



DRAFT
21 Sep
Not for
Use

Graphic Identity & Sign Guidelines Manual

Erie to Pittsburgh
Trail Alliance

EriePittsburghTrail.org

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INTRODUCTION

Signs of progress

July 2016



The Erie to Pittsburgh Trail is entering a new stage now. Longer sections of trail are coming together and it is now possible to plan multi-day trips on the trail. Assisted by the Trail Town Program, an economic development initiative of The Progress Fund, it has the opportunity to show visitors that it is maturing into a smart, well-appointed trail system. Trail users need and expect signage: to lead them to trail access areas; for rules and regulations; to describe the history and heritage of the region; to direct them to town services; and to orient and educate visitors.

The Trail Town Program, in partnership with the Allegheny Trail Alliance member organizations and several participating communities, embarked on a project to redefine signage on the Great Allegheny Passage Trail, both in terms of message and design. The team engaged ThoughtForm, a Pittsburgh design firm, to work with them to develop new sign protocols. ThoughtForm has extensive experience in developing wayfinding and signage for large public spaces.

The Allegheny Trail Alliance has graciously allowed the Erie to Pittsburgh Trail Alliance to build on that effort. The Erie to Pittsburgh trail Alliance gratefully acknowledges that this manual is adapted directly, with permission, from the ATA manual. Changes have been made to replace the ATA logos and colors with the EPTA logos and colors. We thank them for allowing us to do that.



The EPTA signage project had several goals:

- Make it easy for trail users in western PA to use trail signage;
- Eliminate the need for trail users to learn a new sign language every time they visit a new trail;
- The sign panels and structure would be as “green” as possible within pricing constraints;
- Structures would be designed so that volunteers could build them if trail organizations wished to assume that responsibility in-house;
- Sign structures would be simple and clean in order to not detract from the beauty of the trail’s natural landscape or town streetscapes.

We anticipate that the new signs will be added to the trail corridor incrementally, over a period of years. There may be opportunities to bundle the production of several signs under single contracts, but the trail organizations may produce these signs at their own pace, depending on need and resources available. Future trail users will benefit from these efforts, and their experience on the Erie to Pittsburgh Trail and the Great Allegheny Passage will be enhanced as a system-wide signage program moves to completion.

The Erie to Pittsburgh Alliance thanks the Allegheny Trail Alliance for allowing us to use the ATA manual as a basis for our manual.

The EPTA Signage Committee



FUNDING RESOURCES

For trail and trail town improvement projects

Trail Town Program
An economic development initiative of The Progress Fund

www.trailtowns.org

The Erie to Pittsburgh Trail Alliance

www.EirePittsburghTrail.org

Trail Volunteer Fund

www.they-working.org

FreeWheeling Easy

www.FreeWheelingEasy.com

PeopleForBikes Community Grant Program

<http://www.peopleforbikes.org/pages/grant-guidelines>

Keep PA Beautiful

<http://www.keeppabeautiful.org/GrantsAwards/25in25.aspx>

PNC Foundation Charitable Trusts

http://www1.pnc.com/pncfoundation/charitable_trusts3.html

Northwest Greenways Block Grant Program

<http://www.northwestpa.org/greenways-block-grant-program>

Also check out the updated information at:
<http://private.eriepittsburghtrail.org/funding/>

Your organization doesn't have to go it alone. There are many resources available to organizations seeking to improve the towns and trails of the Erie Pittsburgh Trail.

GETTING STARTED

How to use these guidelines

These guidelines are divided into eight sections.

Section 1, including this page, provides general background and overview information. Don't skip these pages!

Section 2, Logo Guidelines, presents the various color and style formats of Erie To Pittsburgh Trail Alliance

Section 3, General Graphic Specifications shows detailed information about general graphic elements including type fonts, arrows, symbols, and colors. Look for codes on the fonts and colors pages—they are referenced later.

Section 4, Sign Location Guidelines, includes typical access area plans and shows where the trail signs should be located. Your location is probably similar to one of these plans.

Sections 5, 6, and 7, show how to use, build, and lay out graphics for each sign in the Erie To Pittsburgh Trail sign family.

Section 8, Standards, explain the pendot and ADA standards

For each sign type, there are typically **three guide pages**.

The **Sign Overview Page** explains the purpose of the sign and where it is typically used.

The **Construction Specifications Page** shows how to build the sign and what materials and fasteners are needed.

Note: The sign post structures are simple enough to be made by trail groups with basic carpentry skills and access to standard shop tools. However, they may also be ordered direct from a qualified sign fabricator.

The **Graphic Specifications Page** shows how to lay out a sign's graphic message(s) and how to produce the graphic panel. Remember, fonts and colors are keyed by code to Section 3!

Note: Most graphic panels should be produced by a qualified sign fabricator. For a current list of sign fabricators that have been used by trail organizations, see the web page www.eriepittsburghtrail.org/signfabrixators.

GRAPHIC IDENTITY GUIDELINES

Logo overview: Erie To Pittsburgh Trail

Official Logo Format

12 Jul 2016



Official Logo Colors



EPTA Light Green

Paint or screenprint to match
PMS 368 C
C=65, M=0, Y=100, K=0



EPTA Dark Green

Paint or screenprint to match
PMS 349 C
C=90, M=12, Y=95, K=40



EPTA Blue

Paint or screenprint to match
PMS 307 C
C=100, M=22, Y=1, K=18



EPTA Dark Red

Paint or screenprint to match
PMS 506 C - Did not find on Pantone.com
C=36, M=91, Y=62, K=34 - from .eps file



White

Print or screenprint to match
PMS White



Gray

Print or screenprint to match
C=53, M=46, Y=45, K=11 - from .eps file

The Erie To Pittsburgh Trail graphic identity is the most essential aspect of the trail brand. It establishes the EPTA Trail as a unified and significant trail system and as such encourages greater trail use as well as tourism in the adjacent trail town communities.

Logo Use

The two standard logo formats at left are the only two approved identifying marks for the Erie To Pittsburgh Trail, and should always be used in accordance with the guidelines written in this document. For a complete description of the Erie To Pittsburgh Alliance's policy on logo use by member and non-member organizations, please visit eriepittsburghtrail.org/administration/logo-use-policy

Registration Mark

The trade mark [TM] must accompany the logo on all applications unless the application cannot accommodate the mark, such as on dimensional signage.

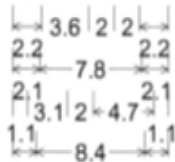
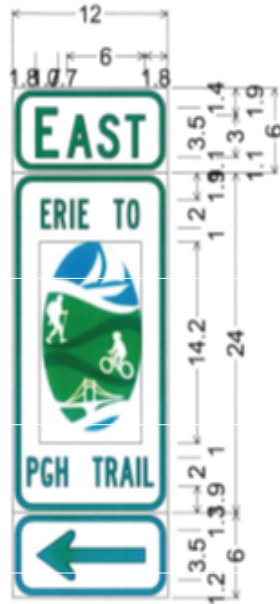
Color Palette

The official colors of the Erie Pittsburgh Trail identity are listed at left, along with their Pantone Matching System (PMS) numbers and CMYK formulas. Whenever possible, use only these match numbers or formulas to maintain a consistent brand appearance. Exceptions are noted on following pages for one-color applications.

Reproduction

When reproducing any Erie Pittsburgh Trail logo, always use original digital files from the Erie To Pittsburgh Alliance. Please don't reproduce copies or use low-resolution digital files (.jpeg, .gif, .png, etc). Also, don't make changes to the original artwork except to change size. Wherever possible, use artwork with the .ai or .eps extensions to avoid quality loss when re-sizing the logo.

Eire to Pittsburgh Trail Logo Sign On State Owned Roads



1.8" Radius, 0.4" Border, 0.2" Indent, Green on White;
 "E" C;
 "AST" C;
 1.5" Radius, 0.4" Border, 0.2" Indent, Green on White;
 "ERIE TO" B;
 "PGH TRAIL" B 80% spacing;
 1.5" Radius, 0.4" Border, 0.2" Indent, Green on White;
 Standard Arrow Custom 8.4" X 3.5" 180°;
 Table of distances between letter and object lefts.

1.8	E						
	2.4	2.4	2.1	1.5	1.8		
2.2	E	R	I	E			
	1.1	1.2	0.6				
	T		O				
	2.7	1.1	0.9	2.2			
2.1	PGH						
	7.8	2.1					
1.1	P	G	H				
	1.1	1.2					
	T		R	A	I	L	
	2.8	1.0	1.1	1.3	0.5	0.8	1.1
1.8	←						
	8.4	1.8					

Color PMS Numbers are:
 PMS 307 Blue
 PMS 349 Dark Green
 PMC 368 Light Green

Because this version has the trail name in letters against the white background, there's no brown such as used on the standard EPTA logo.

Also notice that there is not a trademark symbol on this version, because the normal lower right spot where the TM goes is not part of the image since the logo is in effect turned into an oval on a white rectangular background.

Erie to Pittsburgh Trail Logo Sign On State Owned Roads

PennDOT District 01 (serving Erie, Crawford, Warren, and Venango Counties along the EPTA) designed and approved a rectangular sign containing an oval color version of the Erie to Pittsburgh Trail logo for use when the trail is literally on a state-owned road. You'll notice that it is generally modeled on the lettered bike route signs on the BicyclePA Routes.

These are actually a stacked set of three separate metal reflectorized signs each of which are 12" wide, use Series B font on a white background, and are generally rectangular with rounded outer corners and green borders. Starting at the top is a 6" tall compass indicator (either East, West, North, or South), then a 24" tall ERIE TO PGH TRAIL sign with logo as oval inside outlined vertical rectangle which is 14.5" tall, and then at the bottom an optional 6" auxiliary arrow (either left, right, or special angle arrow). Color codes are PMS 307 Blue, PMS 368 Light Green, and PMS 349 Dark Green; white is standard. The metal post can be either a U-Channel or a square column with many holes.



The exact locations for each such sign post must be approved by PennDOT personnel prior to the installation, because they must take into account the distance from other existing signs and lines of vision especially for vehicle drivers. In addition, a written permit is required for each EPT sign along state-owned roads; sometimes PennDOT will cluster a group of such signs into a combined permit.

These reflectorized signs and posts will be approved only if they have been manufactured by PennDOT-approved vendors, which is a much smaller number of firms than you might imagine. See Appendix for current lists of state-approved sign and/or post manufacturers. Additional sales distributors carry and sell the products made by the approved firms. For updates to the vendor lists, contact your regional PennDOT Traffic Control Unit.

Signs On State Owned Roads

Within the Commonwealth of Pennsylvania, signs of all types positioned along state-owned roads are within the purview of the Pa. Department of Transportation, as the designated state entity to interpret and enforce the federal Manual of Uniform Traffic Control Devices (MUTCD) so that pedestrians, bicyclists, and drivers alike recognize, understand, and comply with safe, consistent signage. The New York Department of Transportation similarly handles the MUTCD in New York State.

Just because a roadway is designated with a state route number does not necessarily mean that it is a state-owned road. For example, in Oil City, Seneca Street is a state-owned road, but the parallel one-way Elm Street (which is the north-bound Business Route 8) is not state-owned. And, also in Oil City, West First Street's ownership varies by block. You can obtain information as to which roads and which blocks are state-owned by contacting the municipality in which the road exists, or by contacting the PennDOT district office.

Each PennDOT district office includes a Traffic Engineering Unit which is the full-time professional personnel who concentrate on sign positioning, policies, content, materials, periodic replacements, and related matters. This is the office which issues permits to allow new signage along state-owned roads, for instance. These employees are willing and able to advise you for those locations of the Erie to Pittsburgh Trail where EPTA is along or on state-owned roadways. It is recommended that you involve these state employees in your early planning for EPTA trail signs so that important details are included from the beginning. This participation does not imply that PennDOT will be a financial partner in the costs of producing, installing, or maintaining your resulting trail signs. In fact, PennDOT does not own, nor maintain, nor fund the EPTA signs along state-owned roads.

Within the territory including the EPTA, there are three PennDOT engineering districts. PennDOT District 01 serves Erie, Crawford, Warren, Forest, Mercer, and Venango Counties. The District 01 office is located at 255 Elm Street; P. O. Box 398; Oil City, PA 16301; Traffic Engineering Unit phone (814) 678-7158; fax (814) 678-7041. PennDOT District 10 serves Armstrong, Butler, Clarion, Indiana, and Jefferson Counties. The District 10 office is located at 2550 Oakland Avenue, Indiana, PA 15701; Traffic Engineering Unit phone (724) 357-0131; fax (724) 357-1904. PennDOT District 11 serves Allegheny, Beaver, and Lawrence Counties; its office is located at 45 Thomas Run Road, Bridgeville, PA 15017; main phone (412) 429-5000; Traffic Engineering Unit phone (412) 429-4973, or Bike/Pedestrian (412) 429-4803; fax (412) 429-4978. Chautauqua, Cattaraugus, Erie, and Niagara Counties in western New York are served by the New York Department of Transportation, district 5; its office is located at 100 Seneca Street, Buffalo, NY 14203; main phone (716) 847-3268.

Standard Federal/PennDOT Highways Signs Share the Road, Sharrows and Others

The most recent edition by the Federal Highway Administration (FHWA) of the Manual of Uniform Traffic Control Devices (MUTCD) was published in 2009 with Revision Numbers 1 and 2 incorporated, dated May, 2012. Chapter 9-B is devoted to signs for bicycle facilities and other trails. You may refer to the MUTCD at mutcd.fhwa.dot.gov. You'll find examples for just about any situation in this Manual.

Sharrows are street markings painted or affixed as decals onto the road surface itself. Generally speaking, the sharrow consists of a pair of chevrons combined with a bike symbol.

In highly urbanized areas, much more detailed signs for bike lanes, shared roads, and turning from bike lanes are found. Be sure to closely coordinate with the particular municipality and PennDOT district when designing, producing, or installing EPTA signs in such locations. See the MUTCD for sample lane markings.

A helpful simplified unofficial website www.trafficsign.us/bike-sign.html illustrates each bicycle/trail/trailhead sign type, its code number from the MUTCD, graphic specifications, and links to the relevant portion of the MUTCD. This site also has handy information about sign retroreflective sheetings, standard sign typefaces, sign posts and supports, and typical cost figures.

A simplified style of signage/markings used in Pennsylvania to delineate that a particular stretch of road has a high probability of carrying both bicycles and other vehicles varies in relation to the population density and vehicle volume for that road. A simple black-lettering-on-yellow diamond shaped sign is used on the right-hand side of the road says SHARE THE ROAD, and often includes the silhouette of a person on bicycle plus a car, or just silhouette of a bicycle.



GRAPHIC IDENTITY GUIDELINES

Individual Trail Logos

Throughout this manual the Eire to Pittsburgh logo is used on the signs. For those trails that are not on the main stem of the Erie to Pittsburgh Trail, they should replace the Erie to Pittsburgh logo with their logo.

Each trail of the Erie to Pittsburgh Trail Alliance will have a page in the manual. It will specify the logo and proportions (height to width). This ration will be used to design the replacement for the EPTA logo on signs

For those trails that are a member of the EPTA, on any individual trail sign, they may, if desired, place the phrase "A member of the Eire to Pittsburgh Trail Alliance" with a small size EPTA logo. Typical EPTA size would be 0.57 inches wide and 1 inch high.

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GRAPHIC IDENTITY GUIDELINES

Logo Armstrong Trail



Throughout this manual the Erie to Pittsburgh logo is used on the signs. For those trails that are not on the main stem of the Erie to Pittsburgh Trail, they should replace the Erie to Pittsburgh logo with their logo.

The ratio of the Armstrong Trail logo is approximately:

17 wide by 11 high.

GENERAL GRAPHIC SPECIFICATIONS

Typefaces and letter spacing

FONT LOGO1: CachetStd-Bold - used for the logo text

Font not yet purchased for display.

FONT T2: CachetStd REGULAR

Font not yet purchased for display.

FONT T3: CachetStd SEMIBOLD

Font not yet purchased for display.

FONT T4: CachetStd ITALIC

Font not yet purchased for display.

FONT T5: CachetStd CONDENSED

Font not yet purchased for display.

System Typefaces

The type family Cachet was chosen for Erie Pittsburgh Trail Alliance sign system because it is highly legible for signing purposes due to its proportions, comes in a variety of weights or styles which offers flexibility, and is already in use on map and promotional publications for the Trail Town Program and Great Allegheny Passage.

On graphic specifications drawings included in these guidelines, typefaces are keyed to this page with a two-character code.

(Example, T3 = Cachet Bold)

Fonts can be purchased from Adobe Systems or its authorized dealers. See www.adobe.com/type

Letter spacing guidelines

When setting type for sign messages, be sure they match the appearance of letter spacing—or tracking—shown in these guidelines. Typically, tracking for sign messages in these guidelines is 25 units. A tracking unit is equal to 1/1000 of an em (the width of the capital “M”). For special secondary messages, letter spacing is 150 spacing units. Other special cases are noted on individual drawings. Be sure to manually correct the kerning, or spacing, of characters like A, F, J, L, and T to correct for the extra white space integral to these characters.

Standard Tracking = 25 Units

Special Tracking = 200 Units

Unit = 1/1000 em

em = Width of capital M

Note:: In most cases the sign fabricator will handle the spacing. Be sure the specifications include the font.

GENERAL GRAPHIC SPECIFICATIONS

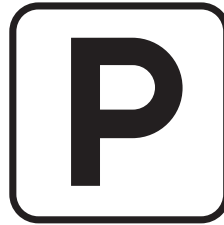
Symbols, amenities, and services



S.1 Bicycle Trail



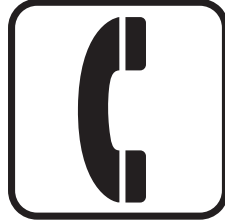
S.2 Showers



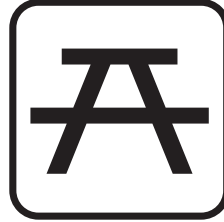
S.3 Parking



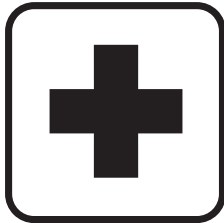
S.4 Hiking Trail



S.5 Telephone



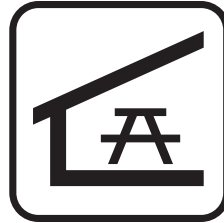
S.6 Picnic Site



S.7 Hospital



S.8 Campground



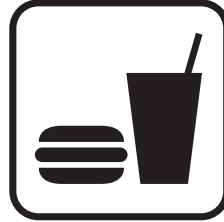
S.9 Picnic Shelter



S.10 Bus Stop



S.11 Lookout



S.12 Snack Bar



S.13 Grocery



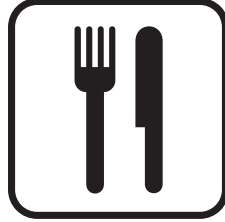
S.14 Campfires



S.15 Information



S.16 Lodging



S.17 Restaurant/Food



S.18 Restrooms

https://segd.org/sites/default/files/14_segd_recreation_symbols_art.pdf

Here are some common amenity symbols that can be used on directional signs and information kiosk panels.

These were developed by the Society for Environmental Graphic Design for use in recreational facilities. They relate closely to symbols developed by the American Institute of Graphic Arts (AIGA) for transportation graphics.

Do not reproduce symbols from this page. Use only digital art files provided by Environmental Graphic Design. See web link below the Symbols

Graphic elements shown in black on this page will typically print black on a white background.

GENERAL GRAPHIC SPECIFICATIONS

Symbols, prohibitory



S.20 No Smoking



S.21 No Firearms



S.22 No Campfires



S.23 No Fishing



S.24 No Littering



S.25 No Rock Collecting



S.26 No Firewood Cutting



S.27 No Climbing



S.28 No Camping



S.29 No Pets



S.30 No Motorcycles



S.31 No Horse Riding



S.32 No Parking




S.33 No Alcoholic Beverages

Here are some prohibitory symbols that can be used on trail regulation signs, at information kiosks, on bulletin boards, etc.


These symbols were developed by the Society for Environmental Graphic Design for use in recreational facilities. They relate closely to symbols developed by the American Institute of Graphic Arts (AIGA) for transportation graphics.

Do not reproduce symbols from this page. Use only digital art files provided by Environmental Graphic Design. See [web link](#) below the Symbols.

For regulations signs included in these guidelines, these symbols will be digitally printed on white vinyl adhesive film. The white film is to be cut to the outer shape of the symbol. The black outline only defines the edge of the symbol—it should not be visible in the applied logo.

 WHITE
(Substrate or vinyl color)

 Regulatory Red

 BLACK

GENERAL GRAPHIC SPECIFICATIONS

Colors, finishes, and materials



EPTA Light Green

Paint or screenprint to match
PMS 368 C as indicated on drawing



EPTA Dark Green

Paint or screenprint to match
PMS 349 C as indicated on drawing



EPTA Blue

Paint or screenprint to match
PMS 307 C as indicated on drawing



EPTA Dark Red

Paint or screenprint to match
PMS 506 C as indicated on drawing



Black

Screenprint to match PMS Black M or
apply exterior grade matte black vinyl as
indicated on drawing



White

Screenprint to match PMS White M
or apply exterior grade matte white vinyl
as indicated on drawing



Reflective White

Use 3M Scotchlite Diamond Grade
980-10 White



Highway Blue

Paint to match ASTM D4956
Standard Highway Blue



Regulatory Red

Print color digitally to match PMS 186 M



EPTA Cedar

Use "CEDAR" molded recycled HDPE
plastic by Plastic Lumber Yard
www.plasticlumberyard.com

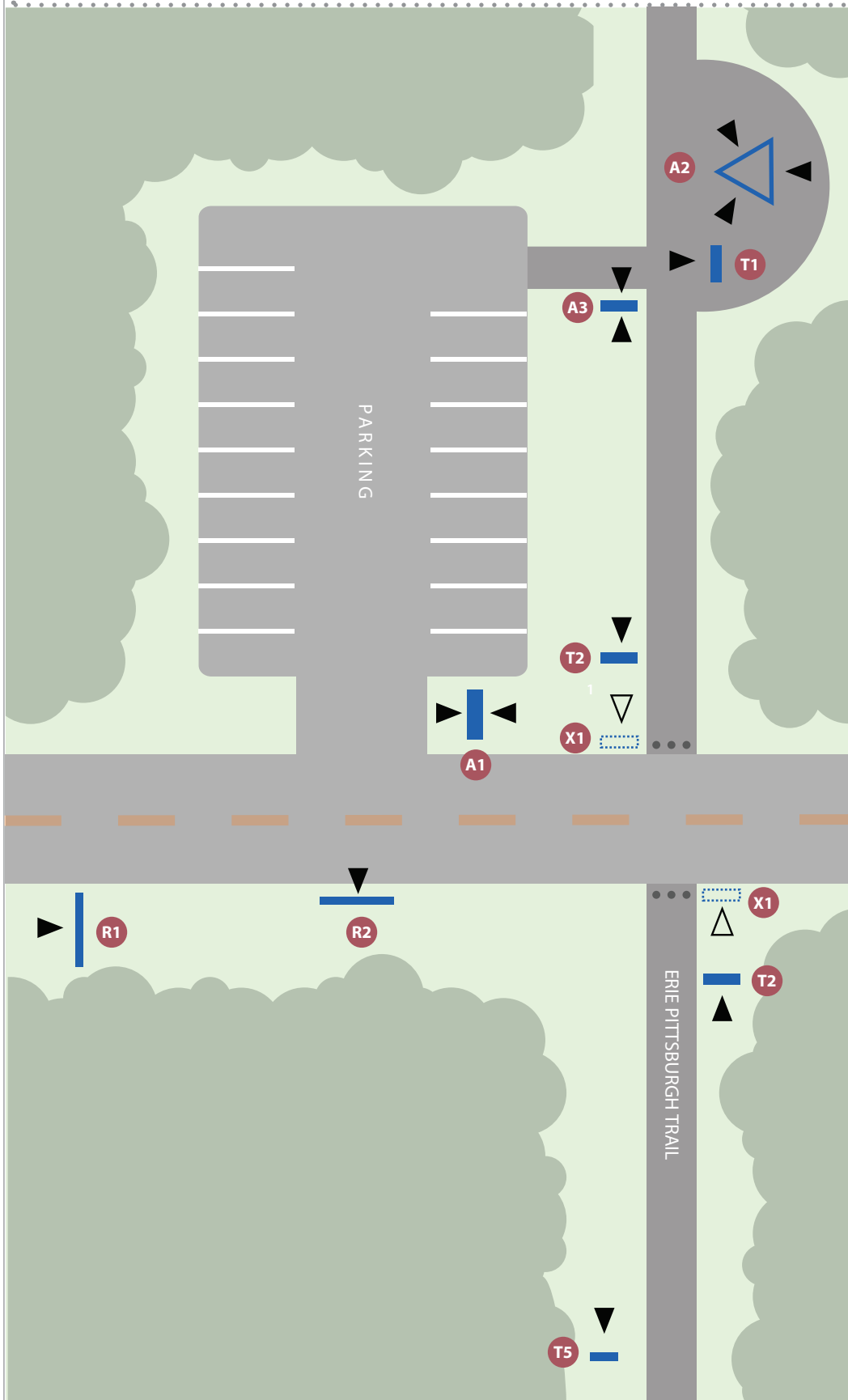
For all signs, colors and materials are labeled with simple color nicknames (i.e., EPTA Blue) on construction and graphic specification drawings. These nicknames reference this page. Here, the color nicknames are paired with a PMS (Pantone Matching System) number for matching of inks or paints, or with a standard material with integral color (i.e., white vinyl).

Sign fabricators are familiar with the Pantone Matching System and regularly match colors to it.

Paints, inks, and vinyl films to be used for signs must be of the highest quality, and specifically formulated for fully exposed exterior sign applications.

TYPICAL SIGN LOCATIONS

Example 1: Single parking lot



This diagram shows a typical trail access area for the Eire Pittsburgh Trail with one parking lot. Your site condition may be a little different, so let empathy for the trail user and common sense guide the placement of signs for your project.

This diagram is not to scale and only indicates relative placement of signs to physical features. Actual sign placement will vary. Signs along roadways may be subject to local, state, or federal regulations.

Typical sign placements are described on sign overview pages which follow.

Small black triangles indicate viewing face or faces of signs.

Alphanumeric codes on the diagram correspond to the list below, the table of contents, and drawings for individual signs.

R1 Supplemental Wayfinding Sign
Typically located further from access area than shown.

R2 Reverse Wayfinding Sign

A1 Access Area Identification Sign

A2 Information Kiosk
3-Panel version shown.

A3 Rules + Etiquette Sign
May incorporate trail group recognition.

T1 Directional Sign: Trail Destinations

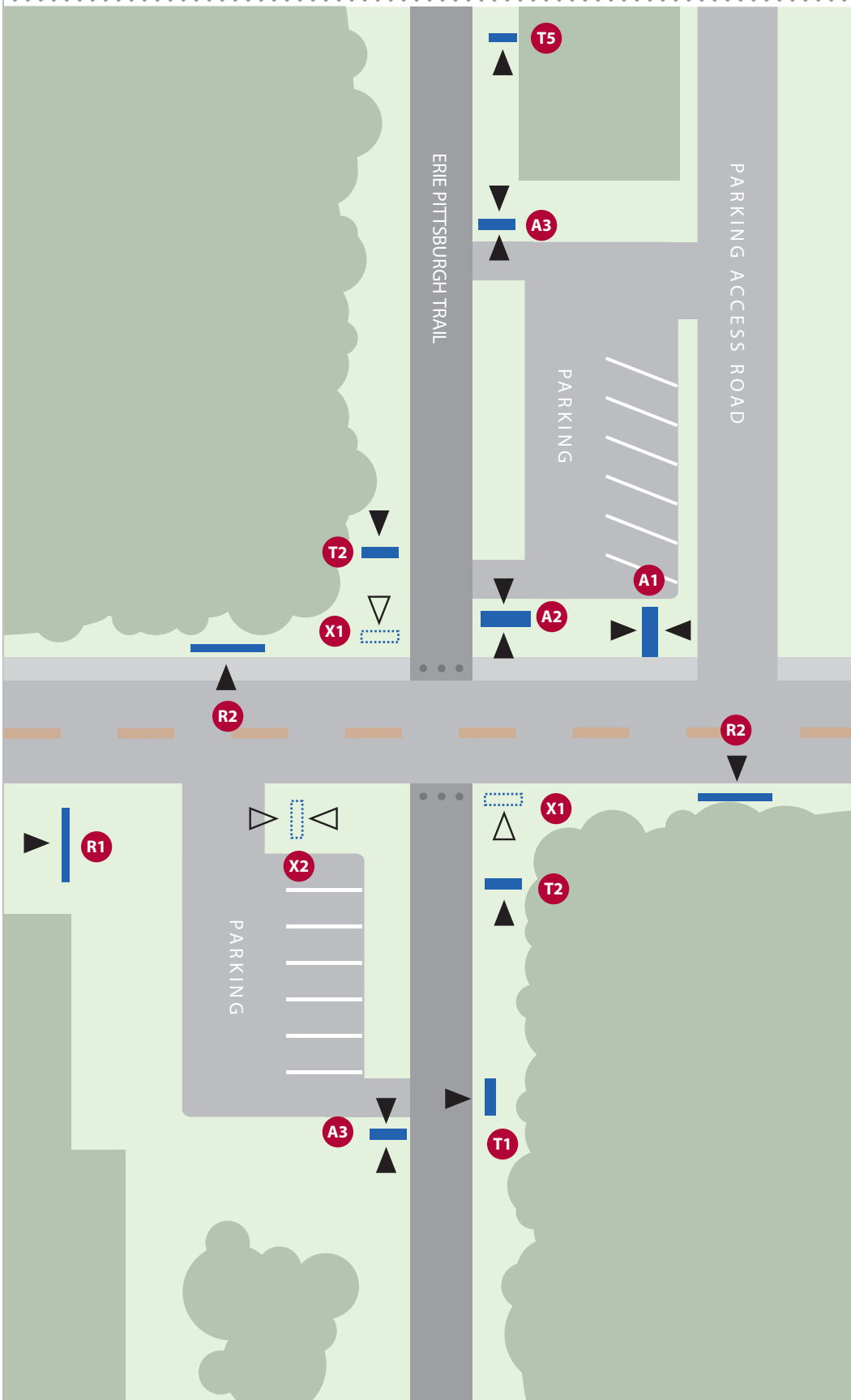
T2 Directional Sign: Town Amenities

T5 Mile Marker
Existing mile markers will remain in place indefinitely.

X1 Stop Sign
Not included in these guidelines. Follow state regulations for signing bicycle pathways.

TYPICAL SIGN LOCATIONS

Example 2: Dual parking lot



This diagram shows a trail access area with two parking lots flanking the access road.

The diagram is not to scale and only indicates relative placement of signs to physical features. Actual sign placement will vary. Signs along roadways may be subject to local, state, or federal ordinances or regulations.

Typical sign placements are described on sign overview pages which follow.

Small black triangles indicate viewing face or faces of signs.

Alphanumeric codes on the diagram correspond to the list below, the table of contents, and drawings for individual signs.

R1 Supplemental Wayfinding Sign
Further from access area than shown.

R2 Reverse Wayfinding Sign

A1 Access Area Identification Sign

A2 Information Kiosk
2-Panel version shown.

A3 Rules + Etiquette Sign
Will incorporate trail group recognition on reverse side.

T1 Directional Sign: Trail Destinations

T2 Directional Sign: Town Amenities

T5 Mile Marker
Existing mile markers will remain in place indefinitely.

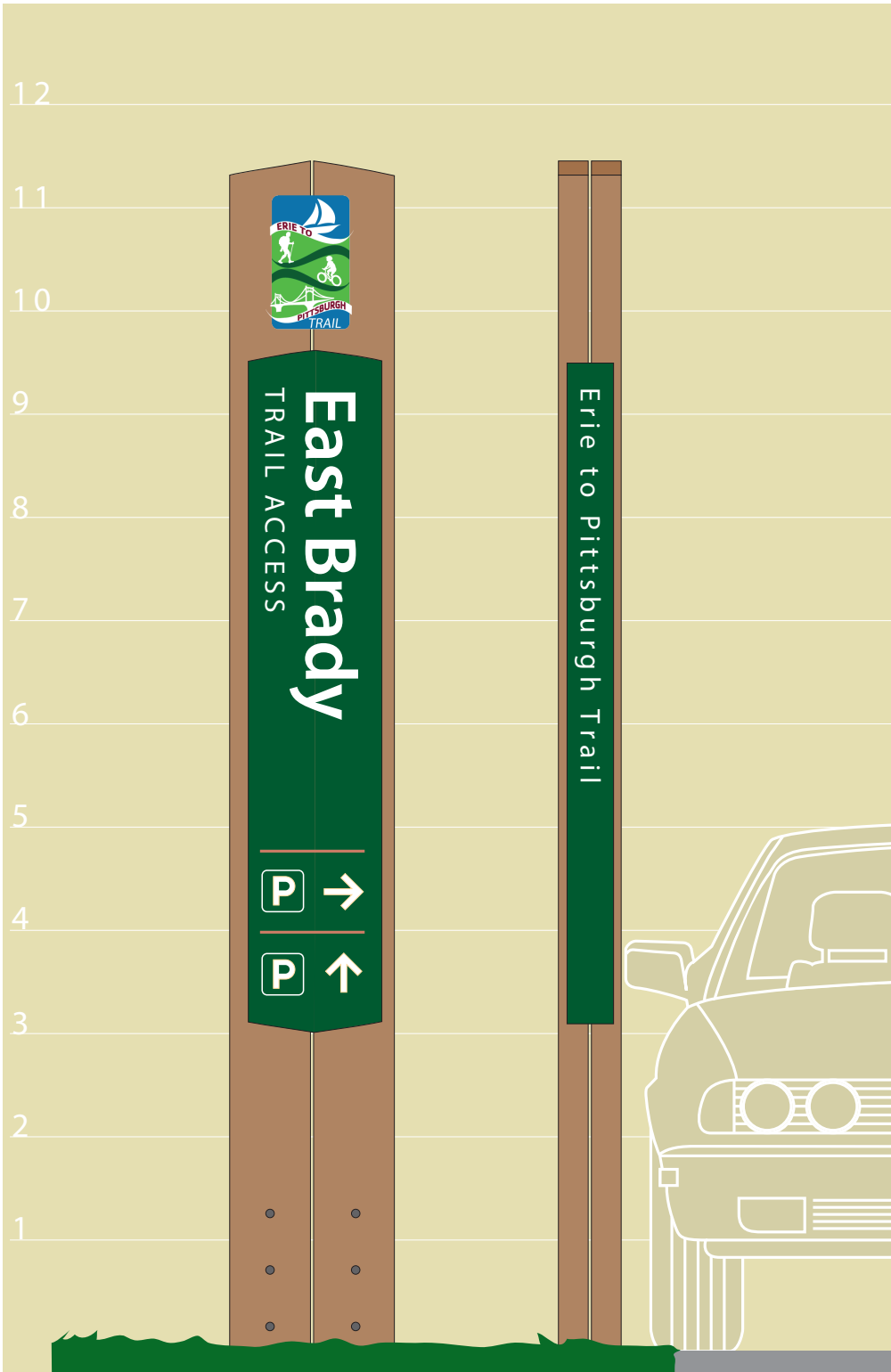
X1 Stop Sign
Not included in these guidelines. Follow state regulations for signing bicycle pathways.

X2 Supplemental Parking Identifier
Not included in these guidelines. Follow state regulations for vehicular signing.

ACCESS AREA IDENTIFICATION SIGN

Overview

A 1



The Access Area Identification Sign announces the access area to approaching drivers and bicyclists, reinforces the Erie to Pittsburgh Trail brand with a prominently displayed logo, and provides direction to parking areas. The sign's height and unique shape provides greater visibility and recognition for approaching drivers and riders.

The sign is typically located near the parking area entrance, just outside of the public right of way. The sign should be positioned so that drivers have adequate time to turn once they see the parking directional arrow and make the decision to turn.

The example shown is for an access area with two parking lots.

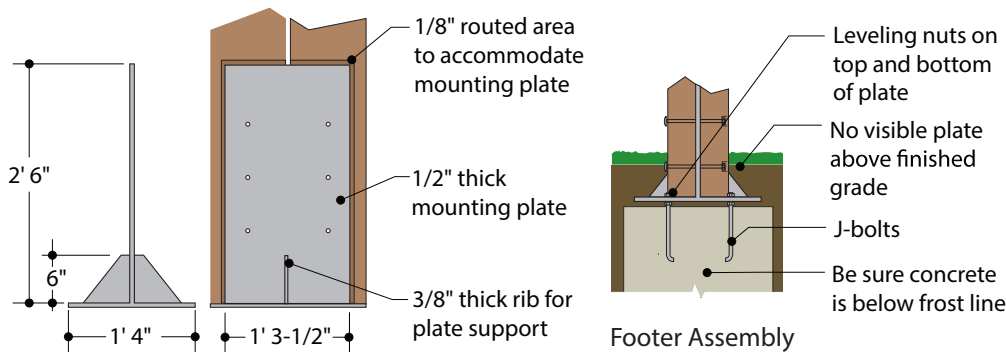
The sign is double-sided with identical graphics on opposing sides, except for arrow positions.

Before installing this sign, review the design with your community planning board. It is ideal to maintain the continuity of this sign across all Erie to Pittsburgh Trail access areas; however, some community ordinances may prohibit the use of a sign of this height, or require a variance.

ACCESS AREA IDENTIFICATION SIGN

Construction

A1

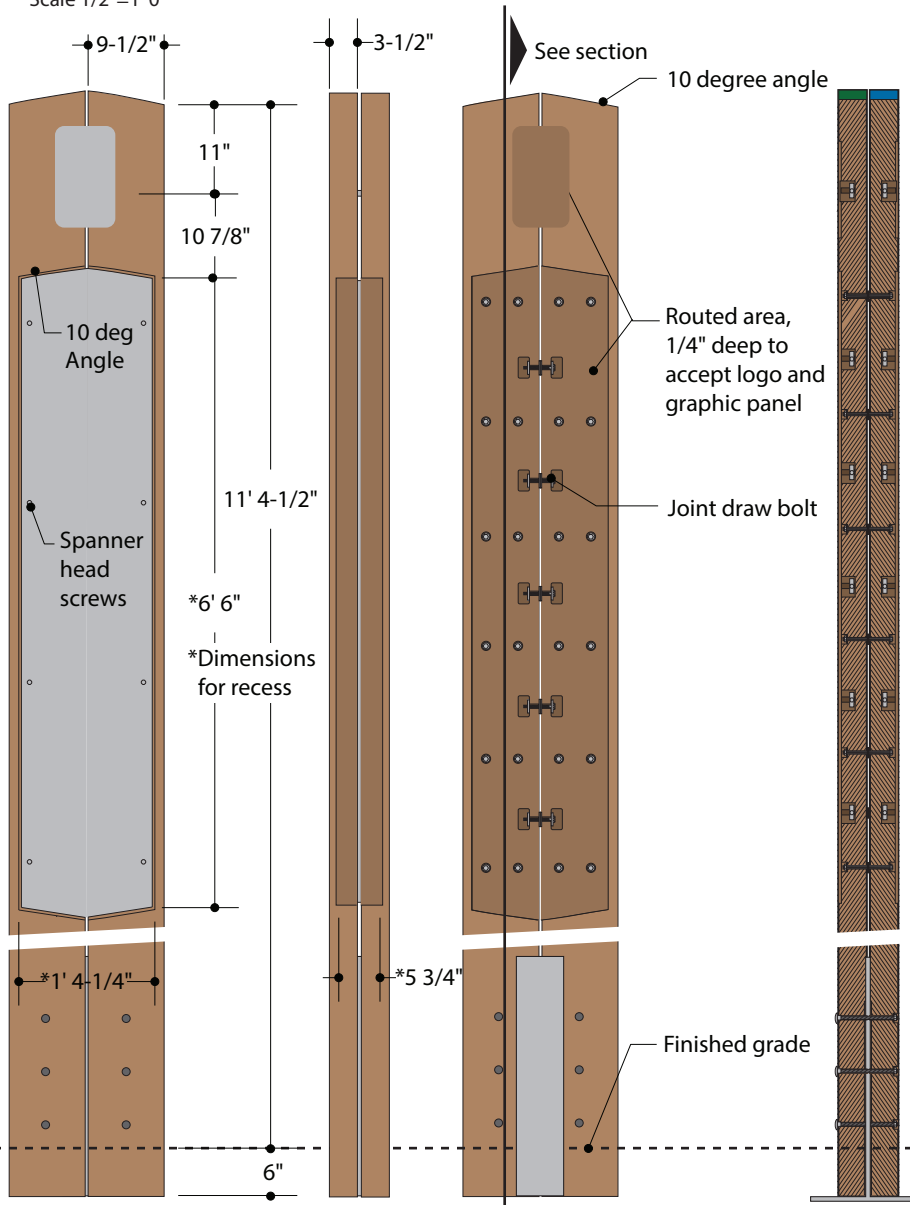


Footer Mounting Plate

Scale 1/2"=1'0"

Footer Assembly

Scale 1/2"=1'0"



Front/Side Views, Assembly

Scale 1/2"=1'0"

Front View, w/o Panels

Scale 1/2"=1'0"

Section

Scale 1/2"=1'0"

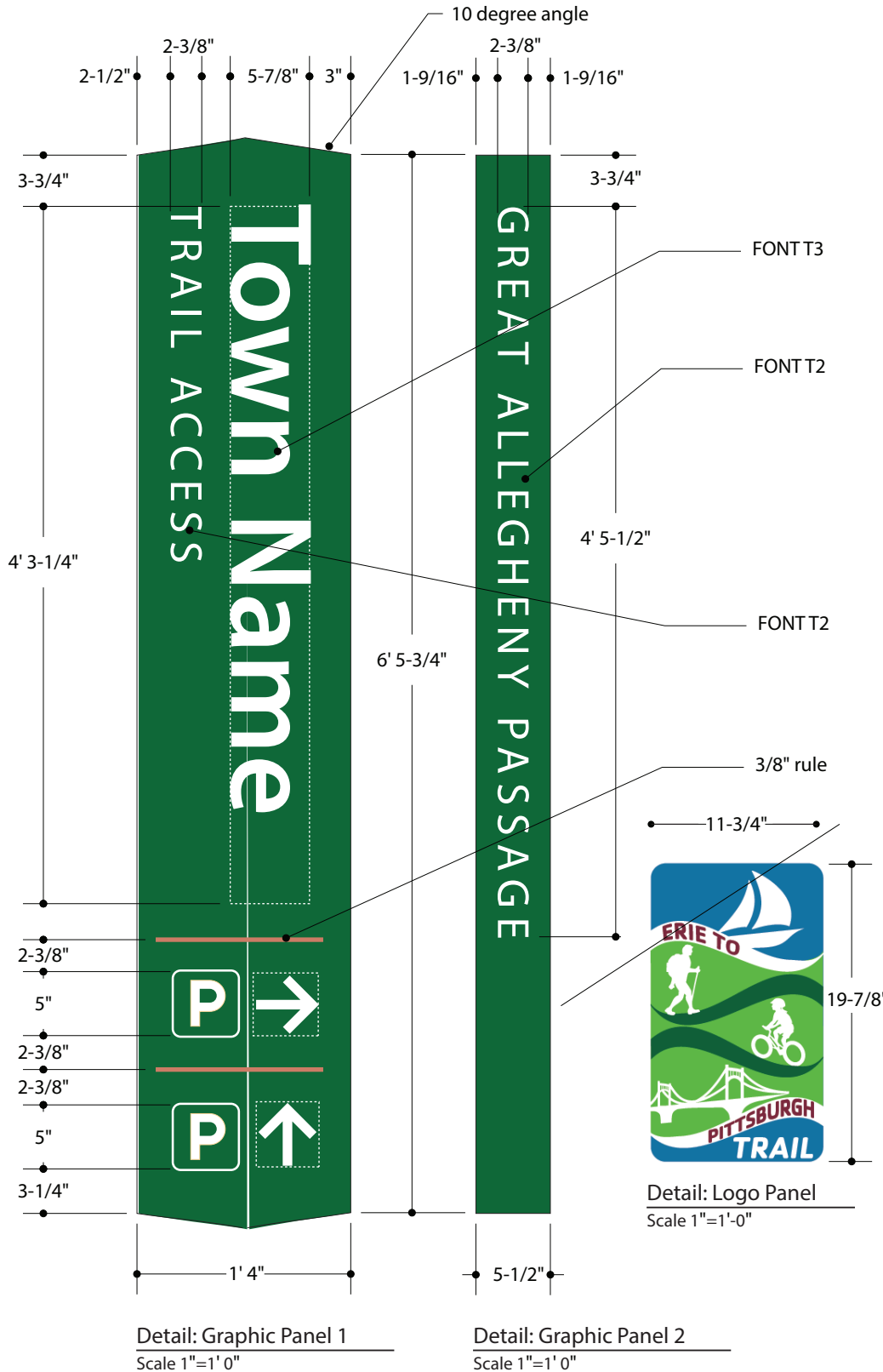
GENERAL NOTES

- 1** The body of this sign is made from 4"x10"x12' plastic lumber. Color/material: EPTA Cedar.
- 2** The mounting plate is welded from steel plate. For corrosion protection, the plate must be galvanized.
- 3** The footer is recycled concrete poured in a round form such as Sono-tube, with J-bolts inserted. Be sure the footer passes below the frost line of the installation location.
- 4** The footer and mounting plate must be set low enough that the mounting plate rib is just under the finished grade and not exposed.
- 5** By placing nuts on the J-bolts under and above the mounting plate, the plate can be adjusted level and plumb. Nuts with nylon inserts are recommended.
- 6** Joint draw bolts, nuts, and bolts behind the graphic panels must be countersunk or recessed in the lumber so they do not obstruct the graphic panels.
- 7** Washers should be placed on all attachments between the boards to maintain consistent 1/4" spacing between all boards.
- 8** The inside faces of boards are routed to accommodate the mounting plate while maintaining 1/4" spacing between the boards.
- 9** The sign is secured to the mounting plate with carriage bolts. The nuts for these carriage bolts should be countersunk and the holes covered with a cap matching the carriage bolt heads.
- 10** The 1/4" recesses to receive the logo and graphic panels must be free of scalloping. There must be a smooth, consistent 1/8" gap all around the installed graphic panels.

