

NOTES:

WOOD BCT POSTS 1, 2 & 4: FOUNDATION TUBES 6'-0" LG OR 4'-6" LG W/ SOIL PLATES
 WOOD BCT POSTS 3, 5, 6 & 7: FOUNDATION TUBES 4'-6" LG / SOIL PLATES NOT REQUIRED



Road Systems Inc.
 Technical Support
 (330) 346-0721
 www.roadsystems.com

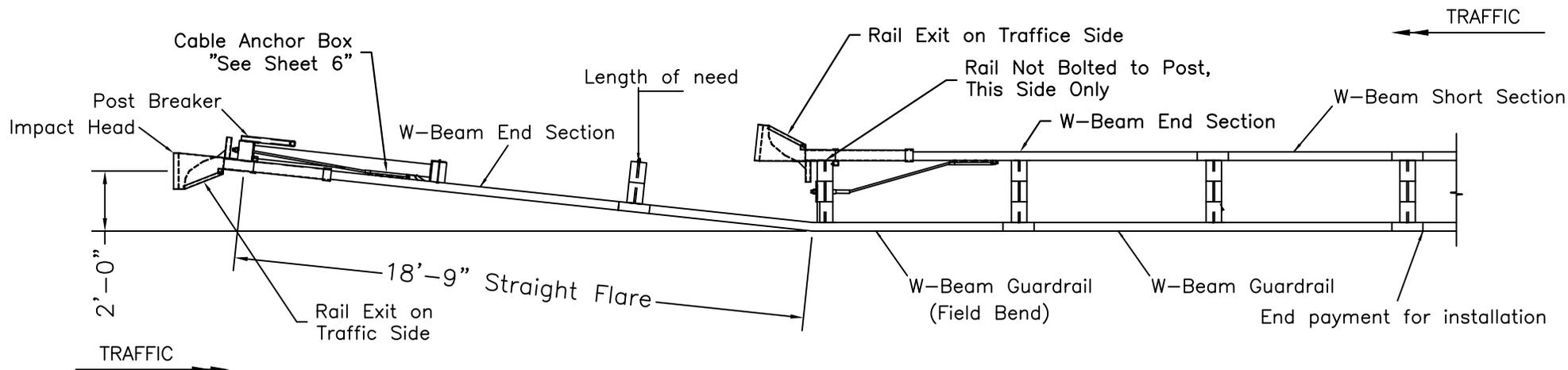
FLEAT-MT Median Terminal

SHEET NO.

