

Maine Department of Transportation
Field Inspection of Trinity Highway's
SoftStop 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 1 in. of tolerances
 - 3** - More than one part of the criteria not met and/or more than an 1 in. outside tolerances
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1. The rail height as measured from the finished grade to the top of rail is approximately 31" [787 mm].
Score ____
 2. There is no curved rail within the terminal limits.
Score ____
 3. The fully assembled SoftStop® Anchor Post (Post 0) has a maximum height of 4" [102 mm] and a minimum height of 3 3/4" [96 mm] above finished grade line.
Score ____
 4. The center of the SYTP® yielding holes are approximately centered at finished grade line for Post 1 & 2.
Score ____
 5. The SoftStop® Anchor Rail is not bolted to Post 2 (SYTP®).
Score ____
 6. The offset blocks (from Post 2 to 6 for TL2 and post 2 to 8 for TL3) are properly in place and not rotated.
Score ____
 7. All posts (7: 0 to 6 for Test Level 2 and 9: 0 to 8 for Test Level 3) are plumb and w/o damage.
Score ____
 8. The SoftStop® Impact Head has no more than 2 1/4" [58 mm] of upward tilt.
Score ____
 9. The SoftStop® Impact Head Connection Bracket is attached to the front side of SoftStop® Post 1 (SYTP®) with required 5/16" hardware.
Score ____

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10. The SoftStop® Keeper Plate and Plate Washer are properly positioned with required hardware.
Score ____
11. Both SoftStop® Anchor Angles are properly positioned.
Score ____
12. The 1" Hex Nut has been fully tightened against the SoftStop® Plate Washer.
Score ____
13. The SoftStop® Angle Strut is properly attached on the non-traffic side with the short leg down.
Score ____
14. All fasteners of the SoftStop® System are tightened to a snug position.
Score ____
15. The SoftStop® System offset does not exceed max allowed by test level and radii (1' for TL2 and 2' for TL3).
Score ____
16. The rails are properly lapped in the direction of traffic and are w/o damage.
Score ____
17. The site is properly graded in compliance with state guidelines and AASHTO Roadside Design Guide. The soil around all posts is properly compacted with posts free to rotate and only state/specifying agency approved backfill material is within the leave-out area.
Score ____
18. The guardrail delineation is in place on the SoftStop® Impact Head Strike Plate per MUTCD and/or state.
Score ____
19. 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 ____
20. The slope of the area immediately behind the guardrail widening is 3:1 or flatter.
Score ____