



Michigan Department of Natural Resources
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MICHIGAN MOTORIZED TRAIL SIGNING HANDBOOK

Guidelines for Signing
Snowmobile Trails and Off-Road Vehicle (ORV) Trails

Parks and Recreation Division

MICHIGAN DEPARTMENT OF NATURAL RESOURCES MISSION STATEMENT

"The Michigan Department of Natural Resources is committed to the conservation, protection, management, use and enjoyment of the State's natural and cultural resources for current and future generations."

NATURAL RESOURCES COMMISSION STATEMENT

The Natural Resources Commission, as the governing body for the Michigan Department of Natural Resources, provides a strategic framework for the DNR to effectively manage your resources. The NRC holds monthly, public meetings throughout Michigan, working closely with its constituencies in establishing and improving natural resources management policy.

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For information or assistance on this publication, contact the Parks and Recreation Division, Michigan Department of Natural Resources, PO Box 30257, Lansing, MI 48909-7757.

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This information is available in alternative formats.

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INTRODUCTION

The Natural Resources and Environmental Protection Act, 1994 PA 451, as amended, mandates the Michigan Department of Natural Resources (DNR) to develop and provide facilities for outdoor recreation. Including snowmobile and off-road vehicle (ORV) trails. The DNR is responsible for assuring the motorized trail system is appropriately signed.

The purpose of posting trail signs is to control and regulate the flow of traffic, inform users of trail characteristics, and provide information necessary for a safe and enjoyable experience.

This handbook is intended to assist trail sponsors, DNR, United States Department of Agriculture, and Forest Service employees with trail signing responsibilities in developing trail facilities. Proper trail signing is for the benefit and convenience of the public.

GENERAL GUIDELINES

- All trail signs shall conform to the guidelines and principles of the Manual on Uniform Traffic Control Devices (MUTCD) and the Standards for Forest Service Signs and Posters.
- All trail signs shall be reflective.
- All trail signs shall be placed on wooden posts no larger than 4 x 4 inches, flexible composite type posts or "yielding" type metal posts as defined in the MUTCD. Posts shall be appropriate for sign holding purposes.
- All regulatory and warning signs shall have a minimum size of 18 inches. Larger signs may be used.
- All signs shall be placed on the right side of the trail. Exception to this guideline will be discussed in the handbook.
- The minimum sign height is 5 feet from the trail tread measured to the bottom of the sign (exception ORV reassurance markers).
- Snowmobile trail signs shall be placed not more than 4 feet above expected snow depth. Changing snow depths may require adjustments to sign heights.
- Signs and posts should be placed no more than 3 to 6 feet from the right side of the trail or groomed surface.
- All signs placed on state funded trails shall be approved by the DNR.
- Signs provided by the DNR are to be used only on designated state funded trail facilities.
- Signs not needed for the safe use of a trail during the nonsnowmobiling season may be taken down at the end of each season. Signs may be left up at the discretion of the land owner. If a sign is removed the post shall also be removed.
- Avoid overuse of all signs.
- If two signs are placed on one post, the sign with the message of highest importance shall be placed on top. For example, a STOP sign shall always be placed above any other sign.
- Brush shall be removed from around all signs to ensure clear visibility.
- No signs shall be placed on utility poles with the exception of object markers as needed, with permission of the utility company.

MEANING OF STANDARD, GUIDANCE, OPTION, AND SUPPORT

In this handbook sections dealing with design and application of traffic control devices the words “Standard,” “Guidance,” “Option,” and “Support” are used to describe specific conditions concerning the use of signs. To clarify the meanings intended in this handbook the following definitions are given and are based on the MUTCD.

Excerpt:

1. Standard - a statement of required, mandatory or specifically prohibitive practice regarding a traffic control device. All standards are labeled and the text appears in bold type. The verb “shall” is typically used. Standards are sometimes modified by Options.
2. Guidance - a statement of recommended but not mandatory practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate. All Guidance statements are labeled and the text appears in unbold type. The verb “should” is typically used. Guidance statements are sometimes modified by Options.
3. Option - a statement of practice that is a permissive condition and carries no requirement or recommendation. Options may contain allowable modifications to a Standard or Guidance. All Option statements are labeled and the text appears in unbold type. The verb “may” is typically used.
4. Support - an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition or enforceable condition. Support statements are labeled and the text appears in unbold type. The verbs “shall,” “should,” and “may” are not used in Support statements.

Standard:

This handbook describes the application of traffic control devices, but shall not be a legal requirement of their installation.

AUTHORIZED TRAIL SIGNS

TRAIL REASSURANCE MARKERS

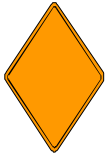
Support:

Trail reassurance markers are essential to identify designated state motorized trail facilities.

Guidance:

Trail reassurance markers and travel management signs should be used to designate all state funded motorized trail facilities. All trail reassurance markers and travel management signs should be installed on wooden posts not larger than 4 x 4 inches or on approved flexible type composite posts.

All trailheads should have travel management signs clearly displayed and follow the responsible agencies manual direction on proper wording, text, abbreviations, and placement of text.



SNOWMOBILE TRAIL REASSURANCE MARKER

Snowmobile trail reassurance markers are 9 x 7 inches, reflectorized orange diamonds. This marker is used to reassure the snowmobiler they are on a state designated snowmobile trail.

Guidance:

Snowmobile trail reassurance markers should be placed at intervals of 1/4 to 1/2 mile along the trail.

Option:

Snowmobile trail reassurance markers may be placed at closer intervals on both sides of the trail when entering, leaving or crossing open areas or farm fields to identify a clear line-of-sight trail corridor.

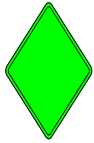


SNOWMOBILE TRAIL NUMBER MARKER

Snowmobile trail number markers are 9 x 7 inches, reflectorized orange diamonds with black trail numbers. This marker is used to inform the snowmobiler of the specific trail they are on.

Guidance:

Snowmobile trail number markers should be spaced at approximate two mile intervals along the trail. The snowmobile trail number markers should correspond to maps showing the same trail numbers. This marker should also be used at all trail junctions and intersections, and should be posted within a clear sight distance from the junction or intersection.



SNOWMOBILE COMMUNITY ROUTE MARKER

Snowmobile community route markers are 5 x 7 inches, reflectorized green diamonds with white borders. This marker is used to inform the snowmobiler of local snowmobile routes within a community.

Guidance:

Snowmobile community route markers should only be used within the limits of cities, towns, and villages to designate locally approved community snowmobile routes.

OFF-ROAD VEHICLE (ORV) TRAIL AND ROUTE REASSURANCE MARKERS

Standard:

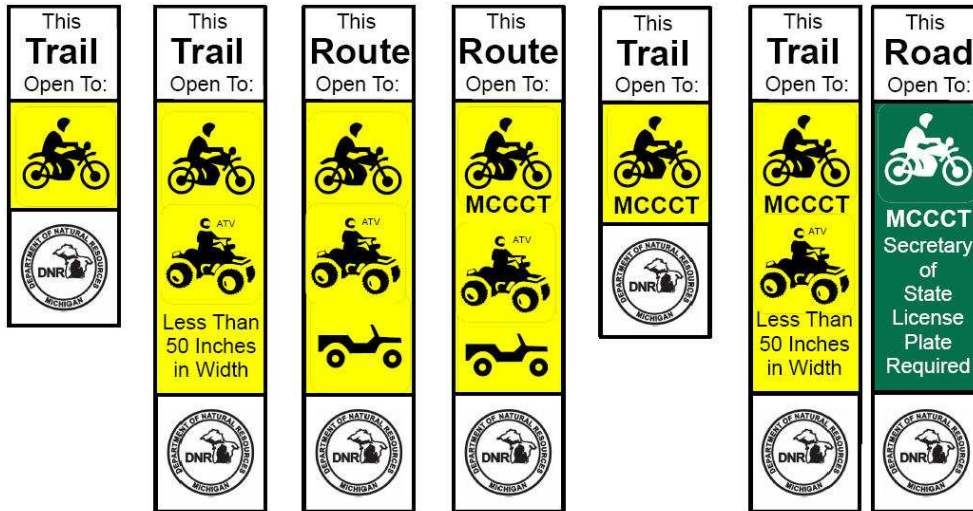
1. **ORV trail and route reassurance markers shall be 3 x 3 inches, reflective black on yellow federal recreational symbols.**
2. **To show the travel modes allowed, the words “Open To” shall be placed above the appropriate recreational symbol or combination of symbols.**
3. **ORV trail and route reassurance markers shall be placed on the same sign post as snowmobile trail reassurance markers on state trails designated for both motorized trail uses. When possible the snowmobile trail reassurance marker shall be placed above the ORV trail or route reassurance marker for shared trails.**

Guidance:

ORV trail reassurance markers should be placed at intervals of 1/4 mile along the trail or route. They should also be placed immediately beyond points of intersection with roads or other trails, within a clear sight distance from the intersection or point where the ORV operator is expected to stop.

Option:

1. In dense woods ORV trails may require more frequent line-of-sight reassurance marking interval.
2. On designated ORV routes located on railroad grades reassurance markers may be placed at intervals of 1/2 mile along the route.



(From left to right)

Motorcycle Trail Reassurance Marker

This sign shall be posted on designated state trails open to motorcycle travel.

Motorcycle / All-Terrain Vehicle (ATV) Trail Reassurance Marker

This sign shall be posted on designated state trails open to both motorcycle and ATV travel.

ORV Route Reassurance Marker

This sign shall be posted on designated state forest roads or other road open to ORVs of all sizes including but not limited to trucks, side-by-side utility vehicles (UTV), motorcycles, and ATVs.

Michigan Cross Country Cycle Trail (MCCCT) ORV Route Reassurance Marker

This sign shall be posted on state forest roads or other roads open to vehicles of all sizes including but not limited to trucks, UTVs, ATVs, and motorcycles where needed.

