



## ONTARIO REGULATION 316/03

made under the

### HIGHWAY TRAFFIC ACT

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## OPERATION OF OFF-ROAD VEHICLES ON HIGHWAYS

### PART I DEFINITIONS

#### Definitions

1. In this Regulation,

“all-terrain vehicle” means an off-road vehicle that,

- (a) has four wheels, the tires of all of which are in contact with the ground,
- (b) has steering handlebars,
- (c) has a seat that is designed to be straddled by the driver, and
- (d) is designed to carry a driver only and no passengers;

“off-road vehicle” has the same meaning as in the *Off-Road Vehicles Act*.

### PART II OPERATION ON CLASSES OF HIGHWAYS

#### Operation on highways generally prohibited

2. An off-road vehicle shall not be driven on any highway except,

- (a) as specified in this Part;
- (b) as permitted by Part IV; or
- (c) as permitted by clause 2 (2) (a) of the *Off-Road Vehicles Act*.

#### Prohibited highways

3. Except as permitted by section 28, no off-road vehicle shall be driven on a highway listed in Schedule A.

#### Permitted highways for ATVs

4. (1) Subject to subsection (2), no off-road vehicle shall be driven on a highway listed in Schedule B.

(2) All-terrain vehicles may be driven on a highway listed in Schedule B only if, in addition to meeting the requirements of Part III, there is only one driver and no passenger on the all-terrain vehicle at the time.

### **Highways in parks**

5. An off-road vehicle may be driven on a highway that is within a provincial park or public park if the road authority or governing body of the park permits the operation of off-road vehicles in the park.

## **PART III REGULATION OF OFF-ROAD VEHICLES ON HIGHWAYS**

### **Conditions for off-road vehicles to be operated on highways**

6. An off-road vehicle shall not be operated on a highway unless it meets the requirements of sections 7 to 15 and it is operated in accordance with sections 16 to 24.

### **EQUIPMENT REQUIREMENTS**

### **Weight and dimensions**

7. (1) The off-road vehicle must weigh 450 kilograms or less.

(2) The off-road vehicle must have an overall width not greater than 1.35 metres, excluding mirrors.

### **Tires**

8. All the tires on the off-road vehicle must be low pressure bearing tires.

### **Motor vehicle safety standards**

9. The off-road vehicle must meet the motor vehicle safety standards prescribed for restricted-use motorcycles in the *Motor Vehicle Safety Regulations* made under the *Motor Vehicle Safety Act* (Canada) applicable when the vehicle was manufactured.

### **Equipment configuration and performance requirements**

10. (1) If the off-road vehicle was manufactured after May 31, 1991 and before January 1, 2002, it must meet the equipment configuration and performance requirements set out in the American National Standards Institute/Specialty Vehicle Institute of America publication entitled *Four Wheel All-Terrain Vehicles ANSI/SVIA-1-1990* or *Four Wheel All-Terrain Vehicles — Equipment, Configuration and Performance Requirements ANSI/SVIA-1-2001*.

(2) If the off-road vehicle was manufactured after December 31, 2001, it must meet the equipment configuration and performance requirements set out in the American National Standards Institute/Specialty Vehicle Institute of America publication entitled *Four Wheel All-Terrain Vehicles — Equipment, Configuration and Performance Requirements ANSI/SVIA-1-2001*.

### **Equipment must be operating properly**

11. A component, equipment or other feature of the off-road vehicle that was part of the vehicle when manufactured and that is required by section 9 or 10 must operate properly and must not be missing, rendered partly or wholly inoperable or modified so as to reduce its effectiveness.

### **Braking system**

**12.** The off-road vehicle must be equipped with a service brake, parking brake and parking mechanism that comply with section 4 of the American National Standards Institute/Specialty Vehicle Institute of America publication entitled *Four Wheel All-Terrain Vehicles — Equipment, Configuration and Performance Requirements ANSI/SVIA-1-2001*.

### **Lamps**

**13.** (1) Despite subsection 62 (1) of the Act, the off-road vehicle must be equipped with one or two lamps that emit a white light on the front of the vehicle and one or two lamps that emit a red light at the rear of the vehicle.

(2) The lamps required by subsection (1) must be lit at all times the off-road vehicle is operated on the highway.

(3) The subsections of section 62 of the Act that refer to lamps required under subsections (1), (2) or (3) of that section shall be read as if referring to the lamps required under subsection (1) of this section.

(4) The lamps required on the front of an off-road vehicle by subsection (1) must be aimed such that the high intensity portion of the beam is directed below the horizontal line through the centre of the lamp from which it comes, at a distance of 7.6 metres ahead of the lamp, when the vehicle is not loaded.

(5) If the off-road vehicle was manufactured after January 1, 1998, it must be equipped with a stop lamp or lamps on the rear of the vehicle that emit a red light when any brake is applied.

