

***MDT CONSTRUCTION ADMINISTRATION MANUAL
(CAM)***

APPENDICES



MONTANA
DEPARTMENT OF
TRANSPORTATION

Updated June 2022

CAM Appendices

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MONTANA
DEPARTMENT OF
TRANSPORTATION

Updated June 2022

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APPENDIX A Construction Checklists

Checklist 105-1 — BRIDGE CONSTRUCTION SURVEY PROCEDURES

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Check bridge plan dimensions prior to staking. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Check span lengths and skew angles for horizontal control. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Review roadway or other plans for construction features possibly affecting layout and structural reference locations. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Roadway centerline alignment and stationing is as staked in the field. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Benchmarks shown on plans and those proposed for vertical control establishment are in place and usable. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Layout and referencing has been planned to provide work control with required accuracy. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Separate field books are used for each major structure, and maintained daily: | | | |
| a. Information to set up staking diagrams and sketches from plan detail sheets has been obtained. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Separate pages have been used to show overall staking system and structural component detail drawings (avoid crowding information on one page). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Layout referencing has been completed and field horizontal and vertical control has been checked before construction. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Roadway and bridge end grades and elevations have been checked to ensure compatibility. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 107-1 — MDT EMPLOYEE SAFETY

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Heavy Equipment | | | |
| a. Ensure operators are aware you are in the area by making "eye contact." | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Never place yourself within the equipment blind spots. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Cranes and excavators pivot rapidly. Stay away from the rear of these machines to avoid crushing danger. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Never board moving equipment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Yield right-of-way to heavy equipment. It cannot stop fast. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Stay away from elevated equipment buckets. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Avoid being under loads being lifted or swung by cranes. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Do not closely follow haul units as material may fall from equipment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Pay attention to hoisted loads, and be prepared to move if need be. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Be aware of piles (or pile leads) being lifted any time you are within the radius of a falling pile. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| k. Be aware of pinch points associated with articulating equipment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Trenches | | | |
| a. Never stand next to the edge of a trench. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Be aware of overhead dangers such as backhoe buckets or material being lowered into trench. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Ensure proper barrier systems are in place around open trenches/excavations during periods of no work. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Ensure materials spoils or stockpiles are set back from the trench a proper distance. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Never enter a trench showing signs it may cave in. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Monitor for gases in trenches. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Make someone aware of your entrance into a trench. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Are support systems in place? For example: | | | |
| + A stairway, ladder with rails extending a minimum of 3 ft above ground (see OSHA Std. 29 CFR 1926.1053(b)(1)), or other safe means of egress must be provided if excavations 4 or more feet deep require trench workers to travel 25 lateral feet to exit the trench. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| + Trenches 5 or more ft deep and not sloped or benched, must have an approved support system provided and equipped with one means of egress within the support system (see OSHA Std. 29 CFR 1926.650 and 1926.651). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Crushers and Hot Plants | | | |
| a. Watch for heavy equipment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Watch for overhead hazards. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Stay clear of moving parts within crushers and hot plants. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Watch for falling rock. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Exercise caution around hot materials such as bituminous asphalt, plant mix, and hot items in test trailers. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Be aware of hazardous chemicals such as hydrated or quick lime. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Stay back from valves, fittings and couplings which may fail and spray hot, hazardous materials. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Be aware of electrical connections. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Watch for trip hazards. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Roadway | | | |
| a. Work within the traffic control zone. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Park vehicles in a safe area. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Use flashing lights on vehicles when in the work zone. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Watch out for fellow employees. Work as a team. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Be aware of projectile rock. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Before stepping into a traveled way, look both ways even for one way lanes. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Hard Hats/High-Visibility Vests/Other Personal Protective Equipment; Mandatory at: | | | |
| a. Any highway construction or maintenance project. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Any work activity where the authoritative jurisdiction requires hard hats be worn by all personnel, including observers. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Work activities outside a vehicle for any purpose within the highway right-of-way. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Within areas where falling or flying objects can reasonably be expected. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 107-2 — EEO DOCUMENTATION TO PROJECT FILE

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Current Contractor and Subcontractor discrimination complaint procedure and complaint form copies. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Contractor and Subcontractor on-site EEO meeting minutes. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Approved training program information copies, if applicable. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Monthly training report, supporting time card and Diary note copies, if applicable. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Spot check interview form copies (LC-1). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Diary notes or comments documenting dates the bulletin board was last checked. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Contractor and subcontractor payroll and payroll check sheet copies are attached. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Submission of Commercially Useful Function (CUF) Reports (Federally funded projects only). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 107-3 — BULLETIN BOARD

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Current year company policy statement identifying EEO Officer. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Current company discrimination complaint procedures (On company letterhead, signed by a management level official, and currently) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Discrimination complaint form | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Dual employment poster | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. EEO is the law poster | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Davis Bacon poster | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. False statements poster (formerly "Notice" Poster)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. FHWA 1273 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. FMLA - if 50 or more employees are employed | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. OSHA – "It's the Law" poster | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Employee Polygraph Protection Act | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. USDOT Hotline - DBE | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. USERRA - Uniformed Services Employment and Reemployment Rights Act? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Whistle Blower - Know your rights poster? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. Contract specific wage rates? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Note: Check for changes/latest updates at:

http://www.mdt.mt.gov/publications/docs/forms/dbe/eo_board/eo_bulletin_board_checklist.pdf

Checklist 107-4 — EEO TRAINING

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Contractor submitted training program information before beginning work. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Project Manager reviewed the program and submitted a recommendation for approval or non-approval to Civil Rights Bureau. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Project Manager has been notified of Civil Rights Bureau approval, a copy of which is in the project file. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Project Manager notified the Civil Rights Bureau in writing within seven days when a trainee begins work. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Project Manager or Inspector observed the trainee twice daily to assure behavior in accordance with the training program. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Project Manager compared monthly 7a reports submitted by the Contractor, to payroll hours, time cards and Diary entries, and signed 7a reports. 7a reports can be used as notes to document training programs. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Physical training provided corresponds to the approved program. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Work hours correspond to the work type specified by the approved training program. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Hours correspond to time cards and/or payrolls and Project Manager field notes. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



[TIME ALLOTTED] **MCS & MHP CONCERNS 107.01, 107.02, 107.08, 107.27** **[PRESENTER]**

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| DISCUSSION | | |
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| CONCLUSIONS | | |
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| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
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[TIME ALLOTTED] **UTILITY CONCERNS 105.06, 107.18** **[PRESENTER]**

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| DISCUSSION | | |
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| CONCLUSIONS | | |
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| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
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[TIME ALLOTTED] **RAILROAD CONCERNS 107.07** **[PRESENTER]**

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| DISCUSSION | | |
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| CONCLUSIONS | | |
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| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
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[TIME ALLOTTED] COUNTY/CITY CONCERNS 107.10 [PRESENTER]

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| DISCUSSION | | | |
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| CONCLUSIONS | | | |
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| ACTION ITEMS | | PERSON RESPONSIBLE | DEADLINE |
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[TIME ALLOTTED] AIR FORCE CONCERNS 107.01 [PRESENTER]

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| DISCUSSION | | | |
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| CONCLUSIONS | | | |
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| ACTION ITEMS | | PERSON RESPONSIBLE | DEADLINE |
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[TIME ALLOTTED] TRIBAL CONCERNS 107.01 (PSA & MOU) [PRESENTER]

