



US Army Corps
of Engineers®

The Sign Post

A newsletter for the U.S. Army Corps of Engineers Sign Program
Summer Solstice 2013 Edition

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Welcome to The Sign Post.

By Rick Magee, National Sign Program Manager

The Sign Post is a very unofficial newsletter of topics of interest to those people in the Corps of Engineers with an interest in signs and the National Sign Program. Thank you for reading The Sign Post and for your contributions.

This edition contains articles about alternative sign panel materials, accessibility guidelines for interpretive signs, a brief article about signs, risk, and the law, several sign funnies, news of alien invasions, and even a Sign Post Travel Section. I hope you find it useful.

Please note that this is the last edition of The Sign Post by your current editor, Rick Magee. He will retire from the Sign Program and the Corps of Engineers on July 2nd.

Safety Critical Sign Change

Washington, D.C. Word has come to the MCX that a requested modification to an existing waterway safety sign has been approved. Sign type WWA-37 now reads, “Warning//Submerged Rocks/ Stay Clear 75 Feet” rather than “Rock Dikes” as the sign formerly read.

No WWA-37 signs reading “Rock Dikes” were entered into the inventory in SignPro. The Sign Advisory Work Group believes that the modified sign will be more useful across the country.

As of press time the official signed approval has not been received by the MCX. You may see it before your editor does. The change has been made in SignPro as shown to the right.

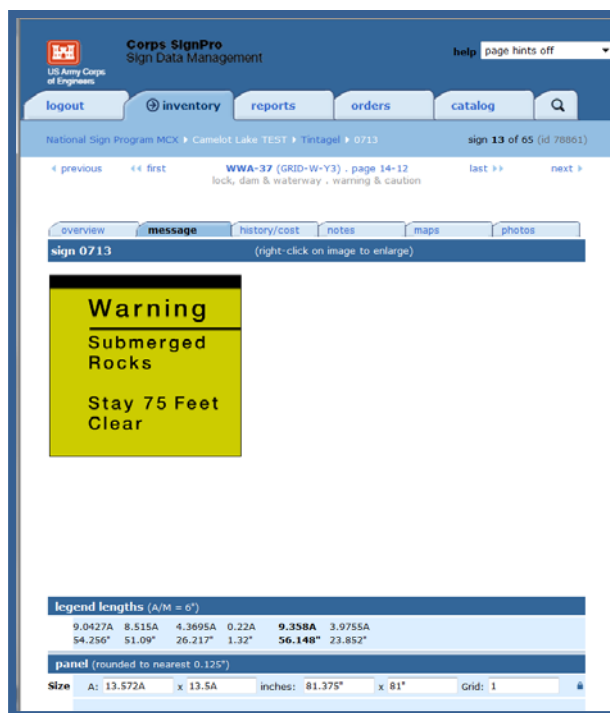


Figure 1 WWA-37 on message page of Corps SignPro

New Options for Signs

St. Paul, Minn. From time to time we learn of new sign technology and materials that may be of interest to our readers. Recently we learned of a company right here in St. Paul that has developed a new method of printing on a regular aluminum panel.

Gopher Sign Company has developed new technologies to produce photo-quality outdoor signs that are affordable with a 10-year warranty on structural integrity and color. They call their new printing technology **Image-Loc™**. Image-Loc was specifically designed to be “green” while lowering the cost of the sign panel compared to comparable products. The sign is printed directly onto specially prepared aluminum panels. There are no paper or vinyl layers. Gopher Sign has used **Image-Loc™** to produce simple traffic signs and full color interpretive panels.

Gopher Sign makes full color outdoor signs printed on aluminum panels. These panels may even be printed on both sides. They call this finished product **Duralite™**. Gopher Sign claims this product to be weather and scratch resistant, and graffiti proof. **Duralite™** signs have the standard **Image-Loc™** 10-year warranty on structural integrity and UV color fading. Most other common sign media have a 7 or 8 year warranty. Full color signs are useful for interpretive panels, and appear very much like porcelain enamel panels but at far less cost.

