ONTARIO FEDERATION OF SNOWMOBILE CLUBS
www.ofsc.on.ca

Version 10, January 9, 2018
SIGN GUIDE SUPPLEMENT Side A

INTERSECTIONS & STOPS

Cautionary and Regulatory Signs

STOP AHEAD

Place 100m to 120m before the stopping point.
If two stop signs are less than 100m apart then a second stop ahead is not required if an unobstructed sightline exists between the two.

STOP

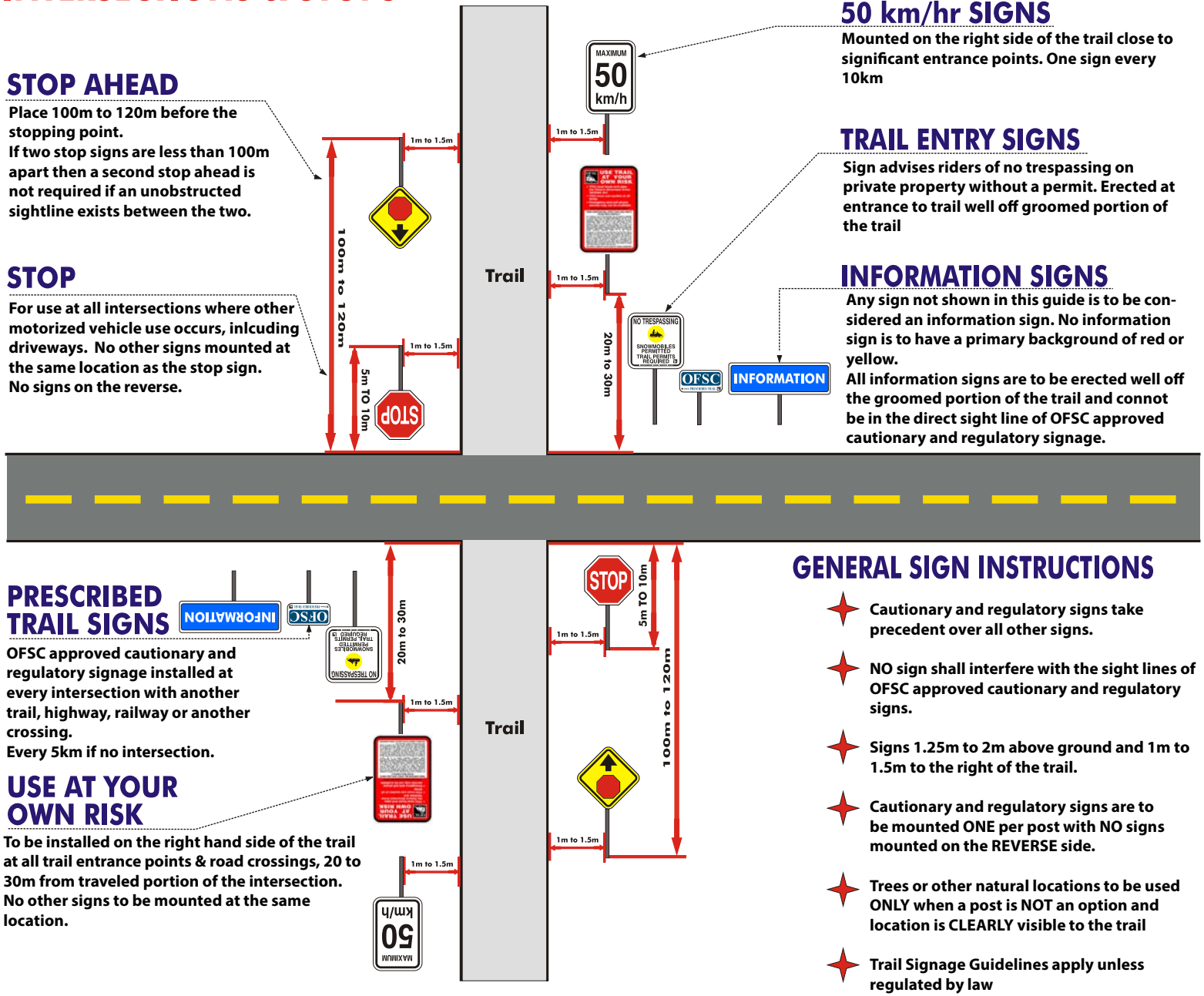
For use at all intersections where other motorized vehicle use occurs, inlcuding driveways. No other signs mounted at the same location as the stop sign.
No signs on the reverse.

PRESCRIBED TRAIL SIGNS

OFSC approved cautionary and regulatory signage installed at every intersection with another trail, highway, railway or another crossing.
Every 5km if no intersection.

USE AT YOUR OWN RISK

To be installed on the right hand side of the trail at all trail entrance points & road crossings, 20 to 30m from traveled portion of the intersection.
No other signs to be mounted at the same location.



50 km/hr SIGNS

Mounted on the right side of the trail close to significant entrance points. One sign every 10km

TRAIL ENTRY SIGNS

Sign advises riders of no trespassing on private property without a permit. Erected at entrance to trail well off groomed portion of the trail

INFORMATION SIGNS

Any sign not shown in this guide is to be considered an information sign. No information sign is to have a primary background of red or yellow.
All information signs are to be erected well off the groomed portion of the trail and connot be in the direct sight line of OFSC approved cautionary and regulatory signage.

GENERAL SIGN INSTRUCTIONS

- Cautionary and regulatory signs take precedent over all other signs.
- NO sign shall interfere with the sight lines of OFSC approved cautionary and regulatory signs.
- Signs 1.25m to 2m above ground and 1m to 1.5m to the right of the trail.
- Cautionary and regulatory signs are to be mounted ONE per post with NO signs mounted on the REVERSE side.
- Trees or other natural locations to be used ONLY when a post is NOT an option and location is CLEARLY visible to the trail
- Trail Signage Guidelines apply unless regulated by law

Note: Drawings are simulated and not to scale. All measurements are approximate. This supplementary document is for visual reference, please refer to Snowmobile Sign Guide for full details.

DEVELOPED FOR MEMBER USE

ONTARIO FEDERATION OF SNOWMOBILE CLUBS

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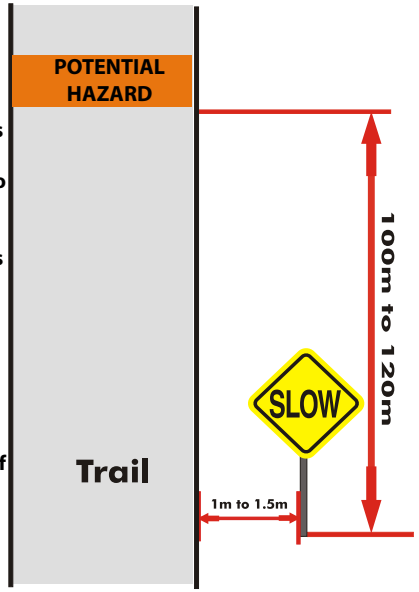
Version 10, Jan 9, 2018

SIGN GUIDE SUPPLEMENT **Side B**

SLOW SIGNS

Slow signs are mounted to give advanced warning of potential hazards and are required to be installed 100m to 120m before all hazards such as sharp turns, bridges etc.

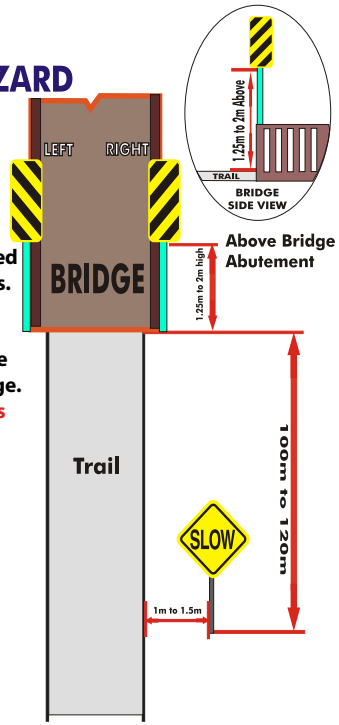
No signs between the sign and the hazard if less than 100m. Between hazards a second slow is not needed if unobstructed view between hazards.