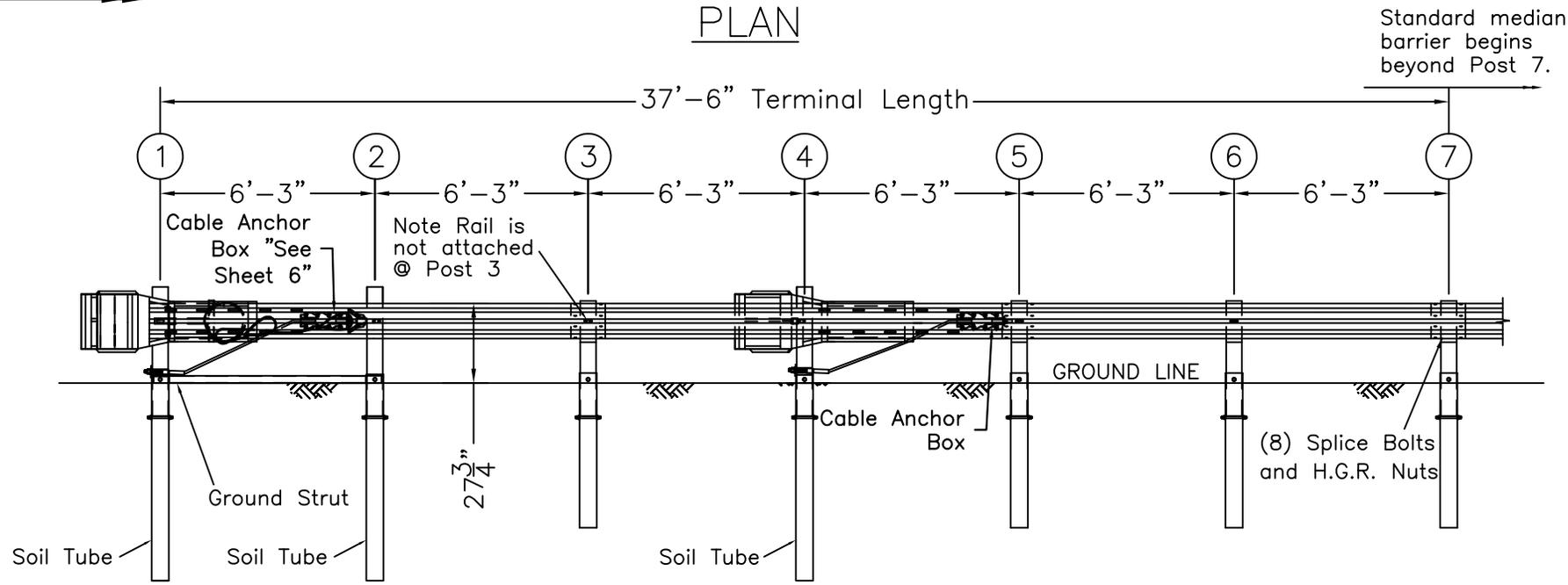
1 OF 6

DATE:

