

MAX TENSION TL-3 MEDIAN INSPECTION CHECKLIST

Inventory ID: _____

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

Compliant		Inspector Checklist
YES	NO	
		1. Slot on post 1 is facing upstream; Slot on post 2 is facing downstream. (Pg. 17, Step 1)
		2. System installed without offset or with allowable offset of 0-2 ft. (Pg. 17, Step 1)
		3. System height shall be 31" +/- 1". (Pg. 17, Step 1)
		4. Post spacing should be 75" at top of the post for all system spaces except space between posts 1-2, and 5-6. Space between posts 1-2 should measure 37-1/2"; space between posts 5-6 should measure 72-3/4", both measured at top of post. (Pg. 17, Step 1)
		5. Bolt, two washers, and guardrail nut are installed at the base of post 1 connecting post 1 to the ground strut. (Pg. 18, Step 2)
		6. No blockout at post 1. (Pg. 19, Step 3)
		7. Posts 4, 5 and 6 are not connected to rails on both sides of the system. Rail 2 supported by panel hangers at post 4. (Pages 19, 22, 25, 28, and 31; Steps 3, 6, 9, 12 and 15)
		8. Slider Joint - inner side slider (ISS) should be attached to upstream end of rail 3 with nuts on non-traffic side. (Pg. 21, Step 5; Pg. 27, Step 11)
		9. Slider Joint - traffic side slider (TSS) should be attached to downstream end of rail 2 with nuts on the traffic side and arrow pointing toward the front of the system. (Pg. 23 Step 7; Pg. 30, Step 14)
		10. Tooth is installed and engaged in the slot at the slider joint, primary side only. No tooth on secondary side. (Pg. 24, Step 8)
		11. Tooth should be oriented with RSS panel engagement hook facing front of system. (Pg. 24, Step 8)

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		12. Guardrail panels should be lapped with the upstream most rail on the outside. Rail 1 over rail 2, rail 2 over rail 3, rail 3 over rail 4, and rail 4 over existing rail. (Pg. 25, Step 9; Pg. 31, Step 15)
		13. Rail 1 and rail 2 spliced with guardrail nuts on outside. (Pg. 25, Step 9; Pg. 31, Step 15)
		14. Secondary side rail 1 bolted to correct slot set on impact head so impact head is perpendicular to roadway. (Pg.32 , Step 16)
		15. Guardrail nuts on impact head are on the outside. (Pg 32, Step 16)
		16. Rectangular washer and square washer used at post 1. (Pg 32, Step 16)
		17. Friction plate is installed inside impact head with cables in the proper position. (Pg. 33, Step 17)
		18. Cable sleeves are at front of system. Sleeves shall rest min. of 6" away from the impact head. (Pg. 33, Step 17).
		19. From the groundstrut and soil anchor, the cable closest to the traffic side of the system passes through the bottom hole on the impact head. (Pg. 33, Step 17)
		20. Friction plate is turned to engaged position with cables in the proper position. (Pg. 35, Step 19)
		21. Friction plate bolts are completely tightened with cables in the proper position. (Pg. 35, Step 19)
		22. Cables should be taut and not visibly sagging. (Pg. 36, Step 20; Pg. 37, Step 21)
		23. Slider Joint - rear side slider (RSS) should be attached with the nuts on the non-traffic side and arrow pointing toward the front of the system. (Pg. 38, Step 22; Pg. 39, Step 23)
		24. TSS and RSS arrows should be aligned so as to see through them when installed. (Pg. 38, Step 22: Pg 39 Step 23)
		25. 8 bolts should connect the TSS to the RSS. (Pg. 38, Step 22: Pg 39 Step 23)
		26. Cable clamps installed a minimum of 6 in. away from the impact head. (Pg. 41, Step 25)

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