New York State Snowmobile Trail Signing Handbook





State of New York George E. Pataki, *Governor* NYS Office of Parks, Recreation and Historic Preservation Bernadette Castro, *Commissioner*

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ABOUT SIGNING SNOWMOBILE TRAILS

The New York State Office of Parks, Recreation, and Historic Preservation (Parks) has compiled this handbook that provides guidelines for the effective placement of signs of snowmobile trails. The trail sign process is intended to improve snowmobile safety and enhance snowmobile trails in a safe and cost effective manner.

Posting trail signs will help to safely regulate the flow of snowmobile traffic, inform riders of particular trail characteristics, and provide information necessary for the enjoyment of the trail riding experience. This handbook will serve as a valuable resource to snowmobile club members, particularly those charged with the responsibility for trail signing, as well as those on the trails.

The guidelines are consistent with the International Association of Snowmobile Administrators (IASA) standards regarding color, size, shape and reflectorization. The handbook will also promote statewide uniformity of snowmobile trail signing by providing basic guidelines and techniques for posting standardized trail signs posted uniformly throughout an unfamiliar trail.

The signing recommendations and guidelines provided by this handbook should not be constructed as minimizing the basis operator's responsibility. Operating a snowmobile in a observant, reasonable, and prudent manner is the responsibility of all snowmobilers. Rather, these recommendations and guidelines will compliment safe riding practices for the betterment snowmobiling.

Prior to installing signage on state land, the trail sponsor should meet with the state land manager to ensure compliance with state land management strategist policies.



SIGNS AND SAFE SNOWMOBILING

New York State law directs the Office of Parks, Recreation, and Historic Preservation to ensure the proper and safe use and operation of snowmobilers.

In order to meet this legislative directive, the office has developed a system of trail markers and signs.

The purpose of using trail signs is to direct the flow of snowmobile traffic, inform snowmobilers of trail characteristics, and provide information necessary to fully enjoy the trail riding experience.

Civil or criminal liability can result if snowmobilers operate with willful disregard for such signs, and cause property damage, injury, or death. The guidance provided to snowmobilers by trail signs should not be construed as reducing the snowmobiler's responsibility to operate their machines in a safe and prudent manner.

Similarly, snowmobilers should be aware that sign theft is a problem, so they should not assume that every object is properly identified with a sign.

Trail signs and markers are essentially safety tools. Use them with care and caution to make snowmobiling in New York State enjoyable and more fulfilling.



OBJECTIVES, PURPOSES, AND ROLES

Recognizing the objectives and purposes of signing and the role of the participants will help provide the guidance for a well signed trail.

TRAIL SIGNING OBJECTIVE

It is the goal of Parks to achieve a comprehensive and uniform system of trail signing across the state. The objective of trail signing is to:

- enhance the safety of person, vehicles, and property,
- improve travel within and between trail systems,
- increase comfort and confidence in navigating the statewide trail system,
- standardize and promote recreational snowmobiling.

THE PURPOSE OF TRAIL SIGNS

The purpose of snowmobile trail signs is to:

- regulate the flow of traffic along the trails,
- warn riders of trail characteristics and unknown objects,
- provide information necessary to the enjoyment of the recreation.

ROLES

The responsibility of Parks is to set guidance for the signing of state funded recreational snowmobile trails and provide a model for local trails.

Responsibility for installing, maintaining, and removing trail signage rests with the local snowmobile program administrator and/or the operating snowmobile clubs.



Proper use of signs must be applied to all feeder, connector, main, and other moderate to heavy volume trails. It is necessary to properly use regulatory, warning, information, and identification signs, as well as field stakes. Use of these signs will make the trail easy to follow and identify throughout agricultural fields and other open areas. Numbered junction signs, coordinated with special snowmobile maps, and positioned at all trail junctions on the funded trail system to give the user a bearing. Other signs provide designation points and necessary services such as repairs, lodging, food, and fuel.

The sign layout strategy is to allow touring snowmobilers who are not familiar with the area to navigate easily and with complete confidence, as well as, enhance the safety and enjoyment of the snowmobiler.

To test your success in achieving this goal you may want to invite someone who is not familiar with the trail to join you on a trip. Their comments can be invaluable.



RECOMMENDATIONS AND GENERAL GUIDELINES FOR SNOWMOBILE TRAIL SIGNING

The methods used to mount trail signs vary depending on the intended permanence of the installation and landowner considerations, including trails on state lands. The following points provide guidance in selecting an appropriate mounting method to suit your circumstance.

- Obtain permission from landowner before mounting any signs.
- When the characteristic of the trail changes, it needs to be signed appropriately.
- Compliance with signing guidelines for trails on any state lands is subject to provisions of permits issued by each respective state land manager. This includes the Canal Corporation, DEC, and Parks. Contact the respective land managers for obtaining proper signing guidelines. Trail maintenance organizations, including clubs, with private land owners that restrict signing need to notify Parks.
- Except for informational and guide signs, as set forth in this handbook, trail signs must be reflective.
- When installing signs and grooming trails there needs to be consistency so that the groomed trail matches the signed trail. Club members installing signs and club members grooming the trails need to be in communication with each other so that the groomed trail matches the signed trail. If a trail is groomed differently than it is signed, the club must change the signing for that part of the trail.
- Use durable materials for permanent installations i.e. flexible plastic, fiberglass, steel, or

pressure treated lumber. Use adequately sized wood or metal signposts to provide stability and deter vandalism.

- It must be remembered that the trail will be used for travel in both directions, Separate, and often different, signing is required for each direction of travel.
- Signing is often 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 improvements. The trail inspection program would provide trail maintenance organizations with valid feedback on signage operations.
- Place signs as late in the fall as possible and remove promptly at the end of the season. This reduces vandalism, potential trespass, and conserves sign life by reducing exposure to the elements.
- Overuse of signs should be avoided. To avoid clutter and confusion, only authorized trail signs should be allowed. Signs posted by businesses should be carefully controlled by the trail operator.
- Extra regulatory and warning signs should be carried on grooming equipment and by patrol lers to replace those which have been vandalized.

- Wherever possible, maintain existing sign formats to limit the amount of obsolete inventory.
- Maintain as much similarity as possible to road signs.
- Maximize consistency with the trail signing standards for all other snowmobile trails.
- 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 owner has been obtained.
- If more than one sign is used at the same location, they should be placed vertically with the most important sign on top. Stop signs always convey the most important message.
- Trail signing should be done by a small group of people familiar with trail signing guidelines to retain as much uniformity as possible. Individuals signing the trail should also coordinate placement of sings with trail groomer operators.
- Avoid overuse of signs. Only trail signs meeting standards for shape, color, size, and reflectorization as mentioned in this handbook should be allowed on trails. This avoids clutter and confusion.
- Informational signs may be placed on the trail by trail side businesses, but these signs should conform to the standard color and shape.
- Extra signs should be made available to replace missing or vandalized signs.
- Mounting signs on live 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.

- When installing a signpost for one direction, also install a signpost on the opposite side of the trail. Use this parallel signpost for an appropriate sign or attach reflective material on the top of the post if no sign is necessary (See Staking pg. 22).
- No trail sign should be placed more than 8 feet from the edge of the groomed trail.
- Maintaining visibility of signs in areas of heavy snowfall accumulations poses additional challenges in terms of sign mounting tech niques and materials. These signing situations will require periodic inspections and adjustment of sign poles or stakes throughout the winter to keep signs from be obscured by snowfall.
- Place signs and posts carefully with regard to anticipated vehicle speeds, brush, line of sight, and anticipated snow depths. The desirable mounting height of signs is approximately 40 inches above the snow depth. Adjustments to sign height above the snow may be necessary to respond to changing snow depths.
- Place trail signs to the right of the trail to conform with the rider's familiarity with the placement of highway signs. Avoid installing signs on the back of signposts intended for the snowmobile operator traveling in the opposite direction. Install a reflective material for the back of each signpost to make it visible for the operator traveling in the opposite direction.
- Posts are preferred for the proper placement of regulatory, caution, and stop signs. When allowed by the landowner, signs may be attached to trees that are appropriately located and within 8 feet of the groomed trail surface.
- The line of sight from the driver to the sign must be clear for the entire distance through which the sign is intended to be viewed. This requires routine monitoring.



