Maine Department of Transportation
Field Inspection of Trinity Highway's
Max Tension Median Safety Hardware System 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. Slot on post 1 is facing upstream; Slot on post 2 is facing downstream.

   **Score** ___

2. System installed without offset or with allowable offset of 0-2 ft.

   **Score** ___

3. System height shall be 31" +/- 1".

   **Score** ___

4. Post spacing should be 75" at top of the post for all system spaces except space between posts 1-2, and 5-6. Space between posts 1-2 should measure 37 1/2"; space between posts 5-6 should measure 72 3/4", both measured at top of post.

   **Score** ___

5. Bolt, two washers, and guardrail nut are installed at the base of post 1 connecting post 1 to the ground strut.

   **Score** ___

6. No blockout at post 1.

   **Score** ___

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7. Posts 4, 5 and 6 are not connected to rails on both sides of the system. Rail 2 supported by panel hangers at post 4.

   **Score** ___

8. Slider Joint - inner side slider (ISS) should be attached to upstream end of rail 3 with nuts on non-traffic side.

   **Score** ___

9. Slider Joint - traffic side slider (TSS) should be attached to downstream end of rail 2 with nuts on the traffic side and arrow pointing toward the front of the system.

   **Score** ___

10. Tooth is installed and engaged in the slot at the slider joint, primary side only. No tooth on secondary side.

    **Score** ___

11. Tooth should be oriented with RSS panel engagement hook facing front of system.

    **Score** ___

12. Guardrail panels should be lapped with the upstream most rail on the outside. Rail 1 over rail 2, rail 2 over rail 3, rail 3 over rail 4, and rail 4 over existing rail.

    **Score** ___

13. Rail 1 and rail 2 spliced with guardrail nuts on outside.

    **Score** ___

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14. Secondary side rail 1 bolted to correct slot set on impact head so impact head is perpendicular to roadway.

    **Score** ___

15. Guardrail nuts on impact head are on the outside.

    **Score** ___

16. Rectangular washer and square washer used at post 1.

    **Score** ___

17. Friction plate is installed inside impact head with cables in the proper position.

    **Score** ___

18. Cable sleeves are at front of system. Sleeves shall rest min. of 6" away from the impact head.

    **Score** ___

19. From the groundstrut and soil anchor, the cable closest to the traffic side of the system passes through the bottom hole on the impact head.

    **Score** ___

20. Friction plate is turned to engaged position with cables in the proper position.

    **Score** ___

21. Friction plate bolts are completely tightened with cables in the proper position.

    **Score** ___

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22. Cables should be taut and not visibly sagging.

    **Score** ___

23. Slider Joint - rear side slider (RSS) should be attached with the nuts on the non-traffic side and arrow pointing toward the front of the system.

    **Score** ___

24. TSS and RSS arrows should be aligned so as to see through them when installed.

    **Score** ___

25. 8 bolts should connect the TSS to the RSS.

    **Score** ___

26. Cable clamps installed a minimum of 6 in. away from the impact head.

    **Score** ___