Maine Department of Transportation
Field Inspection of Road Systems, Inc.
FLEAT-SP-MGS Terminal Ends on Maine Highways

| Project No. | | Date | | Inspector | |
|---|---|---|---|---|---|
| LAT | | LONG | | Installer | Repairs Only |

**Ensure that proper installation procedures were used during initial installation and/or maintenance:**

**Scoring**

**1** - Meets all requirements and/or within tolerances
**2** - Meets all but one of the requirements and/or within 1in. of tolerances
**3 -** More than one part of the criteria not met and/or more than an 1in. outside tolerances

1. The rail height as measured from the finished grade to the top of rail is approximately 31". A

   **Score____**

2. Is installed with a straight flare (offset between 2'-6" & 4'0") over a 37'-6" terminal length.

   **Score____**

3. No ground strut on system.

   **Score____**

4. There is no curved rail within the terminal limits on either system.

   **Score____**

5. The rail splice is at mid-splice for FLEAT-SP-MGS.

   **Score____**

6. Rail not attached to Post 3 but is attached to posts and blockouts from location #4 and beyond (within the terminal limit).

   **Score____**

7. No blockouts are used on Post 1 & 2 on either system.

   **Score____**

8. 12" Offset blocks (blockouts) from Post 3 and beyond within the terminal limits.

   **Score____**

9. The end rail section is not attached to Post 1.

   **Score____**

10. Impact head installed with rail exit slot on the traffic side.

    **Score____**

11. FLEAT-SP-MGS cable NOT to be fed inside the feeder chute.

    **Score____**

12. The end rail panel has special slots and all rails are lapped in the proper direction.

    **Score____**

13. The ¾" x 8-1/2" hinge bolt at Post 2 is on the downstream side of the post.

    **Score____**

14. The 5/8" x 9" hinge bolt at Post 1 is on the upstream side of the post.

    **Score____**

15. Posts 1 & 2 – are hinged steel posts and are plumb and w/o damage.

    **Score____**

16. The lower sections of Post 1& 2 do not protrude more than 4" above the ground line (measured by the AASHTO 5' cord method).

    **Score____**

17. At Post 2, the open-ended slot at the post bolt is on the upstream side of the post. (If Post is universal use upper slots.)

    **Score____**

18. Standard steel W6x9# x 6'-0" guardrail posts are used at Post 3 and beyond.

    **Score____**

19. All posts within the FLEAT-SP-MGS are spaced at 6'- 3" centers.

    **Score____**

20. The two 5/16" x 1" hex bolts holding the impact head to Post 1 are secured.

    **Score____**

21. W-beam is fully seated into Impact Head making sure the two 5/16" x 1" hex bolts holding the impact head are secured to Post 1.

    **Score____**

22. The 8" x 8" bearing plate is correctly positioned at Post 1 with the 5" dimension up and the 3" dimension down.

    **Score____**

23. The anchor cable is taut and correctly installed.

    **Score____**

24. A retainer/tie has been placed over the bearing plate to prevent rotation.

    **Score____**

25. The cable anchor bracket special 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 (backside of rail).

    **Score____**

26. If posts were augured, the backfill material around the posts is properly compacted.

    **Score____**

27. No washers are used on the face of rail, except for the cable anchor bracket bolts.

    **Score____**

28. The slope of the area immediately behind the guardrail widening is a 3:1 or flatter.

    **Score____**

29. Existing damage to w-beam from impact head through last post should be noted.

    **Score____**

30. If there is previous impact damage was it repaired correctly?

    **Score____**

31. Ensure guardrail delineation is in place and reflective sheeting on the extruder face is oriented correctly.

    **Score____**

32. Grading is 5’ behind Post#1 tapering to 2’ behind back of post downstream. Cross slope should be 1V:10H throughout.

    **Score____**