



*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."

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The Natural Resources Commission (NRC), has the exclusive authority to regulate the taking of game and sportfish, and is authorized to designate game species and authorize the establishment of the first open season for animals. 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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This publication is available in alternative formats upon request.

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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.
- Signs that are located on an improved shared use trail may use metal signs with reflective lettering. Metal signs will be available at regional offices as needed.
- 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. Signs that are being replaced on an improved shared use non-motorized/snowmobile trail shall use the same type of post that previously existed.
- All regulatory and warning signs shall have a minimum size of 18 inches.
- 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 ground measured to the bottom of the sign (exception ORV reassurance markers).
- Signs and posts should be placed no more than 3 to 5 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 trails and facilities.
- Signs not needed for the safe use of a trail during the non-snowmobiling 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.
- **NO** other signs are to be placed on the STOP or STOP AHEAD sign. The only exceptions are for confidence markers and regulatory signs, approved by the DNR on the BACK of the post visible to oncoming traffic. Road identification signs may be placed on the front of the post below the stop sign.
- **NO** signs shall be placed in between the STOP AHEAD and STOP signs.
- If two signs are placed on one post, the sign with the message of highest importance shall be placed on top.
- 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. All Guidance statements are labeled and the text appears in un-bold 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 un-bold 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 un-bold 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, except on multi-use linear trails where they can be placed at 1/2 mile intervals. On improved multi-use non-motorized trails, it is suggested that the markers be co-located on the existing mile marker posts (under the mile number)

### 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

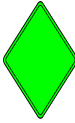


Snowmobile trail number markers are 9 x 7 inches, reflectorized orange diamonds with black trail numbers. This marker is used to inform the snowmobiler of the specific trail they are on.

### 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

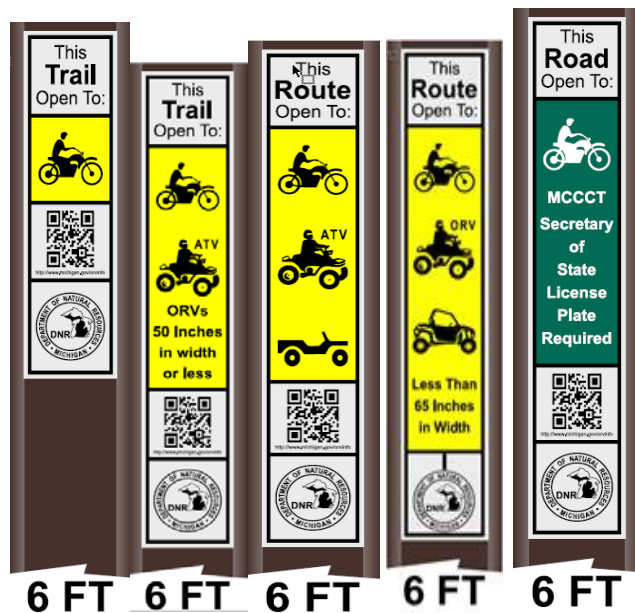


Snowmobile community route markers are 5 x 7 inches, reflectorized green diamonds with white borders. This marker is used to inform the snowmobiler of local snowmobile routes within a community.

### 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 marker icons shall be 3 x 3 inches, displayed vertically at various lengths, 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.

Options:

1. In dense woods ORV trails may require more frequent line-of-sight reassurance marking interval.

(SPECIFICATIONS: From left to right)

### **MOTORCYCLE TRAIL REASSURANCE MARKER**

This sign shall be posted on designated state trails open to motorcycle travel where secretary of state license is not required.

- Mark trails at 1/4-mile intervals or 0.1-mile intervals in dense cover areas or as recommended by DNR.

### **MOTORCYCLE / ALL-TERRAIN VEHICLE (ATV) TRAIL REASSURANCE MARKER**

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

- Mark trails at 1/4-mile intervals or 0.1-mile intervals in dense cover areas or as recommended by DNR.

### **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.

- Mark routes at 1/4-mile intervals, however; on railroad grades, reassurance markers may be placed at 1/2 mile intervals.

### **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 ROAD REASSURANCE MARKER**



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

- On designated ORV routes located on roads, reassurance markers may be placed at intervals of 1/2 mile along the route.

## 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 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:

- **NO** other signs are to be placed on the STOP or STOP AHEAD sign. The only exceptions are for confidence markers and regulatory signs, approved by the DNR on the BACK of the post visible to oncoming traffic. Road identification signs may be placed on the front of the post below the stop sign.
- 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 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.

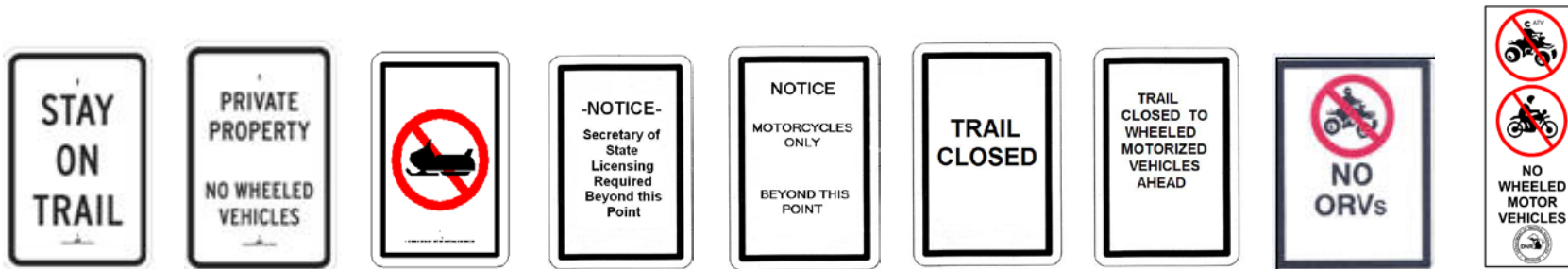
**Guidance:**

If used, yield signs should be used where cross traffic is present and a stop sign is not warranted.

**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**

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. Examples of where this sign may be used include ORV damage restoration sites or nonmotorized trails where illegal ORV use is a continuous problem.

## **No WHEELED MOTOR VEHICLES**

On all snowmobile/non-motorized trail corridors which prohibit wheeled motorized use, this sign shall be placed on the back side of every stop sign.

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.

## STOP AHEAD SIGN



## Standard:

1. Stop Ahead signs shall be installed approximately 350 feet in advance of all Stop signs on all snowmobile trails and combined use ORV routes
2. 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: For permanent obstructions, consult with DNR.

## 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.

## 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 designated trails. The inside edge of the marker shall be in line 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.
3. The Sharp Turn Arrow (Left and Right) shall not be used on corners or sweeping curves of less than 90 degrees.

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. Snowmobile trail reassurance markers should also be placed within line of sight upon completion of the turn.

\*see illustration page 22

### **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. 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 and combined use ORV routes 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 and/or ORV 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 and/or ORV reassurance markers should also be placed within line of sight upon completion of the turn.

If used, the One-Direction Large Arrow sign should be rotated so that the arrow points in the appropriate direction, but NOT be posted upward or downward.

**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.

**Standard:**

- 1. The OFF-ROAD Vehicle (ORV) Directional Guide Arrow Sign shall be used on ORV 50" trails, motorcycle trails and some individual ORV routes.**
- 2. The OFF-ROAD Vehicle (ORV) Directional Guide Arrow Sign shall not be used on corners or sweeping curves.**

















