

**GRAY SUMMIT, MISSOURI**  
**HIGHWAY ATTACHMENT 9**  
**WORK ZONE INSPECTION REVIEWS & DETAILS**  
**45 PAGES**



Missouri Department of Transportation  
 Transportation Planning  
 Work Zone Inspection Worksheet Summary

September 08, 2010  
 12:17:41PM

WZ ID	Dist	County	Desg	Name	Dir	Beg Log	End Log	Job No.	Oper Type	Work Type	Insp Date	Reviewer	Mob %	Vis %	Overall %	Entry Date
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*District 6*

186581	6	FRANKLIN	IS	44	E	251.272	256.778	J6I2011	CONST CONTRACT	SHLDR WORK	01/14/2010	SIMONM1	100.00	100.00	100.00	01/15/2010
186581	6	FRANKLIN	IS	44	E	251.272	256.778	J6I2011	CONST CONTRACT	SHLDR WORK	01/15/2010	SIMONM1	100.00	100.00	100.00	01/15/2010
198922	6	FRANKLIN	IS	44	E	251.272	256.778	J6I2011	CONST CONTRACT	MEDIAN OR SHOULDER	04/27/2010	FRYD	90.91	84.62	88.57	04/27/2010
222601	6	FRANKLIN	IS	44	E	251.272	256.778	J6I2011	CONST CONTRACT	NEW PVT CONST.	05/11/2010	JODI PAULSEN	100.00	100.00	100.00	07/12/2010
202291	6	FRANKLIN	IS	44	E	251.272	256.778	J6I2011	CONST CONTRACT	NEW PVT CONST.	05/17/2010	REDHAC	100.00	100.00	100.00	05/19/2010
204210	6	FRANKLIN	IS	44	E	251.272	256.778	J6I2011	CONST CONTRACT	NEW PVT CONST.	06/02/2010	HECKD	100.00	100.00	100.00	06/02/2010
205228	6	FRANKLIN	IS	44	E	251.272	256.778	J6I2011	CONST CONTRACT	NEW PVT CONST.	06/10/2010	STEIGJ1	50.00	100.00	75.00	06/14/2010
206997	6	FRANKLIN	IS	44	E	251.272	256.769	J6I2011	CONST CONTRACT	NEW PVT CONST.	06/22/2010	WAGNEJ1	100.00	100.00	100.00	06/28/2010
207839	6	FRANKLIN	IS	44	E	251.272	256.778	J6I2011	CONST CONTRACT	NEW PVT CONST.	06/23/2010	REDHAC	100.00	100.00	100.00	06/28/2010
224711	6	FRANKLIN	IS	44	E	251.272	256.778	J6I2011	CONST CONTRACT	NEW PVT CONST.	08/05/2010	HASLAD1	95.24	100.00	97.06	08/20/2010
188249	6	FRANKLIN	IS	44	W	33.418	38.498	J6I2011	CONST CONTRACT	SHLDR WORK	01/12/2010	BAHENS1	100.00	100.00	100.00	01/29/2010
186582	6	FRANKLIN	IS	44	W	33.418	38.912	J6I2011	CONST CONTRACT	SHLDR WORK	01/25/2010	SUSNIL	100.00	100.00	100.00	01/28/2010
188249	6	FRANKLIN	IS	44	W	33.418	38.498	J6I2011	CONST CONTRACT	SHLDR WORK	01/26/2010	SIMONM1	100.00	100.00	100.00	01/29/2010
188249	6	FRANKLIN	IS	44	W	33.418	38.498	J6I2011	CONST CONTRACT	SHLDR WORK	01/27/2010	SIMONM1	100.00	100.00	100.00	01/29/2010
188249	6	FRANKLIN	IS	44	W	33.418	38.498	J6I2011	CONST CONTRACT	SHLDR WORK	01/28/2010	BAHENS1	100.00	100.00	100.00	01/29/2010
193552	6	FRANKLIN	IS	44	W	36.711	38.498	J6I2011	CONST CONTRACT	SHLDR WORK	03/26/2010	NEILM1	100.00	100.00	100.00	03/31/2010
197588	6	FRANKLIN	IS	44	W	33.650	38.498	J6I2011	CONST CONTRACT	MEDIAN OR SHOULDER	04/19/2010	SUSNIL	100.00	100.00	100.00	05/18/2010
198921	6	FRANKLIN	IS	44	W	33.418	38.498	J6I2011	CONST CONTRACT	MEDIAN OR SHOULDER	04/27/2010	FRYD	81.82	76.92	80.00	04/27/2010
202294	6	FRANKLIN	IS	44	W	33.418	38.498	J6I2011	CONST CONTRACT	NEW PVT CONST.	05/18/2010	SUSNIL	100.00	100.00	100.00	05/19/2010
204212	6	FRANKLIN	IS	44	W	33.418	38.498	J6I2011	CONST CONTRACT	NEW PVT CONST.	06/02/2010	HECKD	100.00	100.00	100.00	06/02/2010
207850	6	FRANKLIN	IS	44	W	33.418	38.498	J6I2011	CONST CONTRACT	NEW PVT CONST.	07/02/2010	HASLAD1	100.00	100.00	100.00	07/07/2010

97.91	98.03	97.96
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District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011 and Reviewer\_Type = 'ALL'

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**Missouri Department of Transportation**  
**Transportation Planning**  
**Work Zone Inspection Worksheet Summary**

September 08, 2010  
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WZ ID	Dist	County	Desg	Name	Dir	Beg Log	End Log	Job No.	Oper Type	Work Type	Insp Date	Reviewer	Mob %	Vis %	Overall %	Entry Date
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<b><i>Reviewer Totals</i></b>	
District: 19	CO: 2

<b><i>Overall %</i></b>	<b><i># of Inspections</i></b>
96 - 100	18
91 - 95	0
86 - 90	1
81 - 85	0
76 - 80	1
<= 75	1
<b>Total Inspections:</b>	<b>21</b>



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 W	<b>Items Passed:</b> 20	<b>Mobility %:</b> 100.00
<b>Location:</b> FROM LOG MILE 33.418	TO LOG MILE 38.498	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 207850	<b>Total Items:</b> 20
<b>Date:</b> 07/02/2010	<b>Time:</b> 12:30	<b>Weather:</b> CLEAR	<b>Reviewer Userid:</b> HASLAD1	<b>Overall %:</b> 100.00

Yes/No/Not Applicable	<b>Items Reported</b>
NO	<b>Does this work zone present an immediate danger to the traveling public or workers and need to be addressed immediately?</b>

