



# **Entrance Policy to Establish the Frequency, Location, Construction and Use**

**November 2022**



## Entrance Policy

Authorizing By-law: 3552-2022

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## Policy Statement:

This policy describes the process used to establish the frequency, location, construction and use of entrances onto roads under the jurisdiction of the County of Lennox and Addington.

## Application:

This policy applies to all entrances onto roads under the jurisdiction of the County of Lennox and Addington.

## Purpose:

The purpose of this policy is to define the requirements and procedures, for the submission, review, permitting, inspection and approval of entrances to County Roads. The objective of the policy is to balance the two major functions of the County Road system; moving traffic and providing access to properties, while:

- a) Protecting the safety of all road users through the orderly control of traffic movements.
- b) Encouraging and fostering growth and development throughout the County within the context of the County Official Plan and the Local Municipalities Official Plans and Zoning By-Laws.
- c) Protecting the public investment in the County Road System.
- d) Ensuring that all new developments have suitable and legal access.

## Definitions:

**Agricultural Entrance** Means a farm or field entrance.

**Alter Existing Entrance** Means changing the use, surface type, width, culvert length or the location of an existing entrance.

**Applicant** Means any person, group or corporate body who applies to the County for permission to construct, relocate or alter an entrance to a County Road.

**Culvert** An open-ended, underground pipe that carries surface storm water under a road or entrance.

**Director** The County of Lennox & Addington Director, Infrastructure Services or his/her designate.

**Entrance** A private road, entranceway, gate or other structure or facility constructed or used as a means of access to a County Road. Entrances are classified in accordance with their use and the approved zoning of the property. For example, a property must be zoned as Commercial to permit the construction of a commercial entrance.

**Farm Entrance** Provides access to farm buildings and agricultural lands which may include access to a farm residence.

**Field Entrance** Provides access to agricultural fields or woodlots.

**Highway** Includes a common and public highway and any bridge, trestle, viaduct or other structure, forming part of the highway, and except as otherwise provided, includes a portion of the highway and the area between the lateral property lines thereof. All County Roads are included in this definition.

**Industrial/Commercial/Institutional (ICI) and Multi-Residential Entrance** Provides access to: a location where goods are manufactured or sold to the public, to institutional areas such as schools and hospitals, or to residential facilities such as apartments and townhouse developments having a common parking area outside the County right of way.

**In-Filling** In the past small concentrations of development, generally residential, occurred in certain locations in the form of strip or ribbon development along rural roadways. This development generally predated the establishment of Official Plan and Zoning By-law controls within local municipalities. For the purpose of this policy, “In-filling” will be considered as the use of vacant land within the area of concentrated development, for further construction or development, **but not extending the limits of the concentrated development.**

**Intersection** The area within the projection or connection of the lateral boundary lines of two (2) or more highways that meet one another at an angle whether or not one highway crosses the other.

**Inquiry** A request to the County by a prospective property buyer or their agent to determine if an Entrance Permit for an existing entrance has been issued or if the installation of a new entrance is feasible.

**Lot** A parcel or tract of land which is capable of being legally conveyed in accordance with the provisions of the Planning Act.

**Mutual Entrance** Is a shared or common entrance that provides access to two (2) properties where individual entrances are not feasible due to physical constraints or inadequate spacing between adjacent entrances. Both properties must have the same or compatible land use designations. The entrance is normally constructed astride the common property line, but may be located in another location subject to County approval. Parts must be surveyed for easements and reciprocal easements must be deeded to both property owners to establish legal access to both properties. Further, a 0.3m (1 foot) reserves **to restrict access** must be surveyed across the frontage of both parcels with the exception of an opening in the reserve where the mutual entrance is located. These reserves must be conveyed to the County as real property. See Appendix 2 which illustrates a typical mutual entrance configuration.

**Other Entrance** An entrance that provides access, or additional access, and that does not fit any other entrance type defined under this policy.

**Pedestrian Entrance** Provides pedestrians access from a walkway, trail or pathway to a County Road.

**Percent (%) Grade** Means the rate of rise or fall with respect to the horizontal.

**Posted Speed** The maximum speed for vehicles as indicated by the regulatory signs posted on the roadway. Where signs are not present, statutory speed limits in accordance with the Highway Traffic Act shall apply. Where the posted speed changes within the prescribed sight distance for an entrance, the higher posted speed shall be used to determine the minimum sight distance.

**Private Road Entrance** Provides access to a County Road from a private right of way that is not maintained by the local municipality. Includes sub-division roads, until they have been assumed by the municipality.

**Property Line** The common boundary line between adjacent properties.

**Public Road Entrance** Provides access to a County Road from another County Road or from a Municipal road or street that is maintained by the local municipality.

**Residential Entrance** Provides access to a residential property with no more than four (4) dwelling units.

**Rural Entrance** An entrance that is located within the limits of a rural County Road section. A rural road section is generally any portion of a County Road that is constructed with open roadside ditches.

**Sight Distance** The minimum stopping sight distance is the minimum distance required for a driver to bring a vehicle travelling at the posted speed to a stop before reaching a visible stationary object in its path. It is the sum of perception distance, reaction distance and braking distance under wet road conditions.

**Temporary Entrance** Provides access to a property for a limited period, not to exceed the **as permitted** duration, for the purpose of construction, repairs or improvements on that property or to facilitate a staged development. The temporary entrance must be removed as stipulated on the permit and the right-of-way must be restored to its original or better condition.

**Urban Entrance** An entrance that is located within the limits of an urban County Road section. An urban road section is generally any portion of a County Road that is constructed with any of the following features: curb, gutter, sidewalk or storm sewer.

**Utility Entrance** Provides access to a utility station such as a Hydro Sub Station, Pumping Station, Communication Tower, etc.

**Vehicle** Includes a motor vehicle, trailer, traction engine, farm tractor, road building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or street car.

## Fees and Deposits:

Non-refundable application fees and refundable deposits shall be in accordance with The Corporation of the County of Lennox and Addington **By-law No.3381/17** (as amended) *A By-law to Establish Fees and Charges for Roadway and Right-of-way Permits on Roads Under the Jurisdiction of the County of Lennox and Addington.*

Fees and deposits will be waived for entrance applications submitted by a Local Municipality located within the County of Lennox & Addington.

## Type, Location, Spacing and Number of Entrances:

### Type of Entrance

Entrance types governed by this policy as defined in “2.0 – DEFINITIONS” are as follows:

- i. Agricultural (Farm and Field)
- ii. Industrial, Commercial, Institutional (ICI) and Multi Residential
- iii. Mutual
- iv. Other
- v. Pedestrian
- vi. Private Road
- vii. Public Road
- viii. Residential
- ix. Temporary
- x. Utility

All entrances applied for must be of a type consistent with the permitted use of the land being accessed, as designated by the County Official Plan and/or the Local Municipal Official Plan and/or Zoning By-law.

### Location of Entrance

Road safety, road efficiency and local site condition criteria must be satisfied before access to a County Road will be permitted.

### Road Safety Criteria

#### Stopping Sight Distance

All new entrances must provide **unobstructed sight distance**, in **both** directions as shown in the following table. When braking occurs on a downgrade, the effect of the grade is to increase the required braking distance. Conversely, on an upgrade the effect is to reduce the required braking distance. Therefore, the minimum stopping sight distance is adjusted for entrances on County Roads where the grade exceeds 3 percent. For the purposes of this policy the County has adopted the Minimum Stopping Sight Distances defined in the Transportation Association of Canada Geometric Design Guide for Canadian Roads.