(6) A stop lamp required under subsection (5) may be incorporated with a rear lamp or may be a separate lamp.

(7) The off-road vehicle must be equipped with,

- (a) one yellow reflex reflector on each side at the front;
- (b) one red reflex reflector on each side at the rear; and
- (c) one or two red reflex reflectors on the rear.

(8) The reflex reflectors required by subsection (7) must comply with the requirements of the *Motor Vehicle Safety Regulations* made under the *Motor Vehicle Safety Act* (Canada) applicable when the vehicle was manufactured.

### **Windshield**

**14.** The off-road vehicle need not be equipped with a windshield, but if it is, the windshield must satisfy the requirements prescribed for a motorcycle windshield under subsection 1 (10) of Schedule 6 to Regulation 611 of the Revised Regulations of Ontario, 1990.

### **No obstruction of view**

**15.** (1) There must not be any object or non-transparent material placed on or attached to the off-road vehicle that obstructs the driver's view of traffic approaching from any direction at an intersection, or of traffic approaching from the rear of the vehicle.

(2) If the off-road vehicle is towing a trailer, the trailer or load must not obstruct the driver's view of traffic approaching from any direction at an intersection, or of traffic approaching from the rear of the vehicle.

## OPERATION REQUIREMENTS

**Permit**

16. (1) The off-road vehicle shall be operated under the authority of a permit issued under section 5 of the *Off-Road Vehicles Act* and a number plate showing the number of the permit shall be displayed on the vehicle as required under that Act.

(2) Subsection (1) does not apply to an off-road vehicle operated under the authority of a permit issued under section 7 of the *Highway Traffic Act*, as provided by section 7 of the *Off-Road Vehicles Act*.

**Insurance**

17. The off-road vehicle shall be insured in accordance with section 2 of the *Compulsory Automobile Insurance Act* and section 15 of the *Off-Road Vehicles Act*.

**Driver's licence**

18. The driver of the off-road vehicle shall hold a valid Class A, B, C, D, E, F, G, G2, M or M2 driver's licence issued under the Act unless he or she is exempt, under section 34 of the Act, from the application of section 32 of the Act.

**Helmet**

19. The driver of the off-road vehicle shall wear a helmet that complies with section 19 of the *Off-Road Vehicles Act*.

**Application of *Highway Traffic Act***

20. (1) Except as otherwise provided in this Regulation, the provisions of the Act and its regulations applicable to motor vehicles apply with necessary modifications to the operation of an off-road vehicle on a highway.

(2) Subsection 62 (19), sections 64 and 66 and subsection 76 (1) of the Act do not apply to the operation of an off-road vehicle on a highway.

**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.

**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.

**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.
- (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.
- (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.

### **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.
- (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; or
  - (b) the shoulder of the highway is obstructed and cannot be used by the off-road vehicle.
- (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.
- (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.
- (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.
- (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, and shall enter the shoulder or roadway only when it is safe to do so.
- (7) The off-road vehicle shall not be driven in the median strip of the highway.
- (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.
- (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.

(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.

(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.

(12) Despite clause 142 (4) (b) of the Act, a person driving an off-road vehicle on the highway may indicate the intention to turn right by extending the right hand and arm horizontally beyond the right side of the vehicle.

(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.

(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.

## **PART IV EXEMPTIONS**

### **Definitions**

**25.** In this Part,

“emergency” means a situation that constitutes a danger to life or property;

“employee” means,

- (a) a person employed in the service of the Crown or any agency of the Crown,
- (b) a police officer, conservation officer or other person appointed for the preservation and maintenance of the public peace or any officer appointed for enforcing or carrying out the provisions of this Act or the *Off-Road Vehicles Act*,
- (c) a firefighter as defined in the *Fire Protection and Prevention Act, 1997*,
- (d) an employee of an ambulance service as defined in the *Ambulance Act*,
- (e) an employee of a municipality or of a local board as defined in the *Municipal Affairs Act*,
- (f) an employee of a board, commission or other local authority exercising any power with respect to municipal affairs or purposes, or
- (g) an employee or agent of the operator of a water, gas, electric heat, light or power works, telegraph and telephone lines, a railway, a street railway, works for the transmission of gas, oil, water or electrical power or energy or any similar works supplying the general public with necessities or conveniences.

### **Crossing a highway**

**26.** Part III of this Regulation does not apply to a person who drives an off-road vehicle

directly across a highway pursuant to clause 2 (2) (a) of the *Off-Road Vehicles Act*.

### **Farmers and trappers**

27. (1) Sections 8, 9, 10 and 18 do not apply to the operation of an off-road vehicle as described in clause 2 (2) (b) of the *Off-Road Vehicles Act* if,

- (a) the driver of the vehicle holds a driver's licence; and
- (b) the number of passengers on the off-road vehicle does not exceed the number of places on the vehicle intended for passengers.

