ACKNOWLEDGMENTS

PROJECT STEERING COMMITTEE
Ashley Tolbert - Special Events and Community Development Manager
Russell Haltiwanger - Parks and Recreation Director
Lori Cooper - Administrative Assistant to Public Works Director
Mike Maier - City Council Member
Whitney Ferguson - Fountain Inn Chamber of Commerce President/CEO
Matt Waschkowski - Planning Commission Member and Chamber of Commerce Board Member
Michelle Crews Amrien - Owner of Sweet Catherine’s Restaurant
Shawn Bell - City Administrator

CONSULTANT TEAM
MKSK
504 Rhett St | Ste 204
Greenville, SC 29601
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PURPOSE
In July 2018, the City of Fountain Inn contracted MKSK (the Project Team) of Greenville, South Carolina to develop a community wayfinding master plan for Fountain Inn, South Carolina.

PLANNING PROCESS
The project kicked off with a site visit in July 2018. The Project Team then presented draft recommendations to the project steering committee in August. The Project Team presented a draft report for steering committee review in October and submitted a final draft to the steering committee in November. Upon completion of the final deliverables, the report was submitted to SCDOT for review.

1. INTRODUCTION

STAKEHOLDER INPUT
In July 2018, the Project Team met with the project steering committee to kick off the planning process. The Consultants conducted an additional meeting with the Chamber of Commerce.

During these meetings, the Project Team recorded stakeholder responses to a series of questions surrounding two themes: one, wayfinding needs, issues, and opportunities; and two, project goals and objectives.

Based on stakeholder input, the master plan should:
• Replace deteriorated existing signage;
• Develop and deploy a revised community graphic identity;
• Curate the visitor experience of the community; and
• Promote Fountain Inn’s various attractions and destinations.
A key project goal is the establishment of wayfinding policy and management programs that will ensure the sustainability of the wayfinding plan and provide a road map for physical maintenance and system expansion over time.

WAYFINDING POLICY
A useful wayfinding policy will address two key issues:
• The inclusion and exclusion of potential destination into the wayfinding system; and
• An assessment of the relative significance of qualifying destinations.

Types of Qualifying Destinations
To be considered for inclusion into the community wayfinding system for Fountain Inn, a destination or attraction must clearly conform to one of the following categories:
• Architectural & Historical: Historic Sites, Historic Districts;
• Commercial: Farmers Markets, Shopping Districts, Industrial Parks, Zoos, Botanical Gardens;
• Cultural & Institutional: Arenas, Colleges and Universities, Convention Centers, Courthouses, Government Buildings, Health Care Centers, Libraries, Museums, Schools, Theaters;
• Recreational: Boating Access, Campgrounds, Golf Courses, Hiking/Biking Trails and Routes, Equestrian Facilities, National/State/Regional Parks/Forests, Parks and Recreational Facilities, Sports Facilities;
• Transportation: Airports, Historic Routes, Parking Resources, and Transit Centers; or
• Visitor Services: Hospitals, Visitor Information Centers.

If a destination or attraction fails to conform to one of the above categories, it should be excluded for consideration as a qualifying destination.

Scoring Criteria for Qualifying Destinations
If an attraction or destination conforms to one of the qualifying categories for destinations, it will be considered for inclusion into the Fountain Inn wayfinding system. A qualifying attraction or destination shall then be rated according to a scoring matrix based on the below criteria.

The attraction or destination under consideration shall register a minimum score of eight (8) be included in the wayfinding system.
WAYFINDING SYSTEM MANAGEMENT
The day-to-day and long-term management of a wayfinding system will require cooperation between City departments as well as between staff and elected officials. These partners will work together to manage the physical, financial, and administrative elements of the wayfinding program.

Day-to-Day System Management
The City of Fountain Inn should be responsible for scheduled system maintenance, including routine cleaning and repair to minor damage of system components. The City of Fountain Inn will convene a small wayfinding subcommittee on an as-needed basis to review the system status, address maintenance or repair issues, and discuss and recommend (if needed) action to alter, modify, or expand the existing system. Future design services should be managed by the City of Fountain Inn or through an as-needed services contract with a qualified firm.

Long-Term System Management
Project partners will be required to manage, and allocate additional funds to, an ongoing wayfinding management program. Fifteen percent of the funding for project implementation should be earmarked for system repair, replacement, and expansion. Project partners may be required, on occasion, to contribute additional funds to ensure the system is adequately maintained.

Size of Attraction: Score based on number of full-time employees.
1. 10 or fewer
2. 11-49
3. 50 or more

Access to Attraction: Score based on ease of access via roads and entrances.
0. Unmarked and unpaved/no entrance
1. Entrance poorly marked and/or unpaved entrance/access
2. Clearly marked entrance with paved entrance/access

Parking Resources: Score based on number of parking spaces or nearby on-street parking.
0. No on-site or nearby on-street parking
1. Nearby on-street parking only
2. Dedicated parking lot with 10 or fewer spaces
3. Dedicated parking lot with 11 or more spaces

Seasonality: Score based on annual availability or access to destination on an annual basis.
1. 6 months or less
2. 6-9 months
3. 9-12 months

Hours of Operation: Score based on weekly availability or access.
1. 0-20 hours/week
2. 20-40 hours/week
3. 40 or more hours/week

Significance of Attraction: Score based on local, regional, or national importance.
1. Local significance
2. Regional significance
3. National significance
WAYFINDING SYSTEM INFRASTRUCTURE
The process used to determine the routes to Fountain Inn destinations consisted of identifying three types of roads: Major Routes, Connector Routes, and Destination Routes.

Major Routes
The Project Team reviewed the South Carolina Department of Transportation’s traffic count road maps for Fountain Inn and identified all “primary” highways and examined their daily traffic counts. Using the criteria that a Major Route would bring a considerable amount of traffic into Fountain Inn, SC 418, Main Street, Fairview Street, and Harrison Bridge Road are the Major Routes of the wayfinding system. (Interstate 385 is intentionally excluded, as different signage rules apply here.)
Connector Routes
The same analysis of SCDOT maps helped the Project Team build the internal connective network of streets within Fountain Inn. The roads comprising these routes are Weston Street, Woodside Avenue, Depot Street, Jones Street, and Quillen Avenue.
Destination Routes
A destination route connects a particular destination to the larger connective grid. The streets that serve as destination routes are Cannon Street, Mount Zion Road, Diamond Tip Boulevard, and Scuffletown Road.
SYSTEM DESTINATIONS
The Project Team worked with the project steering committee to edit, refine, and finalize the destinations to be included in the wayfinding system. These destinations are divided into three categories based on their overall significance as a visitor destination, with Tier One being the most significant and Tier Three the least significant to the wayfinding system.

Tier One Destinations
Tier One destinations are qualifying destinations that meet all scoring criteria requirements for eligible destinations or attractions and should be included in motorist directional signage.

Tier One destinations will require directional trailblazer signage from primary, connector, and destination routes to direct visitors to the destination. These are:
• Downtown
• Younts Center
• Commerce Park

Within the next three years, two destinations will become Tier One destinations. These are:
• The future Fountain Inn High School
• Woodside Park (which is slated to become a regional baseball tournament complex)

For the purposes of this study, Fountain Inn High School will not be included in the wayfinding system with future recommended signage, and Woodside Park appears as a Tier Two destination.
Tier Two Destinations
Tier Two destinations are qualifying destinations that meet all requirements of scoring criteria for eligible destinations or attractions and should be included in motorist directional signage. Tier Two destinations will require a directional trailblazer when a turn is necessary and may be included in a directional trailblazer when a directional trailblazer is required because of a Tier One destination. These are:

- Woodside Park
- PD Terry City Park
- Activities Center
- Public Library
- Carolina Springs Golf Course
- City Hall
- Rotary Park
- Chamber of Commerce
- History Museum
- Swamp Rabbit Trailhead

Tier Three Destinations
Tier Three destinations are qualifying destinations that currently do not meet the minimum requirements of scoring criteria for eligible wayfinding destinations and attractions.

Tier Three destinations should not be included in motorist directional signage but should be considered for destination-based identification signage when needed. Additionally, Tier Three destinations may be eligible for future inclusion into the directional signage system as these destinations grow in terms of their relative significance to the overall system. These are:

- Sanctified Hill Park
- “Peg Leg” Bates Statue
- Georgia Street Park
- Country Chase Fitness Park
- Fairview Street Park
TIER 2 DESTINATIONS

2. CAROLINA SPRINGS GOLF COURSE (OFF MAP)
2. PUBLIC LIBRARY
2. CITY HALL
2. ROTARY PARK
2. CHAMBER OF COMMERCE/HISTORY MUSEUM
2. ACTIVITIES CENTER
2. SWAMP RABBIT TRAILHEAD
2. CAROLINA SPRINGS GOLF COURSE (OFF MAP)
2. PD TERRY CITY PARK
2. WOODSIDE PARK
2. HARRISON BRIDGE RD.
2. HOWARD DR.
2. HARRISON BRIDGE RD.
2. BRYSON DR.
The Project Team worked with the steering committee and City Council to edit, refine, and finalize artwork for the wayfinding system. Important considerations included color palette, form, materials, and other design elements that also included a revised city logo package.

Typefaces
The wayfinding system for Fountain Inn features two approved typefaces, which are described and illustrated below.

The first approved typeface is Clearview Highway. This typeface should be utilized for vehicular directional signage, which is intended for viewing by people in motorized vehicles along public roadways. The cap height for sign copy must be six inches for signs in speed zones thirty miles-per-hour and above and four inches for speed zones less than thirty miles-per-hour.

Clearview Hwy 1-W
Clearview Hwy 2-W
Clearview Hwy 3-W

The second approved typeface is Freight Sans, which should be utilized for pedestrian signage. This typeface is intended for viewing by people on foot or non-motorized vehicles outside the public right-of-way. Freight Sans should also be utilized for parking signage and destination markers, which are on-site signs that identify specific destinations included in the wayfinding system.

Freight Sans Book
Freight Sans Medium
Freight Sans Bold

APPROVED TYPEFACE FOR PEDESTRIAN SIGNAGE
**Directional Arrows**

It is recommended Type D arrows should be used in all motorist-oriented signage in the Fountain Inn wayfinding system. For pedestrian-oriented trailblazers, an alternate set of arrows should be used.

MUTCD Standards for vehicular directional signage require destinations to be listed in order of direction first:
- Straight ahead
- Left (veer)
- Left (turn)
- Right (veer)
- Right (turn)

Destinations sharing the same directional arrows should be listed from top to bottom in order of distance from sign location.

These rules are not required of pedestrian wayfinding signs, but are recommended.

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**Color Palette**

The approved color palette for Fountain Inn draws directly from a logo guide prepared by MKSK as part of this planning process. It is important to note that shades of red, orange, purple and yellow may not be used as sign backgrounds, as these colors may resemble regulatory signage and may confuse and endanger motorists.

<table>
<thead>
<tr>
<th>Color</th>
<th>PMS Code</th>
<th>CMYK Values</th>
<th>Hex Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fountain Blue</td>
<td>2965U</td>
<td>C96 M47 Y18 K51</td>
<td>#004363</td>
</tr>
<tr>
<td>Green</td>
<td>564U</td>
<td>C42 M0 Y24 K0</td>
<td>#88C6BC</td>
</tr>
<tr>
<td>Blue (20% Tint)</td>
<td>2965U</td>
<td>C96 M47 Y18 K51</td>
<td>#004363</td>
</tr>
</tbody>
</table>

**Logo**

MKSK developed a evolutionary logo guide for the City of Fountain Inn. The artwork in this guide should be utilized throughout the wayfinding system.
SIGN TYPOLOGY
The wayfinding system is composed of several unique sign types, which serve different functions. All dimensions should be considered “typical” for each sign type. Decorative posts for high and low speed trailblazers are shown for illustration purposes only. Trailblazers must meet federal and state requirements for breakaway features.

Gateway Monument Large
Retrofit Existing Structures
Sign: 3.75’ x 14.5’
Cap Height: F=12”, N=10.5”, C=5.5”
Gateways
These signs are used at the entrances to Fountain Inn. Their locations are shown in the Sign Schedule. All monumental gateway concepts are designed to be retrofitted to existing masonry and metal signs. Smaller pole-mounted gateway signs are designed to be serve as decorative gateways at the city limits or along secondary routes into the city.
Gateways
These monumental gateway concepts are designed to be retrofitted to existing masonry and metal signs. These monumental gateways will take the place of existing service organization signage and will feature a full-color LED message board to be used for city events and notifications.

Message Monument - Front
(replaces service organization sign)

Retrofit Existing Structure
Sign Panel: 3.75’ x 9’
LED Panel: TBD
Thank you for visiting

FOUNTAIN INN

Message Monument - Back

Retrofit Existing Structure
Sign Panel: 3.75' x 9'

LED Panel: TBD

FULL-COLOR LED COMMUNITY MESSAGE BOARD
Vehicular Directional Trailblazers
These signs direct visitors to the various destinations and areas in Fountain Inn. Vehicular Trailblazer panel dimensions will vary based on number of destinations, directional changes, and cap height of information. The base of the sign panel should be no less than 7' from ground level.
Parking Signage
These signs direct motorists to public parking lots and announce the name of the entrance into these facilities.

Vehicular Directional
3’ x 5’ Sign Panel
4” Square Post
4” Cap Height Text
Font: ClearviewHwy 1-W

Parking Directional
2’ x 3’ Sign Panel
4” Square Post
7” Cap ‘P’

Parking Lot ID
2’ x 3’ Sign Panel
4” Square Post
2” and 3” Cap Height Text
Font: ClearviewHwy 2-W
Pedestrian & Specialty Signage

Pedestrian signage is required to meet a different set of design standards than vehicular elements. For example, letter cap heights are not regulated and reflective panels are not permitted. At the same time, elements should meet ADA requirements for height and legibility.

14’

10’

6’

2’

Pedestrian Map

1.5’ x 2’ Sign Panel
4” Square Post
Pedestrian Directional
2’ x 4’ Sign Panel
4” Square Post
2” Cap Height Text

Pedestrian Kiosk
3’ x 4’ Sign Panel
4” Square Post

Parking - Temporary
2’ x 3’ Sandwich Board

Folks my name is Clayton Peg Leg Bates to you,
Our feet are campers<br>to each other's dreams.<br>When I start to sing it,<br>Music fills the air;<br>But when I start to swing it,<br>You think that I'm Fred Astaire.
- Clayton "Peg Leg" Bates (1907-1998)
4. SIGN SCHEDULE

The sign schedule for Fountain Inn combines the key routes, decision points, and destinations into signage content, location, and type. The sign schedule for Fountain Inn is detailed throughout this chapter as a series of exhibits that combine maps and tables to detail relevant information in an easy-to-comprehend format.

The sign schedule table details all system Directional Trailblazers, Gateways, Parking, and Pedestrian Signage. Each sign schedule table provides a unique code for each sign, additional details regarding the sign typology, the general location of the sign, and the bearing of the intended viewer.

The table for Directional Trailblazers also includes the content of each sign panel. This content includes the name of one, two, or three destinations (no more than three destinations are permitted), along with directional arrows for each destination. The directional arrows in the table are represented by the following symbols: < is left, > is right, and ^ is straight ahead.

Sign schedule components are coded as follows:
- T: Vehicular Trailblazer
- FT: Future Vehicular Trailblazer
- P: Parking
- K: Kiosk
- PM: Pedestrian Map
- PD: Pedestrian Directional
- G: Gateway

The location identified for each sign is approximate. Precise locations will be determined during the permitting and installation process by the sign installer. Sign locations must meet the MUTCD standards as well as be permitted through the SCDOT online encroachment permitting process. This process would also include the determination of any underground utilities.
GATEWAYS (1/2)

G-01
Welcome - City
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Pole-mounted aluminum panel
Location: Eastbound Hwy 14 900’ before Harrison Bridge Rd intersection

G-02
Welcome - City
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Pole-mounted aluminum panel
Location: Eastbound Harrison Bridge Rd 1250’ before Main St intersection

G-03
Monumental Gateway - Large
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Retrofit existing with new panel assembly and lighting
Location: Eastbound Main St 450’ after Harrison Bridge Rd intersection

G-04
Welcome - City
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Pole-mounted aluminum panel
Location: Southbound Howard Dr 25’ before Pele Pl intersection

G-05
Welcome - City
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Pole-mounted aluminum panel
Location: Southbound Fountain Inn Dr 300’ after Speedway Dr intersection

G-06
Welcome - City
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Pole-mounted aluminum panel
Location: Southbound Quillen Ave 25’ after Speedway Dr intersection

G-15
Welcome - City
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Pole-mounted aluminum panel
Location: Eastbound Fairview St

G-16
Monumental Gateway - Small
Size: Medium
Material/Mounting: Retrofit existing with new sign panel and lighting
Location: Eastbound Fairview St 75’ before Chevy Dr intersection
GATEWAYS (2/2)

G-07
Monumental Gateway - Small
Message: “City of Fountain Inn”
Material/Mounting: Retrofit existing brick monument with new panel assembly and lighting
Location: Westbound Hwy 418 at Durbin Rd intersection

G-08
Welcome - Downtown
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Pole-mounted retroreflective panel assembly
Location: Westbound Main St following Hwy 418 intersection

G-09
Welcome - City
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Pole-mounted aluminum panel
Location: Westbound Chapman Rd before Rainbow Rd intersection

G-10
Welcome - City
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Pole-mounted aluminum panel
Location: Westbound Hwy 14 1200’ after Abercrombie Rd intersection

G-11
Welcome - City
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Pole-mounted aluminum panel
Location: At end of I-385 off-ramp at Laurens Rd intersection

G-12
Monumental Gateway - Small
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Retrofit existing with new panel assembly and lighting
Location: Westbound Hwy 14

G-13
Monumental Message Sign - Double-Sided
Material/Mounting: Retrofit existing with new panel assembly, lighting, LED panel
Location: Eastbound Hwy 14

G-14
Monumental Gateway - Medium
Message: “City of Fountain Inn - Welcome”
Material/Mounting: Retrofit existing with new sign panel and lighting
Location: Eastbound Hwy 418
DIRECTIONAL TRAILBLAZERS (1/3)

**T-01**
Younts Center >
Downtown >
Commerce Park (i) >
Size: High Speed
Location: Eastbound Harrison Bridge Rd 300’ before Main St intersection

**T-02**
^ Younts Center
^ Downtown
^ Commerce Park (i)
Size: High Speed
Location: Eastbound Main St 275’ before Bryson Dr intersection

**T-15**
^ Activities Center
^ Downtown
^ Commerce Park (i)
Size: High Speed
Location: Eastbound Fairview St 175’ before Coleman Ave intersection

**T-16**
Woodside Park >
Size: High Speed
Location: Eastbound Fairview St 125’ before Woodside Ave intersection

**T-17**
^ Activities Center
< Woodside Park
Size: High Speed
Location: Westbound Fairview St 125’ before Woodside Ave intersection

**FT-23 (FUTURE)**
< Fountain Inn High School
Size: Low Speed
Location: Eastbound Main St 275’ before intersection of Quillen Ave

**FT-24 (FUTURE)**
Fountain Inn High School >
Size: Low Speed
Location: Westbound Main St 275’ before intersection of Quillen Ave
# DIRECTIONAL TRAILBLAZERS (2/3)

**T-03**  
^ PD Terry City Park  
Commerce Park (i) >  
Woodside Park >  
Size: Low Speed  
Location: Eastbound Main St 75’ before Fairview St intersection

**T-04**  
^ City Hall  
^ Younts Center  
< Commerce Park (i)  
Size: Low Speed  
Location: Westbound Main St 75’ before Fairview St intersection

**T-05**  
< City Hall  
< Younts Center  
PD Terry City Park >  
Size: Low Speed  
Location: Northbound Fairview St 75’ before Main St intersection

**T-11**  
< PD Terry City Park  
< Swamp Rabbit Trailhead  
Woodside Park >  
Size: Low Speed  
Location: Eastbound Main St 150’ before Hwy 418 intersection

**T-12**  
^ Woodside Park  
Downtown >  
Commerce Park >  
Size: High Speed  
Location: Southbound Gulliver St 150’ before Main St intersection

**T-13**  
^ Downtown  
^ Commerce Park (i)  
PD Terry City Park >  
Size: High Speed  
Location: Westbound Main St 150’ before Hwy 418 intersection

**T-14**  
^ PD Terry City Park  
< Downtown  
< Commerce Park (i)  
Size: High Speed  
Location: Northbound Hwy 418 150’ before Main St intersection

**T-15**  
< Downtown  
^ Commerce Park (i)  
< Woodside Park  
Size: High Speed  
Location: Northbound Hwy 418 125’ before Woodside Ave intersection

**T-18**  
^ Downtown  
^ Commerce Park (i)  
< Woodside Park  
Size: High Speed  
Location: Northbound Hwy 418 125’ before Woodside Ave intersection

**T-19**  
Woodside Park >  
Downtown >  
> Commerce Park (i) >  
Size: High Speed  
Location: Southbound Hwy 418 125’ before Woodside Ave intersection

**T-20**  
Woodside Park >  
Downtown >  
> Commerce Park (i) >  
Size: High Speed  
Location: At end of I-385 off-ramp at Laurens Rd intersection

**T-21**  
< Swamp Rabbit Trailhead  
Size: High Speed  
Location: Northbound Hwy 418 75’ before Mt Zion Dr intersection

**T-22**  
Swamp Rabbit Trailhead >  
Size: High Speed  
Location: Southbound Hwy 418 75’ before Mt Zion Dr intersection
DIRECTIONAL TRAILBLAZERS (3/3)

**T-06**
^ PD Terry City Park
^ Swamp Rabbit Trailhead
Size: Low Speed
Location: Eastbound Main St 75’ before Jones St intersection

**T-07**
^ Commerce Park
^ City Hall
^ Younts Center
Size: Low Speed
Location: Westbound Main St 75’ before Jones St intersection

**T-08**
< Commerce Park (i)
< Younts Center
PD Terry City Park >
Size: Low Speed
Location: Northbound Jones St 50’ before Main St intersection

**T-09**
< Commerce Park (i)
< History Museum
< Chamber of Commerce
Size: Low Speed
Location: Southbound Fairview St 15’ before Depot St intersection

**T-10**
Commerce Park (i) >
History Museum >
Chamber of Commerce >
Size: Low Speed
Location: Northbound Fairview St 30’ before Depot St intersection
P-01
Parking Directional
Type: Double-Sided Pole-Mounted Panel Assembly
Message: Parking > (eastbound) & < Parking (westbound)
Location: Fairview St at Depot St intersection

P-02
Parking Lot ID
Type: Single-Sided Pole-Mounted Panel Assembly
Message: Public Parking / Depot St
Location: Depot St lot entrance

P-03
Parking Lot ID
Type: Single-Sided Pole-Mounted Panel Assembly
Message: Public Parking / Depot St
Location: Depot St lot entrance

P-04
Parking Lot ID
Type: Double-Sided Pole-Mounted Panel Assembly
Message: Public Parking / McKnight St
Location: Fairview St McKnight St lot entrance

P-05
Parking Lot ID
Type: Single-Sided Pole-Mounted Panel Assembly
Message: Public Parking
Location: McKnight St loop lot entrance

P-06
Parking Directional
Type: Double-Sided Pole-Mounted Panel Assembly
Message: Parking > (westbound) & < Parking (eastbound)
Location: Main St at Trade St intersection

P-07
Parking Directional
Type: Double-Sided Pole-Mounted Panel Assembly
Message: < Parking > / McKnight St (both sides)
Location: Trade St at McKnight St intersection

P-08
Parking Lot ID
Type: Double-Sided Pole-Mounted Panel Assembly
Message: Public Parking / McKnight St
Location: Jones St at McKnight St lot entrance

P-09
Parking Directional
Type: Double-Sided Pole-Mounted Panel Assembly
Message: Parking > (westbound) & < Parking (eastbound)
Location: Main St at Jones St intersection

P-TEMP
Temporary Parking Lot ID
Type: Double-Sided Sandwich Board
Message: Public Parking
Location: Various Lots
PEDESTRIAN

**K-01**
Type: Pedestrian Kiosk  
Location: Near entrance to Chamber/Visitors Center

**PD-01**
Type: Pedestrian Directional Trailblazer  
Message:  
Southbound on Trade St: History Museum, Chamber of Commerce, Commerce Park Stage, Farmers Market  
Eastbound on Main St: Rotary Park, Swamp Rabbit Trailhead, PD Terry Park  
Westbound on Main St: “Peg Leg” Bates Statue, Robert Quillen Library, City Hall, Public Library, Younts Center for Performing Arts  
Location: Main St at pedestrianized Trade St intersection

**PD-02**
Type: Pedestrian Directional Trailblazer  
Message:  
Eastbound on Main St: Commerce Park, Chamber of Commerce, Visitors Center, History Museum, Farmers Market  
Westbound on Main St: “Peg Leg” Bates Statue, Robert Quillen Library, City Hall, Public Library, Younts Center for Performing Arts  
Location: Intersection of Main St and Fairview St

**PM-01**
Type: Pedestrian Map  
Location: Near Main St entrance to McKnight St parking lot loop

**PM-02**
Type: Pedestrian Map  
Location: Near swingsets at Rotary Park
Intersection Types
Wayfinding signage should be installed in locations per MUTCD regulations and pending SCDOT approval. Sign location diagrams for “typical” intersections in Fountain Inn are displayed below.
Intersection with Turning Lanes

Not less than 25' to curb
Not less than 50' Vehicular Directional

4-Way Intersection

Not less than 25' to curb
Not less than 25' Vehicular Directional
Not less than 50' Vehicular Directional
This wayfinding plan is a tool to guide the implementation of the wayfinding system. System Design is based on MUTCD standards and approximate locations are identified in the sign schedule. Ultimately, the City and its partners will need to engage a vendor to fabricate and install the wayfinding signage. The selected fabricator/installer would be required to seek permits through the SCDOT online encroachment permitting process to ensure final sign locations and sign schematics meet all applicable MUTCD and SCDOT standards. This will include the need to clear all sign support locations with SC 811 or other underground locating service as used by the City.

Because costs may fluctuate depending on location, vendor, and timeframe, two cost estimate scenarios ("high" and "low") are shown below. The cost ranges are based on average costs and industry standards from similar programs.

### Low Cost Estimate: Fabrication & Installation

<table>
<thead>
<tr>
<th>Count</th>
<th>Type</th>
<th>Unit Cost</th>
<th>Total Unit Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>Vehicular Trailblazer - High-Speed</td>
<td>$2,500</td>
<td>$32,500</td>
</tr>
<tr>
<td>11</td>
<td>Vehicular Trailblazer - Low-Speed</td>
<td>$2,500</td>
<td>$27,500</td>
</tr>
<tr>
<td>9</td>
<td>Parking Trailblazer &amp; Lot ID</td>
<td>$1,800</td>
<td>$16,200</td>
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<tr>
<td>10</td>
<td>Parking ID - Sandwich Board</td>
<td>$250</td>
<td>$2,500</td>
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<tr>
<td>2</td>
<td>Pedestrian Trailblazer</td>
<td>$2,000</td>
<td>$4,000</td>
</tr>
<tr>
<td>1</td>
<td>Pedestrian Kiosk</td>
<td>$2,000</td>
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<td>Pedestrian Map</td>
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### High Cost Estimate: Fabrication & Installation

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