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June 5, 2025

BY ELECTRONIC FILING

Mr. Bernard Logan, Clerk c/o Document Control Center State Corporation Commission 1300 East Main Street Tyler Building – 1st Floor Richmond, Virginia 23219

> Application of Virginia Electric and Power Company for approval and certification of electric transmission facilities: 500 kV Septa-Yadkin Line #579 Rebuild and 230 kV Suffolk-Thrasher Line #2110 Partial Rebuild <u>Case No. PUR-2025-00104</u>

Dear Mr. Logan:

Please find enclosed for electronic filing in the above-captioned proceeding the application for approval of electric transmission facilities on behalf of Virginia Electric and Power Company (the "Company"). This filing contains the Application, Appendix, Direct Testimony, and DEQ Supplement, including attachments.

As indicated in Section II.A.12.b of the Appendix, an electronic copy of the map of the Virginia Department of Transportation "General Highway Map" for Isle of Wight County and Southeastern Metropolitan Area (which includes the City of Chesapeake and the City of Suffolk), as well as the digital geographic information system map required by § 56-46.1 of the Code of Virginia, which is Attachment II.A.2 to the Appendix, were provided via an e-room to the Commission's Division of Public Utility Regulation on June 4, 2025.

Please do not hesitate to call if you have any questions regarding the enclosed.

Highest regards,

Unshwa B. Min

Vishwa B. Link

Enclosures

cc: William H. Chambliss, Esq.

Mr. Bernard Logan, Clerk June 4, 2025 Page 2

> Mr. David Essah (without enclosures) Mr. Neil Joshipura (without enclosures) Mr. Michael A. Cizenski (without enclosures) Charlotte P. McAfee, Esq. David J. DePippo, Esq. Annie C. Larson, Esq. Jennifer D. Valaika, Esq. Anne Hampton Andrews, Esq. Alexis S. Hills, Esq.



Application, Appendix, DEQ Supplement, Direct Testimony and Exhibits of Virginia Electric and Power Company

Before the State Corporation Commission of Virginia

500 kV Septa-Yadkin Line #579 Rebuild and 230 kV Suffolk-Thrasher Line #2110 Partial Rebuild

Application No. 353

Case No. PUR-2025-00104

Filed: June 5, 2025

Volume 1 of 2

COMMONWEALTH OF VIRGINIA BEFORE THE STATE CORPORATION COMMISSION

APPLICATION OF

VIRGINIA ELECTRIC AND POWER COMPANY

FOR APPROVAL AND CERTIFICATION OF ELECTRIC TRANSMISSION FACILITIES

500 kV Septa-Yadkin Line #579 Rebuild and 230 kV Suffolk-Thrasher Line #2110 Partial Rebuild

Application No. 353

Case No. PUR-2025-00104

Filed: June 5, 2025

COMMONWEALTH OF VIRGINIA

STATE CORPORATION COMMISSION

APPLICATION OF)	
VIRGINIA ELECTRIC AND POWER COMPANY))	Case No. PUR-2025-00104
)		
For approval and certification of electric)	
transmission facilities: 500 kV Septa-Yadkin)	
Line #579 Rebuild and 230 kV Suffolk-Thrasher)	
Line #2110 Partial Rebuild)	

APPLICATION OF VIRGINIA ELECTRIC AND POWER COMPANY FOR APPROVAL AND CERTIFICATION OF ELECTRIC TRANSMISSION FACILITIES: 500 KV SEPTA-YADKIN LINE #579 REBUILD AND 230 KV SUFFOLK-THRASHER LINE #2110 PARTIAL REBUILD

Pursuant to § 56-46.1 of the Code of Virginia ("Va. Code") and the Utility Facilities Act, Va. Code § 56-265.1 *et seq.*, Virginia Electric and Power Company ("Dominion Energy Virginia" or the "Company"), by counsel, files with the State Corporation Commission of Virginia (the "Commission") this application for approval and certification of electric transmission facilities (the "Application"). In support of its Application, Dominion Energy Virginia respectfully shows as follows:

1. Dominion Energy Virginia is a public service corporation organized under the laws of the Commonwealth of Virginia furnishing electric service to the public within its Virginia service territory. The Company also furnishes electric service to the public in portions of North Carolina. Dominion Energy Virginia's electric system—consisting of facilities for the generation, transmission, and distribution of electric energy—is interconnected with the electric systems of neighboring utilities and is a part of the interconnected network of electric systems serving the continental United States. By reason of its operation in two states and its interconnections with other utilities, the Company is engaged in interstate commerce. 2. In order to perform its legal duty to furnish adequate and reliable electric service, Dominion Energy Virginia must, from time to time, replace existing transmission facilities or construct new transmission facilities in its system.

3. In this Application, in order to maintain the structural integrity and reliability of its transmission system in compliance with the Company's mandatory electric transmission planning criteria ("Planning Criteria"),¹ Dominion Energy Virginia proposes the following rebuild project located within existing right-of-way or within the Company's existing property rights in the Cities of Chesapeake and Suffolk and in Isle of Wight County, Virginia:

Rebuild the Company's existing approximately 33.1-mile overhead 500 kilovolt ("kV") Septa-Yadkin Line #579 to address the condition of Line #579, which is approaching its end of service life. Beginning at the existing Septa Switching Station, approximately 24.6 miles of Line #579 currently is supported by single circuit 500 kV COR-TEN^{®2} lattice structures, which will be replaced primarily with single circuit 500 kV dulled galvanized steel lattice structures (the "Line #579 Single Circuit Segment" or the "Single Circuit Segment"). The remaining approximately 8.5 miles of Line #579 to the existing Yadkin Substation currently is supported primarily by double circuit 500 kV / 230 kV ("5/2") COR-TEN[®] lattice structures shared with the overhead single circuit 230 kV Suffolk-Thrasher Line #2110, which will be replaced primarily with double circuit 5/2 dulled galvanized steel H-frame structures³ (the "Line #579/#2110 Double Circuit

¹ The Company's mandatory Planning Criteria can be found in Attachment 1 of the Company's FIR document (effective April 1, 2025), pursuant to Facility Connection ("FAC") Standard FAC-001 (R1, R3), which is available online at <u>https://cdn-dominionenergy-prd-001.azureedge.net/-/media/pdfs/virginia/parallel-generation/facility-connection-</u>

requirements.pdf?la=en&rev=f280781e90cf47f69ea526c944c9c347&hash=82DD2567D0B033C47536134B8C4D5 C5E.

² Registered trademark of the United States Steel Corporation.

³ For approximately 0.8-mile of the 8.5-mile Double Circuit Segment (as defined herein), Line #579 and Line #2110 currently are supported by shorter, side-by-side, single circuit 500 kV steel H-frame and 230 kV monopole structures, which were engineered at the time of construction so as not to conflict with civil airport imaginary surfaces (the "Airport Section" of the Double Circuit Segment). Within the 0.8-mile Airport Section, the single circuit 500 kV steel H-frame structures supporting Line #579 will be replaced with single circuit 500 kV steel H-frame structures; however, the Line #2110 existing structures will not be replaced. *See infra*, n. 9. For the 5.1-mile section from the end of the Airport Section through the end of the Double Circuit Segment at the Yadkin Substation (the "Airport-Yadkin Section" of the Double Circuit Segment), Lines #579 and #2110 resume the existing 5/2 configuration on double circuit COR-TEN[®] lattice structures, which will be replaced primarily with double circuit dulled galvanized steel H-frame structures, consistent with the remainder of the Double Circuit Segment. *See* <u>Attachment I.A.1</u> of the Appendix.

Segment" or the "Double Circuit Segment").⁴ Additionally, the Company proposes to replace the existing three-phase twin-bundled 2500 Aluminum Conductor Alloy Reinforced ("ACAR") conductor with three-phase triplebundled 1351.5 Aluminum Conductor Steel Reinforced ("ACSR") conductor⁵ with a summer transfer capability of 4,357 MVA⁶ for the entire 33.1 miles. The entirety of the approximately 33.1-mile Line #579 will be rebuilt within the Company's existing right-of-way, which varies in width between 130 and 350 feet,⁷ or within the Company's existing property rights. Collectively, this work is referred to as the "Line #579 Rebuild."

- Within the 8.5-mile Double Circuit Segment, rebuild approximately 7.7 miles of overhead single circuit 230 kV Suffolk-Thrasher Line #2110⁸ from Structure #579/132 / #2110/36 through Structure #579/147 / #2110/51 and from Structure #579/154 / #2110/67 through Structure #579/183 / #2110/96.⁹ Additionally, the Company proposes to replace the existing three-phase twin-bundled 768.2 Aluminum Conductor Steel Supported/Trapezoidal Wire/High Strength 285 ("ACSS/TW/HS285") type conductor with three-phase twin-bundled 768.2 ACSS/TW/HS285") type conductor with a summer transfer capability of 1,573 MVA for the same 7.7-mile segment.¹⁰ The rebuild of the 7.7-mile segment of Line #2110 will be within the Company's existing right-of-way, which varies in width between 130 and 265 feet,¹¹ or within the Company's existing property rights. Collectively, this work is referred to as the "Line #2110 Partial Rebuild."
- Perform station-related work at the Company's existing Septa Switching Station and Yadkin Substation.

⁹ While the Double Circuit Segment is 8.5 miles long, only 7.7 miles of the existing Line #2110 structures are being rebuilt. In the 0.8-mile Airport Section—where Line #579 and Line #2110 currently are supported by shorter, side-by-side, single circuit steel H-frame and steel monopole structures, respectively—the Line #2110 structures were rebuilt by the Company in 2011. Accordingly, those recently rebuilt 230 kV structures will not be replaced. *See supra*, n. 3.

¹⁰ While the existing Line #2110 conductor was replaced during the reconductor of the line in 2014 (*see supra*, n. 8), the Company assumes that it will not be able to re-use the existing 230 kV conductor.

¹¹ See <u>Attachment I.A.1</u> of the Appendix for map showing the location and widths of the varying right-ofway.

⁴ All of the structures being replaced as part of the Rebuild Project will be replaced on a structure-for-structure basis.

⁵ Note that the Company currently is evaluating its standard conductor for new 500 kV construction.

⁶ Apparent power, measured in megavolt amperes ("MVA"), is made up of real power (MW) and reactive power (megavolt ampere reactive or "MVAR").

 $^{^{7}}$ See <u>Attachment I.A.1</u> of the Appendix for map showing the location and widths of the varying right-of-way.

⁸ Existing Line #2110 extends for a total of approximately 21.8 miles between the Company's existing Suffolk and Thrasher Substations. Within the 8.5-mile Double Circuit Segment, Line #2110 is collocated within the same right-of-way as Line #579. The existing 8.5 miles of 230 kV conductor on Line #2110 in the Double Circuit Segment was installed in 2014.

The Line #579 Rebuild, the Line #2110 Partial Rebuild, and the station-related work at the Septa Switching Station and Yadkin Substation are collectively referred to as the "Rebuild Project."

4. The Company has developed a proactive plan to rebuild transmission lines that are comprised of weathering steel (COR-TEN[®]) towers and approaching the end of service life. The proposed Rebuild Project is necessary to address the condition of Line #579 by rebuilding the entire 33.1 miles of existing infrastructure, which includes the partial rebuild of Line #2110 where the two lines are collocated on double circuit structures for approximately 7.7 miles. Accordingly, the Rebuild Project is necessary to address aging infrastructure that is nearing the end of its service life in compliance with the Company's mandatory Planning Criteria, thereby enabling the Company to maintain the overall long-term reliability of its transmission system.

5. Specifically, the approximately 33.1-mile Line #579—which includes 7.7 miles of Line #2110 where collocated on double circuit structures with Line #579—has been identified for rebuild. Line #579 was constructed in 1985—meaning its structures are currently 40 years old and approaching their expected life span—on COR-TEN[®] lattice towers. These COR-TEN[®] towers have been identified for rebuild based on the Company's assessment in accordance with the Company's mandatory Planning Criteria, thereby enabling the Company to maintain the overall long-term reliability of its transmission system.

6. At Septa Switching Station, the Company will replace the Line #579 terminal equipment to support the new line rating. One circuit breaker, four disconnect switches, the rigid bus, and the line risers will be replaced with 5,000 Amp rated equipment. The Line #579 wave trap will be retired, and the line protection will be upgraded to an optical fiber scheme. At Yadkin Substation, the Company will replace the Line #579 terminal riser to support the new line rating.

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The Line #579 wave trap will be retired, and the line protection will be upgraded to an optical fiber scheme.

7. The total length of the existing right-of-way, which varies in width between 130 and 350 feet, and Company property rights to be used for the Rebuild Project, as proposed, is approximately 33.1 miles. Because the existing right-of-way and Company property rights are adequate for the proposed Rebuild Project, no new right-of-way is required. Given the availability of existing right-of-way and the statutory preference given to the use of existing right-of-way, and because additional costs and environmental impacts would be associated with the acquisition of and construction on new right-of-way, the Company did not consider any alternate routes requiring new right-of-way for the Rebuild Project.

8. The estimated conceptual cost of the proposed Rebuild Project is approximately \$248.9 million, which includes approximately \$244.6 million for transmission-related work and approximately \$4.3 million for substation-related work (2025 dollars). The description of the proposed Rebuild Project is described in detail in Sections I and II of the Appendix attached to this Application.

9. The desired in-service target date for the proposed Rebuild Project is June 1, 2029. The Company estimates it will take approximately 39 months for detailed engineering, materials procurement, permitting, real estate, and construction after a final order from the Commission. Accordingly, to support this estimated construction timeline and construction plan, the Company respectfully requests a final order February 28, 2026. Should the Commission issue a final order by February 28, 2026, to accommodate long-lead materials procurement, the Company estimates that construction should begin around June 1, 2026, and be completed by June 1, 2029. This schedule is contingent upon obtaining the necessary permits and outages, the latter of which may

be particularly challenging due to the amount of new load growth, rebuilds, and new builds scheduled to occur in this load area. Dates may need to be adjusted based on permitting delays or design modifications to comply with additional agency requirements identified during the permitting application process, as well as the ability to schedule outages, and unpredictable delays due to labor shortages or materials/supply issues.

10. In addition, the Company is monitoring actively regulatory changes and requirements associated with the Northern long-eared bat and how they could potentially impact construction timing associated with time of year restrictions. The U.S. Fish and Wildlife Service ("USFWS") issued the final guidance, replacing the interim guidance, on October 23, 2024 and the final guidance was fully implemented November 30, 2024. The Company is reviewing the final guidance to the extent it applies to the Company's projects and will coordinate with USFWS during the permitting stage.

11. The Company is also monitoring potential regulatory changes associated with the potential up-listing of the Tricolored bat ("TCB"). On September 14, 2022, the USFWS published the proposed rule to the Federal Register to list the TCB as endangered under the Endangered Species Act. USFWS extended its Final Rule issuance target from September 2023 to September 2024, but as of the date of this filing, the TCB listing decision has not been issued. The Company is tracking actively this ruling and evaluating the effects of potential outcomes on Company projects' permitting, construction, and in-service dates, including electric transmission projects.

12. Any adjustments to this Rebuild Project schedule resulting from these or similar challenges could necessitate a minimum of a six- to twelve-month delay in the targeted in-service date. Accordingly, for purposes of judicial economy, the Company requests that the Commission

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issue a final order approving both a desired in-service target date (*i.e.*, June 1, 2029) and an authorization sunset date (*i.e.*, June 1, 2030) for energization of the Rebuild Project.¹²

13. Based on consultations with the Virginia Department of Environmental Quality ("DEQ"), the Company has developed a supplement ("DEQ Supplement") containing information designed to facilitate review and analysis of the proposed facilities by the DEQ and other relevant agencies. The DEQ Supplement is attached to this Application.

14. Based on the Company's experience, the advice of consultants, and a review of published studies by experts in the field, the Company believes that there is no causal link to harmful health or safety effects from electric and magnetic fields generated by the Company's existing or proposed facilities. Section IV of the Appendix provides further details on Dominion Energy Virginia's consideration of the health aspects of electric and magnetic fields.

15. Section V of the Appendix provides a proposed route description for public notice purposes and a list of federal, state, and local agencies and officials that the Company has or will notify about the Application.

¹² The Company notes that this request is consistent with the Commission's findings in other recent proceedings. See Application of Virginia Electric and Power Company for approval of electric transmission facilities: 230 kV Rebuild, Reconductoring, and New Line Projects to Network Takeoff Substation, Case No. PUR-2024-00131, Final Order (Mar. 19, 2025), approving an in-service date of August 1, 2027, and an authorization sunset date of August 1, 2028, for energization of that project in Ordering Paragraph (8); Application of Virginia Electric and Power Company for approval of electric transmission facilities: Fentress-Yadkin 500 kV Line #588 Rebuild and New 500 kV Fentress-Yadkin Line #5005, Case No. PUR-2024-00105, Final Order (Feb. 28, 2025), approving an in-service date of January 1, 2027, and an authorization sunset date of January 1, 2028, for energization of that project in Ordering Paragraph (8); Application of Virginia Electric and Power Company for approval of electric transmission facilities: 500-230 kV Aspen Substation, 500 kV Aspen-Goose Creek Line #5002, 500 kV and 230 kV Aspen-Golden Lines #5001 and #2333, 500-230 kV Golden Substation, and Lines #2081/#2150 Loop, Case No. PUR-2024-00032, Final Order (Feb. 6, 2025), approving an in-service date of June 1, 2028, and an authorization sunset date of June 1, 2029, for energization of that project in Ordering Paragraph (8); and Application of Virginia Electric and Power Company for approval of electric transmission facilities: 230 kV Apollo-Twin Creeks Lines, and Twin Creeks, Sycolin Creek, Starlight, Lunar, and Apollo Substations, Case No. PUR-2024-00044, Final Order (Feb. 5, 2025), approving an in service date of September 30, 2028, and an authorization sunset date of September 30, 2029, for energization of that project in Ordering Paragraph (8).

16. In addition to the information provided in the Appendix and the DEQ Supplement, this Application is supported by the pre-filed direct testimony of Company Witnesses Samuel L. Carter, Reed R. Jennings, Mohammad M. Othman, and Nancy R. Reid filed with this Application.

17. As this Application seeks approval to rebuild an existing line, the Company respectfully requests, in the interest of judicial economy, that the Commission issue an Order for Notice and Comment setting forth a procedural schedule in this proceeding without an evidentiary hearing, but with an opportunity for interested persons to request an evidentiary hearing if the issues raised cannot be addressed adequately without a hearing. An Order for Notice and Comment will still allow the Company, Commission Staff, and any interested parties that join the proceeding to develop a complete record without prejudice, as Staff or any party may file with the Commission a request for hearing. The Company has previously requested and the Commission has issued Orders for Notice and Comments in rebuild cases.¹³

WHEREFORE, Dominion Energy Virginia respectfully requests that the Commission:

 (a) direct that notice of this Application be given as required by § 56-46.1 of the Code of Virginia;

(b) approve pursuant to § 56-46.1 of the Code of Virginia the construction of the Partial Rebuild Project; and,

(c) grant a certificate of public convenience and necessity for the Partial Rebuild Project under the Utility Facilities Act, § 56-265.1 *et seq.* of the Code of Virginia.

VIRGINIA ELECTRIC AND POWER COMPANY

By: <u>/s/ Vishwa B. Link</u> Counsel for Applicant Charlotte P. McAfee David J. DePippo Annie C. Larson Dominion Energy Services, Inc. 600 East Canal Street Richmond, Virginia 23219 (804) 771-3708 (CPM) (804) 819-2411 (DJD) (804) 819-2806 (ACL) charlotte.p.mcafee@dominionenergy.com david.j.depippo@dominionenergy.com

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Counsel for Applicant Virginia Electric and Power Company

June 5, 2025

¹³ See, e.g., Application of Virginia Electric and Power Company For approval and certification of electric transmission facilities: Line #2011 230 kV Partial Rebuild Project, Case No. PUR-2023-00049, Order for Notice and Comment (Apr. 25, 2023); Application of Virginia Electric and Power Company For approval and certification of electric transmission facilities: Lines #2019 and #2007 Rebuild Project, Case No. PUR-2023-00023, Order for Notice and Comment (March 23, 2023).

COMMONWEALTH OF VIRGINIA BEFORE THE STATE CORPORATION COMMISSION

APPLICATION OF

VIRGINIA ELECTRIC AND POWER COMPANY

FOR APPROVAL AND CERTIFICATION OF ELECTRIC TRANSMISSION FACILITIES

500 kV Septa-Yadkin Line #579 Rebuild and 230 kV Suffolk-Thrasher Line #2110 Partial Rebuild

Application No. 353

Appendix

Containing Information in Response to "Guidelines for Transmission Line Applications Filed Under Title 56 of the Code of Virginia"

Case No. PUR-2025-00104

Filed: June 5, 2025

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IV.	Health Aspects of EMF
V.	Notice

EXECUTIVE SUMMARY

In order to maintain the structural integrity and reliability of its transmission system in compliance with the Company's mandatory electric transmission planning criteria ("Planning Criteria"),¹ Virginia Electric and Power Company ("Dominion Energy Virginia" or the "Company") proposes the following rebuild project located within existing right-of-way or within the Company's existing property rights in the Cities of Chesapeake and Suffolk and in Isle of Wight County, Virginia:

(1) Rebuild the Company's existing approximately 33.1-mile overhead 500 kilovolt ("kV") Septa-Yadkin Line #579 to address the condition of Line #579, which is approaching its end of service life. Beginning at the existing Septa Switching Station, approximately 24.6 miles of Line #579 currently is supported by single circuit 500 kV COR-TEN^{®2} lattice structures, which will be replaced primarily with single circuit 500 kV dulled galvanized steel lattice structures (the "Line #579 Single Circuit Segment" or the "Single Circuit Segment"). The remaining approximately 8.5 miles of Line #579 to the existing Yadkin Substation currently is supported primarily by double circuit 500 kV / 230 kV ("5/2") COR-TEN[®] lattice structures shared with the overhead single circuit 230 kV Suffolk-Thrasher Line #2110, which will be replaced primarily with double circuit 5/2 dulled galvanized steel H-frame structures³ (the "Line #579/#2110 Double Circuit Segment" or the "Double Circuit Segment").⁴ Additionally, the Company proposes to replace the existing three-phase twin-bundled 2500 Aluminum Conductor Alloy Reinforced ("ACAR") conductor with three-phase triple-bundled 1351.5 Aluminum Conductor Steel Reinforced ("ACSR") conductor⁵ with a summer transfer capability of 4,357 MVA⁶ for the entire 33.1 miles. The entirety of the approximately 33.1-mile Line #579 will be rebuilt within the Company's existing right-

¹ The Company's mandatory Planning Criteria can be found in Attachment 1 of the Company's Facility Interconnections Requirement ("FIR") document (effective April 1, 2025), pursuant to Facility Connection ("FAC") Standard FAC-001 (R1, R3), which is available online at <u>https://cdn-dominionenergy-prd-001.azureedge.net/-/media/pdfs/virginia/parallel-generation/facility-connection-</u>

requirements.pdf?la=en&rev=f280781e90cf47f69ea526c944c9c347&hash=82DD2567D0B033C47536134B8C4D5 C5E.

² Registered trademark of the United States Steel Corporation.

³ For approximately 0.8-mile of the 8.5-mile Double Circuit Segment (as defined herein), Line #579 and Line #2110 currently are supported by shorter, side-by-side, single circuit 500 kV steel H-frame and 230 kV monopole structures, which were engineered at the time of construction so as not to conflict with civil airport imaginary surfaces (the "Airport Section" of the Double Circuit Segment). Within the 0.8-mile Airport Section, the single circuit 500 kV steel H-frame structures supporting Line #579 will be replaced with single circuit 500 kV steel H-frame structures; however, the Line #2110 existing structures will not be replaced. *See infra*, n. 9. For the 5.1-mile section from the end of the Airport Section through the end of the Double Circuit Segment at the Yadkin Substation (the "Airport-Yadkin Section" of the Double Circuit Segment), Lines #579 and #2110 resume the existing 5/2 configuration on double circuit COR-TEN[®] lattice structures, which will be replaced primarily with double circuit dulled galvanized steel H-frame structures, consistent with the remainder of the Double Circuit Segment. *See* <u>Attachment I.A.1</u>.

⁴ All of the structures being replaced as part of the Rebuild Project will be replaced on a structure-for-structure basis.

⁵ Note that the Company currently is evaluating its standard conductor for new 500 kV construction.

⁶ Apparent power, measured in megavolt amperes ("MVA"), is made up of real power (MW) and reactive power (megavolt ampere reactive or "MVAR").

of-way, which varies in width between 130 and 350 feet,⁷ or within the Company's existing property rights. Collectively, this work is referred to as the "Line #579 Rebuild."

- (2) Within the 8.5-mile Double Circuit Segment, rebuild approximately 7.7 miles of overhead single circuit 230 kV Suffolk-Thrasher Line #2110⁸ from Structure #579/132 / #2110/36 through Structure #579/147 / #2110/51 and from Structure #579/154 / #2110/67 through Structure #579/183 / #2110/96.⁹ Additionally, the Company proposes to replace the existing three-phase twin-bundled 768.2 Aluminum Conductor Steel Supported/Trapezoidal Wire/High Strength 285 ("ACSS/TW/HS285") type conductor with three-phase twin-bundled 768.2 ACSS/TW/HS type conductor with a summer transfer capability of 1,573 MVA for the same 7.7-mile segment.¹⁰ The rebuild of the 7.7-mile segment of Line #2110 will be within the Company's existing right-of-way, which varies in width between 130 and 265 feet,¹¹ or within the Company's existing property rights. Collectively, this work is referred to as the "Line #2110 Partial Rebuild."
- (3) Perform station-related work at the Company's existing Septa Switching Station and Yadkin Substation.

The Line #579 Rebuild, the Line #2110 Partial Rebuild, and the station-related work at the Septa Switching Station and Yadkin Substation are collectively referred to as the "Rebuild Project."

The Company has developed a proactive plan to rebuild transmission lines that are comprised of weathering steel (COR-TEN[®]) towers and approaching the end of service life. The proposed Rebuild Project is necessary to address the condition of Line #579 by rebuilding the entire 33.1 miles of existing infrastructure, which includes the partial rebuild of Line #2110 where the two lines are collocated on double circuit structures for approximately 7.7 miles. Accordingly, the Rebuild Project is necessary to address aging infrastructure that is nearing the end of its service life in compliance with the Company's mandatory Planning Criteria, thereby enabling the Company to maintain the overall long-term reliability of its transmission system.

Specifically, the approximately 33.1-mile Line #579—which includes 7.7 miles of Line #2110 where collocated on double circuit structures with Line #579—has been identified for rebuild.

⁷ See <u>Attachment I.A.1</u> for map showing the location and widths of the varying right-of-way.

⁸ Existing Line #2110 extends for a total of approximately 21.8 miles between the Company's existing Suffolk and Thrasher Substations. Within the 8.5-mile Double Circuit Segment, Line #2110 is collocated within the same right-of-way as Line #579. The existing 8.5 miles of 230 kV conductor on Line #2110 in the Double Circuit Segment was installed in 2014.

⁹ While the Double Circuit Segment is 8.5 miles long, only 7.7 miles of the existing Line #2110 structures are being rebuilt. In the 0.8-mile Airport Section—where Line #579 and Line #2110 currently are supported by shorter, side-by-side, single circuit steel H-frame and steel monopole structures, respectively—the Line #2110 structures were rebuilt by the Company in 2011. Accordingly, those recently rebuilt 230 kV structures will not be replaced. *See supra*, n. 3.

¹⁰ While the existing Line #2110 conductor was replaced during the reconductor of the line in 2014 (*see supra*, n. 8), the Company assumes that it will not be able to re-use the existing 230 kV conductor.

¹¹ See <u>Attachment I.A.1</u> for map showing the location and widths of the varying right-of-way.

Line #579 was constructed in 1985—meaning its structures are currently 40 years old and approaching their expected life span—on COR-TEN[®] lattice towers. These COR-TEN[®] towers have been identified for rebuild based on the Company's assessment in accordance with the Company's mandatory Planning Criteria, thereby enabling the Company to maintain the overall long-term reliability of its transmission system.

At Septa Switching Station, the Company will replace the Line #579 terminal equipment to support the new line rating. One circuit breaker, four disconnect switches, the rigid bus, and the line risers will be replaced with 5,000 Amp ("A") rated equipment. The Line #579 wave trap will be retired, and the line protection will be upgraded to an optical fiber scheme.

At Yadkin Substation, the Company will replace the Line #579 terminal riser to support the new line rating. The Line #579 wave trap will be retired, and the line protection will be upgraded to an optical fiber scheme.

The total length of the existing right-of-way, which varies in width between 130 and 350 feet, and Company property rights to be used for the Rebuild Project, as proposed, is approximately 33.1 miles. Because the existing right-of-way and Company property rights are adequate for the proposed Rebuild Project, no new right-of-way is required. Given the availability of existing right-of-way and the statutory preference given to the use of existing right-of-way, and because additional costs and environmental impacts would be associated with the acquisition of and construction on new right-of-way, the Company did not consider any alternate routes requiring new right-of-way for the Rebuild Project.

The total estimated conceptual cost of the Rebuild Project is approximately \$248.9 million, which includes approximately \$244.6 million for transmission-related work and approximately \$4.3 million for station-related work (2025 dollars).

The desired in-service target date for the proposed Rebuild Project is June 1, 2029. The Company estimates it will take approximately 39 months for detailed engineering, materials procurement, permitting, real estate, and construction after a final order from the Commission. Accordingly, to support this estimated construction timeline and construction plan, the Company respectfully requests a final order February 28, 2026. Should the Commission issue a final order by February 28, 2026, to accommodate long-lead materials procurement, the Company estimates that construction should begin around June 1, 2026, and be completed by June 1, 2029. This schedule is contingent upon obtaining the necessary permits and outages, the latter of which may be particularly challenging due to the amount of new load growth, rebuilds, and new builds scheduled to occur in this load area. Dates may need to be adjusted based on permitting delays or design modifications to comply with additional agency requirements identified during the permitting application process, as well as the ability to schedule outages, and unpredictable delays due to labor shortages or materials/supply issues.

In addition, the Company is monitoring actively regulatory changes and requirements associated with the Northern long-eared bat ("NLEB") and how they could potentially impact construction timing associated with time of year restrictions ("TOYRs"). The U.S. Fish and Wildlife Service ("USFWS") issued the final guidance, replacing the interim guidance, on October 23, 2024, and the final guidance was fully implemented November 30, 2024. The Company is reviewing the final guidance to the extent it applies to the Company's projects and will coordinate with USFWS

during the permitting stage.

The Company is also monitoring potential regulatory changes associated with the potential uplisting of the Tricolored bat ("TCB"). On September 14, 2022, the USFWS published the proposed rule to the Federal Register to list the TCB as endangered under the Endangered Species Act. USFWS extended its Final Rule issuance target from September 2023 to September 2024, but as of the date of this filing, the TCB listing decision has not been issued. The Company is tracking actively this ruling and evaluating the effects of potential outcomes on Company projects' permitting, construction, and in-service dates, including electric transmission projects.

Any adjustments to this Rebuild Project schedule resulting from these or similar challenges could necessitate a minimum of a six- to twelve-month delay in the targeted in-service date. Accordingly, for purposes of judicial economy, the Company requests that the Commission issue a final order approving both a desired in-service target date (*i.e.*, June 1, 2029) and an authorization sunset date (*i.e.*, June 1, 2030) for energization of the Rebuild Project.¹²

¹² The Company notes that this request is consistent with the Commission's findings in other recent proceedings. See Application of Virginia Electric and Power Company for approval of electric transmission facilities: 230 kV Rebuild, Reconductoring, and New Line Projects to Network Takeoff Substation, Case No. PUR-2024-00131, Final Order (Mar. 19, 2025), approving an in-service date of August 1, 2027, and an authorization sunset date of August 1, 2028, for energization of that project in Ordering Paragraph (8); Application of Virginia Electric and Power Company for approval of electric transmission facilities: Fentress-Yadkin 500 kV Line #588 Rebuild and New 500 kV Fentress-Yadkin Line #5005, Case No. PUR-2024-00105, Final Order (Feb. 28, 2025), approving an in-service date of January 1, 2027, and an authorization sunset date of January 1, 2028, for energization of that project in Ordering Paragraph (8); Application of Virginia Electric and Power Company for approval of electric transmission facilities: 500-230 kV Aspen Substation, 500 kV Aspen-Goose Creek Line #5002, 500 kV and 230 kV Aspen-Golden Lines #5001 and #2333, 500-230 kV Golden Substation, and Lines #2081/#2150 Loop, Case No. PUR-2024-00032, Final Order (Feb. 6, 2025), approving an in-service date of June 1, 2028, and an authorization sunset date of June 1, 2029, for energization of that project in Ordering Paragraph (8); and Application of Virginia Electric and Power Company for approval of electric transmission facilities: 230 kV Apollo-Twin Creeks Lines, and Twin Creeks, Sycolin Creek, Starlight, Lunar, and Apollo Substations, Case No. PUR-2024-00044, Final Order (Feb. 5, 2025), approving an in service date of September 30, 2028, and an authorization sunset date of September 30, 2029, for energization of that project in Ordering Paragraph (8).

I. NECESSITY FOR THE PROPOSED PROJECT

- A. State the primary justification for the proposed project (for example, the most critical contingency violation including the first year and season in which the violation occurs). In addition, identify each transmission planning standard(s) (of the Applicant, regional transmission organization ("RTO"), or North American Electric Reliability Corporation) projected to be violated absent construction of the facility.
- Response: The Rebuild Project is necessary to address the condition of Line #579, which is approaching its end of life, to partially rebuild Line #2110 where collocated on double circuit structures with Line #579, and to maintain the structural integrity and reliability of the transmission system. See <u>Attachment I.A.1</u> for an overview map of the overall Rebuild Project area.

Dominion Energy Virginia's transmission system is responsible for providing transmission service (i) for redelivery to the Company's retail customers; (ii) to Appalachian Power Company, Old Dominion Electric Cooperative, Northern Virginia Electric Cooperative, Central Virginia Electric Cooperative, and Virginia Municipal Electric Association for redelivery to their retail customers in Virginia; and, (iii) to North Carolina Electric Membership Corporation and North Carolina Eastern Municipal Power Agency for redelivery to their customers in North Carolina (collectively, the "DOM Zone"). The Company needs to be able to maintain the overall, long-term reliability of its transmission system to meet its customers' evolving power needs in the future.

Dominion Energy Virginia is part of the PJM Interconnection, LLC ("PJM") regional transmission organization ("RTO"), which provides service to a large portion of the eastern United States. PJM is currently responsible for ensuring the reliability and coordinating the movement of electricity through all or parts of Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, North Carolina, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia, and the District of Columbia. This service area has a population of approximately 65 million and, on August 2, 2006, set a record high of 165,563 MW for summer peak demand, of which Dominion Energy Virginia's load portion was approximately 19,256 MW. On July 16, 2024, the DOM Zone set a record high of 23,127 MW for summer peak demand. On January 23, 2025, the DOM Zone set a winter and all-time record demand of 24,678 MW. Based on the 2025 PJM Load Forecast, the DOM Zone is expected to grow with average growth rates of 6.3% summer and 6.0% winter over the next 10 years compared to the PJM average of 3.1% and 3.8% over the same period for the summer and winter, respectively.¹³

Dominion Energy Virginia is also part of the Eastern Interconnection transmission

¹³ A copy of the 2025 PJM Load Forecast Report is available at the following: <u>https://www.pjm.com/-/media/DotCom/library/reports-notices/load-forecast/2025-load-report.pdf</u>. *See, in particular,* page 9 (PJM) and page 34 (DOM Zone).

grid, meaning its transmission system is interconnected, directly or indirectly, with all of the other transmission systems in the United States and Canada between the Rocky Mountains and the Atlantic coast, except for Quebec and most of Texas. All of the transmission systems in the Eastern Interconnection are dependent on each other for moving bulk power through the transmission system and for reliability support. Dominion Energy Virginia's service to its customers is extremely reliant on a robust and reliable regional transmission system.

North American Electric Reliability Corporation ("NERC") has been designated by the Federal Energy Regulatory Commission ("FERC") as the electric reliability organization for the United States. Accordingly, NERC requires that the planning authority and transmission planner develop planning criteria to ensure compliance with NERC Reliability Standards. Mandatory NERC Reliability Standards require that a transmission owner ("TO") develop facility interconnection requirements that identify load and generation interconnection minimum requirements for a TO's transmission system, as well as the TO's reliability criteria.¹⁴

Federally mandated NERC Reliability Standards constitute minimum criteria with which all public utilities must comply as components of the interstate electric transmission system. Moreover, the Energy Policy Act of 2005 mandates that electric utilities must follow these NERC Reliability Standards and imposes fines on utilities found to be in noncompliance up to \$1.3 million a day per violation.

PJM's Regional Transmission Expansion Plan ("RTEP") is the culmination of a FERC-approved annual transmission planning process that includes extensive analysis of the electric transmission system to determine any needed improvements.¹⁵ PJM's annual RTEP is based on the effective criteria in place at the time of the analyses, including applicable standards and criteria of NERC, PJM, and local reliability planning criteria, among others.¹⁶ Projects identified through the RTEP process are developed by the TO in coordination with PJM, and are presented at the Transmission Expansion Advisory Committee ("TEAC") meetings prior to inclusion in the RTEP, which is then presented for approval to the PJM Board of Managers (the "PJM Board").

Outcomes of the RTEP process include three types of transmission system upgrades or projects: (i) baseline upgrades are those that resolve a system reliability criteria violation, which can include planning criteria from NERC, ReliabilityFirst, SERC Reliability Corporation, PJM, and TOs; (ii) network upgrades are new or upgraded facilities required primarily to eliminate reliability criteria violations caused by proposed generation, merchant transmission, or long-term firm transmission

¹⁴ See Facility Connection ("FAC") Standard FAC-001-4 (effective January 1, 2024), which can be found at <u>https://www.nerc.com/pa/Stand/Reliability%20Standards/FAC-001-4.pdf</u>.

¹⁵ PJM Manual 14B (effective June 27, 2024) focuses on the RTEP process and can be found at <u>https://www.pjm.com/-</u>/media/documents/manuals/m14b.ashx.

¹⁶ See PJM Manual 14B, Attachment D: PJM Reliability Planning Criteria. See supra, n. 15 for a link to the PJM Manual 14B.

service requests; and (iii) supplemental projects are projects initiated by the TO in order to interconnect new customer load, address degraded equipment performance, improve operational flexibility and efficiency, and increase infrastructure resilience. While supplemental projects are included in the RTEP, and the PJM Board administers stakeholder review of supplemental projects as part of the RTEP process, the PJM Board does not actually approve such projects.

This end-of-life Rebuild Project is classified as a PJM baseline project. See Section I.J. A discussion of the need driving the Line #579 Rebuild and the Line #2110 Partial Rebuild is as follows.

NEED FOR THE REBUILD PROJECT

The Company has developed a proactive plan to rebuild transmission lines that are comprised of weathering steel (COR-TEN[®]) towers and approaching the end of service life. The proposed Rebuild Project is necessary to address the condition of Line #579 by rebuilding the entire 33.1 miles of existing infrastructure, which includes the partial rebuild of Line #2110 where the two lines are collocated on double circuit structures for approximately 7.7 miles. Accordingly, the Rebuild Project is necessary to address aging infrastructure that is nearing the end of its service life in compliance with the Company's mandatory Planning Criteria, thereby enabling the Company to maintain the overall long-term reliability of its transmission system.

Specifically, the approximately 33.1-mile Line #579—which includes 7.7 miles of Line #2110 where collocated on double circuit structures with Line #579—has been identified for rebuild. Line #579 was constructed in 1985—meaning its structures are currently 40 years old and approaching their expected life span—on COR-TEN[®] lattice towers. These COR-TEN[®] towers have been identified for rebuild based on the Company's assessment in accordance with the Company's mandatory Planning Criteria, thereby enabling the Company to maintain the overall long-term reliability of its transmission system. The Company hired a third-party company, Quanta Technology, LLC ("Quanta"), to evaluate the condition of its COR-TEN[®] towers, including those supporting Line #579 in the Single Circuit Segment and Lines #579 and #2110 in the Double Circuit Segment. In its November 1, 2016 report entitled "230kV & 500kV COR-TEN Lines Review" (the "2016 Quanta Report"), Quanta confirmed the need to rebuild the Line #579 and Lines #579/#2110 COR-TEN[®] towers.

Section C.2.9 of the Planning Criteria addresses electric transmission infrastructure approaching its end of life:¹⁷

Electric transmission infrastructure reaches its end of life as a result of many factors. Some factors such as extreme weather and environmental conditions can *shorten* infrastructure life, while others such as maintenance activities can *lengthen* its life. Once end of life is

¹⁷ See supra, n. 1.

recognized, in order to ensure continued reliability of the transmission grid, a decision must be made regarding the best way to address this endof-life asset.

For this criterion, "end of life" is defined as the point at which infrastructure is at risk of failure, and continued maintenance and/or refurbishment of the infrastructure is no longer a valid option to extend the life of the facilities consistent with Good Utility Practice and Dominion Energy [Virginia] Transmission Planning Criteria. The infrastructure to be evaluated under this end-of-life criteria are all regional transmission lines operated at 500 kV and above.

The decision point of this criterion is based on satisfying two metrics:

- 1) Facility is nearing, or has already passed, its end of life, and
- 2) Continued operation risks negatively impacting reliability of the transmission system.

For facilities that satisfy both of these metrics, this criterion mandates either replacing these facilities with in-kind infrastructure that meets current Dominion Energy [Virginia] standards or employing an alternative solution to ensure the Dominion Energy [Virginia] transmission system satisfies all applicable reliability criteria.

Dominion Energy [Virginia] will determine whether the two metrics are satisfied based on the following assessment:

1. End of Life

Factors that support a determination that a facility has reached its end of life include, but are not limited to,

- <u>Condition</u> of the facility, taking into consideration:
 - Industry recommendations on service life for the particular type of facility
 - The facility's performance history
 - Documented evidence indicating that the facility has reached the end of its useful service life
 - The facility's maintenance and expense history
- <u>Third-party assessment</u> While not required, Dominion Energy [Virginia] has the option of seeking a third-party assessment of a facility to determine if industry specialists agree the facility has reached the end of its useful service life
- 2. <u>Reliability and System Impact</u>

The reliability impact of continued operation of a facility will be determined based on a planning assessment and operational performance considerations. The end-of-life determination for a facility to be tested for reliability impact will be assessed by evaluating the impact on short and long term reliability with and without the facility in service. The existing system with the facility removed will become the base case system for which all reliability tests will be performed.

The primary four (4) reliability tests to be considered are:

- 1. NERC Reliability Standards
- PJM Planning Criteria As documented in PJM Manual 14B – PJM Region Transmission Planning Process
- 3. Dominion Energy Transmission Planning Criteria contained in this document
- Operational Performance This test will be based on input from PJM and/or Dominion Energy System Operations as to the impact on reliably operating the system without the facility

Additional factors to be evaluated under system impact may include but not be limited to:

- 1. Market efficiency
- 2. Stage 1A ARR sufficiency
- 3. Public policy
- 4. SERC reliability criteria

Failure of any of these reliability tests, along with the end-of-life assessment discussed herein, will indicate a violation of the End-of-Life Criteria and necessitate replacement as mandated earlier in this document.

After the end of service life and reliability impact of a facility are evaluated and it has been determined that the facility violates the Endof-Life Criteria, a determination will be made as to whether replacement of the facility is the most effective solution for an identified reliability need, or whether an alternative solution should be employed. One or more of the following factors may be considered in determining whether to proceed with facility replacement or with an alternative solution:

- Planning analysis which may include power flow studies
- Operational performance
- System Reliability
- Effectiveness of the alternative as compared to the replacement facility
- Future load growth in the study area
- Future transmission projects or interconnects that impact the study area

- Constructability comparison
- Cost comparison

1) Facility is nearing, or has already passed, its end of life

In regard to the first metric of the Company's Planning Criteria addressing end of life, the structures supporting Line #579 and Line #2110 where collocated on double circuit structures are primarily COR-TEN[®] lattice towers that were erected in 1985, as noted above. COR-TEN[®] steel is now known to be problematic when used for lattice-type structures. Utility companies have been monitoring the material since the 1970s, and the problems are well documented. As noted in the 2016 Quanta Report, the weathering steel lattice towers supporting Line #579 have design features that enable significant deterioration in the connections of these towers. Industry guidelines indicate equipment life for wood structures is 35-55 years, COR-TEN[®] steel structures is 40-60 years, conductor and connectors are 40-60 years, and porcelain insulators is 50 years. The structures supporting Line #579/#2110 are approaching their end of life, driving the Company's need for the proposed Rebuild Project.

2) Continued operation risks negatively impacting reliability of the transmission system

PJM presented at its December 3, 2024 TEAC Meeting (First Read) based on Metric #1 (Facility is already nearing, or has already passed, its useful life) that, if Line #579 were removed from service and not replaced with a rebuilt 500 kV line, it would negatively impact the operation of the transmission system since a third-party assessment had determined the towers were at the end of their useful life and therefore subject to failure. Accordingly, PJM accepted the Company's representation of the need for the baseline project and did not require any additional reliability studies in support of the need for the proposed Line #579 Rebuild. This included the Line #2110 Partial Rebuild to the extent that the line is collocated on 5/2 configured double circuit structures with Line #579. See <u>Attachment I.J.1</u>. The Second Read was presented at the January 7, 2025 TEAC Meeting. See <u>Attachment I.J.2</u>.

In addition, the Company studied the result of removing from service Line #579 and Line #2110 where collocated with Line #579 and not replacing those removed lines, which would effectively remove Lines #579 and #2110 from service. Based on the Summer 2029 RTEP case, the study results showed that removing Line #579 and Line #2110 would result in multiple thermal violations under the Generation Deliverability study. The results of these studies are included in <u>Attachment I.D.1</u>.

Area Transmission System

<u>Attachment I.A.2</u> provides a one-line diagram of the transmission system upon completion of the proposed Rebuild Project.

DESCRIPTION OF THE REBUILD PROJECT

Line #579 Rebuild

As part of the Rebuild Project, Dominion Energy Virginia proposes to rebuild the Company's existing approximately 33.1-mile overhead 500 kV Septa-Yadkin Line #579 to address the condition of Line #579, which is approaching its end of service life. Beginning at the existing Septa Switching Station, approximately 24.6 miles of Line #579 currently is supported by single circuit 500 kV COR-TEN[®] structures, which will be replaced primarily with single circuit 500 kV dulled galvanized steel lattice structures (*i.e.*, the Single Circuit Segment). The remaining 8.5 miles of Line #579 to the existing Yadkin Substation currently is supported primarily by double circuit 5/2 COR-TEN[®] lattice structures shared with the overhead single circuit 230 kV Suffolk-Thrasher Line #2110, which will be replaced primarily with double circuit 5/2 dulled galvanized steel H-frame structures (*i.e.*, the Double Circuit Segment).

For approximately 0.8-mile of the 8.5-mile Double Circuit Segment, Line #579 and Line #2110 currently are supported by shorter, side-by-side, single circuit 500 kV steel H-frame and 230 kV monopole structures, which were engineered at the time of construction so as not to conflict with civil airport imaginary surfaces (*i.e.*, the Airport Section). Within the 0.8-mile Airport Section, the single circuit 500 kV steel H-frame structures supporting Line #579 will be replaced with single circuit 500 kV steel H-frame structures; however, the Line #2110 existing structures will not be replaced.¹⁸ For the 5.1-mile section from the end of the Airport Section through the end of the Double Circuit Segment at the Yadkin Substation (*i.e.*, the Airport-Yadkin Section), Lines #579 and #2110 resume the existing 5/2 configuration on double circuit COR-TEN[®] lattice structures, which will be replaced primarily with double circuit dulled galvanized steel H-frame structures, consistent with the remainder of the Double Circuit Segment. See <u>Attachment I.A.1</u>. All of the structures being replaced as part of the Rebuild Project will be replaced on a structure-for-structure basis.

Additionally, the Company proposes to replace the existing three-phase twinbundled 2500 ACAR conductor with three-phase triple-bundled 1351.5 ACSR conductor with a summer transfer capability of 4,357 MVA for the entire approximately 33.1 miles. The entirety of the approximately 33.1-mile Line #579 will be rebuilt within the Company's existing right-of-way, which varies in width between 130 and 350 feet, or within the Company's existing property rights. See <u>Attachment I.A.1</u>.

The Company plans to complete the Rebuild Project in three phases. The first phase will include rebuild of approximately 12.1 miles of Line #579 from Septa Switching Station to Chuckatuck Substation, and is anticipated to begin in June 2026 and be completed in December 2026. The second phase will include rebuild of approximately 12.5 miles of Line #579 from Chuckatuck Substation through the

¹⁸ See supra, n. 9.

end of the Single Circuit Segment, and is anticipated to begin in March 2027 and be completed in December 2027. The third phase will include rebuild of approximately 8.5 miles of Line #579 and approximately 7.7 miles of Line #2110 within the Double Circuit Segment, and is anticipated to begin in March 2028 and be completed in December 2028.

The total length of the existing right-of-way, which varies in width between 130 and 350 feet, and property rights to be used for the Rebuild Project, as proposed, is approximately 33.1 miles. Because the existing right-of-way is adequate for the proposed Line #579 Rebuild, no new right-of-way is required. Given the availability of existing right-of-way and the statutory preference given to the use of existing right-of-way, and because additional costs and environmental impacts would be associated with the acquisition of and construction on new right-of-way, the Company did not consider any alternate routes requiring new right-of-way for the Rebuild Project.

Line #2110 Partial Rebuild

Within the 8.5-mile Double Circuit Segment, the Company proposes to rebuild approximately 7.7 miles of overhead single circuit 230 kV Suffolk-Thrasher Line #2110 from Structure #579/132 / #2110/36 through Structure #579/147 / #2110/51 and from Structure #579/154 / #2110/67 through Structure #579/183 / #2110/96 as part of the Rebuild Project.

Existing Line #2110 extends for a total of approximately 21.8 miles between the Company's existing Suffolk and Thrasher Substations. Within the 8.5-mile Double Circuit Segment, Line #2110 is collocated within the same right-of-way with Line #579. The existing 8.5 miles of 230 kV conductor on Line #2110 in the Double Circuit Segment was installed in 2014.

While the Double Circuit Segment is 8.5 miles long, only 7.7 miles of the existing Line #2110 structures are being rebuilt. In the 0.8-mile Airport Section—where Line #579 and Line #2110 currently are supported by shorter, side-by-side, single circuit steel H-frame and steel monopole structures, respectively—the Line #2110 structures were rebuilt by the Company in 2011. Accordingly, those recently rebuilt 230 kV structures will not be replaced.

Additionally, the Company proposes to replace the existing three-phase twinbundled 768.2 ACSS/TW/HS285 type conductor with three-phase twin-bundled 768.2 ACSS/TW/HS type conductor with a summer transfer capability of 1,573 MVA for the same 7.7-mile segment. While the existing Line #2110 conductor was replaced during the reconductor of the line in 2014, the Company assumes that it will not be able to re-use the existing 230 kV conductor. The rebuild of the 7.7mile segment of Line #2110 will be within the Company's existing right-of-way, which varies in width between 130 and 265 feet, or within the Company's existing property rights. See <u>Attachment I.A.1</u>.

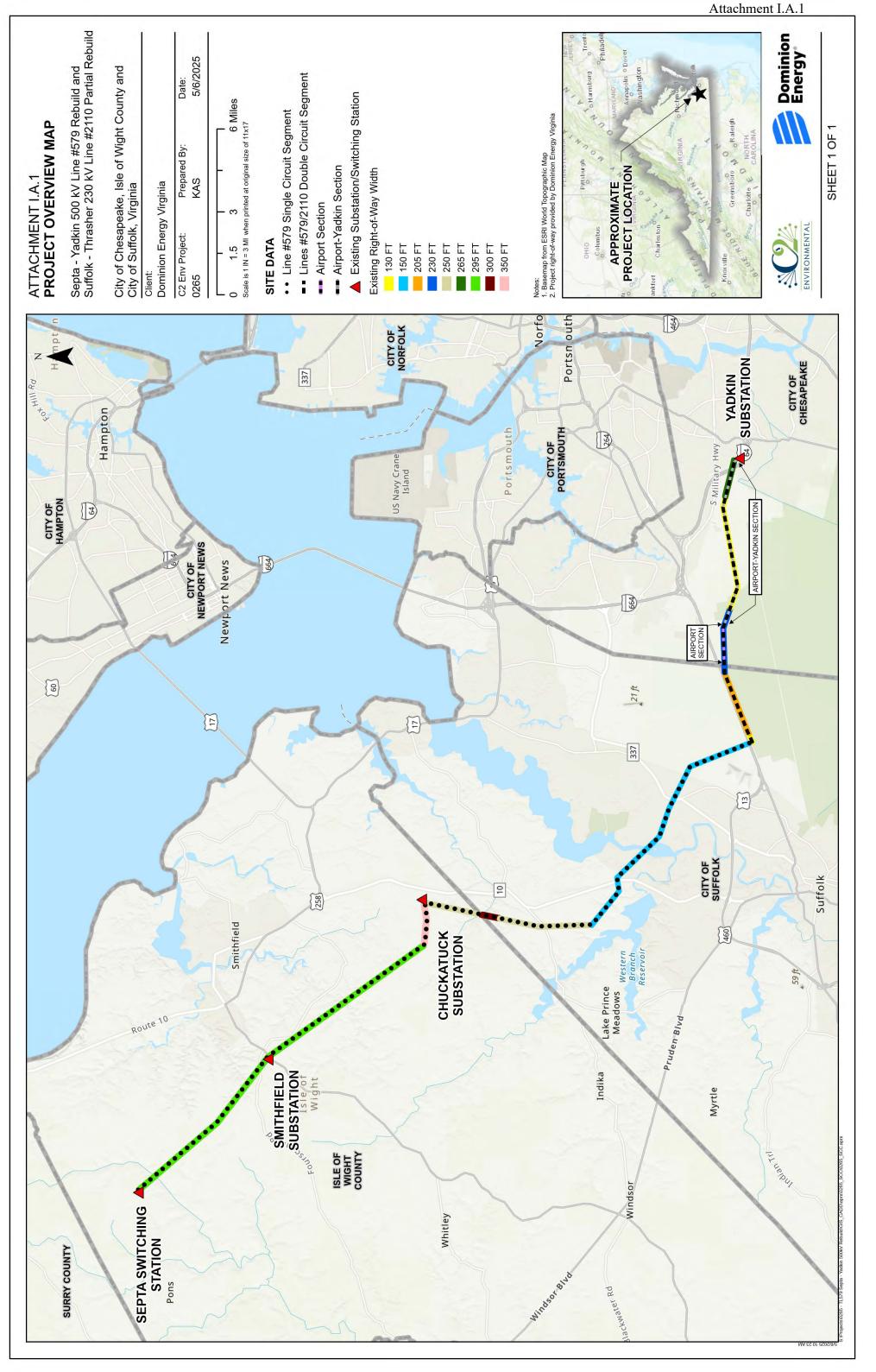
The Company plans to complete construction of the Line #2110 Partial Rebuild as

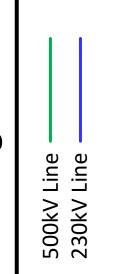
described above.

Station-Related Work

The Company will perform station-related work at the Company's existing Septa Switching Station and Yadkin Substation, as described in Section II.C.

In summary, the proposed Rebuild Project will address the condition of Line #579 and Line #2110 (where collocated), which are approaching the end of service life, by rebuilding existing infrastructure in accordance with mandatory Planning Criteria, thereby allowing the Company to maintain the overall long-term reliability of the transmission system for its customers.

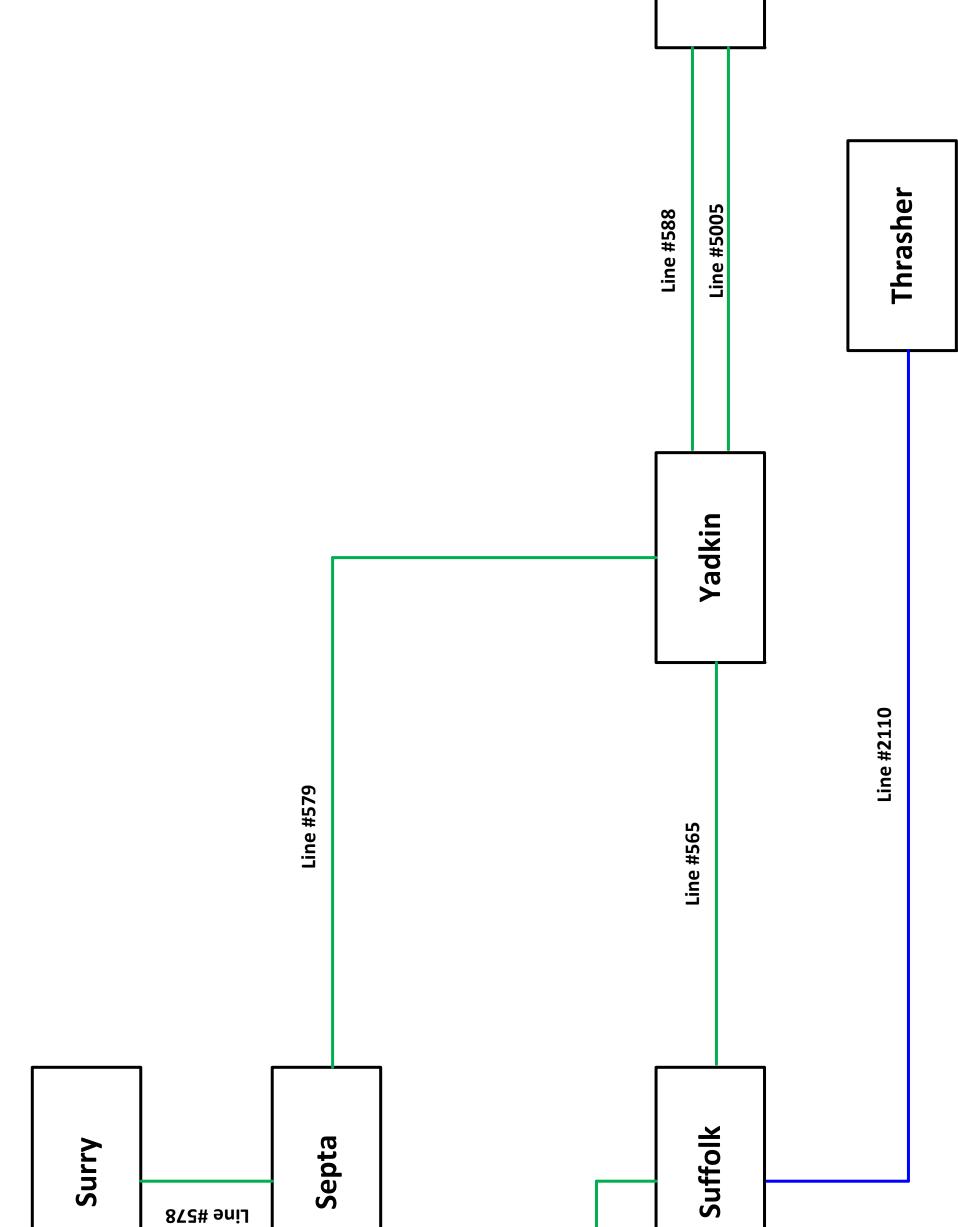


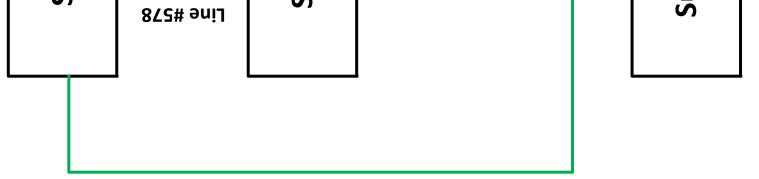


Legend

Fentress

Proposed System as of June 2029





Line #531

I. NECESSITY FOR THE PROPOSED PROJECT

B. Detail the engineering justifications for the proposed project (for example, provide narrative to support whether the proposed project is necessary to upgrade or replace an existing facility, to significantly increase system reliability, to connect a new generating station to the Applicant's system, etc.). Describe any known future project(s), including but not limited to generation, transmission, delivery point or retail customer projects, that require the proposed project to be constructed. Verify that the planning studies used to justify the need for the proposed project considered all other generation and transmission facilities impacting the affected load area, including generation and transmission facilities that have not yet been placed into service. Provide a list of those facilities that are not yet in service.

Response: Engineering Justification for Project

Detail the engineering justifications for the proposed project (for example, provide narrative to support whether the proposed project is necessary to upgrade or replace an existing facility, to significantly increase system reliability, to connect a new generating station to the Applicant's system, etc.).

See Section I.A of the Appendix.

Known Future Projects

Describe any known future project(s), including but not limited to generation, transmission, delivery point or retail customer projects, that require the proposed project to be constructed.

The proposed Rebuild Project is necessary to address the condition of Line #579 and Line #2110 (where collocated) by rebuilding the existing infrastructure, which are approaching the end of service life, consistent with the Company's mandatory Planning Criteria, as discussed in Section I.A. There are no known future projects that require the Rebuild Project to be constructed.

Planning Studies

Verify that the planning studies used to justify the need for the proposed project considered all other generation and transmission facilities impacting the affected load area, including generation and transmission facilities that have not yet been placed into service.

The power flow model used for the end-of-life study was the 2029 RTEP Case. The PJM RTEP model accounts for all other generation and transmission facilities impacting the affected load area, including approved generation and transmission facilities that have not been placed into service. The model also considered generation deactivations and projects that have been driven by the generation deactivations. As part of any RTEP cycle, PJM along with the member TOs run baseline reliability analysis to identify if any potential violations exist based on projected network topology and loading. A portion of Manual 14B Section 1.4.1.1 describes the process from a high level:

PJM Manual 14B – 1.4.1.1 Baseline reliability analyses

The PJM Transmission System ("PJM System") provides the means for delivering the output of interconnected generators to the load centers in the PJM energy and capacity markets. Baseline reliability analyses ensure the security and adequacy of the Transmission System to serve all existing and projected long term firm transmission use including existing and projected native load growth as well as long term firm transmission service. RTEP baseline analyses include system voltage and thermal analysis, and stability, load deliverability, and generator deliverability testing. These tests variously entail single and multiple contingency testing for violations of established NERC reliability criteria regarding stability, thermal line loadings and voltage limits.¹⁹

Any thermal, voltage, or generation deliverability violations will require a baseline network upgrade. Typically, during the RTEP cycle, PJM is focused on a case that is five years out in time. The open window for this Project, which was based on the 2024 RTEP Open Window #1 (01-07-2025) and subsequently tested on the 2024 RTEP 2029 Summer Case, demonstrated that Line #579 is needed to maintain reliable service to the Company's customers.

Facilities List

Provide a list of those facilities that are not yet in service.

Not applicable.

¹⁹ See supra, n. 15.

I. NECESSITY FOR THE PROPOSED PROJECT

- C. Describe the present system and detail how the proposed project will effectively satisfy present and projected future electrical load demand requirements. Provide pertinent load growth data (at least five years of historical summer and winter peak demands and ten years of projected summer and winter peak loads where applicable). Provide all assumptions inherent within the projected data and describe why the existing system cannot adequately serve the needs of the Applicant (if that is the case). Indicate the date by which the existing system is projected to be inadequate.
- Response: <u>Attachment I.G.1</u> shows the portion of the transmission system in the area of the proposed Rebuild Project. The existing Line #579 is part of the Company's 500 kV system, which supports the transfer of bulk power from generating resources to major load centers. Line #579 begins at the 500 kV Septa Switching Station in Isle of Wight County, Virginia, which consists of four, 500 kV breakers in a ring bus arrangement that provide terminations for four 500 kV lines: Carson-Septa Line #562, Septa-Surry Line #578, Septa-Yadkin Line #579, and Cavalier Collector Station-Septa Line #586.

Line #579 leaves the Septa Switching Station in an approximately southeast direction on single circuit 500 kV COR-TEN[®] structures, sharing a 295-foot-wide right-of-way with four 230 kV lines on double circuit COR-TEN[®] lattice towers: Surry-Winchester Line #214, Churchland-Surry Line #226, Chuckatuck-Surry Line #290, and Surry-Yadkin Line #223. Line #579 occupies the northernmost position in the right-of-way, followed by Line #214, Line #226, Line #290, and Line #223 in the southernmost position of the right-of-way.

Approximately 5.3 miles from the Septa Switching Station, Line #579 passes by the Company's 230 kV Smithfield Substation and continues for another approximately 5.6 miles before crossing over the four 230 kV lines described above to occupy the southernmost position in the right-of-way as the corridor turns east and expands to 350 feet wide.

Approximately 1.2 miles after crossing to the southernmost position in the right-ofway, Line #579 turns south at Dominion Energy Virginia's 230 kV Chuckatuck Substation where it shares a 250-foot-wide right-of-way corridor with Chuckatuck-Suffolk Line #289. In this roughly north-south corridor, Line #579 continues on single circuit COR-TEN[®] structures on the east side of the right-of-way and Line #289 is on the west side of the right-of-way on double circuit COR-TEN[®] lattice towers in the westernmost circuit position of the tower while the easternmost 230 kV circuit position is vacant. After approximately 1.6 miles, the corridor leaves Isle of Wight County and enters the City of Suffolk, Virginia, where it continues for approximately 3.3 miles in a corridor ranging between 250 and 300 feet in width before splitting, with Line #289 continuing south and Line #579 turning southeast on a 150-foot-wide right-of-way.

After the split with Line #289, Line #579 continues roughly southeast for

approximately 7.5 miles where it crosses Portsmouth Boulevard and the CSX Railroad before turning roughly east and merging into a corridor with Line #2110 ranging between 130 and 230 feet in width. After the merge, Line #579 and Line #2110 continue in the Double Circuit Segment predominantly on 5/2 structures for approximately 2.4 miles before crossing from the City of Suffolk into the City of Chesapeake, Virginia.

Once in the City of Chesapeake, the corridor continues roughly east for approximately 5.0 miles before it is joined by a corridor from the north containing 115 kV Chesapeake-Churchland Line #87, 230 kV Surry-Yadkin Line #223, and 230 kV Churchland-Yadkin Line #267. At the point where the corridor containing Lines #87, #223, and #267 enter from the north, the corridor expands to 265-feet wide and continues east for approximately 1.0 mile where it crosses Interstate 64 with Lines #579 and #2110 on the 5/2 configured towers in the southernmost position of the right-of-way, 115 kV Line #87 just to the north (in the middle) on a combination of single-circuit H-frame and monopole structures, and Lines #223 and #267 on double circuit COR-TEN[®] lattice towers occupying the northernmost position in the right-of-way. After crossing Interstate 64, the corridor immediately crosses Norfolk Southern Railroad before arriving at Yadkin Substation, which is in the southeast quadrant of the intersection between Interstate 64 and the Norfolk Southern Railroad.

The Yadkin Substation is in the City of Chesapeake and contains six 500 kV breakers in a ring bus arrangement, which provide terminations for three 500 kV lines: Suffolk-Yadkin Line #565, Septa-Yadkin Line #579, and Fentress-Yadkin Line #588, along with three 500-230 kV, 840 MVA transformer ("TX") banks, TX#1, TX#2, and TX#5. Additionally, there is a 230 kV network that consists of eleven 230 kV breakers in roughly a breaker-and-a-half arrangement that provide terminations for the aforementioned TX#1, TX#2, and TX#5, in addition to five 230 kV lines: Surry-Yadkin Line #223, Churchland-Yadkin Line #267, Elizabeth River Non-Utility Generator ("NUG")-Yadkin Line #2070, Thrasher-Yadkin Line #2105, and Chesapeake Energy Center-Yadkin Line #2158. Also tied into the 230 kV network are a 178 MVAR capacitor bank and a 50-100 MVAR variable shunt reactor. Finally, there are two 230-115 kV, 224 MVA TX banks (TX#3 and TX#6) that are networked on the low-side with 115 kV Line #46 Chesapeake Energy Center-Yadkin and a 230-34.5 kV, 75 MVA distribution TX#4 that feeds three 34.5 kV distribution circuits.

The existing Line #2110 is part of the Company's 230 kV network, which supports the delivery of generation to retail and wholesale customers. Line #2110 begins at the Company's Suffolk Substation in the City of Suffolk, Virginia and travels approximately 5.5 miles before merging with Line #579 in the approximately 8.5-mile Double Circuit Segment, as previously described. Line #579 and Line #2110 are then supported primarily by 5/2 COR-TEN[®] lattice structures, with the exception of the 0.8-mile Airport Section. Line #579 then terminates in the Yadkin Substation, and Line #2110 continues for another approximately 7.7 miles to the Company's Thrasher Substation.

The tables in <u>Attachment I.C.1</u> provide the historic summer and winter loads from 2020-2024 and the projected summer and winter peak loads from 2025-2034 for the DOM Zone.

The existing Line #579 and Line #2110 (where collocated on 5/2 structures) cannot continue to adequately serve the needs of the Company and its customers due to the condition of its aging infrastructure, as discussed in Section I.A. The Company has created a proactive plan to rebuild transmission lines that are comprised of COR-TEN[®] towers, setting target completion dates for end-of-life projects based on the condition of the facilities, the Company's resources, and the need to schedule outages. Replacing Line #579 and Line #2110 (where collocated) is needed to prevent identified thermal violations, as described in Section I.A. The in-service date for the proposed Rebuild Project (June 1, 2029) also supports the conclusions reflected in the 2016 Quanta Report balanced against the timeline for permitting, construction, and obtaining necessary outages.

Completing the proposed Rebuild Project, including the Line #2110 Partial Rebuild which is necessary where the two lines are collocated on double circuit structures, will support Dominion Energy Virginia's ability to continue to provide reliable electric service to retail and wholesale customers and will support the future overall growth and system generation capability in the area. See Section I.A.

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	MAX	NIM
DOM Zone Summer	24406	26356	28255	30564	32506	34170	35630	37020	38438	39817	39817	24406
DOM Zone Winter	23381	24797	26527	28533	30310	32036	33501	34854	35919	37032	37032	23381
Historic Load MW	2020	2021	2022	2023	2024						MAX	NW
DOM Zone Summer	20035	20307	21046	21954	23502						23502	20035
DOM Zone Winter	17100	17446	19683	21835	21836						21836	17100

Forecasted loads are based on the 2024 PJM Load Forecast

- D. If power flow modeling indicates that the existing system is, or will at some future time be, inadequate under certain contingency situations, provide a list of all these contingencies and the associated violations. Describe the critical contingencies including the affected elements and the year and season when the violation(s) is first noted in the planning studies. Provide the applicable computer screenshots of single-line diagrams from power flow simulations depicting the circuits and substations experiencing thermal overloads and voltage violations during the critical contingencies described above.
- Response: As discussed in Section I.C, Line #579 and Line #2110 (where collocated) cannot adequately serve the current and projected needs of the Company and its customers because of aging infrastructure. The Company has developed a plan to address its end-of-life facilities, setting completion target dates for end-of-life projects based on the conditions of the facilities, the Company's resources, and the need to schedule outages. The Company has set June 1, 2029, as the target in-service date for the proposed Rebuild Project.

As discussed in Section I.A, the Company performed an end-of-life study with Line #579 and Line #2110 modeled out-of-service to assess the reliability impact of these lines. The power flow model used was PJM's 2029 RTEP case. The study identified several thermal overloads, which are shown in <u>Attachment I.D.1</u>.

2029 Generation Deliverability Thermal Results						
Monitored Facility		ContName	CantTime	Max of Final AC % LD		
		Cont Name	ContType	2029SUM_Base 2029SUM_579_2110_0		
314475 6HARBORV 230 314514 6YADKIN 230 1	230	DVP_P1-2; LN 565_SRT-A	Single	< 90	112.2	
314484 6HARBORV226 230 314453 6CHRHLND 230 1	230	DVP_P1-2: LN 565_SRT-A	Single	< 90	115.8	
314523 6CRITTDN 230 314484 6HARBORV226 230 1	230	DVP_P1-2: LN 565_SRT-A	Single	< 90	118.8	
314533 6SMITFLD 230 314475 6HARBORV 230 1	230	DVP_P1-2: LN 565_SRT-A	Single	< 90	116.1	
314538 6SURRY 230 314533 6SMITFLD 230 1	230	DVP_P1-2; LN 565_SRT-A	Single	< 90	117.8	
314538 6SURRY 230 314523 6CRITTDN 230 1	230	DVP_P1-2: LN 565_SRT-A	Single	< 90	122.6	
314538 6SURRY 230 314523 6CRITTDN 230 1	230	DVP_P4-2: H7T565_SRT-S	Breaker	< 90	100.3	

E. Describe the feasible project alternatives, if any, considered for meeting the identified need including any associated studies conducted by the Applicant or analysis provided to the RTO. Explain why each alternative was rejected.

Response: No feasible electrical alternatives have been submitted to PJM since the driver of the Rebuild Project is the need to replace aging infrastructure approaching the end of its service life in compliance with the Company's mandatory Planning Criteria. See Section I.A. Alternatives that would require acquisition of new right-of-way were not given serious consideration because the existing corridor is adequate to construct the proposed Line #579 Rebuild. PJM did not require the Company to consider alternatives that would require new right-of-way to be built.

Analysis of Demand-Side Resources:

Pursuant to the Commission's November 26, 2013, Order entered in Case No. PUE-2012-00029,²⁰ and its November 1, 2018, Final Order entered in Case No. PUR-2018-00075.²¹ the Company is required to provide analysis of demand-side resources ("DSM") incorporated into the Company's planning studies. DSM is the broad term that includes both energy efficiency ("EE") and demand response ("DR"). In this case, the Company has identified a need for the Rebuild Project in order to comply with mandatory Planning Criteria, thereby enabling the Company to maintain the overall long-term reliability of its transmission system.²² Notwithstanding, when performing an analysis based on PJM's 50/50 load forecast, there is no adjustment in load for DR programs because PJM only dispatches DR when the system is under stress (*i.e.*, a system emergency). Accordingly, while existing DSM is considered to the extent the load forecast accounts for it, DR that has been bid previously into PJM's capacity market is not a factor for this Rebuild Project because of the identified need. Based on these considerations, the evaluation of the Rebuild Project demonstrated that despite accounting for DSM consistent with PJM's methods, the Rebuild Project is necessary.

Incremental DSM also will not eliminate the need for the Rebuild Project. As reflected in <u>Attachment I.C.1</u>, the peak load area for this Rebuild Project (historic and projected) ranges from 17,100 to 39,817 MW (summer and winter). By way

²⁰ Application of Virginia Electric and Power Company d/b/a Dominion Virginia Power for approval and certification of electric facilities: Surry-Skiffes Creek 500 kV Transmission Line, Skiffes Creek-Whealton 230 kV Transmission Line, and Skiffes Creek 500 kV-230 kV-115 kV Switching Station, Case No. PUE-2012-00029, Final Order (Nov. 26, 2023).

²¹ Application of Virginia Electric and Power Company for approval and certification of electric transmission facilities under Va. Code § 56-46.1 and the Utility Facilities Act, Va. Code § 56-265.1 et seq., Case No. PUR-2018-00075, Final Order (Nov. 1, 2018).

²² While the PJM load forecast does not directly incorporate DR, its load forecast incorporates variables derived from Itron that reflect EE by modeling the stock of end-use equipment and its usages. Further, because PJM's load forecast considers the historical non-coincident peak ("NCP") for each load serving entity ("LSE") within PJM, it reflects the actual load reductions achieved by DSM programs to the extent an LSE has used DSM to reduce its NCPs.

of comparison, statewide, the Company achieved demand savings of 276.5 MW (net) / 350.0 MW (gross) from its DSM programs in 2023.

F. Describe any lines or facilities that will be removed, replaced, or taken out of service upon completion of the proposed project, including the number of circuits and normal and emergency ratings of the facilities.

Response: <u>Line #579 Rebuild</u>

For construction of the Line #579 Rebuild, the Company plans to remove all the existing 500 kV structures supporting Line #579 from Structure #579/1 through Structure #579/183 (approximately 33.1 miles), which are primarily COR-TEN[®] lattice structures. For the approximately 24.6-mile Single Circuit Segment of Line #579, the Company proposes to replace the existing primarily single circuit lattice structures. For the approximately 8.5-mile Double Circuit Segment, the Company proposes to replace the existing primarily double circuit lattice structures with primarily double circuit H-frame structures. Line #579 will be rebuilt entirely within the existing right-of-way, which varies in width between 130 and 350 feet in the Single Circuit Segment and 130 and 265 feet in the Double Circuit Segment, or within the Company's existing property rights. See <u>Attachment I.A.1</u>.

The Line #579 Rebuild also includes replacing approximately 33.1 miles of the existing three-phase twin-bundled 2500 ACAR conductor, which has a normal/emergency transfer rating of 3,425 MVA.

Line #2110 Partial Rebuild

For construction of the Line #2110 Partial Rebuild along approximately 7.7 miles of the 8.5-mile Double Circuit Segment from Structure #579/132 / #2110/36 through Structure #579/147 / #2110/51 and from Structure #579/154 / #2110/67 through Structure #579/183 / #2110/96,²³ the Company proposes to replace the existing primarily double circuit lattice structures with primarily double circuit H-frame structures, entirely within the existing right-of-way, which varies in width between 130 and 265 feet, or within the Company's existing property rights. See Attachment I.A.1.

