

# WORKZONE TRAFFIC CONTROL REVIEW



Unique ID:

Status:

WEEKLY INSPECTION REPORT

Project No:

File No:

Date:

Contractor:

Road No:

Road Info:

Weather:  Windy:  Temp:  F Time:

SCDOT Inspector:

Signature:

Contractor Inspector:

Signature:

SIGNS		Conforms to Specs			Date Corrected
		Yes	No	N/A	
1.	Permanent signs meet current NCHRP standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
2.	Temporary signs meet SCDOT and NCHRP standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
3.	Adequate advance signing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
4.	Proper sizes (48 in. x 48 in.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
5.	Proper legend	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
6.	Proper spacing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
7.	Reflective high intensity sheeting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
8.	Is the sign message clear and understandable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
9.	Completely covered or turned away when not applicable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
10.	Not obstructed by shrubbery, vehicles, other signs etc.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
11.	Signs in good condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
12.	Sign post stubs meet NCHRP 350 standards (4 in. max ht.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
13.	Signs mounted on the stubs properly (backside)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
14.	Temporary signs mounted at proper height (5 ft. to bottom)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>

CHANNELIZING DEVICES		Yes	No	N/A	Corrected
15.	Devices meet current SCDOT and NCHRP standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
16.	Proper sizes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
17.	Proper spacing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
18.	All barricade striping points in direction traffic is to pass	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
19.	All hazards properly protected	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
20.	Reflectorized with high intensity sheeting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
21.	Do barrels have good reflectivity for nighttime use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
22.	Are barrels in good condition (minimal damage)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
23.	Do nighttime devices have good alignment and spacing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>

PAVEMENT MARKINGS		Yes	No	N/A	Corrected
24.	Pavement markings clear and appropriate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
25.	Have all unnecessary markings been obliterated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
26.	Are lane and edge lines visible and in good condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
27.	Are pavement markings in good condition and reflective	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
28.	Are raised markers in good condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
29.	Have lines and/or markers been replaced after paving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>

ARROW BOARDS AND VARIABLE MESSAGE BOARDS		Yes	No	N/A	Corrected
30.	Arrow board being used	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
31.	Arrow board at beginning and end of taper	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
32.	Arrow board placed to ensure adequate sight distance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
33.	Arrow board light dimmed at night	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
34.	Warning lights operational	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
35.	Changeable message signs employed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
36.	Message sign placed to ensure adequate sight distance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
37.	Changeable message sign dimmed at night	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
38.	Is message clear, concise, and applicable to conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
39.	Are arrow boards and message boards barreled off	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>

FLAGGING		Yes	No	N/A	Corrected
40.	Flagger properly dressed (clean, orange shirt, vest or jacket)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
41.	Proper flagging devices; 18 in x 18 in min. stop/slow paddle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
42.	Proper signaling motions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
43.	Proper location of flagger	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
44.	Have the correct flagger operation signs been erected	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
45.	Are the flagger signs at the proper location and spacing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
46.	Advanced flagger sign present when not needed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>

TRUCK MOUNTED ATTENUATORS		Yes	No	N/A	Corrected
47.	Do attenuators meet NCHRP standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
48.	Proper location of truck mounted attenuator	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
49.	Is the correct TMA being utilized	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>
50.	Is the TMA in good condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="text"/>

TERMINAL IMPACT ATTENUATORS		Yes	No	N/A	Corrected
51.	Do attenuators meet NCHRP standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
52.	Proper location(s) of attenuator(s)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
53.	Cartridges and/or nose assembly in good condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
54.	Cartridges placed in proper direction and seated properly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
55.	Proper delineation and sign on nose piece (24 in. x 24 in.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
56.	Unit properly anchored (pad and number of anchors)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
57.	Transition panels installed correctly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
58.	Rails clear of debris (dirt, asphalt, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
59.	Concrete pad level with surrounding material	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
60.	Attenuator has a clear zone on both sides	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
61.	100 foot path before attenuator is clear of obstructions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
62.	50 foot path before attenuator is relatively smooth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
63.	Top of attenuator is free of debris (materials, rocks, etc)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
64.	Vegetation adjacent to attenuator is cleared away	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

CONCRETE BARRIER WALL		Yes	No	N/A	Corrected
65.	Barrier wall meets NCHRP 350 and SCDOT standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
66.	Barrier wall is properly installed (correct pins used)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
67.	The wall is clean and painted white	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
68.	Wall is in good condition (damaged sections replaced)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
69.	Reflectors in place per standard drawing 805-14	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
70.	Wall is properly aligned parallel to roadway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
71.	Vegetation adjacent to wall is cleared away	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
72.	No debris/foreign objects are stored or leaning on wall	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
73.	Only reflectors or attenuators are attached to wall	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

MISCELLANEOUS		Yes	No	N/A	Corrected
74.	Materials and equipment stored/parked outside clear zone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
75.	Drop-offs maintained less than 2 in.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
76.	Shoulders maintained at 6:1 slope when no work present	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

**Comments:**

**Actions Taken by Resident Engineer:**