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| DISCUSSION | | | |
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| CONCLUSIONS | | | |
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| ACTION ITEMS | | PERSON RESPONSIBLE | DEADLINE |
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| [TIME ALLOTTED] | SCHEDULE 108.03.2 | [PRESENTER] |
| DISCUSSION | | |
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| CONCLUSIONS | | |
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| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
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| [TIME ALLOTTED] | Q & A FORUM | [PRESENTER] |
| DISCUSSION | | |
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| CONCLUSIONS | | |
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| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
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| [TIME ALLOTTED] | SPECIAL PROVISIONS | [PRESENTER] |
| DISCUSSION | | |
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| [TIME ALLOTTED] | | PRIME CONTRACTOR | | [PRESENTER] |
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| DISCUSSION | | | | |
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| CONCLUSIONS | | | | |
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| ACTION ITEMS | | PERSON RESPONSIBLE | DEADLINE | |
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| [TIME ALLOTTED] | | SUPERVISORS | | [PRESENTER] |
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| DISCUSSION | EPM: | Contractor Superintendent: | | |
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| CONCLUSIONS | | | | |
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| ACTION ITEMS | | PERSON RESPONSIBLE | DEADLINE | |
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| [TIME ALLOTTED] | | SUBCONTRACTORS 108.01 | | [PRESENTER] |
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| DISCUSSION | | | | |
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| CONCLUSIONS | | | | |
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| ACTION ITEMS | | PERSON RESPONSIBLE | DEADLINE | |
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[TIME ALLOTTED] POSSIBLE VE PROPOSAL 104.08 [PRESENTER]

| DISCUSSION | | |
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| CONCLUSIONS | | |
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| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
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[TIME ALLOTTED] ARRA [PRESENTER]

| DISCUSSION | A video from the OIG on fraud awareness was shown. | |
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| Audits – there may be other entities wanting to view the project or project files (e.g. OIG, FHWA). Contractors must be cooperative with these entities. | | |
| Reporting (and time limits) – there are specific requirements for employment reporting. Those need to be completed timely, and must include information from all subcontractors. | | |
| Project files – the requirements on ARRA projects (quantity and payment documentation, payrolls, etc) are the same as any other project. | | |
| CONCLUSIONS | | |
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| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
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[TIME ALLOTTED] MISCELLANEOUS [PRESENTER]

| DISCUSSION | | |
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| CONCLUSIONS | | |
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| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
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**APPROVAL OF MINUTES**

| | |
|------------------------|--|
| PRINTED NAME AND TITLE | |
| SIGNATURE | |
| DATE AND TIME | |

DISTRIBUTION**DATE SENT**

District Administrator
District Construction Engineer
District Materials Supervisor
Construction Engineering Services Bureau – Paul Jagoda
Materials Bureau – Matt Strizich
Civil Rights Bureau – Sheila Cozzie
Motor Carrier Services – Mark Moberley
Contractor

Checklist 201-1 — CLEARING AND GRUBBING FIELD REVIEW

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Clearing limits and needed clearing are shown in the contract documents. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Typical sections are shown within contract documents. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Soil profile is included. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Existing and proposed drainage does not flow from right-of-way, and natural drainage does not adversely affect landowners or structures upstream or downstream. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Utilities, fences or other obstructions to be moved or protected have been noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Private property boundaries and restricted areas have been noted and marked. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Trees to be saved have been marked. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Vegetation, survey monuments, cultural or archaeological sites, or other physical features needing protection, preservation or relocation have been marked. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Borrow sources and access roads have been located | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Unusual soil/moisture conditions such as springs, seeps, or swamps have been noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 203-1 — NUCLEAR GAUGES

| General Guidelines: | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Keep unauthorized personnel away from nuclear gauges. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Follow established operating procedures when using nuclear gauges. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Gauges must always be under immediate operator control if not stored and secured. Do not leave a nuclear gauge unattended. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Maintain nuclear gauges in the "SAFE" position when stored or not in use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Properly secure gauges when stored or unused. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Store nuclear gauges in approved locations. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Badges: | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Badges are personal monitors only to be used by one operator. Do not share badges. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Wear badges near the center of the operator (belt area) and point toward the gauge. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Report events such as accidentally leaving a badge with a gauge overnight. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | |
|--|--------------------------|--------------------------|--------------------------|
| 4. Mark badge containers so they are not placed near nuclear gauges. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Store badges at least 30 ft from gauges. | | | |

| Procedures for Damaged Gauges: | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Stop all activity around the device and remove personnel from the area. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Do not move the gauge under any circumstance. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Do not remove vehicles or equipment involved in the accident from the site. Immobilize equipment by removing the key. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Rope off an area 30 ft x 30 ft around the device and place warning signs around the area. The area may be somewhat smaller if necessary. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Constantly surveil the accident site. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Contact the Project Manager and District Materials Lab to notify appropriate individuals in the Headquarters Materials Bureau. Refer to emergency procedures accompanying the gauge. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | |
|---|--------------------------|--------------------------|--------------------------|
| 7. Call the local sheriff or fire department if headquarters cannot be contacted or accident circumstances warrant. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Complete an accident report form and carefully document the event. Record pertinent information as soon as possible. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Keep personnel away from the accident site. Await further instruction and Helena Radiological Response Team arrival. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 301-1 — AGGREGATE SURFACING

| Surface Preparation: | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Excavated and removed subgrade areas not meeting moisture and density requirements and backfilled excavated areas with approved material. Excavated, backfilled and re-compacted existing aggregate surfaces not meeting moisture and density requirements to typical cross section and profile grade. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Aggregate surfacing material was not placed on surfaces not meeting dry density surface requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. No aggregate surfacing material was placed over rutted or frozen subgrade or aggregate sub-surfacing. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Aggregate was not placed over surfacing not meeting grade or surface smoothness specifications. Cuts or fills were made to blue top elevations. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Placement: | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Surfacing aggregate except crushed cover aggregate was pugmill mixed unless otherwise specified in the contract. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Aggregate surfacing was transported, placed and spread on the roadway. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Aggregate surfacing was spread in maximum 8 inch compacted layers to required grade and typical section. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Aggregate was placed to avoid segregation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Contractor maintained previous aggregate surfacing courses until subsequent courses were placed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Compaction: | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Target density has been established. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Project Manager established target density for each surfacing aggregate course, grade and type. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. A new target density is established if aggregate characteristics change. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Density requirements are being met. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Each lift is divided into 2000 ft constructed sections for testing. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. 10 randomly selected tests are run for each section. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Average of the 10 tests exceeds 98% target density. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. No more than 2 tests are below 98% target density. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Failing sections are retreated and tested with new random test locations. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Gravel density test locations are picked randomly. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Aggregate density documentation is organized and available | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Aggregate Testing: | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Aggregate samples are being obtained correctly. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Gravel tests are of correct size for material being tested. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Weight on any one screen exceeding Materials Manual allowed limits is called out. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Gravel and fracture tests are reported using correct forms. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. I.A.'s are being performed and district lab personnel have visited the test trailer. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 401-1 — PLANT MIX PAVEMENT

| Bituminous material for plant mix pavement | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Hot mix asphalt (HMA) grade and asphalt binder are in accordance with contract documents. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. MDT HMA and field test trailers are properly set up, equipped and wired. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Haul road is in good condition. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Contractor hauling equipment is equipped with safety equipment such as flashing lights and back up alarms. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Contractor is using an approved release agent. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. If used, structurally sound sample stands are in place. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. HMA and Asphalt Cement (AC) samples are witnessed and collected in accordance with methods ensuring representative samples. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Test results and certificates of compliance are satisfactory for items such as asphalt binder and hydrated lime. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Mixing and compaction temperatures are correct. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 401-2 — PREPAVING PROCEDURES AND PLANNING

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Yield has been determined (“actual” unit weights may vary from “plan” unit weights). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Tonnage has been determined. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Surfacing sections are placed to dimensions shown within typical sections. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Note plant mix properties significantly impacting pavement service life: | | | |
| a. Temperature variation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Segregation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Compaction | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Stability | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Joints are located as needed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Traffic control is adequate. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Basic laydown practices are used. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Before paving, inspectors accompanied Project Manager to discuss the following with the Contractor: | | | |
| a. Plant and paving operations. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Work sequencing. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Quality control procedures. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Chain of command. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Equipment to be used | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Contingency plans in place for equipment failures. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Test reporting to the Contractor. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Test type and method responsibilities. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Grade control methodology. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Project areas requiring special treatment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| k. Random sample time and location establishment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| l. Cold joints construction methods have been discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| m. Weather impacts to paving operations have been discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| n. Traffic control issues and features such as such as temporary striping have been addressed, | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 401-3 — PAVING