**Warning (VISIBILITY)**

N/A	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	N/A	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
N/A	2. The CMS/DMS cycle is consistent with the driver's operating speed.	YES	4. All signs were present and in proper sequence.
		YES	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

N/A	1. The CMS/DMS has the proper light intensity for the work zone conditions.	N/A	4. The arrow board has the appropriate light intensity for the work zone conditions.
YES	2. Sign(s) location and placement is appropriate for field and geometric conditions.	N/A	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
N/A	3. The arrow board is aligned with the road user's line of vision.	N/A	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

N/A	1. The CMS and/or (DMS) is reporting the proper message.	N/A	5. The arrow board is functioning in the appropriate mode.
N/A	2. The CMS/DMS display is understandable.	N/A	6. The arrow head did not have any lamps out.
YES	3. The work zone signs convey the proper message.	N/A	7. The stop bar or sign clearly indicates where to stop for a signal.
YES	4. There was appropriate sign coverage, when required.	N/A	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

N/A	1. The flagger was using proper safety attire and equipment for the work zone activity.	N/A	4. The flagger is attentive and focused on traffic control.
N/A	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	N/A	5. The flagger has an escape route.
N/A	3. If more than one flagger is present, they are communicating properly with each other.	N/A	6. The flagger location was properly illuminated.
		N/A	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

YES	1. Channelizer location and placement is appropriate for field and geometric conditions.	YES	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
YES	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	YES	5. The pavement markings are visible in current environmental conditions.
YES	3. The pavement markings are complete and appropriate for the work zone activity.	N/A	6. The barricade(s) have appropriate striping for work zone usage.
		N/A	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

YES	1. The appropriate speed limit is set for the work zone.
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District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



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Individual Work Zone Inspection Worksheet**

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Yes/No/Not Applicable Items Reported

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>N/A</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>N/A</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>N/A</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

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

This is night work, nothing going on during the time I went drove through, but one lane still restricted and work zone still in place.

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 E	<b>Items Passed:</b> 31
<b>Location:</b> FROM LOG MILE 251.272	TO LOG MILE 256.778	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 198922
<b>Date:</b> 04/27/2010	<b>Time:</b> 01:00	<b>Weather:</b> CLEAR	<b>Reviewer Userid:</b> FRYD
			<b>Total Items:</b> 35
			<b>Overall %:</b> 88.57
			<b>Mobility %:</b> 90.91
			<b>Visibility %:</b> 84.62

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

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

**Warning (VISIBILITY)**

<input type="checkbox"/> YES	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<input type="checkbox"/> YES	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<input type="checkbox"/> YES	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<input type="checkbox"/> NO	4. All signs were present and in proper sequence.
		<input type="checkbox"/> YES	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<input type="checkbox"/> YES	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<input type="checkbox"/> YES	4. The arrow board has the appropriate light intensity for the work zone conditions.
<input type="checkbox"/> NO	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> N/A	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<input type="checkbox"/> YES	3. The arrow board is aligned with the road user's line of vision.	<input type="checkbox"/> YES	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<input type="checkbox"/> YES	1. The CMS and/or (DMS) is reporting the proper message.	<input type="checkbox"/> YES	5. The arrow board is functioning in the appropriate mode.
<input type="checkbox"/> YES	2. The CMS/DMS display is understandable.	<input type="checkbox"/> YES	6. The arrow head did not have any lamps out.
<input type="checkbox"/> YES	3. The work zone signs convey the proper message.	<input type="checkbox"/> N/A	7. The stop bar or sign clearly indicates where to stop for a signal.
<input type="checkbox"/> YES	4. There was appropriate sign coverage, when required.	<input type="checkbox"/> N/A	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<input type="checkbox"/> N/A	1. The flagger was using proper safety attire and equipment for the work zone activity.	<input type="checkbox"/> N/A	4. The flagger is attentive and focused on traffic control.
<input type="checkbox"/> N/A	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<input type="checkbox"/> N/A	5. The flagger has an escape route.
<input type="checkbox"/> N/A	3. If more than one flagger is present, they are communicating properly with each other.	<input type="checkbox"/> N/A	6. The flagger location was properly illuminated.
		<input type="checkbox"/> YES	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<input type="checkbox"/> NO	1. Channelizer location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> YES	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<input type="checkbox"/> YES	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<input type="checkbox"/> YES	5. The pavement markings are visible in current environmental conditions.
<input type="checkbox"/> YES	3. The pavement markings are complete and appropriate for the work zone activity.	<input type="checkbox"/> N/A	6. The barricade(s) have appropriate striping for work zone usage.
		<input type="checkbox"/> N/A	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

YES 1. The appropriate speed limit is set for the work zone.

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>NO</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.
<b>N/A</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>YES</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

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

- Warning 4: Location of "Narrow Lanes" sign is inappropriate.
- Signing Vision 2: Placement of "Narrow Lanes" sign makes the distance between the "Lane Closed" sign and the arrow board excessive.
- Channelizing 1: Channelizers set at every third skip, equal to 120 feet, not 100 feet.
- Timeliness 2: Speed down as low as 10mph at times; drivers watching the construction progress.

**Phone Numbers for Work Zone Issues:**

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 E	<b>Items Passed:</b> 39	<b>Mobility %:</b> 100.00
<b>Location:</b> FROM LOG MILE 251.272	TO LOG MILE 256.778	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 204210	<b>Total Items:</b> 39
<b>Date:</b> 06/02/2010	<b>Time:</b> 10:00	<b>Weather:</b> CLOUDY	<b>Reviewer Userid:</b> HECKD	<b>Overall %:</b> 100.00
				<b>Visibility %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<input type="checkbox"/> YES	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<input type="checkbox"/> YES	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<input type="checkbox"/> YES	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<input type="checkbox"/> YES	4. All signs were present and in proper sequence.
		<input type="checkbox"/> YES	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<input type="checkbox"/> YES	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<input type="checkbox"/> YES	4. The arrow board has the appropriate light intensity for the work zone conditions.
<input type="checkbox"/> YES	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> N/A	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<input type="checkbox"/> YES	3. The arrow board is aligned with the road user's line of vision.	<input type="checkbox"/> YES	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<input type="checkbox"/> YES	1. The CMS and/or (DMS) is reporting the proper message.	<input type="checkbox"/> YES	5. The arrow board is functioning in the appropriate mode.
<input type="checkbox"/> YES	2. The CMS/DMS display is understandable.	<input type="checkbox"/> YES	6. The arrow head did not have any lamps out.
<input type="checkbox"/> YES	3. The work zone signs convey the proper message.	<input type="checkbox"/> N/A	7. The stop bar or sign clearly indicates where to stop for a signal.
<input type="checkbox"/> YES	4. There was appropriate sign coverage, when required.	<input type="checkbox"/> N/A	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<input type="checkbox"/> N/A	1. The flagger was using proper safety attire and equipment for the work zone activity.	<input type="checkbox"/> N/A	4. The flagger is attentive and focused on traffic control.
<input type="checkbox"/> N/A	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<input type="checkbox"/> N/A	5. The flagger has an escape route.
<input type="checkbox"/> N/A	3. If more than one flagger is present, they are communicating properly with each other.	<input type="checkbox"/> N/A	6. The flagger location was properly illuminated.
		<input type="checkbox"/> YES	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<input type="checkbox"/> YES	1. Channelizer location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> YES	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<input type="checkbox"/> YES	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<input type="checkbox"/> YES	5. The pavement markings are visible in current environmental conditions.
<input type="checkbox"/> YES	3. The pavement markings are complete and appropriate for the work zone activity.	<input type="checkbox"/> YES	6. The barricade(s) have appropriate striping for work zone usage.
		<input type="checkbox"/> YES	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

