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| **Inspector:** |  | **Date:** |  |
| **Location:** |  |  |  |

|  |  | **OK** | **\*Action**  **Needed** | **N/A** |
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| **General roadway and sidewalk issues** | | | | |
| **Drainage** | | | | |
|  | Drains and culverts are clear of debris |  |  |  |
| **Landscaping** | | | | |
|  | City or private trees, shrubs, or landscaping are not blocking signage or creating sight-line issues |  |  |  |
|  | Trees are trimmed, so branches and posted signage are located at least 7 feet above the sidewalk and 17 feet above the roadway |  |  |  |
| **Public Utilities and Lighting** | |  |  |  |
|  | Utility boxes, poles, and signs are in a safe location and do not create sight-line issues |  |  |  |
|  | Lighting is adequate in streets and sidewalks |  |  |  |
| **alignment and cross section** | | | | |
| **Visibility** | | | | |
|  | Sight distances are adequate for the speed of traffic on the roadway |  |  |  |
|  | Adequate sight distance is provided at intersections |  |  |  |
| **Driver Expectation** | | | | |
|  | Alignment of the roadway is clearly defined to avoid driver confusion |  |  |  |
|  | Crossroads or hidden driveways are properly signed along the main corridor |  |  |  |
|  | Streetlights and tree lines conform with the road alignment |  |  |  |
|  | Curves are properly delineated |  |  |  |
| **Road Width and Design Speed** | | | | |
|  | All traffic lanes and roadway widths are adequate |  |  |  |
|  | Horizontal and vertical alignment is suitable for traffic speed (If not, answer #14-#17) |  |  |  |
|  | Advisory speed signs are posted |  |  |  |
|  | Warning signs are installed |  |  |  |
|  | Posted advisory speeds for curves are appropriate |  |  |  |
|  | Speed limit is appropriate for all road users |  |  |  |
| **Shoulders** | | | | |
|  | Shoulder widths can accommodate broken down or emergency vehicles |  |  |  |
|  | The shoulder cross slope is sufficient to provide proper drainage |  |  |  |
|  | Guardrails are installed where appropriate |  |  |  |
| **Passing** | |  |  |  |
|  | Adequate passing opportunities are provided |  |  |  |
| **intersections** | | | | |
| **Location** | | | | |
|  | There are no roadside objects that would intrude on a driver’s line of sight |  |  |  |
|  | Intersections are adequate for all vehicular movements |  |  |  |
|  | Intersections are located safely with respect to horizontal and vertical alignment |  |  |  |
| **Pavement Marking and Signage** | | | | |
|  | Pavement markings and intersection control signage is satisfactory |  |  |  |
|  | The intersection is appropriately signed |  |  |  |
|  | There are advance warning signs indicating the intersection |  |  |  |
|  | Signs are appropriately located and of the appropriate size |  |  |  |
| **Layout** | | | | |
|  | Intersection layout is obvious to all users |  |  |  |
|  | Turning radii and tapers are appropriate |  |  |  |
|  | Driveways located at or near intersections have been identified and issues addressed |  |  |  |
| **Visibility and Sight Distance** | | | | |
|  | Sight distance is adequate for all movements and all users |  |  |  |
| **Turn Lanes** | |  |  |  |
|  | Turning lanes have sufficient space |  |  |  |
|  | Left turn lanes are provided for all locations where they are needed |  |  |  |
|  | Right turn lanes are provided for all locations where they are needed |  |  |  |
| **traffic signals** | | | | |
| **Signal Operation** | | | | |
|  | Traffic signals are operating correctly (i.e., clearance time) |  |  |  |
|  | Traffic lights and signals are in good working order (i.e., no burned out or flickering lights) |  |  |  |
| **Visibility** | | | | |
|  | Traffic signals are clearly visible to approaching motorists |  |  |  |
| **pedestrians** | | | | |
| **Land Use Factors** | |  |  |  |
|  | Schools, parks, or other pedestrian generators along the corridor have been analyzed and addressed |  |  |  |