The measurement of minimum site distances shall be in accordance with the following standards:

- a. The driver’s eye level is defined as 1.05 metres above ground.
- b. The height of object (vehicle headlights) is defined as 0.65 metres above the road surface.
- c. For vehicles accessing the county road, visibility is measured from the driver’s eye level, at a point set back 3 metres from the edge of pavement.

County Road Posted Speed (kilometres per hour)	Minimum Stopping Sight Distance (m = metres)				
	Grade of County Road less than 3%	Grade of County Road greater than 3%			
		Upgrade		Downgrade	
		Greater than 3% but less than 6%	6% or greater	Greater than 3% but less than 6%	6% or greater
80	160 m	150 m	140 m	170 m	200 m
70	135 m	125 m	120 m	145 m	165 m
60	110 m	105 m	100 m	115 m	130 m
50	85 m	80 m	80 m	90 m	100 m
40	65 m	60 m	60 m	65 m	75 m

**Example:** A new entrance to a County Road in an 80 km/h posted speed zone where there is a 6 percent grade must have a minimum sight distance of 140 metres (459 feet) in the direction downgrade from the entrance and 200 metres (656 feet) in the direction upgrade from the entrance.

**Improvement of Sight Distances:** Where the minimum required sight distances cannot be met without the removal of brush, earth embankment, rock cuts guiderail or other obstructions, the applicant may request permission to remove the obstructions, at no cost to the County. Such removals will normally be accomplished by a contractor retained by the owner and in accordance with the written specifications of the Director as stipulated in the Entrance Permit or an Excavation Permit may be required depending on the nature of the works. If the Director stipulates that the work must be undertaken by the County or its agent the applicant must enter into an agreement with the County or provide payment to the County for the total estimated cost of the work, before the work begins.

## Entrance - Proximity to Bridges and Structures

### Rural Entrances

Structures such as bridges may obstruct the vision of traffic using an adjacent entrance and traffic on the County Road approaching the entrance. Therefore, Rural entrances shall be located as shown in the table below:

Posted Speed (km/h)	Rural Entrance Type	Minimum Distance to Structure (m)
60 or greater	ICI, Multi Residential, Utility	150m
60 or greater	Residential, Agricultural	50m
50 or less	ICI, Multi Residential	As specified by the Director
50 or less	Residential	As specified by the Director

### Urban Entrances

The location of Urban entrances relative to structures shall be at the discretion of the Director.

## Entrance - Proximity to Intersections

### Rural Entrances

On rural road sections entrances located in close proximity to intersections may impact the operation and safety of the intersection. Where possible, access to properties with frontage on a County and public/private road shall be from the public/private road. Therefore, entrances shall be located as shown in the table below:

Posted Speed (km/h)	Rural Entrance Type	Minimum Distance to Intersection (m)
60 or greater	ICI, Multi Residential, Utility	150m
60 or greater	Residential, Agricultural	50m
50 or less	ICI, Multi Residential	As specified by the Director
50 or less	Residential	As specified by the Director

### Urban Entrances

The location of Urban entrances relative to intersections shall be at the discretion of the Director.

Unless otherwise indicated, the distance between entrances and intersections shall be measured from the centre of the entrance to the centre of the intersection.



## **Entrance - Proximity to Acceleration and Deceleration Lanes**

### **Rural Entrances**

On Rural road sections entrances must be located at least 50m from acceleration or deceleration lane including the lane taper.

### **Urban Entrances**

The location of Urban entrances relative to acceleration or deceleration lane including the lane taper shall be at the discretion of the Director.

## **Public/Private Roads – Proximity to Intersections**

### **Rural Areas**

New roads resulting from Plans of Subdivision shall generally be permitted to intersect with a County Road at a distance of **not less than 400m** from an existing or proposed intersection onto a rural County Road section. All proposed new roads will be considered in the context of the proposed subdivision, existing area roads and supporting studies including but not limited to a Traffic Impact Study. The location of a new road relative to an existing intersection will be at the discretion of the Director.

### **Urban Areas**

New roads resulting from Plans of Subdivision shall generally be permitted to intersect with a County Road at a distance of **not less than 200m** from an existing or proposed intersection onto an Urban County Road section. All proposed new roads will be considered in the context of the proposed subdivision, existing area roads and supporting studies including but not limited to a Traffic Impact Study. The location of a new road relative to an existing intersection will be at the discretion of the Director.

## **Road Efficiency Criteria**

### **Proximity to Adjacent Entrances**

For the purposes of this policy the **road sections** of the County Road system are divided into six groups (see Appendix 2) based upon the following major considerations: traffic volume, type of traffic and the nature of the road. Spacing of all entrance types, except Industrial/Commercial/Institutional/Multi-Residential shall be as described in Appendix 1.

Spacing of **Commercial/Industrial/Institutional/Multi-Residential** shall be subject to site plan review and approval by the Director.

On **urban road sections**, in towns, villages, hamlets and settlement areas, one (1) residential entrance per lot shall be permitted.

In **built-up areas** that are not designated as towns, villages, hamlets or settlement areas, residential entrances will be permitted only where the need for the entrance is as a result of “in-filling” and the mandatory road safety criteria are met. Residential entrances which **extend the limits of existing urban or built-up areas** shall not be permitted.

A **vacant lot of record** will be permitted one (1) entrance to a County road provided that no alternative means of access is available and that the required Road Safety Criteria is met.

Unless otherwise indicated, the distance between adjacent entrances shall be measured from the centre of the adjacent entrance to the centre of the proposed entrance.

## Local Site Conditions

### Above and Below Ground Utilities

It is the applicant's responsibility to locate all underground utilities prior to the installation of their entrance. If utility poles, wires or other fixtures on the road allowance must be removed or relocated to accommodate the applicant's entrance, the cost of all such work shall be borne by the applicant. Coordination of such work with the applicable utility shall be the applicant's responsibility.

### Number of Entrances

The number of entrances permitted will be the **minimum** necessary to accommodate the needs of each development. Multiple entrances shall only be approved where a single entrance would not provide reasonable access. Entrances will be assessed on a case by case basis and if justified may be permitted at the discretion of the Director. In general, the following entrance limits will apply:

- xi. Residential Entrances: Only one (1) entrance per residential lot shall be permitted.
- xii. Farm Entrances: Only one (1) entrance per farm property shall be permitted.
- xiii. Field Entrances: As needed, and at the discretion of the Director, to provide access to the lands provided the minimum entrance spacing requirements can be achieved.
- xiv. Industrial, Commercial and Institutional (ICI) and Multi- Residential Entrances: Generally, a single entrance is preferred, however a Traffic Impact Study completed by the Developer shall be considered by the Director when determining the number of entrances required for the operation of a specific development.

## Administration:

### Entrance Inquiries

A prospective property buyer or their agent may inquire if an Entrance Permit has been issued for an **existing entrance**. The County staff will complete the necessary file search, at no cost, and respond within five (5) working days of receiving the inquiry.

Questions by prospective property owners or their agents regarding the possible location of **new entrances** will be reviewed by County staff. Staff will carry out a review and visit the site (if necessary) and respond to the inquiry within ten (10) working days.

### Entrance Application Process

Entrance applications **will not be approved** when winter conditions make site inspections impossible.

**Submission Requirements:** All requests to construct new entrances (except commercial/ industrial/institutional/multi-residential entrances) or to alter or close existing entrances on County Roads shall be submitted, on the appropriate online application forms. One (1) application shall be submitted for each entrance application. Applications shall include:

- i) Completed Entrance Application
- ii) Registered Survey Plan of property
- iii) Proof of Ownership

If a survey plan of the property is not available a detailed sketch with the appropriate dimensions must be submitted with the application.

**Application Review:** Applications will be reviewed by County staff for completeness and compliance with the policy. **The County review process will not begin until receipt of a complete application package, as described above.** The application process for non-commercial entrances that comply with the County policy will, under normal circumstances, not exceed **twenty (20) business days** from the date that the completed application is received until the entrance permit is issued. Changes to the application by the applicant during the review process may increase the length of the review period. Applications for industrial, commercial, institutional or multi-residential entrances will be considered in conjunction with the Site Plan Application or Sub-Division Application process. Under normal circumstances the application approval process shall not exceed **thirty (30) business days** from the date that the approved Site Plan or Plan of Subdivision is received.

**Site Inspection:** A site inspection by County staff shall normally be performed within ten (10) working days of receipt of the application. The site inspection shall determine if the application conforms to the County policy; the size, type, and location of the culvert required to ensure proper road drainage and the requirement for curb cuts, brushing or other work.

**Application Approval and Permit Issuance:** Applicants will be notified when their application has been approved and their Entrance Permit has been prepared. The entrance permit will be issued following the payment of the Permit Fee and the Refundable Deposit. The Entrance Permit will include Entrance Construction Specifications and any other specific requirements or conditions.

**Installation:** No work shall commence until the owner has received the Entrance Permit, a copy of which must be on the site while the work is being done. The property owner shall be responsible for the construction of the entrance and any works associated with it, including the necessary traffic safety measures (In accordance with Ontario Traffic Manual Book 7) during construction. The owner may engage a contractor to complete the work. The entrance shall be installed in accordance with the Entrance Permit and Construction Specifications and all specified requirements and conditions. **The County, at their sole discretion, may request advance notice of the installation date in order that County staff can be present at the commencement of installation.**

**Removal of Redundant Entrances:** Redundant entrances that are a result of the approval of a new entrance application shall be removed and the area restored as specified in the Entrance Permit. In urban road sections reinstatement may include the installation of curb and gutter, sidewalk and boulevard to conform to the existing conditions. Removal of existing entrances and restoration will be completed concurrent with the installation of the new entrance, at the owners cost, as specified in the Entrance Permit. The owners deposit shall not be returned until all such removals and reinstatement have been completed.

**Final Inspection:** The owner shall inform the County immediately after the installation of the entrance and the completion of any other work stipulated in the Entrance Permit. County staff shall inspect the site within ten (10) working days of receiving notification of completion. If the inspection is not successful the County shall notify the owner of the deficiencies to be remedied in accordance with “Non- Compliance with the Policy” paragraph below.

### **Denial of Entrance Application**

Entrance applications that do not conform to this policy shall be denied and the applicant shall be advised of the reason(s) the application is non-compliant with this policy.

### **Non-Compliance with the Policy**

Where a new entrance is constructed or an existing entrance is altered contrary to this Policy, the property owner shall be advised of their non-compliance with the County policy. Removal or correction of the non-compliant entrance shall occur not more than twenty (20) business days after this notification. If the non-compliant entrance is not removed or corrected the applicant’s deposit shall be forfeited and the entrance shall be removed or corrected by the County or its agent. Should the costs to the County exceed the deposit, the balance of the cost shall be charged to property owner. If no deposit has been received the total cost of the entrance removal will be charged to the property owner. The property owner shall not be entitled to any compensation or damages by reason of or arising out of the work associated with the non-compliant entrance. If necessary the Director may request that the local municipality include any balance owing to the County on the owner’s property tax bill.

### **Expiry of Entrance Permit**

Where the entrance has not been constructed within one (1) year of the date of the Entrance Permit being issued, then the Entrance Permit expires and shall be null and void. A request to renew the Entrance Permit must be made to the County Public within ninety (90) days of the expiry date of the original Entrance Permit. An Entrance Permit renewal may be approved or refused at the discretion of the Director. The fee to renew an Entrance Permit will be in accordance with The Corporation of the County of Lennox and Addington **By-law No.3381/17** (as amended) *A By-law to Establish Fees and Charges for Roadway and Right-of-way Permits on Roads Under the Jurisdiction of the County of Lennox and Addington.*

## **Maintenance of Entrances**

Residents having access to a County road are responsible for the maintenance of the entrance surface. Maintenance includes but is not limited to the removal of snow and ice, shoulder gravel and winter sand. During the winter the County requires that residents ensure that their culvert (when present) and roadside ditch does not become blocked as a result of improper snow deposit (blocking culvert and/or ditch) by the resident.

Culverts installed in the County road right-of-way become the property of the County and will be maintained by the County. Culverts that become plugged, collapse, deteriorate or become unsuitable for proper roadside drainage shall be cleared, flushed or replaced as required by the County at the County's expense.

## **Road Reconstruction/Rehabilitation**

Existing entrances that are affected by the reconstruction/rehabilitation of a County Road will be reinstated by the County. Any construction materials that are salvaged shall remain the property of the County.

## **ENTRANCE CONSTRUCTION SPECIFICATIONS:**

### **General Requirements:**

All works related to or forming a part of an approved entrance shall be carried out in accordance with the Entrance Permit and the following specifications:

**Entrance Configuration:** Shall conform to the designs shown in Appendix 2 for the type and location of entrance to be constructed.

**Entrance Angle of Approach:** The entrance shall as nearly as practicable intersect the County Road at 90 degrees. In exceptional circumstances, the Director may authorize an intersection of not less than 70 degrees.

**Entrance Grade:** Entrances must be designed, constructed and maintained to ensure that surface water from the adjoining property is not discharged onto the County Road, unless storm sewer drainage is available. Entrance Grade will be as per the specifications on the Entrance Permit.

**Surface Type and Width:** Shall be as specified below for each type of entrance.

The use of concrete or paving stones within the right-of-way is prohibited. The County will not be responsible for damage done to the portion of a driveway within the right-of-way if it has been changed or altered in any way.

**Agricultural Entrance:** (OPSD 301.010, 301.020, 301.030)  
Shall be surfaced with a least 150mm (6") crushed gravel (Granular "A"). Entrances will have a minimum entrance width of 5.0m and a maximum entrance width of 9.0m.

**Residential Entrance:** (OPSD 301.010, 301.020, 301.030, 351.010)

Shall be surfaced with a least 150 mm (6") crushed gravel (Granular "A"). Entrances of this type will normally have a minimum entrance width of 5.0m. Where rural entrances are to be paved, the entrance pavement grade shall match the shoulder crossfall. Where entrances grade down towards the road, the entrance shall be constructed to minimize drainage from the driveway entering the road. Where possible the entrance profile shall be as shown on OPSD 301.020. When paved these entrances shall have paved spillways to direct drainage into the roadside ditch.

**Industrial, Commercial, Institutional and Multi Residential:** (OPSD 350.010 and/or MTO Commercial Site Access Design)

Entrances of this type will have a surface type to meet the requirements of the number and types of vehicles using the entrance. In most cases this will require a paved surface. Entrances of this type will normally not be less than 6.0m in width. Entrances shall typically be designed in accordance with the Ministry of Transportation "Commercial Site Access Policy and Standard Designs." All such entrances shall be reviewed on a case by case basis and if appropriate, approved by the Director.

**Private and Public Roads:** (OPSD 300.010, 300.020)

Shall conform to the development/design standards of the municipality in which the development is situated.

**Curb and Gutter:** Where curb and gutter exists at the location of the proposed entrance, the applicant will be required to construct a curb cut at the entrance location. The existing curb shall be removed and replaced using material acceptable to the Director or altered in accordance with the Director's requirements. The area between the curb and sidewalk is to be paved with a minimum 50 mm thickness of asphalt HL3. If there is no sidewalk, the entrance is to be paved to the property line.

**Culverts:** The diameter of a culvert must be sufficient to maintain the free flow of water in the ditch. The typical rural entrance culvert is 450mm (18") diameter. The length of the culvert is determined by the width of the entrance plus the width of the slopes on both sides of the entrance, as measured from the bottom of the ditch. The culvert length and diameter will be determined by the County of Lennox & Addington and specified on the Entrance Permit.

**Headwalls:** No headwall located within the County road right-of-way shall extend above the surface of the roadway or shoulder.

**Catch Basins:** When a culvert in excess of 15.0m in length is required, the applicant may be required to install a manhole or catch basin at the midpoint or as deemed necessary, in the opinion of the Director, to facilitate proper surface drainage and provide access for maintenance.

## APPENDIX "1"

### ROAD CLASSIFICATION & SPACING OF ENTRANCES

For the purpose of determining entrance eligibility and entrance spacing requirements County Roads are classified as follows:

Road Classification	Minimum Spacing Requirements
Urban Collector	Per Built Up Area
Rural Collector	75m (250ft)
Urban Arterial	Per Site Plan
Rural Arterial	150m (500ft)
Major Arterial	No New Entrances
Controlled Access	Controlled - See By-law 2120/84, as amended

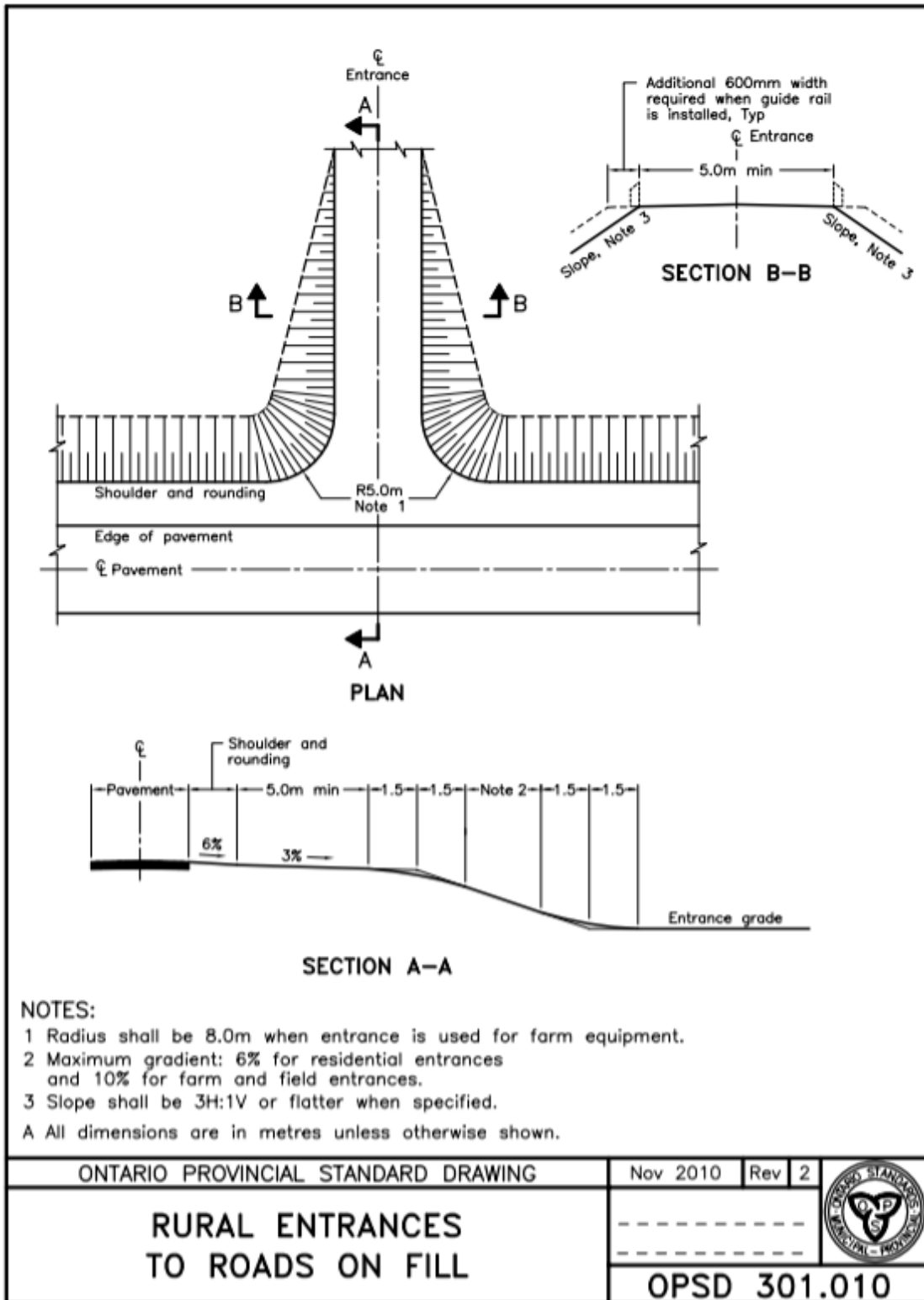
COUNTY ROAD	FROM	TO	CLASSIFICATION
County Road 1	County Road 10	Enviro Park Lane	Rural Arterial
County Road 1	Enviro Park Lane	Crouse Street	Urban Collector
County Road 1	Crouse Street	50m West of County Road 27	Rural Arterial
County Road 1	50m West of County Road 27	530m East of County Road 27	Urban Collector
County Road 1	530m East of County Road 27	450m West of County Road 4	Rural Arterial
County Road 1	450m West of County Road 4	870m East of County Road 4	Urban Collector
County Road 1	870m East of County Road 4	400m East of County Road 6	Rural Arterial
County Road 1	400m East of County Road 6	Colebrook Road	Urban Collector
County Road 1	Colebrook Road	County Boundary	Rural Arterial
County Road 2	County Road 10	Cherrywood Parkway	Rural Arterial
County Road 2	Cherrywood Parkway	Oke Road	Urban Collector
County Road 2	Oke Road	320m West of Creighton Drive	Rural Arterial
County Road 2	320m West of Creighton Drive	Shane Street	Urban Collector
County Road 2	Shane Street	County Boundary	Rural Arterial
County Road 3	County Boundary	County Road 41	Rural Collector
County Road 4	Highway 33	Highway 401	Major Arterial
County Road 4	Highway 401	225m South of County Road 1	Rural Arterial
County Road 4	225m South of County Road 1	Heritage Drive	Urban Collector
County Road 4	Heritage Drive	320m South of Lake Road	Rural Arterial
County Road 4	320m South of Lake Road	330m North of Lake Road	Urban Collector
County Road 4	330m North of Lake Road	Rogers/Adair Road	Rural Arterial
County Road 4	Rogers/Adair Road	240m West of Ball Park Drive	Urban Collector
County Road 4	240m West of Ball Park Drive	County Road 41	Rural Arterial
County Road 5	County Road 2	Highway 401	Urban Collector
County Road 5	Highway 401	County Road 18	Rural Arterial
County Road 5	County Road 18	County Road 4	Rural Collector
County Road 6	Highway 33	County Road 23	Urban Arterial
County Road 6	County Rd 23	Shane Street	Major Arterial
County Road 6	Shane Street	Highway 401	Urban Arterial
County Road 6	Highway 401	215m South of County Road 1	Rural Arterial
County Road 6	215m South of County Road 1	400m North of Cutler Road	Urban Collector
County Road 6	400m North of Cutler Road	950m South of Bethel Road	Rural Arterial
County Road 6	950m South of Bethel Road	150m South of Bethel Road	Urban Collector
County Road 6	150m South of Bethel Road	110m South of Moscow Road	Rural Arterial
County Road 6	110m South of Moscow Road	Milsap Road	Urban Collector
County Road 6	Milsap Road	County Road 14	Rural Arterial

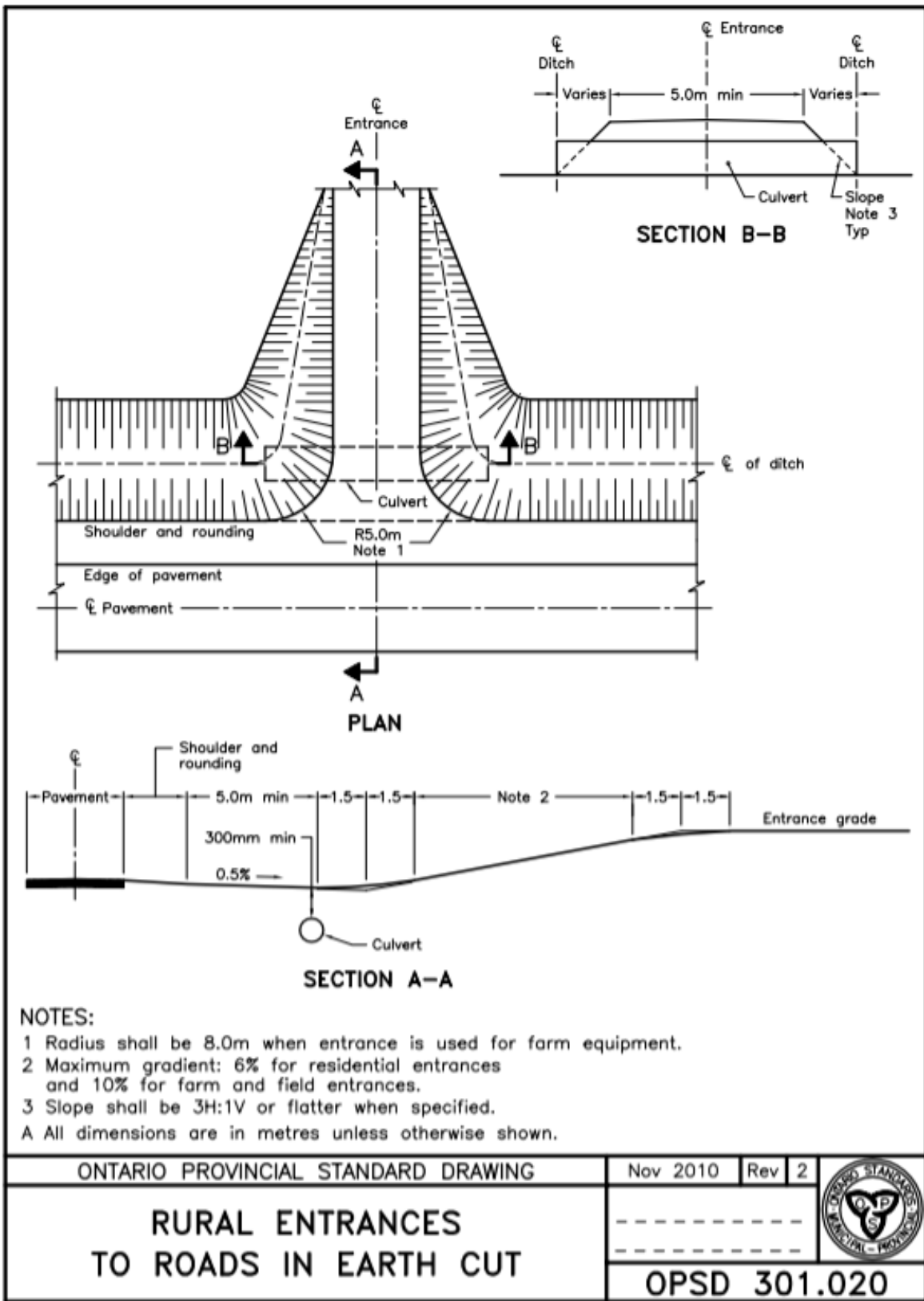
COUNTY ROAD	FROM	TO	CLASSIFICATION
County Road 7	Highway 33	Loyalist Boulevard	Urban Arterial
County Road 7	Loyalist Boulevard	County Road 2	Rural Arterial
County Road 8	Highway 33	County Road 21	Rural Collector
County Road 8	County Road 21	Golf Course Lane	Rural Arterial
County Road 8	Golf Course Lane	County Road 2	Urban Arterial
County Road 9	County Rd 8 (North Jct)	1.1km W of Southcrest Drive	Urban Collector
County Road 9	1.1km W of Southcrest Drive	County Road 8 (South Jct)	Rural Collector
County Road 10	County Road 2	Highway 401	Rural Arterial
County Road 10	Highway 401	County Road 11	Rural Collector
County Road 11	County Road 10	500m west of County Rd 41	Rural Collector
County Road 11	500m west of County Rd 41	665m east of County Rd 41	Urban Collector
County Road 11	665m east of County Rd 41	450m West of County Road 27	Rural Collector
County Road 11	450m West of County Road 27	County Road 27	Urban Collector
County Road 12	Enright Road	Partridge Lane	Rural Collector
County Road 12	Partridge Lane	Salmon River Road	Urban Collector
County Road 12	Salmon River Road	County Road 41	Rural Collector
County Road 13	County Boundary	County Road 41	Rural Collector
County Road 14	County Road 41	100m West of Miller Road	Rural Collector
County Road 14	100m West of Miller Road	County Road 27	Urban Collector
County Road 14	County Road 27	275m West of West Street	Rural Collector
County Road 14	275m West of West Street	Hilltop Drive	Urban Collector
County Road 14	Hilltop Drive	County Boundary	Rural Collector
County Road 15	County Road 4	Jones Street	Urban Collector
County Road 15	Jones Street	County Boundary	Rural Collector
County Road 16	County Road 1	County Road 11	Rural Collector
County Road 17	County Road 27	100m East of East Street	Urban Collector
County Road 17	100m East of East Street	County Road 4	Rural Collector
County Road 18	County Road 5	County Road 1	Rural Arterial
County Road 19	Highway 401	County Boundary	Rural Collector
County Road 20	County Road 6	County Boundary	Rural Collector
County Road 21	Highway 33	County Road 8	Rural Arterial
County Road 22	County Road 8	County Road 7	Rural Collector
County Road 23	County Road 4	County Road 24	Controlled Access
County Road 24	Highway 33	435m North of Golf Course Rd	Urban Arterial
County Road 24	435m North of Golf Course Rd	County Road 23	Major Arterial
County Road 25	County Road 8	South Shore Road	Rural Collector
County Road 26	Highway 33	County Road 23	Rural Collector
County Road 27	County Road 1	County Road 17	Urban Collector
County Road 27	County Road 17	County Road 14	Rural Collector
County Road 28	County Road 4	Factory Street	Rural Collector
County Road 28	Factory Street	County Road 6	Urban Collector
County Road 29	County Boundary	900m West of Upper Flinton Rd	Rural Collector
County Road 29	900m West of Upper Flinton Rd	300m East of 5 <sup>th</sup> Concession Rd	Urban Collector
County Road 29	300m East of 5 <sup>th</sup> Concession Rd	Highway 41	Rural Collector
County Road 30	Highway 41	County Boundary	Rural Collector
County Road 41	County Road 2	100m North of Isabella St	Urban Collector
County Road 41	100m North of Isabella St	Jim Kimmett/Richmond Blvd	Urban Arterial
County Road 41	Jim Kimmett/ Richmond Blvd	Salmon River Bridge	Rural Arterial
County Road 41	Salmon River Bridge	100m North of Homestead Rd	Urban Collector
County Road 41	100m North of Homestead Rd	Lakeshore Drive	Rural Arterial
County Road 41	Lakeshore Drive	400m North of Thomas Street	Urban Collector
County Road 41	400m North of Thomas Street	500m South of Highway 7	Rural Arterial
County Road 41	500m South of Highway 7	Highway 7	Urban Collector

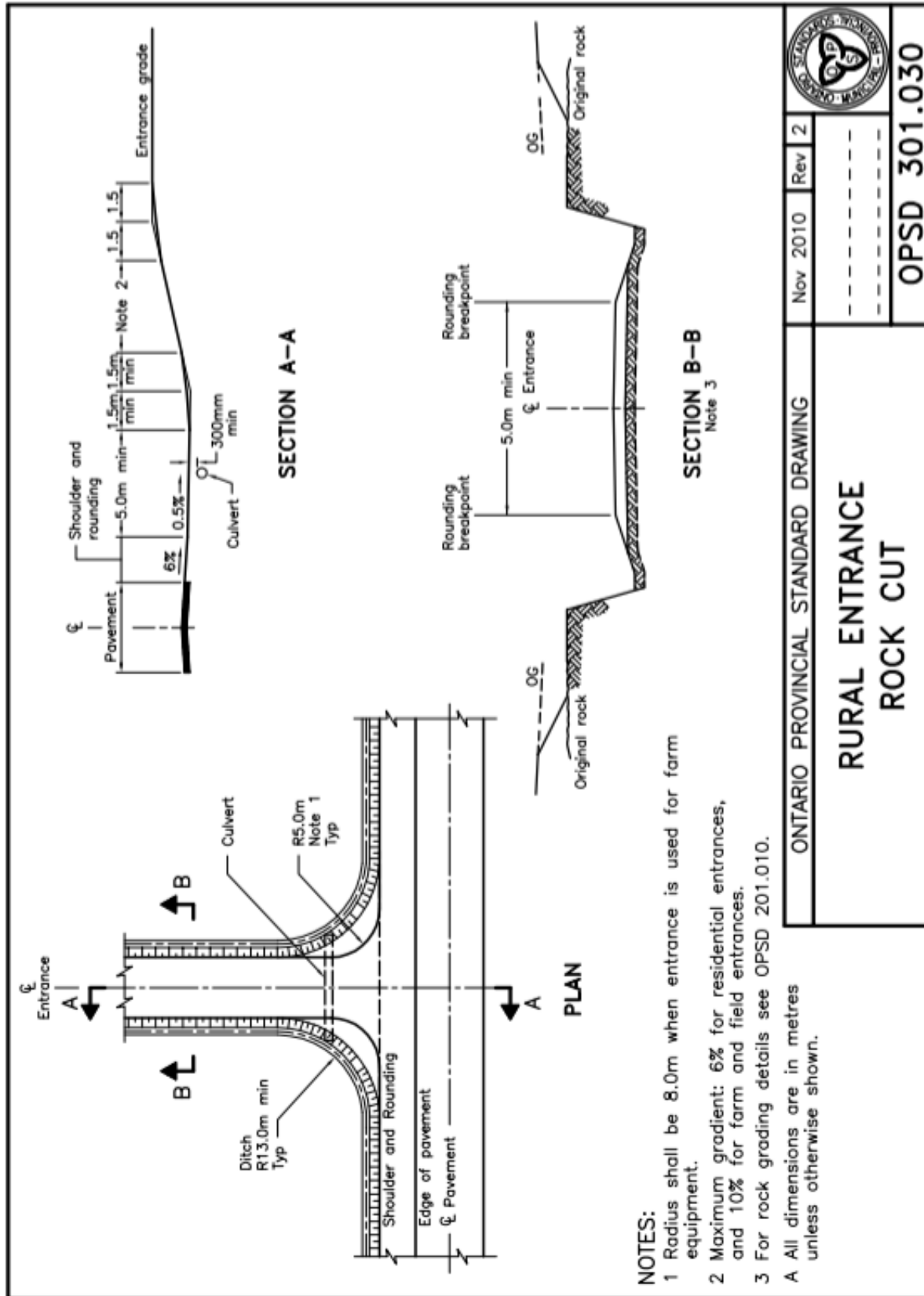


## APPENDIX "2"

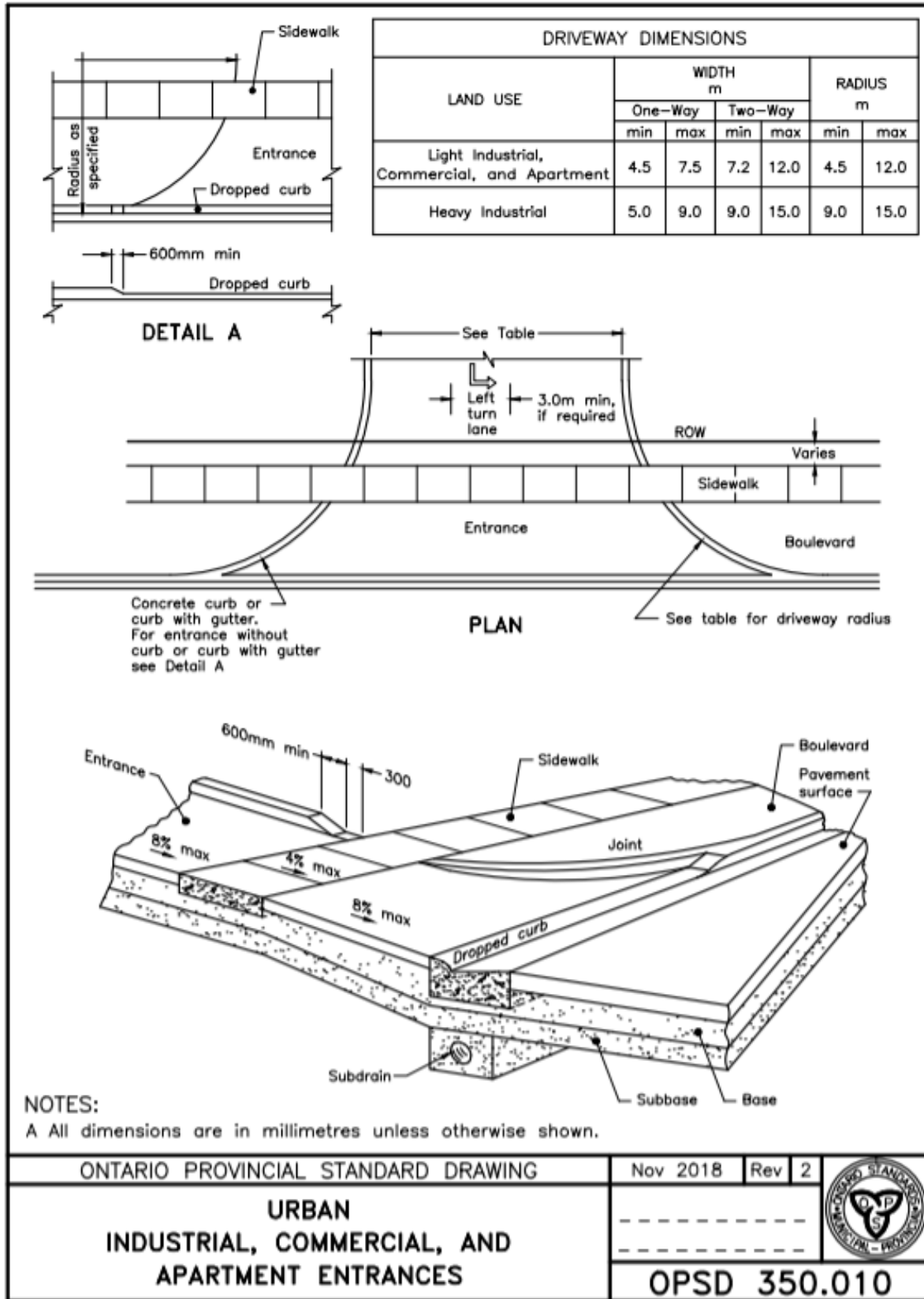
### STANDARD ENTRANCE DRAWINGS

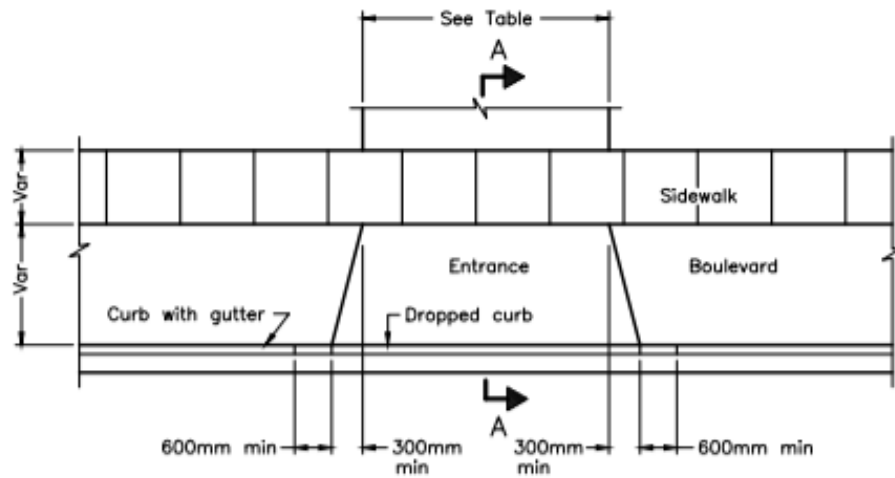




