

**North Carolina Department of Transportation
Division of Highways
Traffic Engineering and Safety Systems Branch**

**Standard Practice
for
Traffic Generators that Do Not Warrant
Guide Signing On the State Highway System**

The purpose of this standard practice is to provide a list of facilities, locations, or entities that do not warrant guide (directional) signing along NCDOT roadways. This practice is intended to restrict signing along NCDOT roadways for facilities, locations, or entities that do not generate a minimum level of traffic by unfamiliar motorists, or that the Department does not deem appropriate by statute or engineering judgment for signing. The intent is to promote statewide consistency in responses to signing requests and to avoid sign proliferation. If a facility type is not specified in a standard practice or on this list, the requester must submit the request to the Traffic Engineering and Safety Systems Branch/Division Engineer for review.

It is the standard practice of NCDOT not to install or allow installation of guide (directional) signing on any roadway on the North Carolina State Highway System for the following traffic generators:

- Attractions (except if TEPPL topic T-13, Traffic Generators, requirements are met or as allowed in Logo or TODS programs]
- Auto/Truck/Equipment Dealerships
- Bars/Lounges
- Business Incubators
- Camps (such as Scout, Religious/Church, 4H, Youth, YMCA, YWCA, etc.)
- Cemeteries (except for historic or military if approved)
- Churches (and other places of worship)
- Commercial Businesses (private and publicly owned)
- Corporations and Corporate Headquarters (private and publicly owned)
- Cooperative Extension Offices
- Courthouses
- Country Club
- Day Care Centers
- Driving Ranges
- Drug and Alcohol Treatment Centers (private)
- Drug Stores
- Employment Services Facilities –Job/Career Centers
- Furniture Stores or Facilities
- Flea Markets
- Fraternal/Sorority houses
- Guilds: Civic or Fraternal Organizations
- Head Start Centers
- Health or Fitness Facilities
- Historic Sites (historic sites with some historic significance but not recognized as State Historic Site, except as allowed as an Attraction in the Logo Program or TEPPL topic H-13, H-14)
- Hospice Facilities
- Humane Facilities
- Industrial Plants/Facilities
- Industrial Technology Centers

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Libraries
 Magistrate Offices
 Manufacturing Facilities (except if TEPPL topic I-2, Industrial Parks, requirements are met or as allowed as an Attraction in the Logo Program]
 Medical Treatment Facilities: Ambulatory Surgical, Primary Care, Private Physician practices, Urgent Care, Health Centers/Clinics, (See TEPPL Topic H-36)
 Mental Health Facilities (private)
 National Armory
 Nursing Homes
 Power Plants and Utility Plants
 Private Businesses (except as allowed by Logo, TODS, and Agricultural Tourism signing programs)
 Radio Stations
 Railroad Stations (except Amtrak)
 Recruiting Stations/Facilities
 Retail Stores or Establishments
 Retirement Facilities (except if TEPPL topic S-67, Senior Centers, requirements are met)
 Retreats (private, civic, religious, etc.)
 Roadside Stands (except as allowed by TODS Program)
 Sanitariums
 Stores (any type)
 Subdivisions (except if TEPPL topic M-37, Multi-Use Community, requirements are met)
 Taxi Locations
 Television Stations
 Trailer Parks
 Training Centers
 Treatment Centers or Infirmaries
 Theaters
 Town Halls or City Halls

Notes:

- This practice is not intended for use in removal of existing signs. When a new project is established for the North Carolina Highway System, it is recommended that this practice be followed.
- This list may not include all facilities/traffic generators that do not warrant signing on the North Carolina State Highway System. Additional guidance may be available under a specific topic in TEPPL.
- This is not an all-inclusive list. Department personnel may request an addition to the list by sending a recommendation to Traffic Engineering for consideration. The item will be reviewed and if approved, the item will be added to this practice.
- A sign request for a facility of regional importance (determined by local data and an engineering investigation) must gain approval by the State Traffic Engineer and by the appropriate Division Engineer(s) or designate(s).