
Annex 1 – Road Classification and Rights-of-Way Protection

This annex describes road classifications for City roads that, other than local roads, are illustrated on Schedules E to H. Rights-of-way and protection requirements for various roads are described in ~~Table 1~~ ~~Tables 1 to 14~~ of this annex. Additional policies on rights-of-way are also found in the following Sections 1 and 2 of this annex.

1.0 – Classification Summary

The description that follows of the various classifications of roads is not meant to be interpreted as an absolute standard or limit, which if varied, would automatically necessitate an amendment to this Plan. Rather, these characteristics are intended to act as benchmarks against which variations in any given situation can be assessed in light of the relevant goals and objectives of this Plan.

Policy ~~32~~ ~~34~~ of Section 2.3.1 of this Plan states under what circumstances an amendment is required for changes – additions or deletions – of certain identified road classes on Schedules E to H. The following highlights the classification system used in this Plan for existing and future City roadways:

City Freeway

City freeway describes a limited access highway with high-speed traffic that serves the need for intra-city travel similar to the provincial limited access highways. ~~Ottawa Road Highway~~ 174 between Highway 417 (Queensway) and Trim Road in Orléans is the only city freeway.

Arterial Roads

The arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances. The majority of these roadways were formerly identified as regional roads. To best provide access to arterials, block lengths and intersections should be spaced and designed to accommodate all transportation modes; vehicular access to adjacent properties should be controlled to minimize turning movements and to reduce conflicts between travel modes; and arterials road corridors should provide a high degree of connectivity between land uses and places along and across the route. For certain roads such as the Airport Parkway, the City may apply different standards to development with regard to access and setbacks. It is recognised that the arterial road system links to provincial and inter-provincial roads, which are all an integral part of the overall network.

Arterial roads function as major public corridors in the urban communities and villages they traverse. They not only accommodate car and truck traffic, but also serve pedestrians, cyclists and public transit buses. The roadway and its boulevard are therefore designed to meet the needs of these users through the provision, where appropriate, of such features as sidewalks, cycling lanes, and bus stops and shelters. In parts of the urban area and villages additional roadside features include: street furniture, pedestrian-scale lighting, and trees and other landscaping. This greenery provides visual appeal, summer shade and a defining sense of the linear nature of these travel

corridors. The planning of land uses and the local road network on lands adjacent to arterial roads may occur in a manner that can reduce the need for noise attenuation barriers or fencing along extensive lengths of roadway. [Amendment 15, September 8, 2004]

Major Collector and Collector Roads

The collector roads connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than do the arterials. Direct access to collector roads from adjacent properties will be permitted where such access will not introduce traffic safety or capacity concerns. The design and construction of collector roads will accommodate the safe and efficient operation of transit services. In general, a major collector is a roadway that acts as a connection between an arterial road and collector roads.

Collector roads are the principal streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists, and pedestrians. The reduced speed and volumes of traffic on collector roads, compared with arterial roads, make collectors more accommodating for cyclists and pedestrians. Tree plantings, bus stops, community mailboxes and other streetscape features create roadways that are integrated with their neighbourhood. [Amendment 15, September 8, 2004]

Local Roads

Local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances. Local roads, to varying degrees, also serve a collector road function by distributing traffic between collector streets and other local streets. Pedestrians and cyclists are major users of local roads, starting or finishing their journeys along these roads. [Amendment 15, September 8, 2004]

2.0 – Rights-of-Way Protection Requirements

Section 2.3.1 Transportation indicates that the City will protect rights-of-way for the development of the transportation network of the city. In particular, this involves identifying where lands will be acquired for new rights-of-way or the widening of existing rights-of-way. This section of Annex 1 sets forth the right-of-way (ROW) widths that the City may acquire for roads, primarily shown in Schedule E to H, and additional ROW policies. The ROW distances indicate the width of land that the City has identified will be needed to accommodate the range of possible transportation facilities such as: roadway lanes for cars, trucks, bicycles and/or transit vehicles; sidewalks and pathways; central or side boulevards for landscaping; lighting; and spaces for street side amenities (bus stops, mail and newspaper boxes, etc.).

Rights-of-way protection requirements can be grouped in three general categories as follows:

- 1) **a ROW width for a new road** – this is where a wholly new road is to be built, with this most often occurring in the urban growth areas outside of the Greenbelt;
- 2) **minor widening of an existing road ROW** – these happens where the existing ROW is somewhat less than the street design standard and the widening lands are usually needed to accommodate one or more of the following:

- a. an enlargement of the curb lane for cyclists, be it a wider shared lane with motorized vehicles or a new separately marked cycle lane, either of which remedies the situation of insufficient lane space for cyclists,
- b. an increase in sidewalk width, thus allowing more room for pedestrians needs and the space requirements for street elements such as lighting poles, bus stops, etc.
- c. additional room for street landscaping, thereby permitting the introduction of trees and shrubs where none existed before or enlargement of the space for the greenery that may already exist.

Such minor road widenings will occur generally along existing roadways within the Greenbelt.

- 3) **major widening of an existing road ROW** – where the widening to be taken is of significant size and would be used for a combination of new traffic lanes and space for cycling, street landscaping and the addition or enlargement of sidewalks. Major road widenings of an existing road ROW are typical of urban growth areas outside of the Greenbelt where the travel growth needs of the community require major roadway enlargements.

Table 1 that follows shows required ROW protection widths that have taken into consideration: the road corridor design guidelines for the City’s arterial, major collector and collector roadways as they are applied primarily to existing roadways; recent Environmental Assessment reports; approved Community Design Plans and other transportation planning studies or design guidelines. Annex 1 does not generally include a repeat of the City-approved standards for rights-of-way widths for future major collector, collector and local roads that occur within a subdivision development. Such City roadway standards nonetheless apply and will be a required condition of development approval.

The tables that follow show the ROW protection requirements for the following classes of roads:

Classes of Roads

- **Table 1:** Urban arterials and city freeway—existing
- **Table 2:** Urban arterials—proposed (location defined)
- **Table 3:** Rural arterials—existing
- **Tables 4-13:** Collector roads—for the former local municipalities of Cumberland, Gloucester, Goulbourn, Kanata, Nepean, Osgoode, Ottawa, Rideau, Vanier, and West Carleton
- **Table 14:** Local roads

Tables 1 and 2 have been prepared taking into consideration the *Arterial Road Corridor Design Guidelines* for the City’s urban arterial roads including those that traverse the Greenbelt. Table 3 shows rural arterial roads having ROWs that generally reflect former rural regional roads. Tables 4-14 list collector and local road ROWs primarily found in the former official plans of the aforementioned local municipalities. Footnotes that accompany some tables should be referenced for further explanations. Except as specifically indicated otherwise in Tables 1 to 14 of this Annex, land for a road widening will be taken equally from both sides of a road, measured from the centreline in existence at the time the widening is required by the City. The centreline is a line running down the middle of a road surface, equidistant from both edges of the pavement. In

determining the centreline, paved shoulders, bus lay-bys, auxiliary lanes, turning lanes and other special circumstances are not included in the road surface. Not all roads shown on Schedules E to H have been identified for a road widening and therefore, particularly in the old City of Ottawa and several of the former rural townships, there may be limited street name reference in Tables 2-14. [Amendment 15, September 8, 2004]

Policies:

1. **Rural Road ROW** – The City will undertake a review of rural road ROWs and subsequently amend this Plan as required to harmonize these policies of the various former local municipalities. In the interim, the ROW requirements for collector roads in the rural area as shown in the Tables 4 to 13 in this annex will apply. If a collector road is identified on Schedules G and H but is not listed in the tables in this annex, the ROW will be 20.0 metres. [Amendment 15, September 8, 2004] **ROW interpretation** – Except as specifically indicated otherwise in Table 1 of this Annex, land for a road widening will be taken equally from both sides of a road, measured from the centreline in existence at the time the widening is required by the City. The centreline is a line running down the middle of a road surface, equidistant from both edges of the pavement. In determining the centreline, paved shoulders, bus lay-bys, auxiliary lanes, turning lanes and other special circumstances are not included in the road surface [not new, just moved from the intro section above to here in the policy section].
2. **Developing Areas** – The required ROWs for all future major collector and collector roads, primarily in developing areas of the city, are not shown in the tables in this annex. The City will establish the ROW of these future roadways, primarily on lands subject to a subdivision application, by way of City-approved standards for the development of roadways using the subdivision approval process. As stated in policy 32 34 of Section 2.3.1, an amendment to Schedules E to H will not be required for the roadway network revisions that involve the addition or deletion of major collector or collector roads.
3. **Exception to ROW Requirements** – Under certain situations the City may decide to reduce or waive the requirements shown in this Plan for the acquisition of lands for a road widening from adjacent properties. This may be done to reflect site constraints, existing physical development or encroachment, placement of buildings, heritage structures, scale of proposed development and pedestrian safety. Decisions to possibly vary right-of-way requirements will be based on consideration of such matters as:
 - a) *Comprehensive studies* – A lesser right-of-way is recommended by an approved area-specific study, such as a community design plan, a community improvement plan, streetscape improvement plan, area traffic management plan or similar study approved by the City for the road segment.
 - b) *Impact on valued resources* – Where there would be possible loss or substantial adverse impact on City-identified significant resources in the form of heritage buildings or structures, archaeological sites, natural heritage features or other features/resources deemed of significance by the City.
 - c) *Recent road designs* – Where the detailed design for new or recently completed road segments accommodates rights-of-way identified in previous official plans or environmental assessments and adequately takes into consideration the best practices to promote walking, cycling and transit use; provides adequate space for services and utilities; and creates an attractive landscaped public area.
 - d) *Potential effect on site development* – Where the potential for the protected ROW to render a property virtually non-developable according to the applicable zoning by-law standards and for which a rezoning or minor variance may not be able to resolve the difficulty.

- e) *Pedestrian widening/easement in Central Area* – Where the application of other measures or techniques instead of the widening/easement policy in the Central Area, provides for adequate at-grade spatial requirements for pedestrians.
 - f) *Building setback incongruities* – Where potential new buildings would have to be set back substantially more than existing buildings, creating an indented pattern of development that would not be in keeping with the character of an existing area and there is no advantage or enhancement to the public road created by the setback.
 - g) *Village road ROW continuity* – Where there would be the creation of a noticeable disjoint or jog in ROW between an existing roadway in a modern planned subdivision and a proposed extension of that roadway in a new contiguous development.
4. **Widening/easement: Central Area** – In Table 1, Urban Arterial and City Freeway Rights-of-way, certain streets in the Central Area of the city are identified as being subject to a widening/easement policy. In addition to the proposed right-of-way widening, a surface easement for the use of pedestrians will be required along the full length of property frontages. Unless otherwise determined by the City, this easement will generally consist of dimensions as described in this paragraph. The easement will have a height of 3.7 metres from finished grade surface. The width of this easement measured from the proposed right-of-way varies according to the design of the building. Where a building cantilevers over the easement, a width of 1.5 metres is required. Where columns support the part of a building built over the easement, the width required is 2.5 metres plus the width of the columns. Where a cantilevered building and a column-supported building are located adjacent to each other, there must be a clear passage for pedestrians of 1.5 metres in the easement where the buildings meet.
 5. **Corner Triangles** – The City will require the land for a road widening to provide corner triangles at intersections. Depending on the location and type of roads involved, the maximum length of the side of a **corner triangle** will vary in the general range of 3 to 10 metres. The City will determine the requirements for each corner triangle based on detailed engineering requirements.
 6. **Intersection Widening** – The City may require additional right-of-way widening for any road that **intersects** with a **city** freeway, arterial, major collector, or collector road, in proximity of the intersection. The extent of right-of-way widening to be required will be established by a traffic study and a functional design of the associated intersection that addresses the need for additional intersection-related components such as turning lanes, transit facilities, on-road cycling facilities, traffic signals, street lighting and medians.
 7. **Rail Crossings** – The City may also require additional rights-of-way where there is an existing at-grade crossing of a city road and a railway line. This land will be in the shape of a triangle, at each corner of the crossing. Where a road and railway line cross, the maximum length of the triangle along the road will be in the range of 170 metres, and the maximum width of the triangle measured from the road will be in the range of 15 metres. This land may be used to construct a grade-separated crossing at some time in the future. Detailed City-approved engineering requirements will establish the exact requirements for such widening of various types of roads where there is a rail line crossing.
 8. **Watercourse Crossings** – The City may require additional right-of-way where there is a crossing of a city road with a watercourse. This land will be in the shape of a triangle at each corner of the crossing. The dimensions of the triangle will be established by a functional design of the crossing that addresses the need for watercourse crossing structures such as a bridge or culvert and the associated land required for construction and maintenance of the structure.

Arterials in the rural area (as shown on Schedules G and H of the Official Plan)
ROW to be protected is **30 metres** unless otherwise indicated

Collectors in the rural area (as shown on Schedules G and H of the Official Plan)
ROW to be protected is **26 metres** unless otherwise indicated

Local roads in the rural area
ROW to be protected is **20 metres** unless otherwise indicated

Road	From	To	ROW to be Protected
Table 1 – urban arterials and city freeway - existing			
Airport Parkway	Bronson	Airport terminal	C
Albert	Bayview	Champagne Nord (City Centre)	26 [Modification n° 15, 8 septembre 2004]
Albert	Champagne North (City Centre)	Booth	30 [Modification n° 15, 8 septembre 2004]
Albert	Booth	Empress	32 Note: Subject to unequal widening: north side 22.0 m, south side 10.0 m [Amendment 15, September 8, 2004]
Albert	Empress	Bronson	40 Note: Maximum land requirement from property abutting existing ROW (10.0 m).
Albert	Bronson	Elgin	VRW Note: Maximum land requirement from property abutting existing ROW (1.25 m). Subject to widening/easement policy.
Albert	Elgin	Mackenzie King Bridge	VRW Note: Maximum land requirement from property abutting existing ROW (1.25 m).
Albion	Lester	Leitrim	G
Albion	Leitrim	Del Zotto	37.5
Albion	Del Zotto	Urban area limit	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.
Anderson	Innes	Leitrim	G
Argyle	Metcalfe	Metcalfe	20 Note: Subject to widening/easement policy.
Baseline	Richmond	Cedarview	G
Baseline	Cedarview	Greenbelt boundary	G
Baseline	Greenbelt boundary	Prince of Wales	44.5
Baseline	Walkley	Russell south of 417	G
Baseline	Russell south of 417	Leitrim	G
Bank	Wellington	Catherine	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.
Bank	Catherine	Isabella	20
Bank	Isabella	Riverside	23

Road	From	To	ROW to be Protected
Bank	Riverside	Hunt Club	37.5
Bank	Hunt Club	Lester	44.5
Bank	Lester	Conroy	G
Bank	Lester Conroy	Leitrim	G
Bank	Leitrim	Analdea	44.5
Bank	Analdea	Urban area limit	44.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.
Bayshore	Carling	Richmond	26
Beechwood	Vanier Parkway	Joliette	23
Beechwood	Joliette	Juliana	26
Besserer	Nicholas	Cumberland	20 Note: Maximum land requirement from property abutting existing ROW (1.00 m). Subject to widening/easement policy.
Blackburn Hamlet Bypass	Innes (west of Blackburn Hamlet)	Innes (east of Blackburn Hamlet)	G
Blackburn Hamlet bypass extension	Blackburn Hamlet bypass	East Urban Community – west limit	G
Blair	Montreal	Ogilvie	30
Blair	Ogilvie	Highway 174	44.5
Blair	Highway 174	Innes	37.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.
Booth	Chaudière Bridge	Wellington/Ottawa River Parkway Proposed LeBreton Blvd.	30 + 9 Note: A 9 metre widening on the east side of Booth may or may not be required pending the outcome of the Interprovincial Transit Study.
Booth	Proposed LeBreton Blvd.	Fleet	32
Booth	Fleet	Aqueduct	30
Booth	Aqueduct	Wellington	38
Boteler	Sussex	Dalhousie	20
Boundary	Southern boundary of Carlsbad Springs	Highway 417	35.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.
Bronson	Albert	Catherine	23
Bronson	Catherine	Highway 417	23
Bronson	Albert Highway 417	Colonel By	23
Bronson	Colonel By	Airport Parkway Heron	44.5
Bronson	Heron	Airport Parkway	44.5 [Ministerial Modification 66, November 10, 2003]
Cambrian	Cedarview	Jockvale	37.5
Campeau	Terry Fox	Teron	40 [Amendment 15, September 8, 2004]

Road	From	To	ROW to be Protected
Campeau	Didsbury	Terry Fox	40 [Amendment 15, September 8, 2004]
Carling	March	Hertzberg	44.5 Note: Subject to unequal widening: 44.5 m, measured from the existing south ROW limit
Carling	Herzberg	Greenbelt boundary	G
Carling	Greenbelt boundary	Moodie	44.5
Carling	Greenbelt boundary Moodie	Holly Acres	44.5
Carling	Holly Acres	Richmond	37.5
Carling	Richmond	Bronson	44.5
Carp	Stittsville urban area – north limit	Hazeldean	37.5
Carp	Hazeldean	Main Street	23
Castlefrank	Aird Place	Katimavik	40
Catherine	Bronson	Elgin	23
Cedarview	Baseline	Lytle	G
Cedarview	Lytle	Fallowfield	37.5 Note: An additional 5.0 m on the either side may be required to construct a rural cross-section.
Cedarview	Strandherd	Cambrian	44.5 [Amendment 15, September 8, 2004]
Chamberlain	Bronson	Bank	23
Churchill	Scott	Richmond	20
Clyde	Maitland	Baseline	34
Clyde	Baseline	Merivale	34
Conroy	Walkley	Johnston	44.5
Conroy	Walkley Johnston	Greenbelt boundary	44.5
Conroy	Greenbelt boundary	Bank	G
Corkstown	March	Moodie	G
Coventry	Vanier Parkway	Belfast	30 26
Coventry	Belfast	St. Laurent	30
Cumberland	Rideau	Besserer	20 Note: Maximum land requirement from property abutting existing ROW (1.0 m). Subject to widening/easement policy.
Cummings	Ogilvie	Cyrville	37.5
Cyrville	Cummings	100m north of Maxime	37.5
Cyrville	100 m north of Maxime	Innes	37.5 Note: Subject to unequal widening: North side 15.0 m, South side 22.5 m
Dalhousie	Macedonald-Cartier Bridge off ramp	Boteler	20

Road	From	To	ROW to be Protected
Data Centre	Riverside	Heron	37.5
Eagleson	Campeau	30 m north of Palomino	44.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.
Eagleson	30 m north of Palomino	Hope Side	44.5
Earl Armstrong	River Road	Urban area limit	44.5
Elgin	Wellington	Queen	40 Note: Maximum land requirement from property abutting existing ROW (2.4 m).
Elgin	Plaza Bridge	Queen	40 Note: Maximum land requirement from property abutting existing ROW (2.4 m).
Elgin	Queen	Laurier	40 Note: Maximum land requirement from property abutting existing ROW (2.4 m).
Elgin	Laurier	Lisgar	40
Elgin	Lisgar	Isabella	23
Fallowfield	Highway 416	Strandherd	44.5
Fallowfield	Strandherd	Cedarview	44.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.
Fallowfield	Cedarview	Woodroffe	44.5 Note: Subject to unequal widening: north side 44.5 m, measured from south ROW limit.
Fallowfield	Woodroffe	Prince of Wales	G
Farrow	Grandeur	Ahearn	12
Fernbank	Main Street South	Stittsville urban area limit	37.5
Fernbank	Kanata urban area limit	Eagleson	37.5
Fisher	Holland Carling	Trent Baseline	34
Fisher	Trent	Baseline	34 Note: An additional 5.0 m on the Central Experimental Farm side may be required to construct a rural cross-section.
Fisher	Baseline	Prince of Wales	26
Greenbank	Carling	Richmond	37.5
Greenbank	Richmond	Highway 417	26
Greenbank	Highway 417	West Hunt Club	37.5
Greenbank	West Hunt Club	Fallowfield	G
Greenbank	Fallowfield	Strandherd	44.5
Greenbank	Strandherd	First road south of Market Place	32 Note: Subject to unequal widening: 17.5 m on the west side and 14.5 m on the east side
Greenbank	First road south of	Greenbank	26

Road	From	To	ROW to be Protected
	Market Place	realignment	
Greenfield	Main	King Edward	23
Hawthorne Ave.	Colonel By	Main	20
Hawthorne Road	Walkley	Hunt Club	44.5
Hawthorne Road	Hunt Club	Leitrim	G
Hazeldean	Stittsville urban area – west limit	Carp	37.5
Hazeldean	Carp	Main St. North	37.5
Hazeldean	Main St. North	Fringewood	37.5
Hazeldean	Fringewood	Terry Fox	44.5 Note: Subject to unequal widenings outlined in the Hazeldean Road ESR
Hazeldean	Terry Fox	Eagleson	37.5
Hemlock	Juliana	St. Laurent	30
Heron	Prince of Wales	Bronson/Airport Parkway	44.5
Heron	Bronson/Airport Parkway	Walkley Bank	37.5
Heron	Bank	Walkley	37.5
Highway 174	Highway 417	Urban area limit	ECP
Holland	Carling	Fisher	34
Holly Acres	Carling	Richmond	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.
Hope Side	Eagleson	Richmond (Road 59)	44.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.
Hunt Club	Prince of Wales	Conroy	44.5
Hunt Club	Conroy	Hawthorne	44.5 Note: Subject to unequal widening: South side 44.5m, measured from north ROW limit. In addition, a further 5.0m may be required from the south side.
Huntley/ Main Street	Etta	Stittsville urban area limit	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.
Huntmar	Urban area – north limit	Maple Grove	37.5
Industrial	Riverside	St. Laurent	37.5
Innes	St. Laurent	Blair	44.5
Innes	Blair	Blackburn Hamlet By-Pass (west end)	G [Amendment 15, September 8, 2004]
Innes	Blackburn Hamlet By-Pass (east end)	East Urban Community– west limit	G [Amendment 15, September 8, 2004]
Innes	Orléans Urban Area – west limit	250m west of Prestwick	37.5 [Amendment 15, September 8, 2004]

Road	From	To	ROW to be Protected
Innes	250m west of Prestwick	Tenth Line	40 Note: Subject to unequal widening: north side 14.0 m, South side 26 m [Amendment 15, September 8, 2004]
Innes	Tenth Line	Trim	37.5
Innes	Trim	East Urban Community – east limit	37.5 [Amendment 15, September 8, 2004]
Isabella	Bank	O'Connor	23
Isabella	O'Connor	Metcalfe	26
Isabella	Metcalfe	Canal/Hawthorne Elgin	23
Jeanne d'Arc	Highway 174	Innes	37.5
Jockvale	Bren Maur	Prince of Wales	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.
Kanata Drive	Campeau	Aird Place	44.5 [Amendment 15, September 8, 2004]
Katimavik	Terry Fox	Eagleson	40
Kent	Wellington	Catherine	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.
Kent	Catherine	Chamberlain	20
King Edward	Sussex	Rideau	40
King Edward	Rideau	Laurier	20
King Edward	Laurier	Mann	20
King Edward	Mann	Highway 417	26
Kirkwood	Richmond	Merivale	26
Lemieux	St. Laurent	Labelle	44.5
Laurier West	Bronson	Elgin	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.
Laurier West & East	Elgin	Nicholas	26
Laurier East	Nicholas	King Edward	23
Lees	Main	Robinson	23
Lees	Robinson	Mann	26
Leitrim	River Road	South Urban Community – urban area limit	37.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.
Leitrim	South Urban Community – urban area limit	Leitrim urban area – west limit	G
Leitrim	Leitrim urban area – west limit	Leitrim urban area – east limit	35.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.

Road	From	To	ROW to be Protected
Leitrim	Leitrim urban area – east limit	Hawthorne	G
Leitrim	Hawthorne	Highway 417	35.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.
Leitrim	Highway 417	Russell	G
Lester	Uplands	Albion	G
Lester	Albion	Bank	37.5
Limebank	River Road	Greenbelt Boundary	44.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.
Limebank	Greenbelt boundary	Leitrim	G
Limebank	Leitrim	South Urban Community –south limit	44.5 [Amendment 15, September 8, 2004]
Lyon	Wellington	Catherine	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.
MacKenzie	St. Patrick	Colonel By Drive	20 Note: Maximum land requirement from property abutting existing ROW (zero m). Subject to widening/easement policy
MacKenzie King Bridge	Albert/Slater Connections	Waller	26 20
Maitland	Carling	Woodward Clyde	26
Main	Echo	Greenfield	23
Main	Echo Greenfield	Highway 417	23
Main	Highway 417	Clegg	20
Main	Clegg	Riverside	23
Main (Stittsville)	Hazeldean	Carp	37.5
Main (Stittsville)	Carp	Etta	23
Main (Stittsville) / Huntley	Etta	Urban area limit	37.5 Note: An additional 5.0 m on the Rural side may be required to construct a rural cross-section.
Maple Grove	Approx. 500 m east of John St. Johnwoods	Terry Fox	37.5
March	Urban area limit	Terry Fox	44.5 Note: Subject to unequal widenings outlined in March Road ESR [Amendment 15, September 8, 2004]
March	Terry Fox	Richardson	44.5
March	Richardson	Campeau	44.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.

Road	From	To	ROW to be Protected
McArthur	North River	St. Laurent	20
McLeod	Metcalfe	Metcalfe	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.
Mer Bleue	Innes	Renaud	37.5 Note: Unequal widening may be required on west side to align Mer Bleue with Jeanne d'Arc
Mer Bleue	Renaud	Navan	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.
Merivale	Island Park	Carling	30
Merivale	Carling	Kirkwood	26
Merivale	Kirkwood	Caldwell	34
Merivale	Caldwell Kirkwood	Baseline	37.5 Note: An additional 5.0 m on the Central Experimental Farm side may be required to construct a rural cross-section.
Merivale	Baseline	Clyde	37.5
Merivale	Clyde	Colonnade	37.5
Merivale	Colonnade	MacFarlane	37.5
Merivale	Baseline MacFarlane	Greenbelt boundary	37.5
Merivale	Greenbelt boundary	South Urban Community – urban area limit	G
Merivale	South Urban Community – urban area limit	Prince of Wales	37.5
Metcalfe	Wellington	McLeod	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy
Metcalfe	McLeod	Argyle	20 Note: Maximum land requirement from property abutting existing ROW (2.40 m). Subject to widening/easement policy.
Metcalfe	Argyle	Catherine	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.
Metcalfe	Catherine	Isabella	20
Montréal	North River Road	St. Laurent Church	23 [Amendment 15, September 8, 2004]
Montréal	Church	St. Laurent	26
Montréal	St. Laurent	Highway 174	37.5
Moodie	Carling	Bell's Corners – urban area limit	G
Moodie	Bell's Corners	Richmond	37.5

Road	From	To	ROW to be Protected
	urban area limit		
Moodie	West Hunt Club	Greenbelt boundary	G
Murray	Alexandra Bridge	Sussex	20
Murray	Sussex	King Edward	20 Note: Maximum land requirement from property abutting existing ROW (0.00 m). Subject to widening/easement policy.
Navan	Blackburn Hamlet Bypass	Greenbelt boundary	G
Navan	Greenbelt boundary	Urban area limit	37.5
Nicholas	Rideau	Laurier	20 Note: Maximum land requirement from property abutting existing ROW (1.70 m). Subject to widening/easement policy
Nicholas	Laurier East	Greenfield	26
Nicholas	Greenfield	Highway 417	ECP
North River	Montréal	McArthur	20
O'Connor	Wellington	Catherine	20
O'Connor	Wellington Catherine	Isabella	20
Ogilvie	St. Laurent	Bathgate Blair	44.5
Ogilvie	Blair	Montréal	37.5
Old Montréal	Trim	East Urban Community – east limit	37.5 [Amendment 15, September 8, 2004]
Old Tenth Line	St. Joseph	Tenth Line	26
Orléans	St. Joseph	Innes	37.5
Orléans	Innes	Navan	37.5
Palladium	Huntmar north of Highway 417	Huntmar south of Highway 417	44.5
Palladium	Huntmar south of Highway 417	First Line / Silver Seven	44.5
Palladium	Silver Seven	Terry Fox	26 [Amendment 15, September 8, 2004]
Parkdale	Ottawa River Parkway	Wellington St. West	26 [Amendment 15, September 8, 2004]
Parkdale	Wellington St. West	Carling	20 [Amendment 15, September 8, 2004]
Pinecrest	Carling	Richmond	37.5
Place d'Orléans	St. Joseph	St. Joseph	37.5
Preston	Wellington/Ottawa River Parkway Proposed LeBreton Boulevard	Albert Wellington	26
Preston	Albert Wellington	Carling	23
Preston	Carling	Prince of Wales	26

Road	From	To	ROW to be Protected
Pretoria Bridge	Elgin	Colonel By Main	23
Prince of Wales	Preston	Heron/Baseline	26
Prince of Wales	Heron/Baseline	Fisher	26
Prince of Wales	Fisher	Greenbelt boundary	40
Prince of Wales	Greenbelt boundary	South Urban Community –north limit	G [Amendment 15, September 8, 2004]
Prince of Wales	South Urban Community – north limit	South Urban Community – south limit	40 Note: For the segment 1200 m to the north and 700 m to the south of the proposed Strandherd Drive intersection, the maximum land requirement varies from 22.25 m to 1.0 m on the east side, and varies from 22.25 m to 43.5 m on the west side [Amendment 15, September 8, 2004]
Princess	Rockcliffe Parkway	Sussex	20
Raymond	Highway 417 ramp	Bronson	23
Richmond	Hope Side Road	Bell's Corners – urban area south limit	G
Richmond	Bell's Corners – south urban area limit	Moodie	37.5
Richmond	Robertson Terminus	Bell's Corners – urban area east limit	37.5
Richmond	Bell's Corners – urban area east limit	Baseline	G
Richmond	Baseline	Holly Acres	G
Richmond	Holly Acres	Highway 417	44.5
Richmond	Highway 417	Pinecrest	37.5
Richmond	Pinecrest	Carling	37.5
Richmond	Highway 417 Carling	Ottawa River Parkway	37.5
Richmond	Ottawa River Parkway	Golden	26 Note: Subject to unequal widening: north side 7.5 m, south side 18.5 m
Richmond	Golden	Island Park	20 [Amendment 15, September 8, 2004]
Rideau	Wellington	Sussex	26
Rideau	Sussex	King Edward	30 Note: Maximum land requirement from property abutting existing ROW (1.75 m).
Rideau	King Edward	Terminus at Montréal	26
River Road	Limebank	Greenbelt boundary	37.5
River Road	Riverside	Limebank	44.5 [Amendment 15, September 8, 2004]
River Road	Greenbelt boundary	South Urban Community – north limit	G [Amendment 15, September 8, 2004]
River Road	South Urban Community – north	South Urban Community – south	37.5 Note: An additional 5.0 m on the Greenbelt side may

Road	From	To	ROW to be Protected
	limit	limit	be required to construct a rural cross-section. An unequal widening applies to the segment between the line dividing Lots 18 and 19 BF Concession Gloucester south to and including the frontage of the south half of Lot 21, where the maximum land requirement is 20 m on the east side and 17.5 m on the west side. [Amendment 15, September 8, 2004]
Riverside	Highway 417	Smyth	44.5
Riverside	Smyth	Bank Heron	37.5
Riverside	Heron	Brookfield	44.5
Riverside	Bank Brookfield	Rail Line (CN)	37.5
Riverside	Rail Line (CN)	Terminus at River Road	44.5
Robertson	Eagleson	Bell's Corners – urban area west limit	G
Robertson	Bell's Corners – urban area west limit	Terminus at Richmond	37.5
Russell	Smyth	Walkley	37.5
Russell	Walkley	Hawthorne	44.5
Russell	Hawthorne	Greenbelt boundary	30
Russell	Greenbelt boundary	Ramsayville	G
Russell	Ramsayville	Leitrim	G
Russell	Leitrim	Greenbelt boundary	G
Russell	Greenbelt boundary	Carlsbad Springs – western boundary	37.5
Scott	Churchill	Bayview	26 [Amendment 15, September 8, 2004]
Slater	Empress	Bronson	40 Note: Maximum land requirement from property abutting existing ROW (10.00 m).
Slater	Bronson	Elgin	VRW Note: Maximum land requirement from property abutting existing ROW (1.25 m). Subject to widening/easement policy.
Slater	Elgin	MacKenzie King Bridge	VRW
Smyth	Riverside	Alta Vista	37.5
Smyth	Alta Vista	Dauphin	30
Smyth	Dauphin	St. Laurent	26
Somerset St. West	Booth Wellington terminus	Bronson	20
Somerset St. West	Bronson	Elgin	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.
St. Patrick	Alexandra Bridge	Sussex	20

Road	From	To	ROW to be Protected
St. Patrick	Sussex	King Edward	20 Note: Maximum land requirement from property abutting existing ROW (0.55 m).
St. Patrick	King Edward	Vanier Parkway	37.5
St. Joseph	Highway 174	East Urban Community – west limit	G [Amendment 15, September 8, 2004]
St. Joseph	East Urban Community – west limit	Edgar Brault	32 [Amendment 15, September 8, 2004]
St. Joseph	Edgar Brault	Gabriel	26
St. Joseph	Gabriel	130 m west of Duford/Place d'Orléans	32
St. Joseph	130 m west of Duford/Place d'Orléans	Trim	37.5
St. Laurent	Hemlock	Montréal	26
St. Laurent	Montréal	Smyth Highway 417	44.5
St. Laurent	Highway 417	Smyth	44.5
Strandherd	Fallowfield	Crestway	44.5
Sussex	Princess	John St. Patrick	20 26
Sussex	John Princess	St. Patrick	26
Sussex	St. Patrick	Colonel By	20
Tenth Line	North Service	Amiens	44.5
Tenth Line	Amiens	Innes	37.5 Note: Subject to unequal widening: east side 20.5 m, west side 17.0 m.
Tenth Line	Innes	Vanguard	44.5
Tenth Line	Vanguard	East Urban Community – south limit	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section. [Amendment 15, September 8, 2004]
Teron	Campeau	March	40 [Amendment 15, September 8, 2004]
Terry Fox	March	Goulbourn Forced	44.5
Terry Fox	Didsbury	Castlefrank	44.5 [Amendment 15, September 8, 2004]
Timm	Eagleson	Moodie	G
Trim	Highway 174	Proposed Trim/Frank Kenny extension north of Portobello	46
Trim (Old)	South of hydro corridor	Innes	37.5 Note: Refer to North South Link ESR
Trim	Innes	East Urban Community – south limit	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.

Road	From	To	ROW to be Protected
Vanier Parkway	Beechwood	Highway 417	37.5
Walkley	Riverside	Bank	26
Walkley	Bank	Heron	37.5
Walkley	Heron	Greenbelt boundary	44.5
Walkley	Greenbelt boundary	Ramsayville	G [Amendment 15, September 8, 2004]
Waller	Rideau	Laurier East	23 Note: Maximum land requirement from property abutting existing ROW (1.54 m).
Wellington St. West	Island Park	Terminus at Somerset	20 [Amendment 15, September 8, 2004]
Wellington	Ottawa River Parkway	Portage Bridge	40 [Amendment 15, September 8, 2004]
Wellington	Portage Bridge	Rideau	26 Note: Maximum land requirement from property abutting existing ROW (0.00 m). [Amendment 15, September 8, 2004]
West Hunt Club	Richmond	Cedarview	G
West Hunt Club	Cedarview	Greenbelt boundary	G
West Hunt Club	Greenbelt boundary	Cleopatra	44.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.
West Hunt Club	Cleopatra	Prince of Wales	44.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.
Wilbrod	Nicholas	Waller	20 Note: Maximum land requirement from property abutting existing ROW (1.0 m). Subject to widening/easement policy.
Woodroffe	Ottawa River Parkway	Carling	26
Woodroffe	Ottawa River Parkway Carling	Adirondack	26
Woodroffe	Adirondack	Baseline	37.5
Woodroffe	Baseline	West Hunt Club	44.5
Woodroffe	West Hunt Club	Fallowfield	G
Woodroffe	Fallowfield	Greenbelt boundary	44.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section. Subject to widenings as outlined in the Woodroffe Avenue Environmental Study Report (ESR)
Woodroffe	Greenbelt boundary	Strandherd	34.5-57 Note: Subject to unequal widening outlined in Woodroffe Avenue ESR [Amendment 15, September 8, 2004]

Table 2 – Urban Arterials – proposed (locations defined)

Earl Armstrong Realignment	500m west of Limebank	Limebank	44.5 [Amendment 15, September 8, 2004]
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Road	From	To	ROW to be Protected
			[Ministerial Modification 68, November 10, 2003]
Greenbank realignment	Greenbank	Cambrian	26
Greenbank realignment	Cambrian	South Urban Community – south limit	37.5 [Amendment 15, September 8, 2004]
Maple Grove	Huntmar	Terry Fox	37.5 [Amendment 15, September 8, 2004]
Preston extension	Albert	Wellington	26[Amendment 15, September 8, 2004] [Ministerial Modification 69, November 10, 2003]
Strandherd extension	Crestway	Prince of Wales	44.5 Note: subject to widenings in the Rideau River Bridge Strandherd/Armstrong Road ESR
Strandherd/Armstrong	Prince of Wales	River	44.5 Note: subject to widenings in the Rideau River Bridge Strandherd/Armstrong Road ESR
Terry Fox extension (north)	Goulbourn Forced	700 metres northwest of Didsbury	44.5 [Amendment 15, September 8, 2004]
Terry Fox extension (south)	Old Rail line	Eagleson	44.5 [Amendment 15, September 8, 2004]
Trim (realignment eastward)	North of Portobello	Frank Kenny as realigned south of Innes	46 [Ministerial Modification 70, November 10, 2003]
Trim (old)	Hydro corridor	Existing old Trim	37.5

Table 3 – Local Roads

Albion	Urban area limit	Mitch Owens	30
Anderson	Urban area limit	Mitch Owens	30
Aylwin	Ferry	Canon Smith	30
Bank	Urban area limit	Mitch Owens	40
Bank	Mitch Owens	Ottawa city limits	ECP
Bankfield	Highway 416	100 m west of Colony Heights	34
Bankfield	100 m west of Colony Heights	Manotick Main Street	23
Boundary	Russell	Boundary of Village of Carlsbad Springs	23
Boundary	Highway 417	Victoria	30
Blackburn Hamlet by-pass extension	Trim	Frank Kenny	40 [Ministerial Modification 72, November 10, 2003]
Bridge	Manotick Main	River	23
Brophy	Eagleson	Highway 416	30
Burritts	Donnelly	Rideau River	30
Cameron	Ottawa River	Old Montréal	23
Canon Smith	Aylwin	Fitzroy	30
Carp	Galetta Side	Approx. 600 m south of Craig Side	30
Carp	Approx. 600 m south of Craig	Approx. 600 m north of March	23

Road	From	To	ROW to be Protected
	Side		
Carp	Approx. 600 m north of March	Richardson Side Road	30 [Amendment 7, June 9, 2004]
Carp	Richardson Side Road	Urban area limit	37.5 [Amendment 7, June 9, 2004]
Cartwright	Victoria	Boundary	30
Cedarview	Trail	Barnsdale	30
Century	Bowrin	Fourth Line	30
Colonial	Trim	Delson	23
Colonial	Delson	Western boundary of Village of Sarsfield	30
Colonial	Western boundary of Village of Sarsfield	Eastern boundary of Village of Sarsfield	30-23
Colonial	Eastern boundary of Village of Sarsfield	Ottawa city limits	30
Dalmeny	River	Second Line	30
Dalmeny	Second Line	Bank	30
Devine	Boundary	Frank Kenny	30
Dilworth	Fourth Line	Rideau Valley South	30
Donald B. Munro	Thomas A. Dolan	Panmure	30
Donnelly	Ottawa city limits	Fourth Line	30
Doyle	Wood Duck	Snake Island	30 [Amendment 15, September 8, 2004]
Dozeis	Mitch Owens	Knights	30 [Amendment 15, September 8, 2004]
Dunning	Old Montréal	Brickland	23
Dunning	Brickland	Russell	30
Dunrobin	Galetta Side	March	30
Dywer Hill	Kinburn Side	Donnelly	30
Eagleson	Urban area limit	Fallowfield	34
Eagleson	Fallowfield	Brophy	30
Earl Armstrong	Bowesville	Albion	44.5 [Amendment 15, September 8, 2004]
Eight Line	Mitch Owens	Victoria	30
Fallowfield	Dywer Hill	Eagleson	30
Fallowfield	Eagleson	Moodie	34
Fallowfield	Moodie	Highway 416	40
Fernbank	Stittsville urban area limit	Kanata urban area limit	30
Ferry	Ottawa River	Galetta Side	30
Fourth Line	Approx. 300 m north of Shellstar	Approx. 200 m south of Willisbrook	23

Road	From	To	ROW to be Protected
Fourth Line	Approx. 200 m south of Willisbrook	Donnelly	30
Frank Kenny	Innes	Rockdale	33
Franktown	Ottawa city limits	Perth	30
Galetta Side	Ottawa Road 29	Darwin	30
Galetta Side	Darwin	Morning Dew Galetta Village boundary	23
Galetta Side	Morning Dew	Dunrobin	30
Gregoire	Victoria	Ottawa city limits	30
Hazeldean	Spruce Ridge	Urban area limit	30
Highway (Ottawa road) 29 (former Highway 15)	Highway 17 (former)	Lunney	40
Highway 17 (former)	Madawaska	Kinburn Side	ECP
Huntley	Urban area limit	Perth	30
Huntmar	Richardson Side	Urban area limit	37.5 [Amendment 15, September 8, 2004]
Indian Creek	Saumure	Ruseland	30
Innes	East Urban Community—east limit	Dunning	30 [Amendment 15, September 8, 2004]
Kinburn Side	Ottawa city limits	Woodkilton	30
Kinburn Side	Woodkilton	Dunrobin	23
Limebank	Urban area limit	Mitch Owens	30
Lunney	(Highway) Ottawa road 29	Walter Bradley	ECP
Madawaska	Ottawa city limits	Highway 17 (former)	30
Manotick Main	Bankfield	Century East	23
March	Ottawa city limits	Highway 417	40
March	Highway 417	Dunrobin	30
March	Dunrobin	Urban area limit	34
Marvelville	Bank	Ottawa city limits	30
McBean	Perth	Ottawa Richmond Village Boundary	23 30
McBean	Ottawa	Bowrin	30
Merlyn Wilson	Donnelly	Rideau River/Ottawa city limits	30
Milton	Navan	Russell	30
Mitch Owens	River	Bank	34
Mitch Owens	Bank	Boundary	30
Moodie	Urban area limit	Fallowfield	34
Moodie	Fallowfield	Brophy	30
Munster	Fallowfield	Franktown	30

Road	From	To	ROW to be Protected
Navan	Urban area limit	Trim	34
Nixon	River	Snake Island	30
Old Montréal	East Urban Community—east limit	Approx. 250 m west of Chevalier	34 [Amendment 15, September 8, 2004]
Old Montréal	Approx. 250m west of Chevalier	Dunning	23
Osgoode Main	River	Nixon	30
Osgoode Main	Nixon	Drew Henry	23
Osgoode Main	Drew Henry	Stagecoach	30
Highway- Ottawa Road 174	Urban area limit	Ottawa city limits	ECF
Panmure	Donald B. Munro	Dwyer Hill	30
Perth	Richmond Village boundary	Eagleson	30
Prince of Wales	Urban area limit	Bankfield	40
Prince of Wales	Bankfield	Approx. 250 m north of Danbury	30
Prince of Wales	Approx. 250 m north of Danbury (North Gower Village Boundary)	Fourth Line	23
Richmond	Hope Side	Fallowfield	34
Richmond	Fallowfield	Eagleson	37.5 [Amendment 15, September 8, 2004]
Rideau Valley North	Prince of Wales	Bankfield	34
Rideau Valley South	Century East	Roger Stevens	30
Rideau Valley South	Roger Stevens	Stevens Creek	23
Rideau Valley South	Stevens Creek	Dilworth	30
River	Urban area limit	Mitch Owens	34 30
River	Mitch Owens	South Gower boundary	30
Rockdale	Devine	Border of Russell Township	30
Roger Stevens	Ottawa city limits	Approx. 600 m west of Craighurst	30
Roger Stevens	Approx. 600 m west of Craighurst (North Gower Village W. Boundary)	Approx. 500 m west of Fourth Line (North Gower Village W. Boundary)	23
Roger Stevens	Approx. 500 m west of Fourth Line	Nixon	30
Russell	Western boundary of Village of Carlsbad Springs	Eastern boundary of Village of Carlsbad Springs	23
Russell	Eastern boundary of Village of Carlsbad Springs	Ottawa city limits	30
Russland	Rockdale	Indian Creek	30
Saumure	Russell	Indian Creek	30
Second Line	Osgoode Main	Cabin	30

Road	From	To	ROW to be Protected
Second Line	Dalmeny (west)	Dalmeny (east)	30
Snake Island	Nixon	Bank	30
Stagecoach	Mitch Owens	Ottawa city limits	30
Tenth Line	Urban area limit	Navan	30
Thomas A. Dolan	Donald B. Munro	Dunrobin	30
Trail	Moodie	Barnsdale/Highway 416	30
Trim	Future Blackburn Hamlet by-pass extension	Wall	30
Trim	Navan	Colonial	34
Victoria	Bank	Glen	30
Victoria	Glen	Glenwood	23
Victoria	Glenwood	Border of Russell Township	30

NOTES:

1. For roads aligned in a north-south roads direction, the road segments are listed from north to south. For roads aligned in a west-east direction, the road segments are listed from west to east. 2. "ECP" – signifies Existing Corridor Protection

Table 4 – Former City of Cumberland, Major Collector and Collector

Amiens	Duford	Tenth Line	20-26
Beaton	Dunning	Sarsfield	20 [Amendment 15, September 8, 2004]
Beckett's Creek	Old Montréal	Wilhaven	20
Birchgrove	French Hill	Russell	20
Bottrill	Charlemagne (north)	Charlemagne (south)	20-26
Brickland	Lookout	Dunning	20
Burton	Highway 417	150 m east of Corduroy	26
Burton	Frontier	150 m east of Corduroy	20
Canaan	Highway 174	Colonial	26
Canaan	south of Colonial	Dead end	20
Canaan	Russell	Old CPR line	20
Carlsbad	Entire length		20
Centrum	Entire length		26-34
Charlemagne	Tenth Line (north)	Tenth Line (south)	26-34
Clayton	Russell	Devine	20
Delson	Trim	Colonial	20
Des Épinettes	Tenth Line	Claireborne	26-34 [Amendment 15, September 8, 2004]
Devine	Frank Kenny	Saumure	20
Duford	St. Joseph	Amiens	20-26 24
Dunning	Russell	Russland	20

Road	From	To	ROW to be Protected
Emmett	Wilhaven	French Hill	20
Esprit	Entire length		26
Étienne	Birchgrove	Canaan	20
Forced	Russell	Rockdale	20
Frank Kenny	Old-Montréal	Innes	20
French Hill	Frank Kenny	Birchgrove	20
Frontier	Highway 417	Burton	20
Gardenway	Charlemagne	Portobello	20-26
Garlandside	Devine	Russland	20
Giroux	Frank Kenny	Dunning	20
Heuvelmans	Colonial	Magladry	20
Huismans	Frank Kenny	Rockdale	20
Jeanne d'Arc	Champlain	Tenth Line	20- 26
Kinsella	Old-Montréal	Quillivan	20
Lafleur	Dead-end at north	Colonial	20 [Amendment 15, September 8, 2004]
Larmours	Sarsfield	Canaan	20
Lookout	Brickland	Dunning	20
Magladry	Rockdale	Heuvalmans	20
Magladry	Heuvelmans	Canaan	20
McFadden	Trim	Frank Kenny	20
McNeely	Magladry	Russell	20
McVagh	Devine	Burton	20
Merkley	Bottriel	Charlemagne	20-26
Montcrest	Princess Louise	Watters	20-26
North Service	Tenth Line	Trim	20-26 26
Old-Montréal	Highway 174 (east)	Highway 174 (west of Kinsella)	26
Old-Montréal	Dunning	Highway 174	20
Orchardview	Charlemagne	Innes	20-26
O'Toole	Wilhaven	Regimbald	20
Perrault	Milton	Trim	20
Portobello	Trim	Innes	30-40
Portobello	South of Innes	East Urban Community – south limit	37 [Amendment 15, September 8, 2004]
Prestone	Centrum	Tompkins	26-34
Prestone	Tompkins	Amiens	20-26 24
Prestwick	Amiens	Innes	20-26 26

Road	From	To	ROW to be Protected
Princess-Louise	Charlemagne	Charlemagne	20-26
Provence	Entire length		26 [Amendment 15, September 8, 2004]
Quigley Hill	Highway 174	Wilhaven	20
Quillivan	Royal Orchard	Kinsella	20
Regimbald	Frank Kenny	Sarsfield	20
Rockdale	Colonial	Devine	20
Royal Orchard	Quillivan	Wilhaven	20
Ruissellet	Magladry	Russell	20
Sand	Russell	Devine	20
Sarsfield	Wilhaven	Dunning	20
Smith	Tenth Line	Trim	20 [Amendment 15, September 8, 2004]
Taylor Creek	St. Joseph	Trim	20-26 26
Ted Kelly	Entire length	20	
Tenth Line	Navan	Smith	20
Tomkins	Prestone	Tenth Line	26-34
Tompkins	Major	Prestone	20-26 24
Trim	North Service	Highway 174	20-26 [Amendment 15, September 8, 2004] 26
Trim	Navan	Colonial	34
Trim	Colonial	Perrault	20
Trim	Wall	Navan	30
Valin	Charlemagne	Trim	20-26 26
Varennes	Watters	Valin	20-26
Wall	Mer-Bleue	Frank Kenny	20
Watson	Dunning	Birchgrove	20
Watters	Charlemagne	Trim	20-26 24
Watters	Trim	East Urban Community—east limit	26 uneven [Amendment 15, September 8, 2004]
Wilhaven	Frank Kenny	Canaan	20

Table 5 – Former City of Gloucester, Major Collector and Collector

Albion	Bank	Lester	23-26 [Amendment 15, September 8, 2004] 24
Bathgate	Former Ottawa-Gloucester Boundary Montreal	Ogilvie	23-26 [Amendment 15, September 8, 2004] 24

Road	From	To	ROW to be Protected
Belcourt	St. Joseph	Sunview	23-26 [Amendment 15, September 8, 2004] 24
Belcourt	Innes	425m south of Innes	37.5 [Amendment 15, September 8, 2004] 26
Blais	Bank	Hawthorne	26-40
Bowesville	Leitrim	Mitch Owens	26-40
Boyer	Viseneau	Meadowglen	23-26 [Amendment 15, September 8, 2004] 24
Bridlepath	Former Ottawa/Gloucester boundary	Albion	23-40 [Amendment 15, September 8, 2004]
Champlain	Jeanne d'Arc	Highway 174	26-40
City Park	Entire length		23-26 [Amendment 15, September 8, 2004]
Creek Crossing	Orléans	Pagé	26-40 [Amendment 15, September 8, 2004]
Cummings	Donald	Ogilvie	26-40 26
Cummings	Donald	Shane	23-26
D'aoust	Albion	Bank	23-26 [Amendment 15, September 8, 2004] 24
D'aoust	Albion	Timbermill	23-26
Davidson	Bank	Conroy	26 [Amendment 15, September 8, 2004]
Donald	St. Laurent	Cummings	26-40
Downey	Rideau	Mitch Owens	26-40
Eighth Line	Ramsayville	Boundary	26-40
Farmers	Leitrim	Mitch Owens	26-40
Forest Valley	St. Joseph	Orléans	23-26 [Amendment 15, September 8, 2004] 26
Hall	Russell	Mitch Owens	26-40 26
Hawthorne	Leitrim	Rideau	26-40 34
Innes	Blackburn by pass	Blackburn by pass	26-40
Labelle	Lemieux	Cyrville	26-40
Lemieux	St. Laurent	Labelle	23-26
Longleaf	Orléans	Orléans	23-40 [Amendment 15, September 8, 2004] 24
Louiseize	Hawthorne	Ramsayville	26-40
Matheson	Entire length		23-26 [Amendment 15, September 8, 2004]

Road	From	To	ROW to be Protected
Meadowbrook	Entire length		23-26 [Amendment 15, September 8, 2004]
Meadowglen	Orléans	Boyer	23-26 [Amendment 15, September 8, 2004] 26
Ninth Line	Baseline	Boundary	26-40
Ogilvie	Quincy	Montréal	23-26 [Amendment 15, September 8, 2004]
Pagé	Silverbirch	Creek Crossing	26-40 [Amendment 15, September 8, 2004] 24
Ramsayville	Leitrim	Mitch Owens	26-40
Renaud	150 m west of Whaite	150 m west of Mer Bleue	23-26 [Amendment 15, September 8, 2004] 24
Rideau	River	Ramsayville	26-40
St. Bernard	Bank	Sixth	23-26 [Amendment 15, September 8, 2004]
St. Bernard	Timbermill	Sixth	23-26
Shefford	Casey	Montréal	23-26 [Amendment 15, September 8, 2004]
Silverbirch	Orléans	Pagé	26-40 [Amendment 15, September 8, 2004] 26
Spratt	Earl Armstrong	Mitch Owens	26-40
Sunview	Belcourt	Des Épinettes	23-26 [Amendment 15, September 8, 2004] 26
Uplands	Former Ottawa Gloucester boundary	Airport Parkway	26 [Amendment 15, September 8, 2004]
Viseneau	Boyer	Innes	23-26 [Amendment 15, September 8, 2004] 26

Table 6 – Former Township of Goulbourn, Major Collector and Collector

Abbott East	Main	Iber	24-26
Abbott West	West Ridge	Main	20-24
Amy	Kathleen	Abbott East	20 24
Beechfern	Wintergreen	Hedgerow	20 24
Beverly	West Ridge	Main Stittsville Main	20 24
Brownlee	Huntley	Shea	20
Carbery	Beechfern	Abbott East	20 [Amendment 15, September 8, 2004] 24
Elm	Main	Main	20 [Amendment 15, September 8, 2004] 24
Fernbank	Black's Side Stittsville Urban Area western Limit	Main Stittsville Main	23 [Amendment 15, September 8, 2004] 24

Road	From	To	ROW to be Protected
Flewellyn	Ashton Station	Eagleson	20
Harry Douglas	Iber	Randall James	20-24
Hedgerow	Beechfern	Trailway	20-24
Hobin	Carp	Renshaw	20-24
Hobin	Renshaw	Main Stittsville	20-24
Iber	Abbott East	Hazeldean	24
Johnwoods	Hazeldean	Maple Grove	20-24
Jonathan Pack	Beverly	Abbott West	20-24
Kathleen	Randall James	Amy	20-24
Liard	Main Stittsville	Fernbank	20-24
McArton		McArton— See Table 13 [Amendment 15, September 8, 2004]	
Moss Hill	Trailway	Abbott East	20
Ottawa	McBean	Eagleson	20
Randall James	Harry Douglas	Kathleen	20-24
Renshaw	West Ridge	Hobin	20-24
Rothbourne		Rothbourne— See Table 13 [Amendment 15, September 8, 2004]	
Shea	Brownlee	Abbott East	20
Shea	100 m north of Hemphill	Perth	20 [Amendment 15, September 8, 2004]
Springbrook	Hazeldean	Trailway	20-24
Sweetnam	Hazeldean	Harry Douglas	20
Trailway	Springbrook	Hedgerow	20
Trailway	Hedgerow	Moss Hill	20
Trailway	Springbrook-Moss Hill	Entire Length	20-24
West Ridge	Hazeldean	Fernbank	20-24
Wintergreen	Main Street	Beechfern	20

