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“Tofino’s well-being is built upon a foundation of exceptional experiences that uplift bodies, minds and spirits while connecting visitors to Tofino’s genuine west coast peoples, eclectic culture and unique natural places.”

Tofino Tourism Master Plan Vision, August 2014

SIGN SYSTEM OVERVIEW

The Tofino Wayfinding System
Signage System Approach
Materials + Colours
Typography
Graphics + Icons
Maps
Sign Family
Library of Sign Types
The overall goal of the District of Tofino’s new signage policy is to elevate Tofino’s marketability as a tourism destination and focus on the products, services, and amenities that make it unique. A consistent sign regimen will enhance the tourist experience by effectively assisting visitors to orient themselves to the physical environment as well as aid navigation from place to place. It will also assist in proselytizing the Tofino brand.”

Tofino Resort Development Strategy

The Tofino wayfinding system is designed to be unique to the spirit and sense of this place and engaging of visitors and locals like, while also being functional, sustainable, low maintenance and flexible.

What is wayfinding?
Wayfinding is about helping people to find their own way to a particular destination. It’s about helping people understand where they are and which way they need to go. An organized system of signs is an important part of wayfinding.

Why is wayfinding necessary in Tofino?
Tofino now attracts up to 22,000 visitors on a summer weekend. Improved wayfinding signage will more effectively assist the first time visitor in effectively orientating themselves. For the repeat visitor, it would deepen their understanding and appreciation of the area, and aid in navigation from place to place.

The District of Tofino has set out several goals to improve wayfinding throughout the area. This includes communications, understanding, and navigation for visitors and residents to find various services, commercial enterprises, and recreational opportunities. Moreover, the signage should be responsive to users’ needs, comprehension levels, and ages. These objectives include to:

- Develop an exterior signage plan for the area which facilitates ease of wayfinding for both visitors and residents, especially at key locations, such as traffic intersections like Fourth St. & Campbell St.
- Implement signage that is welcoming to visitors, both new and frequent.
- Create a cohesive system of identification signs which have logical relationships in placement, size, style, and colour.
- Develop signage that has design elements that are compatible with the look and feel of Tofino’s “personality”.
- Create signage and wayfinding which are in alignment with stakeholder’s vision, priorities, and values described in precedent documents provided by client and startup meeting.
- The new wayfinding signage system should appear clear, visible, and integrated.
- Create quick temporary parking information signage for Chesterman Beach area and temporary directional signage to historic Main Street.

How do the signs work?
The signs in this package are designed to:

- Create clear reference points for drivers with consistent and larger signage.
- Develop hierarchy in destinations and signage messaging.
- Create enough uniformity to give users clues on what to look for.
- Privilege public and municipal information over commercial information.
- Create clarity for drivers with scale of signage and contrast.

Signage has been considered to work for different modes of transport—pedestrian, cyclist, skateboarder, car. Viewing distance and rate of speed are important in determining the amount of information that can go on a sign as well as the material type and size of the sign and the sign information. It’s important in continuing the system to choose the right type of sign for the right purpose.

The Library of Sign Types, on pages 10-13, outlines the features and purposes of each of the signs in the system.

Less is more
The natural character of the Tofino area must not be diminished by unnecessary signage. It’s important to pause and consider the need for any proposed sign prior to implementation. We aim also to refrain from placing signs in competition with other elements; a sign obstructing scenery or other features will command little attention and also spoil the enjoyment of the area.

Because wayfinding decisions are often made quickly—especially by drivers—all effort has been made to make all messages succinct and easy to understand. Messages will be edited to be as brief as possible without sacrificing clarity.

Phasing signage over time
This document outlines guidelines and recommendations for the successful design and implementation of a comprehensive signage system which can be implemented over time. As the signage is implemented, it may become clear that certain signs are no longer necessary. Or, as older signs are in need of replacement, that signs which are not currently identified in this document will need to be added. As such, the signage will be implemented in phases and each sign is designed to be flexible such that components can be updated, adapted and replaced as necessary.
Signage System Approach

Conceptual approach to signage

Bearing in mind the functional goals of the work, every sign speaks in multiple ways and the art of the design process is to define and express the material and spiritual culture of Tofino. For the purposes of this project it was noted that the following ideas will ideally be communicated through the choice of material, colour, form, typography and graphic design in the signage project:

**Natural**—Tofino is a community built around the beach, the ocean, the trees, and the rain.

**Organic**—Precision is not as important as being spontaneous and unexpected.

**Casual**—This is not the "big city", but a place that is friendly and easygoing.

Additional ideas have been taken into consideration:

- Generate an eclectic feel, but the balance appearance of 'randomness' with clarity.
- Integrate texture, colour, typography and graphics which convey the spirit of Tofino, particularly at the pedestrian scale.
- Use the ground plane or other unexpected surfaces and materials to convey personality and youthful character.

