

**Maine Department of Transportation
Field Inspection of Road Systems, Inc.
MFLEAT End Terminals on Maine Highways**

Project No.		Date		Inspector	
LAT		LONG		Installer	

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

Scoring

- 1 - Meets all requirements and 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 is in accordance with the contract plans. This should be $31" \pm 1"$ above the edge of the finished grade

Score _____

2. A ground strut is secured between posts #1 & #2 using the $\frac{3}{4}" \times 8 \frac{1}{2}"$ hinge bolt at post#2 and a second $\frac{5}{8}" \times 9"$ hex bolt at post location #1

Score _____

4. There is no radius rail within the MFLEAT 39'-7" length.

Score _____

5. No 12" offset blocks (blockouts) are used on Post 1, 2 & 3.

Score _____

6. 12" offset blocks (blockouts) from Post 4 and beyond within the terminal limits.

Score _____

7. The end rail panel is not attached to the post at post location #1.

Score _____

8. The end rail panel has $\frac{1}{2}" \times 4"$ slots and all rails are lapped in the proper direction.

Score _____

9. The $\frac{3}{4}" \times 8 \frac{1}{2}"$ hinge bolt at posts #2 and #3 is on the downstream side of the post.

Score _____

10. The $\frac{5}{8}" \times 9"$ bolt connecting upper and lower post #1 is on the upstream side of the post.

Score _____

11. Posts 1, 2 & 3 – are hinged steel posts and are plumb and w/o damage

Score _____

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12. The lower stub at posts #1, #2, and #3 do not protrude more than 4" above the ground line (measured by the AASHTO 5' cord method). Site grading may be necessary to meet this requirement.

Score _____

13. At posts #2 and #3, the open-ended slot(s) at the post bolt is on the upstream side of the post.

Score _____

14. Standard steel W6x9# x 6'-0" guardrail posts are used at post locations #4 to #8.

Score _____

15. The post spacing within the MFLEAT (beginning at Post #1) is 2 spaces at 6'-3" centers, 5 spaces at 4'-2" centers, and at Post #8 continuing 6'-3" centers thru the MGS Guardrail.

Score _____

16. The two 5/16" x 1" hex bolts holding the impact head to 8" x 8" x 1/8" upper post #1 are secured.

Score _____

17. W-beam is fully seated into Impact Head

Score _____

18. The 8" x 8" bearing plate at post #1 is correctly positioned with the 5" dimension up (resting on the angle spacer) and 3" dimension down. And a 5/8" x 5" long bolt is secured to the bearing plate and placed in the hole of upper post #1.

Score _____

19. The anchor cable is taut with less than one inch of movement.

Score _____

20. The cable anchor bracket 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.

Score _____

21. If the posts were augered, the backfill material around the posts is properly compacted.

Score _____

22. No washers are used on the face of the rail except at the cable anchor bracket bolts.

Score _____

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23. The end rail panel is 12'-6" long. The second rail must be 10'-5" long to establish the mid-span splices between posts #5 & #6. The third rail length is 13'-6 $\frac{1}{2}$ " long.

Score _____

24. The MFLEAT impact head does not encroach on the shoulder.

Score _____

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

Score _____

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

Score _____

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

Score _____

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

Score _____

29. The MFLEAT impact head exit slot is toward traffic.

Score _____

30. Rail is bolted to posts #4 – 8 with offset blocks.

Score _____

31. The MFLEAT has been placed with a 3'-0" straight flare offset between posts #1 and #9 over the 39'-7" length.

Score _____

32. MFLEAT cable IS fed inside the feeder chute.

Score _____

33. The 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.

Score _____