BRIDGE HAZARD MARKERS

Mount on posts above the bridge surface on bridge abutement and below any mandated bridge weight signs.

NOTE: this drawing shows only one side coming at the bridge. The oppostie side is to be signed this same way.



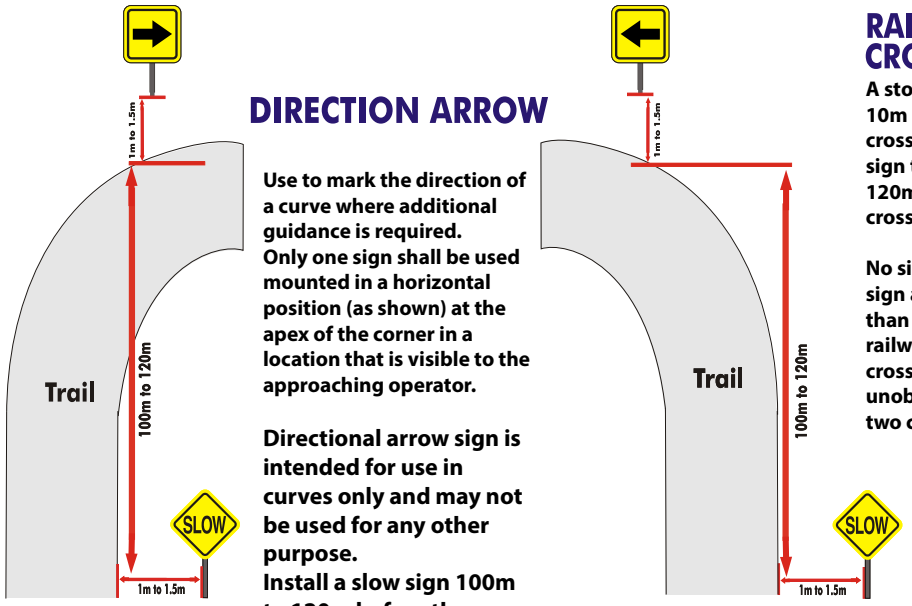
Above Bridge Abutement

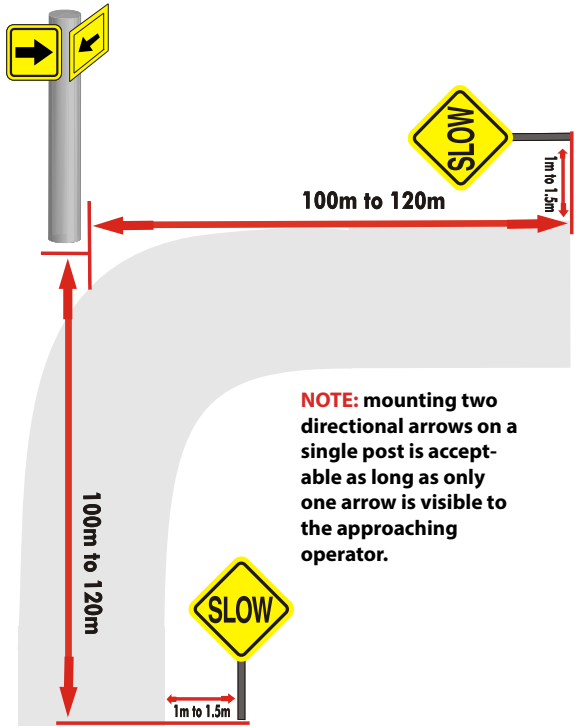
Note: drawings are simulated and not to scale

DIRECTION ARROW

Use to mark the direction of a curve where additional guidance is required.
Only one sign shall be used mounted in a horizontal position (as shown) at the apex of the corner in a location that is visible to the approaching operator.

Directional arrow sign is intended for use in curves only and may not be used for any other purpose.
Install a slow sign 100m to 120m before the directional arrow sign.