**Earth, Ocean and Sky**

The natural environment of Tofino—comprised of ocean, earth or forest, and sky—defines a material and colour palette for signage. Combined with a youthful sensibility which honours the organic appreciation of material change over time, these ideas form the anchor for the signage palette of material, colours and forms.
Not only are materials selected for their association to the elemental palette, but also for durability, aesthetics, economy, and sustainability. A colour palette has been defined to further the elemental palette, while maintaining flexibility for graphics, typography and maps.

Corten and weathered steel make visual the passage of time and the effects of the ocean. Blackened wood and aged cedar draw direct connections to the earth. And finally, fabric banners reveal the movement of air.
The typefaces included in the Tofino wayfinding system are an integral part of the signage visual language, the sign system and to how Tofino is perceived by the public.

Alternate typefaces are, therefore, not advisable. A license for these fonts must be purchased by any organization using them for the design of Tofino signages. Information on where to buy the fonts is located at left.

**Eames Century Modern Stencil** was chosen because of the requirement for applying signage on unconventional surfaces such as asphalt. This stencil typeface has graceful and well-considered curves which balance out the utilitarian feel that is common to other stencil typefaces. In general, this typeface provides a rich contrast to the simpler typefaces in the family which adds to the eclectic feel of the signage system.

Two typefaces are used for large identification and destination information: **Knockout Featherweight** and **Klinic Slab Bold**. Knockout Featherweight is used for primary information on each sign. When placed in a vertical orientation, the text is always ALL CAPS. The condensed nature of this typeface allows for longer wording to fit more comfortably on a smaller sign surface, therefore this is an economical choice for keeping signage smaller. Klinic Slab Bold is used for secondary information on signs, such as details on destinations. The slab serif is chosen, again for contrast with the condensed sans serif, and because it combines “industrial strength” with fluid geometric shapes for a contemporary appearance.

A very simple sans serif, **Karbon Medium** has been chosen for use only for detailed information on maps, directories and smaller notes on signs where simple, direct communication is important no matter the sign medium.

In wayfinding signage, arrows should be regarded as part of the typographic identity. The arrow shown has been chosen specifically for its readability and visual coordination with the typefaces in the Tofino signage package.
Painted swashes and custom icons contribute to the wider graphic system for the Tofino wayfinding system. The paint treatment is a reference to the calligraphic water-based ink treatment that is the Tourism Tofino brand.

These marks will be used, individually as a backdrop for the asphalt graphics and banner graphics, and also as elements of decoration on signage. They are reminiscent, also, of street art by notable artists such as Banksy, particularly when applied to asphalt. Each application of the work on a surface will be unique, due to the use of stencils and spray paint, further creating a unique approach to custom signage that is a part of the Tofino wayfinding system.

For the Tofino wayfinding system, the swashes are a subtle reference to thematic elements of ocean, earth and air, create graphic energy and are used to pattern areas of certain signs where having graphic information may reduce vandalism.

Icon Set

The icons have been designed to communicate quickly, with a style that is unique to Tofino’s wayfinding system. They are not generic nor shared by any other signage system and should be used without modification to provide consistent clues across the signage.

They are intended for use on maps and as stand-alone metal badges to be applied to the wood surface of Large ID/Directional signage.

Graphics + Icons

Painted swashes and custom icons contribute to the wider graphic system for the Tofino wayfinding system. The paint treatment is a reference to the calligraphic water-based ink treatment that is the Tourism Tofino brand.

These marks will be used, individually as a backdrop for the asphalt graphics and banner graphics, and also as elements of decoration on signage. They are reminiscent, also, of street art by notable artists such as Banksy, particularly when applied to asphalt. Each application of the work on a surface will be unique, due to the use of stencils and spray paint, further creating a unique approach to custom signage that is a part of the Tofino wayfinding system.

