READY TO INSPECT — FIELD CHECKLIST

Under-slab vapor retarder pre-pour inspection checklist

A under-slab vapor retarder pre-pour inspection is the last look at everything the concrete is about to bury: reinforcement, embeds, sleeves, vapor barrier. Once the truck arrives there is no recheck, so this checklist walks the placement in pour order with the photo each item needs before the pour starts. Work is commonly verified against ASTM vapor retarder standards, ACI concrete guidance, manufacturer's published instructions. Confirm the edition your authority having jurisdiction has adopted.

Who runs it: The concrete foreman placing the retarder with the GC's superintendent, at the hold point right before the pour is released. When: After the retarder is laid, lapped and reinforcing is set, immediately before concrete is placed, the last moment the sheet is visible.

Continuity and laps

- [ ] Sheet continuous with laps sealed to the specified width
  Seams overlapped the full specified width and sealed or taped continuously, no open or loose laps, sheet unbroken across the pad.
  2 photos required
- [ ] Sheet flat on the base with no tenting or stretched runs
  Sheet in contact with the base across the pad, not tented over stones or trench lines, with slack left at grade changes instead of pulled tight.
  1 photo required
- [ ] Inside and outside corners folded and taped, not slit open
  Corners at the perimeter and thickened edges folded or cut and patched as the instructions show, every corner seam taped with no open slit left.
  1 photo required
- [ ] Tape applied within the temperature range on its label
  Air and sheet temperature at taping compared with the range on the tape label, and seams kept dry and clean of dust when the tape went on.
  No photo required

Penetrations sealed

- [ ] Every penetration booted and sealed to the sheet
  Pipes, conduit and stub-ups sealed to the retarder with boots or detailed tape, no open cuts left around any penetration.
  2 photos required
- [ ] Boot collar-to-pipe joint sealed on each penetration
  The top of each boot collar taped or clamped to its pipe or conduit per the instructions, with no gap, fishmouth or loose tape where collar meets pipe.
  1 photo required
- [ ] Stub-up count on the pad matches the under-slab layouts
  Stub-ups counted against the plumbing and electrical under-slab layouts, each one found booted, so none is buried unsealed under the reinforcing.
  No photo required

Damage and edge tie-in

- [ ] Tears patched and the sheet tied in at the perimeter
  Traffic tears and punctures patched with matching material, sheet turned up and sealed at the slab edge or footing before the pour is released.
  2 photos required
- [ ] Turn-up held so placement won't drag it into the slab
  Sheet at the perimeter taped or fastened to the form or footing face and left long above top of slab, so screeding and vibration can't pull it down.
  1 photo required

Reinforcing and pour protection

- [ ] Chairs and bolsters sit on bases that won't cut the sheet
  Chairs under the bar or mesh have plates, sand bases or wide feet as the retarder instructions call for, with no sharp legs pressing into the sheet.
  1 photo required
- [ ] Reinforcing set down on the sheet, not dragged across it
  Bar and mesh carried and set onto the pad by the reinforcing crew, not slid or dragged across laps, boots and the turn-up.
  No photo required
- [ ] Sheet walked for punctures after reinforcing is placed
  Sheet walked once bar or mesh is set; each puncture or tear patched past the damage by the lap the manufacturer lists and taped on every edge.
  1 photo required
- [ ] Screed stakes through the sheet planned for sealing
  Grade stakes or screed pins that must pierce the sheet agreed with the concrete foreman, with tape or a patch plan for each hole as the pins are pulled.
  No photo required
- [ ] Sheet exposure time within the manufacturer's limit
  Days since roll-out compared with the exposure limit in the installation instructions, so a sheet left out through sun and weather isn't buried degraded.
  No photo required