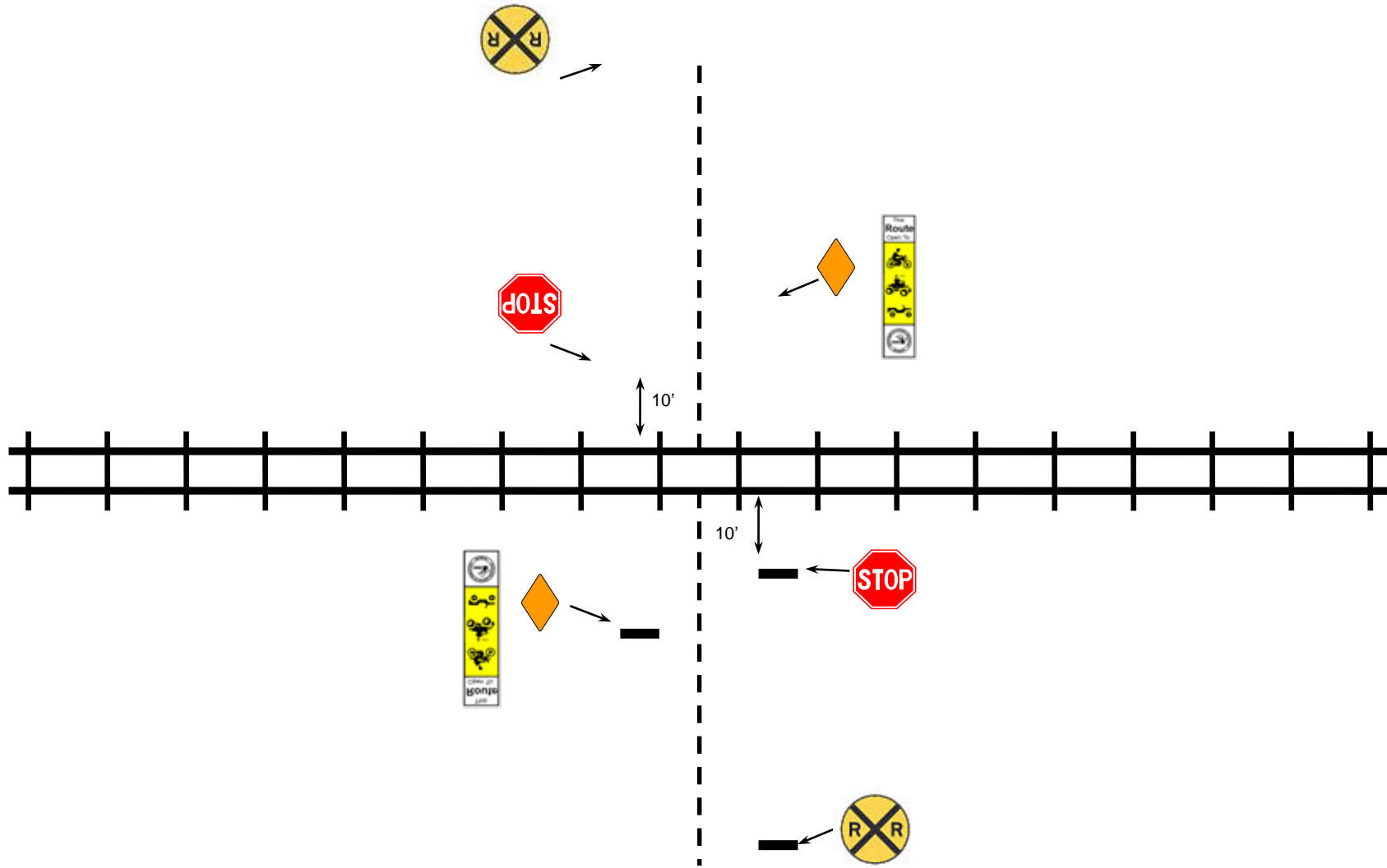




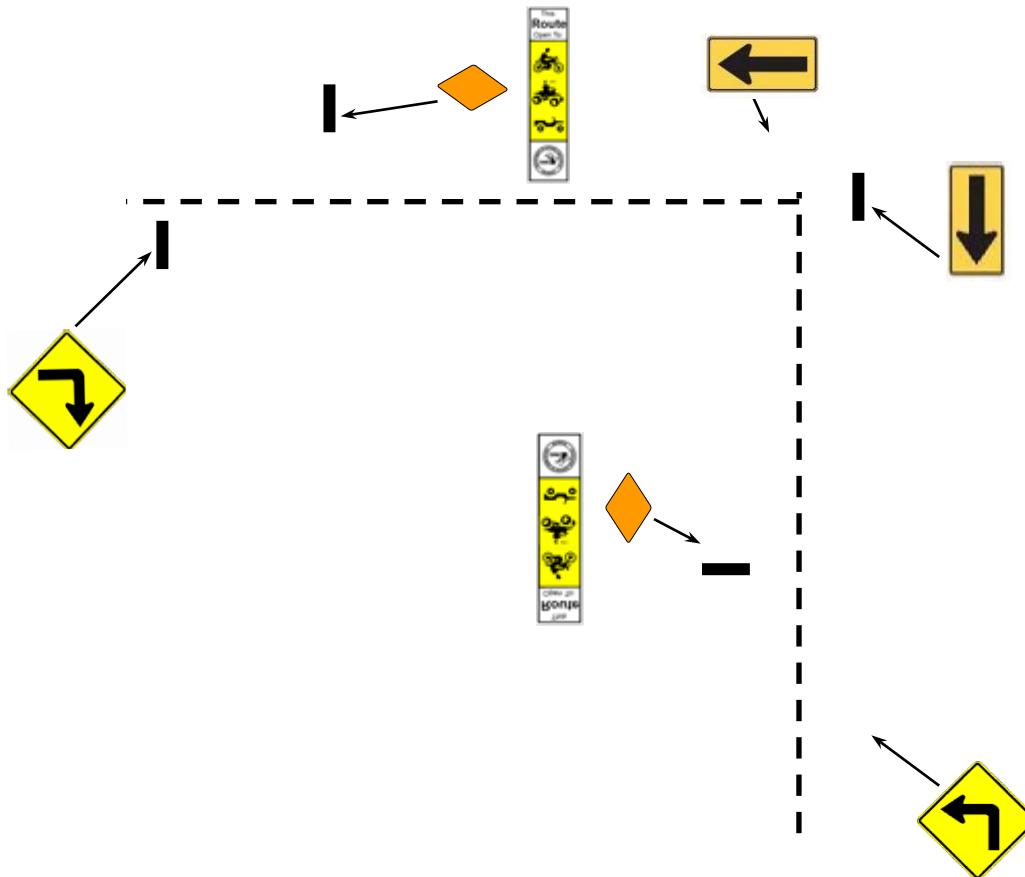




