



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, 23219

RAY D. PETHTEL
COMMISSIONER

March 1, 1994

DAVID R. GEHR
ASSISTANT COMMISSIONER
OPERATIONS

MEMORANDUM

TO: District Administrators
FROM: David R. Gehr *David R. Gehr*
SUBJ: EISENHOWER INTERSTATE SYSTEM
Sign Installation

Attached are copies of a report prepared concerning the recommended method of installing EISENHOWER INTERSTATE SYSTEM signs on Interstate highways in Virginia, with which Commissioner Ray D. Pethtel has concurred.

It would be appreciated if you would have these signs fabricated and installed at the appropriate locations as outlined in the report. Included in the attachments with this memorandum are design specifications for the signs and copies of correspondence from the FHWA relative to this matter.

Please note the national objective to have all initial installations of these signs completed by July 4, 1994, in the letter from FHWA Division Administrator, James M. Tumlin.

Attachments

cc: Mr. Ray D. Pethtel
Mr. J. L. Butner
District Traffic Engineer

Virginia Department of Transportation
Proposed Installation Practice
for the
EISENHOWER INTERSTATE SYSTEM Sign

The Federal Highway Administration has notified the Virginia Department of Transportation of the approval of the Eisenhower Interstate System (EIS) sign design by Congress for use on all interstate highways.

It was initially suggested by VDOT traffic engineering staff that, because of their commemorative nature, these signs be installed only in rest areas. However, to provide some consistency along the interstate system, an informal survey of adjoining states was conducted as suggested by Mr. James M. Tumlin, Virginia division administrator for the FHWA, to ascertain their proposed plans for installing these signs.

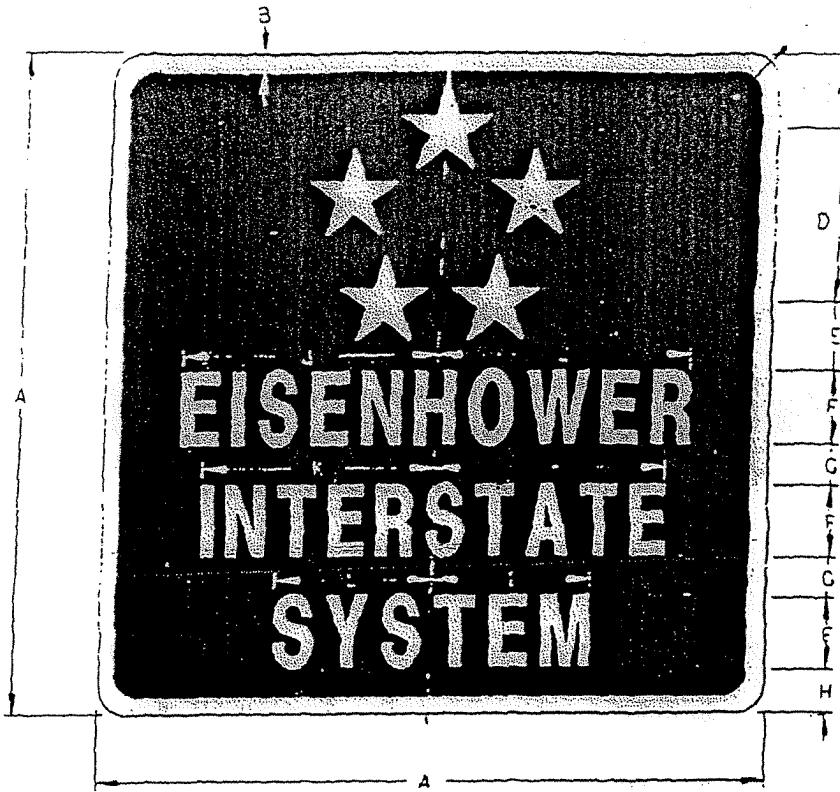
In this survey of the five adjoining states, it was found that plans ranged from "do nothing" (KY) to an ambitious plan to fabricate over 330 signs and install them every 50 miles on the main line of the interstate as well as within rest areas (NC). Of the other three states, one plans to install only four signs in rest areas on two separate routes (MD), one plans to install them on the main line roadway in assembly with interstate route shields at entrances to the state (WV), and another plans to install them on the main line at entrances to the state and in rest areas (TN).