This section provides basic information on how snowmobile signs should be placed and installed.

SIGN POSITIONING

A critical part of sign mounting is understanding how a reflective sign works. A good analogy is to think of signs as mirrors. To maximize nighttime visibility of the sign, it must be placed at eye level and perpendicular to the direction of travel on the trail. This placement also ensures that the sign is visible over a long 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.



Figure 3 defines an imaginary "window" for sign location. Signs should be placed perpendicular to trail within a 5 ft x 5 ft area that starts 3 ft from the trail's edge and 2 ft above the trail. Signs placed outside this window will not be seen as well.



SIGN POSTING DISTANCES

What is the proper distance before an object to place a warning sign? There are several factors involved in calculating the minimum posting distance including:

- Speed of the snowmobile when the sign is initially visible to the operator
- Sign legibility or recognition
- Decision making time
- The coefficient of friction between the track and snow
- Comfortable braking distance

The intent of warning signs is to allow the snowmobile to be brought to a complete stop before the trail condition. In some cases, a complete stop is not necessary, but we suggest the posting distance be sufficient for a complete stop in the event it is necessary.

The factor with the greatest effect on the calculation for posting distances is the speed of the vehicle when the operator first sees the sign. With this reason in mind, the following sign placement distance table is based on speed in miles per hour. It becomes the sign crew's responsibility to estimate the common appropriate speed on the portion of the trail where the signs are being installed.

The purpose of the table is to give a recommended minimum distance and an acceptable range rather than a specified distance.

WARNING SIGN PLACEMENT

Average Anticipated Speed on the Trail	Recommended Minimum Distance from Sign to Hazard or Stop
25 mph	150 to 200 feet
35 mph	250 to 300 feet
45 mph	350 to 400 feet
55 mph	500 feet



SIGN SPECIFICATIONS

The following schedule of standard signs provides guidance as to the format, appearance, and color. It is expected that some variance may exist between manufacturers as to icons used, fonts employed, etc. The interest of the sign is the message that the sign conveys to the rider, not its absolute conformance to these guidelines.

IDENTIFICATION AND INFORMATIONAL SIGNS



Identification signs provide riders with important details such as trail routing and direction, junction identification for orientation, Information signs, such as location of amenities and distances to destinations contribute greatly to the enjoyment of both the local and touring snowmobilers.

REGULATORY SIGNS



As the name implies, regulatory signs regulate the movement o snowmobiles along the trail system in a safe and orderly fashion. Failing to comply with the intent of a regulatory sign could have legal consequences. Examples of these are: speed limit signs, no snowmobiling, stay on the trail, and trail closed signs.

WARNING SIGNS



Warning signs are a primary means of protection for snowmobilers on the trail. They are designed to alert the user of conditions that may require special attention. Warning signs imply and make aware of existing trail conditions. Examples of these signs are Stop Ahead, Bridge Ahead and Object Markers.

REGULATORY SIGNS

Typical Design	Name and Use	Usual Characteristics
STOP	<u>STOP</u> Instructs riders to bring their snowmobile to a complete STOP before proceeding with caution	12"X 12" Octagon - Red back- ground with white reflective lettering.
NO SNOWMOBILING	NO SNOWMOBILING Identifies areas where snowmobiling is not allowed.	12"X 12" Square fluorescent red background with black lettering and symbol - not reflective.
NO ATV'S	<u>NO ATV's or TRAIL BIKES</u> Identifies areas where ATV's or TRAIL BIKES are not allowed.	12"X 12" Square fluorescent red background with black lettering and symbol - not reflective.
KEEP RIGHT OR STAY RIGHT	<u>OTHER REGULATORY</u> <u>SIGNS</u> Other regulatory signs may be needed as necessary	8"x 12" rectangle. White back- ground, black lettering.
DO NOT ENTER	<u>DO NOT ENTER</u> Instructs riders not to enter a particular road or trail. Typically used in conjunction with one way trails.	8"x 12" rectangle one way trails - White background, red circle with black lettering.
PLEASE STAY ON TRAIL	PLEASE STAY ON TRAIL Many landowners request riders to ride in a specific area, these signs reflect the landowners wishes.	6"X 12" Rectangle, orange background, with black letters and border (non-reflective).

WARNING SIGNS

Typical Design	Name and Use	Usual Characteristics
	<u>STOP AHEAD</u> Informs riders that they are approaching a stop sign.	12"X 12" Diamond, yellow background, red octagon, black arrow (reflective)
CAUTION	<u>CAUTION</u> Use this sign to warn of a hazard when no specific sign is available for that purpose.	12" X 12" Diamond, yellow background, black lettering (reflective).
SLOW	<u>SLOW</u> Instructs riders to temporarily slow their vehicle.	12"X 12" Diamond, yellow background, black lettering (reflective).
	<u>RIGHT OR LEFT TURN</u> Informs the rider the trail ahead makes a significant change in direction.	12"X 12" Diamond, yellow background, black arrow (reflective).
CAUTION BARRICADE AHEAD	BARRICADE AHEAD Informs riders they are approaching a gate across the trail.	12"X 12" Diamond, yellow background, black lettering (reflective).
JUNCTION AHEAD	<u>JUNCTION AHEAD</u> Informs riders they are approaching a trail intersection.	12"X 12" Diamond, yellow background, black lettering (reflective).
\$	<u>WINDING TRAIL (Multiple</u> <u>curves</u>) Informs riders they are approaching a series of curves	12"X 12" Diamond, yellow background, black symbol (reflective).
	OBJECT MARKER (Hazard Marker) Identifies a fixed object at the side of the trail. (Used any time the fixed object narrows the normal width of the trail such as bridge railings. The stripes slope down towards the trail.) See Figure 4 pg. 13	7"X 7" Square, yellow back- ground, black diagonal stripes (reflective).
	<u>CHEVRON ALIGNMENT</u> <u>SIGN</u> Identifies a sharp turn and provides additional guidance.	6"X 8" Square, yellow back- ground, black symbol (reflective).

Typical Design	Name and Use	Usual Characteristics
CAUTION BROOMING AT ANY TIME	<u>CAUTION GROOMING AT</u> <u>ANY HOUR</u> Informs the rider that trail grooming may be done at any hour of the day.	12" X 12" Diamond, yellow background, black graphic and black lettering.
BRIDGE AHEAD OR CULVERT AHEAD	BRIDGE AHEAD OR CULVERT AHEAD Informs riders that they are approach- ing a bridge or culvert which is narrower than the trail.	12" X 12" Diamond, yellow background, black graphic and black lettering.

TRAIL MARKER, INFORMATIONAL AND IDENTIFICATION SIGNS

Typical Design	Name and Use	Usual Characteristics
	<u>REASSURING BLAZER</u> (Often called the trail diamond) Informs the rider they are on a designated snowmobile trail.	5"X 7" Extended diamond, orange background with silver- gray reflective diamonds.
CORRIDOR 2	<u>CORRIDOR TRAIL SIGN</u> Used to identify the corridor trail by number.	6"X 6" Yellow numbers and border with brown background. (non-reflective)
SECONDART 72	SECONDARY TRAIL SIGN Used to identify the secondary trail by number.	6"X 6" Yellow numbers and border with brown background. (non-reflective)
	FOOD, LODGING, GAS, <u>PHONE</u> Informs the rider the services are near.	6"X 6" White letters on brown background. (non-reflective)
HM 15 C	<u>CORRIDOR TRAIL</u> <u>JUNCITON</u> Indicates two corridor trails at a junction.	5" X 7" Yellow lettering on brown background. County abbreviation, assigned junction number and the letter "C".
MD 15	JUNCTION IDENTIFICATION Identifies all other trail junctions.	5" X 7" Yellow lettering on brown background. County abbreviation and assigned junction number.

