READY TO INSPECT — FIELD CHECKLIST

Pavement markings and striping final inspection checklist

Pavement markings and striping final inspection is where the punch list is either short or expensive. This checklist walks the finished work the way an owner or AHJ will see it: devices on, systems running, everything labeled. Each item gets the photo that closes it instead of reopening it. Work is commonly verified against the applicable accessibility standards and the project specifications. Confirm the edition your authority having jurisdiction has adopted.

Who runs it: The GC's superintendent with the striping foreman, walking the finished lot before it opens. When: After application and before the material has fully cured for traffic, so alignment and accessible-stall dimensions can still be corrected.

Line geometry

- [ ] **Stripe width and alignment**
  Lines the specified width, straight, and aligned to the layout, with clean starts and stops at each stall.
  2 photos required
- [ ] **Symbols and legends complete**
  Arrows, accessibility symbols, hatching and any painted legends present, correctly shaped and placed where the plan shows them.
  1 photo required
- [ ] **Stall count reconciled row by row with the plan**
  Stalls counted in each row and totaled by type (standard, compact, accessible, reserved) against the striping plan, differences noted for the super.
  No photo required

Accessibility

- [ ] **Accessible stall dimensions and access aisles**
  Accessible stall and access-aisle widths measured against the applicable accessibility standards, aisles marked and located next to the correct stalls.
  2 photos required
- [ ] **Accessibility signage placement observed**
  Sign posts located at the head of each accessible stall as shown, mounted where the plan and the accessibility standards place them.
  1 photo required
- [ ] **Marked route from access aisles to the accessible entrance**
  Striped route or crosswalk from each access aisle to the entrance follows the path on the accessibility plan, not behind parked cars unless the plan routes it there.
  No photo required

Material performance

- [ ] **Glass beads and retroreflectivity for the material**
  Beads applied and embedded evenly where the material requires them so the lines retroreflect, with no bare or over-flooded runs.
  No photo required
- [ ] **Material cured before traffic released**
  Markings cured or set enough to take traffic per the manufacturer's published instructions before the lot is opened.
  1 photo required
- [ ] **Thickness readings from application reviewed**
  Gauge readings the crew logged during each pass compared with the manufacturer's or specification's application thickness, low runs listed for re-application.
  No photo required

- [ ] Bond spot-checked on the cured lines
  A few lines in each area checked with the field test the manufacturer describes, with no lifting, flaking or pickup at edges and joints.
  1 photo required

- [ ] Applied colors match the plan and read even between passes
  Each marking type in the color the striping plan calls for, with no streaks or shade change where the striper stopped and restarted.
  1 photo required

Release and records

- [ ] Traffic control pulled only after the markings cure
  Devices removed in the order the traffic control plan gives once cure is confirmed, with the phone holder staying inside the protected zone until the last is pulled.
  No photo required

- [ ] Field changes and batch numbers recorded on the striping plan
  Any stall, aisle or arrow moved in the field noted with who directed it, plus product, color and batch used in each area so touch-ups can be matched.
  No photo required