Based on these findings, it is **felt** that an appropriate method of installing EIS signs in Virginia is to install them

within rest areas as originally planned along with installations on the main line roadway at locations just inside the state line. EIS signs on the main line should be mounted below a standard interstate route shield displaying the appropriate route number on the same post. In most cases, the EIS sign could be installed on the same post with the first existing independent route shield facing traffic entering the state. If there is no existing route shield within a reasonable distance of the state line, a new route shield and EIS sign should be installed at the first available space.

The EIS sign design approved by Congress consists of a 36-inch square blue background with white border, a white five-star cluster, and the legend EISENHOWER INTERSTATE SYSTEM in four-inch white letters. The legend may be fabricated using either of two types of lettering: standard (MI-10) and modified clarendon (MI-10a) (see attached design specifications).

Only two states surveyed indicated a preference of lettering style. North Carolina will use the MI-10 sign and Tennessee will use the MI-10a. It is recommended that all EIS signs in Virginia be fabricated according to the MI-10 standard because of the increased ~~readability~~ readability afforded by the standard block letters.



MI-10

• see page 3-12c for symbol des

MI-10	DIMENSIONS (INCHES)										
SIGN	A	B	C	D	E	F	G	H	J	K	L
STD.	36	3/4	4	9-1/4	3-3/4	4 C	2-1/4	2-1/2	13-3/4	12-1/2	8-1/2

MI-10	DIMENSIONS (MILLIMETERS)										
SIGN	A	B	C	D	E	F	G	H	J	K	L
STD.	900	19	100	231	94	100 C	56	63	344	313	213

COLORS

LEGEND - FHWA WHITE (REFL)
 BACKGROUND - FHWA BLUE (REFL)

