

yellow background on the bottom of the guide sign, a black down arrow of standard dimensions shall be placed between the words EXIT and ONLY.

Supplemental guide signs with a white legend and border on a brown background may be used when a park or recreational area is being signed as a significant destination for users of the Interstate and other freeway systems. The same color combination can be used for advance guide and exit direction signs for an interchange where the crossroad leads exclusively to a park or recreational area.

Where the crossroad is a numbered route or leads to other destinations, the advance guide and exit direction signs shall retain the white on green color combination. All ground-mounted gore signs shall remain with a white legend on a green background. The background color of interchange exit number panels shall match the color of the guide sign proper.

## **2F-39 Signing on Freeway Approaches**

Freeway signing standards may have to be extended to the approach roads for some of the major interchanges. Frontage roads need not be signed to freeway standards, but otherwise should be consistent with requirements for roadways of their particular class.

# **G. SIGNING FOR CIVIL DEFENSE**

## **2G-1 Civil Defense Emergencies**

Advance planning of local action in response to warning of an attack is the responsibility of State and local authorities. The Federal Government will provide guidance to the States as necessitated by changing circumstances. Civil defense signing is a tool of contingency planning. It is not possible to be sure in advance that any hazardous conditions will, or will not occur at any given place. First emphasis must be given to planning the use of the best shelter available at any time. The fallout shelter is the core of civil defense.

Mass evacuation is not a fruitful planning contingency by itself. Evacuation planning without shelter planning is self-defeating. Signing for preattack evacuation to distant shelters may be thought desirable as an alternative for some communities. Contingency planning for postattack evacuation is desirable for all communities. Plans have been developed for the control of highway traffic under emergency conditions such as could result from accidental disaster or enemy attack. Particularly these plans are concerned with possibilities of nuclear warfare.

In the event of disaster there will be a closing of highways that cannot be used, a controlled operation of certain designated high-

ways, the establishing of regulation posts for the expediting of essential traffic, and the provision of emergency centers for civilian aid.

To guide and control highway traffic in an emergency, special highway signs will be needed. The signs here specified have been approved and are here prescribed as standard for use when and where applicable in the civil defense program.

These emergency signs will not permanently displace any of the standard signs that are normally applicable, and as conditions permit they should be replaced or augmented by standard signs.

The nature, scope and operation of emergency highway traffic regulation in time of emergency brought about by an enemy nuclear attack are discussed in "A Guide for Highway Traffic Regulation in an Emergency" available from U.S. Department of Transportation, Federal Highway Administration, Washington, D.C., 20591.

## **2G-2 Design of Civil Defense Signs**

For economy in stockpiling and in emergency fabrication all the special civil defense signs, with the exception of the Evacuation Route Marker, are designed for a single size of plate measuring 24 by 30 inches, and have a black legend and border on a white background. The background should be reflectorized.

In an emergency these signs may be needed in large numbers and are for essentially temporary use. Consideration should accordingly be given to their fabrication from any light and economical material that can serve through the emergency period.

Any of these signs may be accompanied by a standard triangular marker for marking areas contaminated by biological and chemical warfare agents and radioactive fallout.

Signs such as "In Case of Enemy Attack this Highway Will be Closed" or "Civil Defense Highway" or "Emergency Route for Civil Defense" shall not be used.

## **2G-3 Evacuation Route Marker (CD-1)**

The Evacuation Route Marker shall be circular, having a minimum outside diameter of 18 inches, carrying a directional arrow and the legend EVACUATION ROUTE. The standard Civil Defense Symbol, CD inscribed in a triangle within a ring, shall appear near the bottom of the sign, with a diameter of 3½ inches. The legend, arrow, symbol, and border shall be in white on a blue background. At least the arrow and border shall be reflectorized. The arrow designs shall include a straight vertical arrow pointing upward, a straight horizontal arrow pointing to left or right, and a

bent arrow pointing to left or right for advance warning of a turn. The arrow may be a separate unit attached to the face of the sign. The marker format may also be used on a nonreflectorized, white, square plate.

The Evacuation Route Marker, with the appropriate arrow, shall be erected 150 to 300 feet in advance of, and at, any turn in an approved evacuation route, and elsewhere for straight-ahead confirmation where needed. In urban areas it shall be mounted at the right of the roadway, not less than 7 feet above the top of the curb, and at least 1 foot back from the face of the curb. In rural areas it shall be not less than 5 feet above the crown of the roadway and 6 to 10 feet to the right of the roadway edge.

Evacuation Route Markers shall not be placed where they will conflict with normal signs. Where conflict in placement would occur between the Evacuation Route Marker and a standard regulatory sign, the latter shall take precedence. In case of conflict with a standard informational sign the civil defense sign may take precedence.

Placement of Evacuation Route Markers should be made under the supervision of the officials having jurisdiction over the placement of normal traffic signs, but coordination with Civil Defense authorities and agreement between contiguous political entities will be necessary to assure continuity of routes.