03/08/2013



PLAN



ELEVATION



Road Systems Inc.
 Technical Support
 (330) 346-0721
 www.roadsystems.com

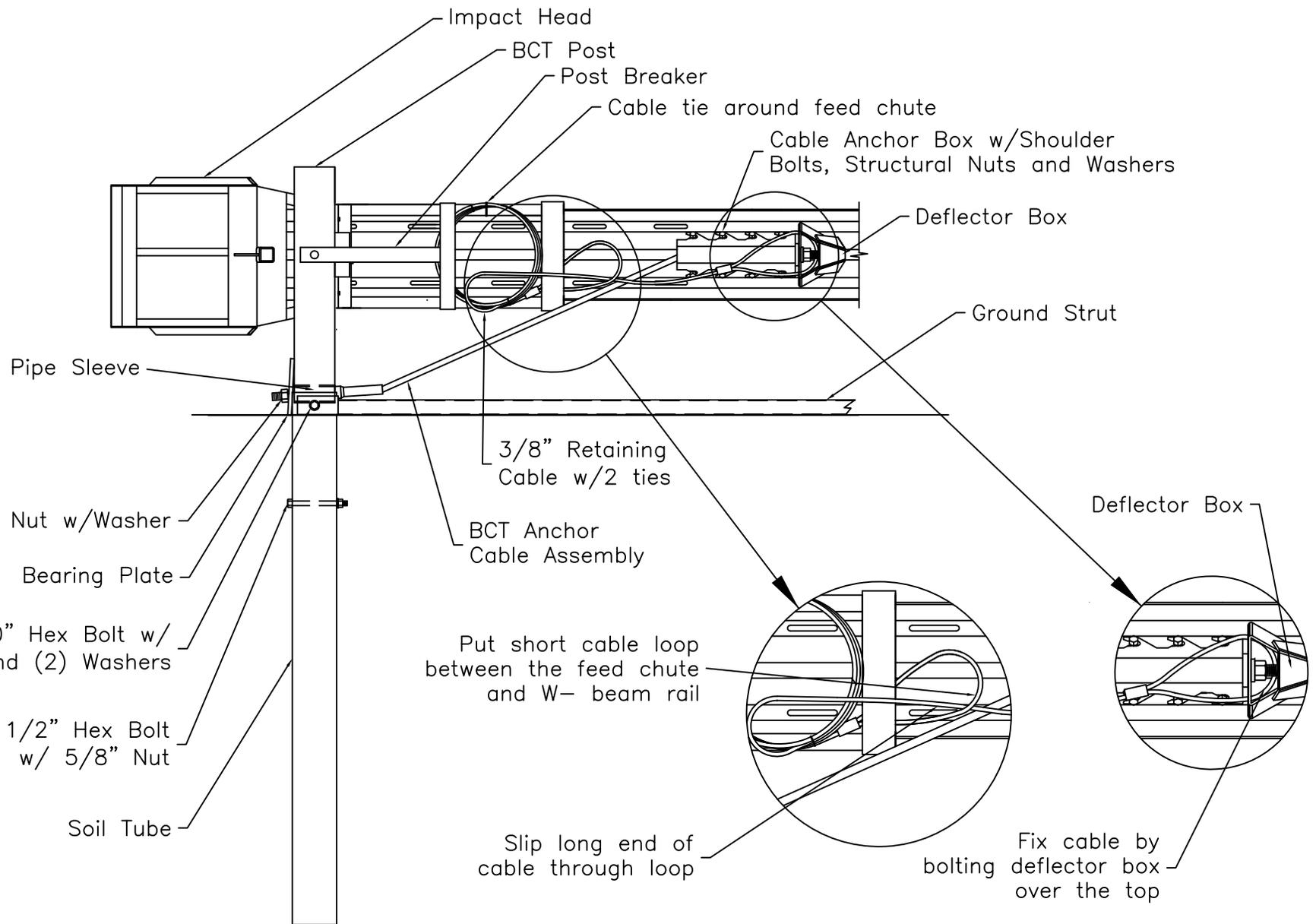
FLEAT-MT Median Terminal

SHEET NO.

2 OF 6

DATE:

03/08/2013



BACK VIEW OF POST 1



Road Systems Inc.
 Technical Support
 (330) 346-0721
 www.roadsystems.com

FLEAT-MT Median Terminal

SHEET NO.

3 OF 6

DATE:

03/08/2013

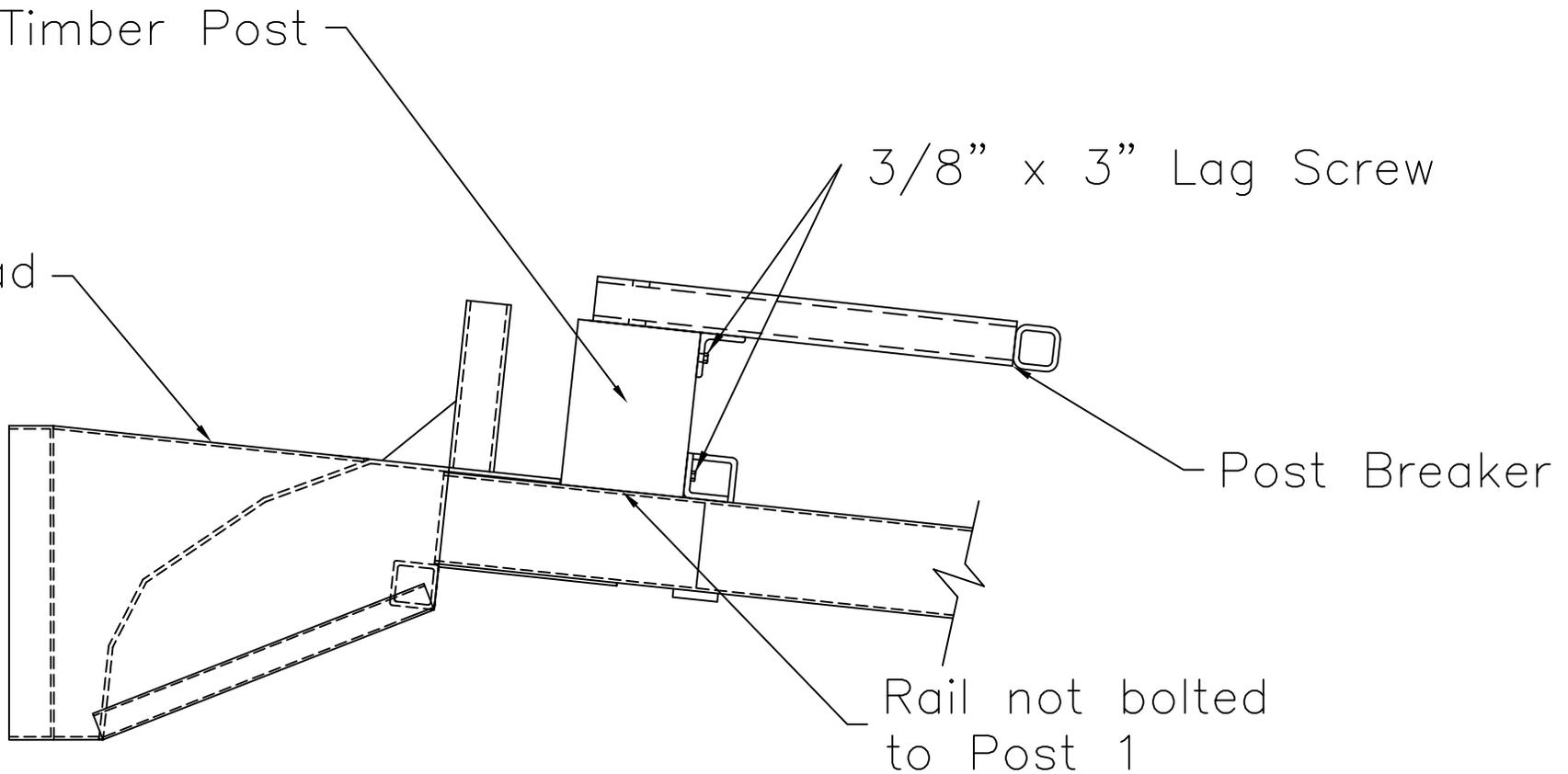
BCT Timber Post

Impact Head

3/8" x 3" Lag Screw

Post Breaker

Rail not bolted
to Post 1



IMPACT HEAD CONNECTING DETAIL
(Post 1)



Road Systems Inc.
Technical Support
(330) 346-0721
www.roadsystems.com

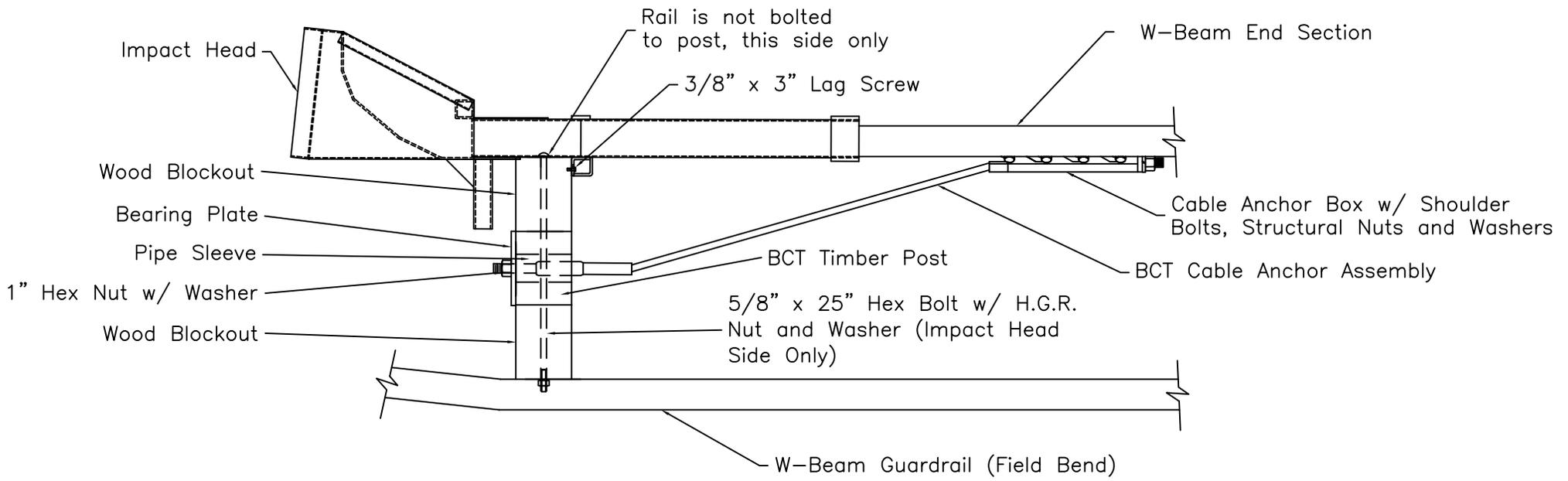
FLEAT-MT Median Terminal

SHEET NO.

