

## Work Zone Inspection Form

Work Zone Information \_\_\_\_\_

District \_\_\_\_\_ County \_\_\_\_\_ Designation/Route/Direction \_\_\_\_\_ Project # \_\_\_\_\_ Work Zone # \_\_\_\_\_

Route/Intersection (Beginning) \_\_\_\_\_ Route/Intersection (Ending) \_\_\_\_\_ Operation Type, circle one: Const. Maint. Permit

Work Type, i.e. bridge repair, pavement repair, etc. \_\_\_\_\_ Weather: Clear Cloudy Rain Snow Ice Windy

Date: \_\_\_\_\_ Time: \_\_\_\_\_ AM/PM Reviewer User ID: \_\_\_\_\_

Yes/No/Not Applicable

### Items Reported

Yes  No Does this work zone present an immediate danger to the traveling public or workers and need to be addressed immediately?

#### **Warning**

Y  N  NA

1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.

Y  N  NA

2. The CMS/DMS cycle is consistent with the driver's operating speed.

Y  N  NA

3. The CMS/DMS has an acceptable lateral clearance from the roadway and delineated correctly.

Y  N  NA

4. All signs were present and in proper sequence.

Y  N  NA

5. Signs are free from obstructions (vegetation, traffic control devices, etc.) and relatively plumb.

#### **Signing - Vision**

Y  N  NA

1. The CMS/DMS has the proper light intensity for the work zone conditions.

Y  N  NA

2. Sign(s) location and placement is appropriate for field and geometric conditions.

Y  N  NA

3. The arrow board is aligned with the road user's line of vision.

Y  N  NA

4. The arrow board has the appropriate light intensity for the work zone conditions.

Y  N  NA

5. The temporary traffic signal(s) is clearly visible to oncoming traffic.

Y  N  NA

6. The arrow stem did not have in excess of one lamp out.

#### **Signing - Message**

Y  N  NA

1. The CMS and/or (DMS) is reporting the proper message.

Y  N  NA

2. The CMS/DMS display is understandable.

Y  N  NA

3. The work zone signs convey the proper message.

Y  N  NA

4. There was appropriate sign coverage, when required.

Y  N  NA

5. The arrow board is functioning in the appropriate mode.

Y  N  NA

6. The arrow head did not have any lamps out.

Y  N  NA

7. The stop bar or sign clearly indicates where to stop for a signal.

Y  N  NA

8. Appropriate use of "No Center Line" sign(s).

#### **Personnel**

Y  N  NA

1. The flagger was using proper safety attire and equipment for the work zone activity.

Y  N  NA

2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.

Y  N  NA

3. If more than one flagger is present, they are communicating properly with each other.

Y  N  NA

4. The flagger is attentive and focused on traffic control.

Y  N  NA

5. The flagger has an escape route.

Y  N  NA

6. The flagger location was properly illuminated.

Y  N  NA

7. All workers are safely within the boundaries of the work zone and using proper safety attire and equipment for the work zone activity.

#### **Channelizing Devices/Barricades**

Y  N  NA

1. Channelizer location and placement is appropriate for field and geometric conditions.

Y  N  NA

2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?

Y  N  NA

3. The pavement markings are complete and appropriate for the work zone activity.

Y  N  NA

4. The pavement markings are installed and removed properly and are not in conflict with other markings.

Y  N  NA

5. The pavement markings are visible in current environmental conditions.

Y  N  NA

6. Barricade(s) are arranged correctly for work zone usage.

Y  N  NA

7. The barricade location and placement is appropriate for field and geometric conditions.

#### **Speed**

Y  N  NA

1. The appropriate speed limit is set for the work zone. If no, was it too high or too low (please check)?

Yes/No/Not Applicable

**Items Reported**

**Timeliness (should be checked during peak periods)**

Y	N	NA
Y	N	NA
Y	N	NA

1. Lane closures are appropriate for the work performed.
2. Traffic flow did not slow or stop unnecessarily.
3. When traveling through the work zone, the delay time was 10 minutes or less.

Y	N	NA
Y	N	NA

4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
5. If a detour was used, the length of the detour was acceptable.

**Cleanliness**

Y	N	NA
Y	N	NA
Y	N	NA

1. Sign(s) are clean, visible, and suitable for work zone conditions, including AWRS and flags.
2. Channelizer(s) are clean, visible, and suitable for work zone conditions.
3. Barricade(s) are clean, visible, and suitable for work zone conditions.

**Safety**

Y	N	NA
Y	N	NA
Y	N	NA
Y	N	NA
Y	N	NA
Y	N	NA
Y	N	NA
Y	N	NA

1. The traffic queue is within the work zone signs during peak periods.
2. The arrow board lateral clearance is at an acceptable distance from the roadway.
3. The channelizers use proper and approved ballasts.
4. The barricades use proper and approved ballasts.
5. The signs use proper and approved ballasts.
6. The temporary traffic signal is operating correctly.
7. The automated flagging device is operating correctly.
8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.

Y	N	NA
Y	N	NA
Y	N	NA
Y	N	NA
Y	N	NA
Y	N	NA
Y	N	NA

9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
11. Equipment and/or vehicles are moving in the same direction as traffic flow.
12. Edge drop-off is appropriate for the field and geometric conditions.
13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
14. The signs are spliced correctly.

**Provide necessary detail on "No" ratings:**

Reviewer shall convey any comment(s) to appropriate district staff. The above comment(s) were conveyed to Name: \_\_\_\_\_

Title: \_\_\_\_\_ a.m./p.m.

Date and Time of Review: / \_\_\_\_\_ : \_\_\_\_\_

If necessary, immediate feedback given to : \_\_\_\_\_

**Phone Numbers for Work Zone Issues**

NW	816.387.2439	SL	314.565.6717
NE	573.248.2490	SW	417.766.3265
KC	816.347.2215	SE	573.472.5333
CD	573.751.3322		