For the Tofino wayfinding system, the swashes are a subtle reference to thematic elements of ocean, earth and air, create graphic energy and are used to pattern areas of certain signs where having graphic information may reduce vandalism.
The Tofino wayfinding map is a critical element not only in wayfinding but in the founding concept of the system identity. The map is designed to be simple, clear and informative.

When implementing the map in any of the orientation signs, such as Large or Small ID/Orientation signs, it is important to place the map on the side of the pole facing north. If this is not possible, due to site conditions, the map may be placed on an adjacent side of the pole, however it is not recommended to be facing south as this may cause some confusion in viewers.

The map should never be redrawn and should be printed from the designer-supplied final digital files. As there may be regular updates to the files, ensure that you are working with the most recent.
These signs are used to identify major vehicle entrances. The destination name should be listed as the primary information, i.e. Industrial Way. The secondary information area may contain up to three lines of text plus a distance and an arrow, if necessary. Signs are double-sided. An optional map band can be included around the base of the pole with bus stop information, if required.

Place along wide stretches of road with long sight lines from both sides. Locate next to entry driveway, with maximum sight line, generally perpendicular to road.

These signs are used to identify secondary destinations, either at the destination itself or at the major entryway. The destination name should be listed as the primary information, i.e. South Chesterman Beach. Signs are double-sided. A map band is included around the base of the pole with bus stop information possible to be integrated, if required.

Place at prominent corners with sight lines from both sides. Locate next to entry driveway, with maximum sight line, free of blocking from trees or other signs.
These signs are a key directional element in the system and will function for vehicles at lower speeds in town, cyclists and pedestrians. Sign blades are double-sided and are oriented toward the destination listed, which reflects distances in metres. Up to three destinations can be stacked on any sign post. A map band is included around the base of the pole with bus stop information possible to be integrated, if required.

Place on street corners, at street junctions where a decision must be made regarding changing direction.

These signs are designed to direct traffic at low to medium speeds (up to 50 km/hr). They are primarily for indicating that a change in direction will be required for RV parking. They are single-sided and placed perpendicular to traffic approaching Tofino from the south.

The destination name should be listed as the primary information, ie. RV Parking, with an arrow and appropriate icon, if any. Place along wide stretches of road with maximum sight lines for approaching traffic. Locate at least 50 metres in advance of the change in direction as a warning to drivers. A secondary sign may be placed at the intersection, if required and if sight lines permit.
These signs are used separately and together along the paved Multi-Use Pathway (MUP) to point the way, indicate distance and feature the translated names of destinations in the Nuu-chal-nulth language.

Milestone markers should be placed perpendicular to the MUP no closer than 500 metres in relation to each other or to other directional signage (except the Horizontal Plane Markers). Arrows align to the destination being marked.

Horizontal Plane Markers should be placed in a clean asphalt area away from cross walk or other traffic markings with arrows aligned to destinations.

These are temporary signs used to identify locations of local events. They can be positioned at event sites, as well as be used as “breadcrumbs” to lead visitors to the event site.
These are temporary signs designed for implementation along Lynn Road and Chesterman Beach Rd (Parking) and in the town centre (Main St Shops and Services).

<table>
<thead>
<tr>
<th>APPLICATION</th>
<th>VISUALIZATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>These are temporary signs designed for implementation along Lynn Road and Chesterman Beach Rd (Parking) and in the town centre (Main St Shops and Services).</td>
<td></td>
</tr>
</tbody>
</table>

MUP - Milestones and Horizontal Plane Markers
SIGN DETAIL DRAWINGS

Large ID / Directional / Orientation
Small ID / Orientation / Bus Stop
Small Directional / Orientation
RV — Directional, Parking, No Turn Around
Multi-Use Path — Milestones
Multi-Use Path — Horizontal Plane Markers
Events / Temporary
Parking Information
Interim Main Street Roadway
INDUSTRIAL WAY

ELEVATION

1/2" : 1' - 0"

1/8" ALUMINUM SLEEVE WRAPPED AROUND ALL FOUR (4) SIDES OF POST; WITH POWDER-COATED GRAPHICS ON 1+ FACES AND ANTI-GRAFFITI COATING; WITH EASED CORNERS; MOUNTED 4' AFF, ON CENTRE (OPTIONAL) LASER ETCHED AND INFILLED ALUMINUM BADGE; WITH RADIUSED CORNERS; 1-3 BADGES ON EACH SIGN, WITH A SINGLE ICON FROM THE ICON SET ON EACH; PLACE RANDOMLY ON ALL POST FACES

