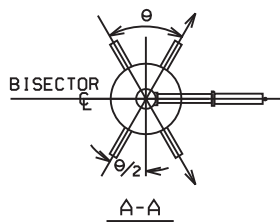
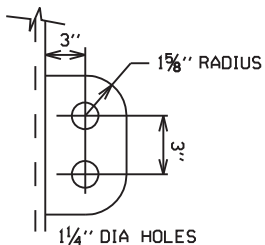


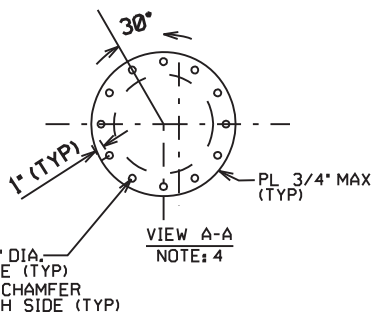
582/1 and 582/44
Terrestrial Crossing
Sheet 1



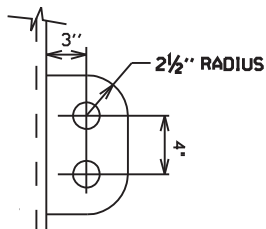
θ = LINE ANGLE
SEE VIEW A-A FOR POLE CAP



SW VANG DETAIL

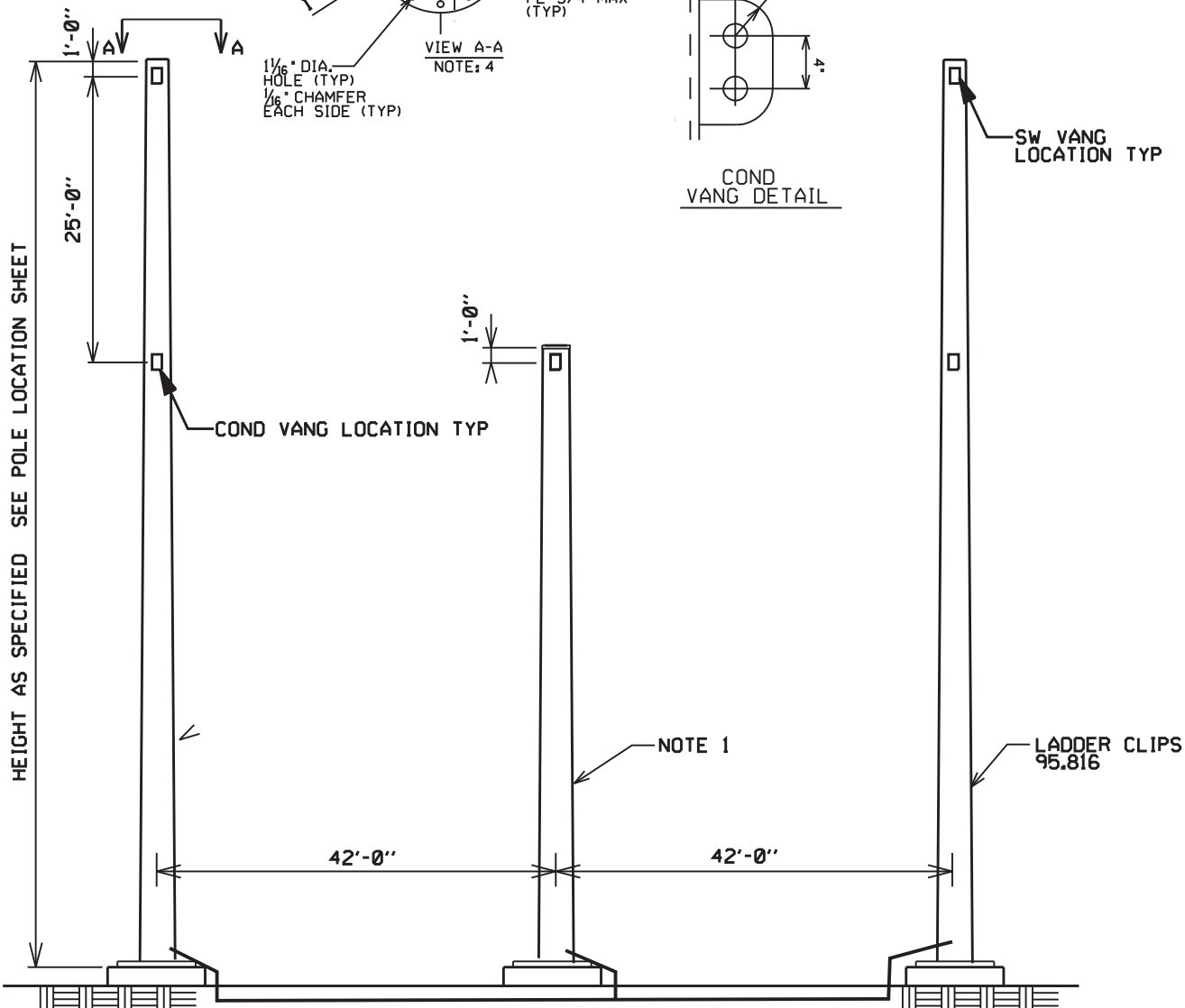


1 1/8" DIA. HOLE (TYP)
1/8" CHAMFER EACH SIDE (TYP)