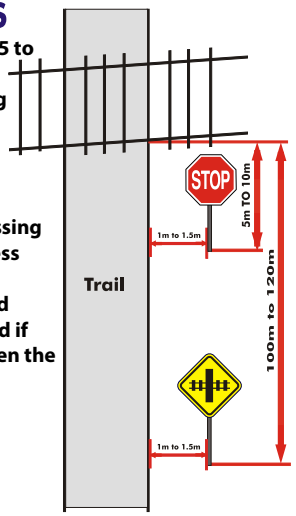
NOTE: mounting two directional arrows on a single post is acceptable as long as only one arrow is visible to the approaching operator.

Note: Drawings are simulated and not to scale. All measurements are approximate. This supplementary document is for visual reference, please refer to Snowmobile Sign Guide for full details.

RAILROAD CROSSING SIGNS

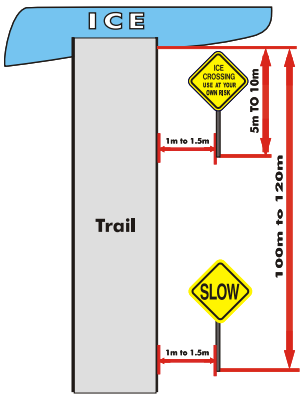
A stop sign will be placed 5 to 10m prior to the railroad crossing. Railroad crossing sign to be installed 100 to 120m prior to railroad crossing.

No signs between the crossing sign and the stop sign if less than 120m between two railway crossings, a second crossing sign is not needed if unobstructed view between the two crossings.



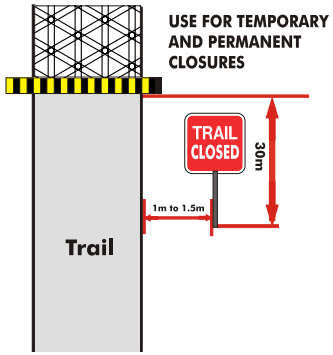
ICE CROSSING SIGNS

Use 5m to 10m prior to ice surface.
Install a slow sign 100m to 120m before ice crossing.
(per approved standards)

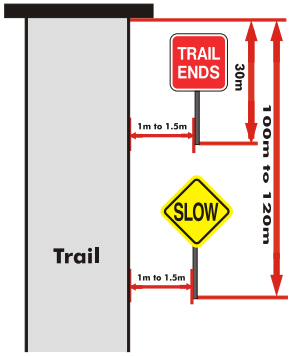


Note: drawings are simulated and not to scale

TRAIL CLOSED



TRAIL ENDS



DEVELOPED FOR MEMBER USE

Snowmobile Sign Guide

Trail Signage Guidelines Version 10 – Jan. 9, 2018

Introduction

Snowmobiling is an off-road activity occurring in a natural, non-engineered, wilderness environment. Trails are primarily developed, maintained and signed by volunteers as a courtesy to snowmobilers, utilizing finite resources. As snowmobile trails are not engineered motor vehicle highways, nor is it preferable that they be so, trail signage differs significantly from signs normally associated with motor vehicle roadways.

Trail signs are posted by volunteers to assist snowmobilers for situations where there is an expectation that a safe, prudent and legal operator would unexpectedly be required to take immediate, corrective action such as aggressive braking or steering. Operators should familiarize themselves with snowmobile trail signs as they are not the same as the signs associated with engineered roadways. As with any wilderness environment, there isn't any assurance or guarantee that signs will be there at any given time due to wind, rain, storms, wildlife or vandalism. Snowmobiling has inherent risks and unexpected potential hazards which cannot be addressed through trail signs. Snowmobile trail signage guidelines have been developed for the purpose of consistency across Ontario. Snowmobile trail signs do not supersede or replace the responsibility for every snowmobile operator to drive with due care and control appropriate for the conditions.

This Snowmobile Sign Guide document and the corresponding graphic supplement has been developed by the Ontario Federation of Snowmobile Clubs (OFSC) for use by member organizations to assist them in creating trail sign consistency across Ontario.

