

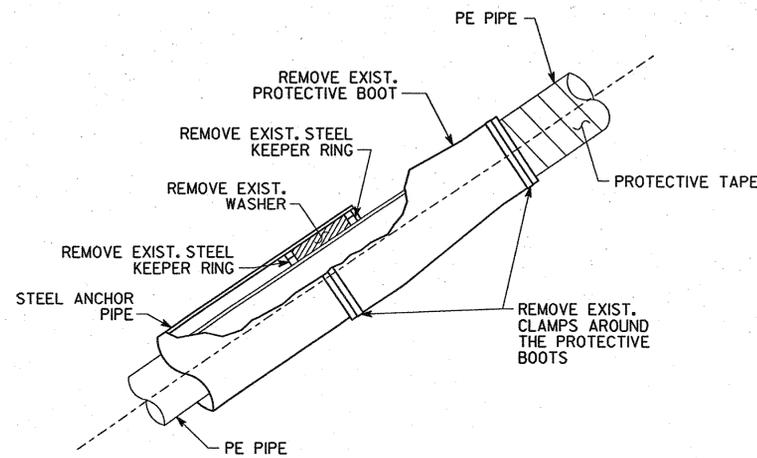
SUGGESTED SEQUENCE
REPAIR ③ - REMOVAL OF EXISTING PROTECTIVE
BOOTS, STEEL KEEPER RINGS AND WASHERS

CARE SHALL BE TAKEN NOT TO DAMAGE THE PE PIPE AND THE PROTECTIVE TAPE AROUND THE PE PIPE. THE REPAIRS AT EACH LOCATION SHALL BE SEQUENCED SO THAT REPAIR ④ WILL COMMENCE WITHIN 24 HOURS OF COMPLETING REPAIR ③. THE EXISTING PROTECTIVE BOOTS SHALL BE COMPLETELY REMOVED ONLY AFTER COMPLETION OF REPAIR ④ AND IMMEDIATELY PRIOR TO START OF REPAIR ⑤. AT LOCATIONS WHERE REPAIR ② AND ① ARE TO BE COMPLETED, THE SEQUENCING OF REPAIR ③ SHALL BE AS STIPULATED IN REPAIRS ② AND ①.

1. REMOVE THE EXISTING STAINLESS STEEL BAND CLAMPS OR GALVANIZED STEEL HOSE CLAMPS FROM AROUND THE PROTECTIVE BOOTS.
2. SLIDE THE PROTECTIVE BOOTS OFF OF THE STEEL ANCHOR PIPE.
3. REMOVE THE SET-SCREWS FROM THE OUTER STEEL KEEPER RINGS. IF THE OUTER STEEL KEEPER RING IS ONE PIECE AND IN REUSABLE CONDITION, THEN RELOCATE IT BEYOND THE END ON THE ANCHOR PIPE ALONG THE CABLE (DO NOT CUT OR DISTORT KEEPER RING) AND FOLLOW PROCEDURE A OF REPAIR ④. IF THE OUTER STEEL KEEPER RING IS TWO SEMICIRCULAR HALVES AND IN REUSEABLE CONDITION, THEN REMOVE THE TWO SEMICIRCULAR HALVES OF THE OUTER STEEL KEEPER RING FROM THE ANCHOR PIPE AND FOLLOW PROCEDURE B OF REPAIR ④. IF THE OUTER STEEL KEEPER RING IS MISSING OR DETERMINED TO BE UNUSABLE, THEN FOLLOW PROCEDURE C OF REPAIR ④.
4. REMOVE THE EXISTING NEOPRENE WASHERS (SEE NOTE 2).
5. REMOVE THE SET-SCREWS FROM THE INNER STEEL KEEPER RINGS. IF THE INNER STEEL KEEPER RING IS ONE PIECE AND IN REUSABLE CONDITION, THEN RELOCATE IT BEYOND THE END ON THE ANCHOR PIPE ALONG THE CABLE (DO NOT CUT OR DISTORT KEEPER RING) AND FOLLOW PROCEDURE A OF REPAIR ④. IF THE INNER STEEL KEEPER RING IS TWO SEMICIRCULAR HALVES AND IN REUSEABLE CONDITION, THEN REMOVE THE TWO SEMICIRCULAR HALVES OF THE INNER STEEL KEEPER RING FROM THE ANCHOR PIPE AND FOLLOW PROCEDURE B OF REPAIR ④. IF THE INNER STEEL KEEPER RING IS MISSING OR DETERMINED TO BE UNUSABLE, THEN FOLLOW PROCEDURE C OF REPAIR ④.
6. REINSTALL THE EXISTING PROTECTIVE BOOTS UNTIL REPAIR ④ IS COMPLETED.

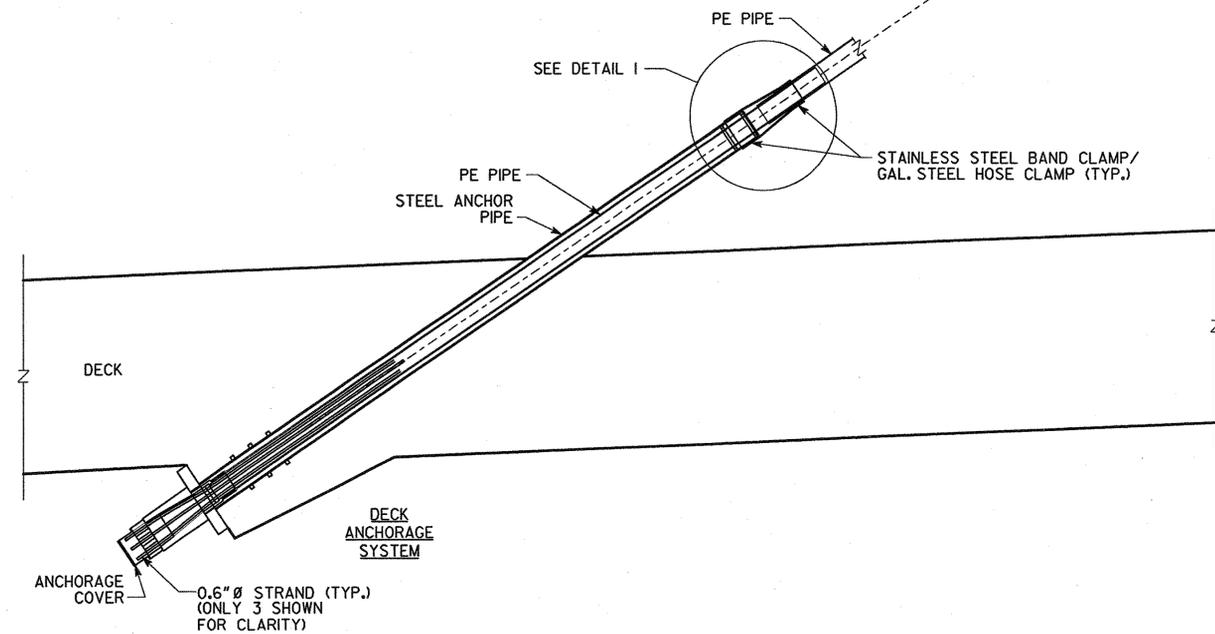
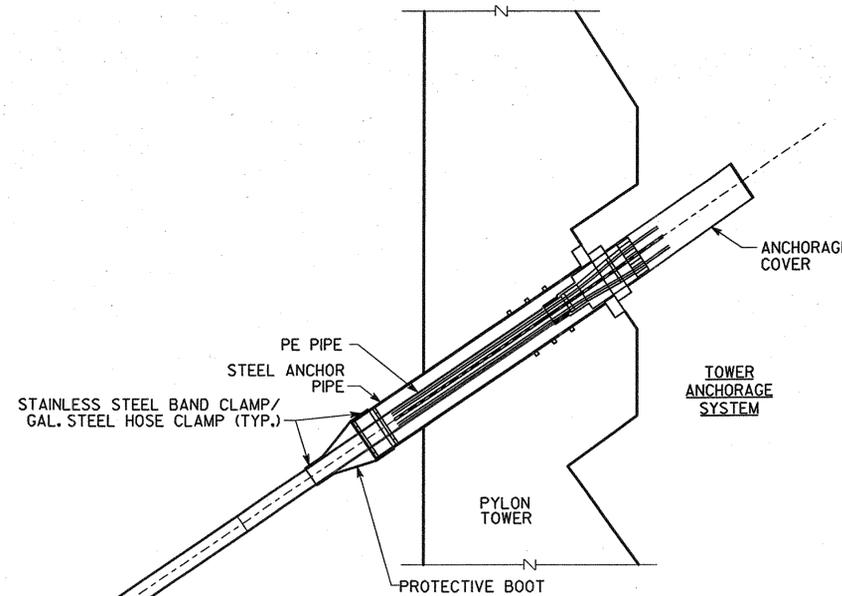
NOTES

1. FOR GENERAL NOTES SEE SHEET NO. 7.
2. DURING THE PREVIOUS INSPECTION, IT WAS FOUND THAT AT 216 LOCATIONS THE STEEL KEEPER RINGS AND WASHERS WERE IN PLACE AS SHOWN. AT 26 LOCATIONS THE STEEL KEEPER RINGS AND/OR WASHERS WERE MISSING OR HAD BEEN DISLODGED AND WERE WEDGED DEEP IN THE STEEL ANCHOR PIPE. AT 46 LOCATIONS THE STEEL KEEPER RINGS AND/OR WASHERS WERE DISLODGED UP TO 3".



DETAIL I

(DECK ANCHOR SHOWN - TOWER DETAIL SIMILAR)
 (SEE SUGGESTED SEQUENCE FOR REPAIR ③)



EXISTING LONGITUDINAL SECTION
OF CABLE STAY

REPAIR	DESCRIPTION
①	STEEL ANCHOR PIPE CRACK REPAIR
②	HEAT STRAIGHTENING OF STEEL ANCHOR PIPE
③	REMOVAL OF EXISTING PROTECTIVE BOOTS, STEEL KEEPER RINGS AND WASHERS
④	INSTALLATION OF NEW WASHERS AND STEEL KEEPER RINGS
⑤	PROTECTIVE BOOT RETROFIT
⑥	MISCELLANEOUS CONCRETE REPAIRS
⑦	TIE-DOWN BOOT REPAIR
⑧	MISCELLANEOUS ELECTRICAL REPAIRS
⑨	CABLE STAY PROTECTIVE TAPE REPAIR

Lichtenstein
 Consulting Engineers
 11 HURON DRIVE, NATICK, MA 01760

GEORGIA
DEPARTMENT OF TRANSPORTATION
 OPERATIONS DIVISION-OFFICE OF MAINTENANCE

KEEPER RING & WASHER RETROFIT I OF 5
 TALMADGE MEMORIAL BRIDGE RETROFIT
 CHATHAM COUNTY CSNHS-M002-00 (373)

NO SCALE MARCH 2006

BRIDGE SHEET 11 OF 26	DESIGNED K.J.B. DRAWN R.B.H.	CHECKED T.S. DESIGN GROUP MAINTENANCE	REVIEWED APPROVED
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