For more information contact Wayne Voigtschild at Gopher Signs at wayne@gophersign.com or 952-854-1978. Their web-site is www.gophersign.com

The District Sign Manager may approve sign materials that do not appear in the Sign Manual or in Corps SignPro as appropriate for the sign type and local conditions. Aluminum and high density overlay (HDO) panels were the best sign panel media available in the 1980s and remain a very good option. Fiberglass embedded panels were state-of-the-art for interpretive panels in the 1980s. Today there are several other options including high pressure laminates, Image-Lock, recycled plastic, and aluminum-clad corrugated plastic. Your sign maker may know of other materials that would work well for your proposed signs.

Although kiosks are not a new product, Unicor would like you to know that their sign shop makes a variety of kiosks. Their biggest customer is the U.S. Forest Service, but they can make kiosks that fit your needs. Kiosks are often found at trail heads, beach and boat ramp access, campground entrances, and other recreational facilities. They may also be used to provide extra weather protection in other situations. Unicor kiosks provide all weather durability, use recycled components, can be customized to your needs, and are easy to install.



Figure 2 Kiosk photos provided by Unicor

Unicor Sign Maintenance Instructions

Lompoc, Calif. Federal Prison Industries, doing business as Unicor, has a large sign shop in Lompoc, California. They produce all types of signs for Federal agencies including the Department of Justice, the Transportation Security Administration, the Fish and Wildlife Service, the National Park Service, the USDA Forest Service, and the Corps of Engineers. The Unicor Sign Shop has provided *The Sign Post* this *Sign Cleaning & Maintenance Manual* to share with our readers.

Receipt and Handling

- Upon receipt of your sign from the freight carrier, take a good look at the condition of the crate or container the sign(s) were shipped in. Any damage to the container should be noted and whenever possible photographed. This will help UNICOR more adequately address any damage with the carrier.
- Carefully remove the sign(s) from the packaging and inspect them for damage.
- After the signs have been unpacked and inspected, they are ready for installation.
- Follow established procedures for sign installation.
- If your sign(s) were ordered with installation as part of the sales order, a UNICOR representative will coordinate with the installer and your agency to schedule installation. Contact us at (805)-735-6213 for any questions about your sign installation.

Storage

When storing your signs, do not lay them flat, one on top of the other. Store your sign in an upright position.

Metal Sign Maintenance

This section includes maintenance processes for metal signs with Ultra Violet Guard and or Graffiti Guard sheeting or any applied materials.

- Use of an all-purpose cleaner is recommended to remove grime and grit from the face of the sign. A commercial brand such as Fantastic[®] cleaner is recommended.
- Scratches and abrasions to the face of the sign may require touch up paint. Contact UNICOR Lompoc Sign Shop for type and color match characteristics. Contact us at (805)735-6213.
- A mild or finish buffing compound may be used to restore luster to high gloss finishes.
- When using a buffing compound or wax, apply a small amount and gauge the results after buffing.
- When checking the sign for wear and tear, take a few minutes to visually inspect the mounting hardware, and posts, if applicable.
- If signs are mounted with nuts and bolts, inspect them periodically (every two years) to prevent rust from penetrating into the signs metal. If nuts and bolts are excessive with rust, remove and replace. Check signs for rust.
- Do not use a high powered washer to clean signs manufactured with Ultra Violet Guard and or Graffiti Guard sheeting or any applied materials. This will cause the material and or the letters or artwork to lift from the sign.

Plastic Sign Maintenance

This section identifies maintenance processes for plastic signs with applied ink lettering or artwork.

- Use an all purpose cleaner to remove grime and grit from the face of the sign. Brands of cleaners include 409[®], Simple Green[®], and others.
- Scratches and abrasions to the face of the sign may require touch up paint. Contact UNICOR Lompoc Sign for type and color match characteristics. Telephone the Sign Shop at (805)735-6213
- Do not use a high powered washer to clean signs; this will cause the letters or artwork to wash away.

