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" ± 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 ___

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 ___

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 ___