

# The Corporation of the Township of Tudor & Cashel

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## Minimum Maintenance Standards & Roadway Level of Service for Municipal Roads

Roads Committee

11/1/2012

The Corporation of the Township of Tudor and Cashel  
Minimum Maintenance Standards & Roadway Level of Service  
For  
Municipal Roadways

By-Law 2012 – 15

Being a By-law to establish the Minimum Maintenance Standards and Roadway levels of service for Municipal Roadways within the jurisdiction of the Corporation of the Township of Tudor and Cashel.

And Whereas the Council of the Corporation of the Township of Tudor and Cashel wishes to provide Standards as outlined by Ontario Regulation 239/02.

And Whereas the Ministry of Transportation, in accordance with section 24 to 68 of the Municipal Act S.O. 2010, which may make regulations establishing minimum standards of repair for highways and bridges or any class of them.

And Whereas the *Section 26 of the Municipal Act S.O. 2010* requires a municipality that has jurisdiction over a highway or bridge shall keep it in a state of repair that is reasonable in the circumstances, including the character and location of the highway or bridge.

And whereas it is found expedient and necessary to have the minimum maintenance levels of service for roadway services on roads within the jurisdiction of this municipality described as follows and attached as Schedule A hereto:

- 1.0 Patrolling
- 2.0 Snow accumulation
- 3.0 Icy roadways
- 4.0 Bridge deck spalls
- 5.0 Surface discontinuities
- 6.0 Flooding
- 7.0 Dust
- 8.0 Potholes
- 9.0 Shoulder drop off
- 10.0 Cracks
- 11.0 Clearance

## APPENDICES

1.0 Clearance Measurements

2.0 Classification of Tudor and Cashel Township Highways

3.0 Township of Tudor and Cashel Road Classifications – Fully & Seasonally Maintained Roads

4.0 Non Assumed/Non Maintained Roads

5.0 Map of Roads in Tudor Township

6.0 Map of Roads in Cashel Township

7.0 Roadway Service Standards Diagrams

8.0 Definitions

NOW THEREFORE THIS CORPORATION OF THE TOWNSHIP OF TUDOR AND CASHEL ENACTS AS FOLLOWS:

1. That the level of service herein, as amended from time to time, and reviewed on a biennial basis (every 2 years) by the Roads Committee and presented to Council, be hereby adopted and come into effect on the passing thereof.
2. That all operational activities of the municipal road department be directed to provide the minimum levels of service for municipal highways as herein described where care is taken first to ensure that the minimum maintenance levels of service are maintained and second that such levels are efficiently and effectively rendered.
3. That neither the Corporation nor its Officials make any promise or assurance that municipal highway maintenance will be in excess of the minimum herein defined.
4. That these standards, and definitions of terminology, are made available to ratepayers and users of the Corporations' municipal highways and that where exception is taken to the levels of service stated herein, or interpretation of the same, such concerns may be reviewed at a meeting of this Council, or it's Committee if one exists for that purpose for consideration.
5. That where situations arise or applications be made which may fall outside the scope of these minimum maintenance levels of service, the senior Road Manager in conjunction with Council approval, shall respond as may be deemed to be appropriate, with respect to budgetary constraint and reasonable practice.
6. That budgets and Council priorities shall be set on the basis of provision of municipal highways to the minimum levels of service set out in Schedule A.
7. And that the liability of the Corporation related to the state of repair of a highway or bridge, and the Corporation's defense to such claims of liability are set out in Sections 24 to 68 of the Municipal Act S.O 2010 and in Ontario Regulation 239/02.
8. This by-law repeals By-law 2011-04 and shall take effect on the day of passing.

Passed this 1st day of November 2012.

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REEVE

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CLERK/TREASURER

## Schedule A

### Minimum Maintenance Standards

#### 1.0 Patrolling

##### Objective

To determine the condition of the road system and to keep records of the conditions found during the patrolling.

##### Minimum Maintenance Standard

- Patrolling shall be carried out by driving on the highway to check for conditions described in the regulations
- Patrolling may be carried out by the Supervisor or an employee reporting to the Supervisor. Records shall be kept of the time of the inspections and of highway conditions observed. A monthly report is required for the Roads Committee and Council.
- Patrolling is not required between sunset and sunrise.
- The frequency of patrolling is set out in Table Patrolling Frequency.
- Patrolling will not be carried out during the winter maintenance season on those roads not designated for winter maintenance.

Patrolling Frequency

Class	Summer Frequency	Winter Frequency
4	Once every 7 days	Once every 7 days
5	Once every 14 days	Once every 30 days
6	Once every 14 days	Once every 30 days

## 2.0 Snow Accumulation

### Objective

To remove snow accumulations in excess of the depths noted in the table shown below within the timeframes set out in the table.