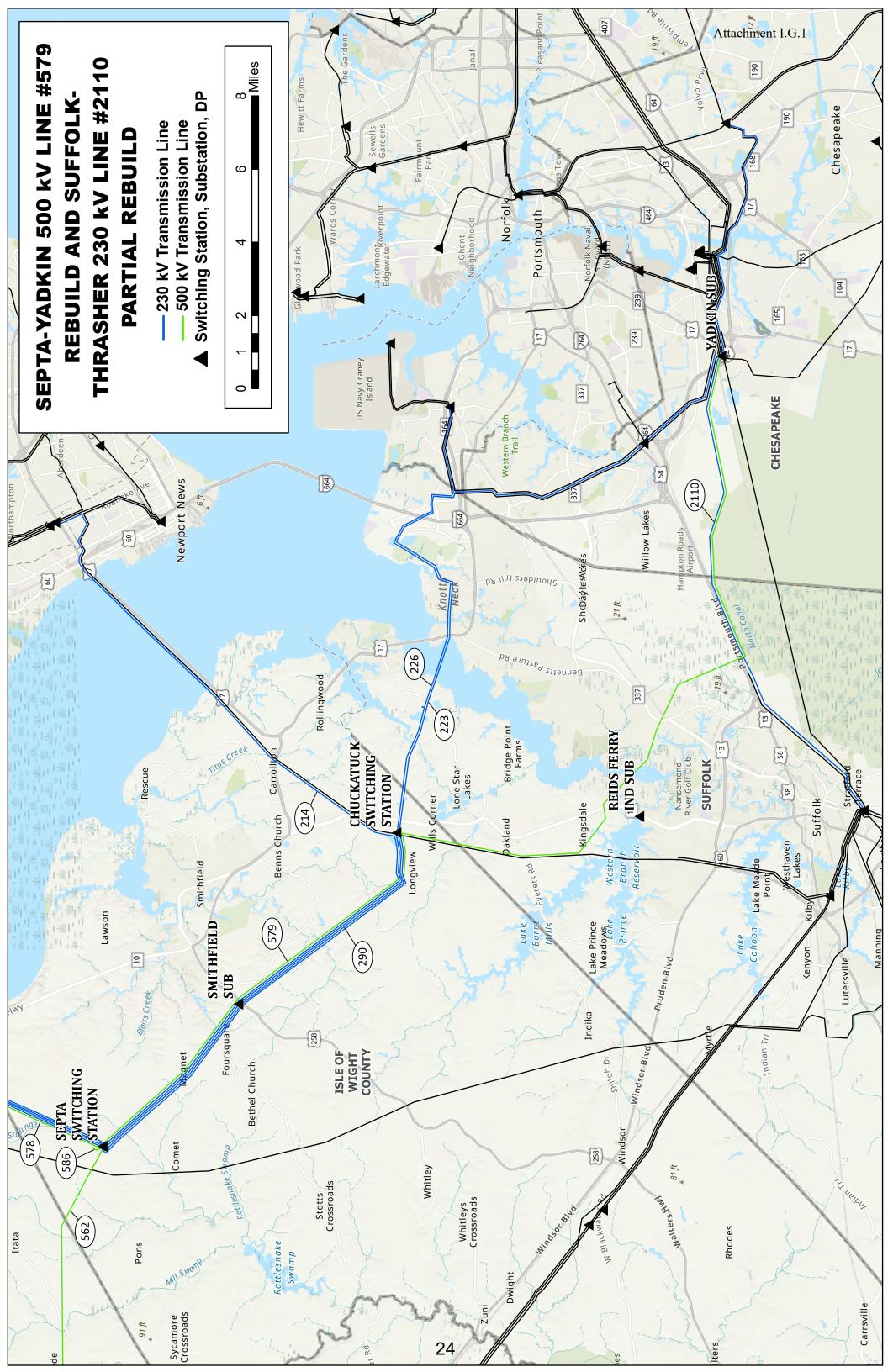
The Line #2110 Partial Rebuild also includes replacing approximately 7.7 miles of the existing three-phase twin-bundled 768.2 ACSS/TW/HS285 type conductor, which has a normal/emergency transfer rating of 1,386 MVA.²⁴

²³ See supra n 3.

²⁴ See supra, n. 8 and n. 10.

G. Provide a system map, in color and of suitable scale, showing the location and voltage of the Applicant's transmission lines, substations, generating facilities, etc., that would affect or be affected by the new transmission line and are relevant to the necessity for the proposed line. Clearly label on this map all points referenced in the necessity statement.

Response: See <u>Attachment I.G.1</u>.



H. Provide the desired in-service date of the proposed project and the estimated construction time.

Response: The desired in-service target date for the proposed Rebuild Project is June 1, 2029.

The Company estimates it will take approximately 39 months for detailed engineering, materials procurement, permitting, real estate, and construction after a final order from the Commission. Accordingly, to support this estimated construction timeline and construction plan, the Company respectfully requests a final order by February 28, 2026. Should the Commission issue a final order by February 28, 2026, the Company estimates that construction should begin around June 1, 2026, and be completed by June 1, 2029. This schedule is contingent upon obtaining the necessary permits and outages, the latter of which may be particularly challenging due to the amount of new load growth, rebuilds, and new builds scheduled to occur in this load area. Dates may need to be adjusted based on permitting delays or design modifications to comply with additional agency requirements identified during the permitting application process, as well as the ability to schedule outages, and unpredictable delays due to labor shortages or materials/supply issues.

In addition, the Company is monitoring actively regulatory changes and requirements associated with the NLEB and how they could potentially impact construction timing associated with TOYRs. The USFWS issued the final guidance, replacing the interim guidance, on October 23, 2024, and the final guidance was fully implemented November 30, 2024. The Company is reviewing the final guidance to the extent it applies to the Company's projects and will coordinate with USFWS during the permitting stage.

The Company is also monitoring potential regulatory changes associated with the potential up-listing of the TCB. On September 14, 2022, the USFWS published the proposed rule to the Federal Register to list the TCB as endangered under the Endangered Species Act. USFWS extended its Final Rule issuance target from September 2023 to September 2024, but as of the date of this filing, the TCB listing decision has not been issued. The Company is tracking actively this ruling and evaluating the effects of potential outcomes on Company projects' permitting, construction, and in-service dates, including electric transmission projects.

Any adjustments to this Rebuild Project schedule resulting from these or similar challenges could necessitate a minimum of a six- to twelve-month delay in the targeted in-service date. Accordingly, for purposes of judicial economy, the Company requests that the Commission issue a final order approving both a desired in-service target date (*i.e.*, June 1, 2029) and an authorization sunset date (*i.e.*, June 1, 2030) for energization of the Rebuild Project.²⁵

²⁵ See supra, n. 12.

- I. Provide the estimated total cost of the project as well as total transmissionrelated costs and total substation-related costs. Provide the total estimated cost for each feasible alternative considered. Identify and describe the cost classification (e.g. "conceptual cost," "detailed cost," etc.) for each cost provided.
- Response: The total estimated conceptual cost of the Rebuild Project is approximately \$248.9 million, which includes approximately \$244.6 million for transmission-related work and approximately \$4.3 million for station-related work (2025 dollars).

The approximate station-related costs are broken out in the table below (2025 dollars).

Station	Estimated
	Conceptual
	Costs (\$M)
Septa Switching Station	\$3.9
Yadkin Substation	\$0.4

Station-Related Costs by Substation / Switching Station (Millions (approximate))

- J. If the proposed project has been approved by the RTO, provide the line number, regional transmission expansion plan number, cost responsibility assignments, and cost allocation methodology. State whether the proposed project is considered to be a baseline or supplemental project.
- Response: The components of the proposed Rebuild Project were first presented to the PJM stakeholders at the TEAC meeting as part of the 2024 Window #1 on December 3, 2024, and again on January 7, 2025, as an end-of-life rebuild project. The Rebuild Project subsequently was assigned baseline upgrade identification number b3929.1-4. See <u>Attachments I.J.1</u> and <u>I.J.2</u> for the relevant slides presented in the PJM TEAC meetings on December 3, 2024 and January 7, 2025.

The cost allocation for the Rebuild Project is shown in the following PJM tables.



TEAC Recommendations to the PJM Board - February 2025

Upgrade ID	Description	Cost Estimate (\$M)	то		Cost Respor	asibility	Required IS Date
			1	Lo	oad-Ratio Share	Allocation:	
b3929.1	Rebuild approximately 33.09 miles of 500 kV line No. 579 from structure 579/1 inside Septa substation to structure 579/193 inside Yadkin substation.	\$191.25	VEPCO	(4.16 (2.07 (14.20%) (2.30%)) (2.30%)) (0.06 (1.		69%)/BGE .25%)/Dayton 3%)/Dominion DL (1.65%)/EKPC //EKEK //PENELEC 3.79%)/PPL 5.24%)/RE	6/1/2029
					DFAX Alloc	ation:	
					Dominion (10	0.00%)	
				Lo	ad-Ratio Share	Allocation:	-
b3929.2	At Septa substation, upgrade CB (579T586), breaker switches (56288, 57985, 58688 and 57988) and line leads to 5000A rating to support line No. 5I9 rebuild.	\$3.84	VEPCO	Load-Ratio Share Allocation: AEC (1.58%)/AEP (13.71%)/APS (5.49%)/ATSI (7.69%)/BGE (4.16%)/ComEd (13.25%)/Dayton (2.07%)/DEOK (3.18%)/Dominion (14.20%)/DPL (2.57%)/DL (1.65%)/EKPC (2.30%)/JCPL (3.80%)/ME (1.88%)/OVEC (0.06%)/PECO (5.32%)/PENELEC (1.81%)/PEPCO (3.79%)/PPL (4.58%)/PSEG (6.24%)/RE (0.25%)/Neptune (0.42%) DFAX Allocation: Deminion (100.00%)		6/1/2029	
				Dominion (100.00%) Load-Ratio Share Allocation:			
b3929.3	At Yadkin substation, upgrade line leads to 5000A rating to support line No. 579 rebuild.	\$0.44	VEPCO	Load-Ratio Share Allocation: AEC (1.58%)/AEP (13.71%)/APS (5.49%)/ATSI (7.69%)/BGE (4.16%)/ComEd (13.25%)/Dayton (2.07%)/DEOK (3.18%)/Dominion (14.20%)/DPL (2.57%)/DL (1.65%)/EKPC (2.30%)/JCPL (3.80%)/ME (1.88%)/OVEC (0.06%)/PECO (5.32%)/PENELEC (1.81%)/PEPCO (3.79%)/PPL (4.58%)/PSEG (6.24%)/RE (0.25%)/Neptune (0.42%) DFAX Allocation: Dominion (100.00%)		6/1/2029	
b3929.4	Rebuild approximately 7.7 miles of Suffolk-Thrasher that share the do Line No. 579.	of 230 kV line N puble circuit tov	lo. 2110 wers under	\$21.25	VEPCO	Dominion (100.00%)	6/1/2029



Transmission Expansion Advisory

December 3, 2024

Committee

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Recommended Solutions

Dominion Transmission Zone: Baseline 500kV Line #579 Rebuild (End of Life Criteria)

Process Stage: First Review

Criteria: Dominion's FERC 715 Planning Criteria (C.2.9 – End of Life Criteria) Assumption Reference: FERC 715 Planning Criteria

Model Used for Analysis: 2024 Series 2029 RTEP cases

Problem Statement:

- Line #579 is approximately 33.1 miles of 500kV transmission line from Septa to Yadkin. Most of the line is Corten 5 Series, but approximately 8.4 miles of the line has 230 kV Line #2110 line underbuilt on 5-2 Corten towers. These structures were installed in 1985 and are approaching the end of service life.
- Corten Series 5 towers have been problematic for many years and fallen into a pattern where Dominion can expect to return for future maintenance if the line is not rebuilt by the requested target date.
- Third party assessment has determined that the towers have corroded to a point where they exhibit pre-mature thinning of structure members and packout at joints. If left unaddressed these issues could result in failure of structures and potentially the collapse for the line. (DOM-O1)



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Dominion Transmission Zone: Baseline 500kV Line #579 Rebuild (End of Life Criteria)

Existing Facility Rating:

	SN/SE/WN/WE (MVA)
230kV Line #2110 Thrasher – Suffolk 940/1	940/940/1193/1193
500kV Line #579 Septa – Yadkin 3426/342	3426/3426/3984/4018

Preliminary Facility Rating:

SN/SE/WN/WE (MVA)	230kV Line #2110 Thrasher – Suffolk 940/940/1193/1193	500kV Line #579 Septa – Yadkin 4357/5155/5155
Branch	230kV Line #2110	500kV Line #579 \$

R Proposed Solution: Proposal 2024-W1-980:

- Rebuild approximately 33.09 miles of 500 kV line #579 from structure 579/1 inside Septa substation to structure 579/193 inside Yadkin substation.
- Rebuild approximately 7.7 miles of 230kV Line #2110 Suffolk Thrasher that share the double circuit towers under Line #579.
 - At Septa substation, upgrade CB (579T586), breaker switches (56288, 57985, 58688 & 57988), and line leads to 5000A rating to support Line #579 rebuild.
 - At Yadkin substation, upgrade line leads to 5000A rating to support Line #579 rebuild.

Estimated Cost: \$216.78 M

Required In-Service: 6/1/2029

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Transmission Expansion Advisory

January 7, 2025

Committee

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Recommended Solutions 2nd Read for Local Solutions

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mid

500kV Line #579 Rebuild (End of Life Criteria) Dominion Transmission Zone: Baseline

Process Stage: Second Review

Criteria: Dominion's FERC 715 Planning Criteria (C.2.9 – End of Life Criteria)

Assumption Reference: FERC 715 Planning Criteria Model Used for Analysis: 2024 Series 2029 RTEP cases

Problem Statement:

- Line #579 is approximately 33.1 miles of 500kV transmission line from Septa to Yadkin. Most of the line is Corten 5 Series, but approximately 8.4 miles of the line has 230 kV Line #2110 line underbuilt on 5-2 Corten towers. These structures were installed in 1985 and are approaching the end of service life.
- Corten Series 5 towers have been problematic for many years and fallen into a pattern where Dominion can expect to return for future maintenance if the line is not rebuilt by the requested target date.
- Third party assessment has determined that the towers have corroded to a point where they exhibit pre-mature thinning of structure members and packout at joints. If left unaddressed these issues could result in failure of structures and potentially the collapse for the line. (DOM-O1)

Existing Facility Rating:

Branch	SN/SE/WN/WE (MVA)
230kV Line #2110 Thrasher – Suffolk	940/940/1193/1193
500kV Line #579 Septa – Yadkin	3426/3426/3984/4018

Continued on next slide.

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500kV Line #579 Rebuild (End of Life Criteria) Dominion Transmission Zone: Baseline

Preliminary Facility Rating:

Branch	SN/SE/WN/WE (MVA)
230kV Line #2110 Thrasher – Suffolk	940/940/1193/1193
500kV Line #579 Septa – Yadkin	4357/4357/5155/5155

Recommended Solution: Proposal 2024-W1-980:

- Rebuild approximately 33.09 miles of 500 kV line #579 from structure 579/1 inside Septa substation to structure 579/193 inside Yadkin substation.
 Estimated Cost: \$191.25M (b3929.1)
- Rebuild approximately 7.7 miles of 230kV Line #2110 Suffolk Thrasher that share the double circuit towers under Line #579. Estimated Cost: \$21.25M (b3929.4)

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- At Septa substation, upgrade CB (579T586), breaker switches (56288, 57985, 58688 & 57988), and line leads to 5000A rating to support Line #579 rebuild. Estimated Cost: \$3.84M (b3929.2)
- At Yadkin substation, upgrade line leads to 5000A rating to support Line #579 rebuild. Estimated Cost: \$0.44M (b3929.3)

Estimated Cost: \$216.78 M

Required In-Service: 6/1/2029

Projected In-Service: 6/1/2029

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K. If the need for the proposed project is due in part to reliability issues and the proposed project is a rebuild of an existing transmission line(s), provide five years of outage history for the line(s), including for each outage the cause, duration and number of customers affected. Include a summary of the average annual number and duration of outages. Provide the average annual number and duration of outages on all Applicant circuits of the same voltage, as well as the total number of such circuits. In addition to outage history, provide five years of maintenance history on the line(s) to be rebuilt including a description of the work performed as well as the cost to complete the maintenance. Describe any system work already undertaken to address this outage history.

Response: Not applicable. See Section I.A.

L. If the need for the proposed project is due in part to deterioration of structures and associated equipment, provide representative photographs and inspection records detailing their condition.

Response: The proposed Rebuild Project will replace aging infrastructure that is approaching the end of its service life. See <u>Attachment I.L.1</u> for an overview of the rebuild, representative pictures of the deterioration of structures supporting Line #579, and non-structural related outstanding notifications. See also <u>Attachment I.L.2</u> for the Transmission Specification Book containing the COR-TEN[®] Tower Monitoring Program for Septa-Yadkin Line #579 and <u>Attachment I.L.3</u> for Weathering Steel Tower Inspection/Rehabilitation Data Sheets.

Septa-Yadkin Line #579

TL579 Summary:

Located between Septa and Yadkin Substations, Line #579 is at its end of service life. Originally constructed in 1985, TL579 was installed on weathering (corten) steel lattice towers. Industry guidelines indicate TL579 towers are at their end of serviceable life. Rebuild project 992993 has been initiated to assure Dominion Energy can maintain and improve reliable electric service to customers served by TL579. The proposed Rebuild Project will remove aging infrastructure, which the Company has determined is no longer cost-effective to continue to repair and replace on an individual basis and replace it with current 500 kV construction standards.

EOL Project:

Currently, rebuild project 993107 has been established and has a target completion date of 6/1/2029.

Right-of-ways:

The majority of Line #579 passes through rural areas with two significant road crossings. The crossings include US Route 58 (Portsmouth Blvd) and Interstate 64 (Hampton Roads Beltway). ROW width varies from 130 feet to 350 feet in various locations.

<u>TL579</u>

~295' ROW between Strs. 1-60 ~350' ROW between Strs. 60-66 ~250' ROW between Strs. 66-76 ~300' ROW between Strs. 76-79 ~250' ROW between Strs. 79-94 ~150' ROW between Strs. 94-132 ~130' ROW between Strs. 132-134 ~205' ROW between Strs. 134-144 ~230' ROW between Strs. 134-144 ~130' ROW between Strs. 158-177 ~265' ROW between Strs. 177-184

TL588 Maintenance Activity:

Extensive rehab was conducted in 2022 under project 58408V70. Rehabbing corten lines on a 12 year cycle. Currently there are a total of thirteen (13) structure-related open notifications (approximately %7 of structures).

Severe Packout & Steel Damage



Severe Packout & Steel Damage (Cont.)

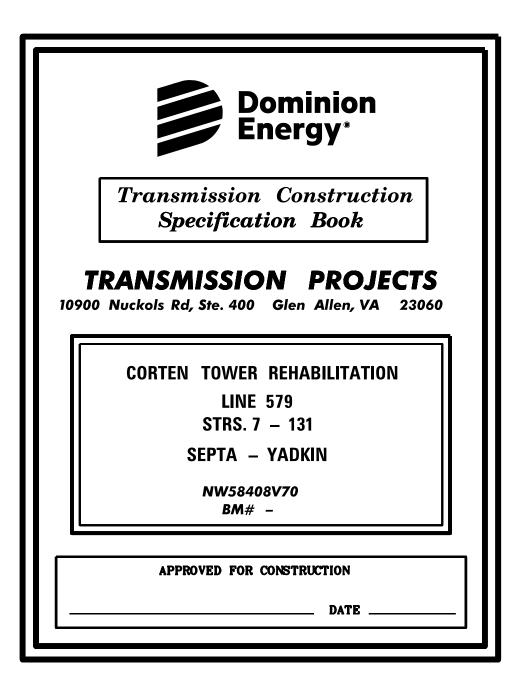


Foundation Damage



	OUTSTANDING NOTIFICATIONS - LINE 579					
LINE/STR	CAUSE GROUP	CAUSE CODE	CAUSE TEXT	NOTIF. DATE	REPORTED BY	NOTIFICATION
2110/41, 579/137	Insulator Conductor	Broken- L=Leave, R=Replace	Insulator Conductor-Broken- L=Leave, R=R	8/12/2019	ADAM063	12068433
2110/41, 579/137	Insulator Conductor	Wire Position L,M,R,T,B	L	8/12/2019	ADAM063	12068433
2110/41, 579/137	Insulator Conductor	(H) Hot End / (C) Cold End	Н	8/12/2019	ADAM063	12068433
2110/86, 579/173	Insulator Conductor	Wire Position L,M,R,T,B	R - Right insulator	1/28/2017	HAVERFIELD	11618731
2110/86, 579/173	Insulator Conductor	Broken- L=Leave, R=Replace		1/28/2017	HAVERFIELD	11618731
579/103	Insulator Conductor	Wire Position L,M,R,T,B	R	5/24/2017	HAZON	11715401
579/103	Insulator Conductor	Contaminated		5/24/2017	HAZON	11715401
579/105	Insulator Conductor	Wire Position L,M,R,T,B	R - Right insulator	1/28/2017	HAVERFIELD	11618729
579/105	Insulator Conductor	Broken- L=Leave, R=Replace		1/28/2017	HAVERFIELD	11618729
579/105	Insulator Static	Broken- L=Leave, R=Replace	Broken insulator	8/21/2020	HELOAIR	12327273
579/105	Insulator Static	Wire Position L,M,R,T,B	left phase Descending	8/21/2020	HELOAIR	12327273
579/22	Insulator Conductor	Broken- L=Leave, R=Replace	1 glass insulator	5/28/2015	HELOAIR	11468075
579/22	Insulator Conductor	Wire Position L,M,R,T,B	Μ	5/28/2015	HELOAIR	11468075
579/22	Conductor	Wire Position L,M,R,T,B	Μ	1/28/2017	HAVERFIELD	11618725
579/22	Conductor	Damper(s)-L=Loose, M=Missing	Moved/Slid	1/28/2017	HAVERFIELD	11618725
579/34	Conductor	Wire Position L,M,R,T,B	L	1/28/2017	HAVERFIELD	11618726
579/34	Conductor	Damper(s)-L=Loose, M=Missing	Moved/Slid	1/28/2017	HAVERFIELD	11618726
579/53	Insulator Conductor	Wire Position L,M,R,T,B	Μ	2/11/2020	DAVI120	12195825
579/53	Insulator Conductor	Broken- L=Leave, R=Replace	Chipped	2/11/2020	DAVI120	12195825
579/53	Insulator Conductor	Wire Position L,M,R,T,B	R	2/11/2020	DAVI120	12195827
579/53	Insulator Conductor	Broken- L=Leave, R=Replace	Chipped insulator	2/11/2020	DAVI120	12195827
579/72	Insulator Conductor	Wire Position L,M,R,T,B	L	10/12/2017	HAZON	11715400
579/72	Insulator Conductor	Contaminated		10/12/2017	HAZON	11715400
579/79	Insulator Conductor	Wire Position L,M,R,T,B	R	2/13/2020	DAVI120	12196652
579/79	Insulator Conductor	Broken- L=Leave, R=Replace	Chipped bell	2/13/2020	DAVI120	12196652
579/89	Insulator Static	Broken- L=Leave, R=Replace	Broken insulators	8/21/2020	HELOAIR	12327570
579/89	Insulator Static	Wire Position L,M,R,T,B	right phase Descending	8/21/2020	HELOAIR	12327570

Non-Structural Related Outstanding Notifications





Transmission Construction Specification Book

TRANSMISSION PROJECTS

10900 Nuckols Rd, Ste. 400 Glen Allen, VA 23060

CORTEN TOWER REHABILITATION

LINE 579

STRS 7 – 131

SEPTA – YADKIN

NW58408V70

BM# -

PROJECT ENGINEER: MARK WILSON (804) 771–4408 (804) 370–4678 (CELL)

ALTERNATE CONTACT: CHRIS HOULIHAN (804) 771–6742

DESIGN VERIFICATION				
Mark Wilson (STRUCTURAL ENGINEER)	DATE	7/6/20		

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CORTEN TOWER REHABILITATION Line 579

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Numbering of Steel Tower - Aerial

Work Summary

<u>Work Summary</u> <u>Weathering Steel Rehabilitation</u> <u>Lines 579</u>

The purpose of this project is to inspect and rehabilitate the self supporting towers of Transmission Line 579 between Septa Sub and Yadkin Sub. Sixty eight (68) structures to be inspected are from 579/7 to 579/131 in Isle of Wright County, Virginia. Maps are included here to indicate the specific location of the weathering steel towers. See "Inspection" section below for requirements for foundation inspection, as well as climbing inspection, of these towers.

The specification for this project will be the *Project Specifications for Weathering Steel Transmission Tower Inspection and Rehabilitation.* The contractor performing the work for this project shall be thoroughly familiar with the above specification.

Note: Some of these towers may not be accessible due to time of year (very soft wet soils, farming, etc.) or due to landowners making changes on land (i.e. fences). Please note, if tower was not accessed.

Inspection

The contractor shall inspect every tower on this project. The inspection shall be in accordance with the specification and include a ground-line inspection, foundation assessment and a full tower climbing inspection. All deficiencies or damage found on the tower during the tower climbing inspection will be repaired as a part of this project unless noted otherwise in this specification.

Grounding

Grounding for every tower needs to be inspected and rehabilitated per the attached *Corten Refurbishment Project Structure Grounding Procedures*. Note that temporary grounding is required on every structure, regardless of the condition of any existing grounding, before any other work is performed. If the tower does not have a visible ground in good condition; the grounding system shall be repaired and/or replaced in accordance with the attached grounding detail (Drawing 60.920).

Site Access

Site access is available via select road crossings and navigable right of way paths. Some right of way access points may require coordination with land owners via the Dominion construction representative. Select road crossings have been noted on the structure location sheets. The noted road crossings are only intended to be a preliminary guide for site access points; additional access points may be available based on coordination with landowners.

Safety Clips

Fall protection safety clips will be installed on step bolts for all structures. Please see the manufacturer installations included in this specification.

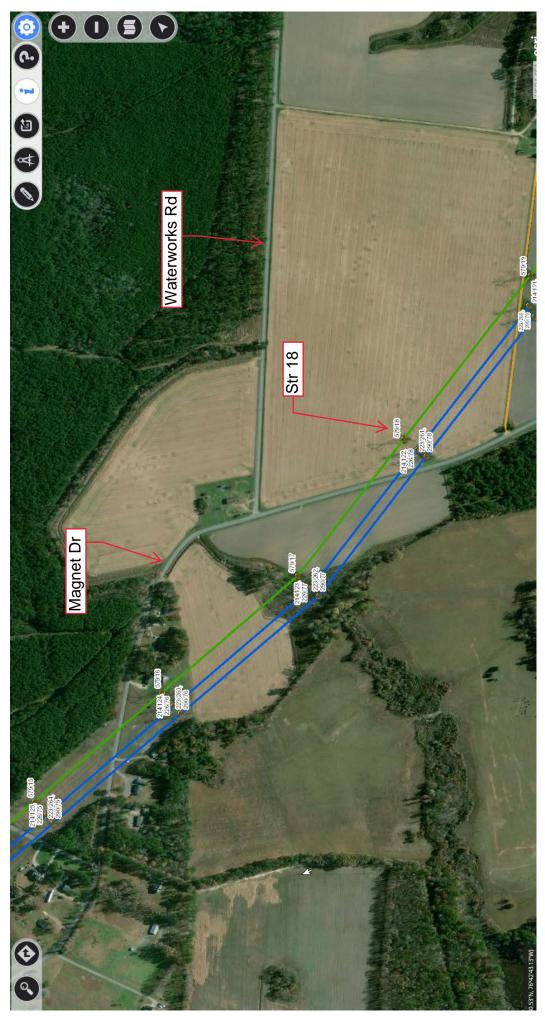
Route Map

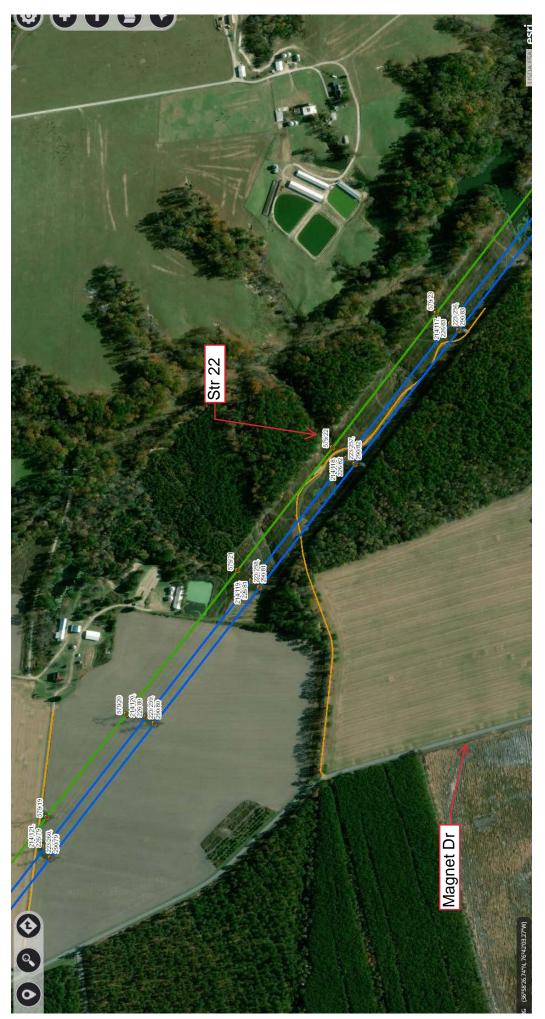




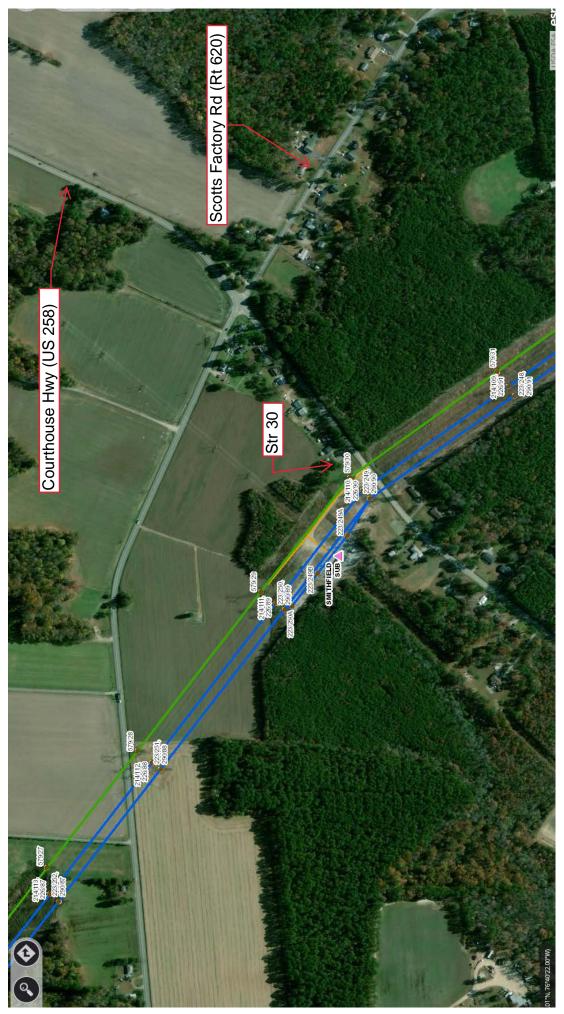
The "orange line" in all photos is possible access road(s). The access road may or may not be usable.

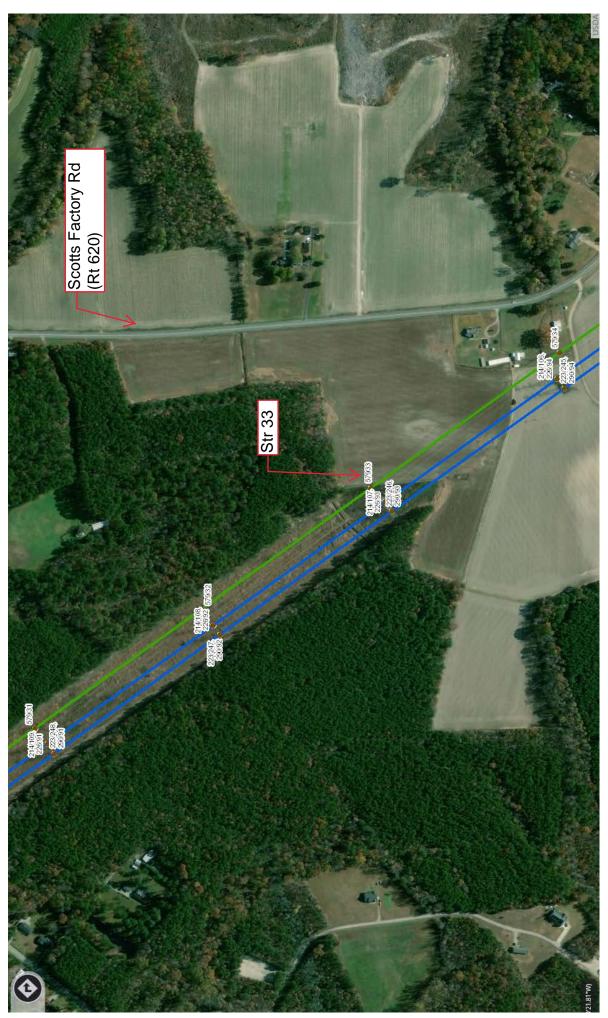






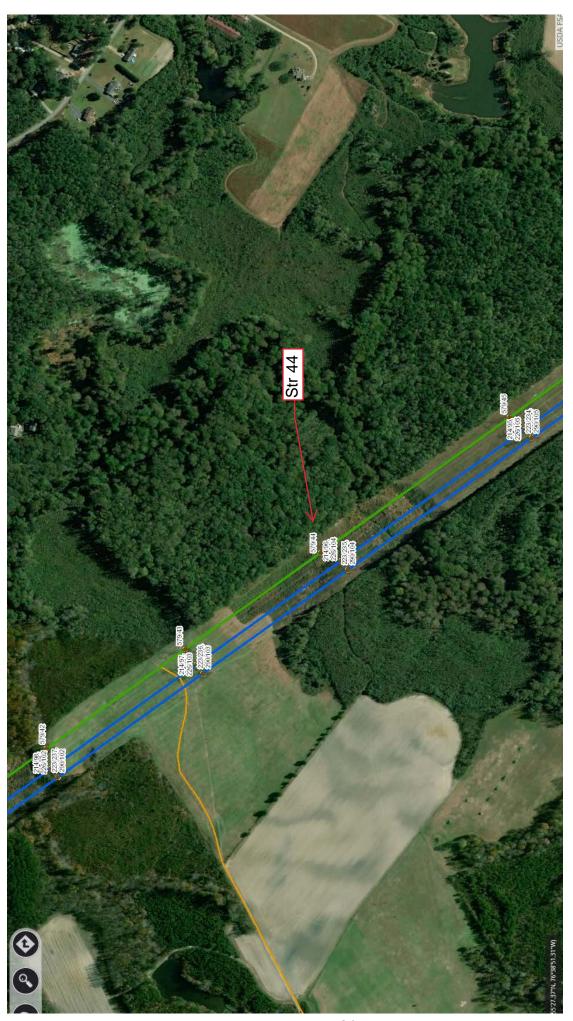


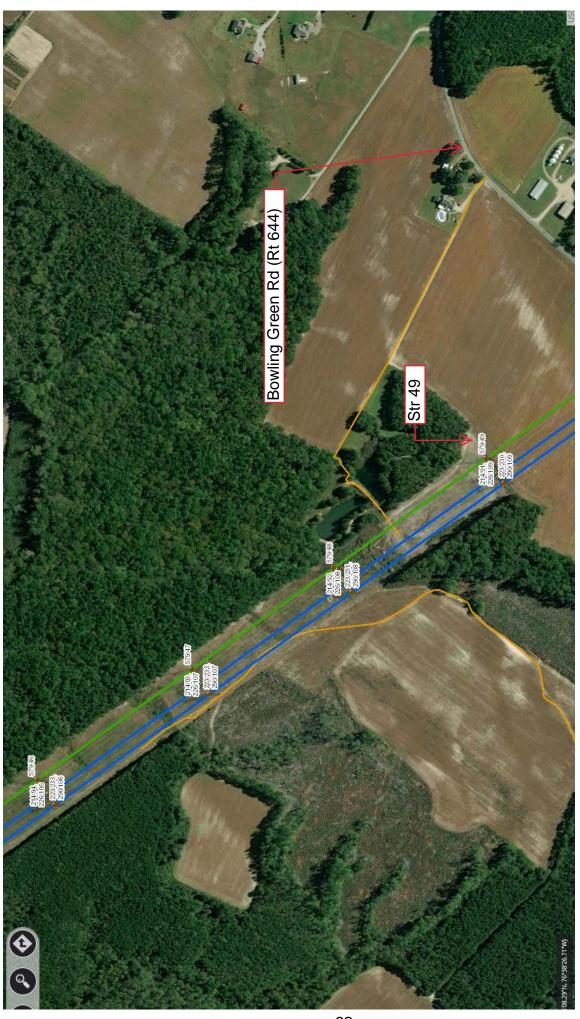


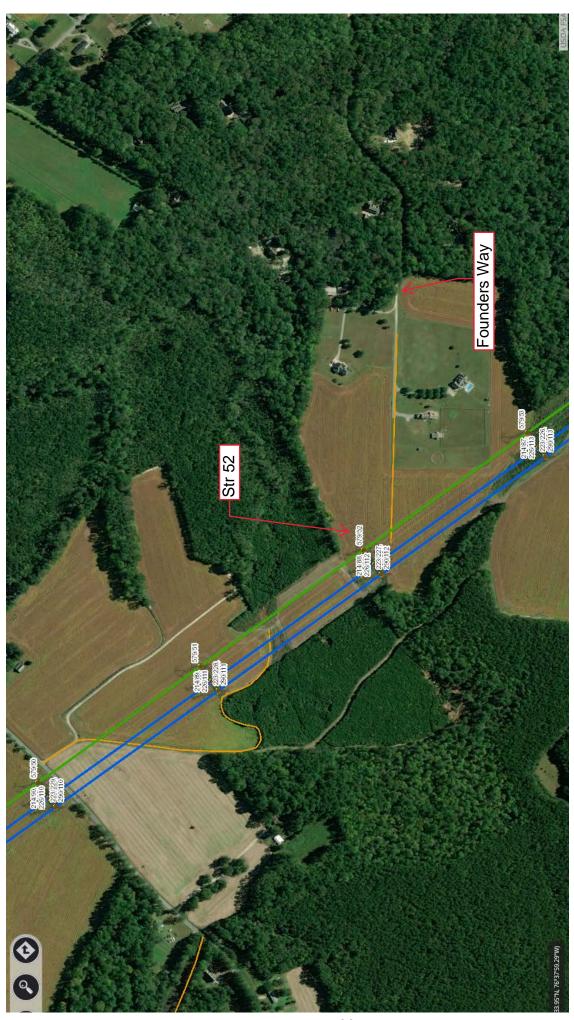


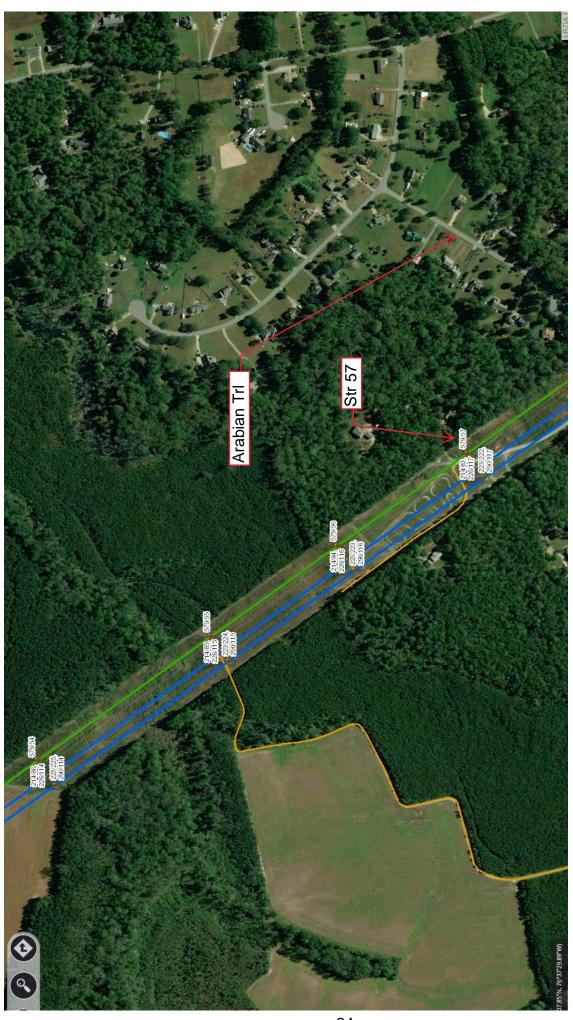


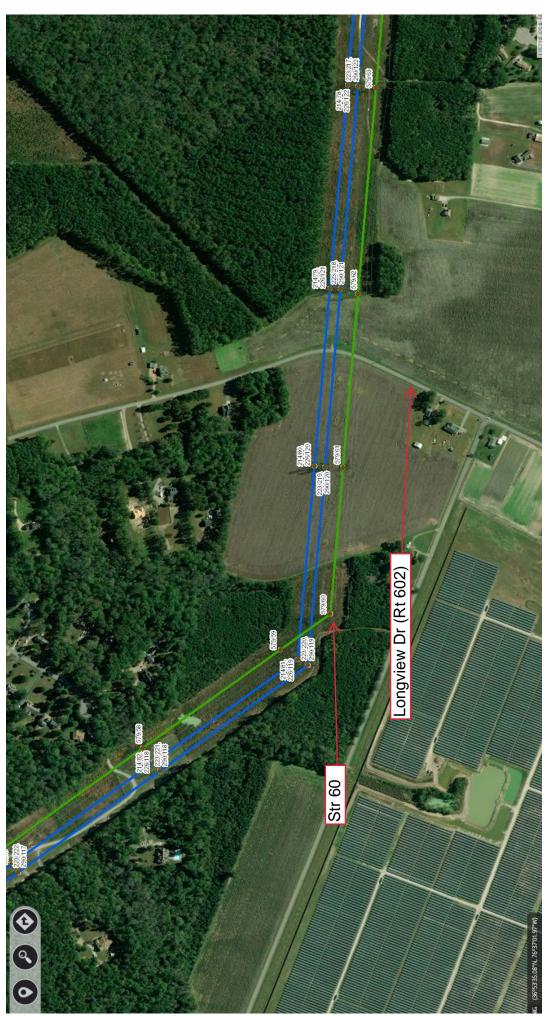




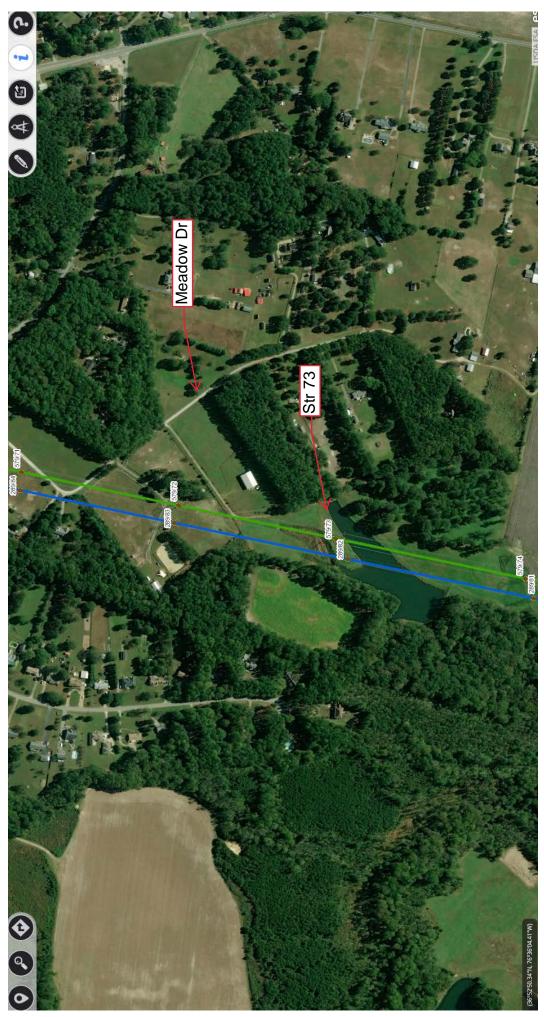






















Standard Specifications

PROJECT SPECIFICATIONS <u>FOR</u> <u>WEATHERING STEEL TRANSMISSION</u> <u>TOWER INSPECTION & REHABILITATION</u>

1. Scope of Work

This specification includes the general technical specifications for the inspection, repair and rehabilitation of weathering steel transmission towers.

It is the intent of this specification and all specifications referenced herein to cover the work related to the inspection, reporting, and repair of the weathering steel tower foundations and tower components.

2. Concrete Foundation Inspection and Repair

The contractor will assess the condition of the supporting tower foundations and report the condition of each foundation on the attached inspection form. The foundation assessment and subsequent foundation repairs will be in accordance with the attached "Concrete Foundation Repair & Restoration Specification".

3. Groundline Corrosion Protection

Special attention shall be given to the tower baseshoes or stub angles of the selfsupporting towers. When corrosion of the baseshoes is visible; the corrosion shall be removed by mechanical means and thickness reading taken and recorded. The readings shall be taken on the leg of the baseshoe just above the weld connecting the leg to the baseplate. Two reading for each baseshoe are required; one on each leg of the angle about half way in towards the heel of the angle. The actual steel thickness readings shall be compared with the following minimum steel thickness permitted. If the actual steel thickness readings are less than the minimum steel thickness readings permitted; the baseshoe (including gusset plates) shall be replaced and documented.

<u>Tower Type</u>	<u>Min. Thickness (in)</u>
5LT	0.2500
5MT	0.3335
5HT	0.3335
5LA	0.3335
5MA	0.5000
5HA	0.5836
5DE	0.6670

Some baseshoe designs make the ability to obtain the thickness reading very difficult. At this point, the inspection will include a visually estimated thickness at the prescribed areas of the baseshoes.

4. Tower Inspection and Repair

All towers on the lines associated with this project shall undergo a complete climbing inspection by an experienced lineman. This inspection shall identify and record the following:

- Missing Bolts / Bolts with Heads Popped Off
- Bent Members
- Cracked Members
- Thinning Steel (knife edge)
- Worn Hardware
- Damaged Insulators
- Damaged Conductor / Shield Wire
- Excessive Pack-out

The inspector shall pay particular attention to all tower joints. He should be looking for missing bolts, cracked or thinning steel, and excessive packout.

A bent member shall be defined as an angle that is physically bent in such a manner as to cause at least one leg of the angle to be buckled. The bending of a small angle that is obviously related to pack-out and occurs adjacent to a joint shall not be considered for repair unless directed by the Company.

All members that are cracked, bent, or have excessive thinning; shall be replaced and their member number recorded on the inspection form. When the damaged member is smaller than the stock steel furnished by the company; a new member shall be fabricated out of the next larger size stock steel. Field fabricate a new member using stock steel to replace the existing member. When the damaged member cannot be fabricated in the field, notify the Engineer immediately for instructions on how to proceed.

All members to be replaced may require temporary bracing or removal of load before the work can be completed. The contractor is responsible for assuring these measures are implemented.

The field fabrication and installation of new members shall adhere to the following:

• All holes shall be punched or drilled.

- No steel shall be cut with a torch.
- The interfacing surfaces of the joints where members are to be replaced shall be coated with "<u>TR2100 by Termarust</u>".
- All new bolts shall be tightened to the following torque values.
 - i. 5/8" bolts = 70 ft-lbs.
 - ii. $\frac{3}{4}$ " bolts = 125 ft-lbs.
- The contractor is responsible for any temporary bracing or support where necessary to safely remove the member for replacement.

All missing and/or broken bolts shall be reported and replaced.

The company will furnish copies of the tower erection drawings for reference and component identification. All members repaired or replaced shall be documented on the inspection form.

4. Line Hardware Inspection

All static wire and conductor shall be observed for damage, wear, etc. including spacers, dampers, sleeves, and armor rods.

All hardware shall be inspected for wear, damage, corrosion, corona, etc. This included all insulators and connecting hardware, cotter pins, connectors, etc. All line components that are damaged or worn shall be noted on the inspection form and reported to the engineer.

Weathering Steel Tower Inspection & Rehabilitation Bath Co Lines.doc

12/13/17 C. Houlihan

PROJECT SPECIFICATION <u>FOR</u> <u>CONCRETE FOUNDATION</u> <u>REPAIR & RESTORATION</u> <u>DOMINION ENERGY VIRGINIA</u> TRANSMISSION LINE REHABILITATION

1.0 SCOPE OF WORK

- 1.1 THIS SPECIFICATION INCLUDES THE GENERAL TECHNICAL SPECIFICATIONS FOR THE CONCRETE FOUNDATION REPAIR AND RESTORATION FOR **DOMINION ENERGY VIRGINIA TRANSMISSION LINE REHABILITATION.**
- 1.2 IT IS THE INTENT OF THIS SPECIFICATION AND ALL SPECIFICATIONS REFERENCED HEREIN TO COVER ALL WORK RELATED TO THE COMPLETION OF THE CONCRETE FOUNDATION REPAIR AND RESTORATION OF THE TRANSMISSION LINE STRUCTURES WHICH MAY INCLUDE THE FOLLOWING: TEMPORARY SUPPORT OF THE TRANSMISSION STRUCTURE, ABRASIVE BLASTING, CRACK REPAIR, CONCRETE COATING, DETERIORATED CONCRETE REMOVAL AND THE PLACEMENT OF HIGH QUALITY CONCRETE, ETC.
- 1.3 AN ASSESSMENT WILL BE MADE ON EACH OF THE EXISTING CONCRETE FOUNDATIONS ON THESE TRANSMISSION LINES TO DETERMINE THE EXTENT OF REPAIR REQUIRED. THE EXTENT OF REPAIR WILL BE CODED AS **FR-0**, **FR-1**, **FR-2**, **FR-3**, **FR-4** & **FR-5**. EACH OF THESE CONDITION ASSESSMENTS IS OUTLINED IN THE FOLLOWING SPECIFICATIONS ALONG WITH THE REQUIRED REPAIR PROCEDURES. **FR-0** ASSESSMENT REFERS THAT THE FOUNDATION IS GENERALLY IN GOOD CONDITION AND NO ADDITIONAL WORK IS REQUIRED. DOMINION'S DESIGNATED FIELD CONSTRUCTION REPRESENTATIVE WILL BE RESPONSIBLE FOR MAKING THE FOUNDATION ASSESSMENTS.
- 1.4 THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS, TRANSPORTATION, TOOLS, UTILITIES, EQUIPMENT AND APPURTENANCES UNLESS SPECIFICALLY EXCEPTED HEREINAFTER, WHICH IS REQUIRED FOR AND INCIDENTAL TO THE COMPLETE REPAIR AND RESTORATION OF THESE SWITCHYARD STRUCTURE FOUNDATIONS. ALL WORK SHALL BE PERFORMED IN A WORKMANLIKE MANNER, CONSISTENT

WITH THE BEST PRACTICES OF THE TRADES INVOLVED, AND IN ACCORDANCE WITH THE APPROPRIATE FEDERAL, STATE AND LOCAL REGULATIONS GOVERNING OCCUPATIONAL SAFETY AND HEALTH.

- 1.5 THE CONTRACTOR SHALL PROVIDE ADEQUATE SUPPORT FOR THE TOWER LEG (WHERE NECESSARY) WHEN MAKING MAJOR FOUNDATION REPAIRS. DOMINION'S TRANSMISSION ENGINEER WILL BE AVAILABLE TO PROVIDE THE CONTRACTOR THE ESTIMATED FOUNDATION LOADS REALIZED DURING THIS RESTORATION WORK.
- 1.6 THE COMPANY SHALL FURNISH THE FOLLOWING:
 - 1.6.1 SPECIFICATIONS, PROCEDURES AND CONSTRUCTION DRAWINGS REQUIRED FOR THE COMPLETION OF THE WORK.

2.0 MATERIALS (CONCRETE FOUNDATION REPAIR)

- 2.1 FORMS
 - 2.1.1 FORMS FOR THE CONCRETE FOUNDATION REPAIR AND RESTORATION SHALL BE WOOD, STEEL, FIBER OR OTHER MATERIALS SUITABLE TO REFORM THE FOUNDATION TO ITS ORIGINAL DIMENSIONS AND GRADE.
- 2.2 EPOXY BONDING AGENT
 - 2.2.1 THE EPOXY BONDING AGENT TO BE USED TO COAT THE INTERFACING SURFACES BETWEEN THE EXISTING CONCRETE AND THE FRESHLY PLACED CONCRETE SHALL BE WELD-CRETE, MANUFACTURED BY LARSON PRODUCTS.
 - 2.2.2 THE EPOXY BONDING AGENT SHALL BE STORED, MIXED AND APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS.
- 2.3 EPOXY PASTE
 - 2.3.1 THE EPOXY PASTE USED TO FILL THE CRACKS ON THE SURFACES OF THE CONCRETE FOUNDATION PEDESTALS

SHALL BE E-BOND 560, LOW MOD GEL, MANUFACTURED BY E-BOND EPOXIES, INC.

2.3.2 THE EPOXY PASTE SHALL BE STORED, MIXED, AND APPLIED IN ACCORANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS.

2.4 FIELD MIXED CONCRETE

- 2.4.1 CONCRETE THAT MUST BE MIXED AT THE JOBSITE DUE TO INACCESSIBILITY WITH A READY MIX TRUCK OR OTHER REASONS SHALL BE A CONCRETE MIX UTILIZING EMACO S66-CI, STRUCTRAL CONCRETE, MANUFACTURED BY MASTER BUILDERS, INC.
- 2.4.2 A CONCRETE DRUM MIXER SHALL BE USED TO MIX THE JOB SITE CONCRETE. THIS MIXER SHALL BE LARGE ENOUGH TO MIX AND PLACE THE CONCRETE TO ASSURE A MONOLITHIC PLACEMENT.
- 2.4.3 THE CONCRETE MIX SHALL BE STORED, MIXED, AND PLACED IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS.
- 2.5 STRUCTURAL REPAIR MORTAR
 - 2.5.1 THE STRUCTURAL REPAIR MORTAR USED TO MAKE REPAIRS SUCH AS SPALLS, SURFACE DEFECTS, ETC. SHALL BE EMACO S88-CI, STRUCTURAL MORTAR, MANUFACTURED BY MASTER BUILDERS, INC.
 - 2.5.2 THE STRUCTURAL REPAIR MORTAR SHALL BE MIXED TO A TROWEL CONSISTENCY FOR THIS REPAIR APPLICATION.
 - 2.5.3 THE STRUCTURAL REPAIR MORTAR SHALL BE STORED, MIXED, AND APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS.

2.6 POLYMER CEMENTITIOUS COATING

2.6.1 THE POLYMER CEMENTITIOUS COATING TO SEAL AND PROTECT THE FOUNDATIONS NOT REQUIRING

EXTENSIVE RESTORATION SHALL BE **CEM-KOTE FLEX ST, MANUFACTURED BY W.R. MEADOWS.**

2.6.2 THE POLYMER CEMENTITIOUS COATING SHALL BE STORED, MIXED, AND APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS.

2.7 CONCRETE CURING COMPOUND

- 2.7.1 THE CONCRETE CURING COMPOUND FOR THIS PROJECT SHALL BE AN APPROVED COMPOUND EITHER CLEAR OR PIGMENTED MEETING ASTM C309.
- 2.7.2 THE CURING COMPOUND SHALL BE STORED, MIXED AND APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS.
- 2.8 STEEL REINFORCEMENT
 - 2.8.1 ALL REINFORCEMENT (**WHEN SPECIFIED OR INDICATED**) SHALL BE NEW BILLET STOCK CONFORMING TO ASTM A-615, GRADE 60.
 - 2.8.2 ALL REINFORCEMENT AND METAL SUPPORTS SHALL BE CLEANED AND MAINTAINED FREE FROM MUD, OIL, ICE, EXCESSIVE RUST, TAGS OR OTHER SUBSTANCES THAT COULD ADVERSELY AFFECT THE BOND BETWEEN THE STEEL BARS AND THE CONCRETE.

3.0 CONCRETE FOUNDATION REPAIR "FR-1"

- 3.1 GENERAL
 - 3.1.1 THE FOLLOWING PROCEDURES ARE FOR THE REPAIR AND RESTORATION OF THE CONCRETE FOUNDATIONS CLASSIFIED AS **"FR-1"**. THIS CLASSIFICATION CODE IS DEFINED AS FOLLOWS: 1.) CONCRETE IS GENERALLY IN GOOD SOUND
 - CONDITION.
 - 2.) THE CONCRETE SURFACE MAY HAVE A FEW HAIRLINE CRACKS LESS THAN 1/32" WIDE.
- 3.2 SURFACE PREPARATION "FR-1"

3.2.1 THE ENTIRE EXPOSED CONCRETE FOUNDATION PEDESTAL AND EXTENDING 6" BELOW GRADE SHALL BE ABRASIVE BLASTED TO REMOVE ALL CONCRETE LAITANCE, OIL, DIRT, AND OTHER BOND-INHIBITING MATERIALS. PLEASE NOTE THAT THIS IS A LIGHT SANDBLASTING. DO NOT REMOVE MORE THAN ABOUT 12 MILS.

3.3 CONCRETE PEDESTAL COATING

3.3.1 THE ENTIRE EXPOSED CONCRETE FOUNDATION PEDESTAL AND PREPARED BELOW GRADE PORTION SHALL BE GIVEN **TWO** COATS AT APPROXIMATELY 31-32 MILS EACH OF THE **CEM-KOTE FLEX ST.**

4.0 CONCRETE FOUNDATION REPAIR "FR-2"

- 4.1 GENERAL
 - 4.1.1 THE FOLLOWING PROCEDURES ARE FOR THE REPAIR AND RESTORATION OF THE CONCRETE FOUNDATIONS CLASSIFIED AS **"FR-2"**. THIS CLASSIFICATION CODE IS DEFINED AS FOLLOWS:
 - 1.) CONCRETE IS GENERALLY IN GOOD SOUND CONDITION.
 - 2.) THE CONCRETE SURFACE HAS CRACKS RANGING FROM 1/32" UP TO 3/16" IN WIDTH.
- 4.2 SURFACE PREPARATION "FR-2"
 - 4.2.1 THE ENTIRE EXPOSED CONCRETE FOUNDATION PEDESTAL AND EXTENDING 6" BELOW GRADE SHALL BE ABRASIVE BLASTED TO REMOVE ALL CONCRETE LAITANCE, OIL, DIRT, AND OTHER BOND-INHIBITING MATERIALS. **PLEASE NOTE THAT THIS IS A LIGHT SANDBLASTING. DO NOT REMOVE MORE THAN ABOUT 12 MILS.**

4.3 CRACK REPAIR **"FR-2"**

4.3.1 ALL CONCRETE SURFACE CRACKS FROM 1/32" UP TO 3/16" IN WIDTH SHALL BE FILLED WITH THE **EPOXY PASTE (E-BOND 560)**. A PUTTY KNIFE OR POINTED TROWEL SHALL BE USED TO FORCE AS MUCH EPOXY INTO THE CRACKS AS POSSIBLE. THE SURFACE SHALL BE FLUSH WITH THE EXISTING CONCRETE.

4.3.2 THE **EPOXY PASTE (E-BOND 560)** SHALL BE CURED FOR A MINIMUM OF **2 HOURS** BEFORE THE PEDESTAL COATING CAN BE APPLIED.

4.4 CONCRETE PEDESTAL COATING

4.4.1 THE ENTIRE EXPOSED CONCRETE FOUNDATION PEDESTAL AND PREPARED BELOW GRADE PORTION SHALL BE GIVEN TWO COATS AT APPROXIMATELY 31-32 MILS EACH OF THE CEM-KOTE FLEX ST.

5.0 CONCRETE FOUNDATION REPAIR "FR-3"

- 5.1 GENERAL
 - 5.1.1 THE FOLLOWING PROCEDURES ARE FOR THE REPAIR AND RESTORATION OF THE CONCRETE FOUNDATIONS CLASSIFIED AS **"FR-3"**. THIS CLASSIFICATION CODE IS DEFINED AS FOLLOWS:
 - 1.) THE CONCRETE IS GENERALLY IN FAIR CONDITION.
 - 2.) THE TOP SURFACE AND EDGES MAY HAVE SEVERAL AREAS THAT ARE SPALLING.
 - 3.) THERE MAY BE ONE OR MORE CRACKS THAT ARE 1/32" UP TO 3/16" IN WIDTH.

5.2 SURFACE PREPARATION "FR-3"

- 5.2.1 THE ENTIRE EXPOSED CONCRETE FOUNDATION PEDESTAL AND EXTENDING 6" BELOW GRADE SHALL BE ABRASIVE BLASTED TO REMOVE ALL CONCRETE LAITANCE, OIL, DIRT, AND OTHER BOND-INHIBITING MATERIALS. **PLEASE NOTE THAT THIS IS A LIGHT SANDBLASTING. DO NOT REMOVE MORE THAN ABOUT 12 MILS.**
- 5.2.2 ALL DETERIORATED CONCRETE SHALL BE REMOVED BY MEANS OF A 20 LB. OR SMALL AIR HAMMER WITH BULL POINTS.

5.3 CRACK REPAIR "FR-3"

- 5.3.1 ALL CONCRETE SURFACE CRACKS FROM 1/32" UP TO 3/16" IN WIDTH SHALL BE FILL WITH THE EPOXY PASTE (E-BOND 560). A PUTTY KNIFE OR POINTED TROWEL SHALL BE USED TO FORCE AS MUCH EPOXY INTO THE CRACKS AS POSSIBLE. THE SURFACE SHALL BE FLUSH WITH THE EXISTING CONCRETE.
- 5.3.3 THE EPOXY PASTE SHALL BE CURED FOR A MINIMUM OF **2 HOURS** BEFORE THE PEDESTAL COATING CAN BE APPLIED.

5.4 CONCRETE SURFACE REPAIR "FR-3"

- 5.4.3 THE CONCRETE SURFACE REPAIR INVOLVES THE RESTORATION OF MINOR SPALLS, EDGE DETERIORATION AND OTHER SURFACE DEFECTS.
- 5.4.4 THE **STRUCTURAL REPAIR MORTAR (S88-CI)** SHALL BE MIXED TO A TROWEL CONSISTENCY AND APPLIED TO RESTORE THE FOUNDATION PEDESTAL TO ITS ORIGINAL SHAPE AND DIMENSIONS. THE REPAIR SHALL CURE FOR AT LEAST **1 HOUR** PRIOR TO APPLYING THE CONCRETE COATING (SEE SECT. 5.5 BELOW). LONGER TIMES (GREATER THAN 1 HOUR) WILL REQUIRE THAT POLYETHELENE BE USED TO CURE THE REPAIRS UNTIL THE COATING CAN BE APPLIED.

5.5 CONCRETE PEDESTAL COATING

5.5.1 THE ENTIRE EXPOSED CONCRETE FOUNDATION PEDESTAL AND PREPARED BELOW GRADE PORTION SHALL BE GIVEN **TWO** COATS AT APPROXIMATELY 31-32 MILS EACH OF THE **CEM-KOTE FLEX ST**.

6.0 CONCRETE FOUNDATION REPAIR "FR-4" & "FR-5

6.1 GENERAL

6.1.1 THE FOLLOWING PROCEDURES ARE FOR THE REPAIR AND RESTORATION OF THE CONCRETE FOUNDATIONS CLASSIFIED AS **"FR-4" & "FR-5"**. THESE CLASSIFICATION CODES ARE DEFINED AS FOLLOWS:

<u>"FR-4"</u>

- 1.) THE MAJORITY OF THE OUTSIDE CONCRETE SURFACE IS ASSESSED AS POOR.
- 2.) THE CONCRETE CORE OF THE FOUNDATION PEDESTAL IS BELIEVED TO BE OF REASONABLY SOUND CONDITION.
- 3.) THE TOP SURFACE, EDGES, AND A GOOD PORTION OF THE VERTICAL SURFACES ARE DETERIORATED OR IN POOR CONDITION.

"FR-5"

- 1.) THE MAJORITY OF THE OUTSIDE CONCRETE SURFACE IS ASSESSED AS POOR.
- 2.) THE CONDITION OF THE CONCRETE CORE IS QUESTIONABLE DUE TO THE ADVANCED DETERIORATION.
- 3.) THE TOP SURFACE, EDGES, AND A MAJORITY OF THE REMAINING PEDESTAL HAVE ADVANCED DETERIORATION IN THE FORM OF SPALLING, LIFTING OR SEPARATION OF THE FOUNDATION, EFFLORESCENCE, LARGE CRACKS, ETC.
- 6.1.2 REFER TO THE ATTACHED DRAWINGS DEPICTING THE GENERAL INFORMATION PERTAINING TO THE REPAIR WORK INVOLVED.
- 6.1.3 THE REPAIR WORK SHALL BE COORDINATED SO THAT THE CONCRETE IS PLACED AS SOON AS POSSIBLE; NOT TO EXCEED 12 HOURS AFTER THE CHIPPING OF DETERIORATED CONCRETE REMOVAL IS COMPLETED.

6.2 TEMPORARY STRUCTURE SUPPORT

6.2.1 THE CONTRACTOR SHALL BE EQUIPPED TO SUPPORT THE TOWER LEG WHERE REQUIRED TO PERFORM THE NECESSARY REPAIR AND RESTORATION WORK. THE TRANSMISSION SHALL DETERMINE IF TEMPORARY STRUCTURE SUPPORT IS REQUIRED. **STRUCTURE SUPPORT IS GENERALLY MANDATORY FOR "FR-5".**

6.2.2 THE TRANSMISSION TOWER STRUCTURE SHALL BE ADEQUATELY SUPPORTED OR SECURED PRIOR TO ANY REMOVAL OF DETERIORATED CONCRETE WHEN REQUIRED. ONLY ONE FOUNDATION ON A TOWER MAY BE REPAIRED AT ANY ONE TIME UNLESS OTHERWISE AUTHORIZED BY THE TRANSMISSION ENGINEER. CONTACT THE ENGINEER FOR OPTIONS.

6.3 SURFACE PREPARATION "FR-4" & "FR-5"

- 6.3.1 ("**FR-4**")ALL DETERIORATED CONCRETE, DIRT, OILS, FORM COATINGS, CURING AGENTS AND OTHER BOND-INHIBITING MATERIALS SHALL BE REMOVED FROM THE EXISTING CONCRETE FOUNDATION. ALL EXPOSED REINFORCING STEEL SHALL BE CLEANED OF ALL RUST AND LOOSELY ADHERED CONCRETE LAITANCE.
- 6.3.2 ALL CHIPPING OF DETERIORATED CONCRETE SHALL BE DONE WITH A 20 LB. OR SMALLER AIR HAMMER USING BULL POINTS.
- 6.3.3 ("FR-5")THE ENTIRE EXISTING CONCRETE FOUNDATION PEDESTAL SHALL BE CHIPPED DOWN TO A MINIMUM DEPTH OF 6" BELOW GRADE AS INDICATED ON THE ATTACHED DRAWINGS (UNLESS OTHERWISE DIRECTED BY VIRGINIA POWER'S DESIGNATED CONSTRUCTION REPRESENTATIVE). IF THE EXISTING CONCRETE REMAINS UNSOUND AT THIS DEPTH, THE STRUCTURAL ENGINEER SHALL BE CONTACTED.

6.4 STEEL REINFORCEMENT INSTALLATION (WHEN APPLICABLE OR REQUESTED)

- 6.4.1 THE STEEL REINFORCEMENT FOR THE FOUNDATION REPAIR SHALL BE INSTALLED AS SHOWN ON THE ATTACHED DRAWINGS OR AS NEEDED TO REPLACE DAMAGED REBAR.
- 6.4.2 THE STEEL REINFORCEMENT SHALL BE POSITIONED AND SECURED PRIOR TO CONCRETE PLACEMENT WITH

THE CLEAR DISTANCES FROM THE REINFORCEMENT, FORMS, EXISTING CONCRETE TO BE STRICTLY MAINTAINED.

- 6.4.3 THE REINFORCEMENT SHALL BE FREE FROM DIRT, OIL, OR ANY DELETERIOUS MATERIALS WHICH MAY AFFECT THE BOND BETWEEN THE STEEL AND THE CONCRETE.
- 6.5 CONCRETE FORMWORK
 - 6.5.1 THE CONCRETE FORMS SHALL BE INSTALLED AT THE LOCATION AND DEPTHS INDICATED ON THE ATTACHED DRAWINGS.
 - 6.5.2 THE FORMS SHALL BE THE SAME SIZE AND/OR DIAMETER AS THE ORIGINAL FOUNDATION PEDESTAL.
 - 6.5.3 THE INSIDE SURFACE OF THE FORMS SHALL BE SMOOTH AND CLEAN WITH A LIGHT COAT OF FORM OIL APPLIED TO AID IN FORM REMOVAL.
 - 6.5.4 THE COMPLETELY INSTALLED FORMWORK WHEN READY FOR CONCRETE PLACEMENT SHALL BE BRACED AND SECURED TO MAINTAIN ITS SHAPE AND DIMENSIONS AGAINST INTERNAL OR EXTERNAL PRESSURES REALIZED DURING CONSTRUCTION.

6.6 REPLACEMENT CONCRETE MIX "FR-4" & "FR-5"

6.6.1 THE REPLACEMENT CONCRETE MIX FOR THE FOUNDATION REPAIRS CLASSIFIED AS **"FR-4" OR "FR-5"** SHALL BE THE **FIELD MIXED CONCRETE**.

6.7 CONCRETE PLACEMENT

- 6.7.1 PRIOR TO CONCRETE PLACEMENT, THE **WELD-CRETE** SHALL BE APPLIED TO THE EXISTING CONCRETE THAT WILL RECEIVE THE REPAIR CONCRETE MATERIAL.
- 6.7.2 PLACEMENT OF CONCRETE SHALL CONFORM TO ACI 304, CHAPTER 6, AND THE PORTLAND CEMENT ASSOCIATION ADESIGN AND CONTROL OF CONCRETE MIXTURES; EXCEPT AS AMENDED HEREIN. NO

CONCRETE SHALL BE PLACED WITHOUT AN APPROVED DESIGN MIX OR APPROVAL OF PLACEMENT.

- 6.7.3 CONCRETE PLACEMENT SHALL NOT BE PERMITTED WHEN, IN THE OPINION OF DOMINION'S CONSTRUCTION REPRESENTATIVE, WEATHER CONDITIONS OR OTHER PERTINENT FACTORS PREVENT PROPER PLACEMENT AND CONSOLIDATION.
- 6.7.4 CONCRETE SHALL BE CONSOLIDATED IN ACCORDANCE WITH ACI 309 AND THE PORTLAND CEMENT ASSOCIATION'S "DESIGN AND CONTROL OF CONCRETE MIXTURES".
- 6.7.5 VIBRATION OF CONCRETE SHALL BE BY ELECTRIC OR PNEUMATIC, IMMERSION-TYPE VIBRATORS OPERATING AT A MINIMUM FREQUENCY OF 7,000 RPM WHEN IMMERSED IN CONCRETE.
- 6.7.6 CONCRETE SHALL BE CONSOLIDATED TO THE MAXIMUM PRACTICAL DENSITY WITHOUT SEGREGATION SUCH THAT THE CONCRETE IS THOROUGHLY WORKED AROUND THE REINFORCEMENT, AROUND EMBEDDED ITEMS, AND INTO CORNERS OF FORMS, ELIMINATING ALL AIR OR STONE POCKETS WHICH MAY CAUSE HONEYCOMBING, JETTING, OR PLANES OF WEAKNESS.

6.8 CONCRETE FINISHING

- 6.8.1 THE CONCRETE TOP SURFACE SHALL BE SLIGHTLY SLOPED AWAY FROM THE ATTACHED STEEL EQUIPMENT (WHERE DIRECTED) AS TO PROVIDE POSITIVE DRAINAGE OF WATER ALLOWING NO CREVICES OR AREAS TO TRAP WATER. ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" CHAMFER.
- 6.8.2 CARE MUST BE MADE TO PREVENT DRAWING EXCESS MOISTURE TO THE CONCRETE SURFACE DURING FINISHING. A WOOD OR MAGNESIUM FLOAT SHOULD BE ADEQUATE. **DO NOT USE STEEL TROWELS.**
- 6.9 CONCRETE CURING
 - 6.9.1 THE CURING OF CONCRETE SHALL CONFORM TO ACI

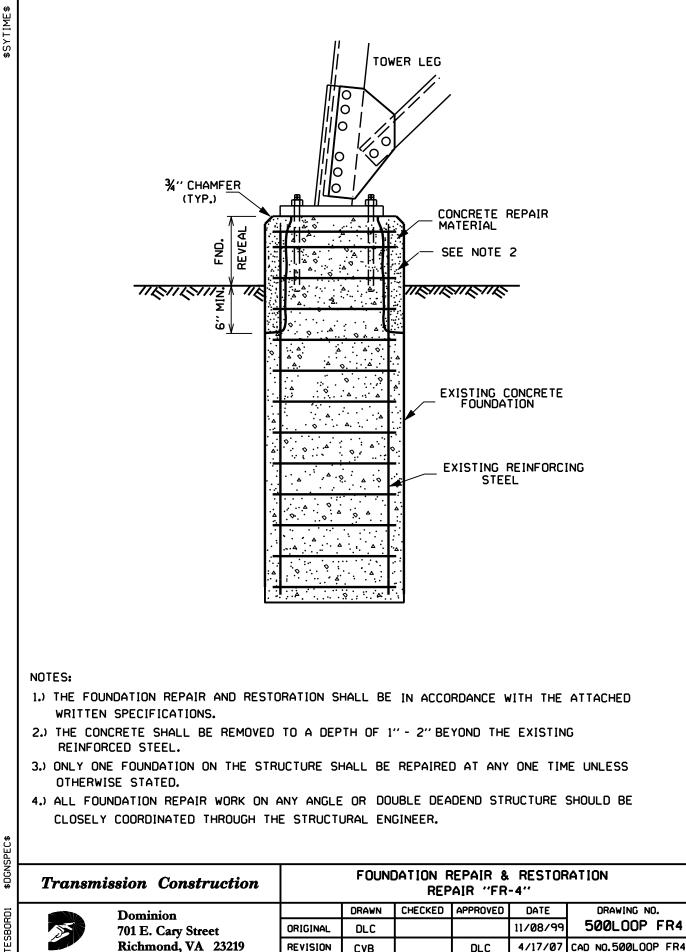
308, EXCEPT AS AMENDED HEREIN. CURING SHALL BE ACCOMPLISHED BY APPLYING THE LIQUID MEMBRANE FORMING **CONCRETE CURING COMPOUND** IN ACCORDANCE WITH ASTM C309. THE CURING COMPOUND SHALL BE APPLIED AS SOON AS POSSIBLE AFTER THE FINISHING OF THE CONCRETE IS COMPLETE AND WHERE THERE IS NO PRESENCE OF BLEED WATER.

- 6.9.3 CONCRETE PLACED AT AMBIENT TEMPERATURES LESS THAN 40 F SHALL BE CURED IN ACCORDANCE WITH ACI 306 AND ACI 308 EXCEPT AS AMENDED HEREIN.
- 6.9.4 THE CONTRACTOR SHALL MAINTAIN THE TEMPERATURE OF THE CONCRETE AT OR ABOVE 50 F DURING THE 7 DAY CURING PROCESS.