COND VANG DETAIL

582 LINE



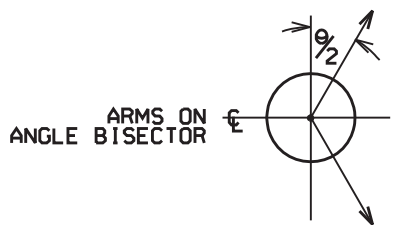
Proposed Tower Structure

582/2

Terrestrial Crossing

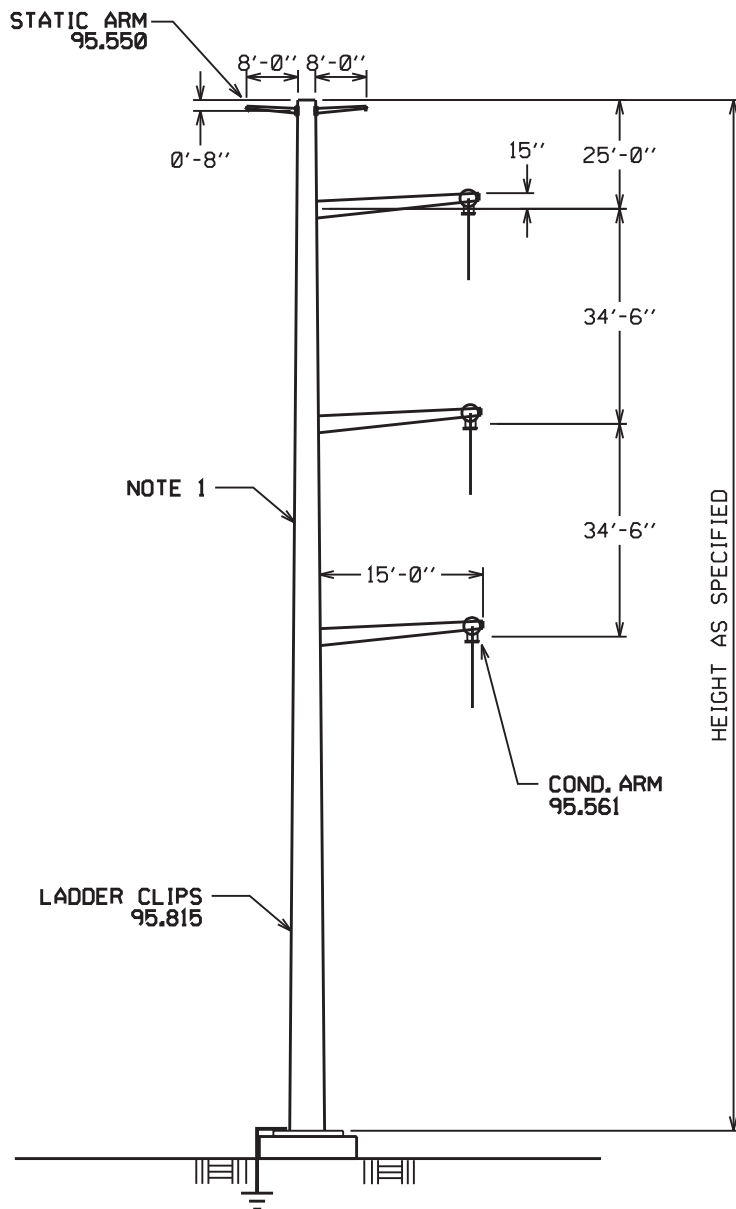
Sheet 2

\$SYTIME\$



PLAN
 θ = LINE ANGLE

582 LINE



Proposed Tower Structure

582/3

Terrestrial Crossing

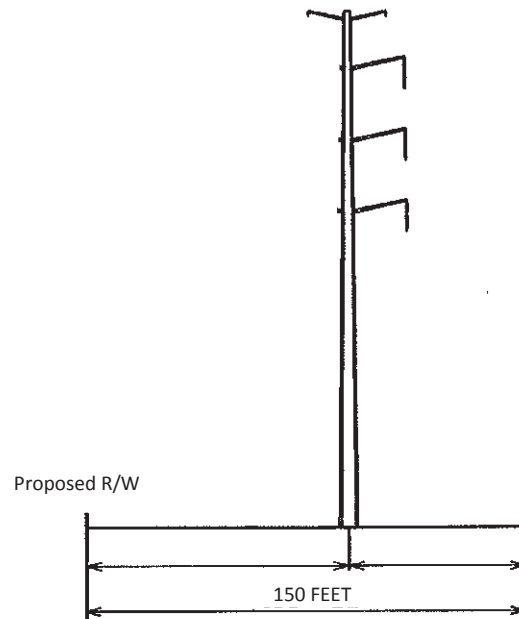
Sheet 3

\$DCNSPEC\$

TESBORD1

95.510

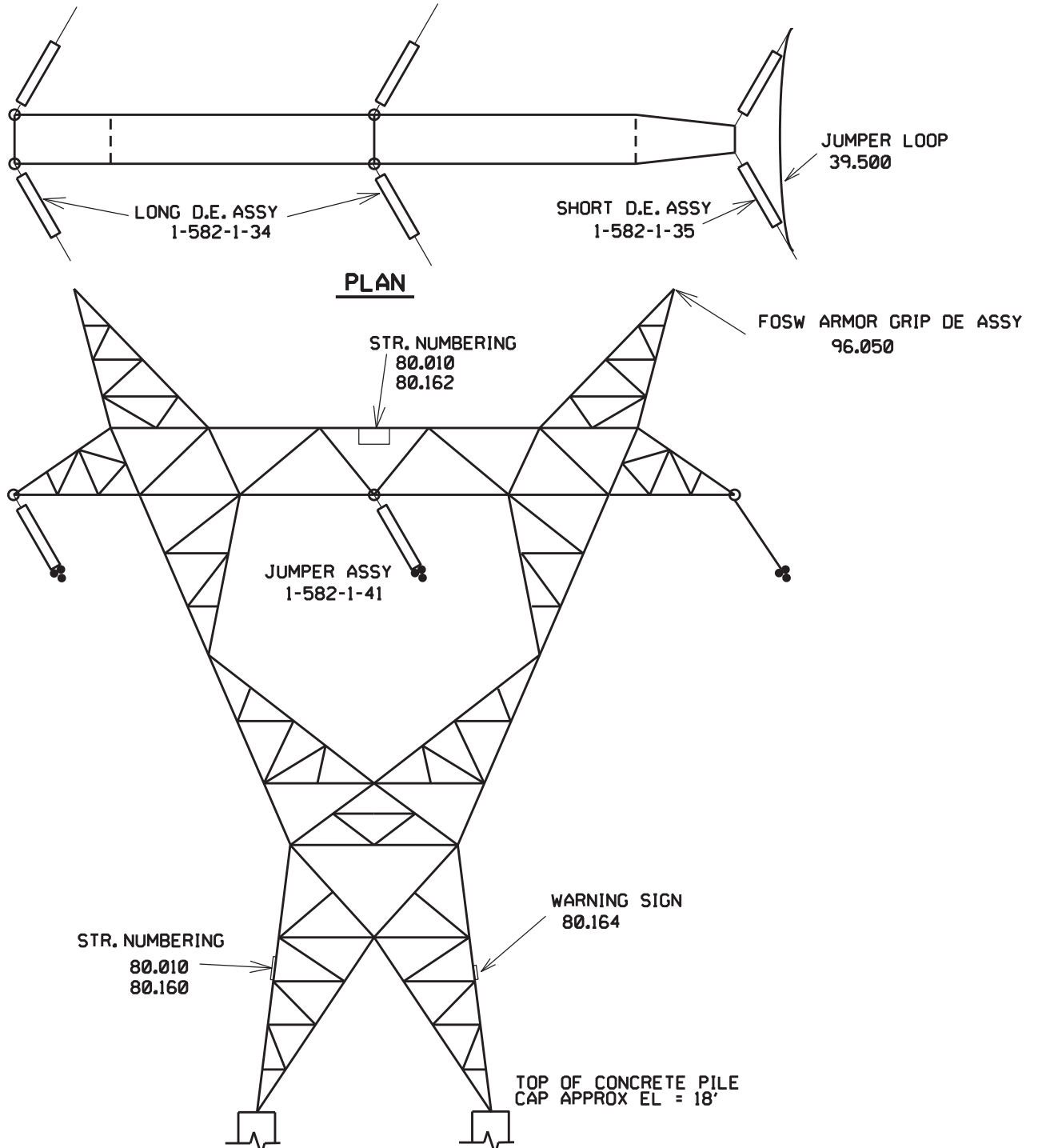
582 LINE



Proposed Tower Structures

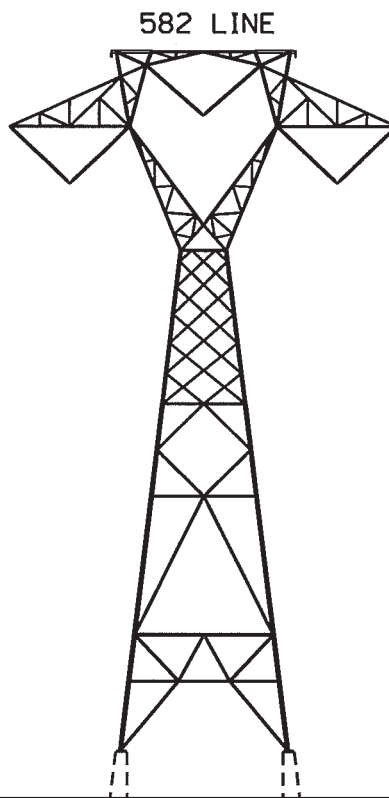
582/4 thru 582/11

Terrestrial Crossing



Proposed Tower Structures

582/12, 582/15 & 582 20
River Crossing
Sheet 5



Proposed Tower Structures

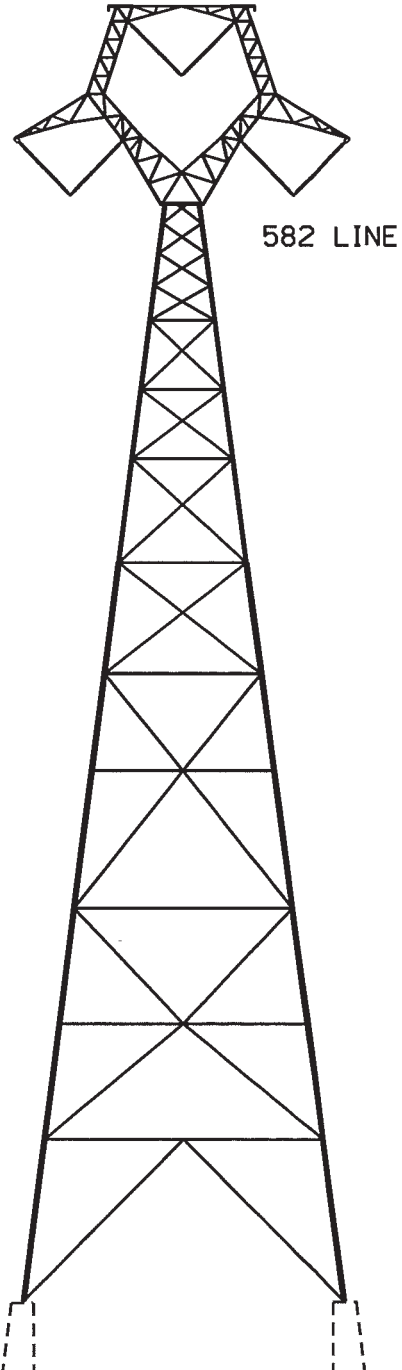