### Class 4 & 6-A roads

The Roads Department shall have all winter control equipment, schedules, manpower and procedures in place to commence winter control operations on the 15<sup>th</sup> day of November each year. Winter control equipment and manpower will be available until the 15<sup>th</sup> day of April the following year.

### Minimum Maintenance Standard

- While snow continues to accumulate, to deploy resources to clear snow as soon as practicable after becoming aware of the fact that the snow accumulation on a roadway is greater than the depth set out in the table below.
- After the snow accumulation has ended and after becoming aware that the snow accumulation is greater than the depth set out in the table below, to clear the snow accumulation and return the roadway to the desired surface condition within the timeframes set out in the table below and;
  - Clear the snow accumulation from the roadway to within a distance of 0.6 meters inside the outer edges of the roadway
  - On Class 4 & 5 highways with two lanes, the snow accumulation on the roadway must be cleared to a width of at least 5 meters.
- If a winter event becomes so severe that winter event response cannot safely continue all operations involved in the clearing of the snow accumulation will be suspended until conditions improve.
  - In the event that operations are suspended the department head or his/her designate will notify police, fire, ambulance, other emergency services, school boards and the local radio station.
- Winging back of windrowed snow to provide storage for subsequent snowfalls will be completed during normal daylight hours.
- Clearing of windrowed snow at all residential driveways, commercial and industrial entrances will be the responsibility of the property owner.
- This level of service does not apply to that portion of the roadway designated for parking.
- This level of service does not apply to roads that are not designated for winter maintenance.

### Snow Accumulation

Class	Depth	Time	Surface Condition
4	8 cm	14 hours	Snow packed
5	10 cm	24 hours	Snow packed
6	10 cm	24 hours	Snow packed
6	10 cm	24 hours	Snow drifts

**NOTE: In circumstances where “full time employees” are at their limit of hours (12 hours), an on-call employee is required to complete the removal of snow.**

### **3.0 Icy Roadways**

#### **Objective**

To deploy resources to treat an icy roadway as soon as practicable after becoming aware that the roadway is icy and to treat icy roadway within the timeframe set out in the table shown below.

#### **Season**

This level of service will apply during the winter maintenance season from November 15<sup>th</sup> each year until April 15<sup>th</sup> of the following year.

#### **Minimum Maintenance Standard**

- Resources will be deployed to treat the icy roadway within the times set out in the Icy Roadways table below, after becoming aware of the fact.
- This level of service does not apply to roads that are not designated for winter maintenance.

#### **Icy Roadways**

<b>Class</b>	<b>Time</b>
4	6 hours
5	12 hours
6	12 hours

Note: Township uses sand/salt combination

#### 4.0 Bridge Deck Spalls

##### Objective

To enhance motorists' safety and reduce impact loading on bridges.

##### Minimum Maintenance Standard

- If a bridge deck spall exceeds both the surface area and depth set out in the Bridge Deck Spalls table below, the level of service is to repair the bridge deck spall within the time set out in the table below, after becoming aware of the fact.
- A bridge deck spall is deemed to be repaired if its surface area or depth is less than that set out in the table.

**Bridge Deck Spalls**

<b>Class</b>	<b>Surface Area</b>	<b>Depth</b>	<b>Time</b>
4	1000 cm squared	8 cm	7 days
5	1000 cm squared	8 cm	7 days
6	1000 cm squared	8 cm	7 days

**Note: There are no bridges on Weslemkoon Lake Road (the only class 4 road in the municipality)**

**Note: Bridges in Township of Tudor and Cashel:**

- **Sutton Road Bridge**
- **Wolfe Lake Bridge**
- **South Millbridge**
- **Glanmire Bridge**



## 5.0 Surface Discontinuities

### Objective

To enhance motorists' safety, prevent vehicle damage and reduce impact loadings on roads and bridges.

### Minimum Maintenance Standard

- If a surface discontinuity, other than a surface discontinuity on a bridge deck, exceeds the height set out in the Surface Discontinuities table below, the level of service will be to repair the discontinuity within the time set out in the table, after becoming aware of this fact.
- If a surface discontinuity on a bridge deck exceeds 5 cm, the level of service is to deploy resources, as soon as practicable after becoming aware of the fact and to repair the surface discontinuity on the bridge deck.

### Surface Discontinuities

Class	Height	Time-Summer Frequency
4	5 cm	14 days
5	5 cm	21 days
6	5 cm	21 days

## 6.0 Flooding

### Objective

To enhance motorists safety by posting warning signs at flooded areas.

### Minimum Maintenance Standard

- Where water, either standing or flowing, covers more than one-half a lane width, resources shall be deployed to post warning signs within the time set out in the Flooding table below, after becoming aware of the fact.

### Flooding

Class	Time
4	4 hours
5	6 hours
6	12 hours

## 7.0 Dust

### Objective

To enhance highway safety by controlling dust that reduces with motorists' visibility.

This level of service does not apply to controlling dust for other purposes, such as field crops or air quality.

### Minimum Maintenance Standard

- If dust caused by traffic reduces visibility, over a distance of at least 100 meters, to the extent that it affects traffic safety, resources will be deployed and the dust will be controlled within the time set out in table below, after becoming aware of the fact.

### Dust

Class	Time
4	4 days
5	4 days
6	7 days

Note: Township uses 35% calcium chloride

## 8.0 Potholes

### Objective

To deploy resources and repair potholes in the roadway or shoulder.

### Minimum Maintenance Standard

- If a pothole exceeds both the surface area and the depth set out in tables 1, 2 or 3 below, the pothole shall be repaired within the time set out in Table 1, 2 or 3 as appropriate, after becoming aware of the fact.
- The pot hole shall be deemed to be repaired if its surface area or depth is less than that set out in Table 1, 2 or 3 as appropriate.

**Table 1 - Potholes on Paved surface**

Class	Surface Area	Depth	Time
4	1000 cm squared	8 cm	10 days
5	1000 cm squared	8 cm	30 days
6	1000 cm squared	8 cm	30 days

**Table 2 – Potholes on Non-Paved Surface**

Class	Surface Area	Depth	Time
4	1500 cm squared	10 cm	10 days
5	1500 cm squared	10 cm	30 days
6	1500 cm squared	10 cm	30 days

**Table 3 – Potholes on Paved or Non-Paved Surface of Shoulders**

Class	Surface Area	Depth	Time
4	1500 cm squared	10 cm	20 days
5	1500 cm squared	12 cm	30 days
6	1500 cm squared	12 cm	30 days

## 9.0 Shoulder Drop-offs

### Objective

To improve safety by deploying resources and repairing shoulder drop-offs and wash outs.

### Minimum Maintenance Standard

- If a shoulder drop-off is deeper, for a continuous distance of 20 meters or more, than the depth set out in the table below, the drop-off shall be repaired within the time set out in the table after becoming aware of the fact.
  - A shoulder drop-off shall be deemed to be repaired if its depth is less or equal to that set out in the table.

### Shoulder Drop-offs

Class	Depth	Time
4	8 cm	10 days
5	8 cm	30 days
6	8 cm	30 days

## 10.0 Cracks

### Objective

To improve safety by deploying resources and repairing cracks in paved roadway surfaces.

### Minimum Maintenance Standard

- If a crack on the paved surface of a roadway is greater, for a continuous distance of 3 meters or more, than both the width and depth as set out in the table below, resources shall be deployed and the cracks repaired within the time set out in the table after becoming aware of the fact.
- A crack shall be deemed repaired if its width or depth is less than or equal to that set out in the table.

#### Cracks

Class	Width	Depth	Time
4	5 cm	5 cm	60 days
5	5 cm	5 cm	120 days
6	5 cm	5 cm	120 days

## 11.0 Clearance

### Objective

To create roadside service standards to improve the clearance of roadways for visibility and the safety of ratepayers and workers.

### Minimum Maintenance Standard

- Where vertical and/or horizontal clearance recognizes the setback of obstacles that may cause damage when struck, or may impair visibility (e.g. trees, brush, grass, rocks etc.) then said obstacles must be removed.

