## Objective and anticipated results

The signposting map, at 1/5,000th, shows the options chosen for the signposting system. With this map it is possible to quantify the number of street signs required for each neighborhood and each street, and to show where they should be positioned.

It serves as a basis for the calls for bids, and constitutes the reference document for the installation of signposts and street plaques by the company responsible for these works.

At this point, too, a final verification is carried out.

## Responsibility and development

Executors: The Street Addressing Unit  
Duration: 4-5 months

## Methodology

1\textsuperscript{st} Task – Decide on the signposting system  
• select the type of signs to be used:  
  - street plaques on walls  
  - street signs on posts  
• decide on the density of street plaques, by neighborhood  
  - densely populated  
  - moderately populated  
  - lightly populated.
2nd Task – Draw up sign maps
- section the town into sign maps
- prepare the base map by enlarging the street addressing map for each sign zone
- for each zone, sketch out the placement of street signs and indicate whether these are street plaques (for walls) or signposts
- In a table, list the number of signs and street plaques required, by street.

1st Task – Decide on the sign system

1 – What type of signs should be used?

The choice of a sign system depends on:
- The financial capacity of the contracting authority (which will determine the number of signs to be installed)
- the characteristics of the various intersections, i.e., whether or not there is something (a wall or a fence, for example) to which a street plaque can be affixed.

Depending on the form and structure of intersections, there are two possible sign options:
- street plaques to be attached to existing facades, or
- a bi-directional street sign to install on a signpost, if there is no structure, if the sides of the structures consist of flimsy materials, or if the width of the streets or the configuration of the intersections makes it difficult or impossible to affix anything to the side of a structure.

The first option is easier to implement than the second. Therefore, in order to minimize the number of signposts, it is best to generalize as much as possible the installation of street signs affixed to walls and fences.

The following is recommended: first, prepare a status report on the intersections, indicating on a map all intersections where street plaques can be used, and all intersections where a signpost will be necessary. Based on this report, choose the best possible placement for the signs.

2 – What is the required density of street plaques?

Principle
The ideal would be to have 8 street signs for each intersection, so that from any angle there is always a sign visible. This option is of course an onerous one, but can be simplified.
Possible street sign densities

5.1 - Maximum density.
All intersections signed.
8 street signs per intersection.

5.2 - Medium density.
All intersections signed.
4 street signs per intersection.

5.3 - Low-cost density.
All intersections signed.
2 street signs per intersection.

5.4 - Minimal density.
One intersection in two or three signed.
2 street signs per intersection,
with certain intersections not signed at all.
If there are insufficient funds to install street signs at all intersections, it is enough to cover certain intersections, as long as the street numbering is systematic and coherent.

Depending on the wishes of the local authorities, the density of street signs can be varied according to neighborhood. In the town center, for example, four street signs could be installed at each intersection to facilitate the location of dwellings, etc., thus improving vehicular traffic and better “marking” the area. In other, less central and less populous neighborhoods, the density could be lower.

In the structured and densely-populated town center, there are two possible options:
- dense signing, where all intersections and all street corners are signed (8 street signs per intersection)
- average signing, where one in two intersections is signed (4 street signs per intersection).

In peripheral neighborhoods that are structured but less densely-populated:
- one out of two or three intersections is signed, depending on density and level of use
- street corners where there are walls or “durable” structures will be sought so that street plaques can be installed instead of signposts.

**Options**
In general, it is recommended that at least in the much frequented central areas, street names should be installed from the outset on street plaques that are weather-resistant (anti-sun and anti-rain) and durable (enamel). However, if financial restrictions make this impossible, two options may be considered: implementation can be progressive and/or sponsored.

a – progressive implementation
The solutions suggested are based on the idea of a progressive implementation, which is often more compatible with budgetary constraints. An initial, provisional, numbering can be carried out in a fairly rudimentary fashion (paint or stencil), with room reserved for a future, definitive, name/number.

b – a system of sponsored street plaques
This operation may be sponsored at minimal cost. A sponsor, on payment of a financial contribution, could see his or her name inscribed in small letters on street plaques.
**2nd Task – Draw up sign maps**

**1 – Section the town into sign maps** *(see 5.7)*

Signing zones are determined in accordance with the following criteria:
- they must be a reasonable size
- the urban composition of each zone must be relatively homogeneous
- all zones to be addressed must be covered
- they must be represented using a standard format *(A4 or A3, for example)* which will remain the same for all zones, whether vertical or horizontal.

**2 – Prepare the base map**

Each zone will be represented on a standard-format map board. When these are assembled, they will constitute a map file. The scale used is generally 1/5000<sup>th</sup> or 1/2500<sup>th</sup>.

The base map used for each map board may be drawn from an enlargement of the street addressing map, and will therefore contain the same data.

To this will be added:
- position indicators for street signs *(location and type of installation: wall plaque or signpost)*
- entryway numbering. Since this numbering is metric, only one indication needs to be made on the map, a number at each corner of block of houses showing the distance between the beginning of the street and the street corner of the block of houses.

**3 – List all street plaques and street signs required**

Based on the map, you will be able to make a detailed list of all street plaques and street signs needed to execute the operation. For each street you will need to quantify the number of street plaques and street signs required.

<table>
<thead>
<tr>
<th>Street number</th>
<th>Name</th>
<th>Number of street plaques</th>
<th>Number of street signs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.001</td>
<td></td>
<td>12</td>
<td>2</td>
</tr>
<tr>
<td>1.003</td>
<td>Utopia Street</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>1.005</td>
<td></td>
<td>10</td>
<td>0</td>
</tr>
</tbody>
</table>

With this table, you can prepare the execution phase, and in particular the calls for bids.