General Sign Installation Instructions

- All measurements are offered as an approximation with the understanding that a snowmobile traveling at or below the maximum legislated speed of 50 kms/hr can come to a complete stop in 20 to 30 metres.
- Trail Signage Guidelines are recommended unless otherwise regulated by law.
- Recommended Cautionary and Regulatory signs will take precedent over all other signs. No other sign of any description should interfere with the sightlines of any recommended Cautionary and Regulatory sign.
- Only recommended Cautionary and Regulatory signs that meet the guidelines should be installed.
- Signs should be mounted approximately 1.25 metres to 2 metres above the physical surface of the ground and approximately 1 metre to 1.5 metres to the right of the groomed surface of the trail.
- All signs should be securely mounted on appropriate hardware that will not obstruct the intent of the sign. Mounting locations will include posts, stakes etc. that will provide a solid and secure position for the signage. Trees or other natural locations should only be used if a sign post is not an option and the tree or other natural location is clearly visible to the trail. No other sign should be mounted on the reverse of any recommended Cautionary and Regulatory sign.
- Any Cautionary or Regulatory sign that is not listed in the Snowmobile Sign Guide as an Recommended Cautionary or Regulatory sign should be removed and when required, replaced with an Recommended Cautionary or Regulatory sign.
- Special consideration will be given to specific landowner requests for information signs i.e. Children Playing or Stay on Trail – Crop Damage.
- Recommended Cautionary and Regulatory signs are installed with the intent that, under the provisions of the MSVA, 50km/h is the maximum allowed speeds on OFSC trails.
- Removal of trail signage in the off season, although preferred, is at Club discretion.
- 'Significant' entrance / access points are known areas where snowmobilers or other users access the trail. (City, Town or Village access / entrance, Staging area, clubhouse, major road / popular access side road or trail intersection, lake /river, fuel station, resort or restaurant.) It is understood that it is impossible to identify and sign every single trail access point.

Snowmobile Sign Guide

Trail Signage Guidelines Version 10 – Jan. 9, 2018

General Sign Production Specifications

All new signs will be constructed on a minimum thickness of .040 Aluminum or .090 Poly HDPE stock with rounded corners and will be printed on retro-reflective sheeting equivalent to 3M Engineer Grade. All new signs will not be yellow or red on the back side and will conform to with-in + or – 0.50" of the following sign specifications:

Recommended Cautionary Signs

- STOP Sign 12" x 12" – Octagon – Red on White
- STOP AHEAD Sign 12" x 12" – Diamond – Black and Red on Yellow
- SLOW Sign 12" x 12" – Diamond – Black on Yellow
- Directional ARROW 12" x 12" – Square – Black on Yellow
- ICE CROSSING Sign 12" x 12" – Diamond – Black on Yellow
- RR Crossing Sign 12" x 12" – Diamond – Black on Yellow
- Bridge Hazard Markers 12"h x 6"w - Rectangular – Black on Yellow
- MAX 50 Sign 12"h x 8"w - Rectangular – Black on White
- TRAIL ENDS Sign 12" x 12" – Square – Red on White
- TRAIL CLOSED Sign 12" x 12" – Square – Red on White
- USE TRAIL AT OWN RISK Sign 12" x 18" –Rectangular – Red & Black on White

Recommended Regulatory Signs

- Prescribed Trail Sign 4"h x 9"w – Rectangular – Blue and Black on White
- Trail Entry Sign 12" x 12" – Square – Black on White – Yellow circle

Specific Sign Installation Guidelines

Stop

- Sign Placement – "Stop" signs should be installed approximately 5 to 10 metres prior to the traveled portion of an intersection where other Motorized Vehicle use occurs (including driveway crossings unless clause one of the General Instructions applies) subject to sightlines and potential for damage to the sign.
- Controls –
  - No other sign to be placed at the same mounting location as the "Stop" sign.
  - No other sign to be mounted on the reverse side of the "Stop" sign.

Stop Ahead

- Sign Placement –
  - "Stop Ahead" signs to be installed approximately 100 to 120 metres prior to the stopping point (i.e. road, driveway, intersection etc.).
  - In circumstances where the trail distance between two successive "Stop" signs is less than 100 metres, a "Stop Ahead" sign is not required if there is an unobstructed sightline between the two "Stop" signs.
  - If the distance between two Stop signs is less than 120 metres and a clear sightline does not exist between these two "Stop" signs, a "Stop Ahead" sign should be placed as close as possible to 100 metres away from the second" Stop" sign.