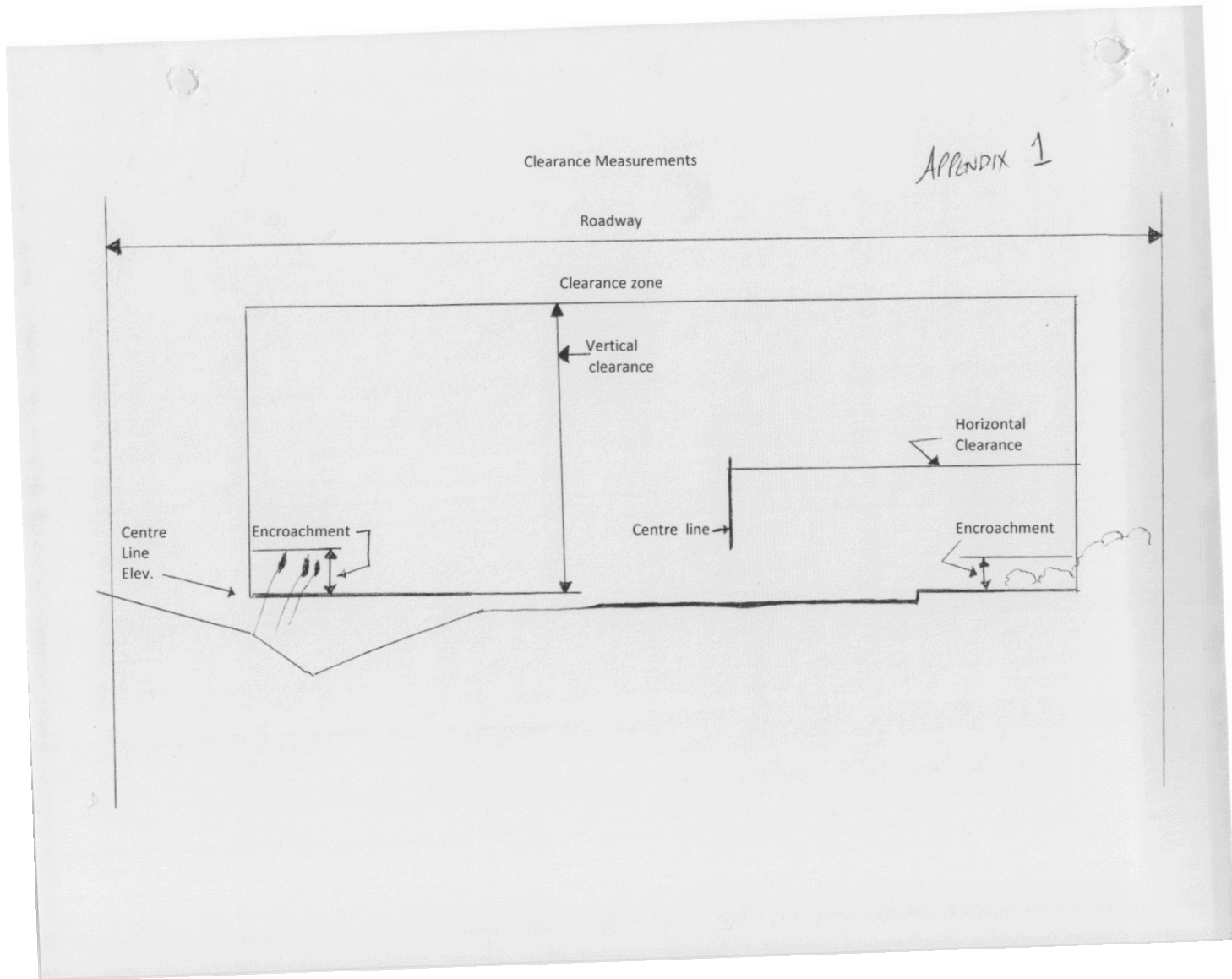
### Roadway/Vegetation Clearance

- Desirable vertical clearance for all municipal roads is 4.5 meters.
- Non-woody vegetation may encroach the clearance zone to the maximum conditions as shown in the chart below.

### Clearances

Class	Minimum Vertical Clearance	Encroachment	Minimum Horizontal
4	4 meters	0.5 meters	n/a
5	4.5 meters	1 meter	3.5 meters
6	4.5 meters	1 meter	3.5 meters

Appendix 1



## Appendix 2

### 1.0 Classification of the Township of Tudor & Cashel Highways (Roads)

For the purpose of this by-law, the Highway Classifications as contained in Ontario Regulation 239/02 will apply.

In addition, **Class 6 Highways** shall be further defined and subdivided as follows:

**Class 6-A:** hereby defined as highways designated for summer and winter maintenance. They are classed as “fully maintained” in Appendix 3 of this by-law. These highways are **assumed** by the township.

**Class 6-B:** hereby defined as highways **NOT** designated for winter maintenance (summer/seasonal maintenance is performed from April 15th to November 15<sup>th</sup>). These highways are classed as “**seasonally maintained**” in Appendix 3 of this by-law. These highways are assumed by the township for seasonal maintenance only.

**Class 6-C:** highways are **not assumed** and **not maintained** by the Township. They are also attached in Appendix 4 of this by-law. This classification includes non-assumed township roads, Crown Land, Forestry Roads and privately owned roads.

Class 6-D: This classification includes unopened road allowances and right of ways.