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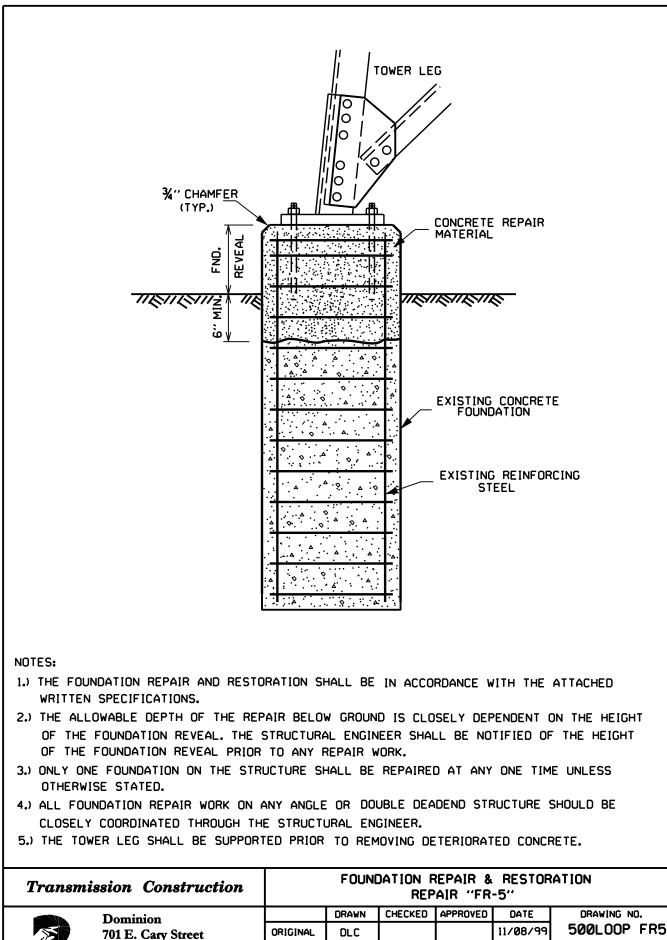
DLC

CAD NO. 500LOOP FR4

ORIGINAL

REVISION

701 E. Cary Street Richmond, VA 23219 \$SYTIME\$



resbordi \$dgnspec\$

CVB

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4/17/07

REVISION

CAD NO. 500LOOP FR5

Richmond, VA 23219

Structure Location Sheets

Structure Number	Tower Type	Notifications	Structure Height	Notes
Septa Sub TL 579 termin	TL 579 terminates at 5HA str 579/1 (inside Sub)	Sub)		
Structures 579/1 to 579/6				Structures not to be inspected and rehab
579/7	5LT+30			Access Stallings Creek Dr
579/8	5LT+30			
579/9	5LT+25			
579/10	5LT+25			Wet/soggy soil
579/11				Not accessible
579/12	5LT+25			Wet/soggy soil
579/13	5LT+20			Wet/soggy soil
579/14	5LT+30			
579/15	5LT+20			Access Emmanuel Church Rd
579/16	5LT+35			Access Magnet Drive
579/17	5LA+20			Access Magnet Drive
579/18	5LT+35			Access Magnet Drive
579/19	5LT+40			Access non-paved driveway
579/20				In farm field/not accessible
579/21	5LT+25			Access off non-paved driveway
579/22	5LT+30+35			
579/23	5LT+20			
579/24	5LT+20			
579/25	5LT+25			
579/26	5LT+20BE+25LE			
579/27	5LT+40			
579/28	5LT+35			Access Foursquare Rd (Rt 620)
579/29	5LT+30			Smithfield Sub/Foursquare Rd
579/30	5MA+15			Smithfield Sub
579/31	5LT+35			
579/32	5LT+25			
579/33	5LT+40			
579/34	5LT+40			Access off Scotts Factory Rd (Rt 620)
579/35	5LT+40			
579/36	5LT+20			Access Carroll Bridge Rd

59337 5.11+25 5.11+35 5.11+35 5.11+36 In a farm field 579/40 5.11+40 5.11+40 10 In a farm field 579/41 5.11+40 5.11+40 10 In a farm field 579/42 5.11+40 5.11+40 10 In a farm field 579/42 5.11+40 5.11+40 10 In a farm field 579/42 5.11+30 5.11+30 10 In a farm field 579/43 5.11+40 5.11+40 10 In a farm field 579/45 5.11+40 5.11+40 10 10	Structure Number	Tower Type	Notifications	Structure Height	Notes
SLT+15 E SLT+16 E SLT+40 E SLT+40 E SLT+30 E <td>579/37</td> <td>5LT+25</td> <td></td> <td></td> <td></td>	579/37	5LT+25			
SLT+40 StT+40 SLT+40 SLT+40 SLT+30 SLT+30 SLT+30 SLT+30 SLT+30 SLT+30 SLT+40 SLT+40 SLT+40 SLT+40 SLT+15 SLT+40 SLT+31 SLT+40 SLT+30 SLT+40 SLT+30 SLT+40 SLT+30 SLT+40 SLT+40 SLT+40 <td< td=""><td>579/38</td><td>5LT+15</td><td></td><td></td><td></td></td<>	579/38	5LT+15			
5/T+40 5/T+30 5/T+30 5/T+51 5/T+51 5/T+51 5/T+51 5/T+30 5/T+15 5/T+16 5/T+15 5/T+15 5/T+15 5/T+15 5/T+15 5/T+15 5/T+15 5/T+15 5/T+16 5/T+17 5/T+16 5/T+16 5/T+16 5/T+16 5/T+16 5/T+16 5/T+16 5/T+16 5/T+17 5/T+16 5/T+16 5/T+16 5/T+16 5/T+17 <td>579/39</td> <td>5LT+15</td> <td></td> <td></td> <td>In a farm field</td>	579/39	5LT+15			In a farm field
5LT+30 5LT+30 5LT+5 5LT+5 5LT+5 5LT+5 5LT+12 5LT+20E+20+2 5LT+30 P 5LT+15 P 5LT+30	579/40	5LT+40			
5LT+30 5LT+3 5LT+5 5LT+6 5LT+20EE+20+25 5LT+20E 5LT+40 5LT+15 5LT+15 5LT+15 5LT+30 5LT+15 5LT+30 5LT+30 5LT+40 5LT+40 5LT+40<	579/41	5LT+30			
SLT+5 Stritt 5LT+20+25 5 5LT+20+25 5 5LT+35 5 5LT+35 5 5LT+35 5 5LT+35 5 5LT+35 5 5LT+30 5 5LT+40 5 5LT+40 5 5LT+40 5 5LT+10 5 5LT+10 5 5LT+10 5 5LT+10 5 5LT+10 5 5LT+10 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5<	579/42	2LT+30			
SLT+20BE+20+25 SIT+400 SIT+40 5LT+40 SIT+41 SIT+40 SLT+35 SIT+41 SIT+35 5LT+35 SIT+35 SIT+35 5LT+35 SIT+35 SIT+36 5LT+30 SIT+30 SIT+30 5LT+30 SIT+30 SIT+30 5LT+30 SIT+30 SIT+30 5LT+30 SIT+40 SIT+30 5LT+40 SIT+40 SIT+40 5LT+10 SIT+40 SIT+40 5LT+10 SIT+40 SIT+40 5LT+10 SIT+40 SIT+40 5LT+40 SIT+40 SIT+40 5LT+10	579/43	2LT+5			
5LT+40 6 5LT+15 5 5LT+15 5 5LT+30 6 5LT+30 7 5LT+40 7 5LT+15 7 5LT+10 7 <td>579/44</td> <td>5LT+20BE+20+25</td> <td></td> <td></td> <td></td>	579/44	5LT+20BE+20+25			
517+15 517+13 517+36 517+30 517+30 517+30 517+30 517+30 517+30 517+30 517+30 517+30 517+40 517+10 517+	579/45	5LT+40			
5LT+35 5LT+30 5LT+30 5LT+30 5LT+30 5LT+30 5LT+30 5LT+30 5LT+30 5LT+30 5LT+40 7 5LT+10	579/46	5LT+15			
517+30 6 517+30 6 517+30 7 517+30 7 517+30 7 517+30 7 517+30 7 517+30 7 517+40 7 517+10 7	579/47	5LT+35			
5LT+30 6 5LT+35 9 5LT+30 9 5LT+30 9 5LT+40 9 5LT+15 9 5LT+16 9 5LT+15 9 5LT+10 9	579/48	5LT+30			
51T+35 51T+30 51T+30 51T+40 51T+15 51T+10 51T+30 51T+31 51T+30 51T+30 <t< td=""><td>579/49</td><td>5LT+30</td><td></td><td></td><td>Access off Bowling Green Rd (Rt 644)</td></t<>	579/49	5LT+30			Access off Bowling Green Rd (Rt 644)
5LT+35 5LT+35 5LT+40 5LT+40 5LT+15 5LT+15 5LT+15 5LT+15 5LT+15 5LT+10	579/50				In farm field/not accessible
5LT+30 5LT+30 5LT+40 5LT+15 5LT+15 5LT+16 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+35 5LT+35 5LT+30 5LT+	579/51	2LT+35			In farm field
5LT+40 5LT+40 5LT+15 5LT+10 5LT+35 5LT+40BE+40 5HA+40BE+40 5HA+40BE+40 5LT+35 5LT+35 5LT+35 5LT+35 5LT+30	579/52	2LT+30			In farm field
5LT+15 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+35 5HA+40 5HA+40 5HA+10 5HA+10 5HA+10 5HA+10 5LT+30 5LT+35 5LT+35 5LT+35	579/53	5LT+40			In farm field
5LT+15 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+10 5LT+35 5LT+40BE+40 5HA+40BE+40 5LT+30 5LT+30 <td>579/54</td> <td></td> <td></td> <td></td> <td>Next to farm field/not accessible</td>	579/54				Next to farm field/not accessible
5LT+10 5LT+10 5LT+10 5LT+30 5LT+40 2 5LT+40BE+40 2 5LT+40BE+40 2 5LT+30 2	579/55	5LT+15			Access Rd off Woodland Dr (Rt 600)
5LT+10 5LT+10 5LT+35 5LT+40E 5LT+40E 2 5LT+30 2 5LT+35 2 5LT+30 2	579/56	5LT+10			Access Rd off Arabian Trail
5LT+35 ELT+35 5LT+40BE+40 E 5HA+40BE+40 E 5LT+35 E 5LT+30 E 5LT+30 E 5LT+30 E 5LT+35 E 5LT+30 E 5LT+30 E 5LT+30 E 5LT+35 E 5LT+35 E 5LT+35 E 5LT+35 E	579/57	5LT+10			
5LT+40BE+40 5HA+40BE+40 5LT+35 5LT+36 5LT+30 5LT+30 <td>579/58</td> <td>5LT+35</td> <td></td> <td></td> <td></td>	579/58	5LT+35			
5HA+40BE+40 5LT+35 5LT+30 5LT+30 5LT+30 5LT+35 5LT+35 5LT+35 5LT+35	579/59	5LT+40BE+40			
5LT+35 5LT+30 5LT+30 5LT+30 5LT+30 5LT+30 5LT+35 5LT+35 5LT+35 5HA+35	579/60	5HA+40BE+40			Access from Woodland Dr (Rt 600)
5LT+35 5LT+30 5LT+30 5LT+30 5LT+30 5LT+35 5LT+35	to	68			Structures not to be inspected and rehab
5LT+30 5LT+30 5LT+30 5LT+35 5LT+35 5LT+35	579/69	5LT+35			In a farm field
5LT+30 5LT+30 5LT+30 5LT+30 5LT+35 5LT+35 5HA+35	579/70	5LT+30			Access Oliver Dr (Rt 600)
5LT+30 5LT+36 5LT+35 5HA+35 5HA+35	579/71	5LT+30			Inside horse fence area
5LT+35 5HA+35 5HA+35	579/72	5LT+30			Inside farm fence area
5HA+35	579/73	5LT+35			
5HA+35	Structures 579/74 to 579/:	101			Structures not to be inspected and rehab
	579/102	5HA+35			Access Godwin Blvd (Rt 32)

Structure Number	Tower Type	Notifications	Structure Height	Notes
579/103	5LT+30			In a farm field area ?
Structures 579/104 to 579/120	/120			Structures not to be inspected and rehab
579/121	5LT+40			Access off ROW
579/122	5HA+10			
579/123	5LT+20			
579/124	5LT+20			
579/125	5LT+30			
579/126	5LT+25			
579/127	5LT+30			
579/128	5LT+30			
579/129	5LT+30			
579/130	5LT+35			
579/131	5LT+35			Access off Portsmouth Blvd (Rt 13)
Structures 579/132 to 579/183	/183			Structures not to be inspected and rehab
Yadkin Sub TL 579 termi	TL 579 terminates at backbone str 579/184	34		

Grounding Requirements

CORTEN TOWER REFURBISHMENT PROJECT

STRUCTURE GROUNDING PROCEDURES

Grounding of every tower which will need to be climbed, inspected, and rehabilitated in accordance with the project specification is mandatory for the safety of the construction personnel. Every tower shall be grounded with a temporary ground whether a ground connection is visible or not on the tower before any other work is performed. Below is the step-by-step procedure to follow when installing the temporary ground for the tower:

The set of grounds shall be comprised of the following components or approved equivalent:

Minimum of 2/0 stranded copper insulated grounding cables. Hubbell C-Type Clamp C6002275, Tower Face Clamp C6002232, and Temporary Ground Rod G3370.

Procedures:

*Install the Temporary Ground Rod in the ground adjacent to the tower leg.

*The area of the Ground Rod where the clamp is to be attached shall be thoroughly cleaned with a wire brush or fine grit emery cloth. Attach one end of the ground set (C-Type Clamp) securely on the cleaned ground rod.

*Using a hot line stick (shotgun stick 6 foot); attach the other end of the ground set (Tower Face Clamp) firmly to the tower leg. Tighten set screw on clamp with hot-stick to get good contact with the steel surface.

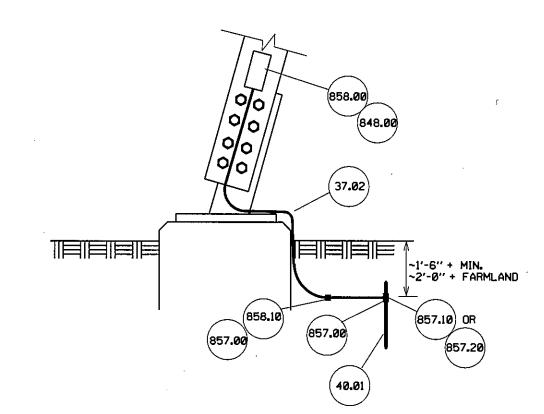
*You may proceed with the work activities on the tower.

*If the tower does **not** have a visible ground in good condition; the grounding system shall be repaired or the tower must be grounded in accordance with the attached grounding detail (60.920).

*The temporary ground shall be removed in the reverse order as it was installed. This means the ground clamp to the tower leg shall be removed with the hot stick just like the first step.

DLC 8/31/15

B/N	1 REO'	D FOR	ONE ASSEMBLY NO.	
OTY	ITEM NO.	STOCK NO.	DESCRIPTION	ULT. STR.
*	37.02	42177693	WIRE, CCS #4 SOLID	
	40.01	57.8785	GROUND ROD, CU, %" X 6'	
*	848.00	71.5995	*65 WELD METAL	
*	857.00	42134611	25 WELD METAL	
*	857.10		CADWELD. #4 CU TO %" ROD	
*			CADWELD. 4 CU TO %" ROD	
	858.00	42204510	4 TO TOWER LEG CONN.	
*	858.10	42204511	#4/#4 MOLD CONN.	
	AS REQU	JIRED		



REPAIR GROUNDING AT ALL TOWER LEGS

NOTE:

DGNSPEC

TESBORD1

EACH TOWER LEG TO BE CHECKED FOR COMPETENCY OF GROUNDING CONNECTION. IF EXISTING GROUNDING IS DAMAGED OR MISSING, NEW MATERIALS SHALL BE USED AS SHOWN TO RESTDRE THE CONNECTION. A CADWELD CONNECTION SHALL BE USED WHERE A NEW GROUNDING TO TOWER LEG CONNECTION IS REQUIRED. THE AREA WHERE A CADWELD CONNECTION IS TO BE MADE SHALL BE GROUND TO BRIGHT METAL. NEW GROUND RODS ARE REQUIRED IF EXISTING GROUND WIRE IS BROKEN BELOW GRADE OR FLUSH TO CONCRETE SURFACE. • - CADWELD COME IN KITS OF 60 WELDS PER KIT. SEE SAP LONG DESCRIPTION FOR STARTER KIT (ITEM 857.10) AND REPLACEMENT KIT (857.20) DETAILS.

ITEM 848.00 IS ONE WELD METAL AND GOES WITH ITEM 858.00 WHICH IS ONE CONNECTION. ITEM 857.00 (PART OF STARTER KIT) IS ONE WELD THAT GOES WITH 858.10 WHICH IS ONE CONNECTION.

	Standard Transmission Construction						STEEL LATION		ÁIR
Γ		Dominion		DRAWN	CHECKED	APPROVED	DATE	DRA	WING NO.
	701 E. Cary Street Bichmond VA 23219		STANDARD	CNH			8/19/15	. 60	0.920
		Richmond, VA 23219	LINE DWG					CAD NO.	TES60920

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adotptptptpt

Home > Products > Lineman Grade Tools > Grounding Equipment > Accessories > Temporary Ground Rod

Temporary Ground Rod

The Chance Screw Ground Rod provides a temporary ground where a system ground is not available. When installed, the 6' spiraled ground rod develops less resistance than straight ground rods. However, actual effectiveness depends upon soil properties. The reusable Ground Rod is copper clad. The helix (spiral) and handle are bronze. For truckgrounding applications, see kit below.

Catalog No.	Description	Weight
G3370	Screw Ground Rod	7-3/4 lb./3.5 kg.



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Home > Products > Lineman Grade Tools > Grounding Equipment > Clamps > Tower & Flat Face > C6002232

Tower & Flat-Face :: C6002232

C6002232 Bronze body Serrated jaws Smooth jaws, Bronze eyescrew with Acme threads, Drilled for 5/8-11 UNC threaded ferrule



ELECTRIC	AL RATINGS
Continuous Current (AMPS)	400
Fault Current 15 Cycles (AMPS)	43,000
Fault Current 30 Cycles (AMPS)	30,000
Recommended Torque (inib.)	250
Main Line Range - Max.	1 1/2" Angles 1 1/2" Flat
Main Line Range - Min.	1/8"
Jumper Range - Max.	4/0 Grd. Cable w/Threaded Stud
Jumper Range - Min.	#2 Grd. Cable w/Threaded Stud
Weight Each	2 lb./0.9 kg.
ASTM Designation	Type I Class B Grade 5



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Home > Products > Lineman Grade Tools > Grounding Equipment > Clamps > C-Type > C6002275

C-Type :: C6002275

C6002275 Aluminum body, Smooth jaws, Bronze eyescrew with Acme threads, Bronze pressure-type terminals



ELECTRICAL R	RATINGS
Continuous Current (AMPS)	400
Fault Current 15 Cycles (AMPS)	43,000
Fault Current 30 Cycles (AMPS)	30,000
MECHANICAL	RATINGS
Recommended Torque (inlb.)	250
Main Line Range - Max.	1033 kcmil ACSR (1.25")
Main Line Range - Min.	#8 Sol. Cu. (0.128")
Jumper Range - Max.	4/0 Grd. Cable w/Plain Plug
Jumper Range - Min.	#2 Grd. Cable w/Plain Plug
Weight Each	1 1/4 lb./0.6kg.
ASTM Designation	Type I Class A Grade 5



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Fall Protection



S-K2[™] Step Bolt Adaptor INSTALLATION INSTRUCTIONS

The Rapid Rail International *S*-*K*2[™] product is designed for use on structures equipped with step-bolts. Step bolts are not supplied but must be capable of supporting a correctly installed SK-2 product when it is subjected to a force of 5000lbf vertically downwards. Three models are available:

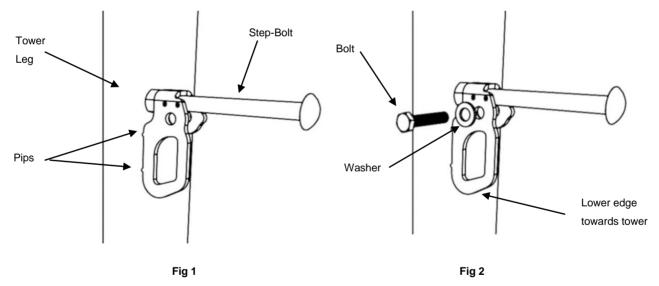
SK2-16 Part No. 101053 for attachment to 5/8" bolts SK2-19 Part No. 101054 for attachment to 3/4" bolts SK2-22 Part No. 101055 for attachment to 7/8" bolts

WARNING: All persons using or installing this equipment must understand all instructions. Failure to do so may result in serious injury or death. Users should be familiar with pertinent regulations governing this equipment. All individuals who use this product must be properly instructed on how to use this device.



Installation

- Before starting installation, establish that the structure and step bolts are capable of supporting the expected fall arrest forces and are in good condition. I.e. free of corrosion, distortion (bending) and securely fixed.
- Removal of the step-bolt is not required if it is in good condition, otherwise it should be replaced.
- Inspect the **S-K2**[™] for damage, cracks or corrosion before attachment to the step-bolt.



- Place the S-K2[™] over the step-bolt in the correct vertical orientation with the lower edge angled down towards the tower body and the pips against the tower leg as shown on Fig1. The S-K2[™] must be vertical as shown.
- Insert the supplied bolt and washer through the fixing hole in the *S*-*K*2[™] until it engages with the fixed nut and hand tighten. Use the supplied bolt and washer only, do not use any other bolts or washers. Fig 2.
- Ensure that the S-K2[™] is vertical and the pips are against the tower before using a suitable wrench to tighten the bolt sufficiently to prevent it
 rotating on the step bolt when hand pressure is applied. Torque to approximately 26 lbf ft (35 Nm)
- Ensure that the **S-K2[™]** will not rotate or slide along the step bolt when hand pressure is applied.

Doc: D15002	Issue: 4	Issue Date: 12/2015
Page 1 of 2	Approved: A Warren	



Pre-Use Inspection

- Before use as a fall arrest anchor, visually inspect the *S*-*K*2[™] and step-bolt for corrosion or damage and that the *S*-*K*2[™] will not slide along or rotate on the step-bolt.
- Ensure the correct orientation of the S-K2[™] i.e. the snap-hook attachment point is vertically below the step-bolt.

Do not use any product that fails these inspections.

Warnings

- This product is intended for use by trained professional climbers only.
- A copy of these instructions should be provided to all users. Please contact Rapid Rail International Limited for additional copies.
- All instructions for this and any associated products must be read and understood before use.

Failure to comply with these instructions and warnings could result in serious injury or death.

- This product is for use as a fall arrest anchor only. It must not be used for any other purpose such as hoisting. Please consult Rapid Rail International Limited before use if you propose to use this product for any other purpose.
- If this product had been subjected to any impact forces, such as arresting a fall, it must be immediately removed from service.
- The S-K2[™] can be used to protect one person only. Multiple connections to a single S-K2[™] is not allowed.
- The S-K2[™] will support a force of 5000lbf (22,2kN) but OSHA requires that fall arrest forces are limited to 1800lbf (8kN). The user should ensure that the PFAS system used includes a force limiting feature e.g. tear webbing. Maximum free fall distance is 6'.
- Do not modify, change or repair this product in any way.
- This product should be used only with compatible snap-hooks or carabineers. They should meet applicable OSHA standards. Be aware of roll out issues with some snap-hooks and carabineers.
- Check that the snap-hook or carabineer is correctly attached to the S-K2[™] and that the gate is closed and engaged. Check visually.

Product Warranty, Limited Remedy and Limitation of Liability

Warranty: The following is made in lieu of all warranties or conditions, express or implied, including the implied warranties and conditions or merchantability or fitness for a particular purpose. The SK2 range of products offered by Rapid Rail International Limited is warranted against factory defects in workmanship and materials for a period of two years from the date of purchase or first use by the original owner.

Limited Remedy: Upon notice in writing, Rapid Rail International Limited will repair or replace all defective items at Rapid Rail International's sole discretion. Rapid Rail International Limited reserves the right to require that the defective item be returned to its plant for inspection before determining the appropriate course of action. Warranty does not cover equipment damage resulting from wear, abuse, damage in transit, or any damage beyond the control of Rapid Rail International Limited. Rapid Rail International Limited is the sole judge of product condition and warranty options. This warranty applies only to the original purchaser and is the only warranty applicable to the product. Please contact Rapid Rail International for assistance.

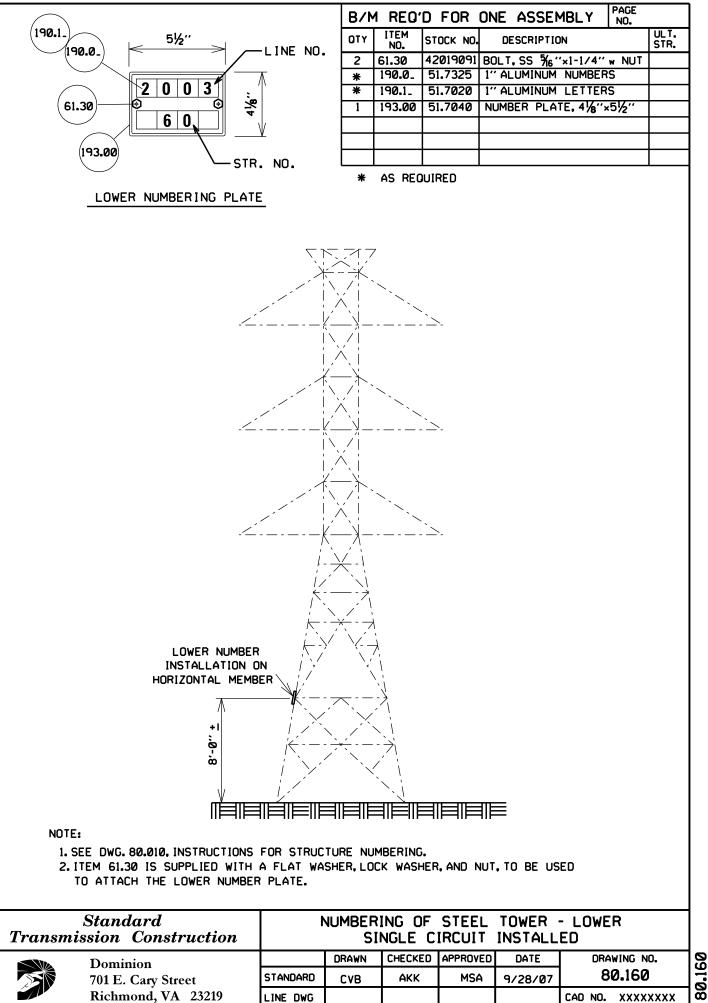
Limitation of liability: In no event will Rapid Rail International Limited be liable for any indirect, incidental, special or consequential damages including, but not limited to loss of profits, in any way related to these products regardless of the legal theory asserted.

Rapid Rail International Limited, Cwmbran, NP44 8SN, UK

Tel: 00144 1633 870676 www.RRiSafety.com

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Page 2 of 2	Approved: A Warren	

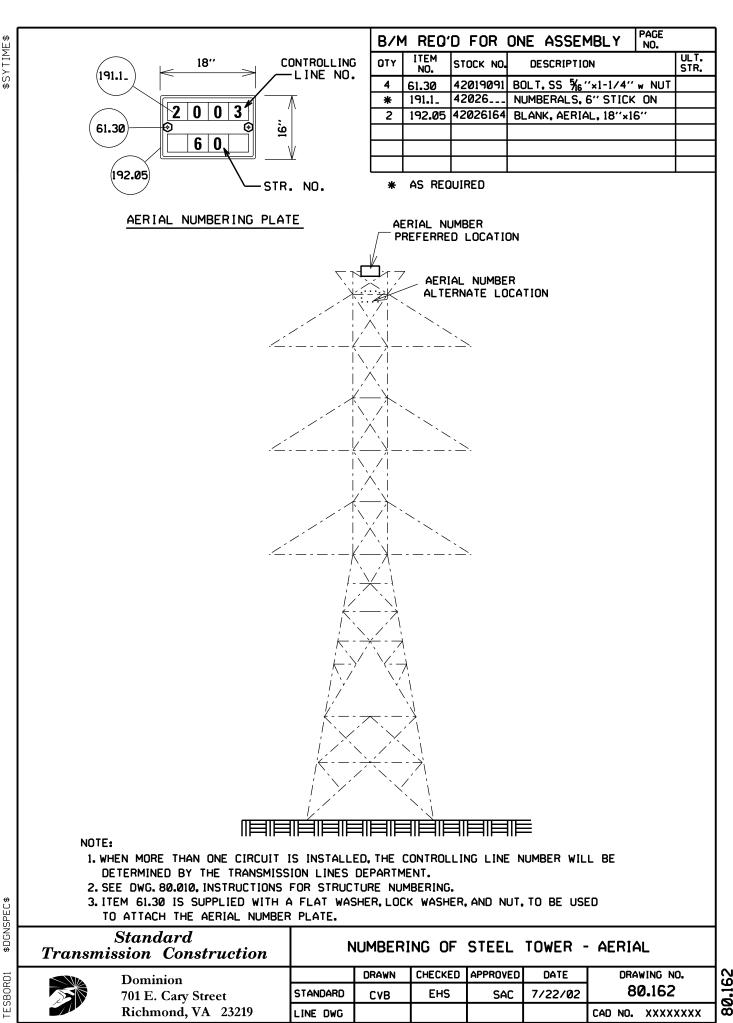
Construction Drawings



\$DGNSPEC\$

TESBORD1

LINE DWG



Attachment I.L.3

				eel Tower	Inspection/	Rehabilitati	ion Data Sh	eet
			rientation	omplete (limbing	Line Number:	579	· · · · · · · · · · · · · · · · · · ·
Ie	eg 2 厂		<u>ጉ</u>	leg 3	9	Stracture No:		7
		•	ec	Inspe	+!		$c_{1} - 1$	SOUE
	F	face D	-				 Sept/	<u>30'LE</u>
			face B				YAK'N	
le	eg 1		xe A. ∖∕	leg 4	Allet	n Substation:	77[K17]	·
	-u - <u>u</u> _		ıck				Foundation	Inspection
		Gro	undline Inspe	ection		Date:		
S	evere (Corrosion	Steel Mea	surements		Foreman:	······	
	e.	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
Le	eg 1		VG	VG	P	book for		LF
L	eg 2		VG	VG.	P	explanation of		LF
Le	eg 3	<u>/</u>	VG	VG	<u></u>	foundation		LF
Le	eg 4		VG	VG	P	codes		LF
ctio	n Code:				eplaced LF: I			FR: Foundation Repaire
		in Lieu of Ha	esurements -	-	Inspected - Go			, .
					ower inspectio	·······		<u> </u>
tep	Bolt Clip	ps Added:		Yes	No		Quantity:	
	-	Damage	Face	Member	Correction		· · · · ·	Remark
	1	Ω I						
			BD	10x2	BP-NB-			
	2	P Q	BD	11×2	BP-NB-			
	3	P C	BD D	11×2 115L×1	BP.NB~ LF		Ladder	r
	3 4	Ċ	BD D D	11×2 115L×1 115R×1	BP.NB- LF LF	GU	Ladder Ladder	
	3 4 5	C C P	BD D D AC	11×2 115L×1 115R×1 213×2	BP-NB- LF LF: BP-NB	Gul ~Gu	Ladder Ladder	
	3 4 5 6		BD D D AC BD	11 x 2 1154x 1 115Rx1 213x2 674x4	BP-NB- LF BP-NB BP-NB	GU ~GU ~GU	Ladder Ladder	r
	3 4 5 6 7		BD D D AC BD AC	11 x 2 1154 x 1 1158 x 1 213 x 2 674 x 4 674 x 4	BP-NB- LF BP-NB BP-NB BP-NB	Gul ~Gu	Ladder	
	3 4 5 6 7 8		BD D AC BD AC AB	11 x 2 115Lx 1 115Rx1 213x2 674x4 674x4 673x4 Leg 2	BP-NB- LF BP-NB BP-NB BP-N G	GU ~GU ~GU	Ladder	Port wire (Cadweild
	3 4 5 6 7 8 9		BD D D AC BD AC	11 x 2 1154 x 1 1158 x 1 213 x 2 674 x 4 674 x 4	BP-NB- LF BP-NB BP-NB BP-NB	GU ~GU ~GU	Ladder	Port wire (Cadureild
<u> </u>	3 4 5 6 7 8 9 10		BD D AC BD AC AB	11 x 2 115Lx 1 115Rx1 213x2 674x4 674x4 673x4 Leg 2	BP-NB- LF BP-NB BP-NB BP-N G	GU ~GU ~GU	Ladder	Port wire (Cadureild
	3 4 5 6 7 8 9 10 11		BD D AC BD AC AB	11 x 2 115Lx 1 115Rx1 213x2 674x4 674x4 673x4 Leg 2	BP-NB- LF BP-NB BP-NB BP-N G	GU ~GU ~GU	Ladder	Port wire (Cadureild
	3 4 5 6 7 8 9 10 11 12		BD D AC BD AC AB	11 x 2 115Lx 1 115Rx1 213x2 674x4 674x4 673x4 Leg 2	BP-NB- LF BP-NB BP-NB BP-N G	GU ~GU ~GU	Ladder	Port wire Cadweild
	3 4 5 6 7 8 9 10 11		BD D AC BD AC AB	11 x 2 115Lx 1 115Rx1 213x2 674x4 674x4 673x4 Leg 2	BP-NB- LF BP-NB BP-NB BP-N G	GU ~GU ~GU	Ladder	Port wire Cadweild
	3 4 5 6 7 8 9 10 11 12 13		BD D AC BD AC AB	11 x 2 115Lx 1 115Rx1 213x2 674x4 674x4 673x4 Leg 2	BP-NB- LF BP-NB BP-NB BP-N G	GU ~GU ~GU	Ladder	Port wire Cadweild
	3 4 5 6 7 8 9 10 11 11 12 13 14		BD D AC BD AC AB	11 x 2 115Lx 1 115Rx1 213x2 674x4 674x4 673x4 Leg 2	BP-NB- LF BP-NB BP-NB BP-N G	GU ~GU ~GU	Ladder	Port wire (Cadureild
	3 4 5 6 7 8 9 10 11 12 13 14 15		BD D AC BD AC AB	11 x 2 115Lx 1 115Rx1 213x2 674x4 674x4 673x4 Leg 2	BP-NB- LF BP-NB BP-NB BP-N G	GU ~GU ~GU	Ladder	Port wire (Cadweild
	3 4 5 6 7 8 9 10 11 12 13 14 14 15 16		BD D AC BD AC AB	11 x 2 1154 x 1 1158 x 1 213 x 2 674 x 4 674 x 4 673 x 4 Les 2 Les 4	BP-NB- LF BP-NB BP-NB BP-N G G G	GUI ~GU/ B~GU/	Ladder Groundh Ground B	Pod wire (Cadweild Rod wire Cadweild
)ama IB:	3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 17 17 19 Code Missin		BD D D AC AB CD Corrective A R: Repaired	11 × 2 115 × 1 115 × 1 213 × 2 674 × 4 674 × 4 673 × 4 Leg 2 Leg 4 	BP-NB- LF BP-NB BP-NB BP-N G G G G Remark Code: G: Grounded	GW ~GW 3 -GW 3 -GW	Ladder Groundh Ground A	Pod wire (Cady)eild Rod (Jire Cady)ei
Dama AB: It	3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 Ige Code Missin Bent		BD D D AC BD AC A B C D Corrective A R: Repaired RP: Replace	11 × 2 115 × 1 115 × 1 213 × 2 674 × 4 674 × 4 673 × 4 Leg 2 Leg 4 Leg 4 Control Code 1 ad	BP-NB- LF LF BP-NB BP-NB BP-N G G G G G G G G G G G G G G G G G G G	GW ~GW ~GW B-GW B-GW Str hout	Ladder Groundh Ground f	Pod wire (Cadyeild Rod wire Cadyeild Rod wire Cadyreil Rod wire Cadyreil I Lower Step Bolts ger/Aerial/Number Signs
	3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 17 17 19 Code Missin		BD D D AC AB CD Corrective A R: Repaired	11 × 2 115 × 1 115 × 1 213 × 2 674 × 4 674 × 4 673 × 4 Leg 2 Leg 4 Leg 4 Control Code 1 ad	BP-NB- LF BP-NB BP-NB BP-N G G G G Remark Code: G: Grounded	GU -GU -GU B-GU B-GU Str Str Freywax	Ladder Groundl Ground f Ground f RS: Removed NS: New Den IP: Installed	Pod wire (Cadweild Rod wire Cadweil

	Wea	thering St	eel Tower l	nspection/f	Rehabilitati	on Data Sh	eet .
	Tower Ori	ientation	mplete C	limbing.	Line Number: ,	57	a
-	Ahe				Line Number: Structure No:	8	
ieg 2			leg 3	,	Sudcine we:	0	
	faci face D	e u	Inspe	ection st	nucture Type:	5LT+	30'LE
	, 1460 D	face B		Bac	k Substation:	SEP	<u>+A</u>
	fac				d Substation:	< / A J	
leg 1			leg 4				
	Ba	ck				Foundation	
	Gro	undline Inspe	ction		Date:	· · · · · · · · · · · · · · · · · · ·	
Severe	Corrosion	Steel Mea	surements		Foreman:		
	Yes No	Reading 1	Reading 2	Action Code	See spec.	Fnd Code	Action Code
Leg 1		V/G	VG	Р	book for		LF
Leg 2		VG	VG	-p	explanation of		LF.
Leg 3		1/G	1/G	P	foundation		LF
Leg 4		VG	t/G	- P	codes		LF
ction Cod	e: P: Applied L	eg Coating · 1	: Baseshoe R	eplaced LF: I	eft as Found		FR: Foundation Repaired
				Inspected - Go			
			- 1	ower inspectio			
tep Bolt C	lips Added:	K	Yes	No	(lu:antity:	40
	Damage	Face	Member	Correction	re Action	-	Remark
1	P	BD	10x2	BP-N	B-GW		• · · ·
2	P	RD	IXA	BP-N	B-GW		
3	C		115LX1	LF		hadde	W
4	C.	\cdot D	115RX2	LF		Ladd	er
5	P	AC.	213×2	BP-NE	3-GW		· · · · · · · · · · · · · · · · · · ·
6	ρ	AC	673×4	BP-A	B-GW		-
	<u>† 'p</u>	BD	674×4	BP-NB	-GW		
8	6	AB	Legl	G	-	Ground	rod wire Cadwies
9			Les 3	G		Grounde	rodwire Cadwiel odwire Cadwield
10				<u>_</u>			
<u></u>			1	1 .			
12		1		t	<u></u>		
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13		-	1		-		· .
<u> </u>		1	1	1			
	<u> </u>	<u>+</u>		<u> </u>			
16		1		<u></u>		 	<u>, , , , , , , , , , , , , , , , , , , </u>
17 Damage C		Corrective A	Liction Code	Remark Code	2	I	
	sing Bolit	R: Repaire	the second s	G; Grounded	Str		d Lower Step Bolts
B: Ber	and the second secon	RP: Replac	eđ	BP: Beat Par			nger/Aerial/Number Signs
_	cked	LF: Left a	Found	GW: Applied	the second s	1	Package Per Specs
	Nember	·] · · · · · · · · · · · · · · · · · ·		NB: New Bo		LL: LIDDSQ	Guagaciae Filos
O: Othe		<u> </u>		<u> </u>		<u> </u>	2 0
Data J.	-25-2022	Foreman:	Michae	1 Davis	· · · ·	Company:	L.E.MYERS
9910: <u>/</u>			<u></u>	108		_	

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Weathering Steel Tower Inspection/Rehabilitation Data Sheet **Tower Orientation** Ahead Line Numbers <u>579</u> Structure No: _____9 leg 2 leg 3 face C Structure Type: <u>5LT+ 25'LF</u> - тасе П Back Substation: <u>SEPTA</u> Ahead Substation: YAd Ki'N face B⁻ face A leg 1 4 ieg 4 Back Foundation Inspection Groundline Inspection Date: Severe Corrosion **Steel Measurements** Foreman: Yes No Reading 1 **Reading 2 Action Code** See spec Fnd Code Action Code Leg 1 book for ρ explanation Leg 2 Þ of Leg 3 ρ foundation P Leg 4 Good VG codes Action Code: F: Applied A-120 **B: Baseshoe Replaced** LF: Left as Found **FP: Foundation Repaired** In Lieu of Measurements - VG: Visually Inspected - Good **Tower Inspection** ~ Step Bolt Clips Added: 36 Yes No Quantity: Damage Face Member **Corrective Action** Remark Bd 1 k 10x2 BP NB - GW 2 Ro 11 x 2 3 Ą. 219 x 2 4 5 6 7 8 INSTAllEd GROUNDS G 1Eg 1-3 đ 10 11 12 13 10 15 Climbing INSPECTION Complete 16 17 Damage Code **Corrective Action Code Remark Code:** WB: **Missing Bolt** R: Repaired G: Grounded Str **RS: Removed Lower Step Bolts** Bent 8. **RP:** Replaced **BP: Beat Packout** NS: New Danger/Aerial/Number Signs C: Cracked LF: Left as Found **GW: Applied Greywax** IP: Installed Package Per Specs TM: **Thin Member NB: New Bolts** FP: Flipped /Straightened Plates Other 0:

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Date: 1/25/22 Foreman: GREg ViA

C. LEMYRES

Weathering Steel Tower Inspection/Rehabilitation Data Sheet **Tower Orientation** Line Number: <u>579</u> Ahead Structure No: 10 leg 2 leg 3 face C Structure Type: 5LT+ 25'LE " face D Back Substation: <u>SEP+A</u> face 8-Ahead Substation: _____A & Kin face A leg 1 \$. ieg 4 Back Foundation Inspection **Groundline Inspection** Date: Severe Corrosion **Steel Measurements** Foreman: Yes No Reading 1 **Reading 2** Action Code See spec Fnd Code Action Code Leg 1 р book for LF explanation Leg 2 L р F of $\hat{
ho}$ Leg 3 F foundation Ø Leg 4 Gond VG codes Action Code: P: Applied A-120 **B:** Baseshoe Replaced LF: Left as Found **FP: Foundation Repaired** In Lieu of Measurements - VG: Visually Inspected - Good **Tower Inspection** V Step Bolt Clips Added: 38 Yes No Quantity: _ Damage Face Member **Corrective Action** Remark 1 Bd Ŕ NB-GW 10×2 BP -2 Bd R 11X2 3 AC 219×4 Ø, 5 6 7 8 ENSTALL BROUNDS g 1Ee 1 - 3 Z 10 11 12 13 14 15 Climbing INSpection Complete 16 17 Damage Code **Corrective Action Code Remark Code:** ₩B: **Missing Bolt** R: Repaired G: Grounded Str **RS: Removed Lower Step Bolts** В. Bent RP: Replaced **BP: Beat Packout** NS: New Danger/Aerial/Number Signs C. Cracked LF: Left as Found **GW: Applied Greywax IP: Installed Package Per Specs** TM: Thin Member **NB: New Bolts** FP: Flipped /Straightened Plates ٥. Other

دغبر أأست مرجوري

Date: 1/25/28 Foreman: GREg ViA

C-----LEMYRES

				teel Tower	Inspection/	Rehabilita	tion Data S	heet
			rientation 1ead				574	9
	leg 2	All					57	
		fa	ce C	leg 3		Structure No	· · · · · · · · · · · · · · · · · · ·	1
	÷.	Tace D			St	tructure Type	SLT+	25LE
			face B		Bac	k Substation	SEP	+A
		fa	сө А		Ahea	d Substation:	YAd.	Kin
	leg 1			leg 4				
 			ack				Foundation	Inspection
Ì			oundline Inspe		I	Date		·
	Severe (Corrosion	+	surements		Foreman	······	
ų		Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
1	.eg 1		<u> </u>		P	book for	{	LF
1	.eg 2				ρ	explanation of		LF
1 2	.eg 3			V	ρ	foundation		LF
L	.eg 4		Good	VG	ρ	codes		LF
Acti	on Code:	4. A		seshoe Repla		t as Found	FP: Foundatio	The Contract of the Contract o
		In Lieu of M	easurements -	-	Inspected - Go			
r 		······································		1	ower Inspectio	on		
Step	Bolt Cli	ps Added:		Yes	No		Quantity:	38
		Damage	Face	Member	Correctiv	e Action		Remark
ļ	1	<u> </u>	Ba	10×2		R	BP - G	TW-NB
	2	<u>f</u>	Ba	11×2		R		, ,
	3	ρ	A	219X2		R		
	4	-Tm	ABEd	220x 8	R	P		1
ļ	5							
ļ	6			₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩			INSTAL	lEd GRounds
	7						1Eg 3-	
	8							
	9				1			
	10			3		······	- 	
	11							<u> </u>
	12							<u></u>
	i3				<u></u>			
	14			**************************************			climb.	- INSAFAT : 2
	15						Cample	F. INSpection
	16			, 1979 h.C. com and any Core of Sector And Andrewson of Sector Andrewson of Se Sector Andrewson of Sector Andrewso			somple/	<u> </u>
	17				· · · · · · · · · · · · · · · · · · ·			
	age Code	3	Corrective Ac	tion Code	Remark Code:			
MB:	Missin		R: Repaired		G: Grounded S	itr	RS: Removed	Lower Step Bolts
8:	Bent		RP: Replace		BP: Beat Pack			ger/Aerial/Number Signs
C: TM:	Cracke		LF: Left as I		GW: Applied G		the second se	ackage Per Specs
	Thin Me Other	anoer 			NB: New Bolts	i 	FP: Flipped /S	traightened Plates
	ظ میں دورے میں میں بندو بی الک میں ا	······································						

. جهرا مساعوران

Date: 1/31/22 Foreman: GREG VIA

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Weathering Steel Tower Inspection/Rehabilitation Data Sheet **Tower Orientation** Line Number: <u>579</u> Ahead Structure No: _____/ 3 leg 2 leg 3 face C Structure Type: 547+ 20'LE – face D Back Substation: face B face A Ahead Substation: leg 1 4 leg 4 Back Foundation Inspection Groundline Inspection Date: Severe Corrosion **Steel Measurements** Foreman: Yes No Reading 1 Reading 2 **Action Code** See spec Action Code Fnd Code 6 Leg 1 book for F explanation Leg 2 LF of Leg 3 L F foundation Ũ Leg 4 Good VG codes F Action Code: P: Applied A-120 **B: Baseshoe Replaced** LF: Left as Found **FP: Foundation Repaired** In Lieu of Measurements - VG: Visually Inspected - Good **Tower Inspection** 6 Step Bolt Clips Added: 35 Yes No Quantity: _ Damage Face Member **Corrective Action** Remark 1 Вd BP -GW - NB 10x 2 Bd 2 11X2 3 AC 219 x 4 â 5 6 7 8 Installed GROUNDS **C** 2 10 1Ec 2-4 11 12 13 14 15 climbing INSPECTION 16 17 COMPLETE Damage Code **Corrective Action Code Remark Code:** Missing Bolt MB: R, Repaired G: Grounded Str **RS: Removed Lower Step Bolts** В. Bent RP: Replaced **BP: Beat Packout** NS: New Danger/Aerial/Number Signs C: Cracked Left as Found LF: **GW: Applied Greywax** IP: Installed Package Per Specs TM: Thin Member **NB: New Bolts** FP: Flipped /Straightened Plates 0: Other

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Date: 1/31/22 Foreman: GREg V.A

A EMYRES

	Tower Of Aha	ientation		nspection/F	line Number:	57	9
leg 2			leg 3		Structure No:	14	·
leg r	fac	e C	1	ution su			
¥	face D		inspe			SEP	TA
		face B			k Substation:	VIADU	1 N /
1		e A		Ahea	d Substation:	1/+DK	<i>W</i>
leg 1		c k	leg 4			Foundation	Inspection
		undline Inspe	ction		Date:		
Course f	iorrosion		surements		Foreman:		
26Aeue r	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
				P	book for		LF
Leg 1		VG	1.15	2	explanation		LF
Leg 2		VG	VG_	P	of		LF
Leg 3		VG_	VG		foundation codes		FR
Leg 4	<i>_</i>	·VG	VG	P		1	FR: Foundation Rep
Action Code:	Pr Applied 1	eg Coating	Baseshoe R	eplaced LF: I	ert as round ad		FR: Formulation rep
	in Lieu of Ba	esurements ·		Inspected - Go ower Inspectio			
Step Bolt Cli	os Added:	V	Yes	No		Quantity:	43
	Damage	Face	Member	Correctiv	re Action		Remark
1	P	8D	10x2	BP.NB-	GW		-
2	p	Rn	11×2	BP-NF	3-6-61		
3	MB		42X1	R-NR-	GW	-	
4		AC	213×2		3-Gul		
	<u> </u>	RD RD	115LX2	LF			
5		1 <u>M</u>		LF			
6		BD_	IISRX2	BPNE	<u>-</u> <u></u>		
7	<u> </u>	<u> </u>	673X				· · · · ·
	<u> </u>	B	674X1	BP-NE	B.G.W.		<u></u>
9	TM-B	ABCO	230X8		-11/3-656/	Del	P C I II
10	0	AD	Legl	G		Kou - Wi	re-Cadweild re-Gadweil
11	0	CB	Leg 3	G		Kod - W	re- (, adweil
12			<u> </u>	<u> </u>			
13	•						
14		-					
15	1	1					
		1					
1 46		1	1	1			· · · · ·
16	<u> </u>	Corrective /	iction Code	Remark Code	N	······	
17	ie			G: Grounded	Str		d Lower Step Bolts
17 Damage Coo	le ng Bolt	R: Repaire			and the second se		
17 Damage Coo	ng Boit	RP: Replac	ed	BP: Beat Par			
17 Damage Coo MB: Missi B: Bent C: Grack	ng Bolt ed		ed	BP: Beat Pac GW: Applied	Greywax ·	IP: Installed	Package Per Specs
17 Damage Coo MB: Missi B: Bent C: Grack	ng Bolt ed lember	RP: Replac	ed	BP: Beat Par	Greywax ·	IP: Installed	nger/Aerial/Number S I Package Per Specs /Straightened Plates

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	Wea	athering St	leel Tower	inspection/	Rehabilitat	ion Data SI	heet
	Tower O	rientation	omplete ($\sim k_{\rm ell}$		-	- 6
	Ah	ead C	-	•	Line Number:	<u>S</u>	<u>7</u> 9
leg 2			leg 3	action	Structure No:	19	5
		e C	Insp	action		-1-1-1	
	face D			1.76		<u>547+</u>	
		face S				SEP	
_	fac	e A		Ahea	d Substation:	YAD	KIN
leg 1			leg 4				
		10Å	-			Foundation	Inspection
·····		undline Inspe	······································		Date:		·
Severe	Corrosion	Steel Mea	surements		Foreman:	······	
	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Gode	Action Code
Leg 1	<u>/</u>	VG	VG	P	book for		LF
Leg 2	$- \mathbf{k}$	VG	VG	ρ	explanation		LF
Leg 3		I/G-	VG	ρ	oř Youndation		<u> </u>
Leg 4	V	VG	VG	ρ	codes		
	: P: Applied A	-120 B: Ba	iseshoe Repla		as Found	FP: Foundatio	
			-	Inspected - Go			n keinanen
			_	lower inspectio			
itep Bolt Cli	ins Added:	V	Yes	No		Quantity:	.36
	Damage	Face	Member	Correctiv	0	oznarararê.	
	P						Remark
		BD	IOXZ	BP-NB-0			
2	φ	BD	1122	BP-NB-	GW		
3	C		115LX1	LF			
4		BD	115RX1	LF			
5	P	AC	213X2	BP-NB-C	G-W		
6	P	A	594×1	BP-NB-			
7	0	AD	Legi	G		Rod aci	IRE - Cardwield
8	0	CB	Leg 3	G			
9		<u> </u>		<u> </u>		Roa -u	TIRE - Carlwield
10				<u> </u>	· · · · · · · · · · · · · · · · · · ·	•••••••••	AL
	<u> </u>			<u> </u>			
11		· · · · · · · · · · · · · · · · · · ·		[· ·	
12							· · · · · · · · · · · · · · · · · · ·
13						·	
84	<u> </u>						: •
15							
16							
17				······································			،
amage Cod	le	Corrective Ac	ction Code	Remark Code:			
18: Missir	ng Bolt	R; Repaired	1	G: Grounded S)tr	RS: Removed	Lower Step Bolts
: Bent		RP: Replace		BP: Beat Pack			ger/Aerial/Number Signs
Grack		LF: Left as	Found	GW: Applied G			Package Per Specs
M: Thin M): Other	lember			NB: New Bolts	5	rr: Flipped /S	itralghtened Plates
			·····				
Jate: 1.2	7-2022	Foreman:	Michan	Davis		Cominamin I	.E. MYERS
-		 - - - -			······		
					la versione de la companya de la com		

Company: L.E. MYERS

				nspection/F	(eradihtath	on data on	eer.
	Tower Ori	ientation	nplete Cl.	mbina	Line Numben .	570	9
	Ahe	adi (Co)			Line Numbert . Structure No: .	10	
leg 2	1	· · ·	leg 3	4	Sinacture No: .		
	fac	∋C	Theo	ection so	steriore Tune:	5LT+35	LE
K	face D				k Substation:	SEP	TA
		face B		abaa.	d Substation: ,	NAD	KIN
	fac	·	leg 4	Aucea	a guastanon,		
leg 1 📘	Ba					Foundation	Inspection
	Gro	undline inspe	ction		Date:		
	Corrosion		surements	<u> </u>	Foreman		
<u>264916</u>	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
	Tes no		1.0	ρ	book for		LF
Leg 1		VG-	VG	0	explanation		1 F
Leg 2		/(VG		of		16
Leg 3	<i>\</i>	/G	VG	$-\frac{F}{O}$	foundation		
Leg 4		VG	VG	P_{-}	codes		FR: Foundation Repaired
tion Code	Pr Applied L	eg Coating	3: Baseshoe R	leplaced LF: L	ent as found		LUE LOUISGUAR REPORC
	In Lieu of Mc	esurements -		Inspected - Go Tower Inspectio			
							48
tep Boit Cl	ips Added:		Yes	No		Quantity:	
	Damage	Face	Member	Correctiv			Remark
1	P	BD	1022	BP-NB-	G_{4}		
2	P	BD	11x2	BP-NB-G	ω		
3	I C.	BD	115LX2	LF		Ladder Ladder	·
4	C.	BD	115Rx2	LF.	-	Ladder	
 5	P	AC	213x2	BP-NB	-Gu/		
6	TM-B	ABCD	22029	AP-BP-	NB-GW	<u> </u>	
7	1120	A	8/5 X1	BP-NB-	Gla?		
		R	829 × 1	BPNB			
		A	704X1	BP-NB			
9		BD	707×4		B-GU/		
. 10		the second s				groundpi	od-Wire-Cadeveild
		AB.	Leg2	G		ground no	od-Wire-Cadeveild od-Wire-Cadwield
12	0		Legy Hish Voltage			1	
13	1.0	ABCD	Hish Voltase Signas	X4 NS	ND CII	1	
14		A	805XI	RP-BP-/	VD-GU/	1	
15						<u> </u>	
16		<u> </u>				1	
17		· ·	1		<u></u>		<u></u>
Damage Co			Action Code	Remark Code	and the second	RS: Remov	ed Lower Step Bolts
	sing Bolt	R: Repaire	and the second se	G: Grounded BP: Beat Pa	and the second distribution of the second distribution of the second distribution of the second distribution of		nger/Aerial/Humber Signs
B: Ben	المحجوبة والمجرال البينايين بإنسان ويستعد	RP: Replac	s Found	GW: Applied		IP: Installer	I Package Per Specs
_	Red	ista serea		NB: New Bo		FP: Flipped	/Straightened Plates
	Member	+		+		-	
O: Othe		<u> </u>		, , , , , , , , , , , , , , , , , , , ,			I E MUEDE
	-7-2022	Foremani	Micho	el Davi	5	Company:	L.E.M.YERS

Weathering Steel Tower Inspection/Rehabilitation Data Sheet

	Tower O	rientation	mpleteC	1. 6.			~
	Ah	ead Co	mplete	limoung	Line Number:	57'	1
ieg 2			leg 3		Structure No:	17)
-	វិគជ	:e C	Tasa	· Lean			70/15
	face D		-Li spi	0		5LA+	
		face B		Bac	k Substation:	CHICKA	HOMINY
	íac	e A		Ahea	d Substation:	_ELMC	SNT '
leg 1			leg 4				
Exercise de la constant de	Ba	łck	•			Foundation	Inspection
<u> </u>	Gro	undline Inspe	ection		Date:	·	·····
Severe	Corrosion	Steel Mea	surements		Foreman:		······································
	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
Leg 1	K	VG	VG	p	book for		ιF
Leg 2		r I/G	VG	ρ	explanation		ī F
Leg 3	V	VC	1/G	P	G?		
Leg 4		1/0		0	foundation codes		
With the Committee of Committee of State	: P: Applied A		iseshoe Repla		en de la companya de El companya de la comp		
			•	icea ur: uen Inspected - Go	t as Found 	FP: Foundatio	n kepaired
		-0000000000000	-	lower inspectie			
04 15 . 10 mil		~~~/	••••••••		200 200		34
Step Bolt C			Yes	No		Quantity:	
	Damage	Face	Member	Correctiu	e Action		Remark
1	<u> </u>	<u>BD</u>	231/x2	LF		Lada	ers
2	I.C.	BD	231RX2	LF		Lado	ters
3	р	D	64X1	BP-NB	-Gyl		
4	P	D	65X1	RP-NE	GL		
5	<u>م</u>	N	229X1	BRA/B	-(-]./		
6	Þ	n n	DROXI	RP-1/R	-C-IA		
7	φ'	RD	2/127	20 1/8	Guy		
8	+ <u>'</u>		$ 2 \lambda $	DISTUD	Gu		
	<u> </u>	BU	JAXA		-Gu	[····
9	<u> </u>	<u> </u>	3/3X1	BF-/VB-	54		
10		<u> </u>	313X2	RP-BP-1			
11	MB		333X)	R-NB	-		
12	P	B	337X/	BP-NK.	-Gu		
13	C	B D	379×2	RP_BP_/	VB-GW		
44	P	AC	1332Xa	BP-MR-(-11		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
15.	Þ	RD	691×4	BP NR.	Sul		· · · · · · · · · · · · · · · · · · ·
16	→ p	AC	128384	RP-1/R-	21.7		<u> </u>
17	1 5		54X1	RD IB.	ΔM	<u></u>	
Damage Co) <u>[</u> le	Corrective A	1	Remark Code	<u>5</u> W		
	ng Bolt	R: Repaires		G: Grounded		RS: Removed	Lower Step Boits
8: Bont		RP: Replace		BP: Beat Pac	tout	and the second	ger/Aerial/Number Signs
C: Crack	(ed	LF: Left as	Found	GW: Applied (Sreywax		Package Per Specs
	/lember			NB: New Bolt	5	FP: Flipped /:	Straightened Plates
O: Other				L			······································
Date: 2.1	·2022	Foreman:	Michao	1 Davis		Company: _	L.E. MYERS

Weathering Steel Tower Inspection/Rehabilitation Data Sheet

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					Line Numbe	579
				_	Structure No	17
				-		Page 2 of 2
			•. •		Tower Inspection	
		Damage	Face	Member	Corrective Action	Remark
	1	P		55V/	RRNR-GI.	
	2	Þ þ		225×1	BP-NR-C.I.	
	3	P	\overline{D}	224×1	RP-NB-G-L	
	4	D D	B	aix 1	BPAB-GU	
	5	P	B	22X1	BP-NB-GW	
	6	0	AD	Legi	G	Rod-Glipp - Codewild
	7	0	CB	Leg3	G	Rod-Wire-Cadweild Rod-Wire-Cadweild
	8					
	9				-	
	10					
	11					
	12					
	13					
	14					
	15					
	16					
	17					
	18					
	19					
	20					
	21					
L	22					
	23					
	24					
	25					a
	26					
	27					
	28					
	29					
·	30					
	age Code		Corrective	Action Code	Remark Code:	•
MB;	Missin	g Bolt	R: Repair	20	G: Grounded Str	RS: Removed Lower Step Bolts
B:	Bent		RP: Replac	ed	BP: Beat Packout	NS: New Danger/Aerial/Number Signs
C;	Gracke	d	LF: Left a	s Found	GW: Applied Greywax	IP: Installed Package Per Specs
TM:	Thin Me	mber			NB: New Bolts	FP: Flipped /Straightened Plates
0:	Other					<i>*</i>

	Wea	thering Sto	eel Tower I	nspection/R	lehabilitatio	en Data Sh	eət
	Tower On	entation	mpleteCl	imbing		570	7
	Ahe	ad Co			Line Number: _		· · · · · · · · · · · · · · · · · · ·
leg 2	1		leg 3		Structure No: _	/ 0	
	fact	∌ Ĉ	Inspec	tion	ucime Type: _	5LT+	35'LE
K	face D					SEP	TA
		face 6			k Substation:	VANK	TN
	fac			Abea	d Substation:		
leg 1 📘	J.		leg 4		[Foundation	Inspection
	Ba			§	Date:		
	Gro	undline Inspe					
Severe (Corrosion	Steel Mea	surements		Foreman:		Action Code
÷	Yes No	Reading 1	Reading 2	Action Code	See spec. book for	Fnd Code	
Leg 1		VG	VG-	P	expianation		<u> </u>
Leg 2	V	VG-	١⁄G	р р	of		Lt
Leg 3	V	VG	VG	P	foundation		LF
-		NC	VG	P	codes		LF
Leg 4	B. B. Black	on Costina		eplaced LF: I	eft as Found		FR: Foundation Repaired
Action Code	n Lieu of Mi	es vennig .	VG: Visually	Inspected - Go	od		. •
		/	- 1	ower Inspecti	om -		
		1/	Yes	No	(Quantity:	49
Step Bolt Cli	1		Member	Correctiv	re Action		Remark
	Damage	Face	terminer	OR A/R	C (]		
1	<u> </u>	LSK-	LOX 2	DDAD	Gul		
2	P	BD_	MXa_	DF-11D	Sw	Ladde	> 1/
3	\Box	<u>-BU</u>	V15LX1_	LF_		Ladd	
4	C	BD	115KX1	LF		Lady	
5	P	AC	21322	BP-NB	Gu/		······································
6	P	BD	1707×4	BP-N	<u>B-Gw</u>	[
7	P	\square	1706×2	BP-N	B-GL	[
8	fp	A	2MX1	BP-N	B-GW		مەربىيە يەربىيە بىرىنىيە بىرىنىيە بىرىنىيە بىرىنىيە بىرىنىيە بىرىنىيە بىرىنىيە بىرىنىيە بىرىيە بىرىيە بىرىيە بى
9	TM-B	ABCD	220×13	RP-BP-A	B-GUL	<u> </u>	
		B	Dampnei			Outer 1	tistre caduse ild
	+	AD	Legi	G		Down the	tingre caduseild
11	$\downarrow 0$		ł	G		ground Roc	Luire Cadurild
12	+ 0	BC_	Legz	1			
13		<u> </u>					
14						1	
15				<u> </u>			است بر ان که که میشوند و بر بر با ان میشود و با این و بر این کار می های ایک او و می از این این و این این این ای این این این این این این این این این این
16		<u> </u>		+		+	
17			1	Remark Cod	01	<u> </u>	
Damage Co			Action Code	G: Grounde			ed Lower Step Bolts
	ing Bolt	R: Repair	the second data was a	BP: Beat Pa	and the second	NS: New D	anger/Aerial/Number Signs
B: Ben	t	RP: Repla LF: Lefta		GW: Applier			d Package Per Specs
	Member			NB: New Bo	uits	FP: Flipped	l /Straightened Plates
0: Othe		1				- '	
			· 10 / 1	10,14			L.E.MVERS
Nate: 2	8-2022	Foreman	Micha	ellevis.		Rocher Breezerh.	

Weathering Steel Tower Inspection/Rehabilitation Data Sheet Tower Orientation Complete Climbing Line Number _ leg 3 Structure No: _ Inspection Structure Type: _ 579 Ahead Structure No: ____ leg 2 face C 517+401E 🗧 face D **Back Substations** face 6 Ahead Substation: face A leg 4 leg 1 \mathbf{v} Foundation Inspection Back Date: **Groundline Inspection** Foreman Severe Corrosion Steel Measurements **Action Code** Fnd Code Action Code See spec. Reading 2 Yes No Reading 1 hook for 1_F Leg 1 explanation ρ 1(-1/GLeg 2 đ D ١/G Leg 3 IGfoundation codes IG-Leg 4 Action Code: P: Applied Log Coating B: Baseshoe Replaced LF: Left as Found FR: Foundation Repaired In Lieu of Measurements - VG: Visually Inspected - Good Tower Inspection 48 Quantity: No Step Bolt Clips Added: Yes Remark **Corrective** Action Damage Nember Face RP-NR-CßΓ MΧ 1 Q RN 2 3 4 D 5 7M-B 6 p 7 ρ A 8 Ground Rock Wire Cach with G AD Legi 9 ground Rodwire Cadewei G Legz B C10 11 12 13 14 . 15 16 17 Remark Code: **Corrective** Action Code **Damage Code RS: Removed Lower Step Bolts** G: Grounded Str Repaired R: **Missing Bolt** MB: NS: New Danger/Aerial/Humber Signs BP: Beat Packout Replaced Bent RP: 8: **IP: Installed Package Per Specs** GW: Applied Greywax Left as Found LE Cracked Ce FP: Flipped /Straightened Plotes NB: New Bolts Thin Member THE Other Ô: Company: L.E. MYERS Date: 2-15-2022 Foreman: Michael Davis

				eel tower	mspector	<i>i</i> citănincari		
		Tower Ori	ientation	alata C	15 being	Line Number .	5	79
	gune:	Ahe		mplete C	imping	Structure No:	2	1
leg 2		fac		6				
		iace D		TINS	pection su	nucture Type:	SLTT	25'LE
		iage d	face 6			k Substation:	SE	DTA
		<i>.</i> _		1		d Substation:	VAD	KIN
Teres d		fac		leg 4	- Mica	JIDSUINA	Į L ų /=	• - •
leg 1	۱ کې	Ba					Foundation	Inspection
			undline Inspe			Date:		
		orrosion		surements		Foreman		······································
		Yes No	Reading 4	Reading 2	Action Code	See spec	Fnd Code	Action Code
		TES NU			D	book for		1 F
Leg	t t		1/5	VG_	<u> </u>	explanation		
Leg	2		V(z	VG	<u> </u>	of		LT
Leg	3	<u> </u>	VG	VG	<u> </u>	foundation		<u>L</u> <u>r</u>
Leg			·VG	VG	<u> </u>	codes		
lction C	iode:	P: Applied L	eg Coating	3: Baseshoe A	leplaced LF: I	eft as Found		FR: Foundation Repaired
		In Lieu of Ble			Inspected - Go			
				• 1	ower Inspection			38
Step Bo	it Clip	s Added:	<u>/</u>	Yes	No		Quantity:	
		Damage	Face	Member	Correctin	re Action		Remark
1		-ρ	BD	10x2	<u>BP-NB</u>	-GW		
2		p ·	BD	11×2	BP-NB	GL		
3	Ì	C	BD	115LXA	LF_		Ladde	
4		<u> </u>	RD	1/5RX2	LF		Ladd	ers
5			AC	213×2	RP-NP	B-Gal		·
6		- <i>1</i> D	Δ	21922	RP-NA	3-6-1.1		
		TM-B	ABCD	230X2	DD-RP-	NB-Ga		
		$\frac{1}{2}$	AC	601X4	RDAN	B - G		
8		- <u>7</u>		602×4		B-GL/		
9			<u>BD</u>	160art		B-GW		
10)	<u> </u>	BD	624×4		IB-GW		
11		<u> </u>	AC_	623X4		10-611		- Justin Gale 14
12	<u>ا</u>	0	AD_	Legi	<u> </u>		ground	rodusine Cadweild
13	6	· 0	<u>BC</u>	Leg3	G		JIOUNO	I rod wire Cadupild
14	i.		-				<u> </u>	
45	;						<u> </u>	
16)						<u> </u>	
17	r						<u> </u>	
Damag		e -	Corrective A		Remark Code	فسنست بتعناد سبابات وبيصهم باعتريهم وعندهم	Ime	ed Lower Step Bolts
MB:	Missin	ng Bolt	R: Repairs		G; Grounded BP; Beat Par	the second se		nger/Aerial/Number Signs
	Bent		RP: Replac	the second se	BP; Beat Pa GW; Applied			I Package Per Specs
	Crack		LTA LEIT A		NB: New Bo	the second s		/Straightened Plates
	Thin D Hber	lember	<u>`</u>		1			
			<u> </u>	101 · 1	10 11			L.E. MYERS
Date:	2.	15-2022	Foremani	Micha	el Davis) <u>·</u>	Company:	LIEIT

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Weathering Steel Tower Inspection/Rehabilitation Data Sheet **Tower Orientation** 579 Line Number: ____ Ahead Structure No: ______ 2 2 leg 2 leg 3 face C Structure Type: 5LT+ 30+ 35 LF ~ ýace D face 8 Ahead Substation: YAKd, w face A leg 1 4 leg 4 Back Foundation Inspection Groundline Inspection Date: Severe Corrosion **Steel Measurements** Foreman: Yes No Reading 1 **Reading 2** Action Code See spec Fnd Code Action Code P Leg 1 book for F explanation Leg 2 1. Ð 2 ter i FR of v Leg 3 \mathcal{D} foundation F Leg 4 600d VG codes LF Action Code: P: Applied A-120 **B:** Baseshoe Replaced LF: Left as Found **FP: Foundation Repaired** In Lieu of Measurements - VG: Visually Inspected - Good **Tower Inspection** 2 Step Bolt Clips Added: 46 Yes No Quantity: _ Damage Face Member **Corrective Action** Remark 1 Ba BP 10x 2 -NB-GW Bd 2 Ŕ 11×2 3 AC R 213×2 ß 220×12 Τm ABCd RP 5 6 7 8 INSALLED GROUNDS Q Ee 1-3 2 10 11 12 13 14 15 16 Climbing Inspection 17 Complete Damage Code **Corrective Action Code Remark Code: Missing Bolt** MB: R; Repaired G: Grounded Str **RS:** Removed Lower Step Bolts 8 Bent RP: Replaced **BP: Beat Packout** NS: New Danger/Aerial/Number Signs C: Cracked Left as Found LF: **GW: Applied Greywax** IP: Installed Package Per Specs TM: Thin Member NB: New Bolts FP: Flipped /Straightened Plates 0: Other

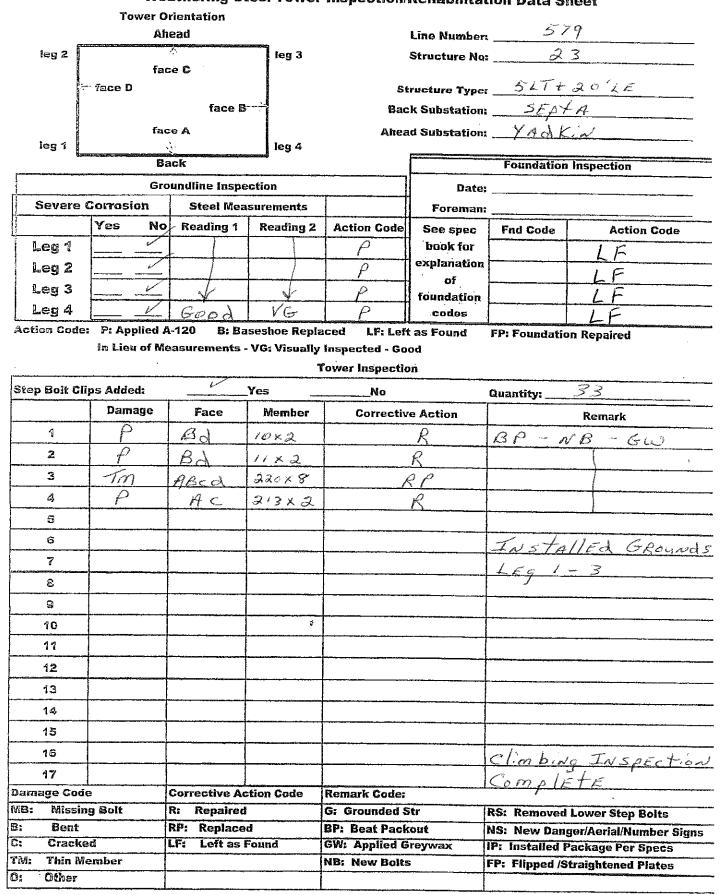
والجيوا المعمامين ز

Date: 2/1/22

Foreman: GREG ViA

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Weathering Steel Tower Inspection/Rehabilitation Data Sheet

Date: 2/1/22

Foreman: GREg VA

-----LEMYRES

Weathering Steel Tower Inspection/Rehabilitation Data Sheet **Tower Orientation** Line Number: <u>579</u> Ahead Structure No: 24 leg 2 leg 3 face C Structure Type: 527+ 20 LE Tace D Back Substation: $SE_{P}TA$ face B Ahead Substation: _____YAd Kiw face A ieg 1 ÷ leg 4 Back **Foundation Inspection** Groundline Inspection Date: Severe Corrosion **Steel Measurements** Foreman: Yes No Reading 1 Reading 2 Action Code See spec Fnd Gode Action Code U Leg 1 book for F 1 explanation Leg 2 V F of Leg 3 ムロ foundation Leg 4 Good VG F codes F **B: Baseshoe Replaced** Action Code: P: Applied A-120 LF: Left as Found **FP: Foundation Repaired** In Lieu of Measurements - VG: Visually Inspected - Good **Tower Inspection** Step Bolt Clips Added: in Yes 40 No Quantity: Damage Face Member **Corrective Action** Remark $\hat{\rho}$ Bd 1 10×2 R BP - NB - 6W $\bar{\rho}$ 2 Bd 11×2 3 Tm 4Bcd 220×8 \square а, AC. 213X 2 5 6 7 8 9 I 10 11 12 13 14 15 16 climbine. INSPECTION 17 Com DIE Damage Code **Corrective Action Code** Remark Code; MB: **Missing Bolt** R: Repaired G: Grounded Str **RS: Removed Lower Step Bolts** В. Bent **RP:** Replaced **BP: Beat Packout** NS: New Danger/Aerial/Number Signs C. Cracked LF: Left as Found **GW:** Applied Greywax IP: Installed Package Per Specs TM: Thin Member **NB: New Bolts** FP: Flipped /Straightened Plates 0. Other

والأبرار المتعاصي وال

Date: 2/8/22

Foreman: GREg U.A

Communa LEMYERS

Weathering Steel Tower Inspection/Rehabilitation Data Sheet **Tower Orientation** Ahead Line Number: <u>579</u> Structure No: 25 1 leg 2 leg 3 face C Structure Type: 5LT+ 25LE Tace D Back Substation: <u>SEPTA</u> face 8-Ahead Substation: YAd Kin face A leg 1 Se. leg 4 Back **Foundation Inspection Groundline Inspection** Date: Severe Corrosion **Steel Measurements** Foreman: Yes No **Reading 1** Action Code Reading 2 Fnd Code See spec Action Code i. book for Leg 1 Δ LF explanation Leg 2 Oof • • Leg 3 ニド foundation Leg 4 Good Ğ. codes Action Code: F: Applied A-120 **B:** Baseshoe Replaced LF: Left as Found **FP: Foundation Repaired** In Lieu of Measurements - VG: Visually Inspected - Good **Tower Inspection** ı Step Bolt Clips Added: Yes 36 Quantîty: No Damage Face Member **Corrective Action** Remark 1 Bd 10x2 RP -NB-GW 2 \mathcal{B}_{c} R 11 x 2 3 A-C 213×2 A RP 220×8 ABCO Im 5 6 INSTALLED GROUNDS 7 LEG 1-3 8 g ¥ 10 11 12 13 14 15 16 Climbing INSpection 17 Damage Code **Corrective Action Code Remark Code:** WB: **Missing Bolt** R: Repaired G: Grounded Str **RS: Removed Lower Step Bolts** Β. Bent **RP:** Replaced **BP: Beat Packout** NS: New Danger/Aerial/Number Signs C. Cracked LF: Left as Found **GW: Applied Greywax IP: Installed Package Per Specs** TM: Thin Member **NB: New Bolts** FP: Flipped /Straightened Plates Other

والجرور المعرامين وا

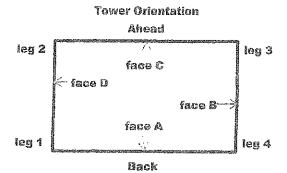
Date: 2/2/22

0:

Foreman: GREG VIA

commun LEMYERS

Weathering Steel Tower Inspection/Rehabilitation Data Sheet



Line Number:	579
Structure No:	26

Structure Type: SLT+20'BE+25'LE

Groundline Inspection Foundation Inspection **Severe Corrosion Steel Measurements** Foreman: Date: Yes No Reading 1 Reading 2 **Action Code** See spec Fnd Code Action Code book for Leg 1 V ρ LF explanation 5- $\hat{\rho}$ Leg 2 LF 0î Leg 3 Est 0 foundation LF Leg 4 P Û Go VG codes LF

Action Code: P: Applied Leg Coating B: Baseshoe Replaced LF: Left as Found In Lieu of Measurements - VG: Visually Inspected - Good

FR: Foundation Repaired

Tower Inspection

Step Bolt (Slips Added:	<u> </u>	Yes	No	Quantity: <u>51</u>
	Damage	Face	Member	Corrective Action	Remark
1	P	BJ	lox 2		BP-GW-NB
2	P	Bd	11×2	R	
3	P	AC	256×2	R	
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5	P	AC	255×3	an and a second	nin van de fan en statistiske strade fan in de fan in en statistiske strade fan en statistiske fan en statistiske strade fan en st
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	-9-2022	Foreman:	Nicha	c/Davis	5	Company:	L.E.MYERS

Weathering Steel Tower Inspection/Rehabilitation Data Sheet									
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Severe Corrosion Steel Mea		surements	Foreman:						
	÷	Yes No	Reading 1	Reading 2	Action Code	See spec.	Fnd Code	Action Code	
Leg	1		1/G	VG	·P	book for		LF	
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Leg			VG-	VG	P	foundation		LF	
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4		\hat{C}	BN	115RX 2	LF		Ladder	<u>/</u>	
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6		Ď	A	RIGXI	BP-MB-	(-1)			
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Date	2-	8-2022	Foreman	Micha	/Davis	-	Company:	L.E.MYERS	

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Weathering Steel Tower Inspection/Rehabilitation Data Sheet **Tower Orientation** Ahead 579 Line Number _____ ~ Structure No: _____29 leg 2 leg 3 face C Structure Type: 5LT+ 30 LE žace D face 8-Back Substation: SEPTA face A YAd Ahead Substation: ieg 1 leg 4 Back Foundation Inspection **Groundline Inspection** Date: Steel Measurements Severe Corrosion Foreman: Yes No Reading 1 Reading 2 Action Code See spec Fnd Code Action Code V Leg 1 book for F explanation Leg 2 e..... Ð of Leg 3 O foundation Leg 4 6000 V G codes r Action Code: P: Applied A-120 **B: Baseshoe Replaced** LF: Left as Found FP: Foundation Repaired In Lieu of Measurements - VG: Visually Inspected - Good **Tower Inspection** å.... Step Bolt Clips Added: Yes No 40 Quantity: _ Damage Face Member **Corrective Action** Remark Ba 1 10×2 R NR Gu 2 BA P 11 x 2 \bigcirc З AC 213×2 R 4 TM 220×8 ABCd 5 6 GROUNDS INSTALLES 7 1234 Ea 8 9 3 10 11 12 13 14 15 16 Climbing INSDECTION 17 $i\epsilon$ omp Damage Code **Corrective Action Code Remark Code:** MB: **Missing Bolt** R Repaired G: Grounded Str **RS: Removed Lower Step Bolts** 8: Bent **RP:** Replaced **BP: Beat Packout** NS: New Danger/Aerial/Number Signs C: Cracked LF: Left as Found **GW: Applied Greywax** IP: Installed Package Per Specs TM: Thin Member NB: New Bolts FP: Flipped /Straightened Plates 0: Other

والجرر المساميان

Date: $\frac{2/2}{22}$ Foreman: GRigViA

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Weathering Steel Tower Inspection/Rehabilitation Data SheetTower OrientationAheadLine Number:579abeadIsg 2face CFace CFace CFace Bface BFace CStructure Type:SMAT 1512Back Substation:JACK Substation:	
Ahead Line Number: 579 leg 2 \widehat{A} face C \widehat{Back} Isg 3 Structure No: \widehat{Bac} leg 1 face A isg 4 \widehat{Back} \widehat{Septa} \widehat{Septa} leg 1 \widehat{Back} \widehat{Septa} \widehat{Septa} \widehat{Septa} Severe Corrosion Steel Measurements $\widehat{Formani:}$ $\widehat{Formani:}$ Severe Corrosion Steel Measurements $\widehat{Formani:}$ $\widehat{Formani:}$ Leg 1 $\widehat{Formani:}$ $\widehat{Formani:}$ $\widehat{Formani:}$ Leg 3 \widehat{V} \widehat{P} \widehat{Pach} \widehat{Pach} Leg 4 \widehat{P} \widehat{P} \widehat{Pach} \widehat{Pach} Leg 3 \widehat{V} \widehat{P} \widehat{Pach} \widehat{Pach} Leg 4 \widehat{V} \widehat{P} \widehat{Pach} $\widehat{Pichalation}$ $\widehat{Pichalation}$ Leg 4 \widehat{V} \widehat{P} \widehat{Pach} $\widehat{Pichalation}$ $\widehat{Pichalation}$ $\widehat{Pichalation}$ Leg 4 \widehat{V} \widehat{P} $\widehat{Pichalation}$ $\widehat{Pichalation}$ $\widehat{Pichalation}$ $\widehat{Pichalation}$	
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C: Cracked LF: Left as Found GW: Applied Greywax IP: Installed Package Pe TM: Thin Member NB: New Bolts FB: Elipson (Stanishter)	e Bolts lumber Signs
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Date: <u>2/8/22</u> Foreman:

ANNOUNCE.