Routed Wood Sign Maintenance

This section identifies maintenance processes for large cedar or older redwood signs with painted lettering or artwork. NOTE: redwood and cedar sign maintenance should be conducted in the beginning of Spring & Fall seasons.

- Use a powered washer (do not exceed 1500 psi) to clean signs manufactured in cedar or redwood with painted lettering or artwork. Hold the spray nozzle approximately three to four feet from the sign when washing. No cleaning solution is necessary.
- If signs are mounted with nuts and bolts, inspect them periodically (every two years) to prevent rust from penetrating into the sign's wood. If nuts and bolts show signs of rust, it is recommended that the hardware is replaced.
- Cracks can be repaired by cleaning the post, applying wood filler, sanding, and painting.

Editors Note: Remember that routed wood signs can be refinished. The surface can be planed, sanded, and restained. Contact your sign shop for more information.

Wood Post Maintenance

This section identifies maintenance processes for wood posts.

- Check post for any rot, cracks, or peeling paint.
- If rot is present it may be necessary to replace the post, depending on severity and location of the damage.
- Cracks can be repaired by cleaning the post, applying wood filler, sanding, and painting.
- If paint is peeling, clean post, sand and paint. To match paint, contact UNICOR Lompoc Sign Shop for type and color match characteristics. Contact us at (805)735-6213

Unicor is careful that any sign it produces for the Corps of Engineers adheres to our Sign Standards Manual. Sign orders must be approved by the district sign program manager. Thank you for choosing UNICOR Lompoc Sign Factory for your signage needs.

For more information on ordering signs from Unicor, check out the NRM Gateway at <http://corpslakes.usace.army.mil/employees/sign/unicor.cfm>.

Accessibility and Interpretive Signs, Exhibits, and Panels

Bloomington, Indiana. The use of best practices is encouraged to make interpretive signs and exhibits accessible to as many of our visitors as possible. USACE has no standards for accessibility in signage, interpretive or otherwise.

According to the National Center for Accessibility, there are no ADA guidelines for interpretive signs. Other Federal agencies, including the Smithsonian and the Forest Service, have developed guidelines that may be useful to consider when designing interpretive media.

As in all things interpretive, the first step in planning is to know your audience. Will the panel be accessible by wheelchairs, and will it be such that a wheelchair user will want to pull right up close? In that case, the front edge will need to be high enough to clear the knees, 27". Otherwise, a bit lower would work if the intended audience is children or is to be viewed at a bit more distance, including people in wheelchairs.

The Smithsonian Institution (SI) has developed guidelines for interpretive exhibits. SI recommends the bottom edge of interpretive panels and vertical cases in museums/visitor centers be 27". This also facilitates travel by visually impaired people who use canes.



Figure 3 Turbine with interpretive panels at Bonneville Dam - Photo courtesy of Pat Barry.

The US Forest Service has some good, brief guidelines. It states that the mounting height of angled (30 - 45 degrees) panels be 24 to 30". For low profile (flat) exhibits, USFS recommends the front height be 32", SI states a maximum of 36".

Recommendations for Wayside Exhibits/Interpretive Signs:

- Follow the USFS guidelines:
 - Height 24 - 36" above ground level,
 - Panel at 30 - 45 degree angle.
- Optimum height of bottom edge of frame for wayside exhibit above pavement or floor is 27". That is a good recommendation for vertical panels such as orientation signs, also.
- Select a size of type appropriate to the viewing distance. Typically they will be:
 - Typeface should be no smaller than 24 pt. for captions;
 - Typeface should be no smaller than 36 pt. for text;
 - Subtitles: 40-48 point;
 - Titles should be at least 60-72 point. If the title is more than 80 inches above ground level, letter size should be at least 3 inches.
 - For signs at greater distance to the viewer, font size will increase proportionally. At a minimum distance over 1 meter, double the size.

- Create color contrast between text and background. The best color combinations are black or blue and white, or white on brown.
- People who have low vision will need larger type than other visitors at every distance. When calculating distance, consider also the effects of crowds on actual viewing distance.

For more information, see the references below.

A *vitrine*, mentioned in the SI guidelines, is a glass showcase. By *wayside exhibits* we mean those outdoor interpretive signs that are usually placed at an angle from the horizontal so as to be easily read, but not obstruct the view.

U.S. Forest Service interpretive design guidelines:

http://www.fs.fed.us/r2/cdi/interp_plan_tools/pdfs/Tool4_ver2_design_guides.pdf

Excerpts from the Smithsonian Institute guidelines for Accessible Exhibition Design:

(<http://www.si.edu/opa/accessibility/exdesign/> . This document is considered the best practice for designing exhibits. It includes information about fonts and lettering, mounting heights, distances, contrasts etc. Much of this document is applicable to signage, see especially section b: <http://www.si.edu/opa/accessibility/exdesign/sectionb.htm#ei>

The Sign Post Interview: Steve Logan

West Point, Georgia. Steve Logan is the manager at West Point Lake in Mobile District. Steve is a member of the Sign Advisory Work Group representing South Atlantic Division. He brings many years of practical experience to the sign program. **The Sign Post** has enjoyed this interview of Steve.

The Sign Post -- How long have you been with the Corps?

Steve - I started with the USFS in May 1980 - fighting fire - at the Umpqua National Forest in Oregon. That fall I got on with the Corps of Engineers at Long Branch Lake, Macon, Missouri with the Kansas City District. This fall will be 33 years with the Corps.

The Sign Post - How long have you been involved with the sign program?

Steve - I've worked with the program ever since it came out, however, I became a project safety critical sign coordinator in 2001 when I worked at the Black Warrior & Tombigbee Lakes (BWT). I was assigned this responsibility by the Operations Manager to oversee the program for both the BWT and the Alabama River Lakes. Shortly after that I accepted the position to become a member of the national sign advisory work group.



The Sign Post - Have you any other Government service?

Steve - As mentioned earlier, my federal career began with the US Forest Service as a Forestry Technician. Basically I was a fire fighter and worked as a member of a tanker crew.

The Sign Post - Tell us about where you work. What is special about that location?

Steve - I'm the Operations Manager at West Point Lake in the Mobile District. West Point Lake is located southwest of Atlanta along the Georgia/Alabama state line. The project is authorized for recreation, hydropower, flood control, fish and wildlife management, and navigation. It was named by the Chief of Engineers as a "recreation demonstration project". What this meant was the Corps received additional funding to develop more of the usual facilities like other Corps projects (campgrounds, boat ramps, picnic areas, etc.), but also non-traditional facilities like tennis courts, amphitheaters, ball fields, etc.

The Sign Post - What is your favorite memory working for the Corps of Engineers?

Steve - As a Site Manager on the BWT, we were able to do a lot of park renovations. This took a lot of work with lots of people on the project, in the district and even sometimes with division and HQ. It was very rewarding to build facilities that the public would enjoy for years to come as the American way of life. Overall though, my favorite memories have to do with all the people I've worked with over the years.



The Sign Post - How much do you love the Corps sign manual?

Steve - Love? Well, it's not romantic of course, but I think we have an impressive, comprehensive manual that other agencies have bragged on. It is not overly complicated just because it's comprehensive. I just recommend the sign program managers take time to print out a copy and work with it to better understand it.

The Sign Post - What is the funniest or most original sign you have seen?

Steve -- When I worked on the Tennessee-Tombigee Waterway, I saw a one of those portable lighted signs outside a convenience store that said at the top: "Ice Cream - All Flavors" and then below it said "Shad - Minnows - Crickets"!

The Sign Post - Yum!

The Sign Post - What is great about living and working in Georgia?

Steve - I love the South - sweet ice tea and the southern hospitality. People are friendly - they smile and wave often. In the part of the state I live in, the climate is about right - it gets hot enough in the summer that you look forward to the fall and cool enough in the winter that you look forward to the spring.

The Sign Post – What would you like me to share about you?