  - When a bridge or hazard is located with-in the 100 to 120 metre distance ahead of a STOP Sign, the “STOP AHEAD” sign will take precedence and be used in place of a “SLOW” sign.
- Controls –
  - No other signage should be in the sightline within the distance from the “Stop Ahead” sign to the “Stop” sign at the intersection.
  - No other sign should be placed at the same mounting location as the “Stop Ahead” sign.

Slow

- Sign Placement –
  - “Slow” signs should be installed approximately 100 to 120 metres prior to the potential hazard.
  - In circumstances where the trail distance between two potential hazards is less than 100 metres, a second “slow” sign is not required only if there is an unobstructed sightline between the two hazards.
  - If the distance between two potential hazards is less than 120 metres and a clear sightline does not exist between the two hazards, a “Slow” sign should be placed as close as possible to 100 metres away from the second hazard.

- Controls –
  - There should be no other signage in the sightline within the distance from the “Slow” sign to the potential hazard.
  - No other sign to be placed at the same mounting location as the “Slow” sign.

Railroad Crossing Ahead

- Sign Placement –
  - “Railroad Crossing” signs should be installed approximately 100 to 120 metres prior to the railroad crossing.
  - In circumstances where the trail distance between two crossings is less than 100 metres, a second “Railroad Crossing” sign is not required only if there is an unobstructed sightline between the two crossings.
  - If the distance between two crossings is less than 120 metres and a clear sightline does not exist between the two crossings, a “Railroad Crossing” sign to be placed as close as possible to 100 metres away from the second crossing.
- Controls –
  - There should be no signage in the sightline within the distance from the “Railroad Crossing” sign to the crossing.
  - No other sign to be placed at the same mounting location as the “Railroad Crossing” sign.
  - A “Stop” sign to be placed (per approved guidelines) 5 to 10 metres prior to the crossing.

Ice Crossing

- Sign Placement – "Ice Crossing" signs should be installed approximately 5 to 10 metres prior to the ice surface.
- Controls –
  - There should be no signage in the sightline within the distance from the "Ice Crossing" sign to the nearest shoreline.
  - No other sign can be placed at the same mounting location as the "Ice Crossing" sign.
  - A "Slow" sign to be installed (per approved guidelines) 100 to 120 metres prior to the "Ice Crossing sign.

Use at Your Own Risk

- Sign Placement –
  - "Use at Your Own Risk" signs should be installed on the right hand side of the trail, at a distance of approximately 20 to 30 metres after the traveled portion of the intersection.
  - Sign should be installed on its own mounting location.
- Controls –
  - There should be no signage in the sightline within the distance from the traveled portion of the intersection or the previous "Stop" sign to the "Use at Your Own Risk" sign with the exception of the mandated "Prescribed Trail" signs.
  - No other sign should be placed at the same mounting location as the "Use at Your Own Risk" sign.

Directional Arrow

- Sign Placement –
  - The "Directional Arrow" sign should be installed to mark the direction of a curve where it can be reasonably anticipated or demonstrated that a prudent and legal operator may require additional visual guidance.
  - A single "Directional Arrow" should be installed in the apex of the corner in a location that is visible to the approaching operator (i.e. apex or outside of corner) only when preceded by a "Slow" sign.
  - The "Directional Arrow" will only be installed in a horizontal layout and does not signify angle or curvature of the corner.
- Controls –
  - A Directional Arrow should only be used when preceded by a "Slow" sign that is installed (per guidelines) approximately 100 to 120 metres prior to the "Directional Arrow" sign.
  - There should be no signage in the sightline within the distance from the "Slow" sign to the "Directional Arrow".
  - No other sign should be placed at the same mounting location as the "Directional Arrow" sign.
  - The "Directional Arrow" is intended for use in curves only and should not be used for any other purpose.