GREG ViA

Amman LEMYRES

Weathering Steel Tower Inspection/Rehabilitation Data Sheet **Tower Orientation** Line Numbers _____ 579 Ahead Structure No: <u>3 /</u> 1 leg 2 leg 3 face C Structure Type: 5474 35 LE íace D Back Substation: <u>SECTA</u> face B-face A leg 1 de. leg 4 Back **Foundation Inspection Groundline Inspection** Date: **Severe Corrosion Steel Measurements** Foreman: Yes No Reading 1 Reading 2 **Action Code** See speo Fnd Code Action Code Leg 1 book for LF explanation Leg 2 F of Leg 3 foundation F Leg 4 Good fing codes Action Code: P: Applied A-120 **B: Baseshoe Replaced** LF: Left as Found **FP: Foundation Repaired** In Lieu of Measurements - VG: Visually Inspected - Good **Tower Inspection** Step Bolt Clips Added: V Yes No 42 Quantity: Damage Face Member **Corrective Action** Remark 1 10 x 2 P-NB-GW Ŗ 2 \bigcirc 11 x 2 3 Ŕ Þ. C 213x2 ABCd ä, RP 220x 8 m 5 6 7 INSTALLED GROUNDS 8 9 7è 10 11 12 13 14 15 16 Climbing INSpection 17 Complete Damage Code **Corrective Action Code Remark Code:** MB: **Missing Bolt** R Repaired G: Grounded Str **RS: Removed Lower Step Bolts** Ξ. Bent **RP:** Replaced **BP: Beat Packout** NS: New Danger/Aerial/Number Signs C: Cracked LF: Left as Found **GW: Applied Greywax** IP: Installed Package Per Specs TM: Thin Member **NB: New Bolts** FP: Flipped /Straightened Plates 0: Other

والجي المساطي ال

Date: <u>2/14/22</u>

Foreman: GREg ViA

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	ing Bolt	R: Repaired		G: Grounded S		RS: Removed	Lower Step Bolts
B: Bent		RP: Replaced		BP: Beat Pack			ger/Aerial/Number Signs
	Vember	wit Left as h	**	GW: Applied G NB: New Bolts		the second s	ackage Per Specs
0: Other					· · · · · · · · · · · · · · · · · · ·	r: rupped/S	traightened Plates

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Date: 2/9 /22

Foreman:

Pamaaaa

				eel Tower	Inspection/	Rehabilitat	ion Data Si	heet
)rientation				2	
	- f ^{ee}	Ai 	nead			Line Number: Structure No:		
le	∋gZ	fa	ce C	leg 3		Structure No:		<u>></u>
	4	∵face D			SI	ructure Type:	517+	YOLE
			face B		Bac	k Substation:	SEpt	Ą
	2	fa	ce A		Ahea	d Substation:	YAdk	Cint
le	eg 1		<u>.</u>	leg 4				
		8	ack				Foundation	Inspection
		Gr	oundline Inspe	ction		Date:		
S	evere (Corrosion	Steel Mea	surements		Foreman:		
		Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
Le	-g 1	L. L.	1	1	P	book for		LF
1	eg 2				$\overline{\mathcal{D}}$	explanation		
i	-		+			of		LF
1	>g 3 ⊿		Y		<u>P</u>	foundation		<u> </u>
4	eg 4		Good	VG	P	codes		LF
Actio	n Code:	P: Applied A		seshoe Repla		t as Found	FP: Foundatio	on Repaired
		In Lieu of M	easurements ·		Inspected - Go			
				T	ower Inspectio)r)	·	·
Step I	Bolt Cli	ps Added:		Yes	No		Quantity:	54
ļ	••••••••••••••••••••••••••••••••••••••	Damage	Face	Member	Correctiv	e Action		Remark
	1	P	Ba	10×3	ļ/	<	BP-	NB-GW
	2	ρ	Bd	11×2	ļ Ķ	3 \		1
	3	P	AC	213×2	R			
	4	Im	ABGD	220x16	RP			
	5							
	6		•				·	
	7	· · · · · · · · · · · · · · · · · · ·						
	8			** **********************************			LINSTALLE	d GROUNDS
	9	<u> </u>					LEG 1-	- 3 REATTACHEd
				7			GROUN	d on LEg 4
	10							
	11							· · · · · · · · · · · · · · · · · · ·
1	12						· · · · · · · · · · · · · · · · · · ·	
1	3							,
1	4							
1	5							
1	6						clin him	1. Treat Las
1	7							's Faspection tE
Damag	ge Code		Corrective Ac	tion Code	Remark Code:		Comple	. 16
MB:	Missin	g Solt	R: Repaired	1	G: Grounded S	5tr	RS: Removed	Lower Step Bolts
B :	Bent	·=····	RP: Replace		BP: Beat Pack			ger/Aerial/Number Signs
	Cracke		LF: Left as I	Found	GW: Applied G			ackage Per Specs
	Thin Me	ember			NB: New Bolts	the second se	the second se	traightened Plates
0: 0	Other							

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Date: 2/9/22 Foreman: GREq ViA

Famura LEMYERS

Weathering Steel Tower Inspection/Rehabilitation Data Sheet **Tower Orientation** Ahead Line Number: 34 ieg 2 Structure No: leg 3 face C Structure Type: <u>5LT+ 40 LE</u> face D Back Substation: $\underbrace{Sept A}_{Ahead Substation:} \underbrace{YAd K.W}_{Ahead Substation:}$ face 8--face A leg 1 leg 4 Back Foundation Inspection **Groundline Inspection** Date: _ Severe Corrosion **Steel Measurements** Foreman: Yes No Reading 1 **Reading 2** Action Code See spec Fnd Code **Action Code** 11 Leg 1 book for explanation سمد نو $\dot{\rho}$ Leg 2 LF of Leg 3 Ŀ Þ LF foundation Leg 4 \hat{O} $G_{\epsilon \gamma}$ Com codes ñ F Action Code: P: Applied A-120 **B: Baseshoe Replaced** LF: Left as Found **FP: Foundation Repaired** 🛤 Lieu of Measurements - VG; Visually Inspected - Good **Tower Inspection** En Step Bolt Clips Added: Yes 49 No Quantity: Damage Face Member **Corrective Action** Remark 1 132 10×2 R ß Gw -----2 \bigcirc BA R 11×2 3 R m ABCON 220×16 \mathcal{O} 213 x 2 C, Ð AC R 5 BA 757 X 8 Ŕ 6 0 A 754 X 8 Ŕ 7 8 talled GROYNds 9 3 10 11 12 13 14 15 16 mbine Inspection 17 Damage Code **Corrective Action Code Remark Code:** MB: **Missing Bolt** R: Repaired G: Grounded Str **RS: Removed Lower Step Bolts** Β. Bent RP: Replaced **BP: Beat Packout** NS: New Danger/Aerial/Number Signs C. Cracked LF: Left as Found **GW: Applied Greywax IP: Installed Package Per Specs** TM: Thin Member **NB: New Bolts** FP: Flipped /Straightened Plates 0. Other

Date: <u>2/14/22</u>

Foreman: GREG V.A

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Weatheri	ing Steel Tower I	Inspection/F	lehabilitati	on Data Sh	eet .
Tower Grientat	Complete C	limbin	Line Number:	5	79
Akead leg 2	leg 3	~	Siructure No:	3	5
face C	- Insi	pection su		51 T+	40'LE
K face D	face B		k Substation:	SE	PTA
face A		Ahea	d Substation:	YAD	KIN
leg 1	leg 4			Foundation	Inspection
Back	e Inspection		Date:		
	e Riessments	Foremans			
Severe Corresion Sta Yes No Rear		Action Code	See spec	Fnd Code	Action Code

book for

explanation

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Leg 3		VG _	VG	<u> </u>	foundation				
Leg 4	$\underline{-}$	VG	VG	<u>ρ</u>	codes				
Action Code: P: Applied Leg Coating B: Baseshoe Replaced LF: Left as Found									
In Lieu of Measurements - VG: Visually Inspected - Good									
Towar inspection									

p

 \mathcal{P}

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FR: Foundation Repaired

F

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L

L

LF

in Lieu of	Measurements -	ve:	Visually	y in spected	- Good	
				Tenner Ster	- Sinn	-

VG

VG

٧G

٧G

Leg 1

Leg 2

Leg 3

		. /				
Step Bolt Clips Added:Yes			Yes	<u>No</u>	Quantity: <u>48</u>	
and the second se	Damage	Face	Member	Corrective Action	Remark	
4	ρ	BD	10X2	BP-NB-GW		
2	ρ	BD	IIX2	BP-NB-G4/		
3	P	AC	213×2	BP-NB-GL/		
4	P	AC	754x4	BP-NB-GW		
5	P	BD	757X.4	BP-NB-GL		
6	TM-B	ABCD	220x16	RP-BP-NB-GIN		
7	ρ	BD	788×4	BP-NB-GU		
8	P	BD	756x4	BP-NB-GU/	·	
9	ρ	AC	787X4	BP-NB-GU		
10	ρ	AC	753×4	BP-NB-Gu/		
11	Ó	AD	Leg /	G	ground rod-wire-Cadweild	
12	0	BC	12093	G	Broundrod-Wire-Cadweild	
13	Broke	DC	Leg2	G	Cadweld	
14	Broke	AB	Leg4	G	Cadweik	
15					-	
16	1					
17						
Damage Cod	le ·	Corrective A	and the second se	Remark Code:	IRS: Removed Lower Step Bolts	
ub: Missi	ng Boit	R: Repaire	the second s	G: Grounded Str	INS: New Danger/Aerial/Number Sign	
B: Bent		RP: Replac	ALL AND A	BP: Beat Packout	IP: Installed Package Per Specs	
Gi Grack	eđ	LF: Leitas	Found	GW: Applied Greywax	FP: Flipped /Straightened Plates	
fills Thin B	lember			NB: New Bolts	TRAN DESTINATION CONTRACTOR	
0: Other		}				

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	We	athering St	teel Towe	Inspection/	Rehabilita	tion Data S	heet
'n	Tower O	\sim	anislata (1 Subin			_
œ			ompleter		Line Number	: <u>57</u> : <u>36</u>	9
leg 2		<i>h</i>	leg 3		Structure No	:36	
	face D	ce C	Insp	ection .		= <u>SLT+2</u>	our
		face B	í	3		SEI	
	far	:е А				- VAD	
leg 1		کر ا	leg 4	Anez	ia Substation	<u> </u>	
	Ba	ack				Foundation	Inspection
	Gro	undline Inspe	ction		Date		······································
Severe	Corrosion	Steel Mea	surements		Foreman		· · · · · · · · · · · · · · · · · · ·
	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
Leg 1		VG	VG	P	book for		LF
Leg 2		VG	VG	P	explanation of		LF
Leg 3		VG	VG	P	foundation		LF
Leg 4	<u>/</u>	LVG	LV/G	P	codes		LF
ction Code	P: Applied A		seshoe Repla		t as Found	FP: Foundatio	on Repaired
	In Lieu of Me	asurements -	-	inspected - Go			
				fower Inspectio		·····	
tep Bolt Cli	- -		Yes	No		Quantity:	39
	Damage	Face	Member				Remark
1		BD	10X2	BP-NB-			
2	P	BD	11x2	BP-NB.	-GW		•
3		BD	115LXI	<u> </u>		Ladder	rg
4		BD	115RX	LF		Ladde	<u>KS</u>
	· · · · · · · · · · · · · · · · · · ·		<u>213X2</u>	<u>BP-NB</u>	<u> </u>		
	TM-B	ABCD	<u>220×8</u>	RP-BP-			······································
7			<u>595x4</u>	BP-NB			
8 9	<mark>┟╷┈┈╴┺╌╌╌╴╷</mark> ┟		<u>594x4</u> Legi	BPNB-	GW		
	0	AD		G		ground	roch wire Cadweild roch wire Cadeveild
10		<u>c</u> B	Leg2	G		ground	rodusire Cadaveila
12	<u> </u>		······································				
13			····-				· · · · · · · · · · · · · · · · · · ·
13							······
15							
16	<u> </u>						
17	<u> </u>						· · · · · · · · · · · · · · · · · · ·
amage Code	e (Corrective Ac	tion Code	Remark Code;			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
B: Missin		R: Repaired		G: Grounded S	tr	RS: Removed	Lower Step Bolts
Bent		RP: Replaced		BP: Beat Pack	out	NS: New Dan	ger/Aerial/Number Signs
Cracke		LF: Left as F	ound	GW: Applied G		······	Package Per Specs
other	clover			NB: New Bolts	; 	FP: Flipped /S	traightened Plates
·	14-2022 1	Foreman: 4	michae	1 Davis		Company: /	EMYERS