OBJECT MARKERS



Object markers are valuable signs. They show the avenue of safe passage on the trail. The yellow and black stripes should always point down and away from the object and toward the safe lane of travel.

• Obtain permission from landowner before mounting any signs.

EXAMPLES OF SIGN USE

The following illustrations are intended to give signing crews an example of a few of the basic situations they will encounter on most trails. Only a few of the signs contained in the previous pages 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, man made 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 any cases where sign placement is outside the range indicated in this snowmobile signing handbook and prepare written justification for your files.

1.	Trail Junctions (F	ig. 5, pg. 15)
2.	Junction Identification Sign Placement (Fi	g. 6, pg. 16)
3.	Road Crossing (F	ig 7, pg 16)
4.	Bridge (F	ig 8, page 17)
5.	Culverts (Fi	igs 9-12, pages 17 &18)
6.	Blind Hills (F	ig. 13 & 14, pg. 19)
7.	Field Gates (Fi	g. 15, pg. 19)
8.	Woods Openings (Fi	g. 16, pg. 19)
9.	Natural and Manmade Objects (Fi	g. 17-18, pg. 20)
10.	Illegal Trails (Fi	ig. 19, pg. 20)
11.	Sharp Curves (F	ig. 20, pg. 21)
12.	Drainage Ditches (F	ig. 21, pg. 21)



SNOWMOBILE JUNCTION SIGNING GUIDELINES



At each trail junction, one trail (at a "T" junction) should signed to stop; at 4-way trail junctions, at least one pair of opposing trails should be signed to stop.

1 .Each trail approaching the intersection must have a **Junction Ahead** sign:

2 .The trail(s) that must stop must have a **Stop Ahead** sign that can be located on the same post as the **Junction Ahead** sign, and would be installed above the **Junction Ahead** sign.

3. The trail(s) that must stop must have a **Stop** sign installed as close to the stopping point as possible but not more than 25 ft before that point.

4. Each intersection needs a guidepost located near the point where the approaching trails intersect but off the groomed surface of the trail:

• The uppermost part of the guidepost needs to display an **intersection identification** number

- if the intersection is of two (2) corridor trails, this identification must be the sign supplied by Parks, and above the identification sign must be a reflector.
- all other intersection identifications need to begin with the 2-letter abbreviation of the county followed by a sequential number
- the guidepost should also include trail number information, directional arrows, and destinations with accurate mileages.

5. Each trail leading away from the intersection must have a trail number sign (supplied by Parks) that correctly identifies that trail located at a point that is visible from the intersection and far enough down the trail to clearly establish the trail being identified.

INTERSECTION IDENTIFICATION

PICTURE OF A TYPICAL 3-WAY INTERSECTION SHOWING ALL SPECIFICS OF THE INTERSECTION SIGNING GUIDELINES



FIGURE 6

A Guidepost made of 2 X 4's showing corridor ID sign and reflector. A reflector should also be installed above the junction identification sign.

The main feature of any guidepost is to show the identification of that intersection. There are four types of intersections, as determined by the trails program funding system:

- 1. corridor trail with corridor trail
- 2. corridor trail with secondary trail
- 3. secondary trail with secondary trail
- 4. any local trail that is part of the statewide trail system.

Parks has established the following guidelines for all junction identification signs:

• 5 inches wide by 7 inches high, yellow text on a brown background; identifications begin with the 2-letter abbreviation followed by a sequential number.

SIGNING A ROAD CROSSING



SIGNING A BRIDGE

Bridge Ahead sign on each approach to the bridge at a distance from the bridge or adequate for the snowmobiler to react to the presence of the bridge or at speeds anticipated due to the terrain surrounding the bridge.



All bridges must be signed with the **Bridge Ahead** sign and object markers appropriately installed on each corner of the bridge.

SIGNING CULVERTS

A culvert is defined as a tube of some construction over which a trail crosses, not including the backfill area at each end of the tube.

A culvert should be marked with a **Bridge Ahead** or **Culvert Ahead** on each approach to the culvert and **Object Markers** on each side of the culvert. (See Fig. 9)

Any culvert that narrows the groomed trail surface needs to be marked.

