

**Maine Department of Transportation
Field Inspection of Trinity Highway's
Max-Tension TL3 System 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 as measured from the finished grade to the top of rail is $31" \pm 1"$ [787 mm].

Score ____

2. There is no curved rail within the terminal limits.

Score ____

3. The slot on Post 1 is facing upstream.

Score ____

4. Slot on Post 2 is facing downstream.

Score ____

5. System installed with offset at less than 2 ft.

Score ____

6. Bolt, 2 washers, and guardrail nut are installed on post1 connecting post 1 to the ground strut

Score ____

7. There is no blockout on post 1.

Score ____

8. Posts 4, 5, and 6 are not attached to the rails on both sides of the system.

Score ____

9. Sider Joint- Inner slider joint (ISS) is attached to the upstream end of rail3 with nuts on the non- traffic side.

Score ____

10. Sider Joint- Traffic slider joint (TSS) is attached to downstream end of rail 2 with nuts on the traffic side and arrow pointing toward the front of the system.

Score ____

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

Score ____

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12. Tooth is oriented with the rear side slider (RSS) panel engagement hook facing front of system.

Score

13. Rail 2 is supported by panel hangers at post 4.

Score

14. 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

15. Rail 1 and 2 spliced with guardrail nuts on the outside.

Score

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

Score

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

Score

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

Score

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

Score

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

Score

21. Cables are taut and not visibly sagging.

Score

22. RSS of slider joint is attached with nuts on the non-traffic side and arrow pointing toward the front of the system.

Score

23. TSS and RSS arrows are aligned so as to see through them when installed.

Score

24. 8 bolts connect the TSS to the RSS.

Score

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

Score

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26. Grading is 5 ft. wide behind the impact head tapering to 2 ft. minimum behind post 5 and beyond with a cross slope of 1V to 10H.

Score

27. Guardrail delineation and reflective sheeting are in place and oriented correctly.

Score

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

Score