YES 1. The appropriate speed limit is set for the work zone.

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



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Temporary Traffic Control  
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**Yes/No/Not Applicable** **Items Reported**

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>YES</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 W	<b>Items Passed:</b> 34	<b>Mobility %:</b> 100.00
<b>Location:</b> FROM LOG MILE 33.418	TO LOG MILE 38.912	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 186582	<b>Total Items:</b> 34
<b>Date:</b> 01/25/2010	<b>Time:</b> 12:00	<b>Weather:</b> CLOUDY	<b>Reviewer Userid:</b> SUSNIL	<b>Overall %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<b>YES</b>	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<b>YES</b>	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<b>YES</b>	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<b>YES</b>	4. All signs were present and in proper sequence.
		<b>YES</b>	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<b>YES</b>	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<b>YES</b>	4. The arrow board has the appropriate light intensity for the work zone conditions.
<b>YES</b>	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<b>N/A</b>	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<b>YES</b>	3. The arrow board is aligned with the road user's line of vision.	<b>YES</b>	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<b>YES</b>	1. The CMS and/or (DMS) is reporting the proper message.	<b>YES</b>	5. The arrow board is functioning in the appropriate mode.
<b>YES</b>	2. The CMS/DMS display is understandable.	<b>YES</b>	6. The arrow head did not have any lamps out.
<b>YES</b>	3. The work zone signs convey the proper message.	<b>N/A</b>	7. The stop bar or sign clearly indicates where to stop for a signal.
<b>YES</b>	4. There was appropriate sign coverage, when required.	<b>N/A</b>	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<b>N/A</b>	1. The flagger was using proper safety attire and equipment for the work zone activity.	<b>N/A</b>	4. The flagger is attentive and focused on traffic control.
<b>N/A</b>	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<b>N/A</b>	5. The flagger has an escape route.
<b>N/A</b>	3. If more than one flagger is present, they are communicating properly with each other.	<b>YES</b>	6. The flagger location was properly illuminated.
			7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<b>YES</b>	1. Channelizer location and placement is appropriate for field and geometric conditions.	<b>N/A</b>	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<b>YES</b>	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<b>YES</b>	5. The pavement markings are visible in current environmental conditions.
<b>YES</b>	3. The pavement markings are complete and appropriate for the work zone activity.	<b>YES</b>	6. The barricade(s) have appropriate striping for work zone usage.
		<b>N/A</b>	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

**YES** 1. The appropriate speed limit is set for the work zone.

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>N/A</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>N/A</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

**Provide necessary detail on "No" ratings:** \_\_\_\_\_  
No general comments today

**Phone Numbers for Work Zone Issues:**

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 E	<b>Items Passed:</b> 33
<b>Location:</b> FROM LOG MILE 251.272	TO LOG MILE 256.778	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 224711
<b>Date:</b> 08/05/2010	<b>Time:</b> 10:00	<b>Weather:</b> CLEAR	<b>Reviewer Userid:</b> HASLADI
			<b>Total Items:</b> 34
			<b>Overall %:</b> 97.06
			<b>Mobility %:</b> 95.24
			<b>Visibility %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<input type="checkbox"/> YES	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<input type="checkbox"/> YES	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<input type="checkbox"/> YES	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<input type="checkbox"/> YES	4. All signs were present and in proper sequence.
		<input type="checkbox"/> YES	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<input type="checkbox"/> YES	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<input type="checkbox"/> YES	4. The arrow board has the appropriate light intensity for the work zone conditions.
<input type="checkbox"/> YES	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> N/A	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<input type="checkbox"/> YES	3. The arrow board is aligned with the road user's line of vision.	<input type="checkbox"/> YES	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<input type="checkbox"/> YES	1. The CMS and/or (DMS) is reporting the proper message.	<input type="checkbox"/> YES	5. The arrow board is functioning in the appropriate mode.
<input type="checkbox"/> YES	2. The CMS/DMS display is understandable.	<input type="checkbox"/> YES	6. The arrow head did not have any lamps out.
<input type="checkbox"/> YES	3. The work zone signs convey the proper message.	<input type="checkbox"/> N/A	7. The stop bar or sign clearly indicates where to stop for a signal.
<input type="checkbox"/> YES	4. There was appropriate sign coverage, when required.	<input type="checkbox"/> N/A	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<input type="checkbox"/> N/A	1. The flagger was using proper safety attire and equipment for the work zone activity.	<input type="checkbox"/> N/A	4. The flagger is attentive and focused on traffic control.
<input type="checkbox"/> N/A	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<input type="checkbox"/> N/A	5. The flagger has an escape route.
<input type="checkbox"/> N/A	3. If more than one flagger is present, they are communicating properly with each other.	<input type="checkbox"/> N/A	6. The flagger location was properly illuminated.
		<input type="checkbox"/> YES	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<input type="checkbox"/> YES	1. Channelizer location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> N/A	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<input type="checkbox"/> YES	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<input type="checkbox"/> YES	5. The pavement markings are visible in current environmental conditions.
<input type="checkbox"/> YES	3. The pavement markings are complete and appropriate for the work zone activity.	<input type="checkbox"/> N/A	6. The barricade(s) have appropriate striping for work zone usage.
		<input type="checkbox"/> N/A	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

YES 1. The appropriate speed limit is set for the work zone.