4 OF 6

DATE:

03/08/2013



SECOND IMPACT HEAD CONNECTING DETAIL
(Post 4)



Road Systems Inc.
Technical Support
(330) 346-0721
www.roadsystems.com

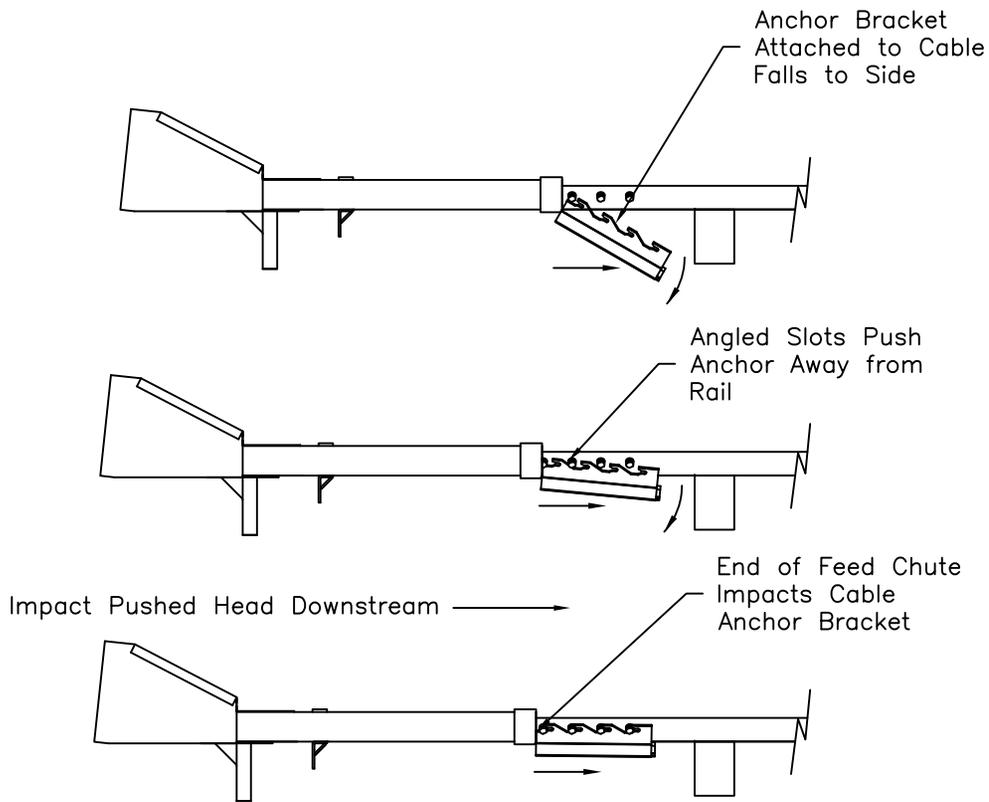
FLEAT-MT Median Terminal

SHEET NO.

