

FLEAT-SP-MGS 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 contract plans. This is approximately 31" above the edge of the finished grade.
		2. There is no curved rail within the terminal FLEAT-SP 37'-6" (TL-3).
		3. The end rail section is not attached to the post at post location #1.
		4. The FLEAT-SP-MGS rail is not attached to the post at post location #3.
		5. The end rail panel has special slots and all rails are lapped in the proper direction.
		6. The 3/4" x 8-1/2" hinge bolt at post #2 is on the downstream side of the post.
		7. The 5/8" x 9" hinge bolt at post location #1 is on the upstream side of the post.
		8. The lower stub at posts #1 and #2 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.
		9. At post #2, the open-ended slot at the post bolt is on the upstream side of the post.
		10. Standard steel W6x9# x 6'-0" guardrail posts are used at post locations #3 and beyond.
		11. All posts within the FLEAT-SP-MGS are spaced at 6'-3" centers.
		12. The FLEAT-SP-MGS is installed with a straight flare (offset between 2'-6" & 4'-0") over a 37'-6" terminal length.
		13. The two 5/16" x 1" hex bolts holding the impact head to post #1 are secured.
		14. The 8" x 8" bearing plate at post #1 is correctly positioned with the 5" dimension up and the 3" dimension down. The anchor cable is taut and correctly installed. A retainer/tie has been placed over the bearing plate to prevent rotation.
		15. The cable anchor bracket shoulder bolts are properly attached to the W-beam guardrail and the cable anchor bracket is fully seated on the shoulder portion of the bolts.

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YES	NO	
		16. If the posts were augered, the backfill material around the posts is properly compacted.
		17. No washers are used on the face of the rail except at the cable anchor bracket bolts.
		18. The finished installation is in accordance with all specific State DOT guidelines.

Inspector #1 Name:	Signature:	Date:
Inspector #2 Name:	Signature:	Date: