|  |  |  |  |
| --- | --- | --- | --- |
| **State Project No.** |  | **Route No.** |  |
| **Name:** |  | **Parish** |  |

**General Directions:**

Designer should go through this QA/QC process prior to submitting to a reviewer, attach all previous checklists for reviewer, and sign. The designer should also provide the location for the plan set being reviewed.

Reviewer should

1. Review Plan-in-Hand checklist, have all comments been addressed?
2. Review Constructability / Biddability checklist, have all comments been addressed?
3. Review Location and Survey Checklist.
4. Sign this checklist upon completion. While completing this process, it is recommended that the reviewer use a highlighter and a red pen to mark major items on plans (this includes all table information including the math). These documents should also be attached to this document and kept as part of the design calculations for the project.

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| --- | --- | --- | --- |
| **Description** | **Designer** | **Reviewer** | **N/A** |
|  |  |  |  |
| **TITLE SHEET** |  |  |  |
| The project name on the title and plan sheets matches the name in the Project System. |  |  |  |
| The Project Length Table is accurate. |  |  |  |
| The CS Log Miles are accurate. |  |  |  |
| The arrows on the Layout Map are pointing to the correct location. |  |  |  |
| The beginning, ending, equation and other event callouts match the same callouts on the plan sheets. |  |  |  |
| The north arrow is shown on the Layout Map. |  |  |  |
| The scale for the Layout Map is labeled correctly. |  |  |  |
| **TYPICAL SECTION SHEETS** |  |  |  |
| The typical section matches the design provided by Section 67. |  |  |  |
| The projects limits are covered by the typical sections. |  |  |  |
| Superelevation diagrams and/or tables have been provided. |  |  |  |
| All measurements, thicknesses, and slope rates have been labeled and checked. |  |  |  |
| **PLAN-AND-PROFILE SHEETS** |  |  |  |
| All of the alignment information is shown and has been checked for accuracy. (including horizontal and vertical curve data) |  |  |  |
| Sight distance has been checked including for vertical and horizontal curves as well as intersections. Also consideration has been given to any driveway or intersection at bridge ends. |  |  |  |
| Superelevation transition and rates are shown in the profile. |  |  |  |
| Median openings are in compliance with appropriate policies and EDSM's. |  |  |  |
| Design exceptions that are required have been completed and documented in the plans. |  |  |  |
| Design exceptions can be located in the project files. |  |  |  |
| Utilities were considered when setting Required Right-of-Way. |  |  |  |
| The North Arrow is shown with the proper scale. |  |  |  |
| All right-of-way ties are shown, at all right-of-way breaks, and along curves as appropriate. |  |  |  |
| Right-of-way markers are shown at all breaks. |  |  |  |
| Limits of construction is shown and located within required right-of-way or construction servitude. |  |  |  |
| Taking lines do not extend beyond the project limits. |  |  |  |
| Driveways, sidewalks, turnouts, etc. within right-of-way (either existing or required) are shown. |  |  |  |
| All concrete/asphalt removal is shown with appropriate patterns, including driveways, sidewalks, parking lots, etc. |  |  |  |
| **CROSS SECTIONS** |  |  |  |
| Right-of-way and construction servitude lines are shown. |  |  |  |
| Diversions are shown as appropriate. |  |  |  |
| Diversions do not interfere with proposed construction sequence. |  |  |  |
| Earthwork quantities are shown. |  |  |  |
| Proposed sections do not extend beyond Required Right-of-Way. |  |  |  |

Designer:­­­­­­­­­­­­­­­\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Reviewer:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_