2" RAW STEEL PIPE SECURED TO STEEL CAP WITH FLANGE OR SIMILAR FITTING; WITH END CAP TO ENSURE HANGING SIGN CANNOT SLIDE OFF

2" RAW STEEL PIPE SECURED TO STEEL CONNECTOR WITH FLANGE OR SIMILAR FITTING; WITH END CAP TO ENSURE HANGING SIGN CANNOT SLIDE OFF

HANGING SIGN 1; DOUBLE-SIDED; DIGITALLY-PRINTED 14 OUNCE BLOCKOUT NYLON MESH; WITH SLEEVES AND WEIGHTED RODS ON TOP AND BOTTOM; WITH SINGLE GROMMET ON UPPER INTERIOR CORNER TO SECURE BANNER TO TOP BAR

HANGING SIGN 2; DOUBLE-SIDED; SECURED TO STEEL PIPE WITH SWINGING HARDWARE

TYPE 1: 1/2" CEDAR PLANK; WITH PAINTED LETTERS

TYPE 2: 1/4" CORTEN STEEL; WITH 3/16" PAINTED ALUMINUM LETTERS SECURED TO FACE WITH HIGH-BOND EXTERIOR-GRADE EPOXY

TYPE 3: DIGITALLY-PRINTED 14 OUNCE BLOCKOUT NYLON MESH; WITH SLEEVES AND WEIGHTED RODS ON TOP AND BOTTOM; WITH SINGLE GROMMET ON UPPER INTERIOR CORNER TO SECURE BANNER TO TOP BAR

1/8" STEEL CABLE SECURING BASE OF SIGN TO POST; WITH SOME SLACK ALLOWING FOR MOVEMENT

- (OPTIONAL) LASER ETCHED AND INFILLED ALUMINUM BADGE; WITH RADIUSED CORNERS; 1-3 BADGES ON EACH SIGN, WITH A SINGLE ICON FROM THE ICON SET ON EACH; PLACE RANDOMLY ON ALL POST FACES

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WOOD POST SET/SECURED INTO RAW STEEL BASE; WITH FASTENING RIVETS; WITH DRAIN HOLES AT BASE

SITE-SPECIFIC FOUNDATION TO BE CONFIRMED FOLLOWING SURVEY AND STRUCTURAL ENGINEERING

6" x 6" NATURAL WOOD POST, STRUCTURAL GRADE (BLACKENED WESTERN CEDAR/REFURBISHED FIR)

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HANGING SIGN 2; DOUBLE-SIDED; SECURED TO STEEL PIPE WITH SWINGING HARDWARE

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1/8" STEEL CABLE SECURING BASE OF SIGN TO POST; WITH SOME SLACK ALLOWING FOR MOVEMENT

- (OPTIONAL) LASER ETCHED AND INFILLED ALUMINUM BADGE; WITH RADIUSED CORNERS; 1-3 BADGES ON EACH SIGN, WITH A SINGLE ICON FROM THE ICON SET ON EACH; PLACE RANDOMLY ON ALL POST FACES

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WOOD POST SET/SECURED INTO RAW STEEL BASE; WITH FASTENING RIVETS; WITH DRAIN HOLES AT BASE

SITE-SPECIFIC FOUNDATION TO BE CONFIRMED FOLLOWING SURVEY AND STRUCTURAL ENGINEERING
ELEVATION
3/4" : 1' - 0"

HANGING SIGN
1" : 1' - 0"

ALUMINUM SLEEVE
1 1/2" : 1' - 0"

ALUMINUM BUS BADGE
3" : 1' - 0"

1/8" ALUMINUM SLEEVE WRAPPED AROUND ALL FOUR (4) SIDES OF POST; WITH POWDER-COATED GRAPHICS ON 1+ FACES AND ANTI-GRAFFITI COATING; WITH EASED CORNERS; MOUNTED 4' AFF, ON CENTRE PAINTED ALUMINUM BADGE DENOTING BUS STOP, WHERE APPLICABLE; WITH RADIUSED CORNERS;

6" x 6" NATURAL WOOD POST, STRUCTURAL GRADE (BLACKENED WESTERN CEDAR/REFURBISHED FIR)

1/8" STEEL CABLE SECURING BASE OF SIGN TO POST; WITH SOME SLACK ALLOWING FOR MOVEMENT

TYPE 1:
1/2" CEDAR PLANK; WITH PAINTED LETTERS

TYPE 2:
1/4" CORTEN STEEL; WITH 3/16" PAINTED ALUMINUM LETTERS SECURED TO FACE WITH HIGH-BOND EXTERIOR-GRAdE EPOXY

TYPE 3:
DIGITALLY-PRINTED 14 OUNCE BLOCKOUT NYLON MESH; WITH SLEEVES AND WEIGHTED RODS ON TOP AND BOTTOM; WITH SINGLE GROMMET ON UPPER INTERIOR CORNER TO SECURE BANNER TO TOP BAR

1/8" STEEL CAP SECURED TO TOP OF WOOD POST; WITH FASTENING RIVETS

2" RAW STEEL PIPE SECURED TO STEEL CAP WITH FLANGE OR SIMILAR FITTING, WITH END CAP TO ENSURE HANGING SIGN CANNOT SLIDE OFF

ALUMINUM SLEEVE 1 1/2" : 1' - 0"

SITE-SPECIFIC FOUNDATION TO BE CONFIRMED FOLLOWING SURVEY AND STRUCTURAL ENGINEERING

HANGING SIGN; DOUBLE-SIDED; SECURED TO STEEL PIPE WITH SWINGING HARDWARE

TYPE 1:
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1/8" STEEL CABLE SECURING BASE OF SIGN TO POST; WITH SOME SLACK ALLOWING FOR MOVEMENT

ALUMINUM SLEEVE 1 1/2" : 1' - 0"

HANGING SIGN 1" : 1' - 0"

4'-0"

7'-6"

12'-10"

2'-4 1/2"

1'-8"

5'-0"

8"

2'-4 1/2"

4 1/2"
Small Directional / Orientation

1/8" ALUMINUM BLADE WITH RADIUS CORNERS; PAINTED; WITH DIGITALLY-PRINTED GRAPHICS; WRAPS AROUND 2.5 FACES OF POST; SECURED WITH COUNTER-SUNK TAMPERPROOF HARDWARE PAINTED TO MATCH (2 BOLTS MINIMUM); MAX LIMIT OF 3 BLADES

4" x 4" NATURAL WOOD POST, STRUCTURAL GRADE (BLACKENED WESTERN CEDAR/REFURBISHED FIR)

1/8" ALUMINUM SLEEVE WRAPPED AROUND ALL FOUR (4) SIDES OF POST; WITH POWDER-COATED GRAPHICS ON 1+ FACES AND ANTI-GRAFFITI COATING; WITH EASED CORNERS; MOUNTED 4’ AFF, ON CENTRE

WOOD POST SET/SECURED INTO RAW STEEL BASE; WITH FASTENING RIVETS; WITH DRAIN HOLES AT BASE

SITE-SPECIFIC FOUNDATION TO BE CONFIRMED FOLLOWING SURVEY AND STRUCTURAL ENGINEERING

ELEVATION 3/4" : 1’ - 0"

SIGN ANGLE ALIGNED TO DESTINATION IN 10 DEGREE INCREMENTS

ALUMINUM SLEEVE 1 1/2" : 1’ - 0"

ALUMINUM BLADE - HORIZONTAL SECTION 1 1/2" : 1’ - 0"

4" x 4" NATURAL WOOD POST, STRUCTURAL GRADE (BLACKENED WESTERN CEDAR/REFURBISHED FIR)

4” x 4” Natural Wood Post, Structural Grade (Blackened Western Cedar/Refurbished Fir)

1/8” Aluminum Sleeve Wrapped Around All Four (4) Sides of Post, With Eased Corners; Painted; With Digitally-Printed Graphics On Two Sides and Anti-Graffiti Coating; Secured With Counter-Sunk Tamperproof Hardware Painted to Match (2 Bolts Minimum)

6” x 6” Natural Wood Post, Structural Grade (Blackened Western Cedar/Refurbished Fir)

Wood Post Set/Secured Into Raw Steel Base; With Structural/Decorative Rivets; With Drain Holes at Base

