



BY – LAW No. 24-47

The Corporation of the United Counties of Leeds and Grenville

A BY-LAW TO REGULATE ENTRANCEWAYS (ACCESS TO COUNTY ROADS)

WHEREAS Sections 11 and 27 of the Municipal Act, 2001 as amended, provide authority for the Council of a municipality to pass by-laws in respect of a highway under its jurisdiction; and

WHEREAS Sections 8 and 9 of the Municipal Act, 2001, provide municipalities with the authority to govern their affairs as they consider appropriate and to enhance their ability to respond to municipal issues; and

WHEREAS Section 391 of the Municipal Act, 2001, provides that a municipality may pass by-laws imposing fees or charges on any person for services or activities provided by the municipality or done on behalf of it; and

WHEREAS Section 429 of the Municipal Act, 2001, provides a municipality may establish a system of fines for offences under a by-law of the municipality passed under this Act; and

WHEREAS Section 436 of the Municipal Act, 2001, provides that a municipality may pass by-laws providing for the entry onto land at any reasonable time for the purpose of carrying out an inspection to determine compliance with a by-law; and

WHEREAS Section 444 of the Municipal Act, 2001, provides that a municipality may make an order to require a person to discontinue contravening a by-law and to do the work required to correct the contravention; and

WHEREAS Section 446 of the Municipal Act, 2001, provides that a municipality may proceed to do things at a person's expense which that person is otherwise required to do under a by-law, but has failed to do and the costs incurred by a municipality may be recovered by adding the costs to the tax roll and collecting them in the same manner as taxes; and

WHEREAS the Council of the Corporation of the United Counties of Leeds and Grenville deems it necessary and expedient to merge and update its existing two by-laws respecting access to County Roads.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE UNITED COUNTIES OF LEEDS AND GRENVILLE HEREBY ENACTS AS FOLLOWS:

Access Policy and Permissions

1. THAT for the purpose of this by-law:

"Corporation" or "Counties" shall mean the Corporation of the United Counties of Leeds and Grenville.

"Director" shall be as defined in the Access Policy attached hereto as Schedule "A".

"Entranceway" shall be any road, private road, driveway, gate or any land, structure or facility that permits access to a County Road for an existing lot of record.

"Owner" shall mean the owner of land abutting the County Road that is serviced by an Entranceway.

2. THAT the Access Policy attached hereto as Schedule "A" to this By-law be approved and adopted as the policy of the Corporation.

3. THAT no person shall construct, alter or change the use of an Entranceway without having first applied for and obtained a permit from the Corporation.

4. THAT upon application to the Counties by the Owner, the designated official in the Counties' Roads Department shall advise the Consent Granting Authority (CGA) on the applicability of the attached Access Policy for each proposal for severance located on a County Road and shall request that the CGA be guided by the Access Policy when deciding on the granting of applications for severances which would create a new lot with frontage onto a County Road.

Conditions of Approval

5. THAT the Entranceway permit approvals or advice to the CGA shall be in conformance with this By-law and the attached Access Policy.

6. THAT the Entranceway permit or advice to the CGA, if an Entranceway could be approved, shall specify the location of the entrance and other applicable conditions such as term of approval, design requirements, the requirement to remove redundant entrances, any special facilities or works to be undertaken or other relevant conditions

and may specify a time limit during which the conditions of the permit shall be fulfilled.

7. **THAT** for any development proposed on the property that is more intensive than single unit residential use, the Owner may be required to enter into an Entranceway agreement with the Corporation.
8. **THAT** the Entranceway permit shall provide that the Corporation shall carry out certain work and/or provide the required culvert pipe or the permit may provide that the Owner shall carry out the work. In all cases, the entire cost of the work as determined by the Director shall be paid in advance of permit issuance.
9. **THAT** the Owner of an Entranceway may pave the Entranceway to connect with the road pavement using an asphalt product on the condition that the work is completed in such a way that a Counties road maintenance or safety problem is not created in the opinion of the Director.

Delay

10. **THAT** Entranceway permit applications may not be approved when winter conditions make site inspections unsuitable.