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>NO</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>N/A</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>N/A</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>YES</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

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

A long stretch was down to just one lane with no one working - however as we went through the work zone, we realized it was because of the difference in lane depths between the new roadway closest to the concrete barrier and the other lanes. They were trying to ensure motorists didn't get too close to the change in pavement thickness.

**Phone Numbers for Work Zone Issues:**

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333





**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>N/A</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>N/A</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 E	<b>Items Passed:</b> 29	<b>Mobility %:</b> 100.00
<b>Location:</b> FROM LOG MILE 251.272	TO LOG MILE 256.778	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 186581	<b>Total Items:</b> 29
<b>Date:</b> 01/15/2010	<b>Time:</b> 12:30	<b>Weather:</b> CLOUDY	<b>Reviewer Userid:</b> SIMONMI	<b>Overall %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<b>N/A</b>	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<b>N/A</b>	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<b>N/A</b>	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<b>YES</b>	4. All signs were present and in proper sequence.
		<b>YES</b>	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<b>N/A</b>	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<b>YES</b>	4. The arrow board has the appropriate light intensity for the work zone conditions.
<b>YES</b>	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<b>YES</b>	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<b>YES</b>	3. The arrow board is aligned with the road user's line of vision.	<b>YES</b>	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<b>N/A</b>	1. The CMS and/or (DMS) is reporting the proper message.	<b>YES</b>	5. The arrow board is functioning in the appropriate mode.
<b>N/A</b>	2. The CMS/DMS display is understandable.	<b>YES</b>	6. The arrow head did not have any lamps out.
<b>YES</b>	3. The work zone signs convey the proper message.	<b>N/A</b>	7. The stop bar or sign clearly indicates where to stop for a signal.
<b>YES</b>	4. There was appropriate sign coverage, when required.	<b>N/A</b>	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<b>N/A</b>	1. The flagger was using proper safety attire and equipment for the work zone activity.	<b>N/A</b>	4. The flagger is attentive and focused on traffic control.
<b>N/A</b>	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<b>N/A</b>	5. The flagger has an escape route.
<b>N/A</b>	3. If more than one flagger is present, they are communicating properly with each other.	<b>N/A</b>	6. The flagger location was properly illuminated.
		<b>YES</b>	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<b>YES</b>	1. Channelizer location and placement is appropriate for field and geometric conditions.	<b>N/A</b>	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<b>YES</b>	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<b>YES</b>	5. The pavement markings are visible in current environmental conditions.
<b>N/A</b>	3. The pavement markings are complete and appropriate for the work zone activity.	<b>N/A</b>	6. The barricade(s) have appropriate striping for work zone usage.
		<b>N/A</b>	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

**YES** 1. The appropriate speed limit is set for the work zone.

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.
<b>YES</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>N/A</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 E	<b>Items Passed:</b> 37	<b>Mobility %:</b> 100.00
<b>Location:</b> FROM LOG MILE 251.272	TO LOG MILE 256.769	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 206997	<b>Total Items:</b> 37
<b>Date:</b> 06/22/2010	<b>Time:</b> 01:00	<b>Weather:</b> CLEAR	<b>Reviewer Userid:</b> WAGNEJ1	<b>Overall %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<b>YES</b>	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<b>YES</b>	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<b>YES</b>	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<b>YES</b>	4. All signs were present and in proper sequence.
		<b>YES</b>	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<b>YES</b>	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<b>YES</b>	4. The arrow board has the appropriate light intensity for the work zone conditions.
<b>YES</b>	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<b>N/A</b>	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<b>YES</b>	3. The arrow board is aligned with the road user's line of vision.	<b>YES</b>	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<b>YES</b>	1. The CMS and/or (DMS) is reporting the proper message.	<b>YES</b>	5. The arrow board is functioning in the appropriate mode.
<b>YES</b>	2. The CMS/DMS display is understandable.	<b>YES</b>	6. The arrow head did not have any lamps out.
<b>YES</b>	3. The work zone signs convey the proper message.	<b>N/A</b>	7. The stop bar or sign clearly indicates where to stop for a signal.
<b>YES</b>	4. There was appropriate sign coverage, when required.	<b>N/A</b>	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<b>N/A</b>	1. The flagger was using proper safety attire and equipment for the work zone activity.	<b>N/A</b>	4. The flagger is attentive and focused on traffic control.
<b>N/A</b>	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<b>N/A</b>	5. The flagger has an escape route.
<b>N/A</b>	3. If more than one flagger is present, they are communicating properly with each other.	<b>N/A</b>	6. The flagger location was properly illuminated.
		<b>YES</b>	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<b>YES</b>	1. Channelizer location and placement is appropriate for field and geometric conditions.	<b>YES</b>	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<b>YES</b>	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<b>YES</b>	5. The pavement markings are visible in current environmental conditions.
<b>YES</b>	3. The pavement markings are complete and appropriate for the work zone activity.	<b>YES</b>	6. The barricade(s) have appropriate striping for work zone usage.
		<b>N/A</b>	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

**YES** 1. The appropriate speed limit is set for the work zone.

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>N/A</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>YES</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

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**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 E	<b>Items Passed:</b> 31	<b>Mobility %:</b> 100.00
<b>Location:</b> FROM LOG MILE 251.272	TO LOG MILE 256.778	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 207839	<b>Total Items:</b> 31
<b>Date:</b> 06/23/2010	<b>Time:</b> 06:30	<b>Weather:</b> CLEAR	<b>Reviewer Userid:</b> REDHAC	<b>Overall %:</b> 100.00
				<b>Visibility %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<input type="checkbox"/> YES	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<input type="checkbox"/> YES	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<input type="checkbox"/> YES	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<input type="checkbox"/> YES	4. All signs were present and in proper sequence.
		<input type="checkbox"/> YES	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<input type="checkbox"/> YES	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<input type="checkbox"/> YES	4. The arrow board has the appropriate light intensity for the work zone conditions.
<input type="checkbox"/> YES	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> YES	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<input type="checkbox"/> N/A	3. The arrow board is aligned with the road user's line of vision.	<input type="checkbox"/> YES	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<input type="checkbox"/> YES	1. The CMS and/or (DMS) is reporting the proper message.	<input type="checkbox"/> N/A	5. The arrow board is functioning in the appropriate mode.
<input type="checkbox"/> YES	2. The CMS/DMS display is understandable.	<input type="checkbox"/> N/A	6. The arrow head did not have any lamps out.
<input type="checkbox"/> YES	3. The work zone signs convey the proper message.	<input type="checkbox"/> N/A	7. The stop bar or sign clearly indicates where to stop for a signal.
<input type="checkbox"/> YES	4. There was appropriate sign coverage, when required.	<input type="checkbox"/> N/A	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<input type="checkbox"/> N/A	1. The flagger was using proper safety attire and equipment for the work zone activity.	<input type="checkbox"/> N/A	4. The flagger is attentive and focused on traffic control.
<input type="checkbox"/> N/A	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<input type="checkbox"/> N/A	5. The flagger has an escape route.
<input type="checkbox"/> N/A	3. If more than one flagger is present, they are communicating properly with each other.	<input type="checkbox"/> N/A	6. The flagger location was properly illuminated.
		<input type="checkbox"/> YES	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<input type="checkbox"/> YES	1. Channelizer location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> YES	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<input type="checkbox"/> YES	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<input type="checkbox"/> YES	5. The pavement markings are visible in current environmental conditions.
<input type="checkbox"/> YES	3. The pavement markings are complete and appropriate for the work zone activity.	<input type="checkbox"/> N/A	6. The barricade(s) have appropriate striping for work zone usage.
		<input type="checkbox"/> N/A	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