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Equipment is in good repair and proper adjustment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Traffic control measures and devices are functioning properly with the correct signs and sign sizes in proper position. A Traffic Control Plan has been submitted and accepted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Paver guidelines for maintaining proper centerline horizontal control have been set properly. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Base material soundness ahead of paver been verified, accepted and documented. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Longitudinal and transverse joints have been checked for smoothness and appearance. Longitudinal joints do not fall in wheel paths unless otherwise approved. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Frequent mix temperature checks are being made. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. The mat behind the paver is inspected for signs of non-uniform mixture. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Rolling sequence is correct for conditions, proper rolling methods are being used, and rollers are operated at reasonable speed. Mat thickness is checked and proper adjustments are made. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Spread is frequently checked and truckloads delivered per day is recorded. Yield is checked hourly, and spread rate adjusted to achieve planned yield? Daily PMS totals are verified with plant inspector and quantities are reconciled as soon as practical. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. The project site is in good shape before shift end. Lights, barricades, signs, etc., are correctly placed. Unrequired signs are removed or covered. Temporary striping is in place. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 401-4 — PAVING EQUIPMENT

| Requirements | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Pneumatic tires are inflated uniformly at correct pressures. Drive chain is checked for correct adjustment and excessive wear. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Screed plates are checked for excessive wear, proper crown and tilt adjustment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Screed heater operates properly. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Screed extensions are in the same plane and flush with screed bottom. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Screed plate surfaces are true and in good condition. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Screed vibrators function as intended. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Auger extensions are added to match screed extensions, and ensure proper mix flow across full screed width. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 401-5 — ROLLER INSPECTION CHECKLIST

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Drums on steel wheel rollers are smooth without flat spots, ridges or grooves. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Pneumatic rollers with smooth tires are of equal size, ply and inflation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Vibratory rollers are operated at speeds not leaving corrugations in the rolled surface. Vibratory mechanisms are shut off when rollers are stopped or about to stop. Breakdown or intermediate rollers do not sit idle on hot surfaces for extended periods. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Amplitude and frequency adjustments on vibratory rollers are properly set. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Rollers start, stop and reverse smoothly. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Rollers are equipped with cleaning devices. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Water sprinklers on steel drum wheel rollers operate properly. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 402-1 — DAILY WORK REPORT DOCUMENTATION

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Hauling and storage containers are clean to avoid cross-contamination. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Storage tanks and coils are checked regularly for damage and leaks. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. A calibrated thermometer is used to obtain temperature readings. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Material temperature in the tank is recorded regularly and safely. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Temperature is maintained below the material flash point. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Readings are not taken near heating coils, tank walls or bottom. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Use proper temperature volume conversion factor to calculate quantities. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 407-1 — TACK COAT PREPARATION AND APPLICATION

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Tack surface is clean and dust free. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Tack application is uniform. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Tack application rate has been determined. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Haul truck tires are free and clear of debris. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Contractor minimizes tracking. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 409-1 — SEAL COAT INSPECTION

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Contractor avoids contaminating cover material during loading. Oversize material is not picked up from the lower stockpile or from adjacent stockpiles. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Cover material is placed immediately behind asphalt distributor within the time frame recommended by bituminous manufacturer? Chips used with emulsified asphalt are wet but free of draining water. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Weather conditions and surface temperatures are within bituminous manufacturer recommendation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Surface is properly cleaned and prepared. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Surface absorptive properties have been inspected, and asphalt application rate is correct for existing surface conditions. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Asphalt distributor and spreader box deliver a uniform application. Spray bar height and pattern are acceptable. Spray nozzles are not plugged and wind is not diminishing uniform material application. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Test sections are designated to determine asphalt and cover application uniformity. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Inspector worksheets document station to station, lane location, and application rate for each shot of bituminous material. (This information is valuable if issues arise during the warranty period.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Asphalt splash to curbs, handrails and traffic is prevented. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Contractor is using building paper or other material at transverse joints to ensure a smooth transition to adjacent surfaces. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Loaded haul trucks stagger wheel paths while backing toward spreaders before unloading. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Cover material is promptly and properly rolled. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Rollers stay close behind the aggregate spreader. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Haul units do not damage fresh seal with excessive speed, sudden braking or sharp turns. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 501-1 — PORTLAND CEMENT CONCRETE PRE-PAVEMENT DISCUSSION

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Concrete mix design is as designed for the job. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Plant and paving operations are discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Quality Control Plan is reviewed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Work sequence is discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Quality control measures and methods are discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Chain of command is discussed and assigned. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Equipment is discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Equipment failure contingencies are addressed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Procedures to report test results to the Contractor are discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Testing responsibility is assigned and discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Roadway grade control is covered. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Project areas requiring special treatment have been discussed | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Random sample time and location selection is addressed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Joint reconstruction is discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. Weather impact paving operations is discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. Traffic control issues are addressed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 501-2 — CONTRACTORS PAVEMENT PLAN

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Paving layout drawings show beginning, end, length, width, thickness and area of each paving pass, hand placement areas, and longitudinal, transverse and construction joint locations. Pavement width, thickness, joint location, tapers and breaks are in accordance with contract documents. Hand placement is only planned in areas inaccessible to the paver. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Surfacing placement, cure times, expected production rates, and times of operation have been discussed. Paving schedule has been evaluated to account for crew size, equipment production rates, temperature specifications, cure times, haul rates, batching capacity and traffic control requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. A list of proposed equipment with manufacturer operational specifications for key equipment such as paving machines, vibrators and finishing equipment is available. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Stockpiling and batching procedures, aggregate storage to prevent contamination, aggregate moisture monitoring, batching procedures, mixing times and specified concrete mix water has been discussed. A Contractor representative authorized to make mix adjustments has been appointed. A plan for handling rejected concrete is in place. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. A traffic control plan is in place showing how work will be safely separated from traffic, ingress and egress points and concrete protection during curing. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. A staging plan has been devised showing how paving will proceed while maintaining traffic through the project. This staging plan is integrated with traffic control plans or paving layout drawings to minimize traffic interruptions. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Texturing and curing methods have been discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Joint sawing, sealing, location, equipment, cleaning, and sealant manufacturer installation requirements have been discussed. Project Manager has forwarded the Contractor joint plan to the Construction Engineering Services Bureau for review and comment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. A detailed staking plan illustrating spacing and offset subgrade control stake locations and methods for setting the wire line and verifying its accuracy before paving has been generated. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 501-3 — PCC JOINT DISCUSSION

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Contractor will be responsible for timely and proper joint sawing. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Contractor will keep a spare joint saw on site during sawing operations. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Construction joint spacing is discussed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. How joints will be made around openings and other appurtenances (e.g., manholes) in the pavement? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Transverse joints have been planned to line up with adjacent lane joints. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 501-4 — BATCH AND PLANT INSPECTION

| <i>Note: This checklist should be used considering the possible differences between a commercial batch plant facility and a batch plant set up for a specific project</i> | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Aggregate production, handling and stockpiles have been inspected. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Plant equipment and operational handbooks have been reviewed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Calibrations and checks are documented. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Cement certifications have been received and recorded. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Approvals for air agent and admixtures have been verified and recorded. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Scale weight settings have been evaluated. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Mix design has been adjusted for aggregate moisture changes. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Actual batch weights are observed and recorded. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Slab inspector has been contacted to record batch weights producing loads sampled for unit weight tests. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. A record of batches produced per day is maintained. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Major plant parts are inspected periodically (mixer, weigh bins, admixture dispensers, water meters, drum revolution counters, mixing time). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Cement cut-off is checked periodically. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Aggregate batch handling practices have been inspected. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Returning haul units are inspected for undischarged concrete. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. Daily Work Reports record instructions to Contractor, unusual actions, start and end times, lost time due to breakdown, weather and Contractor forces. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. Aggregate tests have been performed as required. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 501-5 — SLAB INSPECTION

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Paving inspection and testing activities were coordinated. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Paving equipment handbooks were reviewed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Paving equipment was inspected for specification compliance. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Hauling equipment was inspected for specification compliance. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Base condition ahead of paver was inspected. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Grade control string line was visually checked immediately ahead of paver. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Concrete was properly deposited. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Concrete slump was checked in accordance with specification requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Vibrators are in place and operating operational. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Vibration stops when paver stops. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Dowel bars are properly spaced at proper depth and alignment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Tie bars are properly spaced and at correct depth. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Concrete behind the paver has been inspected for excessive moisture. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Concrete behind paver is smooth and free of voids. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. Tube finisher follows closely behind paver. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. Water is not added to the surface other than as a fine fog or mist, and no more added than necessary. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. Texturing is performed as soon as possible. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. Texturing does not tear the surface. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 19. Curing compound is applied as soon as surface water disappears. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 20. Curing compound is applied at the proper rate to exposed concrete. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 21. Construction joints are checked via straightedge. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 22. Starting and ending station is recorded every day. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 23. Samples are collected by Contractor. Testing is performed by Inspector for slump, entrained air, cylinders, test beams and unit weight. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 24. Plastic strips installed in joints are installed vertically and aligned with joints at correct depth? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 25. Daily Work Reports include instructions to Contractor, actions taken, daily start and end times, lost time, weather conditions, wasted concrete and Contractor forces. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 501-6 — SAWING INSPECTION