Consideration should be given by trail maintenance organizations to mark any culvert where grooming operations may cause the groomed trail surface to shift closer than 24 inches to the culvert edge.



SIGNING SHALLOW CULVERTS

All culverts that are less than 12 inches from the bottom of the culvert pipe to the groomed trail surface do not need to be marked. (See Fig. 10)





SIGNING EXTENDED CULVERTS (WIDE)

Culverts that extend at a minimum of 24 inches beyond each side of the groomed trail surface do not need to be marked. (See Fig 11)

SIGNING FLUSH WITH TRAIL EDGE CULVERTS (NARROW)

Culverts that do not provide the minimum 24 inches on each side of the groomed trail surface, and the bottom of the culvert pipe is greater than 12 inches from the groomed trail surface, must be marked. (See Fig. 12)



SIGNING BLIND HILLS IN FIELDS

Preferred method is to groom two separate trails to divide traffic on each approach to the crest of the hill. Place a **Keep Right** or **Stay Right** sign at the point where the two trails divide and a **Keep Right** or **Stay Right** sign at the crest of the hill. (See Fig. 13)

SIGNING BLIND HILLS IN WOODS

Place a **Keep Right** or **Stay Right** sign at the bottom of each approach to the hill and at the top of the hill for the opposite side. (See Fig. 14)



FIGURE 13

SIGNING FIELD GATES

The preferred method is that field gates must be marked with an **object marker** <u>on each side</u> of the opening and in each direction. (See Fig. 15)



SIGNING WOODS OPENINGS

The preferred method is that openings into woods from a field trail must be signed with an **object marker** <u>on each side</u> of the opening. (See Fig. 16)



SIGNING NATURAL OBJECTS

Protruding natural objects (such as stumps or rocks) that are of a height or size that could obstruct the normal flow of traffic when covered with snow that could make the object undetectable to the snowmobile operator, and is within six feet of the groomed trail surface should be marked with an **object marker**. (See Object Markers pg. 13)



SIGNING MANMADE OBJECTS

Any man-made object within six feet of the groomed trail surface, and there are no natural features between the object and the groomed trail surface, should be marked with an **object marker**. (See Object Markers pg. 13)



SIGNING ILLEGAL TRAILS THAT MEET THE STATEWIDE SYSTEM

Preferred method is to install **Arrows** and **Stay On Trail** signs on the existing trail in each direction so that snowmobile traffic does not follow the illegal trail. Install signs on the illegal trail warning snowmobile traffic not to use this trail. The club should then work with the landowner to secure permission for a trail or to have the trail closed off.



SHARP CURVES IN A FIELD

When a trail crosses a field for a considerable distance the straight run of trail may end with a sharp curve in that field. Appropriate signage is needed to alert the snowmobile operator of this change in the trail. An important consideration in signing this condition is the potential speed a snowmobile may be traveling on the straightaway portion of the trail and the sharpness of the approaching curve. The preferred method for signing sharp curves in a field is to install a post with a Caution and Stay Right sign approaching the curve at a distance to allow the snowmobiler opportunity to react to the upcoming curve and a Large Arrow (12" x 12") installed closer to the actual curve. This needs to be done in both directions.



DRAINAGE DITCHES

Trails that cross fields many times must also cross a drainage ditch that separates sections of a large farm field. In some cases, grooming fills the ditch with snow, eliminating it from concern. But even in those cases, a period of warm weather may cause some of the snow-fill to compact and even melt or the presence of running water may occur, allowing the ditch to reappear. Snowmobilers need to be aware of the presence of a drainage ditch on the trail. The preferred method for signing this condition is to install a Slow or Caution sign at a distance before the ditch to allow the snowmobiler opportunity to react to the presence of the ditch with an Object Marker on each side of the trail located in the vicinity of the ditch. This should be done in both directions of the trail.





In forested areas, following the trail may be a fairly obvious and straightforward task. However, when trails cross fields or other large cleared areas, trail routing may not be obvious. Relying on the groomed track for trail routing information is inadequate since even a well established trail can be quickly obscured by heavy snow fall.