YES 1. The appropriate speed limit is set for the work zone.



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

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

**Timeliness (MOBILITY)**

N/A	1. Lane closures are appropriate for the work performed.	N/A	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
YES	2. Traffic flow did not slow or stop unnecessarily.		
YES	3. The traffic queue is not unnecessarily excessive.	N/A	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

YES	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
YES	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
N/A	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

YES	1. The traffic queue is within the work zone signs.	N/A	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
N/A	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
YES	3. The channelizers use proper and approved ballasts.	N/A	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
N/A	4. The barricades use proper and approved ballasts.		
YES	5. The signs use proper and approved ballasts.	YES	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
N/A	6. The temporary traffic signal is operating correctly.	YES	12. Edge drop-off is appropriate for the field and geometric conditions.
N/A	7. The Automatic Flagger Assistance Device is operating correctly.	YES	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
N/A	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333





**Missouri Department of Transportation  
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Individual Work Zone Inspection Worksheet**

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>N/A</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>YES</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

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**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 E	<b>Items Passed:</b> 6
<b>Location:</b> FROM LOG MILE 251.272	TO LOG MILE 256.778	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 205228
<b>Date:</b> 06/10/2010	<b>Time:</b> 01:30	<b>Weather:</b> CLEAR	<b>Reviewer Userid:</b> STEIGJ1
			<b>Total Items:</b> 8
			<b>Overall %:</b> 75.00
			<b>Mobility %:</b> 50.00
			<b>Visibility %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<b>N/A</b>	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<b>N/A</b>	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<b>N/A</b>	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<b>YES</b>	4. All signs were present and in proper sequence.
		<b>YES</b>	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<b>N/A</b>	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<b>N/A</b>	4. The arrow board has the appropriate light intensity for the work zone conditions.
<b>YES</b>	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<b>N/A</b>	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<b>N/A</b>	3. The arrow board is aligned with the road user's line of vision.	<b>N/A</b>	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<b>N/A</b>	1. The CMS and/or (DMS) is reporting the proper message.	<b>N/A</b>	5. The arrow board is functioning in the appropriate mode.
<b>N/A</b>	2. The CMS/DMS display is understandable.	<b>N/A</b>	6. The arrow head did not have any lamps out.
<b>NO</b>	3. The work zone signs convey the proper message.	<b>N/A</b>	7. The stop bar or sign clearly indicates where to stop for a signal.
<b>NO</b>	4. There was appropriate sign coverage, when required.	<b>N/A</b>	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<b>N/A</b>	1. The flagger was using proper safety attire and equipment for the work zone activity.	<b>N/A</b>	4. The flagger is attentive and focused on traffic control.
<b>N/A</b>	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<b>N/A</b>	5. The flagger has an escape route.
<b>N/A</b>	3. If more than one flagger is present, they are communicating properly with each other.	<b>N/A</b>	6. The flagger location was properly illuminated.
		<b>N/A</b>	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<b>N/A</b>	1. Channelizer location and placement is appropriate for field and geometric conditions.	<b>N/A</b>	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<b>N/A</b>	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<b>N/A</b>	5. The pavement markings are visible in current environmental conditions.
<b>N/A</b>	3. The pavement markings are complete and appropriate for the work zone activity.	<b>N/A</b>	6. The barricade(s) have appropriate striping for work zone usage.
		<b>N/A</b>	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

**N/A** 1. The appropriate speed limit is set for the work zone.

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



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Individual Work Zone Inspection Worksheet**

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

**Timeliness (MOBILITY)**

N/A	1. Lane closures are appropriate for the work performed.	N/A	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
YES	2. Traffic flow did not slow or stop unnecessarily.		
N/A	3. The traffic queue is not unnecessarily excessive.	N/A	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

YES	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
N/A	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
N/A	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

N/A	1. The traffic queue is within the work zone signs.	N/A	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
N/A	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
N/A	3. The channelizers use proper and approved ballasts.	N/A	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
N/A	4. The barricades use proper and approved ballasts.		
YES	5. The signs use proper and approved ballasts.	N/A	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
N/A	6. The temporary traffic signal is operating correctly.	N/A	12. Edge drop-off is appropriate for the field and geometric conditions.
N/A	7. The Automatic Flagger Assistance Device is operating correctly.	N/A	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
N/A	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

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

THE SIGNS WERE APPROPRIATE FOR LEFT LANE CLOSED, BUT THE LEFT LANE WAS NOT CLOSED AND NO WORK BEING DONE AT THE TIME.

**Phone Numbers for Work Zone Issues:**

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333





**Missouri Department of Transportation  
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Individual Work Zone Inspection Worksheet**

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>N/A</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>N/A</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>N/A</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333





**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>YES</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>N/A</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>YES</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
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D5 573.751.3322	D10 573.472.5333





**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>NO</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>NO</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>N/A</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>YES</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

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

Warning 4: Location of "Narrow Lanes" sign is inappropriate.

Warning 5: One sign was blocked by another.

Signing Vision 2: Placement of "Narrow Lanes" sign makes the distance between the "Lane Closed" sign and the arrow board excessive.

Signing Message 1: CMS said a lane was closed two miles ahead. It may have been technically correct, but traffic made it feel much shorter.

Channelizing 1: Channelizers set at every third skip, equal to 120 feet, not 100 feet.

Timeliness 2 and 3: Speed down as low as 10mph at times; drivers watching the construction progress.