MCCCT / Motorcycle Trail Reassurance Marker

This sign shall be posted on state designated motorcycle trail loop segments and connectors where needed.

MCCCT / Motorcycle / ATV Reassurance Marker

This sign shall be posted on state designated motorcycle/ATV trail segments and connectors where needed.

MCCCT Road Reassurance Marker

This sign shall be posted on state designated county roads or other roads where a Secretary of State license is required.

REGULATORY SIGNS

Standard:

Regulatory signs shall be used to inform trail users of selected traffic laws or regulations and indicate the applicability of the legal requirements.

Regulatory signs shall be installed at or near where the regulations apply. The signs shall clearly indicate the requirements imposed by the regulations, and shall be designed and installed to provide adequate visibility and legibility in order to obtain compliance.



STOP SIGN

Stop signs are intended for use where trail traffic is required to stop.

Standard:

Stop signs shall be placed at all trail intersections with improved state roads, county roads, plowed roads or other locations that warrant stopping. Stop signs shall be placed only on the right side of the trail.

Guidance:

Stop signs should be placed as close as possible to the intended stopping point.

Option:

1. Larger stop signs may be used.
2. Stop signs may be placed on both the right and left side of the trail, by exception for added emphasis. Exception to be approved by DNR.



YIELD SIGN

Yield signs should be used where trail traffic is required to yield to cross traffic.

Support:

Yield signs assign rights-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a yield sign need to stop only when necessary to avoid interference with other traffic that has been given the right-of-way.

Standard:

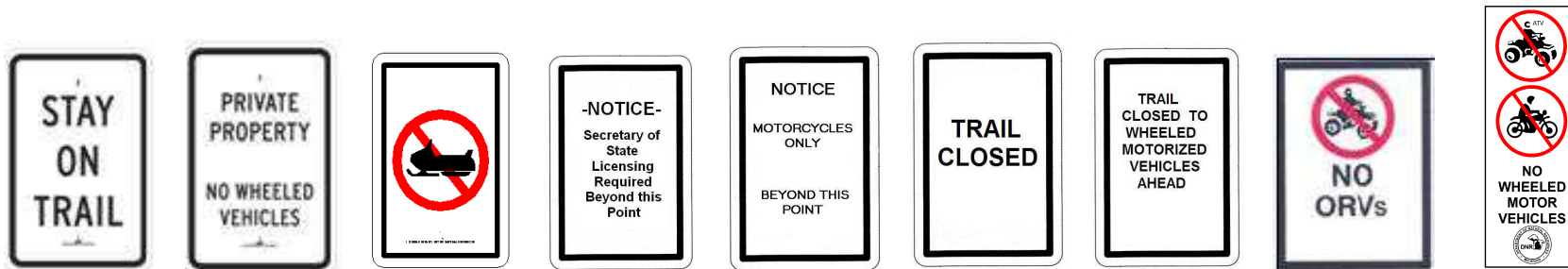
Yield signs shall be used where trail traffic should be cautioned to slow down and be prepared to stop.

Guidance:

If used, yield signs should be used where cross traffic has the right-of-way. Examples include trail intersections with forest roads or other roads open to highway traffic.

Option:

1. Larger yield signs may be used.
2. Yield signs may be used on ORV trails where they cross forest roads that have minimal use with approval of the DNR.
3. Yield signs may be used on heavily used driveways with approval of the DNR. In instances where there are multiple driveways within a relatively short distance, the Private Drives Ahead sign should be used instead of the Yield sign.



REGULATORY / SELECTIVE EXCLUSION SIGNS

Regulatory and selective exclusion signs convey to the trail user specific restrictions on the trail, road or support facilities such as trailheads. Selective exclusion signs are typically 12 x 18 inches, reflective white signs with black lettering or symbols, or recreation symbol with red slash. Exception: 6 x 18 inch ORV selective exclusion signs may be used.

Support:

The figures above illustrate some examples of the use of the word text and prohibitive slashes.

Standard:

Regulatory and Selective Exclusion signs shall be used along or adjacent to the trail or road where there is a need to restrict use. Where it is necessary to indicate a restriction, word text or a red diagonal slash shall be used to indicate that an activity is prohibited.

Stay on Trail Sign

If used, Stay on Trail signs should be posted on designated state trails where there is demonstrated evidence of off-trail operation by motorized vehicles.

Private Property No Wheeled Vehicles Sign

If needed, this sign should be posted on designated state snowmobile trails located on private property where public ORV operation is prohibited.

Snowmobile Prohibition Sign

If needed, this sign should be posted in locations where snowmobile operation is prohibited.

Secretary of State Licensing Notice Sign

This sign shall be posted to emphasize when a street license from the Secretary of State is required. This sign shall be posted just prior to the point where the Michigan Cross County Cycle Trail (MCCCT) enters a public road upon which vehicular use requires such licensing.

Motorcycle Only Notice Sign

This sign may be posted to emphasize state trails designated and maintained for motorcycle use only.

Guidance:

If used, this sign should be posted at trailheads and road intersections as directed by the DNR.

Trail Closed Sign

This sign shall be posted on designated state trails that are temporally closed to public use.

Guidance:

If used, these signs will be furnished by the DNR.

Trail Closed to Wheeled Motorized Vehicles Ahead

If used, this sign should be placed on state or federal land prior to the point where a designated state snowmobile trail enters private property where wheeled motorized vehicle use is prohibited.

Guidance:

If used, it is preferable to install this sign at an intersection where the trail user can turn or turn around prior to entering the private property where wheeled motorized use is prohibited.

No ORVs Sign

If needed, these signs should be posted in locations where ORV operation is prohibited. Due to state law (i.e. closed unless posted open) this sign should be used sparingly. Examples of where this sign may be used include ORV damage restoration sites or nonmotorized trails where illegal ORV use is a continuous problem.

Guidance:

If used, these signs shall be approved and furnished by the DNR.

WARNING SIGNS

Support:

Warning signs call attention to unexpected conditions on or adjacent to a trail, and to situations that might not be readily apparent to trail users. Warning signs alert trail users to conditions that might call for a reduction of speed or an action in the interest of safety.

Guidance:

The use of warning signs should be kept to a minimum as the unnecessary use of warning signs tends to breed disrespect for all signs. In situations where the condition or activity is seasonal or temporary, the warning sign should be removed or covered when the condition or activity does not exist.

When used, warning signs should be placed to provide the trail user sufficient time to react to a hazard or unexpected condition, based on an engineering study, application of engineering judgment or recreation study.

Option:
Larger Warning Signs may be used based on need determined by an engineering study, application of engineering judgment or recreation study.



STOP AHEAD SIGN

Standard:

1. **Stop Ahead signs shall be installed approximately 350 feet in advance of all Stop signs on all snowmobile trails.**
2. **Stop Ahead signs shall be installed approximately 350 feet in advance of all Stop signs on all combined use ORV/Snowmobile trails.**
3. **Stop Ahead signs shall be placed on an approach to a Stop sign that is not visible for a sufficient distance to permit the trail user to respond to the stop sign on designated state ORV trails.**

Support:

Permanent obstructions causing limited visibility might include trail alignment or structures. Intermittent obstructions might include foliage and vegetation.

Guidance:

Where intermittent obstructions occur, engineering study or application of engineering judgment should be used to determine the treatment to be implemented.

Option:

1. On ORV trails and routes, Stop Ahead signs may be used for additional emphasis before a Stop sign even when the visibility distance to the stop sign is satisfactory.
2. Larger Stop Ahead signs may be used.



OBJECT MARKER

Object markers may be used to mark obstructions within or adjacent to the trail. Object markers are 6 x 24 inches, reflectorized yellow signs with black diagonal markings.

Support:

Object markers with stripes that begin at the upper right side and slope downward to the lower left side are designated as right object markers. Object markers with stripes that begin at the upper left side and slope downward to the lower right side are designated as left object markers.

Standard:

1. **Object markers shall be used to mark the four (4) corners of a bridge located on a designated snowmobile trail. The inside edge of the marker shall be inline with the inner edge of the object, and the black diagonals shall always slope down and inward towards the trail.**
2. **When a potential hazard is located on one side of the trail, an object marker shall be placed on each side of the hazard with the black diagonals sloping down and inward towards the trail.**

Option:

Object markers may also be used to mark the ends of culverts, culvert headwalls or other obstructions along the trail.



SHARP TURN ARROW SIGN (LEFT AND RIGHT)

Sharp Turn Arrow (Left and Right) signs shall be used on snowmobile trails to give notice of changes in horizontal trail alignment of 90 degrees or greater.

Standard:

1. **The Sharp Turn Arrow (Left and Right) sign shall be installed approximately 350 feet in advance of all 90 degree or greater turns on snowmobile trails.**
2. **The Sharp Turn Arrow (Left and Right) sign shall be used in conjunction with the One-Direction (Left and Right) sign.**

Guidance:

If used, Sharp Turn Arrow sign should be placed approximately 350 feet in advance of the turn and be visible for a sufficient distance to provide the snowmobile trail user with adequate time to react to the change in alignment. The Turn Arrow sign should be used in conjunction with the One-Direction Large Arrow sign. Snowmobile trail reassurance markers should also be placed within line of sight upon completion of the turn.



COMBINATION HORIZONTAL ALIGNMENT / INTERSECTION SIGN (LEFT AND RIGHT)

Combination Horizontal Alignment/Intersection (Left and Right) signs may be used on snowmobile trails to give notice of changes in horizontal trail alignment less than 90 degrees where an intersection occurs within or immediately adjacent to a turn. Examples include where a snowmobile trail exits a public roadway, power line right-of-way or other travel corridor open to vehicular traffic.