Both snowmobilers and groomer operators need continuous reference points to navigate the trail confidently. A simple method of identifying trail routing in open areas is to use special wooden stakes driven into the snow or ground adjacent to the trail.

A typical stake is a 2" X 2" (minimum) piece of inexpensive limber sharpened at one end to facilitate installation. Size refers to common dimensional lumber. Actual sizes will reflect finished lumber, not rough cut lumber. It is preferred that field stakes be uniformly orange.

Reflective material should be placed at the top of the stake on opposing sides to improve visibility at night. A schematic drawing can be found on page 21.

At least 3 square inches of reflective material should be attached on both sides of the stake at the top of the stake. This will improve stake visibility at night from both directions of travel. The length of the stake is selected so when driven into place, a minimum of 30 inches of stake remains visible above the top of the snow. The reflective material should be as close to the rider's line of sight as possible. Stake lengths of 4-6 feet are typical.



STAKE INSTALLATION

Stakes are driven into the ground within the sign location window. A commercial post driver is a simple and inexpensive tool that simplifies the job.

TYPICAL STAKE

Since they identify trail routing, stakes need to be driven in pairs at right angles to the trail.

DISTANCE BETWEEN STAKE PAIRS

It is important in open fields that the next pair should be easily visible at a distance immediately after passing through a stake pair.

IMPORTANT !

SIGNING TRAILS ON STATE LANDS

All trails on public lands are signed according to the regulations of the managing Agency, such as the Department of Environmental Conservation, the Canal Corporation, Department of Transportation, and Parks. Trail maintenance organizations need to abide by signing considerations as stated in the Agency permit to the trail maintenance organization. As Agencies develop and publish their respective trail signing regulations and guidelines appropriate notification will be made to trail maintenance organizations.

Snowmobile Trail Sign Standards for Snowmobile Trails located on New York State Forest Preserves, Reforestation and Wildlife Management Areas

The location and design of snowmobile trail signs on lands administered by the New York State Department of Environmental Conservation (DEC) known as the Forest Preserves, State Reforestation and Wildlife Management Areas will reflect the laws, policies and guidelines in place for the management of these areas.

On lands administered and managed by the DEC, the following criteria will be followed regarding the placement of signs on snowmobile trails or trail segments that cross these areas:

1. Placement of signs on DEC managed lands will be done under authorization of an approved Adopt a Natural Resource Agreement (AANR) or a Temporary Revocable Permit (TRP) from the Regional DEC office.

2. Snowmobile trails will be marked with standard **DEC trail markers**.

3a. At intersections and access points, snowmobile corridor number and intersection number information may be posted. Corridor number and intersection number information will be incorporated on **DEC brown and yellow trail sign boards**. Sign boards will be designed to limit the number of signs needed at an intersection.

3b. If a DEC sign board containing trail intersection and corridor information is not available for a particular intersection a **Parks Corridor Trail Sign, and Intersection Sign** may be posted until a sign board becomes available. Sign boards are preferred and should eventually replace Parks Corridor and Intersection Trail Signs.

4. When a trail or trail segment enters any of these lands, a standard DEC "**State Forest**," "Forest **Preserve**," or other DEC boundary sign will be placed at the trail entrance identifying the fact that the trail is now entering DEC managed State lands.

5. At the Regional land managers discretion a **Trail Sign Plan** may be required for each trail that involves travel on DEC lands. A sign plan will include a description of the signs that are determined necessary along that route.

6. Restraint will be exercised in the placement of signs along these trails or trail segments. The necessity for **additional signs** based on safety considerations will be established on a case-by-case basis in consultation with DEC. The following are the preferred signs for public safety at appropriate locations: **Stop** 12x12 (road crossings and heavily used trail intersections); **Stop Ahead**; and **Caution**.



The New York State Office of Parks, Recreation and Historic Preservation recognizes the valuable input and guidance of the New York State Snowmobile Association (NYSSA) in the preparation and revision of this document.



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