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011

This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri open records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 E	<b>Items Passed:</b> 34
<b>Location:</b> FROM LOG MILE 251.272	TO LOG MILE 256.778	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 186581
<b>Date:</b> 01/14/2010	<b>Time:</b> 11:30	<b>Weather:</b> CLOUDY	<b>Reviewer Userid:</b> SIMONMI
			<b>Total Items:</b> 34
			<b>Overall %:</b> 100.00
			<b>Mobility %:</b> 100.00
			<b>Visibility %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<b>YES</b>	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<b>YES</b>	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<b>YES</b>	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<b>YES</b>	4. All signs were present and in proper sequence.
		<b>YES</b>	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<b>YES</b>	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<b>YES</b>	4. The arrow board has the appropriate light intensity for the work zone conditions.
<b>YES</b>	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<b>N/A</b>	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<b>YES</b>	3. The arrow board is aligned with the road user's line of vision.	<b>YES</b>	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<b>YES</b>	1. The CMS and/or (DMS) is reporting the proper message.	<b>YES</b>	5. The arrow board is functioning in the appropriate mode.
<b>YES</b>	2. The CMS/DMS display is understandable.	<b>YES</b>	6. The arrow head did not have any lamps out.
<b>YES</b>	3. The work zone signs convey the proper message.	<b>N/A</b>	7. The stop bar or sign clearly indicates where to stop for a signal.
<b>YES</b>	4. There was appropriate sign coverage, when required.	<b>N/A</b>	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<b>N/A</b>	1. The flagger was using proper safety attire and equipment for the work zone activity.	<b>N/A</b>	4. The flagger is attentive and focused on traffic control.
<b>N/A</b>	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<b>N/A</b>	5. The flagger has an escape route.
<b>N/A</b>	3. If more than one flagger is present, they are communicating properly with each other.	<b>N/A</b>	6. The flagger location was properly illuminated.
		<b>YES</b>	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<b>YES</b>	1. Channelizer location and placement is appropriate for field and geometric conditions.	<b>N/A</b>	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<b>YES</b>	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<b>YES</b>	5. The pavement markings are visible in current environmental conditions.
<b>N/A</b>	3. The pavement markings are complete and appropriate for the work zone activity.	<b>N/A</b>	6. The barricade(s) have appropriate striping for work zone usage.
		<b>N/A</b>	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

**YES** 1. The appropriate speed limit is set for the work zone.

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>N/A</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 W	<b>Items Passed:</b> 29	<b>Mobility %:</b> 100.00
<b>Location:</b> FROM LOG MILE 33.418	TO LOG MILE 38.498	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 188249	<b>Total Items:</b> 29
<b>Date:</b> 01/27/2010	<b>Time:</b> 08:00	<b>Weather:</b> CLOUDY	<b>Reviewer Userid:</b> SIMONMI	<b>Overall %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<b>YES</b>	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<b>YES</b>	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<b>YES</b>	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<b>YES</b>	4. All signs were present and in proper sequence.
		<b>YES</b>	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<b>YES</b>	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<b>YES</b>	4. The arrow board has the appropriate light intensity for the work zone conditions.
<b>YES</b>	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<b>N/A</b>	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<b>YES</b>	3. The arrow board is aligned with the road user's line of vision.	<b>YES</b>	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<b>YES</b>	1. The CMS and/or (DMS) is reporting the proper message.	<b>YES</b>	5. The arrow board is functioning in the appropriate mode.
<b>YES</b>	2. The CMS/DMS display is understandable.	<b>YES</b>	6. The arrow head did not have any lamps out.
<b>YES</b>	3. The work zone signs convey the proper message.	<b>N/A</b>	7. The stop bar or sign clearly indicates where to stop for a signal.
<b>YES</b>	4. There was appropriate sign coverage, when required.	<b>N/A</b>	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<b>N/A</b>	1. The flagger was using proper safety attire and equipment for the work zone activity.	<b>N/A</b>	4. The flagger is attentive and focused on traffic control.
<b>N/A</b>	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<b>N/A</b>	5. The flagger has an escape route.
<b>N/A</b>	3. If more than one flagger is present, they are communicating properly with each other.	<b>N/A</b>	6. The flagger location was properly illuminated.
		<b>N/A</b>	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<b>YES</b>	1. Channelizer location and placement is appropriate for field and geometric conditions.	<b>N/A</b>	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<b>YES</b>	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<b>N/A</b>	5. The pavement markings are visible in current environmental conditions.
<b>N/A</b>	3. The pavement markings are complete and appropriate for the work zone activity.	<b>N/A</b>	6. The barricade(s) have appropriate striping for work zone usage.
		<b>N/A</b>	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

**YES** 1. The appropriate speed limit is set for the work zone.

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>N/A</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>N/A</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>N/A</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 W	<b>Items Passed:</b> 40	<b>Mobility %:</b> 100.00
<b>Location:</b> FROM LOG MILE 33.418	TO LOG MILE 38.498	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 202294	<b>Total Items:</b> 40
<b>Date:</b> 05/18/2010	<b>Time:</b> 07:30	<b>Weather:</b> CLEAR	<b>Reviewer Userid:</b> SUSNIL	<b>Overall %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<input type="checkbox"/> YES	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<input type="checkbox"/> YES	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<input type="checkbox"/> YES	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<input type="checkbox"/> YES	4. All signs were present and in proper sequence.
		<input type="checkbox"/> YES	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<input type="checkbox"/> YES	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<input type="checkbox"/> YES	4. The arrow board has the appropriate light intensity for the work zone conditions.
<input type="checkbox"/> YES	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> N/A	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<input type="checkbox"/> YES	3. The arrow board is aligned with the road user's line of vision.	<input type="checkbox"/> YES	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<input type="checkbox"/> YES	1. The CMS and/or (DMS) is reporting the proper message.	<input type="checkbox"/> YES	5. The arrow board is functioning in the appropriate mode.
<input type="checkbox"/> YES	2. The CMS/DMS display is understandable.	<input type="checkbox"/> YES	6. The arrow head did not have any lamps out.
<input type="checkbox"/> YES	3. The work zone signs convey the proper message.	<input type="checkbox"/> N/A	7. The stop bar or sign clearly indicates where to stop for a signal.
<input type="checkbox"/> YES	4. There was appropriate sign coverage, when required.	<input type="checkbox"/> N/A	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<input type="checkbox"/> N/A	1. The flagger was using proper safety attire and equipment for the work zone activity.	<input type="checkbox"/> N/A	4. The flagger is attentive and focused on traffic control.
<input type="checkbox"/> N/A	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<input type="checkbox"/> N/A	5. The flagger has an escape route.
<input type="checkbox"/> N/A	3. If more than one flagger is present, they are communicating properly with each other.	<input type="checkbox"/> N/A	6. The flagger location was properly illuminated.
		<input type="checkbox"/> YES	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<input type="checkbox"/> YES	1. Channelizer location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> YES	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<input type="checkbox"/> YES	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<input type="checkbox"/> YES	5. The pavement markings are visible in current environmental conditions.
<input type="checkbox"/> YES	3. The pavement markings are complete and appropriate for the work zone activity.	<input type="checkbox"/> YES	6. The barricade(s) have appropriate striping for work zone usage.
		<input type="checkbox"/> N/A	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

YES 1. The appropriate speed limit is set for the work zone.

