

Diary Number: _____

Inspector Name: _____

TRACS Number: _____

Date: _____

Division IX: Incidentals

Title: MFLEAT Terminal TL-3

Sub Title: Overall rail length of 36' - 5 1/2" and a Straight Flared length of 39'-7", flared at 13:1

Route
Plan Reference
Offset from edge line
Begin Station
End Station

Attribute Numbers	Compliance	Narratives	References
0.		All stakeholders participated in the pre-activity meeting.	Construction Bulletin 02-01
1.		Certificates of Compliance or Certificates of Analysis conforming to the requirements of Subsection [106.05] shall be submitted.	Standard Specifications 1012-1 Standard Specifications 905-2
2.		The Contractor furnished Certificates of Compliance conforming to the requirements of Subsection 106.05, which state that steel or iron products incorporated in the project meet the "Buy America" Act requirements certifying that all manufacturing processes producing a steel or iron product, including any application of a coating to iron or steel, occurred in the United States.	23 CFR Part 635 Special Provisions 106.15 Standard Specifications 106.05
3.		For other than High Strength Anchor Bolts, Certificate of Analysis required and three samples per lot, or 0.1% of lots in excess of 3000, for each bolt diameter, including nuts and washers.	Construction and Materials, Materials Quality Assurance. Appendix C Table 8
4.		AZ811 or Blue stake is done before placement of the post (locating utility, pipes, box culverts and sleeves).	Standard Specifications 107.15
5.		When a traffic control plan is included in the project plans, this plan shall govern unless an alternate plan, acceptable to the Engineer, is submitted by the contractor.	Standard Specifications 701-1

6.		The Roadway Pavement Structural Section approach and widening is built to plans dimensions.	Guardrail End Terminal Pad Layout C10.26
7.		The Roadway Pavement Structural Section approach and widening matches the cross slope of the existing roadway.	Guardrail End Terminal Pad Layout C10.26
8.		Earthwork placement, grading, and compacting shall be completed prior to installation of posts for guardrail terminals.	Standard Specifications 905-3.10
9.		Only one type of post and blockout shall be used for any one continuous length of guardrail.	Special Provision 1012-GRDRL
10.		Timber shall be No. 1 or better, and the stress grade shall be 1,200 pounds per square inch or higher.	Special Provision 1012-GRDRL
11.		The dimensions of timber posts and blockouts shall not vary more than $\pm 1/4$ inch from the nominal dimensions.	Special Provision 1012-GRDRL
12.		In event of a mechanical injury or field cutting of the timbers, field treatment shall be in accordance with AWPA Standard M4.	Special Provision 1012-GRDRL
13.		Structural steel tubing with damaged galvanization shall be repaired by applying two coats of zinc-rich primer conforming to the requirements of Section 1002 of the specifications.	Special Provision 1012-GRDRL
14.		Unless otherwise specified, all surfaces of guardrail elements which are exposed to traffic shall present a uniform, pleasing appearance and shall be free of scars, stains or corrosion.	Special Provision 1012-GRDRL
15.		Rail elements shall be galvanized after fabrication. (Fabrication includes forming, cutting, shearing, punching, drilling, bending, welding, and riveting).	Special Provision 1012-GRDRL
16.		The rail height is in accordance with the contract plans. This should be 31" \pm 1" above the edge of the finished grade.	MFLEAT Inspection Checklist
17.		There is no radiused rail within the MFLEAT 39'-7" length.	MFLEAT Inspection Checklist
18.		All rails are lapped in the proper direction with traffic.	MFLEAT Inspection Checklist
19.		The MFLEAT has been placed with a 3'-0" straight flare offset between posts #1 and #9 over the 39'-7" length.	MFLEAT Inspection Checklist
20.		The end rail panel is not attached to post #1. All other posts are attached to the rail.	MFLEAT Inspection Checklist
21.		The end rail panel has $1/2$ " x 4" slots and is 12'-6" long. The second rail must be 10'-5" long to establish the midspan splice between posts #5 & #6. The third rail length is 13'-6 $1/2$ " long.	MFLEAT Inspection Checklist
22.		The $3/4$ " x 8 $1/2$ " hinge bolt at posts #2 and #3 is on the downstream sides of the posts.	MFLEAT Inspection Checklist
23.		The 5/8" x 9" bolt connecting upper and lower post #1 is on the upstream side of the post.	MFLEAT Inspection Checklist
24.		The lower stub at posts #1, #2, and #3 does 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.	MFLEAT Inspection Checklist
25.		At posts #2 and #3, the open-ended slot at the post bolts are on the upstream side of the posts.	MFLEAT Inspection Checklist

26.		Standard steel W6x9# x 6'-0" guardrail posts are used at post locations #4 to #8.	MFLEAT Inspection Checklist
27.		The post spacing within the MFLEAT (beginning at Post #1) is 2 spaces at 6'-3" centers, 5 spaces at 4'-2" centers, and at Post #8 continuing 6'-3" centers thru the MGS Guardrail.	MFLEAT Inspection Checklist
28.		The blockouts are 8" or 12" deep depending on State or local agency standards.	MFLEAT Inspection Checklist
29.		The MFLEAT impact head exit slot is toward traffic.	MFLEAT Inspection Checklist
30.		Two 5/16" x 1" hex bolts attaching impact head to 6" x 6" x 1/8" upper post #1 are secured.	MFLEAT Inspection Checklist
31.		The 8" x 8" bearing plate at post #1 is correctly positioned with the 5" dimension up and 3" dimension down and setting on the extended cap plate of lower post #1. The anchor cable is taut and correctly installed.	MFLEAT Inspection Checklist
32.		A 5/8" x 5" long bolt is secured to the bearing plate and placed in the hole of upper post #1.	MFLEAT Inspection Checklist
33.		A ground strut is secured between posts #1 & #2 using the 3/4" x 8 1/2" hinge bolt at post #2 and a second 5/8" x 9" hex bolt at post location #1.	MFLEAT Inspection Checklist
34.		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.	MFLEAT Inspection Checklist
35.		If the posts were augered, the backfill material around the posts is properly compacted.	MFLEAT Inspection Checklist
36.		No washers are used on the face of the rail except at the cable anchor bracket bolts.	MFLEAT Inspection Checklist
37.		The minimum reflective area for L-shaped and T-shaped markers, attached to the top of wooden posts, and U shaped markers, attached to the top of steel I-beam posts, shall be ten square inches.	Standard Specifications 905-2
38.		The reflectorized surface for flexible vertical guardrail markers attached to the approach side of posts shall be three inches wide by five inches long.	Standard Specifications 905-2
39.		Flexible L-shaped, U-shaped, and T-shaped delineators shall be installed on the top of the posts, and shall be placed as close as possible to the roadway edge of the post with the retroreflective surface facing oncoming traffic of the nearest traveled lane.	Standard Specifications 905-3.11 A
40.		Flexible vertical delineators shall be installed on the side of the post facing oncoming traffic, level and true, with the retroreflective sheeting 38 inches above the roadway surface.	Standard Specifications 905-3.11 A
41.		Side-mounted flexible vertical delineators shall be secured to wood posts with two 1/8-inch diameter by 2-inch long galvanized lag screws and flat washers.	Standard Specifications 905-3.11 A
42.		Side mounted delineation shall be secured to metal posts by drilling two holes through the post and attaching with two galvanized 1/8-inch diameter by 3/4-inch long bolts, flat washers, and lock nuts. Self-tapping 1/8" screws may be used as permitted by the Engineer.	Special Provisions 905-3.11 (A)

43.		The color of the reflective portion of the barrier markers conform to the color of the adjacent edge line.	Standard Specifications 905-3.11 (A)
44.		Quantlist Minimum Frequency is being followed, one per installation.	Construction Bulletin 07-01