

**PRINCE EDWARD ISLAND SNOWMOBILE ASSOCIATION**  
**Trail Maintenance Policy**

## **1.0 Introduction**

This policy should be utilized in conjunction with the trail development policy.

- 1.1 This policy describes trail maintenance requirements for all trails which connect to the PEISA snowmobile trail system
- 1.2 This policy describes requirements for trail signage, trail bridging structures, and trail fencing. This policy should be utilized in conjunction with the trail development policy.

## **2.0 Authority**

- 2.1 This policy is authorized by Board of Directors, Prince Edward Island Snowmobile Association, hereafter referred to as the Association.
- 2.2 Off-Highway Vehicle Act and Regulations are authorized by the Government of Prince Edward Island.
- 2.3 Confederation Trail development standards are the responsibility of the Department of Economic Development and Tourism.

## **3.0 Policy**

### **3.1 Trail Inspection & Maintenance Schedule**

Trail inspection and maintenance must be completed prior to December 1, snowmobile season opening of each year.

During the snowmobile season, December 1 - March 31, the trail should be inspected every second week.

Inspections can be completed by trail groomer operators, trail wardens, or Directors. Identified issues must be reported to the appropriate Director who will authorize corrective action to reduce or eliminate the hazard to the snowmobiler.

#### **Brush Cutting/Encroachment**

Encroachment by trees into 1.5 meters of the trail must be trimmed as close to the ground as possible. In addition the trail must be cut wider on the inside of curves to improve oncoming visibility. Overhanging or downed trees must be cut back and cleared from the snowmobile trail.

### Bridges

Bridges are a speciality requiring engineering expertise. The PEISA will work with the Provincial Department of Transportation and Public Works (TPW) for their cooperation in bridge inspection, specifications and repairs. Bridge repairs involving bridge railings must be completed to ensure the snowmobiler's safety.

### Washouts

Safety hazards such as washouts must be addressed immediately. Either the washout damage is repaired or the trail must be rerouted using appropriate trail detour signs. If the trail is rerouted on another property, a signed PEISA Land User Permission form must be obtained. For additional trail requirements please see the Trail Development Policy.

### Ditches

Review and identify improvements needed to ditches to alleviate possible drainage problems which will affect snowmobile crossings. Repairs should be completed prior to ground freezeup and at a time which will not damage a land owners property.

### Signage

Signs which are removed, stolen or broken must be replaced. See section 3.4 Signage Standards.

**3.2 Annual Trail Inspection Report form.**

<b>PEISA Annual Trail Inspection Report</b>		
Date:	Time:	
Trail Route No.:	Inspection Team:	1.
Trail Location:		2.
		3.
Description of current state of trail, fencing, ditches, signage, and bridges:		
Identification of hazards:		
Repairs Required:		
Signature of team leader: _____		Form No: 123456
Date received by PEISA: _____		

**3.3 Bridging Structure Standard**

## **Forward**

These standards form part of the Confederation Trail maintenance program provided by the Province of Prince Edward Island, Bridge Standard Part 2 revised January 1998. Certain portions of this text have been modified to meet the trail development needs of the PEISA.

## **Disclaimer**

This document is intended for the general information of the PEISA and local clubs. Contract tender documents for a specific bridge or crossing will fully describe the details for construction of any such structure and will include reference to the relevant provincial legislation.

## **Objectives**

To construct or maintain bridges to a safe standard for a snowmobile trail that is in keeping with a rural, natural landscape.

## **Factors**

Bridges will be built of wood unless a stronger material is required.

Bridges will be built to accommodate snowmobile and or trail groomer and drag.

Bridges are built to cross streams or other waterways that would pose a hazard to a snowmobile operator.

Structural assessment of bridges are required:

- a. prior to the bridge being added to the trail system, and
- b. on an annual basis.

## **Application**

Bridges require a full deck, a full railing, plus a run-off at each end sloping into the ground.

