

## FLEAT-MT INSPECTION CHECKLIST

Inventory ID	District	County	State Road Number
Section	Sub-Section	Roadway ID	Mile Post

Compliant		Guardrail Terminal Element
YES	NO	
		1. The rail height is in accordance with the plans (generally 27-3/4" above the edge of the shoulder).
		2. The rail at post #1 is placed at a straight single-sided flare offset 2'-0" beginning at post #4.
		3. The rail is not attached to the post at post location #3 or post location #1.
		4. The rail is not attached to the post at the impact head side only at post location #4.
		5. The (3) foundation tubes do not protrude more than 4" above the ground line (measured by the AASHTO 5' cord method). Site grading may be necessary to meet this requirement.
		6. The bolts at the top of the (3) foundation tubes are not over-tightened, deforming the walls of the tubes.
		7. The guide chute of the (2) impact heads are parallel to the top of the rail and the exit slot of the impact heads are facing traffic.
		8. The two lag screws holding the impact heads to post #1 and to post #4 are snug.
		9. The 8" x 8" bearing plate at post #1 and #4 are correctly positioned with the 5" dimension up & the 3" dimension down. The anchor cables are taut and correctly installed. A nail has been placed over the bearing plates to prevent rotation.
		10. The cable anchor bracket shoulder bolts are properly attached to the (2) W-beam guardrail end sections. The cable anchor brackets are fully seated on the shoulder portion of the bolts.
		11. The deflector box is in place and secured behind the anchor bracket near post #2.
		12. Posts #1, #2 and #4 are installed in foundation tubes and have the 2-1/2" breakaway hole located parallel to the roadway with the bottom of the hole at the top of the tube.

## FLEAT-MT INSPECTION CHECKLIST

Inventory ID: \_\_\_\_\_

<b>Compliant</b>		<b>Guardrail Terminal Element</b>
<b>YES</b>	<b>NO</b>	
		13. CRT posts at locations 3, 5, 6 and 7 have two 3-1/2" breakaway holes (checked prior to installation) located parallel to the roadway with the center of the top hole located at the ground line.
		14. If the posts were augered, be sure the backfill material around the posts is compacted.
		15. The post breaker is attached at the non-traffic side of post #1 with two lag screws.
		16. The 3/8" tether cable is correctly looped around the impact head at post #1, looped around the anchor cable near post #2, and tied under the impact head at post #1.
		17. No washers are used on the face of the rail except at the cable anchor bracket bolts.

<b>Inspector #1 Name:</b>	<b>Signature:</b>	<b>Date:</b>
<b>Inspector #2 Name:</b>	<b>Signature:</b>	<b>Date:</b>