



Guidelines for Snowmobile Trail Signing & Placement



PREFACE

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In order to attain consistent trails for use by Snowmobile-Motoneige NB trail permit holders, SMNB has adopted this Guidelines for Snowmobile Trail Signing and Placement (Guide) from the International Association of Snowmobile Administrators (IASA) in 2014. The Guideline is intended to assist the SMNB volunteers in the Member Clubs in developing and delivering a trail system that is consistent throughout the Province for snowmobiling.

The SMNB recognizes that trails throughout the province vary in their condition due to a variety of factors, including, but not limited to weather, the time of year, terrain, trail locations and maintenance (grooming) equipment available. Trails built from snow present riders with different surfaces all the time, often in the same day. Trail signage and its visibility can also be affected by winter weather.

This Guideline is not a standard but is a guide for member clubs to consistently place the signs to be used. This approach will create uniformity in snowmobile trail signing throughout the Province.

SMNB, October 2022

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1.0 INTRODUCTION

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Snowmobilers travel beyond their local trail systems much more frequently now than ever before. When traveling on unfamiliar trails a riders enjoyment and safety are greatly enhanced by uniform trail markings, detailed information signage, and careful identification of potential hazards. Few experiences in snowmobiling rival for the unpleasantness feeling of being lost, hungry and low on fuel somewhere along a poorly signed trail system.

The signing suggestions provided in this guide should not be construed as minimizing the rider's responsibility to operate their vehicle in a reasonable, responsible, and prudent manner on the trails. The trail administrator, land owner, rider, local club, and organized snowmobiling in general all benefit from good basic signing practices.

The purposes of snowmobile trail signs are to:

- a. regulate the flow of traffic along the trails,
- b. inform riders of trail characteristics, and
- c. provide information necessary to the enjoyment of the trail riding experience.

Uniform snowmobile trail signing will:

- a. enhance the safety and security of persons, vehicles, and property,
- b. improve travel within and between districts, and
- c. professionalize and promote recreational snowmobiling.

Many jurisdictions have developed and implemented excellent comprehensive signing programs. In other areas, local traffic conditions or limited resources make elaborate signing systems inappropriate or impossible. The principles and guidelines offered here are intended to complement safe riding practices for a safe and enjoyable trail riding experience.

It should be noted that laws and regulations are different in all of the member jurisdictions. These differences may result in signing program guidelines which vary from this document. This guideline is intended to create uniform signing for snowmobile trails internationally, however liability laws and program mandates need to be reviewed fully by each jurisdiction and an appropriate signing program determined from that review.

2.0 PURPOSE OF THIS DOCUMENT

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This document provides guidelines for the effective placement of signs on recreational snowmobile trails. It should be seen as a process to improve snowmobile trail development in a safe and cost effective manner as opposed to a rigid policy statement. It is anticipated that as a result of ongoing communication and development, these guidelines will continue to evolve through time.

SMNB and IASA recognizes that the suggested guidelines contained in this document may not be the best recommendation, or indeed even practical in certain specific situations. This being the case, we would recommend that this document be considered general guidelines for the development of your trail signing program. This sign placement guideline should be used as a supplement to the Guidelines for Snowmobile Trail Signing adopted by the IASA and SMNB in 2000.

3.0 TRAIL SIGNING GUIDELINES

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The International Association of Snowmobile Administrators and SMNB have developed this manual to provide the minimum guidelines for regulatory, caution signs, and trail markers. These guidelines should be applied to all officially designated snowmobile trails. Each state and province should develop guidelines for their own information and guide signs. Their placement should follow the guidelines described in Section 4.

4.0 TRAIL SIGN PLACEMENT

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This section provides basic information on how snowmobile trail signs are to be oriented and installed.

4.1 SIGN ORIENTATION

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The most critical part of sign mounting is understanding how reflective signs work. One good analogy is to think of reflective signs as mirrors. To maximize the nighttime view of the sign it must be placed at eye level, perpendicular to the direction of travel of the trail. This orientation also ensures that the sign is visible over the longest possible period so that the rider has a chance to understand the message and to react accordingly. This important concept is illustrated by Figures 1 and 2

4.2 MOUNTING CONSIDERATIONS

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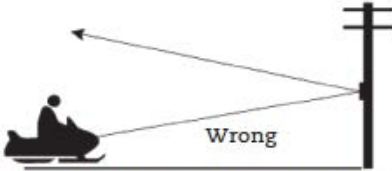
The methods used to mount trail signs vary greatly depending on the intended permanence of the installation. The following points provide guidance in selecting an appropriate mounting method to suit your circumstances.

- Generally, signs should be placed to the right of the trail to conform with the riders familiarity with highway signs.
- The sightline from the rider to the sign must be clear for the entire distance though which the sign is intended to be viewed. This requires routine monitoring.
- On private property, signs should be placed as late in the fall as possible and removed promptly at the end of the season. This reduces vandalism, reduces potential trespass, and conserves sign life by reducing exposure to the sun and elements.
- Mounting signs on living trees is not recommended.
- If it is the only alternative, use aluminum nails. Ensure that all nails are removed when the signs are removed.
- On posts, use bolts or screws instead of nails to reduce vandalism and theft. A cordless drill with spare battery packs is an ideal tool to drive screws providing the sign holes are predrilled.
- Use an existing mounting object, such as a fence post, only if it is within the recommended sign location window and the permission of the landowner has been obtained.
- Use durable materials for permanent installations, i.e. flexible plastic, fiberglass, steel, or wooden post.
- If more than one sign is used at the same location, they should be placed vertically with the most important sign on top.
- It must be remembered that the trail will be used in both directions. Separate and often different signing is required for each direction of travel.
- Signing should be done by persons who are familiar with the trail and who know where they are and where they are going. When putting up signs, imagine that you have never been in this area or on this trail before. Try to picture what signs would be necessary to get you safely to your destination.

- Have your signage reviewed by someone less familiar with the area to identify locations that need improvement.
- Overuse of signs should be avoided. Only authorized trail signs should be allowed to avoid clutter and confusion. Signage posted by business should be carefully controlled by the trail operator.
- Extra regulatory and caution signs should be carried on grooming equipment and by trail patrollers to replace those which have been vandalized.
- Maintaining visibility of signs in areas of heavy snowfall accumulations poses additional challenges in terms of sign mounting techniques and materials.

These signing situations will require periodic inspections and adjustment of sign poles or stakes throughout the winter to keep signs from being obliterated by snowfall.

Figure 1 - Sign orientation, side view



- a) Signs placed too high do not reflect headlights beams back to the rider.

Figure 2 - Sign orientation, plan view



- a) Signs facing the trail do not reflect headlight beams back to the rider.



- b) Signs placed perpendicular to the trail reflect headlights back to the rider correctly.

5.0 CORE TRAIL SIGN LIST

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The key to establishing a uniform signing system is the development of a list of core signs based on the IASA and NBFSC Guidelines for Snowmobile Trail Signing. The regulatory and caution signs listed in this section are suggested as the following:



Sign will be installed 5 to 10 meters prior to a crossing. Sign will be 18" x 18" octagon with red background and white lettering.



Sign will be installed 100 to 120 meters prior to stop sign. Sign will 18" x 18" with yellow background. This is a stand-alone sign



Sign will be installed at the apex of a corner. Must always be accompanied by a slow sign. Sign will be 12" x 12", yellow background with black lettering.



Sign will be installed 100 to 120 meters prior to turn or winding trail sign. Sign will be 12" x 12", yellow background with black lettering.



Bridge markers (left and right) will be installed 1.5 to 2 meters above bridge deck. The sign will be 6" x 12", and accompanied by a bridge ahead sign 100 to 120 meters prior to bridge.



Trail blazers will be installed on the top of both sides of a 1.5 meter post. Posts will be installed 100 to 120 meters apart.

6.0 EXAMPLES OF SIGN USE

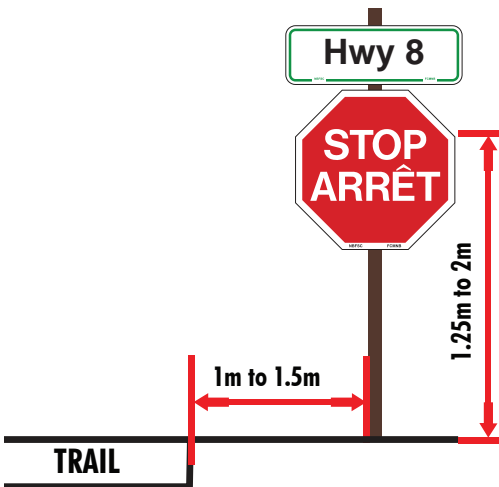
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The following illustrations are intended to give signing crews an example of a few of the basic situations they will encounter on most trails. All of the signs contained in section 5.0 are shown in these illustrated examples.