Standard:

1. **The Combination Horizontal Alignment/Intersection (Left and Right) sign shall be installed approximately 350 feet in advance of all turns where an intersection occurs within or immediately adjacent to a turn on snowmobile trails.**
2. **The Combination Horizontal Alignment/Intersection (Left and Right) sign shall be used in conjunction with the One-Direction (Left and Right) sign.**

Guidance:

If used, the Combination Horizontal Alignment/Intersection (Left and Right) sign should be placed where an intersection occurs within or immediately adjacent to a turn. It should be visible for a sufficient distance to provide the snowmobile trail user with adequate time to react to the change in alignment. The Horizontal Alignment/Intersection (Left and Right) sign should be used in conjunction with the One-Direction Large Arrow sign. Snowmobile trail reassurance markers should be placed within line of sight upon completion of the turn.



ONE-DIRECTION LARGE ARROW SIGN (LEFT AND RIGHT)

One-Direction Large Arrow signs (Left and Right) shall be used on snowmobile trails to give notice of changes in horizontal trail alignment of 90 degrees or greater. One-Direction Large Arrow signs are 10 x 20 inches, yellow reflective sign with black arrow and border.

Standard:

1. **The One-Direction Large Arrow sign may be a horizontal rectangle with an arrow pointing to the left or right.**
2. **The One-Direction Large Arrow sign shall be installed on the outside of a turn in line with and at approximately a right angle to approaching traffic.**
3. **The One-Direction Large Arrow sign may be used in conjunction with the Turn Arrow (Left and Right) sign.**

Guidance:

If used, the One-Direction Large Arrow sign should be visible for a sufficient distance to provide the snowmobile trail user with adequate time to react to the change in alignment. The One Direction Large Arrow sign should be used in conjunction with Turn Arrow sign. Snowmobile trail reassurance markers should also be placed within line of sight upon completion of the turn.



CONGESTED AREA SIGN

Congested area signs may be used on snowmobile trails in areas that require special precautions on the part of trail users.

Guidance:

If used, congested area signs may be used in cities, villages, towns or other locations where the occurrence of vehicular traffic, and/or pedestrians warrant slowing motorized vehicles to slow down. Congested area signs may also be used at staging areas, trailheads or other congregation points where traffic congestion warrants.



TRAIL-RAILROAD GRADE CROSSING ADVANCE WARNING SIGN

Trail-Railroad Grade Crossing Advance Warning signs should be used on snowmobile trails to give notice to all active railroad crossings.

Standard:

Except as noted in the option, the Trail-Railroad Grade Crossing Advance Warning sign shall be placed approximately 350 feet in advance of every active trail-railroad grade crossing. If the active trail-railroad grade crossing does not have any other warning device a Stop sign shall be placed at the at the crossing.

Option:

1. If the active trail-railroad grade crossing has standard "highway" warning lights and barricades or other traffic control device, the Trail-Railroad Grade Advance Warning sign is not necessary.



LOGGING AHEAD SIGN

Logging ahead signs may be used on trails to give notice to trail users of active logging operations along or adjacent to the trail.

Guidance:

Logging ahead signs should be used whenever an active logging operation is being conducted along, adjacent to or which crosses a trail. The sign should be placed at a reasonable distance in advance of the logging operation to allow trail user to react to conditions.



MIXED TRAFFIC SIGN

Mixed Traffic signs shall be used where a state designated ORV trail or route share a road open to conventional highway traffic (i.e. where concurrent coincident use occurs simultaneously and is managed for mixed traffic). Mixed Traffic signs are 24 x 24 inches with a yellow reflective background and black recreational symbol, lettering, and border.

Standard:

Mixed Traffic signs shall be placed at the beginning of a road designated open to multiple modes of motorized travel.



PRIVATE DRIVE SIGN



PRIVATE DRIVES AHEAD SIGN



SUPPLEMENTAL PLAQUE

Private Drive and Private Drives Ahead signs may be used to warn trail users where driveways cross a snowmobile trail.

Guidance:

If used, Private Drive and Private Drives Ahead signs should be placed at a reasonable distance in advance of a driveway crossing to allow trail users to react to conditions. In instances where there are multiple driveways within a relatively short distance, the Private Drives Ahead sign should be used in place of multiple Yield signs.

Option:

A supplemental plaque with legend NEXT XX MILES may be installed below a Private Drives Ahead sign.



WET AREA SIGN

This sign may be used in areas where low swampy areas adjacent to the trail do not freeze up. It should also be used in areas where early and late winter weather would cause wet holes or low spots on or adjacent to the trail.



SINGLE SIDE INTERSECTION SIGN (RIGHT OR LEFT)

This intersection sign should be used whenever there is a designated snowmobile trail junction from either the right or the left.

Standard:

Single Side Intersection signs shall be placed approximately 350 feet in advance of all single side intersections on all designated snowmobile trails.

Guidance;

A Snowmobile Trail Number Sign reassurance marker should be placed at all trail junctions and intersections, and should be posted within a clear sight distance from the junction or intersection. The Single Side Intersection sign should not be used when the designated snowmobile trail makes a T intersection with another trail or road, since a Stop and Stop Ahead sign would be used in this instance.

Option:

Congested area signs may be used at side trail intersections where traffic congestion warrants.

GUIDE / INFORMATION SIGNS

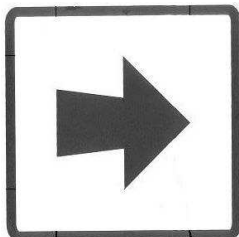


SNOWMOBILE INFORMATION ARROW / GUIDE SIGN

This is a 10 x 20 inch reflectorized orange sign with black arrowhead. This sign may be used for directing snowmobilers to cities, towns, villages, and other points of interest. The name of the city, town, village or point of interest and mileage should be stenciled or painted on the sign. Use of hand written legends is not acceptable. Individual business names shall not be identified on this sign.

Guidance:

If used, Information Arrow/Guide signs should be placed along the trail to inform trail users of destinations such as cities, towns, and villages. When applicable, Information Arrow/Guide signs should be used in conjunction with Service Information signs.

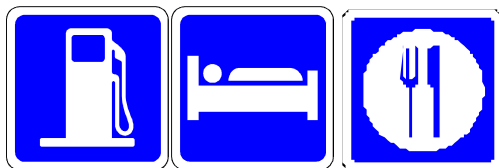


OFF-ROAD VEHICLE (ORV) DIRECTIONAL GUIDE ARROW SIGN

This is an 8 x 8 inch reflectorized white sign with black arrow and border. This sign may be used to direct ORV riders at trail junctions, intersections, turns, and trailheads. This sign may be labeled "TRAIL," "ROUTE," or "MCCCT" according to which facility they apply. This label will be a 1 x 6 inch adhesive decal attached at the time of posting. Use of hand written legends is not acceptable.

Guidance:

If used, ORV Directional Guide Arrow signs should be rotated so that the arrow points in the appropriate direction. When trails, routes and/or MCCCT are combined, directional arrows should be posted in the following hierarchy: Trail above Route, and Route above MCCCT.



SERVICE INFORMATION SIGNS

Guidance:

Standard recreation symbols may be used to show gas, food, and lodging locations. These signs shall be reflectorized blue with white lettering and border, and shall be 12 x 12 inches. Since these signs are for the information and convenience of the trail user, they should be used in conjunction with the Information Arrow/Guide sign and/or ORV Directional Guide Arrow sign.

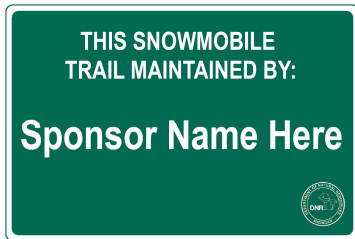


ROAD IDENTIFICATION SIGN (NOT A REQUIRED PROGRAM SIGN.)

Road Identification Signs may be used to identify roads at trail crossing points. This sign should be no larger than necessary for the road name or number but should not exceed 6 x 18 inches. The road name/number may be routed into wood or stenciled on sign backing. Due to variation in road names around the state, the DNR will not furnish these signs. Material for constructing these signs will be considered under special maintenance grant requests and funded on a case by case basis if funds are available.

Guidance:

If used, these signs should be used to identify primary roads with regional significance. The sign may be placed on the same post of a Stop sign, as long as it is posted either below the Stop sign or on the back side of the Stop sign. Road Identification signs may be placed on a separate post.



SNOWMOBILE TRAIL SPONSOR RECOGNITION SIGN (NOT A REQUIRED PROGRAM SIGN.)

Snowmobile Trail Sponsor Recognition signs may be used on snowmobile trails to acknowledge the snowmobile trail sponsor responsible for maintaining the trail. These signs shall be reflectorized green with white lettering and border, and shall be 12 x 18 inches.

Guidance:

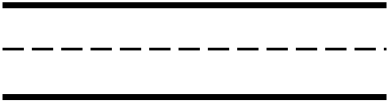
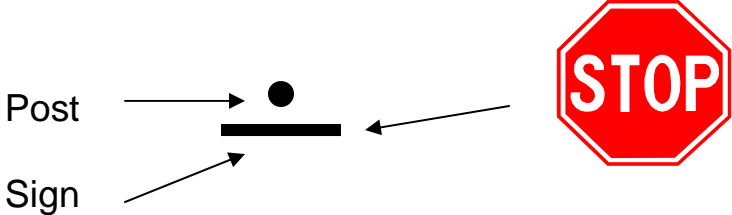
If used, Snowmobile Trail Sponsor Recognition signs may be placed at trailheads, staging areas, and at locations along the trail where there is a change in trail maintainer responsibility.

