

**SCHEDULE "A"**  
**UNITED COUNTIES OF LEEDS AND GRENVILLE**  
**COUNTY ROADS DEPARTMENT**  
**POLICY STATEMENT**

**1. SUBJECT:** Access to County Roads for Land Division Purposes.

**2. BACKGROUND:**

(a) On May 3rd, 1976, the United Counties of Leeds and Grenville adopted "Interim Severance Policies" to guide 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 will less than 800 vehicles per day.

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

(b) All local municipalities have now adopted their own Official Plans. However, these plans provide little guidance to the LDC with regards to controlling access and development along County Roads, since most official plans simply refer the LDC to the Counties' policies. The LDC advises that they are finding increased difficulty in making decisions based on the Counties' existing policies for several reasons:

1. They feel that the existing policies provide insufficient flexibility to apply to the variety of land uses and road functions.
2. The policies do not recognize the various functions of the roads. For example, a heavily travelled road may serve only as a connection between a highway and town for a relatively short distance where the function of the road would not be depreciated by more numerous access points.
3. Ministry of Transportation of Ontario's (MTO) policy regarding access to the King's Highway System is generally more liberal than the Counties' policy.

MTO's policy recognizes five types of highways and on three of these types, some access is permitted in accordance with local land use decisions. However, since most official plans refer back to the MTO's policy, there is very little direct control on the King's Highway System.

The MTO policy provides that, under their Class IV, Major type which carries through traffic with some direct land access, new access is permitted under the following conditions:

- direct residential/farm access for vacant ownerships
- upgrading basic access for commercial and industrial uses
- new entrances for new lots considered for total holdings which have 300 metres plus highway frontage or within reduced speed zones
- public road entrances will be considered.

Under MTO Class V, Minor type roads which generally carry, on equal split between through traffic and land access, the policy provides for direct access in accordance with local land use decisions so long as geometric and safety standards are satisfied. This policy is obviously self-contradictory since both the MTO policy and the official plans rely on each other, and have generally been ineffective in preventing strip development of Class V type King's Highways.

### **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. It is estimated that the County Roads System has a current value of not less than \$500 million dollars. 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 which interfere with the free flow of traffic. It is obvious that 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 road system, i.e., on subdivision road, or from properly designed commercial entranceways.
- (b) It is also the objective of the United Counties of Leeds and Grenville to prevent development of such a density that a built-up areas as defined by Section 1.(1).2 of the Highway Traffic Act is created which requires reduced speed limits.

Similarly, the extensions of Village or Hamlet development, i.e.: ribbon development along County Roads beyond the legal or historic limits of the urban area, should be prevented.

### **4. POLICY:**

- (a) It is the policy of the United Counties of Leeds and Grenville to provide more flexible and comprehensive guidelines to the LDC to assist them in making decisions in respect to the desirability of severances on County Roads. The County Roads System serves a wide range of functions whose characteristics have been identified by the application of criteria established in the MTO Methods Manual for Municipal Roads Systems. The availability of direct access for new residential lots will be related to the function of the road and the volume of traffic using the road.

(b) The following criteria has been used to establish the County Road System:

### **Criteria 1. Inter-centre Connectors**

This is the most important classification of the County Roads System and is intended to connect urban centres to each other or to the King's Highway System.

These roads are intended to serve primarily through traffic and to collect traffic from the local roads system. The service of adjacent land by direct access is the minor function and will be restricted to prevent the depreciation of the road's function.

Access will be permitted subject to the following:

- direct access for residential or farm purposes on vacant ownerships will be permitted
- public road entrances will be permitted
- upgrading of existing access for commercial or industrial uses will be permitted
- new access for commercial, industrial or institutional uses conforming to the local municipality's official plans will be permitted
- new entranceways will be permitted within urban municipalities
- new entranceways will be permitted within hamlet areas in accordance with Township Official Plans and Zoning By-laws
- new access for new lots will be permitted in conformance with the following provisions:

(1) For the purpose of this policy, the following definitions shall apply:

- (i) Access point means the location of the intersection of an existing or proposed entranceway serving a residential, commercial or industrial property with the County Road and where more than one entranceway provides access to a single occupancy, then the access point shall be deemed to be located equal distance between the said entranceways.
- (ii) Where the location of the entranceway of a proposed separate property has not been established, it shall be deemed to be located in the centre of the said property.
- (iii) Density means the number of access points per kilometre on one side of the road. The kilometre distance is measured along the centre of the road and shall be moved in either direction to encompass the maximum number of access points.
- (iv) Traffic volumes shall be based on the County Roads Department's latest traffic counts for Annual Average Daily Traffic and expressed as vehicles per day (v.p.d.).

(2) Density shall not be more than four (4) on roads for which the traffic volume exceeds 1,500 v.p.d. and shall not be more than five (5) on roads for which the traffic volume is 1,500 v.p.d. or less.

- (3) Not more than two residential properties shall be located adjacent to one another without the separation between access points prescribed in (4) below.
- (4) Access points for new residential lots will be permitted where there is at least 250 metres of separation between access points where traffic volumes exceed 1,500 v.p.d. Where traffic volume is 1,500 v.p.d. , or less, a separation of at least 200 metres is required.
- (5) Access for condominium use will be considered as one access point so long as not more than two entranceways are used to provide access.

### **Criteria 2. King's Highway Connectors**

This is a relatively minor classification for the Leeds & Grenville County Roads System which is intended to connect a King's Highway with another King's Highway, a crossing of a Provincial boundary, major commercial, industrial or institutional areas.

Access will be permitted under the same conditions as for Criteria 1.

### **Criteria 3. Service to Major Traffic Generators**

This criteria is not applicable to the Leeds & Grenville County Roads System.

### **Criteria 4. Service Along Traffic Barriers**

Roads under this classification are intended to provide service parallel to and on crossings of major barriers to free traffic movement such as large rivers, lake systems or controlled access highways. Access to roads under this classification serves as a collector road for both the local roads system and adjacent private property.

### **Criteria 4. Service Along Traffic Barriers (Cont'd).**

Access for new lots can be permitted so long as a strip development, which would establish requirements for a reduced speed zone, is not created. For the purpose of this policy, a strip development is considered to be more than four access points on one side of the road in a distance of 300 metres and more than eight access points on one side of the road for 1000 metres.

### **Criteria 5. Resort Area Service**

Roads under this classification provide service to major resort and recreational areas.

Access to new lots can be permitted in accordance with local official plans provided geometric and safety considerations are satisfied.

## **Criteria 6. County Road Connectors**

This criteria is not applicable to the Leeds & Grenville County Roads System.

## **Criteria 7. Urban Service**

County Roads established under this criteria provide service in urban areas under a cell/density measurement system.

Access is permitted in accordance with the local urban municipality's planning and zoning requirements.

## **Criteria 8. Urban Arterial Extensions**

These County Roads are extensions of streets selected under Criteria 7 to the first intersection where the AADT is less than 700 v.p.d., then connect either to another County Road or to the King's Highway by the shortest route.

Access is permitted in accordance with the local municipality's planning and zoning requirements provided geometric and safety considerations are satisfied.

## **Criteria 9. Area Service**

County Roads established under this classification provide service in rural areas under a cell/density measurement system. These roads serve as traffic collectors from the local road system and from adjacent property. There is little through traffic using this type of road.

Access is permitted under the same conditions as Criteria 4.

## **5. IMPLEMENTATION:**

- (a) The County Roads Department shall provide the LDC with a schedule of the County Roads System on which is detailed for each road and on varying sections thereof the criteria under which the road has been assumed, traffic volumes, and any applicable comments.
- (b) The County Roads Department shall advise the LDC on the application of this policy for each application for severance located on a County Road. The LDC is requested to be guided by the Policy Statement when deciding on the granting of applications for severances which would create a new lot having access onto a County Road.
- (c) Where the LDC feels that other considerations warrant the granting of consent contrary to the Policy Statement, the LDC is requested to provide the County Roads Department with two weeks notice of their intent and the reasons therefore, prior to the formal granting of consent.
- (d) Where an application for severance is made on a County Road on which the right-of-way has not been widened to the standard limits, the County Roads Department shall request

the conveyance of the said widening as a condition of the granting of the severance. Where the effect of the severance is to create more than one residential size lot, the County Roads Department shall request widening across the whole frontage of the subject property.

- (e) The County Roads Department may request that the owner of the subject land enter into a fence-in-lieu of land agreement with the United Counties of Leeds and Grenville as a condition of the granting of a severance.

Approved by By-law No. 88-34 passed by the Council of the United Counties of Leeds and Grenville on the 16th day of December, 1988 and Amended by By-law No. 90-9 on the 12th day of April, 1990; by By-law No. 97-14 on the 15' day of May, 1997; and by By-law No. 98-06 on the 19' day of March, 1998.

Arch Ostrom

Warden

George R. Brown

Administrator-Clerk-Treasurer

SCHEDULE TO COUNTY ROADS ACCESS POLICY

Revised: December 1999

ROAD NO.	STATION NOS.	LOCATION DESCRIPTION	ESTIMATED TRAFFIC VOLUME VPD	ASSUMPTION CRITERIA	RESTRICTION FOR NEW LOTS
1	01000 to 01010	Village of Toledo	N/A	Urban Area	Per Township Official Plan
	01010 to 01155	Toledo to Hwy 15 @ Lombardy	700	Area Service	Slight
	01155 to 01160	Hamlet of Lombardy	3,500	Hamlet Area	Per Township Official Plan
	01160 to 01205	Lombardy to Rideau Ferry	2,800 to 3,500	Inter Centre Connector	Severe
	01205 to 01212	Hamlet of Rideau Fe	3,000	Hamlet Area	Per Township Official Plan
2	02000 to 02263	Frontenac Bdry to Waterton Hamlet	1,000 to 4,000	Area and Traffic Barrier Service	Slight
	02263 to 02285	Wateron/Escott Hamlet Area	1,000	Area and Traffic Barrier Service	Per Township Official Plan
	02285 to 02332	Escott Hamlet to Mallorytown	1,000 to 1,300	Area and Traffic Barrier Service	Slight
	02332 to 02347	Mallorytown Village	2,500	Area and Traffic Barrier Service	Per Township Official Plan
	02347 to 02524	Mallorytown to Brockville West Limits	1,700 to 8,100	Area and Traffic Barrier Service	Slight
	02524 to 02624	Brockville East Limits to Maitland	5,500 to 8,000	Area and <i>Traffic</i> Barrier Service	Slight
	02624 to 02628	Hamlet of Maitland	6,000	Area and Traffic Barrier Service	Per Township Official Plan
	02628 to 02731	Maitland to West Limit of Prescott	5,500	Area and Traffic Barrier Service	Slight
	02731 to 02763	Prescott to East Limit Hamlet of New Wexford	5,500	Area and Traffic Barrier Service	Per Township Official Plan
	02763 to 02885	New Wexford to West Limit, Village of Cardinal	3,300 to 5,500	Area and Traffic Barrier Service	Slight
	02885 to 02901	Village of Cardinal :	3,500	Area and Traffic Barrier Service	Per Village Official Plan

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2	02901 to 02913	Cardinal to Dundas County Bound	2,500	Area and Traffic Barrier Service	Slight
3	03000 to 03019.	T.I. Parkway to Hwy 401	800	King's Hwy Connector	Moderate
	03019 to 03052	Hwy 401 to Lansdowne	1,750 to 2,900	Inter-centre Connector	Severe
	03052 to 03063	Village of Lansdowne	N/A	Urban Area	Per Township Official Plan
	03063 to 03145	Lansdowne to the Outlet	1,050 to 2,300	Inter-centre Connector	Moderate to Severe
	03145 to 03150	Hamlet of The Outlet	1,050	Inter-centre Connector	Moderate
	03150 to 03283	Outlet to Rd 33 Lyndhurst	700	Inter-centre Connector	Moderate
4	04000 to 04160	Road 3 to Mallorytown	200 to 450	Area Service	Slight
	04160 to 04169	Village of Mallorytown	N/A	Urban Area	Per Township Official Plan
	05000 to 05021	T.I. Parkway to Hwy 401	900	King's Hwy Connector	Moderate
	05021 to 05030	Hwy 401 to Mallorytown	1,600	King's Hwy Connector	Severe
	05030 to 05033	Village of Mallorytown	N/A	Urban Area	Per Township Official Plan
	05033 to 05218	County Road 2 to Athens	1,000 to 1,800	Inter-centre Connector	Moderate to Severe
	05218 to 05232	Village of Athens	N/A	Urban Area	Per Village Official Plan
	05232 to 05284	Athens to Rideau Lakes Township Line	1,900	Inter-centre Connector	Severe
	05284 to 05433	Township Line to Hwy 15 .	600 to 900	Inter-centre Connector	Moderate

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6	06000 to 06085	Brockville to Con. 6/7 Elizabethtown	2,200	Inter-centre Connector	Severe
	06085 to 06162	Con.6/7 Elizabethtown to North Augusta	1,600	Inter-centre Connector	Severe
	06162 to 06164	Village of North Au usta	N/A	Urban Area	Per Township Official Plan
7	07000 to 07075	Hwy 29 to Greenbush	900	Area Service	Slight
	07075 to 07078	Hamlet of Greenbush	N/A	Hamlet Area	Per Township Official Plan
	07078 to 07132	Greenbush to Rocksprings	500	Area Service	Slight
	07132 to 07134	Hamlet of Rocksprings	N/A	Hamlet Area	Per Township Official Plan
	07134 to 07266	Rocksprings to County Road 16	350 to 600	Area Service	Slight
8	08000 to 08016	Village of Elgin	N/A	Urban Area	Per Township Official Plan
	08016 to 08059	Elgin to County Road 42	1,000 to 1,600	Inter-centre Connector	Moderate to Severe
	08059 to 08062	Hamlet of Phillipsville	N/A	Hamlet Area	Slight
	08062 to 08112	Phillipsville to Chantry	800	Inter-centre Connector	Moderate
	08112 to 08118	Hamlet of Chantry	N/A	Hamlet Area	Slight
	08118 to 08229	Chantry to Toledo	700 to 1,000	Inter-centre Connector	Moderate
	08229 to 08237	Village of Toledo	N/A	Urban Area	Per Township Official Plan
	08237 to 08241	Toledo to County Road 29	800	Inter-centre Connector	Moderate

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9	09000 to 09076	Hwy 15 to Chaffey's Locks	850	Resort Service	Slight
	09076 to 09086	Hamlet of Chaffe 's Locks	N/A	Hamlet Area	Per Township Official Plan
10	10000 to 10088	Frontenac County Boundary to County Road 42	1,500 to 1,800	Inter-centre Connector	Severe
	10088 to 10097	Village of Westport	N/A	Urban Area	Per Village Official Plan
	10097 to 10203	Westport to Lanark <u>C</u> ounty Bound	1,300	Inter-centre Connector	Moderate
11	11000 to 11113	Hwy 15 to Frontenac <u>C</u> ounty Bound	200 to 300	Resort and Area Service	Slight
12	12000 to 12042	Frontenac County Boundary to Westport	1,400	Inter-centre Connector	Moderate
	12042 to 12056	Village of Wes prt	N/A	Urban Area	Per Village <u>O</u> fficial Plan
13	13000 to 13025	Frontenac County Boundary to County Road 32	700	Area Service	Slight
14	14000 to 14080	County Road 42 @ Crosby to Lanark County Boundary	150 to 400	Resort Service	Slight
15	15000 to 15007	County Road 2 to Maitland	3,200	Inter-centre Connector	Severe
	15007 to 15021	Hamlet of Maitland	3,200	Hamlet Area	Per Township Official Plan
	15021 to 15083	Maitland to Algonquin	2,000 to 3,000	Inter-centre Connector	Severe
	15083 to 15090	Hamlet of Algonquin	N/A	Hamlet Area	Slight
	15090 to 15171 .	Algonquin to North. <u>A</u> ugusta	1,200 to 1,500	Inter-centre Connector.	Moderate

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15	15171 to 15182	Village of North Augusta	N/A	Urban Area	Per Township Official Plan
	15182 to 15372	North Augusta to Merrickville	1,200 to 1,600	Inter-centre Connector	Moderate to Severe
	15372 to 15387	Village of Merrickville	N/A	Urban Area	Per Village Official Plan
16	16000 to 16046	County Road 29 to Jasper	500 to 1,100	Inter-centre Connector	Moderate
	16046 to 16055	Village of Jasper	N/A	Urban Area	Per Township Official Plan
	16055 to 16186	Jasper to Merrickville	1,000 to 1,600	Inter-centre Connector	Moderate to Severe
17	17002 to 17002	Village of Jasper	N/A	Urban Area	Per Township Official Plan
	17002 to 17085	Jasper to Smiths Falls	2,300 to 3,200	Inter-centre Connector	Severe
18	18000 to 18043	Prescott to Domville	3,000 to 4,200	Inter-centre Connector	Severe
	18043 to 18051	Hamlet of Domville	N/A	Hamlet Area	Slight
	18051 to 18070	Domville to Weir Road	2,250	Inter-centre Connector	Severe
	18070 to 18114	Weir Road to Roebuck	750	Inter-centre Connector	Moderate
	18114 to 18115	Hamlet of Roebuck	N/A	Hamlet Area	Slight
	18115 to 18247	Road 21 to Bishops Mills	250 to 450	Area Service	Slight
	18247 to 18256	Hamlet of Bishops Mills	N/A	Hamlet Area	Per Township Official Plan
	18256 to 18369	Bishops Mills to Oxford Mills	600 to 1,100	Inter-centre Connector	Moderate
	18369 to 18390	Hamlet of Oxford Mills	N/A	Hamlet Area	Per Township Official Plan

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18	18390 to 18439	Oxford Mills to Kemptville	2,300 to 2,800	Inter-centre Connector	Severe
	18439 to 18446	Town of Kem tville	N/A	Urban Area	Per Township Official Plan
19	19000 to 19011	County Road 24 to County Road 43	1,000	Urban Arterial Connector	Slight
	19001 to 19116	County Road 43 to RMOB Bound	2,600 to 4,000	Inter-centre Connector	Severe
20	20000 to 20035	Road 18 to East Oxford	200	Inter-centre Connector	Moderate
	20035 to 20041	Hamlet of East Oxford	N/A	Hamlet Area	Per Township Official Plan
	20041 to 20073	East Oxford to Oxford Station	400 to 600	Inter-centre Connector	Moderate
	20073 to 20080	Hamlet of Oxford Station	N/A	Hamlet Area	Per Township Official Plan
	20080 to 20156	Oxford Station to Heckston	800	Inter-centre Connector	Moderate
	20156 to 20157	Hamlet of Heckston	N/A	Hamlet Area	Per Township Official Plan
	20157 to 20182	County Road 22 to Dundas Coun Bound	550	Inter-centre Connector	Moderate
21	21000 to 21120	County Road 15 to Roebuck	550 to 900	Inter-centre Connector	Moderate
	21120 to 21125	Hamlet of Roebuck	N/A	Urban Area	Per Township Official Plan
	21125 to 21183	Roebuck to Spencerville	1,600 to 1,750	Inter-centre Connector	Severe
	21183 to 21190	Village of Spencerville	N/A	Urban Area	Per Township Official Plan
	21190 to 21263	County Road 44 to Shanly	800	Inter-centre Connector ,	Moderate
	21263 to 21272	Hamlet of Shanly	N/A	Hamlet Area	Per Township Official Plan

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21	21272 to 27296	to Shanly <u>Dundas County Boundary</u>	650	Inter-centre Connector	Moderate
22	22000 to 22016	Village of Cardinal	N/A	Urban Area	Per Village Official Plan
	22016 to 22043	Cardinal to Hwy 401	2,500	Inter-centre Connector	Severe
	22043 to 22064	Hwy 441 to Brouseville	1,850	Inter-centre Connector	Severe
	22064 to 22069	Hamlet of Brouseville	N/A	Hamlet Area	Per Township Official Plan
	22069 to 22099	Brouseville to Pittston	1,500	Inter-centre Connector	Severe
	22099 to 22103	Hamlet of Pittston	N/A	Hamlet Area	Per Township Official Plan
	22103 to 22242	Pittston to Heckston	1,200 to 1,650	Inter-centre Connector	Moderate to Severe
	22242 to 22246	Hamlet of Heckston	N/A	Hamlet Area	Per Township Official Plan
	22246 to 22402	Heckston to <u>County Road 19</u>	1,500 to 1,700	Inter-centre Connector	Severe
23	23000 to 23062	County Road 43 to Burritts Rapids	350	Resort Service	Slight
	23062 to 23084	Hamlet of Burritts Rapids	N/A	Hamlet Area	Per Township Official Plan
	23084 to 23100	Burritts Rapids to <u>County Road No. 43</u>	650	Inter-centre Connector	Moderate
24	24000 to 24009	Town of Kemptville	N/A	Urban Area	Per Township Official Plan
	24009 to 24029	Kemptville to County Road 43	1,150 to 2,700	Extension of Urban Arterial	Slight
25	25000 to 25037	County Road 18 to <u>County Road 43</u>	600 to 1,100	Inter-centre <u>Connector</u>	Moderate
26	26000 to 26132	Brockville to Maynard	2,000 to 3,600	Inter-centre Connector	Severe

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26	26132 to 26143	Hamlet of Maynard	N/A	Hamlet Area	Per Township Official Plan
	26143 to 26172	Maynard to <u>County Road 18</u>	1,700	Inter-centre Connector	Severe
27	27000 to 27066	County Road 2 to Lyn	700 to 1,100	Inter-centre Connector	Moderate
	27066 to 27086	Village of Lyn	N/A	Urban Area	Per Township Official Plan
	27086 to 27133	Lyn to Brockville	2,500 to 3,000	Inter-centre Connector	Severe
28	28000 to 28127	County Road 29 to <u>County Road 6</u>	500	Inter-centre Connector	Moderate
29	29000 to 29134	City of Brockville to Addison	3,200 to 13,000	Inter-centre Connector	Severe
	29134 to 29142	Hamlet of Addison	N/A	Hamlet Area	Per Township Official Plan
	29142 to 29229	Addison to Frankville	2,900	Inter-centre Connector	Severe
	29229 to 29237	Hamlet of Frankville	N/A	Hamlet Area	Per Township Official Plan
	29237 to 29	Frankville to Smiths Falls	3,000 to 4,500	Inter-centre Connector	Severe
30	30000 to 30047	County Road 42 to County Road 29	850	Inter-centre Connector	Moderate
31	31000 to 31044	County Road 2 @ Blue Church to County Road 26	500	Inter-centre Connector	Moderate
32	32000 to 32179	Hwy 401 to Hwy 15	1,600 to 3,200	Inter-centre Connector	Severe
33	33000 to 33078	Hwy 15 to Lyndhurst	1,650	Inter-centre Connector	Severe
	33078 to 33086	Village of Lyndhurst	N/A	Urban Area	Per Township Official Plan

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T	33086 to 33145	Lyndhurst to <u>County Road 42</u>	1,700	Inter-centre Connector	Severe
34	34000 to 34142	County Road 2 to Lansdowne	400 to 1,200	Area Service	Slight
	34142 to 34148	Village of Lansdowne	N/A	Urban Area	Per Township Official Plan
35	35000 to 35036	County Road 32 to Coun Road 34	750	Area Service	Slight
36	36000 to 36012	Village of Westport	N/A	Urban Area	Per Village Official Plan
	36012 to 36102	Westport to Lanark County Bound	500 to 700	Inter-centre Connector	Moderate
37	37000 to 37020	County Road 2 to Howe Island Fe Dock	400	Resort Service	Slight
38	38000 to 38096	Highway 15 to Government Dock Road	200 to 400	Resort Service	Slight
39	39000 to 39019	Charleston Lake Park Road	300	Resort Service	Slight
40	40000 to 40012	Hamlet of Charleston	N/A	Hamlet Area	Per Township <i>Official Plan</i>
	40012 to 40073	Charleston to Athens	1,500	Inter-centre Connector	Moderate
	40073 to 40081	Village of Athens	N/A	Urban Area	Per Village Official Plan
41	41000 to 41053	County Road 15 to <u>County Road 16</u>	600	Inter-centre Connector	Moderate
42	42000 to 42076	County Road 29 to Athens	4,000	Inter-centre Connector	Severe
	42076 to 42084	Village of Athens	N/A	Urban Area	Per Village Official Plan
	42089 to 42234 .	Athens to Delta	1,500 to 2,500	Inter-centre Connector	Severe
	42234 to 42255	Village of Delta	N/A	Hamlet Area	Per Township Official Plan

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42	42255 to 42289	Delta to Phillipsville	1,400	Inter-centre Connector	Moderate
	42289 to 42300	Hamlet of Phillipsville	N/A	Hamlet Area	Per Township Official Plan
	42300 to 42345	Phillipsville to Forfar	1,400	Inter-centre Connector	Moderate
	42345 to 42349	Hamlet of Forfar	N/A	Hamlet Area	Per Township Official Plan
	42349 to 42432	Forfar to Newboro	800 to 1,800	Inter-centre Connector	Moderate to Severe
	42432 to 42449	Village of Newboro	N/A	Urban Area	Per Township Official Plan
	42449 to 42514	Newboro to Westport	2,000	Inter-centre Connector	Severe
	42514 to 42519	Village of Wert	N/A	Urban Area	Per Village Official Plan
43	43000 to 43026	Village of Merrickville	N/A	Urban Area	Per Village Official Plan
	43026 to 43200	Merrickville to Kemptonville	3,000	Inter-centre Connector	Severe
	43200 to 43220	Kemptonville Urban Area	N/A	Urban Area	Per Township Official Plan
	43220	Kemptonville to Dundas <u>County Bound</u>	3,600	Inter-centre Connector	Severe
44	44000 to 44111	Hwy 416 near Hwy 401 to Spencerville	700	Traffic Barrier Service	Slight
	44111 to 44120	Village of Spencerville	N/A	Urban Area	Per Township Official Plan
	44120 to 44244	Spencerville to County Road 20 @ Millars Cors	700 to 1,000 (Estimated)	Traffic Barrier Service	Slight
	44244 to 44329	County Road 20 @ Millars Cors to Kemptonville	2,000 to 3,300	Inter-centre Connector	Severe

SCHEDULE TO COUNTY ROADS ACCESS POLICY

Revised: December 1999

ROAD NO.	STATION NOS.	LOCATION DESCRIPTION	ESTIMATED TRAFFIC VOLUME VPD	ASSUMPTION CRITERIA	RESTRICTION FOR NEW LOTS
44	44329 to 44352	Town of Kemptville	N/A	Urban Area	Per Township Official Plan
	44352 to 44389	Kemptville to RMOC Bound	3,800	Inter-centre Connector	Severe
45	45000 to 45015	County Road 2 to End of Road	500	King's Highway Connector	Moderate
46	46000 to 46047	County Road 2 to County Road 27	1,700	Inter-centre Connector	Severe
	46047 to 46047	County Road 27 in Lyn to North Limits of Lyn	N/A	Urban Service	Per Township Official Plan
	46047 to 46127	Lyn to County Road 29	425 to 1,450	Inter-centre connector	Moderate
47	47000 to 47015	Village of Seeley's Bay	N/A	Urban Area	Per Village Official Plan
	47015 to 47022	Seeley's Bay to County Road 15 (East)	800	Urban Arterial Extension	Slight