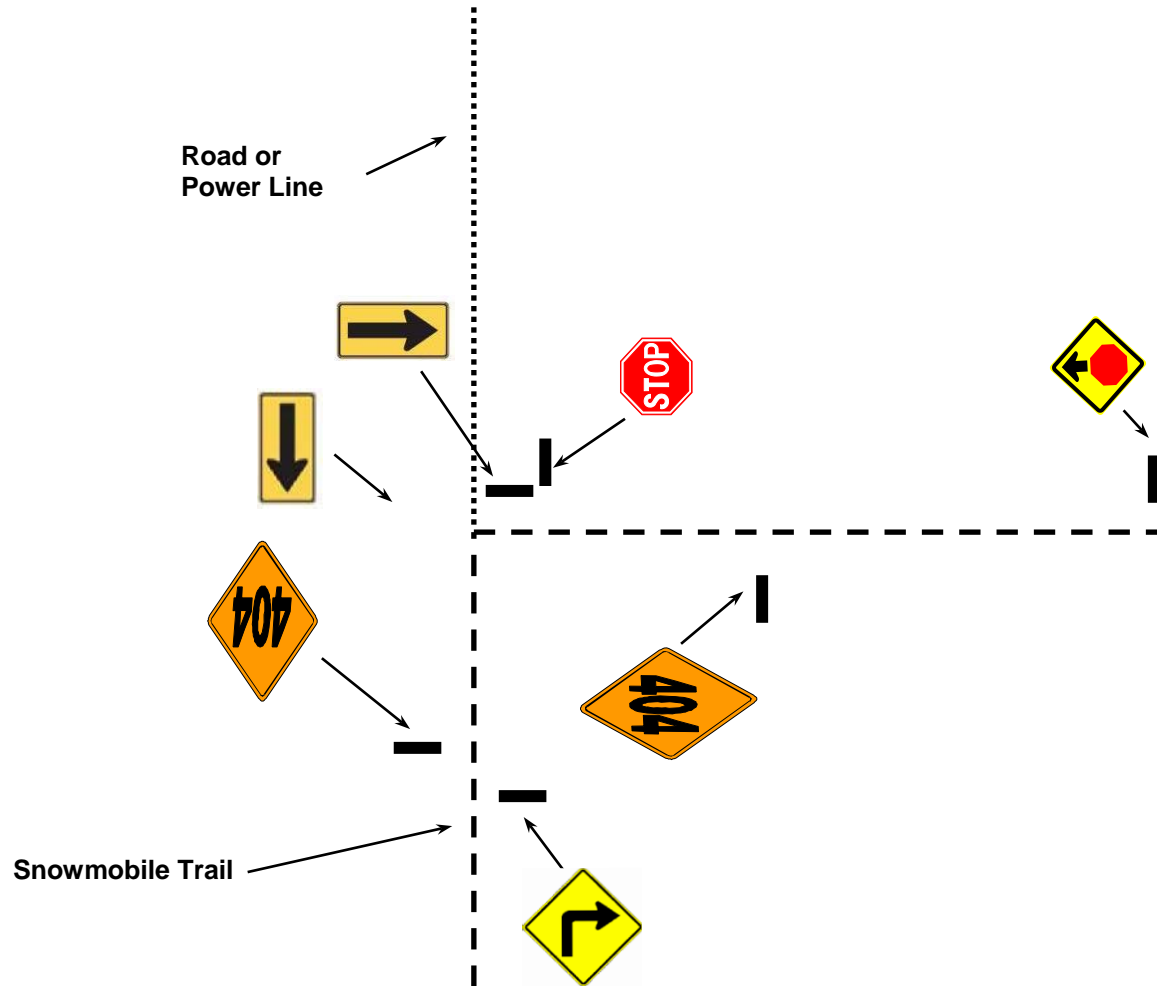
# TRAIL APPROVED NON-ROADWAY RAILROAD CROSSING