ILLUSTRATIONS

Legend

Type of sign and orientation

Example:



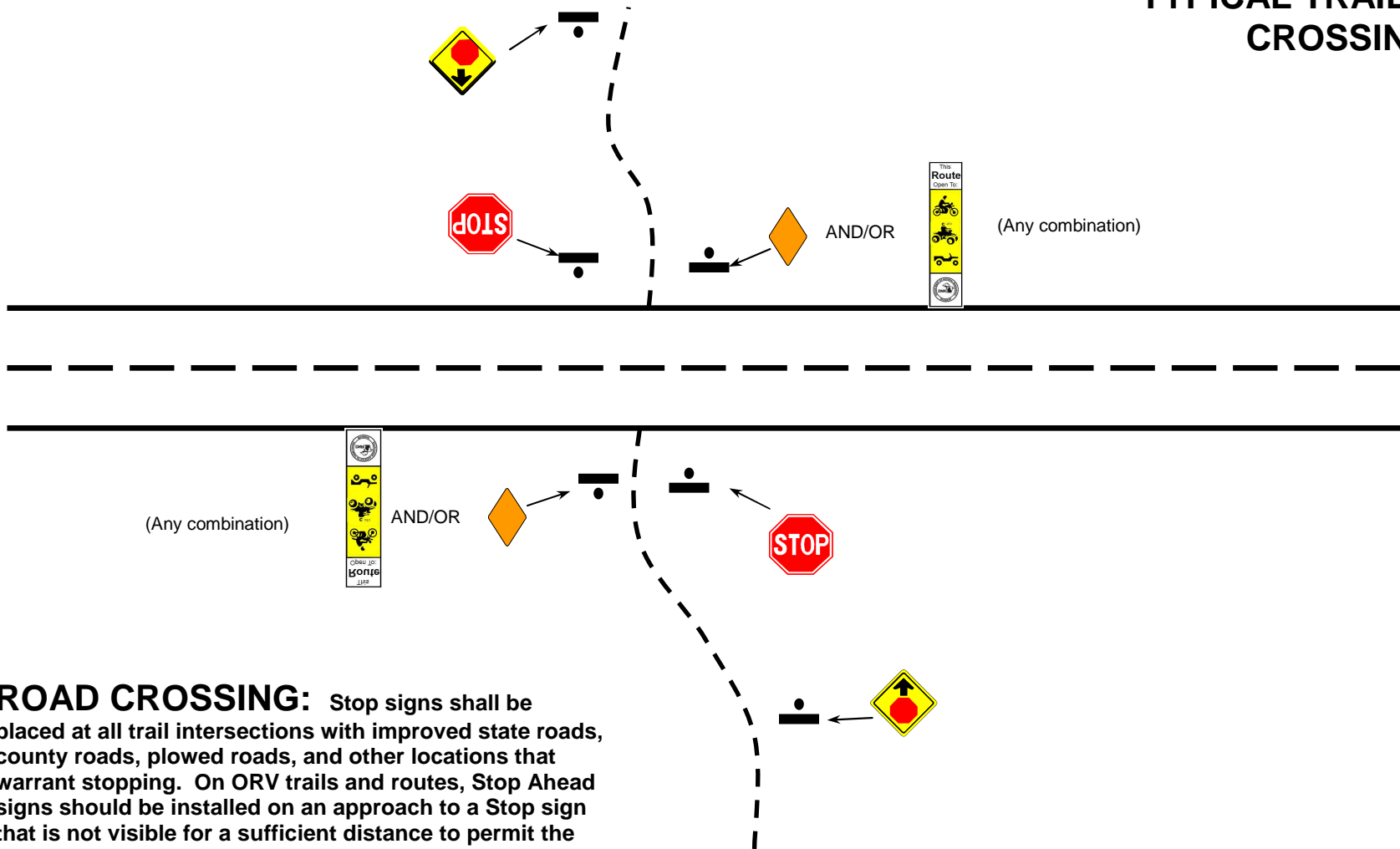
Plowed Road



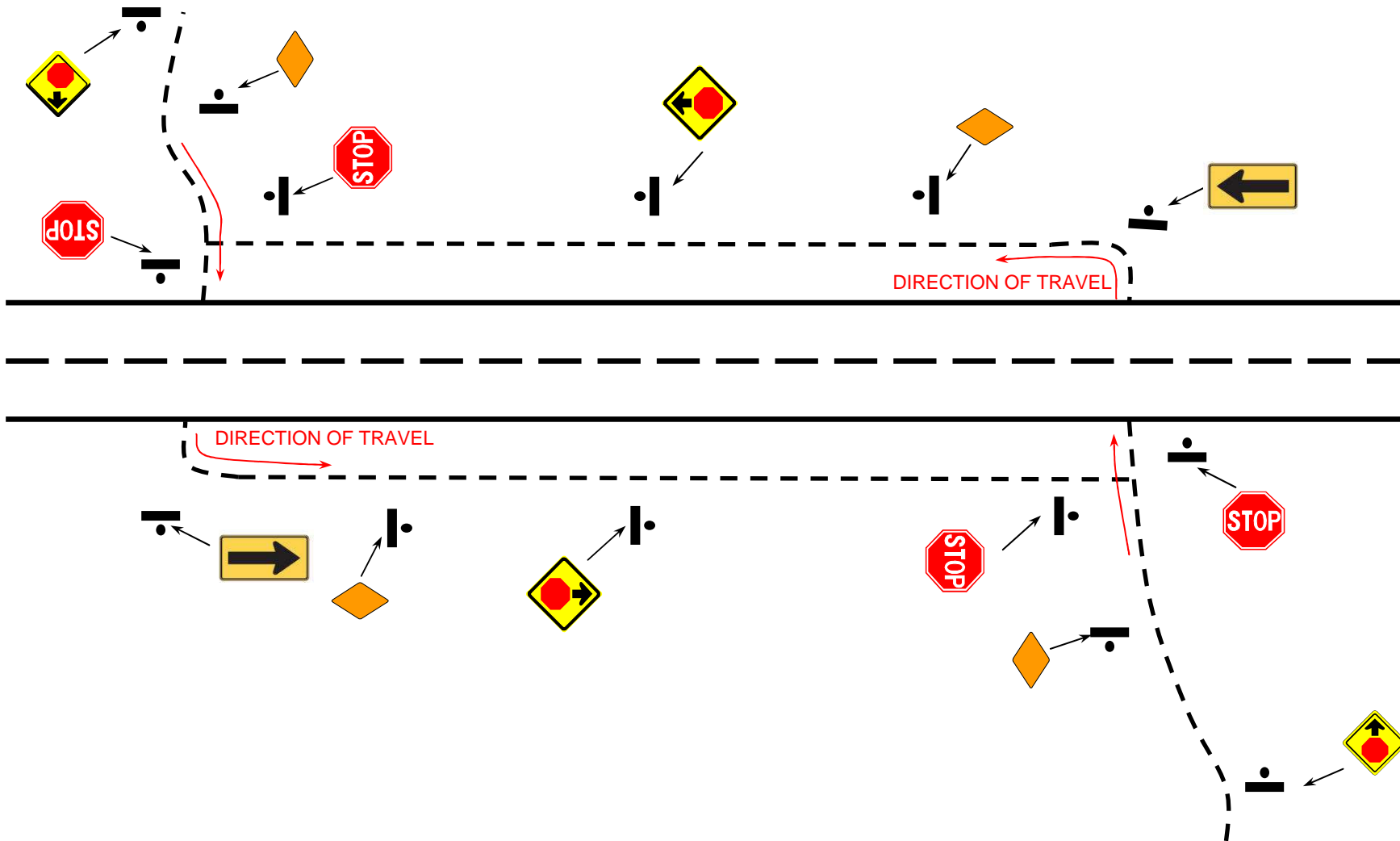
Snowmobile Trail
or
ORV Trail / Route

Note: Drawings are not to scale.

