



INDIVIDUAL CONSTRUCTION PERMIT
For Operations within State Highway Right-of-Way

Issued To:
LUG/MDNR-ORV

425 W, Ottawa
Lansing MI 48906

Contact:
LUG/MDNR ORV Leader
517-241-2103(O)
riosj@michigan.gov

Permit Number: 17012-006302-14-041814

Permit Type: Individual Application

Permit Fee:

Effective Date: Apr 18, 2014 to Dec 31, 2014

Bond Numbers:

Liability Insurance Expiration Date:

THIS PERMIT IS VALID ONLY FOR THE FOLLOWING PROPOSED OPERATIONS:

PURPOSE:

Requesting a ORV Connector Route on State Trunkline Highway at locations shown on the attached drawing. The proposed route was determined at the meeting our agency had with MDOT and other involved agencies.

STATE ROUTE: M-123 **TOWNSHIP OF:** Example Township **COUNTY:** Chippewa County

TOWN	RANGE	SECTION
T 44 N	R 6 W	14
T 44 N	R 6 W	23
T 44 N	R 6 W	11

NEAREST INTERSECTION:	SIDE OF ROAD:	DISTANCE TO (in feet) NEAREST INTERSECTION:	DIRECTION TO NEAREST INTERSECTION:
H-40	W N	0.00	East

CONTROL SECTION:	MILE POINT FROM:	MILE POINT TO:	LOCATION:			
			LEFT	MEDIAN	RIGHT	TRANSVERSE
17012	1.600	3.500	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

REQUISITION NUMBER: WORK ORDER NUMBER: MDOT JOB NUMBER:

ORG JOB NUMBER:

17012-006302-14-041814 Issued To:LUG/MDNR-ORV

This permit is incomplete without "General Conditions and Supplemental Specifications"**I certify that I accept the following:**

1. I am the legal owner of this property or facility, the owner's authorized representative, or have statutory authority to work within state highway Right-of-Way.
2. Commencement of work set forth in the permit application constitutes acceptance of the permit as issued.
3. Failure to object, ***within ten (10) days*** to the permit as issued constitutes acceptance of the permit as issued.
4. If this permit is accepted by either of the above methods, I will comply with the provisions of the permit.
5. I agree that Advance Notice for Permitted Activities for shall be submitted **5 days prior** to the commencement of the proposed work.
I agree that Advance Notice for Permitted Utility Tree Trimming and Tree Removal Activities shall be submitted **15 days prior** to the commencement of the proposed work for an annual permit.

CAUTION

**Work shall NOT begin until the Advance Notice has been approved.
Failure to submit the advance notice may result in a Stop Work Order.**

LUG/MDNR-ORV

Joe Rios
MDOTApril 18, 2014
Approved Date

THE STANDARD ATTACHMENTS, ATTACHMENTS AND SPECIAL CONDITIONS MARKED BELOW ARE A PART OF THIS PERMIT.

STANDARD ATTACHMENTS:

- 1 MDOT ROW General Permit Conditions (General Conditions)
- 2 ENVIRONMENTAL REQUIREMENTS FORACTIVITIES WITHIN MDOT RIGHT-OF-WAY (2486)
- 3 SPECIAL CONDITIONS FORAUTHORIZED ORV CONNECTOR ROUTESON STATE TRUNKLINE HIGHWAY
- 4 MDOT ORV Sign Handbook for ORV (3764G)

ADDITIONAL ATTACHMENTS:

- 1 2207F-LUG Resolution.pdf
- 2 EXAMPLE - ORV Connector Route Map.pdf

AMENDMENT ATTACHMENTS:

17012-006302-14-041814 Issued To:LUG/MDNR-ORV

SPECIAL CONDITIONS:

- 1 The Department of Transportation does not, by issuance of this permit, assume any liability claims or maintenance costs resulting from the activities or facility placed by this permit. The Department reserves the right to require removal of all or any portion of this facility as needed for highway maintenance or construction purposes without replacement or reimbursement of any costs incurred by the permitted or other party. The permitted will defend, indemnify and hold harmless the Department for any claims whatsoever resulting from the construction or the removal of the authorized by this permit.

**RESOLUTION TO REQUEST AUTHORIZATION TO ADOPT
AN OFF ROAD VEHICLE(ORV) ORDINACE**

This Resolution is required by the Michigan Department of Transportation (MDOT) for a legislative body of a local unit of government to request the Michigan Department of Transportation to authorize the local unit of government to adopt an ordinance authorizing the operation of ORVs on a highway, located within the local unit of government, in accordance with the Natural Resources and Environmental Protection Act, as amended, Part 811, specifically MCL 324.81101 and 324.81131.

RESOLVED WHEREAS, the _____
(city, village, township, county, etc.)

hereinafter referred to as the "GOVERNMENTAL AGENCY," does hereby request the Michigan Department of Transportation, hereinafter referred to as the "DEPARTMENT," to authorize the GOVERNMENTAL AGENCY to adopt an ordinance authorizing the operation of ORVs on a highway, located within the GOVERNMENTAL AGENCY's jurisdictional limits.

WHEREAS this request for authorization meets the requirements of MCL 324.81131, subsection (7), _____ as listed below:

(a), (b), (c), (d)

- “(7) The state transportation department shall authorize operation of an ORV under subsection (6) only on a highway that is not an interstate highway and that meets 1 or more of the following requirements:
- (a) Serves as a connector between ORV areas, routes, or trails designated by the Michigan Department of Natural Resources (MDNR) or an ORV user group.
 - (b) Provides access to tourist attractions, food service establishments, fuel, motels, or other services.
 - (c) Serves as a connector between 2 segments of the same county road that run along discontinuous town lines and on which ORV use is authorized pursuant to subsection (2) or (3).
 - (d) Includes a bridge or culvert that allows an ORV to cross a river, stream, wetland, or gully that is not crossed by a county road or street on which ORVs are authorized to operate under subsection (2), (3), or (5).”

WHEREAS the GOVERNMENTAL AGENCY, or the Michigan Department of Natural Resources (MDNR), shall submit permit application(s) to the DEPARTMENT, and shall attach a signed copy of this resolution to each permit submitted; as adopted by the GOVERNMENTAL AGENCY. The GOVERNMENTAL AGENCY shall be the Permit Applicant, unless the proposed ORV connector will be an official MDNR designated ORV route; in which case the MDNR shall be the Permit Applicant.

WHEREAS the DEPARTMENT shall grant a permit, in whole or in part, or deny the request within 60 days of receiving a complete permit application package.

WHEREAS if the DEPARTMENT issues a permit, said permit is subject to the Special Conditions for Authorized ORV Connector Routes on State Trunkline Highways

NOW THEREFORE, in consideration of, and upon the DEPARTMENT granting authorization by approval and issuance of such permit, the GOVERNMENTAL AGENCY agrees to adopt an ordinance authorizing the operation of ORVs on the highway that is the subject of each permit issued by the DEPARTMENT.

I HEREBY CERTIFY that the foregoing is a true copy of a resolution adopted by

the _____

(Name of Board, etc.)

of the _____ of _____

(Name of GOVERNMENTAL AGENCY)

(County)

at a _____ meeting held on the _____ day

of _____ A.D. _____.

Signed _____ Title _____

(Print or Type Name)

SPECIAL CONDITIONS FOR AUTHORIZED ORV CONNECTOR ROUTES ON STATE TRUNKLINE HIGHWAYS

1. The segment of State Trunkline Highway that is authorized for Off-Road Vehicle (ORV) use is limited specifically to the area(s) identified in the issued permit.
2. The permit applicant is responsible for all costs related to creating, operating and maintaining the ORV connector route within the State Trunkline Highway. This shall include installing and maintaining signs, construction or improvements as required, and any maintenance or repairs that are needed, on the ORV route or other adjacent areas of the Right-of-Way, due to the operation of ORVs.
3. Seasonal Limitations: ORV connector routes within the State Trunkline Highway may be open to ORV use during the period of May 1st through November 30th, and shall be closed to ORV use during the period of December 1st through April 30th.
4. Prior to opening the ORV connector route the following steps are required:

a. Adopt a Local Unit of Government (LUG) ORV Ordinance

Upon receipt of an MDOT issued individual construction permit the LUG may proceed to adopt an ordinance authorizing the operation of ORVs on the segment(s) of highway that is specified in the issued permit.

Note: The LUG is responsible to follow all requirements and procedures set forth by state statutes for adoption of an ordinance.

b. Submit the adopted LUG Ordinance to MDOT

The permit applicant shall email MDOT (TSC) permit staff a signed electronic copy of the adopted LUG ORV Ordinance.

MDOT will amend the issued permit

Upon receipt of the adopted LUG ordinance MDOT permit staff will upload it into the Construction Permit System (CPS) as a permit attachment, and will create a permit amendment that incorporates the ordinance into the permit package.