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Saw cuts are proper depth and width. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Sawing has been inspected for raveling, washing, concrete tearing and random cracking. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Sawed joints are cleaned. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Curing compound damaged by sawing has been replaced. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 501-7 — JOINT SEAL INSPECTION

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Joint surface is completely clean and dry. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Lab material approvals and certifications are verified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Pavement temperature has been monitored. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Sealant temperature complies with manufacturer recommended heating and application temperature. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Joints are filled to proper depth. Excess sealant is removed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Beginning and ending station recorded each day. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 551-1 — FLOWABLE FILL

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Culverts | | | |
| a. Contractor has provided a method to combat flotation and plug form holes in to prevent flowable fill loss during placement. Care has been taken during placement to prevent pipe floatation or movement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Contractor has avoided rapid placement on and around thinly walled pipe culverts to avoid deformation during placement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Culvert was not rested on any surface harder than flowable fill (concrete blocks, rocks or steel) during placement to avoid point loads and pipe deformation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Placement started at one end of the pipe and was poured along both sides evenly until movement or flotation risk was alleviated. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Utilities | | | |
| a. Contractor has provided a method to combat flotation and plug form holes in to prevent flowable fill loss during placement. Care has been taken during placement to prevent pipe floatation or movement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Contractor has avoided rapid placement on and around thinly walled pipe culverts to avoid deformation during placement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Contractor provided steel plates bridging the trench to divert traffic over the fill before 24 hrs after placement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. The utility was not rested on any surface harder than flowable fill (concrete blocks, rocks or steel) during placement to avoid point loads and pipe deformation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Placement started at one end of the pipe and was poured along both sides evenly until movement or flotation risk was alleviated. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Bridge Ends | | | |
| a. Flowable fill was not used behind bridge ends without prior written approval from the Bridge Bureau. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Contractor placed flowable fill slowly to avoid excessive hydrostatic pressure before initial set and prevent pile cap, backwall or wingwall damage. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Contractor placed an expansion joint as needed between bridge end and flowable fill if none have been installed on the bridge deck. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Contractor was aware a drainage plan could be needed for the area under the flowable fill and behind the bridge ends. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Contractor accounted for flowable fill shrinkage after curing to achieve finished grade. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 552-1 — FALSEWORK CONSTRUCTION

| | Yes | No | N/A |
|------------------------------|-----|----|-----|
| Footings and Mudwalls | | | |

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Soil type is as identified within approved falsework drawings. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Soil is firm, stable and has uniform contact under the mudsill. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Top mudsill or footing surface is level. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Mudsill and footings are protected from wash out or under cutting. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Mudsills or footings are back far enough from the edge or toe of slopes. Drawings specify this distance. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Piling | | | |
| 6. Piles are placed within specified driving tolerances. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Piles are driven to allowable bearing values. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Pile caps are properly set and level to ensure uniform bearing over pile grouping. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Timber Falsework Members | | | |
| 9. Timber is free of defects such as splits, open knots, rots, cuts over the grade specified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Timber is seasoned to minimize warping and shrinkage. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Members are in full contact with each other. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Member size, spacing, length and grade are as shown in approved drawings. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Diagonal bracing is installed per drawings. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Connections are checked for tightness. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. Vertical members are plumb and horizontal members are level. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. Camber is provided when required. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. Full bearing connections have been examined for crushing | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Structural Steel Falsework Members | | | |
| 18. Salvaged beams and other steel shapes were examined for section loss, web penetrations, rivet or bolt holes and local deformation that may affect load carrying capacity. If member condition is questionable, Project Manager and Contractor have been involved. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 19. Column or pile bents are plumb and beams are level. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 20. Member size and spacing conform with shop drawings. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 21. Bracing is per drawings, including on beam compression flanges. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 22. Bolted connections are tightened using proper bolt numbers. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 23. Welded connections are to prescribed standards by a certified welder. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 24. Splices are located only at drawing locations. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 25. Allowances for jacking the bridge structure for members are located under a hinge? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| Manufactured Steel Shoring Assemblies | | | |
| 26. Manufactured shoring system complies with manufacturer recommended usage. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 27. Base plates, shore heads, extensions or adjusting screw legs firmly contact the foundation or support. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 28. Shoring tower assemblies are correctly spaced. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 29. Cross bracing, including frame-to-frame and tower-to-tower bracing, conforms with drawings. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 30. Screw leg extensions are within the allowable limits or adequately cross-braced, and snug to tower frame. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 31. Tower frames are plumb. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 32. Top "U heads" fully contact joist or ledge and hardwood wedges are snug. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 33. Frames have been examined for section loss, kinks, broken weld connections, damaged cross bracing, lugs or bent members. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 34. Locking devices are in closed position. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 35. Guy wires are adequately attached to towers and ground support. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 36. Allowances are made for jacking the bridge structure for members located under a hinge. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Falsework Protection | | | |
| 37. Barriers and crash attenuators are placed in correct location, length and number. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 38. Warning and clearance signs are up. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 39. Safety (banger) beams are set at correct height and offset from the structure. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 40. Horizontal clearances are maintained between shores and barrier. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 41. Falsework members adjacent to barriers are properly bolted or mechanically connected. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 42. Falsework bracing and bolted joint connections are installed with falsework is and not delayed until the falsework construction is completed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 43. Lane widths are correct under the falsework. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 44. Signing, striping, barrier and barricades are in accordance with traffic control plans. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 552-2 — DRILLED SHAFTS

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| Contractor & Equipment Arrival Onsite | | | |
| 1. Contractor has submitted Drilled Shaft Installation Plan. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Drilled Shaft Installation Plan has been approved. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Contractor concrete mix design is approved. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Contractor has run trial mix and slump loss tests for drilled shaft mix design. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. If concrete placement duration is over two hours, Contractor has performed a slump loss test for the time period. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. A Slurry Management Plan is in place if a blended mineral-polymer or polymer slurry will be used. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Contractor is prepared to take soil samples or rock cores from the shaft bottom of in accordance with contract documents. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Site preparation is completed for footings in accordance with contract documents. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. If a cofferdam is required, Contractor has a qualified diver and safety diver for inspections. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Contractor has all equipment and tools shown by the Drilled Shaft Installation Plan. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Casing is correct size in accordance with the contract documents. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Contractor plans to use a manufactured slurry are accompanied by mixing equipment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Contractor has an operational desander onsite if desander usage is planned. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Contractor tremie meets contract document requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Drilled shaft forms are available during shaft construction. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Trial Shaft | | | |
| 15. Trial shaft is located away from production shafts. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. Contractor performed a successful test hole in accordance with contract documents. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. Contractor cut off the shaft 2 ft below grade. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. Contractor has revised technique and equipment via approved revision to successfully construct a shaft. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Shaft Excavation & Cleaning | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 19. Shaft is constructed in correct location within tolerance. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 20. Contractor has established a benchmark to reference shaft elevation and as an inspection reference. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 21. Contractor has taken cores in accordance with contract documents. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 22. If a core hole was completed for which Contractor has maintained a log. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 23. Contractor has performed slurry tests as required and reported results required by contract documents. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 24. Slurry level is properly maintained. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 25. Slurry tests are run in accordance with the contract documents. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 26. Soil/rock excavation forms have been completed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 27. Permanent casing meets contract document requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 28. Temporary casing meets contract requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 29. Belting meets contract requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 30. Contractor is maintaining an excavation log. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 31. Shaft is within allowable vertical alignment tolerance. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 32. Shaft is of proper depth. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 33. Shaft excavation time meets specified time limit. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 34. Shaft over-reaming was performed in accordance with the contract. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 35. Shaft bottom meets contract requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 36. Proper forms have been completed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reinforcing Cage | | | |
| 37. Iron and steel products incorporated into permanent work and accompanying documentation meet Standard Specification Subsection 106.09 domestic material ("buy America") requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 38. Rebar is correct size and configured in accordance with the contract. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 39. Rebar is tied in accordance with the contract. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 40. Contractor has proper steel cage spacers. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 41. Contractor has correct number of spacers for the cage. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 42. Cage splicing was done in accordance with the contract. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 43. Steel cage is secured to prevent settling and floating during concrete placement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 44. Steel cage top elevation is correct. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Concrete Operations | |
|--|--|
| 45. Contractor has contingency plans for equipment failures. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 46. Slurry (both manufactured & natural) has been tested in accordance with the contract before placement. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 47. Casing was removed if required. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 48. Tremie discharge end maintained in the concrete mass with proper concrete head. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 49. Free-fall concrete was placed in accordance with the contract document. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 50. Placement occurred within specified time limit. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 51. Concrete placement and volume forms have been completed. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 52. During placement, Contractor overflowed the shaft until clean concrete was extruded. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 53. Concrete acceptance tests were performed. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| Post Installation | |
| 54. Shafts constructed in open water are protected for seven days or until concrete reaches required minimum strength. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 55. Casing is removed to proper elevation. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 56. Shaft is within construction tolerances. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 57. Drilled Shaft Log has been completed. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 58. Pay items are documented. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| Notes/Comments | |