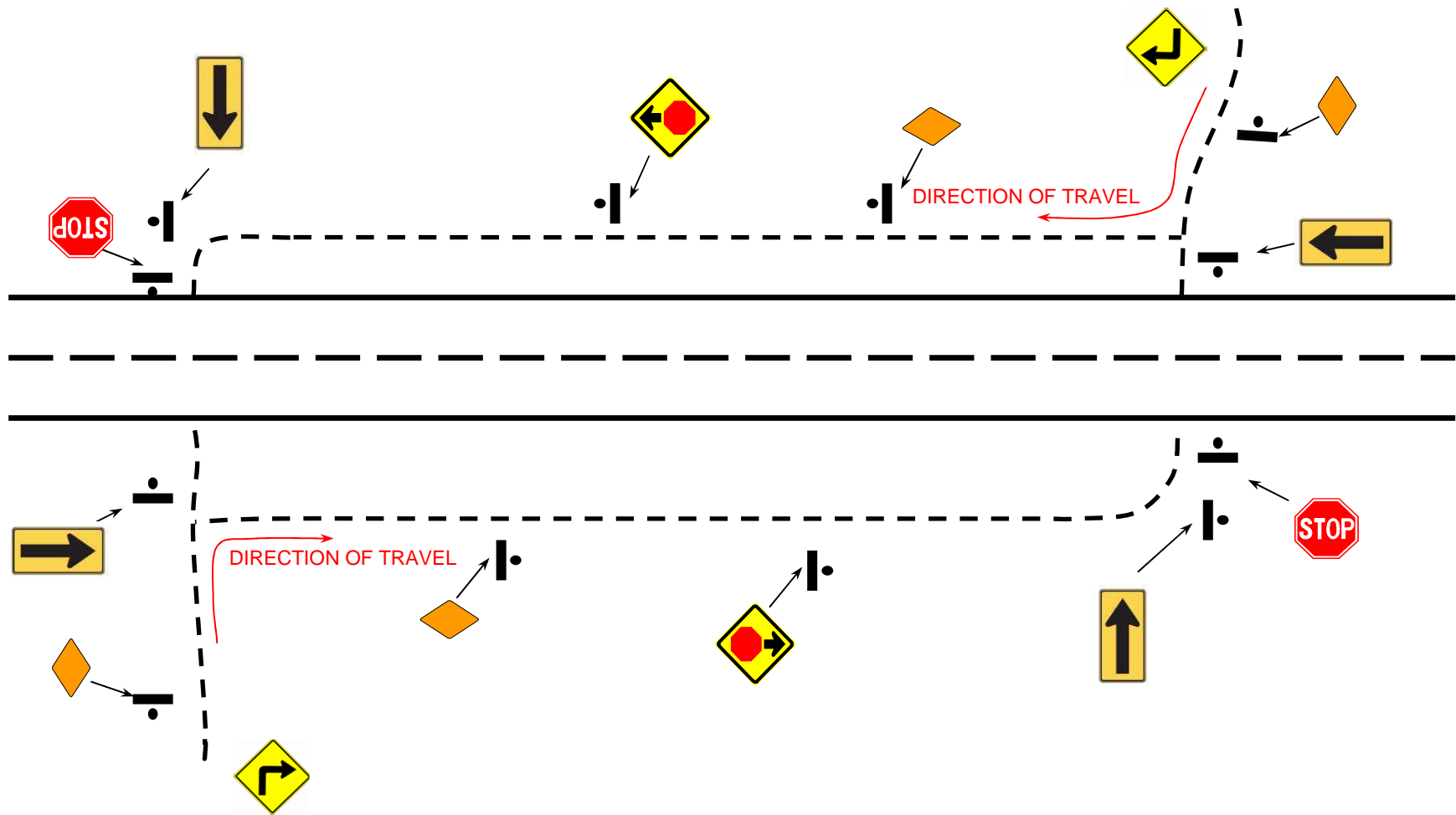
TYPICAL TRAIL / ROAD CROSSING



ROAD CROSSING: Stop signs shall be placed at all trail intersections with improved state roads, county roads, plowed roads, and other locations that warrant stopping. On ORV trails and routes, Stop Ahead signs should be installed on an approach to a Stop sign that is not visible for a sufficient distance to permit the trail user to respond to the Stop sign. A Stop Ahead sign shall be placed approximately 350 feet in advance of all Stop signs on snowmobile trails and ORV routes.



