

States with Minimum Maintenance Road Designations

State	Term	Def'n or description	Process	Scope	Purpose
IA	Area Service System "B" road	"A" roads are maintained to state statutes ; "B" roads do not require the same standards.	County can create ordinance establishing "Service "B" road. County Board sets hearing, publishes notice, runs hearing, rules on the proposal and establishes Resolution.	Maintenance policy pre-defined for the following activities: Blading; Snow Removal; Signing; Brush and Trees; Structure (bridges and culverts); Road Surface; Shoulders; Crown; Repairs; Width and Inspections	Classify certain roads on the 'Area Service System' to provide for a reduced level of maintenance.
KA	Minimum Maintenance Road (MMR)	Road that is only used occasionally or by a few individuals and was not constructed with federal funds	County designation where board adopts a resolution describing the roads, and forwards it to the planning board, for recommendations. Public notification occurs and a hearing is scheduled. After the hearing, the board determines which roads are determined to be minimum maintenance roads. Within 10 days of determination, roads are required to be posted: "Minimum maintenance, travel at your own risk."	Road maintenance specifications are not described in the statute. Slightly different process for a road that is on or partly on a county boundary, where the adjoining county must be notified of the impending determination.	Designating a road as "minimum maintenance" reduces the tort liability associated with failure to maintain a roadway to normal standards.
MN	Minimum Maintenance Road (MMR)	Road or road segment is used only occasionally or intermittently for passenger and commercial travel. 'Trunk highway' may not be designated as MMR. Road may not be designated MMR if it would reduce federal funding.	Road authority, other than the commissioner, by resolution, designates road under its jurisdiction. Resolution must identify beginning and end points. After adoption, road authority must post signs notifying public that they travel the road at their own risk. Road authority must notify road authorities of adjoining jurisdictions.	Must be maintained at the level required to service the occasional or intermittent traffic. This section does not exempt the road authority from its duty to maintain bridges under applicable law.	Once designated and posted, the road authority and its officers and employees are exempt from liability.
NE	Minimum Maintenance Road (MMR) and Remote Residential Road	MMR roads sufficient to serve farm machinery and occasional or intermittent use by passenger and commercial vehicles. Remote Residential Road sufficient to provide access to remote residences, farms and ranches.	Board, by rule, provides for the relaxation of standards for any classification based on unique circumstances. Any county or municipality may request relaxation of standards or DOT may request for 'not hard surfaced' road. Board reviews any request and makes determination.	Defective bridges, culverts or other structures may be removed and need not be replaced except when deemed essential for public safety or for county transportation needs. Appropriate warning signs required at entry points and at regular intervals along the road.	Flexibility designed to focus funding on primary road needs that will provide benefits at a reasonable cost and balance safety, benefits, improvements and 'fit' in the surroundings.

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NY	Minimum Maintenance Road (MMR), a subset of the 6 types of 'Low Volume Roads', created through a special designation procedure	Home rule with determination by local highway superintendent	Town board prepares findings. Initiates comment period, notifies abutters, holds a hearing, solicits school board and planning board recommendations, then votes	Home rule specifies the scope of each road or road segment designated as MMR	Reduce costs and liability for very low volume roads in rural areas
ND	Minimum Maintenance Road (MMR)	Road is used only occasionally or intermittently for passenger and commercial travel.	Board or governing body identifies the beginning and end of the road; must notify each adjoining political subdivision and if the road runs along a boundary of a political subdivision, each subdivision needs to agree with the designation; and must post signs at the beginning, end and regular intervals along the road.	Cannot be designated if road is used as a schoolbus route, mail route or as the only access to existing residence. Road is not eligible if federal highway aid would be reduced.	Nothing specific noted other than a ND University law page on "section lines" indicating 'a reduction in the county obligation to maintain the path.'
SD	Minimum Maintenance Road (MMR) and No Maintenance Highway	Road or a segment is used only occasionally or intermittently for passenger and commercial travel.	Board of county commissioners designates road; identifies the beginning and end of the road; posts signs at entry points and regular intervals along the road.	MMR may be maintained as a level less than the minimum standards for full maintenance roads, but shall be maintained at the level required to serve the occasional or intermittent traffic.	Nothing specific noted other than a 2014 "Township Newsletter" article indicating 'putting your township at risk for increased liability because of an inaccurate designation.'