READY TO INSPECT — FIELD CHECKLIST

Pavement markings and striping rough-in inspection checklist

Pavement markings and striping rough-in is the last time the work is fully visible. Once the cover inspection passes and the walls, ceilings and slabs close, every defect left behind becomes a demolition bill. This checklist walks the rough-in in the order the work goes in, with the photo each item needs before it gets buried. 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 layout before any material goes down. When: After layout is chalked and before application, when the surface is clean, dry and cured and conditions suit the material, because a mislaid or badly bonded stripe means grinding it off and starting over.

Work zone

- [ ] **Work area closed off as the traffic control plan shows**
  Cones, barricades, signs and flaggers in place for this phase, or entries coned off on a lot not yet open; photos taken from inside the work zone, never the open lane.
  1 photo required

- [ ] **Pedestrian and entrance access kept open around the striping**
  Open building entrances and walking routes detoured or kept clear as the traffic control plan shows, so no one walks through wet material.
  No photo required

Layout

- [ ] **Layout measured against the striping plan**
  Stall widths, aisle widths, counts and locations chalked out and measured against the plan, not eyeballed off existing marks.
  2 photos required

- [ ] **Masking and stencils positioned**
  Masking for straight edges and stencils for symbols and legends placed and squared before application.
  1 photo required

- [ ] **Accessible stalls chalked where the accessibility plan puts them**
  Accessible and van-accessible stalls, access aisles and the route to the entrance laid out in the count and locations the accessibility plan shows.
  1 photo required

- [ ] **Color for each marking type confirmed before loading**
  Colors for stall lines, accessible stalls and aisles, fire lanes, crosswalks and curbs taken from the striping plan and specification, not from habit.
  No photo required

- [ ] **Conflicting old markings removed, not blacked out**
  Where existing lines conflict with the new layout, removal by grinding or blasting as the specification allows, not covered with black paint that wears through.
  No photo required

Surface condition

- [ ] **Surface clean, dry and cured**
  Pavement swept free of dust and debris, dry, and cured enough for the material, with no oil or curing-compound film.
  2 photos required

- [ ] **Concrete and sealcoated areas prepared for bond**
  On concrete or sealcoat, laitance and curing compound removed, sealcoat past its cure time, and primer applied where the marking manufacturer requires it.
  No photo required

Material and conditions

- [ ] Temperature and material suitability confirmed
  Air and surface temperature within the range for the paint or thermoplastic being used, per the manufacturer's published instructions.
  1 photo required

- [ ] Marking material labels match the approved submittal
  Paint pails or thermoplastic bags and the glass bead bags checked against the approved submittal for product, color and batch.
  1 photo required

- [ ] Target application thickness known and gauge on hand
  Wet-film or dry thickness from the manufacturer's data or the specification written down, with the gauge on the truck before the first pass.
  No photo required

- [ ] Test stripe run to set width, thickness and bead drop
  Striper run on a test area first and the line width, film thickness and bead coverage checked before the machine moves onto the lot.
  1 photo required

- [ ] Forecast clear of rain and dew through the dry time
  No rain, heavy dew or temperature drop expected within the manufacturer's dry time; application stopped if conditions change mid-shift.
  No photo required