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		nnenny su	eeijoweri		. Fill Clob bes and a s		
	Tower Of Alm		Somplete	Limbing	Line Number: ,	5	79
leg 2 🗍		λ	leg 3	;	Structure No:	3'	2
~~~~	fac	e C		pection se			67545
K	r face D		Insp		nuciure Type:	CC	DTA
		face B	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Bac	k Substation:	<u> </u>	
1		eA		Ahea	d Substation:	7/44	<u>NLN</u>
leg 1	أمانه بالأرب بجاريا المشترين والمحمد بالمتكامية في	<u>v</u>	leg 4			Foundation	Inspection
			- 4 [°]		Date:	<u></u>	
		undline Inspe		r	Foreman	******	
Severe	Corrosion		surements	Action Code	See spec	Fnd Code	Action Code
	Yes No	Reading 1	Reading 2	B	book for		16
Leg 1			024150		explanation		
Leg 2		VG	VG	B	of		
Leg 3	<u> </u>	0.19670	024615	3	foundation		
Leg 4	V.	VG			codes		
							CD- Enuriotion Bonstrad
Action Code	P: Applied L	eg Coating I	R: Baseshoe R	leplaced LF: I Increated - Go	Left as Found	an a share a s	FR: Foundation Reputred
	r P: Applied L In Lieu of Ma	eg Coating I	• VG: Visually	Leplaced LF: I Inspected - G4 Towar Inspecti	od	n an	FR: Foundation Reputred
Action Code	In Lies of W	eg Coating I	• VG: Visually	Inspected - Go	10d 0a	Quantity:	FR: Foundation Repaired
Action Code	× P: Applied L In Lieu of Ha lips Added: Damage	eg Coating I	· VG: Visually · T	inspected - Ga lower inspects No	10d 0a	Quantity:	
Action Code Step Bolt C	In Lieu of IX	eg Coating · I	VG: Visually Tes Member	inspected - Ga lower inspects No	on	Quantity:	38
Action Code Step Bolt C	In Lieu of IX	eg Coating · I	VG: Visually Tes Member 10x2	inspected - Ga lower inspects No	on	Quantity:	38
Action Code Step Bolt C 1 2	In Lieu of M Ins Added: Damage	eg Coating · I	VG: Visually Yes Member 10×2 //×2	inspected - Ga lower inspects No	on	Quanfity:	38
Action Code Step Bolt C	In Lieu of M Ins Added: Damage	Face BD AC	VG: Visually Tes Member 10x2	inspected - Ga lower inspects No	on	Quantity:	<u>.38</u> Remark
Action Code Step Bolt C 1 2 3 4	In Lieu of M Ins Added: Damage	Face BD BD AC BD	VG: Visually Yes Member 10x2 1/x2 2/5x4	inspected - Ga lower inspects No	on		<u>38</u> Remark
Action Code Step Bolt C 1 2 3 4 5	In Lieu of M Ins Added: Damage	Face BD AC	VG: Visually Yes Member $10 \times 2$ $11 \times 2$ $215 \times 4$ $115 + 15 \times 2$	inspected - Ga lower inspects No	ent on B-GL/ B-GL/ B-GL/ B-GL/	Ladder	<u>38</u> Remark
Action Code Step Bolt C 1 2 3 4 5 6	In Lieu of M Ins Added: Damage	Face BD BD AC BD	VG: Visually Yes Member $10 \times 2$ $11 \times 2$ $215 \times 4$ $115 + 15 \times 2$	Inspected - Go Tower Inspection No BP-M BP-M BP-M BP-M LF LF	ent on B-GL/ B-GL/ B-GL/ B-GL/	Ladder	<u>38</u> Remark
Action Code Step Bolt C 1 2 3 4 5	In Lieu of He lips Added: Damage P P P C C P P	Face BD BD AC BD	VG: Visually Yes Member 10×2 11×2 215×4 115×2 115×2 115×2 124×4 (24×4 (23×4	Inspected - Go Tower Inspection No BP-M BP-M BP-M BP-M LF LF	ent on B-GL/ B-GL/ B-GL/ B-GL/	Ladder	<u>38</u> Remark
Action Code Step Bolt C 1 2 3 4 5 6 7	In Lieu of He lips Added: Damage P P C C P	Face BD BD AC BD	VG: Visually Yes Member 10×2 11×2 215×4 115×2 115×2 115×2 124×4 (24×4 (23×4	Inspected - Go Tower Inspection No BP-M BP-M BP-M BP-M LF LF	ent on B-GL/ B-GL/ B-GL/ B-GL/	Ladder Ladd	<u>38</u> Remark
Action Code Step Boit C 1 2 3 4 5 6 7 8	In Lieu of He lips Added: Damage P P P C C P P	Face BD BD AC BD	VG: Visually Ves Member $10 \times 2$ $1/ \times 2$ $2/7 \times 4$ $1/5 \times 2$ $1/5 \times 2$ $1/5 \times 2$ $624 \times 4$ $625 \times 4$ $220 \times 8$	Inspected - Go Tower Inspects BP-M BP-M BP-N BP-N LF BP-NB- BP-NB- RP-BP-N	ent on B-GL/ B-GL/ B-GL/ B-GL/	Ladder Ladd Groandd	<u>Remark</u>
Action Code Step Bolt C 1 2 3 4 5 6 7 8 9	In Lieu of He lips Added: Damage P P P C C P P	End Coating I Face BD BD AC BD BD BD AC ABC ABCD AD	VG: Visually Ves $10 \times 2$ $10 \times 2$ $20 \times 3$ $20 \times $	Inspected - Go Tower Inspects BP-M BP-M BP-N LF LF BP-NE BP-NB- RP-BP-N C	ent on B-GL/ B-GL/ B-GL/ B-GL/	Ladder Ladd Groandd	<u>Remark</u> Remark S CVS

Gracked	LF: Left as Found	GW: Applied Greywax
Thin Member		NB: New Bolts
	and the second	

**Corrective Action Code** 

R: Repaired

**RP:** Replaced

Company: L.E.MYERS

R> Removed Lower Step Bolts

**IP: Installed Fackage Per Specs** 

FP: Flipped /Straightened Plotes

NS: New Danger/Acrial/Number Signs

•

Date: 2-27-2022 Foreman: Michael Davis

12 13 14

15 16 17

Damage Code

Bent

Other

BAB:

B:

C:

TM: 0: Missing Bolt

4V.5

Remark Code:

G: Grounded Str

BP: Beat Packout

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Leg 1 Leg 2 Leg 3 Leg 4 ction Code tep Boit Cl 1 2 3 4 5 6 7 8 9 10 11 12 13 10 11 12 13 10 11 12 13 14 15 16 17 Damage C NB: Miss B: Ben	In Liets of Ma Tips Added: Damage P C C P P P P P P O O O O Sing Bolt	Steel Mea Reading 1 VG VG VG VG eg Coating Face BD BD BD BD BD BD BD AC AC AC D AC AC AC BC AC AC AC AC AC AC AC AC AC AC AC AC AC	Reading 2 VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG VG	si g 2 Action Code P P P P P P P P	Foreman side See spac incold for explanation of foundation codes F: Left as Found Good ection B-G(U B-G(U VB-G(U VB-G(U VB-G(U) VB-G(U) VB-G(U) VB-G(U) VB-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G(U) S-G	Foundation te: Foundation te: Find Code f f f f f f f f f f f f f f f f f f f	30 Remark (S. (S. (S. (S. (S. (S. (S. (S. (S. (S.	
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14			1	1	······		L
15	1		<u> </u>			<del></del>	
- 16		ļ	1				
· · · · ·			1				
17		Committee	Action Code	Remark Cod	81		· · · · · · · · · · · · · · · · · · ·
Damage C			the second s	G: Groundet	the second s	RS: Remov	ed Lower Step Bolts
	sing Bolt	R: Repair		BP: Beat Pa			inger/Aerial/Number Signs
B: Bei	and the second	RP: Replat		GW: Applied		IP: Installe	d Package Per Specs
	citocol	LP: Lefta	5 Pound		and the second se		/Straightened Plates
THE This	Thin Member NB: New		IND. NEW SO	1425	E.E. C. B. STATE-CO		
O; Othe		1		<u> </u>		1	
]	-92-3093	Foreman:	Micha	el Davi	5	Company:	L.E.MYERS

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		-	eel Tower I	Inspection/I	tehabilitati	on Data Sh	eet .
		nientation ead ()	molat C	limbing	Line Number:	579	)
	A second s			1 im Ding	Structure No:	40	
leg 2	2	e C		a te			walte
•	k face D		Lasp	Structure No:		<u>SLT+</u>	40'LE
		face B	~ <del>6</del>		k Substation:	SEPI	/1
	fax	жA	. 8		Ahead Substation:		IN
leg 1	12	<u>v</u>	leg 4			Foundation	Insuection
	·····	ack					
		wadline Inspe 1			Dafe:		
Sever	evene Corrosion Steel Measurements				Foreman:	Fnd Code	Action Code
	Yes No	Reading 1	Reading 2	Action Code	See spec book for	rao cone	
Leg 1		IVG	VG_	<u> </u>	explanation		LF
Leg 2		IVG_	VG	<u>р</u> 	of		LF
Leg 3	·/	VG_	1/G	<u>P</u>	foundation		
Leg 4		VG	l VG	1 P	codes		LF.
ction Co	de: P: Applied	Leg Coating · I	B: Baseshoe R	leplaced LF: I	eft as Found		FR: Foundation Repaired
	in Lieu of Br	essurements		Inspected - Go Tower Inspection			- *
				No		Quantity:	42
tep Boit	Clips Added:		Ves	Correctin			Renzrk
	Damage	P n	Member		. //-		-
1		60	rox2		VB-GW		, , , , , , , , , , , , , , , , , , ,
2	<u> </u>	<u>B</u> D	11x2		rGu2	1 Ad	ler5
	C	RID	1152x2				lex5
4		L BU	115RX2	<u>57</u>	NO CIL	LHOU	<u> </u>
5			96insider		0		<u></u>
6	<u> </u>	AC	213x2		-GW -MB-GW		
7	TM-B	HBCN	220x8	REAL			
8	<u> </u>	BD	288×4	BP-NB	$\frac{1}{C}$		· · · · · · · · · · · · · · · · · · ·
9	P	<u>AC</u>	787×4	-	~(~(1)	Groce ed	maily sing Contential
<u>, 10</u>	0	AD	Lesi	G	<u> </u>	Ground	od wire Cadweild
11	0	BC)	Les3	G		U. U. Marth	VU WATE CUUMMPHIL
12			<u> </u>				
13				· · · · · · · · · · · · · · · · · · ·			
14			<u> </u>			<u> </u>	
15			<u> </u>			<u> </u>	
16			+	<u></u>		<u> </u>	
17		Corrective /	1 Intion Perlo	Remark Code	<u> </u>	<u>I</u>	<u></u>
Damage MB: M	Code Issing Bolt	R: Repaire		G: Grounded	القواقية المتكاف المتكاف المجمع المتكاف ومعادي والمتكاف المحاد	<b>)</b>	d Lower Siep Bolts
	ent	RP: Replat	and the second se	BP: Beat Par	kout		nger/Aerial/Number Signs
	acked	LF: Lefta	s Found	GW: Applied		B	l Package Per Specs /Straightened Plates
TM: Th	in Member	_		NB: New Bo	15	ILL: LUDIED	HANGUNEREN FIERES
	her	1		<u> </u>		<u></u>	1 1 1 1 1 1 -
Dates	2-22-2022	Foremant	Miche	el Lavi	<u>'5</u>	Company:	LE MYERS

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		Orientation C	omplete Cl	imbing	Line Number:	57	9	
	State of the local data and the	Ancau A	i leg 3		Sinacture No:			
leg 2		face C				······································		
	face D		Inspec	tion se	nucture Type:	5LT+	30'LE	
	T lace w				k Substations	05	STA	
		face i			VTN/			
		face A		Ahea	d Substation:	<u>7/10</u>		
leg 1		Hack				Foundation Inspection		
					Badas			
<u> </u>		Groundline Insp	undline Inspection		Date:			
Seve	re Corrosion	Steel Me	Steel Measurements		Foreman:			
	Yes	No Reading 1	Reading 2	Action Code		Fnd Code	Action Code	
Leg	1	ZIVG	VG	P	book for		LF	
Leg		/ MG	VG	P	explanation		LF	
-	and the second	7		'p	of		LF	
Leg					foundation codes		15	
Leg	Contraction of the local division of the loc	-1 VG	LVG	<u> </u>	1		FR: Foundation Repaired	
Action C		d Leg Coating					e ve e omberione gespiele o	
	in Lieu d	Bessurements					· , u	
				ower Inspecti	34X		12	
Step Bol	t Clips Added:	<u>/</u>	_Yes	<u> </u>	é	Quantity:	43	
	Damage	e Face	Member	Correctin	re Action		Remark	
-1	P	BD	10X2	BP-NF	B-GL/			
z		T RD	11X2		3-GL		<u>, , , , , , , , , , , , , , , , , , , </u>	
		100	and the second s		VB-GL/			
3			222×1	<u> </u>	vo-Gu/			
4		<u>BD</u>	115LX2	LF_				
5		RD	115Rx2	LF	······		<u> </u>	
6	$\neg \rho$	A	43LNEARY	I BP-N	<u>B-G//</u>			
7	P	AC.	219×4	BP-NB-(	36/			
8	TMB	ABCD	220×8	RP-RP-N	8-G/			
<u> </u>		BD	674X4	BP-NB-C	and the second		· · · · · · · · · · · · · · · · · · ·	
9	<u> </u>			DD A/I	2-61			
. 10	P	<u>AC</u>	673×4	BP-NI			de Vice Code ald	
11	- 0	$_AD$	Legi	G	<del>، </del>	Srowd T	od wire Cadweild I wire Cadweild	
12	0	BC	Leg 3	G		Sroundrow	1 Wire Cadwelld	
13	-			<u>-r</u>		1		
14	,							
15				1			•	
	······			1				
16				·	۲۰۰۰ - ۲۰۰۰ - ۲۰۰۰ - ۲۰۰۲ - ۲۰۰۰ - ۲۰۰۰ - ۲۰۰۰ - ۲۰۰۰ - ۲۰۰۰ - ۲۰۰۰ - ۲۰۰۰ - ۲۰۰۰ - ۲۰۰۰ - ۲۰۰۰ - ۲۰۰۰ - ۲۰۰	1		
17			Action Code	Remark Code	35	L		
Damage		R: Repair		G: Grounded	and the second	RS: Remove	vi Lower Step Bolts	
L	Bissing Bolk Bent	RP: Repla		BP: Beat Par	the second s	NS: New De	nger/Aerial/Number Signs	
	sem racked	LF: Lefta		GW: Applied		8	l Package Per Specs	
L	hin Member	<u> </u>	<u></u>	NB: New Bo	ts	FP: Flipped	/Straightened Plates	
	tier			<b>1</b>				
		<del></del>		10		_	LE.MYERS	
Date:	3-1-202	2 Foreman:	Michael	Lavis		Company:	<u>LUIIIENS</u>	

#### Weathering Steel Tower Inspection/Rehabilitation Data Sheet Tower Orientation Complete Climbing Inspection s Line Number Ahead Structure No: leg 2 face C Structure Type: 🗧 face D C Back Substation: face 6 Ahead Substation: face A leg 4 ৵ leg 1 Foundation Inspection Back Date: **Groundline Inspection** Foreman Severe Corrosion **Steel Measurements** Action Code Action Code Fnd Code See spec Reading 2 Yes No Reading 1 book for Ľ ٧G VG Leg 1 explanation F. D ١/G ١G Leg 2 of F ρ V Leg 3 ۱*/*G foundation $\sqrt{G}$ n codes L Leg 4 /G /GP: Applied Leg Coating B: Baseshoe Replaced LF: Left as Found FR: Foundation Repaired Action Code: In Lieu of Measurements - VC: Visually Inspected - Good Tower Inspection 42 Quantity: No Step Bolt Clips Added: Yes Remark **Corrective Action** Damage Member Face OX. 1 ρ 2 Ladder 3 adder 4 NR $\mathcal{P}$ 9 S M+ 6 groundrod-wire-Cadaella Legi (-7 G roke ground C 2 es 8 seill G Len 3 9 ( eground Cadueila G <u>eg</u> 4 10 22 12 13 14 15 16 17 Remark Code: **Corrective** Action Code Damage Code **RS: Removed Lower Step Bolts** G: Grounded Str Repaired **R**: ten Be Missing Bolt NS: New Danger/Aerial/Number Signs **BP: Beat Packout** RP: Replaced Bent B IP: Installed Package Per Specs GW: Applied Greywax Left as Found LF: Cracked

Date: 2-16-2022 Foreman: Michael Duvis

C.

THE

0:

Thin Member

Other

company: L.E. MYERS

FP: Flipped /Straightened Plates

NB: New Bolts

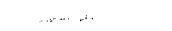
Weathering Steel Tower Inspection/Rehabilitation Data Sheet Tower Orientation Ahead Complete Climbing 579 Line Number: leg 3 Inspection 43 leg 2 Structure No: face C 517754 " face D Structure Type: face B---Back Substation: face A Ahead Substation: _ leg 1  $\mathcal{M}$ leg 4 Back Foundation Inspection **Groundline Inspection** Date: Severe Corrosion **Steel Measurements** Foreman: Yes No Reading 1 Reading 2 Action Code Fnd Code Action Code See spec Leg 1 book for V (--explanation Leg 2 D G F of Leg 3 foundation F Leg 4  $\square$ /(codes -F Action Code: P: Applied A-120 **B: Baseshoe Replaced** LF: Left as Found FP: Foundation Repaired In Lieu of Measurements - VG: Visually Inspected - Good **Tower Inspection** 25 Step Bolt Clips Added: Yes No Quantity: Damage Face Member **Corrective Action** Remark RD 1 P-NR-GU 10 X A D 2 にえ \$ 3 Ladder 4 addov 5 ត TM ~B 9Rc  $(\mathcal{O})$ 7 43LNEAR) 8 431.FARX rad - wire-Cadwerld 9  $\cap$ ΑD Leg 1 ground 10 С. P 693 around rod - wire - Cadweild  $\mathbf{c}$ 11 R 16221 Static Laddor 12 5 ß  $\mathbf{C}$ 16RX | adder 13 R-NB mΒ R 11781 14 15 16 17 Damage Code **Corrective Action Code Remark Code;** MB: **Missing Bolt** R: Repaired G: Grounded Str **RS: Removed Lower Step Bolts** В: Bent Replaced RP: **BP: Beat Packout** NS: New Danger/Aerial/Number Signs C: Cracked LF: Left as Found **GW: Applied Greywax** IP: Installed Package Per Specs TM: Thin Member **NB: New Bolts** FP: Flipped /Straightened Plates 0: Other

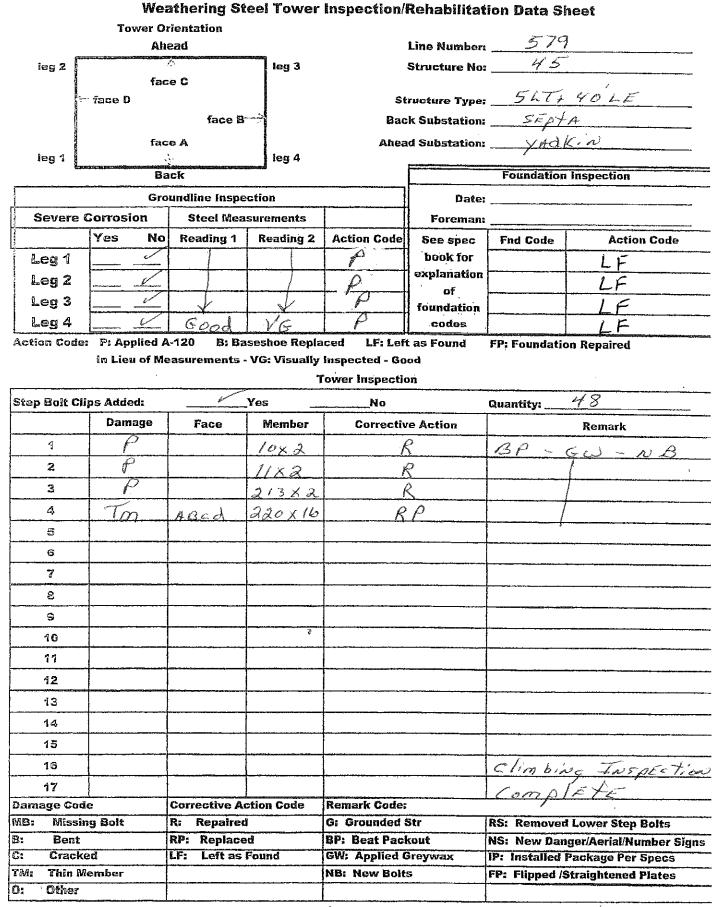
ىيىتىت تەرىپ بەلغان تىلەسورىن

Date: 2-14-2022 Foreman: Michael Davis

Company: L. E. MVERS

6 7 8 9 10 11 12 13 14	P P TM-B P P P P P	BD BD AC ABCD AC AC AC AC AC AC AC	10x2 11x2 213x2 220x16 256Lx2 256Lx2 255X2 275x1 275x1	BP-NP RP-BP-A BP-NB- BP-NB BP-NP	GN B-GU/ B-GW GN/ -GN/		
6 7 8 9 10 11 12	P TM-B P P	BD BD AC ABCD AC AC AC	10x2 11x2 213x2 220x16 256Lx2 256Lx2 256RX2 255X2	BP-NB- BP-NP RP-BP-N BP-NB- BP-NB	GIN B-GIN B-GIN GIN -GIN -GIN		
6 7 8 9 10 11	P TM-B P	BD BD AC ABCD AC	10x2 11x2 213x2 220x16 256Lx2 256RX2	BP-NB- BP-NP RP-BP-N BP-NB- BP-NB	GN B-GU/ B-GW GN/ -GN/		
6 7 8 9 10	P TM-B	BD BD AC ABCD	10x2 11x2 213x2 220x14	BP-NB- BP-NP RP-BP-A	GN B-GU/ /B-GW		
6 7 8 9	P_	BD BD AC	10x2 11x2 213x2	BP-NB- BP-NP	GW B-GU/		
6 7 8	<u> </u>	BD BD	10X2 11X2	BP-NB-	GN		
<u>6</u> 7	P	BD	IOX2				
	$-\downarrow$		$\sim$	01.00	PIL		
•		RD	115RXQ	LF		Lada	ers
5	C	BD	115LX2	LF			lers
4	$\frac{1}{C}$	RD	IGRXZ	LF	-	Lada	والمحاجب وال
	$\frac{F}{C}$	RD RD	164x2	LF	001	Lado	lers
* 2	+-5	1	43LFARX 43LNEARX	A	(		<u></u>
	Damage	Face	Member	BP-NB-			Remark
ep Bolt C	Tips Added:		Yes	No		Quantity:	<u> </u>
	818 <u>5.6656</u> 668 3856			ower Inspectio		<u></u>	
tion Cod	e: P: Applied L	eg Coating I	k Baseshoe R . we- Vicuality	eplaced LF: 1 Inspected - Go	eft as Found od		FR: Foundation Repaire
Leg 4	$\mathbb{Z}_{-}$		0.20130	Р	codes		LF
Leg 3	- K	VG	VG	- p	of foundation		LF
Leg 1 Leg 2		VG VC	VG-		explanation		LF
	Yes No	Reading 1	Reading 2	Action Code	See spec book for	Fnd Code	Action Gode
Severe	rene Corrosion Steel Measurements				Foreman:		
Groundline Inspection					Date:		
leg 1	1 leg 4					Foundation	Inspection
	fac			Ahea	d Substation:	YAD	KIN
	face D	face B		Bac	k Substations	SE	PTA
	fac		5				0'BE+201E+25
Neg 2 및	7			Climbins	Structure No:	44	
ieg 2	PASS	and ()	moloto	Climber 1	Line Number:	57	9





Mater 2/21/22

Enromons GREq ViA

- LEMYRES

	We	athering St	leel Tower	Inspection/	Rebabilitat	ion Data Si	hoof	
		rientation		•			E C C B.	
	A	iead			Line Number.	5	79	
leg 2	arra r - 1911 de la contractivita de la contractivita de la contractivita de la contractivita de la contractivi	1) 	leg 3		Structure No:	4	+6	
	fa	ce C						
	er vace D				tructure Type:			
		face B					LA	
		ce A		Ahea	ad Substation;	YAd	Kinl	
leg 1		ack	leg 4			Foundation	Increation	
]		oundline Inspe						
Severe	Corrosion	1	surements	1	1 _			
Gevere	Yes No		Reading 2	Action Code	Foreman:			
Leg 1			Reading Z		See spec	Fnd Code	Action Code	
1		{		T.	explanation		LF	
Leg 2				r	of		_ LF	
Leg 3		<u>↓                                      </u>	×	P	foundation		LF	
Leg 4	e; P: Applied /	Good	VG	P	Codes		LF	
ACTION LOD			iseshoe Repia VG: Vienally	iced LF: Lefi Inspected - Go	t as Found	FP: Foundatio	on Repaired	
		euser entents -		ower Inspectio				
Shorn D - 14 -	······							
erep #0if C	lips Added:	ler	Yes	No	····	Quantity:	2.5	
step soft C	lips Added: Damage	Face	Yes Member	No Correctiv	······	Quantity:	<u>J.5</u> Remark	
Step Bolt C		Face	Member	Correctiv	e Action		Remark	
· · · · · · · · · · · · · · · · · · ·	Damage	Face Bd	Member 10 x 2	1	e Action			
1	Damage	Face	<u>Member</u> 10 <u>х</u> 2 11 X 2	Correctiv	e Action		$\frac{\mathbf{Remark}}{B - G W}$	
1 2	Damage P P	Face Bd Bd	Member 10 x 2 11 X 2 213 x 2	Correctiv R	re Action		$\frac{\mathbf{Remark}}{B - G W}$	
1 2 3	Damage P P P	Face Bd Bd AC	<u>Member</u> 10 <u>х</u> 2 11 X 2	Correctiv R R R	re Action		$\frac{\mathbf{Remark}}{B - G W}$	
1 2 3 4	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2	Correctiv R R R	re Action		$\frac{\mathbf{Remark}}{B - G W}$	
1 2 3 4 5	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2	Correctiv R R R	P	BP - A	Remark (B - G W	
1 2 3 4 5 6	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2	Correctiv R R R	P	BP - A INSTAll,	Remark (B - G W ' Sed Ghounds	
1 2 3 4 5 6 7	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2	Correctiv R R R	P	BP - A	Remark (B - G W ' Sed Ghounds	
1 2 3 4 5 6 7 8	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2	Correctiv R R R	P	BP - A INSTAll,	Remark (B - G W ' Sed Ghounds	
1 2 3 4 5 6 7 8 8 9	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2 220 X 2	Correctiv R R R	P	BP - A INSTAll,	Remark (B - G W ' Sed Ghounds	
1 2 3 4 5 6 7 8 9 10	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2 220 X 2	Correctiv R R R	P	BP - A INSTAll,	Remark (B - G W ' Sed Ghounds	
1 2 3 4 5 6 7 8 8 9 10 11	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2 220 X 2	Correctiv R R R	P	BP - A INSTAll,	Remark (B - G W ' Sed Ghounds	
1 2 3 4 5 6 7 8 9 10 11 12	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2 220 X 2	Correctiv R R R	P	BP - A INSTAll,	Remark (B - G W ' Sed Ghounds	
1 2 3 4 5 6 7 8 9 10 11 12 13	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2 220 X 2	Correctiv R R R	P	BP - A INSTAll,	Remark (B - G W ' Sed Ghounds	
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2 220 X 2	Correctiv R R R	re Action	BP - M $E_{NSTAll}$ $LE_{g}$	Remark (B - G W - 3 - 3	
1 2 3 4 5 6 7 8 8 9 10 11 12 13 14	Damage P P P	Face Bd Bd AC	Member 10 x 2 11 X 2 213 x 2 220 X 2	Correctiv R R R	re Action	BP - M $E_{NSTAll}$ $LE_{g}$	Remark (B - G W ' Sed Ghounds	

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دائر المتحجير ر

Date: 2/16/22

Damage Code

Bent

Other

Cracked

**Missing Bolt** 

**Thin Member** 

MB:

Ш.

С.

0:

TM:

R:

LF:

VA Foreman: GREq

**Corrective Action Code** 

Left as Found

Repaired

**RP:** Replaced

Amman LEMYRE'S

**RS: Removed Lower Step Bolts** 

IP: Installed Package Per Specs

FP: Flipped /Straightened Plates

NS: New Danger/Aerial/Number Signs

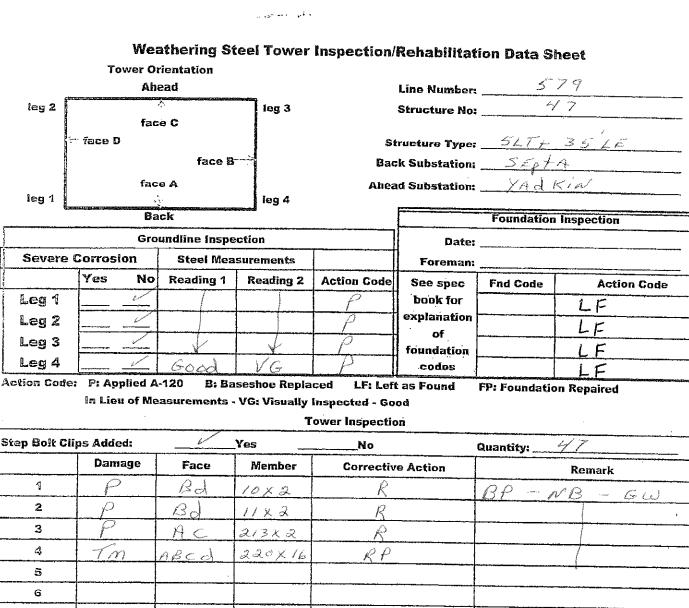
**Remark Code:** 

G: Grounded Str

NB: New Bolts

**BP: Beat Packout** 

**GW: Applied Greywax** 



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Step Bolt Cli	ps Added:		_Yes	No	Quantity:7
	Damage	Face	Member	Corrective Action	Remark
1	P	Bd	10×2	Ŕ	BP-NB-GW
2	_ P	Bd	11 x 2	R	
3	P	AC	213×2	R	
4	Tm	ABED	220×16		
5					
6				······································	
7					TristallEL CA-110
8	, , , , , , , , , , , , , , , , , , , ,				INSTALLEd GROUNDS LEg 1-3
9					
10			v		· · · · · · · · · · · · · · · · · · ·
17					····
12		**************************************			
13					
14				······································	
15					
16			-		Climbing Typesting
17					climbing Inspection Complete
Damage Code	9	<b>Corrective</b> A	ction Code	Remark Code:	I have the part of the state of
WB: Missin	g Bolt	R: Repaire	đ	G: Grounded Str	RS: Removed Lower Step Bolts
B: Bent		RP: Replace		BP: Beat Packout	NS: New Danger/Aerial/Number Signs
C: Cracke		LF: Left as	Found	GW: Applied Greywax	IP: Installed Package Per Specs
TM: Thin Me	ember			NB: New Bolts	FP: Flipped /Straightened Plates
0: Other					

Date: 2/16/22

_ Foreman: GREq

ViA

Pamana LEMYERS

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		۱	Nea	thering St	teel Towe	r Inspection/	Rehabilita	tion Data S	heet	
			er Ori	entation						
	( <del>2</del>		Ahe		The first duties			<u> </u>		
ieg	2		face		leg 3		Structure No	ا	18	
		íace D	1661			SI	tructure Type	567+	30'1E	
				face B						
			face	A		Åhea	d Substation	YAd	ta	
leg	1	an en allicheimetreur	<u>,</u>		leg 4	71102				
			Bac	×k					n Inspection	
1	Groundline Inspectio					03-24-	the second se			
Sev		orrosion		Steel Mea	surements		Foreman	AlleyK	lundgren	
<u> </u>		Yes	No	Reading 1	Reading 2	Action Code	1	Fnd Code	Action Code	
Leg	· -	<i>\</i>	_			P	book for		LF	
Leg	· F		4		)	P	explanation of		LF	
Leg	3	/		V	V.	Ρ	foundation		LF	
Leg	b_	<i>k</i>	$\leq 1$	Good	VG	P	codes	3	FR	
Action (		P: Applie			seshoe Repl		t as Found	FP: Foundatio	on Repaired	
	i	In Lieu of	f Mea	asurements -	-	Inspected - Go				
[					······	Tower Inspection	20	······		
Step Bo	olk Clips	Added:	<u>-</u>	<u> </u>	Yes	No		Quantity:	41	
		Damage	<b>≥</b>	Face	Member	Correctiv			Remark	
1		-p		$\beta_{d}$	10x2	and the second	<u>R</u>	BP- N	B-GW	
2		<u>P</u>		Ba	11 x 2		R		,	
3		P		AC	213×2	P	3			
4		-Tm		ABCd	220×8	R	P			
5				· · · · · · · · · · · · · · · · · · ·						
6									· · · · · · · · · · · · · · · · · · ·	
7								Install	Ed GROUNDS	
8							*****	LEG 1		
9							·····	<u> </u>		
10					2		·····		······································	
17										
12										
73									<del> </del>	
14										
15							··· · - · · · · · · · · · · · · · · · ·	<del></del>		
16								climbi.	In INCREAT	
17								Camala	19 INSpection te	
Damage		••••	C	orrective Ac		Remark Code:		p 10	- <i>f</i> ~	
	lissing	Bolt	R			G: Grounded S			Lower Step Bolts	
	ent racked			P: Replaced F: Left as F		BP: Beat Pack			ger/Aerial/Number Signs	
k	in Men	ıber		e.(351	- HILL	GW: Applied G NB: New Bolts			Package Per Specs	
	her				• · · • • • • • • • • • • • • • • • • •		-	· · · · · · · · · · · · · · · · · · ·	traightened Plates	
			_ <u></u>			L				

No.

Date:  $\frac{2/15/22}{2}$  Foreman: GREgV!A

Commune LEMYRES

## . . . . بالجرر المتحاجيات

	М	leathering S	teel Towe	r Inspection/	Rehabilitar	tion Nata S	haof
	Tower	Orientation		•			
		Ahead			Line Number	5	79
leg 2	and a state with the Designation of the Designation		l leg 3		Structure No		9
-	ł	face C			Suncture No:		
	🗁 7ace D			SI	ructure Type	. 5LT-	<u>= 30'LE</u>
		face &	3				x+14
		ace A				,	
leg 1		ACE A	leg 4	Ahea	d Substation;	<u> </u>	d K, av
5		Back				Foundation	
ļ					ļ		Inspection
		Froundline Insp			1		· · · · · · · · · · · · · · · · · · ·
Seve	re Corrosion		asurements		Foreman:		······································
Ļ	Yes N	lo Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
Leg 1	<u></u>			P	book for	······	LF
Leg 2	2		1 1	P	explanation		
Leg 3	s	1 1-		0	of		
Leg 4		= <u></u>	N/C		foundation		LE
§	de: F: Applied	- Good	VG		Codes (		LF
			aseshoe Repl		t as Found	<b>FP:</b> Foundation	on Repaired
	an ried of	measurements		Inspected - Go			
Г	·····			Tower Inspectio			·
Step Bolt	Clips Added:	V	Yes	No		Quantity:	41
1	Damage	Face	Member	Correctiv	e Action		Remark
1	P	Bd	1000	P		00	
2	0		<u>10x2</u>			DF	VB - GW
3		Ba	IIXa	R			1
	/	AC	213×2	<u> </u>			
4	Tim	ABCO	220×8				
5						······································	
6						Tatal	Ed GROUNDS
7			······································				
8	······································		<u> </u>			<u>16- 1-</u>	3
9							
10			29	l			
17							
12							
13							· · · · · · · · · · · · · · · · · · ·
14							
15					····		
16						<u>Climbin</u>	g Inspection te
17						Comoli	- te
Damage C		Corrective Ac		Remark Code:		1	
	sing Bolt	R: Repaired		G: Grounded S			Lower Step Bolts
B: Ben C: Crac		RP: Replace		BP: Beat Pack	I ⁻	S: New Dang	jer/Aerial/Number Signs
		LF: Left as I		GW: Applied G	reywax I	P: Installed P	ackage Per Specs
0: Othe	Member	·}		NB: New Bolts		P: Flipped /S	traightened Plates
	2 	L					

Date: 2/15/22 Foreman: GREG ViA

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	Tower O	rientation		•			
	Ah	ead			Line Number:	57	9
leg 2		1. 1.	leg 3		Structure No:	51	
		e C		-		2 1 7	35LE
Law and	- face D		l.				
		face B					_A
leg 1		же А.	leg 4	Ahea	d Substation:	<u>ΥΑςλ</u> Ι	L'in
*ca -		ick				Foundation	Inspection
	Gro	undline Inspe	ction		Date:		
Severe	Corrosion	· · · · · · · · · · · · · · · · · · ·	surements	T	1		
	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
Leg 1	er e			P	book for		LF
Leg 2				P	explanation		
Leg 3				P	of	·····	<u> </u>
Leg 4		Good	V G	$\rho$	foundation codes		LF
Action Code	P: Applied A		seshoe Repla	iced LF: Left	t as Found	FP: Foundatio	LF An Renaired
			_	Inspected - Go		7777 Oundade	лі керапец
			-	ower Inspectio	n		
Step Bolt Cl	ips Added:	burning	Yes	No		Quantity:	43
	Damage	Face	Member	Correctiv	e Action		Remark
1	P	Bd	10×2	R	· · · · · · · · · · · · · · · · · · ·	BP-N	B-GW
2	P	Bd	11×2	R	the second s		
3	P	AC	2/3 x 2	R			
4	Tm	ABCO	220×16	R P	· · · · · · · · · · · · · · · · · · ·		
5					<del> </del>		, <u>1</u> ,,,,,,,,,
6					,	Taletall	Ed GROUNDS
7						1	3 REAttachEd
8			<del> </del>			LEg 4	DENTIFICIEU
S			······	····		<u>~~~~/</u>	
10			3	·····	······	·	- <u>111 - 121 - 121 - 121 - 121 - 121 - 121 - 1</u> 21 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 121 - 12
17				<u> </u>	· · · · · · · · · · · · · · · · · · ·		
12			······				
13		<b>ningi - 1</b> 2-14-14 - 14-14 - 14-14-14-14-14-14-14-14-14-14-14-14-14-1	· · · · · · · · · · · · · · · · · · ·				
14				i			
15						· · · · · · · · · · · · · · · · · · ·	
16	<u> </u>					clah	In Tale and 1 -
17				<u> </u>		C1.010100	5 INSPECTION tE
Damage Cod	ie	Corrective Ac	tion Code	Remark Code:	N <del> </del>	Comple	· Tt
_		R: Repaired		G: Grounded S		RS: Removed	Lower Step Bolts
B: Bent		RP: Replace		BP: Beat Pack			ger/Aerial/Number Signs
C: Crack		LF: Left as	Found	GW: Applied C			Package Per Specs
	lember			NB: New Bolt:	5	FP: Flipped/S	Straightened Plates
0: Other							

Weathering Steel Tower Inspection/Rehabilitation Data Sheet

Mator 2/23/22 Envoman GREG V.A

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						er tower	inspection/	Kenapilitai	ion pata S	neet
		Το		rientati 	0D				pro ing ca	
	_ f***	n e versi (195 Bergania Antika		ead	ang syndyddydai falage				<u> </u>	· · · · · · · · · · · · · · · · · · ·
le	÷g 2			÷e C		leg 3		Structure No: <u>52</u>		
		· vace D	166				St	ructure Type	527+	30 LE
					iace B					+ <u>A</u>
			-							
ខែ	91			e A		leg 4	Anea	id Substation:	TRAK	1222
••				àck		1.~3.4	l ···· s ·		Foundation	Inspection
}			Gro	undfine	Inspec	tion	·····			
Se	Severe Corrosion		1		urements	[	Foreman:			
	<u> </u>	Yes	No	<b>}</b>	·····	Reading 2	Action Code	See spec	Fnd Code	Action Code
Le	eg 1		L			<u> </u>	P	book for	**************************************	IE
	∋g 2			1			P	explanation		<u> </u>
1	eg 3			+t			P	of		LE
1	-s - ∋g 4				Sood	<u> </u>	0	foundation codes ft as Found		
L		: P: Apj	tied A	the second s	وببد ومحتودها ومسطوني والمتركمان	VG eshoe Repla				LE
	1 004C					_	inspected - Go		FP: Foundatio	on Kepaired
						-	ower Inspectio			
Step I	Bolt Cli	ips Adde	d:		V Y		No		Quantity:	41
		Dam	age	Fa	ce	Member	Correctiv	e Action		Remark
	1	P		Bo		10 X 2		$\rho$	RP-A	1B-GW
	2	P		Be		11 X 2	· · · · · · · · · · · · · · · · · · ·	p		<u>, , , , , , , , , , , , , , , , , , , </u>
	3	P		A		213×2		P		
	<i>a</i> ,	TM		ABC	d i	120×8		RP		
Ì	5									
	6								INSTAL	Ed GROUNDS
	7					Child ^{e a} r y Isaalaa Isaale ind dhird dhirahaa aa			1	3 REATTACHEd
California (California)	8								GROUND	
	<del></del>		· · · ·						GAUGAND	S HLG 1
1	10	1				3				مرید هندانه <u>در مرز</u> ب او خط اندو و رو با
	11							·······		
4	12	1			· · · · · ·					<u></u>
1	13				·····					
·	14									
	15									·····
	16	+							aline .	No Tarat
4	17						······································		Carlon	<u>ng Inspection</u> = FE
·	ge Cod	i e		Correc	tive Act	ion Code	Remark Code:		1 cmplx	
MB:	Missir	ng Bolt		R: Re	paired		G: Grounded S	Str	RS: Removed	Lower Step Bolts
B:	Bent				eplaced		BP: Beat Pacl		NS: New Dan	ger/Aerial/Number Signs
C:	Cracke			LF: L	eft as Fo		GW: Applied G			Package Per Specs
TM:	Thin M	ember					NB: New Bolt	5	FP: Flipped /S	Straightened Plates

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Mator 2/21/22 Enroman GREG ViA

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0: Other

-LEMYRES

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	Tower C	Prientation		•			
	A	head			Line Number	579	
leg 2			leg 3		Structure No	579	
	fa	ce C					1
	🗁 face D					567+ 4	
		face B		Bac	k Substation:	SEP7	Î.
		се А		Аћеа	d Substation:	Ynd K	ial
leg 1	IN THE R. LEWIS CO., PROFESSION OF A DESCRIPTION OF A DESCRIPANTA DESCRIPTION OF A DESCRIPTION OF A DESCRIPR	ack	leg 4				
					ļ		Inspection
0		oundline Inspe				<u> </u>	
Severe	Corrosion		asurements		Foreman;		
	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
Leg 1		·····		J.	book for		LF
Leg 2		/	<u> </u>	P	explanation		LF
Leg 3				P	foundation		LF
Leg 4	6	1 Groad	VG	P	codes		LF
Action Code	e: P: Applied A		iseshoe Repl		t as Found	FP: Foundatio	n Repaired
	In Lieu of M	easurements		Inspected - Go			
	· · · · · · · · · · · · · · · · · · ·			Yower Inspectic	<b>.</b>		
Step Bolt C	lips Added:	<u></u>	Yes	No		Quantity:	417
	Damage	Face	Member	Correctiv	e Action		Remark
1	P	Ba	lox2		R	BP-N	B-GW
2	P	Ba	11×2	R	2		, ,
3	TM	ABED	220×16	RI	Δ		
4	$\rho$	AC	213×2	R	}		
5	P	A.C.	754×2	R	·····		
6	P	Bà	757×3	R			····
7		<u> </u>	<u> </u>		· · · · · · · · · · · · · · · · · · ·		
entourneurneurneurneurneurneurneurneurneurne			<u></u>			, é	1 1 - 1 -
9						IN SUL1	tor broke
10			j			BTACE	INSIDE
11						STKING	INSIDE
12						· · · · · · · · · · · · · · · · · · ·	
13			·		· · · · · · · · · · · · · · · · · · ·	GROUND.	s Installed 3
14						1 <u>Eg 1-</u>	3
15	-			<u> </u>			
			1017070707-1-1-1			Climbing	INSPECTION FE
16				ļ		Comple	finte
17				Participation of the second		e	
Damage Cod MB: Missie	ng Bolt	Corrective Ac R: Repaired		Remark Code:	<b>A</b> m <b>1</b>	50 P	
