

S/No.	Checklist items	YES/ NO/ N.A.	Consultant's Response	TA&P comments, if any
1	Road Capacity and Traffic Movements			
1.1	Road Capacity			
1.1.1	Is the number of lanes reduced at the junction and along the road? If yes, conduct traffic study to show the impact of lane reduction.			
1.1.2	Is/Are the length of the storage lane/slip road reduced? If yes, conduct traffic study to show the traffic impact.			
1.1.3	Does the lane width fulfil the minimum requirement? (CDC Clause 10.5.2) If no, has any swept path analysis ¹ been conducted to demonstrate the lane width is sufficient in terms of safety and efficiency? To check with relevant agencies on the requirements for emergency vehicles if the proposed do not fulfil minimum requirement.			
1.2	Vehicular Movements			
1.2.1	Are there any movements removed (e.g. direct right turn, U-turn and etc)? If so, what are the reasons for removal? And what are the alternatives?			
1.2.2	Has any traffic study been conducted to justify the removal of these movements? If no, why not?			
1.3	Pedestrian Movements			
1.3.1	Is any existing footpath affected? If yes, please provide replacement and state the length of the existing and proposed footpath. Ensure that stakeholders are consulted.			
1.3.2	Is the effective width (excluding the space for any protective barriers) of footpath reduced? If so, ensure the new footpath is BFA, wide enough to accommodate wheelchair (1.5m) and to meet the existing demand (COP Section 2-9.1 (6)).			

¹ The calculation and analysis of the movement and path of different parts of a vehicle when that vehicle is undertaking a turning manoeuvre. This includes calculating the path taken by each wheel during the turn and also calculating the space needed by the vehicle body during the turn.

1.3.3	Are the waiting areas for pedestrians smaller than the existing ones? If so, ensure it is spacious enough to meet the demand.			
1.3.4	Is raised kerb provided for the traffic island of a slip road? (LTA/SDRE14/8/RMS9) If not, why?			
1.3.5	Is any existing zebra crossing/ pedestrian crossing/informal crossing point affected? If yes, provide alternative zebra crossing/pedestrian crossing/ informal crossing point.			
1.3.6	Is there any covered linkway affected? If yes, provide replacement and state the length of the existing and proposed covered linkway.			
1.4	Cycling Path			
1.4.1	Is any existing cycling path affected? If yes, to seek inputs and clearance from AMG. To provide replacement and state the length and width of the existing and proposed cycling path.			
2	Road Works along Expressway/Major Arterial Roads			
2.1	Are there any road works/lane closures along expressway/major arterial roads? If so, consult ITSO (OCC) for their comments and clearance.			
3	Access to Property and Development			
3.0.1	Are any accesses to the development affected? If so, ensure that proper accesses are provided, and the stakeholders are consulted.			
4	Road Geometry			
4.1	Horizontal Alignment			
4.1.1	Do all sight distances fulfil the minimum requirement (CDC Clause 10.4.2.2)? If no, redesign. To indicate all sight distance and ensure it meets minimum requirement.			
4.1.2	Are all curve radii stated and do they fulfil the minimum requirements for the given design speed & road geometry (CDC Clause 10.4.2.1 & 10.4.2.3)? If not, conduct swept path analysis to demonstrate the existing speed limit can be maintained.			
4.1.3	Is there any S-curve? Please consider to provide transition curve to remove the S-curve (CDC Clause 10.4.2.3.5). If not, redesign.			

4.1.4	Is there a difference between the design speed and gazetted speed limit of the road? If yes, why? To indicate existing and proposed advisory speed.			
4.1.5	Do all taper length/ratio fulfil the minimum requirement (COP Section 3-5.5)? If not, why?			
4.1.6	For left-turn slip lane, is the merging angle (70°, min. 50°) adequate to enable motorists on the slip road to properly observe on-coming vehicles before turning out (CDC Clause 10.5.2.4.1)?			
4.1.6	Do all corner kerb radiuses fulfil the minimum requirement (CDC Clause 10.4.2.6)? If no, redesign			
4.2	Vertical Alignment			
4.2.1	Are there any signalised pedestrian crossings/junctions proposed on downstream slope of a crest? If yes, ensure it is designed in accordance to Civil Design Criteria Clause 10.4.3.2			
4.2.2	Are there any structures overhanging the proposed diverted road? If yes, redesign to provide vertical clearance/check height limit/provide prohibition sign/provide warning sign (CDC Section 10.7.2).	No		
4.2.3	Any bus priority box proposed on the downstream slope of a crest? If yes, ensure that the visibility of the bus priority box and its related road markings can be seen by approaching motorists and there is sufficient stopping sight distance to allow motorists to stop before the bus give way lines designed in accordance to LTA Civil Design Criteria, stopping sight distance.			
4.3	Junction Layout			
4.3.1	Is the junction layout skewed? If so, redesign. If redesign is not possible, conduct traffic study to ensure sufficient capacity and safety.			
4.3.2	Are the lanes across junctions aligned? If not, redesign.			
4.3.3	Is the turning movement at the junction adequate to ensure vehicles are able to keep their lanes without encroaching into adjacent lanes or in the path of oncoming vehicles, or veering off the carriageway?			
4.4	Cross Section			

4.4.1	Is/Are cross section(s) provided in the plan? If not, why not?			
4.4.2	Is/Are the lane width(s) consistent with those checked in item 1.1.3? If not, make them consistent.			
4.4.3	Are the side tables wide enough to accommodate the necessary street furniture (CDC Clause 10.7.1)? If not, why not?			
5	Signs and Road Markings			
5.1	Signs			
5.1.1	Are all temporary warning signs provided according to COP Chapter 3-5.6 ? If no, why?			
5.1.2	Are there any signs provided to inform motorists the change in lane arrangement/alignment? If no, why?			
5.1.3	Are all existing/relocated signs captured in the plan? If not, indicate.			
5.1.4	Is there adequate lateral offset between traffic lanes and the signs (COP Section 4-6.2)?			
5.2	Road Markings			
5.2.1	Are all necessary road markings shown in the plan (lane markings, arrow markings and etc) (SDRE Road Markings & Signs)? If not, provide.			
5.2.2	Are marking types indicated for all kinds of road markings in the plan? If not, provide.			
5.2.3	Are turning pockets clearly labelled and not encroaching into oncoming traffic? If not, redesign (LTA/SDRE14/8/RMS/14).			
6	Traffic Signal/ERP/Red Light Camera/Speed Camera (Please follow Traffic Signals Drawing Guideline)			
6.0.1	Check existing/proposed signal phasing whether all right turns are controlled. If not, propose fully control all right turns, identify traffic impact and propose measure to address impacts.			
6.0.2	Are all traffic light aspects provided for the signalized junction/pedestrian crossing ? If not, provide.			
6.0.3	Is phase diagram provided for every signalized junction or signalized pedestrian crossing, including existing phase diagram and proposed			

	one? If not, provide and highlight any Advanced Warning Light in the provided diagram.			
6.0.4	Where the signal phasing allows for simultaneous right turn movement from opposite direction, is there adequate gap separation (LTA/SDRE14/8/RMS14) between the opposing traffic flow?			
6.0.5	Are the traffic light poles relocated or traffic signals changed? If so, inform TSCF and ITSO with the traffic control plans.			
6.0.6	Are overhead traffic light poles replaced by ground traffic light poles due to site constraint? It is recommended that overhead traffic light poles be provided whenever possible.			
6.0.7	If existing 2 lane road has less than 2 traffic lights, please provide at least 2 traffic lights during diversion stage. Likewise, if existing 3 or more lanes road has less than 2 traffic lights, please provide at least 3 traffic lights during diversion stage.			
6.0.8	Are there any work zones near ERP zones? If so, ensure motorists are not forced to exit and re-enter ERP Zones.			
6.0.9	Are any Red-Light Camera/Speed Camera affected? If so, consult Traffic Police and provide replacement.			
6.0.10	Are any Parking Enforcement Cameras affected? If so, consult Enforcement Division and provide replacement.			
7	Site Access			
7.0.1	Are the site accesses designed with consideration of local traffic condition in terms of the location of the accesses and the treatment (lay-by, flare rate and etc.) If no, why?			
7.0.2	Are there signs provided for the site accesses? If not, why?			
7.0.3	Is there good visibility when exiting from site access to main flow traffic or nearby side-roads? If not, please redesign.			
8	Commuter Facilities			
8.0.1	Are bus stops and their related facilities (shelters, bays, crossings, bollards) affected? If so, provide replacement and consult BOPs.			

8.0.2	Are existing bus priority measures such as bus priority boxes, bus lanes, yellow box, etc affected? If so, provide replacement and consult BOPs.			
8.0.3	Are taxi stands/stops and their related facilities (shelters, bays, crossings) affected? If so, provide replacement and consult Taxi Licensing Division.			
8.0.4	Are there sufficient signs or information (COP Chapter 2-9) provided for pedestrian regarding the diverted footpath? If not, why?			
8.0.5	Are there sufficient safety devices (COP Chapter 4.7) provided to segregate the pedestrian and vehicles? If not, why?			
9	Barriers and Hoardings			
9.0.1	Are there reasonable barriers provided for delineation and channelization of vehicles? If not, why?			
9.0.2	Are safety barriers provided for the warranted locations? If not, why?			
9.0.3	Are hoardings provided without affecting the sight distance for motorists? If not, redesign.			
10	Necessary Features in the Plan			
10.0.1	Is implementation period shown clearly in the plan? If not, indicate.			
10.0.2	Is key plan provided properly in the plan? Can you identify the location of the diverted road based on the key plan provided? If not, ensure the orientation is clear.			
10.0.3	Are legends provided without any confusion when you look through the plan? If not, redesign.			
10.0.4	Are the plans provided based on a formal scale (1:1000 or 1:500)? If no, why?			
10.0.5	Is the plan provided according to the colour code described in traffic signal drawing guideline? If no, why not?			
10.0.6	Is the proposed traffic control plan designed based on LTA Standard Details of Road Elements, LTA Civil Design Criteria and LTA Code of Practice on "Traffic Control at Work Zone"?			

	Include a note on the plan to indicate that the proposed traffic control plan is designed according to LTA latest Standard Details of Road Elements, LTA Civil Design Criteria and follow LTA Code of Practice on "Traffic Control at Work Zone.			
11	QP/Traffic Consultant Endorsement			
11.0.1	Are all the final drawings submitted with the endorsements of QP/Traffic Consultant? If this is not final submission, indicate N.A.			
11.0.2	Ensure that the Post Implementation Checklist is submitted within 10 working days after traffic control plan is implemented on-site.			

Checklist Completed by: (Traffic Consultant/Contractor)	_____
	Name / Designation/ Signature
Checklist Checked by: (Project Team i.e. LTA/PUB/MOH/HDB/URA/JTC/CAG/Developer etc)	_____
	Name / Designation/ Signature
Submission Date:	