582/13 thru 582/14

582/16 thru 582/19

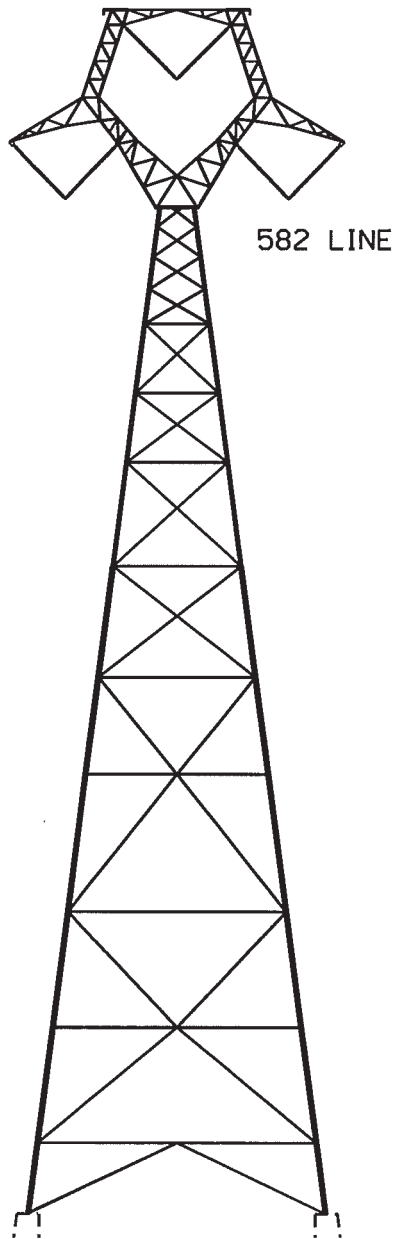
582/23 thru 582/24

582/27 thru 528/28

River Crossing



Proposed Tower Structures
582/21 thru 582/22
Secondary Navigational Channel Crossing
Sheet 7

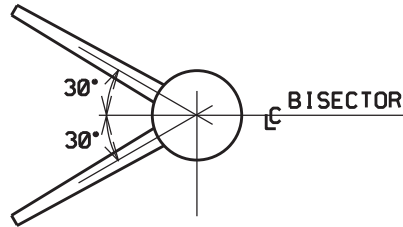


Proposed Tower Structures
582/25 thru 582/26
Federal Navigational Channel Crossing
Sheet 8

\$SYTIME\$

•REMOVE CHAIN LINK (ITEM 3 IN ASSEMBLY)
FOR THIS STRUCTURE ONLY BECAUSE OF
VERTICAL VANG.

AERIAL NUMBER
80.032



'A-A'

OPGW ASSY
96.050

16'-0"

TO
SKIFFES
CREEK

TO
SURRY

1'-0"

21'-0"

16'-0"

HEIGHT AS SPECIFIED SEE POLE LOCATION SHEET

LOOKING TOWARDS
SKIFFES CREEK

36'-0"

36'-0"

LOWER NUMBER
80.010 & 80.031

GROUND WIRE
INSTALLATION
60.130

Proposed Tower Structure

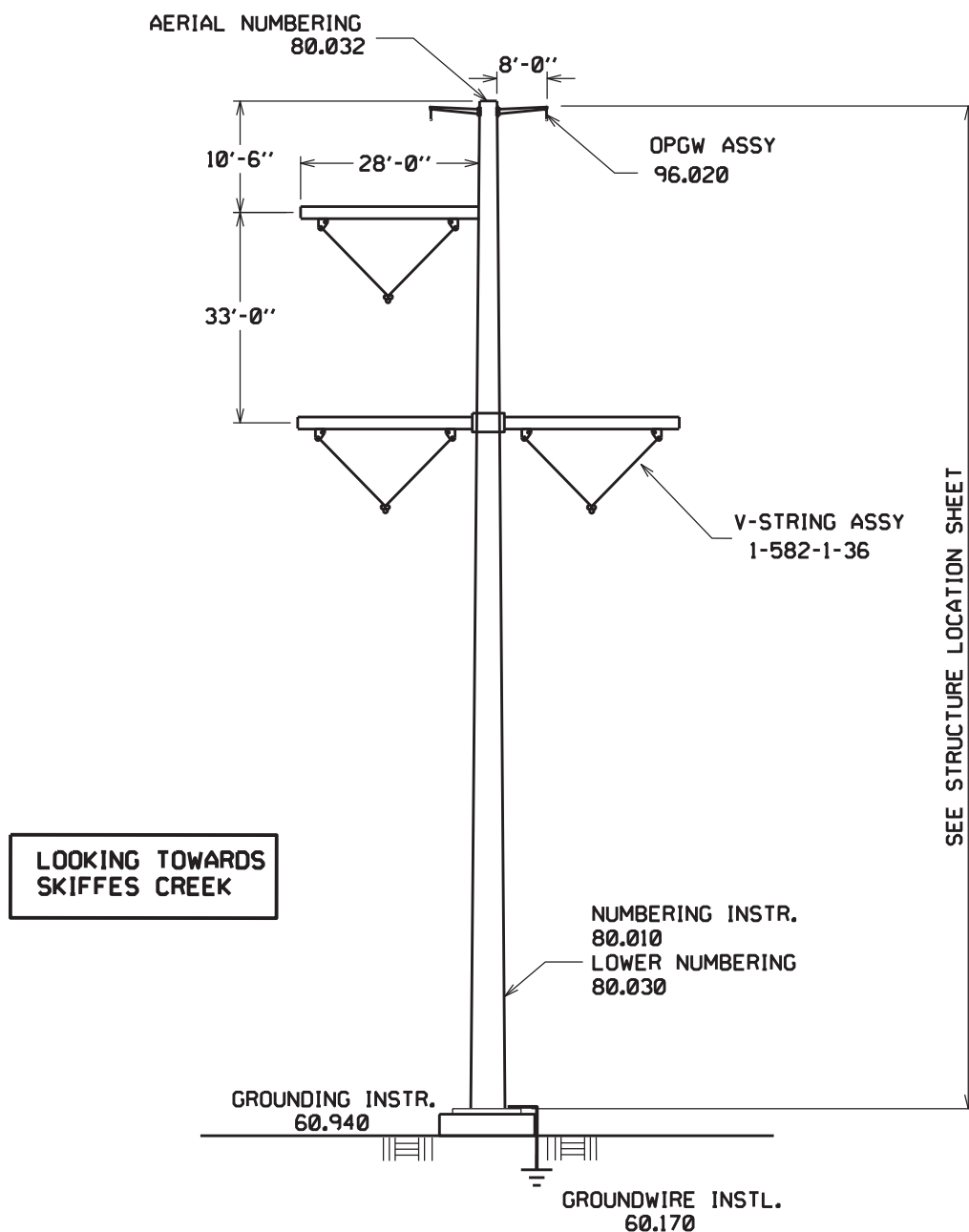
582/29, 582/31 & 582/33

Terrestrial Crossing

Sheet 9

\$DGN\$SPEC\$

