



THE ONTARIO FEDERATION OF TRAIL RIDERS

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OFTR Press Release Regarding Road Access for Green Plate Motorcycles

The Ontario Federation of Trail Riders want to thank the Ford Government and Hon. Minister of Transportation Caroline Mulroney for all their assistance and support for Off Road Motorcycles in Ontario. On July 1st, 2020 regulation changes were brought into effect to allow Green Plate Motorcycles access to several provincial roads. This was the final piece for the ***Better for People, Smarter for Business Act, 2019*** that was passed in December 2019. For many years the OFTR has been working on getting the same permissions as the other off road vehicles in Ontario.

Working alongside the OFTR, other administrations such as law enforcement, the motorcycle industry, tourism partners and many others have encouraged the Ontario government make the necessary changes to allow Green Plate Motorcycles to use the shoulder of the road for trail linkage. There is still a lot of work to do at the municipal levels to allow off road motorcycles access to municipal roads but at this time off road motorcycles are allowed to use a great number of provincial roads. There is an attached schedule to this document that details which roads are currently legal to ride on with a Green Plate Off Road Motorcycle. **Please refer to the schedule of Provincial Roads. Green Plate Motorcycles are not legal on Municipal Roads at this time as the municipalities will have to amend or pass by-laws to allow Green Plate Off Road Motorcycles on their municipal roads.** There are also several conditions that also must be met to allow the Off Road Motorcycle to legally ride on the shoulder of the road.

"off-road motorcycle" means an off-road vehicle, designed primarily for recreational use that:

- (a) has steering handlebars,
- (b) has two wheels, the tires of which are all in contact with the ground,
- (c) has a minimum wheel rim diameter of 250 millimetres,
- (d) has a minimum wheelbase of 1,016 millimetres,
- (e) has a seat that is designed to be straddled by the driver,
- (f) is designed to carry a driver only and no passengers, and
- (g) does not have a sidecar;

(As copied from Ontario Regulation 316/03)

Below are the regulations that pertain to the use of the shoulder of the road for all Off-Road Vehicles. Please read them carefully and obey them.

The OFTR encourages riders to obey all traffic laws and ride responsibly and respectfully at all times either on the trail or on the shoulder of the road.

Again the OFTR wants to thank the government of Ontario for supporting these changes and encouraging people to get out and enjoy the beautiful province of Ontario.

Regards,
Arthur Ash
President
Ontario Federation of Trail Riders

Application of *Off-Road Vehicles Act*

21. The *Off-Road Vehicles Act* and the regulations made under that Act that apply to the operation of off-road vehicles off the highway apply with necessary modifications to the operation of an off-road vehicle on a highway. O. Reg. 316/03, s. 21.

Maximum speed

22. The off-road vehicle shall not be driven at a rate of speed greater than,

- (a) 20 kilometres per hour, if the speed limit established under the Act for that part of the highway is not greater than 50 kilometres per hour; or
- (b) 50 kilometres per hour, if the speed limit established under the Act for that part of the highway is greater than 50 kilometres per hour. O. Reg. 316/03, s. 22.

Environmental protection

23. (1) The off-road vehicle shall not be operated in such a manner as to,

- (a) discharge a contaminant or cause or permit the discharge of a contaminant into the natural environment that may have an adverse effect on the environment or impair the quality of any waters; or
- (b) contravene any conditions, restrictions and prohibitions imposed by any legislation and related regulations enacted to protect the environment. O. Reg. 316/03, s. 23 (1).

(2) The off-road vehicle shall not be operated in such a manner that it causes or is likely to cause,

- (a) a risk to the safety of any person;
- (b) harm or material discomfort to any person from dust, emissions or noise;
- (c) harm, injury or damage, either directly or indirectly, to any property, flora or fauna; or
- (d) alteration, disruption or destruction to the natural environment, including erosion damage or degradation of the right of way. O. Reg. 316/03, s. 23 (2).

(3) The off-road vehicle shall not be driven in or through a river, stream or other watercourse on a highway if doing so would or would be likely to alter, disrupt or destroy any fish habitat. O. Reg. 316/03, s. 23 (3).

Rules of the road

24. (1) The off-road vehicle shall be driven on the shoulder of the highway in the same direction as the traffic using the same side of the highway. O. Reg. 316/03, s. 24 (1).