Steve – I'm a Christian man and believe that God has blessed me richly with many friends during my career. He has used them all to help me have any success I've enjoyed in my career. I am very thankful for that.

My wife Trish is of course my best friend and a marvelous help mate. She is so willing to support me as I've traveled many journeys with the Corps. My boys - Daniel, Jacob and Andrew have been a lot of fun living in the various areas and making the most of the experiences there.

I love to spend time with family and friends. I love the outdoors - mainly just hiking, biking, seeing the sites, traveling around and witnessing the great beauty. I'm active with my church and I'm a member of the Gideons International - we place Bibles all over the world, not just in motels. I like working with wood and enjoy doing handy man things around the house. I like helping others do the same.



Favorite "vittles" - that would be beans, corn, greens, etc. My favorite though is pintos and cornbread!

Athletic pursuits: I'm a runner and like to stay fit. However, basketball did help pay my way through college - being 6'8" dictated that!

My career started in 1980 as mentioned. In 1982 I purchased a new Chevy S-10 and that truck continues to carry me to work every day! It has over 311,000 miles on it. My goal is to drive it off the lot the last day I work. It's been a good one!

The Sign Post

Signs, Risk, and the Law

Washington, D.C. Frequently the statement “at your own risk” appears on signs. The phrase “at your own risk” is problematic. Our lawyers tell us that in a court of law the statement generally does not help us. We cannot assign risk to the visitor.

Formerly there was a sign in our system that read, “Warning/ Stay off Structure/ Proceed at Own Risk”. This particular sign was removed from our system since the message was contradictory about whether or not a visitor should walk on the jetty at all. If the structure is hazardous and warrants a safety critical notice we should not be encouraging visitors with a message to proceed. The WWA-20 should have been removed by now. The symbols HS-001 and HS-002 shown below have replaced the WWA-20.



Figure 4 WWA-20 Removed From System.



**Deadly Waves
at Any Times**

(HS-001)



**Jetty Unsafe
For Walking**

(HS-002)

A common sign at Corps recreation areas is the sign “No Lifeguard/Swim at Your Own Risk.” This sign has been replaced in SignPro with a sign that reads simply, “No Lifeguard”. In this instance the phrase regarding own risk neither buys us any immunity from liability nor does it hurt us. The phrase actually may serve to invite visitors to swim in the area of the sign. There is no hurry to replace existing signs with the new, shorter text. Older signs may remain until the elements or vandalism renders the sign in need of replacement. Replacement or new signs should be the revised SWM-01.

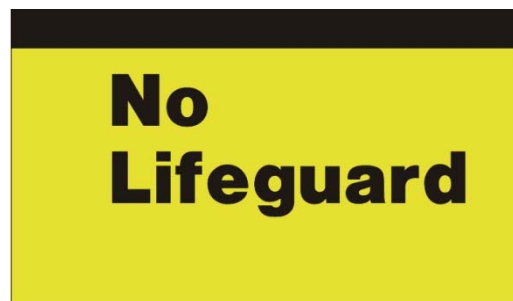


Figure 5 SWM-01, Revised

Why put up a sign at all? One important reason is to warn of hazards that are not open or obvious to our visitors. A statement that the Government will not accept responsibility for liability will not matter to the Court; the statement “at your own risk” will not absolve us of liability. Our duty is to warn of dangers known to us, but would not be open or obvious to our visitors. In fact, a sign stating proceed or swim at your own risk actually condones and authorizes the activity. At times, that may actually be the desired message but if the message is the activity is hazardous then a straight-forward safety critical sign is required.



Figure 6 Great Lake photos courtesy of Bob Ojala, Chicago District

The sign above on the left is an old sign that pre-dates the National Sign Standards. Its message is mixed and can be understood to condone, if not encourage, recreational use. Looking at the breakwater on the right, is this the message we wish to convey? If the structure is unsafe because of the condition of the concrete, then the HS-002 should be used either as a symbol sign or on a SLAT sign. If there is a hazard of high waves washing people off, then the HS-001 is used. The statement “at your own risk” will not absolve us of liability.



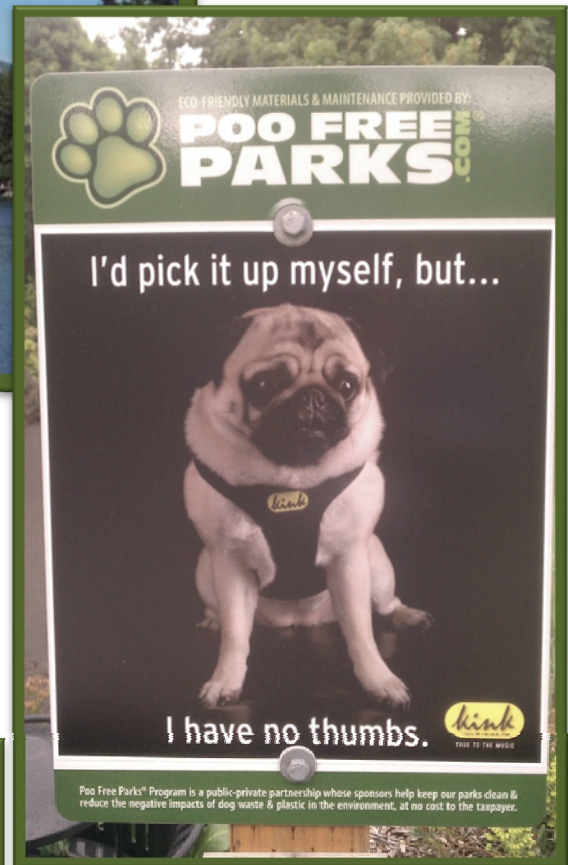
Figure 7 Another obsolete sign on Lake Michigan from Bob Ojala . How many non-compliant things can you find with this sign and the sign in Figure 6? Here is the first one: None of the Great Lakes are within the jurisdiction of St. Paul District. It has been 20 years, time to change the signs!

Signs for Dogs



The dogs in the Pacific Northwest have a message for their humans. Please pick up after us because we can't. These two get the point across, don't you think?

Photo on right by Pat Barry, Portland District



This dog seems to have the right idea!

The Sign Post Travel Section



Watson Lake, Yukon. Up on the Alaska Highway near the town of Watson Lake in the Yukon Territory, not far from the border with British Columbia, is a forest of signs. In a small area adjacent to the highway there are more than 75,000 signs stacked up on thousands of posts. The actual number depends on who is counting. How did they get here?

The Alaska Highway was built in response to the Japanese attack on Pearl Harbor. The United States identified the need for a highway to link the United States with Alaska. If the Japanese invaded Alaska supplies would need to be transported overland. Army Engineers constructed 1422 miles of road through the muskeg and spruce-fir forests of Canada and Alaska in about 9 months of 1942. In the process air fields and isolated communities in Canada were connected.

According to the interpretative displays in Watson Lake, "In 1942 while building the Alaska Highway it was common practice for the U.S. Army [Corps] of Engineers to put up a directional post at their camps. It gave directions and mileage to surrounding communities and various parts of the world." A homesick young soldier was assigned to repair and repaint a directional sign on the new Alaska Highway to the nearby military air base and Watson Lake. Private Carl K. Lindley from Company D, 341st Army Engineers added a sign pointing toward his hometown of Danville, Illinois. Since then thousands of other travelers of the Alcan have followed suit.

If you have a photograph that you have taken of similar signs showing multiple hometowns from deployments to Iraq, Afghanistan, or travels elsewhere in the world, we would like them. Send them with the location of the sign post and the name of the photographer.

For more information on the Watson Lake Sign Forest, their web-site is:
<http://www.watsonlake.ca/our-community/sign-post-forest/>



Figure 8 A sample of the many signs from all over the world seen in the Watson Lake Sign Forest

Thank you to Paula Hassard, Yukon Historic Site Registrar, for bringing the Sign Forest to our attention and providing much of the information and the photos of the Sign Forest that appear here.



Figure 9 A sign tree that Snoopy planted in Saint Paul, Minnesota. Photo was taken by a fan of the Saint Paul Saints baseball club.

Invasive Species

Grover's Mills, New Jersey. The Sign Post has received information from correspondents throughout the United States of alien invasions. Descriptions of the invaders vary from little green monsters to aliens that swim, float, or fly. All are similar in that they out eat, out compete, and have a detrimental effect on native plants and animals. These invasive species are a serious threat and require help from the public to counter them. We cannot win this fight alone!

Unlike the famous Orson Wells radio broadcast, unlike the book by H.G. Wells, this alien invasion is very real. We all need to act to repel the invasion and contain the environmental and economic impacts they cause.



Figure 10 One of a series of wanted posters developed by the U.S.D.A. Forest Service and the Bureau of Land Management in partnership with the American Hiking Society.

The invasive species of concern will vary from district to district, from eco-system to eco-system. In Florida air potato and melaleuca are among the many invaders. Across the north zebra mussels infest lakes and streams, purple loosestrife takes over wetlands, and a variety of insects are targeting native trees. In the southwest salt-cedar is sucking up the ground water. Responses to the invasion need to be tailored to the species and situation of the area.

The Sign Advisory Work Group recommends that posters be part of a public education effort to counter the species of concern. There are many posters available from other Federal agencies such as the Forest Service and Sea Grant. Your state natural resource or agriculture agencies may have some good ones. Use them or adapt them to fit your situation. The example shown here is part of a series targeting different species found in the West. Each poster includes additional information on the wanted species on the back.

The Invasion has Begun...

Invasive plants and animals may be unknowingly transported on boats, trailers, bait buckets, firewood, or other objects.

How can you Battle the Invaders?

- Clean your boat and trailer before entering public lands.
- Make sure firewood or wood products are not infested with insects
- Do not release aquarium or other water garden pets into public waters.
- Do not release bait fish from another waterbody, or if bought from a bait dealer.
- If you see a non-native plant or animal mark the location and notify the local Corps office
- Contact the local Corps office or personnel for specific species of concern or for additional information.



Emerald Ash Borer



Purple Loosestrife



Zebra Mussel

**Do your part to
defeat the enemy!**

It is a violation to bring invasive species onto public lands. Violation may result in citation and could include liability for damages incurred by bringing invasive species onto federal property.

You can work with your Visual Information people to create a poster that is specific to the invaders at your project. Posters have advantages over signs: they can be made in full color much more cheaply than a sign and can be changed as conditions change. Posters also do not need to comply with sign standards for Helvetica typeface, specific colors, and layout. Pictures are important to show the visitor the creatures they need to watch.

Kim Rea, Sign Advisory Work Group member from St. Louis District, created this poster as an example of a product that will help you fight your invaders at your project.

If you absolutely need a sign to enforce regulations regarding invasive species, the Sign Advisory Work Group working with the Invasive Species Team developed the Rules and Regulations sign shown at left. It is compliant with Corps Sign Standards, is based on the posted regulations (REG-05) in section 12 of the Sign Manual. Your district sign manager may approve changes in the text such as including a phone number or a specific action requested of the public.

Stop Invasive Species

Clean your boat and trailer.

Do not release bait fish.

Use local firewood.

Before you use public lands or waters:

- Clean all plants, fish, mussels and mud from boat equipment.
- Do not release live bait, aquarium or water garden pets and plants.
- Make sure firewood or wood products are not infested with insects.
- Contact the local Corps office or personnel for additional information.

Sign Funnies

Have you seen a funny, bizarre, or just unusual sign? Here are some photos sent by our readers to *The Sign Post*.