ACCESS AREA IDENTIFICATION SIGN

Graphic specifications

A1



GENERAL NOTES

1 Graphic and logo panels are 1/8" painted aluminum sheet with screen-printed graphics and are attached to the plastic sign body with spanner head screws that are painted to match the graphic panel. See construction drawing for location of screws.

2 Two of each graphic panel are required for the complete sign. Graphics on twin panels are identical, except for the position of arrows. Left or right arrows must be reversed on opposing twin panel.

3 The example shows two parking legends. This is required only where the access area has two parking areas. If there is only one parking area, the graphic panel is to be left blank below the first parking legend position.

4 Colors for the graphic panels are shown below. Edges and back of the graphic panel are painted same as the face color. See also page 3.5, Colors, Finishes, and Materials, for complete specifications.

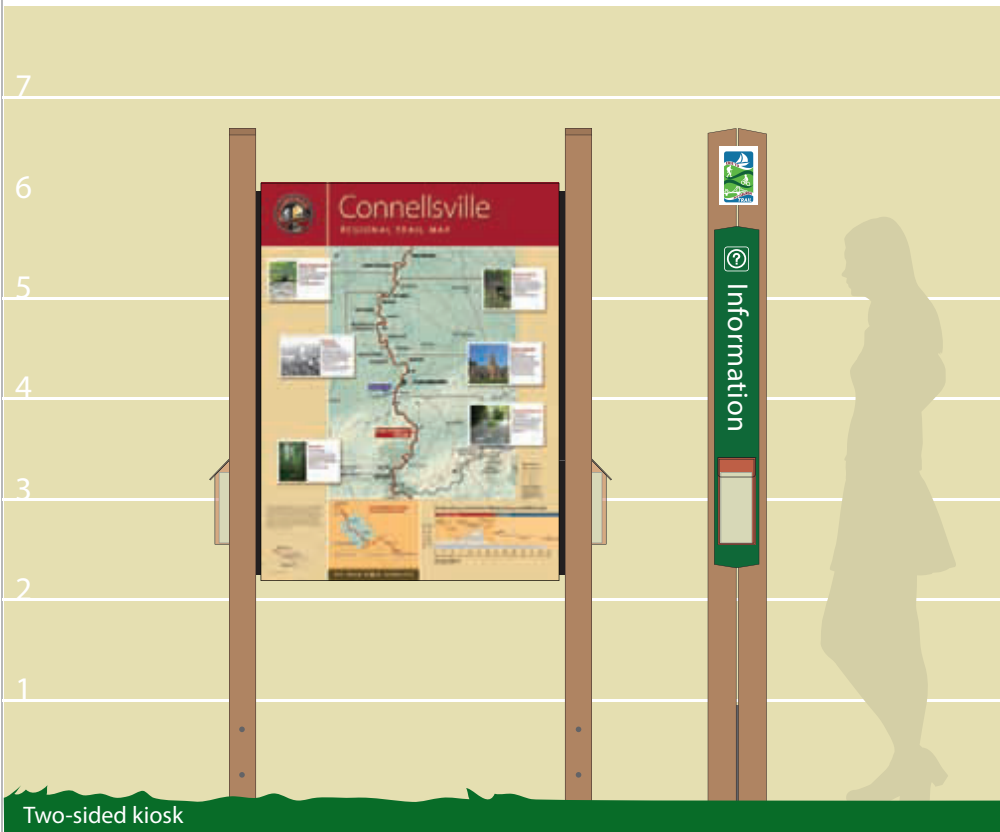
5 Complete colors for the logo panel are shown on page 2.1, Logo Overview. The edges and back of the logo panel are painted to match the outermost color of the logo.

6 Messages outlined in dashed boxes may change. The dashed box indicates maximum extent of copy. Other messages should not change.

INFORMATION KIOSKS

Overview

A2



Two-sided kiosk



Three-sided kiosk

Information Kiosks include two- and three-sided versions. Both formats employ identical post and panel details; only a metal angle strip changes to accept panels at a 90-degree angle (for two-sided), or at a 60-degree angle (for three-sided).

Typically located in or near trail access areas, information kiosks can display trail town maps and business directories, town welcome messages, and regional trail maps. They can also acknowledge trail maintenance organizations and volunteers.

Brochure holders integrated with the graphic panels can hold town and trail maps.

Kiosks which include trail town maps and directories should be situated so that the town map is oriented according to the physical world.

The information panels are produced using high-resolution digital printing technology on a vinyl film which is applied to a metal substrate. Trail town maps and directories may change out on an annual or semi-annual basis and this production method is suitably economical.

The area below and immediately around information kiosks should be carefully landscaped to minimize maintenance burden. Consider hard materials such as concrete, brick, cobblestones, or specialty materials that will prohibit weed growth.

INFORMATION KIOSKS

Construction for two-sided kiosk

A2/2

GENERAL NOTES

1 Kiosk legs are made from 4"x4"x8' plastic lumber. Color/material: GAP Cedar.

2 The mounting plate is welded from steel plate. For corrosion protection, the plate must be galvanized.

3 The footer is recycled concrete poured in a round form such as Sono-tube, with J-bolts inserted. Be sure the footer passes below the frost line of the installation location.

4 The footer and mounting plate must be set low enough that the mounting plate rib is just under the finished grade and not exposed.

5 By placing nuts on the J-bolts under and above the mounting plate, the plate can be adjusted level and plumb. Nuts with nylon inserts are recommended.

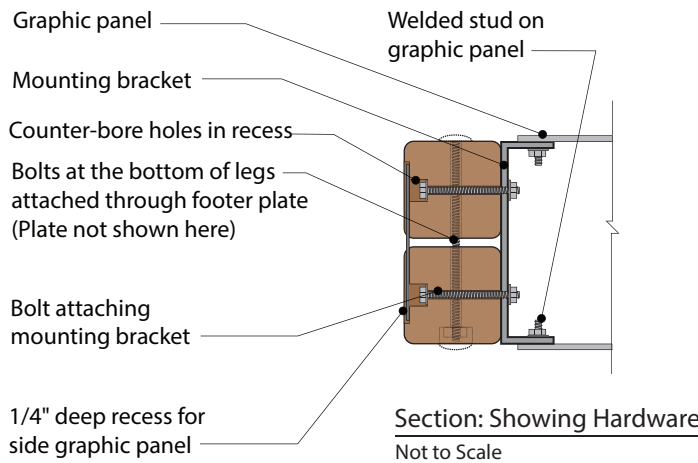
6 Joint draw bolts, nuts, and bolts behind the graphic panels must be countersunk or recessed in the lumber so they do not obstruct the graphic panels.

7 Washers should be placed on all attachments between the boards to maintain consistent 1/4" spacing between all boards.

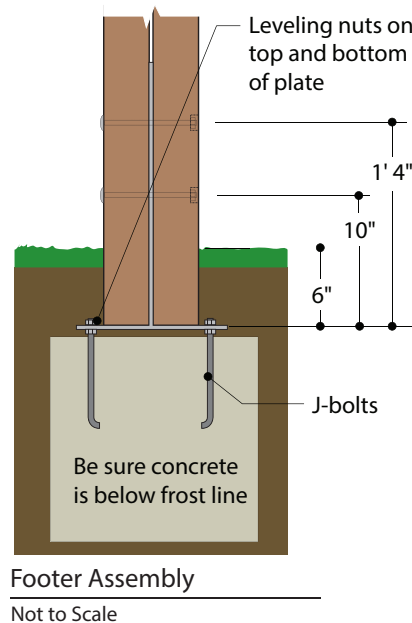
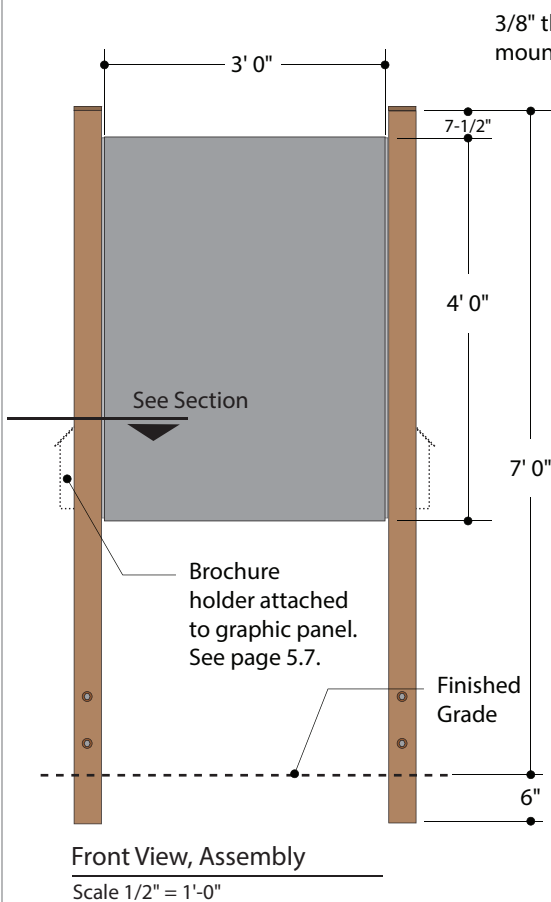
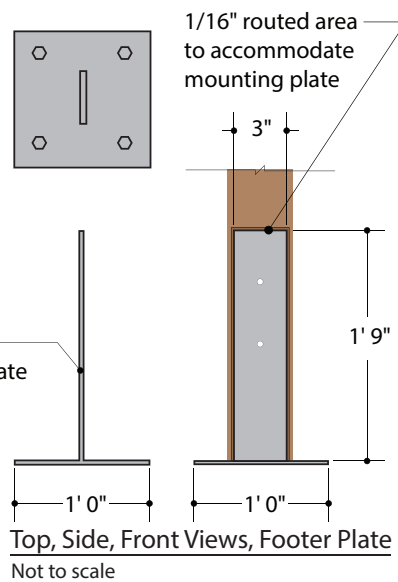
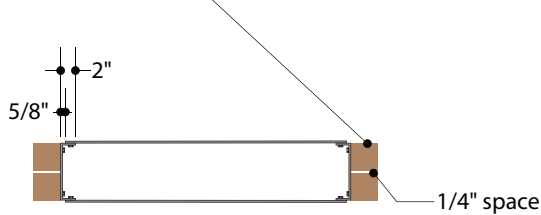
8 The inside faces of boards are routed to accommodate the mounting plate while maintaining 1/4" spacing between the boards.

9 The sign is secured to the mounting plate with carriage bolts. The nuts for these carriage bolts should be countersunk and the holes covered with a cap matching the carriage bolt heads.

10 The 1/4" recesses to receive the logo and graphic panels must be free of scalloping. There must be a smooth, consistent 1/8" gap all around the installed graphic panels.



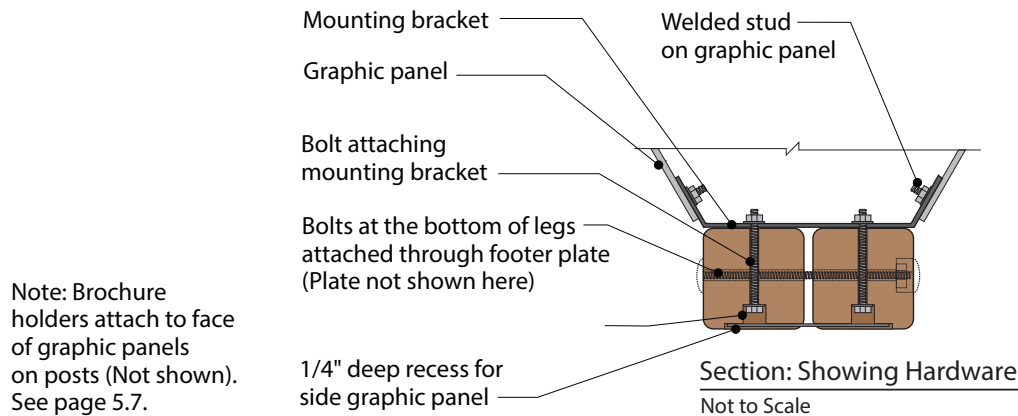
NOTE: Leg profile and assembly same as for three side kiosk; See page 5.6



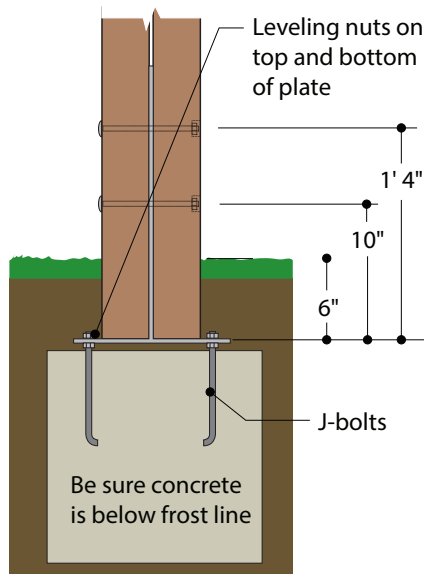
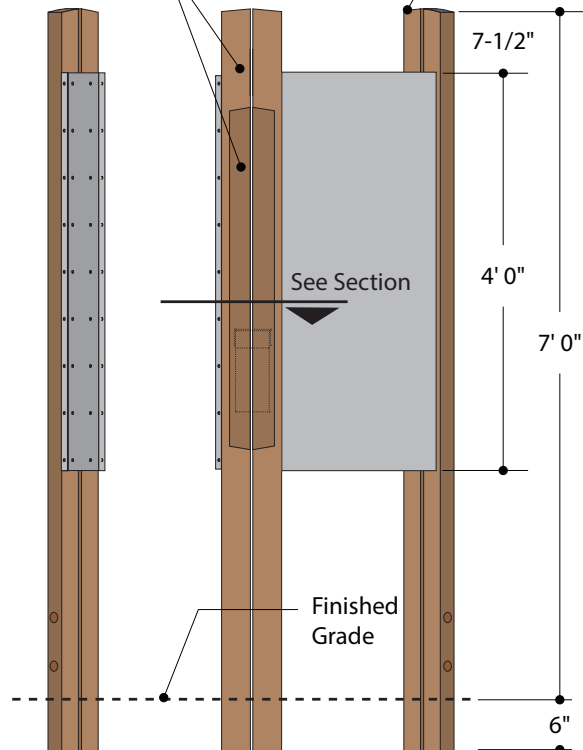
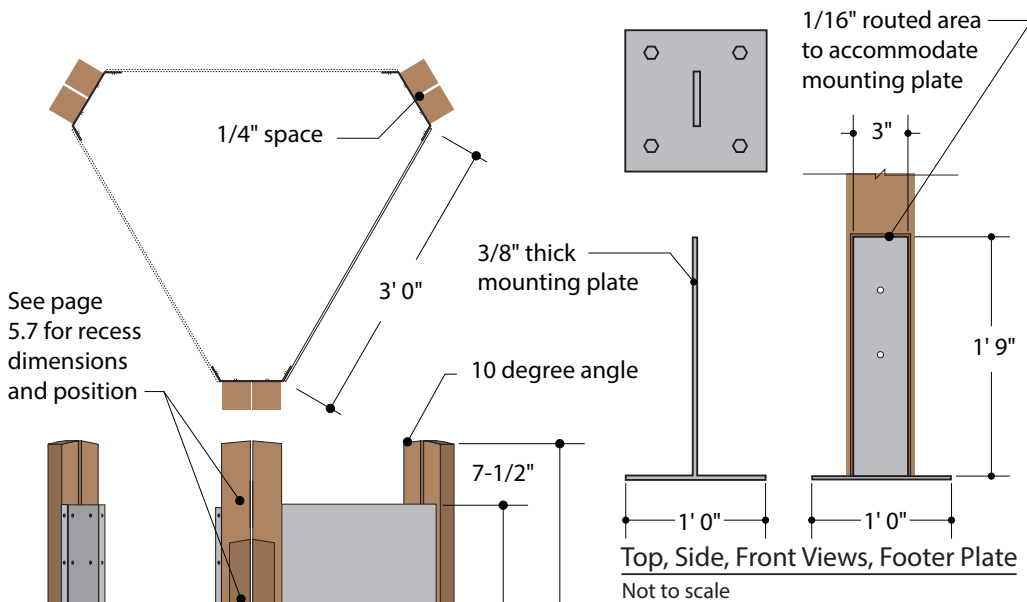
INFORMATION KIOSKS

Construction for three-sided kiosk

A2/3



Note: Brochure holders attach to face of graphic panels on posts (Not shown). See page 5.7.



GENERAL NOTES

1 Kiosk legs are made from 4"x4"x8' plastic lumber. Color/material: GAP Cedar.

2 The mounting plate is welded from steel plate. For corrosion protection, the plate must be galvanized.

3 The footer is recycled concrete poured in a round form such as Sono-tube, with J-bolts inserted. Be sure the footer passes below the frost line of the installation location.

4 The footer and mounting plate must be set low enough that the mounting plate rib is just under the finished grade and not exposed.

5 By placing nuts on the J-bolts under and above the mounting plate, the plate can be adjusted level and plumb. Nuts with nylon inserts are recommended.

6 Joint draw bolts, nuts, and bolts behind the graphic panels must be countersunk or recessed in the lumber so they do not obstruct the graphic panels.

7 Washers should be placed on all attachments between the boards to maintain consistent 1/4" spacing between all boards.

8 The inside faces of boards are routed to accommodate the mounting plate while maintaining 1/4" spacing between the boards.

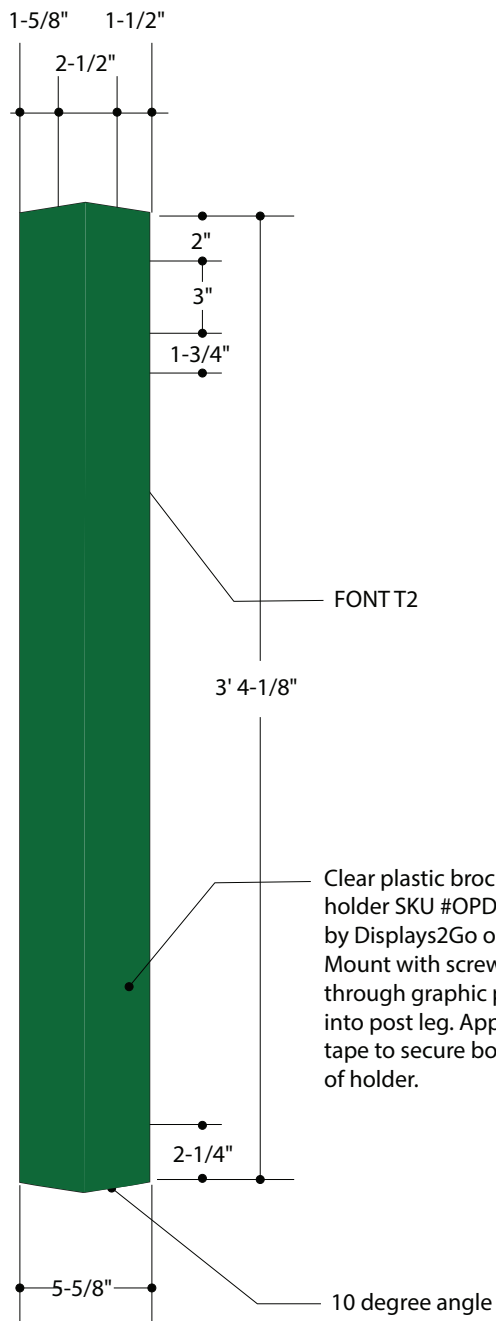
9 The sign is secured to the mounting plate with carriage bolts. The nuts for these carriage bolts should be countersunk and the holes covered with a cap matching the carriage bolt heads.

10 The 1/4" recesses to receive the logo and graphic panels must be free of scalloping. There must be a smooth, consistent 1/8" gap all around the installed graphic panels.

INFORMATION KIOSKS

Specifications for post graphics

A2



Detail: Graphic Panel

Scale 1-1/2" = 1' 0"

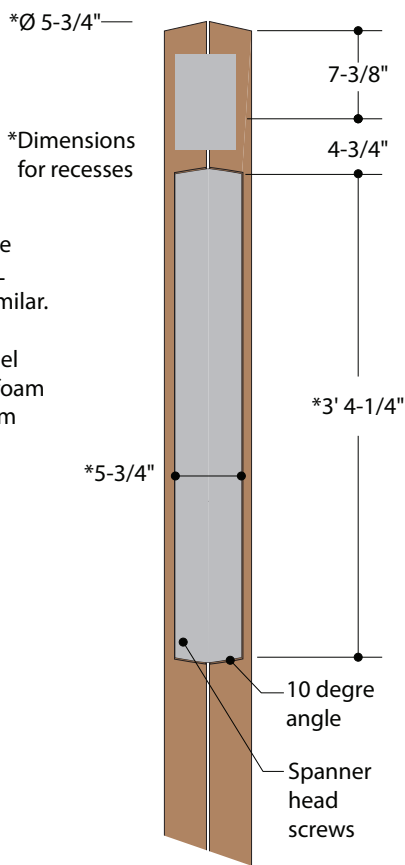
FONT T2

Clear plastic brochure holder SKU #OPD1CL by Displays2Go or similar. Mount with screws through graphic panel into post leg. Apply foam tape to secure bottom of holder.