## **3.4 Fencing Standard**

## **Forward**

These standards form part of the Confederation Trail maintenance program provided by the Province of Prince Edward Island, Bridge Standard Part 4 revised February 2002. Certain portions of this text have been modified to meet the trail development needs of the PEISA.

## **Disclaimer**

This document is intended for the general information of the PEISA and local clubs. Contract tender documents for the construction of a specific fence or barrier will fully describe the details for construction of any such structure and will include reference to the relevant provincial legislation.

## **Objectives**

To provide for effective separation of trail users from privately owned land where desirable for reasons of safety and liability.

## **Factors**

The PEISA trail system passes through privately owned land which are not normally in use during the winter snowmobile season. However, where the location of a snowmobile trail is through or adjacent to lands which are in use by the land owner, and where such use may offer significant risk to both the land owner and trail users, an effective separation is desirable.

Trails which are leased in winter for snowmobiling are under the joint management of the PEISA and the landowner and under the single management of the landowner for the remainder of the year.

Only those portions of the land designated as a snowmobile trail are for use by members of the PEISA. For more specific information please refer to the relevant PEISA Snowmobile Land Use Permission form.

## **3.4 Fencing Standard (continued)**

**Application**

Fencing will be constructed and maintained by agreement between the PEISA and the landowner. Fencing will be constructed:

- a. within or along pasture-land boundaries where livestock may be kept during winter;
- b. within or along land where farm or other equipment is to be stored;
- c. within or along land where construction or excavation is or may exist;
- d. within or along any other area where the safety of the snowmobile is determined to be at risk.

Fencing must not be constructed of barbed wire as this poses a safety hazard to the snowmobiler.

Fencing should be constructed of upright wood post, minimum 6 inches, not less than 4 feet above the ground, spaced a maximum of 7 feet with, where necessary, a cross post of 2 inch by 4 inch wood boards.

The PEISA will post no-trespassing signs along the fence to indicate which portion of the property is not part of the snowmobile trail system.

The PEISA will post signs indicating “Leased Land, Stay on Trail”, which will indicate which portion of the property is part of the snowmobile trail system.

### **3.5 Signage Standards**

#### **Forward**

These standards form part of the Confederation Trail maintenance program provided by the Province of Prince Edward Island, Signage Standard Part 8, 8.1, and 9 revised February 2002. Certain portions of this text have been modified to meet the trail needs of the PEISA.

#### **Objectives**

To identify necessary signage and its placement for the safe use by snowmobilers of the PEISA trail system.

#### **Factors**

Signage is of two types, warning and information.

Warning signs are distinguished by colours and shapes identifiable with road signs.

Information signs are required to provide general information to snowmobilers on the trail about their location in relation to population centres (distance) and the type of snowmobile related services available at each population centre.

The snowmobile trail may cross public roads, forestry logging roads, or points that need to be consistently marked for awareness of both snowmobilers and vehicular traffic.

Potential hazards along the trail may include: bridges, structures, road intersections, high embankments, curves, and private crossings.

Winter use by snowmobiles poses additional hazards where trail definitions may be obscured in particular weather conditions.

#### **Application**

##### Warning signs

Warning signs are located perpendicular to the trail, facing trail users who approach them. No other signs may be placed on the same post with warning signs unless specified below. Only posts for warning signs are permitted to be located on the edge of the trail bed and they must be located at least one metre from the edge of the trail so as to not be affected by grooming

operations.

### Road intersections

The following signs must be posted beside the trail approaching all public or private road crossings. All signs must be posted so as not to interfere with either road snowplow operations or trail grooming operations

### Information Signage

Information signs are located perpendicular to the trail, facing trail users who approach them. More than one information sign may be placed on the same post. Information sign posts must be located near trail intersections but at least one metre from the edge of the trail so as not to be affected by grooming operations.

### PEISA Signs

1. **“Stop”** signs are placed on a post back from and to the right hand side of the road crossing. Minimum size sign is 30 cm (12"). The sign must be mounted 150 cm (5 feet) above the trail surface to the bottom of the sign.
2. **“Stop Ahead”** signs are placed on a post 100 metres back and to the right hand side of the trail from every stop sign. Minimum size sign is 30 cm (12"). The sign must be mounted 150 cm (5 feet) above the trail surface.
3. **“Route number”** signs can be attached to Stop Ahead signs. They are to be printed on a white background with black lettering.
4. **”Bridge Ahead”** signs are placed on a post 100 metres back and to the right hand side of the trail in both directions from the bridge. Minimum size sign is 30 cm (12"). The sign must be mounted 150 cm (5 feet) above the trail surface.
5. **“Yield”** and **“Driveway Ahead”** signs will be marked on active private driveways.
  - Yield signs are placed on a post back from and to the right-hand side of the active private driveway.
  - Driveway Ahead signs are placed on a post 100 metres back and to the right-hand side of the trail in both directions from the active private driveway. Minimum size sign is 30cm (12"). The sign must be mounted 150 cm (5 feet) above the trail surface.

3. **“Steep Bank”** signs are placed on a post 100 metres back and to the right-hand side of the trail from this hazard. Minimum size sign is 30 cm (12"). The sign must be mounted 150 cm (5 feet) above the trail surface
4. **“Slow / Children Playing”** signs may be required where the trail passes near or through a residential area. *The speed limit in such zones is 40 kilometres per hour.*
5. **Speed limit** signs will be posted on the right-hand side of the trail in both directions as follows: at the beginning of the trail and at the mid point of the trail. Speed limit signs are a minimum of 30 cm (12") high and are rectangular in shape with black lettering on a white background. The speed limit is 80 kilometres per hour unless otherwise stated.
6. **“Location / Services”** signs are combination signs which have:
  1. A place name on the top portion of the sign;
  2. A distance in kilometres to the place name;
  3. An arrow pointing in the direction of the place name.
  4. A symbol or symbols on the bottom portion of the sign representing services available at that place name.

These signs are to be:

5. A minimum of 8 inches by 24 inches in size;
6. Printed on a blue background with white lettering;
7. To have a maximum of 2 place names on each sign;
8. To identify, at a minimum, services for fuel, food and accommodations where available.

### **Important**

Warning signs are to be used consistently across the trail.

### 3.5.1 Forestry Road Crossings

Forestry road crossings are temporary trail crossings constructed by the landowner or the designated forestry contractor to access woodlots.

The province of Prince Edward Island, Provincial Lands Division has agreed to the following conditions:

1. Forestry contractors, as a condition of their licence, will be responsible for providing signage for temporary crossings under the same terms as required in the PEISA lease;
2. The PEISA agrees to install proper signage for forestry crossings as per our trail lease agreement with the Province of Prince Edward Island, and as per section 3.5 Signage Standards, PEISA Trail Maintenance Policy.

## Appendix A

Provincial agreement to trail signage for forestry land / PEISA snowmobile trail crossings. Copy of electronic message sent to Brian Schmeisser, Director PEISA from Leo Creamer, Acting Manager, Provincial Lands.

-----Original Message-----

> From: Leo Creamer [<mailto:JLCREAMER@gov.pe.ca>]  
> Sent: May 26, 2003 10:55 AM  
> To: Brian Schmeisser  
> Cc: John Callaghan; Leo Gill  
> Subject: Crossing agreements.  
>  
>  
> Brian,  
>  
> I spoke to Leo Gill about making forestry contractors responsible for  
> signing temporary crossings.  
>  
> We are prepared to make it a condition of any temporary crossing  
> licences issued to forestry contractors that the licensee is required to  
> provide signage under the same terms as required in the PEISA lease.  
>  
> This would not release the PEISA from the lease requirement but would  
> make both parties responsible to see that proper signage is installed.  
>  
>  
>  
> Leo Creamer, CRA, R/W-AC  
> Acting Manager, Provincial Lands  
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