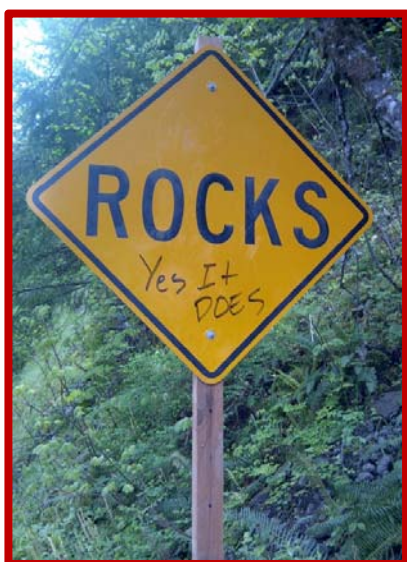
Here is an example of mixed messages. To pass or not to pass – that is the question. Even after resurfacing the road and repainting the lines, there are conflicting messages for drivers.

Photo by Roland Zitzman

Here are two signs just itching for a fight.
If only they could agree!

It is a good thing that scientific names were invented to resolve the confusion of multiple common names for a species.

These two labels were seen last spring in a wildflower garden in Minnesota.



It is always nice when a visitor agrees with the message of the sign. Perhaps being this agreeable rocks a bit too much.

Photo by Kevin Ewbank

The Sign Advisory Work Group

The mission of the national Sign Advisory Work Group (SAWG) is to be a resource and provide assistance to HQUSACE, divisions and districts in implementing and maintaining the Corps of Engineers Sign Standards Program. The SAWG also provides oversight and assistance of the Sign Standards MCX. Among its functions the SAWG reviews, recommends, and approves technical program changes and recommends policy changes. The SAWG reviews safety critical sign related items. Members of the SAWG are sign program experts and provide valuable support and counsel to the National Sign Program Manager.

More information regarding the Sign Advisory Work Group is found on the NRM Gateway at the following url: <http://corpslakes.usace.army.mil/employees/sign/workgroup.cfm>. There you can find minutes of SAWG meetings, the Charter for the SAWG, and a link “behind the Castle” to current members.



Members of the Sign Advisory Work Group are:

Pictured, Representing the Divisions:

Steve Logan, South Atlantic
Kim Rea, Mississippi River Valley
John Derby, Northwestern
Duane Johnson, South Pacific
Jack Nichol, Great Lakes & Rivers
Jeff Mangum, North Atlantic (SAWG Chair)
Rick Magee, MCX
John Tennery, Southwest

Others Providing Expertise:

Milt Boyd, Office of Counsel
Sam Crispin, Safety Office
Tim Grundhoffer, MCX
Mike Kidby, Navigation
Debra Stokes, HQ Sign Program Proponent

Natural Resources Management Gateway

to the future . . .

The Gateway

The Sign Program section of the NRM Gateway is your one-stop resource for information regarding the Corps of Engineers sign program. The direct link is www.corpslakes.us/sign

Old issues of The Sign Post may be found on The Gateway on the News / Current Issues page.

Success with Signs

Among the goals of the National Sign Program are:

- Deliver a readable and understandable message to the intended viewer.
- Establish a cohesive and distinctive image for all Corps signs. This image is like a corporate brand.
- Establish visual and verbal consistency for signs at each project.
- Increase effectiveness of project management.
- Reduce overall procurement and maintenance costs.

The Sign Post has been provided to help you achieve these goals at your project, and to share tips, ideas, and successes with signs. If you have you a sign product, method of mounting signs, SignPro tip, or any other sign management tip or idea, we want to know. Please share your sign success stories with your regional member of the Sign Advisory Work Group. Tell them about signs that made a difference. Have you a special sign that has improved visitor experience, made the job of you or your coworkers easier, or saved money?

The Sign Post

The Sign Post was produced by the National Sign Program Center for Expertise (MCX).
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St. Paul, Minnesota 55101
Phone: 651-290-5578

The Sign Post is an unofficial newsletter for Corps of Engineers people involved with the sign program. Thank you to everyone the past several years who have sent contributions and ideas for topics to cover in The Sign Post.

Thank you for taking the time to read this issue of The Sign Post.

Your editor is signing off. Good-bye from often frosty Saint Paul.