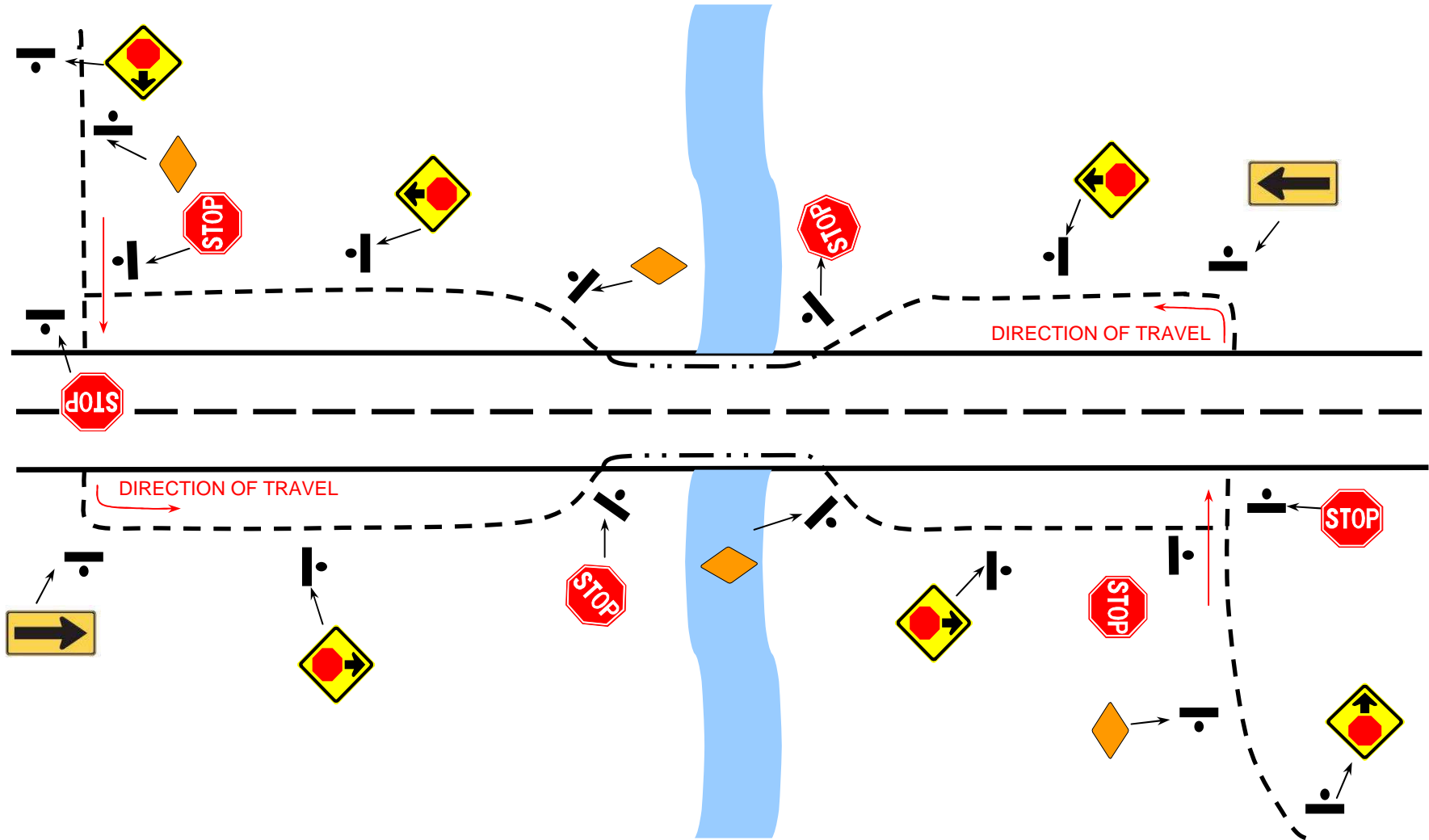
**SNOWMOBILE TRAIL ADJACENT TO HIGHWAY
(DITCH RUNNING)**



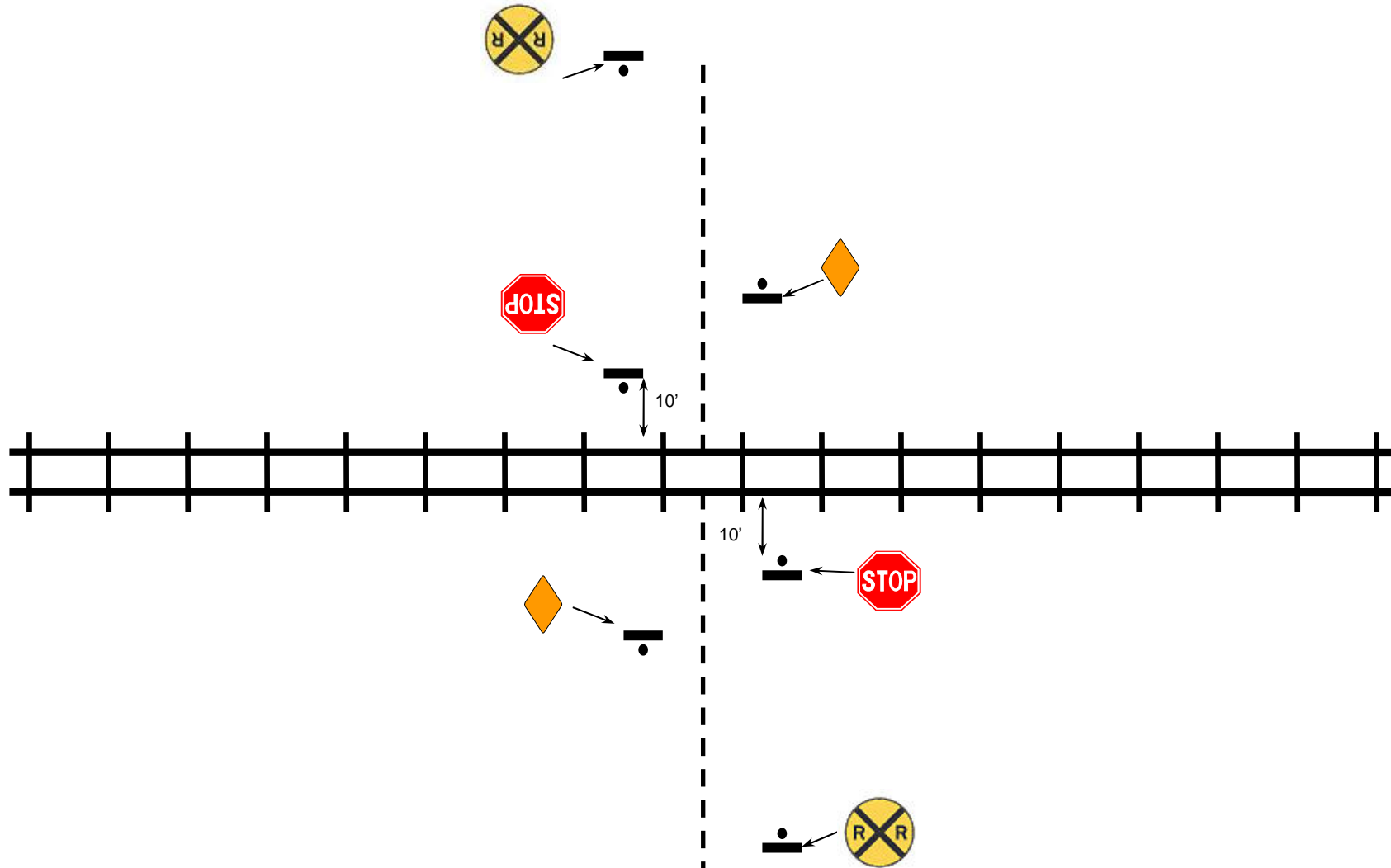
SNOWMOBILE TRAIL ADJACENT TO HIGHWAY

CROSSING EXISTING HIGHWAY BRIDGE WITH DITCH RUNNING

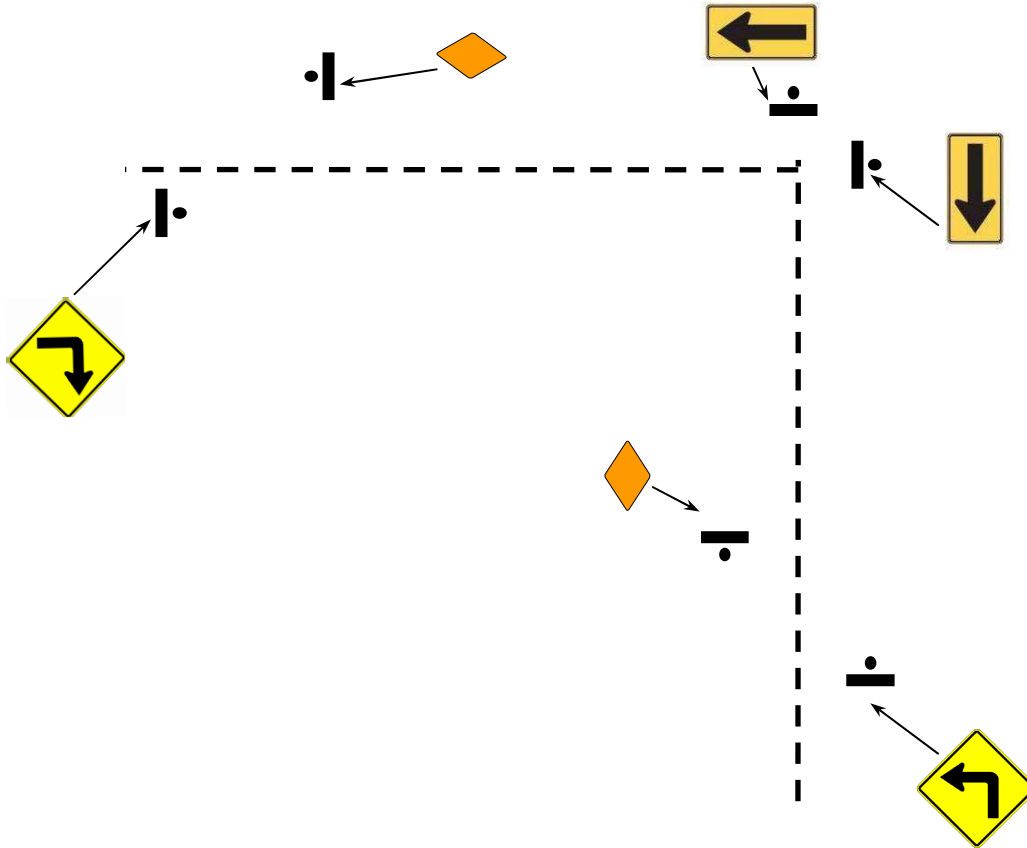
(RR GRADE CROSSING SIGNED SIMILARLY EXCEPT TRAIL-RAILROAD GRADE ADVANCE WARNING SIGN IS USED INSTEAD OF STOP AHEAD SIGN)