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>YES</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>YES</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	4. The barricades use proper and approved ballasts.		
<b>N/A</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>YES</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>YES</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 W	<b>Items Passed:</b> 39	<b>Mobility %:</b> 100.00
<b>Location:</b> FROM LOG MILE 33.418	TO LOG MILE 38.498	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 204212	<b>Total Items:</b> 39
<b>Date:</b> 06/02/2010	<b>Time:</b> 10:00	<b>Weather:</b> CLOUDY	<b>Reviewer Userid:</b> HECKD	<b>Overall %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<input type="checkbox"/> YES	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<input type="checkbox"/> YES	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<input type="checkbox"/> YES	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<input type="checkbox"/> YES	4. All signs were present and in proper sequence.
		<input type="checkbox"/> YES	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<input type="checkbox"/> YES	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<input type="checkbox"/> YES	4. The arrow board has the appropriate light intensity for the work zone conditions.
<input type="checkbox"/> YES	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> N/A	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<input type="checkbox"/> YES	3. The arrow board is aligned with the road user's line of vision.	<input type="checkbox"/> YES	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<input type="checkbox"/> YES	1. The CMS and/or (DMS) is reporting the proper message.	<input type="checkbox"/> YES	5. The arrow board is functioning in the appropriate mode.
<input type="checkbox"/> YES	2. The CMS/DMS display is understandable.	<input type="checkbox"/> YES	6. The arrow head did not have any lamps out.
<input type="checkbox"/> YES	3. The work zone signs convey the proper message.	<input type="checkbox"/> N/A	7. The stop bar or sign clearly indicates where to stop for a signal.
<input type="checkbox"/> YES	4. There was appropriate sign coverage, when required.	<input type="checkbox"/> N/A	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<input type="checkbox"/> N/A	1. The flagger was using proper safety attire and equipment for the work zone activity.	<input type="checkbox"/> N/A	4. The flagger is attentive and focused on traffic control.
<input type="checkbox"/> N/A	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<input type="checkbox"/> N/A	5. The flagger has an escape route.
<input type="checkbox"/> N/A	3. If more than one flagger is present, they are communicating properly with each other.	<input type="checkbox"/> N/A	6. The flagger location was properly illuminated.
		<input type="checkbox"/> YES	7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<input type="checkbox"/> YES	1. Channelizer location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> YES	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<input type="checkbox"/> YES	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<input type="checkbox"/> YES	5. The pavement markings are visible in current environmental conditions.
<input type="checkbox"/> YES	3. The pavement markings are complete and appropriate for the work zone activity.	<input type="checkbox"/> YES	6. The barricade(s) have appropriate striping for work zone usage.
		<input type="checkbox"/> YES	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

YES 1. The appropriate speed limit is set for the work zone.

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.
<b>YES</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>YES</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 E	<b>Items Passed:</b> 30	<b>Mobility %:</b> 100.00
<b>Location:</b> FROM LOG MILE 251.272	TO LOG MILE 256.778	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 202291	<b>Total Items:</b> 30
<b>Date:</b> 05/17/2010	<b>Time:</b> 06:30	<b>Weather:</b> CLOUDY	<b>Reviewer Userid:</b> REDHAC	<b>Overall %:</b> 100.00
				<b>Visibility %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<input type="checkbox"/> YES	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<input type="checkbox"/> YES	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<input type="checkbox"/> YES	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<input type="checkbox"/> YES	4. All signs were present and in proper sequence.
		<input type="checkbox"/> YES	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<input type="checkbox"/> YES	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<input type="checkbox"/> N/A	4. The arrow board has the appropriate light intensity for the work zone conditions.
<input type="checkbox"/> YES	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> N/A	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<input type="checkbox"/> N/A	3. The arrow board is aligned with the road user's line of vision.	<input type="checkbox"/> N/A	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<input type="checkbox"/> YES	1. The CMS and/or (DMS) is reporting the proper message.	<input type="checkbox"/> N/A	5. The arrow board is functioning in the appropriate mode.
<input type="checkbox"/> YES	2. The CMS/DMS display is understandable.	<input type="checkbox"/> N/A	6. The arrow head did not have any lamps out.
<input type="checkbox"/> YES	3. The work zone signs convey the proper message.	<input type="checkbox"/> N/A	7. The stop bar or sign clearly indicates where to stop for a signal.
<input type="checkbox"/> YES	4. There was appropriate sign coverage, when required.	<input type="checkbox"/> N/A	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<input type="checkbox"/> N/A	1. The flagger was using proper safety attire and equipment for the work zone activity.	<input type="checkbox"/> N/A	4. The flagger is attentive and focused on traffic control.
<input type="checkbox"/> N/A	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<input type="checkbox"/> N/A	5. The flagger has an escape route.
<input type="checkbox"/> N/A	3. If more than one flagger is present, they are communicating properly with each other.	<input type="checkbox"/> YES	6. The flagger location was properly illuminated.
			7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<input type="checkbox"/> YES	1. Channelizer location and placement is appropriate for field and geometric conditions.	<input type="checkbox"/> YES	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<input type="checkbox"/> YES	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<input type="checkbox"/> YES	5. The pavement markings are visible in current environmental conditions.
<input type="checkbox"/> YES	3. The pavement markings are complete and appropriate for the work zone activity.	<input type="checkbox"/> N/A	6. The barricade(s) have appropriate striping for work zone usage.
		<input type="checkbox"/> N/A	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

YES 1. The appropriate speed limit is set for the work zone.