#### 2G-4 Area Closed Sign (CD-2)

The AREA CLOSED sign shall be used to close a roadway entering an area from which all traffic is excluded because of dangerous radiological or biological contamination. It shall be erected on the shoulder as near as practicable to the right-hand edge of the roadway, or preferably on a portable mounting or barricade partly or wholly in the roadway. For best visibility, particularly at night, its height should not normally exceed 4 feet from the pavement to



CD-1  
18" diameter (blue)



CD-2  
30" x 24"

the bottom of the sign. Unless adequate advance warning signs are used, it should not be so placed as to create a complete and unavoidable blockade. Where feasible, the sign should be located at an intersection that provides a detour route.

### 2G-5 Traffic Regulation Post Sign (CD-3)

The STOP-TRAFFIC REGULATION POST sign shall be used to designate a point where an official post has been set up to impose such controls as are necessary to limit congestion, expedite emergency traffic, exclude unauthorized vehicles, or protect the public. It shall be erected in the same manner as the Area Closed sign (sec. 2G-4) at the point where traffic must stop to be checked.

The standard R-1 STOP sign shall be used for this mandatory stop restriction. The supplemental panel TRAFFIC REGULATION POST should be mounted directly below the STOP sign and shall consist of a black legend on a reflectorized white background.



CD-3  
30" x 30"  
30" x 24"



CD-4  
24" x 30"

### 2G-6 Emergency Speed Sign (CD-4)

The MAINTAIN TOP SAFE SPEED sign may be used on highways where radiological contamination is such as to limit the permissible exposure time for occupants of vehicles passing through the area. Since any speed zoning would be impractical under such emergency conditions, no minimum speed limit can be prescribed by the sign in numerical terms. Where traffic is supervised by a traffic regulation post, official instructions will usually be given verbally, and the sign will serve as an occasional reminder of the urgent need for all reasonable speed.

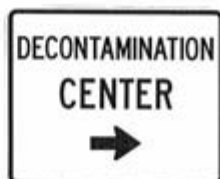
The sign should be erected at random intervals as needed, in the same manner as other standard speed signs. In rural areas it shall be mounted on the right-hand side of the road with its lower edge not less than 5 feet above the crown of the roadway, 6 to 10 feet from the roadway edge. In urban areas the height shall be not less than 7 feet, and the nearest edge of the sign shall be not less than 1 foot back from the face of the curb. Where an existing Speed Limit sign is in a suitable location, the Top Safe Speed sign may conveniently be mounted directly over the face of the older sign, which it supersedes.

#### 2G-7 Road Use Permit Sign (CD-5)

The ROAD USE PERMIT REQUIRED FOR THRU TRAFFIC sign is to be used at an intersection, at the entrance to a route on which a traffic regulation post is located. Its intent is to notify drivers of the presence of the post so that those who do not have priority permits issued by designated authorities can detour on another route, or turn back, without making a needless trip and without adding to the screening load at the post. Local traffic, without permits, may proceed as far as the regulation post. The sign shall be erected in a manner similar to that of the Emergency Speed Sign (sec. 2G-6).



CD-5  
24" x 30"



CD-6  
30" x 24"

#### 2G-8 Emergency Aid Centers Sign (CD-6)

In the event of emergency, State and local authorities will establish various centers for civilian relief, communication, medical service, and similar purposes. To guide the public to such centers a series of directional signs will be needed. These signs shall carry the designation of the center and an arrow indicating the direction to the center. They shall be erected as needed, at intersections and elsewhere, on the right-hand side of the roadway, at a height in urban areas of at least 7 feet, and not less than 1 foot back from

the face of the curb, and in rural areas at a height of 5 feet, 6 to 10 feet from the roadway edge.

These signs shall carry one of the following legends, as appropriate, or others designating similar emergency facilities:

DECONTAMINATION CENTER  
REGISTRATION CENTER  
WELFARE CENTER  
MEDICAL CENTER

#### 2G-9 Fallout Shelter Directional Sign (CD-7)

The Fallout Shelter directional sign shall be used to direct the public to selected fallout shelters that have been licensed and marked for emergency use. They may be erected on all highways, except those on the Interstate system, when it has been determined that a need exists for such signs upon completion of an approved community shelter planning study.

These guide signs may be used to direct people to fallout shelters in rural areas and the environs of a metropolitan area where shelters have a larger capacity than is required to accommodate the local inhabitants of the surrounding area. The signs may be used to identify different routes to a shelter to provide for rapid movement of large numbers of persons, but as a general rule should not be posted more than five miles from the shelter.

The fallout shelter directional sign should be used sparingly and only in conjunction with approved plans of State and local civil defense directors. The erection of these signs shall conform to established highway signing standards. Where used, the signs shall not be erected in competition with other necessary highway guide and regulatory signs.

The fallout shelter directional sign is a horizontal rectangle, 30 by 24 inches, containing the identifying "public fallout shelter" emblem in the upper left part of the sign. The colors of the emblem are yellow triangles inscribed in a black circle placed on a yellow square. The words "FALLOUT SHELTER"—the directional arrow, the distance to shelter (which can be omitted when appropriate), and the border are in black against a white background.



CD-7  
30" x 24"