TESBORD1

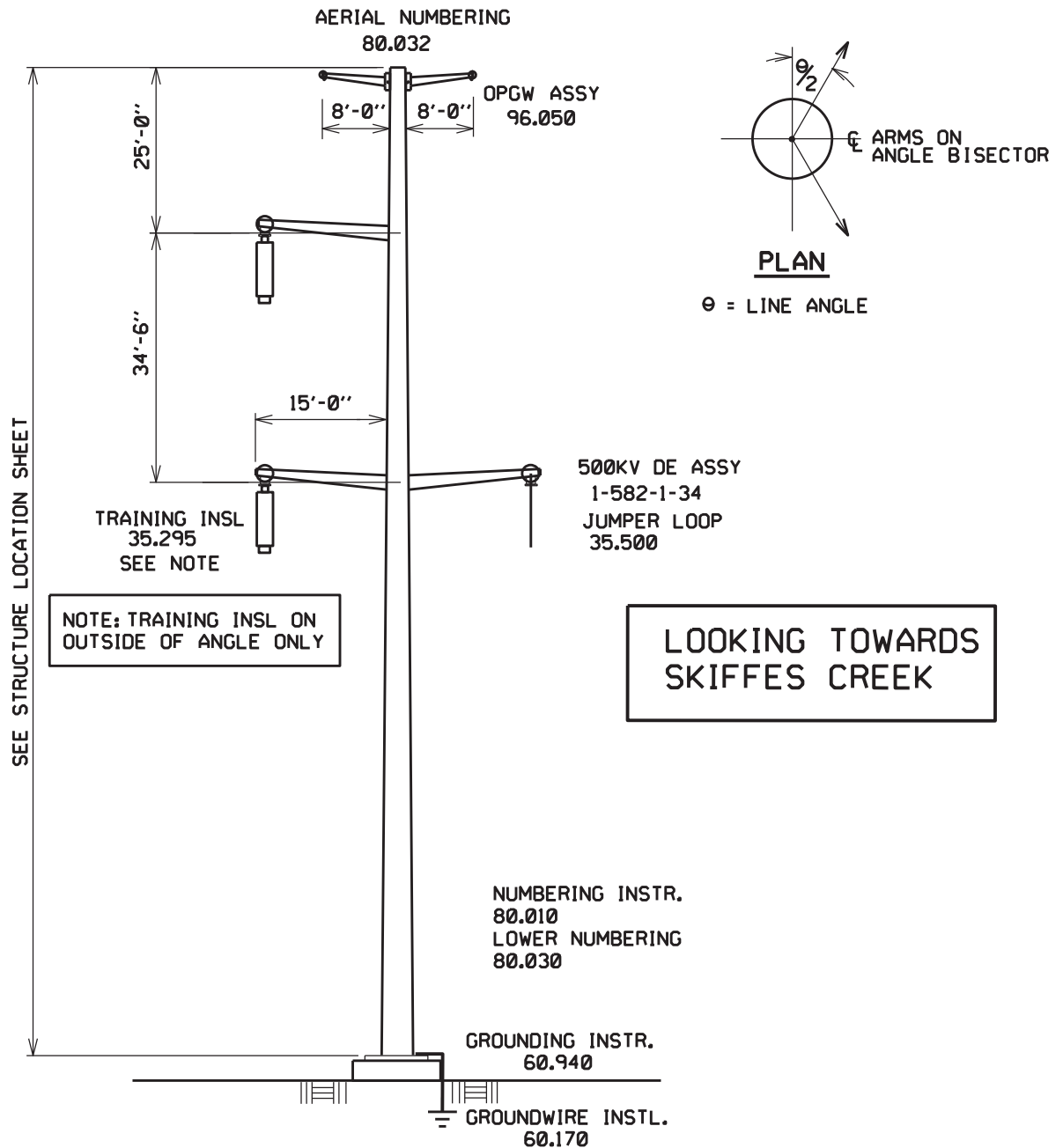


Proposed Tower Structures

582/30, 582/32, 582/34-37 & 582/40

Terrestrial Crossing

Sheet 10

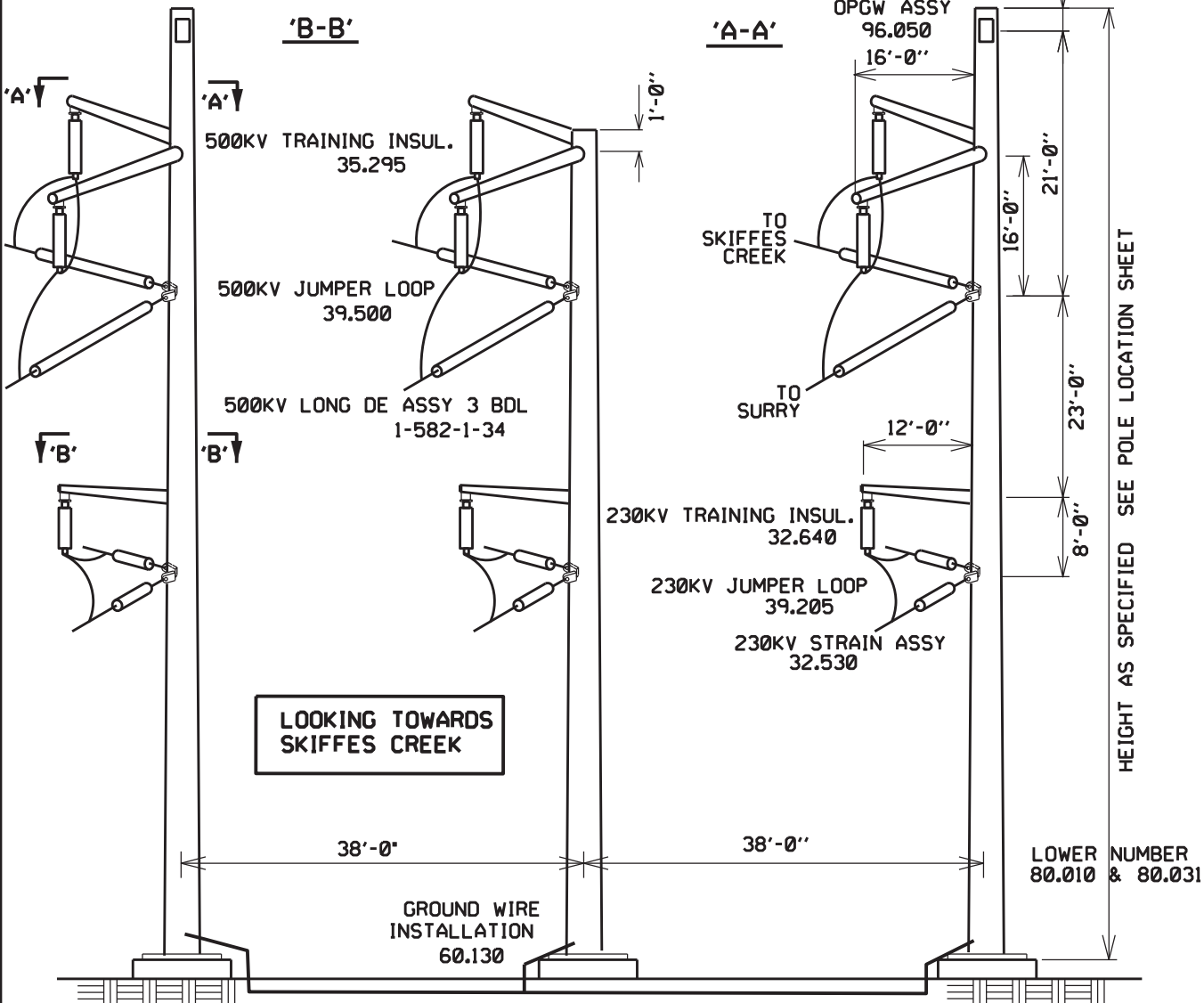
