TIP NO.:

DIVISION:

COUNTY:

PROJECT MANAGER:

DESIGN ENGINEER:

**REVIEW CHECKLIST FOR CORRIDOR PUBLIC HEARING MAPS**

Place an "X" by applicable items or place "N/A" by non-applicable items to indicate that each item in the checklist has been reviewed.

Note: Labels should be black letters in a white box unless noted otherwise.

**TITLE BLOCK**

(Best Practice - Make sure the title block is large enough to be read. The title blocks on the ends of the maps should be smaller as they are only meant for quick identification when the paper maps are rolled up for storage.)

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| \_\_\_ | TIP project number and WBS number is shown. |
| \_\_\_ | County is shown. |
| \_\_\_ | Description of the project matches the STIP and environmental document.  |
| \_\_\_ | Federal aid number is shown, if applicable. |
| \_\_\_ | Roll/sheet numbers are shown, if there are more than one. |
| \_\_\_ | Date the corridor hearing will be held is shown (month and year). |
| \_\_\_ | Seal of the State of North Carolina is shown. |
| \_\_\_ | NCDOT triskelion is shown. |

**TYPICAL SECTIONS**

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| --- | --- |
| \_\_\_ | Typical sections are shown in a 3-dimensional perspective. |
| \_\_\_ | All relevant features are shown with dimensions (ex. travel lanes, median, curb and gutter, bike lanes, sidewalk, sidepaths, etc.).(Best Practice – Do not show the slopes associated with the features.) |
| \_\_\_ | Provide a note indicating that betterments are contingent upon municipal agreement, if applicable.*Note: Betterments can include but are not limited to bike lanes, sidewalk, and sidepaths.* |
| \_\_\_ | Typical section is shown for only the mainline. |
| \_\_\_ | Typical section is provided for mainline bridge(s). |
| \_\_\_ | Road names are shown for their corresponding typical sections. (Best Practice - Do not show the SR numbers on the typicals.) |