Detail: Logo Panel

Scale 3" = 1' 0"



Detail: Post Layout with Panels

Scale 3/4" = 1' 0"

GENERAL NOTES

1 Graphic and logo panels are 1/8" painted aluminum sheet with screen-printed graphics and are attached to plastic sign body with spanner head screws that are painted to match the graphic panel. See construction drawing for location of screws.

2 Two or three sets of the graphic and logo panel are required for the complete sign. Messages do not vary from that shown.

3 Colors for the graphic panel are shown below. Edges and back of graphic panel are painted same as face color. See also page 3.5, Colors, Finishes, and Materials, for complete specifications.

4 Complete colors for the logo panel are shown on page 2.1, Logo Overview. The edges and back of the logo panel are painted to match the outermost color of the logo.



INFORMATION KIOSKS

Town Story Panel graphic specifications

A2a

One of three standard kiosk panel types, the Town Story panel provides a glimpse of the history, culture, and perhaps commerce of the approaching town for trail users.

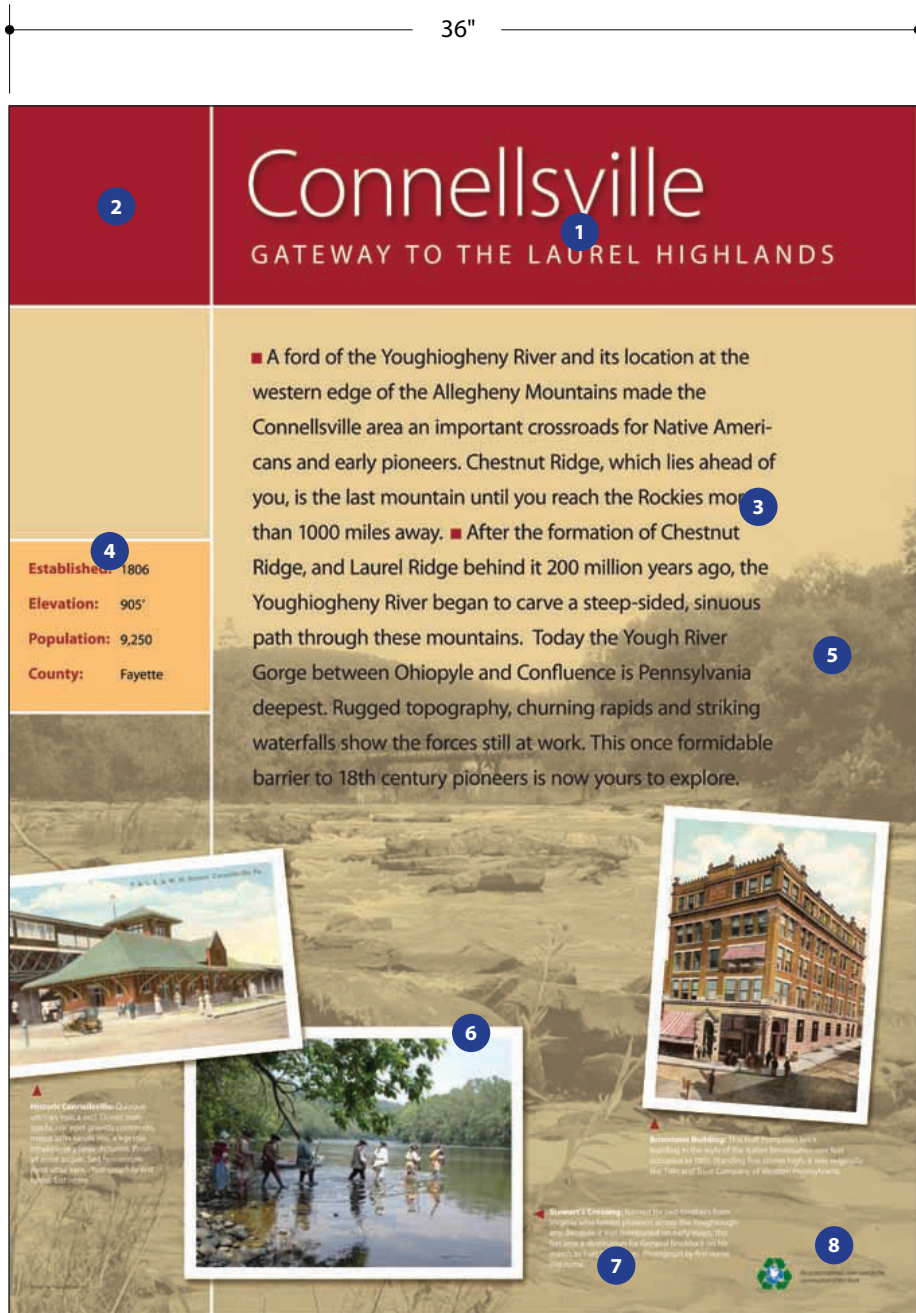
- 1** Title header identifies the town and welcomes the trail user.
- 2** Town identity stamps may be added to this space in the future.
- 3** The body text gives historic context and identifies places of interest that trail users can see and visit today. Maximum length: 120-160 words.
- 4** Town facts provide general, comparable context of trail towns.
- 5** The background image shows regional scenery, the town skyline, or a historical image.
- 6** Photos with snapshot-style frames show places of interest the trail users can visit today. They should relate to the body text. Photo sizes, position, and angle can vary.
- 7** Photo captions can expand upon the main story. Maximum length: 32 words.
- 8** "Green" design commitment statement from ATA/TTP.

Town Story panels are reproduced digitally in four colors (CMYK) on a vinyl adhesive applique. The applique is adhered to a metal substrate which is mounted to the kiosk post legs.

To ensure uniformity of your Town Story panel with others, please use the official graphic template file available from the Allegheny Trail Alliance or the Trail Town Program.

All typefaces are from the Myriad Pro family. See page 3.1 for details.

When selecting or taking photographs for your panel, be sure they have sufficient resolution. Images should be at least 150 dpi at their full size on the panel.



Detail: Typical Town Story Panel

Scale 1-1/2"=1' 0"

INFORMATION KIOSKS

A2b

Town Map & Directory Panel graphic specifications



One of three standard kiosk panel types, the Town Map & Directory panel orients trail users to restaurants, shops, services, and amenities available in the trail town.

- 1 Title header identifies the town and sign function.
- 2 The Trail Town Program logo conveys cachet of being part of a connected system of trail towns.
- 3 Town map, with key numbers for shops, restaurants, services, and amenities.
- 4 Directory of shops, restaurants, services, and amenities, keyed to map by number.
- 5 Sponsor identification, optional.

6 Photos with snapshot-style frames show a general skyline or main street image, or places of interest not specific to any business or service. Photo sizes, position, and angle can vary.

7 Photo caption. Maximum length: 32 words.

Town Map & Directory panels are reproduced digitally in four colors (CMYK) on a vinyl adhesive applique. The applique is adhered to a metal substrate which is mounted to the kiosk post legs.

To ensure uniformity of your Town Map & Directory panel with others, please use the official graphic template file available from the Allegheny Trail Alliance or the Trail Town Program.

All typefaces are from the Myriad Pro family. See page 3.1 for details.

When selecting or taking photographs for your panel, be sure they have sufficient resolution. Images should be at least 150 dpi at their full size on the panel.

Detail: Typical Town Map Panel

Scale 1-1/2"=1' 0"

INFORMATION KIOSKS

Trail Map Panel graphic specifications

A2c

One of three standard kiosk panel types, the Trail Map panel gives trail users valuable orientation information and highlights points of interest and changes in elevation.

1 Title header identifies the town and sign function.

2 ERIE TO PITTSBURGH TRAIL ALLIANCE logo conveys cachet of being part of a greater trail system.

3 Sponsor identification, optional.

4 Photos with snapshot-style frames and special caption area show places of interest along the trail. Images can be cropped square or vertical. Vertical height of frame remains constant.

5 Map legend appears in same location on all Trail Map panels.

6 Standard descriptor and key map for Great Allegheny passage appears same on all Trail Map panels.

7 Trail region key map varies by location: Inset box moves to relate to map area and distance messages change.

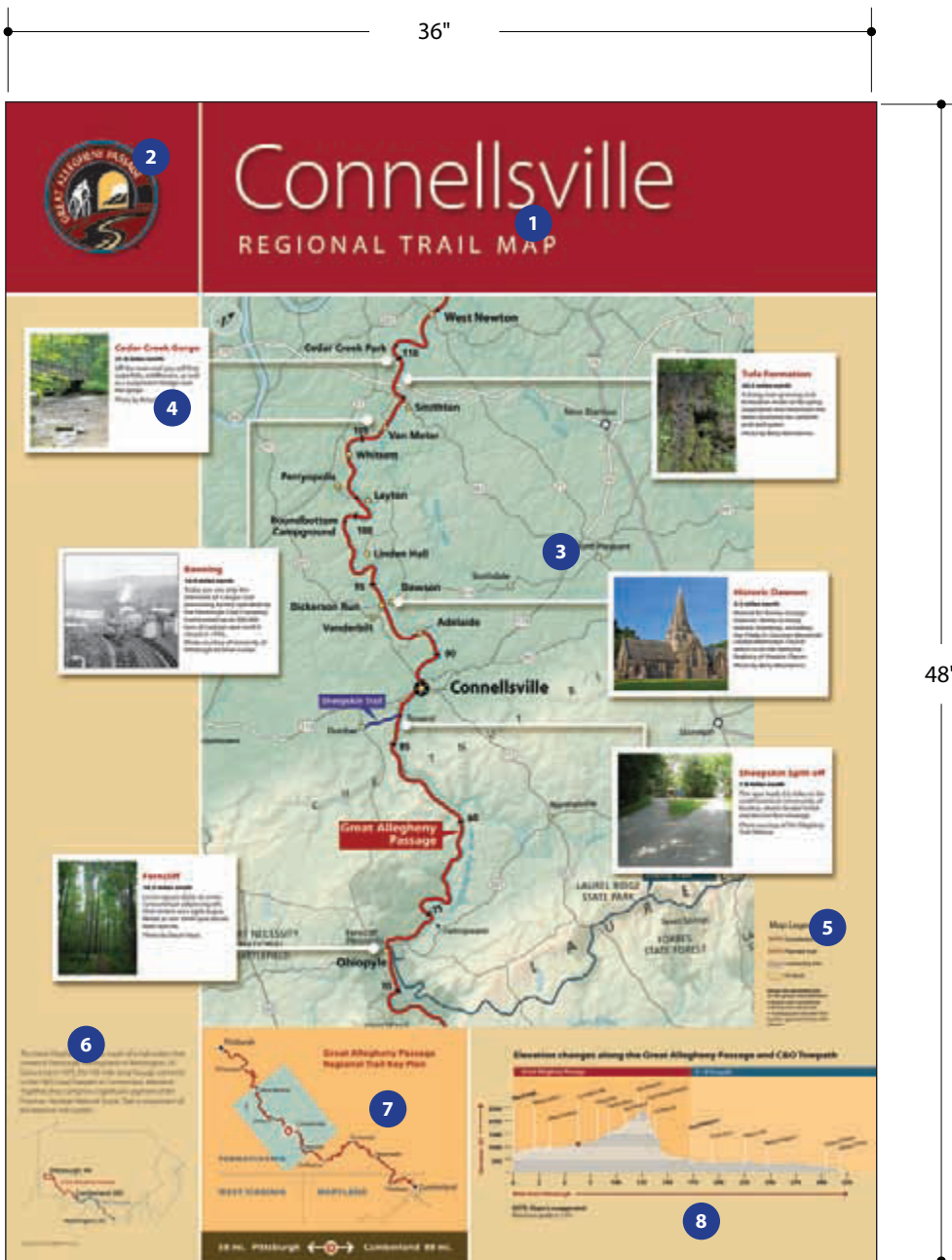
8 Elevation chart remains constant, except for location of red dot indicating current position.

Trail Map panels are reproduced digitally in four colors (CMYK) on a vinyl adhesive applique. The applique is adhered to a metal substrate which is mounted to the kiosk post legs.

To ensure uniformity of your Trail Map panel with others, please use the official graphic template file available from the Allegheny Trail Alliance or the Trail Town Program.

All typefaces are from the Myriad Pro family. See page 3.1 for details.

When selecting or taking photographs for your panel, be sure they have sufficient resolution. Images should be at least 150 dpi at their full size on the panel.



Detail: Typical Trail Map Panel

Scale 1-1/2"=1' 0"



This sign is typically located near the trail access points from parking lots. One side displays trail rules and suggestions for considerate trail use. The other side recognizes trail groups and funding organizations. The sign is situated so that its faces are perpendicular to the trail, with the trail rules and etiquette side facing the access path.

The Trail Rules & Etiquette sign example on the left shows placeholder text and suggested international symbols. The text for this sign is available on the next pages. It may be amended to reflect the circumstances of your particular trail segment. Some or all of the symbols shown in the example may be applicable to your segment.

The Trail Support & Stewardship panel shows placeholder text similar to an existing sign from West Newton. The trail identity logo will be for the particular trail segment, and should be consistent across all signage. See section 2 of this manual Trail Logos

RULES AND ETIQUETTE / TRAIL STEWARDSHIP

General trail users

- Open dawn until dusk
- No unauthorized motor vehicles
- Pack out what you pack in; please do not litter
- Respect private property; stay on the trail
- Access trail at designated locations
- Check the website for the OPDMD policy (Other Power Driven Mobility Devices)
- Check the website for current trail conditions or alerts
- Trail use is at your own risk; services are limited
- Park in designated areas only; do not block residents
- Do not approach wildlife
- During hunting season (September – March) use caution; wear blaze orange
- Report maintenance problems or hazards to (trail office phone number, website)
- Carry a cell phone but remember that cell phone service varies from location to location
- Wearing headsets is not recommended when using the trail
- Carry identification with you
- Let others know where you are going before heading out on the trail
- Refer to trail maps for location of restroom facilities
- Show communities that trail users are friends
- Trail closures may at times be necessary due to maintenance
- No trail activity is permitted on closed sections of trail
- Carry a map – always know where you are
- Carry water for hydration
- Do not break tree limbs, pick up or damage plants growing along the trail
- Do not damage or take any piece or part of historic artifacts
- Take only pictures; leave only tracks

This is a collection of possible rules. Each trail group should select what is appropriate and enforceable for their section of trail.

The list is on two pages.

This page has rules for:
General Trail Users.

The next page has rules for:
Bicyclists
Pet Owners
Horses
Cross Country Skiing
Camping/Lodging
Other

RULES AND ETIQUETTE / TRAIL STEWARDSHIP

Bicyclists

- Helmets are recommended
- Helmets are required by PA law for children under the age of 12
- Adjust your speed according to weather conditions, traffic and ability
- Keep to the right except when passing
- Announce “passing on the left” or ring a bell
- Do not use more than half of the trail
- Stop, look and proceed with caution at road intersections
- Pedestrians have the right of way, yield to pedestrians
- Use common sense, courtesy and caution
- Remember to always check behind you for oncoming traffic
- Use caution on bridges; surfaces may be wet and slippery, stay to the side when stopping
- Do not block the trail; groups should be in single file when other trail users are present
- Do not block gates; pass through without hesitation
- Check your bike for mechanical problems before starting

Pet Owners

- Leashes are mandatory; animals must be under the owner’s control
- Clean up after your pets

Camping/lodging

- Camp only in designated areas
- Camp only by permit of (name and contact info of organization)
- Fires are generally not permitted
- Check the website or local tourist bureau for the availability of lodging on or near the trail prior to setting out on an overnight trip

Horses

- Horses are allowed only in designated areas
- If on a shared corridor with a gravel/dirt surface adjacent to a paved multipurpose trail •
- Horses should not use the paved trail
- Clean up waste

Cross Country Skiing

- Walkers – please try to avoid walking in set ski tracks

Other

- For all emergencies call 911
- Hunting and trapping are prohibited on the trail corridor

This is a collection of possible rules. Each trail group should select what is appropriate and enforceable for their section of trail.

The list is on two pages.

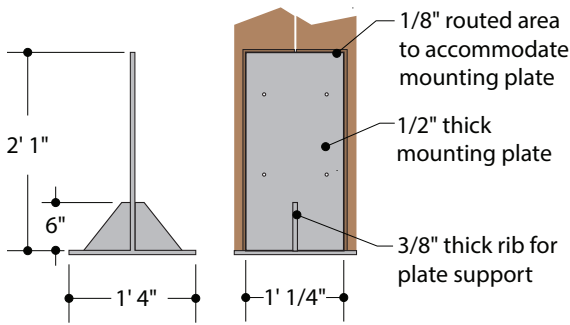
This page has rules for:

Bicyclists
Pet Owners
Horses
Cross Country Skiing
Camping/Lodging
Other

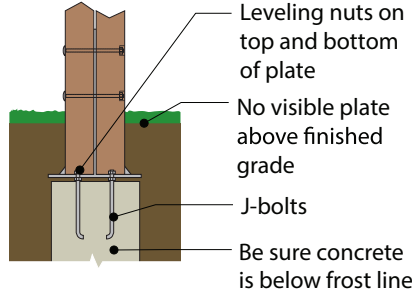
The previous page has rules for:
General Trail Users.

GENERAL NOTES

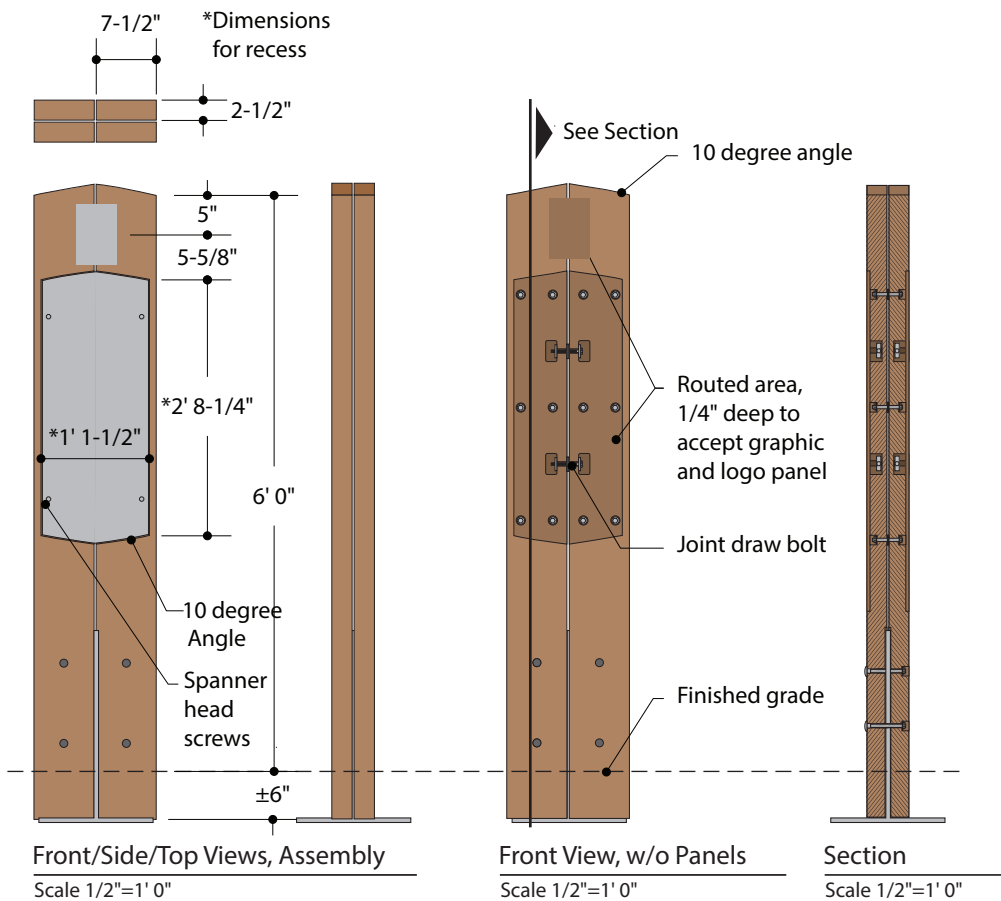
- 1 The body of this sign is made from 3"x8"x12' plastic lumber. Color/material: GAP Cedar.
- 2 The mounting plate is welded from steel plate. For corrosion protection, the plate must be galvanized.
- 3 The footer is recycled concrete poured in a round form such as Sono-tube, with J-bolts inserted. Be sure the footer passes below the frost line of the installation location.
- 4 The footer and mounting plate must be set low enough that the mounting plate rib is just under the finished grade and not exposed.
- 5 By placing nuts on the J-bolts under and above the mounting plate, the plate can be adjusted level and plumb. Nuts with nylon inserts are recommended.
- 6 Joint draw bolts, nuts, and bolts behind the graphic panels must be countersunk or recessed in the lumber so they do not obstruct the graphic panels.
- 7 Washers should be placed on all attachments between the boards to maintain consistent 1/4" spacing between all boards.
- 8 The inside faces of boards are routed to accommodate the mounting plate while maintaining 1/4" spacing between the boards.
- 9 The sign is secured to the mounting plate with carriage bolts. The nuts for these carriage bolts should be countersunk and the holes covered with a cap matching the carriage bolt heads.
- 10 The 1/4" recesses to receive the logo and graphic panels must be free of scalloping. There must be a smooth, consistent 1/8" gap all around the installed graphic panels.



Footer Mounting Plate
Not to Scale



Footer Assembly
Not to Scale



Front/Side/Top Views, Assembly
Scale 1/2"=1' 0"

Front View, w/o Panels
Scale 1/2"=1' 0"

Section
Scale 1/2"=1' 0"

DIRECTIONAL: TRAIL DESTINATIONS

Overview

T1

This sign is located on the trail opposite of and facing the access path from parking areas. The front of the sign shows all major trail towns listed in order from Erie to Pittsburgh - The user's current location in the sequence, not listed, is marked with a rule which thus divides destinations to the left and to the right.

The back of the sign, typically facing woods and not highly visible, can be dressed with a pattern or let blank. For component consistency among different sign types, all signs have back panels.



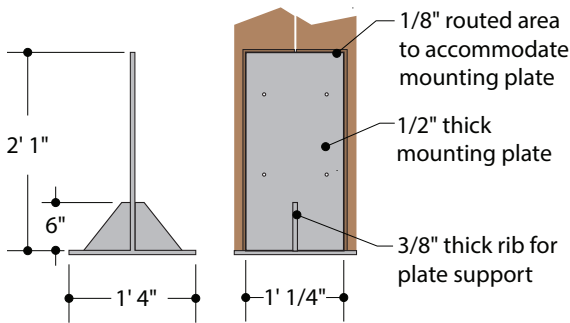
DIRECTIONAL: TRAIL DESTINATIONS

Construction

T 1

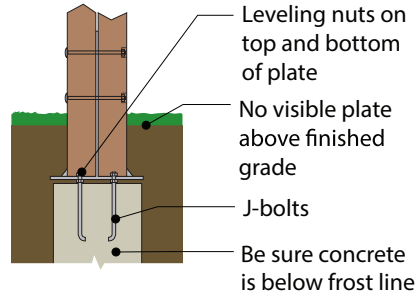
GENERAL NOTES

- 1** The body of this sign is made from 3"x8"x12' plastic lumber. Color/material: GAP Cedar.
- 2** The mounting plate is welded from steel plate. For corrosion protection, the plate must be galvanized.
- 3** The footer is recycled concrete poured in a round form such as Sono-tube, with J-bolts inserted. Be sure the footer passes below the frost line of the installation location.
- 4** The footer and mounting plate must be set low enough that the mounting plate rib is just under the finished grade and not exposed.
- 5** By placing nuts on the J-bolts under and above the mounting plate, the plate can be adjusted level and plumb. Nuts with nylon inserts are recommended.
- 6** Joint draw bolts, nuts, and bolts behind the graphic panels must be countersunk or recessed in the lumber so they do not obstruct the graphic panels.
- 7** Washers should be placed on all attachments between the boards to maintain consistent 1/4" spacing between all boards.
- 8** The inside faces of boards are routed to accommodate the mounting plate while maintaining 1/4" spacing between the boards.
- 9** The sign is secured to the mounting plate with carriage bolts. The nuts for these carriage bolts should be countersunk and the holes covered with a cap matching the carriage bolt heads.
- 10** The 1/4" recesses to receive the logo and graphic panels must be free of scalloping. There must be a smooth, consistent 1/8" gap all around the installed graphic panels.



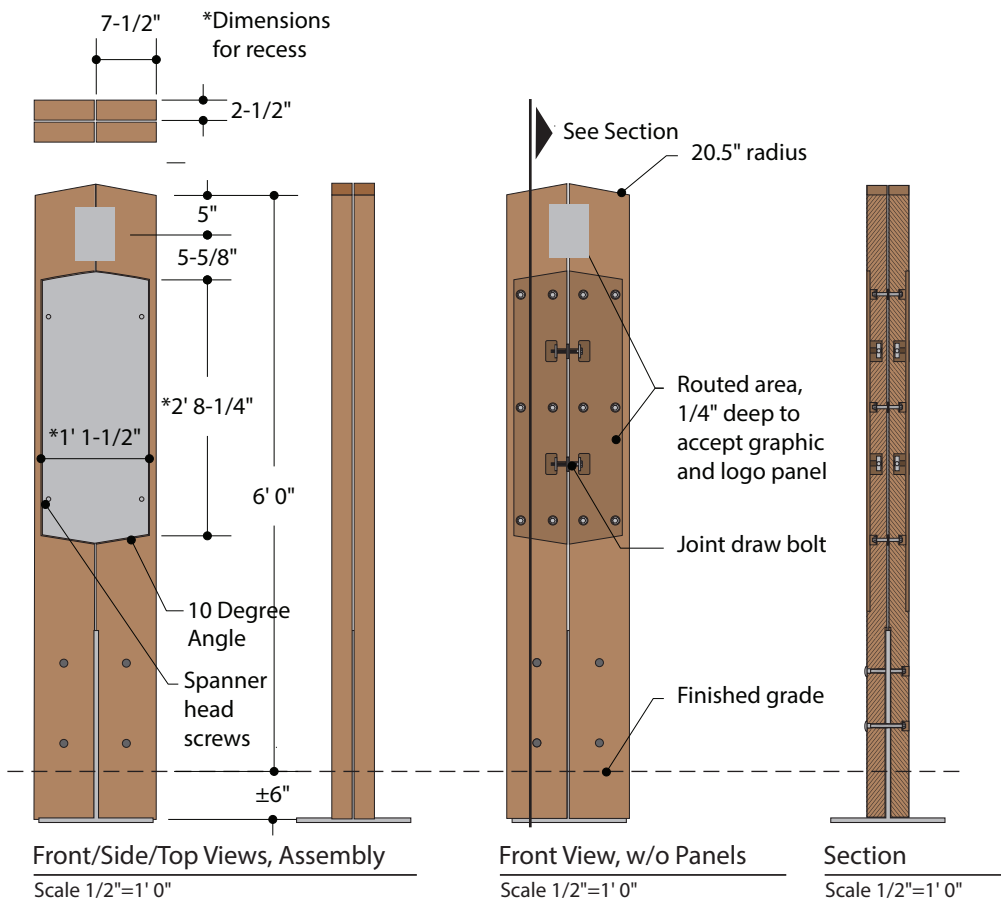
Footer Mounting Plate

Not to Scale



Footer Assembly

Not to Scale



Front/Side/Top Views, Assembly

Scale 1/2"=1' 0"

Front View, w/o Panels

Scale 1/2"=1' 0"

Section

Scale 1/2"=1' 0"

DIRECTIONAL: TRAIL DESTINATIONS

Graphic specifications

T 1

5-1/2"



Detail: Logo Panel
Scale 1-1/2"=1' 0"

LAYOUT NOTES

Position of rule and arrows vary by location; they are positioned to correspond with the user's location in the sequence of towns.

Only the town names shown in the typical layout, plus Connellsville, should be included in this sign type.

Names of next towns to north and south are bolded, but mileage remains regular.

GENERAL NOTES

1 Graphic and logo panels are 1/8" painted aluminum sheet with screen-printed graphics and are attached to plastic sign body with spanner head screws that are painted to match the graphic panel. See construction drawing for location of screws.

2 Two logo panels and one of each graphic panel are required for the complete sign.

3 Colors for the graphic panels are shown below. Edges and back of graphic panel are painted same as face color. See also page 3.5, Colors, Finishes, and Materials, for complete specifications.

4 Complete colors for the logo panel are shown on page 2.1, Logo Overview. The edges and back of the logo panel are painted to match the outermost color of the logo.

5 Messages outlined in dashed boxes may change. The dashed box indicates maximum extent of copy. Other messages should not change.

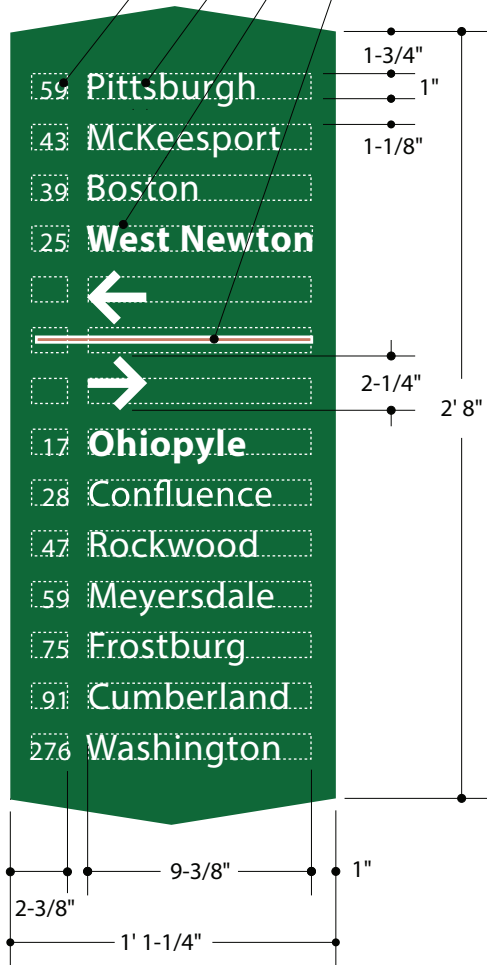
FONT T2
3/4" Cap Ht.

FONT T2

FONT T3

1/4" rule

10 degree angle



Detail: Graphic Panel 1
Scale 1-1/2"=1' 0"



Detail: Graphic Panel 2
Scale 1-1/2"=1' 0"

DIRECTIONAL: TOWN AMENITIES

Overview

T2



Trail Directional Amenity signs are located at road crossings, to broadly orient trail users to the trail towns they are approaching. The front of the sign displays directional messages in two or three groupings: Destinations ahead, destinations to the left, and destinations to the right.

The written messages must be very broad, providing only general geographic cues (Downtown, Southside, Main Street, State Route 25) or resources and destinations of special value to the user (Visitor Center, Fallingwater). Only one text line is allotted for this message in the standard format. Any exception will require limiting information elsewhere in the layout. Specific restaurants or stores should not be signed. This more detailed information is available at Information Kiosks—See page 5.4.

Up to three international symbols on one line can be included with each directional grouping to orient trail users to general direction of services and amenities in town (food, telephone, restrooms, etc). See page 3.6 for more international symbols available for this purpose.

The topmost grouping, for destinations ahead, may include upcoming features of the trailhead (Visitor Center, Logo Cabin) and always includes the next trail town and terminus town with mileage.

Two slender graphic panels on the sides of the sign include the same message: The name of the trail town and the name of the intersecting roadway.

The back of the sign, typically facing the roadway, can be dressed with a pattern or let blank.

For component consistency among different sign types, all signs have back panels.

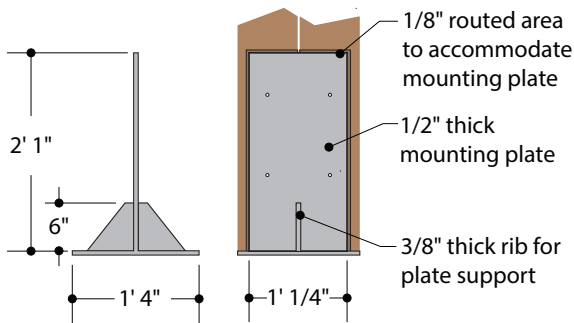
DIRECTIONAL: TOWN AMENITIES

Construction

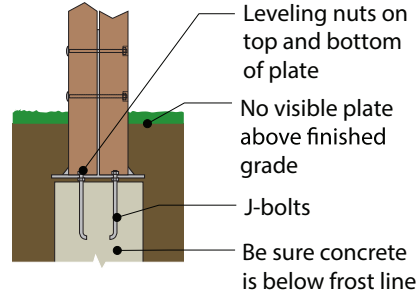
T2

GENERAL NOTES

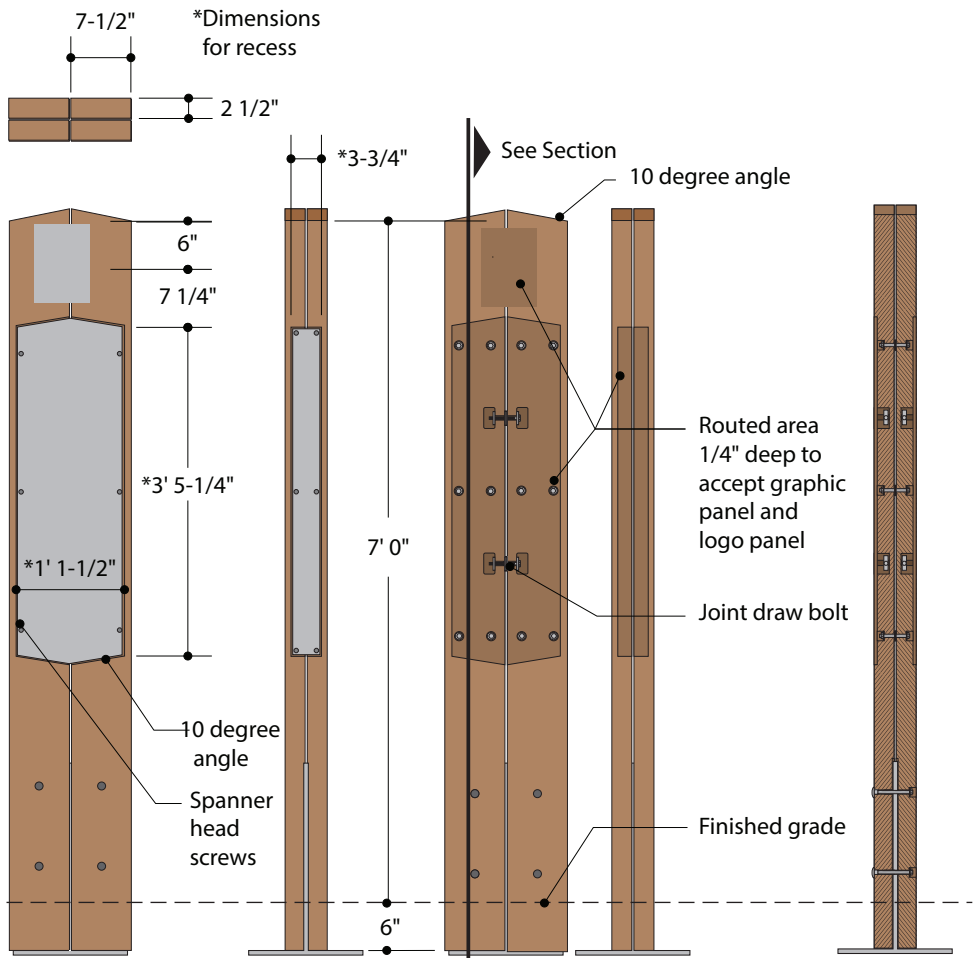
- 1** The body of this sign is made from 3"x8"x8' plastic lumber. Color/material: GAP Cedar.
- 2** The mounting plate is welded from steel plate. For corrosion protection, the plate must be galvanized.
- 3** The footer is recycled concrete poured in a round form such as Sono-tube, with J-bolts inserted. Be sure the footer passes below the frost line of the installation location.
- 4** The footer and mounting plate must be set low enough that the mounting plate rib is just under the finished grade and not exposed.
- 5** By placing nuts on the J-bolts under and above the mounting plate, the plate can be adjusted level and plumb. Nuts with nylon inserts are recommended.
- 6** Joint draw bolts, nuts, and bolts behind the graphic panels must be countersunk or recessed in the lumber so they do not obstruct the graphic panels.
- 7** Washers should be placed on all attachments between the boards to maintain consistent 1/4" spacing between all boards.
- 8** The inside faces of boards are routed to accommodate the mounting plate while maintaining 1/4" spacing between the boards.
- 9** The sign is secured to the mounting plate with carriage bolts. The nuts for these carriage bolts should be countersunk and the holes covered with a cap matching the carriage bolt heads.
- 10** The 1/4" recesses to receive the logo and graphic panels must be free of scalloping. There must be a smooth, consistent 1/8" gap all around the installed graphic panels.



Footer Mounting Plate
Not to Scale



Footer Assembly
Not to Scale



Front/Side View, Assembly
Scale 1/2"=1' 0"

Front/Side View, w/o Panels
Scale 1/2"=1' 0"

Section
Scale 1/2"=1' 0"

DIRECTIONAL: TOWN AMENITIES

Graphic specifications

T2

LAYOUT NOTES

Up to four international symbols can be placed on one line, but three is the preferred maximum symbols per line.

GENERAL NOTES

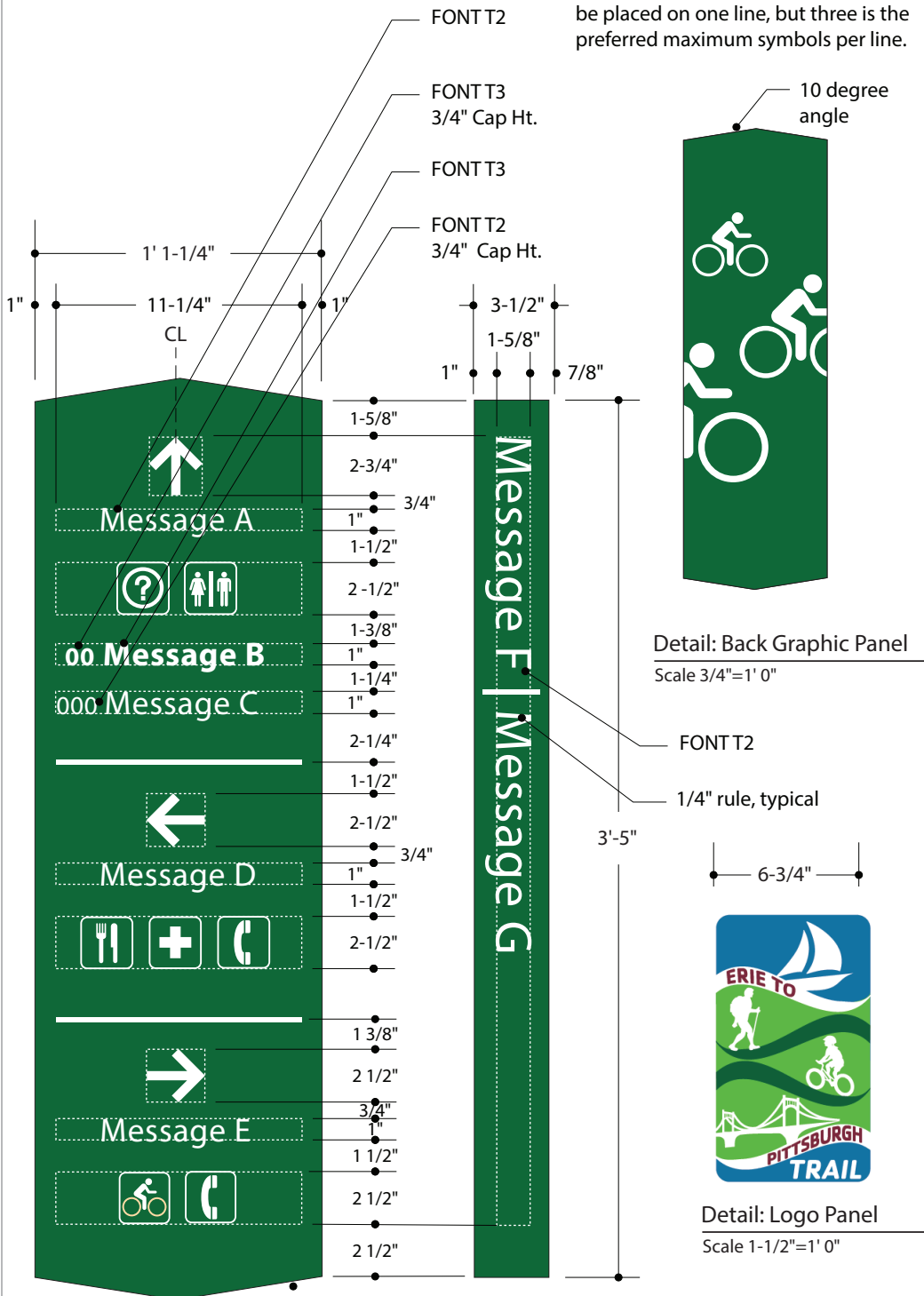
1 Graphic and logo panels are 1/8" painted aluminum sheet with screen-printed graphics and are attached to plastic sign body with spanner head screws that are painted to match the graphic panel. See construction drawing for location of screws.

2 Two logo panels, two identical side panels, and one of each remaining graphic panel are required for the complete sign.

3 Colors for the graphic panels are shown below. Edges and back of graphic panel are painted same as face color. See also page 3.5, Colors, Finishes, and Materials, for complete specifications.

4 Complete colors for the logo panel are shown on page 2.1, Logo Overview. The edges and back of the logo panel are painted to match the outermost color of the logo.

5 Messages outlined in dashed boxes will vary from location to location. The dashed box indicates maximum extent of copy.



Detail: Front & Side Graphic Panels
Scale 1-1/2"=1' 0"

Detail: Back Graphic Panel
Scale 3/4"=1' 0"

Detail: Logo Panel
Scale 1-1/2"=1' 0"

SPECIAL FEATURE IDENTIFIER

Overview

T3



Size A: 9–12 Characters



Size B: 12–15 Characters



Size C: 15–18 Characters



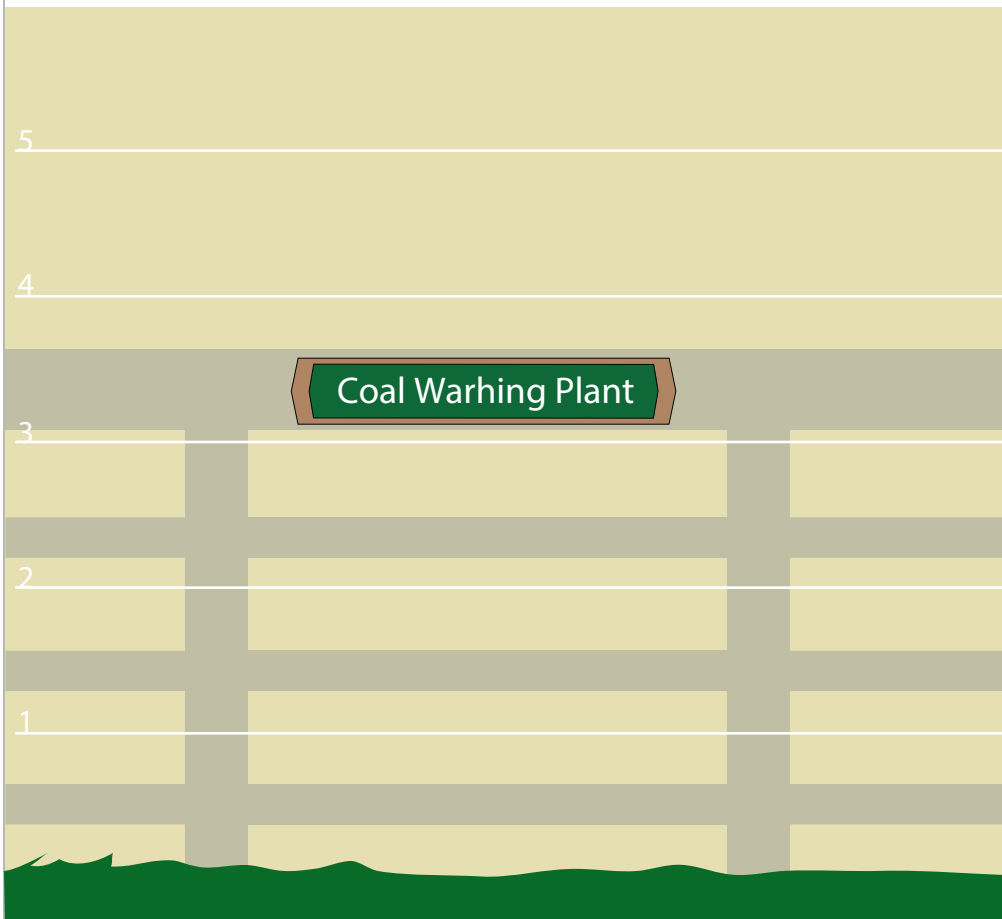
Size D: 18–21 Characters

Standard Sign Examples

Special feature identifiers are smaller horizontal signs that identify scenic and historical sites of interest along the trail. They are single-sided and come in four standard lengths to accommodate a variety of place names, but custom lengths can be created as well for longer messages—just use multiples of four inches.