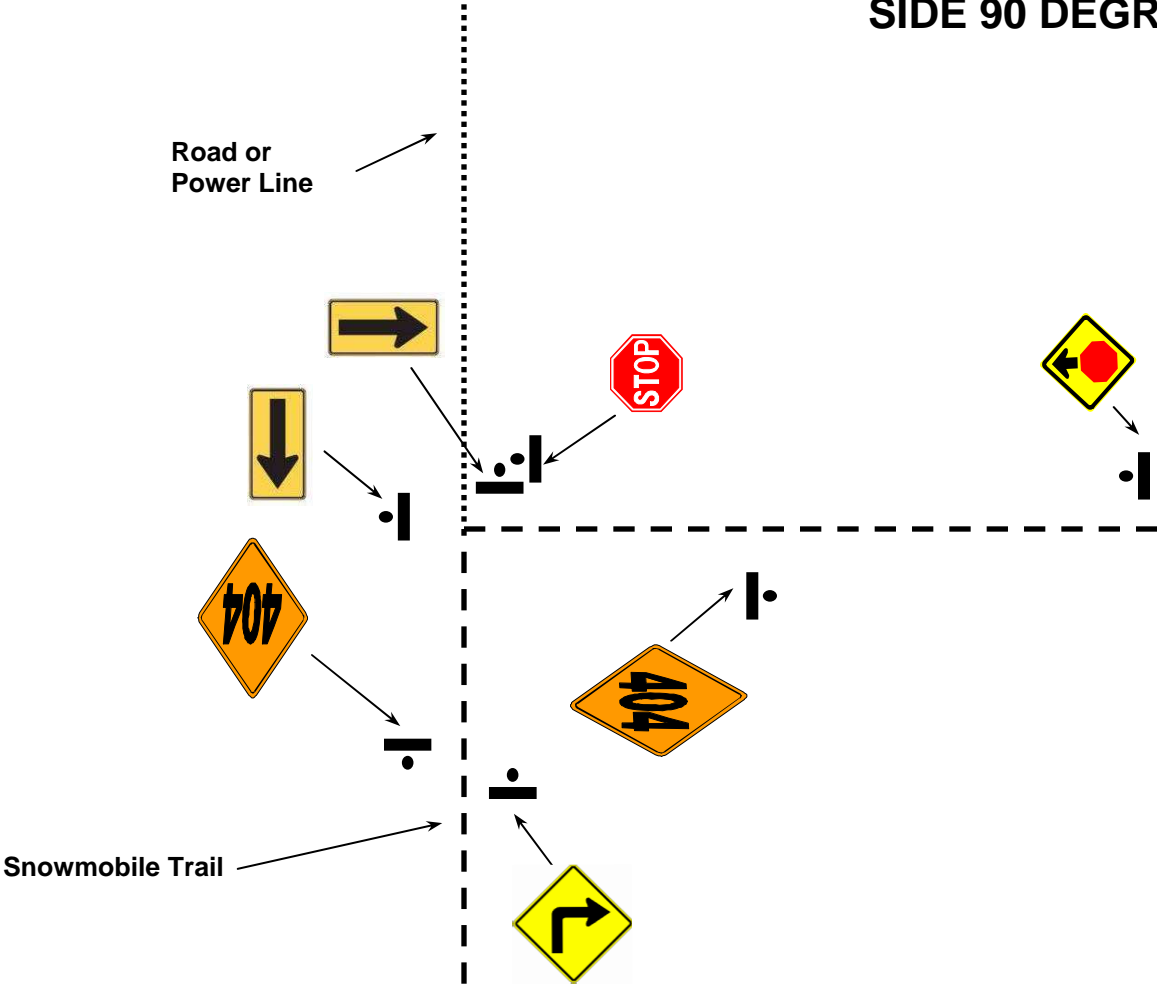
SNOWMOBILE TRAIL APPROVED NONHIGHWAY RAILROAD CROSSING

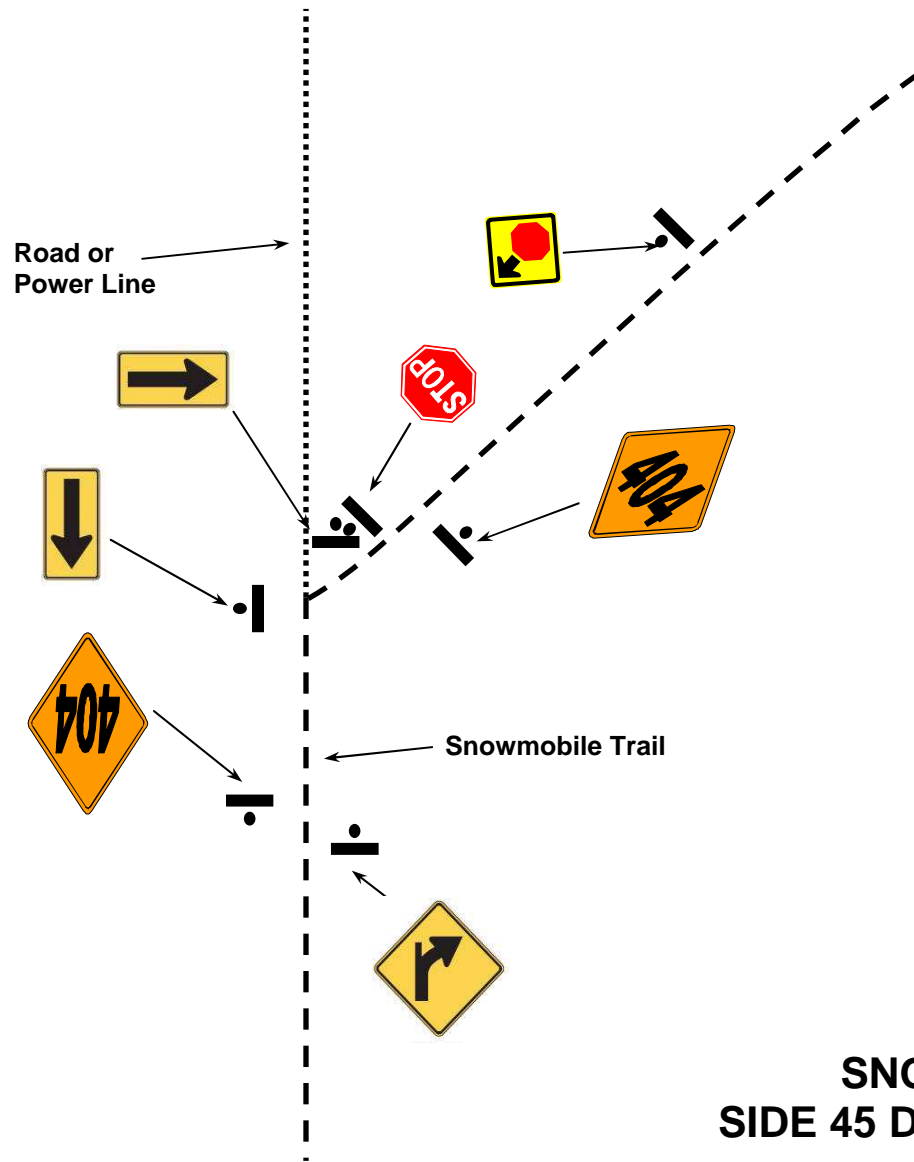


**SNOWMOBILE TRAIL
SHARP TURN LEFT OR RIGHT
(> = 90 Degrees)**



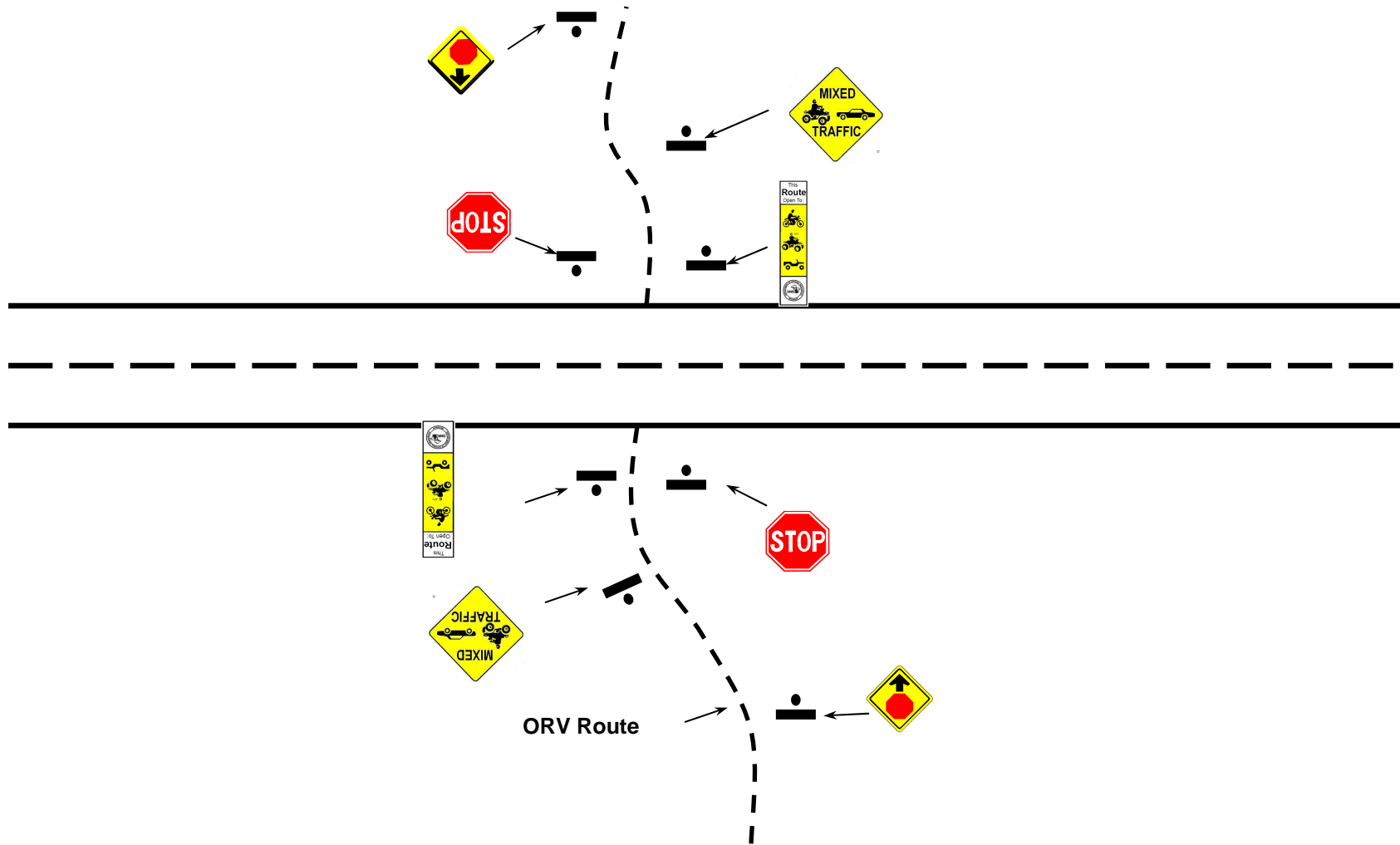
SNOWMOBILE TRAIL SIDE 90 DEGREE INTERSECTION