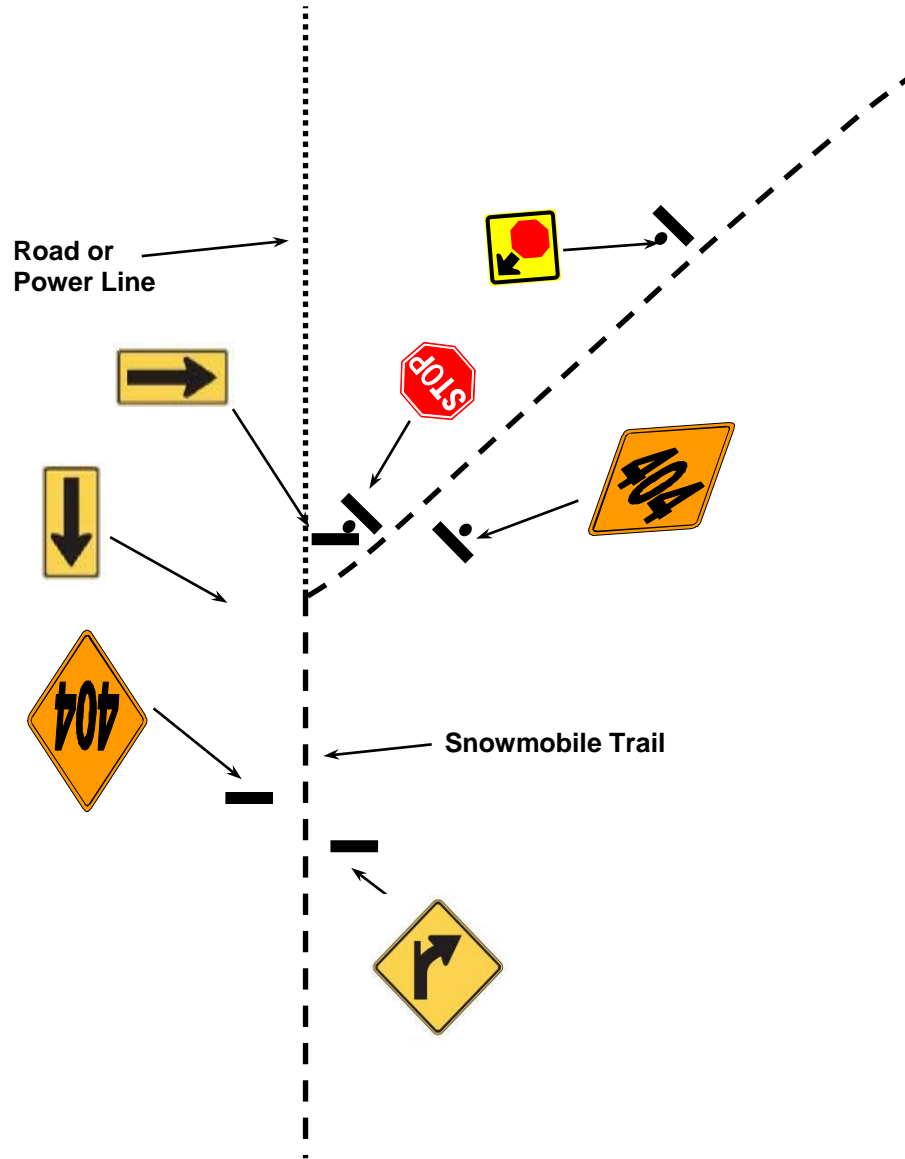
# TRAIL SHARP TURN LEFT OR RIGHT (> = 90 Degrees)