Usually, the sign type acts as an identifier of something that is immediately visible. Less frequently, it may include an arrow to lead to a destination removed from the trail.

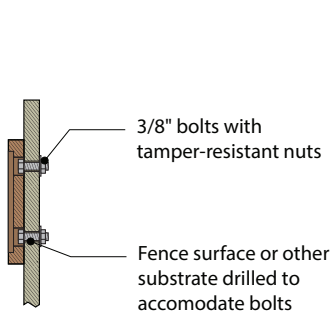
Depending on the mounting condition, these signs are mounted with thru-bolts and nuts, with bolts set in epoxy, or with lag bolts.



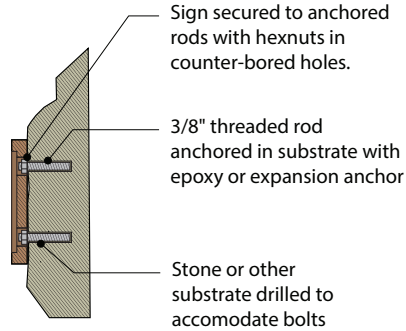
SPECIAL FEATURE IDENTIFIER

Construction

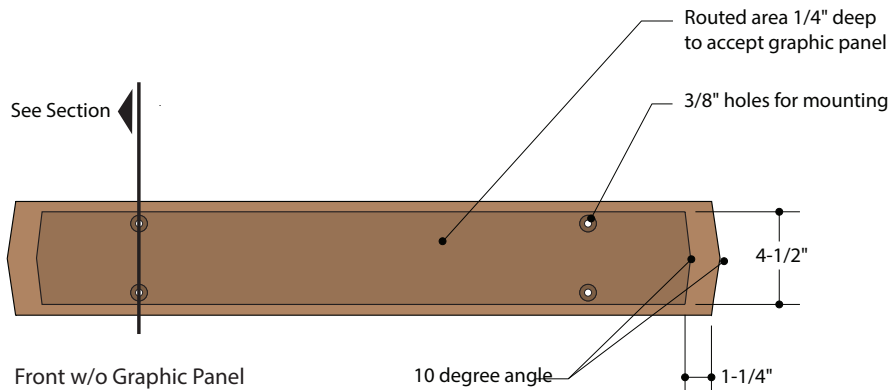
T3



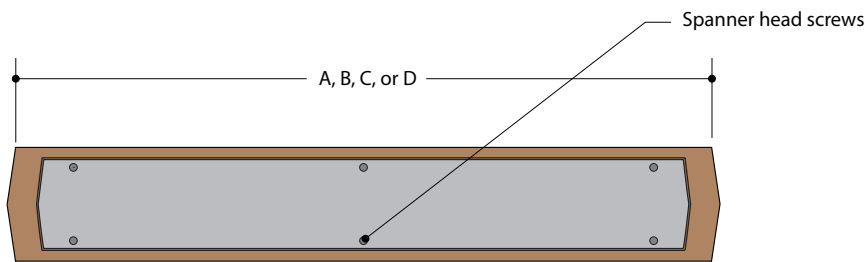
Section, Mounting Detail 1
Scale 1-1/2"=1' 0"



Section, Mounting Detail 2
Scale 1-1/2"=1' 0"



Front w/o Graphic Panel
Scale 1-1/2"=1' 0"



Front View, Assembly
Scale 1-1/2"=1' 0"

STANDARD BOARD LENGTHS
A = 1' 10"
B = 2' 2"
C = 2' 6"
D = 2' 10"

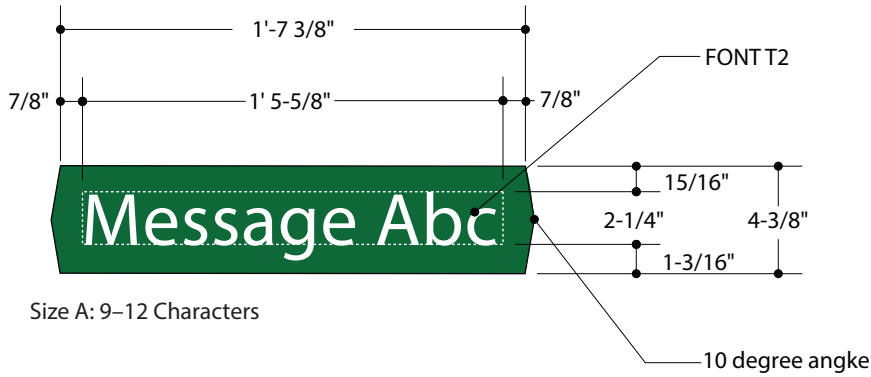
GENERAL NOTES

- 1** The body of these signs are made from 5/4"x6" plastic lumber. Color/material: GAP Cedar.
- 2** When routing or milling the 1/4" recesses to receive the graphic panel, avoid scalloping the recess edges. There should be a smooth, consistent 1/16" gap all around the installed graphic panel.
- 3** Where signs are attached to fence rails or other substrates with backside access, they are attached with thru-bolts and tamper-resistant hexnuts. The bolt head should be countersunk below the surface of the recess to accommodate the graphic panel.
- 4** For mounting to rocks or masonry structures without access to backside, use lag bolts or threaded inserts anchored with epoxy.

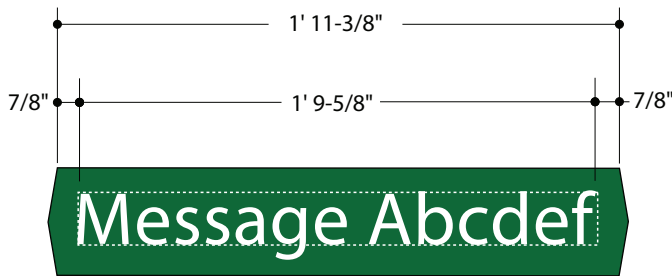
SPECIAL FEATURE IDENTIFIER

Graphic specifications

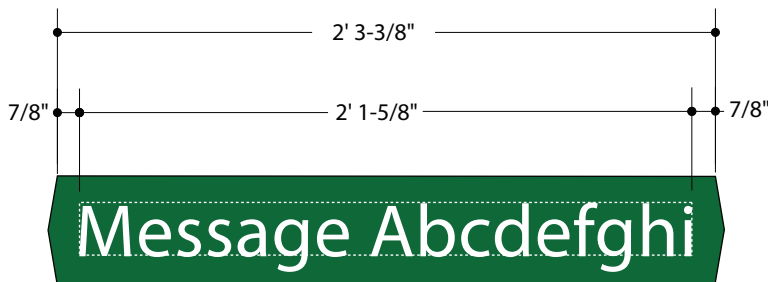
T3



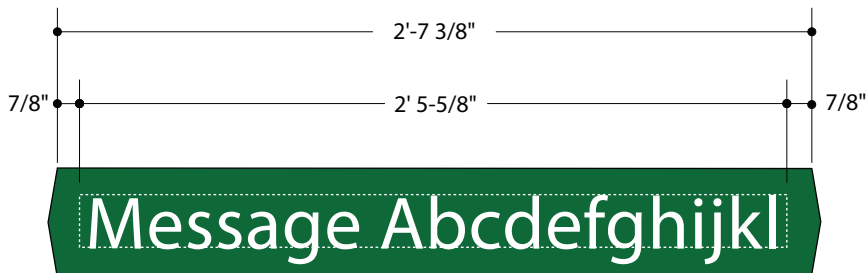
Size A: 9–12 Characters



Size B: 12–15 Characters



Size C: 15–18 Characters



Size D: 18–21 Characters

GENERAL NOTES

1 Graphic panels are 1/8" painted aluminum sheet with screen-printed graphics and are attached to plastic sign body with spanner head screws that are painted to match the graphic panel. See construction drawing for location of screws.

2 One graphic panel is required for each complete unit.

3 Colors for the graphic panels are shown below. Edges and back of graphic panel are painted same as face color. See also page 3.5, Colors, Finishes, and Materials, for complete specifications.

4 The dashed box indicates maximum extent of lettering, which will vary by location.

Standard Graphic Panels

Scale 1-1/2"=1'-0"

SPECIAL FEATURES POST SIGN

Overview

T4



Some sites or features along the Erie to Pittsburgh Trail warrant special and distinctive signing.

This post design for identifying the Mason-Dixon line is intended to be installed in a pair flanking the trail, with the posts situated at a 45 degree angle to the trail. Thus, Mason-Dixon and Pennsylvania messages will be visible to north-bound trail users, and Mason-Dixon and Maryland messages will be visible to south-bound users.

This post design might be applied to other trail features as well.

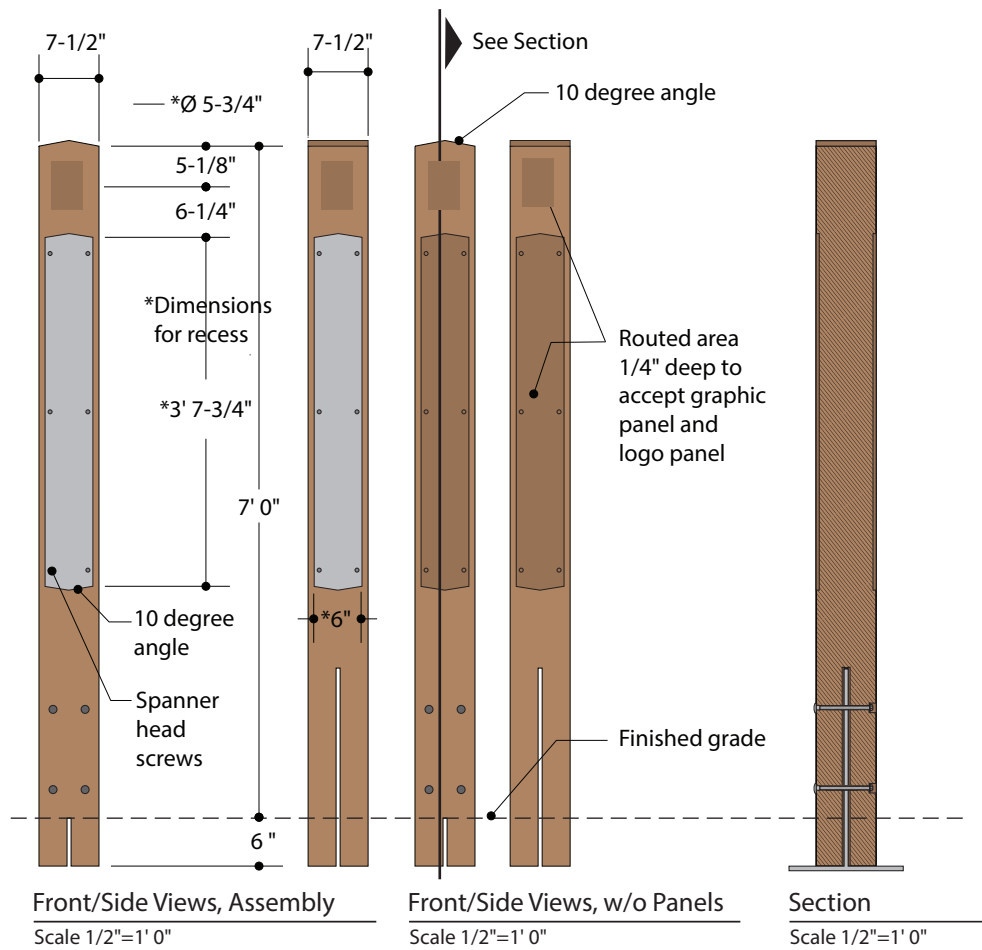
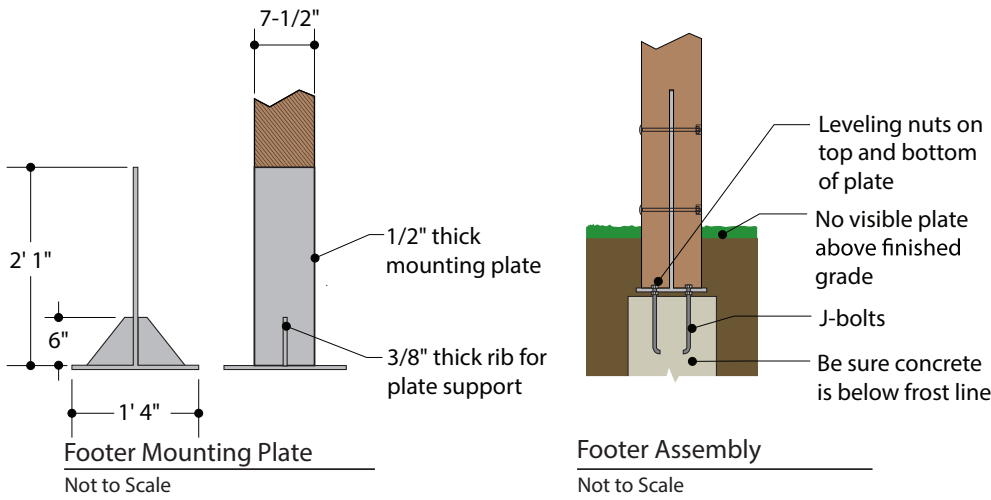
Note that this sign is composed of only one solid piece of lumber, to distinguish it from the standard signs which are composed of four boards.

SPECIAL FEATURES POST SIGN Construction

T4

GENERAL NOTES

- 1** The body of this sign is made from 8"x8"x8' plastic lumber. Color/material: GAP Cedar.
- 2** The mounting plate is welded from steel plate. For corrosion protection, the plate must be galvanized.
- 3** The footer is recycled concrete poured in a round form such as Sono-tube, with J-bolts inserted. Be sure the footer passes below the frost line of the installation location.
- 4** The footer and mounting plate must be set low enough that the mounting plate rib is just under the finished grade and not exposed.
- 5** By placing nuts on the J-bolts under and above the mounting plate, the plate can be adjusted level and plumb. Nuts with nylon inserts are recommended.
- 6** The sign is slotted at the bottom in two directions to accept the mounting plate.
- 7** The sign post is secured to the mounting plate with carriage bolts. The nuts for these carriage bolts should be countersunk and the holes covered with a cap matching the carriage bolt heads.
- 8** The 1/4" recesses to receive the logo and graphic panels must be free of scalloping. There must be a smooth, consistent 1/8" gap all around the installed graphic panels.



SPECIAL FEATURES POST SIGN

Graphic specifications

T4

GENERAL NOTES

1 Graphic and logo panels are 1/8" painted aluminum sheet with screen-printed graphics and are attached to plastic sign body with spanner head screws that are painted to match the graphic panel. See construction drawing for location of screws.

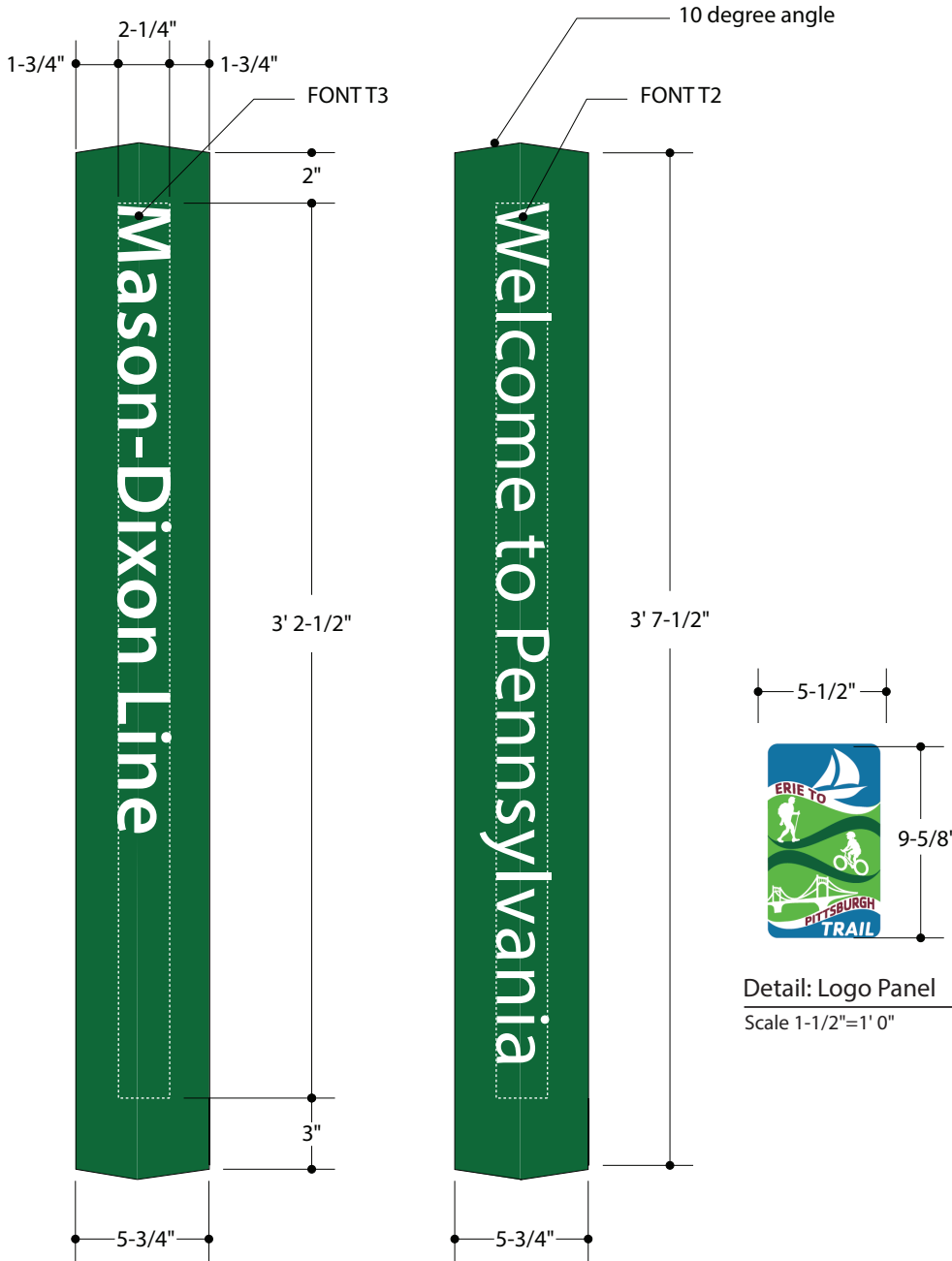
2 Four logo panels and four graphic panels are required for the complete sign.

3 For the example shown, two panels signing Mason-Dixon Line are required—they are applied to opposing faces of the post. The remaining graphic panel appears on one face while another twin panel signing Welcome to Maryland (not shown) appears on the opposing face.

4 Colors for the graphic panels are shown below. Edges and back of graphic panel are painted same as face color. See also page 3.5, Colors, Finishes, and Materials, for complete specifications.

5 Complete colors for the logo panel are shown on page 2.1, Logo Overview. The edges and back of the logo panel are painted to match the outermost color of the logo.

6 Messages outlined in dashed boxes will vary from location to location. The dashed box indicates maximum extent of lettering.



Detail: Graphic Panel 1

Scale 1 1/2"=1'-0"

Detail: Graphic Panel 2

Scale 1 1/2"=1'-0"

Detail: Logo Panel

Scale 1-1/2"=1' 0"

MILE MARKER

Overview

T5

Eire to Pittsburgh trail is currently 2016 using railroad miles and mile markers. Once the entire trail is complete, an additional set of mile markers will be added that cover the entire trail with zero at the Point Perry Monument in Presque Isle State Park near Erie and somewhere around 260 miles or so at the Point in Point Park Pittsburgh.



MILE MARKER

Overview

The mile markers have a 10 in by 10 inch base, and are tapered to a XX inch by xx inch top. The top surface is flat, with a slight slant to allow water to run off.

The mile maker is 29 1/2 inches tall.

Two rebar stick out the bottom

Drawings to follow.

To Be Determined

To eliminate painting maintenance the concrete used to make the mile marker is tinted white.

The surrounding base is not tinted nor painted, but is the standard concrete gray.

The letters are stenciled on the two opposite faces of the mile marker so they can be seen as the mile marker is approached.

The face facing the trail has the EPTA logo attached. It is a 3/32 or 1/8 aluminum sheet with the logo printed on it or attached vinyl.

To facilitate mowing, the mile marker is surrounded by a base that is at least 8 inches. It may be round or square. This base is level with the ground surface and is not covered with dirt or gravel.

TRAIL BLAZER

Overview

T6

Trail Blazer signs are typically located in urban areas where the trail may change course repeatedly or share the path of a road or pedestrian walkway. The sign should be located at decision points and intervals in between if distances are significant.

Note: On PennDot roads a different logo panel must be used, and prior approval must be obtained.

9

8

7

6

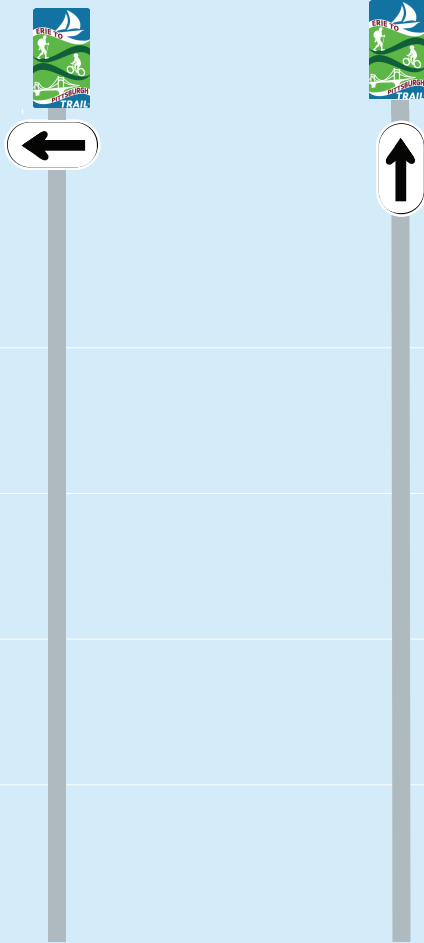
5

4

3

2

1



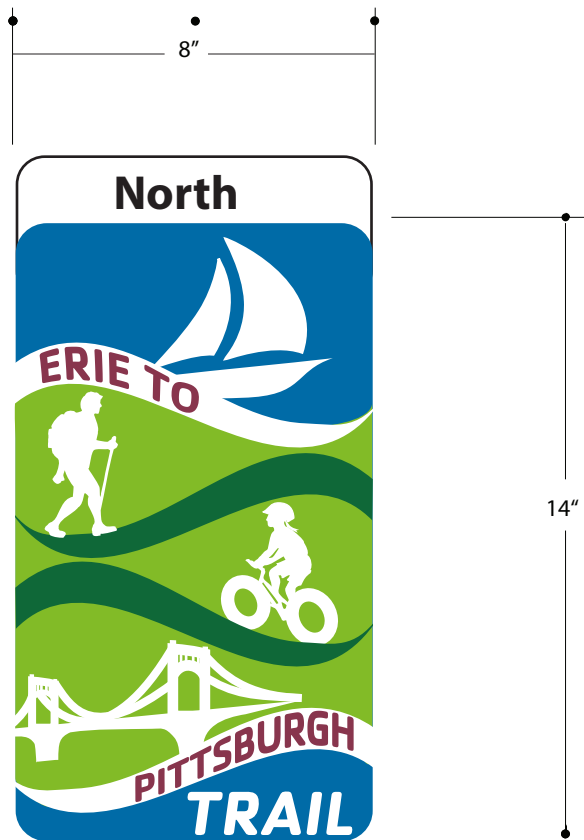
TRAIL BLAZER

Graphic specifications

T6

GENERAL NOTES

1 Graphics are applied in two standard vinyl films on painted aluminum substrate, 3/32" thick. Select vinyl to match logo colors.



