Maine Department of Transportation
Field Inspection of Trinity Highway's
SRT-350 (NCHRP 350) 8-Post System Terminal Ends on Maine Highways

Project No.		Date		Inspector	
LAT		LONG		Installer	REPAIRS ONLY

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

1. The finished guardrail height is approximately 27-3/4" above the finished grade, or as the state plans indicate.

2. The steel tubes do not protrude more than 4" above the finished grade measured by the AASHTO 5'0" cord method. Site grading may be necessary to meet this requirement.

3. The anchor cable is taut and correctly installed (the cable should be rechecked after installation to be sure it hasn't relaxed). The taut cable does not deflect more than 1 inch, when pressure is applied by hand in an up or down direction.

4. The bolts at the top of the steel tubes are not over tightened. The walls of the steel tubes are not collapsed.

5. The 6" x 8" bearing plate at post 1 is correctly positioned. A nail is driven through each of the holes and bent to prevent the plate from rotating.

6. The rail panel is not attached to the post at locations 7 and 8.

7. No rectangular washers are used on the face of the rail.

8. Slot Guards are in place against the backside of the guardrail panels with the deflector angle gap opening toward (closest to) the elongated slots. Slot Guard attachment holes are at the end of the slots **away** from **Post 1**.

9. Rail panels are oriented correctly and lapped in the direction of traffic unless the agency's policy dictates otherwise.

10. All blockouts have been toe nailed to the posts with 16d hot-dipped galvanized nails

11. If backfilled, use approved and properly compacted backfill material around the posts.

12. The CRT posts have two 3 ½" breakaway holes. They are located parallel to the roadway with the bottom edge of the top hole located approximately at the finished grade.

13. The tubes bolts are installed with the nuts on the pavement side of the tube for ease of future removal.

14. A ground strut is secured between posts #1 & #2.

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

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SRT-350

The Slotted Rail Terminal (SRT-350™) is a gating, flared end terminal and is available in a 6-Post and 8-Post System.

The **SRT/HBA 6-Post System** has:

- 2 steel breakaway posts
- 4 wood CRT posts and is
- Installed in a straight-line flare. The straight-line flare offers a simple layout on new installations. Steel breakaway posts that are typically reusable after NCHRP Report 350 criteria impacts.

The **SRT 8-Post System** has:

- 2 tube sleeves/wood posts
- 6 wood CRT posts, and
- Installs on a parabolic flare. The parabolic flare has a "footprint" similar to the previously used BCTs and MELTs, making replacement easier. Strategically located slots in the W-beam rail enhance SRT-350™ performance

SRT-27SP

The SRT-27SP™ Slotted Rail Terminal is an innovative steel post terminal.
The SRT-27SP™has:

- 1CR Post,
- 5 SYT Posts and is
- Installed in a straight-line flare. The straight-line flare offers a simple layout on new installations.
- Post locations 2-6 feature 5 SYT Posts utilizing standard W6x8.5# materials with shop-fabricated yielding holes.