Bridge Hazard Markers

- Sign Placement – "Bridge Hazard Markers" signs (left and right) should be installed approximately 1.25 to 2.0 metres above the bridge surface on the appropriate bridge abutment with the appropriate sign placed on both the left and right side of the bridge.
- Controls –
    - A "Slow" sign should be installed (per guidelines) approximately 100 to 120 metres prior to the bridge.
    - There should be no other signage in the sightline within the distance from the "Slow" sign to the bridge.
    - No other sign to be placed at the same mounting location as the "Bridge Hazard Marker" sign with the exception of mandated bridge weight signs.

Maximum 50 km/h

- Sign Placement –
    - "Maximum 50 km/h" signs should be installed on the right hand side of the trail situated at locations close to a significant entrance to each segment of the trail following the "Use Trail at Your Own Risk" sign.
    - In areas without significant entrance points, one sign should be installed approximately every 10 kms.
    - "Maximum 50 km/h" signs not to be installed where they may obstruct other Recommended Cautionary and Regulatory signs.
- Controls –
    - There should be no other signage with 30 metres of the sightline to the "Maximum 50 km/h" sign.
    - No other sign should be placed at the same mounting location as the "Maximum 50 km/h" sign.

Trail Ends

- Sign Placement –
    - "Trail Ends" sign should be installed approximately 30 metres prior to the potential hazard or end of the trail.
    - A "Slow" sign should be installed (per guidelines) approximately 100 to 120 metres prior to the "Trail Ends" sign.
    - When a trails ends at an intersection or road crossing, and when required, the "Trail Ends" sign will be placed on its own post 1 metre to the right of the "STOP" sign.
- Controls –
    - There should be no other signage within 30 metres of the sightline to the "Trail Ends" sign.
    - No other sign should be placed at the same mounting location as the "Trail Ends" sign.

Trail Closed

- Sign Placement –
  - "Trail Closed' signs may be used for both temporary and permanent trail closure applications.
  - "Trail Closed" signs may be installed at trail heads and significant trail access points for temporary trail closures. It's understood that it's not possible to sign every access point.
  - "Trail Closed" signs should be installed at all trail heads and trail access points for any trail being permanently closed. In addition, all OFSC signage must be removed from any permanently closed trail.
  - If appropriate, a "Slow" sign should be installed (per guidelines) approximately 100 to 120 metres prior to the "Trail Closed" sign.
- Controls –
  - There should be no other signage within 30 metres of the sightline to the "Trail Closed" sign.
  - No other sign should be placed at the same mounting location as the "Trail Closed" sign.

Prescribed Trail – Legislated Sign

- Legislated Sign – "Prescribed Trail" signs are legislated under Ontario Regulation 185/01 of the Motorized Snow Vehicles Act.
- Sign Placement – In accordance with legislation, "Prescribed Trail" signs will be installed not more than 5 kms from any point along every prescribed OFSC trail and at every intersection with any other trail, highway, railway or other crossing.
- Controls – While there are no legislated controls, the OFSC recommends that "Prescribed Trail" signs should be installed as close as possible to the intersection, preferably on its own mounting location or in combination with the Trail Entry or information signage as long as that it is not a Recommended Cautionary.

Trail Entry Signs

- Sign Placement –
  - "Trail Entry Signs" are intended to advise riders of No Trespassing on Private Property, without a Trail Permit, and should be erected in such a manner so as to not obstruct any Recommended Cautionary and Regulatory signs in place.
  - Ideally, these "Trail Entry" signs, when placed at entrances to trails on private property, will provide Trail Patrollers and landowners the ability to implement trespassing charges under the Trespass to property Act. These signs should be placed well off the groomed portion of the trail.

Corridor and Lake Markers

- Corridor and Lake Markers serve for the purpose of defining the trail route and where applicable, the area within to groom the trail. Corridor markers do not necessarily define the absolute edge of the trail.

