



Roads & Pathways 10-Year Capital Infrastructure Needs Assessment

March 2026

1. Service Overview

This Roads & Pathways 10-Year Capital Infrastructure Needs Assessment covers the City's Roads & Pathways capital portfolio, which includes the transportation infrastructure Calgarians rely on every day to move people and goods across the city. For the purposes of this document, Roads & Pathways refers to the capital portfolio for not only the Mobility Business Unit, but also including streets, bridges and structures, sidewalks, pathways, traffic signals, street lighting, slopes and related infrastructure.

These assets support daily travel, emergency response, economic activity and access to services across Calgary. The network functions as an integrated system where asset condition directly affects safety, reliability and travel experience.

Roads & Pathways assets represent a major public investment, with an estimated replacement value of approximately \$30.7 billion. Many assets were constructed during earlier growth periods and are now aging at the same time. Sustained capital investment is required to maintain safety and reliability while adapting the network to growth and changing travel needs.

2. Strategic Alignment

Roads & Pathways Capital Infrastructure Assessment supports Council's direction for a safe, connected, inclusive and resilient city and aligns with:

- **Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP):** Maintaining the transportation network, improving safety, supporting goods movement and enabling walking and cycling.
- **Corporate Asset Management Plan (CAMP):** Using asset condition, performance and risk information to guide reinvestment and manage service disruption risk.
- **Citywide strategies and plans** (including Imagine Calgary, RouteAhead, Home is Here, the Greater Downtown Plan and the Calgary Pathways and Bikeways Plan): Supporting safety, accessibility, climate resilience, economic vitality and growth management.

Together, these plans reinforce that Roads & Pathways capital investment is not only about maintaining existing infrastructure, but also about strengthening the transportation system to support Calgary's future needs. The City will be undertaking quadrant network studies in 2026. The data and analysis from these studies will help inform future project prioritization and sequencing of the projects listed in Appendix B.

3. Service Risks

- **Aging infrastructure is increasingly difficult and costly to maintain:** Much of Calgary's Roads & Pathways infrastructure is aging concurrently, increasing deterioration rates and renewal costs. Performance gaps and condition assessments indicate growing pressure across multiple asset classes.

Consolidated asset performance, condition and risk indicators

- **Roadways (pavement):** Below target (42–60% assets in good/very good condition vs. 28–36%), with 32% in fair to poor condition and 3.2% in very poor condition.
- **Street lighting:** Below target (75% vs. 44% assets in good/very good condition), with 35% in fair to poor condition and 15% in very poor condition.
- **Traffic signals:** Below target (75% vs. 66% assets in good/very good condition), with 21% in fair to poor condition and 10% in very poor condition.
- **Overhead signs:** 11% in fair to poor condition with 10% in very poor condition.
- **Sidewalks, curbs and gutters:** Slightly below target (90–95% vs. 87–90% assets in good/very good condition), with 2% in fair to poor condition and 1.5% in very poor condition.
- **Pathways:** Slightly below target (90% vs. 87% assets in good/very good condition), with 10% in fair to poor condition and 1.6% in very poor condition.
- **Bridges and structures:** Approximately 2% of assets in poor condition. Several high-consequence bridges at or beyond end of service life require decommissioning, replacement, or further evaluation. The condition assessment is one aspect considered when making a decision to invest, others include criticality within the network, bridge design and opportunities to coordinate with other projects.

Across the Roads and Pathways portfolio, a portion of assets are at elevated risk of failure based on condition, criticality and service life. Deferring renewals increases the likelihood of service disruption, emergency repairs and higher long-term costs.

- **Failure of critical assets would have high-consequence impacts:**
Some Roads & Pathways assets are critical because their failure would significantly affect public safety, emergency response, economic activity and daily travel. Several bridges have reached or exceeded their service life and now present elevated consequence-of-failure risk if not addressed in a timely manner.
Key bridge interventions include:

- **Macleod Trail / 63 Avenue SW (Chinook):** Decommissioning planned for Spring 2026 using annual capital funding; bridge has reached end of service life.
- **17 Avenue / Bow River (Cushing):** Load rating and functional study underway to define intervention as the bridge nears end of service life.
- **12 Avenue / Elbow River (MacDonald):** Decommissioning and replacement planned due to age, severe deterioration and load restrictions.
- **9 Avenue / Greyhound Terminal:** Decommissioning and replacement planned due to severe deck and concrete deterioration and safety risk.

