

FY 2016/2017 QC Category No. 13
STATEWIDE INSPECTION GUIDELIST
Traffic Control Aids

CRASH CUSHIONS

1. The crash cushion is installed in accordance with the QPL.
[Specs. 102 and 544]

PAVEMENT MARKINGS

2. Width and spacing of marking is per Indexes. [Indexes 17344, 17345, 17346, 17347]
3. The retroreflectivity is in accordance with Specs. [Specs. 102-10, 709-4, 709-7, 710-4, 711-4, 711-7, 713-4, 713-7, 971, FM 5-541]
4. Raised Pavement Markers (RPM's) are installed per Spec. and Indexes
[Specs. 102-10, 706-4, Indexes 600 Sheet 13, 17345, 17352 and 17359]
5. Pavement markings which do not appear to meet the initial retroreflectivity are tested by the Department within 3 days of receipt of the contractor's certification. [Specs. 710-4]

DELINEATORS

6. Delineators are installed correctly. [Specs. 705-3, Indexes 17345, 17346, and 17359]
7. The color of delineators corresponds with the color of the traffic stripe.
[Index 17345 Sheet 4, 17346 Sheet 6, MUTCD Section 3F]

GUARDRAIL

8. New guardrail is installed at the proper height of 2'-1" to the center of the beam, without rub rail, or 2' to the center of the beam with rub rail. [Index 400 Sheet 1 General Note 4, and Sheets 13, 15, 16, 18, 22, 23, 24, 25, and 26]
9. Galvanized nails are installed in offset blocks. [Index 400 Sheet 16]
10. End anchorages are properly installed. [Index 400, QPL Section 536]
11. Panels, end sections and special end shoes are lapped in the direction of adjacent traffic. [Index 400 Sheet 1 General Note 5]
12. Guardrail reflectors are in compliance and mounted at the correct spacing and location. Guardrail reflector color conforms to the near lane edge line. [Specs. 536-2.5 and 993-3, Index 400 Sheet 1 General Note 18, Sheet 15, 17, and MUTCD Section 3F]
13. Guardrail holes are enlarged by drilling and not by flame cut. All new edges have been galvanized. [Specs. 562 and 975, Index 400 Sheet 1 General Note 17]

14. The correct washers are used for guardrail. [Index 400, Sheet 19]
15. Guardrail blocks and posts are plumb. [Index 400, Sheet 21]
16. Certification for guardrail materials and Certificate of Compliance is provided. [Specs. 536-6.2, CPAM 5.8.3, Job Guide]
17. Offset blocks are in conformance with the specified materials and sizes. All timber blocks are dressed on all four sides. [Spec. 536-2, Index 400 Sheet 1 Note 11 and 16, Sheets 13, 16, 19, 20, 21, and 22]
18. The designer approves any field changes to guardrail lengths and locations. [CPAM 7.3 and 7.4]
19. The backup plate is installed at all non-splice post locations for Modified Thrie Beam Guardrail Systems. [Roadway Design Bulletin 05-07, Index 400 Sheet 1 Note 15 and Sheet 13, 19, and 20]
20. Separate payment is made for rub rail and pipe rail. [Specs. 536-6.8]

SIGNING

21. Signs are installed at proper location, offset, height and angle. [Specs. 700, Index 17302]
22. Signs are mounted on breakaway posts or frangible sign supports. [Specs. 700-2, Index 11860]
23. All nuts and bolts on signs are installed and tightened to their appropriate torque. [Index 11200 and 11860 Sheet 5]
24. Sign bolt threads are burred to prevent nut loosening. [Index 11200 Sheet 2 & 11860 Sheet 5]
25. Signs conform to the approved shop drawing or standard index. [Shop Drawings]
26. Sign posts are mounted plumb and have the correct diameter. [Index 11200 Sheet 2 and 11860 Sheet 5]
27. Span wire signage is in compliance with Index 17356. [Index 17356]
28. Manufacturer's certifications are on file. [Spec. 700]
29. Relocated signs are properly maintained and protected. [Specs. 7-11]
30. Color is in compliance with the Standard Highway Signs Manual.
31. Sign foundations are installed at the correct depth. [Index 11200 and 11860 Sheet 3]