

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

3. **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 ½" 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 _____