Table 7 – Former City of Kanata, Major Collector and Collector

Abbeyhill	Castlefrank	Eagleson	26
Aird	Katimavik	Castlefrank	26
Beaver Brook	Weslock	Teron	26 [Amendment 15, September 8, 2004]
Berry Side	Kerwin	Sixth Line	26 [Amendment 15, September 8, 2004]
Brady	Entire	Length	26
Bridgestone	Eagleson	Stonehaven	26-35 [Amendment 15, September 8, 2004]
Bridle Park	Bridgestone	Stonehaven	26 [Amendment 15, September 8, 2004]
Bridlewood	Stonehaven	Steeple Chase	26 [Amendment 15, September 8, 2004]
Cadence Gate	Eagleson	Equestrian	26 [Amendment 15, September 8, 2004]
Castlefrank	Terry Fox	Katimavik	26-35

Road	From	To	ROW to be Protected
Chimo	Katimavik	Katimavik	26 24
Cope	Entire length		26 [Amendment 15, September 8, 2004] 24
Crowridge	Grassy Plains	Hope Side	26-35 [Amendment 15, September 8, 2004]
Davis	Katimavik	McGibbon	26-24
Edgewater	Terry Fox	Hazeldean	26 [Amendment 15, September 8, 2004]
Emerald Meadow	Eagleson	Grassy Plains	26
Equestrian	Bridgestone	Bridgestone	26
Flamborough	Terry Fox	Klondike	26 24
Gladmorgan	Castlefrank	Rothsay	26 [Amendment 15, September 8, 2004] 24
Goldridge	Kanata	Kanata	26 24
Goulbourn Forced	150 m north of rail line	Kanata	26-35 [Amendment 15, September 8, 2004] 26
Grassy Plains	Bridgestone	Stonehaven	26-35
Halton	Klondike	Flamborough	26
Hearst	Whitney	Katimavik	26 [Amendment 15, September 8, 2004]
Helmsdale	Shirley's Brook	Terry Fox	26
Herzberg	Terry Fox	March	26 uneven [Amendment 15, September 8, 2004] 26
Hines	Entire length		26 [Amendment 15, September 8, 2004]
Huntmar	March	Richardson Side	26 uneven [Amendment 15, September 8, 2004]
Innovation	Entire length		26 [Amendment 15, September 8, 2004]
Irwin	Pickford	Hazeldean	26 [Amendment 15, September 8, 2004] 24
Kakulu	Castlefrank	Eagleson	26-35 26
Kanata	Campeau	Richardson Side	26-35 26
Kerwin	Dunrobin	Berry Side	26 [Amendment 15, September 8, 2004]
Kerwin	Thomas A. Dolan	Berry Side	26 [Amendment 15, September 8, 2004]
Klondike	Second Line	March Valley	26 [Amendment 15, September 8, 2004] 24
Knudson	Kanata	Campeau	26
Leacock	Beaver Brook	Beaver Brook	26 24
Leacock	Leacock	The Parkway	26 24
Legget	Terry Fox	Herzberg	26 [Amendment 15, September 8, 2004] 24
March Valley	Riddell	500 m north of rail line	26 uneven [Amendment 15, September 8, 2004]
Marchurst	Thomas A. Dolan	March	26 uneven [Amendment 15, September 8, 2004]
McCurdy	Castlefrank	Castlefrank	26 [Amendment 15, September 8, 2004] 24
McGibbon	Davis	Katimavik	26 24
Meadowbreeze	Grassy Plains	Grassy Plains	26 24
Michael Cowpland	Entire length		26 [Amendment 15, September 8, 2004]
Morgans Grant	Flamborough	March	26
Murphy Side	Marchurst	Dunrobin	26 uneven [Amendment 15, September 8, 2004]

Road	From	To	ROW to be Protected
Old Carp	Huntmar	Second Line	30 [Amendment 15, September 8, 2004]
Old Colony	Rothsay	Abbeyhill	26-24
Palomino	Eagleson	Eagleson	26 24
Penfield	Teron	Teron	26 24
Pickford	Kakulu	Kakulu	26 [Amendment 15, September 8, 2004] 24
Pine Hill	Entire length		26 [Amendment 15, September 8, 2004]
Richardson Side	Huntmar	Future Terry Fox	30 uneven [Amendment 15, September 8, 2004]
Riddell	Dunrobin	Sixth Line	30
Rothsay	Giamorgan	Eagleson	26-24
Second Line	Thomas A. Dolan	Old Carp	26 uneven [Amendment 15, September 8, 2004]
Second Line	Old Carp	Terry Fox	26 uneven [Amendment 15, September 8, 2004]
Shatner Gate	Pickford	Eagleson	24 26 [Amendment 15, September 8, 2004]
Shirley's Brook	March	Helmsdale (south intersection)	26 [Amendment 15, September 8, 2004]
Sixth Line	Thomas A. Dolan	Riddell	30
Solandt	Entire length		26 [Amendment 15, September 8, 2004] 24
Steeple Chase	Stonehaven	Bridlewood	26
Stikine	Kanata	Goldridge	26
Stonehaven	Eagleson	Richmond	26-35 26
Stonemeadow	Entire length		26 24
Teron	Campeau	March	26-35
Terry Fox	March	Herzberg	26 [Amendment 15, September 8, 2004]
The Parkway	Leacock	Teron	26
Thomas A. Dolan	Dunrobin	Neely	30 uneven [Amendment 15, September 8, 2004]
Varley	Beaver Brook	Beaver Brook	26 [Amendment 15, September 8, 2004] 24
Walden	Entire length		26
Weslock	Walden	Knudson	26
Winchester	Terry Fox	Castlefrank	26
Whitney	Hearst	Katimivik	26 [Amendment 15, September 8, 2004]

Table 8 – Former City of Nepean, Major Collector and Collector

Aldercrest	Viewmount	Fieldrow	21.5-30 24
Amberwood	Merivale	Prince of Wales	21.5-30 24
Antares	Auriga	West Hunt Club	21.5-30 24
Arnold	Richmond	Moodie	21.5-30 [Amendment 15, September 8, 2004] 24
Ashgrove	Greenbank	Meadowbank	21.5-30 24
Auriga	Antares	Antares	21.5-30 24
Banner	McClellan	Greenbank	21.5-30 24

Road	From	To	ROW to be Protected
Barnsdale	Eagleson	Prince of Wales	up to 40 30
Barran	Fallowfield	Larkin	21.5-30 24
Beatrice	Strandherd	Longfields	21.5-30
Beaver	Capilano	Meadowlands	21.5-30 [Amendment 15, September 8, 2004]
Beckstead	Leikin	Merivale	21.5-30 [Amendment 15, September 8, 2004]
Bellman	McClellan	Greenbank	21.5-30 24
Bentley	Merivale	Sunderland	21.5-30
Berrigan	Greenbank	Beatrice	21.5-30
Bill Leathem	Unnamed east extension of Claridge Leikin	Leikin	21.5-30 [Amendment 15, September 8, 2004] 26
Bren-Maur	Jockvale	Woodroffe	21.5-30 24
Bruin	Cassidy	Cedarview	21.5-30
Cambrian	Richmond	Highway 416	up to 40 [Amendment 15, September 8, 2004]
Camelot	Cleopatra	Merivale	21.5-30 24
Canfield	Cramer	Greenbank	21.5-30 24
Capilano	Merivale	Beaver	21.5-30 24
Capital	Grenfell	Merivale	21.5-30 24
Cassidy	Northside	Bruin	21.5-30
Cedarview	Cambrian	Barnsdale	up to 40
Cedarview	Barnsdale	Brophy	up to 40 [Amendment 15, September 8, 2004]
Cedarview	Fallowfield	Kennevale	21.5-30 [Amendment 15, September 8, 2004]
Centrepointe	Baseline	Baseline	21.5-30
Chesterton	Viewmount	Meadowlands	21.5-30 24
Centrepointe	63m north of Hemmingwood	Tallwood	26
Claridge	Strandherd	Woodroffe	21.5-30 24
Cleopatra	West Hunt Club	Merivale	21.5-30 24
Colonade	Merivale	Prince of Wales	21.5-30- 26
Colonade	Colonade N.	Colonade N.	24
Constellation	Centrepointe	Baseline	21.5-30 24
Cordova	Withrow	Baseline	21.5-30 24
Corkstown	Moodie	Carling	21.5-30 24
Craig Henry	Greenbank	Knoxdale	21.5-30
Cresthaven	Future Strandherd	Crestway	21.5-30 [Amendment 15, September 8, 2004] 26
Crestway	Strandherd	Prince of Wales	21.5-30

Road	From	To	ROW to be Protected
Crystal Beach	Corkstown	Carling	21.5-30 24
Deakin	Auriga	Prince of Wales	21.5-30 24
Deer Fox	Beatrice	Woodroffe	21.5-30 24
Deer Park	Meadowlands	Fisher	21.5-30 24
Earl Mulligan	Mountshannon	Woodroffe	21.5-30
Eaton	Lynhar	Larkspur	21.5-30 [Amendment 15, September 8, 2004] 24
Exeter	Jockvale	Wessex	21.5-30
Fable	Jockvale	Larkin	21.5-30
Family Brown	Merivale	Grant Carmen	21.5-30 24
Farlane	Wallford	Baseline	21.5-30 24
Fieldrow	Aldcrest	Perry	21.5-30 24
Fitzgerald	Robertson	Moodie	21.5-30 24
Foxfield	Greenbank	Holtman	21.5-30
Gibbard	Greenbank	Knoxdale	21.5-30
Grant Carman	Viewmount	Meadowlands	21.5-30 24
Greenbank	Barnsdale	Prince of Wales	up to 40
Grenfell	Woodroffe	Slack	21.5-30 24
Guthrie	Baseline	Monterey	21.5-30 [Amendment 15, September 8, 2004]
Harrison	Monterey	Greenbank	21.5-30 24
Hemmingwood	CentrepoinTE	CentrepoinTE	21.5-30
Highbury Park	Greenbank	Longfields	21.5-30 24
Holtman	Foxfield	Fallowfield	21.5-30
Inverness	Meadowlands	Fisher	21.5-30 24
Jockvale	Cedarview	Strandherd	21.5-30
Kennevale	Cedarview	Weybridge	21.5-30
Kimberley	Richmond	Ridgefield	21.5-30 24
Knoxdale	Hunt Club West	Woodroffe	21.5-30 24
Larkin	Fallowfield	Greenbank	21.5-30 24
Larkspur	Eaton	Northside	21.5-30 24
Leikin	Crestway	Merivale	21.5-30 [Amendment 15, September 8, 2004] 26
Longfields	Strandherd	Woodroffe	up to 40 [Amendment 15, September 8, 2004]
Longwood	Richmond	Ridgefield	21.5-30 [Amendment 15, September 8, 2004] 24
Lotta	Cordova	Merivale	21.5-30 [Amendment 15, September 8, 2004] 24
Lynhar	Richmond	Eaton	21.5-30 [Amendment 15, September 8, 2004]