|  | Signage is installed where appropriate |  |  |  |
| **Sidewalks** (Consider completing the Sedgwick Sidewalk Inspection and Maintenance Focused Assessment Form) | | | | |
|  | Sidewalks are continuous throughout the corridor as appropriate |  |  |  |
|  | Sidewalks are in good condition |  |  |  |
|  | Sidewalks are wide enough to accommodate persons with mobility aides |  |  |  |
| **Facilities at Intersections** | |  |  |  |
|  | Marked crosswalks are provided at intersections near schools |  |  |  |
|  | Pedestrian signals are located at intersections |  |  |  |
| **Schools** | |  |  |  |
|  | School zones have been established and school zone signs posted |  |  |  |
|  | Bus stops are located along the corridor, and appropriate advanced warning signs are provided |  |  |  |
| **Visibility and Sight Distance** | |  |  |  |
|  | Pedestrians waiting to cross the roadway are visible to drivers |  |  |  |
|  | Pedestrians can see approaching vehicles |  |  |  |
|  | There are no temporary or permanent obstructions near crosswalks (such as parked vehicles, shrubs, trees, fences, etc.) |  |  |  |
| **Bicycles** | | | | |
| **Bicyclists** | |  |  |  |
|  | Designed bike lanes are clearly marked |  |  |  |
|  | The road condition is adequate and suitable for bicyclists |  |  |  |
|  | Bike lane or bike route signage is posted |  |  |  |
| **Signage and Lighting** | | | | |
| **Signage** | |  |  |  |
|  | Signage is installed at key locations |  |  |  |
|  | Signage meets vehicle code including sign direction, legibility, and an adequate level of retroreflectivity |  |  |  |
|  | Appropriate signage is used when necessary |  |  |  |
|  | Signage is effective for all anticipated conditions (day, night, oncoming headlights, etc.) |  |  |  |
|  | There are no locations where there is sign clutter, excess signage, or conflicting signage |  |  |  |
|  | All necessary regulatory, warning, and direction signs (including detours) are in place, and they are conspicuous |  |  |  |
|  | Traffic signs are in their correct locations and properly positioned in regard to lateral clearance and height |  |  |  |
|  | Sign supports conform to guidelines |  |  |  |
| **Lighting** | |  |  |  |
|  | Appropriate types of light poles are used and are correctly installed |  |  |  |
|  | Locations are free of any lighting that may conflict visually with signs |  |  |  |
|  | Lighting is installed on all locations where it is needed |  |  |  |
| **Pavement and Markings** | | | | |
| **Pavement** | |  |  |  |
|  | Pavement is free of excessive roughness or potholes that could result in safety issues |  |  |  |
|  | Pavement is free of areas where ponding may occur resulting in safety issues |  |  |  |
|  | Pavement appears to have skid resistance on curves, steep grades, and approaches to intersections |  |  |  |
|  | Water valve lids are in place and at the same level as the surrounding roadway surface |  |  |  |
| **Pavement Marking and Delineation** | |  |  |  |
|  | Existing pavement markings are visible and do not need to be repainted |  |  |  |
|  | Raised pavement markers are installed where necessary |  |  |  |
|  | Pavement markings are visible for all likely conditions (night, day, or inclement weather) |  |  |  |
|  | Guideposts are correctly placed, clean, and visible |  |  |  |
|  | Chevrons are installed at locations where they are needed |  |  |  |
|  | Plastic pole delineators are installed where necessary |  |  |  |

| **Additional hazards identified during inspection** | | **\*Action**  **Needed** |
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**Corrective Action Log**

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| **Ref #:** | **Corrective ActiON:** | **Assigned To:** | **Completion Date:** |
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*Attach additional sheet if necessary*

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| **Corrective Action Reviewed by:** |  | **Date:** |  |