

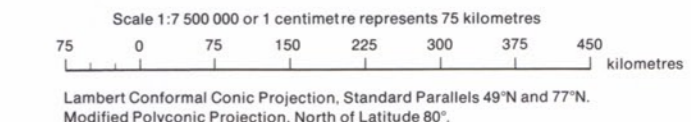
# CANADA ROAD TRANSPORTATION NETWORK

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Lambert Conformal Conic Projection, Standard Parallels 49°N and 77°N, Modified Pseudo-Cylindrical Projection, North of Latitude 80°

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## ROAD TRANSPORTATION NETWORK 1981

NATIONAL AND MAJOR PROVINCIAL ROADS	
Trans Canada Highway	Existing: Solid red line; Under Construction: Dashed red line
Multilane Roads	Existing: Solid red line; Under Construction: Dashed red line
Hard Surface Roads	Existing: Solid red line; Under Construction: Dashed red line
Loose Surface Roads	Existing: Solid red line; Under Construction: Dashed red line
OTHER PROVINCIAL ROADS	
Multilane Roads	Existing: Solid green line; Under Construction: Dashed green line
Hard Surface Roads	Existing: Solid green line; Under Construction: Dashed green line
Loose Surface Roads	Existing: Solid green line; Under Construction: Dashed green line
FRONTIER ROADS	
Loose Surface Roads	Existing: Solid green line; Under Construction: Dashed green line
MAJOR FERRY ROUTES	
Annual	Solid blue line
Seasonal	Dashed blue line
NODES	
Settled Region	Yellow shading
Population density of 1-4 persons per km <sup>2</sup>	Light yellow
Population density of 10-99 persons per km <sup>2</sup>	Yellow
Population density of 1 000 persons or more per km <sup>2</sup>	Orange

**Notes:**  
National and Major Provincial Roads is a category representing the road system linking major national and provincial centres of population and economic activity in Canada. Using a network concept, it is possible to determine a selection of roads through a system of nodes and linkages identified on the basis of population served (i.e. population size of centres), as well as regional significance of the centres in terms of human activity. Such an approach respects consistency in a national classification system, and is useful in identifying differences between primary and secondary road transportation networks in Canada. (See Canada, Transport Canada, 1976, Highway Systems in Canada, Ottawa.)  
For the purposes of this map, the selection of nodes was developed to include:  
a. All centres having a 1976 population of 4 500 persons or more.  
b. All centres having a 1976 population of 1 000 persons or more situated within parts of the settled region with a population density of 1-9 persons per km<sup>2</sup>.  
c. All centres having a 1976 population of 2 000 persons or more outside of the settled region.  
Due to the limitations of scale only selected nodes are shown within areas having a population density of 25 persons or more per km<sup>2</sup>.  
Roads linking these nodes form the category of National and Major Provincial Roads.  
Other Provincial Roads is a category which includes the remaining provincial road networks, or equivalents, as identified on the official provincial road maps. Together with the previous category, these two levels of road systems constitute the maximum density of a national network that can be mapped at the scale of 1:7 500 000.  
Frontier Roads is a category which constitutes the system of existing roads having public access or limited public access beyond the boundary of the settled region and which have not already been identified in either of the previous two categories of roads. In this case, surface characteristics may vary from gravel, stone or soil-surfaced roads, to natural roadways with little or no improvement sufficiently wide to accommodate four-wheeled vehicles. All National and Major Provincial Roads, and Other Provincial Roads are all-weather roads classified into one of three categories: Multilane, Hard surface or Loose surface roads. Multilane roads are hard surface dual roads with or without a median. Hard surface roads include all roads constructed of portland cement concrete, bituminous concrete, sheet asphalt, rock asphalt, bitulose, or mixed bituminous material. Loose surface roads are those roads constructed of stabilized material such as gravel or stone which can be either graded or oil treated.  
Based on advice from the various federal and provincial road authorities in Canada, some minor local refinements to the criteria for selection of roads have been made.  
For the purposes of this map, the outline of the settled region has been developed by superimposing a map showing the extent of land in agricultural use over a map of population density. Both the extent of land in agricultural use and population density were taken from The National Atlas of Canada, 5th Edition major entities, Canada - Agricultural Lands and Canada - Population Density 1976 (in preparation).  
This map was prepared in collaboration with federal, provincial and other road authorities in Canada (See list of Personal Communications). Research by S. Patis and P.J. Lines, Geographical Research, Geographical Services Division, Surveys and Mapping Branch, Energy, Mines and Resources Canada. Cartography by Cartography and Topography, Geographical Services Division, Surveys and Mapping Branch, Energy, Mines and Resources Canada.