Road	From	To	ROW to be Protected
			2004] 24
MacFarlane	Merivale	Deakin	21.5-30 24
Majestic	Newhaven	Woodroffe	21.5-30 24
Malvern	Fable	Greenbank	21.5-30
Maravista	Cedarview	Weybridge	21.5-30
March Valley	March Valley— See Table 7 [Amendment 15, September 8, 2004]		
McClellan	Banner	Bellman	21.5-30 24
Meadowbank	Greenbank	Ashgrove	21.5-30
Meadowlands	Woodroffe	Fisher Prince of Wales	26 [Amendment 15, September 8, 2004]
Medhurst	Woodroffe	Woodfield	21.5-30 24
Monterey	Baseline	Greenbank	21.5-30 24
Moodie	Richmond	West Hunt	21.5-30 [Amendment 15, September 8, 2004] 24
Mountshannon	Longfields	Longfields	21.5-30 [Amendment 15, September 8, 2004]
Nanaimo	Richmond	Queensline	21.5-30 [Amendment 15, September 8, 2004] 24
Navaho	Woodroffe	Baseline	21.5-30 [Amendment 15, September 8, 2004]
Norice	Woodroffe	Viewmount	21.5-30 24
Northside	Larkspur (west)	Cassidy	21.5-30 [Amendment 15, September 8, 2004] 24
Orr	Fallowfield	Larkin	21.5-30 24
Perry	Fieldrow	Meadowlands	21.5-30 24
Queensbury	Beatrice	Woodroffe	21.5-30
Richmond	Moodie	Robertson	21.5-30 [Amendment 15, September 8, 2004] 24
Rideaucrest	Woodroffe	Stoneway	21.5-30
Riddell	Riddell— See Table 7 [Amendment 15, September 8, 2004]		
Ridgefield	Arnold	Stinson	21.5-30 24
Roydon	Merivale	West Hunt Club	21.5-30 24
Sandcastle	Valley Stream	Baseline	21.5-30 24
Seyton	Westcliffe	Richmond	21.5-30 24
Sherway	Fable	Malvern	21.5-30
Slack	Woodroffe	Merivale	21.5-30 24
Stafford	Moodie	Robertson Richmond	21.5-30 24
Stinson	Ridgefield	Richmond	21.5-30 [Amendment 15, September 8, 2004]
Stoneway	Woodroffe	Woodroffe	21.5-30
Sunderland	Bentley	West Hunt Club	21.5-30 24

Road	From	To	ROW to be Protected
Tallwood	Centrepointe	Woodroffe	21.5-30 28
Tartan	Old Strandherd	Jockvale	21.5-30 [Amendment 15, September 8, 2004]
Twin Elm	Cambrian	Brophy	up to 40 [Amendment 15, September 8, 2004]
Vaan	Woodroffe Entire Length Slack		21.5-30 24
Viewmount	Meadowlands	Fisher	21.5-30 24
Virgil	Stinson	Lynhar	21.5-30 24
Waterbridge	Cresthaven	Prince of Wales	21.5-30 [Amendment 15, September 8, 2004] 24
Wessex	Exeter	Greenbank	21.5-30
Westcliffe	Robertson	Seyton	21.5-30 24
Weybridge	Jockvale	Jockvale	21.5-30
Withrow	Meadowlands	Merivale	21.5-30 24
Wolfgang	Fallowfield	Foxfield	21.5-30
Woodfield	Medhurst	Merivale	21.5-30
Woodridge	Bayshore	Bayshore	21.5-30
Woodroffe	Strandherd	Bren-Mar	21.5-30

Table 9 – Former Township of Osgoode, Collector

2nd Line	Osgoode Main	Dalmeny (east)	30 [Amendment 15, September 8, 2004]
2nd Line	Dalmeny (west)	City limit	30 [Amendment 15, September 8, 2004]
3rd Line	Entire length		30
4th Line	Forest	Belmeade	26 [Amendment 15, September 8, 2004]
5th Line	Entire length		30
6th Line	Lawrence	Belmeade	26
8th Line	Victoria	Marionville	30 [Amendment 15, September 8, 2004]
9th Line	Mitch Owens	Marionville	26
Acres	McDiarmid	Belmeade	26
Apple Orchard	Entire length		30
Belmeade	Entire length		30
Black Creek	Mitch Owens	Pana	26
Blanchfield	Snake Island	Spring Hill	26
Cabin	River	Stagecoach	26
Campbellcroft	Spring Hill	Dalmeny	26 [Amendment 15, September 8, 2004]
Caster	8th Line	Gregoire	26
Cooper Hill	John Quinn	Boundary	26
Doyle	River	"T" intersection	26 [Amendment 15, September 8, 2004]
Forest	Stagecoach	4th Line	26

Road	From	To	ROW to be Protected
Gough	Entire length		30
Grey's Creek	Bank	Snake Island	30 [Amendment 15, September 8, 2004]
Herberts Corners	Manotick Station	Stagecoach	26
John Quinn	Entire length		30
Larry Robinson	Entire length		26
Lawrence	Entire length		30
Manotick Station	Mitch Owens	Snake Island	30 [Amendment 15, September 8, 2004]
Marionville	Entire length		30
McDiarmid	3rd Line	6th Line	26
McGuire	Snake Island	Cabin	26
Nixon	Snake Island	Gabert	26
Old Prescott	Mitch Owens	Stagecoach	30
Pana	8th Line	Boundary	26
Parkway	Entire length		30
Ray Wilson	Yorks Corners	Gregoire	26
Rideau Forest	River	Shylo	26
Sale Barn	Entire length		30
Scrivens	Snake Island	Bank	26
Shylo (south)	Rideau Forest	Squire	26
South Gower Boundary	Entire length		26
Squire	Shylo (south)	Dezois	26
Spring Hill	Blanchfield	Gregoire	26
Stone School	Greys Creek	John Quinn	26
Yorks Corners	Mitch Owens	Marionville	30 [Amendment 15, September 8, 2004]

Table 10 – Former City of Ottawa, Major Collector and Collector

Bayview/Bayswater	Scott	Somerset	23 [Amendment 15, September 8, 2004] 24
Brookfield	Riverside	Airport Parkway	30 [Ministerial Modification 74, November 10, 2003] 26
Bryon <i>Note: North side</i>	Golden	25.9 m west of Roosevelt	20.117
Charlotte	Rideau	Laurier-East	20 [Amendment 15, September 8, 2004]
Clare <i>Note: North side</i>	34.90 m east of Evered	Tweedsmuir	20.117 24
Cummings	Montreal	Donald	24
Dalhousie	George	Besserer	23.0 24
Fairlawn	Carling	Lenester	26 [Amendment 15, September 8, 2004]

Road	From	To	ROW to be Protected
			2004]
Hog's Back	Prince of Wales	Riverside	26 [Amendment 15, September 8, 2004]
Holland	Scott	Carling	26
Johnston <i>Note: North side</i>	Bank	Albion	34.0 26
Laurier East	King Edward	Charlotte	20 [Amendment 15, September 8, 2004]
Lenester	Woodroffe	Fairlawn	26 [Amendment 15, September 8, 2004]
Lola	30.238 m south of Prince Albert	26.632 m north of King George	20.117 24 <i>Note: East side tapered from north to south</i>
Patricia	Richmond	40 m north of Richmond	45.24 24
<i>Note: West side</i>			
Rideau Terrace	Noel	Acacia	48.288 24
<i>Note: On south side between Noel and Lambton 3.048 m widening required. Widening to be taken equally from each side between Lambton and Acacia.</i>			
Springfield	Maple Lane	Rideau Terrace	18.288

Table 11 – Former Township of Rideau, Collector

Arthur	Bridge	Richard	20
Century	McCordick	Rideau Valley	30
Church	McCordick	Fourth Line	20
Eastman	Potter	Rideau Valley	20
First Line	Bankfield	Roger Stevens	30
Long Island	Driscoll	Bridge	20
Malakoff	Donnelly	Century	30
McCordick	Brophy	Donnelly	30
Pollock	McCordick	Fourth Line	20 [Amendment 15, September 8, 2004]
Potter	Bankfield	Eastman	20 26
Van Vliet/Richard	Arthur	South River	20
West River	Bridge	West	20
West	West River	Long Island	20

Table 12 – Former City of Vanier, Collector

Granville	Montréal	65 m north	3 m on west side; 1 m on east side 27
Lafontaine	McArthur	65 m north	2 m each side
Lafontaine	Montréal	65 m south	3 m on east side; 1 m on west side

Road	From	To	ROW to be Protected
Marier	Montréal	65-m north	2-m each side
Marier	Beechwood	65-m south	2-m each side

Table 13 – Fomer Township of West Carleton, Collector

Allbirch	Bishop-Davis	Baillie	20
Armitage	Rock Forest	Farm	20 [Amendment 15, September 8, 2004]
Aylwin	Ferry	Stonecrest	20
Bairds	Diamondview	Carp	20
Barlow	Vances	Thomas A. Dolan	20
Bayview	Bishop-Davis	Bishop-Davis	20
Bearhill	Vaughan	Rockey-Creek	20
Beavertail	Old-Almonte	Whitetail	20
Bishop-Davis	Bayview	Bayview	20
Bradley-Side	Oak-Creek	Huntmar	20
Breezy-Heights	Entire-length		20
Burnt-Lands	Entire-length		20
Canon-Smith	Old-Birch	Galetta-Side	20
Carrol-Side	Dwyer-Hill	Peter-Robinson	20
Carrys-Side	Mohrs	Donald-B.-Munro	20
Cavanmore	Entire-length		20
Constance Bay	Dunrobin	Bayview	20
Corkery	Entire-length		20
David-Manchester	McGee-Side	Rothbourne	20
Diamondview	Dead-end-north-of-Kinburn-Side	McGee-Side	20 [Amendment 15, September 8, 2004]
Dominion-Springs	Entire-length		20
Donald-B.-Munro	Kinburn-Side	March	20 [Amendment 15, September 8, 2004]
Dunhaven	Stonecrest	Ridgetop	20
Dunrobin	Galetta-Side	north-end	20 [Amendment 15, September 8, 2004]
Farm	Torwood	Armitage	20 [Amendment 15, September 8, 2004]
Farmview	Hunt-Line	Grants-Side	20
Glennacastle	Inniskillin	Robertlee	20 [Amendment 15, September 8, 2004]
Golden-Line	March	McArton	20
Grainger-Park	Upper-Dwyer	Breezy-Heights	20 [Amendment 15, September 8, 2004]
Grants-Side	Highway-17/417	Donald-B.-Munro	20 [Amendment 15, September 8, 2004]
Greenland	Rock Forest	Thomas A. Dolan	20
Hamilton	Golden-Line	Dwyer-Hill	20
Hanson	Entire-length		20
Harbour	Market	Nicholson	23 [Ministerial Modification 75, November 10, 2003]