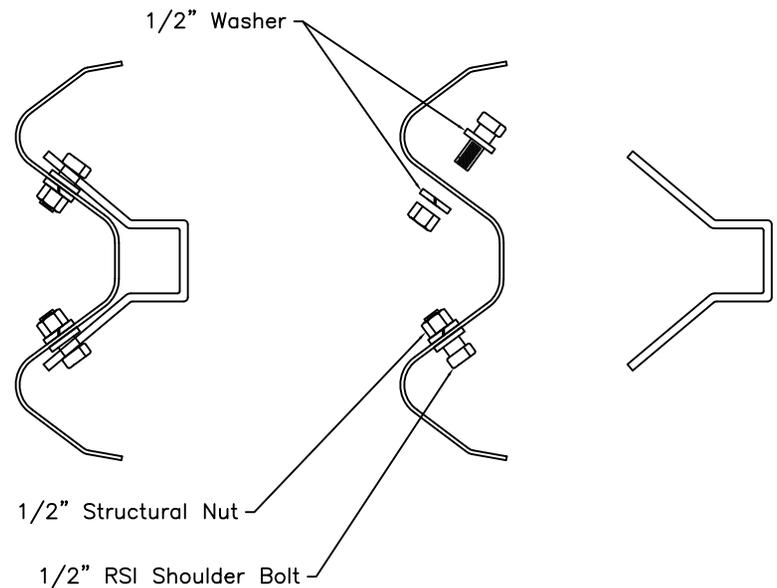
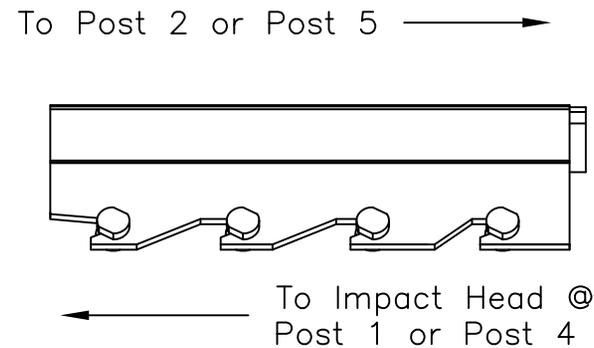
5 OF 6

DATE:

03/08/2013



Anchor Bracket Release Sequence



Cable Anchor Bracket Details



Road Systems Inc.
 Technical Support
 (330) 346-0721
 www.roadsystems.com

FLEAT-MT Median Terminal

SHEET NO.

6 OF 6

DATE:

03/08/2013

FLEAT-MT Installation Checklist

State: _____ Date: _____ Location: _____

Project #: _____ Inspection performed by: _____

- The rail height is in accordance with the plans (generally 27-3/4" above the edge of the shoulder).
- The rail at post #1 is placed at a straight single-sided flare offset 2'-0" beginning at post #4.
- The rail is not attached to the post at post location #3 or post location #1.
- The rail is not attached to the post at the impact head side only at post location #4.
- The (7) foundation tubes do not protrude more than 4" above the ground line (measured by the AASHTO 5' cord method). Site grading may be necessary to meet this requirement.
- The bolts at the top of the (7) foundation tubes are not over-tightened, deforming the walls of the tubes.
- The guide chute of the (2) impact heads are parallel to the top of the rail and the exit slot of the impact heads are facing traffic.
- The two lag screws holding the impact heads to posts #1 & #4 had pilot holes and are snug.
- The 8" x 8" bearing plate at post #1 and #4 are correctly positioned with the 5" dimension up & the 3" dimension down. The anchor cables are taut and correctly installed. A nail has been placed over the bearing plates to prevent rotation.
- The cable anchor bracket shoulder bolts are properly attached to the (2) W-beam guardrail end sections. The cable anchor brackets are fully seated on the shoulder portion of the bolts.
- The deflector box is in place and secured behind the anchor bracket near post #2.
- Posts #1, #2 and #4 are installed in 6'-0" foundation tubes (or 4'-6" foundation tubes with soil plates) and have the 2 1/2" breakaway hole located parallel to the roadway with the bottom of the hole near the top of the tube.
- Posts #3, #5, #6 and #7 are installed in 4'-6" foundation tubes and have the 2 1/2" breakaway hole located parallel to the roadway with the bottom of the hole near the top of the tube.
- If the posts were augered, be sure the backfill material around the posts is compacted.
- The post breaker is attached at the backside of post #1 with two lag screws.
- The 3/8" tether cable is correctly looped around and tied to the impact head feeder chute near post #1 and secured to the anchor cable and deflector box near post #2.
- No washers are used on the face of the rail except at the cable anchor bracket bolts.

Additional notes:
