Pipeline Technical Resources

Return to Pipeline Safety Community

Home | Alt MAOP | Cased Crossings and GWUT | Class Location | CRM | DIMP | GT IM | HL IM | High Volume EFV
Low Strength Pipe | LNG Facility Siting | OQ | Pipeline Construction | Public Meetings | R&D | RMWG | Underground Natural Gas Storage

Construction Menu

- **Home**
- **Documents**
- **Construction and PHMSA**
- **Quality Action Plan**
- **FAQs**
- **Meetings**
- **Construction Issues**
- **Related Links**
- **What's New**
- **Feedback**

- **Regulations**
- **Advisory Bulletins**
- **Interpretations**

Pipeline Construction: FAQs

These Frequently Asked Questions (FAQs) and their responses are intended to provide insight into PHMSA's approach to the issues they describe. They are intended to facilitate understanding of the code, enhance communication with all stakeholders, and provide information to operators concerning PHMSA's inspection approach. Nothing in these FAQs alters the content of the code, constitutes new requirements, or represents interpretations of the code. Official written interpretations may be requested in accordance with 49 CFR 190.11.

Here you will find a listing of the most frequently asked questions (FAQs) related to Pipeline Construction. You may browse the complete listing of FAQs below, or download the entire set of FAQs in pdf format.

1. Why are there so many construction issues lately?

There was a boom in pipeline construction from 2007 through 2011. As a result, there have been more inspections of pipelines under construction.

It is possible that the increased number of construction problems is simply the result of more miles of pipe being constructed. PHMSA's inspection findings, however, indicate that some construction concerns could be laying the foundation for future problems with pipeline integrity. The high rate of construction could have stretched the construction resources thin and added pressures to finish a job with fewer resources. Attention to quality by all involved in the process of pipeline construction is needed to assure quality pipe and minimize future problems.

Revised: 6/15/12

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2. What kinds of issues has PHMSA found?

PHMSA construction inspections have found issues in all areas associated with pipeline construction. Pipeline coating has been the area where the most issues have been identified. In the course of inspecting 35 pipeline construction projects, PHMSA has identified problems in these areas:

Issue Area	No. of Problems
Coatings	117
Welding	87
Excavation	20
Nondestructive Testing	20
Pipe Materials	12
Bending	9
Lowering/Installation in Ditch	7
Hydrostatic Testing	4
Design	3
Miscellaneous	5

Original: 8/7/09

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3. Why are coating issues of such concern if pipe is protected by cathodic protection?

Coating and cathodic protection (CP) are both intended to prevent external corrosion of buried pipelines. They are intended as defense-in-depth – two layers of protection. Good coating is necessary because CP is not always good enough. There may be issues that reduce the effectiveness of CP, such as shielding. There may be problems with the CP system that go undetected for some period. Experience has shown that corrosion can do significant damage to a pipeline if CP is not adequate, even for a period of a few months. It is necessary to assure that pipeline coating is good to provide continued assurance of protection against corrosion even if CP problems occur.

Original: 8/7/09

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4. What is the cause of recent pipeline construction issues?

There are several causes. Pipeline material issues can result from problems that occur at the mills where steel is made and where it is made into pipe. Issues that occur at the construction site can result from poor/wrong materials or from poor construction practices.

Original: 8/7/09

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5. Don't pipeline standards provide enough guidance for construction?

There have been recent advances in pipeline technology, including for example more use of high-strength steels. There are some instances in which the standards need to catch up to current practice. The standards do provide adequate guidance for many issues. PHMSA's evaluation of many of its inspection findings from construction projects has found that the details specified in the standards are often not realized in the installed pipe.

Original: 8/7/09

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6. Aren't construction procedures adequate?

PHMSA has found that the procedures for most pipeline construction projects are adequate and reflect the recommendations of consensus standards. The procedures are not always followed, though. This could be a result of inadequate training or understanding of the procedures by those who must implement them.

Original: 8/7/09

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7. Isn't Quality Control supposed to find problems?

Quality Control (QC) is used on pipeline construction projects to assure that the quality of construction meets required specifications. It is an extra layer of defense beyond having adequate procedures and doing things correctly. QC can find problems, which are indicative of problems in the construction. The correct response is to identify the reasons why the construction problems are occurring and correct them. It is not acceptable to simply rely on QC to find problems as the only means of assuring quality construction.

Original: 8/7/09

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8. Are pipeline construction personnel adequately qualified?

The personnel qualification requirements in PHMSA regulations apply to operators of pipelines, not to construction personnel. The owners of pipeline projects are responsible for assuring that their construction personnel are adequately qualified. Deficiencies in personnel qualification – lack of understanding of what they are supposed to do – has been found to be a contributing factor to many construction inspection deficiencies.

Original: 8/7/09

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9. Don't high-strength steels make pipelines safer?

Pipelines are designed with a safety margin. As high-strength steels are used, new pipelines are being designed to use thinner-walled and higher strength steel pipe, and may operate at higher pressures. It is thus important to assure that the high-strength pipe material meets specifications to assure that the required safety margin is maintained.

Revised: 6/15/12

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10. What kinds of pipe material problems have been seen?

In some pipeline construction projects, the material properties of the high-strength steel have been found to vary among the many sections, or "joints," of pipe that are purchased. A principal property is the yield strength, the amount of stress that the steel can withstand before it begins to yield, changing its shape/physical dimensions. Some pipe joints have been found to have a yield strength as much as 15 percent below that specified. Pipeline design, including the required safety margin, generally assumes that the pipe is as strong as the specification requires. Pipe that is below specification values thus can reduce the safety margins.

Revised: 6/15/12

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11. How have pipeline construction problems been identified?

Some problems have been identified by PHMSA safety inspectors reviewing procedures and observing pipeline construction. Problems have also been identified through testing done to verify pipeline construction. This has included failures experienced during hydrostatic testing (e.g., failure of welds, expansion of pipe and fittings that has exceeded its yield strength). Problems with pipeline coating have been identified using a number of types of indirect examinations that are designed to find "holidays" or damage to the pipeline coating. Post-construction inspections with in-line inspection tools (sometimes called "smart pigs") have also found problems such as denting and gouges.

Revised: 6/15/12

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12. What kinds of problems have led to coating issues?

The single most-significant cause of identified coating problems has been failure to follow manufacturer's instructions and operator procedures. This problem has been identified in instances in which field-applied coatings have been identified as inadequate. It has also been identified in inadequate inspections of coatings using electronic defect detectors (commonly known as "jeeping"). Failure to properly prepare the pipe surface, removing all dirt and rust, has also resulted in problems.

Revised: 6/15/12

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13. What kinds of problems have led to welding issues?

Again, the most significant cause of welding issues is failure to follow procedures. Problems with pre-heating and pipe alignment (misalignment of the pipe bevels) have also contributed to inadequate welds.

Revised: 6/15/12

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14. Isn't non-destructive testing required after welding? Why is it not finding the problems?

Non-destructive testing (NDT) is required following welding. Ultrasonic inspection and radiographic inspection (similar to X-rays) are the most common techniques used. These inspection techniques are designed to find gaps in the weld and foreign materials (i.e., inclusions) in the weld metal.

Welds in high-strength steels are more susceptible to hydrogen-induced cracking. Hydrogen from the welding rods dissolves in the molten weld metal. This hydrogen comes out of solution as the metal cools. If all of the hydrogen is not allowed to escape, it can result in delayed cracking of the finished weld. In some recent cases, reviews of NDT records following weld failures have found that there were no cracks or inclusions in the welds. In these cases, it is likely that hydrogen-assisted cracking occurred after the post-welding NDT was done.

Original: 8/7/09

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15. Can welders be qualified to work on any pipeline project?

Pipeline safety regulations make assuring proper qualification of welders the responsibility of the pipeline operator. Welders are often contract personnel who work on many pipelines for different operators. Pipeline operators can, and sometimes do, run joint qualification programs, but the responsibility remains with each individual operator to assure its welders are qualified.

Original: 8/7/09

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16. Isn't there a way to reduce the amount of hydrogen that dissolves in weld metal and thus reduce the incidence of hydrogen-assisted cracking?

Yes. Hydrogen is present in the coating of the most commonly-used welding electrodes. Low-hydrogen electrodes exist and are beginning to be used in pipeline construction welding. The extent to which low-hydrogen electrodes are used remains small, however. Proper heat treatment, including time at temperature to allow hydrogen to diffuse out of the weld metal, can also help reduce hydrogen-assisted cracking.

Original: 8/7/09

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17. Is there any pattern to the welding problems that have been identified?

Pipeline construction welding problems have been found most often on projects involving new, high-strength steels.

Original: 8/7/09

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18. Can better management practices help assure quality?

Yes. Application of Quality Management Systems (QMS) can help assure quality. QMS is more than QA/QC of the finished product. It includes assuring that procedures are correct, reflect the provisions of relevant standards, and are followed during construction.

Original: 8/7/09

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19. How can we assure that coating is not damaged during direct bore and similar installations?

Use of indirect assessments such as direct current voltage gradient (DCVG) following installation has identified instances of coating damage resulting from installation.

Original: 8/7/09

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20. What kinds of problems have been noted during State inspections of pipeline construction?

The most common findings from State pipeline construction inspections have included:

- Poorly Qualified Construction Personnel
- Poorly Qualified Inspectors by Operators
- Storage and Handling of Pipe
- Improper Procedures
- Failure to Follow Procedures
- Lack of Procedures
- Span of Control of Inspectors Used by Operators

Original: 8/7/09

21. How does a pipeline operator control material problems that occur during steel and pipe manufacturing?

Pipeline operators need to assure that their specifications are adequate. They must also assure that steel and pipe mills, fitting and hot bend manufacturers have, and follow, quality management programs designed to ensure the production of quality materials (pipe, steel, fittings, and hot bends). Finally, operators need to inspect the materials that they receive, including during manufacturing, carefully to assure that their specifications have been met.

Revised: 6/15/12

22. What kinds of pipe material problems have been found?

Material deficiencies identified in pipe for new pipeline construction projects include:

- Incorrect chemical composition
- Low and variable yield strength
- Laminations and Inclusions
- Incorrect pipe bevel ends – high/low and flat spots on pipe ends

Revised: 6/15/12

23. What factors can contribute to low and variable yield strength?

Factors that can affect yield strength include:

- Wrong heat chemistry from steel supplier
- Pipe test locations for yield/ultimate tensile strengths at steel and pipe mills
- Plate/coil ordered under strength based on the type pipe rolling process
- Incorrect plate/coil rolling process
- Improper plate/coil cooling rates
- Plate/coil switch at pipe mill

Original: 8/7/09

24. What kind of fitting and hot bend material problems have been found?

Material deficiencies identified in fittings and hot bends for new pipeline construction projects include:

- Low and variable yield strength
- Incorrect strength/grade of material used for manufacturing the fitting
- Incorrect pipe bevel ends – high/low and misalignment of hot bend ends

Original: 6/15/12

Pipeline Construction: Miscellaneous

The following is a summary listing of typical issues that have been identified by PHMSA inspections of new pipeline construction projects. Identified problems have primarily been due to a failure to implement existing industry standards, manufacturer’s recommendations, and federal regulations. Some of these issues are discussed in more detail on other Pipeline Construction web pages, but are repeated here in order to provide a consolidated list.