Denial

11. **THAT** Entranceway applications that do not conform to this by-law or the Access Policy shall be denied. The applicant may apply in writing for reconsideration of denials, in which case it shall be considered by the Director.

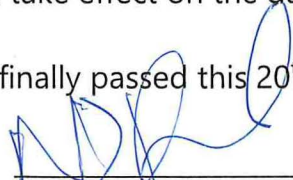
Maintenance

12. **THAT** the Corporation shall maintain and replace from time to time, as required, all culverts installed under the provisions of this By-law, including restoration of the surface, but excluding any special facilities as may be provided by the Owner such as endwalls, headwalls, curbs and plantings. The maintenance of the surface of the Entranceway shall be the responsibility of the Owner and shall be maintained in such a way that a Counties road maintenance or safety problem is not created in the opinion of the Director.

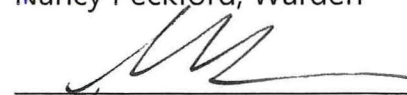
Administration and Enforcement

- 13. THAT** all work under the permit or for any unapproved Entranceway shall be subject to the inspection of the Director. Where work performed does not conform to the requirements of the permit or this By-law and Access Policy, including time limits, the Director shall so notify the Owner by registered mail and the Owner shall have fourteen days from the date of the notice to make good the defects. In the case of emergency in the opinion of the Director or should the Owner fail to comply with the notification, the permit may be cancelled and/or the Director may immediately remove the defective or unapproved Entranceway, make good the defect and/or may restrict access to the defective or unapproved Entranceway.
- 14. THAT** all expenses incurred by the Counties in connection with the enforcement of this By-law shall be paid to the Counties by the Owner and may be collected in the same manner as property taxes by adding the expenses to the tax roll of the property from which the contravention relates.
- 15. THAT** every person who contravenes the provisions of this By-law is guilty of an offense and on conviction is liable to a fine of not less than \$500.00 and not more than \$10,000.00, exclusive of costs.
- 16. THAT** each day of default by the Owner in complying with any of the provisions of this By-law shall constitute a separate offense.
- 17. THAT** fees shall be in accordance with the Counties Fee By-law.
- 18. THAT** By-law No. 88-34, as amended, and By-law No. 91-07 and any by-laws or parts of by-laws contrary to or inconsistent with this By-law are hereby repealed.
- 19. THAT** this by-law may be referred to as the "Entrance By-law".
- 20. THAT** this By-law shall come into force and take effect on the date of its passing.

By-law read a first, second and third time, and finally passed this 20th day of June, 2024.



Nancy Peckford, Warden



Geoff Clarke, County Clerk

**UNITED COUNTIES OF LEEDS AND GRENVILLE
COUNTY ROADS DEPARTMENT
ACCESS POLICY**

1. **SUBJECT:** Access to County Roads.

2. **BACKGROUND:**

- (a) On May 3rd, 1976, the United Counties of Leeds and Grenville adopted, "Interim Severance Policies" to guide the Consent Granting Committee, previously the Land Division Committee (LDC) until the Official Plans of individual local municipalities were adopted.

These Policies included provision for access to County Roads as follows:

"Direct access onto a County Road which carries moderate to heavy traffic should be restricted". The definition of heavy traffic was established by a resolution passed by Counties' Council on September 16th, 1974, to allow severances on County Roads with less than 800 vehicles per day.

"Severances on County Roads may be considered and granted subject to comments and advice from the County Roads Department".

In 1988, the "Access Policy for Land Division Purposes" was developed and implemented in response to a desire to improve the flexibility of County policy in this area and to recognize the various functions of the County Roads. Ministry of Transportation of Ontario (MTO) policy regarding access to the King's Highway System is generally more liberal than the Counties' policy had been.

The 1988, "Access Policy for Land Division Purposes" was developed using criteria established in the MTO Methods Manual for Municipal Roads Systems. The availability of direct access for new residential lots is related to the function of the road and the volume of traffic using the road.

The 1988 policy document has been amended from time to time in order to provide additional clarity, to recognize enlarged hamlet areas in some Townships, or to add former provincial highways that were transferred into the County Road System.

In 1991, Council adopted By-law No. 91-07, being a by-law to regulate entranceways (for existing lots of record). Technical standards were created by staff as a companion piece.