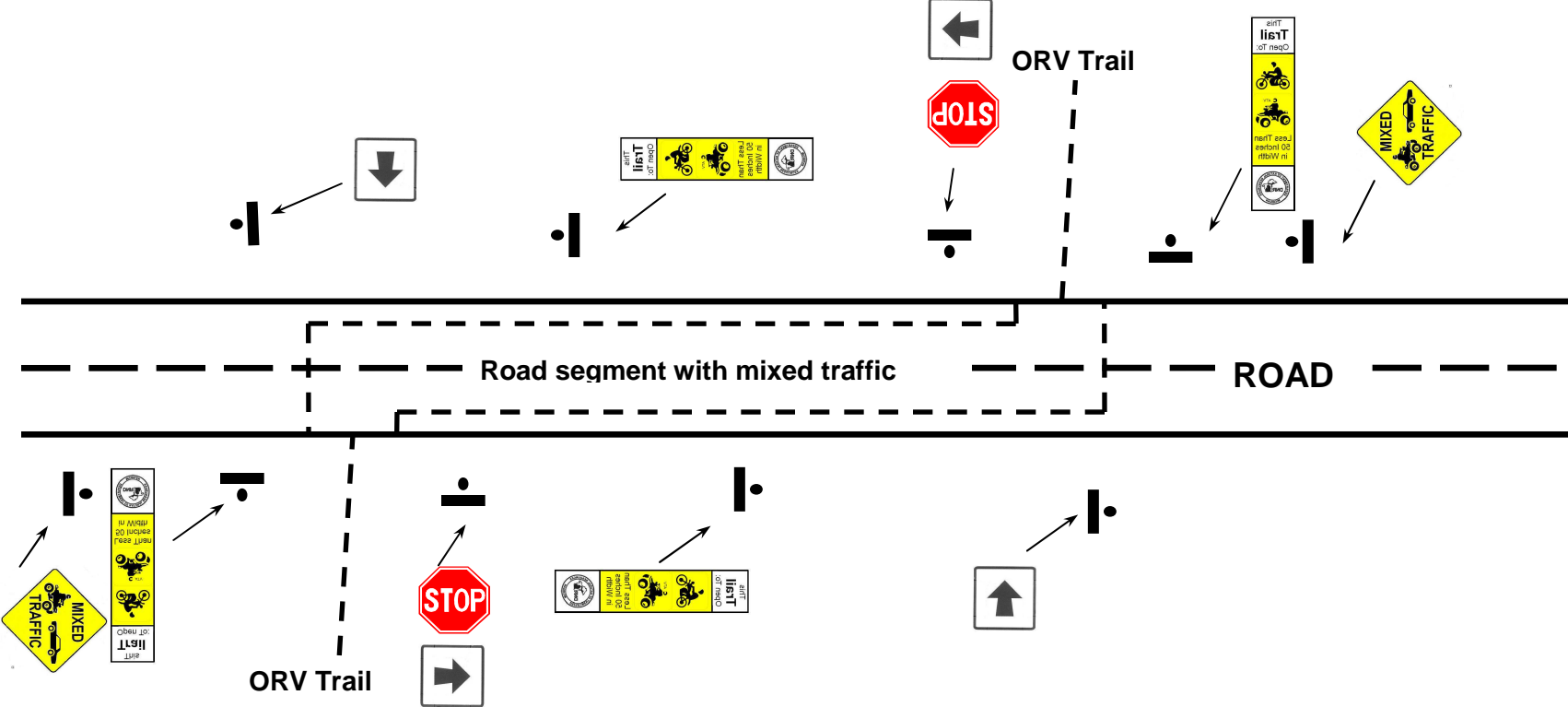


**SNOWMOBILE TRAIL
SIDE 45 DEGREE INTERSECTION**

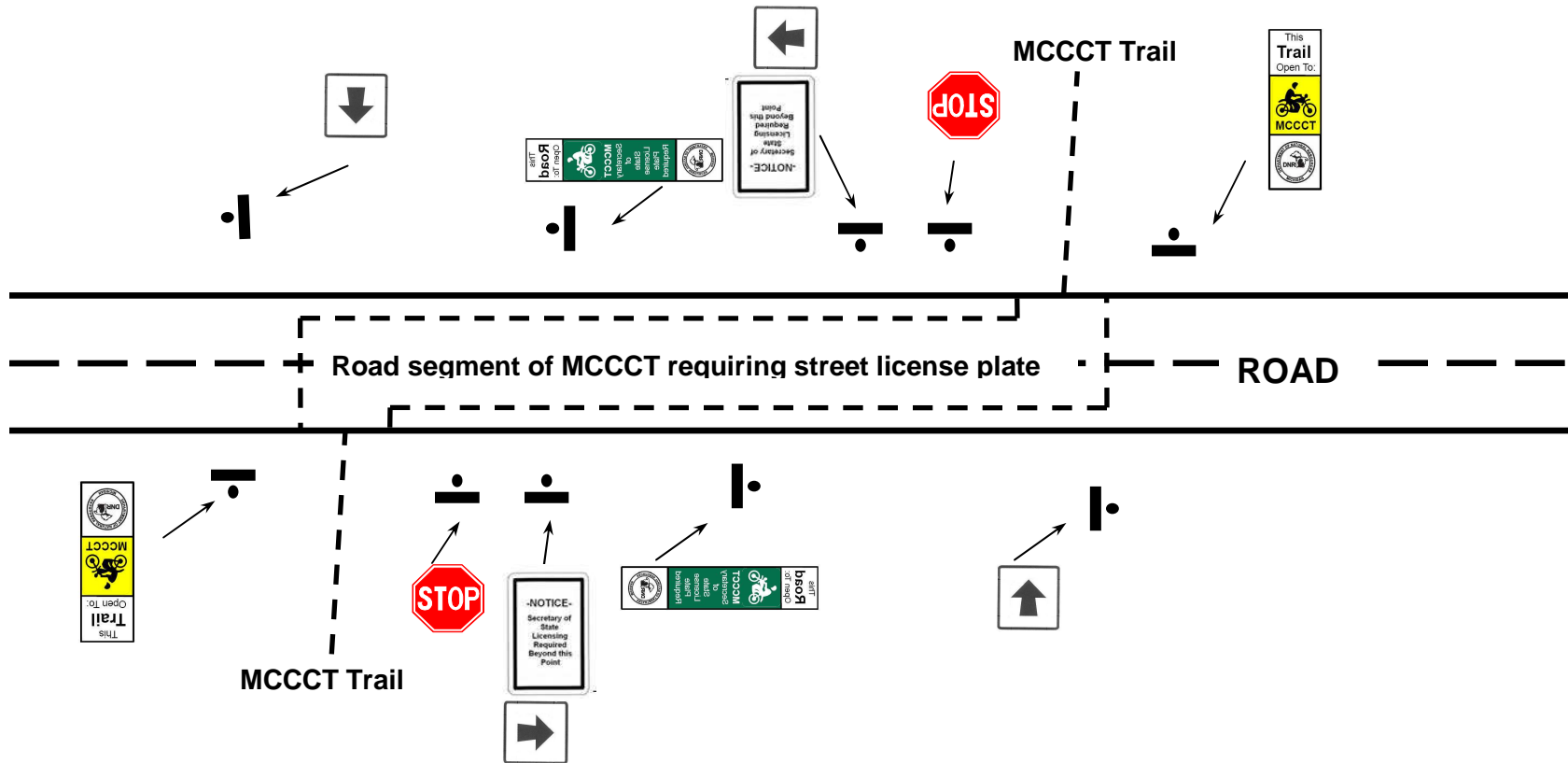
ORV ROUTE / ROAD CROSSING



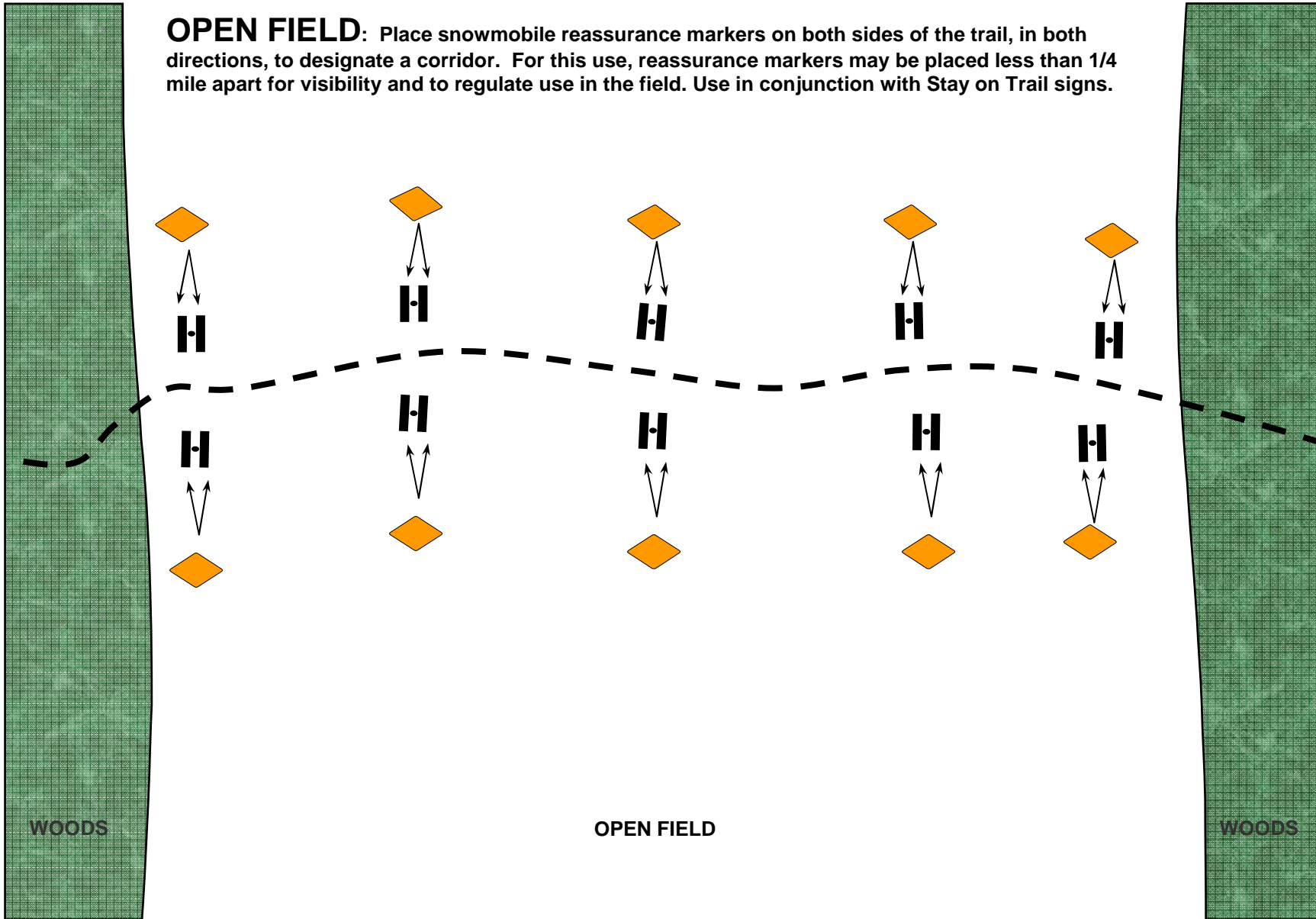
ORV TRAIL / MIXED TRAFFIC



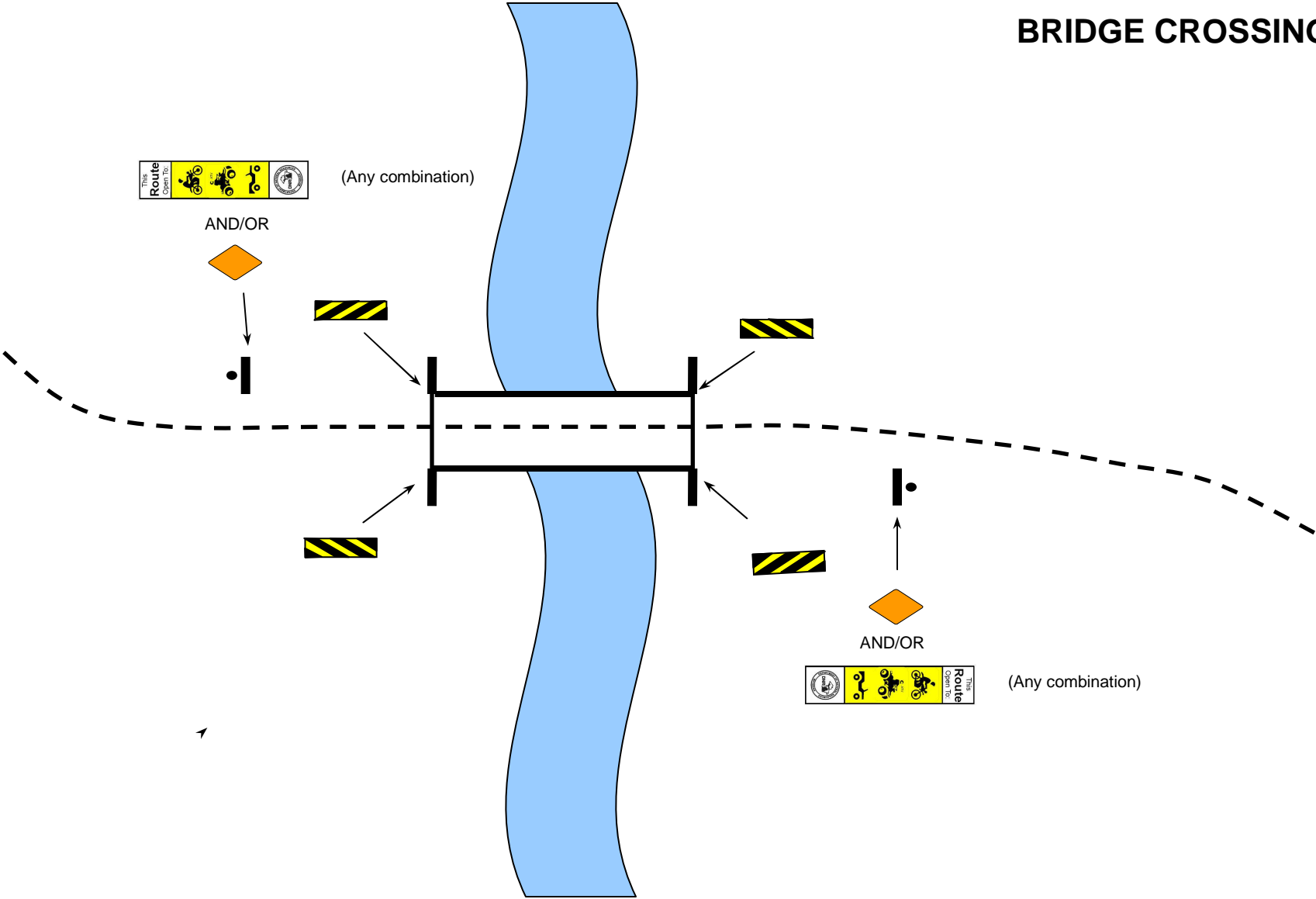
MICHIGAN CROSS COUNTRY CYCLE TRAIL (MCCCT) STREET LICENSING NOTICE



OPEN FIELD: Place snowmobile reassurance markers on both sides of the trail, in both directions, to designate a corridor. For this use, reassurance markers may be placed less than 1/4 mile apart for visibility and to regulate use in the field. Use in conjunction with Stay on Trail signs.



BRIDGE CROSSING



SNOWMOBILE TRAIL SIDE INTERSECTION