Detail: Graphic Panel
Scale 3" = 1' 0"

HERITAGE INTERPRETIVE SIGNS

Overview

T7

Heritage interpretive signs highlight explain invaluable scenic and historic sites along the trail, greatly enriching the trail user experience.

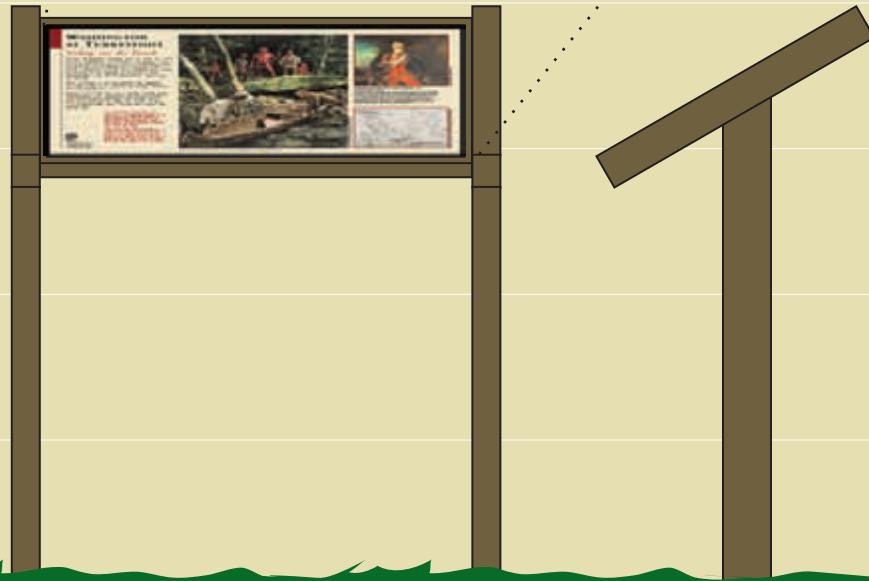
The interpretive panels are typically produced as a digital graphic which is embedded in fiberglass, making them highly vandal and weather resistant.

The sign structure is a welded steel frame painted with exterior grade polyurethane enamel.

The exhibit legs should be bolted to concrete footers, or set directly in augured holes exceeding the frost line. Backfill with stone to level, set posts, and then backfill with dry concrete. Ambient moisture and rainwater will harden footer.

Bally Design, designer of the trail side exhibit system, has implemented a number of exhibits to date. You may choose to work with Bally Design or another company to implement new interpretive exhibits. See Appendix, (Page 8.1) for a list of suggested vendors that have been used by EPTA.

Sign panels and structures on the Gap Trail have been manufactured by Pannier Graphics. See Appendix (Page 8.1) for their website and a list of other vendors that have been used by EPTA.



Sample Interpretive Panel Layouts

The layout of the sign is dependent on how much content and what photos are available and the aspect ratio of the photos. The first choice is two column or three column format, then how pictures are arranged amongst the text. Below are some samples that have been used.

Emlenton Refinery Upgrades

From its beginning, Emlenton Refinery processed crude oil into petroleum products and specialized lubricants which were sold to customers in the Emlenton area. In 1988, the refinery was upgraded to meet the requirements of the Superfund law. This was done with the assistance of the EPA. The refinery was converted to a new refining operation.

A \$40 million Refining and Processing Unit was installed in 1988 to meet new standards including stricter air quality standards. All facilities from the bridge projects had high grade profiles, were non-toxic, were gas-tight, and were built to last. This was done with the assistance of the EPA.

The Rockland (Woodhill) Tunnel

The Rockland (Woodhill) Tunnel was constructed in 1913 and is one of the longest tunnels in the state. It was built to provide a direct route for the Pennsylvania Railroad from the city of Emlenton to the town of Rockland. The tunnel is 1.8 miles long and is one of the longest tunnels in the state.

The Pennsylvania Railroad purchased the line in 1913 and promptly began the task of modernizing the route between Pittsburgh and Buffalo to reduce travel time. The Rockland Tunnel was planned to bypass the area of the old bridge and to provide a direct route.

Oil Farms

Oil farms in the Allegheny Valley were developed in the late 19th and early 20th centuries. These farms were used to produce oil and gas from the earth. The farms were developed in the Allegheny Valley and were used to produce oil and gas from the earth.

The Allegheny Valley was one of the first oil fields in the United States. The first oil well was drilled in 1858 in the town of Oil Creek. The oil was used to produce kerosene and other products.

Rynd Farm

Rynd Farm is a historic farm in the Allegheny Valley. It was built in the late 18th century and is one of the oldest farms in the area. The farm is a good example of a typical Allegheny Valley farm.

The Rynd Farm was built in 1780 and is one of the oldest farms in the Allegheny Valley. It is a good example of a typical Allegheny Valley farm.

The Kennerdell Tunnel

The Kennerdell Tunnel was constructed in 1913 and is one of the longest tunnels in the state. It was built to provide a direct route for the Pennsylvania Railroad from the city of Emlenton to the town of Kennerdell. The tunnel is 1.8 miles long and is one of the longest tunnels in the state.

The Pennsylvania Railroad purchased the line in 1913 and promptly began the task of modernizing the route between Pittsburgh and Buffalo to reduce travel time. The Kennerdell Tunnel was planned to bypass the area of the old bridge and to provide a direct route.

The Refinery At Emlenton

The Refinery At Emlenton was built in 1913 and is one of the oldest refineries in the state. It was built to process crude oil into petroleum products and specialized lubricants. The refinery is a good example of a typical Allegheny Valley refinery.

The Refinery At Emlenton was built in 1913 and is one of the oldest refineries in the state. It was built to process crude oil into petroleum products and specialized lubricants.

H. McClintock Farm

H. McClintock Farm is a historic farm in the Allegheny Valley. It was built in the late 18th century and is one of the oldest farms in the area. The farm is a good example of a typical Allegheny Valley farm.

The H. McClintock Farm was built in 1780 and is one of the oldest farms in the Allegheny Valley. It is a good example of a typical Allegheny Valley farm.

Empire Oil Works - Wolf's Head Refinery

Empire Oil Works - Wolf's Head Refinery was built in 1913 and is one of the oldest refineries in the state. It was built to process crude oil into petroleum products and specialized lubricants. The refinery is a good example of a typical Allegheny Valley refinery.

Empire Oil Works - Wolf's Head Refinery was built in 1913 and is one of the oldest refineries in the state. It was built to process crude oil into petroleum products and specialized lubricants.

Rockland Furnace

Rockland Furnace is a historic furnace in the Allegheny Valley. It was built in the late 18th century and is one of the oldest furnaces in the area. The furnace is a good example of a typical Allegheny Valley furnace.

Rockland Furnace was built in 1780 and is one of the oldest furnaces in the Allegheny Valley. It is a good example of a typical Allegheny Valley furnace.

The Tarbell House

The Tarbell House is a historic house in the Allegheny Valley. It was built in the late 18th century and is one of the oldest houses in the area. The house is a good example of a typical Allegheny Valley house.

The Tarbell House was built in 1780 and is one of the oldest houses in the Allegheny Valley. It is a good example of a typical Allegheny Valley house.

Actor, Oil Man, Assassin

Actor, Oil Man, Assassin is a historic site in the Allegheny Valley. It was built in the late 18th century and is one of the oldest sites in the area. The site is a good example of a typical Allegheny Valley site.

Actor, Oil Man, Assassin is a historic site in the Allegheny Valley. It was built in the late 18th century and is one of the oldest sites in the area.

Riverine and Stream Habitats

Riverine and Stream Habitats are important ecosystems in the Allegheny Valley. They provide a home for many different species of plants and animals. The habitats are a good example of a typical Allegheny Valley habitat.

Riverine and Stream Habitats are important ecosystems in the Allegheny Valley. They provide a home for many different species of plants and animals.

Indian God Rock

Indian God Rock is a historic site in the Allegheny Valley. It was built in the late 18th century and is one of the oldest sites in the area. The site is a good example of a typical Allegheny Valley site.

Indian God Rock is a historic site in the Allegheny Valley. It was built in the late 18th century and is one of the oldest sites in the area.

Acknowledgement

Acknowledgement is a historic site in the Allegheny Valley. It was built in the late 18th century and is one of the oldest sites in the area. The site is a good example of a typical Allegheny Valley site.

Acknowledgement is a historic site in the Allegheny Valley. It was built in the late 18th century and is one of the oldest sites in the area.

Eclipse Refinery (1872-1937)

Eclipse Refinery (1872-1937) was built in 1872 and is one of the oldest refineries in the state. It was built to process crude oil into petroleum products and specialized lubricants. The refinery is a good example of a typical Allegheny Valley refinery.

Eclipse Refinery (1872-1937) was built in 1872 and is one of the oldest refineries in the state. It was built to process crude oil into petroleum products and specialized lubricants.

The River as Transportation

The River as Transportation is an important mode of transport in the Allegheny Valley. It has been used for many years to transport goods and people. The river is a good example of a typical Allegheny Valley river.

The River as Transportation is an important mode of transport in the Allegheny Valley. It has been used for many years to transport goods and people.

The Mays' Mill Tunnel

The Mays' Mill Tunnel was constructed in 1913 and is one of the longest tunnels in the state. It was built to provide a direct route for the Pennsylvania Railroad from the city of Emlenton to the town of Mays. The tunnel is 1.8 miles long and is one of the longest tunnels in the state.

The Pennsylvania Railroad purchased the line in 1913 and promptly began the task of modernizing the route between Pittsburgh and Buffalo to reduce travel time. The Mays' Mill Tunnel was planned to bypass the area of the old bridge and to provide a direct route.

Joseph Sibley's River Ridge

Joseph Sibley's River Ridge is a historic site in the Allegheny Valley. It was built in the late 18th century and is one of the oldest sites in the area. The site is a good example of a typical Allegheny Valley site.

Joseph Sibley's River Ridge is a historic site in the Allegheny Valley. It was built in the late 18th century and is one of the oldest sites in the area.

Jamestown, Franklin & Clearfield Railroad

Jamestown, Franklin & Clearfield Railroad was built in 1913 and is one of the longest railroads in the state. It was built to provide a direct route for the Pennsylvania Railroad from the city of Emlenton to the town of Jamestown. The railroad is 1.8 miles long and is one of the longest railroads in the state.

The Pennsylvania Railroad purchased the line in 1913 and promptly began the task of modernizing the route between Pittsburgh and Buffalo to reduce travel time. The Jamestown, Franklin & Clearfield Railroad was planned to bypass the area of the old bridge and to provide a direct route.

Hoover Well

Hoover Well is a historic well in the Allegheny Valley. It was built in the late 18th century and is one of the oldest wells in the area. The well is a good example of a typical Allegheny Valley well.

Hoover Well was built in 1780 and is one of the oldest wells in the Allegheny Valley. It is a good example of a typical Allegheny Valley well.

Belmar Bridge

Belmar Bridge is a historic bridge in the Allegheny Valley. It was built in the late 18th century and is one of the oldest bridges in the area. The bridge is a good example of a typical Allegheny Valley bridge.

Belmar Bridge was built in 1780 and is one of the oldest bridges in the Allegheny Valley. It is a good example of a typical Allegheny Valley bridge.

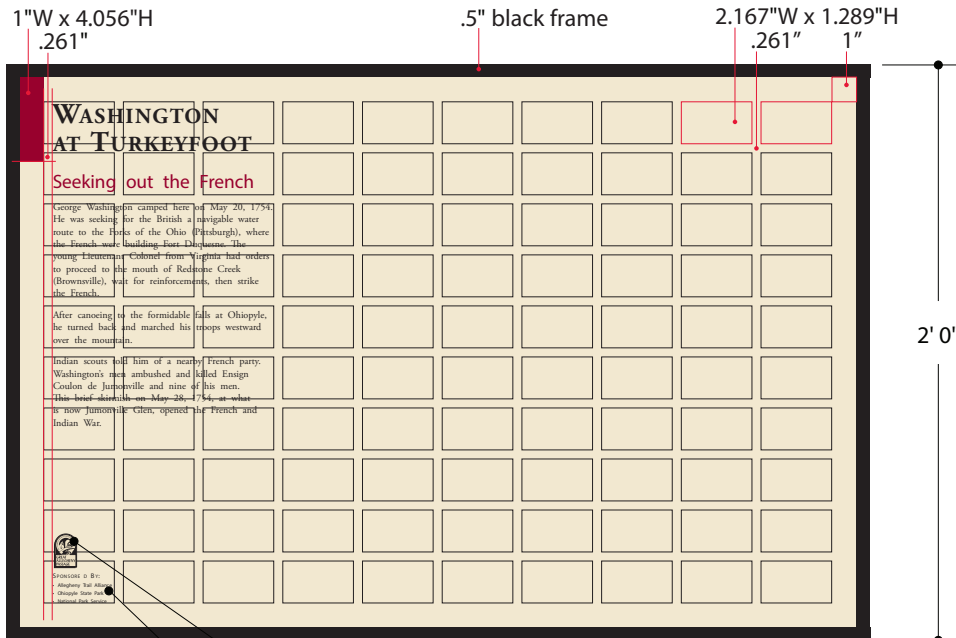
Big Rock Bridge

Big Rock Bridge is a historic bridge in the Allegheny Valley. It was built in the late 18th century and is one of the oldest bridges in the area. The bridge is a good example of a typical Allegheny Valley bridge.

Big Rock Bridge was built in 1780 and is one of the oldest bridges in the Allegheny Valley. It is a good example of a typical Allegheny Valley bridge.

HERITAGE INTERPRETIVE SIGNS T7

Graphic specifications



Grid Specifications
Scale 1-1/2' = 1' 0"

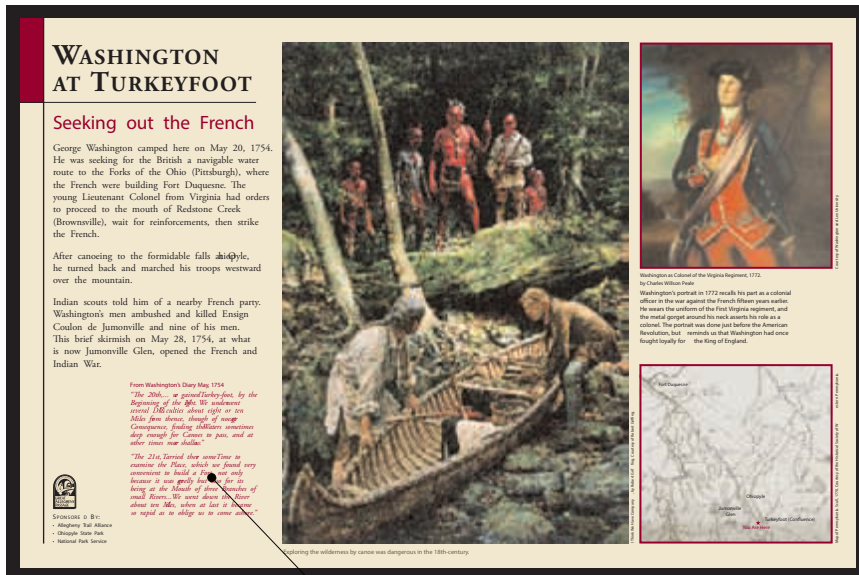
One-color logo, black on background color

Sponsors change accordingly

GENERAL NOTES

- 1 Graphic panels are produced as high-resolution digital prints on paper substrate which is then embedded in fiberglass.
- 2 All heritage panels for the Erie specifications.
- 3 Detailed typographic specifications follow on page 6.20.
- 4 Artwork should be prepared in Adobe Illustrator, Adobe InDesign, or similar illustration or page layout programs.
- 5 All photographs or illustrations should be a minimum 200 dpi at full size on the layout.
- 6 Your fabricator will have specific requirements. Confirm art requirements before beginning your project.

Need to specify



Typical Layout
Scale 1-1/2' = 1' 0"

See page 6.20 for complete type specifications

ACCENT COLORS

PMS 457U

PMS 575U

PMS 1805U

PMS 202U

BACKGROUND COLOR

PMS 468U



Head
Adobe Garamond
Small Caps
86/83
Tracking: 30
Kern as needed

HEADLINE HERE AND A SECOND LINE

Sub Head
Adobe Garamond Italic
58/68

Sub-head about Help

Primary Text
Adobe Garamond Regular
30/37

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Maecenas porttitor congue massa. Fusce posuere, magna sed pulvinar ultricies, purus lectus malesuada libero, sit amet commodo magna eros quis urna. Nunc viverra imperdiet enim. Fusce est. Vivamus a tellus. Pellentesque habitant morbi tristique senectus et netus et malesuada fames ac turpis egestas. Proin pharetra nonummy pede.

Quote Head
Adobe Frutiger Bold
19/24

Quote
Adobe Garamond Italic
23/25

Heading again. laoreet nonummy augue. Suspendisse dui purus
Lorem ipsum aenean nec lorem. In porttitor. Donec laoreet nonummy augue. Suspendisse dui purus, scelerisque at, vulputate vitae, pretium mattis, nunc. Mauris eget neque at sem venenatis eleifend. Ut nonummy. Fusce aliquet pede non pede. Suspendisse dapibus lorem pellentesque magna.

Secondary Text
Adobe Frutiger Roman
19/24

Lorem ipsum donec blandit feugiat ligula. Donec hendrerit, felis et imperdiet euismod, purus ipsum pretium metus, in lacinia nulla nisl eget sapien. Donec ut est in lectus consequat consequat. Etiam eget dui. Aliquam erat volutpat. Sed at lorem in nunc porta tristique. Proin nec augue. Quisque aliquam tempor magna. Maecenas odio dolor, vulputate vel, auctor ac, accumsan id, felis. Pellentesque cursus sagittis felis. Pellentesque porttitor, velit lacinia egestas auctor, diam eros tempus arcu,

Captions
Adobe Frutiger Italic
16/24

Caption for picture is this size. Pellentesque habitant morbi tristique senectus et netus by Maecenas Donec Peale

Credits
Adobe Frutiger Italic
12/12

Credit should be given to Company, by Vivamus Griffing. Courtesy of Vivamus Griffing.

Only these fonts and paragraphs styles should be used when creating artwork for heritage interpretive panels. Fonts can be purchased from Adobe Systems or its authorized dealers.

See www.adobe.com/type.

If you are laying out heritage panel without professional assistance, be aware of common typesetting errors of beginning typesetters, including widows, orphans, poorly ragged copy, inappropriate use of foot and inch marks for apostrophes and quote marks, kerning, and more.

You can find out more about these typesetting terms and other typesetting best practices in the art and design section of your library or at larger bookstores.

Trail Junctions

One of the sign types that is missing from the GAP manual is trail junction signs.

This is a place holder for whatever we decide.

SUPPLEMENTAL WAYFINDING

Overview

R1



Sign Example
Scale 3/4"=1'-0"

Supplemental wayfinding signs help trail users find trail access areas after leaving state and regional roadway systems. Typically located at intersections of local roads where the driver must make a directional decision, they include only one message, Trail Access, and an arrow pointing left, up, or right.

The sign colors are intended to relate to general roadway sign systems rather than the Erie To Pittsburgh Trail. The lettering and arrows are applied in reflective white vinyl, for good nighttime visibility.

Also see appendix (Page 8.3) Tourist Oriented Direction Signs (TODS) for more information.

