

The Triton system has three main components:

End Tracks which terminate the stoplog run to the structure

TRI-C – the Jamb/Trap mount end track

TRI-W – the Wall/face mount end track

Intermediate Stanchion Posts which break the spans of stoplog runs into increments based on the maximum span per water height.

TRI-S180 Provides a straight, 180°, break in layout line

TRI-S174 Provides a slight angle change of 6° in layout line

TRI-S168 Provides an angle change of 12° in layout line

TRI-S90 Provides a corner, 90° change, in layout line.

Stoplog Blades which are the horizontal extrusions which sit within the tracks and posts. Blades are stacked on top of each other until the desired height of protection is achieved.

TRI-B 12” protection height blade.

All components of this system are designed to be removable from their installation location and stored until needed. The only components that remain permanently apart of the structure are the anchors and temporary cover bolts (low-profile/walk-over).

Maintenance of the system is divided into two categories:

Attachment Anchors: The anchors specified for this system are the Hilti HIS-RN Stainless Steel fastener. This fastener is internally threaded allowing it to receive a bolt. It is embedded into the structure with epoxy and sits just below the level surface. Two bolts are used for this system. A standard hex head bolt is used to attach the components of the system and a cover bolt for when the system is stored. Each of these

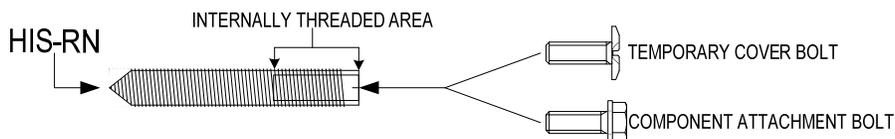


DIAGRAM OF ANCHOR COMPONENTS FOR STOPLOG SYSTEM

The design and placement of this anchor require no direct or periodic maintenance for 15 years from time of placement. At which time the concrete and pull-out capacity of the anchor should be reviewed by a qualified professional

Regular visual observation (monthly) should be made of all anchors location to ensure that the temporary cover bolt is present and properly seated. If the cover bolt is missing a replacement bolt will be required. If the bolt is not firmly seated it will need re-tighten. The important consideration is that the internally threaded area of the fastener does not have any debris within. If debris is present remove until clear.

Annual operation of all bolts is required to ensure that no accumulation of debris or any oxidation has occurred. Each bolt should be removed and re-installed. Any debris or oxidation will need to be addressed. Any damaged concrete or cracked concrete at an anchor location will need to be reviewed by a qualified professional. The attachment bolts will need to inventoried along all other components (see below)

Stored Material: All other components of the system are to be stored within a defined secure location. A storage plan and chart is recommended, once all material has been delivered. It is best if this area is only utilized for the storage of the system and limited access by lead reaction personnel (as defined in the Flood Emergency Response Plan).

All components are to be stored in such a manner as the gaskets, within each, are not being compressed.

Annual inventory and inspection of all components should be completed by defined personnel. Inventory should be matched to delivery log or internally produced inventory sheet. This inventory should include both the aluminum extruded components and the secondary hardware (attachment bolts). Any deficiency should be immediately replaced.

Each component should be observed for any damage to the gaskets within. Should any damage be identified, replacement of gasket section will be required. Contact supplier of system for replacement gasket.