In addition to bridges, Roads & Pathways has identified a set of priority major roadway rehabilitation projects. These corridors have been selected based on asset condition, usage and network role, where continued deferral would increase disruption, safety risk and long-term cost. While these corridors are currently operating, timely rehabilitation is required to maintain reliable network performance and manage future risk.

Priority major rehabilitation corridors include:

- 6 ST SW (9 AV SW to 2 AV SW)
 - 6 AV SW (Centre ST S to 11 ST SW)
 - 11 AV SW (Olympic WY SE to 10 ST SW)
 - 4 AV SW/5 AV SW (8 ST SW to Bow TR SW)
 - 11 ST SE (Portland ST SE to 26 AV SE)
 - Lake Fraser Dr SE (Lake Willow CO SE to Canyon Meadows DR SE)
 - 58 AV SW (Elbow Dr SW to Macleod TR S)
 - 8 ST SW (10 AV SW to 17 AV SW)
 - Barlow Trail South (Glenmore Trail to 61 Avenue)
 - 9 AV SE (8 ST SE to 19 ST SE)
- **Capital investment levels have not kept pace with infrastructure aging and service pressure:**
 - Identified rehabilitation and renewal needs exceed available capital capacity within a given investment cycle.
 - As a result, some planned activities are deferred to future cycles.
 - Continued deferral can contribute to accelerated deterioration, higher future costs and increased service disruptions for Calgarians.

- **Growth, service-level pressures and delivery constraints:**
 - Growth increases demand on streets, sidewalks and pathways, particularly in established areas.
 - Capacity, safety and reliability pressures increase without sufficient reinvestment.
 - Delivery is constrained by construction seasons, contractor availability and access requirements.
 - Progress depends on sustained, steady investment.

4. Service Objectives

Over the next 10 years, Roads & Pathways will focus on:

- **Sustain and renew the existing asset base:** Stabilize asset condition through planned rehabilitation and renewal, reducing reliance on reactive and emergency repairs.
- **Protect critical Roads & Pathways infrastructure:** Manage risk and consequence of failure across the network to safeguard public safety, emergency response and system reliability.
- **Support growth and network capacity:** Invest in infrastructure that accommodates population growth, increased travel demand and redevelopment while maintaining network performance.
- **Improve safety, accessibility and service reliability:** Address safety risks, remove accessibility barriers and improve corridor and network performance for all modes.
- **Enable transformative and city-building outcomes:** Support strategic initiatives that strengthen economic competitiveness and connectivity, including trade corridors, gateway areas and major employment and logistics hubs.
- **Maintain essential service responsiveness:** Ensure timely response to emerging risks, operational demands and safety hazards to minimize disruption and protect public safety.

5. Previously Approved and Capital Infrastructure Needs

Table 1: Previously Approved and Capital Infrastructure Needs (\$ millions)

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031-2035	Total
Previously approved	238	275	226	178	224	219	276	103	66	132	7	-	1,945
Capital Infrastructure Needs	-	-	-	-	-	-	-	726	848	902	783	5,516	8,775

A listing of previously approved investments has been provided in **Appendix A** for 2026+. A listing of capital infrastructure needs for 2027-2035+ has been provided as **Appendix B**. Note that programs have been broken down into projects where possible.

Figure 1: Summary of Capital Infrastructure Needs by Investment Driver

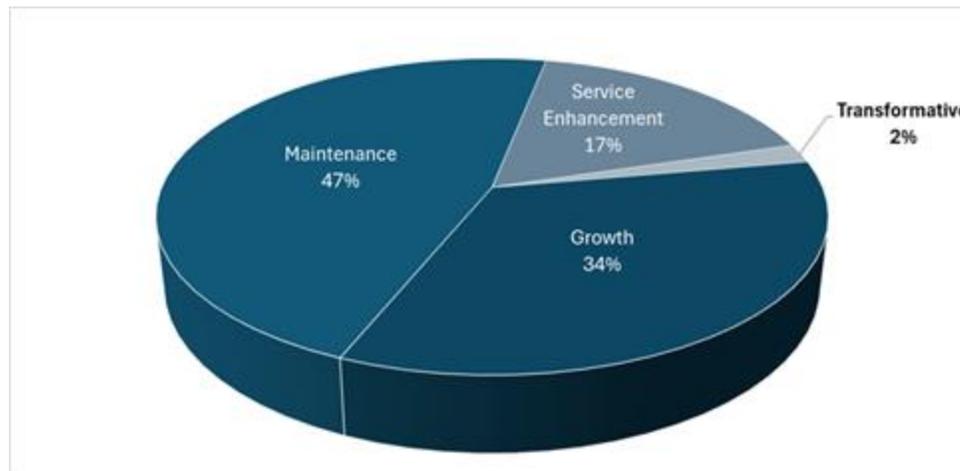


Table 2: Summary of Operating Cost of Capital for Capital Infrastructure Needs by Year (\$ millions)

