

Inspector Checklist

Confirm all items in checklist have been properly completed and hardware is tightened.

Date	By	Item
		Slot on post 1 is facing upstream; Slot on post 2 is facing downstream. (Pg. 17, Step 1)
		System installed without offset or with allowable offset of 0-2 ft. (Pg. 17, Step 1)
		System height shall be 31" +/- 1". (Pg. 17, Step 1)
		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)
		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)
		No blockout at post 1. (Pg. 19, Step 3)
		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)
		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)
		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)
		Tooth is installed and engaged in the slot at the slider joint, primary side only. No tooth on secondary side. (Pg. 24, Step 8)
		Tooth should be oriented with RSS panel engagement hook facing front of system. (Pg. 24, Step 8)
		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)
		Rail 1 and rail 2 spliced with guardrail nuts on outside. (Pg. 25, Step 9; Pg. 31, Step 15)
		Secondary side rail 1 bolted to correct slot set on impact head so impact head is perpendicular to roadway. (Pg.32 , Step 16)
		Guardrail nuts on impact head are on the outside. (Pg 32, Step 16)
		Rectangular washer and square washer used at post 1. (Pg 32, Step 16)
		Friction plate is installed inside impact head with cables in the proper position. (Pg. 33, Step 17)
		Cable sleeves are at front of system. Sleeves shall rest min. of 6" away from the impact head. (Pg. 33, Step 17)
		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)
		Friction plate is turned to engaged position with cables in the proper position. (Pg. 35, Step 19)
		Friction plate bolts are completely tightened with cables in the proper position. (Pg. 35, Step 19)
		Cables should be taut and not visibly sagging. (Pg. 36, Step 20; Pg. 37, Step 21)
		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)
		TSS and RSS arrows should be aligned so as to see through them when installed. (Pg. 38, Step 22; Pg 39 Step 23)
		8 bolts should connect the TSS to the RSS. (Pg. 38, Step 22; Pg 39 Step 23)
		Cable clamps installed a minimum of 6 in. away from the impact head. (Pg. 41, Step 25)

Inspector signature:

Date:

Maintenance Inspection

Guardrail terminals, like all roadside safety hardware, require inspection to ensure they are in acceptable working condition. Regular inspections of the MAX-Tension® Median system are recommended and shall be made by the Local highway authority. Frequency of the inspections shall be made based on site conditions, traffic volumes, and crash history. Please follow the Local guidelines for frequency of inspections to ensure adequate repairs are made to the system. Walk-up inspections are recommended at least twice a year. The MAX-Tension® Median system shall be inspected for damage after every impact. Repairs shall be made accordingly using Lindsay Transportation Solutions components as specified in the product drawings.

Visual Drive-By Inspections – Recommended Frequency – Monthly

Check for:

- Damage caused by vehicle impacts
- Minor damage cause by impacts from roadside maintenance equipment
- Misalignment
- Missing components
- Damage from vandalism
- Loose hardware

Maintenance Inspection (Cont.)

Walk-Up Inspections – Recommended Frequency – Twice a Year

Before performing walk-up inspections, ensure traffic control is deployed in accordance with Local guidelines.

Check for:

- Damage caused by vehicle impacts
- Minor damage cause by impacts from roadside maintenance equipment
- Misalignment
- Missing components
- Damage from vandalism
- Sagging cables
- Clear and dispose of any debris in and around the system
- Cutting tooth is in correct position
- Disengaged friction plate
- Frayed cable
- Grading around the system
- Loose hardware
- The cable sleeves shall rest a minimum of 6 inches below the impact head.

After inspection is complete, ensure all items identified during the inspection process are corrected. The MAX-Tension® Median System shall be returned to proper condition as outlined in the installation instructions.

Maintenance Inspection (Cont.)

Walk-Up Inspection	
Item	Comment
Damage caused by vehicle impacts	
Minor damage caused by impacts from roadside maintenance equipment	
Misalignment	
Missing components	
Damage from vandalism	
Sagging cables	
Clear and dispose of any debris in and around the system	
Cutting tooth is in correct position	
Disengaged friction plate	
Frayed cable	
Grading around system	
Loose hardware	
The cable sleeves shall rest a minimum of 6 inches below the impact head.	
Inspector Signature:	Date:
Print Name:	Location:

If any of the above items are identified during the walk-up inspection, swift action should be taken to repair and return the MAX-Tension® Median Guardrail Terminal System (MAX) to the proper condition as outlined in this manual.

In addition to the items listed above, all items in the Inspector Checklist (Pg. 42) should be checked.