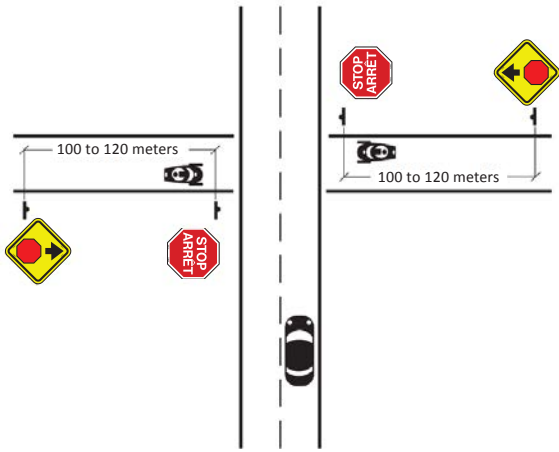
These illustrations serve as simplistic guidelines for use on snowmobile trails. It is understood that unusual situations may be encountered relating to trail conditions, topography, manmade objects, or other circumstances that will require some modifications to typical sign placement. The most suitable placement of each sign must be determined at the site where all variables are visible. It would be prudent to document the case where sign placement is outside the range indicated in this manual and prepare written justification for your files.

6.1 ROAD CROSSING

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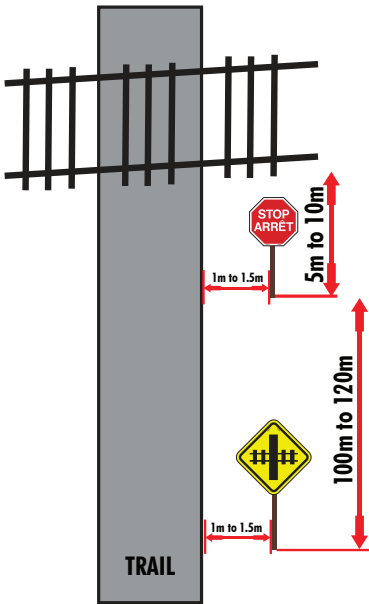


Note: drawings are simulated and not to scale

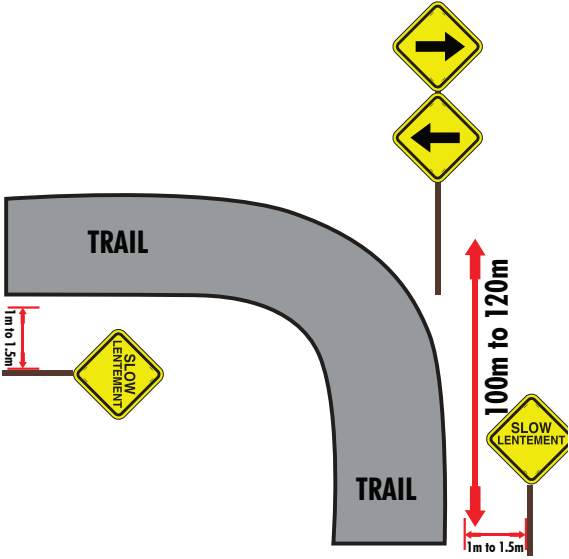


6.2 RAILWAY CROSSING

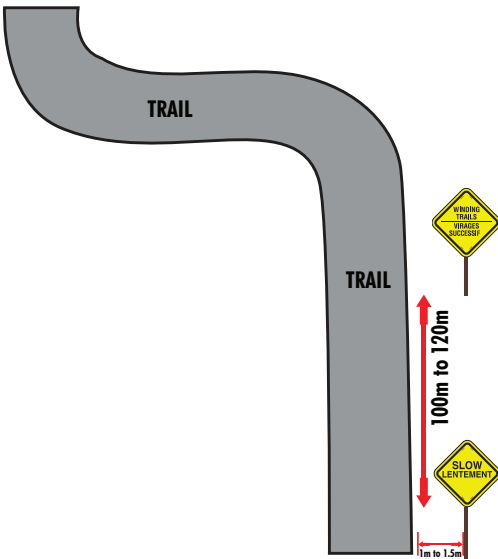
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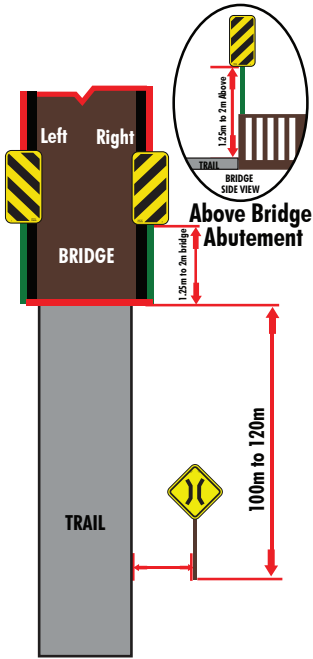
6.3 CHANGE IN DIRECTION



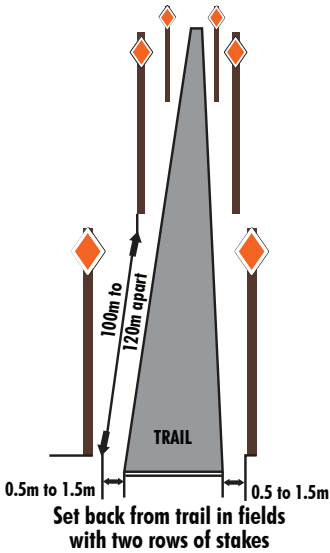
6.4 WINDING TRAIL



6.5 BRIDGE

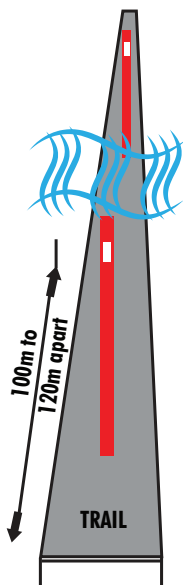


6.6 TRAIL BLAZERS FOR CORRIDOR

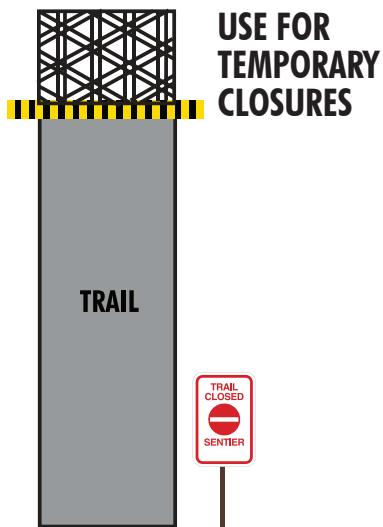


* Note: Pieces of license plates are not an approved sign to mark corridor.