	2027	2028	2029	2030	2031-2035	Total 2026-2035
Total	2	2	2	2	14	23

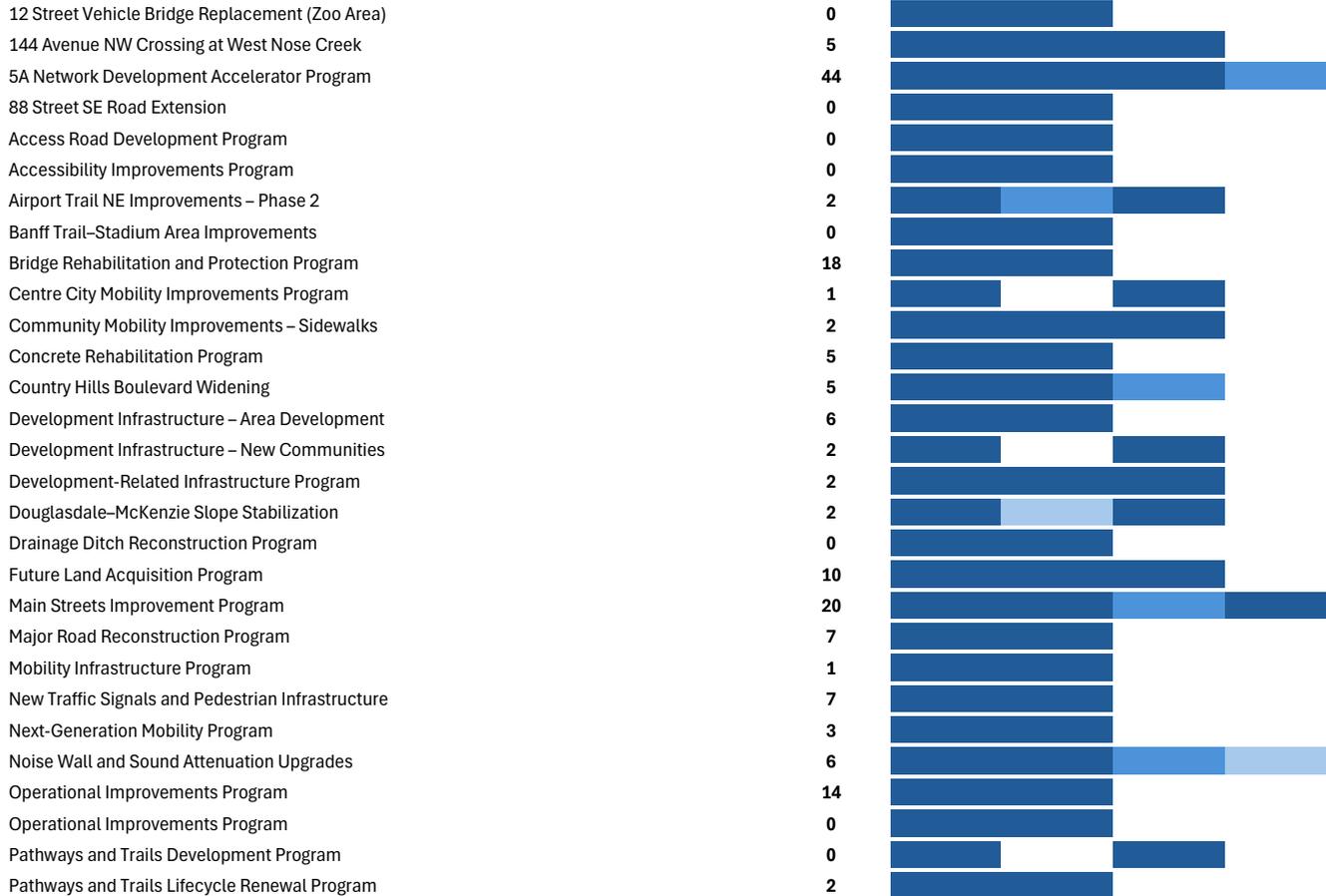
Appendix A: Previously Approved Capital

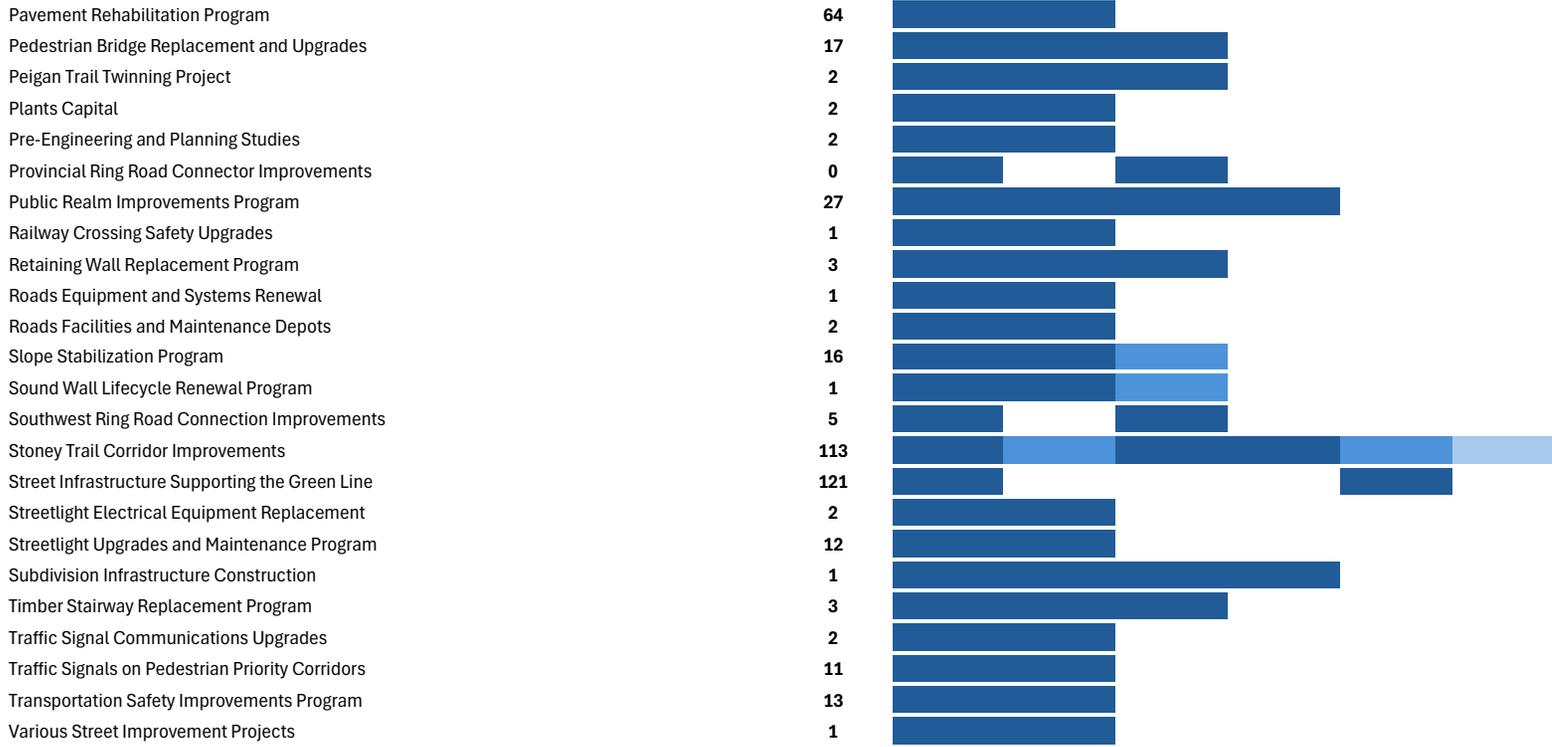
Legend (% of capital \$ per opportunity item)

