



Road Systems, Inc.  
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# Pre-Inspection Wood Post MSKT Retrofit Checklist

State: \_\_\_\_\_ Date: \_\_\_\_\_

Project #: \_\_\_\_\_ Location: \_\_\_\_\_

- \* The existing wood post SKT system is in accordance with the contract plans. The rail height is 31" ±1" measured at the edge of finished grade. (Reference the *TxDOT MBGF Transition and End Treatment Identification Guide* for additional guidance on measuring the rail height.)
- Rail splices are mid-span between posts after post #3.
- All rails are lapped in the proper direction of traffic flow.
- All posts are spaced at 6'-3" centers.
- Timber CRT posts at locations 3-8 show no visible damage and the top 3½" hole is located approximately at finished grade. Note the 31" Type I SKT is the only one that can be retrofitted.
- The blockouts at posts 3-8 are 8" deep and show no visible damage.
- There is no radius rail within the 50'-0" terminal length.
- The end rail panel is 12'-6" long and is the correct SKT panel. Panel will have ½" x 4" slots. Acceptable slot configurations are either 3 slots in the valley of the rail or having an additional 10 slots (5 on top corrugation and 5 on lower corrugation) for a total of 13 slots.
- The second rail is 9'-4 ½" long to establish the mid-span splices between posts 4 and 5.
- All W-Beam rails and associated hardware are in good condition with no visible damage.
- No more than a 25:1 flare rate (2-ft offset over 50-ft length) exists within the terminal.
- The anchor cable with swaged fittings and 1" dia. threaded studs show no signs of visible damage.
- The 8" x 8" bearing plate used to anchor the cable at post #1 shows no signs of visible damage.
- The cable anchor bracket and ½" shoulder bolts show no signs of visible damage.
- There is no need to inspect the ground strut, foundation tubes, and BCT posts at locations 1 & 2 because these will be discarded and replaced with MSKT upper/lower posts 1 and 2 and a new MSKT ground strut.
- The grading is in accordance with State DOT standards.

**NOTE:** After the new retrofit system is complete and in place, the completed MSKT shall be checked with a separate checklist to be sure it is in accordance with State DOT standards, specs, and guidelines.

\* If the existing rail is not at the height of 31"(± 1") contact the project Engineer for guidance before proceeding with the installation.

Additional notes:

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Inspection performed by: \_\_\_\_\_