Checklist 552-3 — DRILLED SHAFTS

| | |
|--|--|
| <p><u>Approved Job Information</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Project Plans & Specifications with Revisions <input type="checkbox"/> Special Provisions <input type="checkbox"/> Drilled Shaft Installation Plan <p><u>Testing Equipment</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Sampler <input type="checkbox"/> Sand Content Testing Equipment <input type="checkbox"/> Mud Density Test Equipment <input type="checkbox"/> Viscosity Test Equipment <p><u>Blank Forms</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Drilled Shaft Soil/Rock Excavation Log <input type="checkbox"/> Drilled Shaft Rock Core Log <input type="checkbox"/> Drilled Shaft Inspection Log <input type="checkbox"/> Concrete Placement Log <input type="checkbox"/> Concrete Volume Form <input type="checkbox"/> Drilled Shaft Log <input type="checkbox"/> Drilled Shaft Construction & Pay Summary | <p><u>Daily Essentials</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Hard Hat <input type="checkbox"/> Boots <input type="checkbox"/> Ear & Eye Protection <input type="checkbox"/> Pen/Pencil (with spare) <input type="checkbox"/> 12' Tape (Preferably 25') <input type="checkbox"/> 150' Tape <input type="checkbox"/> Carpenters Square <input type="checkbox"/> Life Jacket and High Visibility Vest or Reflective Jacket <input type="checkbox"/> Watch <input type="checkbox"/> Calculator <input type="checkbox"/> Camera <input type="checkbox"/> Scale <input type="checkbox"/> Level <input type="checkbox"/> Weighted 100' Tape <input type="checkbox"/> Plumb Bob |
|--|--|

Checklist 552-4 — BRIDGE DECK PRE-PLACEMENT

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Weather conditions | | | |
| a. Temperature restrictions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Anticipated temperatures | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Placement time and duration | | | |
| a. Start time | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Anticipated completion time | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Concrete | | | |
| a. Supplier | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Mix approval | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Special considerations | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. MDT QA Sampling & Testing | | | |
| a. Samples from placement point | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Frequency | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Air content specification | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Slump expectations | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Concrete handling and finishing | | | |
| a. Any special considerations | | | |
| + Silica fume, retarders, plasticizers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Placement methods and equipment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Hand finishing areas | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Screed should provide the finish, bull gloating not desirable | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Any detail work, dowels to insert, etc. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Fogging | | | |
| a. Equipment | | | |
| + Type is correct | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| + Sufficient for anticipated conditions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Ahead of screed | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Behind screed prior to burlap placement | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. After burlap placement | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Wet cure | | | |

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| a. Wet burlap | | | |
| + Burlap spec. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| + Presoak burlap, 24 hours | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| + Catwalk for application | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| + Setup at beginning of placement | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| + Placement within 15 minutes of screeding and as close as possible | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Soaker hoses | | | |
| + Placement | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| + Water source | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Plastic cover | | | |
| + Material, clear polyethylene sheeting | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| + Placement | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| + Ensure soaker hoses are not impeded | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Monitoring and maintenance | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Contingency Plans | | | |
| a. Equipment failure | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 552-5 — BRIDGE DECK FORM WORK

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Contractor has used highest quality plywood for overhangs. Plywood used for interior bays is sound without ragged edges and pieces fitted tightly together. Plywood form holes are plugged with corks or wooden plugs only. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Corners and edges are filleted or chamfered. The only exception is the point where the overhang contacts the outside of the exterior beam. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. The joint between the overhang forms and the outside of prestressed beams is a common problem area. Overhang forms are tight against prestressed beams during placement to prevent mortar loss and honeycombing at this point. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Deck forms for all superstructure systems are constructed to permit final adjustment during screed test run. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Form hanger welding to tension flanges on steel girders is not permitted. Welding of form hangers, screed supports, etc., to stress-carrying reinforcing steel has been avoided. Hangers are welded to the outside leg of stirrups projecting from prestressed girders. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 553-1 — PRESTRESSED CONCRETE

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Do all iron and steel products to be incorporated into the permanent work and the required documentation meet Domestic Materials (Buy America) requirements set forth in Subsection 106.09 of the <i>Standard Specifications</i> ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Circle M identification stamp present on each member? (See MT-111 of the MDT <i>Materials Manual</i> and Subsection 553.B.1 of this <i>Manual</i> for additional information). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Correct dimensions and correct material specifications? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Any spalls, dents or chips? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Cracks on the exterior of the beam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. A fabrication date stamped on the precast concrete beams? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Identification marks on the beam indicating the same lot or production number as shown on the Certificate of Compliance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 553-2 — PRESTRESSED CONCRETE ERECTION PLAN

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Falsework, struts, bracing, tie cables and other devices meet material properties and specifications for temporary works and bolt torque requirements prior to releasing girders from the cranes. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. A sequence of operations, including a detailed schedule with completion times for work items has been reviewed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Minimum load chart lift capacity, outrigger size and reactions for each crane are available. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Girder weights, lift points, lifting devices, angle of lifting cable angles are known or have been calculated. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Girder stresses at critical points along the girder length during erection, have been investigated to maintain girder structural integrity and stability. Stresses at lifting stress points have been investigated and adequate bracing provided as indicated by the analysis. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Crane location, trucks delivery points, crane and outrigger locations relative to retaining walls, wingwalls, and utilities have been reviewed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Drawings, notes, manufacturer recommendations and calculations clearly show erection details, assumptions and dimensions. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 8. Contractor Traffic Control Plan specifically addresses girder erection work. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Contingency plans detailing Contractor measures to deal with inclement weather, equipment failure, delivery interruption, and slowed production are in place. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 554-1 — PRECAST CONCRETE

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Iron and steel products incorporated into permanent work and associated documentation meets Standard Specification Subsection 106.09 Domestic Materials (Buy America) requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Dimensions and material specifications are correct. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Spalls, dents or chips have been noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Interior and exterior cracks have been recorded. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Fabrication date and a "Circle M" are stamped on precast concrete items. (See MDT Materials Manual MT-110. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Item identification marks indicate the same Certificate of Compliance lot or production number. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 555-1 — REINFORCED STEEL

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Iron and steel products incorporated into permanent work and associated documentation meets Standard Specification Subsection 106.09 Domestic Materials (Buy America) requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Bars of proper size and number are in correct location and grade. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Concrete cover and bar clearances are as specified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Bar spacing, length and ties are as specified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Bar splices are correctly placed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Chair height is correct. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Epoxy over reinforcement is in good condition. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Bars are free of impurities. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Proper lap lengths for hoops, spirals and straight bars have been used. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Overall reinforcement length and width are correct. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Reinforcement stiffness and stability is adequate for lifting. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Inspection tubes are properly placed and secured. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 556-1 — STRUCTURAL STEEL

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Iron and steel products incorporated into permanent work and associated documentation meets Standard Specification Subsection 106.09, Domestic Materials (Buy America) requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Shipping documents accurately identify quantity, shape and steel type shipped. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Complete and descriptive steel certificates include grade identification, test results and lot or heat number. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Appropriate markings show steel type and grade. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Key dimensions such as thickness, length, width, diameter, and section shape are correct. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 556-2 — BOLT TENSIONING

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Iron and steel products incorporated into permanent work and associated documentation meets Standard Specification Subsection 106.09 Domestic Materials (Buy America) requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Materials testing date and location are known for hardware samples. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Bolts or bolt groups were tensioned and tensioning force is known. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Method used to achieve required bolt tension is known. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Bolts tensioning order is documented using a sketch. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Torque readings for all bolts has been recorded. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Bolts were relubricated if deemed necessary by Inspector. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Corrective actions such as changing bolt length or hole reaming to assemble the connection were noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 556-3 — ERECTION PLAN

