

SRT-350 EIGHT POST INSPECTION CHECKLIST

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

Compliant		Installation Checklist
YES	NO	
		1. The finished Guardrail height is approximately 27-3/4" (706 mm) above the finished grade, or as the state/specifying agency plans indicate.
		2. Any site grading needed was completed, before the start of the installation of the SRT-350 8 POST™ system.
		3. The steel tubes do not protrude more than 4" (100 mm) above the finished grade measured by the American Association of State Highway and Transportation Officials (“AASHTO”) 5'(1.5 m) cord method. Site grading may be necessary to meet this requirement.
		4. The bolts at the top of the steel tubes are not over tightened. The walls of the steel tubes are not collapsed.
		5. The 6" x 8" (150 mm x 200 mm) Bearing Plate at post 1 is correctly positioned and the anchor cable is taut and correctly installed (it should be rechecked after installation to be sure it has not relaxed). The taut cable does not deflect more than 1 inch, when pressure is applied by hand in an up or down direction. A nail is driven through each of the holes and bent to prevent the plate from rotating.
		6. The rail panel is not attached to posts 7 and 8.
		7. No rectangular washers are used on the face of the rail.
		8. Slot Guards are in place against the backside of the Guardrail panels with the deflector angle gap opening toward (closest to) the elongated slots.
		9. Rail panels are oriented correctly and lapped in the direction of traffic, unless the state/specifying agency's policy dictates otherwise.
		10. All blockouts have been toe nailed to the posts with 16d hot- dipped galvanized nails.
		11. If backfilled, the backfill material around the posts is properly compacted.

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		12. The CRT post has two 3-1/2" (90 mm) breakaway holes (checked prior to installation). The breakaway holes are located parallel to the roadway with the bottom edge of the top hole located approximately at the finished grade.
		13. The tube bolts are installed with the nuts on the pavement side of the tube for ease of future removal.
		14. Posts 1 and 2 have metal bands around them, under the post bolt hole.

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