(2) Despite section 4, an off-road vehicle may be operated as described in clause 2 (2) (b) of the *Off-Road Vehicles Act* on any highway other than a highway listed in Schedule A if the conditions described in clauses (1) (a) and (b) are met.

### **Public work functions**

28. (1) An employee who is acting in the course of his or her employment or in response to an emergency may operate an off-road vehicle on a highway, including a highway listed in Schedule A or B, in accordance with this Regulation despite any provision that would provide otherwise in Parts II, IV and VI of the Act.

(2) Sections 8, 9, 10 and 18 do not apply to the operation of an off-road vehicle on a highway by an employee who is driving the off-road vehicle in the course of his or her employment or in response to an emergency if,

- (a) the employee holds a driver's licence; and
- (b) the number of passengers on the off-road vehicle does not exceed the number of places on the vehicle intended for passengers.

(3) Section 4 does not apply to the operation of an off-road vehicle permitted under subsection (1).

(4) Despite section 24, an employee who is permitted under subsections (1) and (2) to operate an off-road vehicle on a highway listed in Schedule A may only drive the off-road vehicle on a part of the highway that is not the roadway or the shoulder.

### **Far northern Ontario and unorganized territory**

29. (1) A person may operate an off-road vehicle on a highway in an area of the province described in Schedule C in accordance with this Regulation despite any provision that would provide otherwise in Parts II, IV and VI of the Act.

(2) Sections 9, 10, 16 and 18 do not apply to the operation of an off-road vehicle on a highway in an area of the province described in Schedule C if,

- (a) the driver of the off-road vehicle is at least 16 years old;
- (b) the driver of the off-road vehicle holds a driver's licence or a motorized snow vehicle operator's licence; and
- (c) the number of passengers on the off-road vehicle does not exceed the number of places on the vehicle intended for passengers.

(3) Despite section 4, an off-road vehicle may be operated on any highway other than a highway listed in Schedule A in an area of the province described in Schedule C if the conditions

described in clauses (2) (a), (b) and (c) are met.

## PART V REVOCATION, COMMENCEMENT

### Revocation

**30. Ontario Regulation 195/97 is revoked.**

### Commencement

**31. This Regulation comes into force on the later of the day it is filed and the day Part X.3 of the Act is proclaimed in force.**

### SCHEDULE A HIGHWAYS PROHIBITED TO ALL OFF-ROAD VEHICLES

1. All of the King's Highways known as No. 400, 401, 402, 403, 404, 405, 407, 409, 410, 416, 417 and 427.
2. That part of the King's Highway known as No. 406 lying between a point at its intersection with the King's Highway known as the Queen Elizabeth Way in the City of St. Catharines and a point at its intersection with the roadway known as Holland Road in the City of Thorold.
3. That part of the King's Highway known as No. 420 in the City of Niagara Falls lying between a point at its intersection with the King's Highway known as the Queen Elizabeth Way and a point at its intersection with the roadway known as Stanley Avenue.
4. All of the King's Highway known as the Queen Elizabeth Way.
5. That part of the King's Highway known as No. 6 lying between a point at its intersection with the King's Highway known as No. 403 in the City of Hamilton and a point at its intersection with the King's Highway known as No. 401 in the County of Wellington.
6. That part of the King's Highway known as No. 6 lying between a point at its intersection with the southern boundary of the City of Hamilton and the roadway known as Alderlea Avenue in the City of Hamilton.
7. That part of the King's Highway known as No. 7 lying between a point at its intersection with the King's Highway known as No. 7/115 in the City of Peterborough and a point at its intersection with the eastern boundary of the City of Peterborough.
8. That part of the King's Highway known as No. 7 lying between a point at its intersection with the King's Highway known as No. 417 in the City of Ottawa and a point at its intersection with the King's Highway known as No. 15 in the Township of Beckwith.
9. That part of the King's Highway known as No. 7 lying between a point at its intersection with the roadway known as Victoria Street in the City of Kitchener and a point at its intersection with the King's Highway known as No. 8.
10. That part of the King's Highway known as No. 7/8 lying between a point at its intersection with the eastern limit of the roadway known as Waterloo Road No. 5 in the Township of Wilmot and a point at its intersection with the King's Highway known as No. 8 in the City of Kitchener.