Pipe and Miscellaneous Issues

Pipe

- Pit defects in the pipe body
- Laminations
- Pipe sizing issues and variability/damage to pipe ends
- Low tensile strength and/or thin wall in some pipe

Hydrostatic Testing

- Poor test in winter due to freezing of pressure equipment
- Cracks discovered in girth welds during hydro test
- Improper pressure maintenance during hydro test
- Long seam failure

Design

- Incorrect pipe wall thickness for class location
- Inadequate testing documentation for pipeline components

Bending

- Ripples out of tolerance
- Pipe seam not in neutral axis
- Inadequate construction specification
- Not using internal mandrel when required by procedures
- Not following procedures

Lowering

- Inadequate boom spacing per the ECA requirements
- Unrepaired coating defects at lowering

Operation - Insufficient line markers

Inadequate Operator Qualification Documentation If Applicable

Post Construction Documentation

End Facing

Stringing - Long seam alignment/orientation

Coating

Fusion Bonded Epoxy Issues

- Coating over mud or rust
- Application temperature too hot or cold
- Heat damage to the factory FBE coating
- Failing to follow manufacturer's instructions
- Sand blast technique - no correct bevel / no overlap at factory coating
- Coating in high wind with blowing dirt
- Water in the pipe during heating – does allow for uniform heating
- Coating specifications not available to inspectors
- Girth weld coating not fully bonded to pipe

Melt Stick

- Failing to follow manufacturer's instructions
- Not adequately heating pipe before application
- Inadequate surface preparation - abrasion
- Use on defects larger than 0.5 in^2
- Application over two part epoxy
- Improper accelerated drying by patting
- Use on bare metal

Electronic Defect Detectors (Jeeping)

- Failing to follow manufacturer's instructions
- Low voltage setting on holiday detector
- Inadequate training of inspectors and contractors
- Jeeping over tape and fiberboard stuck to the pipe
- Failing to adequately clean the pipe before jeeping
- Failing to visually inspect pipe for coating defects
- Using damaged (bent) detector springs
- High resistance in electrical circuit
- Jeeping at too fast a speed per the spec or manufacturer
- Jeeping over coating repairs before they are dry
- Detector failing to identify defects
- Detector not calibrated per manufacturer

Two Part Epoxy Issues

- Failing to follow manufacturer's instructions
- Inadequate surface prep - abrasion
- Application after epoxy starts to set
- Inadequate mixing of the epoxy
- Applying above or below recommended temp - or not pre-heating pipe
- Using unapproved IR temperature sensors

<table>
<tr><th colspan="2">Welding</th></tr>
<tr><td>Mechanized Welding
Coating damage caused by welding band
Incomplete weld procedure qualification
Pre-heat crew not using Tempilstiks
Pipe size - Hi-Lo alignment issues
NDT falling behind main gang
Lack of padding between pipe and skids
Incorrect or inadequate placement of skid cribbing
Lack of inspector oversight
Not following procedures
Incorrect pre-heat or interpass temp
Improper use of Tempilstik - too near weld
Amps and Volts measured at machine not weld (only long leads)
Moving pipe during root bead welding
Initial high defect rates
Inadequate defect repair tracking
Inadequate quality and documentation of MUT</td>
<td>Manual Welding
Not following procedures
Lack of inspector oversight
Early clamp release
Arc burns due to poor welding practices
Incorrect pre-heat or interpass temp
Inadequate visual weld inspection
Improper storage of low hydrogen rods
Welding inspectors not in possession of welding procedures
Use of 'hinging' technique to aid with pipe line-up
Pipe size - Hi-Lo alignment issues
Improper gas flow rate for gas shielded processes
Inadequate defect repair tracking
Incomplete qualification documents for welders
Amps and Volts measured at machine not weld (for long leads)
Inadequate defect removal on repair welds</td></tr>
<tr><th colspan="2">Excavation</th></tr>
<tr><td>Inadequate use of rock shield, padding machines or selective backfill
Insufficient burial depth(to code or waiver)
Ditch profile not matching pipeline causing inadequate support
Dents caused by placing pipe on rocks</td>
<td>Erosion of cover at streams
Insufficient pipeline weights
Excavating over the pipe without adequate protection from rocks, etc.
Not reviewing as-built drawings for parallel pipelines
No One-Call notifications</td></tr>
<tr><th colspan="2">Nondestructive Testing</th></tr>
<tr><td>Essential wire or hole not visible on radiograph
Testing to achieve only the minimum requirements of 192 or 195
Poor radiographic technique - not meeting 1104 requirements
Not meeting the minimum 10% NDT requirements</td>
<td>NDT records not adequate or up to date
Incomplete qualification documents for technicians
Inadequate interpretation of radiographic results
Film density not in spec</td></tr>
</table>

From Attachment INTERVENORS.VGS.1-114.1 (2014 Inspection Reports).pdf

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ML-DAILY INSPECTOR REPORTS 2014 (348 pages):

Start date: 8-20-2014
End date: 11-20-2014

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I did not witness any of the tie in made. Eds crew built a trench plug at sta#546+57 area. Doug Mabee with VHB agreed with location. They then x-rayed welds, coated and jeeped them and covered 38' of pritec pipe with rock shield and backfilled trench. Pritec pipe was installed from sta#546+86 to 547+24 for 38'. Cook clearing ground up trees from sta#349+00 to 351+00 with one operator working. Over and Under environmental crew flagged and unloaded jersey barriers on Essex exit 10 at bore site sta# 239+00 .I did not witness all activities today as I was covering 4 crews.

Inspector J.R. Kelch, 9 / 5 / 2014 (p 32 of 348)

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…. Was not able to witness all activities today. Crews were spread out too far and both were performing critical task.

Inspector J.R. Kelch, 9 / 12 / 2014 (page 50 of 348)

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…. RTD-TI 360 was coated by Mikes crew with no coating inspector present, using canusa sleeve. Was not present for all activities as crews are spread out.

Inspector J.R. Kelch, 9 / 13 / 2014 (p 53 of 348)

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…. Did not witness all activities as most of the day was spent at Alder brook creek crossing.

Inspector J.R. Kelch, 9 / 5 / 2014, (p 56 of 348)

———

…. Was not able to cover all activities today with 4 crews.

Inspector J.R. Kelch, 9 / 16 / 2014 (p 58 of 348)

…. Was not able to watch all activities covering 4 crews.

Inspector J.R. Kelch, 9 / 17 / 2014 (p 62 of 348)

…. Ed also turned in extra depth of trenching of 4' at sta 545+58 to 546+50 for 90' with the reason that after crossing Allen Brook they had to go deeper to get under Vermont Gases plastic line…. Did not get to watch all activities with 4 crews.

Inspector J.R. Kelch, 9 / 18 / 2014 (p 64 of 348)

.... Ed's crew had 2 welds today that were not covered by welding inspectors busy at other locations. Not able to cover all activities due to having 4 crews.

Inspector J.R. Kelch, 9 / 24 / 2014 (p 80 of 348)

.... Did not witness all activities with 4 crews today. Had 1 weld not covered by inspection today.

Inspector J.R. Kelch, 9 / 25 / 2014 (p 83 of 348)

.... Was not able to witness all activities today with 3 crews to cover.

Inspector J.R. Kelch, 9 / 27 / 2014 (p 89 of 348)

…. Could not witness all activity with 4 crews to watch today.

Inspector J.R. Kelch, 9 / 29 / 2014 (p 92 of 348)

.... Was not able to cover all activities as crews are spread from Mt.View to Mill Pond Rd.

Inspector J.R. Kelch, 10 / 6 / 2014 (p 110 of 348)

.... Did not witness all activities with 4 crews.

Inspector J.R. Kelch, 10 / 7 / 2014 (p 112 of 348)

.... Was not able to cover all activities today with 4 crews to watch over.

Inspector J.R. Kelch, 10 / 8 / 2014 (p 116 of 348)

…. Was not able to cover all activities today with 4 crews to watch over.

Inspector J.R. Kelch, 10 / 8 / 2014 (p 119 of 348)

.... Was not able to cover all activities today with 4 crews to watch over.

Inspector J.R. Kelch, 10 / 9 / 2014 (p 122 of 348)

.... Was not able to witness all activities due to watching 4 crews.

Inspector J.R. Kelch, 10 / 20 / 2014 (p 131 of 348)

.... Not able to witness all activities watching over 4 crews in different locations.

Inspector J.R. Kelch, 10/ 22 / 2014 (p 137 of 348)

…. Did not witness all activities today with four crews, two of them lowering in ml.

Inspector J.R. Kelch, 10 / 27 / 2014 (p 140 of 348)

....Was unable to cover all task with four crews today.

Inspector J.R. Kelch, 10/ 29 / 2014 (p 146 of 348)

…. Was not able to witness all activities today with 4 crews working.

Inspector J.R. Kelch, 10 / 30 / 2014 (p 149 of 348)

…. Not able to witness all activities with 4 crews.

Inspector J.R. Kelch, 10 / 17 / 2014 (p 161 of 348)

…. Unable to witness all activities today due to 4 crews.

Inspector J.R. Kelch, 11 / 5 / 2014 (p 170 of 348)

…. Could not cover all activities with 4 crews.

Inspector J.R. Kelch, 11 / 6 / 2014 (p 173 of 348)

…. I try to ensure my crew's work in a safe manner and wore proper ppe. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 2 / 2014 (p 203 of 348)

…. I try to ensure my crew's work in a safe manner and wore proper ppe. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 3 / 2014 (p 206 of 348)

…. 3 welds were wrapped in a Canusa K-60, 4 HDD welds and 1 main line weld were R-95 coated. See coating report for details. John Pritchard's bore crew was shut down for several violations. I try to ensure my crew's work in a safe manner and wore proper ppe. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 5 / 2014 (P 209 of 348)

... 7 welds were wrapped in a Canusa K-60. See coating report for details. I try to ensure my crew's work in a safe manner and wore proper ppe. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp 9 / 6 / 2014 (p 212 of 348)

…. 1 weld was wrapped in a Canusa K-60, 7 HDD,1 main line and 1 tie in weld were coated with R-95. See coating report for details. I try to ensure my crew's work in a safe manner and wore proper ppe. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 8 / 2014 (p 215 of 348)

…. 4 welds were wrapped in a Canusa K- 60. See coating report for details. John Pritchards bore crew started boring at a new entry point which should put them with a much higher exit point. They currently have 40ft augered. I try to ensure my crew's work in a safe manner and wear proper ppe. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 9 / 2014 (p 218 of 348)

…. 3 welds were wrapped in a Canusa K-60's. See coating report for details. John Pritchard's bore crew was shut down so no progress to report. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp 9 / 12 / 2014 (p 221 of 348)

…. 2 welds were wrapped in a Canusa K-60's and 1 weld was coated with R-95. See coating report for details. John Pritchard's bore crew is working on mobing to the railroad bore location of Fay road. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 13 / 2014 (p 224 of 348)

———

… 3 welds were wrapped in a Canusa K-60's. See coating report for details. John Pritchard's bore crew cleared the top soil at the bore entrance pit and continued working on mobing to the railroad bore location off of Fay road @ 372+50. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 15 / 2014 (p 227 of 348)

———

Met with Kevin Ames in the morning to go over the jsa and what was today's planned work activities. 4 welds were wrapped in a Canusa K-60's and 2 welds were coated with R-95 Powercrete. See coating report for details. John Pritchard's bore crew excavated the bore pit entrance and installed 2 trench boxes off of Fay road @ 372+50. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 16 / 2014 (p 230 of 348)

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.... 2 welds were wrapped in a Canusa K-60's and 1 weld was coated with R-95 Powercrete. See coating report for details. John Pritchard's bore crew continued to set up to bore off of Fay road @ 372+50. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 17 / 2014 (p 233)

———

….1 weld was wrapped in a Canusa K-60 and 4 welds were coated with R-95 Powercrete. See coating report for details. John Pritchard's bore crew continued to set up to bore off of Fay road @ 372+50. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp 9 / 18 / 2014 (p 236 of 348)

———

.... I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp 9 / 19 / 2014 (p 239 of 348)

Met with Kevin Ames in the morning to go over the jsa and what was today's planned work activities. Kevins crew worked on excavating and welding up pritec coated pipe. John Pritchard's crew is still at 120ft augered with 20inch casing at the bore off of Fay road @ 372+50 due to issues with the boring head(rock causing issues). 9 Canusa K-60's were applied;see coating report for details. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp 9 / 23 / 2014 (p 242 of 348)

….4 Canusa K-60's were applied;see coating report for details. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 24 / 2014 (p 245 of 348)

….1 R-95 coat was applied;see coating report for details. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 27 / 2014 (p 248 of 348)

…. 2 K-60 wraps were applied;see coating report for details. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 29 / 2014 (p 251 of 348)

…. 5 R-95 coats were applied;see coating report for details. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 9 / 30 / 2014 (p 254 of 348)

….4 R-95 coats & 2 Canusa K-60's were applied;see coating report for details. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 1 / 2014 (p 257 of 348)

…. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 2 / 2014 (p 260 of 348)

…. 4 welds were coated with R-95 powercrete. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 7 /2014 (p 263 of 348)

…. John Pritchard's crew has finished the bore; total length of concrete coated pipe is142.8ft. 2 welds were coated with R-95 powercrete. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 /8/ 2014 (p 266 of 348)

Met with Kevin Ames in the morning to go over the jsa and what was today's planned work activities. Kevins crew excavated and lowered in a 435ft section(see details above). John Pritchard's crew is working to mob to the next bore site off Mill pond road; slightly delayed due to the clearing of the row/access to the bore not being complete. 2 welds were wrapped in K-60's. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 15 / 2014 (p 269 of 348)

Met with Kevin Ames in the morning to go over the jsa and what was today's planned work activities. Kevins crew back filled/Rock shielded a 435ft section(see details above). John Pritchard's crew is working on digging the bore entry pit near 26+00. 2 welds were wrapped in K-60's. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 17 / 2014 (p 272 of 348)

Met with Kevin Ames in the morning to go over the jsa and what was today's planned work activities. Kevins crew excavated and lowered in a 60ft section(see details above). John Pritchard's crew continued working on digging the bore entry pit near 26+00. 2 welds were wrapped in K- 60's. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 18 / 2014 (p 275 of 348)

Met with Kevin Ames in the morning to go over the jsa and what was today's planned work activities. Kevins crew excavated and lowered in a 100ft section(see details above). John Pritchard's crew has now augered 70ft and will continue tomorrow. 2 welds were wrapped in K-60's. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 20 / 2014 (p 278 of 348)

…. John Pritchard's crew has dug the exit pit and punched out. They will start tomorrow on pushing the concrete coated joints. 1 weld was wrapped in a K-60. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day

Inspector Bryan Kemp, 10/21/2014 (p 281 of 348)

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…. John Pritchard's crew has 2 concrete coated joints now pushed and will continue this process tomorrow. 3 welds were coated in R-95 Powercrete. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 22 / 2014 (p 284 of 348)

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….1 weld was coated in R-95 Powercrete. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 23 / 2014 (p 287 of 348)

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…. John Pritchard's crew was able to get another concrete coated joint attached and pushed. We should be getting close to punching out the exit side with concrete coated pipe. 1 weld was coated in HBE 95. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 25 /2014 (p 290 of 348)

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…. 1 weld was coated in HBE 95. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 27 / 2014 (p 293 of 348)

…. 2 welds were coated in HBE 95 and 2 welds wrapped in a K-60. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 28 /2014 (p 296 of 348)

…. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 29 / 2014 (p 299 of 348)

…. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 30 / 2014 (p 302 of 348)

Met with Kevin Ames in the morning to go over the jsa and what was today's planned work activities. Kevins crew worked on ditching & welding up sections on pipe.(see details above) John Pritchard's crew is working on matting an entry way to the bore site at Rte 15 / Upper main. 4 welds wrapped in a K-60. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 10 / 31 / 2014 (p 305 of 348)

Met with Kevin Ames in the morning to go over the jsa and what was today's planned work activities. Kevins crew worked on ditching & welding up sections on pipe.(see details above) John Pritchard's crew is working on matting an entry way to the bore site at Rte 15 / Upper main. 4 welds wrapped in a K-60. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 1 / 2014 (p 308 of 348)

… 5 welds wrapped in a K-60. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 3 / 2014 (p 311 of 348)

…. 9 welds were wrapped in a K-60 Canusa. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 /5 / 2014 (p 314 of 348)

…. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 6 /2014 (p 317 of 348)

John Pritchard's crew attempted to bore 3ft deeper which put him at 10ft but had the same issue. The soil above it started to collapse. He is now pulling out until further direction on what to do at the bore site at Rte 15 / Upper main. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 7 / 2014 (p 320 of 348)

John Pritchard's crew is attempting to use a different bore head / technique at the bore site at Rte 15 / Upper main. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 8 / 2014 (p 323 of 348)

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John Pritchard's crews 3rd attempt to bore failed at the bore site at Rte 15 / Upper main. They are working to figure out what they are going to attempt next. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 10 / 2014 (p 326 of 348)

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John Pritchard's crew is working to set-up a thumper at the bore site at Rte 15 / Upper main. Coating crew coated the 2-A HDD welds. Coating report is to be turned in at a later date after final inspection is complete. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 12 / 2014 (p 329 of 348)

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…. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 13 / 2014 (p 332 of 348)

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…. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 14 / 2014 (p 335 of 348)

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…. 3 welds were wrapped in a K-60 Canusa. See attached coating reports. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 15 / 2014 (p 337 of 348)

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…. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day. (

Inspector Bryan Kemp, 11 / 17 / 2014 (p 341 of 348)

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…. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 19 / 2014 (p 344 of 348)

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…. I try to ensure my crew's work in a safe manner and wear proper ppe. There are several coating crews now so I am unable to observe / report on all coating / sleeves. All reports turned in are a spot check status as I over look 3 to 5 different crews depending on the day.

Inspector Bryan Kemp, 11 / 20 / 2014 (p 347 of 348)

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ANGP
QA QC
Summary

12/21/2015

Vermont Gas

QA QC Summary

TAB 1

Vermont Gas

MEMORANDUM

To: ANGP File
From: Kristy Oxholm
Date: December 21, 2015
Re: Addison Natural Gas Project (ANGP) QA/QC Executive Summary

While no QA/QC program can assure 100% perfection on any project, Vermont Gas Systems, Inc. (VGS) has implemented QA/QC requirements to assure the highest levels of quality are adhered to. In circumstances where quality is questioned, appropriate follow-up remediation and/or mitigation is implemented.

For the 2014 construction season QA/QC requirements were incorporated into various documents, such as the construction specifications, VGS Operations & Maintenance (O&M) Manual and Addison Natural Gas Project Inspector's Manual. Part way through the project it was determined that a more robust QA/QC system would benefit VGS and ANGP.

A significantly enhanced QA/QC program was implemented with the introduction of the VGS Quality Assurance Plan in June of 2015. The framework of this plan was developed by Storti Quality Consulting. A committee of VGS representatives then worked to customize it for use within VGS. The objective of the plan is stated as:

> Vermont Gas Systems is committed to performing work to the highest standards of quality while ensuring compliance with applicable regulations, policies and procedures. The objective of this plan is to ensure that all employees and contractors performing work or constructing new transmission and distribution system share the company's commitment. The Plan provides the structure for effective quality assurance and quality control, but it is the responsibility of all employees and contractors to embrace the need for, and value of, performing work with a high degree of quality and to have a healthy questioning attitude when encountering situations or conditions that may be adverse to quality.

To reduce the need for multiple documents, applicable requirements found in the VGS O&M Manual were incorporated into the construction specifications for the 2015 construction season, In addition, the 2015 Inspector's Manual was assembled using the construction specifications to aid clarity.

Vermont Gas

One of the items included in the VGS Quality Assurance Plan is the Corrective/Preventive Actions Procedure. This procedure was implemented to address Conditions Adverse to Quality (CAQ) with Correction/Preventive Action Requests (CAR) and document remedial actions that return the condition to an acceptable quality or detail other actions that mitigate quality concerns. These CARs address CAQs which have occurred. VGS retroactively applied this procedure to items from the 2014 construction season for purposes of having consistent documentation throughout the project.

Summary

VGS identified areas which were addressed through Quality Assurance processes as well as areas in which there may be information that we do not know. To gain insight into what we don't know, interviews were conducted with members of the project management team, inspectors and contractors. The details of each identified area are included in the tabbed section of this report and are summarized here.

<u>2014 Items</u>

Welding (TAB 2)

There was the possibility that welders had more than one WPS available to them and could have used the incorrect procedure on some welds. Both of the procedures in question were qualified procedures. This concern broadened to include document control on VGS welding documents. ***This concern was addressed with an extensive update to the VGS welding plan and requalifying the procedures which are now in use.***

There was less than 100% inspection coverage for visual inspection of welds. There is no requirement, either contractual or statutory for visual inspection of each weld if it is inspected by non-destructive evaluation, therefore no CAR was issued. ***Welding quality has been addressed by performing 100% Radiography on the welds on this project.***

Coatings

There are 340 welds for which we have no corresponding coating report. Based on as-built records, 15 of these were coated with 2 part epoxy and the balance was coated with Canusa Sleeves. These numbers reflect having one coating inspector for three coating crews. There is no requirement, either contractual or statutory, to having a coating report for each coating application, therefore no CAR was issued. During excavation to assess the reports of trash/garbage/debris in the backfill, two of the welds with no associated coating reports were exposed. The coating appeared to be in good condition, further indicating that no CAR was necessary. ***The commissioning of the cathodic protection (CP) system and a direct assessment survey (to be conducted in the spring of 2016) provide mitigation measures to address this concern.***

Trenching & Backfill (TAB 3)

There was concern as to whether proper backfill was used in all areas where construction occurred in 2014. We are uncertain of specific locations where improper backfill may have been used. ***The only areas we are certain were an issue are a few locations that were noted during the lowering of pipe to address depth of cover issues. In those cases, any improper backfill was removed and replaced with proper backfill as part of the lowering process. No damage to the pipe or coating was noted. The caliper tool run will locate any dents or deformations that could be a result of the pipe being in contact with improper backfill. The commissioning of the cathodic protection (CP) system and a direct assessment survey (to be conducted in the spring of 2016) provide additional mitigation measures to address any concern about potential coating damage. In-line Inspection (ILI) will be used in the future to monitor any issues. A CAR will be issued at that time if appropriate.***

Reportedly there was trash/garbage/debris in backfill used in the ROW and directly over the pipe along Redmond Road. ***This was addressed by CAR 2015-004. The investigation consisted of digging test pits in the area of concern. No trash/garbage/debris was found in close proximity to the installed pipe. The commissioning of the cathodic protection (CP) system and a direct assessment survey (to be conducted in the spring of 2016) will provide additional mitigation measures to address this concern.***

Depth of Cover (TAB 4)

Pipe installed in 2014 was found to have insufficient cover in several locations. ***This issue was addressed by CAR 2015-005. The lack of proper cover was addressed by a combination of regrading, pipe lowering by cutting out sections and permit amendments. (See the CAR for more specific information). Additionally, the final as-builts for this section of ANGP will be reviewed once complete to ensure proper depth of cover as specified in permits, specifications and agreements.***

Bending

A question was raised as to whether all bends were done as required. There is not clear evidence that bends were not done correctly so no CAR was issued. ***The inspection reports do not document any incorrect bends. The caliper tool run will locate any wrinkles, dents, buckles or ovality that could be a result of incorrect bends. If necessary a CAR will be issued at that time.***

Specification Deviations (TAB 5)

It was determined that not all trench breakers were installed as required. ***This is addressed by CAR 2015-006. The corrective actions for this continue are in progress and required trench breakers will be installed in the future (see CAR for more specific information). In the interim, VGS Operations will patrol the transmission corridor on a monthly bases, not to exceed 45 days, or after any significant rain event to ensure no erosion occurs due to the lack of a trench breaker.***

2015 Items

Welding (TAB 6)

A determination was made that the requirements for welding line-up clamps should be more restrictive than those in the qualified welding procedures. ***Directive 2015-004 was issued requiring the line-up clamps be used unless they meet specific requirements.***

Coatings (TAB 7)

The method of pipe surface preparation for shrink sleeves was clarified by directive. ***Directive 2015-010 was issued requiring sandblasting using the SSPC-SP10 or NACE 2 – Near-White Blast Cleaning Specification.***

Pritec patches were discovered to not be adhering appropriately to the Pritec pipe. ***CAR 2015-003 was issued. As a result of the investigation into the issue the decision was made to switch to the use of Canusa sleeves as the sole method of repair until such time as other methods may be approved. The commissioning of the cathodic protection (CP) system and a direct assessment survey (to be conducted in the spring of 2016) provide additional mitigation measures to address this concern.***

Sacrificial coatings were used over the coated welds on pipe installed by Horizontal Directional Drilling (HDD). ***Directive 2015-009 was issued to address correct installation of the additional sacrificial coating.***

The frequency of adhesion testing during winter months was addressed by increasing the frequency of those tests from October 1st through March 31st. ***Directive 2015-011 was issued.***

Trenching and Backfill (TAB 8)

Sand berms/pillows were used in some areas instead of sandbags for pipe support. ***CAR 2015-002 was issued. The use of sand berms was discontinued unless it is added to the technical specifications as an approved method of support and padding of the pipe.***

The technical specifications require the use of pipe supports in all locations unless otherwise directed by the Construction Management Team (CMT). The CMT determined that the use of pipe supports was unwarranted in the area from station 240+26 to 279+75 due to the uniform sandy condition of the trench. ***Directive 2015-005 was issued to document this direction.***

It was determined that compaction requirements in typical cross-county areas needed further clarification. ***Directive 2015-006 was issued to document this clarification.***

Vermont Gas

It was determined that the general backfill material specifications were overly restrictive. ***Directive 2015-007 was issued to change the maximum dimension for stones to clods in general backfill from 3" in the longest dimension to 6" in the longest dimension.***

Horizontal Directional Drilling (TAB 9)

The HDD installation under Route 2A and the railroad in Essex did not meet the acceptance criteria in place at the time it was installed. ***CAR 2015-008 was issued. The investigation included an indirect inspection of the pipe in question by EN Engineering. (See the CAR for more specific information). The results of the testing indicated that the pipe is acceptable. The commissioning of the cathodic protection (CP) system and a direct assessment survey (to be conducted in the spring of 2016) will provide additional mitigation measures to address this concern.***

Conclusion

VGS developed and implemented a robust Quality Assurance Plan for the Addison Natural Gas Project. The program highlighted actual and potential Condition Adverse to Quality (CAQ) that were remediated according to the Plan. With the increased investment in the QA/QC program, many potential quality issues were addressed by the use of Specification and Directives, rather than becoming conditions which required corrective actions .The commitment to quality is further evident by the fact that most issues in 2015 were addressed before they became a CAQ.

Additionally, VGS has accelerated planned mitigation measures, including the commissioning of the CP system at the time of gas-up, additional patrols and direct assessment surveys.

TAB 2

Vermont Gas

Welding Program

Rev. 5 08/17/2015

Section I. Administration of Plan

All pipeline welding at VGS shall be done in conformance with this program and API 1104 (Welding of Pipelines and Related Facilities) as incorporated by reference into 49 CFR Part 192.

This program does not cover welding done in accordance with section IX of the ASME Boiler and Pressure Vessel Code (BPVC).

The VGS Welding Program shall be reviewed periodically to ensure that all documents are relevant and current.

Section II. Abbreviations and Definitions

Codes and Compliance Administrator: Individual responsible for updating and posting welding program information in cooperation with the Welding Supervisor.

Coupon Test Report: Report showing destructive tests performed and the results thereof.

CPWI- Certified Pipeline Welding Inspector: CPWI™ is an individual who has completed the intense classroom training and testing by the National Welding Inspection School governing all of the codes and standards for pipeline construction and in-service welding.

CWI – Certified Welding Inspector: A person certified by AWS as meeting the qualification requirements of 5.2, 6.1, and 6.2 of AWS B5.1, Specification for the Qualification of Welding Inspectors.

PQR- Procedure Qualification Record: The WPS is supported by a number of documents (e.g., a record of how the weld was made, NDE, mechanical test results) which together comprise the Procedure Qualification Record. The PQR combines all of the information of the WPS and adds the test results to provide a complete document that certifies the WPS.

SMAW- Shielded Metal Arc Welding: A manual arc welding process that uses a consumable electrode coated in flux to lay the weld. An electric current, in the form of either alternating current or direct current from a welding power supply, is used to form an electric arc between the electrode and the metals to be joined. The work piece and the electrode melt forming the weld pool that cools to form a strong joint. As the weld is laid, the flux coating of the electrode disintegrates, giving off vapors that serve as a shielding gas and providing a layer of slag, both of which protect the weld area from atmospheric contamination.

VGS Welding Supervisor: Individual responsible for administering the VGS Welding Program. This is not necessarily a job title for purposes other than the administration of this program.

Welding Process: A materials joining process which produces coalescence of materials by heating them to suitable temperatures with or without the application of pressure or by the application of pressure alone and with or without the use of filler material. There are many types of welding processes. VGS uses the SMAW Process.

WPS- Welding Procedure Specification: A formal written document describing welding procedures, which provides direction to the welder for making sound and quality production welds as per the code requirements. The purpose of the document is to guide welders to the accepted procedures so that repeatable and trusted welding techniques are used.

WQR-Welder Qualification Report: Individual welders are certified with a qualification test documented in a Welder Qualification Report that shows they have the understanding and demonstrated ability to work within the specified WPS.

Section III. Welding Procedure Specifications

All welds must follow parameters in a WPS. If any changes are required new WPS must be created and tested in accordance with this section.

When a new welding procedure is required, it will be developed in accordance with API 1104 Section 5.3, using the VGS Welding Procedure Specification Form and the document Issuing a VGS Welding Procedure Specification (Appendix D).

All Welding Procedure Specifications must be supported by a Welding Procedure Qualification Record which demonstrates that welds with suitable mechanical properties and soundness can be made by the procedure. The method of conducting a Welding Procedure Qualification is detailed in Section IV.

Changes to a previously qualified WPS may be made and supported by the previous PQR unless any of the following essential variables are changed. In the case that an essential variable is changed, the procedure must be qualified according to Section IV.

WPS Essential Variables Requiring a New PQR

- Change in Welding Process
- Change in Base Material from one group to another
  - Group A – Specified minimum yield strength less than or equal to 42,000 psi.

- Group B – Specified minimum yield strength greater than 42,000 psi but less than 65,000 psi.
    - Group C – Specified minimum yield strength greater than or equal to 65,000 psi. (Each grade in Group C requires a separate PQR.)
    - Note: Welding materials of two separate groups is allowed. The procedure for the higher strength group shall be used.
- Major change in Joint Design
    - Major changes include a change from V groove to U groove.
    - Minor changes which do not constitute an essential variable include changes in the angle of bevel or the land of the welding groove.
- Change in Position from fixed to roll or vice versa.
- Change in Wall Thickness Group
    - Nominal pipe wall thickness less than 0.188 in.
    - Nominal pipe wall thickness from 0.188 in. through 0.750 in.
    - Nominal pipe wall thickness greater than 0.750 in.
- Changes in Filler Metal (Refer to Appendix B)
    - Change from one filler metal group to another
    - For Group C Materials, a change in the AWS designation of the filler material
- Change in Electrical Characteristics
    - Change from Electrode Negative to Electrode Positive or vice versa.
    - Change in current from DC to AC or vice versa.
- Increase in the maximum time between completion of the root bead and the start of the second bead.
- Change in the Direction of Welding from Uphill to Downhill or vice versa.
- Change in flux
- Change in the range for Speed of Travel
- Decrease in the specified minimum preheat temperature
- The addition of or change to Post Weld Heat Treatment Specifications

If there is no essential variable change requiring a procedure qualification, the signed WPS will be forwarded to the VGS Welding Supervisor or Codes and Compliance Administrator for issuing and posting in accordance with Section VI of this plan.

If a procedure qualification is required for a new WPS (including changes to a current WPS that include changes in essential variables, the draft WPS will be tested in accordance with Section IV of this plan.

Section IV. Procedure Qualifications

Procedure qualification involves making a procedure qualification weld and testing that weld.

When the procedure qualification weld is made, both the welder and the tester must have a copy of the draft WPS readily available for reference. The tester shall be a CWI, a CPWI or an individual qualified by appropriate training and experience and approved by the VGS Welding Supervisor. If the tester is not a VGS employee, a company representative must witness the welding and testing.

The actual welding parameters are checked and recorded at the time of welding, by the tester, to ensure the WPS is being followed. These may be recorded directly onto the VGS Weld Procedure Qualification Coupon Test Report (Appendix D) or transferred to it after being recorded elsewhere during the actual test.

Supporting documentation, such as material test reports and inspector's notes should become part of the PQR.

All testing both non-destructive and destructive, is recorded on the VGS Weld Procedure Qualification Coupon Test Report. Required tests are detailed in API 1104 Sections 5.6 and 5.8.

Once all the parameters and test results are recorded on the VGS Weld Procedure Qualification Coupon Test Report the tester shall determine, based on the test results, if the procedure is qualified, qualified with changes to the draft or disqualified and so indicate on the test report. The report shall then be signed by the tester. If the tester is not a VGS employee, the company representative witnessing the welding and testing must also sign the test report. Once signed, no changes may be made to any VGS Weld Procedure Qualification Coupon Test Report.

The VGS Weld Procedure Qualification Coupon Test Report and any additional documentation shall then be forwarded to the VGS Welding Supervisor or the VGS Codes and Compliance Administrator.

Section V. Welder Qualifications

The primary purpose for Welder Qualification is to verify the ability of an individual to execute a qualified welding procedure specification to produce a sound weld. Welders qualify to a specific welding process (i.e. SMAW), not a specific welding procedure.

There are three types of welder qualification covered by this welding plan: Single Qualification, Multiple Qualification and Requalification.

Single Qualification: A welder shall make a test weld using a qualified procedure to make a butt weld in the fixed position (per API 1104 Section 6.2.1). A welder qualified with a single qualification test shall be qualified to make butt welds within the limits of the essential variables listed below. If any of these variables change the welder must requalify.

- Change in Welding Process
- Change in the Direction of Welding from Uphill to Downhill or vice versa.
- Change in Filler Metal (Refer to Appendix B)
    - From Group 1 or 2 to Group 3
    - From Group 3 to Group 1 or 2
- Change for one outside diameter group to another
    - Outside diameter less than 2.375 in.
    - Outside diameter from 2.375 in. through 12.750 in.
    - Outside diameter greater than 12.750 in.
- Change in Wall Thickness Group
    - Nominal pipe wall thickness less than 0.188 in.
    - Nominal pipe wall thickness from 0.188 in. through 0.750 in.
    - Nominal pipe wall thickness greater than 0.750 in.
- Change in Position
    - From vertical to horizontal or vice versa
    - Note: Passing a butt weld qualification test in the fixed position with the axis inclined 45° from the horizontal plane shall be qualified to do butt welds and lap fillet welds in all positions
- Change in Joint Design

Multiple Qualification: A welder who completes the butt weld qualification test on pipe with an outside diameter greater than or equal to 12.750 in. and a full-size branch connection weld on pipe with an outside diameter greater than or equal to 12.750 in. shall be qualified to weld in all positions; on all wall thicknesses, joint designs and fittings; and on all pipe diameters.

A welder who completes the butt weld qualification test on pipe with an outside diameter less than 12.750 in. and a full-size branch connection weld on pipe with an outside diameter less than 12.750 in. shall be qualified to weld in all positions; on all wall thicknesses, joint designs and fittings; and on all pipe diameters less than or equal to the outside diameter used by the welder in the qualification tests.

To perform a multiple qualification the welder shall make two test welds using qualified procedures.

For the first test, the welder shall make a butt weld in the fixed position with the axis of the pipe either in the horizontal plane or inclined from the horizontal plane at an angle of not more than 45°. This weld shall be made on pipe with an outside diameter of at least 6.625 in. and with a wall thickness of at least 0.250 in. without a backing strip.

For the second test, the welder shall lay out, cut, fit and weld a full-sized branch-on-pipe connection. This weld shall be made on pipe with an outside diameter of at least 6.625 in. and with a wall thickness of at least 0.250 in. A full size hole shall be cut in the run. The weld shall be made with the run-pipe axis in the horizontal position and the branch-pipe extending vertically downward from the run.

If any of the following essential variables are changed, the welder must requalify:

- Change in Welding Process
- Change in the Direction of Welding from Uphill to Downhill or vice versa.
- Change in Filler Metal (Refer to Appendix A)
  - From Group 1 or 2 to Group 3
  - From Group 3 to Group 1 or 2

Requalification: A welder may not weld on pipe unless within the preceding 6 calendar months the welder has had at least one production weld tested and found acceptable under section 6 of API 1104. Alternatively, a welder may maintain qualification status by performing welds tested and found acceptable under section 6 of API 1104 at least twice each calendar year, but at intervals not exceeding 7 ½ months.

If there is a specific reason to question a welder's ability to make welds that meet the specifications s/he shall perform a requalification test.

To complete the requalification test a welder shall make a test weld using a qualified procedure to make a butt weld in the fixed position.

The Welder Continuity Report shall be used to document compliance with this section of the Welding Program.

Welder Qualification Tests

For all types of welder qualification tests, both the welder and the tester must have a copy of the WPS readily available for reference. The tester shall be a CWI, a CPWI or an individual qualified by appropriate training and experience and approved by the VGS Welding Supervisor. If the tester is not a VGS employee, a company representative must witness the welding and testing.

Prior to starting the welder qualification test(s), the welder shall be allowed reasonable time to adjust the welding equipment to be used. The welder must follow the WPS and shall use the same welding technique and proceed with the same speed s/he will use if s/he passes the test and is permitted to do production welding.

During welder qualification test(s) the following shall be verified by the tester and conformance or non-conformance to the parameters will be noted on the Welder Qualification Checklists.

1. Preheat
2. Pipe end damage and cleanliness
3. Proper space and alignment
4. Electrode classification, condition and diameter
5. Correct polarity
6. Proper ground connection
7. Amperage, voltage and travel speed
8. Clamp release at proper time
9. Visually inspect root pass for cracks, burn-through, etc.
10. Welder identification

During the welding test(s), the tester shall record the following parameters. These may be recorded directly onto the VGS Welder Qualification Report (Appendix D) or transferred to it after being recorded elsewhere during the actual test.

- Pipe Outside Diameter
- AWS Class
- Direction of Travel

The tester shall visually examine all test welds. For a qualification test weld to be acceptable it shall be free from cracks, inadequate penetration and burn-through, and must present a neat workman-like appearance. The depth of undercutting adjacent to the final bead on the outside of the pipe shall not be more than 1/32 in. or 12.5% of the pipe wall thickness, whichever is smaller, and there shall not be more than 2 in. of undercutting in any continuous 12 in. length of weld.

The tester shall examine test weld to ensure that they are acceptable according the requirements set forth in API 1104 Section 6.2.1 (Single Qualification and Requalification) or Section 6.3.1 (Multiple Qualification).

All testing (visual, destructive and non-destructive [optional]) shall be recorded on the VGS Welder Qualification Report in accordance with the instruction document Issuing a VGS Welder Qualification Report (Appendix D).

Once the parameters and test results are recorded on the VGS Welder Qualification Report, the tester shall determine, based on the test results and the Welder Qualification Checklist, if the welder is qualified or disqualified and so indicate on the test report. The report shall then be signed by the tester. If the tester is not a VGS employee, the company representative witnessing the welding and testing must also sign the test report.

The VGS Welder Qualification Test Report, the Welder Qualification Checklist and any additional documentation shall then be forwarded to the VGS Welding Supervisor or the VGS Codes and Compliance Administrator.

Section VI. Recordkeeping

When any completed document/form is received by the VGS Welding Supervisor or the VGS Codes and Compliance Administrator, s/he will check if for completeness and accuracy. If there are any discrepancies on the document/form, it will be returned for clarification.

Completed forms will be scanned and placed in an appropriate folder on the VGS shared drive. This folder will be set up in a manner that will allow all VGS employees access to the information (see specific information below). Access for any purpose other than viewing and printing will be limited to the VGS Welding Supervisor, the VGS Codes and Compliance Administrator and the IT Department.

The following folders will be maintained on the VGS Shared Drive:

Welding Procedure Specifications: All current, qualified procedures will be maintained in this folder. Everyone will have view/print access. Any and all production welding shall be performed using a WPS from this folder.

Procedure Qualification Records: A PQR supporting each WPS in the above folder will be maintained in this folder. Everyone will have view/print access.

Qualified Welders: A list of all currently qualified welders will be maintained in this folder. Additionally this folder will contain the most recent qualification test for each qualified welder. Everyone will have view/print access.

Welder Qualification Records: Historical WQR records will be maintained in this folder. This folder will have access restricted to the VGS Welding Supervisor, the VGS Codes and Compliance Administrator and the IT Department.

Retired Welding Procedure Specification and Procedure Qualification Records: Historical WPS and PQR records will be maintained in this folder. This folder will have access restricted to the VGS Welding Supervisor, the VGS Codes and Compliance Administrator and the IT Department.

Section VII. Production Welding

All production welding must be done in accordance with a qualified Welding Procedure Specification. A copy of the relevant Welding Procedure Specifications will be issued to the welder to reference during any welding operations. The welder will verify through appropriate document control procedures that the WPS is current.

During production welding, the following shall be verified during the first weld of the day and at least once more during the day if additional production welds are performed.

11. Preheat
12. Pipe end damage and cleanliness
13. Proper space and alignment
14. Electrode classification, condition and diameter
15. Correct polarity
16. Proper ground connection
17. Amperage, voltage and travel speed
18. Clamp release at proper time
19. Visually inspect root pass for cracks, burn-through, etc.
20. Welder identification

APPENDIX A
REVISION LOG

Revision 1	Date 06/12/2015
Miscellaneous	Minor changes for clarity or grammar which do not effect procedures
Section IV	Added language disallowing changes to any signed Procedure Qualification Test Record
Appendix A	Added Revision Log
Appendix B	Appendix A was renamed Appendix B
Appendix C	VGS Welding Document Numbering System was removed from Appendix D and is now Appendix C
Appendix D	Appendix B was renamed Appendix D
Appendix D Issuing a VGS WPS	Added language requiring WPS to include all electrode diameters that may be used; Added language requiring that any changes found necessary to a draft WPS during testing be made prior to the WPS being signed and issued.
Appendix D Weld Procedure Coupon Test Report	Modified form to include enough samples for testing procedures on large diameter pipe.
Appendix D	Removed Weld Procedure Qualification Checklist as it is not a required document, rather a note taking aid.
Appendix D Welder Qualification Report	Modified form to remove calculations for tensile test, as they are not required for welder qualification. Added enough samples for testing welders on large diameter pipe.

Revision 2	Date 07/27/2015
Miscellaneous	Minor changes for clarity or grammar which do not effect procedures
Title	Retitled document
Section II	Added definitions for CPWI and CWI
Section III	Added language requiring all weld follow WPS parameters
Section IV	Removed references to Weld Procedure Qualification Checklist which was removed from Appendix D in Revision 1
Section IV and Appendix D VGS Weld Procedure Qualification Coupon Test Instruction and Report	Added "qualified with changes to the draft" to options for completing VGS Weld Procedure Qualification Coupon Test Report
Section V	Added language specifically requiring that WPS be followed during qualification testing.
Section V	Changed required parameter from "Rod Diameter" to "Pipe Outside Diameter" to correct previous error
Appendix D	Added language in reference to Preheat section in WPS forms to define allowable methods and controls.

Revision 3	Date 08/03/2015
Section I	Added language specifying that this plan does not cover ASME welding
Section VII	Added section on production welding
Title	Reverted to original title

APPENDIX A
REVISION LOG

	Revision 4	Date 08/05/2015
Section V	Modified Welder Qualification Tests subsection to include Welder Qualification Checklist	
Appendix D	Added Welder Qualification Checklist	

	Revision 5	Date 08/17/2015
Section V	Modified Requalification language and clarified requirements	
Appendix D	Added Welder Continuity Record	

	Revision 6	Date XX/XX/XX

	Revision 7	Date XX/XX/XX

	Revision 8	Date XX/XX/XX

Appendix B

Table 1—Filler Metal Groups

Group	AWS Specification	AWS Classification Electrode	Flux [c]
1	A5.1	E6010, E6011	
	A5.5	E7010, E7011	
2	A5.5	E8010, E8011, E9010	
3	A5.1 or A5.5	E7015, E7016, E7018	
	A5.5	E8015, E8016, E8018	
		E9018	
4 [a]	A5.17	EL8	P6XZ
		EL8K	F6X0
		EL12	F6X2
		EM5K	F7XZ
		EM12K	F7X0
		EM13K	F7X2
		EM15K	
5 [b]	A5.18	ER70S-2	
	A5.18	ER70S-6	
	A5.28	ER80S-D2	
	A5.28	ER90S-G	
6	A5.2	RG60, RG65	
7	A5.20	E61T-GS [d]	
		E71T-GS [d]	
8	A5.29	E71T8-K6	
9	A5.29	E91T8-G	

NOTE Other electrodes, filler metals, and fluxes may be used but require separate procedure qualification.

[a] Any combination of flux and electrode in Group 4 may be used to qualify a procedure. The combination is identified by its complete AWS classification number, such as F7A0-EL12 or F6A2-EM12K. Only substitutions that result in the same AWS classification number are permitted without requalification.

[b] A shielding gas (see 5.4.2.10) is required for use with the electrodes in Group 5.

[c] In the flux designation, the X can be either an A or P for as-welded or postweld heat treated.

[d] For root pass welding only.

APPENDIX C

VGS Welding Document Numbering System

WPS -VGS-X65-1:2014-1

Type of document: WPS – Welding Procedure Specification
PQR – Procedure Qualification Record
WQR – Welder Qualification Record

WPS-VGS-X65-1:2014-1

Vermont Gas Systems

WPS-VGS-X65-1:2014-1

Type of material

WPS-VGS-X65-1:2014-1

Procedure number: 1 – Branch
2 – Butt
3 - Delay
Additional numbers to be assigned as needed

WPS-VGS-X65-1:2014-1

Year and version. The year of issue and the version. Additional versions of a WPS may be issued based on one PQR.

The revision number shall be shown in the lower left hand corner of the document. This should not be confused with the version number. A revision would be a change to a specific version. All documents shall be issued initially as Revision 0.

Weld Procedure Qualification Coupon Test Report

Test/Report Number shall be the six digit date, followed by a dash and a number indicating the number of the test on that day. i.e. 040815-1, 040815-2, etc.

Appendix D

Issuing a VGS Welding Procedure Specification

1. Title the WPS to make it clear what the specification covers. There is no specific convention for naming, as the numbering system will be the method of document control.

2. Assign WPS number based on the VGS Welding Document Number System (Appendix C).

3. If WPS is being issued based on a previously performed Procedure Qualification Record, fill in the Supporting Procedure Qualification Record Number.

   If WPS is being issued pending Procedure Qualification testing, note "Pending Qualification" in place of a supporting Qualification Record Number.

4. Fill out welding information on the WPS form as follows:

   - Select type of shielding
     - Flux – Cellulose
     - Flux – Iron Powder
   - Select Pipe Material Type
     - Group A – Specified minimum yield strength less than or equal to 42,000 psi.
     - Group B – Specified minimum yield strength greater than 42,000 psi but less than 65,000 psi.
     - Group C – Specified minimum yield strength greater than or equal to 65,000 psi. Each grade of group C materials requires a separate qualification test. For Group C materials specify the grade.
   - Select Pipe Diameter range
   - Select Wall Thickness range
   - Select Filler Metal Group(s)
     - Select all filler metal groups to be used in this procedure. Specify designations within each group.
   - Specify Preheat instructions. If no preheat is required this must be noted.
   - Specify Postheat instructions. If no postheat is required this must be noted.
   - Sketch joint design if not using a form prepopulated with sketch.
   - For bead 1, 2 and 3+ specify the following paremeters:
     - Specify Electrode size (enter all diameters that may be used)
     - Specify Electrode designation
     - Specify Voltage Range

- Specify Amperage Range
    - Select AC or DC Current
    - Select Electrode Positive or Electrode Negative Polarity
    - Select Uphill or Downhill Direction of Travel
    - Specify Travel Speed Range
- Specify allowable time lapses.
    - Bead 1 to Bead 2
    - Bead 2 to each subsequent Bead
- Select Line Up Clamps specifications. (If clamp is allowed but not required "Not Required" should be checked, along with allowable clamp type.)
- Select allowable tools for cleaning and grinding.

