

**North Carolina Department of Transportation  
Division of Highways  
Transportation Mobility and Safety Division**

**Guidance  
for  
All American City Signing**

The purpose of this guidance is to provide assistance on the use of All American City Signing along state maintained facilities. The intent is to set reasonable guidelines to promote statewide consistency in signing. The installation of these All American signs need to operate within balance against other necessary traffic control devices (i.e. regulatory, warning, guide and other general service signs).

It is the standard practice of the North Carolina Department of Transportation (NCDOT) to develop a signing system for freeways and expressways on the premise that the signing is primarily for the benefit and direction of road users who are not familiar with the route or area. Signs shall be designed, located, and erected on NCDOT roadways according to the standards of the *Manual on Uniform Traffic Control Devices* (MUTCD), and the *North Carolina Roadway Standard Drawings*, and the standards and criteria herein.

### **Criteria**

- If right of way and appropriate spacing is available for sign installation(s), signs may be erected along the roadways by the NCDOT upon request, but only for municipalities that have received the All-American City Award from the National Civic League for the current year.
- All requests for signing on partial and un-controlled access facilities must be approved by the appropriate Division Engineer or designee having jurisdiction in the county in which the signs are proposed.
- Signs erected on the interstate must have prior approval of the State Traffic Engineer or designee and must be located and erected under the supervision of Department of Transportation personnel.

### **Location requirements**

- Regulatory, warning, and guide signs have a higher priority. All American signs shall only be installed where adequate spacing is available between the All American sign and other higher priority signs. All American signs shall not be installed in a position where they obscure the road users' view of other traffic control devices.

- One sign per approach to the municipal limit is allowed. Sign is to be placed at or near municipal line, depending on adequate available spacing.
- All American signs shall not be installed at any of the following locations:
  - On the front or back of, adjacent to, or around any traffic control device, including traffic signs, highway traffic signals, and changeable message signs.
  - On the front or back of, adjacent to, or around the supports or structures of other traffic control devices, or on bridge structures.
  - At key decision points where a road user's attention is more appropriately focused on traffic control devices, roadway geometry or traffic conditions, including exit and entrance ramps, intersections, grade crossings, toll plazas, temporary traffic control zones, and areas of limited sight distance.

### **Design Guidelines**

- Signs on primary and secondary system roads may include the All American City Shield.
- Signs on the Interstate system shall not include the All American City Shield. However, a standard interstate type sign, with the message ALL AMERICA CITY, consisting of white letters on a green background may be permitted beneath the standard city limit sign. If this is not possible, a sign with the message "CITY NAME - ALL AMERICA CITY" may be erected on its own supports provided this can be done in conformance with the "*Manual on Uniform Traffic Control Devices*" and the latest safety standards.

### **Maintenance**

- Since the All American City award is for a period of one year only, these signs shall be removed after they have been in place for a period of one year, unless the city should receive the award for the second consecutive year. The sign installation, maintenance, and removal must be at no cost to the Department of Transportation, exclusive of the necessary supervision.
- Municipalities may display the All American City sign for more than one year if the year in which the award was received is displayed within or directly beneath the sign as a slogan with the Welcome to signing. See TEPPL policy W-17.
- The Department has the responsibility and authority to relocate or remove signs on NCDOT highway right-of-way if a need for a higher priority regulatory, warning, or guide sign is identified. No refund or reimbursement will be made for removed signs.
- The NCDOT reserves the right to cover, relocate, or remove any signs for maintenance or construction operations, or when deemed to be in the best interest of the NCDOT or the traveling public, without advance notice. The NCDOT reserves the right to remove signs

when roadway improvements or changes in the roadway cross section or configuration will no longer accommodate the existing signs. No refund or reimbursement will be made for removed signs. If existing signs no longer meet the Department's size and design requirements for an upgraded roadway and existing signs are removed, the municipality may request to upgrade their signs, provided that minimum spacing is available on the upgraded roadway.

- As described in General Statute 136-30 (a), (b), and (d), the Department has the authority to control all signs within the right of way of the State Highway System.

**§ G.S. 136-30. Uniform signs and other traffic control devices on highways, streets, and public vehicular areas.** (a) State Highway System. - The Department of Transportation may number and mark highways in the State highway system. All traffic signs and other traffic control devices placed on a highway in the State highway system must conform to the Uniform Manual. The Department of Transportation shall have the power to control all signs within the right-of-way of highways in the State highway system. The Department of Transportation may erect signs directing persons to roads and places of importance. (b) Municipal Street System. - All traffic signs and other traffic control devices placed on a municipal street system street must conform to the appearance criteria of the Uniform Manual. All traffic control devices placed on a highway that is within the corporate limits of a municipality but is part of the State highway system must be approved by the Department of Transportation. (d) Definition. - As used in this section, the term "Uniform Manual" means the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the United States Department of Transportation, and any supplement to that Manual adopted by the North Carolina Department of Transportation.