District = 6 and County = FRANKLIN and Designation = IS and Travelway\_Name = 44 and Operation\_Type = CONST CONTRACT and Start\_Date = 01/01/2009 and End\_Date = 08/15/2010 and Job\_Number = J6I2011



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>N/A</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>YES</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>N/A</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>YES</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
D3 573.248.2490	D8 417.895.7600
D4 816.622.6500	D9 417.469.3134
D5 573.751.3322	D10 573.472.5333



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

**Work Zone Information**

<b>District:</b> 6	<b>County:</b> FRANKLIN	<b>Designation/Route/Direction:</b> IS 44 E	<b>Items Passed:</b> 43	<b>Mobility %:</b> 100.00
<b>Location:</b> FROM LOG MILE 251.272	TO LOG MILE 256.778	<b>Project No:</b> J6I2011	<b>Work Zone #:</b> 222601	<b>Total Items:</b> 43
<b>Date:</b> 05/11/2010	<b>Time:</b> 02:00	<b>Weather:</b> CLEAR	<b>Reviewer Userid:</b> JODI PAULSEN	<b>Overall %:</b> 100.00
				<b>Visibility %:</b> 100.00

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

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

**Warning (VISIBILITY)**

<b>YES</b>	1. The changeable message sign (CMS) and/or dynamic message sign (DMS) is aligned with the road user's line of vision.	<b>YES</b>	3. The CMS/DMS has an acceptable lateral clearance from the roadway.
<b>YES</b>	2. The CMS/DMS cycle is consistent with the driver's operating speed.	<b>YES</b>	4. All signs were present and in proper sequence.
		<b>YES</b>	5. Signs are free from obstructions (vegetation, traffic control devices, etc.).

**Signing - Vision (VISIBILITY)**

<b>YES</b>	1. The CMS/DMS has the proper light intensity for the work zone conditions.	<b>YES</b>	4. The arrow board has the appropriate light intensity for the work zone conditions.
<b>YES</b>	2. Sign(s) location and placement is appropriate for field and geometric conditions.	<b>YES</b>	5. The temporary traffic signal(s) is clearly visible to oncoming traffic.
<b>YES</b>	3. The arrow board is aligned with the road user's line of vision.	<b>YES</b>	6. The arrow stem did not have in excess of one lamp out.

**Signing - Message (MOBILITY)**

<b>YES</b>	1. The CMS and/or (DMS) is reporting the proper message.	<b>YES</b>	5. The arrow board is functioning in the appropriate mode.
<b>YES</b>	2. The CMS/DMS display is understandable.	<b>YES</b>	6. The arrow head did not have any lamps out.
<b>YES</b>	3. The work zone signs convey the proper message.	<b>N/A</b>	7. The stop bar or sign clearly indicates where to stop for a signal.
<b>YES</b>	4. There was appropriate sign coverage, when required.	<b>N/A</b>	8. Appropriate use of "No Center Stripe" sign(s).

**Personnel (VISIBILITY)**

<b>N/A</b>	1. The flagger was using proper safety attire and equipment for the work zone activity.	<b>N/A</b>	4. The flagger is attentive and focused on traffic control.
<b>N/A</b>	2. The flagger is in a safe and appropriate location in relation to the work zone activity, equipment, and travel roadway.	<b>N/A</b>	5. The flagger has an escape route.
<b>N/A</b>	3. If more than one flagger is present, they are communicating properly with each other.	<b>YES</b>	6. The flagger location was properly illuminated.
			7. All workers are safely within the boundaries of the work zone.

**Channelizing Devices/Barricades (MOBILITY)**

<b>YES</b>	1. Channelizer location and placement is appropriate for field and geometric conditions.	<b>YES</b>	4. The pavement markings are installed and removed properly and are not in conflict with other markings.
<b>YES</b>	2. The work zone uses appropriate transition (taper). If no, is it too long or too short (please circle)?	<b>YES</b>	5. The pavement markings are visible in current environmental conditions.
<b>YES</b>	3. The pavement markings are complete and appropriate for the work zone activity.	<b>YES</b>	6. The barricade(s) have appropriate striping for work zone usage.
		<b>YES</b>	7. The barricade location and placement is appropriate for field and geometric conditions.

**Speed (MOBILITY)**

**YES** 1. The appropriate speed limit is set for the work zone.



**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<input type="text" value="N/A"/>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<input type="text" value="N/A"/>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<input type="text" value="YES"/>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<input type="text" value="YES"/>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<input type="text" value="YES"/>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>YES</b>	6. The temporary traffic signal is operating correctly.	<input type="text" value="YES"/>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<input type="text" value="YES"/>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
D2 660.385.3176	D7 417.629.3300
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**Missouri Department of Transportation  
Temporary Traffic Control  
Individual Work Zone Inspection Worksheet**

September 08, 2010  
12:19:46PM

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

**Timeliness (MOBILITY)**

<b>YES</b>	1. Lane closures are appropriate for the work performed.	<b>N/A</b>	4. The temporary traffic signal(s) is operating at an appropriate timing to accommodate traffic queues.
<b>YES</b>	2. Traffic flow did not slow or stop unnecessarily.		
<b>YES</b>	3. The traffic queue is not unnecessarily excessive.	<b>N/A</b>	5. If a detour was used, the length of the detour was acceptable.

**Cleanliness (VISIBILITY)**

<b>YES</b>	1. Sign(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	2. Channelizer(s) are clean, visible, and suitable for work zone conditions.		
<b>YES</b>	3. Barricade(s) are clean, visible, and suitable for work zone conditions.		

**Safety (MOBILITY)**

<b>YES</b>	1. The traffic queue is within the work zone signs.	<b>N/A</b>	9. Work zone lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	2. The arrow board lateral clearance is at an acceptable distance from the roadway.		
<b>YES</b>	3. The channelizers use proper and approved ballasts.	<b>N/A</b>	10. Fleet lighting location, placement, and intensity is appropriate for the field and geometric conditions.
<b>YES</b>	4. The barricades use proper and approved ballasts.		
<b>YES</b>	5. The signs use proper and approved ballasts.	<b>YES</b>	11. Equipment and/or vehicles are moving in the same direction as traffic flow.
<b>N/A</b>	6. The temporary traffic signal is operating correctly.	<b>N/A</b>	12. Edge drop-off is appropriate for the field and geometric conditions.
<b>N/A</b>	7. The Automatic Flagger Assistance Device is operating correctly.	<b>YES</b>	13. There were no unnecessary adverse pavement conditions (e.g., ruts, pot holes, bumps, debris, etc.).
<b>N/A</b>	8. The Truck or Trailer Mounted Attenuators were located properly within the stationary or moving operation work zones.		

Provide necessary detail on "No" ratings: \_\_\_\_\_

Phone Numbers for Work Zone Issues:

D1 816.387.2350	D6 314.340.4100
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