(2) Despite subsection (1), the off-road vehicle may be driven on the roadway in the same direction as the traffic using the same side of the highway if,

- (a) there is no shoulder;
- (b) the shoulder of the highway is obstructed and cannot be used by the off-road vehicle; or
- (c) the shoulder is not wide enough to allow the off-road vehicle to be driven with all of its tires remaining completely off of the roadway. O. Reg. 316/03, s. 24 (2); O. Reg. 135/15, s. 7 (1).

(3) Despite subsection (1), the off-road vehicle shall not be driven on the shoulder but shall be driven on the roadway in the same direction as the traffic using the same side of the highway if it is being driven across a level railway crossing. O. Reg. 316/03, s. 24 (3).

(4) When driven on the shoulder of the highway, the off-road vehicle shall be driven as close to and parallel with the right edge of the shoulder as can be done practicably and safely. O. Reg. 316/03, s. 24 (4).

(5) When driven on the roadway pursuant to subsection (2), the off-road vehicle shall be driven as close to and parallel with the right edge of the roadway as can be done practicably and safely. O. Reg. 316/03, s. 24 (5).

(6) When entering the shoulder or the roadway, the off-road vehicle shall yield the right of way to vehicles already using the shoulder or the roadway, as the case may be,



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and shall enter the shoulder or roadway only when it is safe to do so. O. Reg. 316/03, s. 24 (6).

(7) The off-road vehicle shall not be driven in the median strip of the highway. O. Reg. 316/03, s. 24 (7).

(8) The off-road vehicle shall not be driven on any part of the highway that is designated as a construction zone under subsection 128 (8) of the Act or on any other part of the highway where construction work or highway maintenance is being carried out, unless the off-road vehicle is operating as a vehicle described in subsection 128 (13) of the Act or as a road service vehicle. O. Reg. 316/03, s. 24 (8).

(9) If part or all of the highway is closed under subsection 134 (2) of the Act, the off-road vehicle shall not be driven on any adjacent part of the highway that may be open, unless the off-road vehicle is operating as a vehicle described in subsection 128 (13) of the Act or as a road service vehicle. O. Reg. 316/03, s. 24 (9).

(10) The off-road vehicle shall not overtake and pass any moving motor vehicle or motorized snow vehicle at any time when both the off-road vehicle and the other vehicle are travelling on the same shoulder or roadway of the highway. O. Reg. 316/03, s. 24 (10).

(11) Despite subsection (10), an off-road vehicle may overtake and pass another off-road vehicle when both are travelling on the shoulder if the movement can be made in safety while remaining on the shoulder and to the left of the off-road vehicle being overtaken and passed. O. Reg. 316/03, s. 24 (11).

(12) If the off-road vehicle is an all-terrain vehicle, the person driving the all-terrain vehicle on the highway may, despite clause 142 (4) (b) of the Act, indicate the intention to turn right by extending the right hand and arm horizontally beyond the right side of the vehicle. O. Reg. 135/15, s. 7 (2).

(13) Before commencing a left turn in the manner required by subsection 141 (5), (6) or (7) of the Act, the off-road vehicle shall, without interfering with the movement of traffic travelling in the same direction as the off-road vehicle, move away from the shoulder or from the right edge of the roadway, as the case may be, and be positioned on the roadway in the position from which the left turn is to be made. O. Reg. 316/03, s. 24 (13).

(14) Upon completing a left turn, the off-road vehicle shall, without interfering with the movement of traffic travelling in the same direction as the off-road vehicle, move back to the right edge of the roadway or shoulder, as the case may be. O. Reg. 316/03, s. 24 (14).

SCHEDULE A HIGHWAYS PROHIBITED TO ALL OFF-ROAD VEHICLES

1. That part of the King's Highway known as Nos. 69, 400, 401, 402, 403, 404, 405, 406, 409, 410, 412, 416, 417, 418, 420 and 427 and the Queen Elizabeth Way.
 - 1.1 That part of the King's Highway known as Highway 407 East.
 - 1.2 The private toll highway known as Highway 407.
2. That part of the King's Highway known as No. 6 where that highway is contiguous with the King's Highway known as No. 403.
3. That part of the King's Highway known as No. 24 where that highway is contiguous with the King's Highway known as No. 403.
4. That part of the King's Highway known as No. 35 where that highway is contiguous with the King's Highway known as No. 115.

