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DESIGN DIRECTIVE

To: Distribution

From: Erik J. Stoothoff, P.E. *EJS*
Chief Engineer

Date: 8/25/2021

RE: Exit Signs

This design directive is intended to consolidate, reiterate, supplement, and clarify the MBTA's Exit Sign design approach, preferences, and requirements.

In the event that conditions warrant deviation from this directive, a design waiver signed by The Chief Engineer and department owning the scope of work will be required of the project.

Design Consultants shall design to standards as prescribed by Code. MBTA Standards shall apply only where Code does not address a topic or the MBTA requires a standard above and beyond Code. The more stringent shall always apply.

OBJECTIVE

Design for Exit Signs for all new construction, repair or replacement projects shall follow standards that are consistent with MBTA's priorities to the safety and accessibility of our passengers. As such, design shall prioritize safety, functionality and ease of maintenance over time.

CODES, STANDARDS AND POLICIES

- 780 CMR – Massachusetts State Building Code
- 521 CMR – Massachusetts Architectural Access Board
- International Fire Code – Chapter 10

DESIGN PRINCIPLES

All Exit Signs shall meet the requirements prescribed by the International Fire Code, Section 1013. Additionally, projects that require the installation or replacement of any Exit Signs shall follow the guidance defined in this directive. Projects that affect greater than 25% of a facility's exit signage, including signage for newly constructed exits, shall replace all exit signs within that facility, in order to provide consistency within MBTA facilities.

All projects involving the installation of new Exit Signs shall also provide a minimum of 15% of the total signage quantity in attic stock to MBTA Engineering & Maintenance.

Design Directive: Exit Signs

For all Exit Signs, the word 'EXIT' shall be internally illuminated in Green, in high contrast with its background. Illumination of Exit Signs shall always be continuous and all text shall be clearly discernible when signs are illuminated. Exit Signs shall be listed and labeled in accordance with UL 924, and letters shall meet the dimension requirements specified therein.

The running person icon may be included with Exit Signs, so long as it is configured on the sign to direct towards the path of egress. The running person shall never conflict with, or take the place of, a chevron directional indicator on Exit Signs. Chevron directional indicators shall immediately follow the word 'EXIT'. The running person icon shall always be placed after the directional indicator.

It is the responsibility of the manufacturer to provide Exit Signs that adhere to all requirements prescribed by requisite state and local codes and listings.

Exit Sign components shall meet criteria consistent with MBTA's priorities towards safety and environmental sustainability. As such, MBTA will not accept the use of any products containing tritium, or any other radioactive gas. If the contractor replaces an older Exit Sign, which does contain tritium or any other radioactive gas, the Exit Sign must be properly disposed of in compliance with all state and federal requirements. The contractor should consult with the Environmental Department for guidance on proper disposal.

All projects involving the removal of existing exit signs shall coordinate with the MBTA Environmental Department to ensure that any signs containing tritium, or any other radioactive gas, are disposed of properly.

In the event that conditions warrant deviation from this directive, a design waiver signed by the Chief Engineer and the department owning the scope of work will be required of the project.

ADDITIONAL DESIGN GUIDANCE

Submittal of complete manufacturer's product data to MBTA for approval is required. This shall consist of complete product description and specifications, catalog cuts, and other descriptive data required for complete product use and information.