Maine Department of Transportation
Field Inspection of Road Systems, Inc.
SKT-SP-MGS & 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:

1. The rail height as measured from the finished grade to the top of rail is approximately 31". A
2. No ground strut on either system.
3. There is no curved rail within the terminal limits on either system.
4. The rail splice is at mid-splice for FLEAT-SP-MGS (at the post for FLEAT 350).
5. No blockouts are used on Post 1 & 2 on either system.
6. 12" Offset blocks (blockouts) from Post 3 and beyond within the terminal limits.
7. The end rail section is not attached to Post 1.
8. The end rail panel has special slots and all rails are lapped in the proper direction.
9. The ¾" x 8-1/2" hinge bolt at Post 2 is on the downstream side of the post.
10. The 5/8" x 9" hinge bolt at Post 1 is on the upstream side of the post.
11. Posts 1 & 2 – are hinged steel posts and are plumb and w/o damage.
12. The lower sections of Post 1& 2 do not protrude more than 4" above the ground line (measured by the AASHTO 5' cord method).
13. 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.)
14. Standard steel W6x9# x 6'-0" guardrail posts are used at Post 3 and beyond.
15. All posts within the SKT-SP-MGS OR FLEAT-SP-MGS are spaced at 6'- 3" centers.
16. The two 5/16" x 1" hex bolts holding the impact head to Post 1 are secured.
17. 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.
18. The 8" x 8" bearing plate is correctly positioned at Post 1 with the 5" dimension up and the 3" dimension down.
19. The anchor cable is taut and correctly installed.

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

21. 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).

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

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

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

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

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

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

Inspection Items Unique to the FLEAT-SP-MGS System

A. FLEAT-SP-MGS impact head installed with rail exit slot on the traffic side.

B. FLEAT-SP-MGS rail <u>not</u> attached to Post 3 but <u>is</u> attached to posts and blockouts from location #4 and beyond (within the terminal limit).

C. FLEAT-SP-MGS is installed with a straight flare (offset between 2'-6" & 4'0") over a 37'-6" terminal length.

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

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

Inspection Items Unique to the SKT System

F. SKT-SP-MGS impact head installed with the rail exit slot on the back side of the impact head.

G. SKT-SP-MGS rail is bolted to Post 3 (and blockout) and beyond (within the terminal limit).

H. SKT-SP-MGS tangent terminal may be flared to no more than 2'-0" at the extruder head (25:1 taper over the length of the terminal).

I. SKT-SP-MGS cable is fed inside through the feeder chute.

J. Preferred grading of the shoulder is to a point 5' wide behind the impact head, tapering to 2' minimum behind back of Post 5 and beyond with a cross slope of 1V:10H. Alternate

grading (on retrofit) is 2’ wide behind the backs of posts throughout with a cross slope of 1V:10H.