

SAFETY CHECKLIST
for Construction Projects

Date of Review:	Conducted by:	
General		
Is the project constructible using the construction Traffic Control Plan (TCP) as shown in the PS&E?	Yes	No
Does the traffic control affect the design, such as material requirements from roadways used for public use during the construction?	Yes	No
Are there traffic restrictions?	Yes	No
Is there enough work area and staging areas for the Contractor to do the necessary construction operations?	Yes	No
Does the construction traffic control allow for Contractor access?	Yes	No
Is the speed based on the existing posted speed?	Yes	No
Is the work site safe for both traffic and workers?	Yes	No
Comments:		
Signing		
Are the signs being used per the new MUTCD?	Yes	No
Do the sign messages convey the intended actions that are required to be taken?	Yes	No
Do the signs have the proper legends, sizes, color combinations, and reflectivity?	Yes	No
Do the signs have the proper legends, sizes, color combinations, and reflectivity?	Yes	No
Is the location of the sign per the MUTCD?	Yes	No
Are the signs properly spaced?	Yes	No
Are the layout measurements tied to a physical feature so the Contractor can do the layout in the field?	Yes	No
Is there proper sight distance to the sign?	Yes	No
Is it physically possible to place the sign where indicated?	Yes	No
Is there sufficient horizontal clearance?	Yes	No
Any existing signing that needs to be replaced to be in accordance with the MUTCD?	Yes	No
Any conflicting existing signing?	Yes	No
Markings		
Have passing zones been verified?	Yes	No
Matching existing?	Yes	No
Handicap parking meets ADA requirements?	Yes	No
Striping requirements per the new MUTCD?	Yes	No
Meets Centerline warrants?	Yes	No
Meets edge line warrants?	Yes	No
Comments:		
Construction Signing		
Are the signs being used per the MUTCD?	Yes	No
If the situation calls for a standard traffic control scheme, do the advance warning signs match those shown in the standard layouts in the MUTCD?	Yes	No

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Do the sign messages convey the intended actions that are required to be taken?	Yes	No
Do the signs have the proper legends, sizes, color combinations, and reflectivity? (The MUTCD provides that the minimum letter size for signs should not be less than five inches for low volume traffic.)	Yes	No
Is the location of the sign per the MUTCD?	Yes	No
Are the signs properly spaced?	Yes	No
Are the layout measurements tied to a physical feature so the Contractor can do the layout in the field?	Yes	No
Are there existing signs within the construction zone that may conflict with the Traffic Control Plan?	Yes	No
Do any of the existing signs obscure the view of advance warning signs?	Yes	No
If stage construction is used, is the signing from stage to stage consistent (sign types and locations)?	Yes	No
If a numbered route, are the numbered routes used for the detour?	Yes	No
If a detour is not provided could a detour work?	Yes	No
Are all access points properly signed?	Yes	No
Is it physically possible to place the sign where indicated?	Yes	No
Is there sufficient horizontal clearance?	Yes	No
Is there a need for any pedestrian or bicycle signing?	Yes	No
Comments:		
Channelizing Devices		
Are the correct devices used for a particular operation? (Drums should be used instead of barricades, type II; Temporary concrete barriers should not be used as a channelizing device.)	Yes	No
Are channelizing tapers located correctly?	Yes	No
Are channelizing tapers the correct length?	Yes	No
Are devices spaced correctly in the taper?	Yes	No
Are devices spaced correctly in the work area?	Yes	No
Do the devices meet MUTCD requirements for size, type, color, and reflectivity?	Yes	No
Are the devices properly ballasted (weighted down)?	Yes	No
Comments:		
Pavement Markings		
If short-term markings required, do they coincide with MUTCD 6D and Federal Lands Highway policy?	Yes	No
Is marking consistent, especially during stage construction?	Yes	No
Do existing pavement markings conflict with the proposed temporary markings?	Yes	No
Comments:		
Lighting Devices		
Are warning lights used correctly? (Warning lights, type A should be used on drums or barricades to mark point hazards, or on the first two devices in a taper: Warning lights, type B, if used, should be used on signs and the batteries should be placed no higher than 12 inches off the ground: Warning lights, type C should be used on drums or barricades used in a series for delineation.)	Yes	No

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Are arrow panels placed on the shoulder adjacent to the beginning of the taper? (If there is limited shoulder, the arrow board should be placed in the closed lane towards the beginning of the taper.)	Yes	No
Is there adequate sight distance for the arrow board?	Yes	No
Is the arrow panel being used correctly? (Arrow panels should not be used in "passing arrow" mode on two-lane two-way roadways, shoulder closures, or lanes shifts: For the cases listed above the arrow board can be used in the "caution" mode.)	Yes	No
Comments:		
Barriers		
Are untreated temporary barrier ends exposed to traffic?	Yes	No
Is the area between the barrier and the travel lanes relatively flat (approximately 10:1)?	Yes	No
Are temporary barriers required due to drop-off close to the travel lanes?	Yes	No
Are existing barriers being removed such that the hazards they were protecting are now a hazard during the construction?	Yes	No
Is temporary barrier properly accounted for? (For stage construction, use the greatest amount of barrier required for a particular stage as the barrier quantity, and remember to account for storing barrier during stages with less than the greatest amount for moving barrier.)	Yes	No
Are construction areas properly shielded?	Yes	No
Should temporary barrier be bolted to the pavement or bridge deck do to their deflection?	Yes	No
Are barriers flared away from the roadway in accordance with AASHTO Roadside Design Guide?	Yes	No
Comments:		
Flaggers		
If flaggers are being used are the proper warning signs displayed?	Yes	No
Is the flagging station visible to oncoming traffic?	Yes	No
When the flagger is not on station, is the flagger sign covered or removed?	Yes	No
Comments:		
Miscellaneous		
Does the Project Engineer have names and phone numbers of persons to contact in case of emergencies?	Yes	No
If there are special construction events (i.e., roadway closures) are there provisions for the Contractor to notify the Project Engineer in advance so the Engineer can notify authorities?	Yes	No
Are roadway drop-offs excessive?	Yes	No
Does the Contract identify time restrictions placed so that the Contractor can only perform work during certain times?	Yes	No
Is there a possibility of pedestrians and cyclists in the project area?	Yes	No
For projects with stage construction, when the traffic control is switched from one stage to the next, are there provisions in the Contract to accomplish that operation?	Yes	No
Can the traffic control switching be accomplished under traffic?	Yes	No