5. That part of the King's Highway known as No. 58 where that highway is contiguous with the King's Highway known as No. 406.
6. That part of the King's Highway known as No. 3 lying between a point situate at its intersection with the eastern limit of the roadway known as Ron McNeil Line (also known as Elgin County Road 52) where Ron McNeil Line continues as the roadway known as Ford Drive in the Township of Southwold and a point situate at its intersection with the west junction of the roadway known as Centennial Avenue in the Municipality of Central Elgin.
7. That part of the King's Highway known as No. 3 (also known as Huron Church Road) in the County of Essex lying between a point situate at its intersection with the westerly limit of the roadway known as Outer Drive in the Town of Tecumseh and a point situate at its intersection with the easterly limit of the roadways known as Industrial Drive and Northwood Street in the City of Windsor.
8. That part of the King's Highway known as No. 6 in the County of Haldimand lying between a point situate at its intersection with the roadway known as Argyle Street South and a point situate at its intersection with the southern limit of the roadway known as Seneca Greens Road.
- 8.1 That part of the King's Highway known as No. 6 lying between a point situate at its intersection with the northerly limit of the King's Highway known as No. 403 in the City of Burlington and the City of Hamilton and a point situate at its intersection with the King's Highway known as No. 5 in the City of Hamilton.
9. That part of the King's Highway known as No. 6 lying between a point situate at its intersection with the King's Highway known as No. 401 in the Township of Puslinch and a point situate at its intersection with the south junction of the King's Highway known as No. 7 where King's Highway No. 7 continues as the roadway known as Wellington Street (also known as Wellington County Road 124) in the City of Guelph.
10. That part of the King's Highway known as Nos. 6 and 7 in the City of Guelph lying between a point situate at its intersection with the south junction of the King's Highway known as No. 7 where King's Highway No. 7 continues as the roadway known as Wellington Street (also known as Wellington County Road 124) and a point situate at its intersection with the north junction of the King's Highway known as No. 7 where King's Highway No. 7 continues as the roadway known as Woodlawn Road.
11. That part of the King's Highway known as No. 7 lying between a point situate at its intersection with the King's Highway known as No. 417 in the City of Ottawa and a point situate 150 metres measured easterly from its intersection with the centre line of the roadway known as McNeely Avenue in the Town of Carleton Place.
12. That part of the King's Highway known as No. 7 in the City of Kitchener lying between a point situate at its intersection with the roadway known as Victoria Street and a point situate at its intersection with the east junction of the King's Highway known as No. 8 where King's Highway No. 8 continues as the roadway known as King Street.
13. That part of the King's Highway known as Nos. 7 and 8 lying between a point situate at its intersection with the eastern limit of the roadway known as Waterloo Road 5 in the Township of Wilmot and a point situate at its intersection with the east junction of the King's Highway known as No. 8 where King's Highway No. 8 continues as the roadway known as King Street in the City of Kitchener.
14. That part of the King's Highway known as Nos. 7 and 115 lying between a point situate at its intersection with the west junction of the King's Highway known as No. 7 in the Township of Cavan Monaghan and a point situate at its intersection with the east junction of the King's Highway known as No. 7 in the City of Peterborough.
15. That part of the King's Highway known as No. 8 in the City of Kitchener lying between a point situate at its intersection with the King's Highway known as No. 401 and a point situate at its intersection with the east junction of the King's Highway known as No. 7 where King's Highway No. 7 continues as the roadway known as King Street.
16. That part of the King's Highway known as No. 11 in the City of Orillia lying between a point situate at its intersection with the roadway known as Memorial Avenue and a point situate at its intersection with the roadway known as Lacie Street.
17. That part of the King's Highway known as No. 11 lying between a point situate at its intersection with the south junction of the King's Highway known as No. 17 in the City of North Bay and a point situate at its intersection with the centre line of the roadway known as Muskoka Road 169 (also known as Bethune Drive) in the Town of Gravenhurst in the District Municipality of Muskoka.
18. That part of the King's Highway known as No. 26 in the County of Simcoe lying between a point situate 50 metres measured westerly from its intersection with the centre line of the King's Highway known as No. 7149 in the Town of Wasaga Beach and a point situate 50 metres measured easterly



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from its intersection with the centre line of the roadway known as Poplar Sideroad in the Town of Collingwood.

19. That part of the King's Highway known as Nos. 11 and 17 in the City of North Bay lying between a point situate at its intersection with the roadway known as Seymour Street and a point situate at its intersection with the King's Highway known as No. 11 (also known as Algonquin Avenue).
20. That part of the King's Highway known as Nos. 11 and 17 lying between a point situate at its intersection with the centre line of the roadway known as Lakeshore Drive in the Municipality of Shuniah and a point situate at its intersection with the centre line of the King's Highway known as No. 130 in the Municipality of Oliver Paipoonge.
21. That part of the King's Highway known as No. 17 in the City of North Bay lying between a point situate at its intersection with the King's Highway known as No. 11 (also known as Algonquin Avenue) and a point situate at its intersection with the roadway known as Gormanville Road.
22. That part of the King's Highway known as No. 17 in the City of Greater Sudbury lying between a point situate at its intersection with the middle junction of the roadway known as Municipal Road 55 and a point situate 1100 metres measured westerly from its intersection with the west junction of the roadway known as Municipal Road 55.
23. That part of the King's Highway known as No. 58 in the City of Thorold lying between a point situate at its intersection with the King's Highway known as No. 406 and a point situate at its intersection with the westerly limit of the roadway known as Niagara Regional Road No. 57 (also known as Thorold Stone Road).
- 23.1 That part of the King's Highway known as No. 60 lying between a point situate at its intersection with the centre line of the King's Highway known as No. 11 in the geographic township of Chaffey and a point situate 1000 metres measured westerly from its intersection with the centre line of the roadway known as Hidden Valley Road in the Town of Huntsville, in the District of Muskoka.
- 23.2. That part of the King's Highway known as No. 60 lying between a point situate 300 metres measured southerly from the middle of the Headstone Creek Bridge (at the east entrance of Algonquin Provincial Park) in the District of Nipissing and a point situate at its intersection with the northern boundary of the Township of Algonquin Highlands (being the westerly boundary of Algonquin Park), in the County of Haliburton.
24. That part of the King's Highway known as No. 61 in the City of Thunder Bay lying between a point situate at its intersection with the King's Highway known as No. 11 and a point situate at its intersection with the roadway known as Chippewa Road.
25. That part of the King's Highway known as No. 69 in the Territorial District of Sudbury lying between a point situate 1890 metres measured southerly from its intersection with the centre line of the King's Highway known as No. 637 in the Township of Servos and a point situate 1585 metres measured southerly from its intersection with the centre line of the roadway known as Estaire Road in the City of Greater Sudbury.
26. That part of the King's Highway known as No. 85 lying between a point situate at its intersection with the King's Highway known as No. 7 (also known as Victoria Street) in the City of Kitchener and a point situate 385 metres measured northerly from its intersection with the centre line of the roadway known as Waterloo Regional Road 15 (also known as King Street) in the Township of Woolwich.
27. That part of the King's Highway known as No. 115 lying between a point situate at its intersection with the King's Highway known as Nos. 35 and 115 in the Municipality of Clarington and a point situate at its intersection with the King's Highway known as No. 7 in the Township of Cavan Monaghan.
28. That part of the King's Highway known as No. 137 lying between a point situate at its intersection with the King's Highway known as No. 401 in the Township of Leeds and The Thousand Islands and a point situate 15 metres measured southerly from the south abutment of the Thousand Island Bridge.

29. That part of the King's Highway known as No. 7087 (also known as E. C. Row Expressway) in the City of Windsor in the County of Essex lying between a point situate at its intersection with the northerly limit of the King's Highway known as No. 7902 (also known as Ojibway Parkway) and a point situate 365 metres measured easterly from its intersection with the centre line of the King's Highway known as No. 3 (also known as Huron Church Road).
30. All of the King's Highway known as No. 7274 (also known as Highway 6/Airport Road Connection).
31. That part of the King's Highway known as No. 7902 (also known as Ojibway Parkway) in the City of Windsor in the County of Essex lying between a point situate at its intersection with the northerly limit of the south junction of the roadway known as Broadway Street and a point situate at its intersection with the easterly limit of the Essex Terminal Railway right-of-way.
32. That part of the King's Highway known as No. 7908 (also known as Essex County Road 9/Howard Avenue Diversion) in the Town of Tecumseh in the County of Essex lying between a point situate at its intersection with the southerly limit of the King's Highway known as No. 3 and a point situate at its intersection with the northerly limit of the roadways known as Laurier Parkway and South Talbot Road where the King's Highway known as No. 7908 continues as the roadway known as Essex County Road 9.

