|  |  |  |  |
| --- | --- | --- | --- |
| *Work Area* | [Work Area(s)] | | |
| *Sub Work Area* | [Sub Work Area(s)] | | |
| *Lot* | [Lot(s)] | | |
| *Sublot* | [Sublot(s)] | | |
| *Document Date* | 27/11/2019 | *Created By* | Kirsty George |

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| --- | --- | --- | --- | --- | --- | --- |
| **Drawing No:** | | **Rev No:** | **Chainage:** | | | |
| **No** | **Inspection Stage** | | **Inspection** | | | |
| **N/A or √** | **Initials** | **Date** | **Comments** |
| **Guardrail Installation** | | | | | | |
| **1** | When driving post, use a driving cap with timber or plastic insert to avoid damage to the post | |  |  |  |  |
| **2** | Height to centre of rail is 635mm | |  |  |  |  |
| **3** | Top of post should be a minimum of 20mm above top of guardrail | |  |  |  |  |
| **4** | Post is aligned with flanges rail for road side applications and alignment is alternating for median applications | |  |  |  |  |
| **5** | There is a 90mm dia. Washer between rail and post. | |  |  |  |  |
| **6** | Rail is lapped in the direction of traffic | |  |  |  |  |
| **7** | All bolts are fully tightened | |  |  |  |  |
| **8** | Nut on backside of post is a splice nut | |  |  |  |  |
| **9** | If a median installation-excessive bolt length is cut off on backside | |  |  |  |  |
| **10** | That transition details to existing guardrail or terminations are correct | |  |  |  |  |
| **Comments:**   |  |  |  | | --- | --- | --- | | Grade = | (IL2-IL1) | X100 | | Length | |  |  |  | |  |  |  | |  |   Grade =  Length =  IL2=  IL1= | | | | | | |
| The above works have been inspected and are considered compliant with the drawings, specifications and instructions | | | | | | |
| Name: | | | | Position: **Site Engineer** | | |
| Sign: | | | | Date: | | |
| Name: | | | | Position: **Design Engineer** | | |
| Sign: | | | | Date: | | |
| **Drg No:** | | **Rev No:** | **Chainage:** | | | |
| **No** | **Inspection Stage** | | **Inspection** | | | |
| **N/A or √** | **Initials** | **Date** | **Comments** |
| **Thriebeam Installation** | | | | | | |
| **1** | Panels are pre-bent to suite curves. | |  |  |  |  |
| **2** | The rail height is in accordance with the plans and specification. | |  |  |  |  |
| **3** | Correct lapping of rail away from the direction of Traffic. | |  |  |  |  |
| **4** | Timber block outs secured to the post. | |  |  |  |  |
| **5** | Rail is aligned and level. | |  |  |  |  |
| **6** | Posts align, at correct spacing and backfilled compacted. | |  |  |  |  |
| **7** | Post bolts are tight and washer is fitted at the back of post. | |  |  |  |  |
| **8** | Backing pieces are fitted at the intermediate post only. | |  |  |  |  |
| **9** | With flange based post the necked bolts are installed with washer. | |  |  |  |  |
| **Comments:**   |  |  |  | | --- | --- | --- | | Grade = | (IL2-IL1) | X100 | | Length | |  |  |  | |  |  |  | |  |   Grade =  Length =  IL2=  IL1= | | | | | | |
| The above works have been inspected and are considered compliant with the drawings, specifications and instructions | | | | | | |
| Name: | | | | Position: **Site Engineer** | | |
| Sign: | | | | Date: | | |
| Name: | | | | Position: **Design Engineer** | | |
| Sign: | | | | Date: | | |