Inspector Quantlist Report 20260319

Diary Number:_____ Inspector Name: _____

TRACS Number:_____ Date: _____

Division VII: Traffic Control Facilities

Title: Temporary and Permanent Sand Barrel Crash Cushions

Route:	Stations:
Offset:	Elevation:
Contractor’s Traffic Control Coordinator:	Contractor’s Certified Traffic Control Supervisor:
Temporary or Permanent Sand Barrel Crash Cushions:	

Attribute Numbers	Yes, No, N/A	Narrative	Reference
0.		Have all stakeholders participated in the pre-activity meeting?	See Project Special Provisions for pre-activity meeting requirements
1.		Has the contractor provided the Engineer with the name of the contractor's employee who is responsible for implementing, monitoring, and altering, as necessary, the traffic control plan?	2021 Standard Specifications 701-3.01 pg. 698
2.		Has the contractor provided the Engineer with a current MOT/TCP designers certification? (This can be either an employee of the contractor, and or a licensed professional Engineer registered in the State of Arizona, that has completed the IMSA or ATTSA Traffic Control Design Specialist Certification)	2021 Standard Specifications 701-1 (B) pg. 693
3.		Has the contractor supplied the Engineer with a letter certifying that the Category I and II traffic control devices meet NCHRP Report 350 or MASH criteria?	2021 Standard Specifications 701- 2.01 (B)(1) pg. 694
4.		Did the contractor furnish a Certificate of Compliance, in accordance with the requirements of Subsection 106.05 of the specifications, for each production lot from which filled barrels are supplied?	2021 Standard Specifications 702-2.03 pg. 722
5.		Upon sampling sand in pre-filled barrels, has a Certificate of Analysis for the sand been submitted and accepted by the Department meeting the necessary requirements?	2021 Standard Specifications 702-2.03 pg. 722
6.		**For temporary installations only:** Are temporary Sand Barrel Crash Cushions damaged by the traveling public being repaired within 36 hours by the contractor?	2021 Standard Specifications 701-3.04 pg. 701
7.		Do the barrels exhibit good workmanship, free of structural flaws and objectionable surface defects?	2021 Standard Specifications 702-2.03 pg. 722

8.		When filled with the specified weight of sand, the barrel walls do not distort, either as an indentation or a protrusion, more than 1/2 inch from the original barrel wall configuration?	2021 Standard Specifications 702-2.03 pg. 722
9.		Is each barrel clearly labelled with the design weight of the filled barrel? (the Engineer may open the barrels to verify fill height and weight based on manufacturer's literature)	2021 Standard Specifications 702-2.03 pg. 722
10.		If the elevation is above 3,000 feet, does the sand have a minimum five percent rock salt (by weight) thoroughly mixed with the sand? (regardless of whether barrels are pre-filled or filled in place on the project site, the Department will sample the sand or the sand/rock salt mixture)	2021 Standard Specifications 702-2.03 pg. 722
11.		**For pre-filled barrels:** Have the pre-filled barrels delivered to the project been inspected by the Department in advance and have a Department-furnished unique identifier that is permanently affixed to the barrel corresponding to a production lot(s)? (pre-filled barrels not having a Department-furnished unique identifier will not be accepted)	2021 Standard Specifications 702-2.03 pg. 722
12.		**For temporary installations only:** Is the entire crash cushion installation area and approaches graded so that the maximum slopes do not exceed 20:1 relative to the median profile and 10:1 transversely? (these slopes are carried out from the foundation pad until they intersect existing ground or other grading)	ADOT Signing and Marking Standard Drawings C-1 Note 2 ADOT Temporary Traffic Control Design Guidelines pg. 10
13.		**For temporary installations only:** Is the pad under the actual crash cushion level as practical while still providing adequate drainage?	ADOT Signing and Marking Standard Drawings C-1 Note 2
14.		**For temporary installations only:** Are the appropriate sand barrel crash cushion layout angles and configurations being used for the expected final posted speed, according to the tables in the standard drawings?	ADOT Signing and Marking Standard Drawings C-1 Note 5
15.		**For temporary installations only:** Are temporary installation pads constructed of compacted fill or other suitable material?	ADOT Signing and Marking Standard Drawings C-1 Note 6
16.		**For temporary installations only:** Is the sand barrel crash cushion assembly as a whole being assembled, transported and erected per the manufactures recommendations?	ADOT Signing and Marking Standard Drawings C-1 Note 7
17.		**For temporary installations only:** Is the outer container standard yellow in color unless otherwise stated in the project plans?	ADOT Signing and Marking Standard Drawings C-1 Note 8
18.		Has the contractor installed reflective sheeting on the lead barrel with alternating black and retroreflective yellow stripes that slope downward at a 45 degree angle per the Standard Drawing? (Design A, B, C, or D)	ADOT Signing and Marking Standard Drawings M-35
19.		Are permanent sand barrel crash cushions placed per the project plans?	2021 Standard Specifications 702-3 pg. 724

20.		If Vertical panels or Type II devices are specified in front of attenuation devices, are type A and C lights visible on a clear night from a distance of 3000 feet?	2021 Standard Specifications 107.09 pg. 102 MUTCD 11th Edition 6L.07 pg. 835
21.		Is the Quantlist Minimum Frequency being followed? (one per week)	Construction Bulletin 07-01