O. Reg. 134/15, s. 1; O. Reg. 333/15, s. 1; O. Reg. 181/16, s. 1; O. Reg. 478/17, s. 1.

SCHEDULE B

HIGHWAYS PERMITTED TO ALL-TERRAIN VEHICLES, MULTI-PURPOSE OFF-HIGHWAY UTILITY VEHICLES AND RECREATIONAL OFF-HIGHWAY VEHICLES

1. All of the Secondary and Tertiary highways known as and numbered 500 to 899, but not including that part of the Secondary highway known as No. 587 south of a point situate 3.6 km southerly from its intersection with the highway known as Pass Lake Cross Road in the Municipality of Shuniah, in the District of Thunder Bay, being within the boundary of Sleeping Giant Provincial Park.
2. That part of the King's Highway known as Nos. 7036 (also known as Potter Road in the Township of Newmarket), 7037 (also known as Hanna Road in the Township of Lamarche and the Township of Hanna), 7041 (also known as Main Street in the Township of Curtin), 7042 (also known as Old Wanup Road in the Township of Dill and Secord Road in the Township of Secord and the Township of Burwash), 7044 (also known as Old Cartier Road in the Township of Cartier, the Township of Hart and the Township of Cascaden), 7140 (also known as Geneva Lake Mine Road in the Township of Moncrieff), 7151 (also known as Mesomikenda Lake Road in the Township of Neville and the Township of Chester), 7162 (also known as Ontario Street in the Township of Armour), 7182 (also known as Shebeshekong Road in the Township of Shawanaga and the Township of Carling), 7188 (also known as Katrine Road in the Township of Armour), 7279 (also known as Estaire Road in the Township of Dill and the Township of Burwash), 7285 (also known as Nelson Road in the Township of Burwash), 7286 (also known as Bentley Road in the Township of Dill), 7287 (also known as Shebeshekong Road in the Township of Carling), 7289 (also known as Lake Joseph Road in the Township of Seguin, the Township of Medora and the Township of Freeman), 7290 (also known as Lake Joseph Road in the Township of Seguin), 7291 (also known as Muskoka Road in the Township of Strong), 7292 (also known as Sinclair Lane in the Township of Strong), 7293 (also known as Green Road in the Township of Strong), 7294 (also known as Sunny Ridge Road in the Township of Strong), 7295 (also known as North Horn Lake Road in the Township of Strong), 7296 (also known as Valley View Road in the Township of Strong), 7297 (also known as South Service Road in the Township of Armour), 7298 (also known as Pickerel and Jack Lake Road and Berriedale Road in the Township of Armour), 7909 (also known as Nobel Road in the Township of Carling and the Township of McDougall) and 7910 (also known as Avro Arrow Road in the Township of McDougall).
3. That part of the King's Highway known as Nos. 94, 105, 118, 124, 125, 127, 130 and 141.
4. That part of the King's Highway known as No. 4 lying between a point situate at its intersection with the highway known as Huron County Road 12 (also known as Kippen Road) in the Municipality of Huron East, in the County of Huron, and a point situate at the north end of the structure known as the Bayfield River Bridge (at the southern boundary of the former Town of Clinton) in the Municipality of Central Huron, in the County of Huron.
5. That part of the King's Highway known as No. 6 lying between a point situate at its intersection with the south junction of the highway known as Bruce County Road No. 9 (also known as Colpoy Bay Road) in the Town of South Bruce Peninsula, in the County of Bruce, and a point situate 400 metres measured north of the centre line of the roadway known as Dyers Bay Road in the Municipality of Northern Bruce Peninsula, in the County of Bruce.
6. That part of the King's Highway known as No. 6 lying between a point situate at its intersection with the highway known as Water Street in the Township of Tehkummah, in the District of Manitoulin, and a point situate 2,000 metres measured northerly from the centre line of the highway known as



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Whites Point Road in the Town of Northeastern Manitoulin and the Islands, in the District of Manitoulin.