- Stake or Post Placement –
  - "Corridor and Lake Markers" should be approximately one and a quarter to two meters in height, a minimum of 1 ¼ inches in diameter, with at least one full meter, of the marker, being bright orange (i.e. Tremclad Real Orange or equivalent) in colour, with a minimum 1 square inch of white retro reflective material installed approximately 2" from the top of the stake with a minimum of the two sides facing the direction of the trail.
  - It's recommended that stakes be installed a maximum of 100 to 120 metres apart (length) and may be installed closer together at club discretion.
  - As a minimum, stakes should be installed in a single row when used to divide a maintained lake trail.
  - When used in fields or other land based trails stakes should be installed in a double row, placed ½ to 1 ½ meters beyond the groomed portion of the trail.
- Controls –
  - Any lake trail that is not staked in accordance with the Snowmobile Sign Guide cannot be considered a Prescribed Trail therefore a "Trail Ends" sign should be erected where the land trail terminates. (Note: If a lake trail is shown on a map or the Interactive Trail Guide, it should be signed according to the Snowmobile Sign Guide)

Tourism Destination and Information Signs

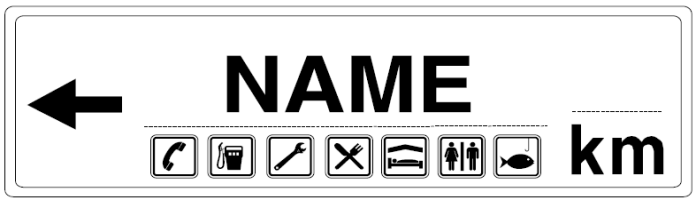
- Tourism Signage –
  - Destination and information signage are offered to assist riders in finding their way, to locate services and have an enjoyable snowmobiling experience in areas that they may not necessarily be familiar with.
  - Tourism signage includes meaningful destination, distance, services information and trail number or identifier signage that is strategically placed at all trail intersections and periodically along all Trans Ontario Provincial (TOP) trails and established Tourism routes.

- Sign Placement –
  - "Destination" signs i.e. "Town Name" which should include accurate distance in KMs from the location of the sign to the destination.
  - Multiple "Destination" signs mounted at the same location should display the closest destination at the top with increasing distances below.
  - Each "Destination" sign should be a minimum of 6" high and 24" wide using white lettering on a blue background.
  - "Destination" signs should include "services icons" that pertain to that particular town or destination. I.e. Food, Fuel, Accommodations, Repairs, etc., that are accessible by snowmobile, should be attached to the lower edge of the sign.
  - "Information" signs i.e. trail number, trail blazer and business locations, children playing etc. should be erected in such a manner so as to not obstruct any Recommended Cautionary and Regulatory signs in place.
  - Destination signage should be placed at significant trail intersections.
  - Trail number or identification signage should be placed at every trail intersection and periodically along the trail route.

- Ideally, these “Destination and Information” signs will be placed well off the groomed portion of the trail.

- Controls –
  - No “Destination or Information” sign is to have a primary background colour of red or yellow.
  - Large “Information” signs i.e. map boards, should not be installed directly behind a “Stop” sign or in the sightline of a “Stop” sign.
  - Trail Blazers are identified as any sign, of a non-regulatory or cautionary nature, that is used to indicate the trail corridor.
  - These are examples of Tourism Destination signage:

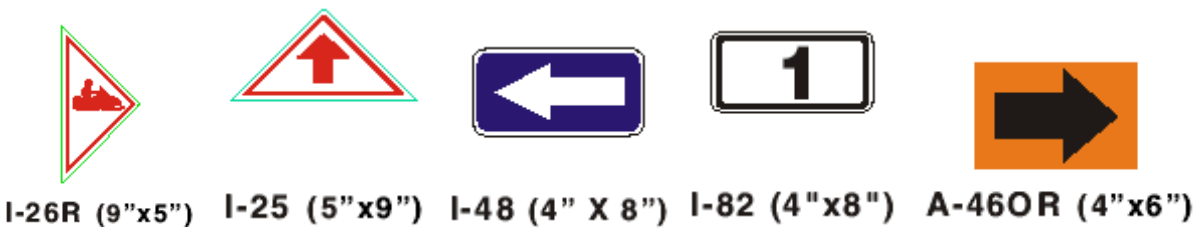
DESTINATION SIGNS I-10 I-12 I-13 I-15



  - These are examples of Information signage:

I-24C #_____ I-24 #_____ R-14 C-50W

  - These are examples of acceptable Trail Blazers



I-26R (9”x5”) I-25 (5”x9”) I-48 (4” X 8”) I-82 (4"x8") A-46OR (4”x6”)