B: Bent		RP: Replace		G: Grounded S BP: Boat Pack			Lower Step Bolts
C: Crack		RP: Replaced BP: Beat Packout LF: Left as Found GW: Applied Greywa				jer/Aerial/Number Signs ackage Per Specs	
TM: Thin M	lember		······	NB: New Bolts			traightened Plates
0: Other			······	······			

Weathering Steel Tower Inspection/Rehabilitation Data Sheet

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Mator 2/21/22 Foroman GREG ViA

- LEMYRES

	We	athering St	eel Tower	Inspection/	Rehabilitat	ion Data S	heet
		rientation		-			
,	A	lead			Line Number:	57	9
leg 2	ă -	ce C	leg 3		Structure No:	54	
	iace D			S	tructure Type:	SATT	15 LE
		face B					LA
	fa	ce A				,	Kin
leg 1			leg 4			~ /	
<u></u>		ack				Foundation	Inspection
1		oundline Inspe		·····	Date:	··· ······ ·····	· · · · · · · · · · · · · · · · · · ·
Seve	re Corrosion		surements		Foreman:		
	Yes No	Reading 1	Reading 2	Action Gode		Fnd Code	Action Code
Legi		<u>_</u>		PP	book for explanation		LF
Legź		<u>                                      </u>			of		LF
Leg			1	P	foundation		LF
Leg 4	₽	Good	l VG-	P	codes		LF
Action Co	· · · · · · · · · · · · · · · · · · ·		seshoe Repla		t as Found	FP: Foundatio	on Repaired
	In Lieu of M	easurements -	_	Inspected - Go			
				ower Inspectio	>n		
Step Bolt	Clips Added:	<i></i>	Yes	No		Quantity:	32
	Damage	Face	Member	Correctiv	re Action		Remark
1	<u> </u>	Bd	10×2		R	BP -	NB-GW
2	P	Ba	11x2		R	·	3
3	P	AC_	213×2		R		
4	Tm	ABCd	LLOX 8	f.	R P		
5							······································
6						INSTAL	Ed GROUNDS
7						1Eg 1-	
8						7	
9							
10			đ				
11							an a
12							τ, — «γ <b>α</b> τος το πολλογιστικό το πολλογιστικο το διατός που ματογρ
13				······································			
14							
15						Climbio	ve INSPECTION
16						Compli	v <u>g</u> Inspection etc
17							
Damage C		<b>Corrective</b> Ac		Remark Code:			·
	sing Bolt	R: Repaired	and the second	G: Grounded S			Lower Step Bolts
B: Be C: Cra	nt cked	RP: Replace		BP: Beat Pack			ger/Aerial/Number Signs
<u>.</u>	r Member	H. Lettas		GW: Applied G NB: New Bolt:			Package Per Specs
0: Othe		·····				··· · · · · · · · · · · · · · · · · ·	narginellea riates
			·				

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بالقبور أمتد مردران

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N280" 2/28/22

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EARDMAN GREG VIA

- LEMYRE'S

	we	athering St	eel Tower	Inspection/	Rehabilitat	ion Data Si	leet
		rientation		-			
	Ah	ead			Line Number:	579	
leg 2	n an		leg 3		Line Number: Structure No:	56	
	fac	e C					······································
	- face D			S	tructure Type:	SLT+	10 LE
		face B		Bac	k Substation:	SED	+ A
	fac	e A				•	Kin
ieg 1		у. У.	leg 4	74000			
	Ba	ck				Foundation	Inspection
	Gro	undline Inspe	ction		Date:		· · · · · · · · · · · · · · · · · · ·
Severe	Corrosion		surements		1		······································
	Yes No	Reading 1	Reading 2	Action Code	1	Fnd Code	Action Code
Leg 1	ê			P	book for		LF
Leg 2	C.			P	explanation		LF
Leg 3				D	OŤ	±	 L F
Leg 4			VG	2	foundation codes		
Action Code	e: P: Applied A	Good	seshoe Repia	and the second sec	t as Found	FP: Foundatio	LE
	• •			Inspected - Go			a nepared
	•		r	ower Inspectio	n		
Step Bolt C	lips Added:	<u> </u>	Yes	No		Quantity:	
	Damage	Face	Member				
			member	Correctiv	e Action		Remark
1	P	Bd	метоеr IDxЭ	/	8	BP - N	
1 2	P P			/ 	?	BP ~N	
	P	Bd	10x2	/	?	BP ~ N	
2	P P	Bd Bd AC	10x2 11x2 213x2	/ 	<u>}</u>	BP - N	
2 3	P P P	Bd Bd	10x2 11x2	/   	<u>}</u>	BP ~ N	
2 3 4	P P P	Bd Bd AC	10x2 11x2 213x2	/   	<u>}</u>	BP ~ N	
2 3 4 5	P P P	Bd Bd AC	10x2 11x2 213x2	/   	<u>}</u>		B-GW,
2 3 4 5 6	P P P	Bd Bd AC	10x2 11x2 213x2	/   	<u>}</u>	Install	B-GW , , , , , , , , , , , , , , , , , , ,
2 3 4 5 6 7	P P P	Bd Bd AC	10x2 11x2 213x2	/   	<u>}</u>		B-GW , , , , , , , , , , , , , , , , , , ,
2 3 4 5 6 7 8	P P P	Bd Bd AC	10x2 11x2 213x2	/   	<u>}</u>	Install	B-GW , , , , , , , , , , , , , , , , , , ,
2 3 4 5 6 7 8 9 10	P P P	Bd Bd AC	10x2 11x2 213x2 220x8	/   	<u>}</u>	Install	B-GW , , , , , , , , , , , , , , , , , , ,
2 3 4 5 6 7 8 9 10 11	P P P	Bd Bd AC	10x2 11x2 213x2 220x8	/   	<u>}</u>	Install	B-GW , , , , , , , , , , , , , , , , , , ,
2 3 4 5 6 7 8 9 10 11 12	P P P	Bd Bd AC	10x2 11x2 213x2 220x8	/   	<u>}</u>	Install	B-GW , , , , , , , , , , , , , , , , , , ,
2 3 4 5 6 7 8 9 10 11 11 12 13	P P P	Bd Bd AC	10x2 11x2 213x2 220x8	/   	<u>}</u>	Install	B-GW , , , , , , , , , , , , , , , , , , ,
2 3 4 5 6 7 8 9 10 11 12 13 14	P P P	Bd Bd AC	10x2 11x2 213x2 220x8	/   	<u>}</u>	Install	B-GW , , , , , , , , , , , , , , , , , , ,
2 3 4 5 6 7 8 9 10 11 12 13 14 15	P P P	Bd Bd AC	10x2 11x2 213x2 220x8	/   	<u>}</u>	Install 1591-	B-GW ind GRounds
2 3 4 5 6 7 8 9 10 11 12 13 14 15 15	P P P	Bd Bd AC	10x2 11x2 213x2 220x8	/   	<u>}</u>	Install 1591-	B-GW ind GRounds
2 3 4 5 6 7 8 9 10 11 12 13 14 15 15 10 17	P P TM	Bd Bd AC ABCd	10x2 11x2 213x2 2,20x8	/ R 	R	Install 1591-	B-GW , , , , , , , , , , , , , , , , , , ,
2 3 4 5 6 7 8 9 10 11 12 13 14 13 14 15 16 17 Damage Co	P P TM	Bd Bd AC	/ D X A // X A 2/ 3 X A 2 3 0 X 8 7 7	/   	R P	Install LEg 1 Climbin Complie	B-GW ind GRounds

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Mater 2/28/22

Other

Cracked

Thin Member

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TM:

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EARDMON GREG V.A

LF: Left as Found

-LEMYRE'S

IP: Installed Package Per Specs

FP: Flipped /Straightened Plates

**GW: Applied Greywax** 

NB: New Bolts

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	Tower O	Prientation					<b></b>
	Ah	iead			Lino Number;	5.	79
leg 2		and an and a second second Second second	leg 3		Structure No:	<u> </u>	
-	fac	ce C					
	🗁 face D			St	ructure Type;	517+	10 LE
		face B					+A
		ce A				YAd 1	
leg 1	H	Se A	leg 4	Allea	a substation;	/ A G P	
	Construction of a local more in the property of the second system of the	ack				Foundation	Inspection
{							
<u>}</u>		oundline Inspe			Date:		· · · · · · · · · · · · · · · · · · ·
Seve	re Corrosion	Steel Mea	surements		Foreman:		
The state of the s	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
Leg	1 1			P	book far	مى مى مى مى مى بىرى بىرى بى مى	1 6
Leg	2 1	1		P	explanation		
1 -		1 1.			of		
Leg		<u> </u>			foundation		LE
Leg	4	Good	VG	P	codes		LF
Action C	ode: P: Applied A	A-120 B: Ba	aseshoe Repla	aced LF: Lef	t as Found	FP: Foundatio	on Repaired
	In Lieu of M	easurements -	- VG: Visually	inspected - Go	ođ		
			1	lower Inspectio	n		
Step Bol	t Clips Added:		Yes	No		Quantity:	28
	Damage	Face	Member	Correctiv	e Action		Remark
P	P	Ba	10x2	K	2	BP-N	<u>8 - GW</u>
2	P	Bd	11×2	R			<u> </u>
3	P	AC	213×2	R			
4	MB	C	220×1	RF	)		
5	Ton	ABEA	22018	R F	)		
6	B	R.	526X1	<u> </u>	)		
7							
8						Instal	LEd GRounds
9						LEg 1-	3
10			ť				
11							
12							
13							
14							······································
15							· · · · · · · · · · · · · · · · · · ·
16						climbin	g INSPECTION = FE
17						Comple	= F.E.
Damage	Code	Corrective A	ction Code	Remark Code:	≠ <del>4. 406 </del>		. , , , , , , , , , , , , , , , , , , ,
MB: M	ssing Bolt	R: Repaired	i	G: Grounded	Str	RS: Removed	Lower Step Bolts
B: Be	ent	RP: Replace	ed	BP: Beat Pacl	tout		ger/Aerial/Number Signs
C: Cra	acked	LF: Left as		GW: Applied C	the second se		Package Per Specs
TM: Thi	in Member			NB; New Bolt	the state of the second se		Straightened Plates
0: 0th	ler			1	·····		

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Mator 2/22/22 EAVAMAN GREY ViA

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	Tower O	rientation				States States	
	Ah	ead			Line Number	57	9
leg 2	T COL T. AL PRINCIPATION OF BARRIER	Section and the section of the secti	leg 3		Structure No	. <u> </u>	8
	fac	eC					
	T Tace D			St	tructure Type	5-1T+	35 LE
		face B					ta
	<b>F</b>						
leg 1		ав <b>А</b> .	leg 4	Апеа	d Substation;	<u> </u>	Kin
.69.	The second s	ick	1 10 9 4			Foundation	Incraction
		undline (ospe			D-t-		• • • • • • • • • • • • • • • • • • •
Severe	Corrosion	·····	surements	T	Foreman		- 1 <u></u>
	Yes No	Reading 1	Reading 2	Action Code	<u> </u>	Fnd Code	Action Code
Leg 1				P	book for		
-				$\square$	explanation		
Leg 2		·/		1	of		LF
Leg 3				<u> </u>	foundation		LF
Leg 4		Good	VG	P	CODOE		LF
Action Cod	e: P: Applied A	-120 B: Ba	seshoe Repla	iced LF: Lef	t as Found	FP: Foundatio	on Repaired
	in Lieu of Me	asurements -	VG: Visually	inspected - Go	od		
				ower Inspection	oń.		
Step Bolt C	lips Added:		Yes	No		Quantity:	47
	Damage	Face	Member	Correctiv	re Action		Remark
1	P	Ba	10×2		R	BP-GI	J - NB
2	P	Bà	11×2		R		1
3	P	AC	213x 2	r	R		
4	Tm	ABCA	220×16	R	P		
5							·
6						INSTAL	Ed GROUNDS
7						LEG 1-	
8				· · · · · · · · · · · · · · · · · · ·	·····		
9					•		
10			ð				
11					₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩		
12							
13			• ·· · · ·- · ·· · · ·	<u>↓ · · · · · · · · · · · · · · · · · · ·</u>		<b> </b>	<u></u>
14					······································		
15							
16				- 1999 - 1999 - Edward - Andrea - Andre		climbia	o INSDECTION
17						Comali	og Inspection te
Damage Co	de	Corrective Au	ction Code	Remark Code:			<u>{</u> _ <u>6</u>
MB: Miss	ing Bolt	R: Repaired		G: Grounded	Str	<b>RS:</b> Removed	Lower Step Bolts
B: Bent	t l	RP: Replace	d	BP: Beat Pac	kout		ger/Aerial/Number Signs
C: Crac	ked	LF: Left as	Found	GW: Applied C	Breywax		Package Per Specs
TM: Thin	Member			NB: New Bolt	5	FP: Flipped/S	Straightened Plates
0: Other							na ya kata kata yang da manang kata kata kata kata kata kata kata kat

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Maran 2/24/22 Foraman GREq ViA

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		Tower O	rientation				alaan lagga waxaa			
Ahead					Line Namb			<u>579</u> <u>59</u>		
te	eg 2 🗍	an a		leg 3		Structure No.	59			
••	-9 -	fac	e C	3 -			·			
		Tace D			St	ructure Type:	SLT+	YOBE+ YO'LE		
			face B		Bac	k Substation:	SEPY	<u>LA</u>		
		fac	e A		Ahea	id Substation:	YAd	Kin		
le	eg 1		\	leg 4				5 top		
		Ba	ick	automania			Foundation	Inspection		
{		Gro	undline Inspe	ction	on Date;					
S	evere (	Corrosion	Steel Mea	surements		Foreman:				
Constant of		Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code		
i Le	eg 1	i		Charles and the second	P	book for		IF		
L.	eg 2				$\rho$	explanation				
1	-		/		0	of				
1	eg 3		V	V	<u> </u>	foundation		LF		
	eg 4		600d	<u>VG</u>	P	codes		LF		
Actio	n Code:	P: Applied A	<b>120 B: B</b> a	iseshoe Repla	iced LF: Lef	t as Found	FP: Foundation	on Repaired		
		in Lieu of Me	easurements ·	- VG: Visually	Inspected - Go	bođ				
		•		7	ower Inspecti	oń				
Step	Bolt Cli	ps Added:	<u> </u>	Yes	No		Quantity:			
		Damage	Face	Member	Correctiv	e Action		Remark		
	1	ρ	Ba	757 × 4	R		BP -	VBVGW		
	2	P	AC	754×4	R			3		
	3	C	<u> </u>	313 K 1	R F	)				
	4	P	С	312 × 1	R					
	5	P	A	318 X 1	R					
	6	P	Bd	333 X 4	R					
	7	P	AC	311 X A	R					
	8	P	Ba	340 x 2	R					
	9	MB	C	319×1	R,	0				
	10	<u></u>	AC	213× 2'	R					
	11	P	Ba	10 x 2	R	······				
ļ	12	P	Ba	11x2	R					
ļ	13	Tro	ABCA	220×32	R¥	>				
	14		{ 							
	15									
	16						climbia	19 IN Spection		
	17			<u> </u>			Compl			
Dama	ige Cod	e	<b>Corrective</b> A	ction Code	Remark Code:	I	/	•		
INB:	Missin	ig Bolt	R: Repaired	1	G: Grounded	Str	<b>RS:</b> Removed	I Lower Step Bolts		
<b>B</b> :	Bent		RP: Replace		<b>BP: Beat Pac</b>		NS: New Dan	ger/Aerial/Number Signs		
C:	Cracke	20	LF: Left as	Found	GW: Applied (	Greywax	IP: Installed	Package Per Specs		
TM:	Thin M	ember			NB; New Bolt	S	FP: Flipped /	Straightened Plates		
0;	Other						·····	nan de la		

Contrast.

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Matar 3/1/22 Enroman GREg Vik

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		Tower O	rientation				1000 may 100	
Ahead						Lino Number:	5/9	
lei	32		<b></b>	l leg 3		Structure No:	60	
		fac	te C					
vace D				<b>C</b> 4	THEFTHE THEFT	5HA+4	OBET YOLE	
	-				-	incruie Type:		é
			face B		Bac	k Substation:		sta
		fac	e A		Ahea	d Substation:	YAC	1 Kin
leį	31			leg 4				
	6700s3	Ba	ack	and the first for and the			Foundation	Inspection
[	<u></u>	Gra	oundline (ospe	etion	177-7	Date		
60	HOTO C	orrosion	<u> </u>	surements	<u> </u>	1		
						Foreman:	r <u></u>	······································
		Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
i Le	g 1	é	)		P	book for		I F
Le	02	1			P	explanation		1 /
i	-		<u> </u>			of		
Le	-		×	<u> </u>	<u>P</u>	foundation		
Le	g 4		Good	VG	P	codes		LF
Action	Code:	<b>F: Applied</b>	A-120 B: B;	iseshoe Repla	ced LF: Lef	t as Found	FP: Foundatio	on Repaired
		In Lieu of Me	easurements	- VG: Visually	Inspected - Go	ođ		-
				1	fower Inspectio	'n		
Stan B	alt fiir	ps Added:	1	Yes	No	••••••••••••••••••••••••••••••••••••••	Quantity:	
orch 1	OIL OIL	Damage	Eceo	1	1	- A - 61	Quantity:	· · · · · · · · · · · · · · · · · · ·
		_	Face	Member	Correctiv	e Action		Remark
1		MB	C	686×1	RP	······································	BP -N	BrGW
2	2	ρ	Ba	692×2	R			۰. ۱
3	8	P	ABCO	678 X 8	R			
6	3	<u> </u>	ABED	685×4	RP			
E	5	<u> </u>	ABd	687×3	RP			
6	3	<u> </u>	ABD	686x 3	<u>RP</u>			
5	7	P	ß	282 XI	R			· · · · · · · · · · · · · · · · · · ·
8	3	C	C .	290×1	RP			
G	3	6	C	287×1	RP			
1	0	C	AC	308× 2	RP			
1	1	P	С	308X1	R		a di stana muta unputa a con acca	· · · · · · · · · · · · · · · · · · ·
1:	2	P	è	305 × 2	R		······································	······································
1	3	P	6	307× (	R			· · · · · · · · · · · · · · · · · · ·
1	4	P	d	310 RX 1	P	<u></u>		······································
1:	5	P	R	313 X 1	$\rho$		****	
1	6	<u> </u>	AC	130x2	RP		Humanov	
1	7	<u> </u>	AC	126×2	R P			
Damag		<u> </u>	Corrective A		Remark Code:	<u></u>	[,,,, <b></b> ,,,,,,,,,	÷
	Missin		R: Repaired		G: Grounded		RS: Remover	Lower Step Bolts
	Bent		RP: Replace		BP: Beat Pac			ger/Aerial/Number Signs
ŧ	Cracke	d	LF: Left as		GW: Applied G			Package Per Specs
·	Thin Me				NB: New Bolt		The second s	Straightened Plates
E	Other		<u> </u>	<u>_</u>		·		
I			1		1			

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Line Number: 379

Structure No: _____60

Page <u>2</u> _of _2 ς.

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**Tower Inspection** 

	Damage		Face	Member	Corrective Action	Remark		
	1	MB		86×1	RP	Top BRidgE		
	2	MB	C	$\frac{69^{4} \times 1}{1^{R} \times 1}$	RP			
	3	MB	A	1 Rx 1	RP			
	4							
	5							
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	23				4			
	24			·				
	25					7		
	26							
	27			<u> </u>				
<u> </u>	28		<u> </u>	ļ		· · · · · · · · · · · · · · · · · · ·		
	29		<u> </u>	<u> </u>		Climbing Inspection Complete		
	30		Ļ	<u> </u>		Complete		
Dam	age Cod	e	Corrective A	ction Code	Remark Code:			
MB:	พีเธรท	ig Bolt	R: Repaire	d	G: Grounded Str	RS: Removed Lower Step Bolts		
B:	Bent		RP: Replac	ed	BP: Beat Packout	NS: New Danger/Aerial/Number Signs		
Ci	Cracke	eđ .	LF: Left as	Found	GW: Applied Greywax	IP: Installed Package Per Specs		
TM:	Thie M	ember			NB: New Bolts	FP: Flipped /Straightened Plates		
0:	Other		]		1			

Weathering Steel Tower Inspection/Rehabilitation Data Sheet											
	Tower Ori	ientation /	11.0	1. 1.	Line Number	57	a				
	Ahe				Line Mirmheri		-/ a				
leg 2		<u> </u>	leg 3		Structure No:	<u> </u>	······································				
	faci	e ()	Insp	rection se	nucture Type:	5LT+	35'LE				
la l	face D	e			k Substation:	ሮ ሮ ና	TA				
	_	face B			a Substation:	MADIL					
	faci	,	leg 4	Autor	a substations						
leg 1	y Ba					Foundation	Inspection				
	Gro	undline Inspe	ction		Date:						
Severe	Corrosion	Steel Mea	surements		Foreman:						
	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code				
Leg 1		VG	VG	Р	book for		L.F.				
Leg 2	K	VG	VG	P	explanation of		LF				
Leg 3		VG	1/G	P	foundation		<b>L</b> F				
Leg 4		VG	VG	p	codes	<u>.</u>	LF				
	B- Annliori I	er Coating I	t Baseshoe R	enlaced LF: L	Left as Found		FR: Foundation Repaired				
(CCOI GODE	In Lieu of Measurements - VG: Visually Inspected - Good										
		<b>A</b>	- 1	ower Inspectio	30 						
itep Bolt Cl	ips Added:		Yes	No	C	luantity:	48				
	Damage	Face	Member	Correctiv	re Action		Renark				
	P	BD	1022	BP-N	B-GL		-				
2	P	<u>B.D</u>	11x2	BP-NR	-GW						
3	<del>,</del> <del>p</del>	AC	219×3	BP-NB-(	Gul						
4	<del>p</del>	AC	213×2	BP-NB	8-G4/	_					
5	TM-B	ABCD	220×16	RP-BP-N	VB-GW						
6	P P	BD	707×4	BP-A/R	-GW						
7	$\dot{\Gamma}$	BD	1151x2	LF		Ladel	ers				
		BD	15RX2	LF	Laddevs		· · · · · · · · · · · · · · · · · · ·				
9							-				
10											
			<u>}</u>								
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13	1.						-				
14	+						-				
15	-		1		· ·		•				
10		1	1								
17		<u> </u>	1	1	a an an in an						
Damage Co	de -	Corrective A	ction Code	Remark Code	×						
	ing Bolt	R: Repaire	and the second secon	G: Grounded			d Lower Step Bolts				
B: Bent	and the second	RP: Replac		BP: Beat Par		ins: New Da	nger/Aerial/Number Signs   Package Per Specs				
C: Crac	sed	LF: Left as	Found	GW: Applied	Greywax -	ur: Installed	Farrage per opecs				

Dates 3-2-2022 Foremans Michael Davis

Thin Member

Other

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0:

<u>is</u>____

NB: New Bolts

Company: L.E.MYERS

FP: Flipped /Straightened Plates

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	Wea	nthering St	eel Tower	Inspection/f	lehabilitati	ion Data Sh	leet
	Tower Or	ientation _				57	a
	Ain	ad Co	mplete (	limbing	Line Number:	<u> </u>	7
ieg 2	7	Ŷ	Inspe.		Sinucture No:	/[	· · · · · · · · · · · · · · · · · · ·
_	fac fac	ec	Ta	1.		$C \rightarrow$	12n/1 F
	K-face D		Inspe	tion st	acture Type:	$-\mathcal{D}L\mathcal{I}\mathcal{I}$	-30'LE
		face B		Bac	k Substation:	SEP	1/4
	fac	æA		Ahea	d Substation:	_YADI	$\langle 1N$
leg 1		V	- leg 4	1			
•	· 8a	ck				Foundation	Inspection
	Gro	undline Inspe	ction		Date:	<u> </u>	
Seven	e Corrosion	Steel Mea	surements		Foreman:		
	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
		Nething .		Ð	book for		
Leg1		1/12-	VG_	-5	explanation		
Leg 2		LVG_	15-		of		
Leg 3	<u> </u>	$VG_{-}$	VG_	$\mathcal{P}$	formulation		LF
Leg 4		VG	1/G	ΡΙ	codes		LE
Action Co		eg Coating	B: Baseshoe R	eplaced LF: L	eft as Found		FR: Foundation Repaired
		-		Inspected - Go			
			- 18	ower inspectio	MA		
Sion Rait (	Clips Added:	V	Ves	No		Quantity:	43
	Damage	Face	Member	Correctiv	- Acfion	1	Remark
	D		1	PDIP	$(c_{1})$		
<b>4</b>			10x2		-Gu		- 
2	<u>P</u>	BU	11x2	BP-M	5-13/1/		
3	I C	80	11SLX2	<u></u>		Ladder	
4	C	BD	115RX2	<u>LF</u>		Ladde	<u>KS</u>
5	P	AC.	219×4	BP-NB-	GW		-
6	TM-B	ABCD	220×8	RP-RP-NI	3-G4)		
7	D D	BD	67444	BP-NB-1	-		
	$-\frac{1}{2}$	AC	673X4	RP-1/R-			
8	<u> </u>				<u>Su</u>		$C = \frac{1}{1}$
	<u> </u>	AD_	Legi	<u> </u>		Sroudrod	wire Cadweild
10	$\bigcirc$	CB	Leg 3	G_		Ground ra	Wire Cadwelld
11							
12							
13	-						
14	····			1			
		<u>.</u>		1			*
15		1					
16		<u> </u>	1	<u>*</u>			
17			At	Remark Code		<u> </u>	
Damage (	and the second	Corrective A R: Repaire		G: Grounded		RS: Remove	d Lower Step Bolts
	ssing Bolt	R: Repaire RP: Replac		BP: Beat Pac	فتجويب بيبية والمرجوب الخواد والمحاد والمرجو	NS: New Ba	nger/Aerial/Number Signs
	nt cked	LF: Left as		GW: Applied			Package Per Specs
	n Member	1		NB: New Bok	s	FP: Flipped	Straightened Plates
O: Oth		1		<u> </u>			
				10 -			I E MILERS
Date: _	3-2-2020	L Foreman:	Nichae	1 Javis		<b>Compa</b> ny:	L.E.MYERS

#### Weathering Stee) Tower Inspection/Rehabilitation Data Sheet Complete Climbing Line Number **Tower Orientation** Ahead leg 3 Structure nu. _ Inspection Structure Type: _ leg 2 face C +30'LE 🗧 face D **Back Substation** face B Ahead Substation: face A leg 4 $\mathbf{V}$ leg 1 Foundation Insuection Back Date: **Groundline Inspection** Foreman Severe Corrosion Steel Measurements **Action Code** Fad Code Action Code ¥es No Reading 1 Reading 2 See spec. book for //-__ Leg 1 L Έ exclanation ρ 16-/G Leg 2 đ Ĩ/G D 5 Leg 3 foundation codes Leg 4 P: Applied Leg Coating B: Baseshoe Replaced LF: Left as Found **FR: Foundation Repaired** Action Code: In Lieu of Measurements - VG: Visually Inspected - Good Towar Inspection 45 No Quantity: Step Bolt Clips Added: Yes Damage Nember **Corrective Action** Remark Face R Ð ρ. 1 16 XX Û 2 Ladders Xa 3 Ladders 4 ລ Ladders 5 6 D AC <u>۲</u> 7 О 1 8 n 9 ЧX. D в 6X 10 AR 220X 8 ٢ 7m-8 Ð 11 Sroundrod wire Cadevila 5 Lea 12 ground rod wire Cadweild <u>es</u> 3 G 13 ጦ R structure Sighn 14 . 15 16 17 Remark Code: **Corrective Action Code** Damage Code RS: Removed Lower Step Bolts G: Grounded Str Repaired WE: **Bissing Bolt R**-NS: New Danger/Aerial/Number Signs **BP: Beat Packout RP:** Replaced Bent 8. **GW:** Applied Greywax **IP: Installed Package Per Specs** LP: Left as Found Gracked C: FP: Flipped /Straightened Plates NB: New Bolts Thin Member THE Other O: Company: L.E.MVERS Date: 3.15-2022 Foreman: Michael Davis

	we	amenng si	eel jower	inspection		on there of	
	Tower 9	rientation	110	) ) (		5-	na
	Al	nead (	mplete C	limbins	Line Number:	~	2
leg 2		$\uparrow$	mplete C Ing 3 Inspe		Structure No:		)
	fa	de C	Tuene	ctions		<u> </u>	1251
	face D		-407	SI TOPI SI	ructure Type:	_3477	
		face B		Bac	k Substation:	SEF	<u>I</u> <u>H</u>
	নিয়া	ce A		Ahea	d Substation:	YADA	(IN .
leg 1		1	leg 4		والمتعادية والمتعادية والمتعادية والمتعادية والمتعادين والمتعاد والمتعاد والمتعاد والمتعاد والمتعاد والمتعاد و	atoma and a state of some state of the state	
- 4 <u>4</u>	8	ack				Foundation	Inspection
	Gri	undline Inspe	ction		Bate:		
	Corrosion	1	sarements	[	Foremaus		
254616		<u> </u>	T		1		Action Code
	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Gage
Leg 1	<u> </u>	VG	l VG	Ρ	book for		LÉ
Leg 2		1/G	1/G	P	explanation		LF
Leg 3		11G	1/G	P	of		1 E
					foundation codes		
Leg 4		11/5		7			
Action Code	P: Applied I						FR: Foundation Repaired
	in Lieu of H	essurements ·	_	Inspected - Go			
			- T	ower Inspection	368		
Step Bolt C	lips Added:	V	Yes	No	ſ	luantity:	48
	Damage	Face	Member	Correctiv	re Action		Remark
1	D	RD	10x2	BP-N/F	2-6-6-		
	1-6	BD	10/2		<u></u>		
2	<u> </u>	2	11X Z		-Gu		
8		BD	1156X2				
4	I C	BD	115Rx2	LF_	-		
5	T B	В	223Ax1	RP-BP-N	B-GIN		-
6	T D	RD	TATYH	BP-1/R-(	31.1		
7	+ <u>'</u>		$215\chi3$	RD-N/R	GU		
	+ 0	17 <u>-</u>	ومرجعة والمتحدث والم				
	1 <u>7</u>	L_(	213×1	<u></u>	2 GW		
9	р Р	A	43LNEARX	I BP-NB	$-G_{l}$		· · · · · · · · · · · · · · · · · · ·
. 10	O	AD _	Legi	G		sround Pod	wire Cadwield
11	$\square$	BC	Leg 3	G	,	ground rod	Wire Cadweild
12	TM-B	ARCO	220116	RP-BP-N	R-GU		
	1.111-12-		<u>~~~///@</u>				an a
		-	<b> </b>	<u> </u>		~ ~	
14		1		<u> </u>			، مال جارجان (()، معمد معالین افغانیان میں معمد محمد وجود اور میں معمد وجود اور میں معمد وجود اور میں معمد وجود -
15	1		1				•
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17			1				•
Damage Co		Corrective A	ction Code	Remark Code:			
	ing Bolt	R: Repaired	di <u>secondo secondo se</u>	G: Grounded	Str		i Lower Step Bolts
B: Bent		RP: Replace	edi	BP: Beat Pac			ıgər/Aerial/Number Signs
C: Crac	ked	LF: Leftas	Found	GW: Applied			Package Per Specs
This Thin	Wember			NB: New Bolt	5	FP: Flipped A	Straightened Plates
0: Other	-					- `	
			·M·1	10		<b>A</b>	L.E.MYERS
Date: 1	-7-2022	Foreman	<u>L'ICha</u>	el Davis	<u> </u>	womnany:	LIFICITICAD

		Wea	athering St	eel Tower	Inspection/	Kenabilitati	on vata sn	coi .
			ientation	110	1. 1.	Line Number:	5	79
	diama.		ead (0	mplete	limbing	Line Number: Structure No:		_ /
leg i	2			nplete C leg 3 Insp		Shucture No:	<i>(</i>	- <del>d</del>
		rac face D	ec	Turp	ection se	niciure Type:	SHA.	+35'LE
	ſ	iace n				k Substation:	C 17	PTA
			face B				Ň. 1. m	)KIN
log 1	3		a∋A ∖∕	leg 4	Anez	d Substation:		
leg :		وينهد بالمرافية وتقريب والمحادث	<u>y</u> hck				Foundation	Inspection
		<u> </u>	undline Inspe	ction	1	Date:		
Severe Corrosion				surements		Foreman		- · · · · · · · · · · · · · · · · · · ·
Sevi				r	Action Code	<u> </u>	Fnd Code	Action Code
		Yes No	Reading 1	Reading 2	Action Coure	See spec. book for	rnu ooxe	
Leg	1	<u>/</u>	VG_	V( <del>J</del>	<u> </u>	explanation		LE
Leg	2		VG_	VG	<u> </u>	of		
Leg	3	/	VG	VG	P	foundation		LE
Leg	4		VG	1/G	·ρ	codes		LE
letion C	Code:	P: Applied L	eg Coating I	I: Baseshoe R	eplaced LF: l	eft as Found		FR: Foundation Repaire
		In Lieu of Me	easurements -		Inspected - Go			
				- <b>T</b>	ower inspection	363		
tep Bo	it Clip	is Added:	_ <u></u>	Yes	No		uantity:	29
		Damage	Face	Member	Correctin	re Action		Remark
1		MB	A	652X1	<u>R-NB-</u>			
2		MB	A	653X1	R-NB			<u></u>
3		MB	AB	669×1	R-NB_			
4	· · · · ·	MB	AR	6694X1	R-NB_	-		-
5		MB	AB	668X1	B-NB			
<u>6</u>		p	<u> </u>	665×1		3-GW	****	
		C	$\overline{\mathcal{D}}$	664X)	RP-BP-N			
			AC	660×3	RP-BP-N			
			A	659×1	RP-BP-A			
9			B			NB-GW	<u></u>	
- 10		Ľ <u> </u>	<u>.</u>	657×2				
11	L .	$\underline{\varsigma}$	D	658XI		NB-GW		у уулаан алар уулаан байлаан алар байлаан алар уулаан алар уулаан алар уулаан алар уулаан алар уулаан алар
12	1	P	BC	654×2		NB-GW		
- 13	6	i C	$L_{D_{-}}$	208RX)	RP-8P-A			
14	£	<u>C</u>	AC	<u>a07x3</u>	<u></u>	NB-GU		-
15	3	<u> </u>		128×1	RP-BP-	NB-GW		•
16	3	P	A	128X)	BP-NB-			
17		C	C.	126×1	RP-BP-1		<u> </u>	
Damage			Corrective A		Remark Code	and the second	DG Damar	d Lower Step Bolts
		ng Bolt	R: Repaire		G: Grounded	State State State State State State		ger/Aesial/Number Signs
-	Bent Grack	edi	RP: Replace		GW: Applied			Package Per Specs
		ember	1	· · · · ·	NB: New Bol	and the second se	FP: Flipped /	Straightened Plates
	ther		<u></u>		<b>İ</b>		-	· · · · · · · · · · · · · · · · · · ·
		a _ ລາງ		Minha	el Davi	<	6 ² -01750 02 -21 100 70	L.E. MYERS
Date:	<u>.</u>		Foremani	1º110hal	or UNVI.	<u></u>	opuratesses yé	- of the the

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# Weathering Steel Tower Inspection/Rehabilitation Data Sheet

Line Number; _	579
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Structure No: ____/

102 Page_ 2 of  $\underline{\mathcal{A}}$ 

	· · ·			Tower Inspection	· · · · · · · · · · · · · · · · · · ·
	Damage	Face	Member	Corrective Action	Remark
1	P	<u>A</u>	126×1	BP-NB-GW	· · · · · · · · · · · · · · · · · · ·
2		<u> </u>	127×1	RP-BP-NB-GW	
3	<u> </u>	<u>A</u>	127×1	BP-NB-GL/	
4	<u> </u>	A	130X1	BP-NB-GW	
5		BD 142×3		RP-BP-NB-G41	
6	<u> </u>	$\underline{B}$	<u>///x/</u>	BP-NB-GW	
7	MB	$B_{-}$	176×1	RP-BP-NB-GW	
8	<u> </u>	B	88X1	BP-NB-GL	
9	P	D	139×1	BP-NB-GW	
10	0	AD	Lesi	G	Ground Rod 1 1:00 Cade wild
11	0	BC	Leg3	G	Ground Rod Wire Cadureild Ground Rod Wire Cadaeild
12					l
13					
14	_				·
15					· · · · · · · · · · · · · · · · · · ·
16					
17					
18					
19					
20					
21					
22					
23				-	
24			· .		
25					
26					
27			<b>T</b>		
28	1		, ·	·····	
29					· · · · · · · · · · · · · · · · · · ·
30				· · · · ·	
Damage Co	le	Corrective A	tion Code	Remark Code:	•
M8: Missi	ng Bolt	R: Repaired		G: Grounded Str	RS: Removed Lower Step Bolts
B: Bent		RP: Replace	d		NS: New Danger/Aerial/Number Signs
C: Crack		LF: Left as			IP: Installed Package Per Specs
TM: Thin N	lember	<u> </u>			FP: Flipped /Straightened Plates
O: Other					
			<u></u>		

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		We	athering Si	teel Tower	inspection/	Rehabilitati	ion Data Si	leet
			rientation	malata	Climbins	v	ちつ	9
				ompiere	limbing			
leş	<b>,2</b>		Λ.	· leg 3	ction	Stracture No:	/ 0	<u></u>
		•	÷ C	Inspe	ction	nucture Type:	5174	301
		face D				k Substation:		
			face B				- VANI	
			<b>xe A</b>	leg 4	Ahea	id Substation:		
leç			er k	12g 4		[	Foundation	Inspection
						Date:		
			undline Inspe				·	· · · · · · · · · · · · · · · · · · ·
Se	vere C	Corrosion		swements	Action Code	Foreman:	Fnd Code	Action Code
		Yes No	Reading 4	Reading 2	Action Code	See spec book for	Fild Goge	
Le	-	<u> </u>	L (2	VG	<u> </u>	explanation		
Le	g 2		<u>VG</u>	VG	1/2	of		
Le	g 3.	<u> </u>	VG	VG	P	foundation		LE.
Le	g4	$- \bot$	VG	VG	p	codes		LF
tion	Code:	=	-		eplaced LF: I			FR: Foundation Repaire
		In Lieu of M	easurements	- VG: Visually	Inspected - Go	ođ		- ~
				- 1	ower inspection	<u></u>		<u></u>
tep B	olt Clip	ps Added:	<u> </u>	Yes	No		Quantity:	48
		Damage	Face	Member		re Action		Remark
1	l	<u> </u>	BD	10x2	<u>Br-NB</u>	GW		-
2	2	P	BD	11×2	BY-N	3-Gu		
2	3	C	BD	115LX1	LF		Lade	lers
Ś	1	C.	ВЛ	115RX1	LF		Ladders	
Ę	5.	P	AC	219×3	BP-NE	3-64		``````````````````````````````````````
		TMB	ARCD	22018	RP-BP-A	IR-G-IN		ng ta tanàna andra ang mang dari da ang mang dari da sa
	7	D	BD	674 X.4	BRATE	3-6-11		·····
			jana a katala da seta a seta seta seta seta seta seta s	673XH	BP-NE	2-6-41		
		5	ACABCD	6/327 Leg1-2-3-4			6 mar 15	och wire Cadeseile
		<u> </u>	rocy_		BP-NB	-C11	STOURUN	OLA LAIRE CALL JUIL
	0	<u>۲</u>		671X1		-94/		
	1		1	<b> </b>	<u> </u>			
1	2		<b></b>	<u> </u>				
1	3	<u> </u>	<u> </u>		.*	- <u> </u>		<u> </u>
1	4		[					
1	5							•
4	6					······································		
		<u> </u>	I .					• · · · · · · · · · · · · · · · · · · ·
15	7	1	8		And the second			
	7 ge Cod	e .	Corrective A	ction Code	Remark Code			
ama	ge Cod	e ig Bolt	Corrective A A: Repairs		G: Grounded	Str	t	d Lower Step Bolts
ama B:	ge Cod Nissin Bent	ng Bolk	R: Repairs RP: Replac	d ed	G: Grounded BP: Beat Pac	Str kout	NS: New Dat	nger/Aerial/Number Signs
ama B:	ge Codi Nissin Bent Gracka	ig Bolt ad	R: Repaira	d ed	G: Grounded BP: Beat Pac GW: Appiled	Str kout Greywax	NS: New Dar IP: Installed	nger/Aerial/Number Signs Package Per Specs
ama B: : :	ge Codi Nissin Bent Gracka	ng Bolk	R: Repairs RP: Replac	d ed	G: Grounded BP: Beat Pac	Str kout Greywax	NS: New Dar IP: Installed	nger/Aerial/Number Signs

**Tower Orientation** ( )Ahead 579 Line Number: Structure No: _____/2/ leg 2 leg 3 face C Structure Type: _ SLT+ 40'LE " face D Back Substation: _________ face B-YAdKin face A Ahead Substation: ____ leg 1 3 leg 4 Back Foundation Inspection Groundline Inspection Date: Severe Corrosion **Steel Measurements** Foreman: Yes No Reading 1 Reading 2 **Action Code** See spec Fnd Code Action Code ¢, Leg 1 book for LF 0:11145 explanation Leg 2 1.10 LF of Leg 3 v LF foundation Leg 4 1.F VGGood codes Action Code: P: Applied A-120 **B: Baseshoe Replaced** LF: Left as Found **FP: Foundation Repaired** In Lieu of Measurements - VG: Visually Inspected - Good **Tower Inspection** 1 Step Bolt Clips Added: Yes 55 _No Quantity: _ Damage Face Member **Corrective Action** Remark BJ 1 R 10×2 BP - NB - GW  $\bar{P}$ 2 BA 11x 2 3 Tm ABCd 220×16  $\rho$ B AC. 213×2 R 5 mB A 213 X 6 7 8 9 \$ 10 11 12 13 14 15 16 climbing INSpection 17 Damage Code **Corrective Action Code Remark Code;** WB: **Missing Solt** R. Repaired G: Grounded Str **RS: Removed Lower Step Bolts B**: Bent RP: Replaced **BP: Beat Packout** NS: New Danger/Aerial/Number Signs C: Cracked LF: Left as Found **GW:** Applied Greywax IP: Installed Package Per Specs TM; Thin Member NB: New Bolts FP: Flipped /Straightened Plates 0; Other

# Weathering Steel Tower Inspection/Rehabilitation Data Sheet

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# Weathering Steel Tower Inspection/Rehabilitation Data Sheet

		Tower O	rientation					
		Ah	lead			Line Number:	570	7
1	eg 2 📔			leg 3		Line Number: Structure No:	123	2
		fac	⇒ë C					<i>¥</i>
		∵ face D			Si	tructure Type;	5HA+	10 LE
			face B		Bac	k Substation:	SED	ta
		fac	-a A					KIN
î	eg 1			leg 4		· ····································		and an
	5.000	Bi	ack				Foundation	Inspection
1	9-49-49-49-49-49-49-49-49-49-49-49-49-49	Gra	oundline lospe	ction		Date:		
s	evere (	Corrosion	Steel Mea	surements		Foreman:		
		Yes No	Reading 1	Reading 2	Action Code		Fnď Code	Action Code
1 Int	eg 1	luna	1		LE	book for		And in case of the state of the
1	eg 2		<u> </u>			explanation		Pilinys
Í	_			ļ	h.P.	of		·····
	eg 3		V.	y	LF	foundation		
L	eg 4	<i>L</i>	Geod	LV G	LP	codes		
Actic	on Code:	: F: Applied A		seshoe Repla		t as Found	FP: Foundatio	on Repaired
		In Lieu of M	easurements -	•	Inspected - Go			
r <del></del>	·····				fower Inspection	on		· · · · · · · · · · · · · · · · · · ·
Step	Bolt Cli	ps Added:	25××××	Yes	No		Quantity:	9
		Damage	Face	Member	Correctiv	re Action		Remark
	1	Ρ	ABC	528×3		R	BP- 1	w ~ n/B
	2	ρ	ck	207X1	<u></u>	R		
	3	P	C	130 X 1		$\hat{A}$	l	
	4	C	AC	130×2	R	P		
	5	C	A.C.	128×3	· · · · · · · · · · · · · · · · · · ·	e p		
	6	P	C	128XI	ć	R		
	7	P	B	153×1		Ŕ		· · · · · · · · · · · · · · · · · · ·
A particular space of the second	8	C	BA	142X2		RP		
	9	C	BRidgE	80 ^R X1	· · · · · · · · · · · · · · · · · · ·	RP		
	10	$\overline{c}$	B	113×1		R P	······································	· · · · · · · · · · · · · · · · · · ·
	11	P	B	41 X		R		
	12					····	103 h.	son Plates
	13						WELDE	d LEC 1-4
	14					······································		and the second
	15						climb.	ing INSpection
 	16						Comple	ing INSPECTION
	17						7	
	ige Cod		Corrective Ac		Remark Code:		······································	•
MB:		ıg Bolt	R: Repaired		G: Grounded (		and the second se	Lower Step Bolts
B:	Bent		RP: Replace		BP: Beat Paci			ger/Aerial/Number Signs
C:	Cracke Thin M		LF: Left as	round	GW: Applied G			Package Per Specs
TM: 0:		ember			NB: New Bolt	<b>s</b>	FP: Flipped /S	itraightened Plates
. w.	Other				l			

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	Wea	athering St	eel Tower	Inspection/	Rehabilitat	ion Data Sh	eet	
		rientation				576	rra, V	
<del>رمن</del> م		ead			Line Number:	574	/ 	
leg 2		☆ :eC	leg 3		Structure No:	12	2	
	·· face D			SI	ructure Type	5174	20'LE	
		face B		Bac	k Substation	5=04	A.	
	fac	:e A		(hor		YAdk	t al	
leg 1			leg 4	Апез	ia Substation:	- Indik	. 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5	
Rea	<b>B</b> a	ick			Foundation Inspection			
{	Gro	undline Inspe	ction		Date:		······	
Severe	Corrosion	۰ <del>۰ – – – – – – – – – – – – – – – – – – </del>	surements		Foreman:			
	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code	
Leg 1	ù c		1	I.F	book for			
Leg 2	and a second sec			16	explanation		Pilings	
Leg 3	erent and a second s			- fra	of			
Leg 4		Good	VG	16	foundation codes			
	: F: Applied A	الجدي وارتباع أروا سمست المتجالية بالمتحاص والمتحا فالمتحاد المراجع المراجع	seshoe Repla	ced IF:1ef	L	FP: Foundatio		
	• *		-	Inspected - Go		F. Foundatio	n vebaited	
			T	ower Inspectio				
·····					חט			
Step Bolt Cli	ips Added:		Yes	No		Quantity:	40	
Step Bolt Cli	ips Added: Damage	Face	Yes Member			Quantity:	H C Remark	
Step Bolt Cli	· · · · · · · · · · · · · · · · · · ·			No Correctiv		· · · · ·	Remark	
	Damage	Face	Member 10x2	No Correctiv	re Action	· · · · ·		
1	Damage P	Face Bd	<u>Member</u> 10x2 11x2	No Correctiv	re Action R	· · · · ·	Remark	
1 2	Damage P	Face Bd Bd A-C	<u>Member</u> 10хд 11 X Q 213 X Q	No Correctiv	re Action R R	· · · · ·	Remark	
1 2 3	Damage P P P	Face Bd Bd	<u>Member</u> 10x2 11x2	No Correctiv	re Action R R K	· · · · ·	Remark	
1 2 3 4	Damage P P P	Face Bd Bd A-C	<u>Member</u> 10хд 11 X Q 213 X Q	No Correctiv	re Action R R K	· · · · ·	Remark	
1 2 3 4 5	Damage P P P	Face Bd Bd A-C	<u>Member</u> 10хд 11 X Q 213 X Q	No Correctiv	re Action R R K	· · · · ·	Remark	
1 2 3 4 5 6	Damage P P P	Face Bd Bd A-C	<u>Member</u> 10хд 11 X Q 213 X Q	No Correctiv	re Action R R K	· · · · ·	Remark	
1 2 3 4 5 6 7	Damage P P P	Face Bd Bd A-C	<u>Member</u> 10хд 11 X Q 213 X Q	No Correctiv	re Action R R K	· · · · ·	Remark	
1 2 3 4 5 6 7 8	Damage P P P	Face Bd Bd A-C	<u>Member</u> 10хд 11 X Q 213 X Q	No Correctiv	re Action R R K	· · · · ·	Remark	
1 2 3 4 5 6 7 8 9	Damage P P P	Face Bd Bd A-C	<u>Member</u> 10ха 11 X 2 213 X 2 220 X 8	No Correctiv	re Action R R K	· · · · ·	Remark	
1 2 3 4 5 6 7 8 9 10	Damage P P P	Face Bd Bd A-C	<u>Member</u> 10ха 11 X 2 213 X 2 220 X 8	No Correctiv	re Action R R K	· · · · ·	Remark	
1 2 3 4 5 6 7 8 9 10 11	Damage P P P	Face Bd Bd A-C	<u>Member</u> 10ха 11 X 2 213 X 2 220 X 8	No Correctiv	re Action R R K	· · · · ·	Remark	
1 2 3 4 5 6 7 8 9 10 11 11 12 13	Damage P P P	Face Bd Bd A-C	<u>Member</u> 10ха 11 X 2 213 X 2 220 X 8	No Correctiv	re Action R R K	· · · · ·	Remark	
1 2 3 4 5 6 7 8 9 10 11 12 13 14	Damage P P P	Face Bd Bd A-C	<u>Member</u> 10ха 11 X 2 213 X 2 220 X 8	No Correctiv	re Action R R K	· · · · ·	Remark	
2 3 4 5 6 7 8 9 10 11 11 12 13	Damage P P P	Face Bd Bd A-C	<u>Member</u> 10ха 11 X 2 213 X 2 220 X 8	No Correctiv	re Action		Remark	

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17 Com Damage Code **Corrective Action Code Remark Code:** MB: **Missing Bolt** Rt Repaired G: Grounded Str **RS: Removed Lower Step Bolts** Β. Bent **RP:** Replaced **BP: Beat Packout** NS: New Danger/Aerial/Number Signs ¢. Cracked LF: Left as Found **GW: Applied Greywax IP: Installed Package Per Specs** TM: Thin Member NB: New Bolts FP: Flipped /Straightened Plates 0: Other

Date: 3/15/22

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Foreman:

GREq ViA

Francia LEMYRES

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# Weathering Steel Tower Inspection/Rehabilitation Data Sheet

	Tower O	rientation				57	9
-	Ah	ead	-		Line Number:		/
leg 2		6	leg 3	,	Structure No:	124	······································
		e C			ructure Type;	6174 3	ole
	r face D						
		face B ⁻					<u>A</u>
	fac	e A		Ahea	d Substation:	<u> </u>	Kin
ieg 1			leg 4		-	-	
an marita de ciencia de Sectora 1900	B2	ick				Foundation	
	Gro	undline (nspe	ction		Date:		
Severe	Corrosion	Steel Mea	surements		Foreman:	,	
	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
Leg 1				LE	book for		Pilings
Leg 2		/		6F	explanation of		
Leg 3			, J	LF	foundation		
Leg 4		Good	VG	LF	codes		,
Action Cod	e: F: Applied /		seshoe Repla	ced LF: Lef	t as Found	FP: Foundatio	on Repaired
	In Lieu of Mo	easurements ·	VG: Visually	Inspected - Go	od		
			1	ower inspection	oń		
Step Bolt C	lips Added:		Yes	No		Quantity:	36
	Damage	Face	Member	Correctiv	ve Action		Remark
1			10×2	<u> </u>	R	BP -	GW-NB
2			11×2	1	8		
3			213×2	/	<u> </u>		
4			220×8	R	P		
5							
6							
7							· · · · · · · · · · · · · · · · · · ·
8							2017 <b>-19-1</b> 9-19-19-19-19-19-19-19-19-19-19-19-19-19
8							
10			ġ				······································
11							
12							·····
13							<u></u>
14							
15							
16						climbin	a Inspection
17				Senter Jappine providence of a contraction	a state of the second state of	Somp.	ig Inspection
Damage Co		<b>Corrective</b> A		Remark Code			×
	ing Bolt	R: Repaire		G: Grounded			d Lower Step Bolts
B: Ben	-	RP: Replac		BP: Beat Pac GW: Applied			nger/Aerial/Number Signs Package Per Specs
C: Crac	Ked Member	LF: Left as	гоцпа	NB: New Bol		. <u> </u>	Straightened Plates
TM: Thin O: Other				L'EPI HER DOI		her rubbed	Sanguloneu platez
U INS	۰ 	1		1		<u></u>	

Rato: 3/16

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		Wea	thering St	eel Tower I	nspection/f	Rehabilitatio	on Data Sh	cet
		Tower Ori	(	uplete (11	more	Line Number: .	579	ā
		Ahe			-	Stracture No:	اسم جرا	f
leg 2		fac	· C					
	- fac	2		Inspe	ution su	ucture Type: <u>5LT+30'LE</u>		
			face B			k Substations ,	<u>SEP</u>	TA
		fac	 A e	Altead Substation:			YADI	KIN
leg 1		1		leg 4	:	·		
 	•	Ba	ck				roundation	Inspection
		Gro	undline Inspe	ction		Date:	·	
Severe Corrosion			Steel Mea	surements		Foreman		
	Ye	s No	Reading 1	Reading 2	Action Code	See spec.	Fnd Code	Action Code
Leg 1			VG	VG	LF	book for		Pilings.
Leg 2		V	I/G	VG	LF	explanation of		· · ·
Leg 3	-	V	1/G	VG	LF	foundation		
Leg 4	F	=	VG	VG	IF	codes		
Action Cor	te: P	applied L	eq Coating I		eplaced LF: I	eft as Found		FR: Foundation Repaired
	ln	Lieu of Me	asurements -	VG: Visually	Inspected - Go	od		
				- 1	ower inspecti	on		
Step Bolt	Clips /	Added:	_/	Yes	No		luantity:	48
	1	Damage	Face	Wember	Correctio	re Action	·	Remark
		9	BD	10X2	BP-NB	-GW		
2		p	RD	11X2	BP-NE	-Gh/		
3		- <u></u>	· RD	115RX2	LF		Ladd	ers
4		$\overline{C}$	BD	115LX2	LF	Ladders		
5		$\frac{c}{c}$	R	222×1	RP-BP-N	B-GI/		
6		Ď	AC	219×4	BP-N	B-GL/		-
7		MB	R	667X1	R-NR-	Gla/		
8	╺╼┼╼	D	R.D	171V3	BP-NB	Gla		
9		-f	AC	213×2	BP-NB	-GIN		· .
		1-	ABCD	22018	RP-RP-	NB-G41		
10			ADY	KAUNO		+ permanan		1
11	-+-			1	1			-
			1	+				
13			<u> </u>			<u></u>	-	
14		<u></u>		1	1			
15	<u> </u>			+				
16			<u>+</u>		· · · · ·			<u> </u>
17 Damage	Corle	<u>.</u>	Corrective /	1 Action Code	Remark Code	Ð.		
and the second sec	ssing	Bolt	R: Repaire	and the second	G: Grounded			ed Lower Step Bolts
	ent		RP: Replac	ed .	BP: Beat Par		INS: New Da	inger/Aerial/Number Signs I Package Per Specs
	acked		LF: Left a	s Found	GW: Applied			/Straightened Plates
	in Mei	nber	·]		ND: N94 00			
O; Oti			<u> </u>	<u>```</u> ```	$\frac{1}{2}$		<u></u>	I T MILTOC
Date: 💄	3-14	4-2022	- Foreman:	Michae	Dav,	<u>'S</u>	Company:	L.E.MYERS_

		Wea	athering St	eel Tower	Inspection/	Rehabilitati	ion Data Sh	icet .
			rientation	1104	instructiona	Line Number:	57	9
		Ah	ead Con	plate Cli leg 3 Inspa		Stracture No:		
le	g 2	· fac	ec	ieg s		addenie no:	//ZC	¥
	L.	face D		Inspo	ution si	ructure Type:	<u>5LT</u>	+25'LE
	ngipeten i		face B			* Substation:	SEP	TA
		fac	эA.		Ahea	nd Substation:	VADK	XIN
			V	leg 4				
	- ilantic	Be	.ck		'		Foundation	Inspection
Groundline Inspection						Date:		
Severe Corrosion		Steel Mea	surements		Foremans			
	ŕ	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
Le	g 1	$\square$ $\square$	VG	VG	LF	book for	-	Pilings
Le	g 2	$- \downarrow$	VG	VG	LF	explanation of		
	g 3		1/G	VG	)F	or foundation		1
	g4		VG	VG	LF	codes		. 1
	-	P: Applied L		B: Baseshoe R	leplaced LF: I	eft as Found		FR: Foundation Repaire
		In Lieu of Ma	easurements	- VG; Visually	In <del>spected</del> - Go	óď		·
			(	- 1	ower Inspecti	n		
tep i	Bolt Glip	s Addeck		Yes	No		Quantity:	43
		Damage	Face	Wember	Correctin	re Action		Remark
	1	ρ	BD	roxa	BP-NB-	GW		<i>.</i>
	2	p	BD	1122	BP-NB	-G4/		
	3	(	·BD	IISLX2	LF		Ladde	<i>FS</i>
·	4	(	BD	115RX2	LF	, <b>.</b>	Lackd	ers
	s	P	AC	ai3x2	BP-NB	$-G_{-1}$		
	6	TM-B.	ABCD	22028	RP-BP-	VB-(-1.1		
· · · ·	7	p	A	21922	RP-NB	GU		<u></u>
	8	Ċ	BD	16222	LF		Ladd	ers
	9	<u> </u>	BD	16Rx2	LF		Lada	
	10	<u>_</u>		Verno.				
	11		-	1				<u>.</u>
·	12		<u> </u>	1				-
	13	-	<u> </u>					
	13				<u> </u>		~	<u></u>
	15	<u> </u>		· · · · · · · · · · · · · · · · · · ·		e		• • •
_	16		<del> </del>		· · · · ·			
	17 ge Cod	l	Corrective A	tion Code	Remark Code	L		
B:	-	ig Bolt	R: Repaire		G: Grounded	Str		d Lower Step Bolts
			RP: Replac		BP: Beat Pac			iger/Aerial/Number Signs
<b>!:</b>	Bent							
): }:	Bent Cracks	Carrier and the second s	LF: Left as	Found ·	GW: Applied		· · · · · · · · · · · · · · · · · · ·	Package Per Specs
	Bent Cracks	ad ember		Found	GW: Applied NB: New Bol		· · · · · · · · · · · · · · · · · · ·	Package Per Specs Straightened Plates

171

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		Wea	thering St	eel Tower l	Inspection/f	<b>lehabilitati</b>	on Data Sh	eet
		Tower Or					~~~~	2
		Ahe	sadi Co,	mplete (	limbing retion se	Line Nomber:		1
leg	2	7	Ň	· leg 3		Structure No:	e No: 127	
		fac	eC		Lu			20115
	¥	face D		Luspa	serior st	tion structure Type: <u>5LT+30'</u>		
			face B		Bac	k Substation:	SEL	<u>174</u>
		fac	۸Å		Ahea	d Substation:	YADK	IN .
leg	1			leg 4				
	2		ck				Foundation	Inspection
		Gro	undline Inspe	ction		Date:		
6		corrosion		surements	[]	Foreman		· .
	iene u			1	Action Code	See spec	Fnd Code	Action Code
		Yes No	Reading 1	Reading 2		book for		0.1
Leg	11		VG	VG	LF	explanation		1:1:195
Leg	<b>j 2</b>	$- \mathbf{k}$	VG	VG_	<u>LF</u>	of		
Leg	13		VG	VG	LF	foundation		
Leg			VG	VG	LF	codes		
		B. Applied 1	en Coatinn		eplaced LF: L	eft as Found		FR: Foundation Repaired
A (COLON	GQUE:				Inspected - Go			
					ower inspectio			
							Quantity:	48
Step B	olt Clip	ps Added:		Yes	No		auannity,	
		Damage	Face	Member	Correctiv	e Action	·····	Remark
1	 	P	BD_	16X2	BP-NB-G	(J		·
2		7	BD	1/x2	BP-1/B-C	H1/		
3		C	·B	115LX1	LF		-	
4		$\hat{c}$	- B	115RX1	LE			-
		5			BP-NB	C(1)		
5	• •	<u>-</u>	AC	213×2	2			· · · · · · · · · · · · · · · · · · ·
6	<u>.</u>	<u> </u>	A	2MX2	<u>BP-NB-</u>			
7	!	TM-8	ABCD	22028		B-GL		······································
8	3	P	BD	67123	BP-NB-	Gu		
g	<b>}</b>				l			· · · ·
1	0							
1		<b>{</b>	<u> </u>		1			
		<u> </u>	<u> </u>		1			
1	2	l	<b></b>					
1	3	ļ						<u> </u>
1	4		ļ	<u> </u>	<b>_</b>		ļ <u></u>	
1	5			<u> </u>			ļ	• •
- 1	6	Ĩ.		1				
	7	1	<u> </u>	1			[	• • • • • • • • • • • • • • • • • • •
Damag		le ·	Corrective A	ction Code	Remark Code		······································	
MB:		ng Boit	R: Repaire		G: Grounded	Str	8	d Lower Step Bolts
8:	Bent	in the second	RP: Replac		BP: Beat Pac			nger/Aerial/Number Signs
	Crack		LF: Leftas	Found	GW: Applied		}	Package Per Specs
TM	Thin B	lember			NB: New Bol	ts	FP: Flipped	Straightened Plates
0:	Other			· · · · · · · · · · · · · · · · · · ·	1		<u> </u>	
Dates	. 3-	14-2022	Foreman:	Wicha	ie/Day	115	Company:	L.E. MYERS

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# 172

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			بالمرور المتحاصين و				
		athering St	eel Tower	Inspection/I	Rehabilitati	ion Data SI	reet
		ead			Line Number:	5	79
1 2			leg 3		Structure No:	128	<u></u>
1eg 2	fac	e C	109 0				2
	‴ face D			St	ructure Type;	<u>5277</u>	30 LE
		face ₿-		Bac	k Substation:	SEP	+ <u>A</u>
	fac	e A			ld Substation:		
leg 1		2. 2.	leg 4				
- (	Ba	ick				Foundation	Inspection
	Gro	undline Inspe	ction		Date:		······································
Severe	• Corrosion	Steel Mea	surements		Foreman:		
1	Yes No	Reading 1	Reading 2	Action Code	See spec	Fnd Code	Action Code
Leg 1				LE	book for		Pilins
Leg 2				LF	explanation		
Leg 3				LF	of foundation	·····	
Leg 4	Z	Good	VG	LE	codes		1
L	ie: P: Applied A		seshoe Repla	ced LF: Lef	t as Found	FP: Foundatio	on Repaired
	In Lieu of Me	easurements -	VG: Visually	Inspected - Go	ood		
			7	ower Inspection	on	19-14-18-18-19-18-18-18-18-18-18-18-18-18-18-18-18-18-	
Step Bolt (	Clips Added:	······	Yes	No		Quantity:	
	Damage	Face	Member	Correctiv	ve Action		Remark
3	P	Ba	10×2		R	BP-1	VB-GW
2	P	Bà	1122	<u> </u>	R		3
3	P	AC	213X2	<u> </u>	2		
4	Tm	ABED	220×8	R	ρ		
5							
6							

Step Boit on	Ja Audeus						
	Damage	Face	Member	Corrective Action	Remark		
1	ρ	Ba	10×2	R	BP-NB-GW		
2	P	Bà	1122	R			
3	P	AC	213X2	R			
4	Tm	ABED	220×8	RP			
5							
6							
7							
8							
9							
10			2				
11							
12							
13							
14							
15				agangangkatahanananda - pantananan - panta			
16					Climbing INSPECTION COMPLETE		
17					Complete		
Damage Cod	e	Corrective A	ction Code	Remark Code:	, 		
MB: Missing Bolt		R: Repaired		G: Grounded Str	RS: Removed Lower Step Bolts		
B: Bent		RP: Replaced		BP: Beat Packout	NS: New Danger/Aerial/Number Signs		
C: Cracke	ed	LF: Left as	Found	GW: Applied Greywax	IP: Installed Package Per Specs		
TM: Thin M	ember			NB: New Bolts	FP: Flipped /Straightened Plates		
0: Other							

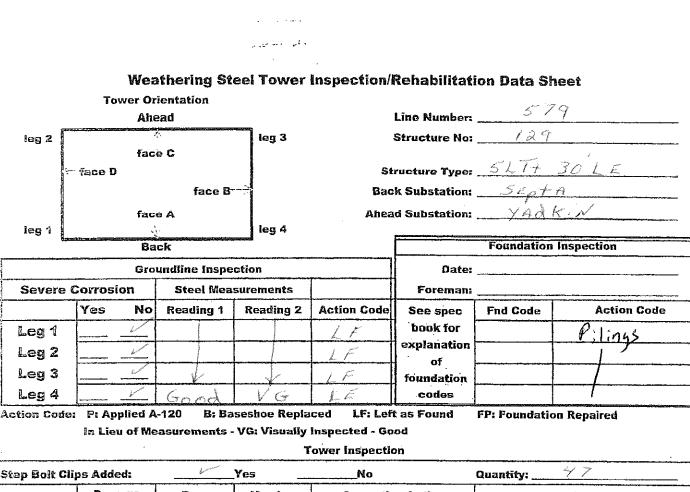
Maxon 3/9/22

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GREG ViA Enraman,

--LEMYRE'S



·····					Quantity: <u>47</u>		
	Damage	Face	Member	Corrective Action	Remark		
Ŷ	P	Ba	10×2	R	BP-NB-GW		
2	P	Bà	11×2	R	1		
3	Tm	ABCO	220X 8	RP			
4	P	AC	213×2	R			
5	P	BA	671x Q	R			
6							
7							
ව							
9							
10			5				
11							
12							
13							
14							
15							
16					Climbing INSpection Complete		
17					Complete		
Damage Code		Corrective Action Code		Remark Code:	•		
NB: Missing Bolt		R: Repaired RP: Replaced		G: Grounded Str	RS: Removed Lower Step Bolts		
			ed	BP: Beat Packout	NS: New Danger/Aerial/Number Signs		
C: Cracke		LF: Left as Found		GW: Applied Greywax	IP: Installed Package Per Specs		
fM: Thin Me	емвег	l		NB: New Bolts	FP: Flipped /Straightened Plates		
D: Other		<u> </u>	v=,,	[			

Notor 3/8/22 Envoron GREG ViA

- LEMYRES

		Wea	thering St	eel Tower	Inspection/	Rehabilitati	ion Data Sh	leei
		Tower Or	ientation	nplateCl	imbing	Line Number:	570	ì
	8				~			
le	92	fac	Le	-   leg 3				
		face D		Insp	ection se	ructure Type:	SLT+	35'LE
			face B			k Substation:		
		far			Abea	d Substation:	· VA	DKIN
le	91	face A V Beck Ieg 4						
	- <u>p</u>						Foundation	Inspection
		Gro	undline Inspe	ction		Date:	· · · · · · · · · · · · · · · · · · ·	
Severe Corrosion			Steel Measurements			Foreman:		
		Yes No	Reading 4	Reading 2	Action Code	4 - 1	Fnd Code	Action Code
Le	g 1		VG	VG	LF	book for		Pilings
Le	g 2		√G	VG	LF	explanation of		
Le	g 3		VG	1/G	LF	foundation		
	g4		VG	VG	LF	codes		, / [*]
		P: Applied L			eplaced LF: L	eft as Found		FR: Foundation Repair
		In Lieu of Me	asurements -		Inspected - Go ower Inspectio	pia .		
ep E	Soft Clig	ps Added:		Yes	No		Quantity:	
		Damage	Face	Member	Correctio		· · · · · · · · · · · · · · · · · · ·	Remark
	1	<u>P</u>	<u> </u>	43R FARX				·
					1 KU.I.	$u \sim \cdot \cdot$		
	2	<u></u>	<u>BD</u>	1022		B-GW		
	3	. P	<u> </u>	11x2		B-GW		
		P C						rs
	3		ŘD	11x2			Ladde Ladde	
	э 4	P C C	ŘD	11X2 1154x2		'-GW		
	3 4 5	C C	ŘD	11×2 115×2 115×2 219×4	BP-NB LF LF BP-NF	'-GW		
	3 4 5 6	P C P P	BD BD BD AC AC	11X2 1154x2 1158x2 219x4 213X2	BP-NB LF BP-NE BP-NE BP-N	-GW -GW B-GW		
	3 4 5 6 7	P C P P	BD BD BD AC AC ABCD	11X2 115Lx2 115Rx2 219X4 213X2 220X16	<u>BP-NB</u> L.F BP-NP BP-NP RP-BP-N	-GW 1-GW 18-GW		
	3 4 5 6 7 8 9	P C P P M·B P	BD BD BD AC AC ABCD	11X2 1154x2 1158x2 219×4 213X2 220X16 707×4	BP-NB LF BP-NP BP-N RP-BP-N BP-N	1-GW 18-GW 18-GW 8-GW		
	3 4 5 6 7 8 9 10	P C P P TM-B	BD BD AC AC ABCD BD B	11X2 115Lx2 115Kx2 219X4 213X2 220X16 707X4 730X1	BP-NB L.F BP-NP BP-NP RP-BP-N BP-NB BP-NB	-GW 18-GW 18-GW 8-GW -GW		
-	3 4 5 6 7 8 9 9 10	P C P P M·B P	BD BD BD AC AC ABCD	11X2 1154x2 1158x2 219×4 213X2 220X16 707×4	BP-NB LF BP-NP BP-N RP-BP-N BP-N	-GW 18-GW 18-GW 8-GW -GW		
	3 4 5 6 7 8 9 10 11 12	P C P P M·B P	BD BD AC AC ABCD BD B	11X2 115Lx2 115Kx2 219X4 213X2 220X16 707X4 730X1	BP-NB L.F BP-NP BP-NP RP-BP-N BP-NB BP-NB	-GW 18-GW 18-GW 8-GW -GW		
	3 4 5 6 7 8 9 9 10 11 12 13	P C P P M·B P	BD BD AC AC ABCD BD B	11X2 115Lx2 115Kx2 219X4 213X2 220X16 707X4 730X1	BP-NB L.F BP-NP BP-NP RP-BP-N BP-NB BP-NB	-GW 18-GW 18-GW 8-GW -GW		
	3 4 5 6 7 8 9 10 11 12 13 14	P C P P M·B P	BD BD AC AC ABCD BD B	11X2 115Lx2 115Kx2 219X4 213X2 220X16 707X4 730X1	BP-NB L.F BP-NP BP-NP RP-BP-N BP-NB BP-NB	-GW 18-GW 18-GW 8-GW -GW		
	3 4 5 6 7 8 9 9 10 11 12 13 14 15	P C P P M·B P	BD BD AC AC ABCD BD B	11X2 115Lx2 115Kx2 219X4 213X2 220X16 707X4 730X1	BP-NB L.F BP-NP BP-NP RP-BP-N BP-NB BP-NB	-GW 18-GW 18-GW 8-GW -GW		
- - - - - - - - - - - - - - - - - - -	3 4 5 6 7 8 9 9 10 11 12 13 14 15 16	P C P P M·B P	BD BD AC AC ABCD BD B	11X2 115Lx2 115Kx2 219X4 213X2 220X16 707X4 730X1	BP-NB L.F BP-NP BP-NP RP-BP-N BP-NB BP-NB	-GW 18-GW 18-GW 8-GW -GW		
	3       4       5       6       7       8       9       10       11       12       13       14       15       16       17	P C P P TM-B P D C	RD RD RD AC AC ABCD BD B D	11x2 115Lx2 115Lx2 219x4 213x2 220x16 707x4 730x1 730x1	BP-NB L.F BP-NF BP-N RP-BP-N BP-NB RP-BP-N	-GW B-GW IB-GW B-GW *GW		
	3 4 5 6 7 8 9 9 10 11 12 13 14 15 16 17 17 gg Cod	P P P 7 M-B P C C	RD RD RD AC AC ABCD B D B D	11x2 1152x2 1152x2 215X2 215x2 215x2 2000 707x4 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 730000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 73000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 730000 7300000 7300000 730000000000	BP-NB L.F BP-NP BP-NP RP-BP-N BP-NB BP-NB	-GW B-GW IB-GW B-GW 8-GW	hadde	
	3 4 5 6 7 8 9 9 10 11 12 13 14 15 16 17 17 17 17 17 18 17	P C P P TM-B P D C	RD RD RD AC AC ABCD BD BD BD BD BD BD BD BD R R Corrective A R: Repaired	$\frac{11 \times 2}{1154 \times 2}$ $\frac{1154 \times 2}{2154 \times 2}$ $\frac{219 \times 4}{213 \times 2}$ $\frac{320 \times 16}{730 \times 1}$ $\frac{730 \times 1}{730 \times 1}$ $\frac{1}{730 \times 1}$ $\frac{1}{730 \times 1}$ $\frac{1}{730 \times 1}$	BP-NB L.F BP-NF BP-NF RP-BP-N BP-NB RP-BP-N BP-NB RP-BP-N	2-GW 18-GW 18-GW 8-GW 18-GW 18-GW	RS: Remove NS: New Date	245
	3 4 5 6 7 8 9 9 10 11 12 13 14 15 16 17 17 gg Cod	P P P TM-B P C	RD RD RD AC AC ABCD BD BD BD BD BD BD BD RC Corrective A R: Repaired	1 1 X 2 1 15 L X 2 1 15 L X 2 2 19 X 4 2 13 X 2 3 2 0 X 16 7 30 X 1 7 30 X 1 7 30 X 1 7 30 X 1 Code d	BP-NB L.F BP-NF BP-N RP-BP-N BP-NB RP-BP-N BP-NB RP-BP-N G: Grounded	2-GW B-GW B-GW B-GW ^GW 'B-GW Str isout	RS: Remove NS: New Date	245 d Lower Step Bolts nger/Acrial/Number Sign Package Per Specs
	3 4 5 6 7 8 9 9 10 11 12 13 14 15 16 17 ge Coll Missir Bent Cracko	P P P TM-B P C	RP: Replace	1 1 X 2 1 15 L X 2 1 15 L X 2 2 19 X 4 2 13 X 2 3 2 0 X 16 7 30 X 1 7 30 X 1 7 30 X 1 7 30 X 1 Code d	BP-NB LF BP-NF BP-N BP-NB BP-NB RP-BP-N BP-NB RP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-BP-N BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB BP-NB	2-GW 18-GW 18-GW 18-GW -GW 8-GW -GW 8-GW -GW -GW -GW -GW -GW -GW -GW	RS: Remove NS: New Date	245

					Inspection/				
			rientation	alata	Clate	8 BF	よつ	9 - <u>351/E</u> TA	
			ead ()(	myrere	Umbing	Line Number:		1	
leg	2			ieg 3	U	Structure No:	/.2/	, 	
		·	e C	5	/		51 アチ	3511 5	
		face D		Inspe	ection -	uncrime s'Abe:	<u>~_</u>	TA	
			face B				$\sqrt{\sqrt{n}}$	VTA	
			e A		Ahea	d Substation:	AUGLN		
leg		Ba	V	leg 4			Foundation	Inspection	
						Bata			
			undline Inspe						
Sev		Corrosion Yes No		surements Reading 2	Action Code	Foreman: See spec	Fnd Code	Action Code	
	]					book for		~	
Leg		<u>×</u>	VG	VG	LF	explanation		Filings	
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#### I. NECESSITY FOR THE PROPOSED PROJECT

- M. In addition to the other information required by these guidelines, applications for approval to construct facilities and transmission lines interconnecting a Non-Utility Generator ("NUG") and a utility shall include the following information:
  - 1. The full name of the NUG as it appears in its contract with the utility and the dates of initial contract and any amendments;
  - 2. A description of the arrangements for financing the facilities, including information on the allocation of costs between the utility and the NUG;
  - **3.** a. For Qualifying Facilities ("QFs") certificated by Federal Energy Regulatory Commission ("FERC") order, provide the QF or docket number, the dates of all certification or recertification orders, and the citation to FERC Reports, if available;
    - b. For self-certificated QFs, provide a copy of the notice filed with FERC;
  - 4. Provide the project number and project name used by FERC in licensing hydroelectric projects; also provide the dates of all orders and citations to FERC Reports, if available; and
  - 5. If the name provided in 1 above differs from the name provided in 3 above, give a full explanation.

Response: Not applicable.

# I. NECESSITY FOR THE PROPOSED PROJECT

N. Describe the proposed and existing generating sources, distribution circuits or load centers planned to be served by all new substations, switching stations and other ground facilities associated with the proposed project.

Response: Not applicable.

### II. DESCRIPTION OF THE PROPOSED PROJECT

## A. Right-of-way ("ROW")

#### **1.** Provide the length of the proposed corridor and viable alternatives.

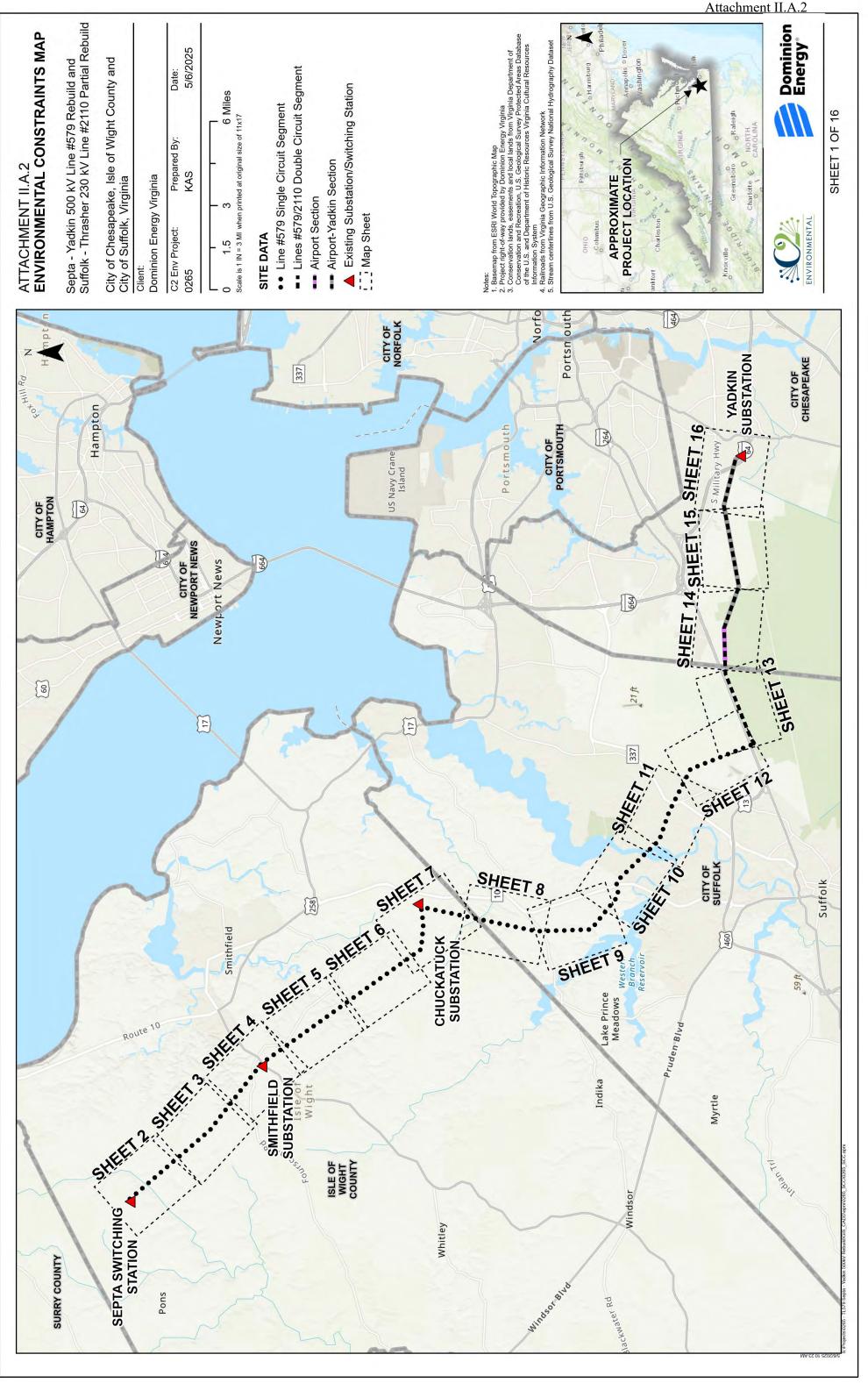
Response: The total length of the existing transmission corridor containing the Rebuild Project is approximately 33.1 miles with the right-of-way corridor varying from 130 to 350 feet in width. No alternative routes are proposed for the Rebuild Project. See Section II.A.9.

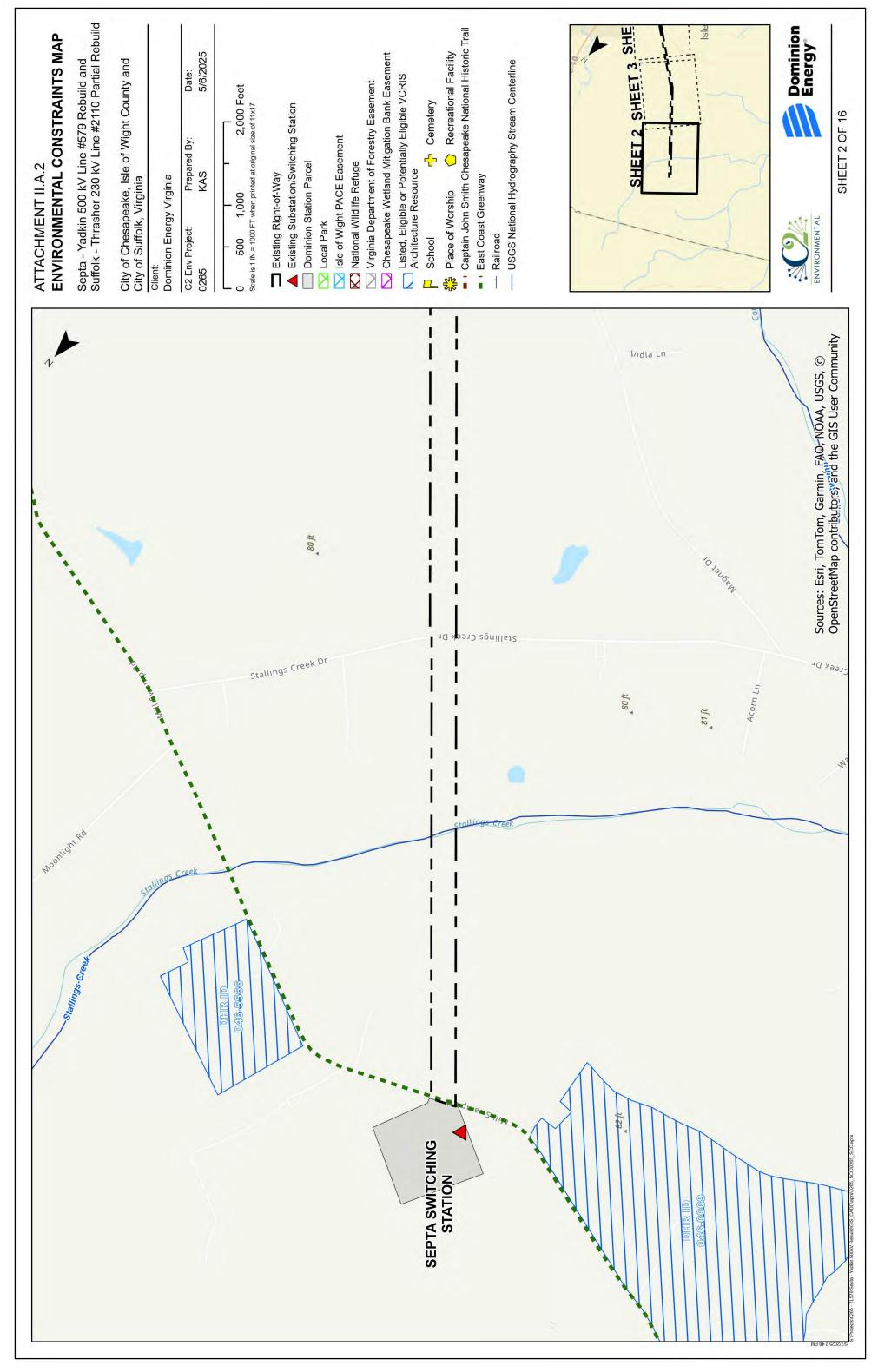
#### II. DESCRIPTION OF THE PROPOSED PROJECT

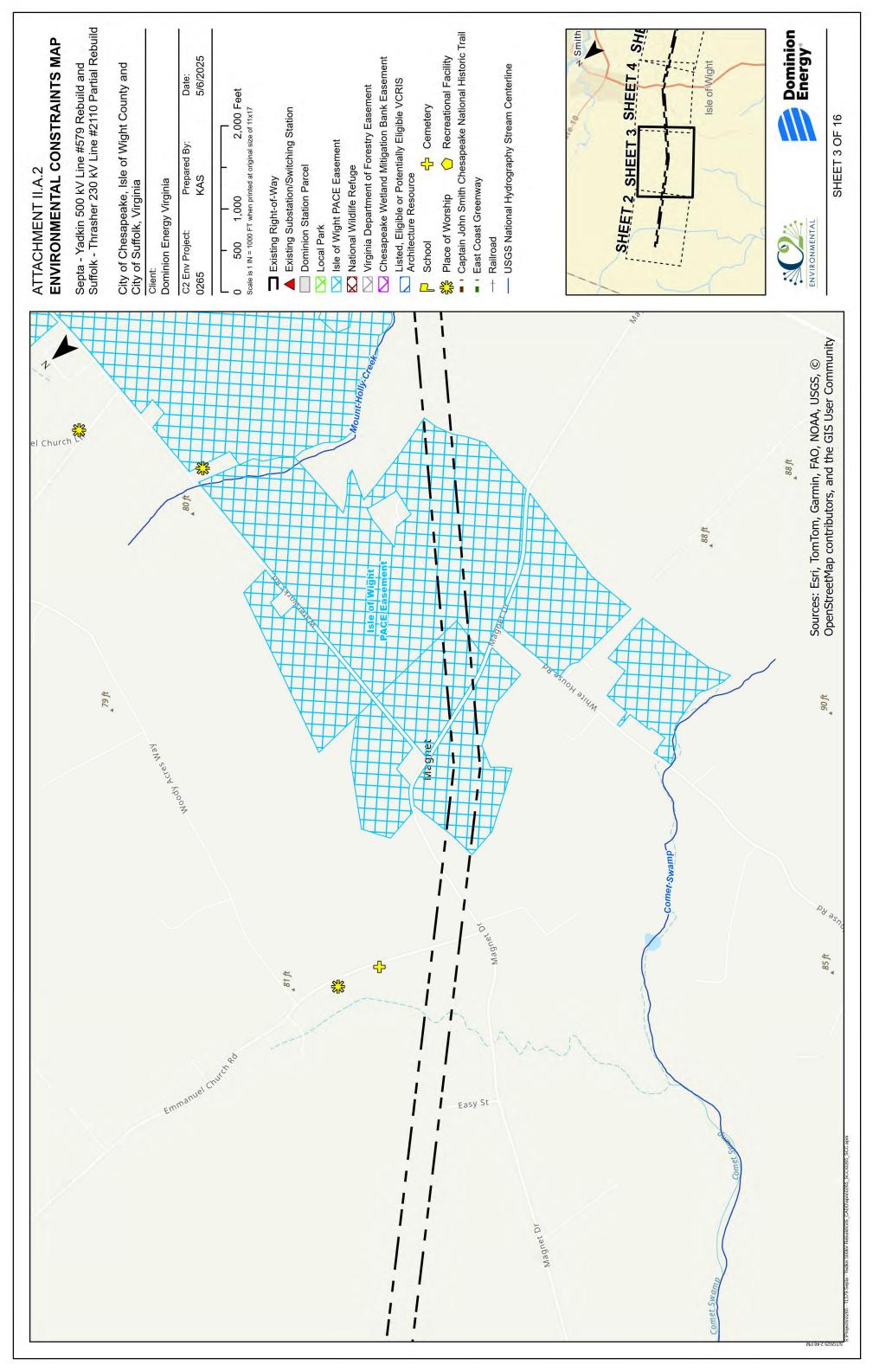
#### A. Right-of-way ("ROW")

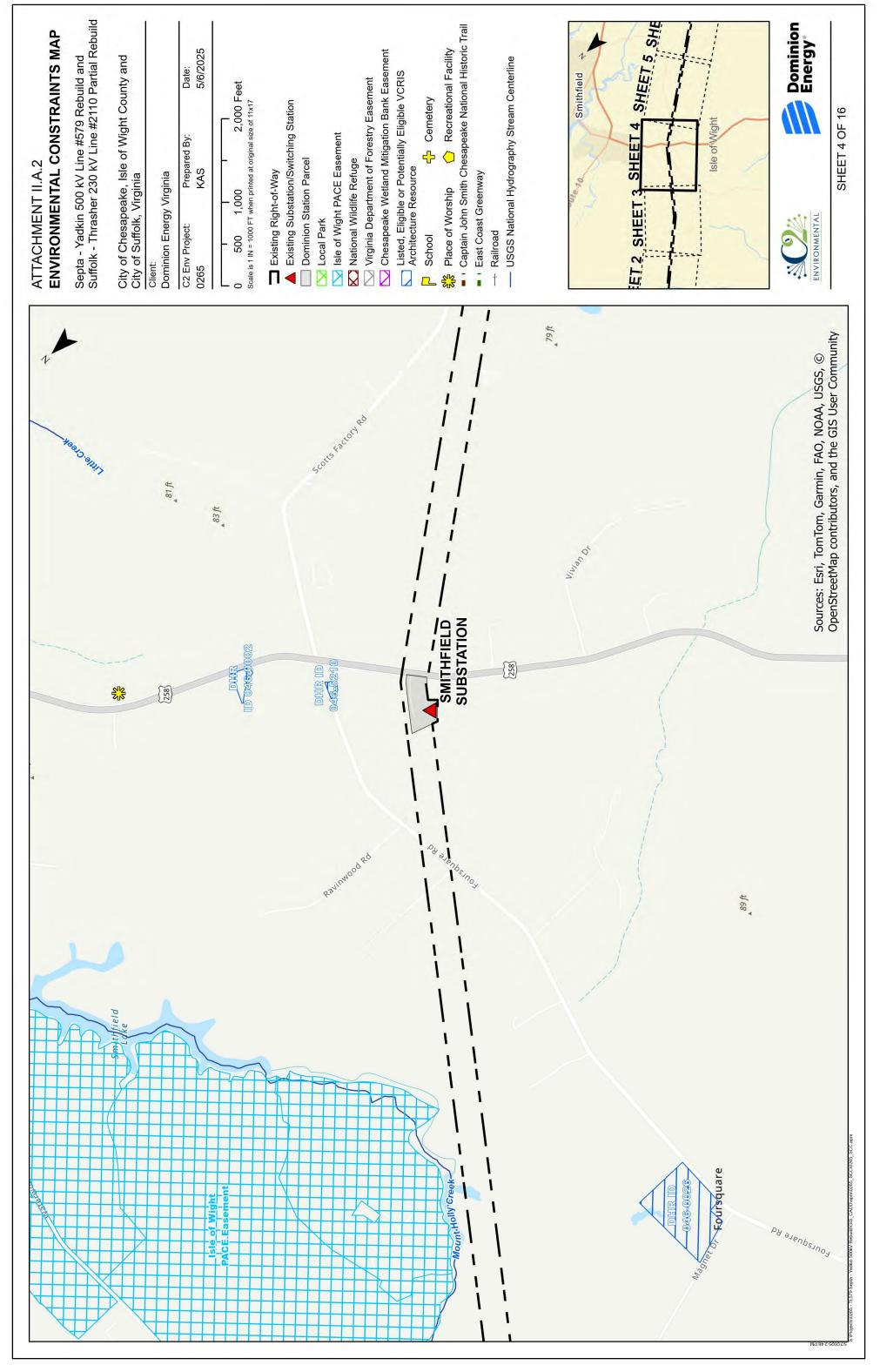
- 2. Provide color maps of suitable scale (including both general location mapping and more detailed GIS-based constraints mapping) showing the route of the proposed line and its relation to: the facilities of other public utilities that could influence the route selection, highways, streets, parks and recreational areas, scenic and historic areas, open space and conservation easements, schools, convalescent centers, churches, hospitals, burial grounds/cemeteries, airports and other notable structures close to the proposed project. Indicate the existing linear utility facilities that the line is proposed to parallel, such as electric transmission lines, natural gas transmission lines, pipelines, highways, and railroads. Indicate any existing transmission ROW sections that are to be quitclaimed or otherwise relinquished. Additionally, identify the manner in which the Applicant will make available to interested persons, including state and local governmental entities, the digital GIS shape file for the route of the proposed line.
- Response: See <u>Attachment II.A.2</u>. The Rebuild Project is located entirely within existing right-of-way or within the Company's existing property rights, and no portion of the right-of-way is proposed to be quitclaimed or relinquished.

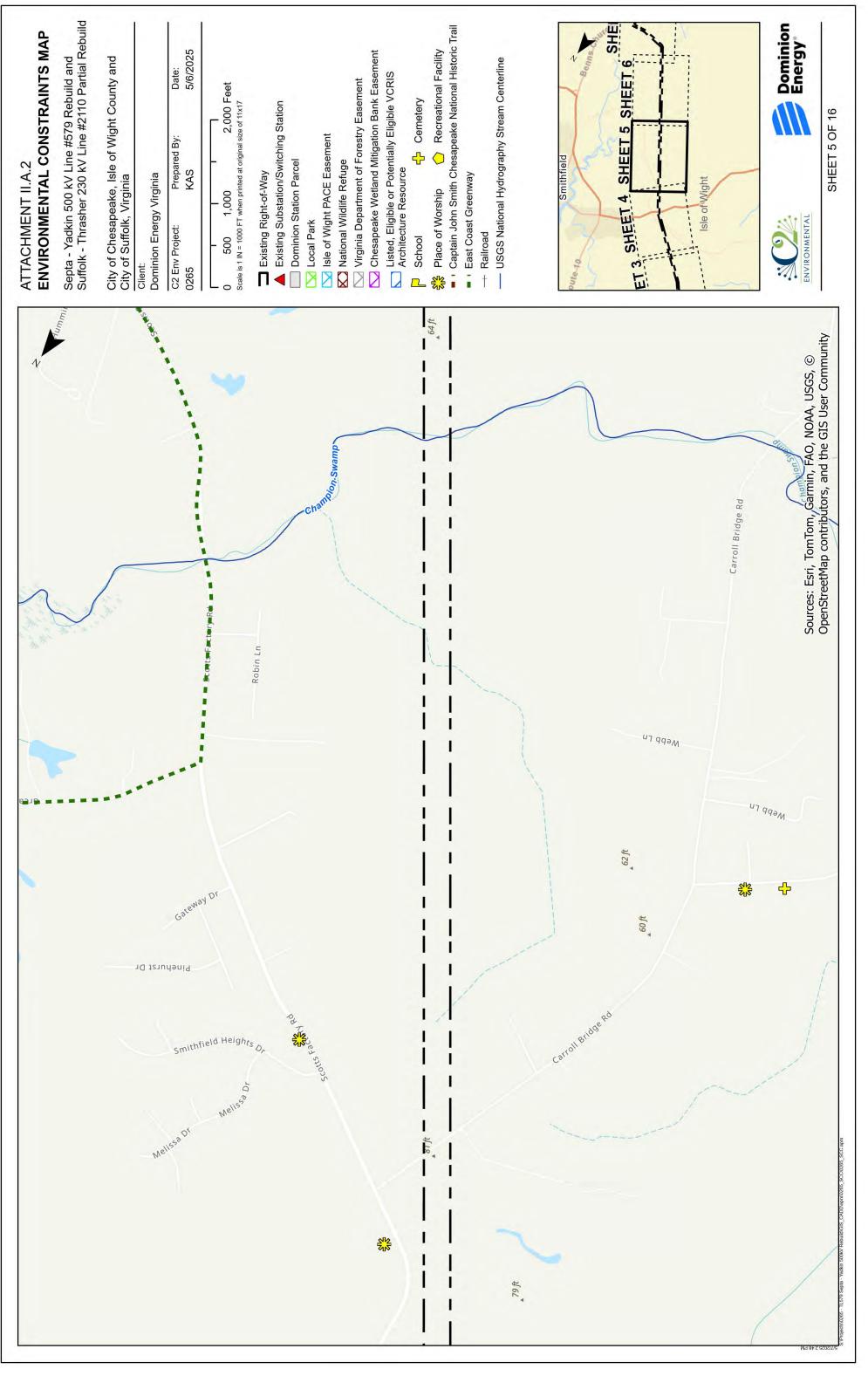
Dominion Energy Virginia will make the digital Geographic Information Systems shape file available to interested persons upon request to the Company's legal counsel as listed in the Rebuild Project Application.

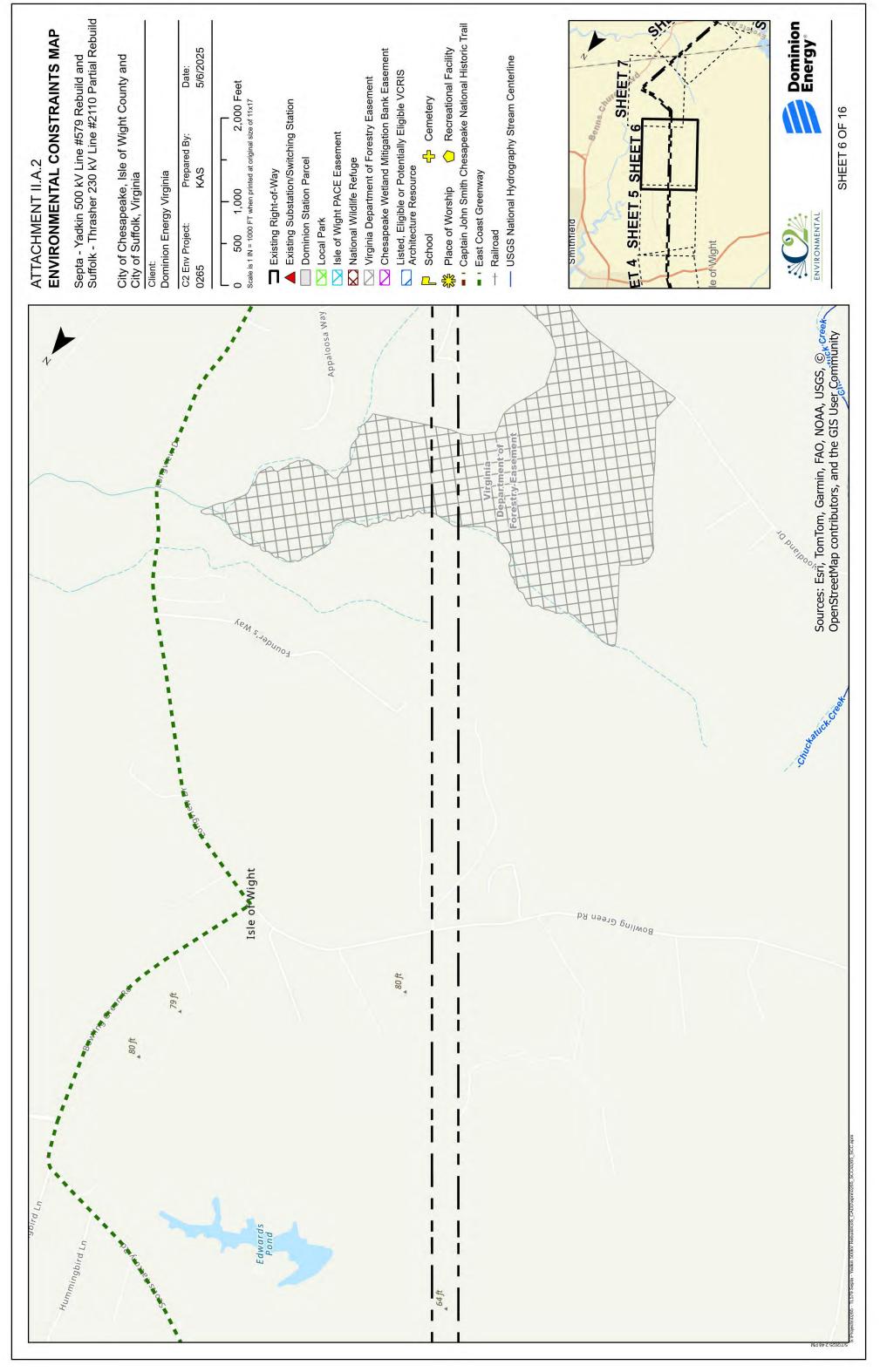


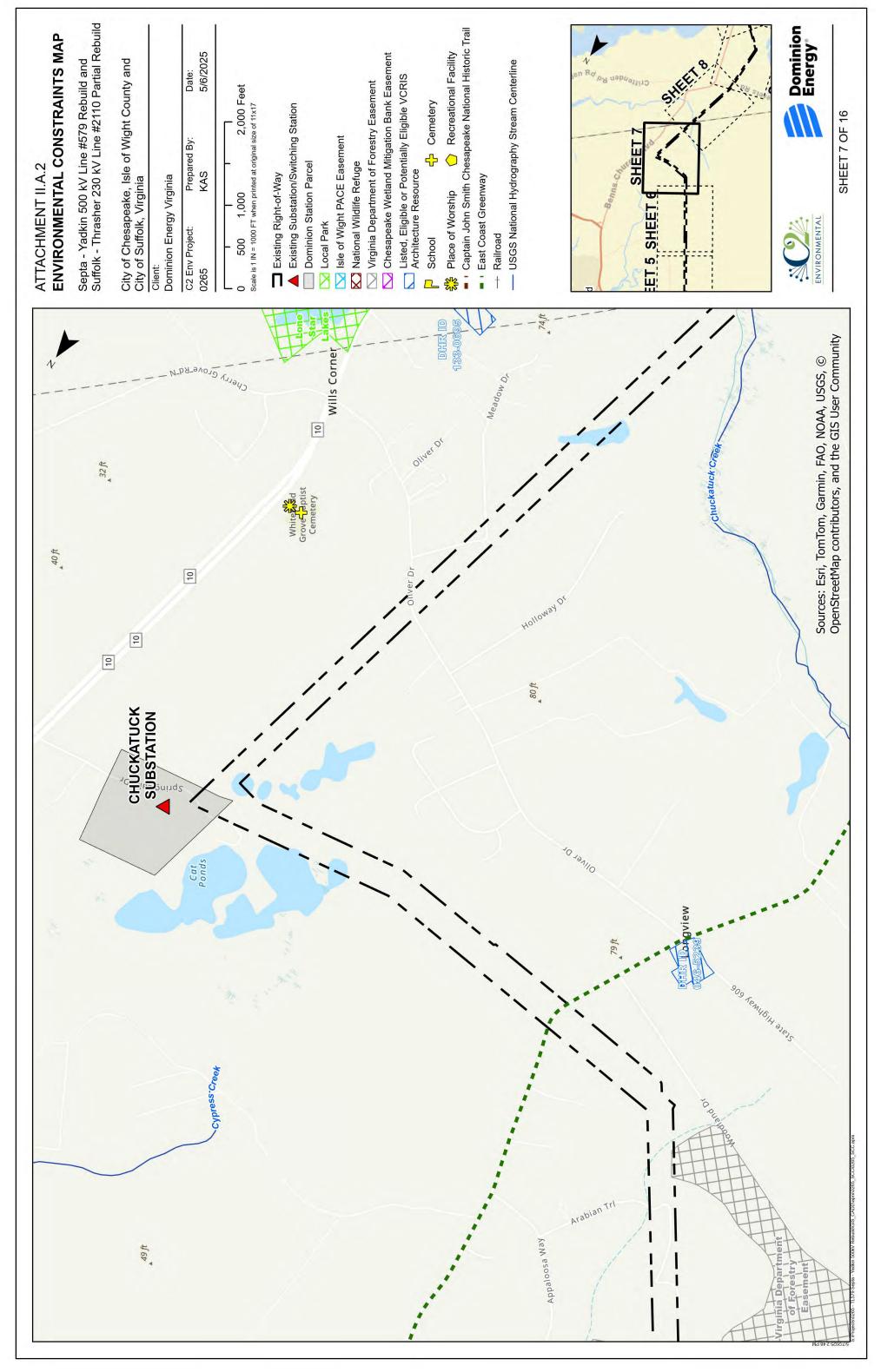


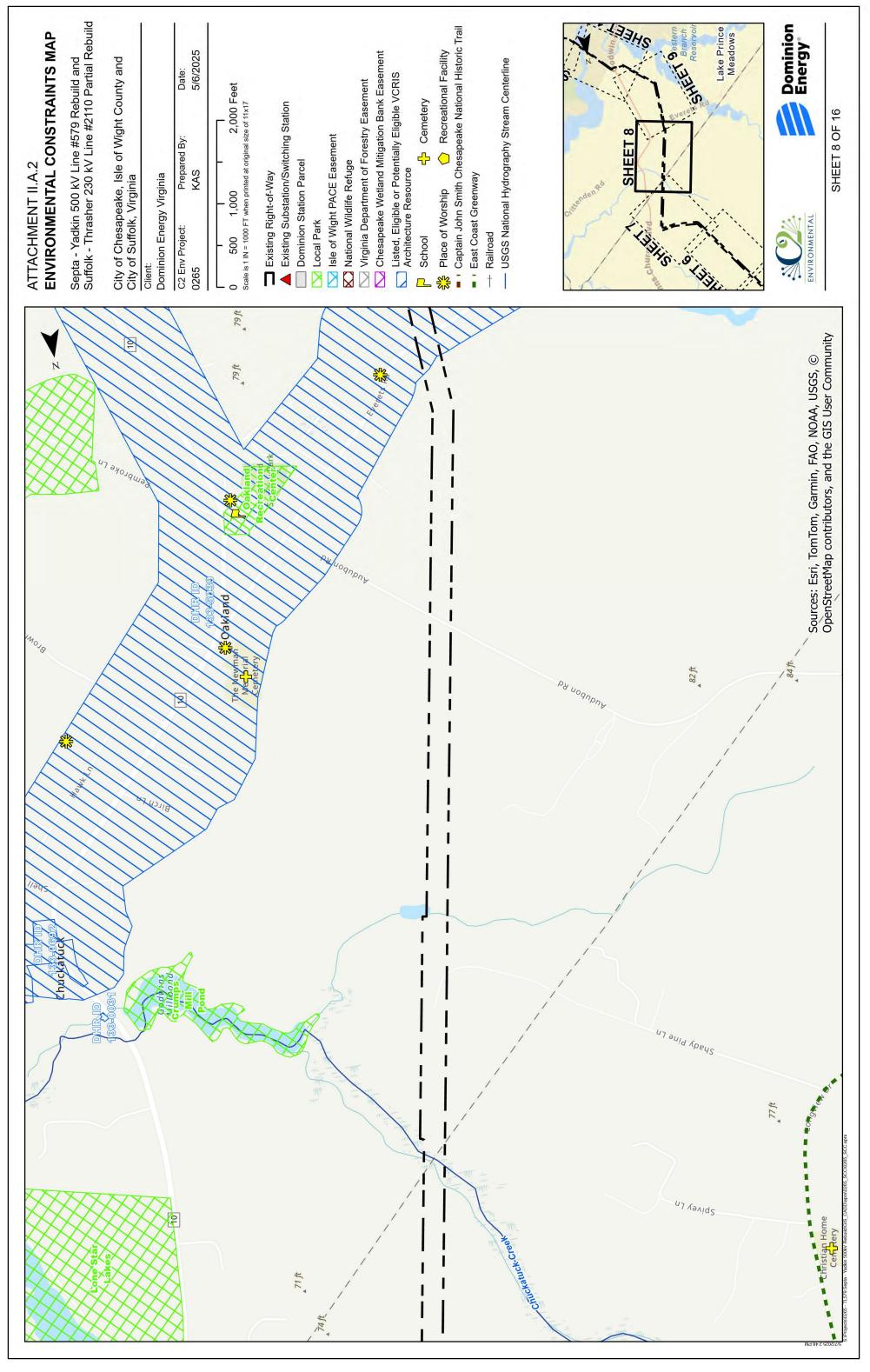


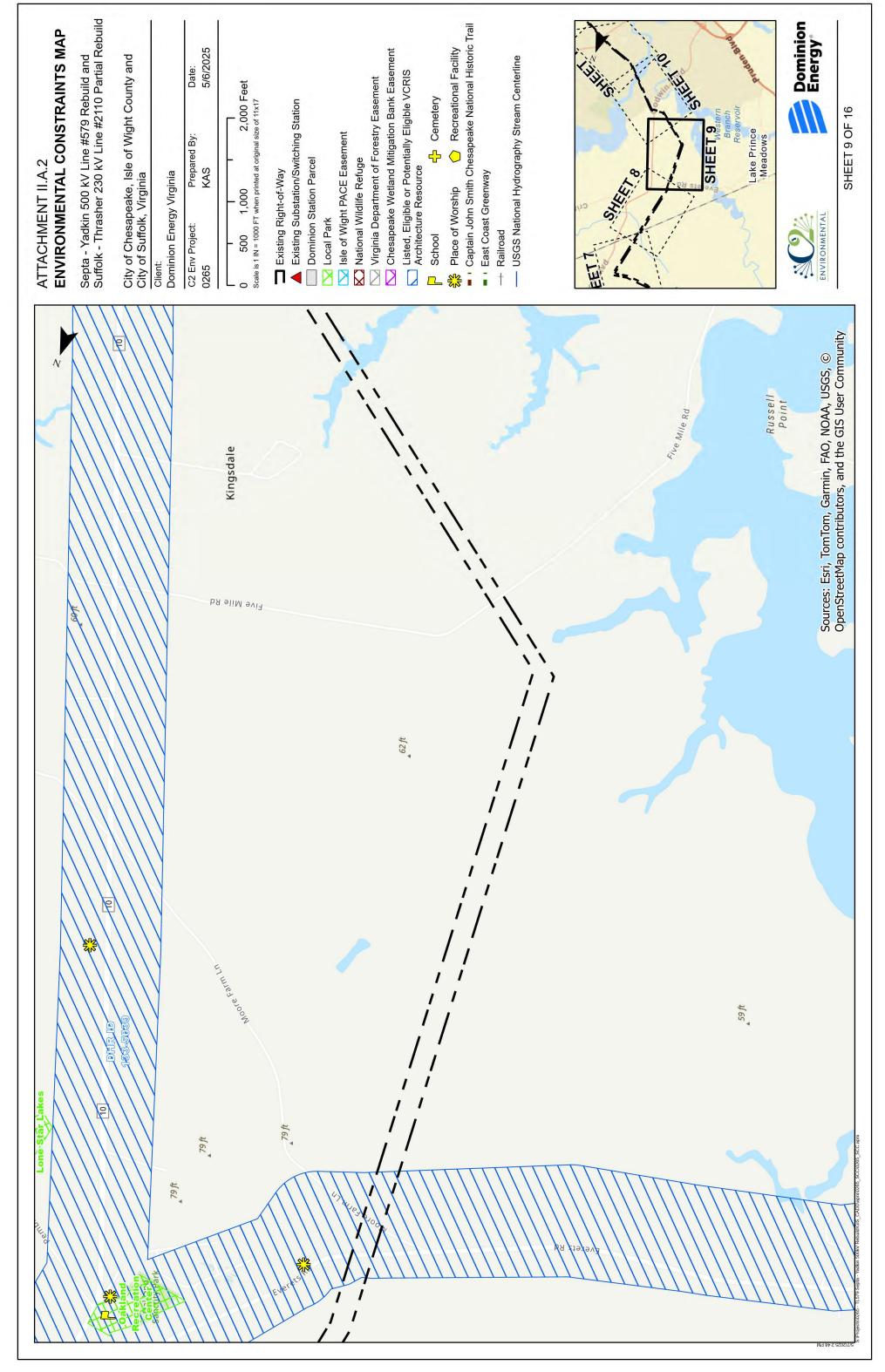


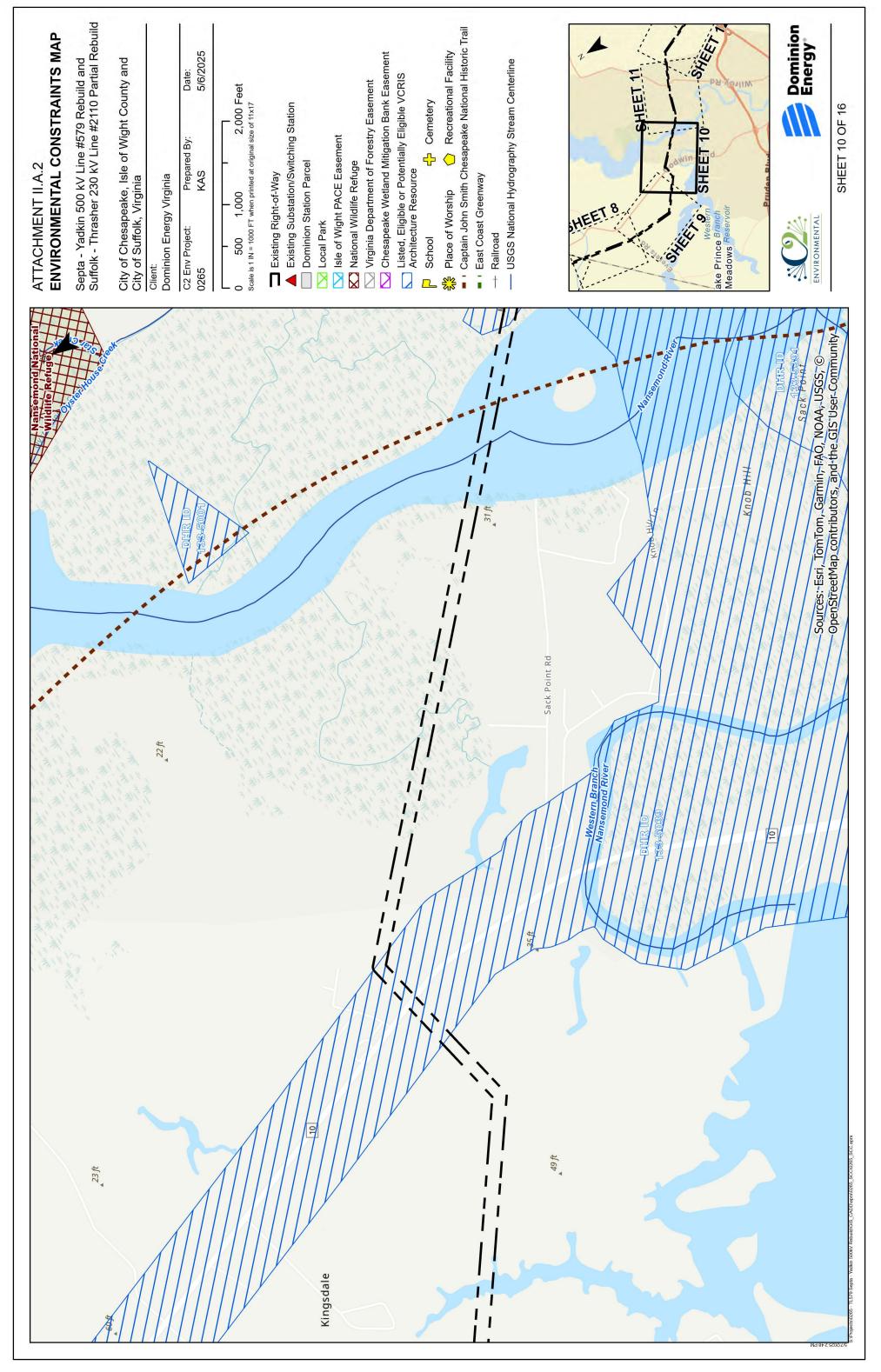


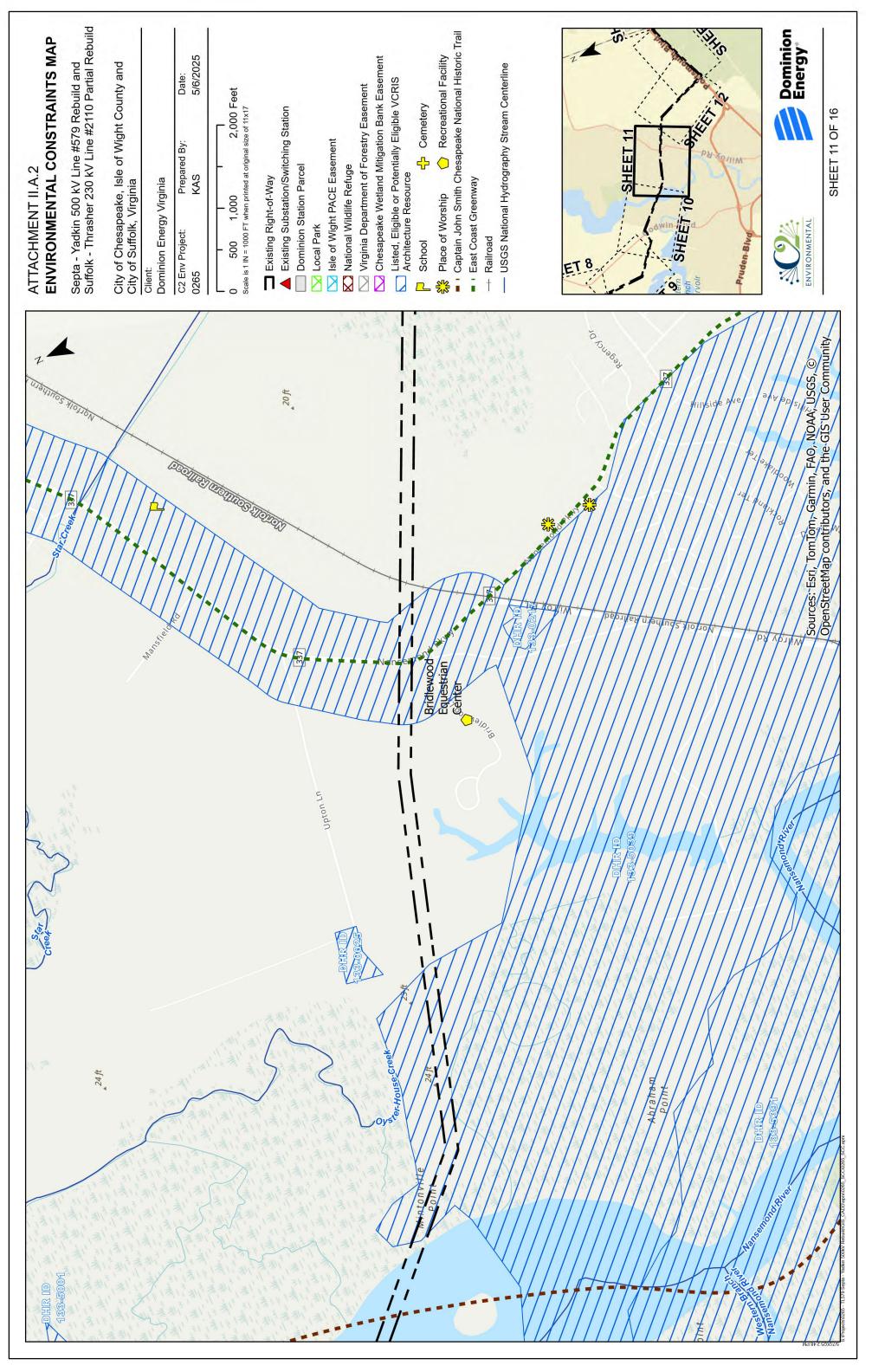


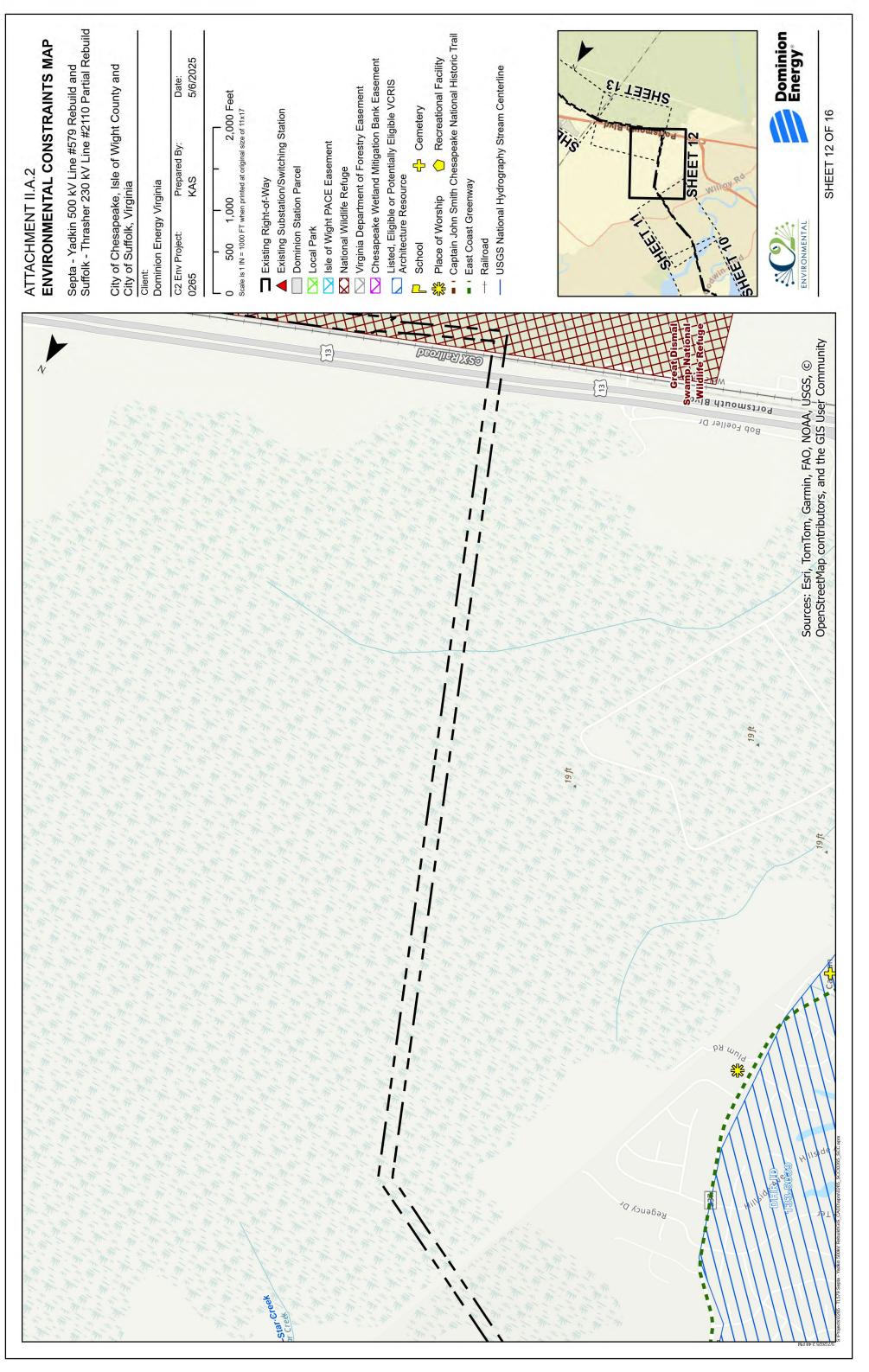


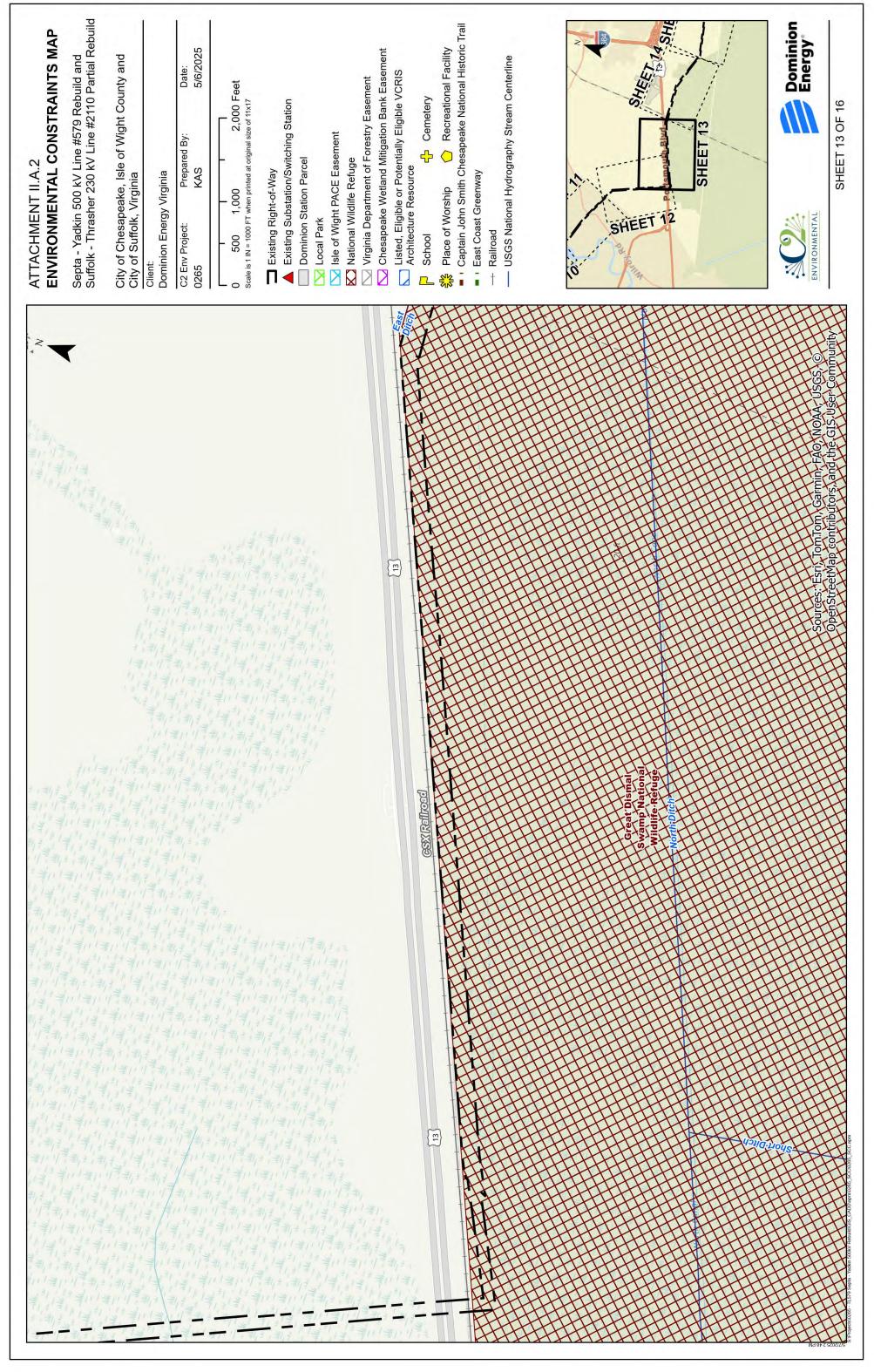


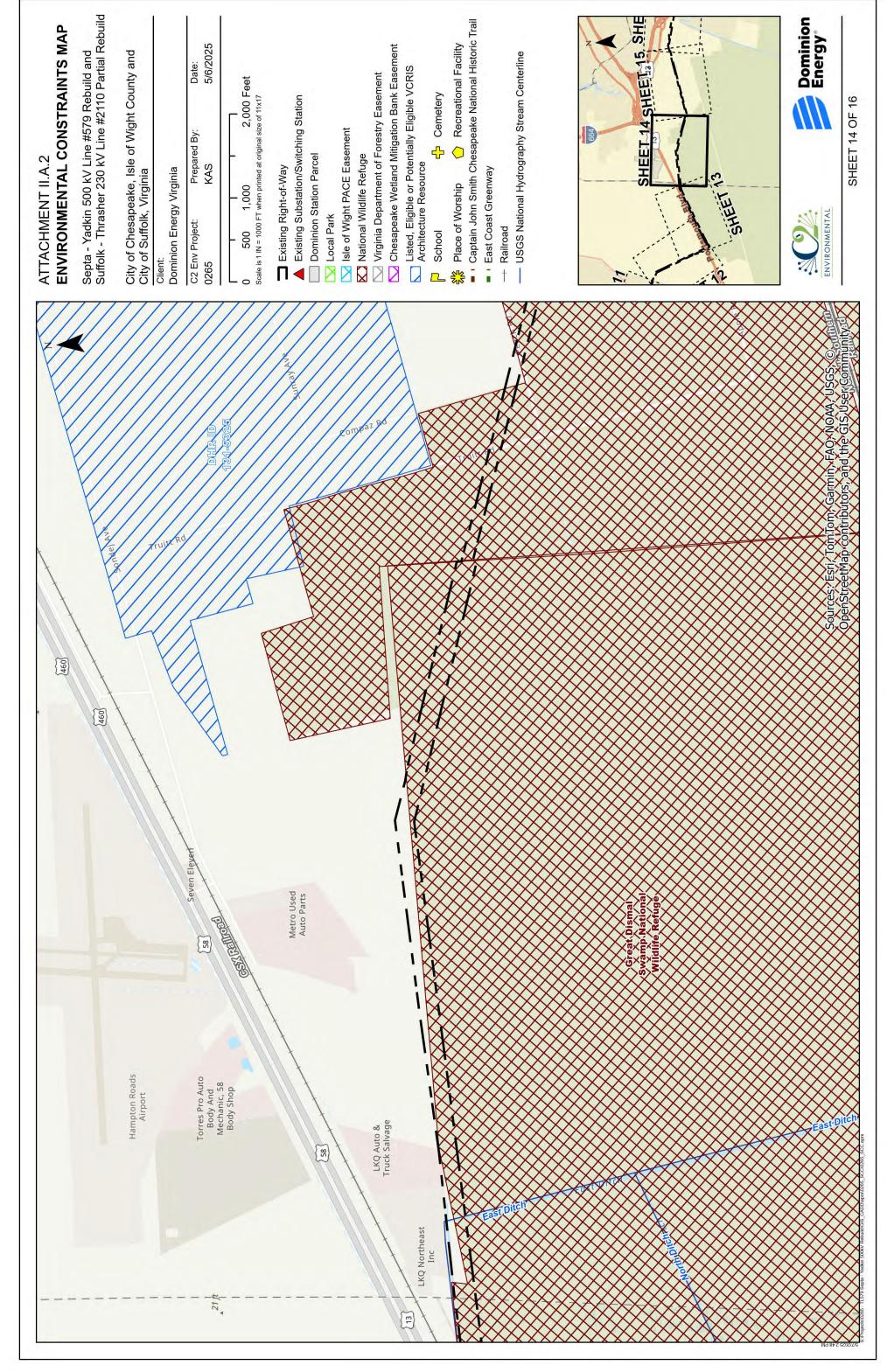


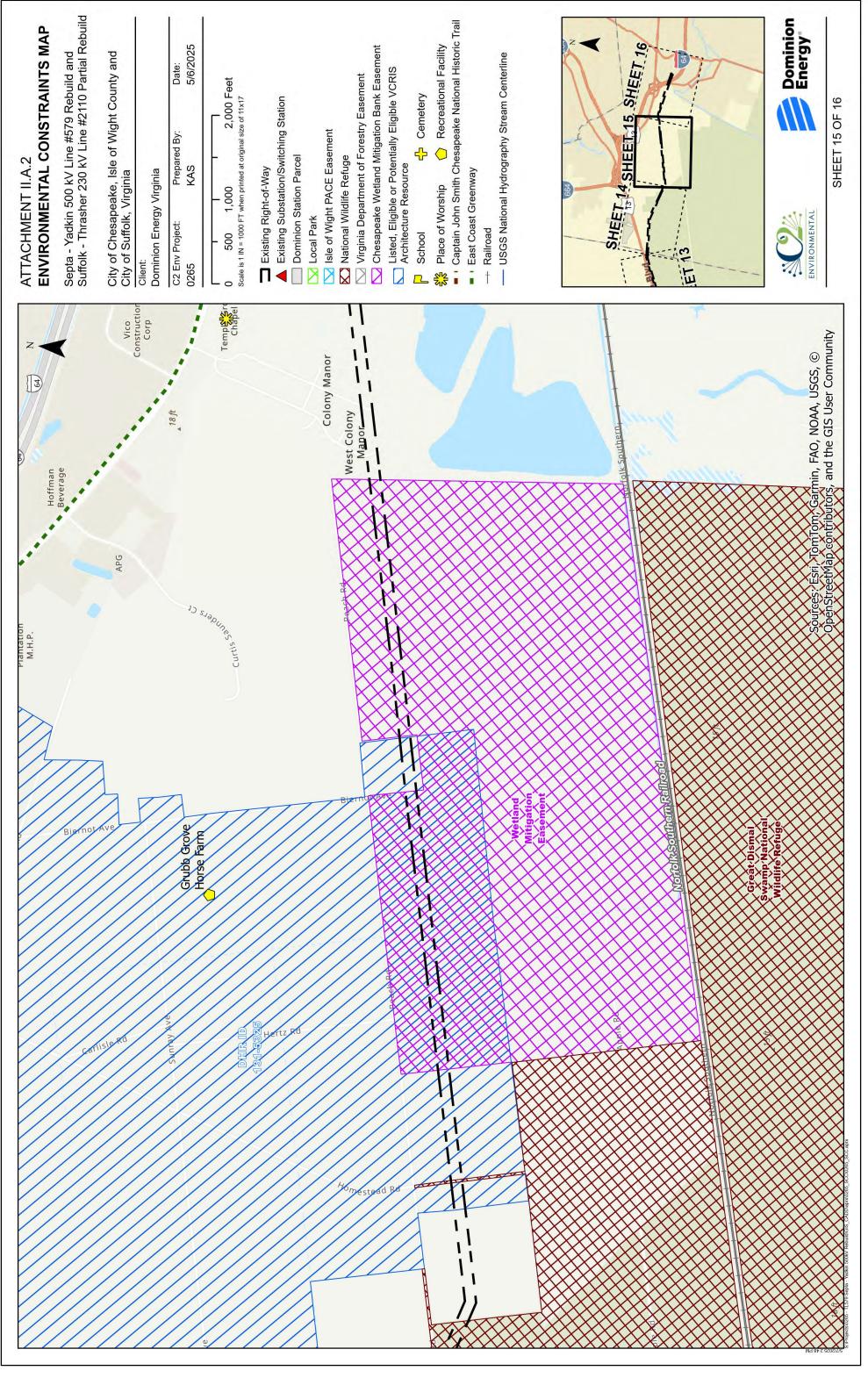


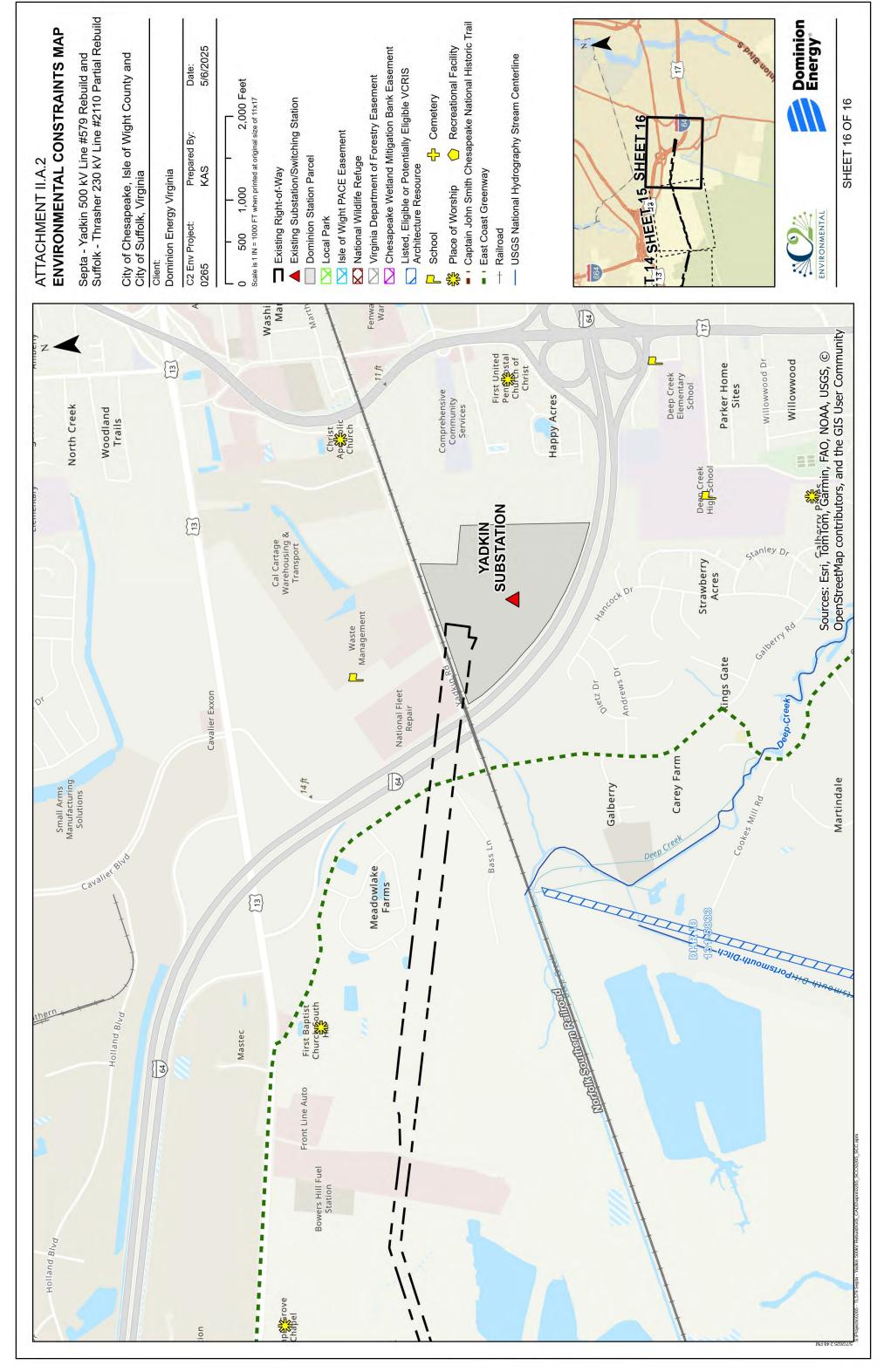












# II. DESCRIPTION OF THE PROPOSED PROJECT

## A. Right-of-way ("ROW")

3. Provide a separate color map of a suitable scale showing all the Applicant's transmission line ROWs, either existing or proposed, in the vicinity of the proposed project.

Response: See <u>Attachment I.G.1</u>.

# II. DESCRIPTION OF THE PROPOSED PROJECT

- A. Right-of-way ("ROW")
  - 4. To the extent the proposed route is not entirely within existing ROW, explain why existing ROW cannot adequately service the needs of the Applicant.

Response: Not applicable.

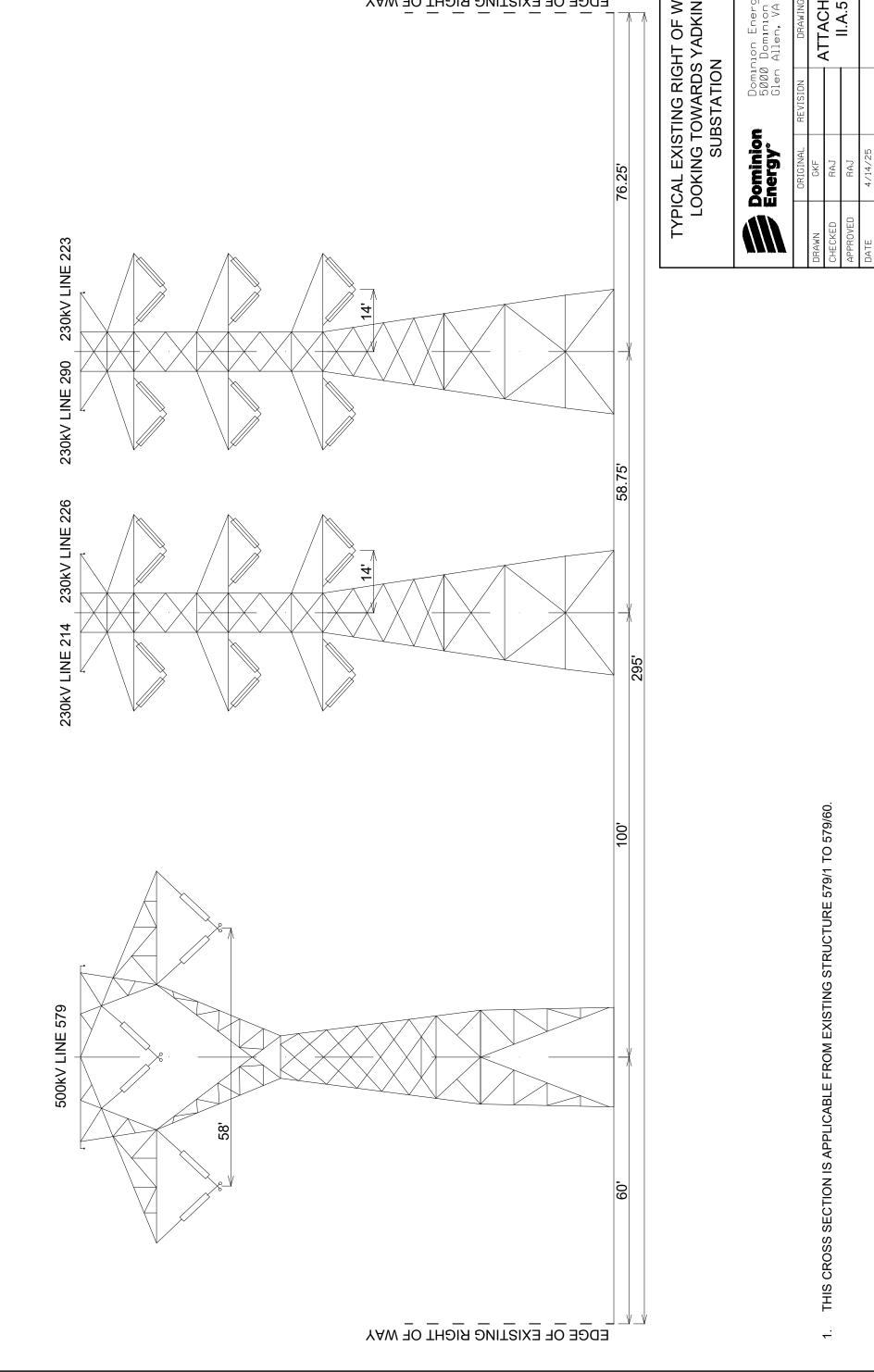
#### II. DESCRIPTION OF THE PROPOSED PROJECT

### A. Right-of-way ("ROW")

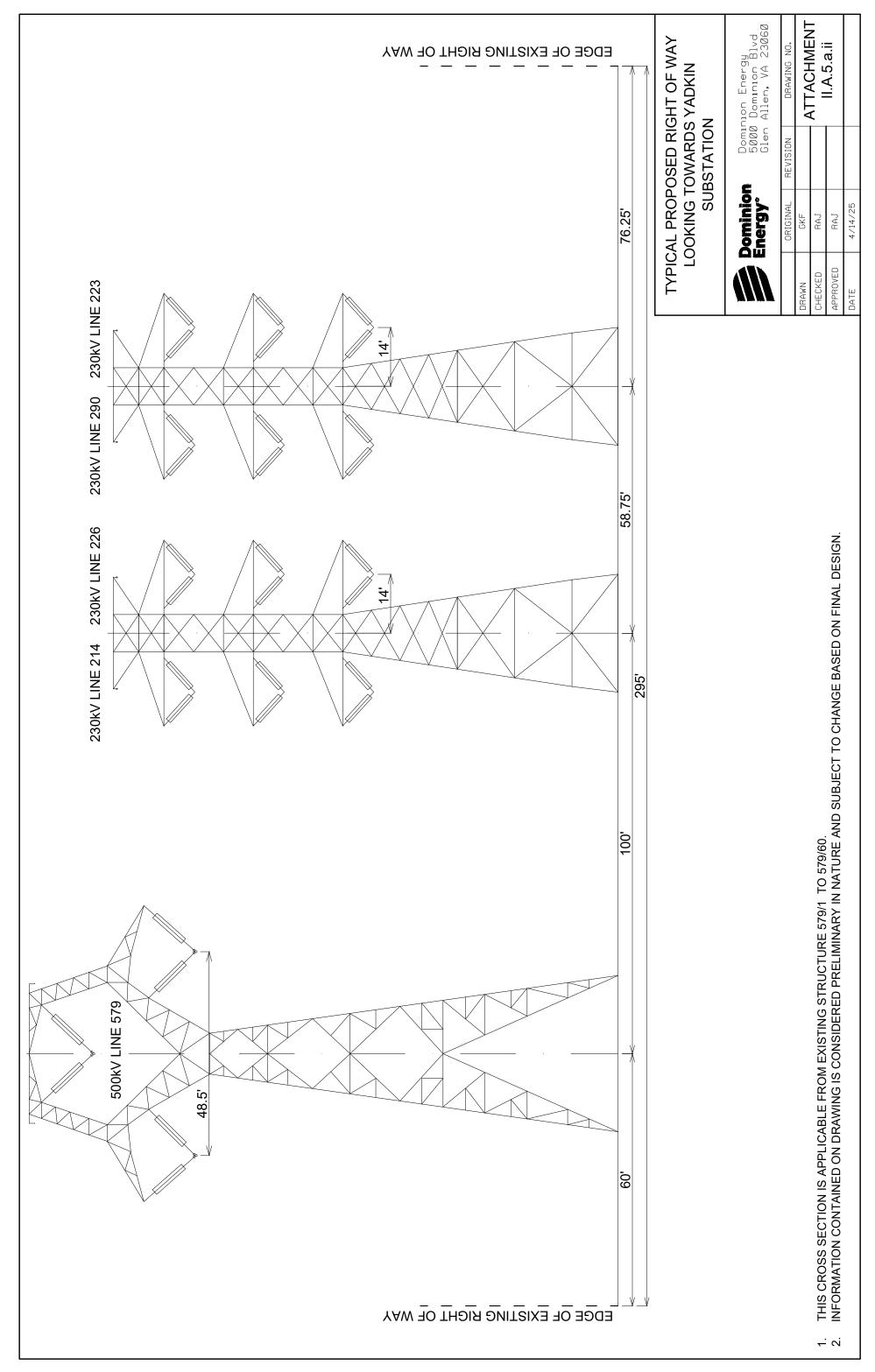
- 5. Provide drawings of the ROW cross section showing typical transmission line structure placements referenced to the edge of the ROW. These drawings should include:
  - a. ROW width for each cross section drawing;
  - b. Lateral distance between the conductors and edge of ROW;
  - c. Existing utility facilities on the ROW; and
  - d. For lines being rebuilt in existing ROW, provide all of the above(i) as it currently exists, and (ii) as it will exist at the conclusion of the proposed project.
- Response: See <u>Attachment II.A.5.a.i-j.i</u> (existing) and <u>II.A.5.a.ii-j.ii</u> (proposed).

For additional information on the structures, see Section II.B.3.

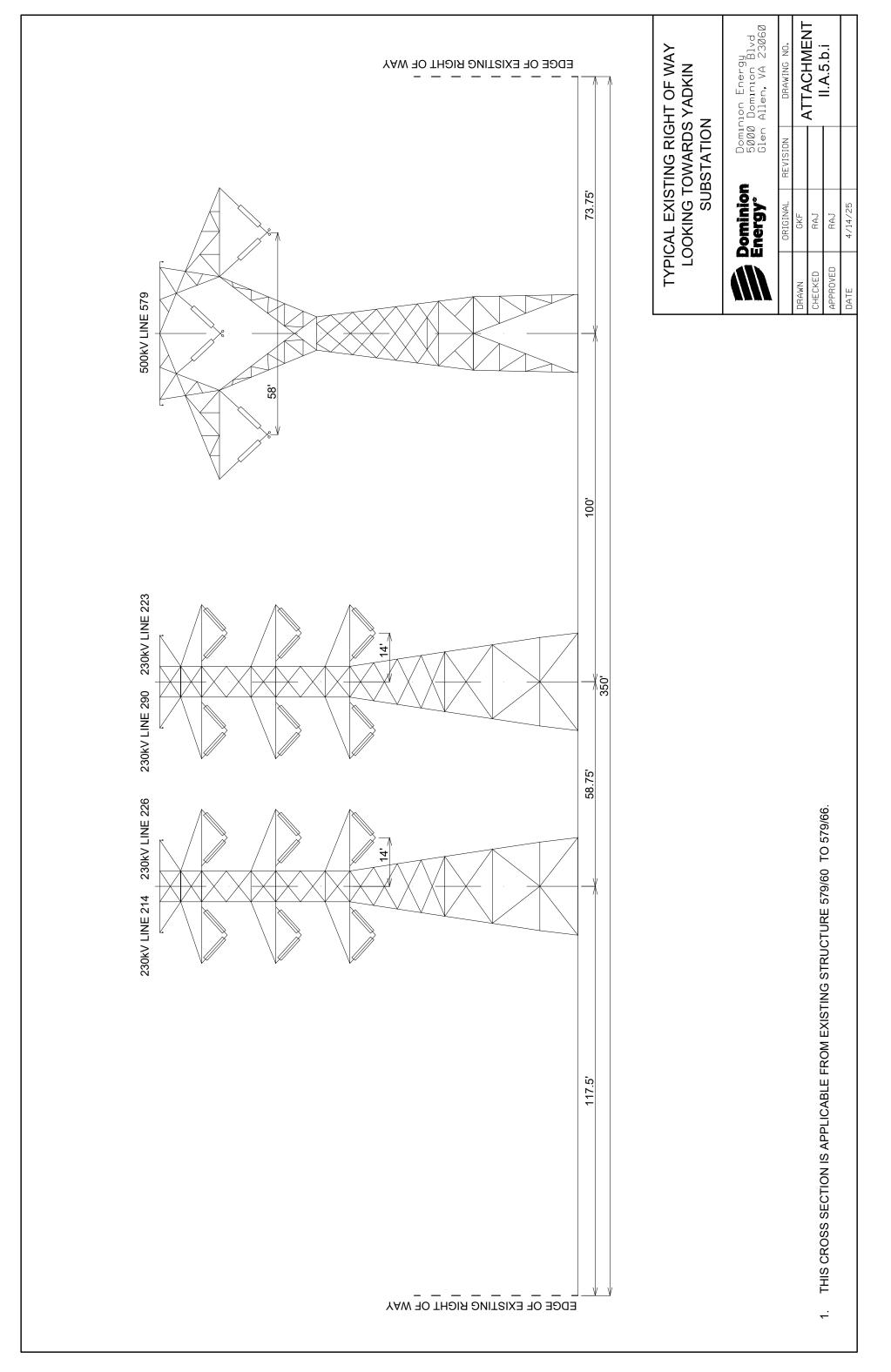
Attachment II.A.5.a.i Dominion Energy 5000 Dominion Blvd Glen Allen, VA 23060 **ATTACHMENT** TYPICAL EXISTING RIGHT OF WAY LOOKING TOWARDS YADKIN SUBSTATION II.A.5.a.i DRAWING NO. **YAW OF HIGHT OF WAY** REVISION Dominion Energy[°] 4/14/25 ORIGINAL RAJ RAJ GKF 76.25' APPROVED CHECKED DRAWN DATE 14' 58.75'

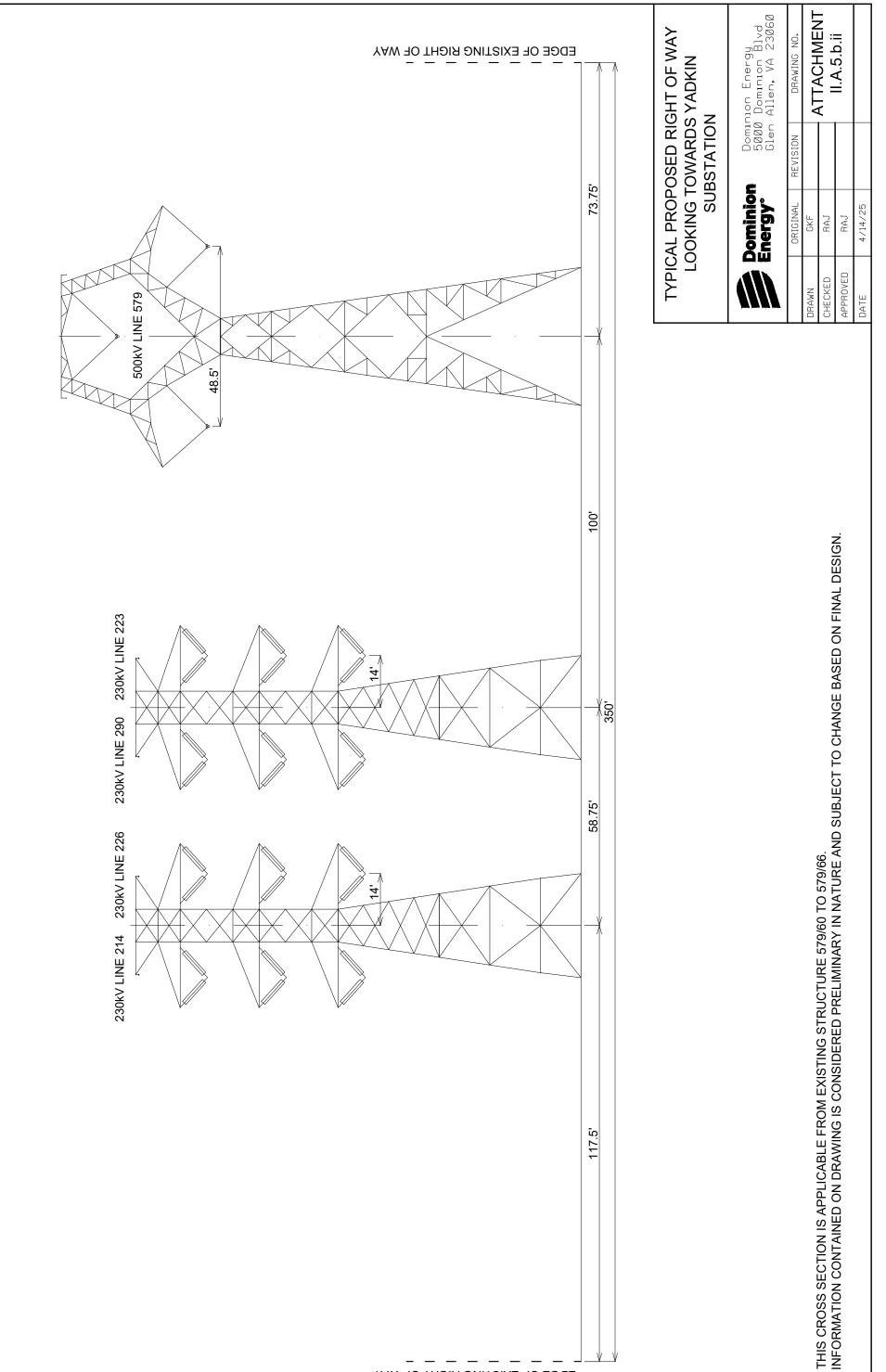


Attachment II.A.5.a.ii

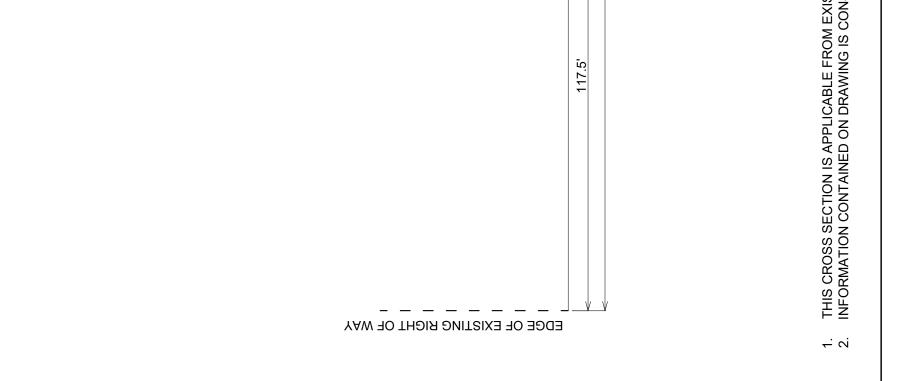


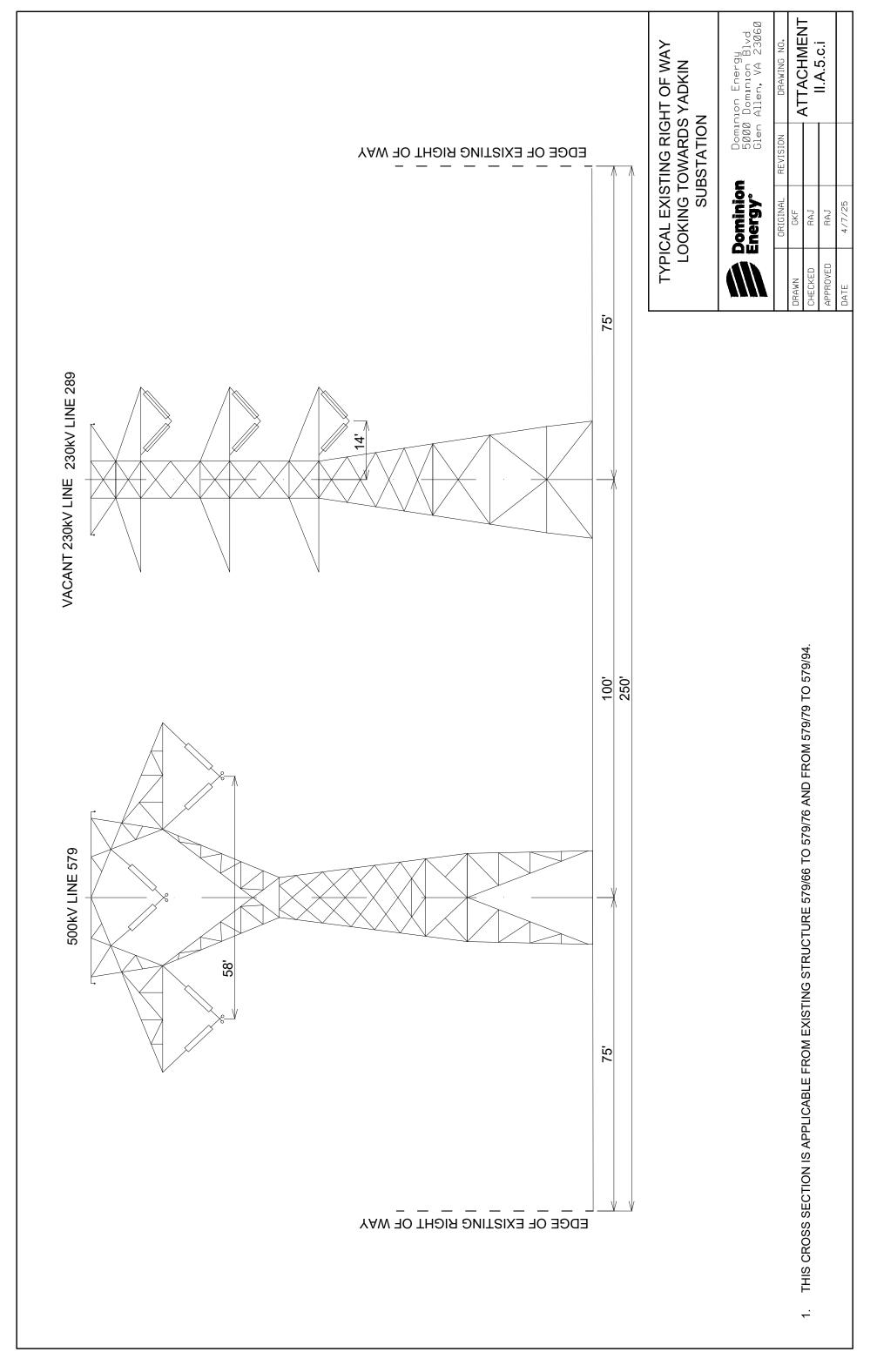
Attachment II.A.5.b.i



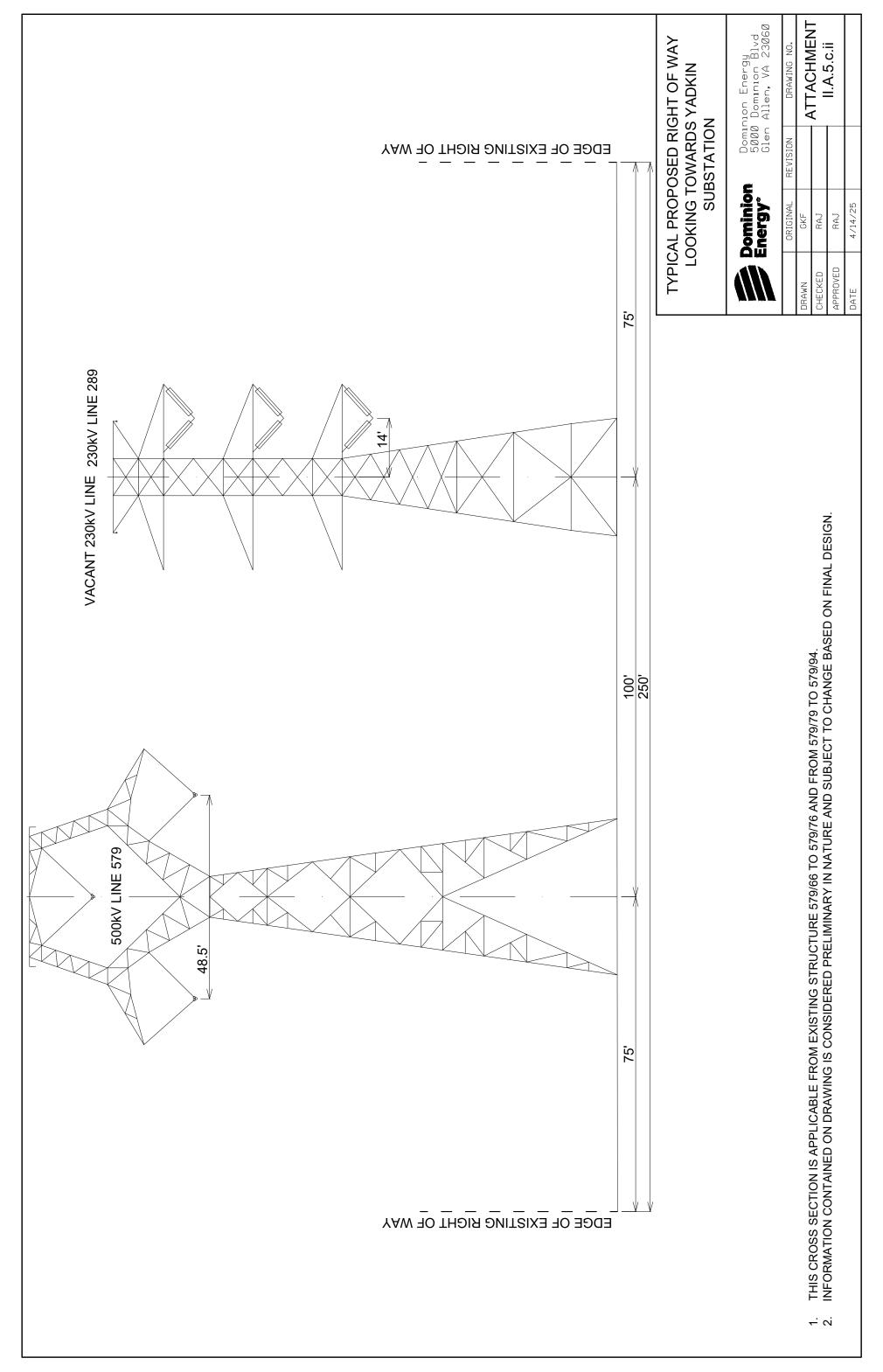


# Attachment II.A.5.b.ii

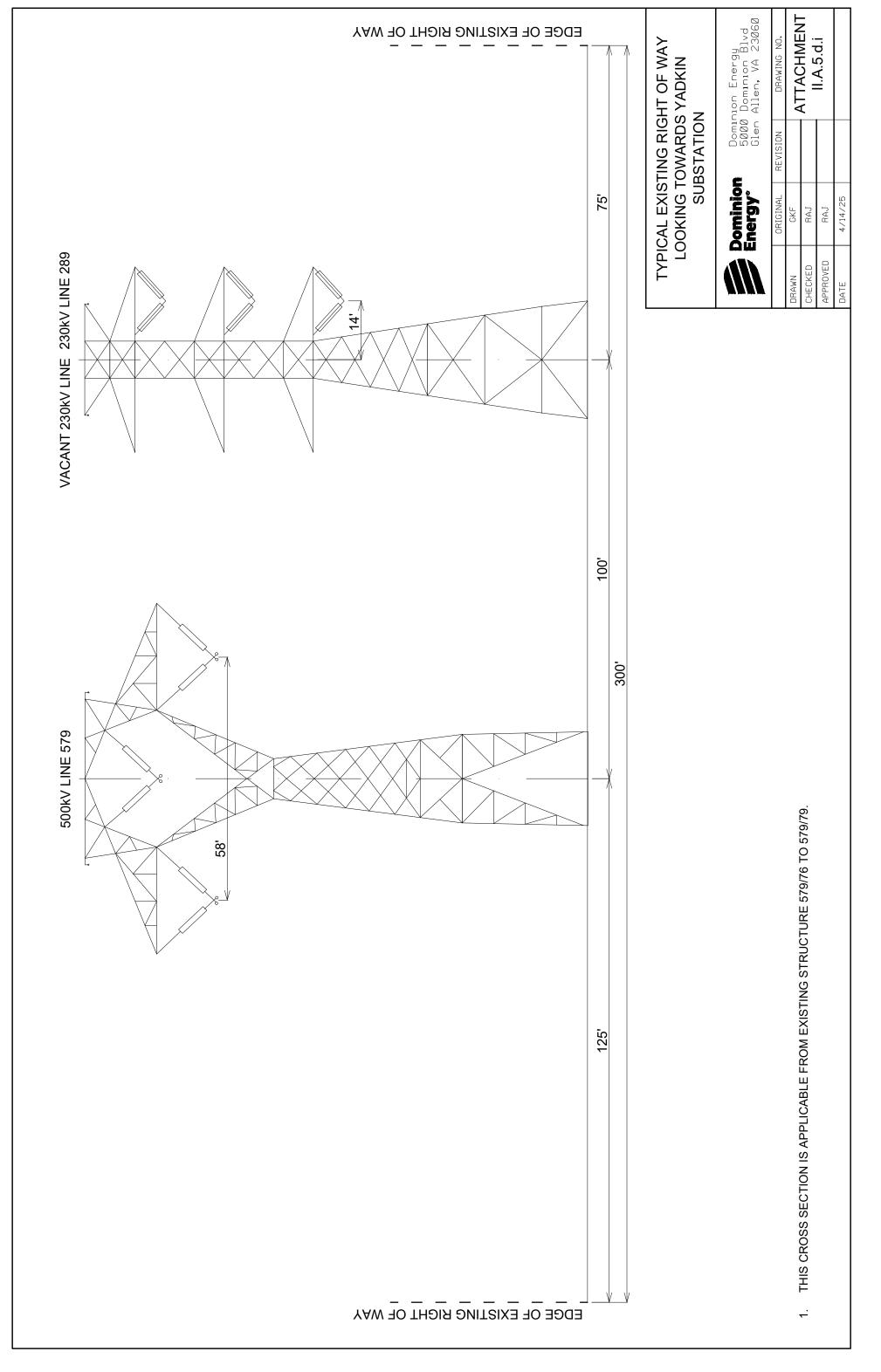




# Attachment II.A.5.c.i

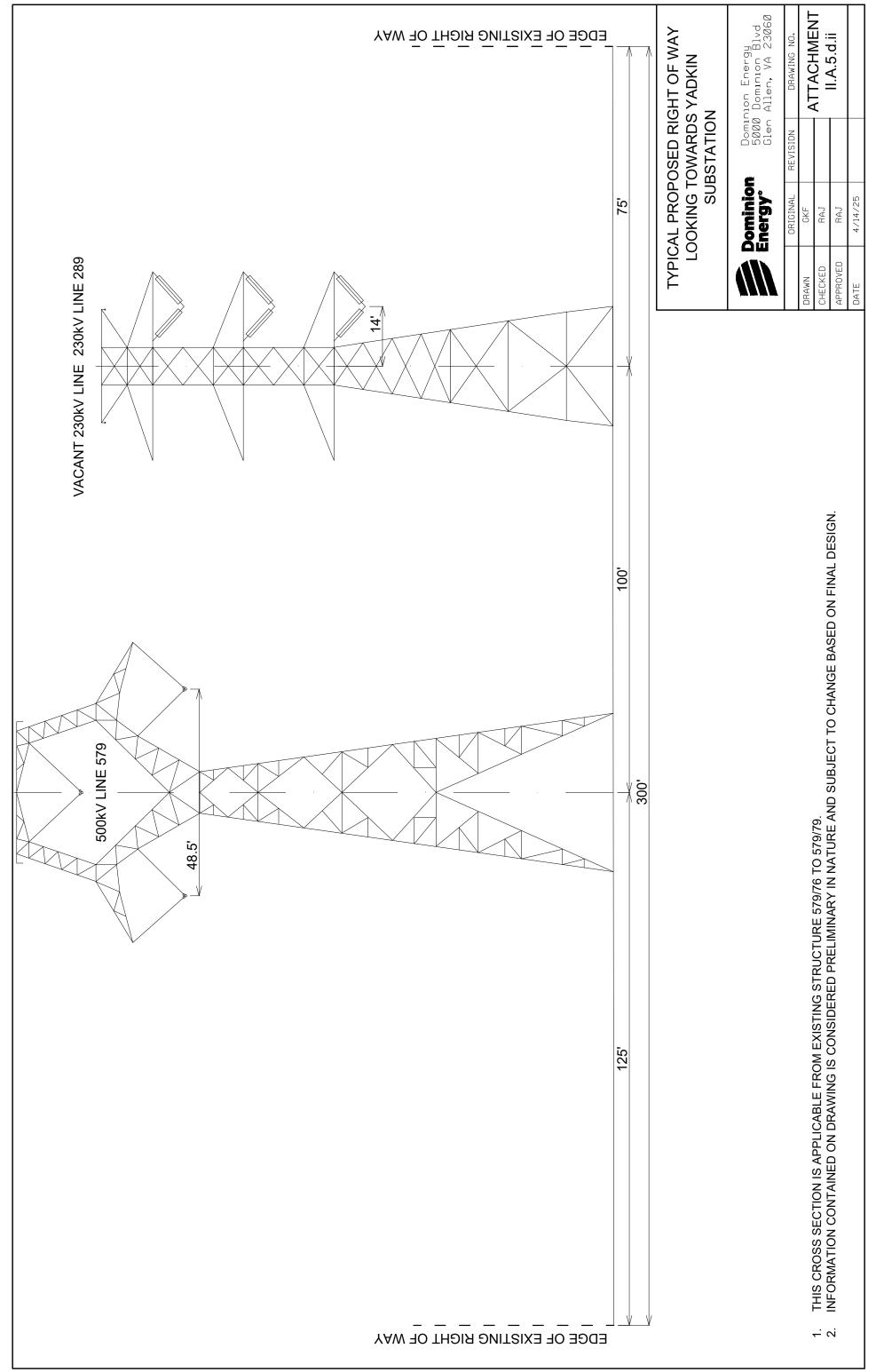


# Attachment II.A.5.c.ii

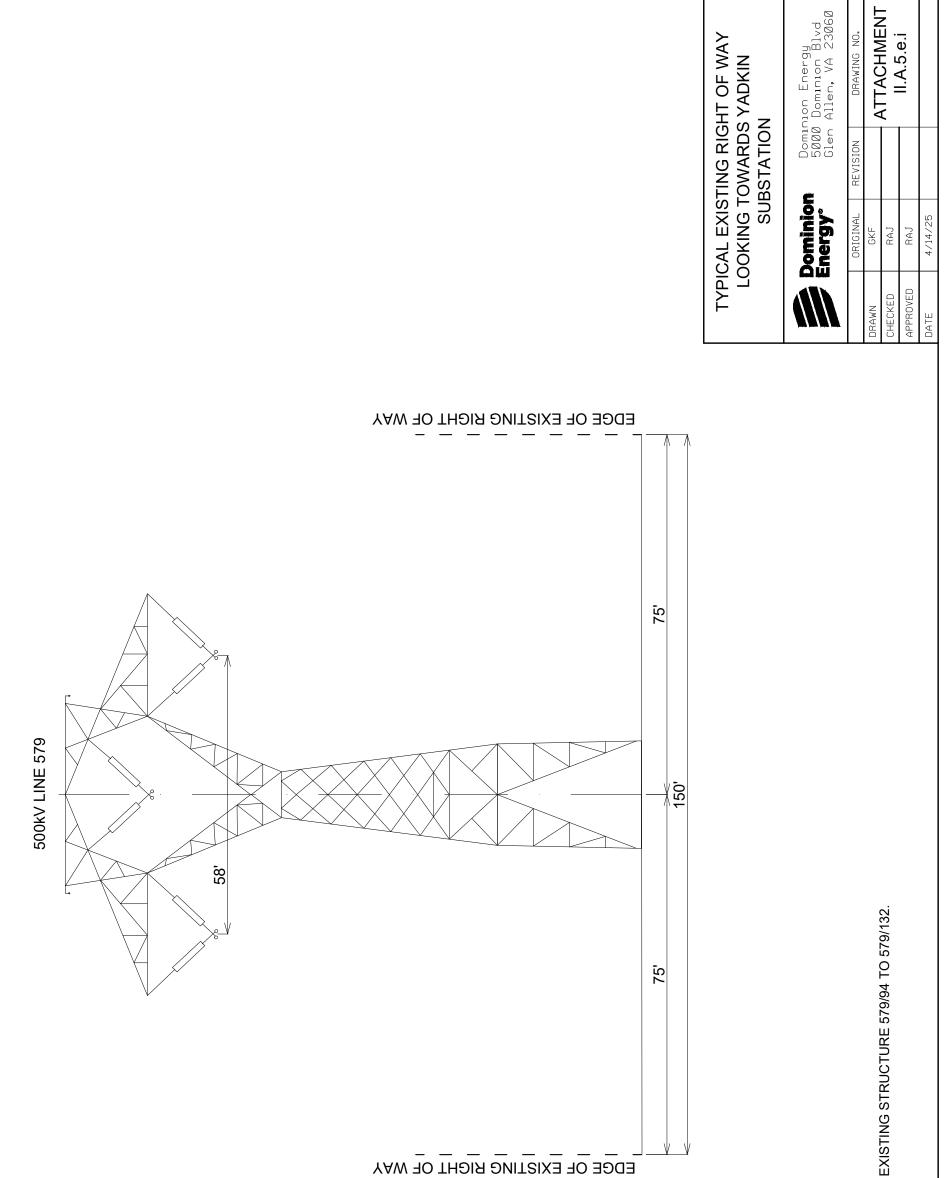


Attachment II.A.5.d.i

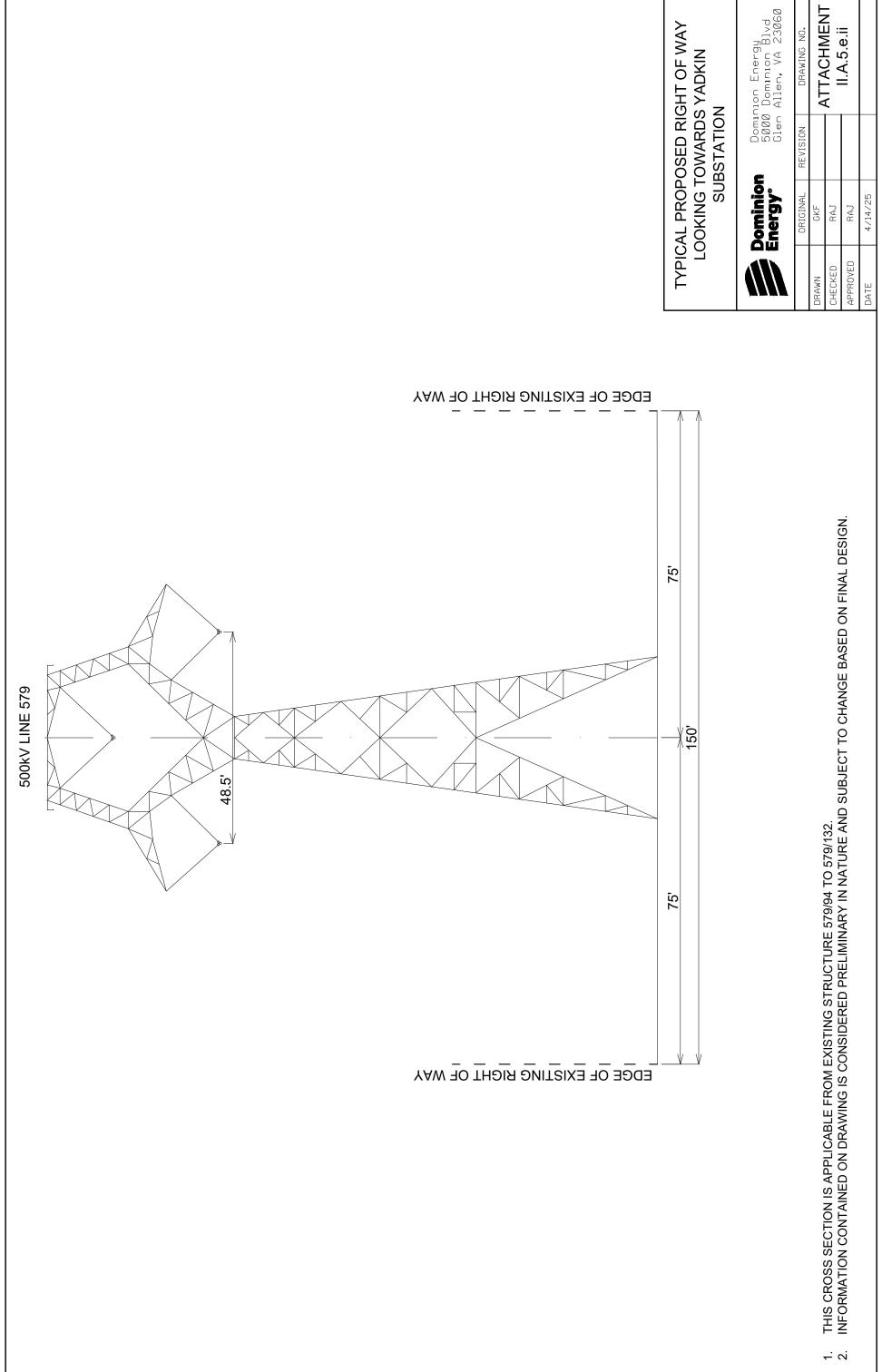
# Attachment II.A.5.d.ii

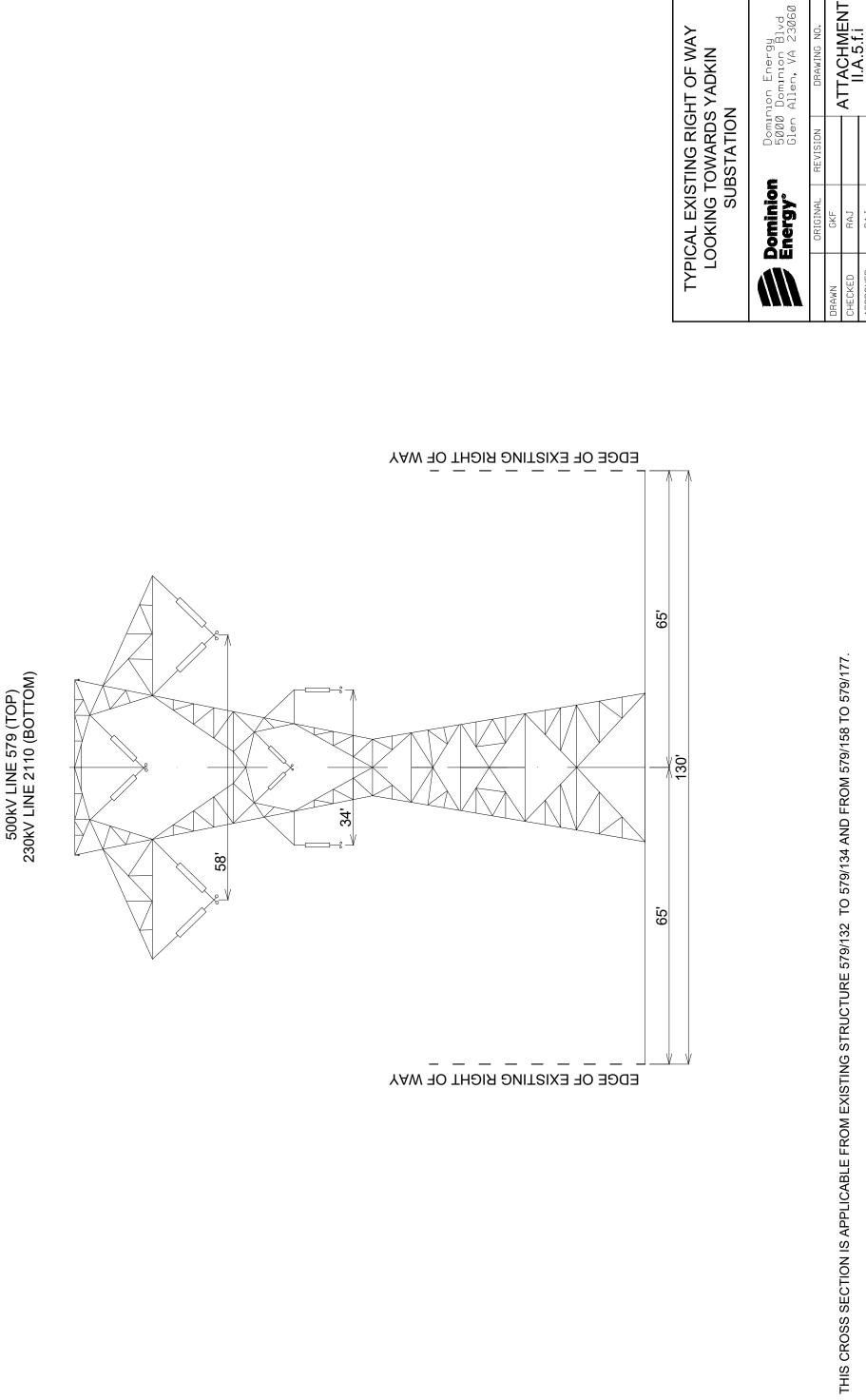


# Attachment II.A.5.e.i









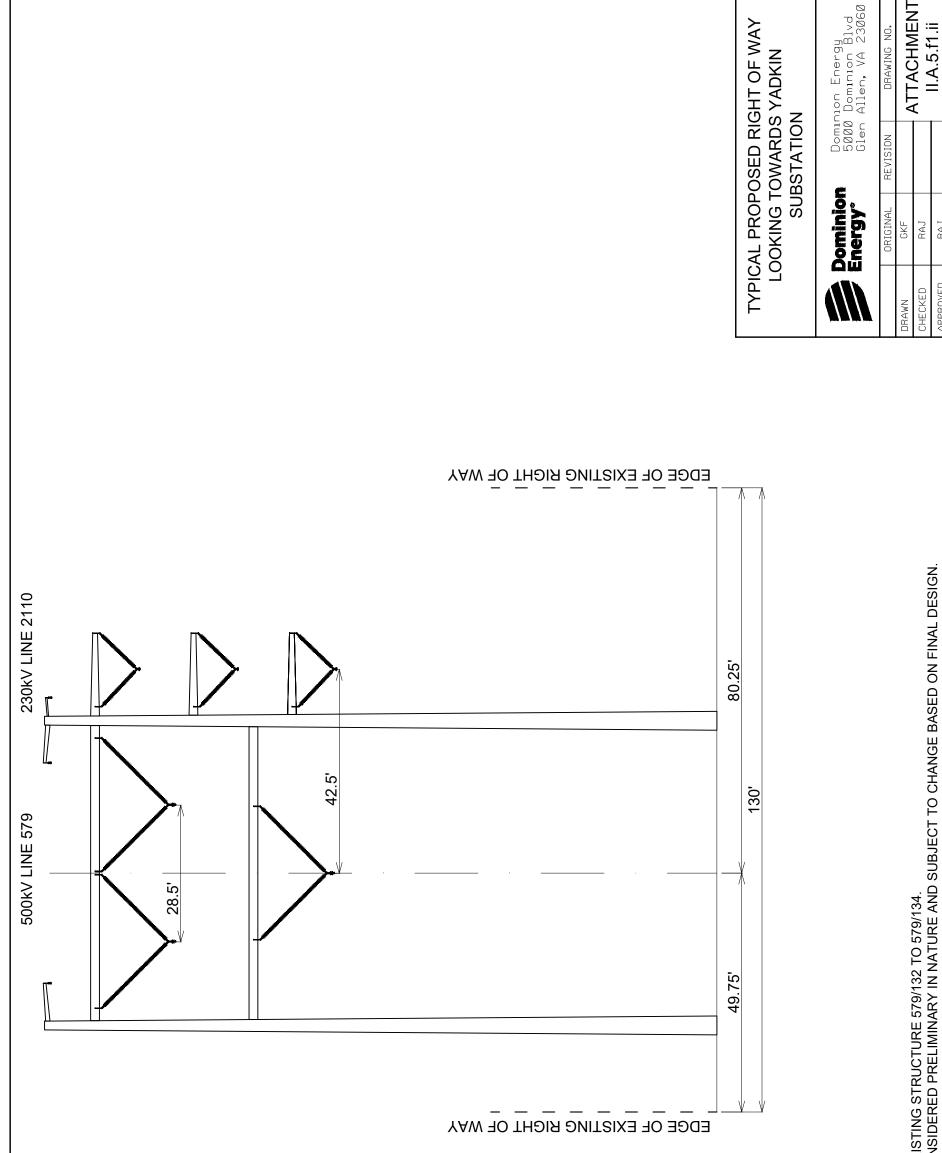
4/7/25

DATE

RAJ

APPROVED

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4/14/25

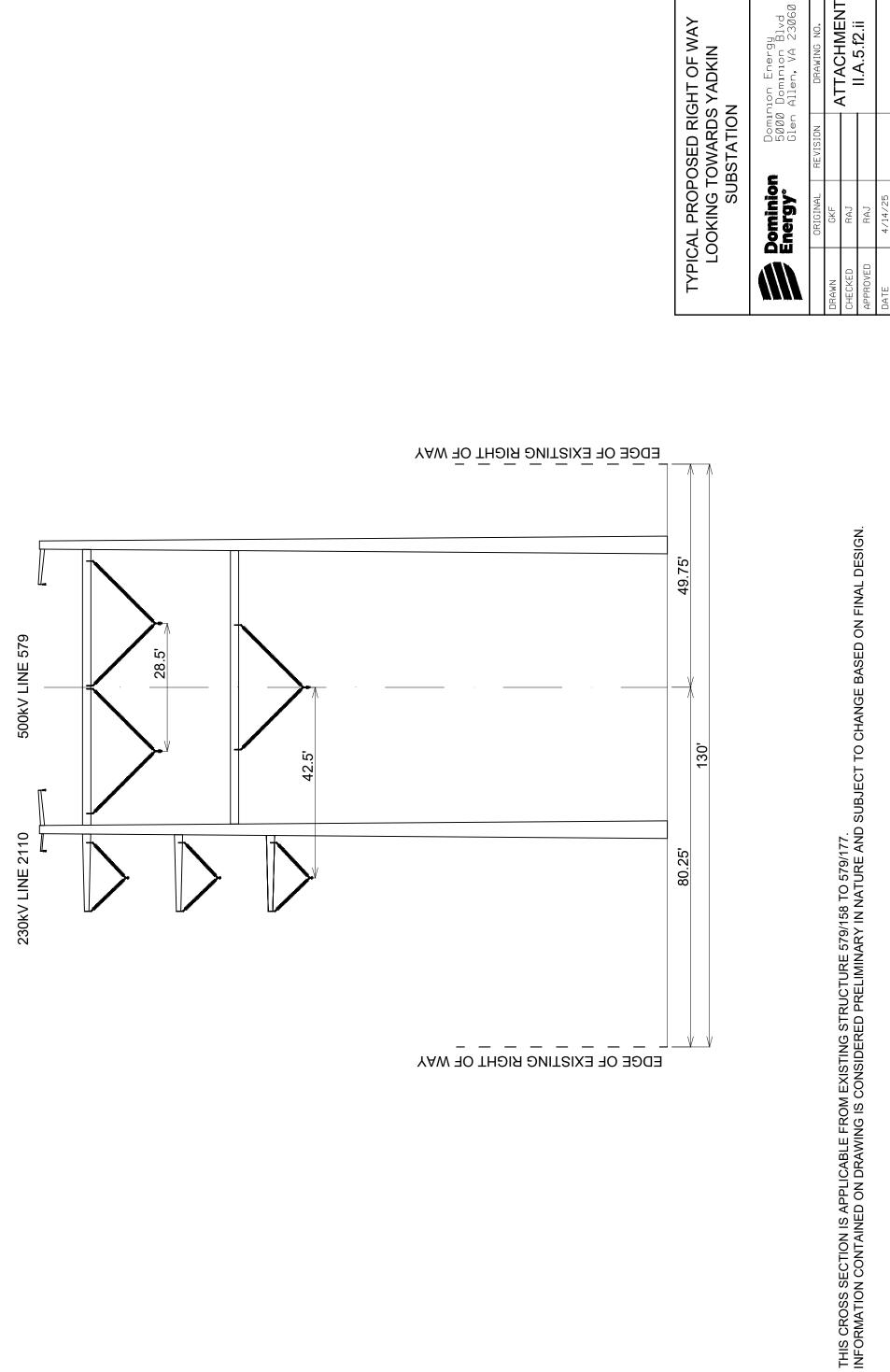
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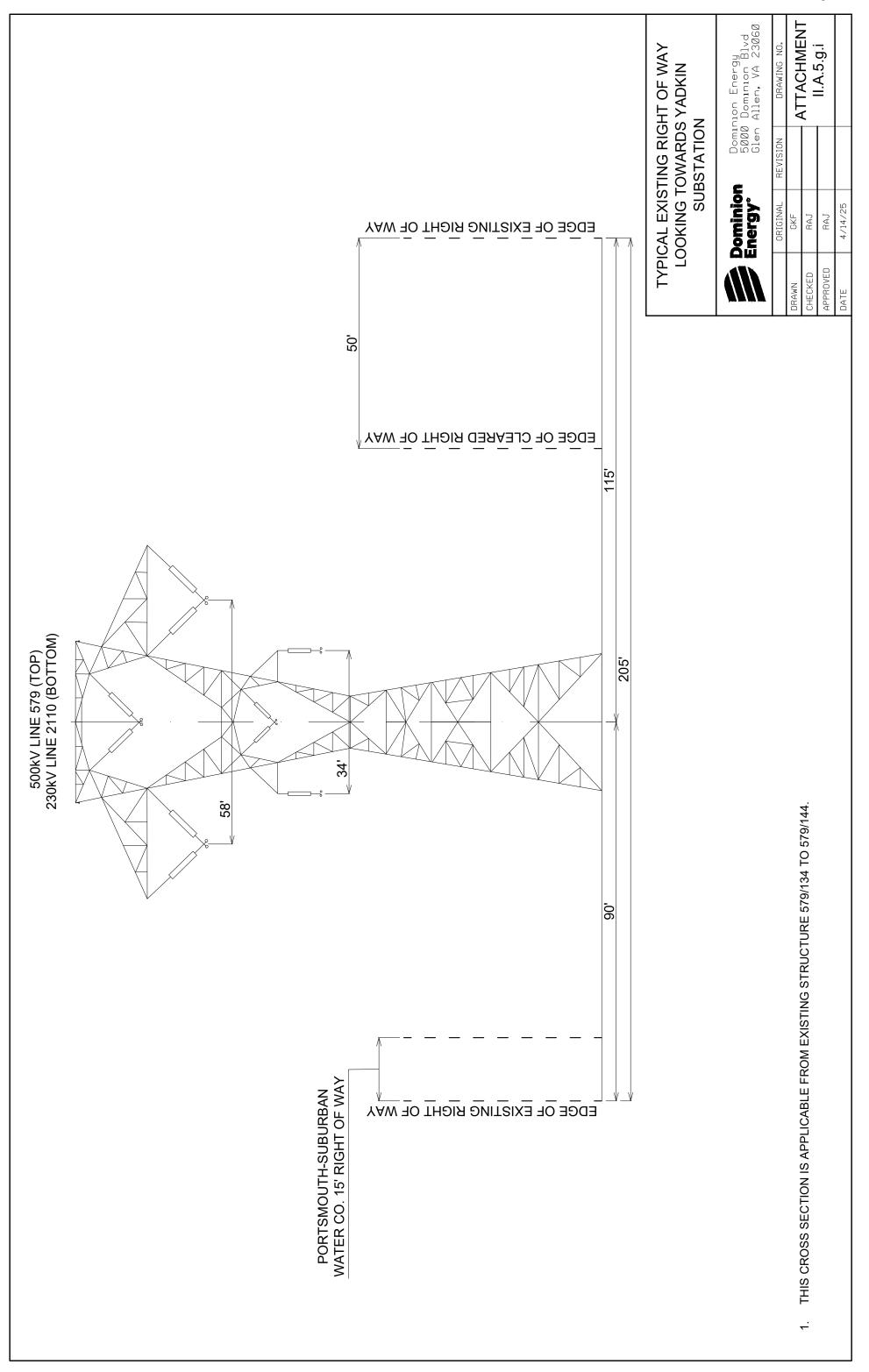
APPROVED

THIS CROSS SECTION IS APPLICABLE FROM EXISTING STRUCTURE 579/132 TO 579/134. INFORMATION CONTAINED ON DRAWING IS CONSIDERED PRELIMINARY IN NATURE AND SUBJECT TO CHANGE BASED ON FINAL DESIGN. <del>.</del> .

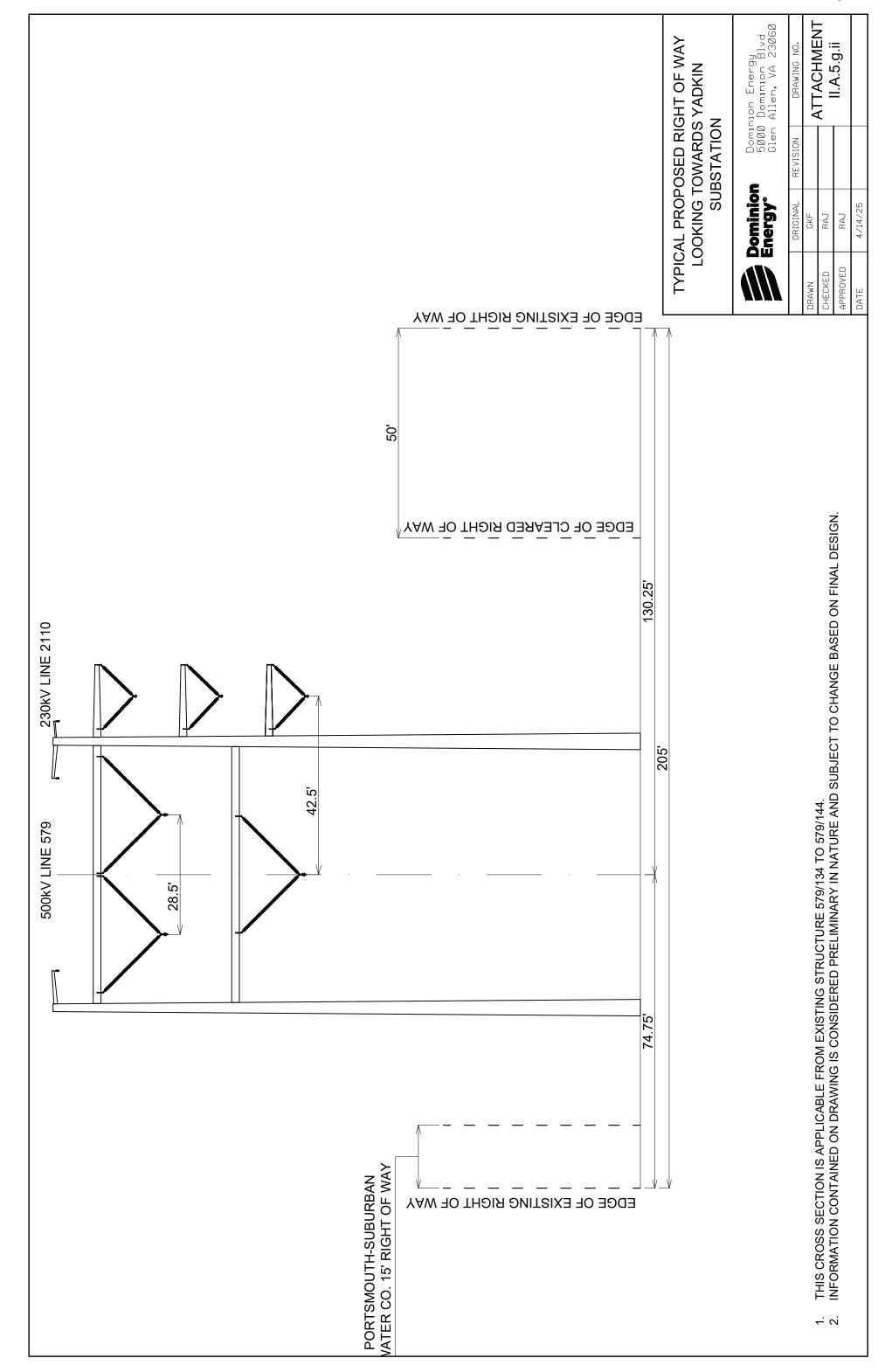




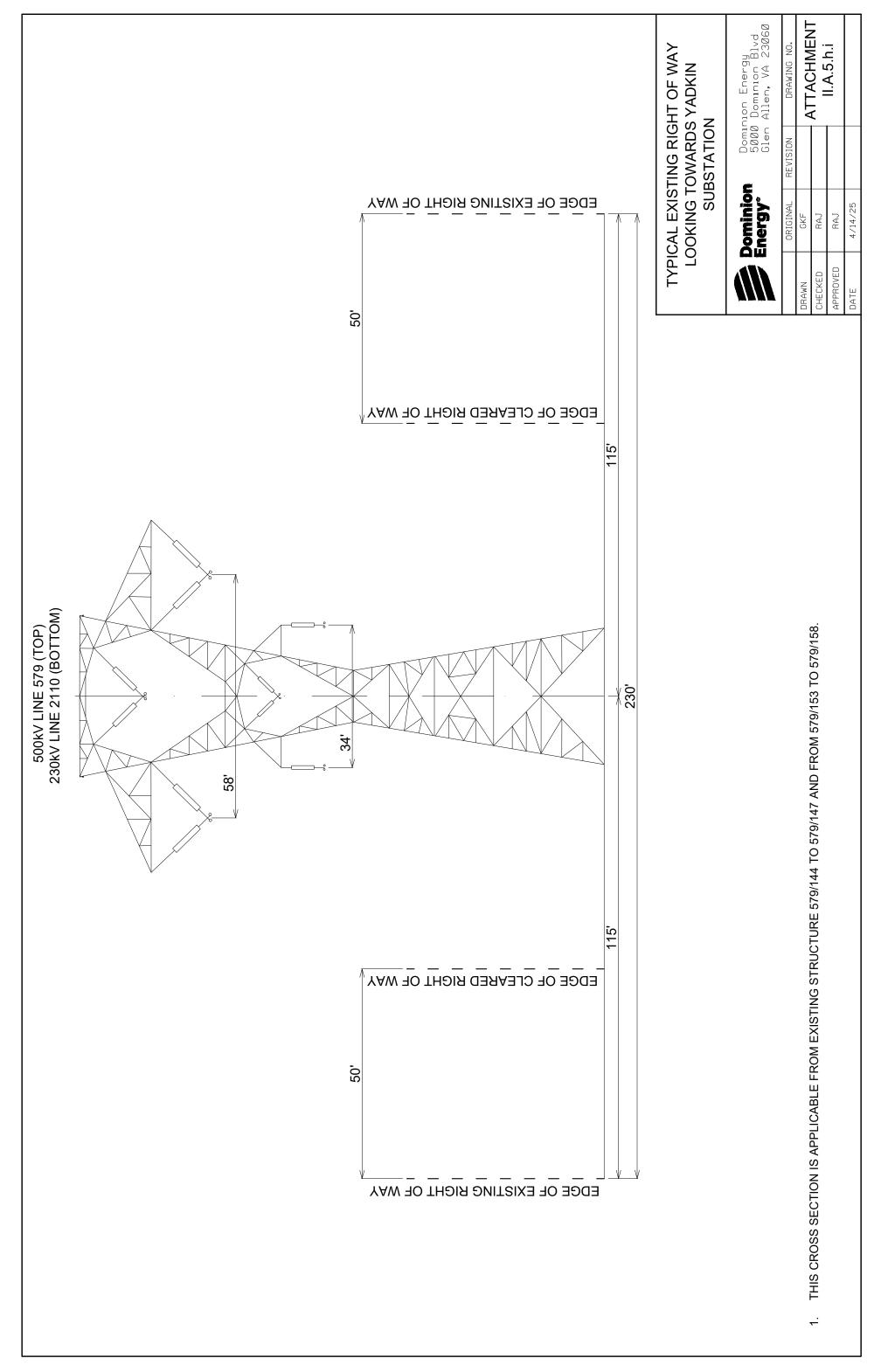
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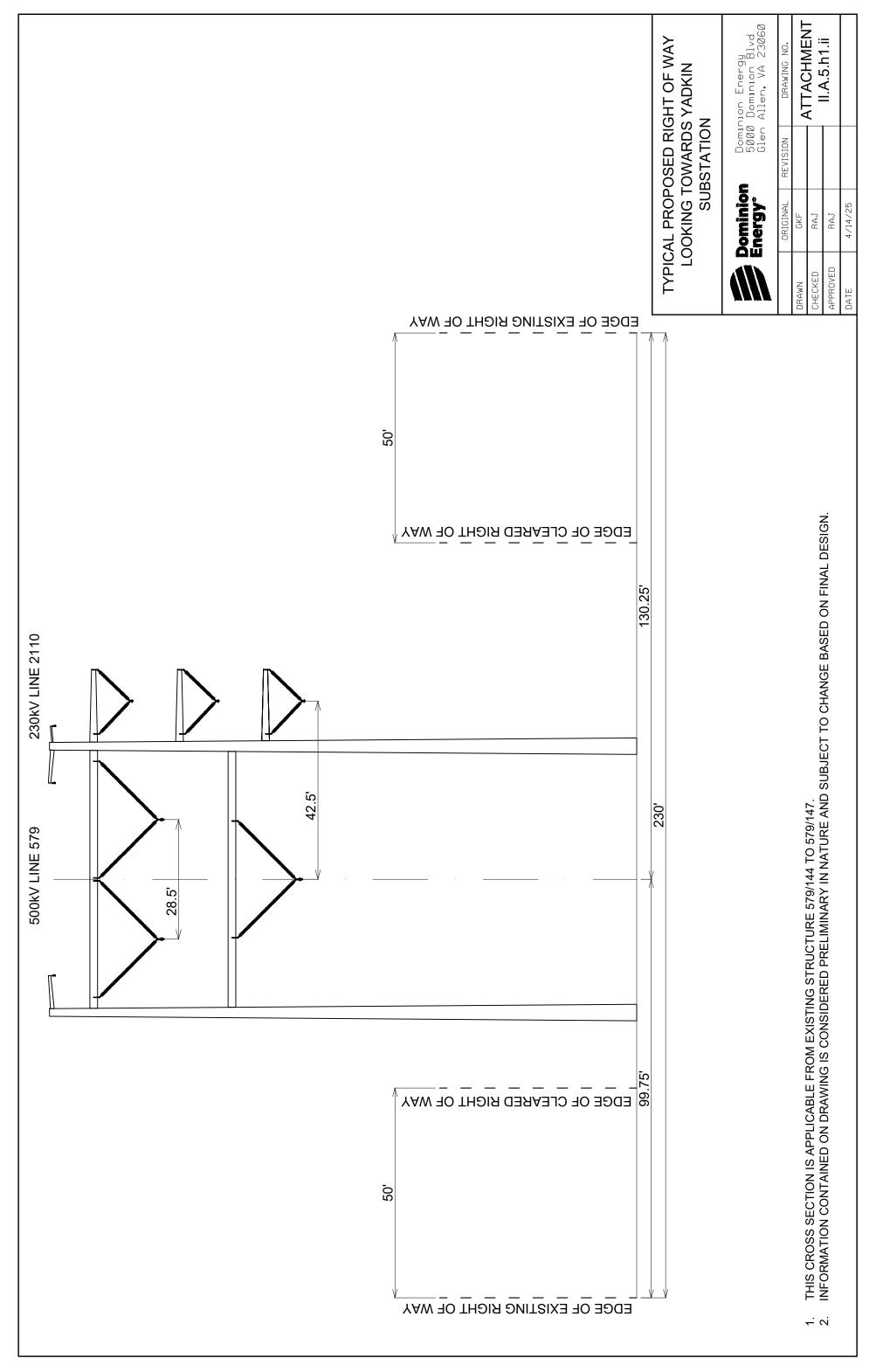


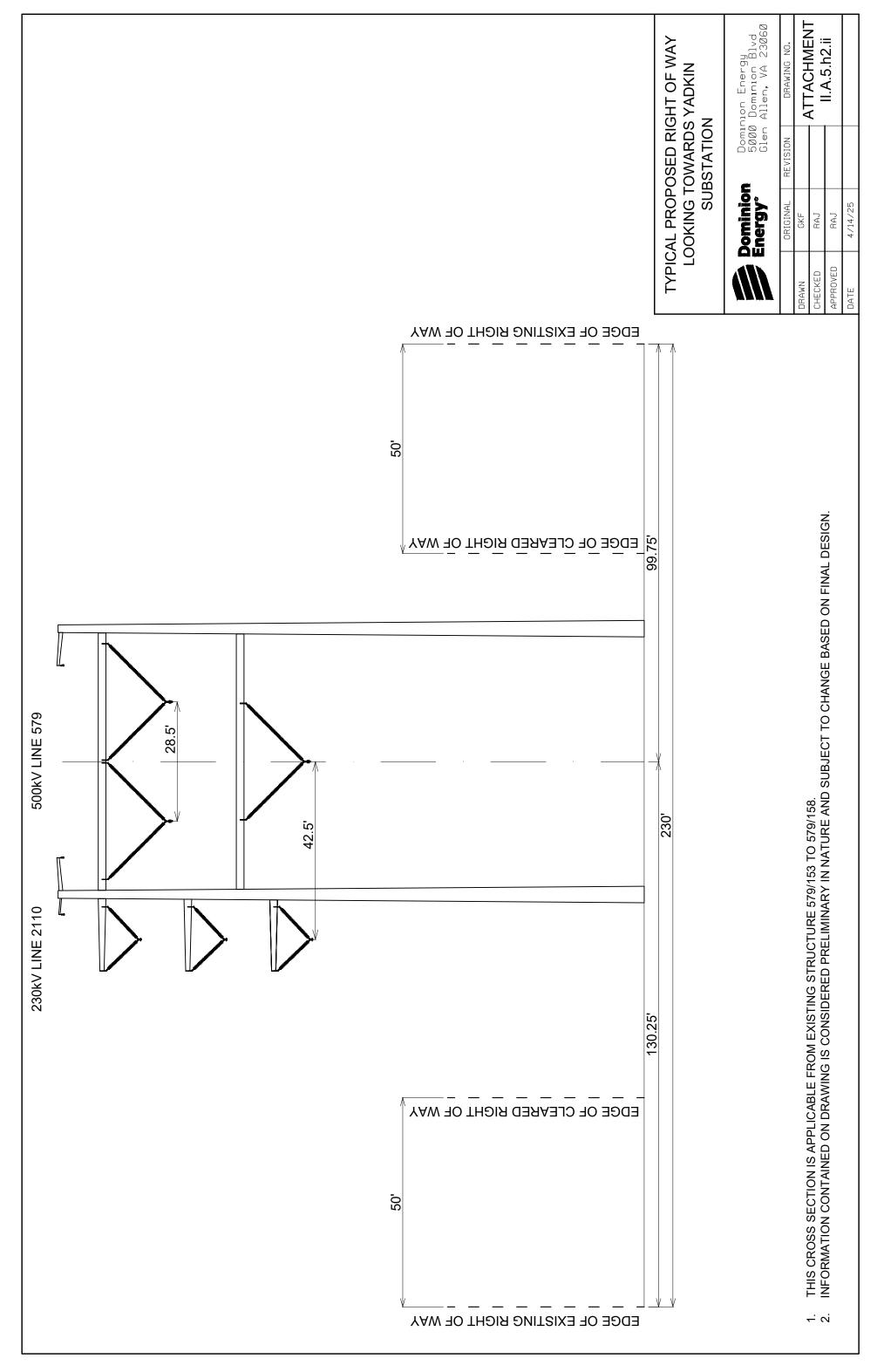
# Attachment II.A.5.g.i



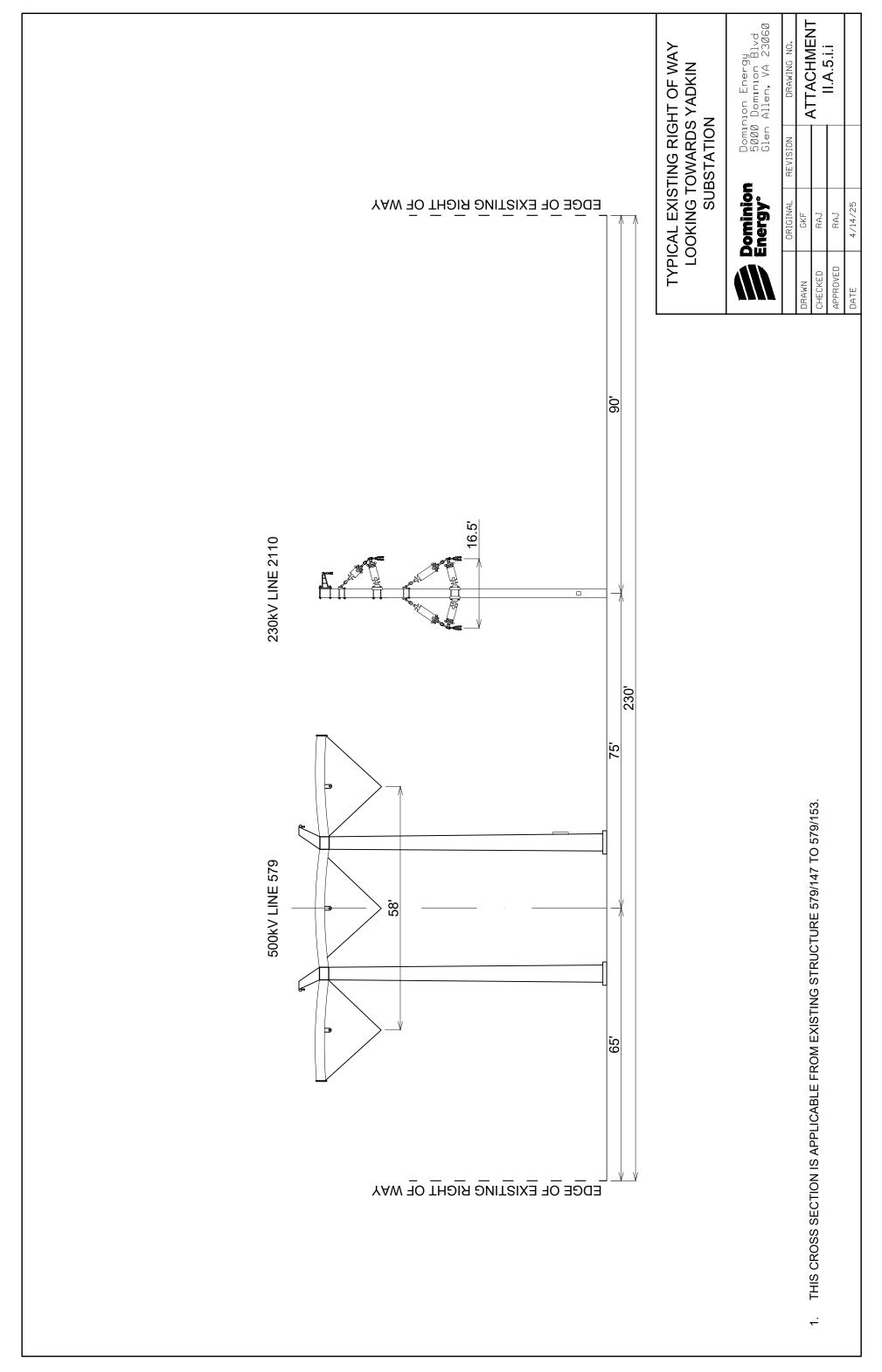
# Attachment II.A.5.h.i



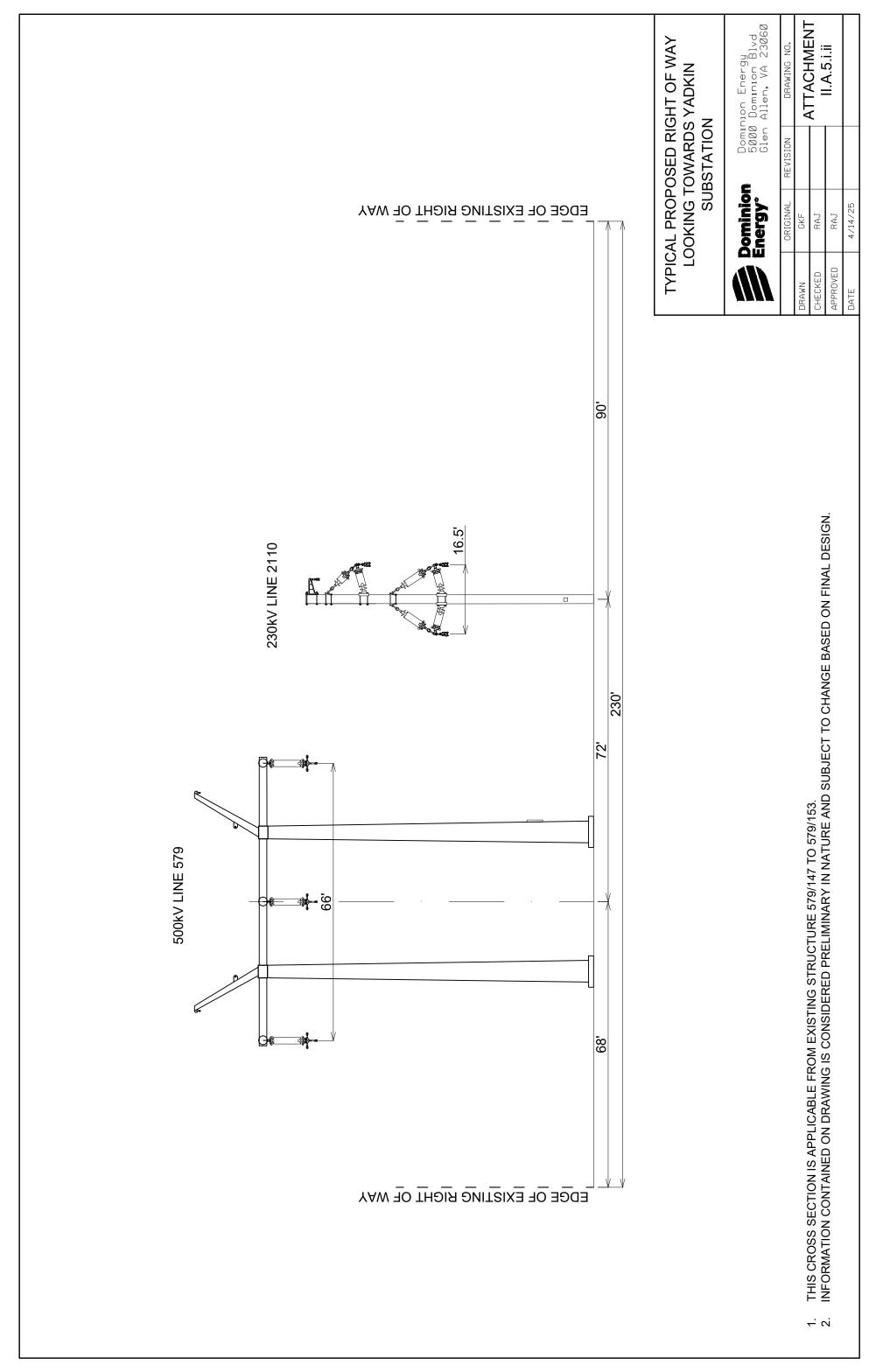


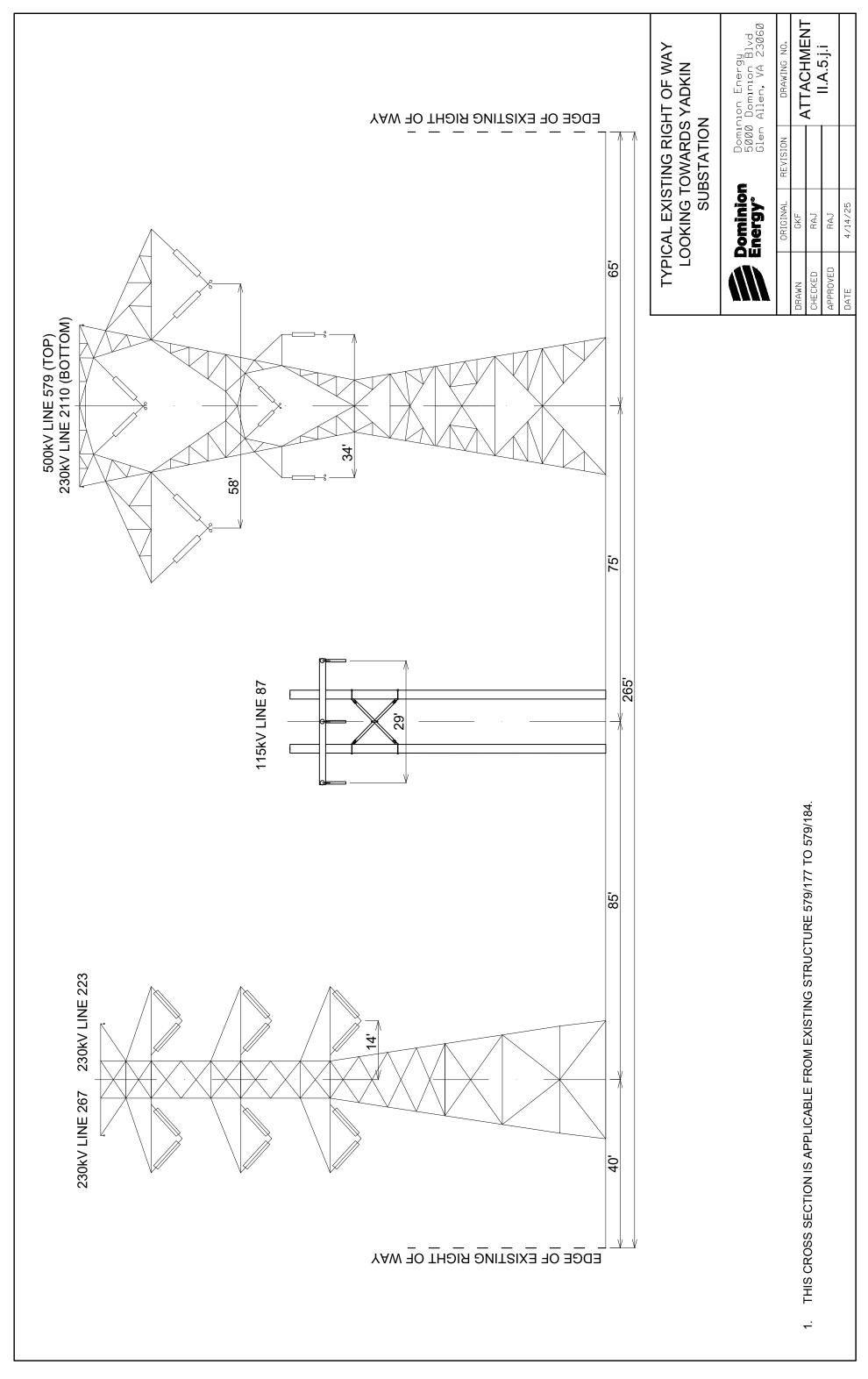


# Attachment II.A.5.i.i

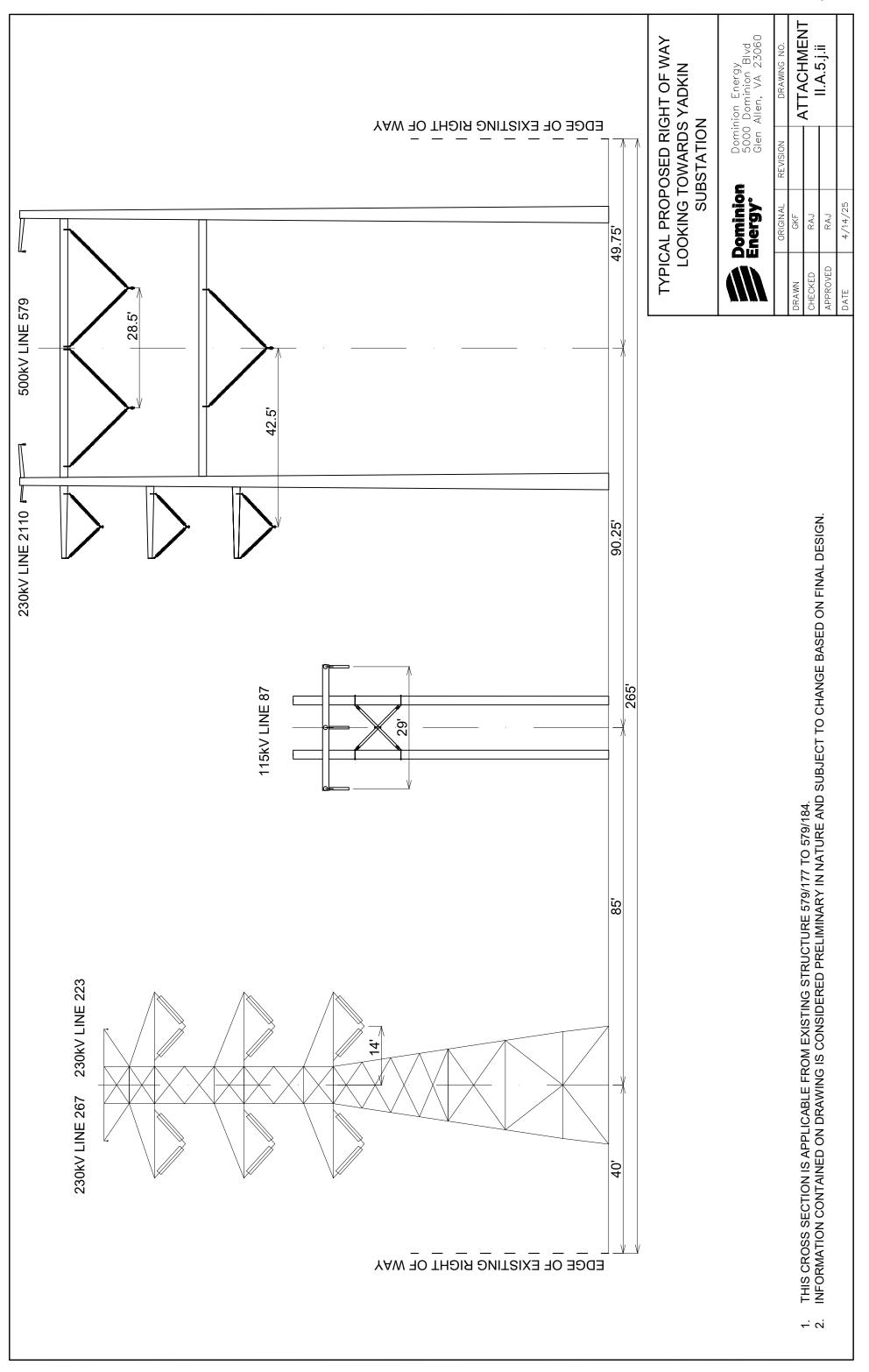