7. That part of the King's Highway known as No. 6 lying between a point situate at 330 metres measured southerly from the middle of the swing bridge over the Little Current North Channel in the Town of Northeastern Manitoulin and the Islands in the District of Manitoulin and a point situate at its intersection with the highway known as Foster Drive in the Town of Espanola in the District of Sudbury.
8. That part of the King's Highway known as No. 8 lying between a point situate 1.3 kilometres measured westerly from the centre line of the western most intersection with the King's Highway known as No. 23, in the Municipality of West Perth, in the County of Perth, and a point situate at its intersection with the highway known as Centennial Drive in the Municipality of Huron East, in the County of Huron.
9. That part of the King's Highway known as No. 8 lying between a point situate 100 metres measured easterly from the centre line of the highway known as Huron Street in the Municipality of West Perth, in the County of Perth, and a point situate at its intersection with the highway known as Ransford Street in the Municipality of Central Huron, in the County of Huron.
10. That part of the King's Highway known as No. 9 lying between a point situate at its intersection with the highway known as West Heritage Street in the Township of Howick, in the County of Huron, and a point situate 500 metres measured southerly from the centre line of the roadway known as Bruce Road 6 East (also known as Absalom Street) in the Municipality of South Bruce, in the County of Bruce.
11. That part of the King's Highway known as No. 9 lying between a point situate 600 metres measured northerly from the intersection with the highway known as Bruce Road 24 (also known as Absalom Street) in the Municipality of South Bruce, in the County of Bruce, and a point situate at its intersection with the King's Highway known as No. 21 in the Municipality of Kincardine, in the County of Bruce.
12. That part of the King's Highway known as No. 11 lying between a point situate at its western most intersection with the King's Highway known as No. 71 east of the Settlement Area of Barwick, in the Township of Chapple, in the Reserve of the Manitou Rapids First Nation, in the District of Rainy River, and a point situate 300 metres measured easterly from the centre line of the highway known as Miller Street North at the eastern boundary of the Town of Rainy River, in the District of Rainy River.
13. That part of the King's Highway known as No. 11B lying between a point situate at its northern most intersection with the King's Highway known as No. 11 in the Town of Atikokan, in the District of Rainy River, and a point situate at its intersection with the Secondary Highway known as No. 622 in the District of Rainy River.
14. That part of the King's Highway known as No. 23 lying between a point situate at its intersection with the King's Highway known as No. 7 in the Township of Lucan Biddulph, in the County of Middlesex, and a point situate 1.1 kilometres measured southerly from its intersection with the King's Highway known as No. 8 in the Municipality of West Perth, in the County of Perth.
15. That part of the King's Highway known as No. 23 lying between a point situate 1.1 kilometres measured northerly from its intersection with the King's Highway known as No. 8 in the Municipality of West Perth, in the County of Perth, and a point situate at its intersection with the roadway known as Perth Line No. 44 in the Municipality of North Perth, in the County of Perth.
16. That part of the King's Highway known as No. 28 lying between a point situate at its intersection with the highway known as Peterborough County Road 504 in the Township of North Kawartha, in the County of Peterborough, and a point situate at its intersection with the King's Highway known as No. 118 in the Town of Bancroft, in the County of Hastings.
17. That part of the King's Highway known as No. 28 lying between a point situate 880 metres measured easterly from the centre line of the highway known as Hastings Street in the Town of Bancroft, in the County of Hastings, and a point situate at its intersection with the King's Highway known as No. 41 in the Township of Addington Highlands, in the County of Lennox and Addington.

18. That part of the King's Highway known as No. 35 lying between a point situate 200 metres measured northerly from its intersection with the centre line of the roadway known as Horseshoe Lake Road in the Township of Minden Hills, in the County of Haliburton, and a point situate at its intersection with the King's Highway known as No. 60 in the Township of Lake of Bays, in the District of Muskoka.
- 18.1 That part of the King's Highway known as No. 35 lying between a point situate at its southern most intersection with the roadway known as Haliburton County Road 121 in the Township of Minden Hills, in the County of Haliburton, and a point situate 4300 metres measured southerly from its intersection with the roadway known as Deep Bay Road in the Township of Minden Hills, in the County of Haliburton.
19. That part of the King's Highway known as No. 41 lying between a point situate at the Frontenac and the Lennox and Addington County Boundary (Bon Echo Provincial Park North Boundary) in the Township of Addington Highlands, in the County of Lennox and Addington, and a point situate at its intersection with the highway known as Renfrew County Road 512 (also known as Foymount Road) in the Township of Bonnechere Valley, in the County of Renfrew.
20. That part of the King's Highway known as No. 41 lying between a point situate 800 metres measured northerly from the centre line of its southern most intersection with the King's Highways known as No. 60 (also known as Bonnechere Street) in the Township of Bonnechere Valley, in the County of Renfrew, and a point situate at its intersection with the King's Highway known as No.17 in the Township of Laurentian Valley, in the County of Renfrew.
21. That part of the King's Highway known as No. 60 lying between a point situate at its intersection with the highway known as Cotieville Road in the Township of Horton, in the County of Renfrew, and a point situate at its intersection with a point measured 500 metres westerly from the centre line of the highway known as Ott Road in the Township of Bonnechere Valley, in the County of Renfrew.
22. That part of the King's Highway known as No. 60 in the County of Renfrew lying between a point situate 800 metres measured northerly from its intersection with the roadway known as Bridge Street in the Township of Bonnechere Valley and a point situate 800 metres measured easterly from its intersection with the roadway known as Renfrew County Road 62 South in the Township of Madawaska Valley.
23. That part of the King's Highway known as No. 60 lying between a point situate 500 metres measured westerly from the centre line of its western most intersection with County Road No. 62 in the Township of Madawaska Valley, in the County of Renfrew, and a point situate 300 metres measured southerly from the middle of the Headstone Creek Bridge (at the east entrance of Algonquin Provincial Park) in the District of Nipissing.
24. That part of the King's Highway known as No. 60 lying between a point situate at its intersection with the northern boundary of the Township of Algonquin Highlands (being the western boundary of Algonquin Park) in the County of Haliburton, and a point situate 1000 metres measured westerly from its intersection with the centre line of the roadway known as Hidden Valley Road in the Town of Huntsville, in the District of Muskoka.
25. That part of the King's Highway known as No. 61 lying between a point situate with the international boundary between Canada and the United States of America in the Municipality of Neebing, in the District of Thunder Bay, and a point situate at its intersection with the King's Highway known as No. 130 in the Municipality of Oliver Paipoonge, in the District of Thunder Bay.
26. That part of the King's Highway known as No. 62 lying between a point situate at its intersection with the King's Highway known as No. 7 in the Township of Madoc, in the County of Hastings, and a point situate 300 metres measured southerly from the centre line of the highway known as Bay Lake Road in the Town of Bancroft, in the County of Hastings.
27. That part of the King's Highway known as No. 62 lying between a point situate at its intersection with the highway known as Hybla Road in the Municipality of Hastings Highlands, in the County of Hastings, and a point situate at its intersection with the King's Highway known as No.127 in the Municipality of Hastings Highlands, in the County of Hastings.
28. That part of the King's Highway known as No. 63 lying between a point situate at its intersection with the highway known as Peninsula Road in the City of North Bay, in the District of Nipissing, and a point situate at its intersection with the boundary of the Province of Ontario and the Province of Quebec in the District of Nipissing.
29. That part of the King's Highway known as No. 64 lying between a point situate at its intersection with the King's Highway known as No. 69 in the Municipality of French River, in the District of Sudbury, and a point situate at its western most intersection with the King's Highway known as No. 17 in the Municipality of West Nipissing, in the District of Nipissing.
30. That part of the King's Highway known as No. 64 lying between a point situate at its intersection with the highway known as Highway 17 in the Municipality of West Nipissing, in the District of



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Nipissing, and a point situate at its intersection with the King's Highway known as No. 11 in the District of Nipissing.