SUPPLEMENTAL WAYFINDING Construction

R1

GENERAL NOTES

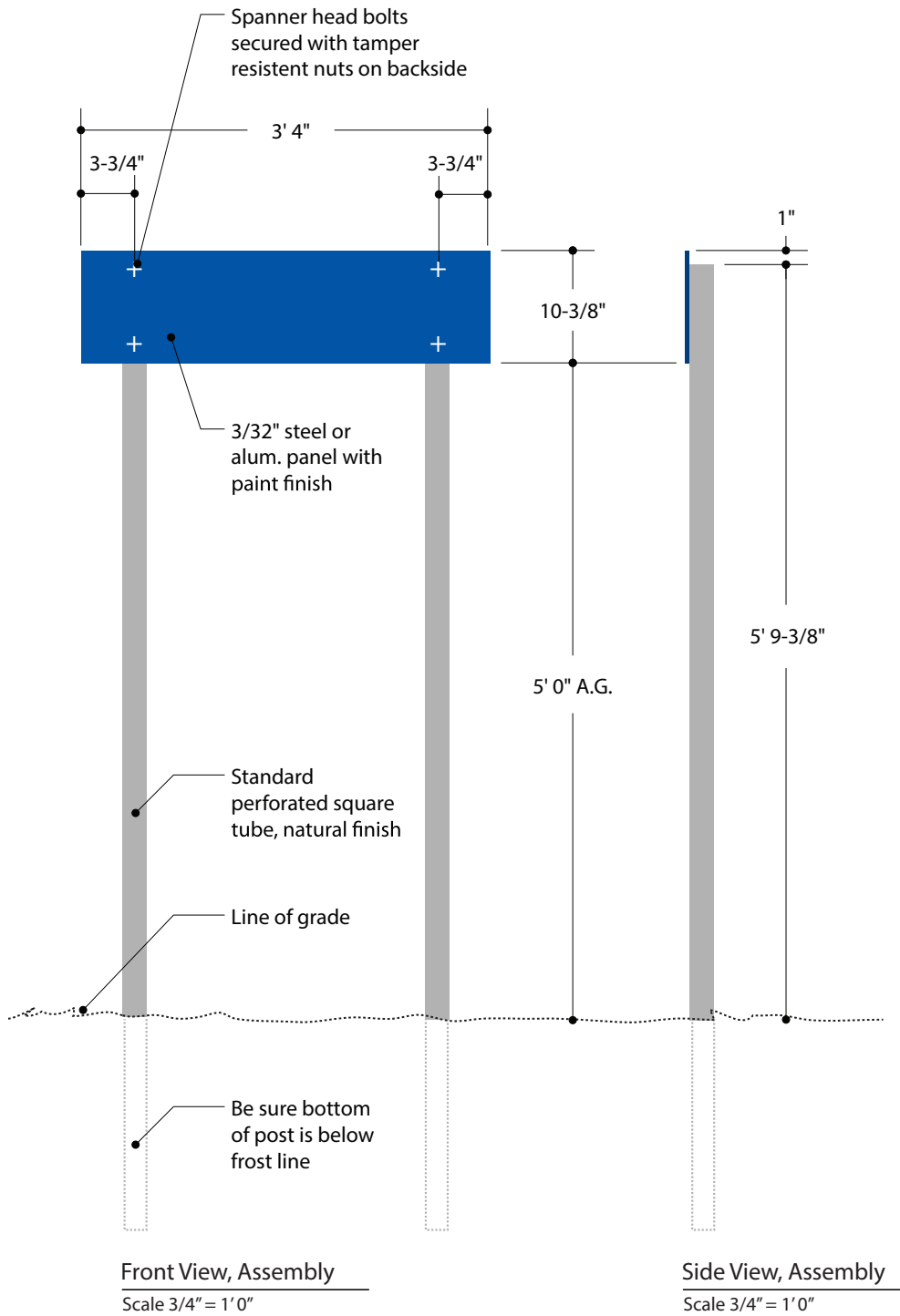
1 Sign panel is made from 3/32" or 1/8" steel or aluminum sheet, with automotive grade polyurethane enamel paint finish.

2 Posts are standard perforated square tubes used for highway signing.

3 Attach sign panel to posts with spanner head bolts. Recommend using tamper resistant nuts with nylon inserts on backside.

4 Auger holes for posts to depth exceeding frost line. Backfill holes with stone to level. Set posts and backfill with dry concrete and then soil. Ambient moisture and rain will harden footer. Apply grass seed or landscape material.

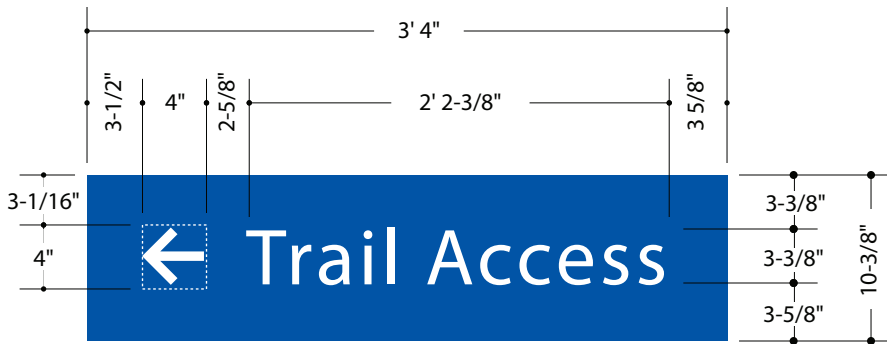
To facilitate mowing, the post is surrounded by a base that is at least 8 inches. It may be round or square. This base is level with the ground surface and is not covered with dirt or gravel.



SUPPLEMENTAL WAYFINDING

Graphic specifications

R1



Detail: Typical Graphic Panels
Scale 1" = 1' 0"

FONTT2*

*NOTE: Tahoma Regular
May be substituted if ordering
this sign online through
www.buildasign.com

GENERAL NOTES

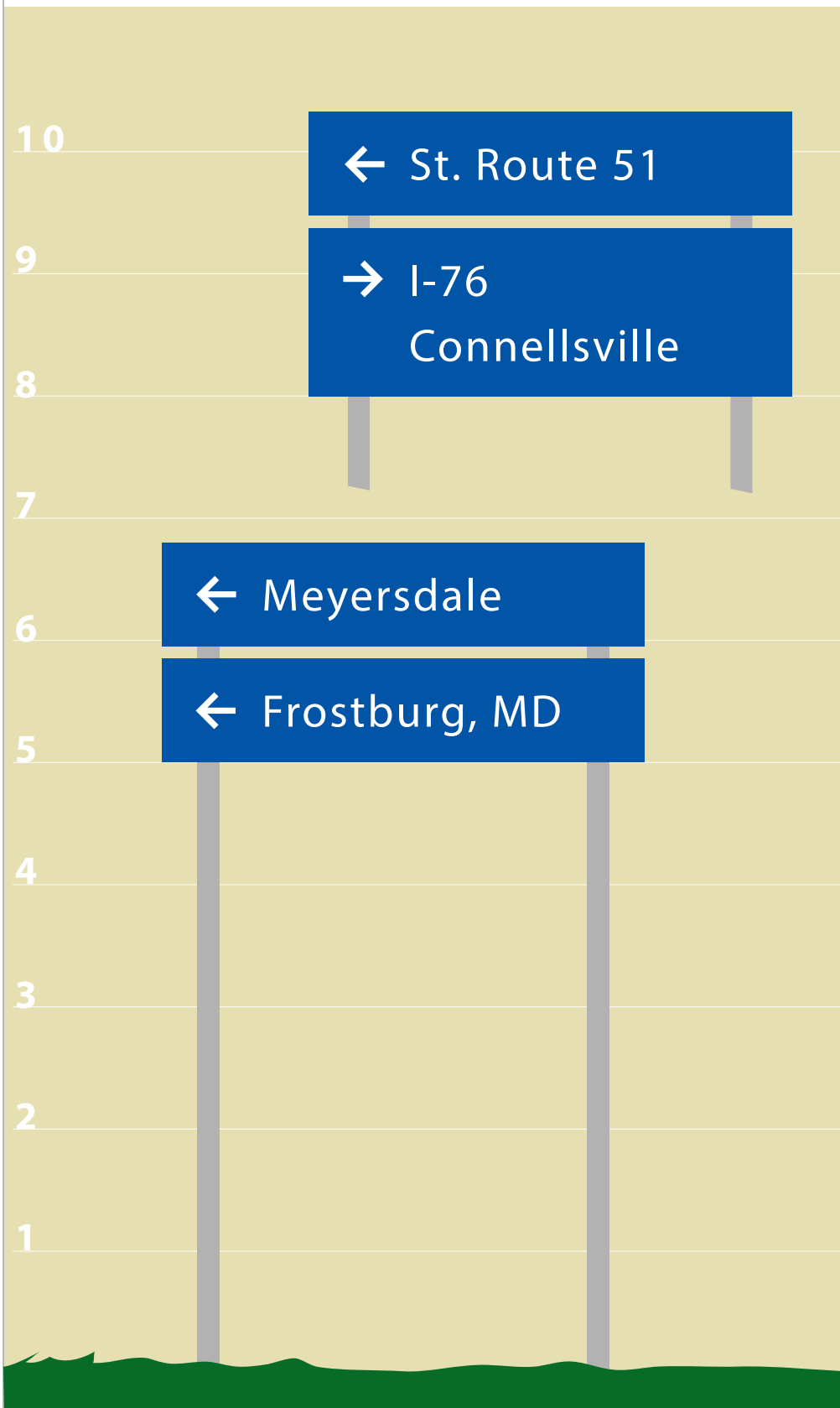
- 1 Lettering and arrows are applied in white reflective vinyl to painted substrate panel.
- 2 This sign panel can be ordered from www.buildasign.com.
- 3 If ordering this sign online from www.buildasign.com, the type face Tahoma Regular can be substituted for Myriad Pro Regular.
- 4 Do not use the standard arrows. Use the arrow as shown here and specified on page 3.2.
- 5 Lettering is tracked to 50 units for greater legibility to drivers.
- 6 Attach sign panel to posts with spanner head bolts. Paint bolt heads to match panel.



REVERSE WAYFINDING

Overview

R2

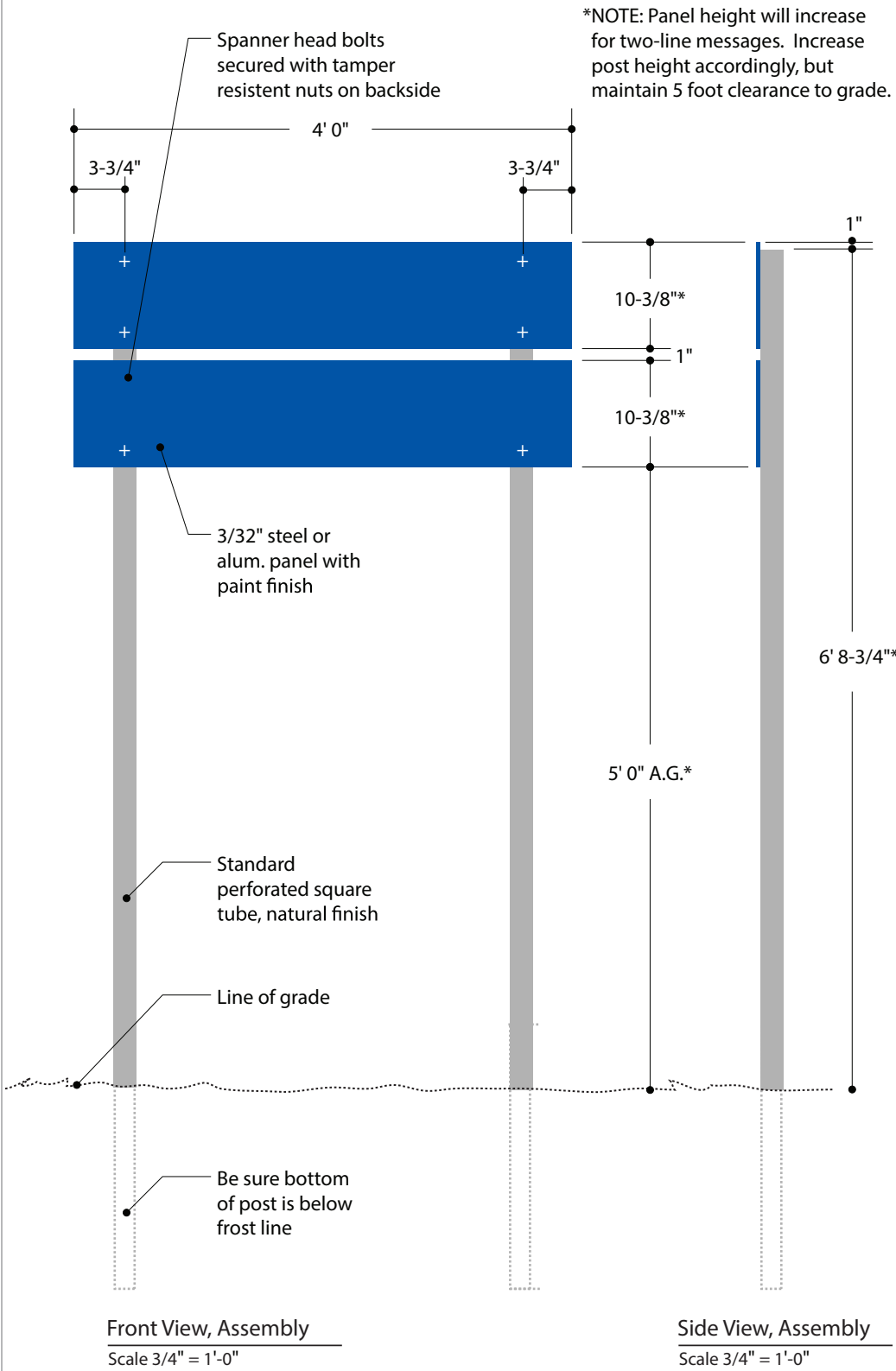


Reverse wayfinding signs help trail users get back on local roadways going in the right direction, after they have enjoyed the trail. Typically located opposite access area parking lots, they indicate next significant town or roadways on the drivers left and on their right, or possibly ahead of them. The sign colors are intended to relate to general roadway sign systems rather than the Eire To Pittsburgh Trail. The lettering and arrows are applied in reflective white vinyl, for good nighttime visibility.

REVERSE WAYFINDING

Construction

R2



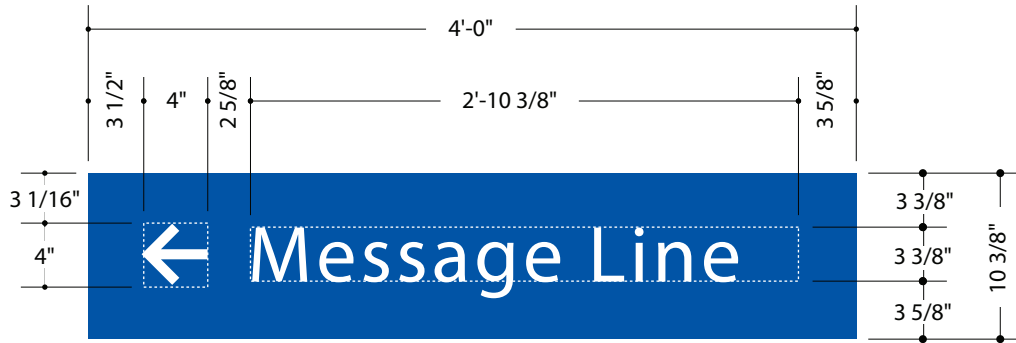
GENERAL NOTES

- 1 Sign panel is made from 3/32" or 1/8" steel or aluminum sheet, with automotive grade polyurethane enamel paint finish.
 - 2 Posts are standard perforated square tubes used for highway signing.
 - 3 Attach sign panel to posts with spanner head bolts. Recommend using tamper resistant nuts with nylon inserts on backside.
 - 4 Auger holes for posts to depth exceeding frost line. Backfill holes with stone to level. Set posts and backfill with dry concrete and then soil. Ambient moisture and rain will harden footer. Apply grass seed or landscape material.
- To facilitate mowing, the post is surrounded by a base that is at least 8 inches. It may be round or square. This base is level with the ground surface and is not covered with dirt or gravel.

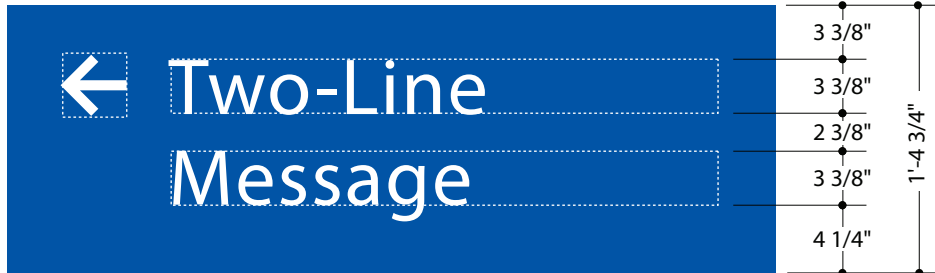
REVERSE WAYFINDING

Graphic specifications

R2



One-Line Message Panel



Split-Line Message Panel



Two-Message Panel

Detail: Graphic Layout
Scale 1"=1'-0"

FONT T2*

*NOTE: Tahoma Regular
May be substituted if ordering
this sign online through
www.builtasign.com

GENERAL NOTES

- 1 Lettering and arrows are applied in white reflective vinyl to painted substrate panel.
- 2 This sign panel can be ordered from www.builtasign.com.
- 3 If ordering this sign online from www.builtasign.com, the type face Tahoma Regular can be substituted for Myriad Pro Regular.
- 4 Do not use the standard arrows available at www.builtasign.com. Use only the arrow as shown here and specified on page 3.2.
- 5 Lettering is tracked to 50 units for greater legibility to drivers.
- 6 Attach sign panel to posts with spanner head bolts. Paint bolt heads to match panel.
- 7 Messages outlined in dashed boxes may change. The dashed box indicates maximum extent of copy.



Sign and Kiosks Vendors

There are an ever changing list of sign and kiosks designers and fabricators that have been used by trail groups along the Eire to Pittsburgh trail. Rather than list them in this printed document, the list is available on the EPTA website at

<http://private.eirepittsburghtrail.org/vendors>.

Each entry includes the name, website address, physical address, email contact and comments from people who have used or contacted them. If you know of any others, or if you have dealings with any of them, please add to the comments.

Tourist Oriented Directional Signs (TODS)

A TODS is a 72" X 24" or 48" X 16" reflectorized directional sign (D7-4) with white legend on blue or brown background that indicates the name of, and gives directional guidance to the participant location. As described in PennDOT Traffic Engineering Manual (Pub 46) dated March 2014, the purpose of TODS is to guide travelers to businesses, services, and participants [defined as the requesting group] in which the traveling public would have reasonable interest. The most typical example about the EPT contains the word Trail or Trailhead, an arrow, and the number of miles from that spot to the trailhead (generally 5 miles or less).

EPT fits under the Recreational category for eligible TODS, as "Hiking and Biking Trails/Routes: Areas designated for recreational hiking, biking, walking, etc. which are publicly accessible, and owned and maintained by either the Local or County government or Pennsylvania DCNR, or non-profit organizations. TODS will only be installed at locations that direct the motorist to an established trail head with parking facilities."

TODS shall be located not less than 200 feet or more than 1,320 feet in advance of a location where a turn is required from the highway. They are installed in advance of the intersection where a motorist leaves the primary highway system and at all subsequent locations where the motorist is required to turn in order to travel to the Participant. All TODS should be on the right-hand side of the highway. If the Participant's own sign is readily visible from the highway, do not install a TODS immediately at the final turn into parking area.

Administration of TODS is performed by the Pa. Tourism Signing Trust, which establishes the rates for application fees, fees for new signs and ongoing maintenance fees. To request a TODS, you [the Participant] request an application from the Pa. Tourism Signing Trust; www.palogo.org; (877) 272-1332; ask for Loisrae Graybill. Here are the current fees including installation per sign: \$75 non-refundable application fee; size 48" X 16" costs \$650; 72" X 24" costs \$800; and Participant must pay to repair/replace TODS as needed.

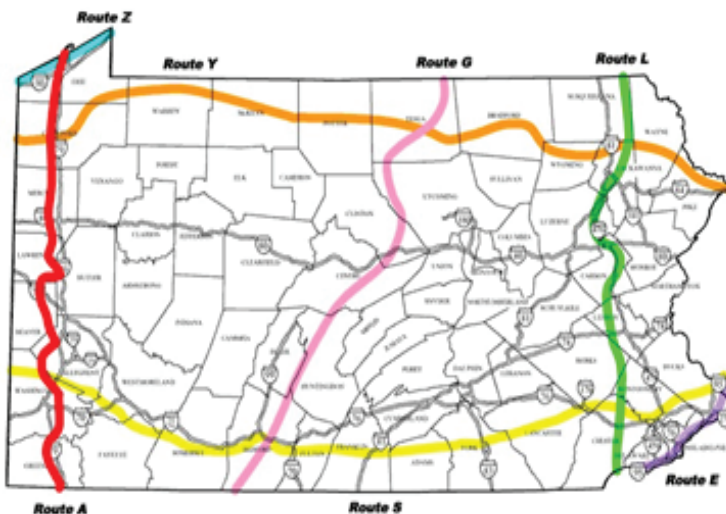
Bicycle PA Routes

Pennsylvania Bike Routes A, Y, and Z

In the 2000s, BicyclePA and PennDOT jointly created a series of bicycle routes with lettered names to cross the state via highways and rail trails. Bike Routes A, Y, and Z intersect or in some cases overlap with the Erie to Pittsburgh Trail. For detailed maps of the routes, see www.bikepa.com/routes.

Route A runs north-south from Erie to the West Virginia state line; its 199 miles stretch from the Seaway Trail/BicyclePA Route Z on the Lake Erie shoreline to just north of Morgantown, West Virginia. Route Y runs east-west, generally following U. S. Route 6; its 409 miles connect to Routes A and Z in the west; much of its length is heavily forested. Route Z is just 46 miles in length, entirely within Erie County; it follows the Lake Erie shoreline from the Ohio to New York borders, utilizing mostly Route 5. Quite a bit of the EPTA utilizes the Seaway Trail/Route 5 in Pennsylvania and New York, although it is not presently signed to that effect.

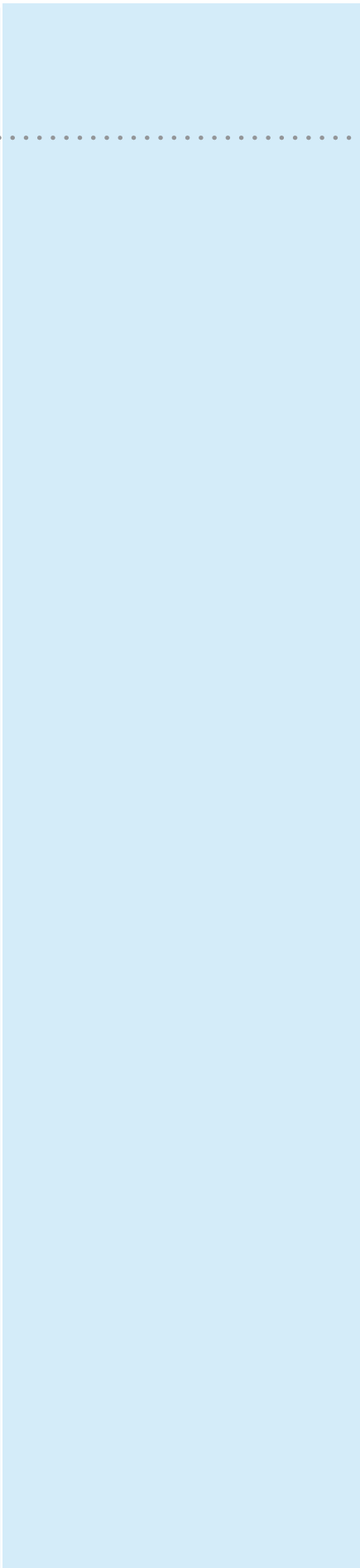
BicyclePA Routes in Pennsylvania



Is this page needed?
Does it convey any information with respect to our signange plan?

EPTA signs on PennDot roads is covered on page 2.2

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Manual & Sign Guidelines Graphic Identity