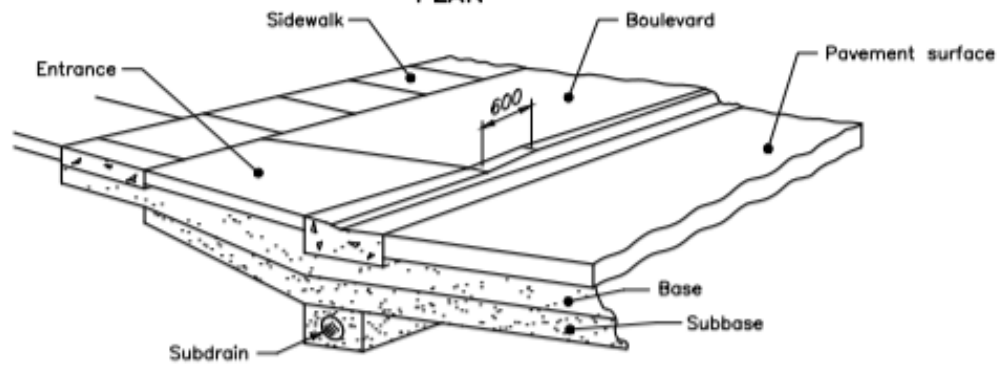


	
ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2010 Rev 2
<h2 style="margin: 0;">RURAL ENTRANCE ROCK CUT</h2>	
<h3 style="margin: 0;">OPSD 301.030</h3>	