31. That part of the King's Highway known as No. 65 lying between a point situate at its intersection with the boundary of the Province of Ontario and the Province of Quebec, in the District of Timiskaming, and a point situate at its intersection with Armstrong Street in the City of Temiskaming Shores, in the District of Timiskaming.
32. That part of the King's Highway known as No. 65 lying between a point situate at its intersection with the King's Highway known as No. 11 in the City of Temiskaming Shores, in the District of Timiskaming, and a point situate at its intersection with the King's Highway known as No. 66 in the Township of Matachewan, in the District of Timiskaming.
33. That part of the King's Highway known as No. 66 lying between a point situate at its intersection with King's Highway known as Highway No. 11 in the District of Timiskaming and a point situate at its intersection with the Secondary Highway known as No. 566 in the Township of Matachewan, in the District of Timiskaming.
34. That part of the King's Highway known as No. 72 lying between a point situate at its intersection with the King's Highway known as No. 17 in the District of Kenora and a point situate at its intersection with the railway tracks of the Canadian National Railway in the Municipality of Sioux Lookout, in the District of Kenora.
35. That part of the King's Highway known as No. 89 lying between a point situate 800 metres measured westerly from the centre line of its western most intersection with the King's Highway known as No. 10 in the Town of Shelburne, in the County of Dufferin, and a point situate 1.4 kilometres measured easterly from the centre line of the King's Highway known as No. 6 in the Township of Wellington North, in the County of Wellington.
36. That part of the King's Highway known as No. 89 lying between a point situate 1.8 kilometres measured westerly from its intersection with the King's Highway known as No. 6 in the Township of Wellington North, in the County of Wellington, and a point situate at its intersection with the highway known as County Road 2 in the Town of Minto, in the County of Wellington.
37. That part of the King's Highway known as No. 101 lying between a point situate at its intersection with the boundary of the Province of Ontario and the Province of Quebec in the Township of Black River-Matheson, in the District of Cochrane, and a point situate at the middle of the bridge over the Black River in the Township of Black River-Matheson, in the District of Cochrane.
38. That part of the King's Highway known as No. 101 lying between a point situate at its western most intersection with the King's Highway known as No. 11 in the Township of Black River-Matheson, in the District of Cochrane, and a point situate at its intersection with the highway known as Peninsula Road in the City of Timmins, in the District of Cochrane.
39. That part of the King's Highway known as No. 101 lying between a point situate at its intersection with the King's Highway known as No. 144 in the City of Timmins, in the District of Cochrane, and a point situate 75 metres measured easterly from the centre line of the highway known as Gladstone Avenue in the Municipality of Wawa, in the District of Algoma.
40. That part of the King's Highway known as No. 108 lying between a point situate at its intersection with the King's Highway known as No. 17 in the Township of The North Shore, in the District of Algoma, and a point situate at its intersection with the highway known as Esten Drive South in the City of Elliot Lake, in the District of Algoma.
41. That part of the King's Highway known as No. 112 lying between a point situate at its intersection with the King's Highway known as No. 11 in the District of Timiskaming and a point situate at its intersection with the King's Highway known as No. 66 in the Town of Kirkland Lake, in the District of Timiskaming.
42. That part of the King's Highway known as No. 118 lying between a point situate at its intersection with the highway known as Haliburton Lake Road 14 in the Municipality of Dysart et al, in the County of Haliburton, and a point situate at its intersection with the King's Highway known as No. 11 in the Town of Bracebridge, in the District of Muskoka.

43. That part of the King's Highway known as No. 118 lying between a point situate at its intersection with a point 500 metres measured easterly from the centre line of the highway known as Fred Jones Road in the Municipality of Dysart et al, in the County of Haliburton, and a point situate at its intersection with the King's Highway known as No. 28 in the Township of Faraday, in the County of Hastings.
44. That part of the King's Highway known as No. 129 lying between a point situate at its intersection with the King's Highway know as No. 17 in the Town of Thessalon, in the District of Algoma, and a point situate at its southern most intersection with the roadway known as Old Highway 129 in the Township of Chapleau, in the District of Sudbury.
45. REVOKED: O. Reg. 181/16, s. 2 (13).
46. That part of the King's Highway known as No. 132 lying between a point situate at 1.5 kilometres measured west of the centre line of the highway known as Renfrew County Road 33 (also known as Lochiel Avenue) in the Town of Renfrew in the County of Renfrew and a point situate at its intersection with the King's Highway known as No. 41 in the Township of Bonnechere Valley in the County of Renfrew.
47. That part of the King's Highway known as No. 144 lying between a point situate at its intersection with the highway known as Old Cartier Road in the Geographic Township of Cartier, in the District of Sudbury, and a point situate at its intersection with the King's Highway known as No. 101 in the City of Timmins, in the District of Cochrane.
48. REVOKED: O. Reg. 135/15, s. 11 (5).

O. Reg. 316/03, Sched. B; O. Reg. 135/15, s. 11; O. Reg. 181/16, s. 2.

SCHEDULE C AREAS IN FAR NORTHERN ONTARIO AND UNORGANIZED TERRITORY

1. The areas in the districts of Kenora and Thunder Bay north of the railway tracks of the Canadian National Railways passing through the municipalities of Malachi, Minaki, Quibell, Sioux Lookout, Savant Lake, Armstrong and Nakina.
2. The area in the Territorial District of Cochrane north of 50 degrees latitude.
3. The area in the Territorial District of Algoma north of the railway tracks of the Canadian Pacific Railway passing through the municipalities of Amyot, Franz and Missanabie.
4. All highways that are in unorganized territory and that are under the jurisdiction and control of a road authority other than the Ministry.