# Attachment II.A.5.i.ii





# Attachment II.A.5.j.i



# Attachment II.A.5.j.ii

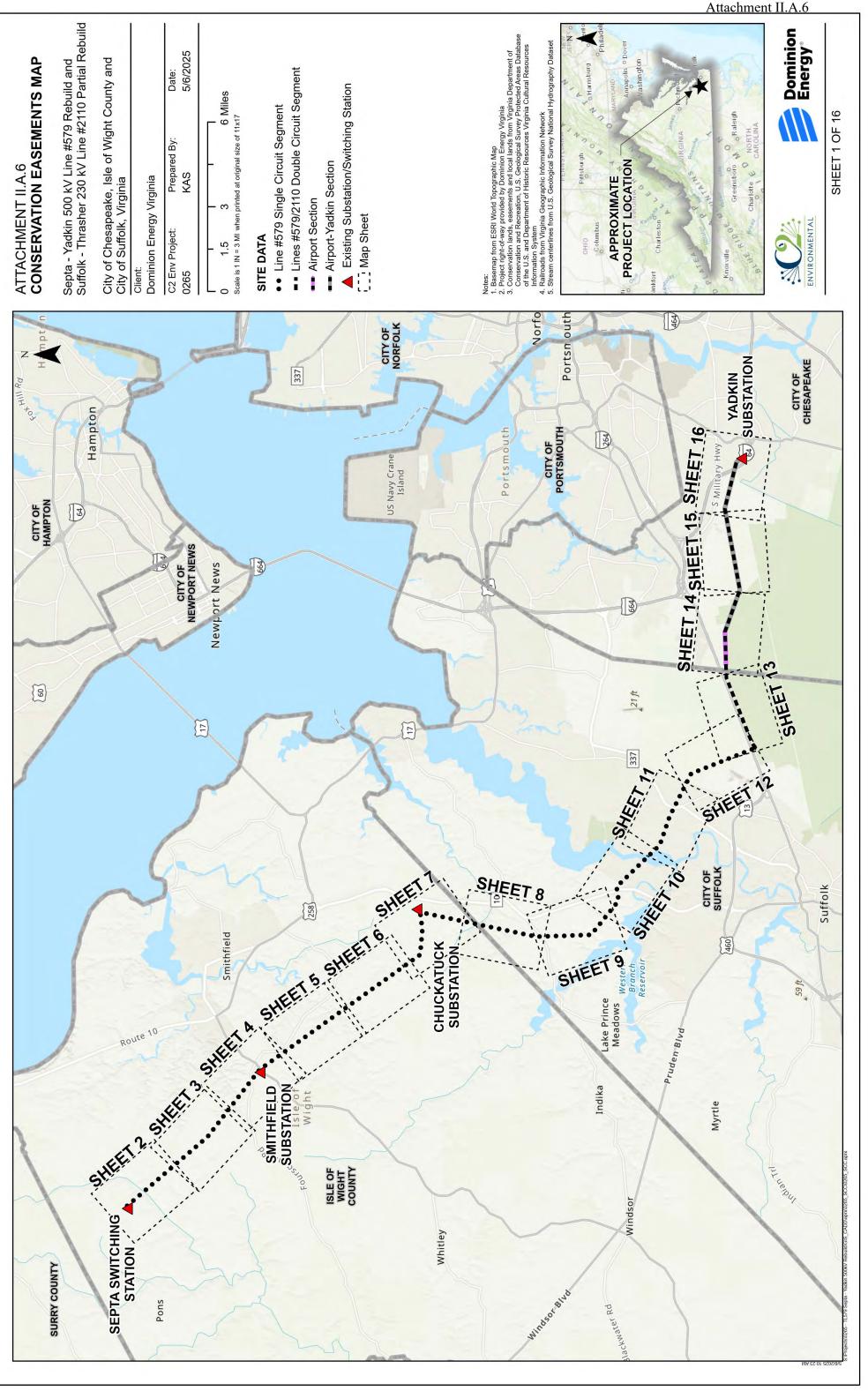
### II. DESCRIPTION OF THE PROPOSED PROJECT

# A. Right-of-way ("ROW")

# 6. Detail what portions of the ROW are subject to existing easements and over what portions new easements will be needed.

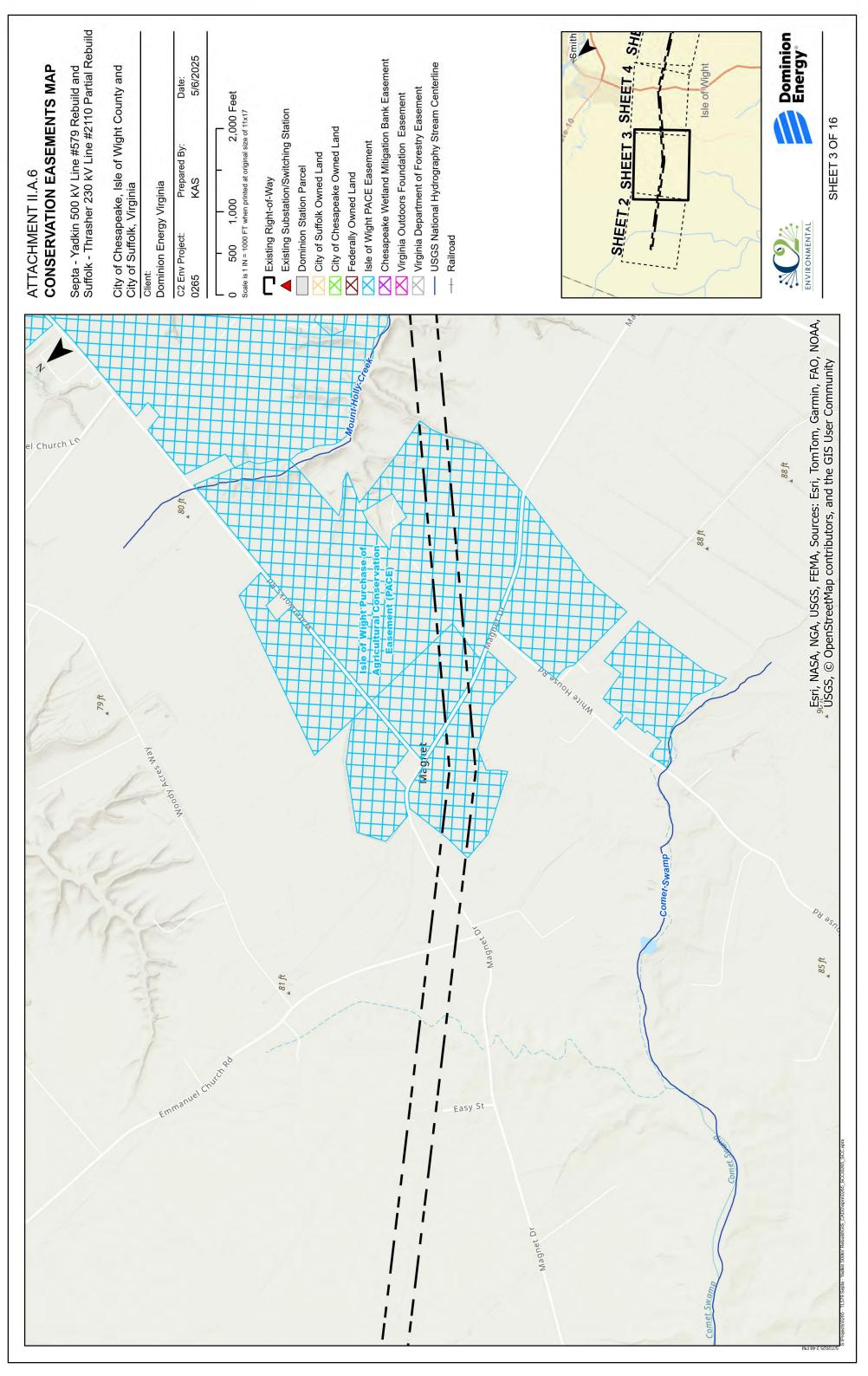
Response: The approximately 33.1-mile Rebuild Project is located within an existing transmission line right-of-way corridor currently containing the Septa-Yadkin 500 kV Line #579, as well as other existing 230 kV (including Line #2110) and 115 kV lines along various segments of the corridor. See <u>Attachment II.A.5.a</u> through <u>II.A.5.j</u>.

Three existing conservation easements are crossed by the Rebuild Project: an Isle of Wight Purchase of Agricultural Conservation Easement ("PACE") program easement, a Virginia Department of Forestry easement, and a private wetland mitigation bank easement. The Isle of Wight PACE program easement and the private wetland mitigation bank easement were both established in 2010 and the Virginia Department of Forestry Easement was established in 2011, all of which are after the Company's initial establishment of the transmission corridor in 1985. The Company does not anticipate that new easements will be required for this Rebuild Project. See <u>Attachment II.A.6</u> for a conservation easement map of the Rebuild Project.

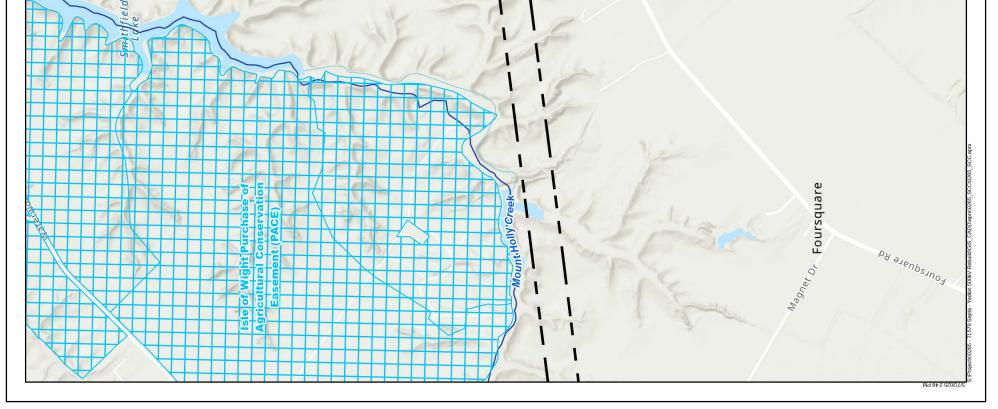


ATTACHMENT II.A.G <b>CONSERVATION EASEMENTS MAP</b> Septa - Yadkin 500 kV Line #579 Rebuild and Suffolk - Thrasher 230 kV Line #2110 Partial Rebuild Suffolk - Thrasher 230 kV Line #2110 Partial Rebuild City of Chesapeake, Isle of Wight County and City of Suffolk, Virginia City of Suffolk, Virginia Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim Citim C	<ul> <li>Existing Right-of-Way</li> <li>Existing Substation/Switching Station</li> <li>Dominion Station Parcel</li> <li>City of Suffolk Owned Land</li> <li>City of Chesapeake Owned Land</li> <li>City of Chesapeake Owned Land</li> <li>Eederally Owned Land</li> <li>Eederally Owned Land</li> <li>Isle of Wight PACE Easement</li> <li>Isle of Wight PACE Easement</li> <li>Virginia Outdoors Foundation Bank Easement</li> <li>Urginia Department of Forestry Easement</li> <li>Hailroad</li> </ul>	Image: Second
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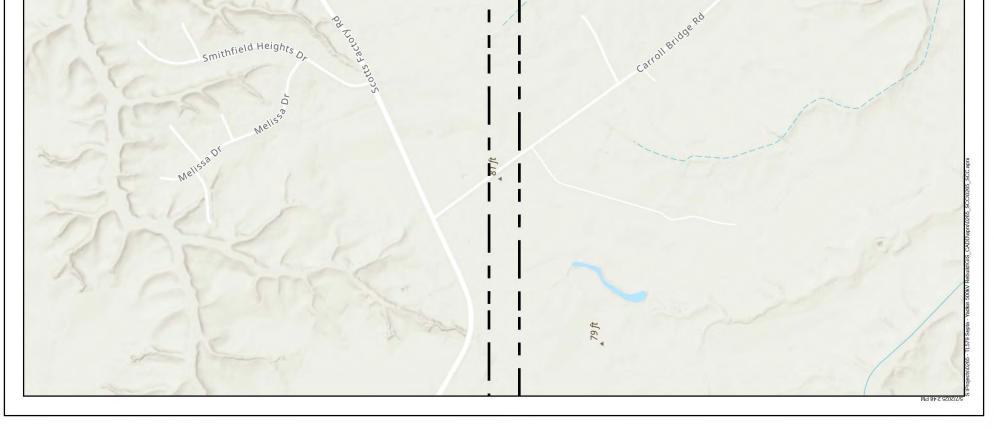


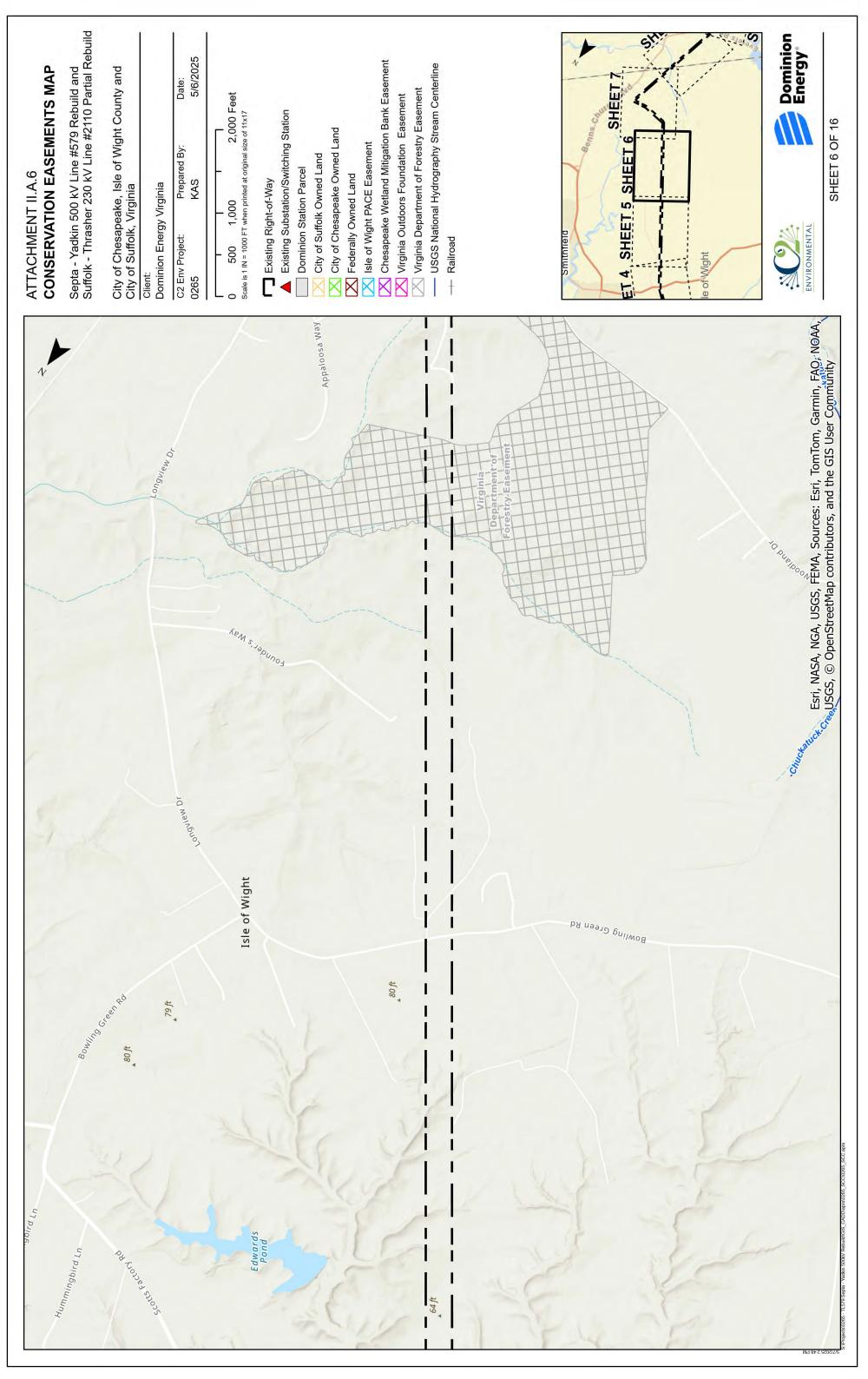


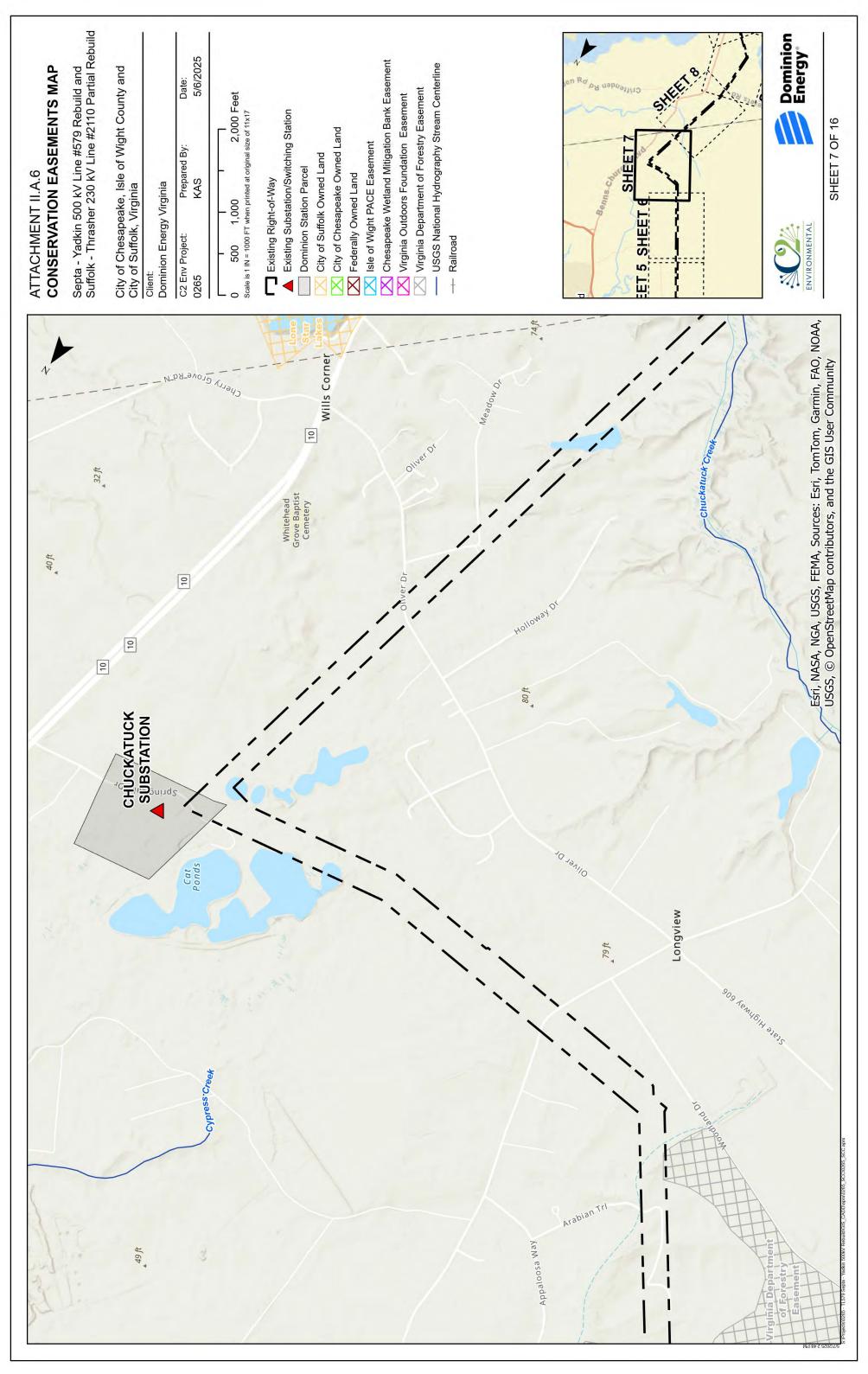
ATACHMENT II.A.G ATACHMENT II.A.G CONSERVATION EASEMENTS MAT Septa - Yadkin 500 kV Line #579 Rebuild and Suffolk - Thrasher 230 kV Line #2110 Partial Rebuild City of Chesapeake, Isle of Wight County and City of Suffolk, Virginia City of Suffolk, Virginia City of Suffolk, Virginia City of Suffolk, Virginia City of Suffolk Virginia City of Chesapeake Owned Land City of Chesapeake Owned Land	<ul> <li>Federally Owned Land</li> <li>Isle of Wight PACE Easement</li> <li>Isle of Wight PACE Easement</li> <li>Chesapeake Wetland Mitigation Bank Easement</li> <li>Virginia Outdoors Foundation Easement</li> <li>Uriginia Department of Forestry Easement</li> <li>USGS National Hydrography Stream Centerline</li> <li>Railroad</li> </ul>	79/4         10. EQD. IADA.	nmunity SHEET 4 OF 16
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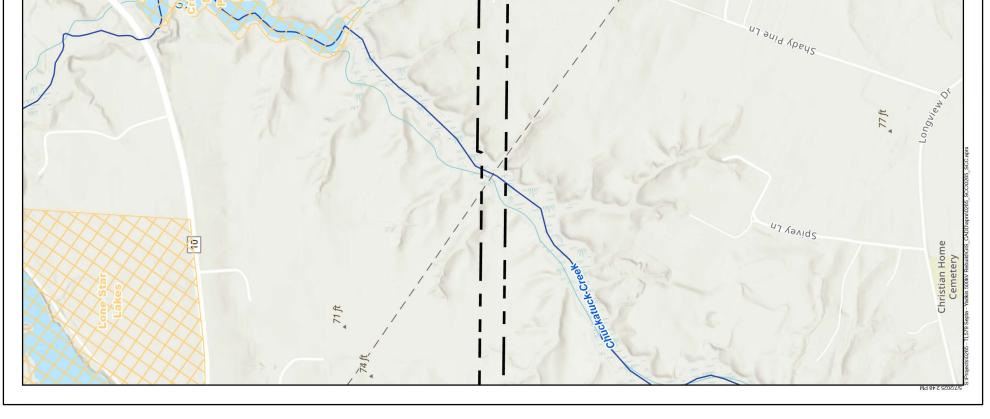
ATTACHMENT II.A.G <b>CONSERVATION EASEMENTS MAP</b> Septa - Yadkin 500 kV Line #579 Rebuild and Suffolk - Thrasher 230 kV Line #2110 Partial Rebuild Suffolk - Thrasher 230 kV Line #2110 Partial Rebuild City of Chesapeake, Isle of Wight County and City of Suffolk, Virginia City of Suffolk, Virginia Cient: Dominion Energy Virginia Cient: Dominion Energy Virginia Cient: Dominion Energy Virginia Cient: Dominion Energy Virginia Con 1,000 Con 1,000 Con 1,000 Sale is 1 IN = 1000 FT when printed at original size of 11x17	<ul> <li>Existing Right-of-Way</li> <li>Existing Substation/Switching Station</li> <li>Dominion Station Parcel</li> <li>City of Suffolk Owned Land</li> <li>City of Chesapeake Owned Land</li> <li>City of Suffolk Owned Land</li> <li>City of Suffolk Owned Land</li> <li>City of Suffolk Owned Land</li> <li>City of Chesapeake Owned Land</li> <li>City of Chesapeake Owned Land</li> <li>City of Suffolk Owned Land</li> <li>City of Chesapeake Owned Land</li> <li>City of</li></ul>	Image: serie of the serie
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Pinehurst Dr	Robin Ln	ech Webb Ln Beri, NAS







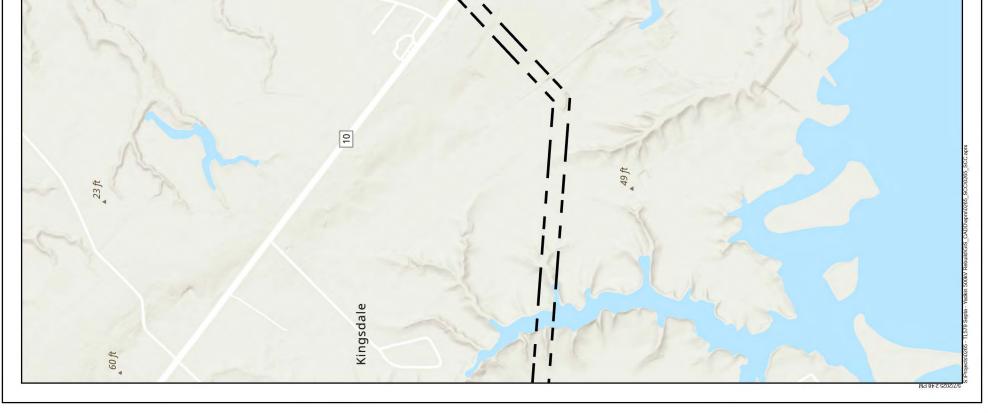
ATTACHMENT II.A.6 CONSERVATION EASEMENTS MAP Septa - Yadkin 500 kV Line #579 Rebuild and Suffolk - Thrasher 230 kV Line #2110 Partial Rebuild City of Chesapeake, Isle of Wight County and City of Suffolk, Virginia City of Suffolk, Virginia Citort Dominion Energy Virginia C2 Env Project: Prepared By: Date: 0265 KAS 5/6/2025	0       500       1,000       2,000 Feet         Scale is 1 IN = 1000 FT when printed at original size of 11x17       2,000 Feet         Scale is 1 IN = 1000 FT when printed at original size of 11x17       2         Scale is 1 IN = 1000 FT when printed at original size of 11x17       2         Scale is 1 IN = 1000 FT when printed at original size of 11x17       2         Scale is 1 IN = 1000 FT when printed at original size of 11x17       2         Scale is 1 IN = 1000 FT when printed at original size of 11x17       2         Scale is 1 Vouried Land       2         Scity of Suffolk Owned Land       2         Scale of Wight PACE Easement       3         Virginia Outdoors Foundation Bank Easement       3         Virginia Outdoors Foundation Easement       3         Virginia Department of Forestry Easement       3          USGS National Hydrography Stream Centerline	Shert is a start
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Chuckatuck	Oakland Memorial Cemetery	Reri, NASA, NGA, USGS, © OpenStri

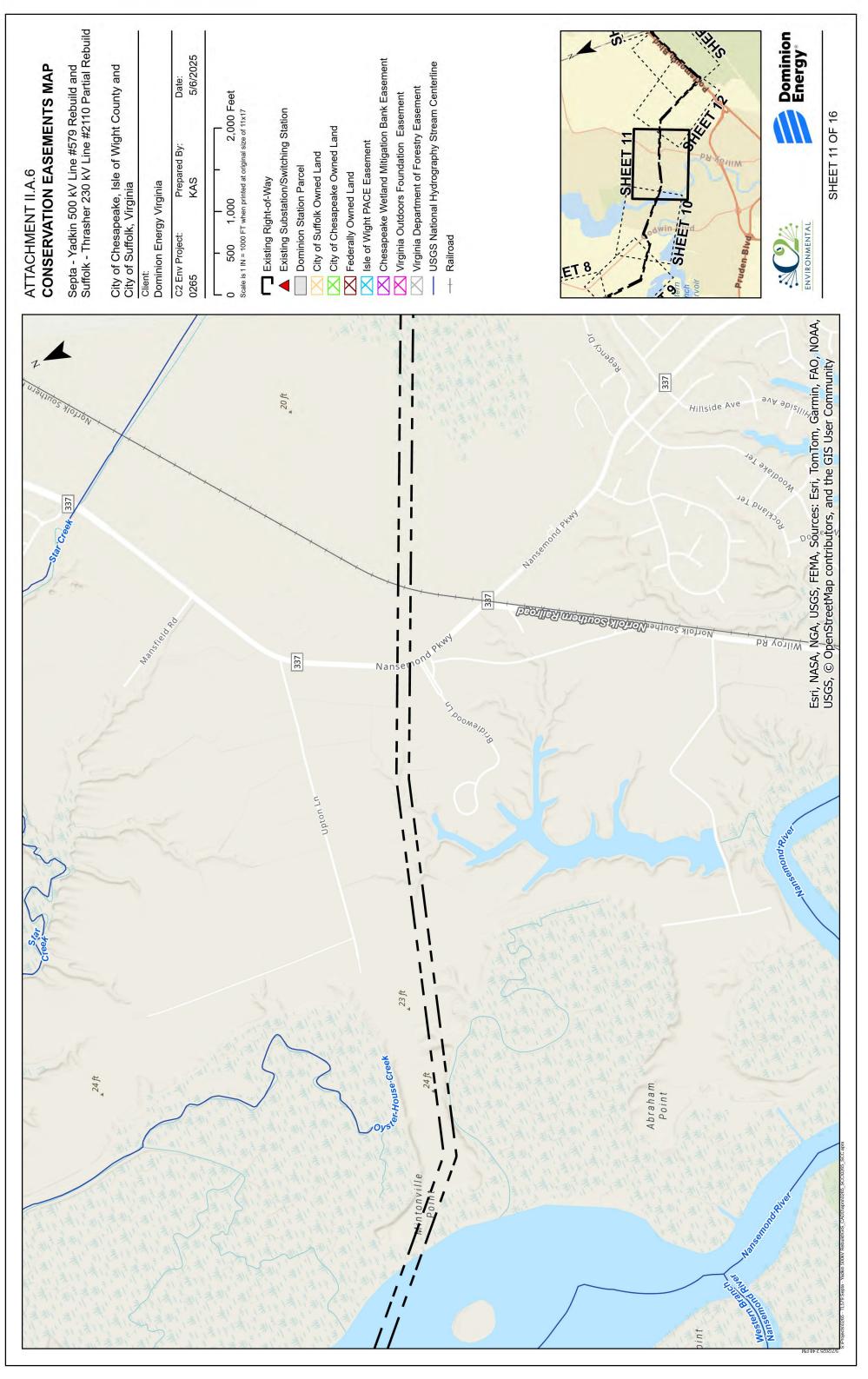


ATTACHMENT II.A.6 ATTACHMENT II.A.6 CONSERVATION EASEMENTS MAP Septa - Yadkin 500 kV Line #579 Rebuild and Suffolk. Thrasher 230 kV Line #579 Rebuild and Suffolk. Virginia City of Suffolk, Virginia Clent. Dominion Energy Virginia Clent. Dominion Station Parcel Clent. Dominion Station Parcel Dominion Station Parcel Clent. Dominion Station Parcel Clent. Dominion Station Parcel Clent. Dominion Station Parcel Dominion Station Parcel Dominion Station Parcel Dominion Station	<image/>
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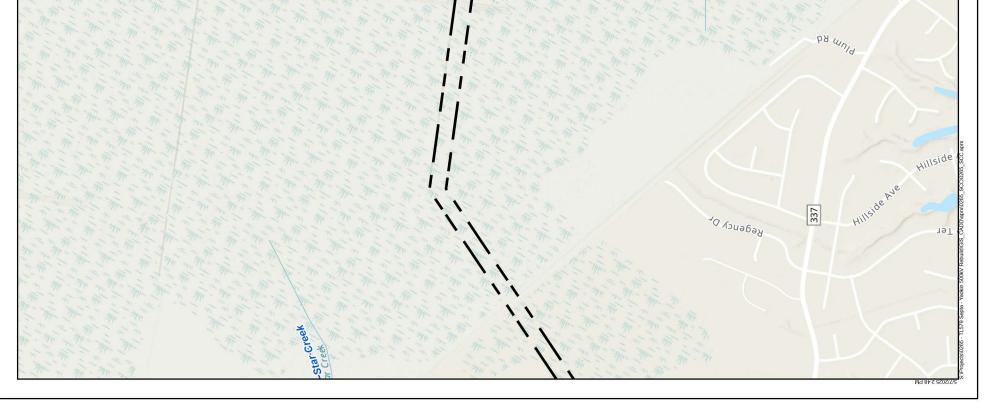


ATTACHMENT II.A.G CONSERVATION EASEMENTS MAP Septa - Yadkin 500 kV Line #579 Rebuild and Suffolk - Thrasher 230 kV Line #2110 Partial Rebuild City of Suffolk, Virginia Citent: Dominion Energy Virginia Client: Dominion Station Parcel Cli of Chesapeake Owned Land Cli of Chesapeake Owned	Ale Prince Branch         Ale Prince Branch <t< th=""></t<>
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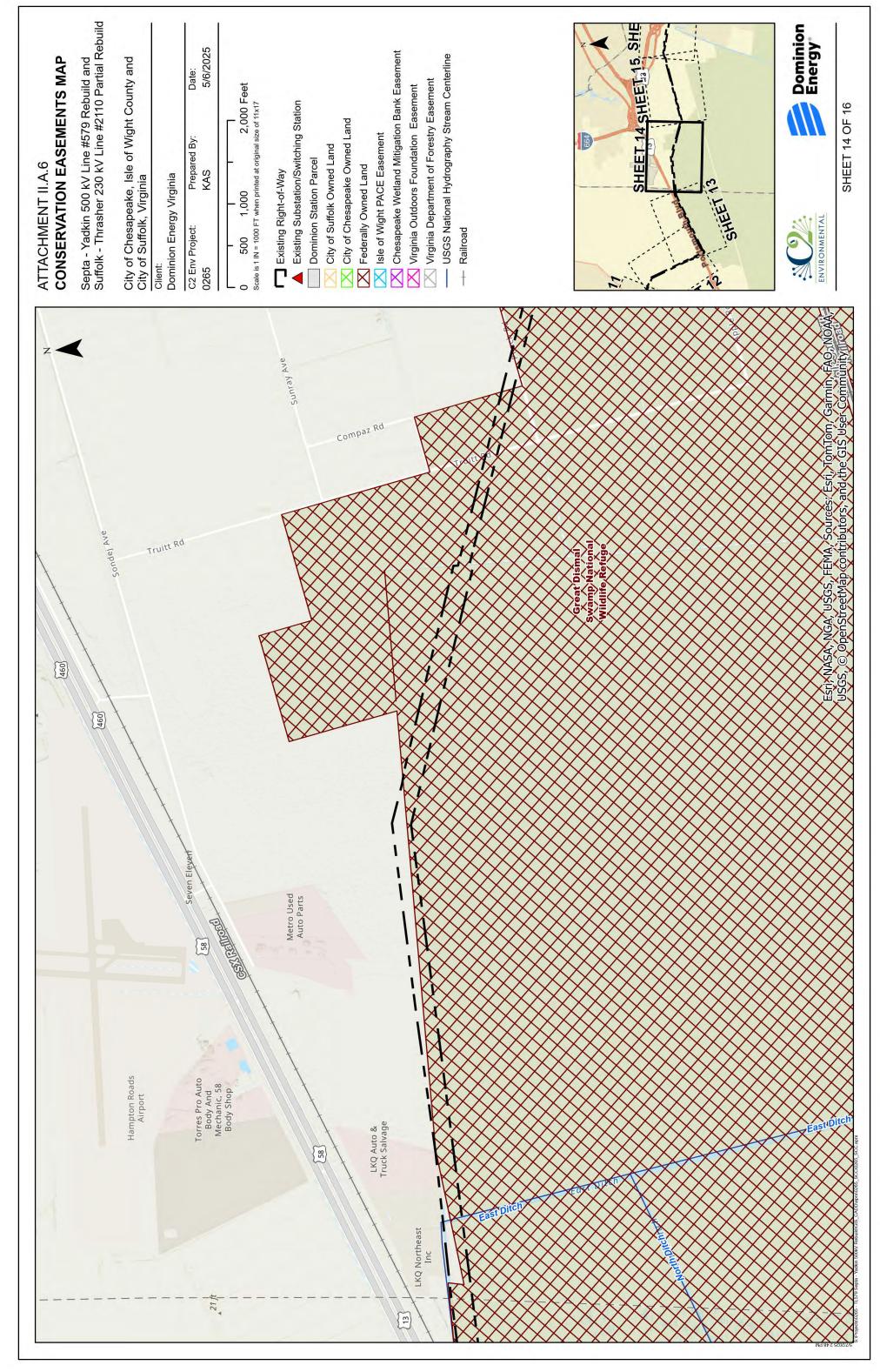


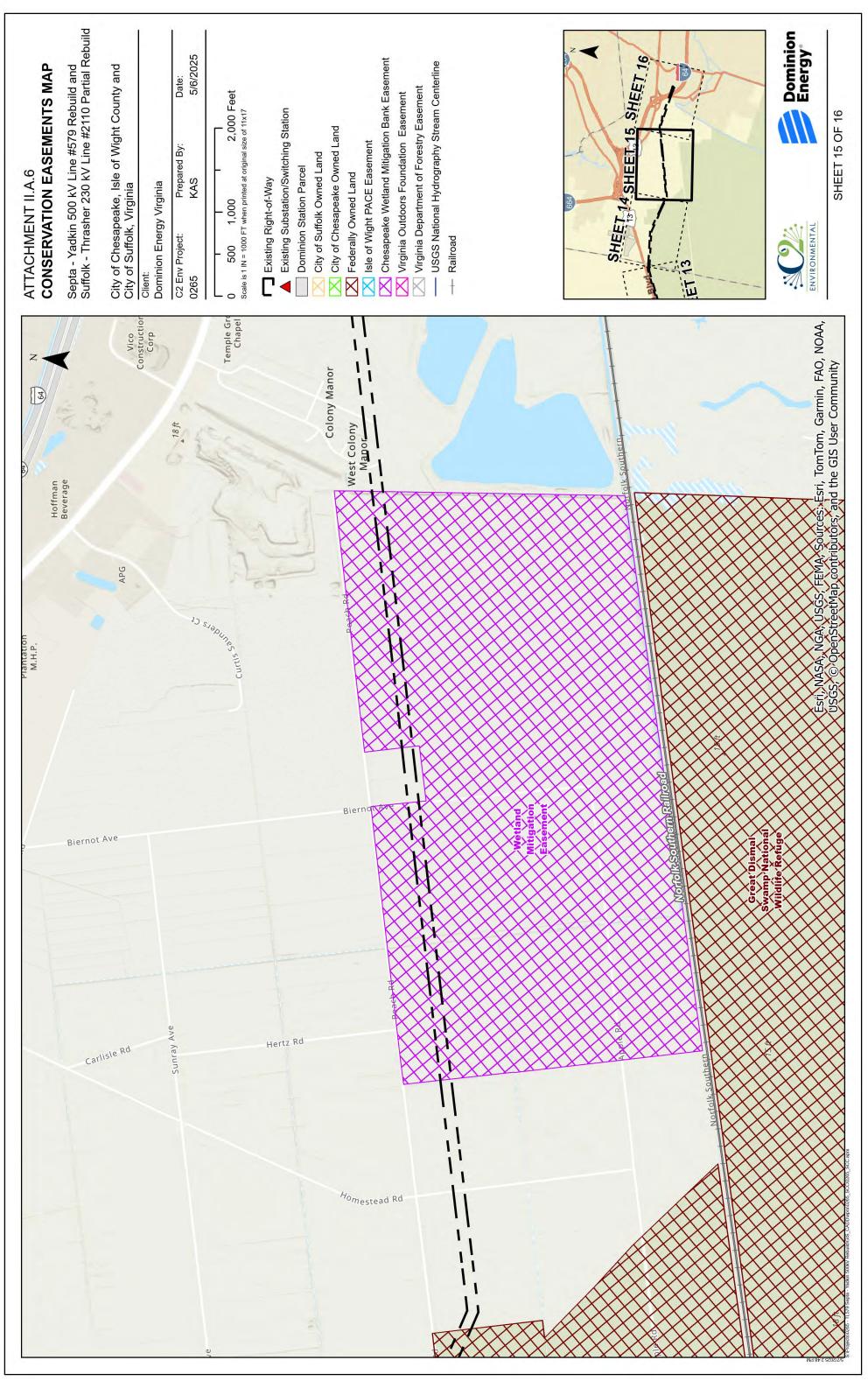
ATTACHMENT II.A.6 CONSERVATION EASEMENTS MAP Septa - Yadkin 500 kV Line #579 Rebuild and Suffolk - Thrasher 230 kV Line #2110 Partial Rebuild City of Chesapeake, Isle of Wight County and City of Suffolk. Virclinia	Client: Client: Dominion Energy Virginia C2 Env Project: Prepared By: Date: 0265 KAS 5/6/2025 0 500 1,000 2,000 Feet Scale is 1 IN = 1000 FT when printed at original size of 11x17	<ul> <li>Existing Right-of-Way</li> <li>Existing Substation/Switching Station</li> <li>Dominion Station Parcel</li> <li>City of Suffolk Owned Land</li> <li>City of Chesapeake Owned Land</li> <li>City of Chesapeake Owned Land</li> <li>E federally Owned Land</li> <li>Isle of Wight PACE Easement</li> <li>Isle of Wight PACE Easement</li> <li>Virginia Outdoors Foundation Bank Easement</li> <li>Use Nirginia Department of Forestry Easement</li> <li>Uses National Hydrography Stream Centerline</li> </ul>	SHEEL 13 SHEEL 13 SHE	Energy SHEET 12 OF 16
				Esri, NASA, NGA, USGS, FEMA, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community
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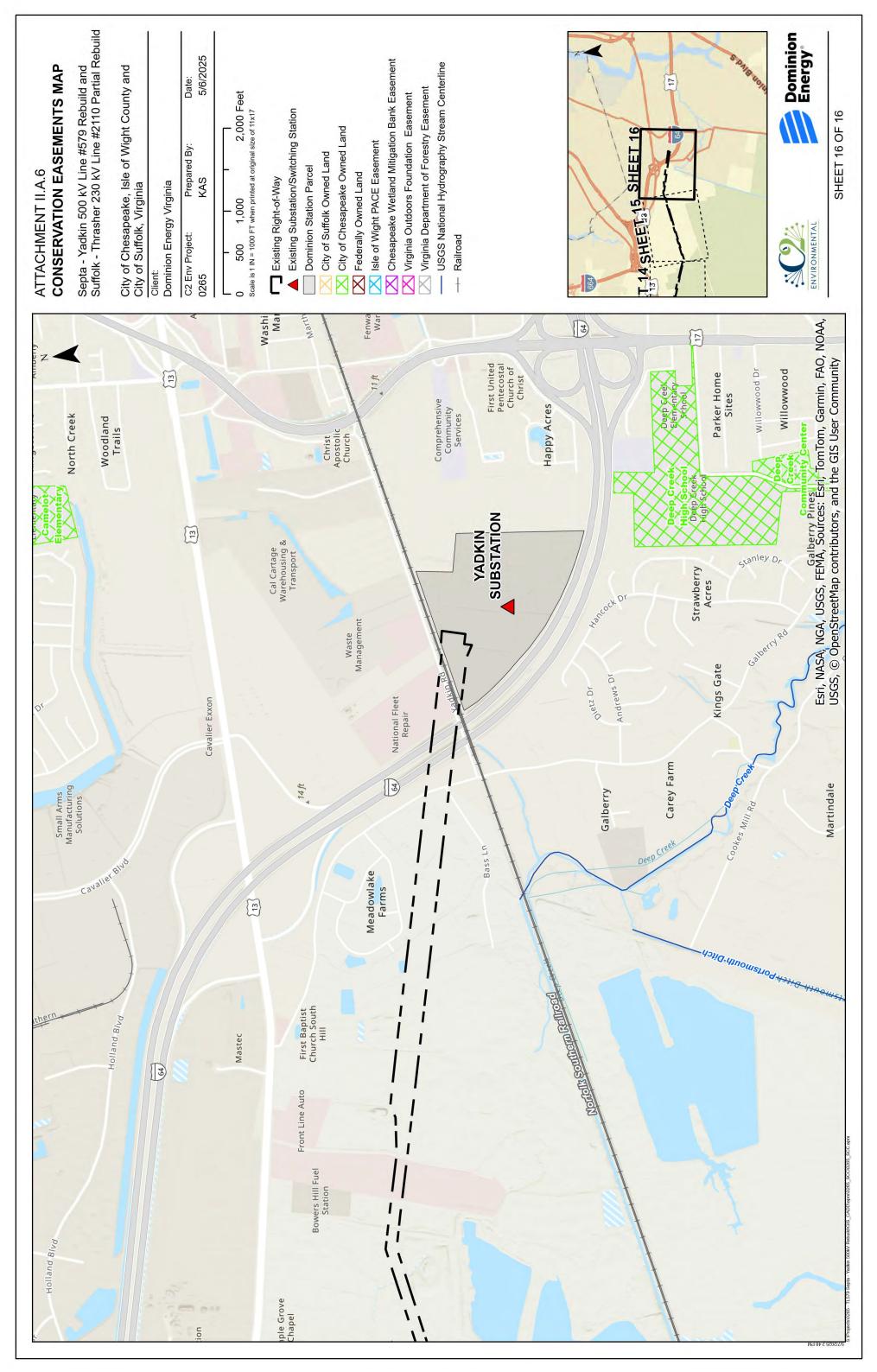


ATACHMENT II.A.G ATACHMENT II.A.G CONSERVATION EASEMENTS MAP Septa - Yadkin 500 kV Line #579 Rebuild and uffolk - Thrasher 230 kV Line #2110 Partial Rebuild City of Chesapeake, Isle of Wight County and City of Scheapeake, Isle of Wight County and City of Scheapeake Isle of Isle City of Scheapeake Isle of Isle City of Scheapeake Isle City of Scheapeake Isle City of Scheapeake Owned Land City of Chesapeake Owned Land City of Chesapeake Owned Land









### A. Right-of-way ("ROW")

# 7. Detail the proposed ROW clearing methods to be used and the ROW restoration and maintenance practices planned for the proposed project.

Response: The Rebuild Project will be constructed entirely within the existing right-of-way, which varies in width from 130 to 350 feet wide. As such, additional clearing is not necessary, but the existing right-of-way is currently and will continue to be maintained for the operation of the existing transmission facilities consistent with the Company's approved maintenance practices.

Trimming of tree limbs along the edge of the right-of-way also may be conducted to support construction activities for the Rebuild Project. For any such minimal clearing within the right-of-way, trees will be cut to no more than three inches above ground level. Trees located outside of the right-of-way that are tall enough to potentially impact the transmission facilities, commonly referred to as "danger trees," may also need to be cut. Danger trees will be cut to be no more than three inches above ground level, limbed, and will remain where felled. Debris that is adjacent to homes will be disposed of by chipping or removal. In other areas, debris may be mulched or chipped as practicable. Danger tree removal will avoid land disturbance in wetland areas and within 100 feet of streams, if applicable. Care will be taken not to leave debris in streams or wetland areas. Matting will be used for heavy equipment in these areas. Erosion control devices will be used where applicable on an ongoing basis during all clearing and construction activities accompanied by weekly Virginia Stormwater Management Program inspections.

Erosion control will be maintained and temporary stabilization for all soil disturbing activities will be used until the right-of-way has been restored. Upon completion of the Rebuild Project, the Company will restore the right-of-way utilizing site rehabilitation procedures outlined in the Company's *Standards & Specifications for Erosion & Sediment Control and Stormwater Management for Construction and Maintenance of Linear Electric Transmission Facilities* that was approved by the Virginia Department of Environmental Quality ("DEQ"). Time of year and weather conditions may affect when permanent stabilization takes place.

This right-of-way will continue to be maintained on a regular cycle to prevent interruptions to electric service and provide ready access to the right-of-way to patrol and make emergency repairs. Periodic maintenance to control woody growth will consist of hand cutting, machine mowing and/or herbicide application.

### A. Right-of-way ("ROW")

## 8. Indicate the permitted uses of the proposed ROW by the easement landowner and the Applicant.

Response: Any non-transmission use will be permitted that:

- Is in accordance with the terms of the easement agreement for the right-of-way;
- Is consistent with the safe maintenance and operation of the transmission lines;
- Will not restrict future line design flexibility; and
- Will not permanently interfere with future construction.

Subject to the terms of the easement, examples of typical permitted uses include but are not limited to:

- Agriculture
- Hiking Trails
- Fences
- Perpendicular Road Crossings
- Perpendicular Utility Crossings
- Residential Driveways
- Wildlife / Pollinator Habitat

### A. Right-of-way ("ROW")

- 9. Describe the Applicant's route selection procedures. Detail the feasible alternative routes considered. For each such route, provide the estimated cost and identify and describe the cost classification (e.g. "conceptual cost," "detailed cost," etc.). Describe the Applicant's efforts in considering these feasible alternatives. Detail why the proposed route was selected and other feasible alternatives were rejected. In the event that the proposed route crosses, or one of the feasible routes was rejected in part due to the need to cross, land managed by federal, state, or local agencies or conservation easements or open space easements qualifying under §§ 10.1-1009 1016 or §§ 10.1-1700 1705 of the Code (or a comparable prior or subsequent provision of the Code), describe the Applicant's efforts to secure the necessary ROW.
- Response: The Company's route selection for transmission line rebuild projects begins with a review of existing rights-of-way. This approach generally minimizes impacts on the natural and human environments. This approach is also consistent with Attachment 1 of these Guidelines, which provides a tool routinely used by the Company in routing its transmission line projects. Specifically, this approach is consistent with Guideline #1, which states that existing rights-of-way should be given priority when adding new transmission facilities, and Va. Code §§ 56-46.1 and 56-259, which promote the use of existing rights-of-way for new transmission facilities. For the proposed Rebuild Project, the existing transmission corridor right-of-way that currently contains Line #579 and Line #2110 (as well as other 230 kV and 115 kV lines at various segments of the corridor) is adequate.

Because the existing right-of-way and Company property rights are adequate to construct the proposed Rebuild Project, no new right-of-way is necessary. Given the availability of existing right-of-way and the statutory preference given to the use of existing right-of-way, and because additional costs and environmental impacts would be associated with the acquisition of and construction on new right-of-way, the Company did not consider any alternate routes requiring new right-of-way for the Rebuild Project.

See <u>Attachment II.A.6</u> for conservation easements crossed by the proposed Rebuild Project. As noted previously, these conservation easements were created after establishment of the existing transmission corridor.

### A. Right-of-way ("ROW")

- 10. Describe the Applicant's construction plans for the project, including how the Applicant will minimize service disruption to the affected load area. Include requested and approved line outage schedules for affected lines as appropriate.
- Response: The Company plans to construct the Rebuild Project in a manner that minimizes outage times on Line #579 and Line #2110. Assuming the Commission issues a final order by February 28, 2026, and construction commences around June 1, 2026, the Company estimates that construction of the Rebuild Project will require three outages of Line #579 in summer-winter 2026, spring-winter 2027, and spring-winter 2028, and two outages of Line #2110 in spring-winter 2027 and spring-winter 2028, in order for the Rebuild Project to be completed by June 1, 2029. The Company additionally anticipates short outages will be required on Lines #214, #226, #290, #223, and #289, which will be scheduled as timing allows.

The Company intends to complete this work during requested outage windows, as described above. However, as with all outage scheduling, these timeframes may change depending on whether PJM approves the outages and other relevant considerations allow for it. It is customary for PJM to hold requests for outages and approve only shortly before the outages are expected to occur and, therefore, the requested outages are subject to change. Therefore, the Company will not have clarity on whether this work will be done as requested until very close in time to the requested outages. If PJM approves different outage dates, the Company will continue to diligently pursue timely completion of this work.

### A. Right-of-way ("ROW")

## 11. Indicate how the construction of this transmission line follows the provisions discussed in Attachment 1 of these Guidelines.

Response: Attachment 1 to these Guidelines provides a tool routinely used by the Company in routing its transmission line projects.

The Company utilized Guideline #1 by siting the Rebuild Project entirely within an existing transmission line right-of-way corridor (to the extent permitted by the property interest involved, rights-of-way should be selected with the purpose of minimizing conflict between the rights-of-way and present and prospective uses of the land on which they are to be located. To this end, existing rights-of-way should be given the priority as the locations for additions to existing transmission facilities, and the joint use of existing rights-of-way by different kinds of utility services should be considered).

By utilizing the existing transmission corridor, the proposed Rebuild Project will minimize impact to any site listed on the National Register of Historic Places ("NRHP"). Thus, the Rebuild Project is consistent with Guideline #2 (where practical, rights-of-way should avoid sites listed on the NRHP). In any event, the Company will coordinate with the Virginia Department of Historic Resources ("VDHR") regarding its plans prior to final engineering and construction of the Rebuild Project to avoid or minimize impacts. A Stage I Pre-Application Analysis prepared by Dutton + Associates on behalf of the Company was submitted to the VDHR on June 4, 2025.

The Company has communicated with a number of local, state, and federal agencies prior to filing this application consistent with Guideline #4 (where government land is involved the applicant should contact the agencies early in the planning process). In particular, the Company consulted with the City of Chesapeake, City of Suffolk, and Isle of Wight County regarding the Rebuild Project. See Sections III.B, III.J, and V.D of this Appendix.

The Company follows recommended construction methods on a site-specific basis for typical construction projects (Guidelines #8, #10, #11, #15, #16, #18, and #22).

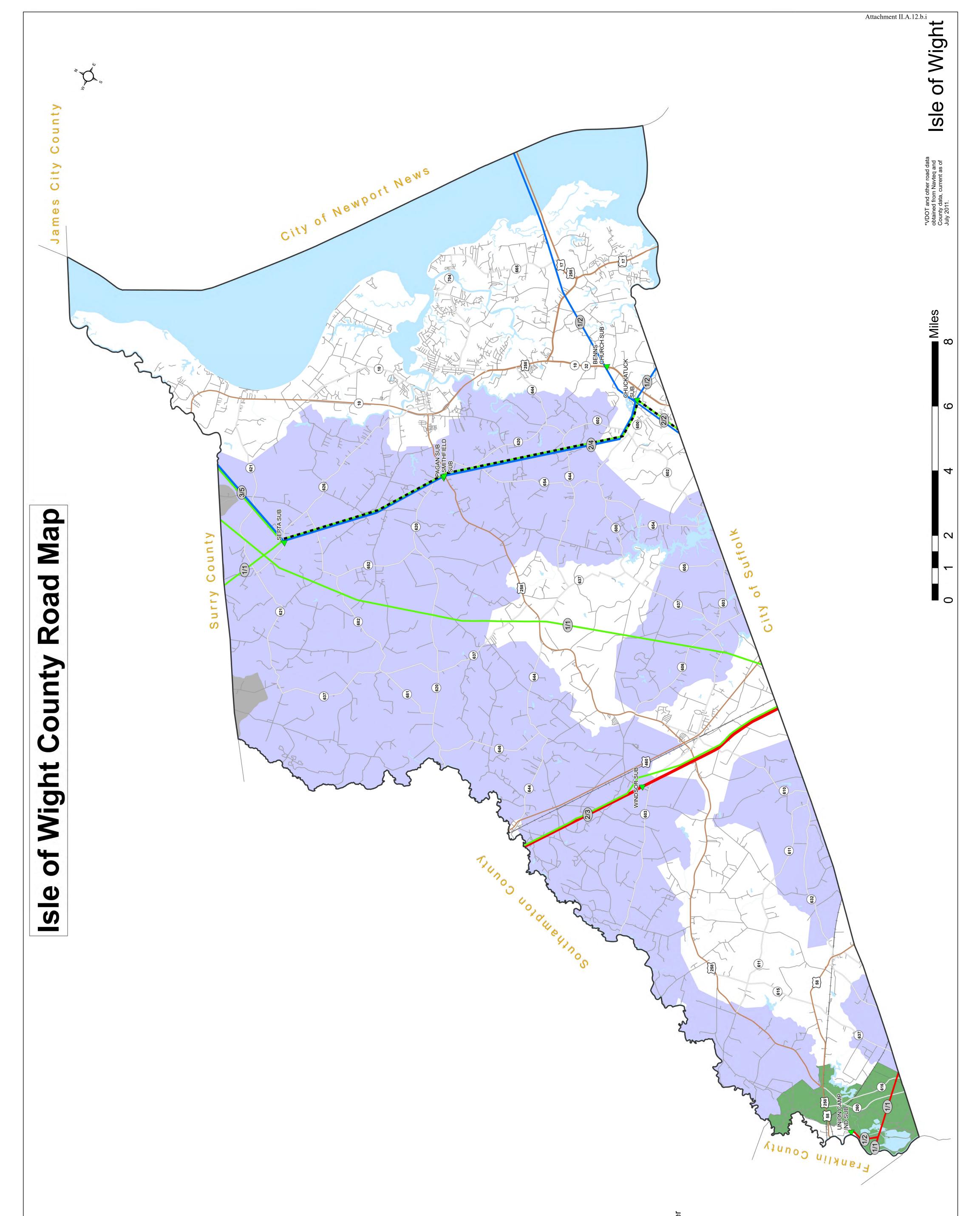
The Company also utilizes recommended guidelines in the clearing of transmission line rights-of-way, constructing facilities, and maintaining rights-of-way after construction. Moreover, secondary uses of rights-of-way that are consistent with the safe maintenance and operation of facilities are permitted, as noted in Section II.A.8.

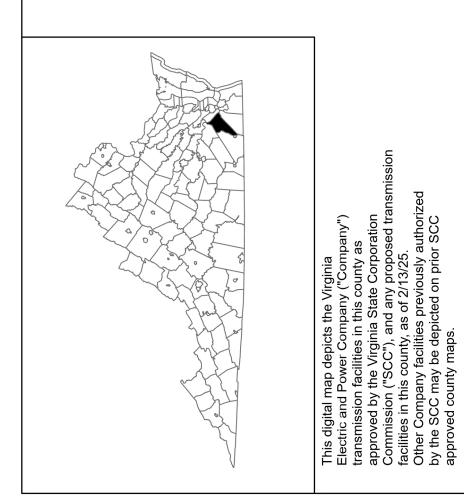
### A. Right-of-way ("ROW")

12. a. Detail counties and localities through which the line will pass. If any portion of the line will be located outside of the Applicant's certificated service area: (1) identify each electric utility affected; (2) state whether any affected electric utility objects to such construction; and (3) identify the length of line(s) proposed to be located in the service area of an electric utility other than the Applicant; and

b. Provide three (3) color copies of the Virginia Department of Transportation "General Highway Map" for each county and city through which the line will pass. On the maps show the proposed line and all previously approved and certificated facilities of the Applicant. Also, where the line will be located outside of the Applicant's certificated service area, show the boundaries between the Applicant and each affected electric utility. On each map where the proposed line would be outside of the Applicant's certificated service area, the map must include a signature of an appropriate representative of the affected electric utility indicating that the affected utility is not opposed to the proposed construction within its service area.

- Response: a. The proposed Rebuild Project crosses the City of Chesapeake (approximately 6.2 miles), the City of Suffolk (approximately 13.1 miles), and Isle of Wight County (approximately 13.8 miles) for a total of approximately 33.1 miles. Approximately 22.8 miles of the Rebuild Project are located within Dominion Energy Virginia's service territory, and approximately 10.3 miles of the Rebuild Project are located within Community Electric Cooperative's ("CEC") service territory in Isle of Wight County. The Company has confirmed that CEC does not object to the Rebuild Project. See <u>Attachment II.A.12.b.i.</u>
  - b. Electronic copies of the VDOT "General Highway Map" for Isle of Wight County and Southeastern Metropolitan Area (which includes the City of Chesapeake and the City of Suffolk) have been marked as required and submitted with the Application. A reduced copy of the Isle of Wight County map is provided as <u>Attachment II.A.12.b.i</u>, and a reduced copy of the Southeastern Metropolitan Area Road Map is provided as <u>Attachment II.A.12.b.ii</u>.





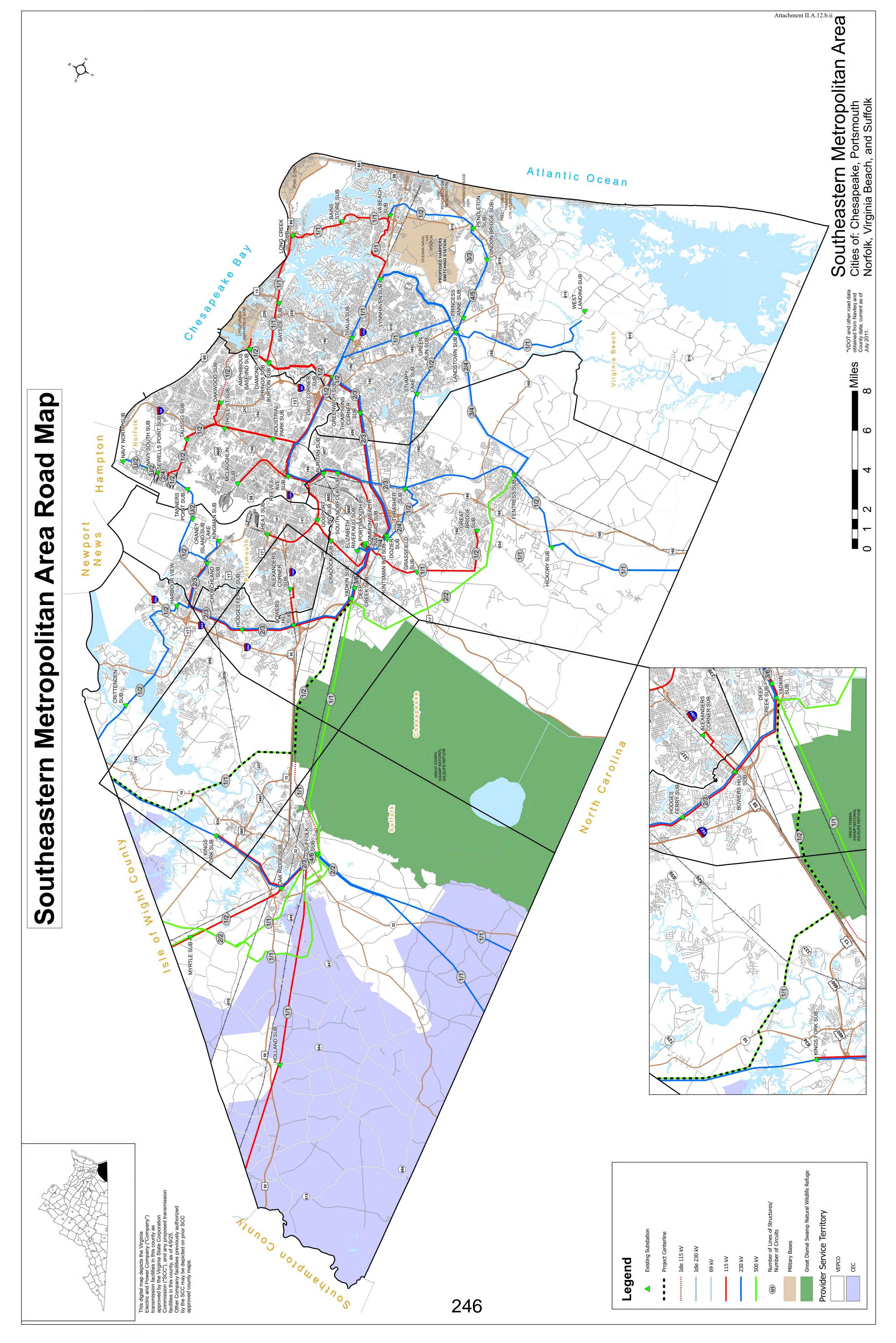
245

VIRGINIA ELECTRIC AND POWER COMPANY PLANS TO BUILD TRANSMISSION LINES AND SUBSTATIONS AS SHOWN IN BLACK DASHES ON THIS MAP.

Jonathan D Thompson Community Electric Cooperative IS NOT OPPOSED TO SUCH CONSTRUCTION IN ITS SERVICE TERRITORY. SIGNATURE MAN

DATE 5/13/2025

TITLE Chief Operations Officer



### **B.** Line Design and Operational Features

# 1. Detail the number of circuits and their design voltage, initial operational voltage, any anticipated voltage upgrade, and transfer capabilities.

Response: The approximately 33.1-mile Line #579 proposed for rebuild will be designed and operated at 500 kV with no anticipated voltage upgrade and will have a transfer capability of 4,357 MVA.

The 7.7-mile segment of Line #2110 proposed for partial rebuild will be designed and operated at 230 kV with no anticipated voltage upgrade and will have a summer transfer capability 1,573 MVA.

### **B.** Line Design and Operational Features

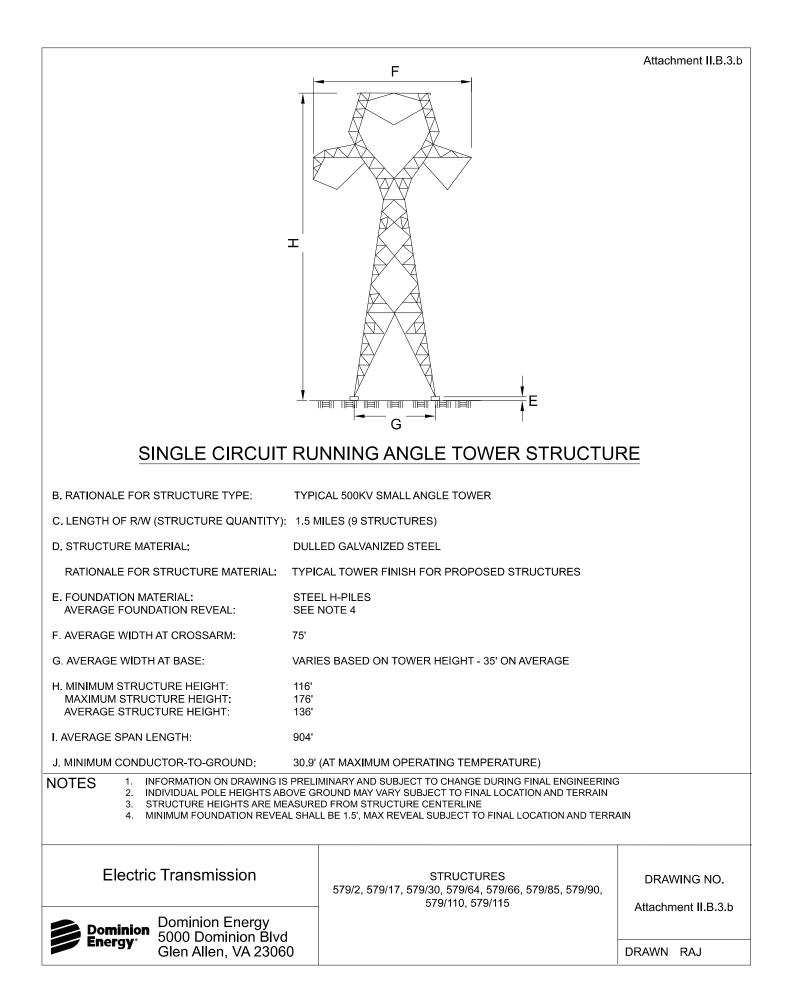
- 2. Detail the number, size(s), type(s), coating and typical configurations of conductors. Provide the rationale for the type(s) of conductor(s) to be used.
- Response: The proposed conductor for the Line #579 Rebuild will include three-phase triplebundled 1351.5 ACSR conductor arranged as shown in <u>Attachments II.B.3.a-i</u>. The three-phase triple-bundled 1351.5 ACSR conductors are a Company standard for new 500 kV construction.

The proposed conductor for the Line #2110 Partial Rebuild will be three-phase twin-bundled 768.2 ACSS/TW/HS type conductor arranged as shown in <u>Attachments II.B.3.g-i</u>. The twin-bundled 768.2 ACSS/TW/HS conductors are a Company standard for new 230 kV construction.

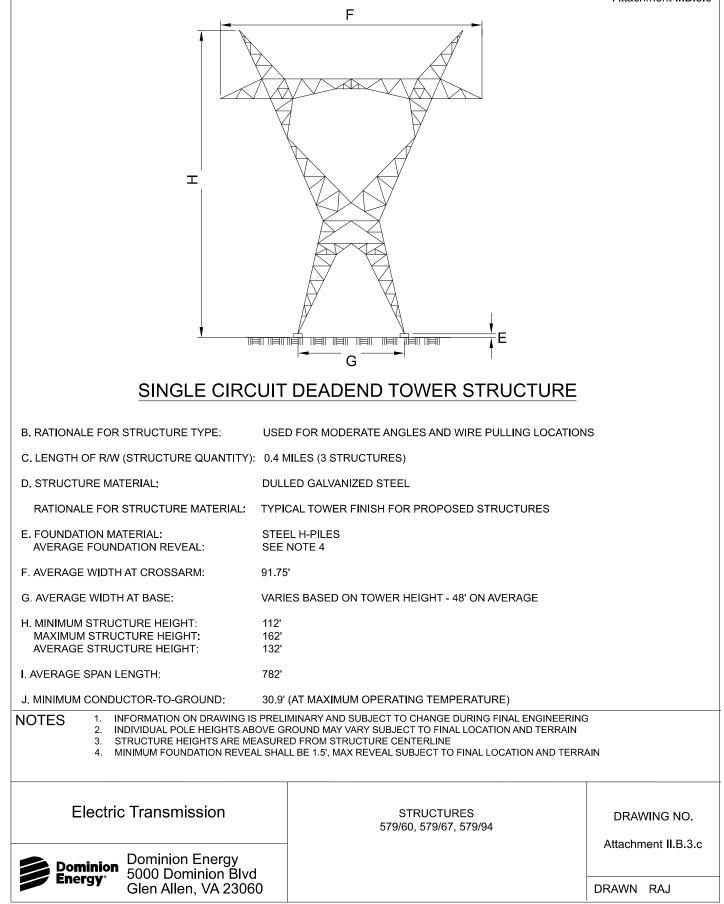
- **B.** Line Design and Operational Features
  - 3. With regard to the proposed supporting structures over each portion of the ROW for the preferred route, provide diagrams (including foundation reveal) and descriptions of all the structure types, to include:
    - a. mapping that identifies each portion of the preferred route;
    - b. the rationale for the selection of the structure type;
    - c. the number of each type of structure and the length of each portion of the ROW;
    - d. the structure material and rationale for the selection of such material;
    - e. the foundation material;
    - f. the average width at cross arms;
    - g. the average width at the base;
    - h. the maximum, minimum and average structure heights;
    - i. the average span length; and
    - j. the minimum conductor-to-ground clearances under maximum operating conditions.
- Response: See <u>Attachments II.B.3.a-i</u> for subparts (b)-(j).

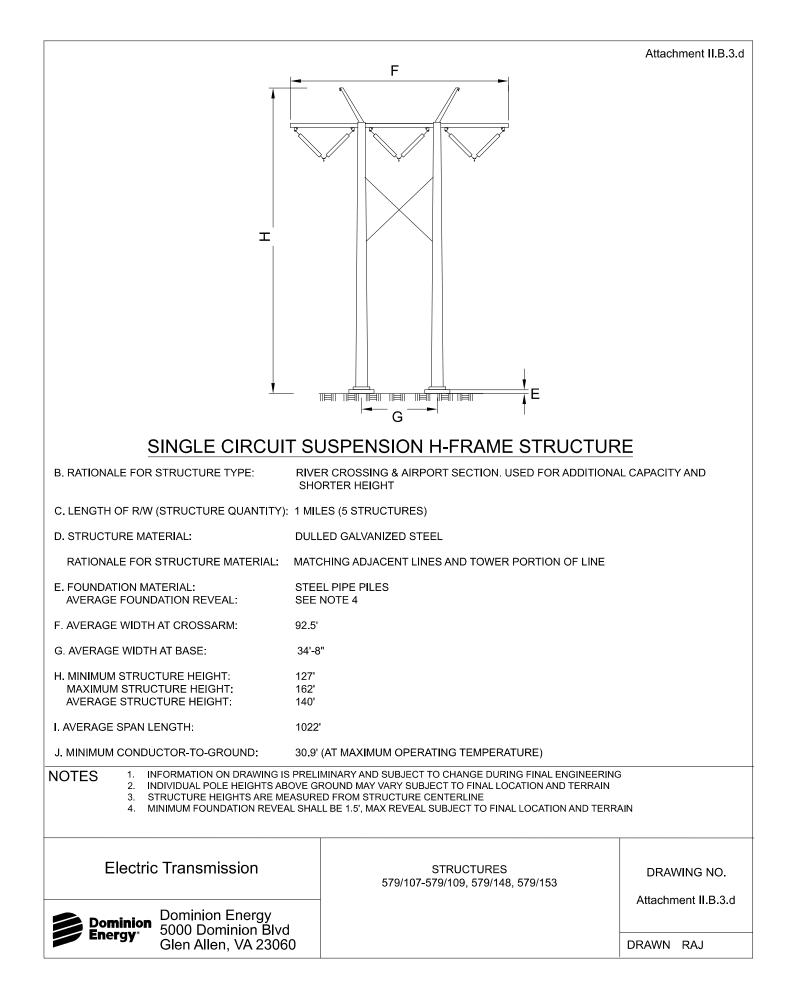
For subpart (a), see <u>Attachment II.B.3.j</u> for approximate mapping of the proposed structures for the Rebuild Project, which is subject to change during final engineering.

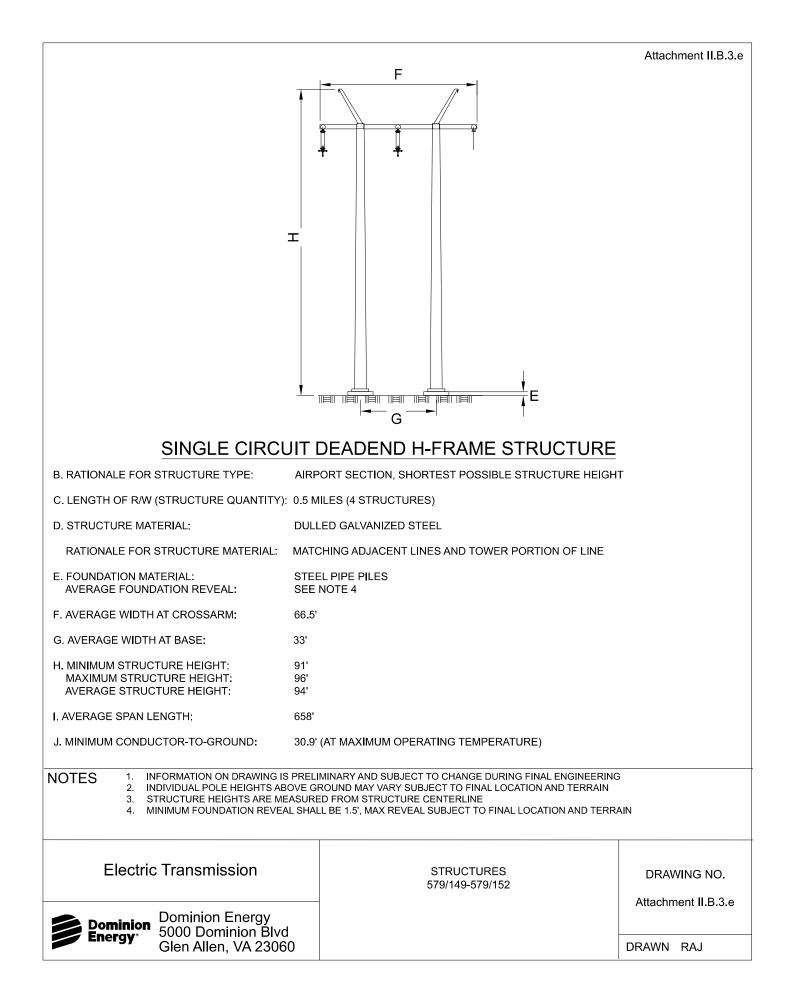
		F	Attachment II.B.3.a		
SINGLE CIRCU	JIT S	SUSPENSION TOWER STRUCTUR	E		
B. RATIONALE FOR STRUCTURE TYPE:	TYPI	CAL 500KV SUSPENSION TOWER, TIGHTER WIRE SPACIN	G THAN EXISTING		
C. LENGTH OF R/W (STRUCTURE QUANTITY)	: 21.1	MILES (112 STRUCTURES)			
D. STRUCTURE MATERIAL:	DULL	ED GALVANIZED STEEL			
RATIONALE FOR STRUCTURE MATERIAL: TYPICAL TOWER FINISH FOR PROPOSED STRUCTURES					
E. FOUNDATION MATERIAL: STEEL H-PILES AVERAGE FOUNDATION REVEAL: SEE NOTE 4					
F. AVERAGE WIDTH AT CROSSARM: 72.6'					
G. AVERAGE WIDTH AT BASE:	VARI	ES BASED ON TOWER HEIGHT - 35' ON AVERAGE			
H. MINIMUM STRUCTURE HEIGHT: MAXIMUM STRUCTURE HEIGHT: AVERAGE STRUCTURE HEIGHT:	115' 180' 137'				
I. AVERAGE SPAN LENGTH:	996'				
J. MINIMUM CONDUCTOR-TO-GROUND:	30.9'	(AT MAXIMUM OPERATING TEMPERATURE)			
2. INDIVIDUAL POLE HEIGHTS AE 3. STRUCTURE HEIGHTS ARE ME	BOVE GE	MINARY AND SUBJECT TO CHANGE DURING FINAL ENGINEERING ROUND MAY VARY SUBJECT TO FINAL LOCATION AND TERRAIN 2D FROM STRUCTURE CENTERLINE 1. BE 1.5', MAX REVEAL SUBJECT TO FINAL LOCATION AND TERR			
Electric Transmission		STRUCTURES 579/3-579/16, 579/18-579/29, 579/31-579/59, 579/61- 579/63, 579/65, 579/68-579/84, 579/86-579/89, 579/91- 579/93, 579/95-579/99, 579/101, 579/103-579/106,	DRAWING NO. Attachment II.B.3.a		
Dominion Energy 5000 Dominion Blvc Glen Allen, VA 2306		579/111-579/114, 579/116-579/121, 579/123-579/131	DRAWN RAJ		



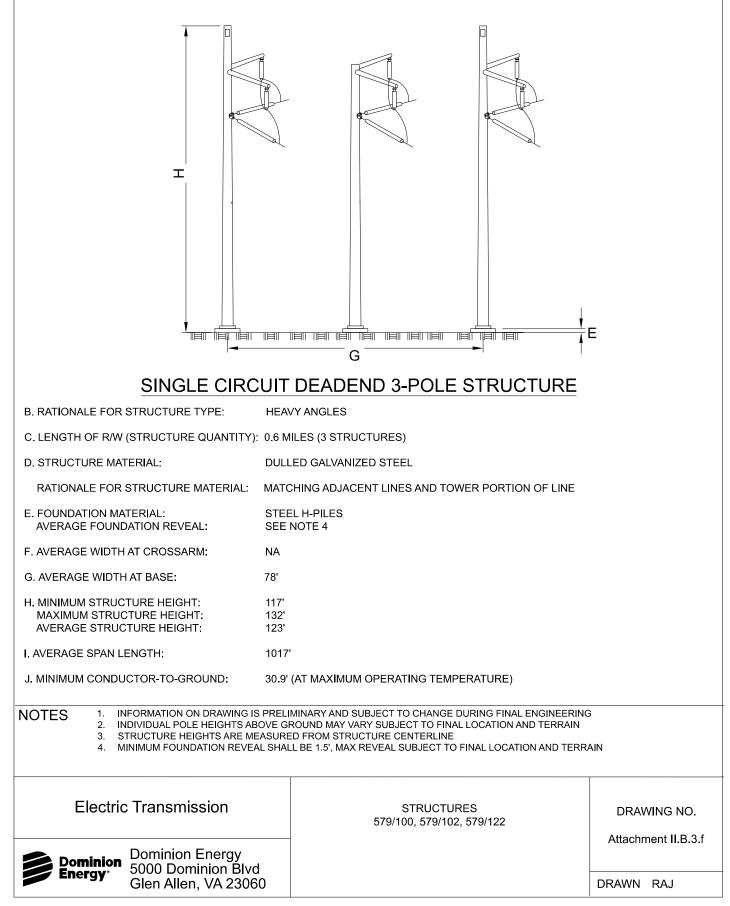
#### Attachment II.B.3.c



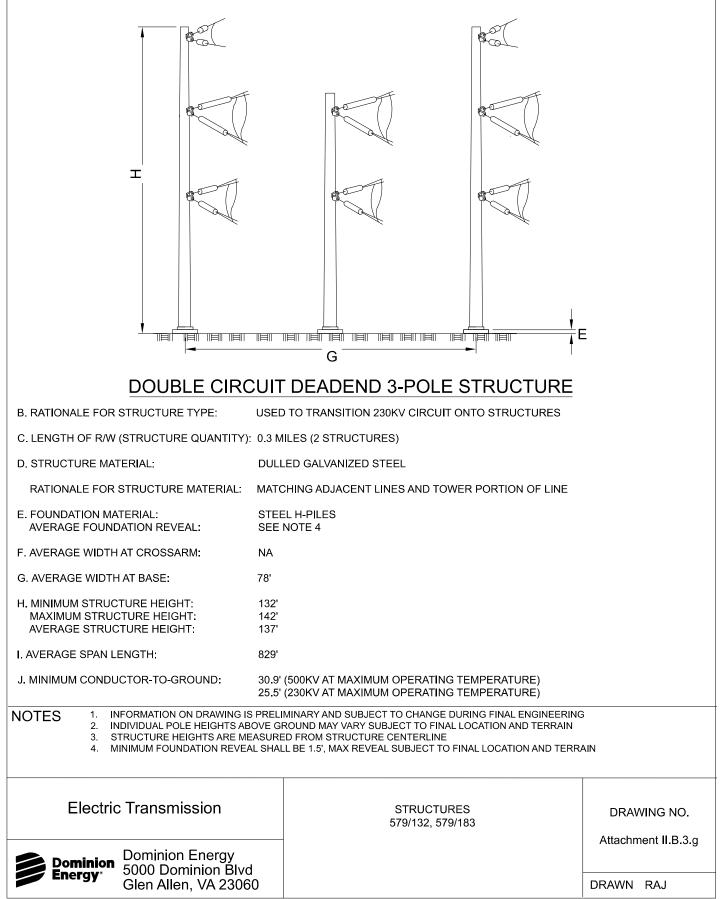




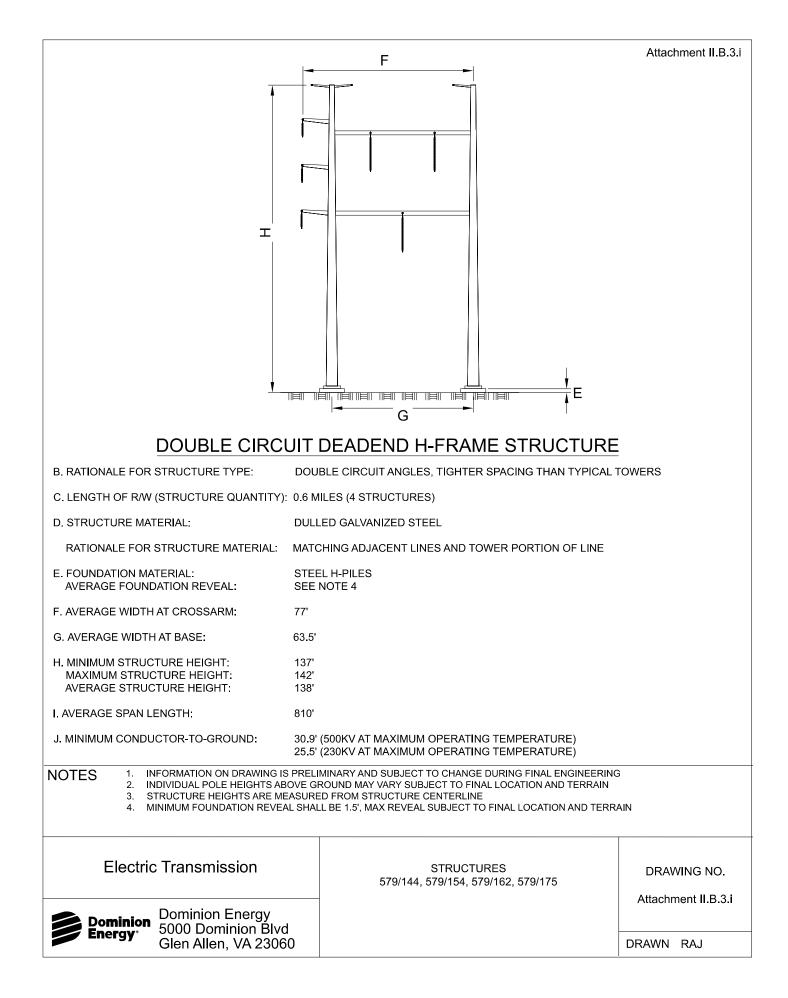
#### Attachment II.B.3.f

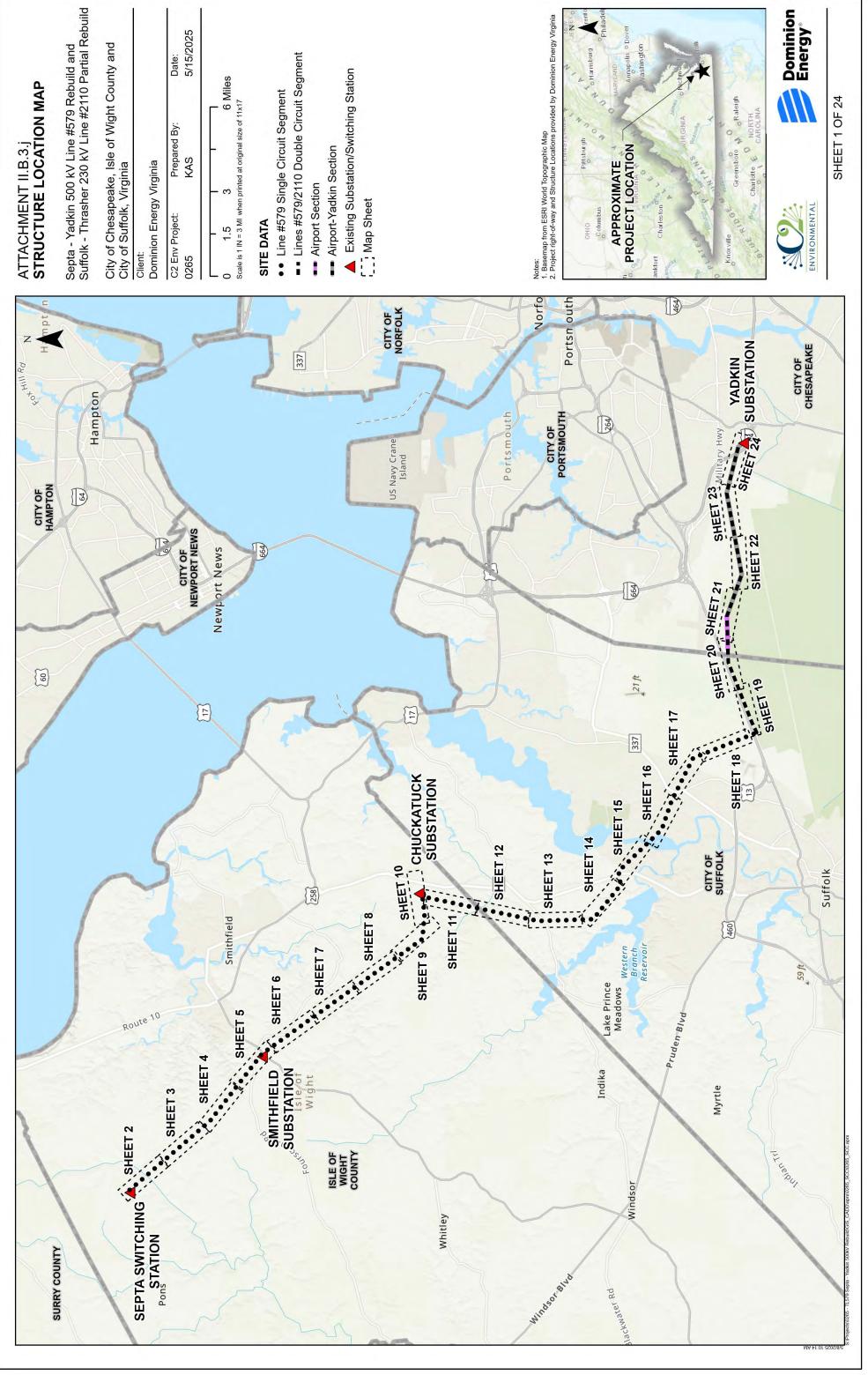


Attachment II.B.3.g



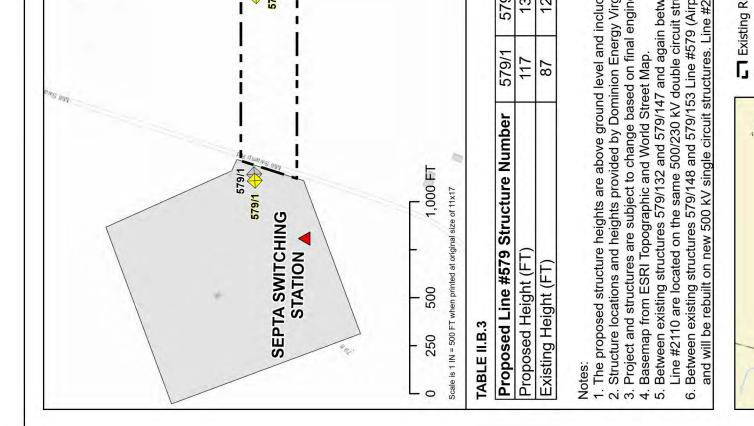
	F	Attachment II.B.3.h				
T						
DOUBLE CIRCUI	I SUSPENSION H-FRAME STRUCTU	RE				
B. RATIONALE FOR STRUCTURE TYPE:	DOUBLE CIRCUIT TANGENT SECTIONS, TIGHTER SPACING T	HAN TYPICAL TOWERS				
C. LENGTH OF R/W (STRUCTURE QUANTITY): 6.9 MILES (40 STRUCTURES)						
D. STRUCTURE MATERIAL:	DULLED GALVANIZED STEEL					
RATIONALE FOR STRUCTURE MATERIAL: MATCHING ADJACENT LINES AND TOWER PORTION OF LINE						
E. FOUNDATION MATERIAL: AVERAGE FOUNDATION REVEAL:	STEEL PIPE PILES SEE NOTE 4					
F. AVERAGE WIDTH AT CROSSARM:	81.5'					
G. AVERAGE WIDTH AT BASE:	63.5'					
H. MINIMUM STRUCTURE HEIGHT: MAXIMUM STRUCTURE HEIGHT: AVERAGE STRUCTURE HEIGHT:	137' 162' 144'					
I. AVERAGE SPAN LENGTH:	910'					
J. MINIMUM CONDUCTOR-TO-GROUND:	30.9' (500KV AT MAXIMUM OPERATING TEMPERATURE) 25.5' (230KV AT MAXIMUM OPERATING TEMPERATURE)					
2. INDIVIDUAL POLE HEIGHTS AE 3. STRUCTURE HEIGHTS ARE ME	PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL ENGINEERI DVE GROUND MAY VARY SUBJECT TO FINAL LOCATION AND TERRAIN ASURED FROM STRUCTURE CENTERLINE L SHALL BE 1.5', MAX REVEAL SUBJECT TO FINAL LOCATION AND TEF					
Electric Transmission	STRUCTURES 579/133-579/143, 579/145-579/147, 579/155-579/161, 579/163-579/174, 579/176-579/182	DRAWING NO. Attachment II.B.3.h				
Dominion Energy 5000 Dominion Blvc Glen Allen, VA 2306		DRAWN RAJ				

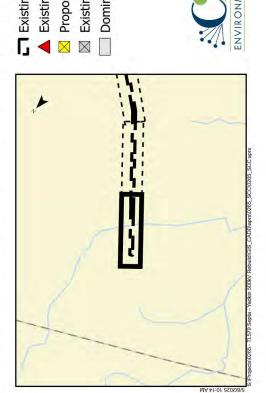


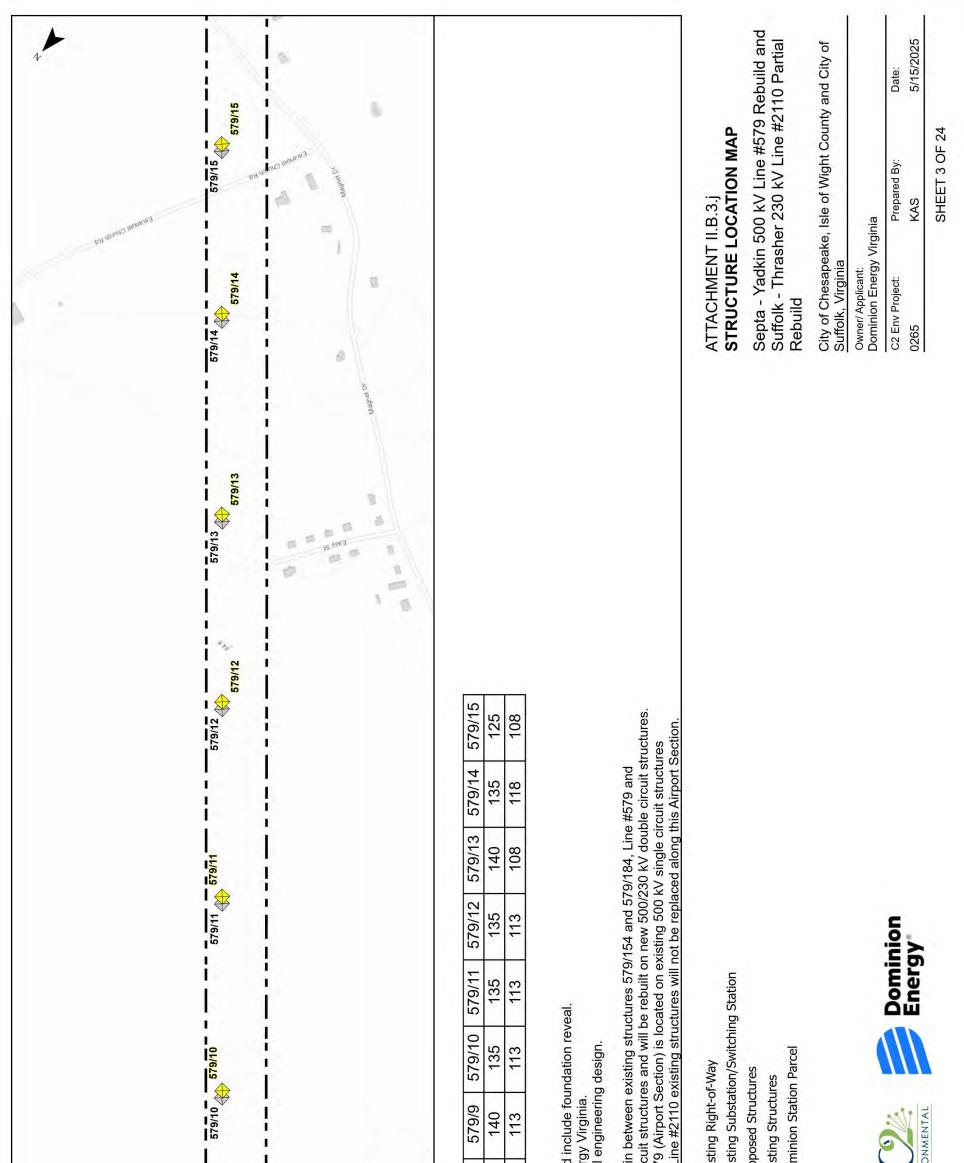


Attachment II.B.3.j

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579/2     579/3     579/4       135     140     125       123     113     103	579/5     579/6       140     135       117     98	579/7 140 118			
d include foundation reveal. gy Virginia. I engineering design.					
in between existing structures 579/154 and 579/184, Line #579 and cuit structures and will be rebuilt on new 500/230 kV double circuit structures. 9 (Airport Section) is located on existing 500 kV single circuit structures ine #2110 existing structures will not be replaced along this Airport Section.	9/154 and 579/184, Li on new 500/230 kV do existing 500 kV single I not be replaced alony	ine #579 and ouble circuit structures. e circuit structures g this Airport Section.			
sting Right-of-Way sting Substation/Switching Station				ATTACHM STRUCTU	ATTACHMENT II.B.3.j STRUCTURE LOCATION MAP
posed Structures sting Structures minion Station Parcel				Septa - Ya Suffolk - Tl Rebuild	Septa - Yadkin 500 kV Line #579 Rebuild and Suffolk - Thrasher 230 kV Line #2110 Partial Rebuild
				City of Chesape Suffolk, Virginia	City of Chesapeake, Isle of Wight County and City of Suffolk, Virginia
				Owner/ Applicant: Dominion Energy Virginia	ıt: rgy Virginia
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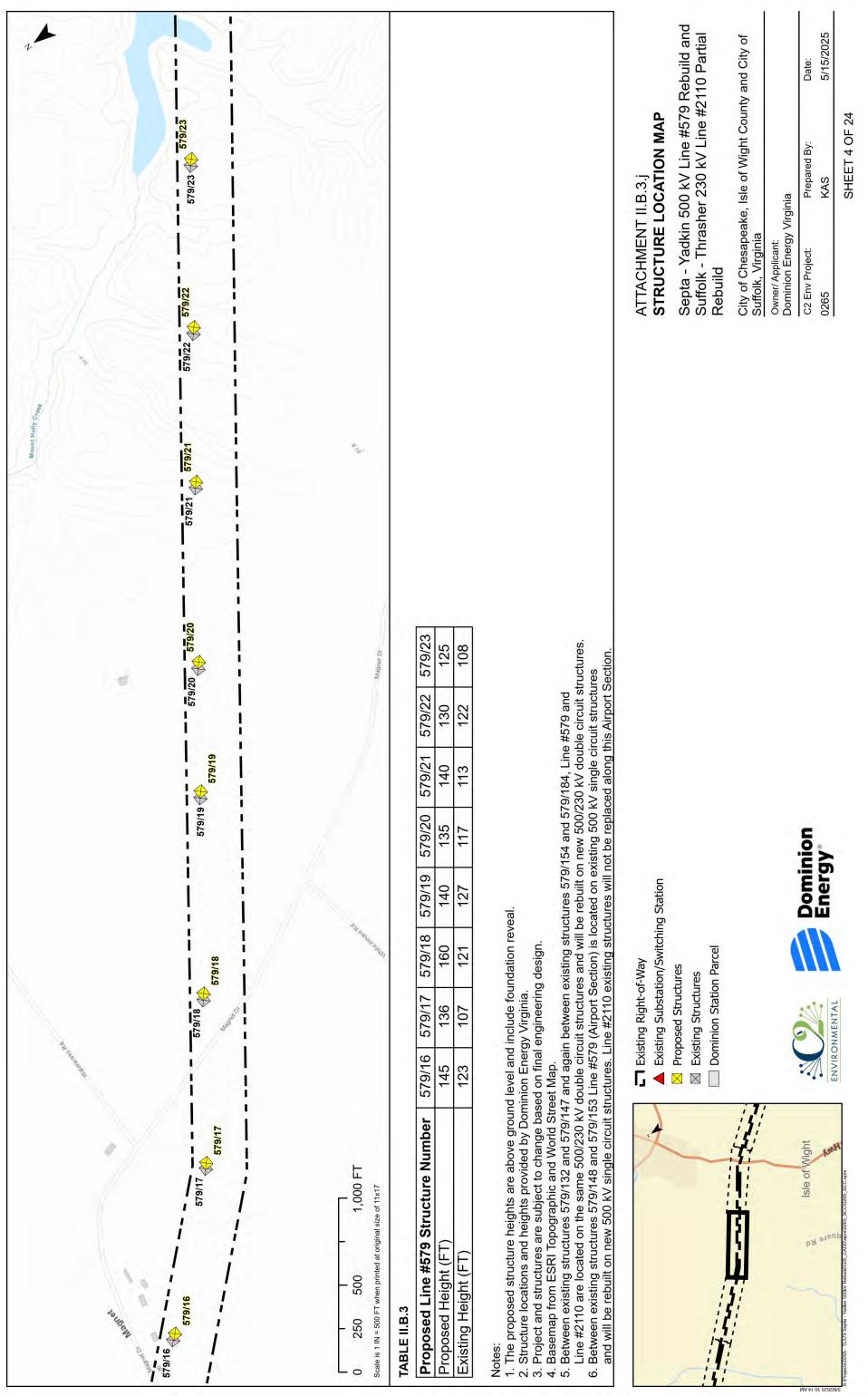






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TABLE II.B.3         Proposed Line #579 Structure Number         Proposed Height (FT)         Existing Height (FT)	579/8 140 118
<ul> <li>Notes:</li> <li>1. The proposed structure heights are above ground level and</li> <li>2. Structure locations and heights provided by Dominion Energ</li> <li>3. Project and structures are subject to change based on final (</li> <li>4. Basemap from ESRI Topographic and World Street Map.</li> <li>5. Between existing structures 579/132 and 579/147 and again</li> <li>Line #2110 are located on the same 500/230 kV double circle</li> <li>6. Between existing structures 579/148 and 579/153 Line #579</li> <li>and will be rebuilt on new 500 kV single circuit structures. Line</li> </ul>	level and ion Energ 1 on final ( t Map. and again auble circu Line #579 ctures. Lii
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134 street the		579/16	145	nd level and minion Energ sed on final e eet Map. 47 and again 47 and again 47 and again 47 and again 47 and again 47 and again 47 and again 53 Line #579 structures. Li
There	I     I     I       0     250     500       Scale is 1 IN = 500 FT when printed at original size of 11x17	Proposed Line #579 Structure Number	Proposed Height (FT) Existing Height (FT)	Notes: 1. The proposed structure heights are above ground level and 2. Structure locations and heights provided by Dominion Energ 3. Project and structures are subject to change based on final e 4. Basemap from ESRI Topographic and World Street Map. 5. Between existing structures 579/132 and 579/147 and again Line #2110 are located on the same 500/230 kV double circu 6. Between existing structures 579/148 and 579/153 Line #579 and will be rebuilt on new 500 kV single circuit structures. Line