Note: The permit applicant will be notified by email through CPS when the permit is amended. The permit applicant can then view and print the amended permit package using CPS.

c. Notify Law Enforcement Agencies

The permit applicant shall send a copy of the following documents to the appropriate law enforcement agencies (State Police, Sheriff, MDNR Conservation, City Police, etc.):

- Amended MDOT permit
- LUG ORV Ordinance
- ORV Connector Route Aerial Photo Map

Send MDOT permit staff an email with confirmation that law enforcement agencies were notified.

d. Stake Proposed Sign Locations

The permit applicant shall stake all proposed signing in accordance with the MDOT Sign Handbook for ORV Connector Routes on State Trunkline Highways.

e. Schedule an onsite field review meeting with MDOT

The permit applicant shall schedule an onsite meeting with MDOT for review and approval of the staked sign locations and any proposed construction. The number, type of signs, sign locations, and any other field adjustments shall be as directed by MDOT.

Note: The approved staked locations shall be used for requesting a MISS DIG ticket.

f. Request MDOT's Approval to proceed with the work

After the MDOT field review meeting the Permit Applicant shall submit an Advance Notice in CPS, requesting MDOT's approval to proceed with the installation of the signs and any proposed construction.

g. Proceed with the work

Upon receipt of an MDOT approved advance notice the permit applicant may proceed with the authorized work. When sign installation and all construction is complete the route is then considered officially open to ORV use.

h. Submit a completion notice in CPS when sign installations are complete

MDOT will conduct a final inspection after receiving the completion notice in CPS.

Note: The permit applicant will be notified of any deficiencies that require corrective action.

5. The permit applicant is required to apply for a MDOT Annual Permit each calendar year for the continued and routine operation and maintenance of the ORV connector route.
- Annual permits expire on December 31 each year, regardless of the date when the permit is issued during the year.
 - Only one annual permit is required for any number of ORV connector routes that were authorized by Individual Construction Permits previously issued to the permit applicant.
 - Attach a list and or location map showing all ORV connector routes that will be covered by the annual permit, including the permit number assigned to the original individual construction permit for each ORV connector.

GENERAL CONDITIONS

This permit is issued subject to the following conditions:

1. This permit grants to the permittee only those rights specifically stated and no other. Maintenance work within the trunkline right of way may require a separate permit unless authorized within the scope of the annual permit.
2. Issuance of this permit does not relieve permittee from meeting any and all requirements of law, or of other public bodies or agencies. The permittee shall be responsible for securing including but not limited to any other permissions including or required by law including but not limited to cities, villages, townships, corporations, or individuals for the activities hereby permitted.
3. The permittee agrees as a condition of this permit to:
 - a. Have in the permittee's or the permittee's representative's possession on the job site at all times the approved permit, advanced notice and any necessary plans or sketches.
 - b. Submit Advance Notice through the online Construction Permit System (CPS) at least five (5) working days prior to commencement of any operations covered by this permit. No work shall start until an approved Advance Notice is e-mailed to the permittee.
 - c. Perform no work except emergency work, unless authorized by the Department, on Saturdays, Sundays, or from 3:00 p.m. on the day proceeding until the normal starting time the day after the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.
 - d. Provide and maintain all necessary precautions to prevent injury or damage to persons and property from operations covered by this permit.
 - e. Furnish, install and maintain all necessary traffic controls and protection during permittee's operations in accordance with the Michigan Manual of Uniform Traffic Control Devices and any supplemental specifications set forth herein.
 - f. Notify the Department of completion of work authorized by this permit through CPS, so that final inspection may be made and surety deposit released (where applicable). Surety deposit will not be released until the work authorized by the permit has been completed and inspected, and all inspection charges billable to the permittee are paid.
4. Nothing in this permit shall be construed to grant any rights what so ever to any public utilities, except as to the consent herein specifically given, nor to impair any existing rights granted in accordance with the constitution or laws of this state.
5. Any operations in the trunkline right of way not covered by permit and the appropriate Department specifications are in violation of the jurisdictional authority of the Department, with respect to the control of the trunkline right of way, unless approved by the Department. Any change or alteration in the permit activities requires prior approval of the Department and may require a new permit.
6. Performance of the requirements of this permit is the responsibility of the permittee. The permittee shall complete all operations for which this permit is issued in accordance with the conditions of this permit, by the specified completion date. The permittee shall meet all requirements of the current Department Standard Specifications for Construction, and the Supplemental Specifications set forth on/or incorporated as a part of this permit.
7. The construction, operation and maintenance of the facility covered by this permit shall be performed without cost to the Department unless specified herein. The permittee shall be responsible for the cost of restoration of the state trunkline and right of way determined by the Department to be damaged as a result of the activities of the permittee.
8. Facilities allowed on state trunkline right of way shall be placed and maintained in a manner which will not impair the state trunkline or interfere with the reasonable safe and free flow of traffic. Failure of the permittee to maintain the facilities located within the State trunkline right of way so as not to interfere with the operation, maintenance or use of the state trunkline by the traveling public may result in revocation of the permit.
9. The permittee is solely and fully responsible for all activities undertaken pursuant to the permit. Any and all actions by the Department and those governmental bodies performing permit activities for the Department pursuant to a maintenance contract, including but not limited to any approved reviews and inspections of any nature, permit issuing, and final acceptance or rejection of the work or activity authorized by the permit shall not be construed as a warranty or assumption of liability on the part of the Department or those governmental bodies. It is expressly understood and agreed that any such actions are for the sole and exclusive purposes of the Department and the governmental bodies acting in a governmental capacity. Any such actions by the Department and governmental bodies will not relieve the permittee of its obligations hereunder, nor are such actions by the Department and the governmental bodies to be construed as a warranty as to the propriety of the permittee's performance. The permittee shall indemnify and save harmless the State of Michigan, Michigan Transportation Commission, the Department and all officers, agents and employees thereof, and those governmental bodies performing permit activities for the Department and all officers, agents and employees thereof, pursuant to a maintenance contract, against any and all claims for damages arising from operations covered by this permit except claims resulting from the sole negligence or willful acts or omissions of said indemnities, its agent, or employees. In addition, permittee upon request shall furnish proof of insurance coverage for the term of this permit in an amount pre-specified.
10. This permit is not assignable and not transferable unless specifically agreed to by the Department.
11. The permittee, upon request of the Department, shall immediately remove, cease operations, and surrender this permit, or alter or relocate, at the permittee's own expense, the facility for which this permit is granted. Upon failure to do so, the Department may take any necessary action to protect the trunkline interest and the permittee shall reimburse the Department for its costs in doing same. The permittee expressly waives any right to claim damages or compensation in the event this permit is revoked.
12. The permittee shall, upon request by the Department, furnish a performance surety deposit in the form of a bond, cash, certified check, or (when authorized by the Department) an irrevocable letter of credit in such amount as deemed necessary by the Department to guarantee restoration of the trunkline highway or performance under the conditions of the permit.

13. The permittee hereby acknowledges and agrees that the Department has the right to demand completion by the permittee, or the performance surety, or to complete any uncompleted activity authorized by this permit which adversely affects the operation and/or maintenance of the state trunkline highway, or which is not completed by the expiration date of the permit, including:
 - a. Completion of construction of driveway and/or approach (not authorized by annual permit).
 - b. Removal of materials.
 - c. Restoration of the trunkline facilities and right of way as necessary for the reasonably safe and efficient operations of the trunkline highway.

The permittee further agrees to immediately reimburse the Department in full for all such costs incurred by the Department upon receipt of billing, and that upon failure to pay, the Department may effect payment with the performance surety deposit. Should the surety deposit be insufficient to cover expenses incurred by the Department, the permittee shall pay such deficiency upon billing by the Department. If the surety deposit exceeds the expense incurred by the Department, any excess will be returned or released to the depositor upon completion of the work to the satisfaction of the Department.
14. The Department reserves the right during the time any or all of the work is being performed to assign an inspector to protect the trunkline interest, and to charge the permittee all such costs incurred. In addition, the permittee may be billed any engineering and review fees incurred by the Department or its agent in connection with the work covered by this permit.
15. Emergency Operations: In time of disaster or emergency, or when utility lines or facilities are so damaged as to constitute a danger to life and/or property of the public, access to the same may be had by the most expeditious route. Work is to be completed in a manner which will provide the traveling public with maximum possible safety and minimize traffic distribution. Notice of such situations shall be given to the nearest police authority and the department as soon as can reasonably be done under the circumstances. During normal Department work hours, the facility owner shall advise the Department of any operations within right of way which affect traffic operations or the highway structure or facilities prior to performance of the work. After normal Department work hours, the permittee, at the beginning of the first working day after the emergency operation, shall advise the Department of any operations which affect traffic operations or the highway structures and facilities. If determined necessary by the Department, the permittee shall secure an individual permit for such work after notification.
16. Upon the Department's request, as built drawings of work performed will be furnished to the Department within 30 days after completion of the work.
17. The permittee shall give notice to public utilities in accordance with Act 53, P.A. of 1974, as amended, and comply with all applicable requirements of this act. The permittee shall also comply with requirements of Act 347, P.A. of 1972, as amended, controlling soil erosion and sedimentation.
18. The permittee acknowledges that the Department is without liability for the presence of the permittee's facility which is located within the trunkline right of way. Acceptance by the Department of work performed, and/or notice of termination of performance obligations for the surety and/or the permittee do not relieve the permittee of full responsibility for the permittee's work or for the presence of the permittee's facility in the trunkline right of way.
19. Where the Department has accepted an Indemnification Commitment in lieu of bond and/or insurance policies, such commitment is incorporated into this permit by reference.
20. It is illegal to discharge substances other than storm water into the Department's storm sewer system unless permission has been obtained in writing for other discharges.
21. The permittee shall be responsible for obtaining information on permitted environmental site closures within MDOT right of way. MDOT has implemented a program that allows environmental contamination to remain within the right of way by use of a permit. Issued permit information can be obtained from the Region/TSC in which the permit is issued. If the permittee will encounter a site area identified as a site closure permit area, the permittee shall follow instructions and conditions set forth in Supplemental Specifications #3 and specifications found in form 2205-C, "Special Conditions for Underground Construction".