Foundation to Be Confirmed Following Survey and Structural Engineering

Multi-Use Path — Milestones
Multi-Use Path — Horizontal Plane Markers

Stay right and pass left
Use safe speed
Lights at night

Stay right and pass left
Use safe speed
Lights at night

Stenciled graphics on asphalt
Hand painted application

Multi-Use Path
— Horizontal Plane Markers

DIGITALLY-PRINTED BLOCKOUT NYLON MESH BANNER; CUSTOM GRAPHICS; DOUBLE-SIDED; WITH FIBERGLASS POLE AND STEEL BASE PLATE, WITH SWIVEL. RECOMMENDED PRODUCT: BOWFLAG® SELECT

CUSTOM 3’ NYLON MESH STREAMERS, PERMANENTLY SECURED TO TOP OF BANNER

EVENT NAME

ELEVATION
3/4” : 1’ - 0”
Parking Information
Interim Main Street Roadway
## Schedule of Quantities

<table>
<thead>
<tr>
<th>SIGN TYPE</th>
<th>EST COST / EACH</th>
<th>QUANTITY - PH 1</th>
<th>EST COST - PH1</th>
<th>QUANTITY - PH 2</th>
<th>EST COST - PH1</th>
<th>QUANTITY - PH 3</th>
<th>EST COST - PH1</th>
</tr>
</thead>
<tbody>
<tr>
<td>LARGE ID / DIRECTIONAL / ORIENTATION</td>
<td>$4,500</td>
<td>1</td>
<td>$4,500</td>
<td>0</td>
<td>$0</td>
<td>5</td>
<td>$22,500</td>
</tr>
<tr>
<td>SMALL ID / ORIENTATION / BUS STOP</td>
<td>$3,400</td>
<td>0</td>
<td>$0</td>
<td>3</td>
<td>$10,200</td>
<td>3</td>
<td>$10,200</td>
</tr>
<tr>
<td>SMALL DIRECTIONAL / ORIENTATION</td>
<td>$4,400</td>
<td>0</td>
<td>$0</td>
<td>5</td>
<td>$22,000</td>
<td>0</td>
<td>$0</td>
</tr>
<tr>
<td>RV - DIRECTIONAL</td>
<td>$1,700</td>
<td>0</td>
<td>$0</td>
<td>3</td>
<td>$5,100</td>
<td>0</td>
<td>$0</td>
</tr>
<tr>
<td>RV - PARKING</td>
<td>$1,700</td>
<td>0</td>
<td>$0</td>
<td>2</td>
<td>$3,400</td>
<td>0</td>
<td>$0</td>
</tr>
<tr>
<td>RV - NO TURN AROUND</td>
<td>$1,700</td>
<td>0</td>
<td>$0</td>
<td>3</td>
<td>$5,100</td>
<td>0</td>
<td>$0</td>
</tr>
<tr>
<td>MULTI-USE PATH - MILESTONES</td>
<td>$1,800</td>
<td>8</td>
<td>$14,400</td>
<td>0</td>
<td>$0</td>
<td>0</td>
<td>$0</td>
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<tr>
<td>MULTI-USE PATH - HORIZONTAL PLANE MARKERS</td>
<td>$375</td>
<td>16</td>
<td>$6,000</td>
<td>0</td>
<td>$0</td>
<td>0</td>
<td>$0</td>
</tr>
<tr>
<td>EVENTS / TEMPORARY</td>
<td>$800</td>
<td>6</td>
<td>$4,800</td>
<td>0</td>
<td>$0</td>
<td>0</td>
<td>$0</td>
</tr>
</tbody>
</table>

**PHASE 1 TOTAL**  
31  
$29,700

**PHASE 2 TOTAL**  
16  
$45,800

**PHASE 3 TOTAL**  
8  
$32,700

### Class D Estimate

1. Unless otherwise noted, cost per unit based on quantity of one with possible break-point at quantity of 6, TBD.
2. Figures are exclusive of taxes, site survey, footings, permits, engineering stamp/drawings and indicative of typical soil base.
4. Where possible, local suppliers have been contacted for confirmation of pricing.
Signage Locations (CONT'D)

KEY
- LARGE ID / DIRECTIONAL / ORIENTATION
- SMALL ID / ORIENTATION / BUS STOP
- SMALL DIRECTIONAL / ORIENTATION
- RV DIRECTIONAL
- RV NO TURN AROUND
- RV PARKING
- MULTI-USE PATH - MILESTONES
- MULTI-USE PATH - HORIZONTAL PLANE MARKERS
- EVENTS / TEMPORARY
FOR MORE INFORMATION

Information here on who to contact for Tender Questions and later, General Questions on the Plan.