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Falsework, struts, bracing, tie cables and other devices, material properties, temporary work specifications, and bolt torque requirements have been reviewed before releasing girders from cranes. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Operational procedures and sequence, including an item completion time schedule have been defined. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Minimum load chart lift capacity, crane outrigger size and reactions are available | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Assumed loads, girder weights, lift points, lifting devices, spreaders and lifting cable angles have been reviewed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Locations of cranes, girder truck deliveries, and crane outriggers relative to structures such as retaining walls, wingwalls, utilities have been determined. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Drawings, notes, manufacturer recommendations and calculations clearly show erection plan details, assumptions and dimensions. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. The erection plan references the Contractor Traffic Control Plan (TCP). An elaboration of the TCP is included specifically for girder erection. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Contingency plans are in place detailing Contractor measures in case of inclement weather, equipment failure, delivery interruption, and slowed production. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 556-4 — ASSEMBLY

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. During erection Contractor placed members in position by cross checking match or identification marks with erection drawing locations. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Bearing and contacting metal surfaces are free of rust, loose scale, dirt, oil or grease. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Girder splice contact surfaces for main truss connections connected by high strength bolts are free of paint or lacquer. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Steel fits together without strain or distortion. If bolt holes are slightly out of alignment, it's usually possible to bring pieces into proper position with drift pins. If holes fail to line up and forcing the drift pin would enlarge the hole or distort the metal, Contractors may redrill holes with Project Manager and Designer approval. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Material has been rejected when fabrication errors are uncorrected by slight drifting, drilling or reaming. Do not permit heavy sledging to bring parts into alignment or make flame cuts. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. The Bridge Bureau has provided prior approval to heat steel members to facilitate bending and installation. Heat applied to structural steel must be rigidly controlled. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Erected bridge girder top elevations have been verified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 557-1 — STEEL BRIDGE RAILING

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Iron and steel products incorporated into permanent work and associated documentation meets Standard Specification Subsection 106.09 Domestic Material (Buy America) requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Steel rail and post galvanization is undamaged, including elements having been stockpiled. Elements have not been field cut or drilled. Field repairs or replacement is based on coating damage. Contact the Project Manager for assistance in verifying galvanization and coating acceptability. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Visual defects such as burrs, twists, bends, misaligned holes and uncoated areas have been noted. Verify sections are type, shape, length and curvature required. Damaged sections have been replaced. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Visual defects such as bends, twists, uncoated areas, misaligned holes and damaged ends have been noted. Posts are of proper type and weight for the system. Length, cross sectional dimension, hole diameter and template are as specified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Fastener type, class, diameter and length are in compliance. Correct fasteners are supplied with the proper system? Do not permit bolt cutting. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 559-1 — PILING

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Iron and steel products incorporated into permanent work and associated documentation meets Standard Specification Subsection 106.09 Domestic Material (Buy America) requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Certified Material Test Reports have been obtained. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. key dimensional requirements such as thickness, length, width, diameter, section shape are correct. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Inspect the pile labeling for size, length, grade, weight/foot, heat number to ensure information matches certifications. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. MDT Form 406 has been added to each Mill Test Report packet and sent to the Materials Bureau and construction office. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Steel piling has been inspected for compliance with maximum camber and sweep per Standard Specification Subsection 559.02.1. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Bent, deformed or kinked steel piling has been rejected. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Pile length, conical driving points for pipe piling and cutting shoes for H-piling conform to the contract. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 559-2 — PILE HAMMER

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Pile driving equipment meets job requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Pile leads are sturdy, smooth and straight. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Hammer falls freely in the leads. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Blocks in the hammer driving head are not badly worn? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 603-1 — CULVERT FIELD INSPECTION

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Culvert is of correct diameter and material specification. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Spalls, dents or chips at pipe segment ends is noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Interior and exterior pipe cracks are noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Fabrication date is stamped on precast concrete pipe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Precast pipe is stamped with class or D-load, plant id and reinforcement type. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Pipe identification marks indicate the same lot or production number shown on compliance certificate. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Compliance certificates have been obtained for pipe, gaskets, banding material and hardware. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Compliance certificate water tightness requirements have been submitted if water tight joints are specified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Polymeric or asphalt coating damage has been noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 603-2 — FINAL CULVERT INSPECTION

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Culverts are free of debris or obstruction. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Cracks exceeding specified widths and/or depths have been noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Watertight pipe joints have been properly sealed, especially around manholes. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Pipe inverts are free of sags or high points. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Pipe ends or stubs are properly plugged. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Connections and hookups are properly made. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Catch basins, inlets and drains are connected properly. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Patching and crack repairs have been completed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Bulges, dents or other damage has been noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Pipe coating completely covers the pipe if required. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Concrete pipe joints are pulled tight, and within tolerance for reinforced concrete boxes. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Pipe shape is as designed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Pipe alignment is as shown within plans. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Pipe end treatment is installed according to plans. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. No corner radius bolt hole cracking is present on structural steel pipe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 16. Drain pipes properly drain without inlet or outlet ponding. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. Multiple pipe installations are spaced properly. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. Drop inlet grates are installed correctly. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 19. Settlement in new surfacing above the pipe has been noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 604-1 — MANHOLES AND INLETS

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Manholes and inlets are of correct material specifications. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Manholes and inlets are dimensionally compliant. | | | |
| 3. Spalls, dents or fractures are absent. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Interior and exterior cracks have been noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Fabrication date is stamped on precast concrete items. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Identification marks match lot or production numbers shown on compliance certificate. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Water tightness criteria are stated on certificate of compliance as required. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 604-2 — INLET GRATE

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Undisturbed ground is compacted to specification before bedding material is placed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Bedding material is compacted to specification. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Inlets are lifted according to manufacturer recommendation to prevent damage during placement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Concrete or grout fills voids between pipe and inlet, and around pipe perimeters inside and outside of the inlet. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Backfill around the structure is thoroughly compacted and notches into firm material. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. New or existing pipe connections are water tight. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Wall reinforcement bars are as specified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Inlet is cleaned after forms are removed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. An approved patching compound is used to bevel pipe/wall junctions. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Inlet at correct elevation and height. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Inlet interior matches the plan or Detailed Drawings. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Grate rests securely on frame. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Grate cross grade matches curb and gutter cross grade. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Grate is in accordance with plan details and specifications. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. Installed grate is not a bicycle hazard. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. Precautions were taken to prevent water pumped from inlets from flooding streets, alleys, sidewalks and private property. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. Temporary coverings such as geotextile were provided between frame and grate to prevent materials from entering storm drain system, and removed after grading or paving. Materials such as fabric/geotextile allow water passage but keep road material from entering. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 604-3 — MANHOLE

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Undisturbed ground was compacted before bedding material placement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Bedding material is properly compacted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Inlets are lifted according to manufacturer recommendation to prevent damage during placement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Concrete or grout fills voids between pipe and inlet, and around pipe perimeters inside and outside of the inlet. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Manhole interior matches plans or Detailed Drawings. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Bearing frame face and cover is machined so cover lies flat in any position in the ring, and bears uniformly throughout the ring circumference. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Patching material is being used to bevel pipe and wall junctions. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Backfill material is placed in lifts < 8 inches before compaction, and notched into firm material? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Frames and covers are set after top course placement. Although standard specifications do not prohibit contractors from setting frames and covers before top lift placement. Informed Project Manager of contractor intention to set frames before top lift placement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Surface roughness due to ring and cover setting and settling has been considered. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Access to manhole steps is provided from the manhole lid. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Pedestrians and traffic is protected from manhole excavation when Contractor is not working. Safety fencing with steel posts is installed nightly and during non-work periods at Contractor expense until backfilling. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Water pumped from manholes will not flood streets, alleys, sidewalks and private property. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. A location manhole and valve survey has been performed. Some Contractors choose to pave over manholes and water valves and then hammer out these locations after paving is completed. If so, manhole and valve locations must be surveyed for location beforehand. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 606-1 — GUARDRAIL