1% ~ 10%	
11% ~ 25%	
25% +	

Appendix A: Previously Approved Capital
(\$millions)

Total
2026-2035+ 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035+





Appendix B: Capital Infrastructure Needs

The values presented reflect identified capital needs and have been rounded to the nearest million for presentation purposes. These capital needs have not received approved budget and will be considered for future business cycles.

The majority of the 10-year capital investments are foundational in nature and have been prioritized as High, reflecting the essential funding required to sustain current service levels, meet regulatory and safety obligations, and manage core operational risks. These investments establish the baseline level of service and define the essential capital required to maintain system reliability over time. A smaller number of investments are prioritized as Medium, representing instances where opportunities existed to scale back, defer, or modify scope while still maintaining acceptable service and risk outcomes. All values are presented in 2025 dollars, with estimates prepared as of January 2026. Further refinements and adjustments are expected through the development of the 2027–2030 Budget and the 10-Year Capital Infrastructure Plan.

Legend (% of capital \$ per opportunity item)

1% ~ 10%	
11% ~ 25%	
25% +	

Critical Assets in Poor / Very Poor Condition

Severe Consequence of Failure	
High Consequence of Failure	

Appendix B: Capital Infrastructure Needs

(\$millions)

	Priority (H / M / L)	Total 2027-2035+	2027	2028	2029	2030	2031	2032	2033	2034	2035+
Maintenance - Primary Driver											
Brentwood Station and Crowchild Trail Interchange Improvements	H	10									
Bridge Lifecycle	H	440									
15 Street NE / Nose Creek Bridge Rehabilitation and Renewal		25									
Cushing Bridge Replacement		70									
MacDonald Bridge Replacement		35									
Mountain View Road Creek Crossing / Symons Valley Road Realignment and Bridge Replacement		42									
Other Capital Investments		268									
Build Back Better - Pathways & Repaving	H	80									
20 Ave N (6 St E - 4 St W)		10									
28 St NE (or similar)		10									
80 Ave NE (or similar)		5									
90 Acadia Drive SE (Macleod - Anderson)		18									
Country Hills Blvd (segments)		10									
Other Capital Investments		27									
Citywide Growth – Established Area Public Realm Enhancements	H	75									
Concrete Rehabilitation	H	278									
Encampment Fire Protection – Bridge Infrastructure	H	3									
Functional Planning Studies Program	H	25									
Glenmore Trail SW Multi-Modal Corridor Improvements	H	302									
Greyhound Pedestrian Overpass Replacement	H	10									
Hillsides Program – Slope Remediation	H	120									
Center Street and 7th Avenue Slope Stability Project		2									
Douglas Fir Trail #3 Slope Project		16									
Douglas Fir Trail #4/Douglas Fir Trail West Slope Project		30									
Edworthy Park Access Road Slope Project		10									
Klippert/Home Road Escarpment Slope Stability Project		22									
Mount Alberta View Slope Project		10									
Other Capital Investments		30									
Macleod Trail At-Grade Crossing & Bridge Lifecycle Decommissioning	H	1									

Major Road Reconstruction	H	90	
Mobility Facilities and Depots	H	78	
Mobility Infrastructure Lifecycle	H	32	
Pathways and Trails Lifecycle	H	40	
Pavement Rehabilitation Program	H	1,408	
Pedestrian Bridge Lifecycle Program	H	141	
14 Avenue Northwest Pedestrian Bridge Stairway Rehabilitation over Crowchild Trail		1	
Bridgeland Pedestrian Bridge		25	
Bridlewood Wetlands Bridge and Boardwalk Replacement		8	
Weaselhead Pathway South Bridge Replacement		7	
Other Capital Investments		100	
Plants Capital	H	126	
Railway Crossings	H	10	
Retaining Wall Replacement Program	H	58	
Safety Barriers and Fencing Lifecycle	H	30	
Shepard Snow Storage Site	H	25	
Sound Wall Lifecycle	H	100	
Street Light Lifecycle and System Upgrades	H	165	
Traffic and Pedestrian Signal Lifecycle Program	H	125	
Transformer Relay Safety Replacement - High Risk Task Program	H	25	
8 Street SW Underpass – Railing Replacement	M	1	
Signal Communications	M	15	
Timber Stair Replacement	M	30	
Ditch Reconstruction	L	3	
Gravel Road and Alley Renewal	L	4	
Road Upgrade Program	L	70	

Service Enhancement - Primary Driver

12 Ave SE Redevelopment Plan supporting the Event Centre	H	20	
17 Avenue and Sirocco Drive SW Pedestrian Overpass	H	20	
Bow Trail to Spruce Drive / Edworthy Park Connection	H	2	
Calgary Pathway Program	H	120	
Pipeline development for 2031 - 2034		3	
SW Neighbourhood Bikeway - Phase 1		12	
Ward 10 Connections - Phase 1		12	
Ward 5 Connections - Phase 2		12	
Ward 9 Street Enhancement - Phase 1		12	
Other Capital Investments		69	
Calgary Pathway Program Design Development	H	8	
Centre Street North Streetscape	H	50	
Coordinated Deerfoot Crossing Improvements at 32 Ave N	H	20	
Glenmore Trail and Richard Road SW Interchange	H	50	
John Laurie Boulevard Corridor Study (Shaganappi Trail to McKnight Boulevard)	H	3	
Metis Trail Widening (North of 64 Avenue NE to Stoney Trail)	H	5	
Mobility Network Gaps – Program 204 (Growth Timing)	H	50	
Mobility Safety Improvements Program	H	100	
New Traffic Signals and Pedestrian Signals	H	35	

Operational Improvements and Congestion Management	H	60	
Rocky Ridge Boardwalk Decking Replacement	H	2	
Technology Improvements	H	10	
Transportation Infrastructure Investment Plan – Local Area Plan (LAP) Mobility Implementation	H	20	
Various Street Improvements	H	5	
128 Avenue NE (Deerfoot Trail to Stoney Trail) (Segment B - 128 Ave NE to west of Deerfoot Trail)	M	18	
128 Avenue NE Interchange (Deerfoot Trail to Stoney Trail) (Segment C - Stoney Drive NE to Barlow Trail NE)	M	131	
Airport Trail Pedestrian Overpass (East of Metis Trail)	M	11	
Discovery Ridge Emergency Access Improvements (Placeholder)	M	-	
East Riverside and 12 Street NE Transportation Upgrades	M	6	
Missing Sidewalks Program	M	30	
Mobility Accessibility Improvements	M	25	
Next Generation Mobility / Intelligent Transportation Systems (ITS)	M	35	
Noise Barrier Retrofit Program	M	40	
Pre-engineering Studies	M	20	
Richmond Road and Sarcee Trail SW Interchange	M	106	
Safer Collectors - Speed Management	M	90	
Sarcee Trail Corridor Widening	M	10	
16 Avenue NW Corridor Improvements: Shaganappi Trail to Crowchild Trail	L	4	
52 Street SE Widening: Peigan Trail to 17 Avenue SE	L	6	
Airport Trail and 60 Street Northeast Interchange Improvements	L	154	
Bow Trail Widening: Sarcee Trail to 37 Street SW	L	25	
Future Land Acquisition Program	L	50	
Glenmore Trail and 68 Street SE Interchange	L	120	
Missing Pathways and Trail Conversions Program	L	20	
Pathway Lighting and Safety Improvements	L	9	

Growth - Primary Driver

16 Avenue and 68 Street NE Interchange	H	90	
16 Avenue NE Interchanges at Barlow Trail and 19 Street NE	H	72	
194 Avenue S and Macleod Trail Interchange	H	129	
50 Avenue SE Extension: Blackfoot Connector to 11 Street SE	H	20	
Airport Trail Widening (60 St to 68 St NE)	H	25	
Country Hills Boulevard Widening (Coventry Blvd to Barlow Trail)	H	135	
Crowchild Trail Medium Term Improvements Phase 1 (5 Ave NW, 16 Ave NW, 24 Ave NW Interchanges)	H	112	
Deerfoot Trail Downstream Impacts Program	H	25	
Glenmore Trail and 52 Street SE Interchange	H	109	
Glenmore Trail and Barlow Trail SE Interchange	H	44	
Highway 1 and 133 Street NW Half Interchange	H	74	
Local Area Investment Fund	H	75	
Riley - Park - TBD		5	
Chinook - 58 Ave SW Design		2	
Chinook - Park - TBD		3	
South Shaganappi - Park & Pathway - TBD		5	
West Elbow - 5 St SW		1	
Other Capital Investments		59	

Main Streets Program Enhancements	H	400	
McKnight Boulevard and 12 Street NE Improvements	H	4	
Mobility Network Planning Studies	H	10	
New Pedestrian Bridge Program	H	161	
16 Ave NE & 28 St NE		12	
Bow River & 19 St NW		32	
Bow River / Bow Cr & 66 St NW		30	
Country Hills Boulevard NE Pedestrian Bridge (West of Stoney Trail)		11	
Deerfoot Trail & Anderson Drive SE		15	
Deerfoot Trail & Beddington Trail NE		22	
Deerfoot Trail and Nose Creek / 32 Ave NE		6	
Macleod Trail SE & Erton LRT / MNP		15	
Medicine Hill Pedestrian Bridge		18	
Peigan Trail Widening (Barlow Trail to Stoney Trail SE)	H	69	
Private Subdivision Construction – City Obligations	H	4	
11 Street SW Canadian Pacific Rail Underpass	M	50	
128 Avenue NE Extension (Deerfoot Trail to Stoney Trail) (Segment A - Stoney Trail to 15 Street NE)	M	116	
52 Street SE Widening (61 Avenue SE to Peigan Trail SE)	M	32	
Beddington Trail Widening (Stoney Tr to Country Hills Blvd)	M	24	
Glenmore Trail SE and Stoney Trail Interchange Improvements	M	260	
Growth Triggered Pathways (Established Areas)	M	66	
162 Avenue SW Pathway		5	
52 Street East Regional Pathway		5	
Beddington Boulevard NW-Symons Valley Pathway Connector		1	
Richmond Road SW-MRU Connector		1	
Springbank Hill-Foothills Medical Centre-University Calgary Connector		2	
Other Capital Investments		52	
Growth Triggered Pathways (Greenfields)	M	58	
84 Street East Regional Pathway		6	
Bow River Pathway-Crowfoot Station Connector		3	
Country Hills Boulevard Regional Pathway		8	
Haskayne-Tuscany Connector		2	
West Bow River Pathway Extension		3	
Other Capital Investments		36	
Heritage Drive and Macleod Trail Infrastructure Improvements	M	95	
Highway 22X and 53 Street SW Interchange	M	145	
McKnight Boulevard and 68 Street NE Interchange	M	50	
McKnight Boulevard Corridor Improvements (John Laurie Blvd to Deerfoot Trail)	M	89	
Sarcee Trail and Bow Trail Interchange	M	300	
Stoney Trail / 130 Avenue SE Half Interchange	M	85	
Valley Ridge - Greenwich Flyover	M	28	
16 Avenue NW Corridor Improvements: Sarcee Trail to Shaganappi Trail	L	38	
210 Avenue S / Macleod Trail Interchange	L	110	
East Riverside Promenade Upgrades	L	2	
North East Stoney Crossing at 64 Ave NE	L	72	
Pre-construction Activities	L	20	

Transformative - Primary Driver

114 Avenue SE Grade Separation at CPKC	H	52	
Missing Link between 114 Avenue and Stoney Trail	H	19	
Primary East-West Link via 114 Avenue	H	8	
Glenmore Trail East – Widening from 84 Street SE to 116 Street (Stoney Trail to Rainbow Road)	L	94	
Total Capital Infrastructure Needs - Roads & Pathways		8,775	