RESURFACING SAFETY REVIEW CHECKLIST

County	Route	PIN	Begin Log Mile	End Log Mile	AADT	Design Speed

Crash History

Contact the Project Safety Office and/or Regional Traffic Engineering Office to obtain the below information.

Years Reviewed	Total Crashes	Fatal Crashes	Injury Crashes
VMT	Crashes/VMT	Fatal Crashes/VMT	Injury Crashes/VMT

Shoulders

1. Is the paved shoulder width greater than 2 feet?
   Yes ☐ No ☐ (If no, continue on next question)
2. Is there a history of roadway departure crashes based on crash history?
   Yes ☐ No ☐ (If yes, continue on next question)
3. Can shoulder be widened to 2 feet with minimal grading and no right-of-way acquisition or utility relocations?
   Yes ☐ No ☐ (If yes, indicate location(s) of min. 2 ft. shoulder widening in table)

Locations to Widen Shoulder to 2 Feet		
Begin Log Mile	End Log Mile	Left / Right

Horizontal Curves

Indicate in the below table any curves that pose a safety issue based on crash history or that are substandard geometrically. *Refer to RD01-TS series Standard Drawings*

Horizontal Curves of Concern			
	Can Superelevation be corrected with paving? Yes ☐ No ☐	Candidate Location for High Friction Surface Treatment? Yes ☐ No ☐	Delineate Curve with Chevrons and Advanced Warning Signs Yes ☐ No ☐
Log Mile of PC			

Safety Edge Paving

1. Will resurfacing result in an edge drop off exceeding 1.75 inches?
   Yes ☐ No ☐ (If yes, continue on next question)
2. Specify safety edge paving and include paving general note 3 (See Section 6-150.01 of the Roadway Design Guidelines)
   Refer to section 4-416.00 in the Roadway Design Guidelines.

Centerline Rumble Stripe

For projects with undivided two way traffic only, indicate in the below table any location (or entire project length) in which there is a crash history of crossover crashes in which the addition of centerline rumble stripe may improve safety. *See standard drawing T-M-16A for details*

Centerline Rumble Stripe Locations	
Begin Log Mile	End Log Mile

Signing

Indicate in the table below any existing signs needing to be replaced or adjusted due to visibility, damage, height, vegetation, placement, breakaway/bend-away post etc.

Refer to T-S series Standard Drawings

Signs Needing Attention			
Log Mile	Left / Right	Sign Type	Replace/Adjust

Sight Distance

Indicate in the below table any locations where stopping sight distance or intersection sight distance is not adequate. *Refer to RD01-SD-series drawings*

Stopping Sight Distance and Intersection Sight Distance				
Log Mile / Cross Road	Remove Vegetation		Advanced Warning Signs	
	Yes ☐	No ☐	Yes ☐	No ☐

Guardrail, Guardrail End terminals & Attenuators

Existing Guardrail at Bridge Ends

Replace any guardrail at bridge ends transitions that are inadequate.

Refer to Standard Drawings S-GRC-1 or S-GRC-2

Guardrail End Terminals to be Replaced		
Log Mile	Left / Right	Type 12 / Type 38

Existing Guardrail End Terminals

Replace any existing guardrail end terminal on National Highway System not meeting TL-3 NCHRP 350 or MASH requirements with TDOT Type 12 (Buried in Backslope) or Type 38 (Tangential Energy Absorbing).

Refer to Standard Drawings S-GRT-1 or S-GRT-2, and section 4-705.00

Guardrail End Terminals to be Replaced		
Log Mile	Left / Right	Type 12 / Type 38

Guardrail, Guardrail End terminals & Attenuators (Continued)

Existing Guardrail Height Adjustments*

Any existing guardrail that will be less than 27" in height (measured from the shoulder extended) after resurfacing shall be raised to between 28" to 29" inch height.

Guardrail Locations to be Adjusted		
Begin Log Mile	End Log Mile	Left / Right

*** Guard Rail height adjustment may not be required for locations where the posted speed limit is less than 45mph.**

Proposed Guardrail

Indicate any additional locations that warrants new guardrail or existing locations where the guardrail height cannot be adjusted due to limitations such as post length or steep fill slope (requires longer post).

Refer to Sections 4-705.10 through 4-705.15

Locations Guardrail Locations to be Installed		
Begin Log Mile	End Log Mile	Left / Right

Attenuator

Indicate any location that warrants new installation, replacement or upgrade to low maintenance/self- restoring category of an attenuator.

Locations Attenuator to be Installed		
Begin Log Mile	End Log Mile	Left / Right / Median

Roadside Obstacles

Indicate any roadside obstacles inside the clear zone that can be removed, relocated or delineated without purchasing additional right-of-way. *Refer to sections 4-705.13 and 4-705.15*

Roadside Obstacles to be Mitigated			
Log Mile	Left / Right	Hazard	Remove / Relocate / Delineate

Drainage Improvements

Indicate any roadside ditch that could be reshaped or otherwise improved without relocation of utilities or purchase of right-of-way. *Refer to Chapter 5 of the Drainage Manual*

Ditches to be Improved			
Begin Log Mile	End Log Mile	Left / Right	Description of Improvement

Pipe Culvert Head walls

Indicate any pipe culvert within the clear zone without proper safety headwalls.

Refer to Section 6.04.3 of the Drainage Manual and D-PE-series Standard Drawings

Log Mile	Offset, Left / Right	Pipe Diameter

Railroads

Is there a railroad crossing within the project limit or within 200' of the project limits either on the mainline or on side roads?

Yes ☐ No ☐ (If no, skip to next section)

Coordinate with TDOT Railroad Coordinator at Headquarters for recommendation on the adequacy of warning systems.

Railroad Crossings		
Begin Log Mile	End Log Mile	Left / Right

Is the total estimated costs of the safety upgrades are greater than $10,000?
Yes ☐ No ☐

If yes, proposed safety improvements shall be funded separately from other resurfacing plan items in both federally funded and 100% state funded resurfacing projects. Therefore, designers should have an additional project number set up for payment of safety improvement items.