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Iron and steel products incorporated into permanent work and associated documentation meet Standard Specification Subsection 106.09 Domestic Material (Buy America) requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Steel rail sections and posts have been checked for damage to galvanization, especially in stockpile areas, for evidence of being field cut or drilled. Field repair or replacement is required based on extent of missing coating? Contact Project Manager for assistance verifying galvanization and coating acceptability . | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Defects to rail such as burrs, twists, bends, misaligned holes and uncoated areas have been identified. Verify guardrail sections are of type, shape, length and curvature required. Replacement of damaged sections has been required. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Visual defects to wire rope such as kinks and frays have been identified and replacement is required as necessary. Ensure wire rope is of type, size and grade required. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Check for visual defects to posts such as bends, twists, uncoated areas, misaligned holes and damaged ends are identified. Verify system posts are proper type and weight. Length, cross sectional dimension, hole diameter and template are checked for compliance. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Verify block-outs are proper type, size and material. Hole diameter and template are correct. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Verify hammer mark from the mill is present. Wood is straight, sound, without defect, and meets specified dimension. Field cuts have been avoided. If cut, wood is treated with approved preservative. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Fastener type, class, diameter and length compliance has been verified. Correct fasteners are supplied with the system. Bolt cutting is not taking place. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 607-1 — CHAIN LINK FENCE

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Iron and steel products incorporated into permanent work and associated documentation meet Standard Specification Subsection 106.09 Domestic Material (Buy America) requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Wire fabric is proper gauge. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Wire fabric is installed as specified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Concrete achieves strength before wire fabric is stretched. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Fabric is stretched taut and securely fastened to posts and strain wires. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Tie wire is proper gauge. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Wire clips are proper number and gauge. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Strain wires are proper gauge. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 607-2 — WIRE FENCE AND GATES

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Iron and steel products incorporated into permanent work and associated documentation meet Standard Specification Subsection 106.09 Domestic Material (Buy America) requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Measures have been taken to protect livestock during fencing. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Posts are driven to proper depth, spacing, plumb and alignment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Wire is taut and fastened to pasture side of each post, and on the outside of posts around curved areas. Only one wire splice per run of wire has been used between panels (braces). Within high velocity wind and moving debris areas, wire may be placed on the windward side of posts, except on curves. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Upper gate post hanger is installed to prevent removal. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Strain and corner posts are installed at required locations. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Fencing has been properly tied into structures. ROW agreements have been checked against plans. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. On wood posts, staples are placed on skew to wood grain and driven to within 1/16 - 1/8 inch of contact with wire. Cut or trimmed areas received three applications of treating solution. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Yes | No | N/A |
| 9. Wire at splices and end posts is wrapped back on itself with five wraps. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 608-1 — CONCRETE SIDEWALK

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Forms are same depth as sidewalk thickness and staked securely in position. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Unsuitable material is removed from subgrade and replaced to satisfactory depth. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Subgrade is thoroughly compacted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Forms and subgrade are moistened before concrete placement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Concrete surface is struck off with float, troweled smooth, and brush finished. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Joints are properly formed and at required intervals. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Surface tolerance has been checked with straightedge and documented. ADA grade has been verified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Sidewalk placed against existing curb has bond breaker been applied between new sidewalk and existing curb. Sidewalk joints align with curb joints. approximately every other sidewalk joint should align with curb joints. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 609-1 — CURB AND GUTTER

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Subgrade and forms are watered before concrete placement. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Expansion joints are at correct intervals, radius points and structures. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Contraction joints adjacent to asphalt are placed at correct interval. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Expansion and contraction joints are cut to adequate depth. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Contraction joints match PCCP joints. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Expansion joint filler is placed between curb and driveway. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Lines and finish provide a good appearance. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Curb top surface, front face and flow line have been straight edged. Check plans to verify spill or catch type curbing. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Concrete complies with specifications. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 611-1 — CATTLE GUARDS

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Required material certifications are submitted for items requiring certification. Iron and steel products incorporated into permanent work and associated documentation meet Standard Specification Subsection 106.09 Domestic Material | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | |
|---|--------------------------|--------------------------|--------------------------|
| (Buy America) requirements. | | | |
| 2. Steel components are prime coated and field painted as required. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Backfill is compacted to at least 95% maximum density. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Grade and cross slope conform to finished pavement surface. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 612-1 — PAINTING

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. MSDS safety information has been obtained and abided by. Necessary PPE and safety devices are available and properly used. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Paints not granted prior approval have been obtained and submitted to Materials Bureau for approval prior to use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Paint is formulated and mixed in accordance with Standard Specifications and manufacturer recommendation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Surface to be painted is cleaned of rust, loose mill scale, dirt, oil or grease and foreign substances. Pay particular attention to areas needing hand cleaning to prevent surface damage, such as bearing components and slip critical surfaces. No more surface than can be cleaned in one day can be painted that day. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Metal is dry, frost free and atmospheric conditions are satisfactory. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Weather conditions meet the more restrictive of manufacturer recommendation or project contract specifications regarding surface temperature, dew point and temperature. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Proper precautions are taken to protect vehicular and pedestrian traffic from paint spotting. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Paint is applied smoothly and uniformly so no excess paint collects, and "runs" or "thin" areas do not develop. Runs are sanded and repainted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Paint thickness is checked with a micrometer, and by tracking paint volumes applied to the area covered to calculate application rate and applied thickness. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 614-1 — MSE WALLS

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Excavation limits, grade and elevation have been checked. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Geotechnical Section or representative has checked wall base excavation to ensure adequate bearing material is present. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Foundation backfill was placed at proper lift thickness and compaction. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Manufacturer representative is present when construction begins if required by special provision. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | |
|--|--|
| 5. Verified drainage is installed at correct location and spacing. Outfalls are compliant. Drainage elements are connected to an outlet exiting through the wall face. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 6. Proper erosion control and drainage is installed and functioning to minimize washout during leveling pad installation. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 7. Facing installation and first course was monitored to ensure proper alignment. Wall was continually monitored for plumbness so corrections could be made in progress. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 8. Connections were checked for compliance. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 9. Block wall cores are backfilled with free draining aggregate before the next course is installed. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 10. Reinforcement type, length and spacing are according to shop drawings. Wall backfill layers are level prior to reinforcement placement. Reinforcement is pulled tight and held in place with pins or soil piles before backfill placement. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 11. Large compaction equipment was not used directly behind or close to the wall. Only hand operated compaction equipment was used near wall face. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 12. Facing unit spacing prevents soil from raveling out. Top course is properly capped. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 13. Wall elements damaged during installation were removed and replaced. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| 14. The geotechnical section was notified of issues, concerns or questions during construction. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |

Checklist 616-1 — CONDUIT INSTALLATION

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Inspector sent conduit samples to the Materials Bureau for testing prior to installation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. PVC conduit has UL approval stamp, manufacturer name, trade size, Schedule 80 and 150° temperature rating imprinted on each conduit section. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Conduit embedded in concrete structures is securely tied to reinforcing steel as required. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Expansion fittings were checked and installed properly where conduit crosses structural expansion joints. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Open trench conduit installation was checked for straight line, grade level and depth (24 inches). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Trenches open overnight are barricaded. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Conduit designated "future use," has a pull string installed and is properly capped, plugged or sealed with conduit putty. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Contractor cut into curb face directly over conduit located under curb line. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Contractor blew out conduit with compressed air and mandreled existing conduits incorporated into the new system. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Conduits entering pull boxes are located near box sides at proper height above pull box bottom (see pull box detail) and slope toward conduit run direction. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Conduit ends in pull boxes and foundation were inspected. Contractor has not been allowed to pull conductor until end bells are installed on conduit ends when steel conduit is used for conduit termination. PVC conduit ends will not damage conductors or cables pulled through conduit. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Jacking and drilling pits are at required distance from edge of traveled way and barricaded. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 616-2 — ELECTRICAL CONDUCTORS, SPLICING AND TAGGING

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Wire and cable for traffic signals, highway lighting, and electrical systems are UL listed copper and rated for operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Conduit bell ends are installed on conduit ends before wire was pulled. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Contractor cleaned conduit runs with compressed air and mandrel if necessary. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. UL label was affixed to each wire or cable reel, coil or container delivered to the job site. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Wire has distinctive and permanent markings showing manufacturer name or trade mark, insulation type, size and voltage rating. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Conductor number and size is consistent with the contract conductor schedule. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Pulling lubricant was used. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Wire was not dragged to avoid conductor insulation damage. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. A minimum 2 ft of slack wire was left in each pull box and signal pole. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Detector lead in cables are continuously run (not spliced) between the detector loop pull box and control cabinet. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Conductors were tagged to identify circuit number and function. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Signal wires were tagged in pull boxes, mounting assembly terminal compartments and control cabinets. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Roadway lighting conductors for circuit number tagging in pull boxes and service cabinets have been inspected. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. In-line non-locking fused and unfused watertight connectors were installed in luminaire pull boxes. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. Lighting wire splicing was done only in pull boxes with correct, watertight connectors. Signal cable connections were made in terminal compartments and cabinets only. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. Loop wire soldering splices were checked. Conductor splices are identified in the plans. Tape splices were not permitted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. Soldered, waterproof splices were used to weatherproof loop cable splices. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. When the conductor schedule called for green insulated copper bond wire, insulation was removed from the bond wire in the pull box where the wire leaves the conduit end bell. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Checklist 616-3 —PRECAST REINFORCED
CONCRETE PULL BOX INSTALLATION**