The 2002 amendment of the land division access policy document was again intended to

clarify certain aspects of the policy through more detailed definitions and other wording changes. The access criteria and the intended effect on new access points remained essentially unchanged.

The 2008 amendment of the land division access policy document was intended to reclassify various road designations and clarify certain aspects of the policy with regards to revised definition and wording changes.

The 2023 changes are intended to update the access criteria to more recent best practices and guidelines, to update the policy for consistency with other policies and changes to policy direction and to merge the policy document for land division purposes with the technical document for entranceways for existing lots of record. The access criteria are based on revised road classifications that are aligned with technical guidance and best practices. Settlement areas, as defined by the Counties' Official Plan, are referenced instead of policy-specific definitions of built-up areas, hamlets, and urban areas. The previously defined boundaries of the built-up areas were not entirely consistent with where development was planned to occur. Shared access and cross access systems are permitted where they previously were not, in an attempt to facilitate limited rural development without compromising the integrity of the road system. A variance procedure is included in the policy to allow variances in a manner consistent with the intent of the policy.

3. **OBJECTIVES:**

- (a) It is the objective of the United Counties of Leeds and Grenville to preserve the investment of the public in its County Roads System. The value of a County Road is inherent in its ability to move vehicular traffic over relatively long distances at a reasonable speed. This ability is depreciated where development adjacent to the road creates turning and stopping movements that interfere with the free flow of traffic. Roads carrying heavier volumes of traffic are more sensitive to adjacent development than roads carrying lower traffic volumes. Consequently, heavily travelled roads carrying a large percentage of through traffic should be protected from adjacent development having direct access onto these roads. This does not mean that development is restricted, but rather that it should be serviced from an interior public or private road system such as a subdivision road, cross access system, or a properly designed commercial entranceway.
- (b) Extensions of strip development along County Roads, beyond the limits of the settlement areas delineated in the Official Plan, should be prevented.

4. **POLICY:**

- (a) It is the policy of the United Counties of Leeds and Grenville to provide flexible and comprehensive guidelines to the Consent Granting Authority to assist them in making decisions in respect of the desirability of severances on County Roads and to provide flexible and comprehensive guidelines to staff to ensure a safe, reasonable number of

entrances are enabled for existing lots of record. The Counties Roads System serves a wide range of functions whose characteristics have been identified by the application of criteria established in the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads.

(b) **Definitions:**

Access Point – The location of the intersection of an existing or proposed entranceway serving pedestrians, a field or a residential, multiple residential, commercial, industrial or institutional use on a County Road. The access point may be permanent or temporary in nature.

Additional Residential Units – A self-contained residential unit with a private kitchen, bathroom facilities and sleeping areas within a single-detached, semi-detached or townhouse building and/or within a structure ancillary to a single-detached, semi-detached or townhouse building.

Cross Access System – A shared private driveway across the frontage of more than two properties, which is a type of private road.

Director – The Director of Public Works of the United Counties of Leeds and Grenville, or their designate.

Employment Area – An area for the development of business and economic activities, designated as Locally Significant or Regionally Significant Employment Areas in the Official Plan for the United Counties of Leeds and Grenville.

Field – Lands used solely for agricultural purposes and for only agricultural equipment access.

Manager – The applicable Manager of Engineering and Operations responsible for the geographic area where the Access Point or Proposed Access Point is located.

Official Plan – *The Official Plan for the United Counties of Leeds and Grenville.*

Private Road - An access point serving more than two properties or a multiple residential development.

Shared Entrance – An *access point* that serves more than one property but which is not a *side road*.

Side Road – Any road that is not a County Road or Provincial Highway.

Settlement Area – An urban or rural area that is the focus of growth and intensification, as defined in the Official Plan for the United Counties of Leeds and Grenville.

Strip Development – A relatively intense series of developed properties along a road, having direct access to the road. For the purposes of this policy, development requiring frequent *access points* that do not meet the minimum spacing requirements of this policy shall be considered a Strip Development.

Structure – A bridge, overpass, interchange ramp, or a wall or building located within the road right-of-way.

(c) **Site Access Design Standards:**

New and reconstructed urban commercial, industrial, institutional, and high-density multiple residential *access points* shall be designed per Ontario Provincial Standard Drawing (OPSD) 350.010 and shall be paved. Urban residential *access points* shall be designed per OPSD 351.010. All rural commercial, industrial, and institutional *access points* shall be designed per OPSD 301.010 or OPSD 301.020 and shall be paved at minimum 6 metres back from the edge of the road. All rural residential *access points* and *field access points* shall be designed per OPSD 301.010 or OPSD 301.020. Approval of the design of all other *access points* shall be at the discretion of the *Manager*.

(d) **Shared Entrances and Cross Access Systems:**

Shared entrances may be implemented where minimum spacing between entrances cannot be met at the discretion of the *Manager* provided lot frontage requirements under local planning policies are met and provided the maximum access point density is not exceeded. An easement and joint maintenance agreement between the two properties with access shall be the responsibility of the involved property owners. The easement and the joint maintenance agreement shall be registered on title and will be required for the approval of a *shared entrance*.

Cross access systems may be considered during the redevelopment of properties where *strip development* has occurred. When an existing *strip development* property is to be redeveloped, stubs for a future cross access system and access easements shall be provided to adjacent properties for future connections. A joint maintenance agreement between all properties with direct access shall be required for the approval of a *cross access system*. As adjacent properties are redeveloped, severed, or new *access points* are requested, they shall be connected to the *cross access system*. Existing *access points* shall be closed, and they shall be required to enter the joint maintenance agreement.

(e) **Additional Residential Units**

Additional Residential Units shall have a shared *access point* with the primary dwelling unit on the property.

(f) **Corner Lot Access:**

New accesses to a lot having frontage on both a County Road and a *side road* shall be arranged so as to occur from the *side road* wherever possible, subject to geometric and safety considerations. Where a lot is located at the intersection of two County Roads, the access shall be arranged so as to occur from the County Road of the lower classification wherever possible, subject to geometric and safety considerations. The *access point* shall be located a suitable distance from the intersection and meet minimum access spacing criteria.

(g) **Field Access:**

Field accesses may be exempt from the minimum access point spacing and maximum number of access points criteria for accesses in this policy.

(h) **Maximum Number of Access Points:**

No more than one *access point* shall be permitted per property. The maximum access density shall be:

- i. Rural collectors shall have a maximum of eight access points per 1000 metres per side of road.
- ii. Rural arterials shall have a maximum of five access points per 1000 metres per side of road.

When measuring the maximum number of access points per 1000 metres, the 1000 metre distance is measured along the centre of the road and shall be moved in either direction to the location that encompasses the maximum number of lot access points. When measuring the maximum number of access points per 1000 metres, field accesses shall be excluded. For the above, where the location of the entranceway to a property has not been established, it shall be deemed to be located in the centre of the said property.

(i) **Minimum Access Point Spacing:**

For the below, where the location of the entranceway to a property has not been established, it shall be deemed to be located in the centre of the said property.

The minimum spacing for *access points* shall meet the following requirements. Spacing shall be measured to the nearest edge of the *access point*.

Access Points

The minimum spacing between rural *access points* outside of *settlement areas* shall be:

- 150 metres for residential uses on rural collector roads;
- 250 metres for commercial, industrial, or institutional accesses on rural collector roads;
- 200 metres for residential uses on rural arterial roads; or,

- 400 metres for commercial, industrial, or institutional accesses on rural arterial roads.

Opposing Access Points

On rural arterials and rural collectors new *access points* shall be aligned with opposing *access points* (*access points* on the opposite side of the road) or the minimum spacing between opposing *access points* shall be a minimum of 100 metres.

The minimum spacing between *access points* in *settlement areas* and *employment areas* shall be per lower tier requirements or in accordance with an accepted traffic impact statement pursuant to 4(l) and to the satisfaction of the Manager.

The minimum spacing between an *access point* and an intersection, including unopened road allowances, shall be:

- 50 metres on collector roads;
- 70 metres on arterial roads.

Structures

The minimum spacing between an *access point* and a *structure* shall be a minimum of 30 metres or 5 metres clear of any existing municipal infrastructure or utility, whichever is greater.