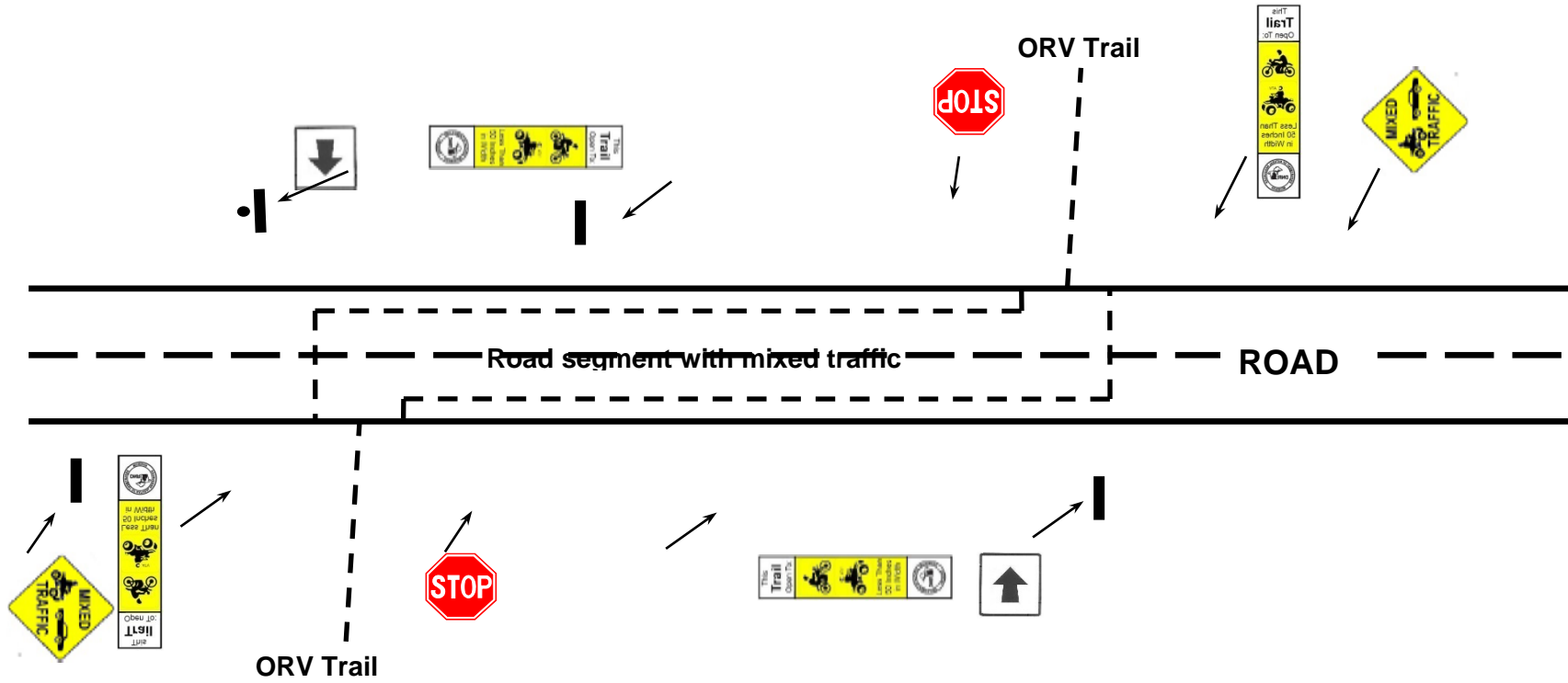
# TRAIL SIDE 90 DEGREE INTERSECTIONS



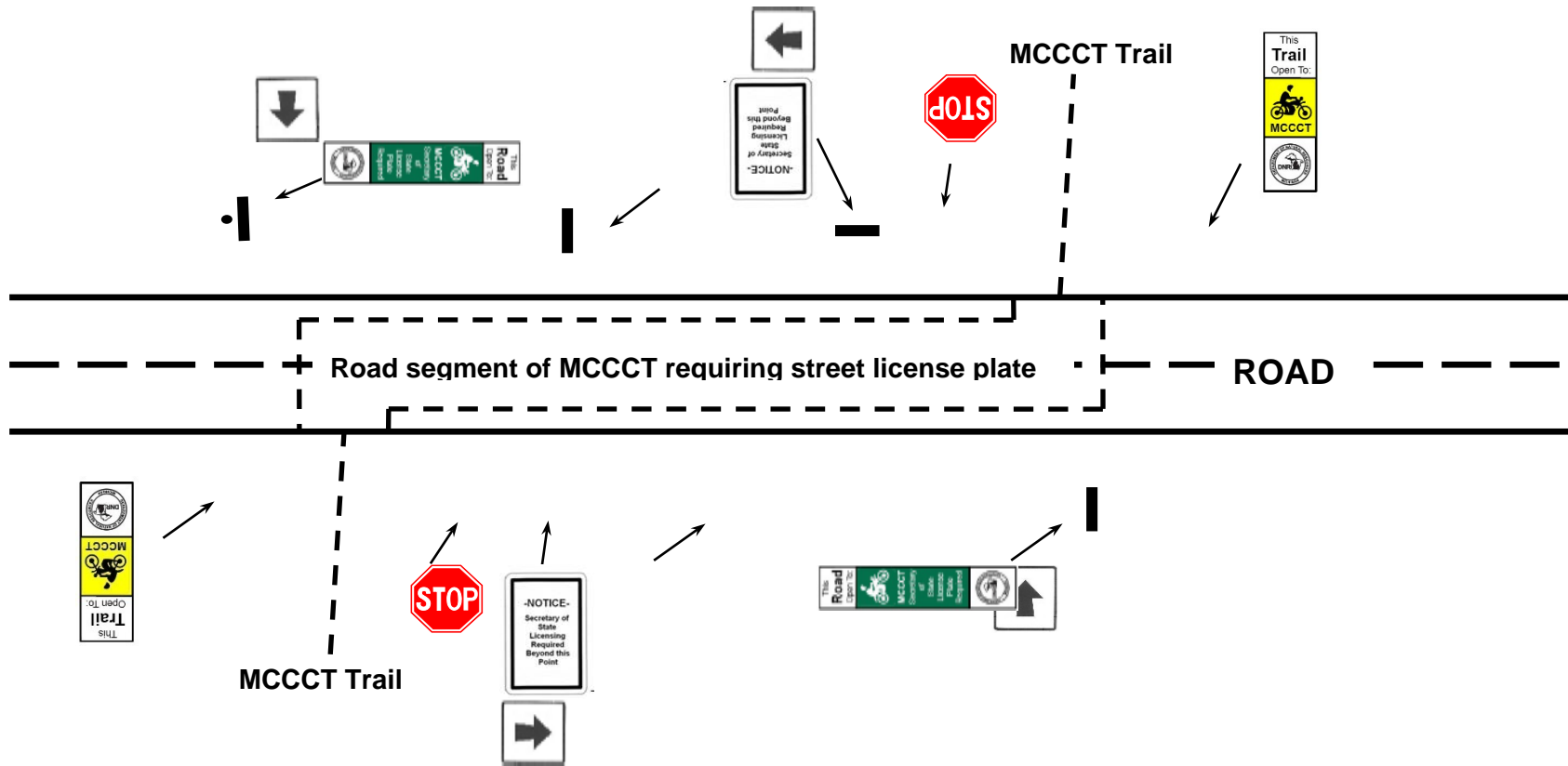
# TRAIL SIDE 45 DEGREE INTERSECTIONS



# ORV TRAIL/MIXED TRAFFIC