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Pull box size is as specified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Chipped or cracked pull boxes, extensions and covers have been rejected. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Pull boxes are set at grade elevation level with curb or sidewalk. Pull boxes are at the same level as the slope within cut and fill areas. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Pull boxes in concrete were inspected for expansion joint material surrounding the box. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Pull boxes installed in soil are encased in concrete pad as required. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 617-1 —TRAFFIC SIGNAL AND LIGHTING INSTALLATION

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Signal hardware package was inspected for conformity with the approved materials list, MDT detailed drawings and specifications when delivered. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Pole layout for mounting assemblies has been checked for correct orientation against the pole schedule and MDT Detailed Drawings. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Mounting bolts are properly sized, galvanized, and configured per pole drawings for Contractor furnished poles. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Pipe nipple lengths on mounting assemblies have been inspected. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Elevator plumbizers and pole plates are bronze as required. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Elevator plumbizer through bolts are double nutted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Traffic signal mounting assemblies are plumbed and assembled with appropriate mounting (standard or plumbizer) to deliver roadway clearance. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Tunnel visors are specified length. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Back plate dimensions have been inspected. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Correct wattage and type signal lamps were installed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Back plate was checked for no open gap between elevator plumbizer and signal face section. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Check post and side mounts to verify individual lens holders are mounted perpendicular to signal faces as required when fiber optic turn arrows are installed | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Not in service signal heads are covered. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Breakaway foundation bases protrude above ground 4 inches or less. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 617-2 — CONTROLLER CABINETS

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Cabinet bottom was sealed to foundation with quality caulk. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Controller cabinet is mounted according to cabinet orientation detail. Mounting height and orientation have been inspected with respect to driver and pedestrian approaches and ADA requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Service load center cabinets and entrance equipment has been inspected to verify: | | | |
| a. Contractor consulted with utility company to establish and install proper amperage interruption capacity breaker if other than specified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Completed service assembly is acceptable to utility company. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Contractor and Inspector met with utility company in the field to verify service run location. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. All live electrical components are protected by a dead front panel. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Voltage and amperage readings were taken on each circuit. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Padlocks were furnished and installed. Key transfer plans have been made. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist No. 617-3 — INSPECTION GUIDELINES FOR VIDEO DETECTION SYSTEMS

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Contractor installed necessary mounting hardware. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Contractor rack mounted vehicle detection video processor to detect vehicles. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. One video monitor per traffic signal cabinet is provided. <i>(Note: monitors may not be required in smaller cabinets.)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Video detection cable is as specified by video detection equipment manufacturer. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Detection system holds a call for presence while vehicles remain in the detection zone. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Cameras are shielded against sun and inclement weather, and operate at -20°F to +120°F. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Contractor provided lightning protection between video camera and the video processor as recommended by video manufacturer. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Terminal blocks are installed for connection. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Video detection system manufacturer representative was present at traffic signal start up. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Contractor installed video detection cable is one continuous cable from traffic signal cabinet to each video camera. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Video detection cable is not spliced. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Contractor sealed wire entrance holes in the signal standard, as approved by Project Manager. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Video processor was delivered to the construction site when traffic signal was turned on for cabinet installation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 617-4 — RADAR PRESENCE DETECTION SYSTEMS

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Contractor provided a cabinet side mount, preassembled back plate with power supply meeting manufacturer specification and a contact closure input card. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. The back plate provided communication, power conversion, power supply and surge protection for 4 detection units. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Radar detection system detects and reports vehicles within 90° view field and range of 6 ft within a 100 ft radius from sensor. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Radar detection system provided at least 8 RF channels so multiple units can be mounted nearby without interference. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Contractor provided radar presence detection with automatic and manual lane configuration, stop bars and zones. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Radar detection system includes software for saving detector configurations and firmware upgrading. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Contractor arranged for a radar detection system factory representative at signal activation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 617-5 — LOOP DETECTORS

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Loop detectors are installed in subbase or base material during new roadway construction: | | | |
| a. Loop detectors are centered in each traffic lane and at proper distance from stop bar. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Trenching was kept to a minimum. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Specified sand amount is placed above and below loop wires. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Insulation ground resistance tested at least 50 megohms before and after saw cut sealant installation, and was tested with Inspector present. Inductance and resistance were tested to meet detector loop specifications with Inspector present. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Contractor performed and documented a continuity test. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Loop detector wires are identified for phase number, direction and lane or plan loop number with wire marking tags. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Saw cutting loop detectors in asphaltic concrete: | | | |
| a. Loop detectors were installed before final lift placement during new construction with multiple asphalt lifts. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Corner holes were drilled first. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Saw cutting is straight. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Saw cut depth is checked every 3 feet. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Loop detector wire is approved. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Number of wire turns was verified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. "Hold down tabs" were installed as specified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Approved sealant was furnished and applied. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Ground insulation resistance tested at least 50 megohms before and after saw cut sealant installation and was tested with Inspector present. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Contractor performed and documented continuity testing. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| k. Contractor cut into curb face directly over loop detector conduit located under the curb. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| l. Loop detector wires are identified by phase number, direction and lane or plan loop number with permanent marking tags. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 617-6 — TRAFFIC SIGNAL ACTIVATION AND FINAL CLEANUP

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Signal circuits were Contractor tested with 120 volt power applied to each signal wire at the pull box in front of the control cabinet, and witnessed by Inspector. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Signal activation date was coordinated with the Traffic Engineering Unit to set up controller timing and activation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Roadway striping and signing is completed before activation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Contractor has arranged for activation day traffic control. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Stop signs are removed after signal activation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Signal heads are properly aligned. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Grouting is completed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Touch up painting is completed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Pavement patching and replacement is completed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Landscaping and grading is restored to original or acceptable condition. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Final measurements and quantities are submitted to Project Manager? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. As-built plans are completed and submitted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Salvaged equipment has been dismantled, stockpiled or delivered. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Salvage equipment damaged or destroyed by Contractor is replaced. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. Contractor delivered manufacturer warranties and guarantees to project office. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 617-7 — HIGHWAY LIGHTING

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Luminaires delivered to the job site match the approved materials list? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Lamp socket position provides correct light distribution for horizontally mounted luminaires. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Vertically mounted luminaires exhibit specified tilt angle setting. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Up-light shields are installed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Lamp wattage is correct. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Horizontally mounted luminaires are leveled and mounting bolts are tight. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Vertically mounted luminaires are plumbed before tilt angle was set. Mounting bolts are tight. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 618-1 — TRAFFIC CONTROL INSPECTION

| | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 1. Temporary traffic control is checked for compliance each calendar day traffic control devices are used, masked or turned away from traffic and at least once per week during nighttime hours. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Traffic control device type and number are correctly located as shown by the traffic control plan during active construction. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. A safe route is ensured for users, including Contractor equipment, workers, and MDT employees. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Traffic control devices are in place and managing highway users as intended. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Traffic control devices are continually monitored for damage, visibility compliance and undesirable device relocation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Warning lights, beacons, portable arrow boards and changeable message signs are functioning properly and clearly visible with sufficient battery life. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Traffic control device cleaning is requested as necessary to preserve legibility and retro-reflectivity, and at least every two weeks. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Checklist 619-1 — HIGHWAY SIGN INSTALLATION

| | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Staked locations have been inspected for contract compliance. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Sign visibility obstructions have been noted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Sign type, color, size, message, placement location, lateral offset, mounting height, orientation and reflectance are compliant. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Posts are plumb and bases meet breakaway requirements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Sign placement angle to the roadway is correct. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Signs are installed to proper height above the edge of traveled way. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Contractor furnished reflective sheeting is proper color and shade for partial sign overlays. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Overlay material overlays the full sign area. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Sign placement does not compromise pedestrian safety or violate ADA requirements such as sidewalk width. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Installation date label is attached to new signs backs. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |