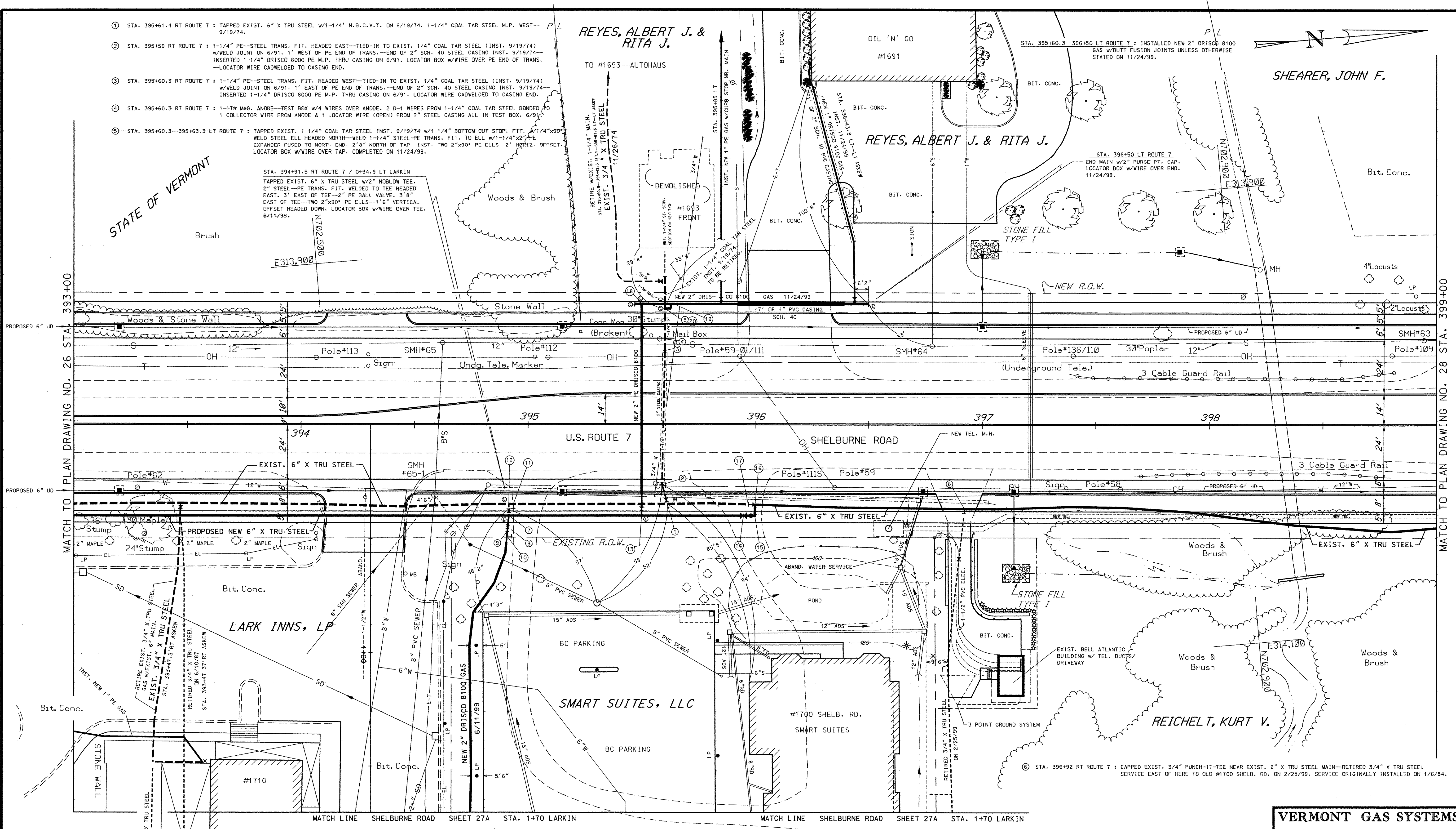
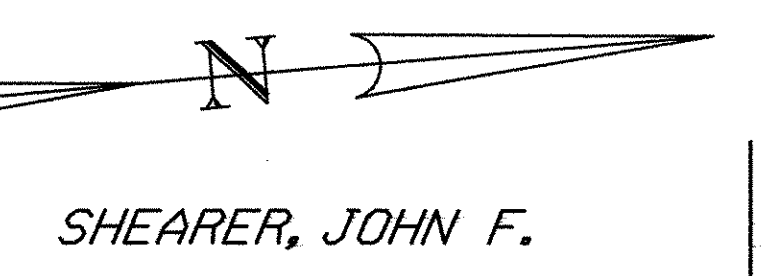