Taper Lanes

The minimum spacing between an *access point* and the end of a lane taper shall be 50 metres.

Radius of Curve

The minimum spacing between an *access point* and the end of the radius of a curve shall be 150 metres, unless horizontal and vertical sight distances shall be shown to be sufficient to the satisfaction of the *Manager*.

Railway Setback

The minimum spacing between an *access point* and an at-grade railway crossing shall be 50 metres from the nearest edge of the rail corridor, or current standards from the Transport Canada Grade Crossing Standards, whichever is greater.

Provincial Highways

Access points proposed on Counties roads in proximity to provincial highways may be subject to provincial corridor control, including setback requirements. Provincial approvals shall be the responsibility of the property owner.

(j) **Minimum Standards - TAC:**

Where not specified in this policy, the Transportation Association of Canada (TAC) guidelines shall apply.

(k) **High volume *access points*:**

Notwithstanding anything in this policy, multi-residential, commercial, institutional or industrial access points may require a supportive traffic impact study (TIS), completed to the satisfaction of the *Manager*, prior to approval.

(l) **Safety:**

Notwithstanding anything in this policy, if, in the opinion of the *Manager* a safe location for an *access point*, *side road* or *private road* cannot be obtained, then the approval shall be denied.

5. **IMPLEMENTATION:**

- (a) The Counties' Roads Department shall maintain a schedule of the County Roads System on which is detailed, for each road and on varying sections thereof, the road classification under which the road has been assumed and any applicable comments.
- (b) Variances to this policy may be granted by the *Manager* where the *Manager* is satisfied the intent of the policy is being met and shall be reported to the *Director* in a format as required by the *Director*.
- (c) Access point approvals shall expire twelve (12) months after being granted. Extensions to expiry dates may be permitted at the discretion of the *Manager*.

Schedule of County Road Classifications

Pursuant to Schedule A to By-law 24-47

ROAD	LOCATION DESCRIPTION	CLASSIFICATION
1	Toledo	Settlement Area
	Toledo to Highway 15	Rural Collector
	Lombardy	Settlement Area
	Lombardy to Rideau Ferry	Rural Arterial
	Rideau Ferry	Settlement Area
2	Frontenac to Gananoque	Rural Arterial
	Gananoque to Mallorytown	Rural Arterial
	Mallorytown	Settlement Area
	Mallorytown to Sherwood Springs	Rural Arterial
	Sherwood Springs	Settlement Area
	Sherwood Springs to Brockville	Rural Arterial
	Brockville to Maitland	Rural Arterial
	Maitland	Settlement Area
	Maitland to Riverview Heights	Rural Arterial
	Riverview Heights	Settlement Area
	New Wexford	Settlement Area
	New Wexford to Johnstown	Rural Arterial
	Johnstown	Settlement Area
	Johnstown to Cardinal	Rural Arterial
	Cardinal	Settlement Area
Cardinal to Stormont, Dundas and Glengarry	Rural Arterial	
3	Thousand Islands Parkway to Lansdowne	Rural Collector
	Lansdowne	Settlement Area
	Lansdowne to Lyndhurst	Rural Collector
	Lyndhurst	Settlement Area
4	County Road 3 to Mallorytown	Rural Collector
	Mallorytown	Settlement Area
5	Thousand Islands Parkway to Mallorytown	Rural Arterial
	Mallorytown	Settlement Area
	County Road 2 to Caintown	Rural Arterial
	Caintown	Settlement Area
	Caintown to McIntosh Mills	Rural Arterial
	McIntosh Mills	Settlement Area
	McIntosh Mills to Athens	Rural Arterial
	Athens	Settlement Area
Athens to Plum Hollow	Rural Arterial	

ROAD	LOCATION DESCRIPTION	CLASSIFICATION
	Plum Hollow	Settlement Area
	Plum Hollow to Newboyne	Rural Arterial
	Newboyne	Settlement Area
	Newboyne to Highway 15	Rural Arterial
6	Brockville to North Augusta	Rural Arterial
	North Augusta	Settlement Area
7	County Road 29 to Greenbush	Rural Collector
	Greenbush	Settlement Area
	Greenbush to Rocksprings	Rural Collector
	Rocksprings	Settlement Area
	Rocksprings to County Road 16	Rural Collector
8	Elgin	Settlement Area
	Elgin to County Road 42	Rural Collector
	Philipville	Settlement Area
	Philipville to Chantry	Rural Collector
	Chantry	Settlement Area
	Chantry to Bellamys Mill	Rural Collector
	Bellamys Mill	Settlement Area
	Bellamys Mill to Toledo	Rural Collector
	Toledo	Settlement Area
9	Chaffey's Lock	Settlement Area
	Chaffey's Lock to Highway 15	Rural Collector
10	Frontenac County to Westport	Rural Arterial
	Westport	Settlement Area
	Westport to Lanark County	Rural Arterial
11	Frontenac County to Jones Falls	Rural Collector
	Jones Falls	Settlement Area
	Jones Falls to Highway 15	Rural Collector
12	Frontenac County to Westport	Rural Collector
	Westport	Settlement Area
13	Frontenac County to County Road 32	Rural Collector
14	Crosby	Settlement Area
	Crosby to Lanark County	Rural Collector
15	Maitland	Settlement Area
	Maitland to Algonquin	Rural Arterial
	Algonquin	Settlement Area

Schedule of County Road Classifications

Pursuant to Schedule A to By-law 24-47

ROAD	LOCATION DESCRIPTION	CLASSIFICATION
	Algonquin to North Augusta	Rural Arterial
	North Augusta	Settlement Area
	North Augusta to Carleys Corners	Rural Arterial
	Carleys Corners	Settlement Area
	Carleys Corners to Merrickville	Rural Arterial
	Merrickville	Settlement Area
16	County Road 29 to Jasper	Rural Collector
	Jasper	Settlement Area
	Jasper to Eastons Corners	Rural Collector
	Eastons Corners	Settlement Area
	Eastons Corners to County Road 15	Rural Collector
17	Jasper	Settlement Area
	Jasper to Smiths Falls	Rural Collector
18	Prescott to Domville	Rural Collector
	Domville	Settlement Area
	Domville to Roebuck	Rural Collector
	Roebuck	Settlement Area
	County Road 21 to Bishops Mills	Rural Collector
	Bishops Mills	Settlement Area
	Bishops Mills to Oxford Mills	Rural Collector
	Oxford Mills	Settlement Area
	Oxford Mills to Kemptville	Rural Collector
	Kemptville	Settlement Area
19	Kemptville	Settlement Area
	Kemptville to City of Ottawa	Rural Arterial
20	County Road 18 to East Oxford	Rural Collector
	East Oxford	Settlement Area
	East Oxford to Oxford Station	Rural Collector
	Oxford Station	Settlement Area
	Oxford Station to County Road 44	Rural Collector
	County Road 44 to Heckston	Rural Collector
	Heckston	Settlement Area
	County Road 22 to Stormont, Dundas and Glengarry	Rural Collector
21	North Augusta	Settlement Area

Schedule of County Road Classifications

Pursuant to Schedule A to By-law 24-47

ROAD	LOCATION DESCRIPTION	CLASSIFICATION
	North Augusta to Roebuck	Rural Arterial
	Roebuck	Settlement Area
	Roebuck to Spencerville	Rural Arterial
	Spencerville	Settlement Area
	Spencerville to Shanly	Rural Arterial
	Shanly	Settlement Area
	Shanly to Stormont, Dundas and Glengarry	Rural Arterial
22	Cardinal	Settlement Area
	Cardinal to Brouseville	Rural Arterial
	Brouseville	Settlement Area
	Brouseville to Pittston	Rural Arterial
	Pittston	Settlement Area
	Pittston to Shanly	Rural Arterial
	Shanly	Settlement Area
	Shanly to Heckston	Rural Arterial
	Heckston	Settlement Area
	Heckston to Peltons Corners	Rural Arterial
	Peltons Corners	Settlement Area
	Peltons Corners to County Road 19	Rural Arterial
23	County Road 43 to Burritts Rapids	Rural Collector
	Burritts Rapids	Settlement Area
	Burritts Rapids to County Road 43	Rural Collector
24	County Road 44 to County Road 43	Settlement Area
25	County Road 18 to County Road 43	Settlement Area
	Oxford Mills to County Road 43	Rural Collector
26	Brockville to Maynard	Rural Collector
	Maynard	Settlement Area
	Maynard to County Road 18	Rural Collector
27	County Road 2 to Young Mills	Rural Collector
	Young Mills	Settlement Area
	Young Mills to Lyn	Rural Collector
	Lyn	Settlement Area
	Lyn to Brockville	Rural Arterial
28	County Road 29 to New Dublin	Rural Collector
	New Dublin	Settlement Area

ROAD	LOCATION DESCRIPTION	CLASSIFICATION
	New Dublin to County Road 6	Rural Collector
29	Brockville to Tincap	Rural Arterial
	Tincap	Settlement Area
	Tincap to Spring Valley	Rural Arterial
	Spring Valley	Settlement Area
	Spring Valley to South of County Road 46	Rural Arterial
	South of County Road 46 to South of County Road 28	Settlement Area
	South of County Road 28 to Addison	Rural Arterial
	Addison	Settlement Area
	Addison to Lehighs Corners	Rural Arterial
	Lehighs Corners	Settlement Area
	Lehighs Corners to Frankville	Rural Arterial
	Frankville	Settlement Area
	Frankville to Toledo	Rural Arterial
	Toledo	Settlement Area
	Toledo to Newbliss	Rural Arterial
	Newbliss	Settlement Area
	Newbliss to Smiths Falls	Rural Arterial
30	County Road 42 to Addison	Rural Collector
	Addison	Settlement Area
31	County Road 2 to County Road 26	Rural Collector
32	Gananoque to Highway 15	Rural Arterial
33	Highway 15 to Lyndhurst	Rural Collector
	Lyndhurst	Settlement Area
	Lyndhurst to County Road 42	Rural Collector
34	County Road 2 to Lansdowne	Rural Collector
	Lansdowne	Settlement Area
35	County Road 32 to County Road 34	Rural Collector
36	Westport	Settlement Area
	Westport to Lanark County	Rural Collector
37	Howe Island Ferry Dock to County Road 2	Rural Collector
38	Highway 15 to Willis Wharf	Rural Collector
39	Sand Bay to Charleston	Rural Collector
	Charleston	Settlement Area
40	Charleston	Settlement Area

Schedule of County Road Classifications

Pursuant to Schedule A to By-law 24-47

ROAD	LOCATION DESCRIPTION	CLASSIFICATION
	Charleston to Athens	Rural Collector
	Athens	Settlement Area
41	County Road 16 to County Road 15	Rural Collector
42	Westport	Settlement Area
	Westport to Newboro	Rural Arterial
	Newboro	Settlement Area
	Newboro to Crosby	Rural Arterial
	Crosby	Settlement Area
	Crosby to Forfar	Rural Arterial
	Forfar	Settlement Area
	Forfar to Philipsville	Rural Arterial
	Philipsville	Settlement Area
	Philipsville to Delta	Rural Arterial
	Delta	Settlement Area
	Delta to Athens	Rural Arterial
	Athens	Settlement Area
	Athens to County Road 29	Rural Arterial
43	Merrickville	Settlement Area
	Merrickville to Kemptville	Rural Arterial
	Kemptville	Settlement Area
	Kemptville to Stormont, Dundas and Glengarry	Rural Arterial
44	Cedar Grove Road to Spencerville	Rural Collector
	Spencerville	Settlement Area
	Spencerville to Groveton	Rural Collector
	Groveton	Settlement Area
	Groveton to County Road 20 (West leg)	Rural Collector
	County Road 20 (West leg) to Bedell	Rural Collector
	Bedell	Settlement Area
	Bedell to Kemptville	Rural Collector
	Kemptville	Settlement Area
	Kemptville to City of Ottawa	Rural Arterial
45	County Road 2 to End	Rural Collector
46	County Road 2 to County Road 27	Rural Arterial
	Lyn	Settlement Area
	Lyn to Foster Hall Road	Rural Collector
	Foster Hall Road to County Road 29	Settlement Area
47	Highway 15 to Highway 15	Settlement Area