S OF ARNESON	0.30	188	1,980	209	15.2
899	1	Local	N OF 3 AVE EMPRESS	S OF 562 S OF ARNESON	0.31	188	1,980	209	15.2
899	2	Local	N OF 570 N OF ACADIA VALLEY WJ	S OF 9 W OF SIBBALD EJ	3.23	188	1,980	84	35.3
899	2	Local	N OF 570 N OF ACADIA VALLEY WJ	S OF 9 W OF SIBBALD EJ	13.69	188	1,980	84	35.3
899	4	Collector	N OF 9 W OF SIBBALD WJ	SPECIAL AREA 3 BOUNDARY	37.06	188	1,980	223	21.8
899	6	Collector	SPECIAL AREA 3 BOUNDARY	S OF 12 S OF ALTARIO	0.38	188	1,980	349	32.0
899	6	Collector	SPECIAL AREA 3 BOUNDARY	S OF 12 S OF ALTARIO	26.75	188	1,980	349	32.0
899	8	Collector	N OF 12 S OF ALTARIO	S OF 13 E OF PROVOST EJ	1.08	188	1,980	586	27.0
899	8	Collector	N OF 12 S OF ALTARIO	S OF 13 E OF PROVOST EJ	0.02	188	1,980	586	27.0
899	8	Collector	N OF 12 S OF ALTARIO	S OF 13 E OF PROVOST EJ	42.83	188	1,980	586	27.0
899	8	Collector	N OF 12 S OF ALTARIO	S OF 13 E OF PROVOST EJ	21.38	188	1,980	586	27.0
899	10	Collector	N OF 13 & 600 AT PROVOST WJ	S OF 610 N OF RIBSTONE	0.40	188	1,980	1,074	20.0
899	10	Collector	N OF 13 & 600 AT PROVOST WJ	S OF 610 N OF RIBSTONE	19.05	188	1,980	1,074	20.0
899	10	Collector	N OF 13 & 600 AT PROVOST WJ	S OF 610 N OF RIBSTONE	19.97	188	1,980	1,074	20.0
901	48	Arterial	E OF 22X E OF CALGARY	S OF 1 E OF GLEICHEN	21.63	40	933,495	3,601	24.6
901	48	Arterial	E OF 22X E OF CALGARY	S OF 1 E OF GLEICHEN	17.09	40	933,495	4,416	24.6
901	48	Arterial	E OF 22X E OF CALGARY	S OF 1 E OF GLEICHEN	1.38	40	933,495	3,601	24.6
947	12	Collector	ATHABASCA RIVER	S OF 43 SE OF FOX CREEK	20.36	20	7,815	1,073	46.5
986	1	Arterial	E OF 35 S OF CHINOOK VALLEY	E OF 688 N OF ST. ISIDORE	6.23	158	650	927	34.9
986	1	Arterial	E OF 35 S OF CHINOOK VALLEY	E OF 688 N OF ST. ISIDORE	30.77	158	650	927	34.9
986	2	Arterial	N OF 688 N OF ST. ISIDORE	CADOTTE RIVER	48.31	158	650	914	16.3
986	4	Arterial			43.22	158	650	444	35.5
986	6	Arterial	SE14-86-12-5 (S TEXAS P. ACC)	W OF 88 S OF LOON LAKE	29.11	158	650	483	35.5