11. That part of the King's Highway known as No. 7187 lying between a point at its intersection with the King's Highway known as No. 401 and a point at its intersection with the King's Highway known as No. 8 (King Street) in the City of Kitchener.
12. That part of the King's Highway known as No. 8 lying between a point at its intersection with the King's Highway known as No. 7187 and a point at its intersection with the King's Highway known as No. 7/8 in the City of Kitchener.
13. That part of the King's Highway known as No. 11 in the City of Orillia lying between a point at its intersection with the roadway known as Memorial Avenue and a point at its intersection with the roadway known as Laclie Street.
14. That part of the King's Highway known as No. 7/115 lying between a point at its intersection with the King's Highway known as No. 115 at the western boundary of the Township of Cavan-Millbrook-North Monagan and a point at its intersection with the King's Highway known as No. 7 in the City of Peterborough.
15. That part of the King's Highway known as No. 35/115 in the Region of Durham lying between a point at its intersection with the King's Highway known as No. 401 and a point at its intersection with the King's Highway known as No. 35 and the King's Highway known as No. 115.
16. That part of the King's Highway known as No. 58 in the City of Thorold lying between a point at its intersection with the King's Highway known as No. 406 and a point at its intersection with the westerly limit of the roadway known as Niagara Regional Road No. 57 (Thorold Stone Road).
17. That part of the King's Highway known as No. 85 lying between its intersection with the King's Highway known as No. 7 (Victoria Street) in the City of Kitchener and a point at its intersection with the roadway known as Waterloo Road No. 17 in the Township of Woolwich.
18. That part of the King's Highway known as No. 115 lying between a point at its intersection with the King's Highway known as No. 35/115 in the Region of Durham and a point at its intersection with the King's Highway known as No. 7/115 in the Township of Cavan-Millbrook-North Monagan.
19. That part of the King's Highway known as No. 137 lying between a point at its intersection with the King's Highway known as No. 401 in the Township of Leeds and the Thousand Islands and a point at its intersection with the Border between Canada and the United States of America.

#### SCHEDULE B

#### HIGHWAYS PERMITTED TO ALL-TERRAIN 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. All of the King's Highways known as and numbered 7041, 7104, 7181, 7182, 7241.

3. All of the King's Highways known as No. 105, 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 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 west 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 Wellington Road 1 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 24 (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 Chappel, 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 most 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 Township 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 at its intersection with a point measured 1.1 kilometres northerly from 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 West Perth Line No. 44 in the Town 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. 121 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 at its northern most intersection with the King's Highway known as No. 118 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.
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 Municipality 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 Municipality 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 Municipality of Bonnechere Valley, in the County of Renfrew.
22. That part of the King's Highway known as No. 60 lying between a point situate at its intersection with a point measured 800 metres northerly from its intersection with the highway known as Bridge Street in the Municipality of Bonnechere Valley, in the County of Renfrew, and a point situate at its intersection with the highway known as Renfrew County Road 58 (also known as Round Lake Road) in the Township of Madawaska Valley, in the County of Renfrew.
23. That part of the King's Highway known as No. 60 lying between a point measured 500 metres westerly from the centre line of its western most intersection with the King's Highway known as No. 62 in the Township of Madawaska Valley, in the County of Renfrew and a point measured 300 metres southerly from the middle of the Headstone Creek Bridge (point at Algonquin Park east entrance) 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 most boundary of the Township of Algonquin Highlands (being the westerly boundary of Algonquin Park), in the County of Haliburton, and a point situate at its intersection with the King's Highway known as No. 35 in the Township of Lake of Bays, 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 Nipising, 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 Sabourin Road in the Municipality of West Nipissing, in the District of 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 the northern most intersection with the King's Highway known as No. 11B in the Town of New Liskeard, 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 southern most intersection with the Kings Highway known as No. 11B in the Town of New Liskeard 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 Secondary Highway known as No. 664 in the Town 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 at its intersection with a point measured 800 metres 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 east 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 at its intersection with a point situate 1.8 km west of 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 the intersection with the highway known as Wellington Road No. 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 Tertiary Highway known as No. 803 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 120 metres measured easterly from the centre line of the highway known as Watson's Skyway Road in the Township of Michipicoten, 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 Eastern 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 Road 14 (also known as Eagle Lake 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. 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 measured 500 easterly from the centre line of the highway known as Dover Spring 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. 124 lying between a point situate at its intersection with the highway known as Hurdville Road South in the Township of McDougall, in the District of Parry Sound, and a point situate at its intersection with the King's Highway known as No. 11 in the Township of Strong, in the District of Parry Sound.
45. That part of the King's Highway known as No. 129 lying between a point situate 900 metres measured north of the centre line of the highway known as River Street in the Town of Thessalon, in the District of Algoma, and a point situate at 500 metres measured north of the centre line of the highway known as Eastern Drive South in the

Township of Chapleau, in the District of Sudbury.

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 Cartier East Entrance 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. Every highway or part of a highway in a municipality on which an ATV is permitted to operate under the authority of by-law made by the municipality under subsection 191.8 (3) of the Act, but only during the months or hours specified in the by-law if the by-law limits the operation of an ATV on a highway or part of a highway within the municipality to certain months or hours.

#### 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.

[Back to top](#)