Road	From	To	ROW to be Protected
Harbour	Nickolson	Galetta	30 [Ministerial Modification 75, November 10, 2003]
Homesteaders	Galetta Side	Lillie Side	20
Howie	March	Old Almonte	20
Hunt Line	Highway 17/417	Loggers	20 [Amendment 15, September 8, 2004]
Huntmar	Huntmar (March to Richardson Side) — See Table 7 [Amendment 15, September 8, 2004]		
Inniskillin	Langstaff	Glencastle	20 [Amendment 15, September 8, 2004]
Ivy Acres	Galetta Side	Richie	20
John Kennedy	Old Almonte	Hamilton	20
John Shaw	Galetta Side	Thomas A. Dolan	20
Juanita	Carp	Langstaff	20
Kilmaurs	Stonecrest	Dunrobin	20
Langstaff	Juanita	Inniskillin	20
Lillie Side	John Shaw	Homesteaders	20
Limestone	Styles	Kinburn Side	20
Loggers	Entire length		20
Lowe	Entire length		20
MacHardy	Entire length		20
Maclarens Side	Stonecrest	Woodkilton	20
Manion	Corkery	Howie	20
Marshwood	Panmure	Vaughan	20 [Amendment 15, September 8, 2004]
Market	Harbour	Carp River	23 [Ministerial Modification 75, November 10, 2003]
Market	Carp River	Canon Smith	30 [Ministerial Modification 75, November 10, 2003]
McArton	Golden Line	Dwyer Hill	20
McGee Side	Spruce Ridge	Oak Creek	20
Mohrs	Galetta Side	Grants Side	20
Moonstone	Walgreen	Rothbourne	20
Oak Creek	McGee Side	Richardson Side	20
Old Almonte	Golden Line	David Manchester	20
Old Birch	Canon Smith	Ferry	20
Old Carp	March	Huntmar	20
Old Coach	Thomas A. Dolan	Donald B. Munro	20
Peter Robinson	March	North end	20 [Amendment 15, September 8, 2004]
Panmure	Rock Coady	Dwyer Hill	20 [Amendment 15, September 8, 2004]
Rabbit Path	Loggers	John Shaw	20 [Amendment 15, September 8, 2004]
Richardson Side	Beavertail	Huntmar	20

Road	From	To	ROW to be Protected
Richie	Walker-Bradley	Upper Dwyer Hill	20
Riddledale	Mohrs	Loggers	20
Ridgetop	Entire length		20
Robertlee	Glenncastle	Donald B. Munro	20 [Amendment 15, September 8, 2004]
Rock Forest	Greenland	Armitage	20 [Amendment 15, September 8, 2004]
Rothbourne	David Manchester	Carp	20
Shanna	Panmure	Vaughan	20
Spruce Ridge	Entire length		20
Stonecrest	Harry MacKay	Galetta Side	20
Stonecrest	Galetta Side	Thomas A. Dolan	20
Stoneridge	Entire length		20
Styles	Carp	Limestone	20
Thomas A. Dolan	Thomas A. Dolan (Dunrobin to Neely) — See Table 7 [Amendment 15, September 8, 2004]		
Thomas Argue	Donald B. Munro	March	20 [Amendment 15, September 8, 2004]
Timmins	Entire length		20
Torbolton Ridge	Maclarens Side	Vances	20
Torwood	Farm	Thomas A. Dolan	20 [Amendment 15, September 8, 2004]
Upper Dwyer Hill	Future Highway 417	Kinburn Side	20 [Amendment 15, September 8, 2004]
Vances	Torbolton Ridge	Barlow	20
Vaughan	Burnt Lands	William Hodgins	20
Walgreen	Westbrook	Moonstone	20
Walter Bradley	Entire length		20
Westbrook	Carp	Walgreen	20
Whitetail	Entire length		20
William Hodgins	Donald B. Munro	Diamondview	20
William Mooney	Entire length		20
Woodkilton	Maclarens Side	Thomas A. Dolan	20
Yucks	Mohrs	Loggers	20

Table 14 – Local Roads

Alon	Maple Grove	Johnwoods	20 [Amendment 15, September 8, 2004]
Anaidea	Entire length		23-26 [Amendment 15, September 8, 2004]
Andrew	James Craig	Fourth Line	20 [Amendment 15, September 8, 2004]
Ann	Maple	O'Grady	20 [Amendment 15, September 8, 2004]
Arthur	Bridge	Richard	20 [Amendment 15, September 8, 2004]
Barnsdale	Prince of Wales	Rideau Valley	up to 40 [Amendment 15, September 8, 2004]

Road	From	To	ROW to be Protected
Beaver	Capilane	Leaver	21-5-30 [Amendment 15, September 8, 2004]
Beaverwood	Scharfield	Manotick Main	20 [Amendment 15, September 8, 2004]
Bégin	Montréal	Lewis	6m east side, 9m west side 3-0 additional from west side
Berry Side	Section west of Kerwin		26 uneven [Amendment 15, September 8, 2004]
Berry Side	Section east of Sixth Line		26 [Amendment 15, September 8, 2004]
Besserer	Cumberland	King Edward	20
Bloomfield	Churchill North	East end	18 18-288
Burris	Merivale	Eleanor	21-5-30 [Amendment 15, September 8, 2004]
Canon Smith	north dead end	Old Birch	20 [Amendment 15, September 8, 2004]
Carter	Rideau Valley South	dead end	20 [Amendment 15, September 8, 2004]
Clapp	Manotick Main	Mill	20 [Amendment 15, September 8, 2004]
Clementine	Bélanger	Ohio	15 15-240
Clementine	Rockingham	Bélanger	20 20-117 Note: 5 m x 5 m corner rounding at Bélanger. Widening on the east side.
Constance Lake	Entire length		26, uneven east of rail line [Amendment 15, September 8, 2004]
Cousineau	East-west segment only		18 18-20 [Amendment 15, September 8, 2004]
Cumberland	George	Rideau	20
Currier	Manotick Main	Dickinson	20 [Amendment 15, September 8, 2004]
Dairy	Trim	Old Montréal	20 20-26 [Amendment 15, September 8, 2004]
Daly	Nicholas	Waller	20
Dickinson	Mill	south end	14 20 [Amendment 15, September 8, 2004]
Didsbury	Entire length		26 [Amendment 15, September 8, 2004]
Dussere	Cousineau	St. Joseph	20 23-26 [Amendment 15, September 8, 2004]
Earl Grey	Entire length		20 26 [Amendment 15, September 8, 2004]

Road	From	To	ROW to be Protected
Edgar Brault	St. Joseph	100m south of St. Joseph	20 23-26 [Amendment 15, September 8, 2004]
L'Église	Montréal	35 north of College 34.2 m north of Lapointe	20 20.117 Note: North east side
Elmgrove	Winona	East limit of Lot 13, Plan 184	Note: South side widening tapers from 6 m at Winona to 0 m at east limit of Lot 13, Plan 184
Gabriel	Rocque	130 m north of St. Joseph	23 23-26 [Amendment 15, September 8, 2004]
Grey's Creek	Snake Island	south dead end	26 30 [Amendment 15, September 8, 2004]
Herzberg	March Valley	Terry Fox	26 [Amendment 15, September 8, 2004]
James Craig	Prince of Wales	Roger Stevens	20 [Amendment 15, September 8, 2004]
Jeanne Mance	Kendall	Cyr	18 3.0 additional from each side
Joseph Cyr	Entire length		20 23-26 [Amendment 15, September 8, 2004]
Kars Rectory	Rideau Valley South	Waterloo	20 [Amendment 15, September 8, 2004]
Kenaston	Entire length		23 23-26 [Amendment 15, September 8, 2004]
Kirkwood	Richmond	Wilber	26.0
Lord Nelson	Kars Rectory	Old Wellington	20 [Amendment 15, September 8, 2004]
Louis	Entire length		20 23-26 [Amendment 15, September 8, 2004]
Maisonneuve	130 m north of St. Joseph	St. Joseph	23 23-26 [Amendment 15, September 8, 2004]
Malibu	Hilliard	Fisher	21.5-30 [Amendment 15, September 8, 2004]
Maple Lane	Lisgar Road 24.4 m east of Howick	Springfield	18 Note: unequal measured from north side 18.288 Note: South side
March Valley	500 m north of rail line	Herzberg	26 [Amendment 15, September 8, 2004]
McCormick	Armstrong	Wellington St. West	15-240 [Amendment 15, September 8, 2004]
Michael	Cyrville	Labelle	20 23-26 [Amendment 15, September 8, 2004]
Michael	Labelle	Transitway	18
Michael	Triole	Railway crossing	20

Road	From	To	ROW to be Protected
		Former Ottawa/Gloucester boundary	23-26 [Amendment 15, September 8, 2004]
Mill	Manotick Main	Bridge	20 [Amendment 15, September 8, 2004]
Millview	Arthur	south end	18 20 [Amendment 15, September 8, 2004]
Moore-Farrow	Grandeur	Ahearn	12192-12
New Orchard	Richmond	Ambleside	20 20.117
Newtown	Entire length		20 [Amendment 15, September 8, 2004]
O'Grady	Manotick Main	Dickinson	18 20 [Amendment 15, September 8, 2004]
Ohio	54 m east of Clementine	Bank	18 18.592
Old Carp	Second Line	March	26 30 [Amendment 15, September 8, 2004]
Old Wellington	Rideau Valley South	east dead end	18 20 [Amendment 15, September 8, 2004]
Palace	Montréal	Northeast corner of Lot 85	14 2.0 additional from each side
Parisien	Entire length		20 23-26 [Amendment 15, September 8, 2004]
Pinhey Point	Entire length		26 uneven [Amendment 15, September 8, 2004]
Queensdale	Albion	Conroy	20 [Amendment 15, September 8, 2004]
Richard	Arthur	Van Vliet	18 20 [Amendment 15, September 8, 2004]
Richardson Side	Future Terry Fox	Kanata	26 [Amendment 15, September 8, 2004]
Rocque	St. Pierre	Gabriel	23 23-26 [Amendment 15, September 8, 2004]
Roosevelt Note: West side	Richmond	Danforth (Byron)	18 20.117
Rosebella	Albion	Conroy	20 23-26 [Amendment 15, September 8, 2004]
St. Jean	Cousineau	Notre Dame	20 23-36 [Amendment 15, September 8, 2004]
St. Pierre	north end	130 m north of St. Joseph	23 23-26 [Amendment 15, September 8, 2004]
Shore	St. Laurent	Triole	18 18.288
Star Top	Cyrville	Innes	26 26-40 [Amendment 15, September 8, 2004]
Tighe	Ann	Dickinson	20 [Amendment 15, September 8, 2004]
Triole	North of Tremblay Section north of former Ottawa/Gloucester		20 23-26 [Amendment 15, September 8, 2004]

Road	From	To	ROW to be Protected
	boundary		
Triole	All sections south of Tremblay Former City of Ottawa city limits	CNR	18 18.288 Note: Cul-de-sac required on south end of this segment, north of the CNR track [Ministerial Modification 76, November 10, 2003]
Vaughan	Crichton	Mackay	15 15.240
Washington	Rideau Valley South	Waterloo	20 [Amendment 15, September 8, 2004]
Waterloo	Kars Rectory	Old Wellington	20 [Amendment 15, September 8, 2004]
Watters Note: South side	East Urban Community – east limit	east to turn south	26 unequal [Amendment 15, September 8, 2004]
Whitby Note: North side	Churchill	Winona	15 18.288
Winston	Richmond	Dead end at Wilmont	15 15.240