SUPPLEMENTAL SPECIFICATIONS

1. Construction and Maintenance of Facilities – To construct and maintain utility crossings of limited access highways, access for the utility's service vehicles may be from county roads, service roads, and openings authorized in limited access right of way fences. The construction of utilities across limited access highways should be for the purpose of serving a general area rather than providing individual services, unless extenuating circumstances necessitate such crossings.

Equipment, vehicles or personnel will not operate within a distance of 30 feet from the edge of the pavement of roadways or ramps on limited access highways. At locations where utilities have been constructed in medians having a width greater than 80 feet or have otherwise been allowed to remain or to be constructed in limited access right of way, ingress and egress shall be by such routes as specified by the Department, which may also specify additional safety provisions.

2. Restoration- Restoration of the trunkline highway and right of way will be such that it will provide a condition equal to or better than the original condition, in accordance with Michigan Department of Transportation Standard Specifications.
3. Excavation and Disposal of Excavated Material – The permittee shall provide and place the necessary sheeting, shoring and bracing required to prevent caving, loss or settlement of foundation material supporting the pavement, or any other highway installation such as sewers, culverts, etc. The permittee shall assume the full responsibility for this protection and shall not proceed in these areas before approval of the methods by the Department.

Construction equipment and excavating material shall not be stocked in such locations that it creates a traffic hazard or interferes with the flow of traffic; and on limited access highways, shall be a minimum of 30 feet from the traveled way. Sod and topsoil shall be stacked separately from other excavated material. The permittee shall dispose of all surplus and unsuitable material outside of the limits of the highway, unless the permit provides for disposal at approved locations within right of way. In the latter case, the material shall be leveled and trimmed in an approved manner.

When the permittee is excavating within trunkline right of way and discovers existing contaminated soil and/or an abandoned underground storage tank, special permit specifications entitled "Special Conditions for Underground Construction" (Form 2205-C) shall apply.

4. Utility Cuts, Trenches and Pavement Replacement – Utility crossing by pavement cutting and removal are generally prohibited. If extenuating circumstances make tunneling, boring and jacking impractical pavement cutting may be used with approval of the Department. All utility cuts, trenching and pavement replacement shall comply with the requirements of the Standard Specifications and the Standard Plan "Utility Cuts, Trenches and Pavement Replacement". Unless otherwise specified, cuts in concrete residential and commercial drives shall be as above; except that the patch width shall be a minimum of 3 feet and the remaining slab from patch to existing joint shall be a minimum of 3 feet. Backfill shall be made with sand-gravel as specified in the Standard Specifications, unless otherwise directed. After the backfill has been placed and compacted by controlled density method, the pavement shall be replaced with new pavement of the original type and quality, unless at the season of the year when it is not feasible to replace pavement in kind. In this case, a temporary surface of bituminous material shall be placed with Department approval and later replaced with pavement of the original type at the applicant's expense. Other pavement types may be allowed with prior approval of the Department.

5. Crossing Roadbed by Tunneling or Boring and Jacking – All crossing of roadbed operations involving tunneling, boring and jacking shall comply with the Department's special provisions for such work.
6. Backfilling and Compacting Backfill – Unless otherwise specified, all trenches, holes and pits shall be filled with sound earth or with sand-gravel if so provided, placed in successive layers not more than 9 inches in depth, loose measure, and each layer shall be thoroughly compacted by tamping. All backfill compaction will be subject to check by the controlled density method.
7. Depth of Cover Method- Unless otherwise authorized, pipes shall be placed to a depth that will provide not less than 4 feet of cover between the top of the roadway surface and the pipe, 3 feet cover below the ditch line and the pipe.
8. Trees:
- a. The permittee is responsible for obtaining permission from abutting owners when trimming or removing trees on easement right of way.
 - b. Tree removal or trimming may be undertaken only after submission of an "Advance Notice" through CPS, a field review by the Region Resource Specialist and an approved copy of the advanced notice is e-mailed to the permittee.
 - c. Limbs, logs, stumps and litter shall be disposed of in a manner acceptable to the Department.
 - d. Tree roots shall be bored a distance of one foot for each one inch of trunk diameter for underground utility installations
9. Aerial Wire Crossings – Vertical clearance of wires, conductors and cables over state trunkline shall not be less than required by Section 232 of the National Electrical Safety Code, except in no case shall the under-clearance below any wire, conductor, or cable, under any temperature or loading condition, be less than eighteen feet (18').

ENVIRONMENTAL REQUIREMENTS FOR ACTIVITIES WITHIN MDOT RIGHT-OF-WAY

Issuance of a permit by MDOT does not relieve the permit applicant from meeting any and all requirements of law, or of other public bodies or agencies, including but not limited to the following:

1. Goemare-Anderson Wetland Protection Act, Part 303, P.A. 451 of 1994

Any activity that involves excavation or fill, located within a regulated wetland, requires a Michigan Department of Environmental Quality (MDEQ) permit. Regulated wetlands are those systems that are contiguous to a lake or stream (within 500 feet) or greater than five (5) acres in size.

2. Inland Lakes and Streams Act, Part 301, P.A. 451 of 1994

Any activity located within the ordinary high-water mark of a regulated body of water, i.e., lake, stream, drain, pond, etc., shall require a permit. There are no exemptions to this requirement. Permit applications and questions can be submitted to the MDEQ's Land and Water Management Division.

3. Soil Erosion and Sedimentation Control Act, Part 91, P.A. 451 1994

Any land disturbance of one (1) acre or greater, or that is located within 500 feet of a lake or stream, requires a soil erosion permit. Municipalities who are classified as an Authorized Public Agency (APA) are exempt from permits, but must follow proper soil erosion practices as identified in their standard plan. Any construction activity located within MDOT Right-of-Way that is authorized by a MDOT permit is the responsibility of the permit applicant and is not covered under MDOT's APA authority.

Soil erosion and sedimentation controls are required on all projects, even if a soil erosion permit is not required. Individuals performing work shall prevent sediment from entering any body of water or leaving the Right-of-Way. Permits can be obtained from the county/municipal agencies. Minor earth changes are exempted in this Act and are classified as normal maintenance and emergency repairs.

4. Clean Water Act: National Pollutant Discharge Elimination System (NPDES) Storm Water Discharge Requirements for Construction Activities

Any land disturbance of five (5) acres or greater requires an NPDES Storm Water Discharge Permit. This can include any filling, excavating, grading, clearing, etc. Municipally-owned utilities who service a population of less than 100,000 are exempt from permit provisions, but not from environmental protection requirements. Permit applications require the Part 31, P.A. 451 permit number, or a declaration of APA status and the effective date. Permit applications and questions can be submitted to the MDEQ's Surface Water Quality Division.

5. Environmental Site Closures

A procedure was developed by the MDEQ and MDOT which may allow a property owner, who is responsible for of these sites, to close an environmentally impacted site. Questions regarding this activity shall be addressed by contacting MDOT's Environmental Specialist at 517-335-2271.

6. The Land and Water Management Division of the MDEQ also administers the following environmental laws which may require review prior to construction:

- Sand Dune Protection Act, Part 353, P.A. 451 of 1994.
- Shore-lands Protection and Management, Part 323, P.A. 451 of 1994.
- Great Lakes Submerged Lands Act, Part 325, and P.A. 451 of 1994.

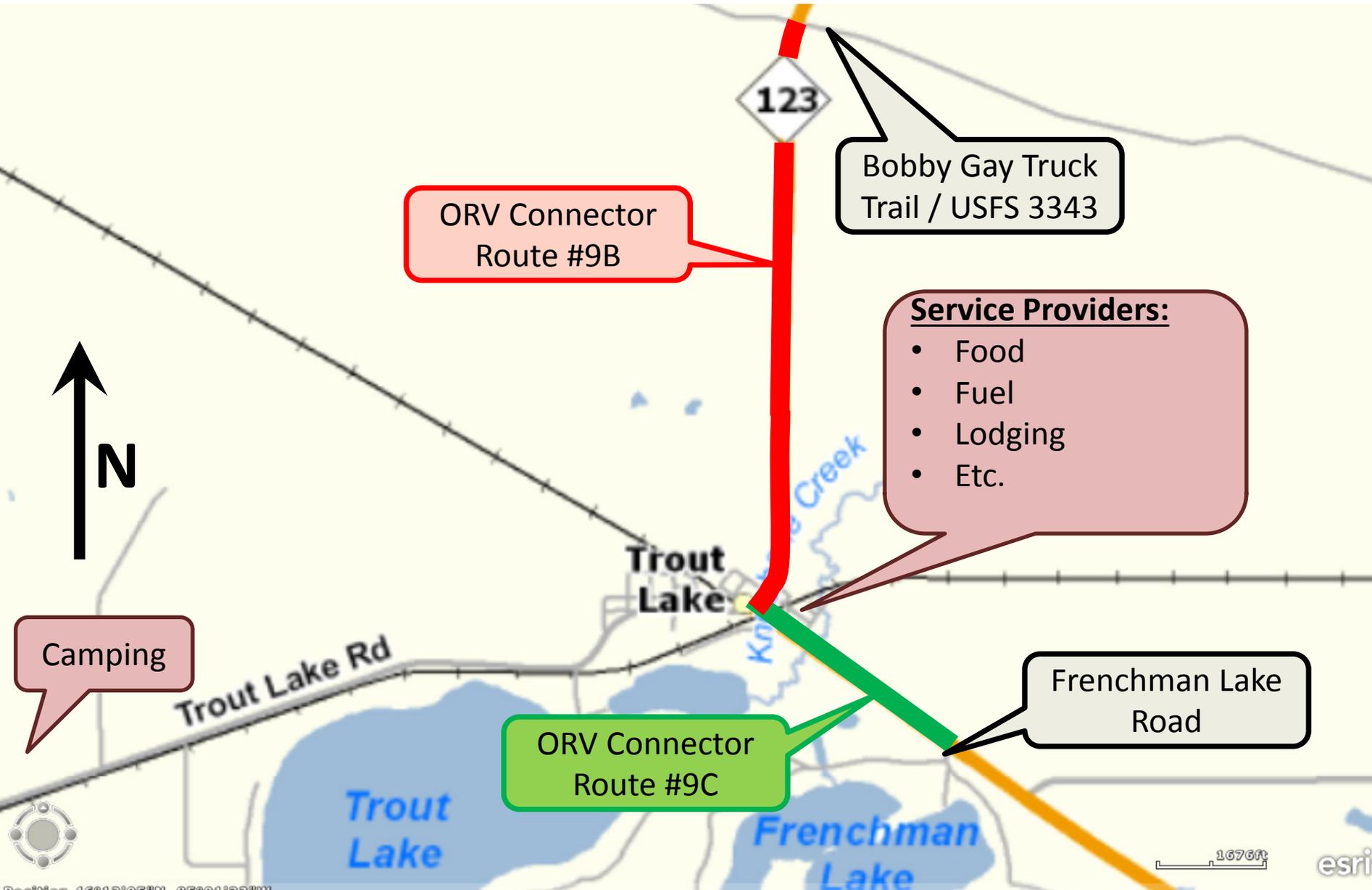
7. The Wildlife Division of the MDNR also administers the following environmental laws which may require review prior to construction:

- Endangered Species Act, Part 365, and P.A. 451 of 1994.

Questions regarding these permits may be addressed by contacting the nearest MDEQ district field office, or the MDEQ Land and Water Management Division at 517-373-1170.

Additional information is available in MDOT's Environmental Procedures Manual.

M-123 ORV Connector Route



123

ORV Connector Route #9B

Bobby Gay Truck Trail / USFS 3343

Service Providers:

- Food
- Fuel
- Lodging
- Etc.

Camping

ORV Connector Route #9C

Frenchman Lake Road



1676ft

esri®

ORV Route
(Bobbygay Truck Trail / USFS 3343)



M-123 - ORV Connector Route #9B
Using a two-way trail outside of the
highway shoulder

SIGN NOTES

SIGN SYMBOLS ARE SHOWN AT APPROXIMATE LOCATIONS FOR ILLUSTRATION PURPOSES. ACTUAL SIGN LOCATIONS MUST BE STAKED IN THE FIELD AND APPROVED BY MDOT

ALL SIGNS SHALL CONFORM TO THE MDOT SIGN HANDBOOK FOR ORV CONNECTOR ROUTES ON STATE TRUNKLINE HIGHWAYS

100ft

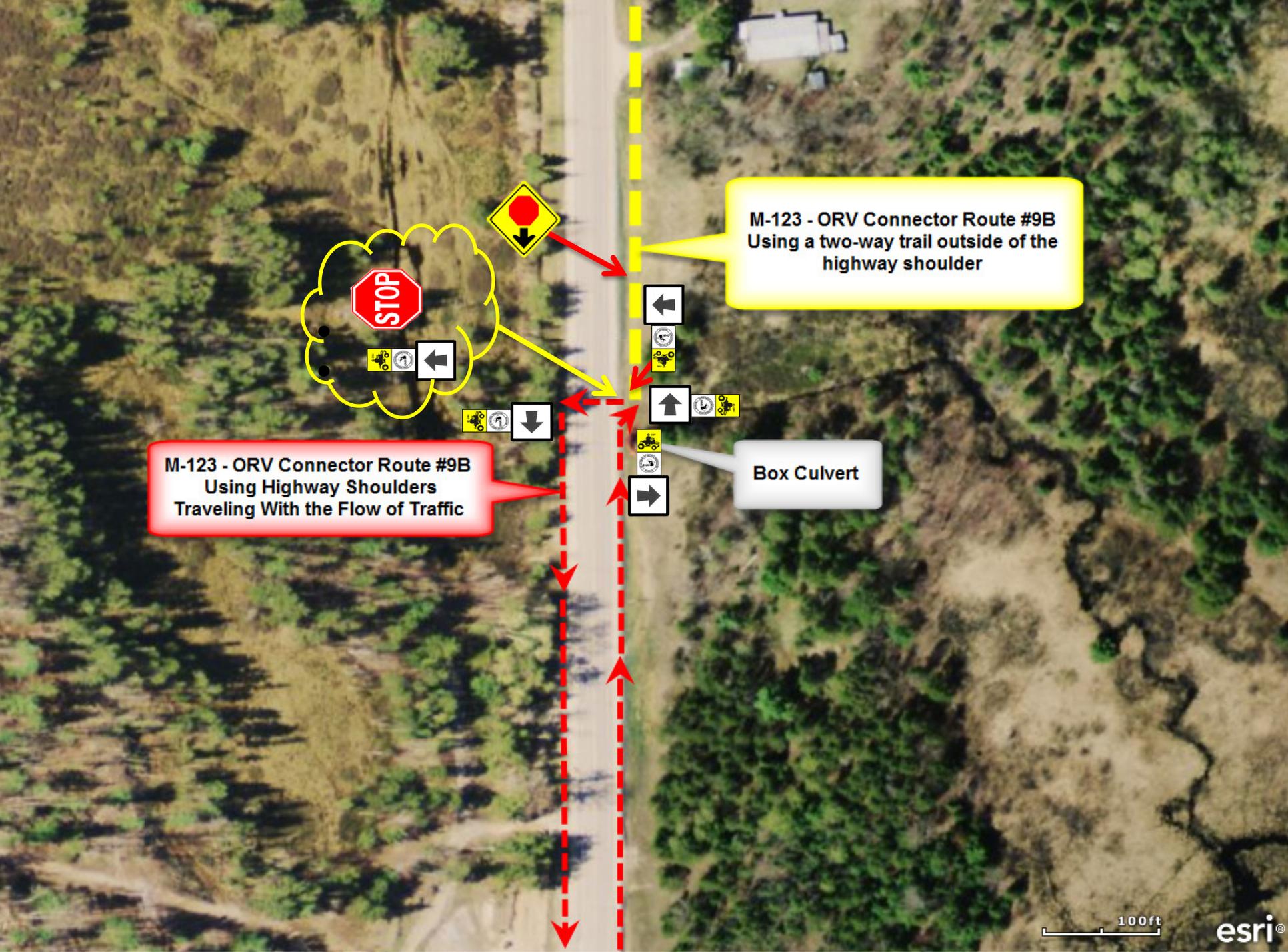


Place ORV Marker below
Snowmobile Marker
on each side of Trail



Place Object Markers
on each side of the
Concrete Box Culvert End





M-123 - ORV Connector Route #9B
Using a two-way trail outside of the
highway shoulder

M-123 - ORV Connector Route #9B
Using Highway Shoulders
Traveling With the Flow of Traffic

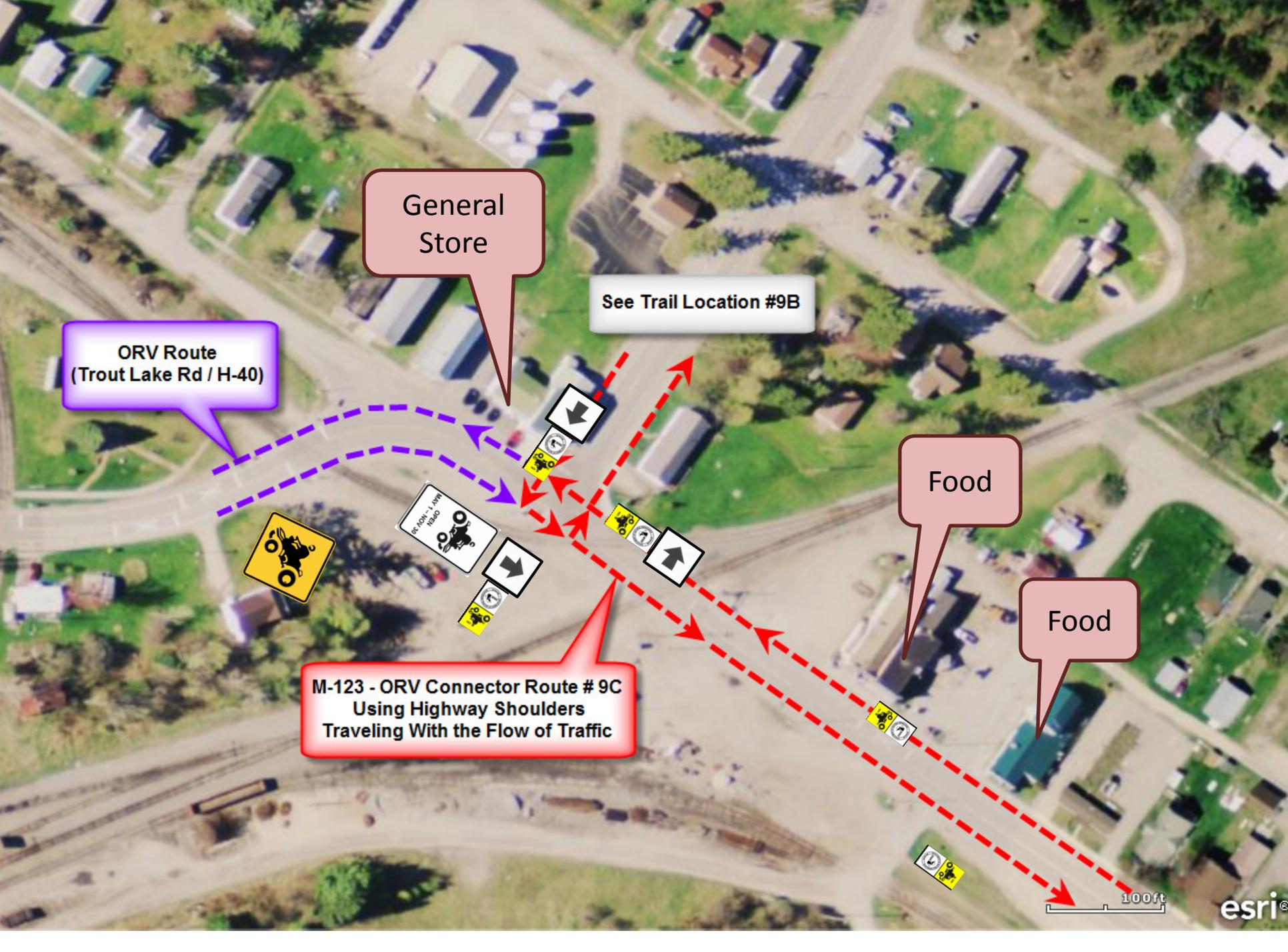
Box Culvert

100ft

**M-123 - ORV Connector Route # 9B
Using Highway Shoulders
Traveling With the Flow of Traffic**

See Trail Location #9C





ORV Route
(Trout Lake Rd / H-40)

General
Store

See Trail Location #9B

Food

Food

M-123 - ORV Connector Route # 9C
Using Highway Shoulders
Traveling With the Flow of Traffic

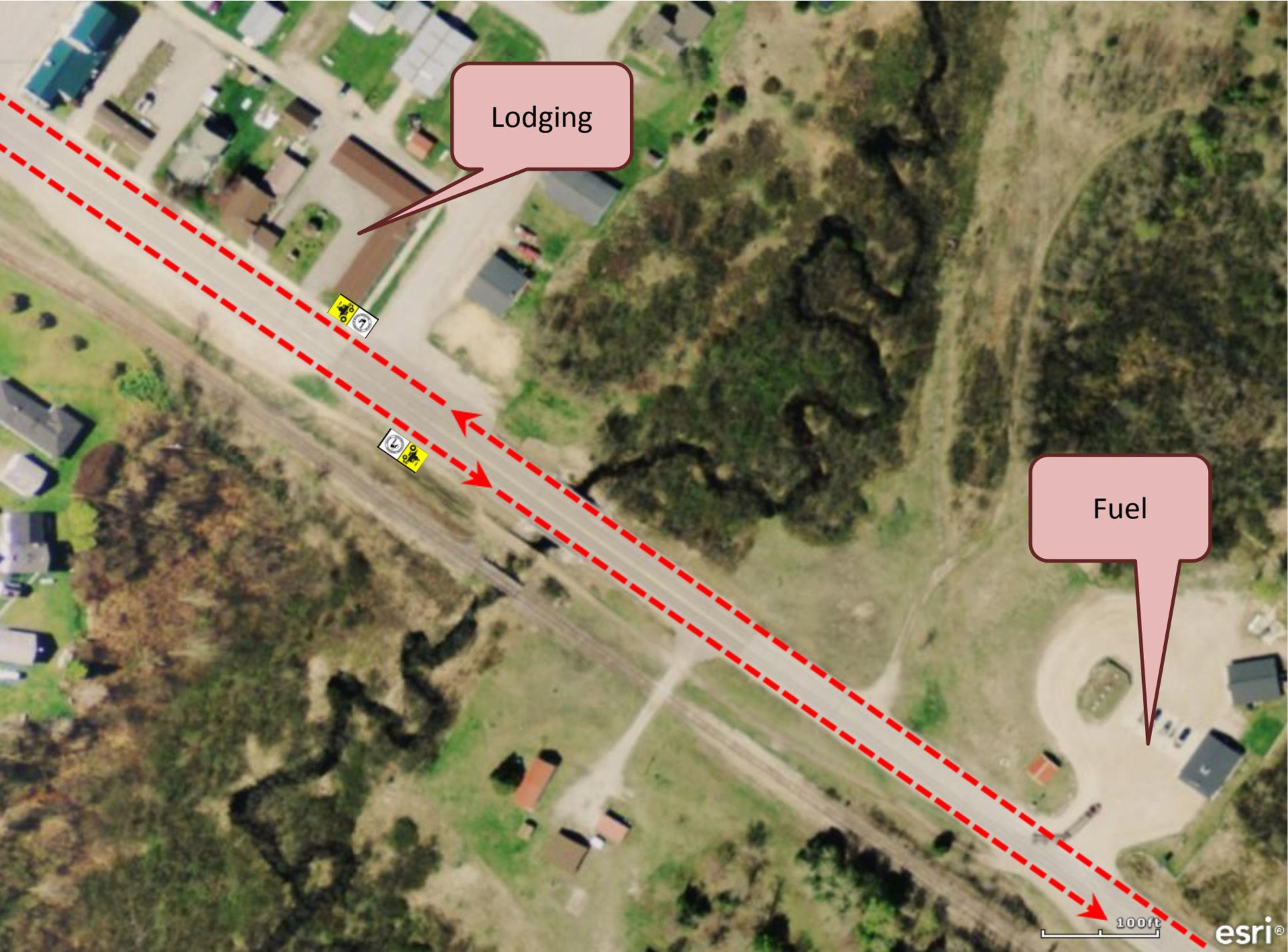
100ft

Lodging

Fuel

100ft

esri®





100ft

esri®

M-123 - ORV Connector Route # 9C
Using Highway Shoulders
Traveling With the Flow of Traffic

ORV Routes

Local Roads

Trail

100ft

esri®





MDOT SIGN HANDBOOK FOR ORV CONNECTOR ROUTES ON STATE TRUNKLINE HIGHWAYS



TABLE OF CONTENTS

INTRODUCTION	1
DEFINITIONS	1
GENERAL GUIDELINES	1
MEANING OF STANDARD, GUIDANCE, OPTION, AND SUPPORT	2
HIGHWAY SIGNS	3
AUTHORIZED ORV ROUTES	4
• ORV ROUTE REASSURANCE MARKERS	4
• ORV DIRECTIONAL GUIDE ARROW SIGN	5
• SEASONAL LIMITATIONS SIGN	6
• REGULATORY AND SELECTIVE EXCLUSION SIGNS	7
• OBJECT MARKERS	8
RESTRICTED ALLOWABLE USE OF REGULATORY AND WARNING SIGNS	9
• STOP SIGN	9
• YIELD SIGN	10
• STOP AHEAD SIGN	11
ROUTE LEGEND	12
ILLUSTRATIONS	13-16

INTRODUCTION

This handbook applies only to ORV Connector Route segments within the State Trunkline Highway right-of-way, that are specifically authorized by the Michigan Department of Transportation (MDOT) in accordance with The Natural Resources and Environmental Protection Act, 1994 PA 451, as amended.

This document was derived from the MICHIGAN MOTORIZED TRAIL SIGNING HANDBOOK published by the Michigan Department of Natural Resources (MDNR) and was modified and amended to establish guidance for signing ORV Connector route segments within the State Trunkline Highway.

The purpose of posting ORV route signs and highway advisory signs is to identify the limits of an authorized connector route, control and regulate the flow of ORV traffic, inform ORV users of route characteristics, and inform highway traffic of potential ORV presence.

The guidance provided in this handbook is intended to assist Local Units of Government, ORV Clubs, MDNR and MDOT staff in developing ORV facilities using uniform and consistent signing practices in the interest of traffic safety and for the convenience and benefit of the public.

DEFINITIONS

1. **“ORV route sign”** means a sign or marker that is intended to be read by ORV traffic to provide the ORV operator with information such as route location, regulations, and safety advisories for upcoming conditions.
2. **“Highway Sign”** means a sign that is intended to be read by normal highway vehicular traffic to advise motorists of the potential for ORV traffic ahead.

GENERAL GUIDELINES

- All Highway and ORV route Regulatory and Warning signs shall conform to the guidelines and principles of the current editions of the Federal Manual on Uniform Traffic Control Devices (MUTCD) and the Michigan Manual on Uniform Traffic Control Devices (MMUTCD).
- All signs must be reflective and must be replaced as needed to maintain sign retroreflectivity at or above the minimum levels per (MMUTCD)
- ORV route signs may 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 MMUTCD. Posts shall be appropriate for sign holding purposes.
- All proposed signs must be approved by MDOT including the sign legend, sign location, sign materials, and post type.
- All ORV route signs shall be placed on the right side of the route. Exceptions to this guideline may be approved by MDOT as warranted to fit conditions.
- The minimum ORV route sign height is 5 feet above the tread measured to the bottom of the sign (exception ORV reassurance markers).
- ORV route signs and posts should be placed no more than 3 to 6 feet from the right side of the route.
- If two ORV route signs are placed on one post, the sign with the message of highest importance shall be placed on top. For example, a STOP sign shall always be placed above any other sign.
- No signs shall be placed on utility poles.
- ORV route signs shall not be placed on the posts of MDOT highway signs.

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 these guidelines the following definitions are given and are based on the MUTCD.

Excerpt:

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

Standard:

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

HIGHWAY SIGNS

VEHICULAR TRAFFIC WARNING SIGNS



36" x 36" VEHICULAR TRAFFIC WARNING SIGN WITH FEDERAL ORV SYMBOL (W11-23)

Vehicular Traffic Warning Signs shall be used to inform normal highway vehicles (motorists) of the potential for ORV traffic ahead.

Standard:

1. **One sign shall be installed at each end of the connector route segment in advance of the location where the incoming route enters MDOT right-of-way. MDOT may require additional signs if there are other locations of concern such as trail crossings that have limited sight distance**
2. **This sign shall be installed with a bottom height of 7 feet above the road surface.**
3. **Sign locations (length in advance and lateral offset) shall be determined by an MDOT Traffic and Safety Engineer for each sign location based on site specific conditions such as speed limit, sight distance, existing signs, etc.**
4. **Signs must be installed in accordance with the MMUTCD by a contractor or governmental agency approved by MDOT.**

AUTHORIZED ORV ROUTE SIGNS

OFF-ROAD VEHICLE (ORV) ROUTE REASSURANCE MARKERS

Support:

Reassurance markers are essential to identify authorized motorized trail facilities.



← 3" x 3" ORV Reassurance Marker
(The black federal recreational symbol as shown is the universal symbol for all ORV types)

← The MDNR logo is incorporated into the reassurance marker only on MDNR designated trails.
(No logos shall be used on non-MDNR designated routes.) Post the 3" x 3" ORV Reassurance Marker only.

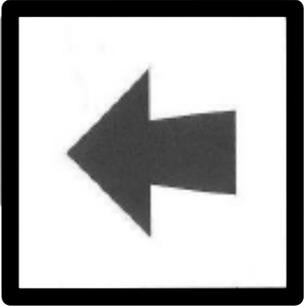
Standard:

1. **ORV route reassurance markers shall be 3" x 3", black federal recreational symbol on reflective yellow background.**
2. **For Combined ORV and Snowmobile Trails that are located outside of the highway shoulder; ORV 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 route reassurance marker for shared trails. (Combined use trail signing shall be approved by MDNR and MDOT)**

Guidance:

1. ORV reassurance markers should be placed at intervals of 1/4 mile along the route. If the route is on a rural section of highway with a well defined riding surface (such as the highway shoulder) marker spacing can be increased to 1/2 mile.
2. ORV reassurance markers should also be placed immediately beyond points of intersection with roads, streets or other trails, within a clear sight distance from the intersection or point where the ORV operator is expected to stop.

GUIDE SIGNS



OFF-ROAD VEHICLE (ORV) DIRECTIONAL GUIDE ARROW SIGN

Standard:

1. 8" x 8" reflectorized white sign with black arrow and border. This sign shall be used to direct ORV riders at trail junctions, intersections, turns, and trailheads.
2. Signs shall be rotated so that the arrow points in the appropriate direction and used in combination if more than one direction applies.

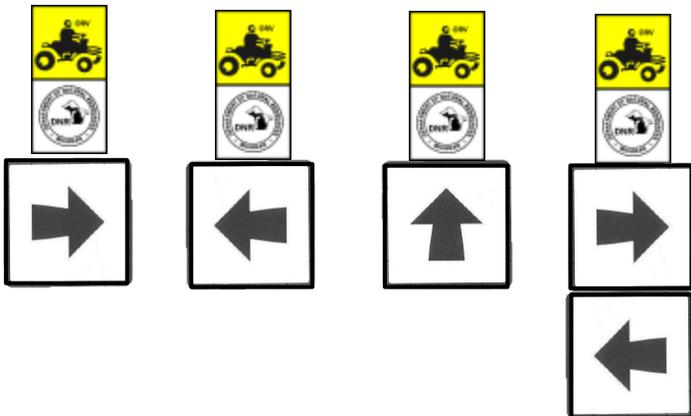
Guidance:

ORV reassurance markers should typically be placed above the directional guide arrows to clarify the purpose of the directional arrow for the benefit of ORV traffic and the general public .

Option:

This sign may be labeled "ROUTE," or "ORV" or used without a label. A label may be an adhesive decal attached at the time of posting, however the use hand written legends is not acceptable.

Examples of commons uses:



REGULATORY SIGNS



SEASONAL LIMITATIONS SIGN

Support:

The use of this sign can help accomplish multiple goals in the development, management and enforcement of ORV connector routes:

1. Allows for the ORV signs to remain in place during the “Closed Season” eliminating the need to take down all ORV signs at the end of the season and then reinstall them at the beginning of the next season (reducing the cost of maintaining the system).
2. Satisfies the requirement of The Natural Resources and Environmental Protection Act, 1994 PA 451, as amended, which states; “Designated”, unless the context implies otherwise, means posted by the department, with appropriate signs, as open for ORV use.
3. Identifies the limits of a connector segment that is authorized in the state trunkline highway.
4. Will help facilitate law enforcement efforts.
5. Promotes ORV user education and public awareness (Even though the signs are installed primarily to be read by the ORV user, in many cases the sign will be visible to the general public as well)

Standard:

1. **12” x 18” reflectorized white sign with black ORV symbol and border.**
2. **One sign shall be installed at each end of the connector segment where the incoming ORV route enters MDOT right-of-way. Additional signs may be warranted at intersections with other roads or ORV routes that generate significant ORV traffic within the limits of the authorized connector segment.**
3. **Signs shall be installed at locations that are clearly visible and readable by ORV traffic, as close as possible to the location where the ORV route enters the highway right-of-way.**



REGULATORY / SELECTIVE EXCLUSION SIGNS

Support:

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

1. Regulatory and selective exclusion signs convey to the ORV user specific restrictions on the route, road or support facilities such as trailheads.
2. These signs should be used sparingly and only in areas with a compelling or demonstrated need to restrict use.
3. Other regulatory and selective exclusion signs may be approved for special circumstances by MDOT.

Standard:

12" x 18" reflectorized white sign with black lettering or symbols, or recreation symbol with red slash.

Stay on Trail Sign

If used, Stay on Trail signs should be posted on the route where there is demonstrated evidence of off route operation by motorized vehicles.

ORV Prohibition Sign

If needed, these signs should be posted in locations where ORV operation is prohibited. This sign should be used sparingly. Examples of where this sign may be used include ORV damage restoration sites or nonmotorized trails where illegal ORV use is a continuous problem.



OBJECT MARKER (OM3)

Support:

Object markers may be used to mark obstructions within or adjacent to the route.