**SHEET COMPOSITION AND DESIGN INFORMATION**

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| \_\_\_ | Maps shall not exceed 10’ in length, unless prior coordination with the Public Involvement Officer indicates the facility and method of display can accommodate additional length. |
| \_\_\_ | A map or series of maps for each corridor is provided. |
| \_\_\_ | A legend is shown with only the items applicable to the project.(Best Practice – When the length of the map exceeds 8’, show a legend at each end of the map. One should be placed at the top of the map and the other at the bottom.) |
| \_\_\_ | Design data is shown including the proposed functional classification, design speed and maximum superelevation. |
| \_\_\_ | Scale of the maps is shown. (Best Practice – Use 1” = 200’ for projects 5 miles or less; 1” = 500’ for projects greater than 5 miles.) |
| \_\_\_ | The corridor should be shaded with a distinct color for each alternative.*Note: The width of mainline corridor is typically 1000’ for new location routes; 400’ – 500’ for widening facilities.**The corridor of the alternative identified in the title block should be shaded. The other alternatives being studied should be outlined in the appropriate color.*  |
| \_\_\_ | Each alternative should be labeled within the corridor band.(Best Practice – Where corridors overlap, provide a label for each alternative in the overlapping area.) |
| \_\_\_ | Begin and end TIP project are labeled. |
| \_\_\_ | Begin and/or end construction for the mainline are labeled if the construction extends outside the TIP project limits. |
| \_\_\_ | North arrow is shown. |
| \_\_\_ | Source and date of the aerial photography are shown. *Note: Verify that the most recent aerial photography is being used.* |
| \_\_\_ | Traffic diagrams are shown, if applicable. *Note: Show the actual numbers instead of abbreviating the numbers (i.e. in hundreds or in thousands).* |
| \_\_\_ | Incomplete plans note is shown.  |
| \_\_\_ | Preliminary plans note is shown.  |
| \_\_\_ | All alignments associated with each alternative should be shown. Alignment information should be white (alignments, tick marks, 500’ stations).*Note: The items listed in parentheses above should be the only information shown.* |
| \_\_\_ | The design shown is reflective of the functional design and Congestion Management recommendations, if applicable. |
| \_\_\_ | Show only proposed edge of travel lanes.(Best Practice – Do not show concrete medians, paved shoulders, curb and gutter, sidewalk, or sidepaths.) |
| \_\_\_ | Slope stakes shall be shown with cut and fill labels at least every 500’ and where the slopes transition between cut and fill. *Note: Slope stake lines and labels should plot black.*  |
| \_\_\_ | The appropriate control of access note(s) is/are shown (partial, limited, full), if applicable. |
| \_\_\_ | Existing right of way is shaded for all roads being affected by the project (including properties already owned by NCDOT). |
| \_\_\_ | Proposed right of way and proposed easement lines are shown. *Note: Verify slope stakes have been contained within these limits.* |
| \_\_\_ | Width of proposed right of way is labeled in areas where it is consistent. |
| \_\_\_ | U-turn bulb locations are contained in full control of access on both sides of the roadway. |
| \_\_\_ | Cul-de-sacs are fully contained in existing or proposed right of way. |
| \_\_\_ | Proposed full, partial and limited control of access symbology is shown, where applicable. |
| \_\_\_ | Existing control of access symbology is shown, where applicable. |
| \_\_\_ | Existing railroad right of way is shaded and railroad owner labeled. |
| \_\_\_ | Proposed bridges and culverts are shaded, if applicable. |
| \_\_\_ | Lakes, rivers, streams and ponds are shaded and labeled, if applicable. (Best Practice – Consult with the Division about whether to show ponds in proposed right of way or easement.) |
| \_\_\_ | Wetlands are shown, if applicable. |
| \_\_\_ | Cemeteries are shown, if applicable.(Best Practice – Provide a label for the cemetery (with a name, if applicable), especially for small ones where the symbology may be difficult to see.) |
| \_\_\_ | Historic properties and districts are shaded and labeled.  |
| \_\_\_ | Parks are shaded. |
| \_\_\_ | Potential noise abatement areas are shown, if the technical noise report is complete. |
| \_\_\_ | Utility note is shown. |
| \_\_\_ | Existing utility easements are shaded for major utilities (power, gas, water) and labeled, if applicable. |
| \_\_\_ | Major landmarks are labeled (ex. subdivisions, schools, churches, hospitals, shopping centers, gas stations, etc.). *Note: Labels should be black letters on pale gold background.*(Best Practice: Every location does not have to be labeled but enough to provide a reference to where we are along the project.) |
| \_\_\_ | Interstate, US and NC route shields are shown. |
| \_\_\_ | Street names are labeled. Labels should include SR numbers, if applicable. *Note: Labels should be white letters on a green background.* |
| \_\_\_ | Property boundaries are shown. |
| \_\_\_ | City, town, and county limits are shown with a label for each municipality, if applicable. |
| \_\_\_ | Provide destination labels at the beginning and end of the project. |
| \_\_\_ | A detail for directional crossover with median U-turn should be shown, if applicable. |
| \_\_\_ | Existing traffic signal locations are identified, if applicable. |

**KEY MAP**

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| \_\_\_ | The title block should be clearly labeled as “Key Map”. |
| \_\_\_ | North arrow is shown. |
| \_\_\_ | Sheet layout is shown and each sheet number labeled. |
| \_\_\_ | Aerial photography should be the base of the key map. |
| \_\_\_ | Source and date of the aerial photography are shown. *Note: Verify that the most recent aerial photography is being used.* |
| \_\_\_ | All interstates, US and/or NC routes, SR routes and street names should be labeled. |
| \_\_\_ | Scale of the key map is provided. |
| \_\_\_ | Preliminary base mapping and design features should ***not*** be shown. |

**SPECIAL CASES**

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| \_\_\_ | Transmission tower locations are shown within the study area if the utility easement information is not available. |

DATE Click to select date CHECK LIST COMPLETED BY: First and Last Name

DATE Click to select date CHECKED BY: First and Last Name