- ① STA. 395+61.4 RT ROUTE 7 : TAPPED EXIST. 6" X TRU STEEL W/1-1/4" N.B.C.V.T. ON 9/19/74. 1-1/4" COAL TAR STEEL M.P. WEST— 9/19/74.
- ② STA. 395+59 RT ROUTE 7 : 1-1/4" PE—STEEL TRANS. FIT. HEADED EAST—TIED-IN TO EXIST. 1/4" COAL TAR STEEL (INST. 9/19/74) W/WELD JOINT ON 6/91. 1' WEST OF PE END OF TRANS.—END OF 2" SCH. 40 STEEL CASING INST. 9/19/74— INSERTED 1-1/4" DRISCO 8000 PE M.P. THRU CASING ON 6/91. LOCATOR BOX W/WIRE OVER PE END OF TRANS. —LOCATOR WIRE CADWELDED TO CASING END.
- ③ STA. 395+60.3 RT ROUTE 7 : 1-1/4" PE—STEEL TRANS. FIT. HEADED WEST—TIED-IN TO EXIST. 1/4" COAL TAR STEEL (INST. 9/19/74) W/WELD JOINT ON 6/91. 1' EAST OF PE END OF TRANS.—END OF 2" SCH. 40 STEEL CASING INST. 9/19/74— INSERTED 1-1/4" DRISCO 8000 PE M.P. THRU CASING ON 6/91. LOCATOR WIRE CADWELDED TO CASING END.
- ④ STA. 395+60.3 RT ROUTE 7 : 1-17" MAG. ANODE—TEST BOX W/4 WIRES OVER ANODE. 2 D-1 WIRES FROM 1-1/4" COAL TAR STEEL BONDED TO 1 COLLECTOR WIRE FROM ANODE & 1 LOCATOR WIRE (OPEN) FROM 2" STEEL CASING ALL IN TEST BOX. 6/91.
- ⑤ STA. 395+60.3—395+63.3 LT ROUTE 7 : TAPPED EXIST. 1-1/4" COAL TAR STEEL INST. 9/19/74 W/1-1/4" BOTTOM OUT STOP. FIT. 1/4" X 90° WELD STEEL ELL HEADED NORTH—WELD 1-1/4" STEEL—PE TRANS. FIT. TO ELL W/1-1/4" X 2" PE EXPANDER FUSED TO NORTH END. 2' 8" NORTH OF TAP—INST. TWO 2" X 90° PE ELLS—2" HORIZ. OFFSET. LOCATOR BOX W/WIRE OVER TAP. COMPLETED ON 11/24/99.

STA. 394+91.5 RT ROUTE 7 / 0+34.9 LT LARKIN
TAPPED EXIST. 6" X TRU STEEL W/2" NOBLOW TEE. 2" STEEL—PE TRANS. FIT. WELDED TO TEE HEADED EAST. 3' EAST OF TEE—2" PE BALL VALVE. 3' 8" EAST OF TEE—TWO 2" X 90° PE ELLS—1' 6" VERTICAL OFFSET HEADED DOWN. LOCATOR BOX W/WIRE OVER TEE. 6/11/99.

REYES, ALBERT J. & RITA J.



STA. 394+91 47' RT—RT—ASKEW RTE. 7 = STA. 0+47—1+70 LT LARKIN
EXIST. 2" PE DRISCO 8100 GAS INST. 6/11/99 W/BUTT FUSION JOINTS UNLESS OTHERWISE STATED. TO REMAIN IN PLACE.

STA. 394+91.5 40' RT—394+91 47' RT RTE. 7 = STA. 0+40—0+47 LT LARKIN
INST. NEW 2" PE DRISCO 8100 GAS RECONNECTION. BUTT FUSION JOINTS UNLESS OTHERWISE STATED.

STA. 394+91.5 35' RT—40' RT RTE. 7 = STA. 0+35—0+40 LT LARKIN
RETIRE & ABAND. EXIST. 2" PE DRISCO 8100 GAS SECTION. INST. 6/11/99.

- STA. 393+00—395+97 RT : PROPOSED NEW 6" X TRU STEEL .219 W.T. GAS REPLACEMENT. INST. W/WELD JOINTS.
- STA. 393+00—395+97 RT : EXIST. 6" X TRU STEEL .188 W.T. GAS TO BE RETIRED & ABANDONED IN PLACE. INST. OCTOBER OF 1969 W/WELD JOINTS.
- STA. 395+99—399+00 RT : EXIST. 6" X TRU STEEL .188 W.T. GAS TO REMAIN IN PLACE. INST. OCTOBER OF 1969 W/WELD JOINTS.
- STA. 395+50 RT-LT : PROPOSED NEW 2" PE DRISCO 8100 GAS. BUTT FUSION JOINTS. L/S.
- STA. 395+47—395+64.3 LT : PROPOSED NEW 2" PE DRISCO 8100 GAS. BUTT FUSION JOINTS UNLESS OTHERWISE STATED.
- STA. 395+59.6 RT-LT ASKEW : EXIST. 1-1/4" DRISCO 8000 PE GAS (IN 2" STEEL CASING) & 1-1/4" COAL TAR STEEL SCH. 40 GAS RD. X-ING TO BE RETIRED IN PLACE. 1/4" COAL TAR STEEL INST. 9/19/74. 1-1/4" DRISCO 8000 PE INST. 6/91. 2" SCH. 40 STEEL CASING INST. 9/19/74. REFER TO #1693 SHEL. RD. SERV. CARDS.

— PROPOSED NEW GAS
- - - EXIST. GAS TO BE RETIRED

VAOT PROJ. # NH-EGG-019-4(28)
GAS DESIGN & ASBUILT BY M.A. OF VGS.

VERMONT GAS SYSTEMS, INC.
NATURAL GAS PIPELINE
PRESSURE: MEDIUM
SHELburne RD. ROUTE 7
SO. BURLINGTON
 DWN. BY: ERDMAN ANTHONY
DATE: FEBRUARY, 1996
SCALE: 1"=20' **SHEET: 27**