Guidance:

1. 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.
2. 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 are 12" x 36", reflectorized yellow signs with black diagonal markings.**
- 2. Object markers shall be used to mark the four (4) corners of a bridge located on a designated route.**
- 3. The inside edge of the marker shall be inline with the inner edge of the object, and the black diagonals shall always slope down and inward towards the route riding surface.**
- 4. When a potential hazard is located on one side of the route, an object marker shall be placed on each side of the hazard with the black diagonals sloping down and inward towards the route riding surface.**

Option:

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

RESTRICTED ALLOWABLE USE OF REGULATORY AND WARNING SIGNS FOR ORV ROUTES

Support:

1. When an ORV route is designated for ORV traffic to operate on the highway shoulder with the flow of highway traffic, it is not feasible to post certain regulatory and warning signs (such as stop signs) that would apply to ORV traffic, without causing potential confusion and safety hazards if highway motorists perceive that those signs apply to highway traffic.
2. For ORV routes that are designated for ORV traffic to operate on the highway shoulder with the flow of highway traffic, the MDOT regulatory and warning signs that are in place shall apply to all traffic. (Exception: ORV Speed Limit)
3. At highway crossings, route connections, or on routes that are established outside of the maintained highway shoulder with adequate separation between highway traffic and ORV traffic, all applicable regulatory and warning signs, may be used.

Standard:

1. **Regulatory and Warning signs that are in conflict with MDOT highway signing shall not be placed adjacent to the highway shoulder in a position that is readable to normal highway traffic.**
2. **When an ORV route enters the highway from a local road or street no ORV route signs shall be posted that are in conflict with existing road signs controlling traffic at the highway intersection**



Examples of ORV route signs with restricted allowable use



STOP SIGN (R1-1)

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

Standard:

1. **18" x 18" sign (background and lettering are reflectorized)**
2. **Stop signs shall be placed at all intersections with improved state roads, county roads, plowed roads or other locations that warrant stopping. Stop signs shall be placed only on the right side of the trail.**

Guidance:

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

Option:

1. Stop signs may be placed on both the right and left side of the route, by exception for added emphasis. Exception to be approved by MDOT.



YIELD SIGN (R1-2)

Yield signs should be used where ORV 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:

1. **18" x 18" x 18" sign (background and lettering are reflectorized).**
2. **Yield signs shall be used where ORV traffic should be cautioned to slow down and be prepared to stop.**

Guidance:

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

Option:

1. Yield signs may be used on ORV routes where they cross forest roads that have minimal use with approval of the MDNR or MDOT
2. Yield signs may be used on heavily used driveways with approval of the MDNR or MDOT

WARNING SIGNS

Support:

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

Guidance:

1. 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.
2. When used, warning signs should be placed to provide the route user sufficient time to react to a hazard or unexpected condition.



STOP AHEAD SIGN (W3-1)

Standard:

1. **18" x 18" Sign (background and symbol are reflectorized)**
2. **Stop Ahead signs shall be placed approximately 350 feet in advance of a Stop sign that is not visible for a sufficient distance to permit the ORV user to respond to the stop sign on the ORV route.**

Support:

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

Option:

1. On ORV 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.

ROUTE LEGEND

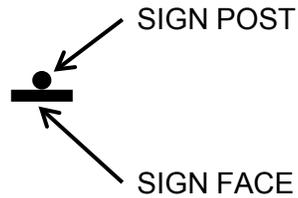
EXISTING ORV ROUTES
(ROUTES THAT ARE REQUESTED TO BE CONNECTED)



ONE WAY DIRECTIONAL



TWO WAY ROUTE



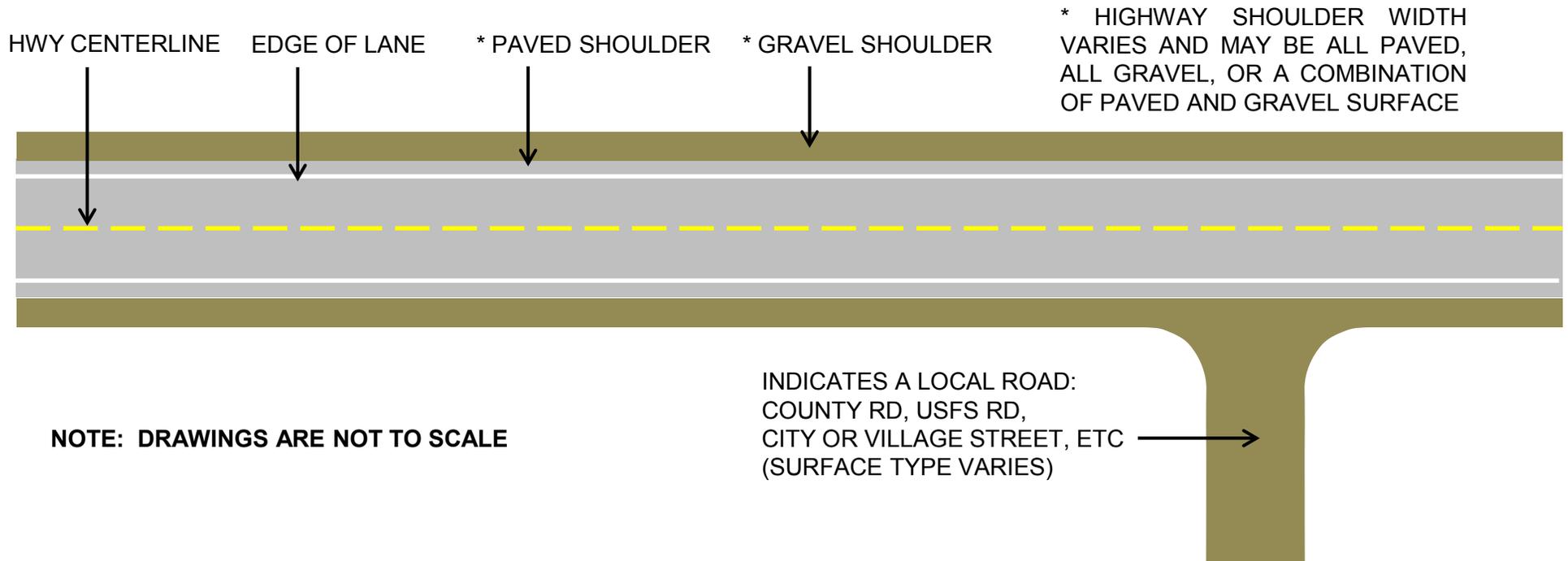
PROPOSED ORV CONNECTOR ROUTES
(USING STATE TRUNLINE HIGHWAY)



