



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

July 7, 2003

MEMORANDUM

To: Division Engineers

From: J. D. Goins, P.E. *J.D. Goins*  
Chief Engineer - Operations

T. A. Peoples, P.E. *T.A. Peoples*  
State Traffic Engineer

Subject: Standard Practice for Sign Sheeting

*8-10-03  
Larry Stallings -  
Please confirm this  
practice is in the  
TEPPL. Tony*

Attached is the standard practice for sign sheeting. This practice is intended to ensure statewide consistency in sheeting usage on regulatory, warning, guide, and temporary traffic control work zone signs.

Signs fabricated using brighter retro-reflective sheeting are needed to increase sign conspicuity and legibility, in particular, for older drivers. Type III (High Intensity) sheeting has a higher target value, longer service life, and a better life cycle cost than Type I (Engineering Grade) sheeting. As a result, the statewide implementation of this standard practice will result in lower overall sign costs and increased safety. The practice requires the use of Type III sheeting for all regulatory, warning (other than school, pedestrian, bicycle, and highway-rail grade crossing signs), and guide signs.

The practice also increases the retro-reflective sheeting requirement for school, pedestrian, bicycle, highway-rail grade crossing, and work zone signs. School, pedestrian, and bicycle warning signs currently require Type IX fluorescent yellow-green sheeting. Highway-rail grade crossing advance warning signs will require Type IX fluorescent yellow sheeting. Traffic control work zone signs will require Type VII, VIII, or IX fluorescent orange sheeting. These requirements are included in the standard practice.

These guidelines supercede those detailed in our joint memorandum of June 10, 2002. The effective date of January 1, 2005 for this practice provides the Department adequate time to exhaust existing inventories of signs fabricated with Type I (Engineer Grade) and Type II (Super Engineer Grade) sheeting. Additionally, the practice permits existing signs with Type I or Type II sheeting to remain in place until the signs have reached the end of their service life or are no longer needed.

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However, effective immediately, as existing Type I and Type II sheeting inventories are exhausted, your inventories shall be replenished with the appropriate type sheeting as specified in the attached standard practice.

If additional information is needed, please advise.

JDG/TAP/sk/mmm

Attachment

cc: Len A. Sanderson, P.E., w/atta.  
David Allsbrook, P.E., w/atta.  
Deputy Division Engineers, w/atta.  
Division Operation Engineers, w/atta.  
Regional Traffic Engineers, w/atta.  
Division Traffic Engineers, w/atta.  
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Ron King, P.E., w/atta.  
Stuart Bourne, P.E., w/atta.  
Ken Ivey, P.E., w/atta.  
Sign Oversight Committee, w/atta.  
Barry Jenkins, AGC, w/atta.