6.7 TEMPORARY HAZARD POST

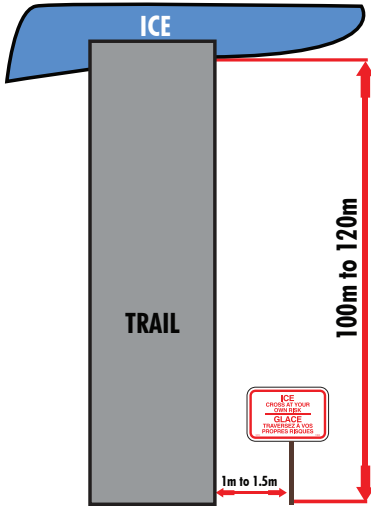


6.8 TRAIL CLOSED

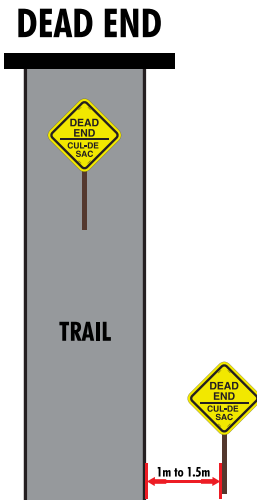


Install at trail entrance

6.9 ICE CROSSING



6.10 DEAD END TRAIL (EX: GROOMER SHED)



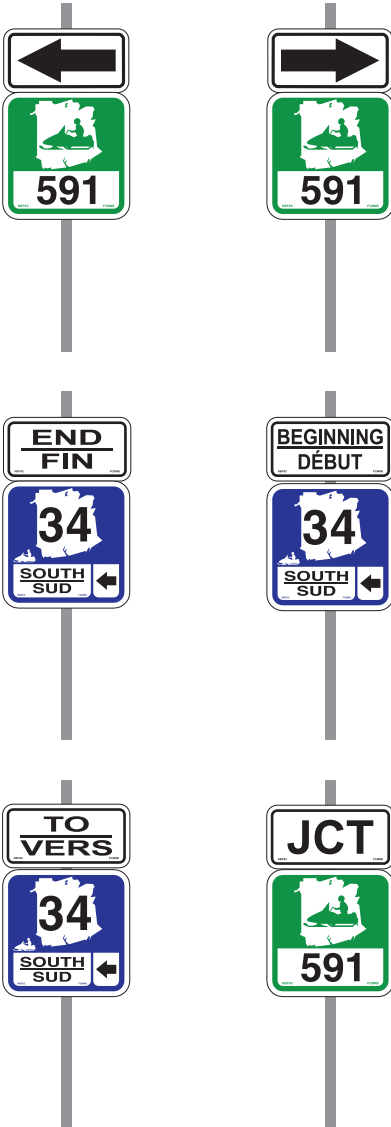
Install at trail entrance

Note: drawings are simulated and not to scale

*Note: Last sign must be at the center of the trail.

6.11 ROUTE SIGNS

Black and white signs are to be only used with route signs.



6.12 SIGN COMBINATION

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Rider Responsibility and Managed Trail will be placed at all trail entrances and intersections. Furthermore they will be placed as a combination with a route sign on segments of trail 10km or greater at 5km intervals.



6.13 SERVICE AND DESTINATION SIGNS

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Destination and Service signs are to be placed at intersections only, and on Permanent Sign Structures (PSS). They should be safely placed for the purpose of reading. All Gas and Shelter signs must have distance to service. All Business signs must be the approved sign below which includes the name of the business, phone number, distance and trail number.



* Local businesses must consult club for approved Business signs (sponsor). All other "Pirate" signs must be removed.

6.14 JOINT USE

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This sign is only to be used to indicate a hazard where joint use trails exist between snowmobiles and ATVs. Both private and crown lands joint use trails must be approved by your board of directors.



6.15 LOGGING SIGN

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This sign is only to be used to indicate logging / farming operations on private lands. This sign is to be placed 100 meters before work zone.



6.16 STAY ON TRAIL

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These signs are placed at the beginning of private lands that include but not limited to golf courses, farm fields, parks etc.



6.17 CELL SERVICE

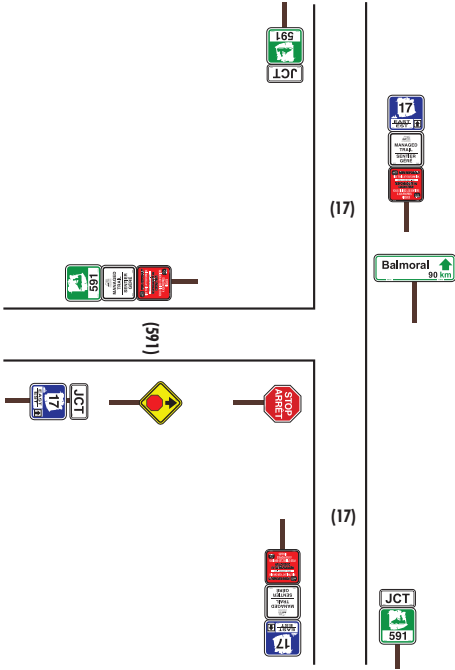


- Placed exactly where available cell service exists.
- Two signs are required. Both directions.
- Placed where a rider can safely stop and park.

6.18 PERMANENT SIGN STRUCTURE SEQUENCE



6.19 THREE-WAY INTERSECTION



6.20 FOUR-WAY INTERSECTION