ONE WAY DIRECTIONAL

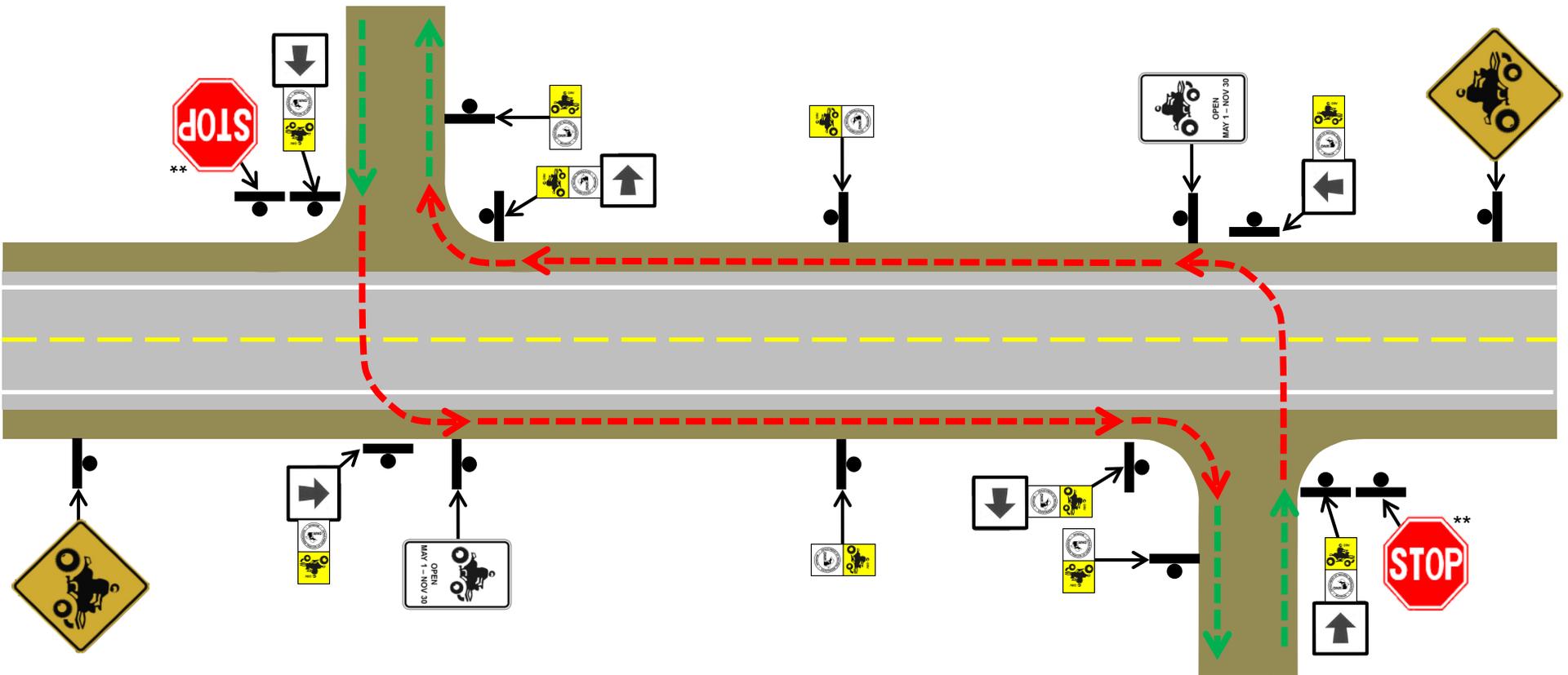


TWO WAY ROUTE OUTSIDE
OF THE HIGHWAY SHOULDER



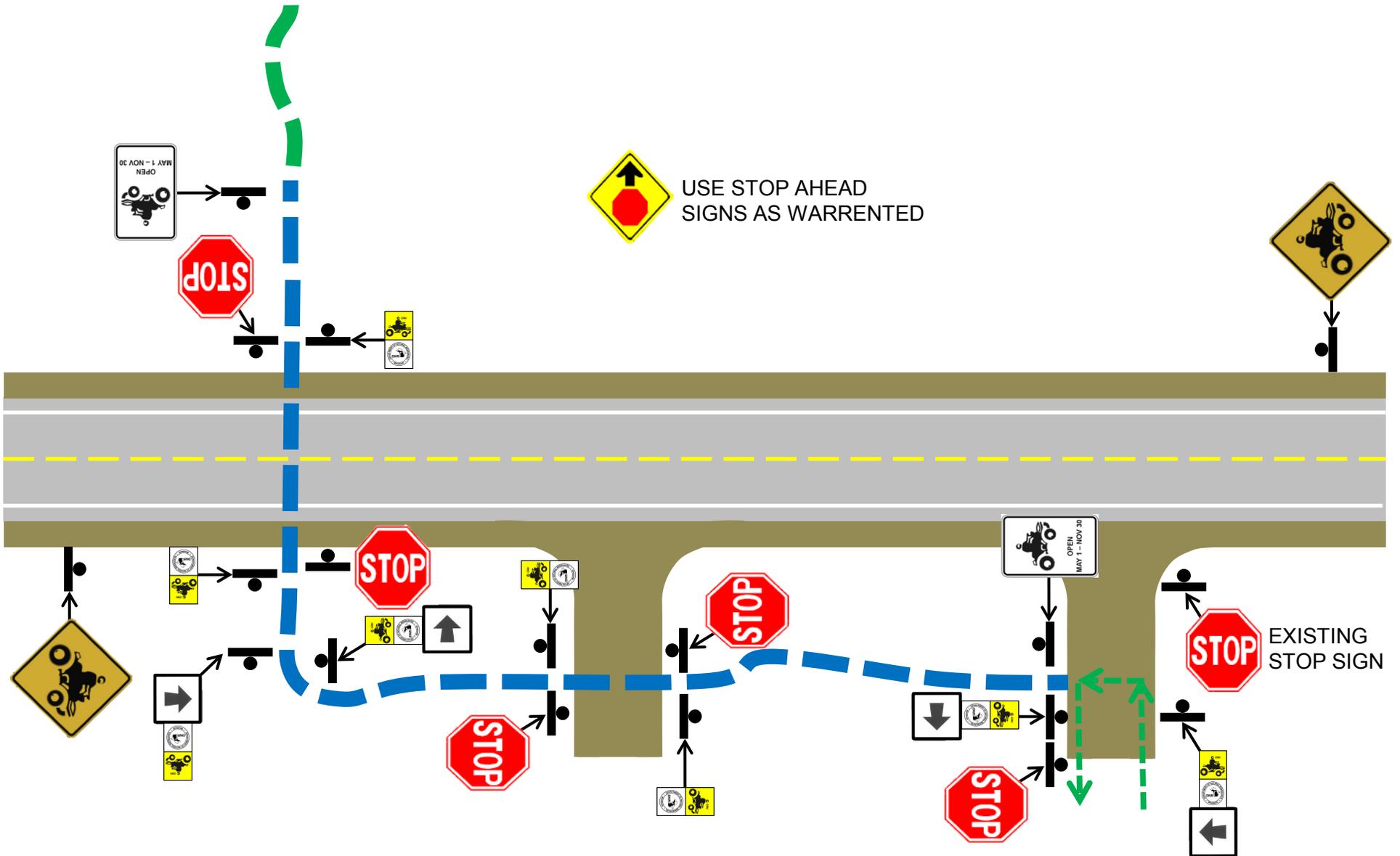
ILLUSTRATIONS

EXAMPLE CONNECTOR ROUTE USING HIGHWAY SHOULDER



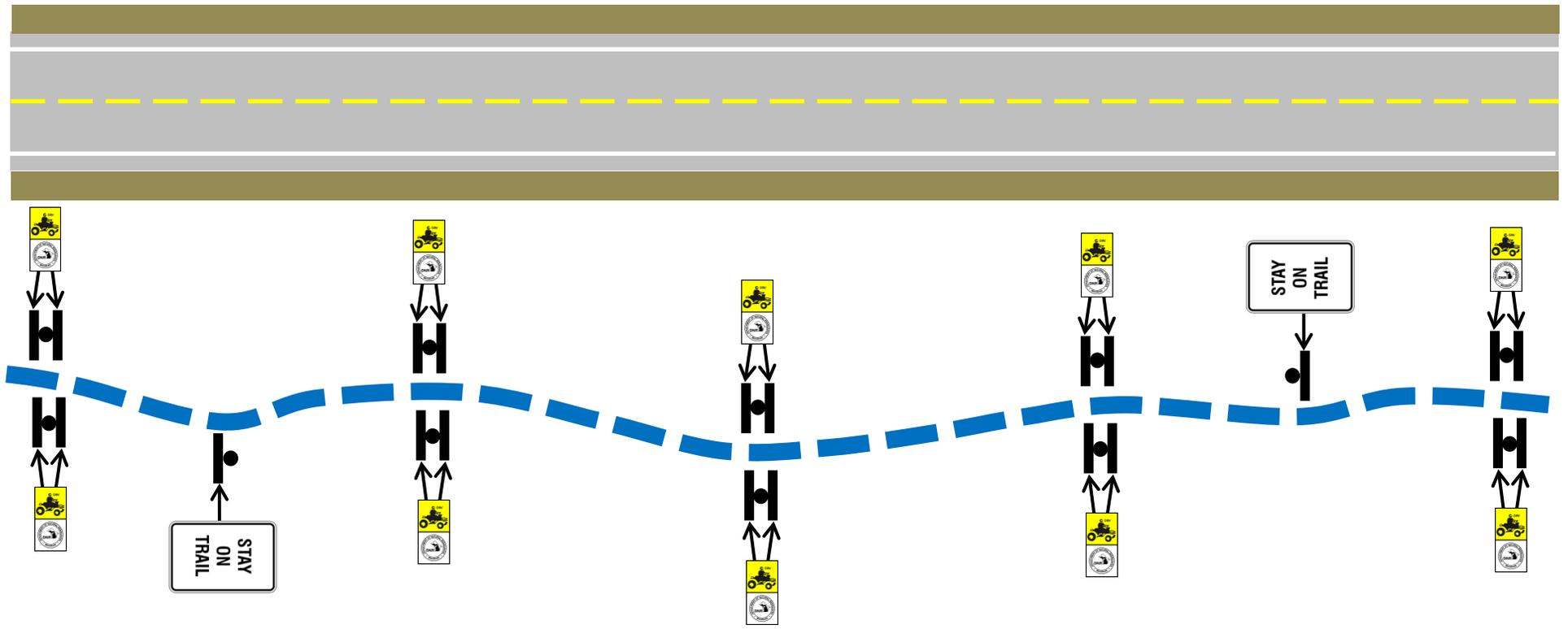
** EXISTING STOPS SIGNS AT ROAD INTERSECTIONS SHALL CONTROL ALL TRAFFIC INCLUDING ORV (DO NOT PLACE ROUTE STOP SIGNS WHERE ROAD STOP SIGNS ARE PRESENT)

EXAMPLE CONNECTOR ROUTE USING A TWO-WAY ROUTE OUTSIDE OF THE HIGHWAY SHOULDER



OPEN AREAS OF WIDE RIGHT-OF-WAY (INCREASED SIGNING FOR “STAY ON TRAIL”)

In areas where there is demonstrated evidence of off route operation additional signs may be used to control ORV traffic and limit disturbance of the surrounding terrain. Place ORV reassurance markers on both sides of the route, 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 open areas. Use in conjunction with “Stay on Trail” signs as warranted.



EXAMPLE TRANSITION FROM ROUTE ON SHOULDER TO ROUTE OFF SHOULDER

A connector segment within the highway right-of-way may have to use a combination of highway shoulder and routes that are off of the highway shoulder depending on local conditions. Some areas outside of the highway shoulder do not have suitable terrain; such as steep slopes, deep ditches, wet areas or environmental concerns. There are also areas where the highway does not have a shoulder or the shoulder is too narrow to accommodate ORV use. Each highway segment must be evaluated to determine if or where ORV routes can be accommodated.

