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

**Work Zone Inspection Form**

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:

|  |
| --- |
| Yes/No/Not Applicable **Items Reported** |
| Yes |  | No |  |

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

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)

3. The CMS/DMS has an acceptable lateral clearance from the

is aligned with the road user's line of vision. roadway and delineated correctly.

|  |
| --- |
| Y N NA |
|  |
| Y N NA |
| Y N NA |

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

**Signing - Vision**

|  |
| --- |
| Y N NA |
|  |
| Y N NA |
|  |
| Y N NA |

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

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

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

4. All signs were present and in proper sequence.

5. Signs are free from obstructions (vegetation, traffic control

devices, etc.) and relatively plumb.

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

|  |
| --- |
| Y N NA |
|  |
| Y N NA |
|  |
| Y N NA |

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

oncoming traffic.

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

**Signing - Message**

|  |
| --- |
| Y N NA |
| Y N NA |
| Y N NA |
| Y N NA |

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

2. The CMS/DMS display is understandable.

3. The work zone signs convey the proper message.

4. There was appropriate sign coverage, when required.

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

|  |
| --- |
| Y N NA |
| Y N NA |
| Y N NA |
| Y N NA |

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

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

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.

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

|  |
| --- |
| Y N NA |
| Y N NA |
| Y N NA |
| Y N NA |

5. The flagger has an escape route.

6. The flagger location was properly illuminated.

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

Y N NA 1. Channelizer location and placement is appropriate for field Y N NA 4. The pavement markings are installed and removed properly and geometric conditions. and are not in conflict with other markings.

Y N NA 2. The work zone uses appropriate transition (taper).

5. The pavement markings are visible in current environmental

If no, is it too long or too short (please circle)? conditions.

|  |
| --- |
| Y N NA |
|  |
| Y N NA |
| Y N NA |

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

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

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 | 1. Lane closures are appropriate for the work performed. |  | Y | N | NA | 4. The temporary traffic signal(s) is operating at an appropriate |
| Y | N | NA | 2. Traffic flow did not slow or stop unnecessarily. |  |  |  |  | timing to accommodate traffic queues. |
| Y | N | NA | 3. When traveling through the work zone, the delay time was 10 minutes or less.  |  | Y | N | NA | 5. If a detour was used, the length of the detour was acceptable. |

**Cleanliness**

|  |  |  |  |
| --- | --- | --- | --- |
| Y | N | NA | 1. Sign(s) are clean, visible, and suitable for work zone conditions, including AWRS and flags.  |
| Y | N | NA | 2. Channelizer(s) are clean, visible, and suitable for work zone conditions. |
| Y | N | NA | 3. Barricade(s) are clean, visible, and suitable for work zone conditions. |
|  |  |  | **Safety** |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| 1. The traffic queue is within the work zone signs during peak periods. | Y | N | NA | 9. Work zone lighting location, placement, and intensity is |
| 2. The arrow board lateral clearance is at an acceptable distance from the roadway. |  |  |  | appropriate for the field and geometric conditions. |
| 3. The channelizers use proper and approved ballasts. | Y | N | NA | 10. Fleet lighting location, placement, and intensity is appropriate |

4. The barricades use proper and approved ballasts. for the field and geometric conditions.

|  |
| --- |
| Y N NA |
| Y N NA |
| Y N NA |
| Y N NA |
| Y N NA |
| Y N NA |
| Y N NA |
| Y N NA |

5. The signs use proper and approved ballasts.

11. Equipment and/or vehicles are moving in the same direction

|  |
| --- |
| Y N NA |
|  |
| Y N NA |
|  |
| Y N NA |

 Y N NA

6. The temporary traffic signal is operating correctly. as traffic flow.

7. The automated flagging device is operating correctly.

12. Edge drop-off is appropriate for the field and geometric

8. The Truck or Trailer Mounted Attenuators were located properly within the conditions.

stationary or moving operation work zones.

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:

Date and Time of Review: / /

a.m./p.m.

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 | 816.607.2109 | SE | 573.472.5333 |
| CD | 573.751.3322 |  |  |