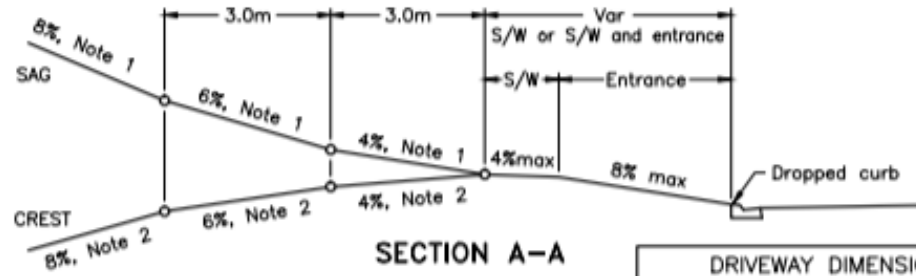




**PLAN**



**ISOMETRIC VIEW**

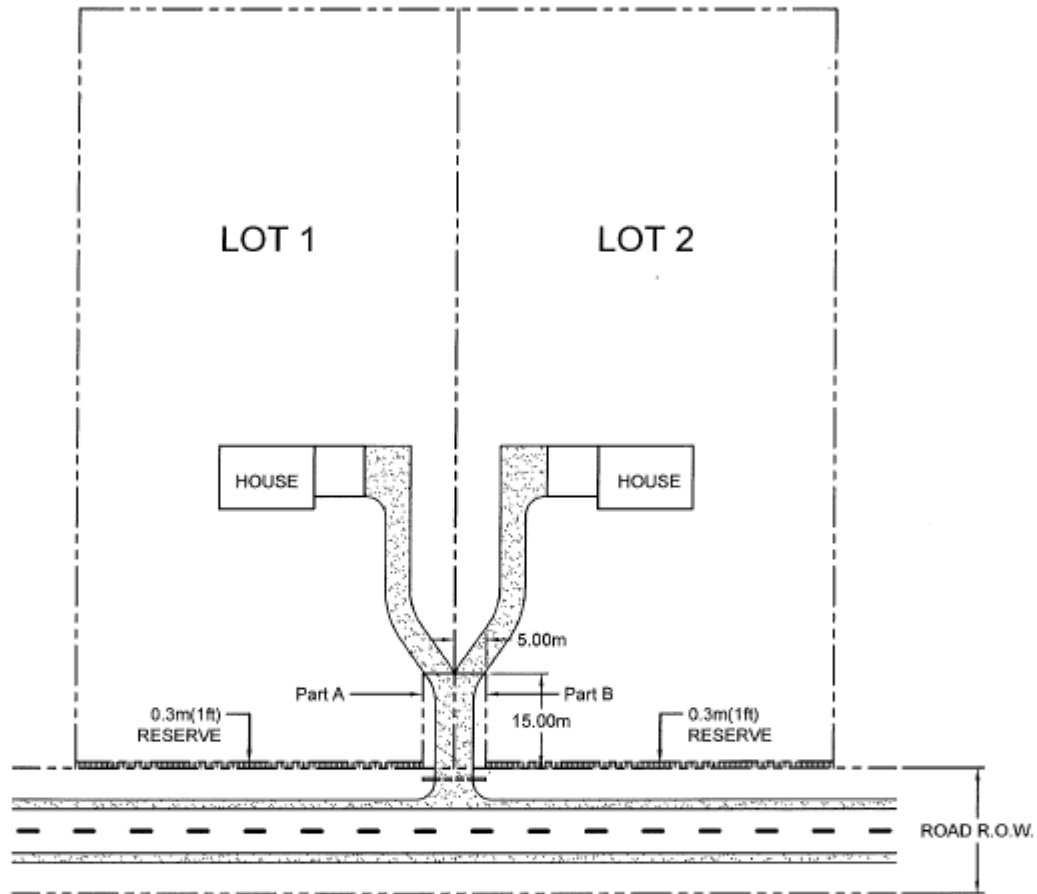


**SECTION A-A**

- NOTES:**  
 1 Maximum upgrade shall be 10%.  
 2 Maximum downgrade shall be 8%.  
 A All dimensions are in millimetres unless otherwise shown.

DRIVEWAY DIMENSIONS				
LAND USE	WIDTH m			
	Single		Double	
	min	max	min	max
Residential	3.0	4.3	6.0	7.3

ONTARIO PROVINCIAL STANDARD DRAWING		Nov 2018	Rev 2	
<p style="text-align: center;"><b>URBAN RESIDENTIAL ENTRANCE</b></p>		-----		
		<p style="text-align: center;"><b>OPSD 351.010</b></p>		

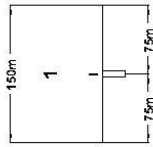


**NOTES:**

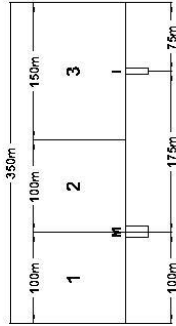
- Owner of Lot 1 grants right-of-way over Part A to Owner of Lot 2.
- Owner of Lot 2 grants right-of-way over Part B to Owner of Lot 1.
- 0.3m (1ft) reserve across frontage of both lots (except at entrance) deeded to the County.

County of <i>Lennox and Addington</i>	<b>Rural MUTUAL Entrance          Typical Configuration</b>	
	Scale 1:1000	Feb 5/08
	J.KLAVER	DRAWING ENT-M1

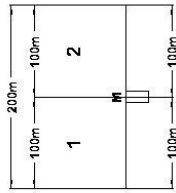
# ENTRANCE CONFIGURATION OPTIONS RURAL ARTERIAL



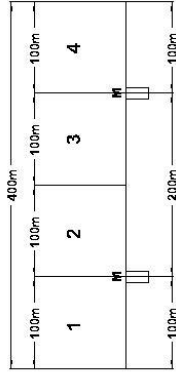
**RURAL ARTERIAL  
INDIVIDUAL ENTRANCE**



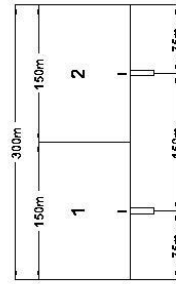
**RURAL ARTERIAL  
INDIVIDUAL & MUTUAL ENTRANCES**



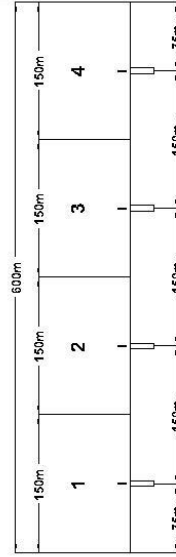
**RURAL ARTERIAL  
MUTUAL ENTRANCE**



**RURAL ARTERIAL  
MUTUAL ENTRANCES**

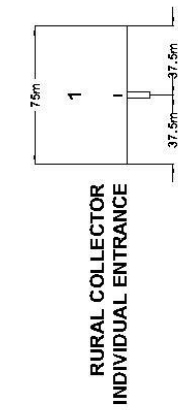


**RURAL ARTERIAL  
INDIVIDUAL ENTRANCES**

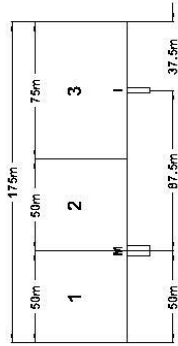


**RURAL ARTERIAL  
INDIVIDUAL ENTRANCES**

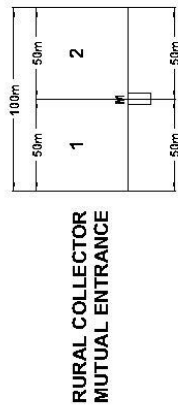
# ENTRANCE CONFIGURATION OPTIONS RURAL COLLECTOR



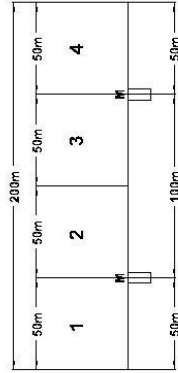
**RURAL COLLECTOR  
INDIVIDUAL ENTRANCE**



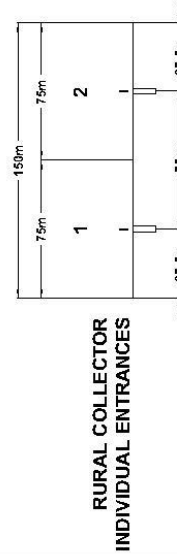
**RURAL COLLECTOR  
INDIVIDUAL & MUTUAL ENTRANCES**



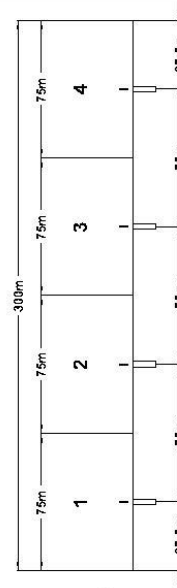
**RURAL COLLECTOR  
MUTUAL ENTRANCE**



**RURAL COLLECTOR  
MUTUAL ENTRANCES**



**RURAL COLLECTOR  
INDIVIDUAL ENTRANCES**



**RURAL COLLECTOR  
INDIVIDUAL ENTRANCES**