3-12a

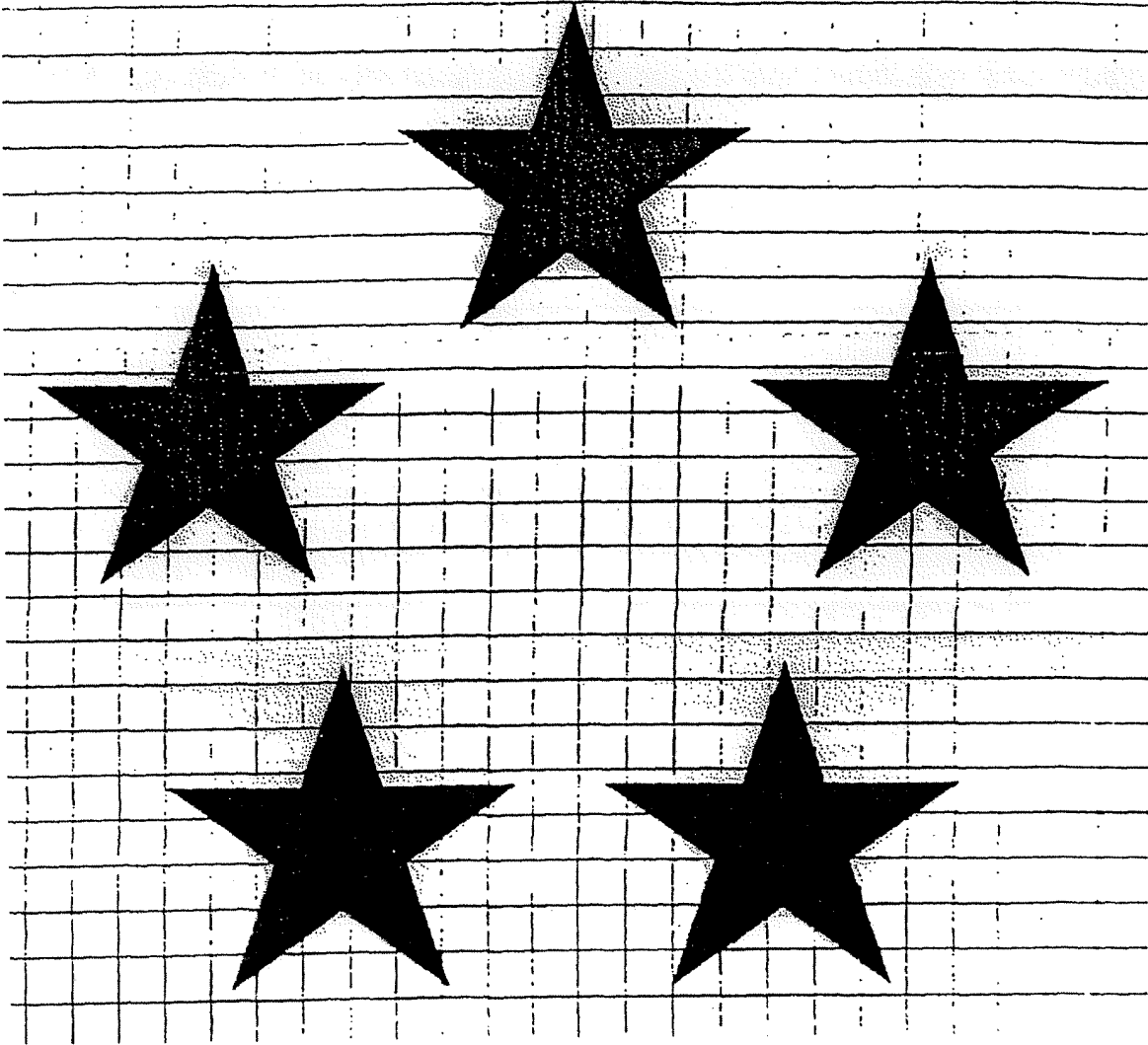


Fig 3-12c



MI-10a

* see page 3-12c for symbol design
 ** see page 3-12d for script symbol design

MI-10 SIGN	DIMENSIONS (INCHES)								
	A	B	C	D	E	F	G	H	J
STD.	36	3/4	4	9-1/4	3-3/4	16-1/2	2-1/2	14	2-1/4

MI-10 SIGN	DIMENSIONS (MILLIMETERS)								
	A	B	C	D	E	F	G	H	J
STD.	900	19	100	231	94	413	63	350	56

COLORS

LEGEND - FHWA WHITE (REFL)
 BACKGROUND - FHWA BLUE (REFL)

Fig 3-12b



U.S. Department
of Transportation

Federal Highway
Administration

Region 3
Virginia Division

Federal Building
400 N. 8th Street
P.O. Box 10045
Richmond, Virginia 23240-0045

IN REPLY REFER TO:

October 22, 1993

Eisenhower Interstate System Sign

Mr. David R. Gehr
Assistant Commissioner for
Operations
Virginia Department of Transportation
Richmond, Virginia

Attention: Mr. Lynwood Butner

Dear Mr. Gehr:

Enclosed is Mr. E. Dean Carlson's August 11, 1993 memorandum (with attachments) advising that Congress has approved the subject sign for use on Interstate Highways. The standard drawings and dimensions for the sign are attached. Copies of the brochure mentioned in the enclosed memorandum were not available to send with this transmittal. However, we have requested copies, although limited, for your use and will make them available when received.

The fabrication and installation of these signs is eligible for Federal-aid highway funding. These signs may be installed along the Interstate at intervals decided by VDOT, although it would appear advantageous to coordinate your plans with adjoining States as appropriate for consistency or to minimize overkill. They may also be installed in rest areas, scenic overlooks, and other similar areas where motorists can legally park. The national objective is to have all initial installations of these signs completed in each State by July 4, 1994.

Please let us know if we can be of any assistance.

Sincerely yours,

James M. Tumlin
Division Administrator

Enclosures



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

AUG 23 1993

Subject: Eisenhower Interstate System Sign
Date: August 11, 1993

From: Executive Director
Washington, D.C. 20590
Reply to: HHS-13
Att: of

To: Regional Federal Highway Administrators
Federal Lands Highway Program Administrator

On July 29, the Eisenhower Interstate System sign design was approved by the Congress for use on all Interstate Highways. The five-star symbol in combination with either of two types of lettering may be used for the sign. The modified clarendon lettering may be more appropriate for static reading such as rest areas and the standard lettering may be more legible for glance recognition along the highway.

The fabrication and installation of these signs are eligible for Federal-aid highway funding at the appropriate participation ratio. The signs may be deployed along the Interstate at intervals decided by the States and in rest areas, scenic overlooks, and other similar areas where the motorists can legally park their vehicles on the Interstate right-of-way. Our objective is to have all initial installations of these signs completed in each State by July 4, 1994.

The standard drawings for the Eisenhower Interstate System signs are attached. These drawings are pages 3-12a, b, c, and d of the "Standard Highway Signs" manual.

Also attached are four brochures for each region and each division office. These brochures were developed to explain the significant role of President Eisenhower in establishing the Interstate Highway System. Please send copies to the State highway agencies for their information. If a State desires to use the brochures in rest areas, a limited quantity is available upon request. If a State desires to make additional brochures, we will be glad to lend the negatives at any time.

If you have questions, please contact the Office of Highway Safety at 202-366-1153.

E. Dean Carlson

5 Attachments