**In the event of a disagreement as to the appropriate classification of a particular roadway, the determination of the classification shall be made by the Township Council. The Roads Committee can/will make a “recommendation”, but the final ruling must come from Council and their ruling shall be final.**



Appendix 3

Township of Tudor & Cashel Road Classifications

Fully & Seasonally Maintained Roads

	Road Name	Length/kms	Class/ level of service	Winter Maintenance Yes/No	Lot/Concession	Speed Limit In kilometers
	<b>Fully Maintained Roads</b> Prior to December 31 <sup>st</sup> 2002 Note: * means the road lies in 2 or more different categories					See By-law 20-2008 for detailed info
1	Beaver Creek Lane	0.2*	6-A	Yes	Lot 17 Con 17	40
2	Butler Lane	0.1	6-A	Yes	Lot 13 & 14 Con 7	40
3	Centre MillBridge Road	2.0	6-A	Yes	Lot 18 Con EHR	40
4	Cleveland Road (east/west)	3.0	6-A	Yes	Lot 21 Con 7 to Lot 30 Con A	40
5	Cleveland Road (north/south)	5.3	6-A	Yes	Lot 30 Con A to Lot 5 Con A	40
6	Cooney's Road	0.4	6-A	Yes	Lot 20 Con 5 to Lot 19 Con 5	40
7	Davidson Road	2.4*	6-A	Yes	Lot 34 Con 2 to Lot 20 Con WHR	40
8	East Road	0.8*	6-A	Yes	L25 Con 3 to L23 Con 2	40
9	Egan Creek Road	6.3	6-A	Yes	Lot 25 Con 3 to Lot 23 Con 9	40, 60 in posted areas
10	Felbers Road	3.6	6-A	Yes	Lot 34 Con 4 to Lot 20 WHR	40
11	Glanmire Lake Road	1.7	6-A	Yes	Lot 72 Con HER to Lot 67 Con HER	40
12	Gunter Lake Road	2.6	6-A	Yes	Lot 25 Con 3 to Lot 22 Con 4	40
13	Hammond Road	1.2	6-A	Yes	Lot 22 Con 4 to Lot 21 Con 4	40
14	Island Road	1.0	6-A	Yes	Lot 2 Con 1 to Lot 4 Con 1	40
15	North Jordan Lake Rd	0.5*	6-A	Yes	Lot 17 Con 14 to Lot 19 Con 14	40
16	Old Boundary Road	0.5	6-A	Yes	L31 Con 2	40
17	Old Gilmour Road	0.5	6-A	Yes	Lot 16 Con 17 to Lot 15 Con 17	40
18	Old Hastings Rd	13.9*	6-A	Yes	Lot A Con EHR to Lot 67 Con HER	40
19	Phillips Road	1.2	6-A	Yes	Lot 17 Con 19 to Lot 15 Con 19	40
20	Pine View Ridge Road	3.36	6-A	Yes	Lots 4 to 7 Cons 15 to 18	40
21	Reilly Lane	0.2	6-A	Yes	Lot 28 Con 2 to Lot 27 Con 3	40
22	Smith Road	0.5	6-A	Yes	Lot 12 Con 17 to Lot 12 Con 18	40
23	South Jordan Lake Rd	0.3	6-A	Yes	Lot 18 Con 13 to Lot 18 Con 13	40

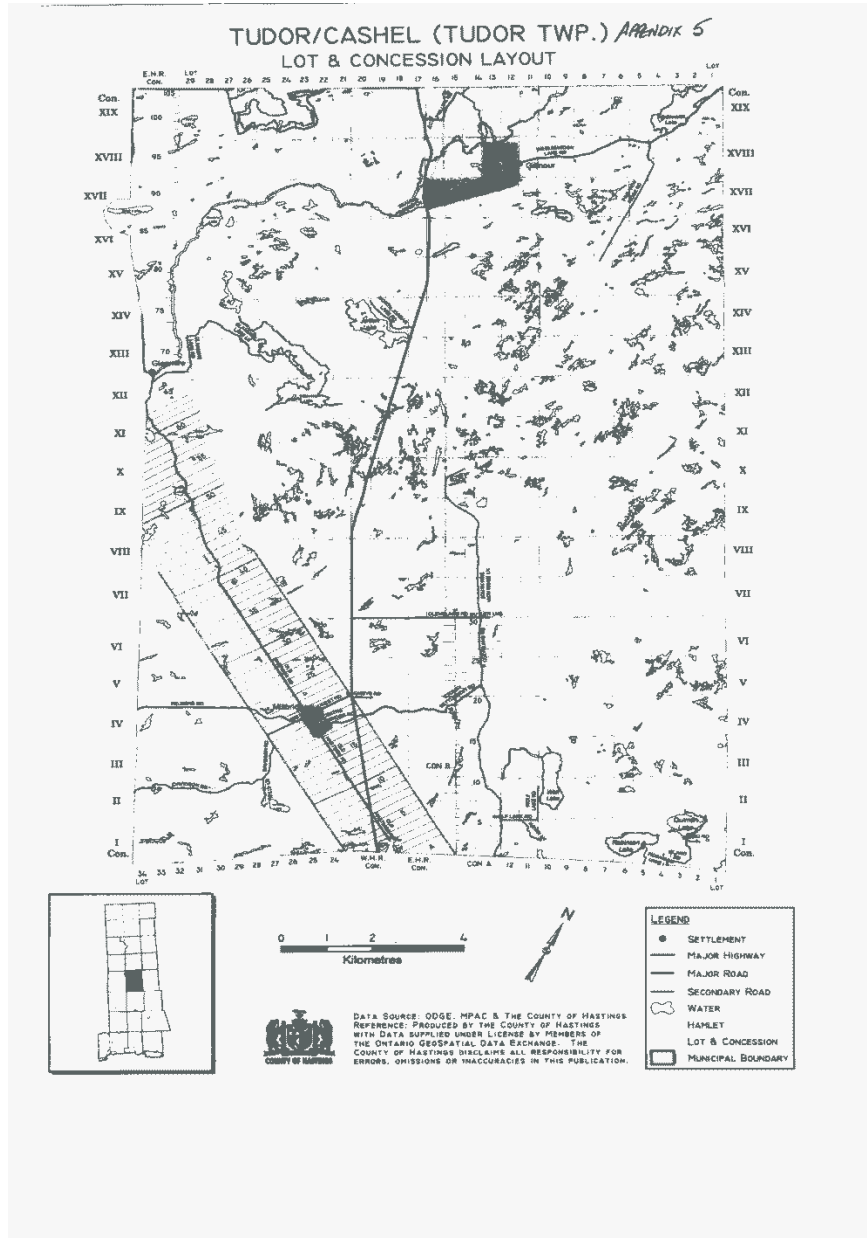
24	South Steenburg Lake Rd	0.4*	6-A	Yes	Lot 17 Con 19	40
25	St Ola Road	1.7	6-A	Yes	Lot 31 Con2 to Lot 28 Con2	40
26	Stoney Settlement Road	3.0	6-A	Yes	Lot 18 Con EHR to Lot 22 Con A	40
27	Sutton Road	2.3	6-A	Yes	Lot 12 Con 18 to Lot 14 Con 19	40
28	Trumble Road	1.0	6-A	Yes	Lot 30 Con 3 to Lot 29 Con 4	40
29	Weslemkoon Lake Road	26.6	4	Yes	Lot 32 Con 1 to Lot 1 Con 1	50, 60, & 80 in posted areas (Gunter, Gilmour etc)
30	West Road	2.0	6-A	Yes	Lot 20 Con EHR, Lot 20 WHR	40
31	Wolfe Lake Road	1.0	6-A	Yes	Lot 1 Con A to Lot 10 Con 2	40
	<b>Seasonally Maintained roads</b>					
1	Davidson Road	1.9*	6-B	No	Lot 34 Con 2 to Lot 20 Con WHR	40
2	East Road	2.0*	6-B	No	Lots 20, 21, 22 Con 2	40
3	Moores Lane	0.5	6-B	No	Lot 23, 23 Con 19	40
4	North Steenburg Lake Rd	2.0	6-B	No	Agreement with Limerick for Maintenance	40
5	North Jordan Lake Rd	0.7*	6-B	No	Lots 17, 18, 19 Con 14	40
6	Old Hastings Rd	2.4*	6-B	No	Lots 70 to 80 Con EHR	40
7	South Steenburg Lake Rd	2.6*	6-B	No	Lot 17 Con 19 to Lot 25 Con 19	40

## Appendix 4

### Non-Assumed/ Non-Maintained Roads

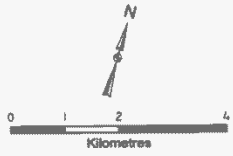
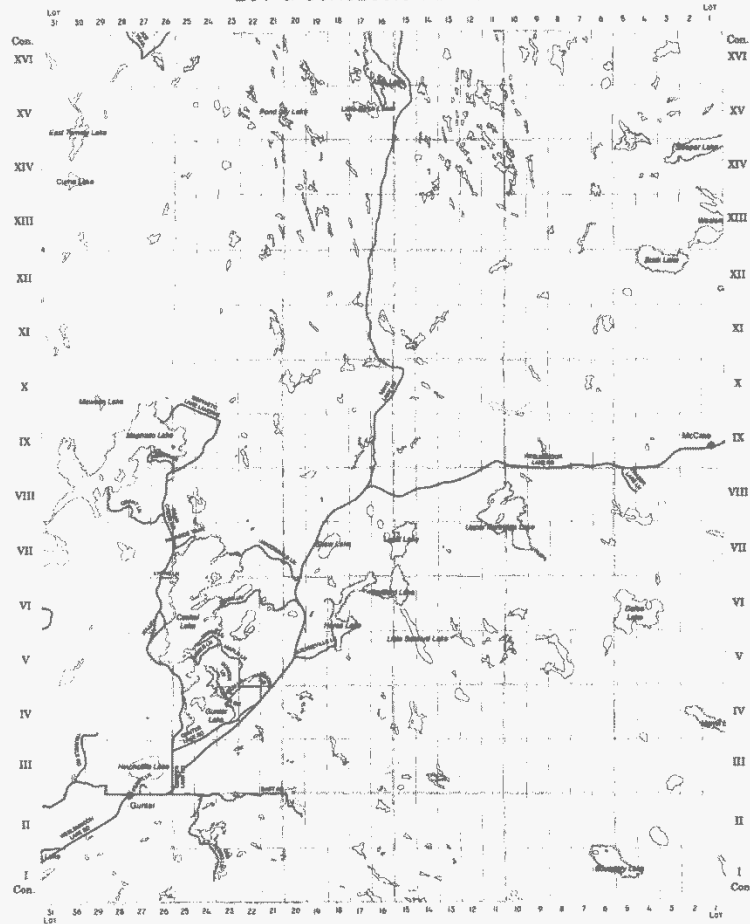
Road Name	Length/ kms	Class/ level of service	Lot/Concession
Bayview Lane - private	0.4	6-C	Lots 26 & 27 Con 19
Cedar Drive	0.1	6-C	Lot 23 Con 4
Elm Lane	0.5	6-C	Lot 23 Con 4
Glanmire Lake Lane - private	3.0	6-C	Lots 23, 24, 25, 26, 27 Con 8 & 9
Gunter Lane	2.0	6-C	Lots 23 & 24 Con 4 & 5
James Lane	0.5	6-C	Lots 23 & 24 Con 5
Maple Lane	0.5	6-C	Lots 22, 23, 24 Con 5
Maple Landing Lane - private	2.0	6-C	Lots 26   & 27 Con 19
Robinson Lake Lane - private	2.0	6-C	Lot 5 Con 1
South Pine View Ridge Lane	3.3	6-C	Lots 14 & 15 Cons 7 to 10
Wadsworth Lake Lane	1.5	6-C	Lots 2 & 3 Con 19
Wolfe Lake Road	1.6	6-D	Lot 1 Con A to Lot 10 & 11 Con 2
<b>Crown Land</b>			
Grant Lane	3.0	6-C	Lots 26, 27, 28 Con 7 & 8
Jolley Lane	1.5	6-C	Lots 26 & 27 Cons 5 & 6
Lyons Lane	0.5	6-C	Lot 26 Con 6 & 7 (border)
Mephisto Lake Landing	3.0	6-C	Lots 23, 24, 25, 26 Cons 9 & 10
Renata Lane	2.5	6-C	Lots 26 & 27 Cons 8 & 9
<b>Forestry</b>			
Henry Lane (JM Longyear)	4.0	6-C	Lots 10 & 11 Con 1
Lillian Lane	1.0	6-C	Lots 4 & 5 Cons 18 & 19
Mayo Lake Rd	12.0	6-C	Lots 15, 16, 17 Cons 8 to 16
Old Hydro Lane (JM Longyear)	4.0	6-C	Lots 23, 24, 25 Cons 1 & 2
Perry Lane	0.5	6-C	Lot 27 Con 3

Appendix 5



Appendix 6

TUDOR/CASHEL (CASHEL TWP.) *Appendix 6*  
 LOT & CONCESSION LAYOUT



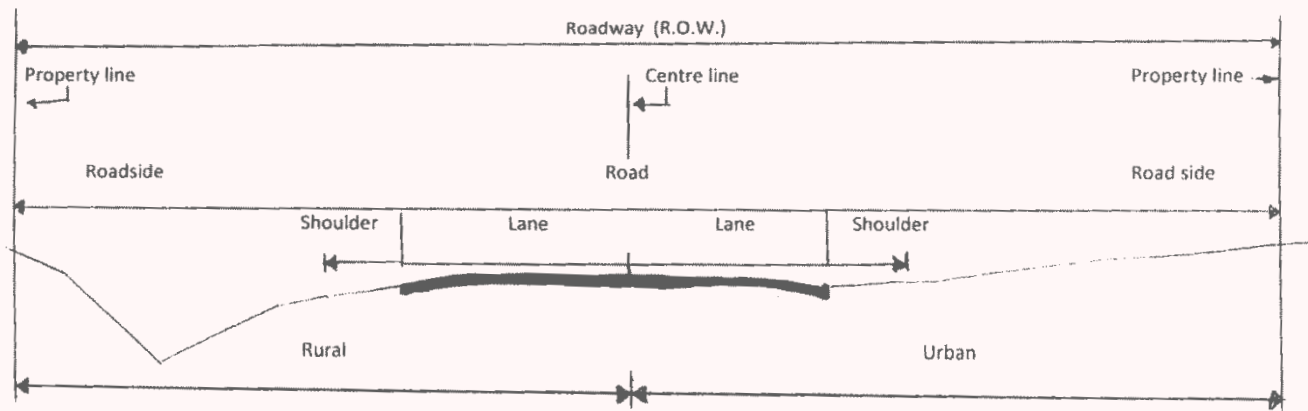
DATA SOURCE: ODGE, MPAC & THE COUNTY OF HASTINGS  
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 COUNTY OF HASTINGS DISCLAIMS ALL RESPONSIBILITY FOR  
 ERRORS, OMISSIONS OR INACCURACIES IN THIS PUBLICATION.

LEGEND	
●	SETTLEMENT
—	MAJOR HIGHWAY
—	MAJOR ROAD
—	SECONDARY ROAD
☁	WATER
⊙	HAMLET
□	LOT & CONCESSION
▭	MUNICIPAL BOUNDARY

# Roadway Service Standards

## Appendix 7

### TERMINOLOGY



## Appendix 8

### Definitions

**AADT** means the Average Annual Daily Traffic, which is a technical measurement of traffic volume on a road, in both directions. Conversion factors, which vary depending on the time of year and week, extrapolate daily traffic counts into AADT.

**Assumption** is the process by which a municipality passes a by-law to accept a road into the municipal road system.

**Bridge deck spall** means a cavity left by one or more fragments detaching from the paved surface of the roadway or shoulder of a bridge.

**Clearance** is the zone measured horizontally and vertically from the centre line of the road in which no obstructions should be permitted, except those which improve the safety of the roadway user.

**Corporation** is the Corporation of the Township of Tudor and Cashel.

**Council** is the Council of the Corporation of the Township of Tudor and Cashel.

**Crown Land** –is owned by the “Province of Ontario” and **is not** maintained by the municipality.

**Driveway/laneway** – is a private access serving a single dwelling constructed and maintained by the Owner of the dwelling and connected directly to a private, Municipal or Provincial Road. **Under no circumstances will this be taken over by the Municipality.**

**Encroachment** is an obstacle inside the clearance zone which may or may not be permitted by these standards.

**Forestry Land** – is owned by the Province of Ontario and falls under the umbrella of the Ministry of Natural Resources and **is not** maintained by the municipality.

**Horizontal Clearance** is an obstruction free zone measured from the centre line of a road or the left edge of the shoulder.

**Lane** is that portion of the road designated for a single file of vehicles to travel over, in one direction. For roads where two-way traffic is permitted, the lane width is half the road width unless delineated otherwise by pavement marking.

**Private Road** is an existing road or a road to be constructed that was or will be constructed and maintained by a person or group of persons without any responsibility or obligation to the construct or maintain by the Corporation of the Township of Tudor and Cashel.

**Right of Way** or R.O.W. describes the corridor of land reserved for roadway improvements and under the jurisdiction of the roadway authority. Certain rights of way infer a rite of passage to the public. However, in the context of these standards only rights of way with assumed public roadways are considered.

**Road** refers specifically to the travelled road surface on a roadway assumed by a roadway authority, but not including on-street parking or stopping zones.

**Roadside** refers to all the elements or conditions which make up the roadway within the jurisdiction of the roadway authority, except for the road surface itself.

**Roadway** is any public assumed road right of way intended for vehicular traffic. It refers not only to the travelled road surface, but to all service relevant to the road, within the right of way.

**Roadway Authority** is the public agency accountable for the status and condition of the roadway. This refers to the Corporation of the Municipality and its designated officials or agents.

**Safety** is a general term identifying the concept of mitigating bodily injury or death of persons, or direct damage (beyond wear and tear) to vehicles or contents. The obligation to safety in the context of service standards requires that the user operates in a safe manner giving consideration to the relevant effects and conditions, the vehicle is in good condition, satisfies any load restrictions, and contents are properly secured.

**Seasonal** refers to the limited time of the year where certain roadway service standards apply to the subject roadway (e.g.: summer roads, ice roads). In the context of these standards, seasonal roads are classified as those not receiving winter services, unless otherwise defined.

**Shoulder** is that maintained surface immediately adjacent to the travelled surface of the road. The shoulder may be partially or fully hardtop, loose top, grassed, or earth. It is not considered a part of the road for these standards.

**Speed** refers to the average speed at which an average automobile can safely travel on a road of reasonable length, without the effects of traffic. This does not refer to design speed or legal speed unless specifically qualified. Posted speed is either legal or advisory.

**Standards** are quantified statements, defining the nature of a product or activity. Usually such standards are minimum or desirable, and in this context refer specifically to the roadway service standards adopted as policy.

**Surface** is the exposed top of the travelled road and includes adjacent surfaces for turning or stopping, but not parking or shoulders.

**Vertical Clearance** is an obstruction free zone measured from any point on the surface of the road and above the projection of the horizontal clearance width.