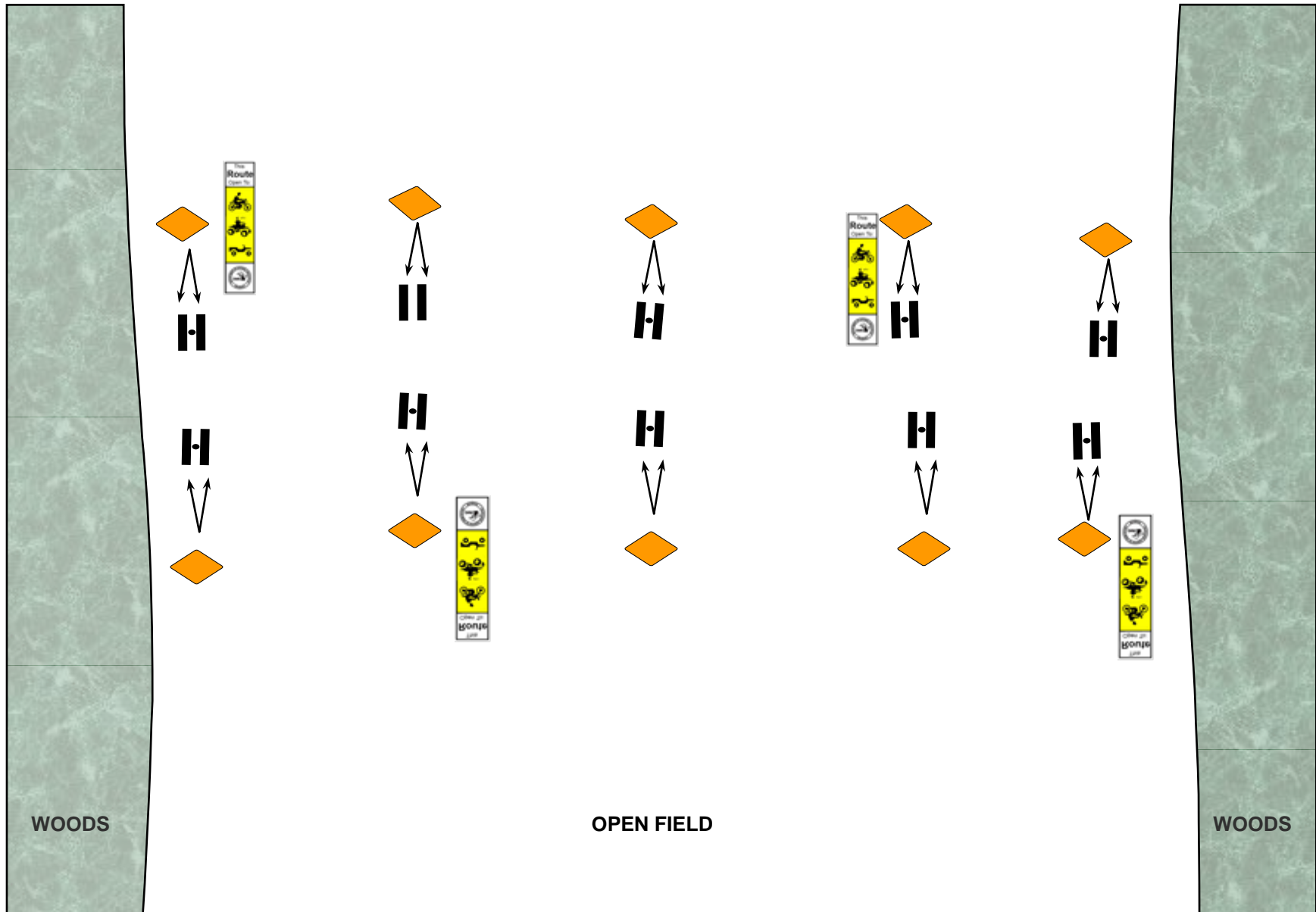


# MICHIGAN CROSS COUNTRY CYCLE TRAIL (MCCCT) STREET LICENSING NOTICE



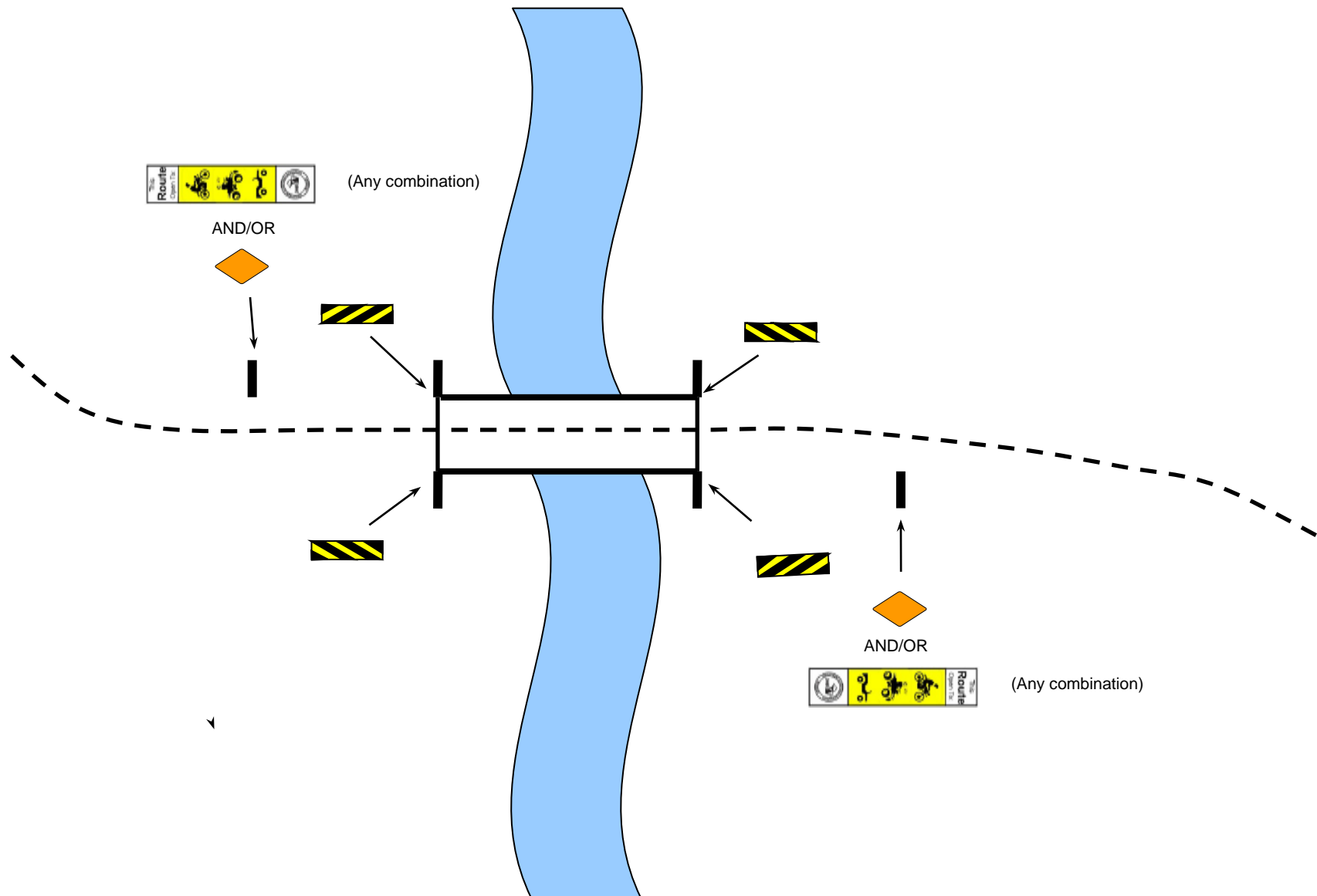
## OPEN FIELD/CLEAR CUT

Place snowmobile reassurance markers on both sides of the trail, or stagger ORV reassurance markers, 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 as necessary.





# BRIDGE CROSSING



# TRAIL SIDE INTERSECTION