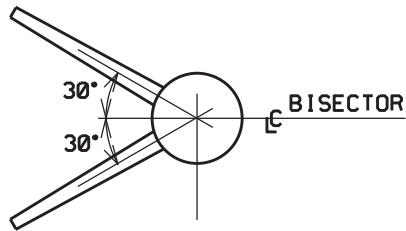
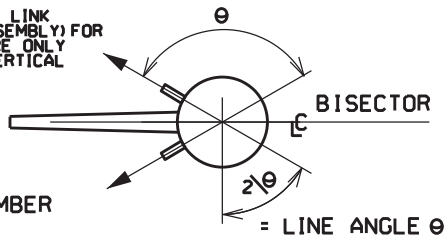


Proposed Tower Structures

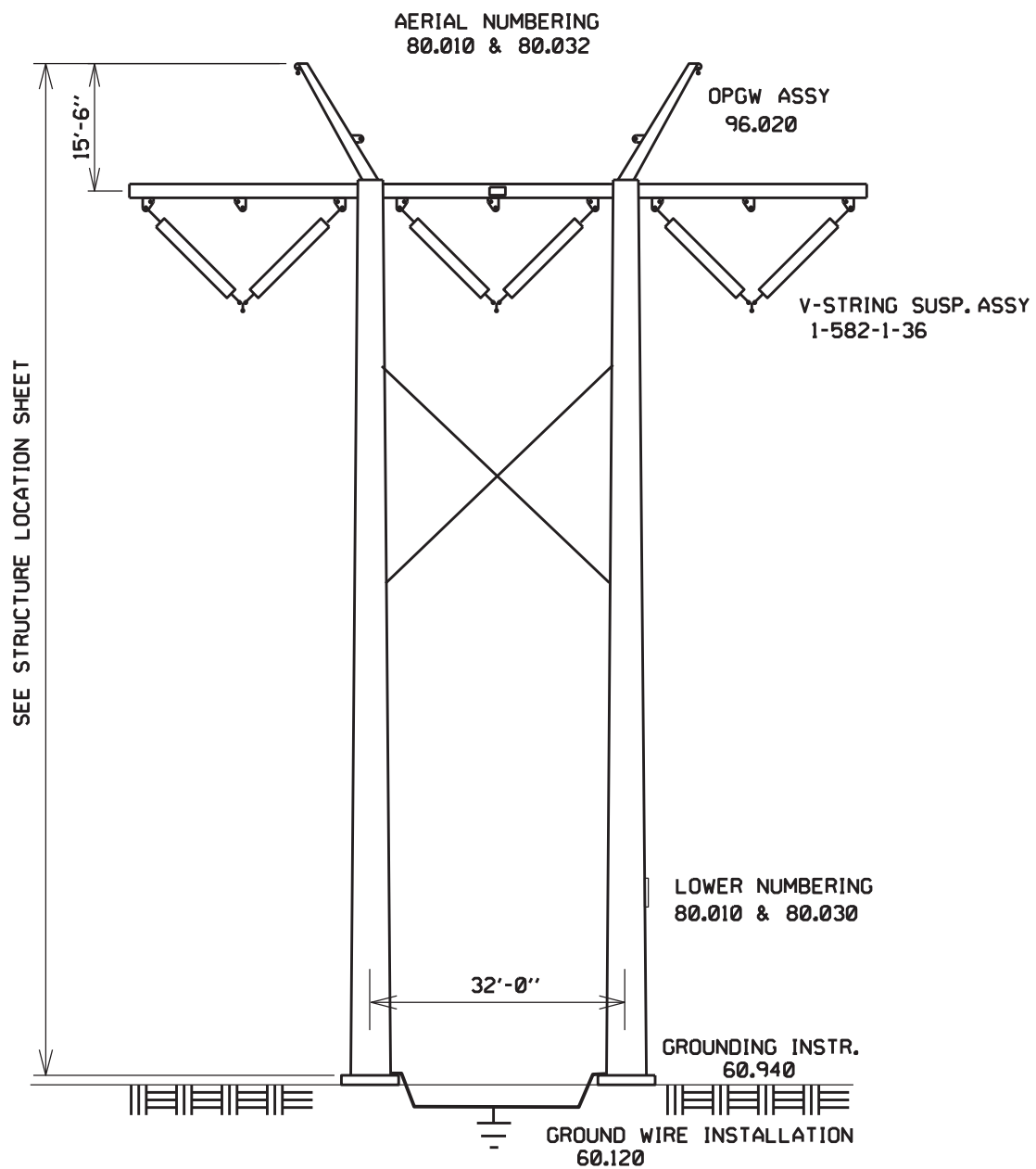
582/38-39 & 582/41
Terrestrial Crossing
Sheet 11

•REMOVE CHAIN LINK
(ITEM 3 IN ASSEMBLY) FOR
THIS STRUCTURE ONLY
BECAUSE OF VERTICAL
VANG.

AERIAL NUMBER
80.032



Proposed Tower Structure



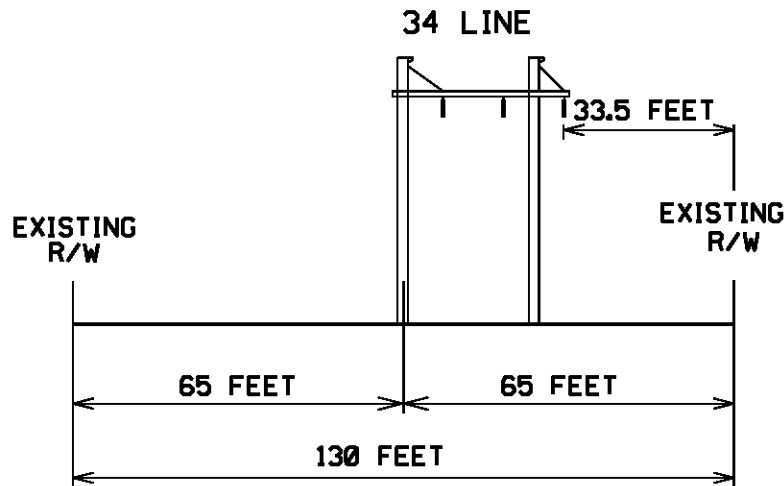
Proposed Tower Structure

582/43
Terrestrial Crossing
Sheet 13

(S) MP 5.73 to 6.70

Line 34 will be rebuilt & renumbered to Line 7

US Army Corps of Engineers
Norfolk District Regulatory
Office
Received by: RLS
Date: Sept 15, 2016

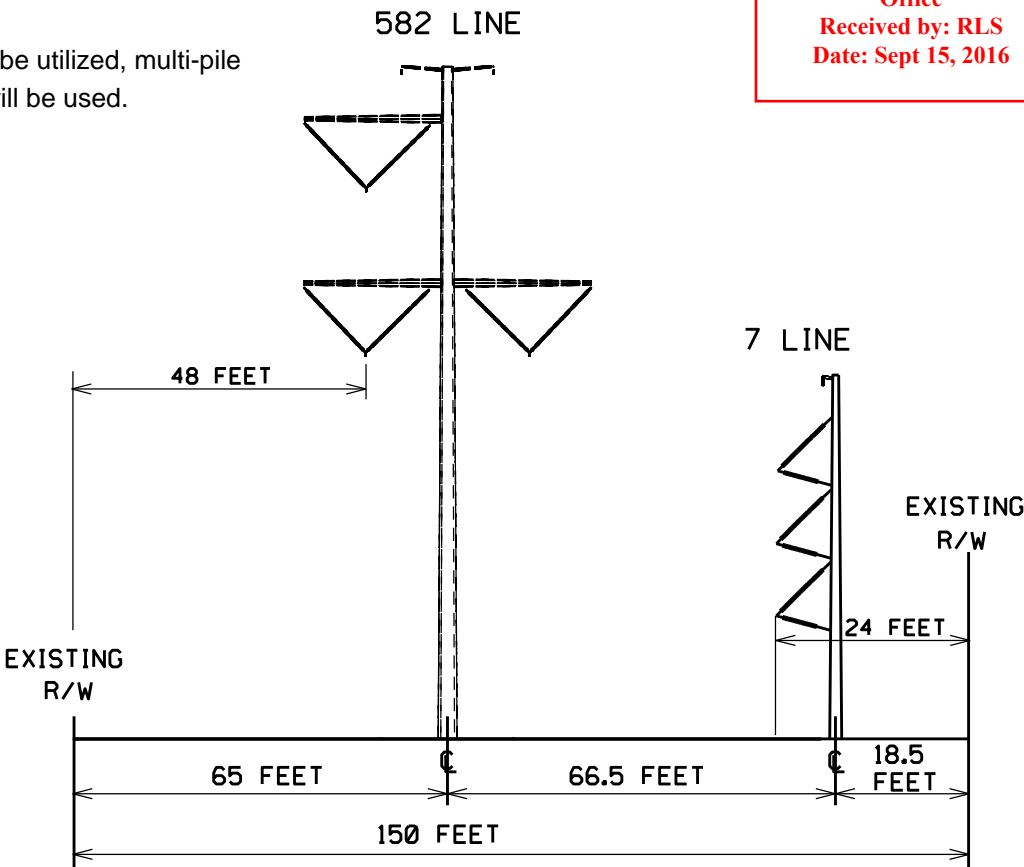
**EXISTING CONFIGURATION****TYPICAL RIGHT OF WAY LOOKING TOWARD SKIFFES CREEK**

TYPE OF STRUCTURE:	WOOD H-FRAME
FOUNDATION :	DIRECT BURIED
APPROXIMATE HEIGHT:	52 FEET
WIDTH AT CROSSARM:	34 FEET
WIDTH AT BASE:	26 FEET
AVERAGE SPAN LENGTH:	550 FEET
CONDUCTOR TYPE:	ALUMINUM
RIGHT OF WAY WIDTH:	130 FEET
APPROXIMATE LENGTH:	0.97 MILES

Line 7 was previously numbered Line 34
and was rebuilt to accommodate Line 582 in the corridor

US Army Corps of Engineers
Norfolk District Regulatory
Office
Received by: RLS
Date: Sept 15, 2016

*Where pipe pile cannot be utilized, multi-pile
fnds with concrete cap will be used.



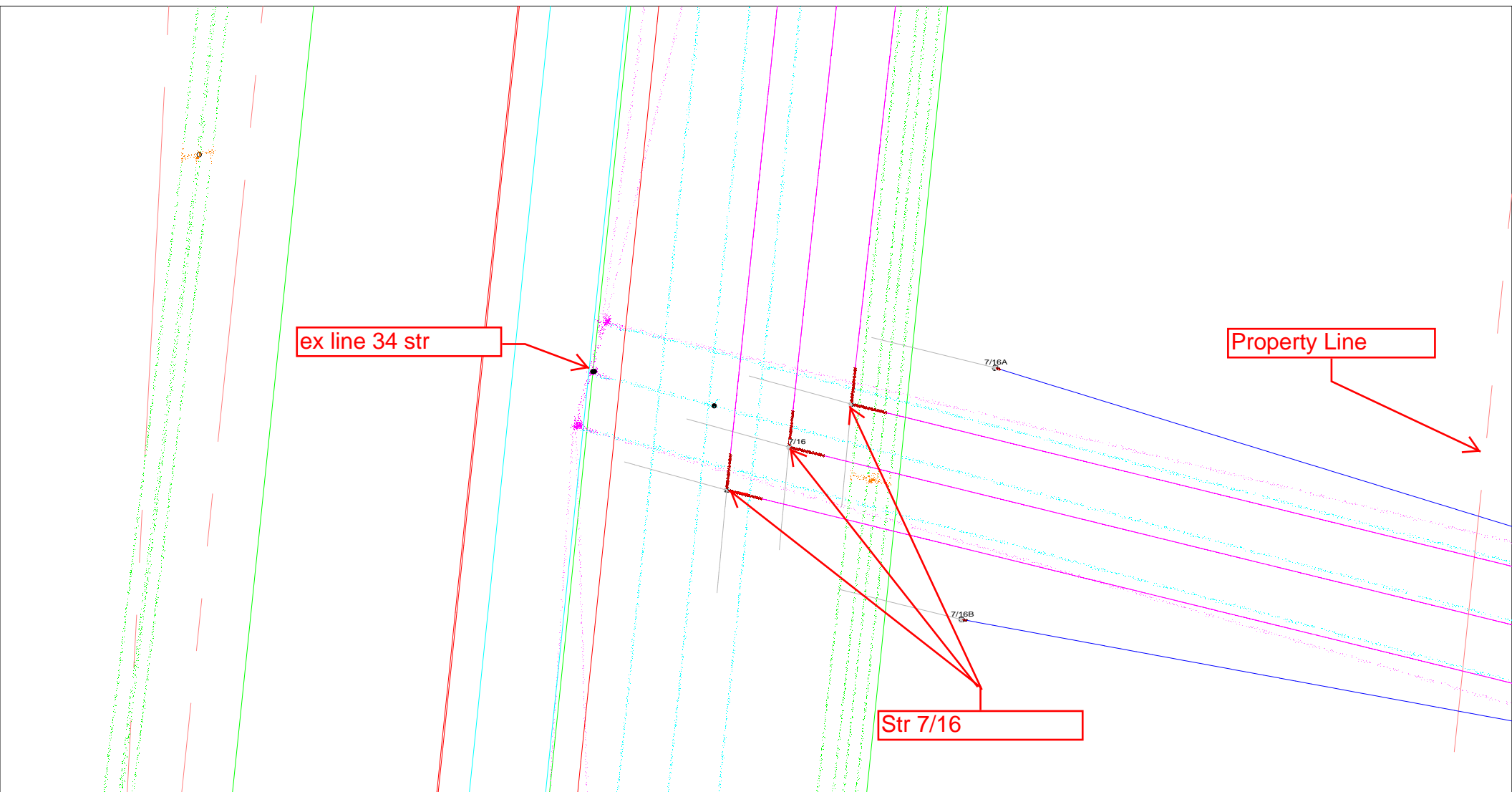
Typical Proposed Structures 582/36-41 & 7/5-16

PROPOSED CONFIGURATION

TYPICAL RIGHT OF WAY LOOKING TOWARD SKIFFES CREEK

TYPE OF STRUCTURE :	GALVANIZED POLE	WEATHERING STEEL POLE
FOUNDATION :	PILES/CONCRETE *	PILES/DIRECT BURIED
APPROX. AVERAGE HEIGHT :	135 FEET	70 FEET
WIDTH AT CROSSARM :	60 FEET	N/A
WIDTH AT BASE :	7 FEET	3 FEET
AVERAGE SPAN LENGTH :	900 FEET	330 FEET
CONDUCTOR TYPE :	ALUMINUM	ALUMINUM
RIGHT-OF-WAY WIDTH :	150 FEET	150 FEET
APPROXIMATE LENGTH:	0.76 MILES	0.76 MILES

Existing Line 34 conductor = aqua dots
Existing Line 34 Shield wire = magenta dots
New 7 line conductor = magenta line
New 7 line shield wire = blue line
(Green is distribution lines)



**US Army Corps of
Engineers
Norfolk District
Regulatory Office
Received by: RLS
Date: Sept 15, 2016**