5. If WPS is being issued pending Procedure Qualification testing, the procedure should not be signed. It should be issued clearly marked "DRAFT" (either by ink stamp or water mark). The WPS will then be tested. If required, changes to the draft WPS shall be updated with any changes found to be necessary during testing and then issued per the VGS Welding Procedure Qualification document. The WPS shall then be signed and dated by the preparer and forwarded to an Operations Supervisor or Manager for review and approval.

   If WPS is being issued based on a previously performed Procedure Qualification Record the Preparer should sign and date the WPS and forward to an Operation Supervisor or Manager for review and approval.

6. Once the WPS has been reviewed and approved, forward it to the VGS Welding Supervisor or Codes and Compliance Administrator for issuing and posting.

Vermont Gas

WELDING PROCEDURE SPECIFICATION

TITLE

WPS #

Supporting Procedure Qualification Record:

In accordance with API 1104

Welding Process: SMAW Position: Fixed Joint Design: V Bevel (see sketch) Minimum # Passes: 3 Shielding:

Pipe Material Description: ☐ Group A ☐ Group B ☐ Group C : Specify

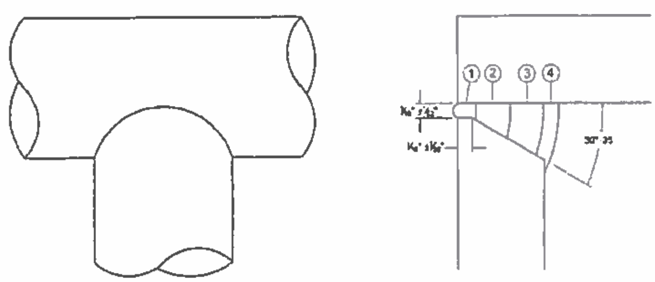
Diameter: ☐ OD < 2.375 Inches ☐ OD 2.375 to 12.750 Inches ☐ OD > 12.750 Inches

Wall Thickness(es): ☐ Nominal WT < 0.188 In ☐ Nominal WT 0.188 to 0.750 In ☐ Nominal WT > 0.750 In

Filler Metal Group(s): ☐ Group 1 ☐ Group 2 ☐ Group 3

Preheat: Flame heat; Monitor using temperature crayons, pyrometer or infrared thermometer

Postheat: Flame heat; Monitor using temperature crayons, pyrometer or infrared thermometer



NOT TO SCALE

Bead #	Electrode Size	Electrode Designation	Voltage Range	Current Amperage Range	Current AC/DC	Polarity	Direction of Travel	Travel Speed
1								IPM
2								IPM
3+								IPM

Time Lapse Bead 1 to Bead 2: Bead 2 to each succeeding bead:

Line Up Clamp: ☐ Internal ☐ External ☐ Not Required Removal (if used): After minimum of 50% of root bead welding

Cleaning and/or Grinding: ☐ Power Tools ☐ Hand Tools

repared by: Date/Time Field

Approved by: Date/Time Field

Rev. 1 07/29/15

WELDING PROCEDURE SPECIFICATION

Vermont Gas

TITLE

WPS #

Supporting Procedure Qualification Record:

In accordance with API 1104

Welding Process: SMAW Position: Fixed Joint Design: V Bevel (see sketch) Minimum # Passes: 3 Shielding:

Pipe Material Description: ☐ Group A ☐ Group B ☐ Group C : Specify

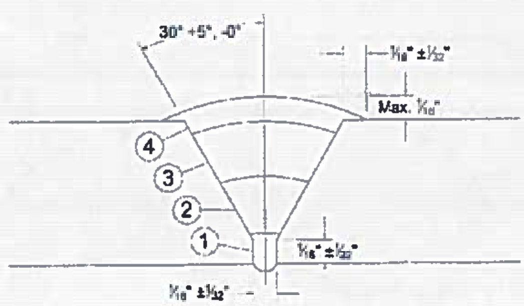
Diameter: ☐ OD < 2.375 Inches ☐ OD 2.375 to 12.750 Inches ☐ OD > 12.750 Inches

Wall Thickness(es): ☐ Nominal WT < 0.188 In ☐ Nominal WT 0.188 to 0.750 In ☐ Nominal WT > 0.750 In

Filler Metal Group(s): ☐ Group 1 ☐ Group 2 ☐ Group 3

Preheat: Flame heat; Monitor using temperature crayons, pyrometer or infrared thermometer

Postheat: Flame heat; Monitor using temperature crayons, pyrometer or infrared thermometer



NOT TO SCALE

Bead #	Electrode Size	Electrode Designation	Voltage Range	Current Amperage Range	Current AC/DC	Polarity	Direction of Travel	Travel Speed
1								IPM
2								IPM
3+								IPM

Time Lapse Bead 1 to Bead 2: Bead 2 to each succeeding bead:

Line Up Clamp: ☐ Internal ☐ External ☐ Not Required Removal (if used): After minimum of 50% of root bead welding

Cleaning and/or Grinding: ☐ Power Tools ☐ Hand Tools

Prepared by: Date/Time Field

Approved by: Date/Time Field

Rev. 1 07/29/15

Vermont Gas

WELDING PROCEDURE SPECIFICATION

TITLE

WPS #

Supporting Procedure Qualification Record:

In accordance with API 1104

Welding Process: SMAW Position: Fixed Joint Design: V Bevel (see sketch) Minimum # Passes: 3 Shielding:

Pipe Material Description: ☐ Group A ☐ Group B ☐ Group C : Specify

Diameter: ☐ OD < 2.375 Inches ☐ OD 2.375 to 12.750 Inches ☐ OD > 12.750 Inches

Wall Thickness(es): ☐ Nominal WT < 0.188 In ☐ Nominal WT 0.188 to 0.750 In ☐ Nominal WT > 0.750 In

Filler Metal Group(s): ☐ Group 1 ☐ Group 2 ☐ Group 3

Preheat: Flame heat; Monitor using temperature crayons, pyrometer or infrared thermometer

Postheat: Flame heat; Monitor using temperature crayons, pyrometer or infrared thermometer

Bead #	Electrode Size	Electrode Designation	Voltage Range	Current Amperage Range	Current AC/DC	Polarity	Direction of Travel	Travel Speed
1								IPM
2								IPM
3+								IPM

Time Lapse Bead 1 to Bead 2: Bead 2 to each succeeding bead:

Line Up Clamp: ☐ Internal ☐ External ☐ Not Required Removal (if used): After minimum of 50% of root bead welding

Cleaning and/or Grinding: ☐ Power Tools ☐ Hand Tools

Prepared by: Date/Time Field

Approved by: Date/Time Field

VGS Welding Procedure Qualification Record Instructions

1. Enter title of Welding Procedure Specification to be qualified.

2. Assign PQR number based on the VGS Welding Document Number System.

3. Enter the Welder(s) name(s).

4. Enter qualification date(s).

5. Attach the following documents:

- Draft WPS (Enter number on cover sheet)
- Procedure Qualification Test Report (Enter number on cover sheet)
- Final WPS as issued (signed) (Enter number on cover sheet)

6. Check the following documents if available and attach to cover sheet:

- Inspector's Notes
- Radiographic Inspection Report
- Material Test Report

7. Preparer should sign and date the WPS and forward to an Operations Supervisor or Manager for review and approval.

8. Once the PQR has been reviewed and approved, forward it to the VGS Welding Supervisor or Codes and Compliance Administrator for issuing and posting.

9. Information on attaching additional WPS(s) to the Welding Procedure Qualification Record is included in Issuing and Posting VGS Welding Documents procedure.

Vermont Gas

WELDING PROCEDURE QUALIFICATION RECORD

TITLE

PQR#

In accordance with API 1104

Weldor | Date

Required Attachments

Draft WPS Number

Procedure Qualification Test Report #:

Final WPS as issued (signed)

Additional Attachments

(if available)

- ☐ Inspector's Notes
- ☐ Procedure Qualification Checklist
- ☐ Radiographic Inspection Report
- ☐ Material Test Report

Prepared by: | Date/Time Field

Approved by: | Date/Time Field

Changes other than essential variables listed in API 1104 5.4.2 may be made in the procedure without the need for requalification. Any procedures issued without the need for requalification based on this Procedure Qualification Record must be listed below and attached to this file.

Final WPS as issued (signed) | Date

Final WPS as issued (signed) | Date

Final WPS as issued (signed) | Date

Final WPS as issued (signed) | Date

Final WPS as issued (signed) | Date

Issuing a VGS Weld Procedure Qualification Coupon Test Report

1. Enter WPS number from the draft WPS being qualified.
2. For Test/Report Number, enter six digit date, followed by a dash and a number indicating the number of the test on that day. i.e. 040815-1, 040815-2, etc.
3. Enter date of coupon test.
4. Enter Welder's name.
5. Enter last 4 digits of welder's Social Security Number.
6. Enter welder's stencil information. If not available, stencil will be last 4 digits of welder's SSN.
7. Enter Contractor employing welder. If VGS employee, so state.
8. Enter project name if applicable. Enter N/A if qualification if not related to a specific project.
9. Enter location of test.
10. Enter weather information.
11. Enter Pipe Material Description.
12. Enter Electrical Characteristics.
13. Enter Pipe Diameter.
14. Enter Welding Machine information.
15. Enter Pipe Wall Thickness
16. Enter Preheat temperature observed. If no preheat used, enter N/A.
17. Enter Pipe Manufacturer.
18. Select Direction of Travel: Uphill, Downhill or Combination. If "Combination" is selected, enter direction for each pass in the "Notes" section below.
19. Enter Pipe Heat Number.
20. Select number of welders.
21. Enter Joint Design description.
22. Select methods of Cleaning/Grinding observed.

23. Select filler metals observed being used on root and subsequent passes.

24. Enter welding position observed.

25. Select shielding type observed being used.

26. Enter lapse time observed between passes 1 and 2, and between subsequent passes.

27. Enter information on how welder's identification was verified. (i.e. Driver's License, Passport)

28. Enter total weld time.

29. Enter Interpass Temperature observed.

30. Enter Postheat temperature observed. If no postheat used, enter N/A.

31. Enter following information as observed during the test weld:

- Weld Pass
- Electrode Type
- Rod Diameter
- Preheat Temperature
- Voltage Range
- Amperage Range
- Travel Speed
- Start and Stop times for each pass

Note: One method of measuring the travel speed that may be used is to begin timing the welding process when the welder initiates the arc and stop when the weld pass is terminated. Determine how much time elapsed along with the total length of filler metal deposited. Divide the length of filler metal in inches by the elapsed time in seconds. Multiply by 60 to determine the travel time in inches per minutes.

32. Enter following test information as required by API 1104 Section 5.6 and 5.8:

- Bend Tests
- Nick Break Tests
- Tensile Tests

33. Select whether weld was destructively tested, examined by radiography, or both. If examined by radiography, attach copy of radiography report.

34. Select whether procedure was Qualified, Qualified with Changes or Disqualified. If Qualified with Changes, note any changes made to the Draft WPS.

35. If qualified, select the qualification limitations for the test based on API 1104.

36. Person conducting the test shall sign and date form. If person conducting the test is not a VGS employee, test must be observed and signed by a company representative.

37. Attach Weld Procedure Qualification Coupon Test Report to Welding Procedure Qualification Record. Submit as directed in VGS Welding Procedure Qualification Instructions.

Weld Procedure Qualification Coupon Test Report

Vermont Gas

Welding Procedure number:	**Test/Report No:**
Date:	
Welder:	
Social Security Number: XXX-XX-	**Welder Stencil:**
Contractor:	**Project:**
Location:	**Weather:**
Welding Process: Manual SMAW	**Pipe Material Description:**
Electrical Characteristics:	**Pipe Diameter:**
Welding Machine:	**Wall Thickness:**
Preheat Temperature:	**Pipe Manufacturer:**
Direction of Travel	**Heat Number:**
Number of Welders: ◯ 1 ◯ 2	**Joint Design:**
Method of Cleaning: ☐ Hand Tools ☐ Power Tools	**Filler Metal:** Root Subsequent
Position:	**Shielding:**
Time Between Passes: 1-2 Subsequent	**Welder Identification Verified:**
Total Weld Time:	**Interpass Temperature:**
Post Weld Heat Treatment:	**Notes:**

WELD PASS	ELECTRODE	ROD DIAMETER	PREHEAT	VOLTAGE RANGE	AMPERAGE RANGE	TRAVEL SPEED (inches per min.)	Start / Stop
			°F	/	/	IPM	/
			°F	/	/	IPM	/
			°F	/	/	IPM	/
			°F	/	/	IPM	/
			°F	/	/	IPM	/
			°F	/	/	IPM	/
			°F	/	/	IPM	/

Notes:

Weld Procedure Qualification Coupon Test Report

Bend Tests				Nick Break Tests		Additional Nick Break in lieu of Tensile	
Face 1		Root 1		Nick 1		Nick 5	
Face 2		Root 2		Nick 2		Nick 6	
Face 3		Root 3		Nick 3		Nick 7	
Face 4		Root 4		Nick 4		Nick 8	

	Tensile 1	Tensile 2	Tensile 3	Tensile 4
Dimensions				
Area				
Max Load				
Tensile Strength				
Fracture Location				
Disposition				

☐ Destructively Tested ☐ Examined by Radiography (not required); If performed, attach copy of Radiography Report.

☐ **Qualified** ☐ **Qualified with Changes (see notes below)** ☐ **Disqualified**

Note any Changes to Draft WPS:

Qualification Limitations for this Test				
	Diameter:	☐ < 2.375" O.D.	☐ 2.375" - 12.75" O.D.	☐ >12.75" O.D.
	Wall Thickness:	☐ < .188" W.T.	☐ .188" - .750" W.T.	☐ > .750" W.T.

I/We certify that the statements in this record are correct and that the test welds were prepared, welded and tested in accordance with the requirements of API 1104 (latest edition adopted by 49 CFR 192).

Tested by: Date:

Company Representative: Date:
(Required if tested by other than Company personnel)

Issuing a VGS Welder Qualification Test Report

1. Enter Welder's name.

2. Enter Welder's employer.

3. Enter location of test.

4. Enter date of test.

5. Select type of qualification:

   - Single (Butt Weld only)
   - Multiple (Butt and Branch Welds)
   - Requalification (Butt Weld Only)

6. Select Butt Weld Test or Low Hydrogen Sleeve (groove weld) Test

7. Enter Number for WPS being used.

8. Enter pipe information:

   - Pipe specification and grade
   - Pipe diameter
   - Pipe wall thickness

9. Enter following information as observed during the test weld:

   - Rod Diameter
   - Electrode AWS Class
   - Direction of travel

10. Enter following test information as required by API 1104 Section 5.6:

    - Bend Tests
    - Nick Break Tests
    - Tensile Tests

11. Select whether visual inspection is Acceptable or Unacceptable

12. Select Weld Test or Low Hydrogen Sleeve (fillet weld) Test if multiple qualification was selected above. If Single qualification or Requalification was selected proceed to step 18.

13. Enter Number for WPS being used.

14. Enter pipe information:

- Pipe specification and grade
- Pipe diameter
- Pipe wall thickness

15. Enter following information as observed during the test weld:

- Rod Diameter
- Electrode AWS Class
- Direction of travel

16. Enter the Nick Break Test information as required by API 1104 Section 5.8.

17. Select whether visual inspection is Acceptable or Unacceptable

18. Select whether radiographic inspection was used during the test and whether it was acceptable or unacceptable.

19. Person conducting the test shall sign and date form. If person conducting the test is not a VGS employee, test must be observed and signed by a company representative.

20. Forward completed form to the VGS Welding Supervisor or Codes and Compliance Administrator for recordkeeping.

Vermont Gas

WELDER QUALIFICATION REPORT

In accordance with API 1104

Welder Name: Employer

Test Location Date

Qualification Type: Single (Butt Weld Only) Multiple (Butt and Branch Welds) Requalification (Butt Weld Only)

Butt Weld Test Low Hydrogen Sleeve (groove weld) Test WPS #

Process: SMAW Joint Design: V-Bevel Position: Fixed

Pipe Spec/Grade: Pipe Diameter: Pipe Wall Thickness:

Pass	Rod Diameter	AWS Class	Direction of Travel
Root Pass			
Hot Pass			
Filler Pass(es)			
Cap Pass(es)			

Nick Break Tests

Nick 1

Nick 2

Nick 3

Nick 4

Bend Tests

Face 1 Face 3 Root 1 Root 3

Face 2 Face 4 Root 2 Root 4

Additional Nick Break in lieu of Tensile

Nick 5

Nick 6

Nick 7

Nick 8

Visual:

	Tensile 1	Tensile 2	Tensile 3	Tensile 4
Fracture Location				
Disposition				

Branch Weld test Low Hydrogen Sleeve ((fillet weld) Test WPS #

Process: SMAW Joint Design: V-Bevel Position: Fixed

Pipe Spec/Grade: Pipe Diameter: Pipe Wall Thickness::

Pass	Rod Diameter	AWS Class	Direction of Travel
Root Pass			
Hot Pass			
Filler Pass(es)			
Cap Pass(es)			

Nick Break Tests

Nick 1

Nick 2

Nick 3

Nick 4

Visual:

Was optional radiographic inspection performed? No Yes - Acceptable Yes - Unacceptable
If yes, attach copy of radiography report.

Test Result: **Qualified** **Disqualified**

Tested by: Date:

Rev.1 05/21/15

Company Representative
(Required if tested by other than Company

D15

WELDER QUALIFICATION CHECKLIST
(For use conjunction with the Welder Qualification Test Report)

Date: ______________________ Welder: ______________________

WPS #: ______________________ ID Verified Via: ______________________

ELEMENT	WITHIN WPS PARAMETERS	OUTSIDE WPS PARAMETERS
Preheat		
Proper Space and Alignment		
Electrode Classification and Diameter		
Polarity		
Amperage, Voltage and Travel Speed		
Clamp Release at Proper Time*		

*If no clamp is used enter N/A in the Within WPS Parameters column.

ELEMENT	ACCEPTABLE	UNACCEPTABLE
Pipe End Damage and Cleanliness		
Proper Ground Connection		
Visual Inspection of Root Pass for Cracks, Burn-through, etc.		

Each element shall be checked during welder qualification testing. Any mark in the "Outside WPS Parameters" or "Unacceptable" columns will cause a failure of the qualification test.

Tested by: ______________________ Date: ______________________

WELDER CONTINUITY REPORT

Vermont Gas

In accordance with 49 CFR 192.229

Welder Name: ______ Employer ______

Stencil: ______ Last 4 SSN: ______ Qualification/Continuity Due Date: ______

A welder may not weld on pipe unless within the preceding 6 calendar months the welder has had at least one production weld tested and found acceptable under section 6 of API Standard 1104.

Alternatively, a welder may maintain an ongoing qualification status by performing welds tested and found acceptable under section 6 of API Standard 1104, at least twice each calendar year, but at intervals not exceeding 7 1/2 months.

This forms serves to document the compliance to these requirements.

☐ Welder has had a production weld tested and found acceptable within the last 6 calendar months

Date of Acceptable NDE Report: ______ Attach NDE report referencing above stencil number.

☐ Welder has performed a test weld which was found acceptable

Date of Acceptable Test Weld: ______ Attach Welder Qualification Report referencing above stencil number.

New Qualification/Continuity Date: ______

(New date is calculated as 6 months from the date of the Welder Qualification Test Report or the NDE Report.)

Approved By: ______ Date: ______

Company Representative
(required if approved by other than Company personnel): ______

WELDING PROCEDURE SPECIFICATION

Vermont Gas

TITLE: X-65 Butt Weld

WPS #: WPS-VGS-X65-2:2014-2

Supporting Procedure Qualification Record: PQR-VGS-X65-2:2014-2

In accordance with API 1104

Welding Process: SMAW Position: Fixed Joint Design: V Bevel (see sketch) Minimum # Passes: 3 Shielding: Flux-Cellulose

Pipe Material Description: ☐ Group A ☐ Group B ☒ Group C : Specify APL 5L X-65

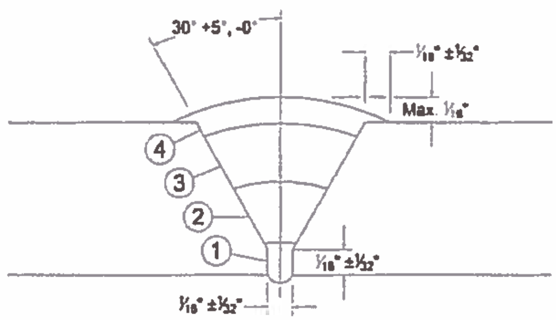
Diameter: ☐ OD < 2.375 Inches ☒ OD 2.375 to 12.750 Inches ☐ OD > 12.750 Inches

Wall Thickness(es): ☐ Nominal WT < 0.188 In ☒ Nominal WT 0.188 to 0.750 In ☐ Nominal WT > 0.750 In

Filler Metal Group(s): ☒ Group 1 A5.1 E6010 ☒ Group 2 A5.5 E8010 ☐ Group 3

Preheat: Flame heat to minimum 250°F (to minimum 300°F if ambient below 40°F), maximum 500°F. Check temperatures with temperature crayons or pyrometer.

Postheat: N/A



NOT TO SCALE

Bead #	Electrode Size	Electrode Designation	Voltage Range	Current Amperage Range	Current AC/DC	Polarity	Direction of Travel	Travel Speed
1	1/8", 5/32"	A5.1 6010	15-30	75-135, 100-175	DC	Electrode Positive	Downhill	6-16 IPM
2	5/32", 3/16"	A5.5 8010	20-32	100-165, 130-210	DC	Electrode Positive	Downhill	6-16 IPM
3+	5/32", 3/16"	A5.5 8010	20-32	100-165, 130-210	DC	Electrode Positive	Downhill	6-16 IPM

Time Lapse Bead 1 to Bead 2: 5 minutes Bead 2 to each succeeding bead: 10 minutes

Line Up Clamp: ☐ Internal ☒ External ☒ Not Required Removal (if used): After minimum of 50% of root bead welding

Cleaning and/or Grinding: ☒ Power Tools ☒ Hand Tools

Prepared by: [signature] Date/Time Field: Dec 5, 2014

Approved by: [signature] Date/Time Field: Dec 5, 2014

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WELDING PROCEDURE SPECIFICATION

Vermont Gas

TITLE: X-65 BRANCH TEE

WPS #: WPS-VGS-X65-1: 2014-3

Supporting Procedure Qualification Record: PQR-VGS-X65-1: 2014-2

In accordance with API 1104

Welding Process: SMAW   Position: Fixed   Joint Design: V Bevel (see sketch)   Minimum # Passes: 3   Shielding: Flux-Cellulose

Pipe Material Description: ☐ Group A ☐ Group B ☒ Group C : Specify API 5L X-65

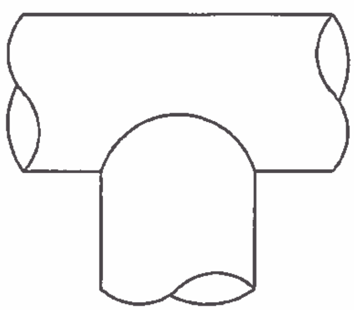
Diameter: ☐ OD < 2.375 Inches ☒ OD 2.375 to 12.750 Inches ☐ OD > 12.750 Inches

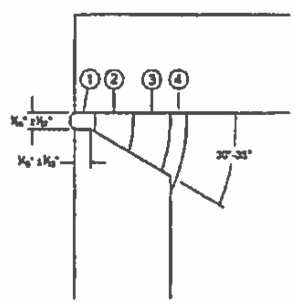
Wall Thickness(es): ☐ Nominal WT < 0.188 In ☒ Nominal WT 0.188 to 0.750 In ☐ Nominal WT > 0.750 In

Filler Metal Group(s): ☒ Group 1 A5.1 E6010 ☒ Group 2 A5.5 E8010 ☐ Group 3

Preheat: Flame heat to minimum 250°F (to minimum 300°F if ambient below 40°F), maximum 500°F. Check temperatures with terperature crayons or pyrometer

Postheat: N/A





NOT TO SCALE

Bead #	Electrode Size	Electrode Designation	Voltage Range	Current Amperage Range	AC/DC	Polarity	Direction of Travel	Travel Speed
1	1/8", 5/32"	A5.1 6010	15-30	75-140, 100-175	DC	Electrode Positive	Downhill	6-16 IPM
2	5/32", 3/16"	A5.5 8010	20-32	100-165 130-210	DC	Electrode Positive	Downhill	6-16 IPM
3+	5/32", 3/16"	A5.5 8010	19-32	100-165 130-210	DC	Electrode Positive	Downhill	6-16 IPM

Time Lapse   Bead 1 to Bead 2: 5 Minutes   Bead 2 to each succeeding bead: 10 Minutes

Line Up Clamp: ☐ Internal ☒ External ☒ Not Required   Removal (if used): After minimum of 50% of root bead welding

Cleaning and/or Grinding: ☒ Power Tools ☒ Hand Tools

Prepared by: [signature]   Date/Time Field: Dec 5, 2014

Approved by: [signature]   Date/Time Field: Dec 5, 2014

Rev. 0 04/08/15

WELDING PROCEDURE SPECIFICATION

Vermont Gas

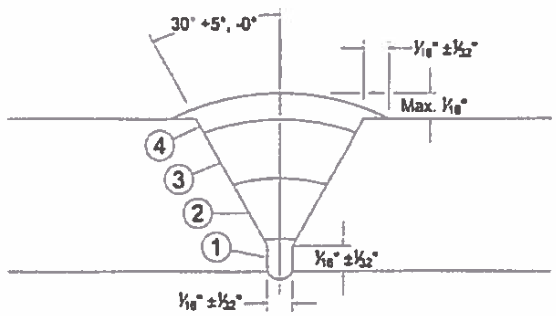
TITLE	Grade "B" Butt Weld (6010, 8010)
WPS #	WPS-VGS-B-2: 2014-2
Supporting Procedure Qualification Record:	PQR-VGS-B-2: 2014-2

In accordance with API 1104

Welding Process: SMAW Position: Fixed Joint Design: V Bevel (see sketch) Minimum # Passes: 3 Shielding: Flux-Cellulose

Pipe Material Description:	☐ Group A	☒ Group B	☐ Group C : Specify
Diameter:	☐ OD < 2.375 Inches	☒ OD 2.375 to 12.750 Inches	☐ OD > 12.750 Inches
Wall Thickness(es):	☐ Nominal WT < 0.188 In	☒ Nominal WT 0.188 to 0.750 In	☐ Nominal WT > 0.750 In
Filler Metal Group(s):	☒ Group 1 A5.1 E6010	☒ Group 2 A5.5 E8010	☐ Group 3

Preheat	250°F (if ambient below 40°F, 300°F)
Postheat	N/A



NOT TO SCALE

Bead #	Electrode Size	Electrode Designation	Voltage Range	Current Amperage Range	Current AC/DC	Polarity	Direction of Travel	Travel Speed
1	1/8", 5/32"	5.1 6010	15-30	75-135, 100-175	DC	Electrode Positive	Downhill	6-16 IPM
2	5/32", 3/16"	5.5 8010G	20-32	100-165 120-210	DC	Electrode Positive	Downhill	6-16 IPM
3+	5/32", 3/16"	5.5 8010G	20-32	100-175 130-210	DC	Electrode Positive	Downhill	6-16 IPM

Time Lapse Bead 1 to Bead 2: 5 minutes Bead 2 to each succeeding bead: 20 minutes

Line Up Clamp: ☐ Internal ☒ External ☒ Not Required Removal (if used): After minimum of 50% of root bead welding

Cleaning and/or Grinding: ☒ Power Tools ☒ Hand Tools

Prepared by:	[signature]	Date/Time Field	Dec 5, 2014
Approved by:	[signature]	Date/Time Field	Dec 5, 2014

Rev. 0 04/08/15

WELDING PROCEDURE SPECIFICATION

Vermont Gas

TITLE: Grade "B" Branch Tee (6010, 8010)

WPS #: WPS-VGS-B-1: 2014-2

Supporting Procedure Qualification Record: PQR-VGS-B-1: 2014-2

In accordance with API 1104

Welding Process: SMAW Position: Fixed Joint Design: V Bevel (see sketch) Minimum # Passes: 3 Shielding: Flux-Cellulose

Pipe Material Description: ☒ Group A ☐ Group B ☐ Group C : Specify

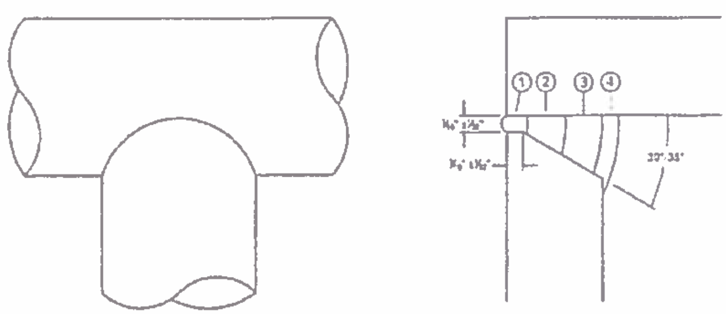
Diameter: ☐ OD < 2.375 Inches ☒ OD 2.375 to 12.750 Inches ☐ OD > 12.750 Inches

Wall Thickness(es): ☐ Nominal WT < 0.188 In ☒ Nominal WT 0.188 to 0.750 In ☐ Nominal WT > 0.750 In

Filler Metal Group(s): ☒ Group 1 A5.1 E6010 ☒ Group 2 A5.5 E8010 ☐ Group 3

Preheat: 250°F (if ambient is below 40°F, 300°F)

Postheat: N/A



NOT TO SCALE

Bead #	Electrode Size	Electrode Designation	Voltage Range	Current Amperage Range	Current AC/DC	Polarity	Direction of Travel	Travel Speed
1	1/8". 5/32"	5.1 6010	15-30	75-135. 100-175	DC	Electrode Positive	Downhill	6-16 IPM
2	5/32". 3/16"	5.5 8010G	20-32	100-165 130-210	DC	Electrode Positive	Downhill	6-16 IPM
3+	5/32". 3/16"	5.5 8010G	20-32	100-165 130-210	DC	Electrode Positive	Downhill	6-16 IPM

Time Lapse Bead 1 to Bead 2: 5 minutes Bead 2 to each succeeding bead: 20 minutes

Line Up Clamp: ☐ Internal ☒ External ☒ Not Required Removal (if used): After minimum of 50% of root bead welding

Cleaning and/or Grinding: ☒ Power Tools ☒ Hand Tools

Prepared by: [signature] Date/Time Field: Dec 5, 2014

Approved by: [signature] Date/Time Field: Dec 5, 2014

Rev. 0 04/08/15

WELDING PROCEDURE SPECIFICATION

Vermont Gas

TITLE: Grade "B" Branch Tee (6010)

WPS #: WPS-VGS-B-1: 2014-1

Supporting Procedure Qualification Record: PQR-VGS-B-1: 2014-1

In accordance with API 1104

Welding Process: SMAW Position: Fixed Joint Design: V Bevel (see sketch) Minimum # Passes: 3 Shielding: Flux-Cellulose

Pipe Material Description: ☐ Group A ☒ Group B ☐ Group C : Specify

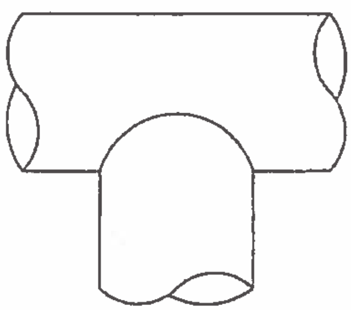
Diameter: ☐ OD < 2.375 Inches ☒ OD 2.375 to 12.750 Inches ☐ OD > 12.750 Inches

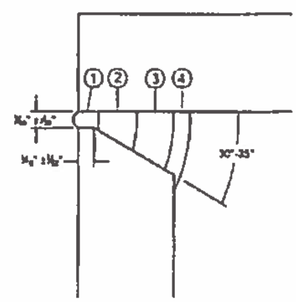
Wall Thickness(es): ☐ Nominal WT < 0.188 In ☒ Nominal WT 0.188 to 0.750 In ☐ Nominal WT > 0.750 In

Filler Metal Group(s): ☒ Group 1 A5.1 E6010 ☐ Group 2 ☐ Group 3

Preheat: 250°F (if ambient is below 40°F, 300°F)

Postheat: N/A





NOT TO SCALE

Bead #	Electrode Size	Electrode Designation	Voltage Range	Current Amperage Range	AC/DC	Polarity	Direction of Travel	Travel Speed
1	1/8". 5/32"	A5.1 6010	15-30	75-135. 100-175	DC	Electrode Positive	Downhill	6-16 IPM
2	5/32". 3/16"	A5.1 6010	20-32	100-175 140-225	DC	Electrode Positive	Downhill	6-16 IPM
3+	5/32". 3/16"	A5.1 6010	20-32	100-175 140-225	DC	Electrode Positive	Downhill	6-16 IPM

Time Lapse Bead 1 to Bead 2: 5 minutes Bead 2 to each succeeding bead: 20 minutes

Line Up Clamp: ☐ Internal ☒ External ☒ Not Required Removal (if used): After minimum of 50% of root bead welding

Cleaning and/or Grinding: ☒ Power Tools ☒ Hand Tools

Prepared by: [signature] Date/Time Field: Dec 5, 2014

Approved by: [signature] Date/Time Field: Dec 5, 2014

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WELDING PROCEDURE SPECIFICATION

Vermont Gas

TITLE: Grade "B" Butt Weld (6010)

WPS #: WPS-VGS-B-2: 2014-1

Supporting Procedure Qualification Record: PQR-VGS-B-2: 2014-1

In accordance with API 1104

Welding Process: SMAW Position: Fixed Joint Design: V Bevel (see sketch) Minimum # Passes: 3 Shielding: Flux-Cellulose

Pipe Material Description: ☐ Group A ☒ Group B ☐ Group C : Specify

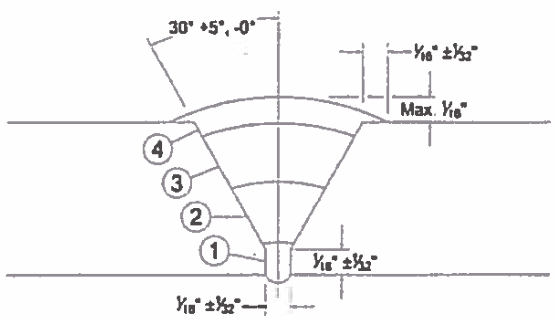
Diameter: ☐ OD < 2.375 Inches ☒ OD 2.375 to 12.750 Inches ☐ OD > 12.750 Inches

Wall Thickness(es): ☐ Nominal WT < 0.188 In ☒ Nominal WT 0.188 to 0.750 In ☐ Nominal WT > 0.750 In

Filler Metal Group(s): ☒ Group 1 A5.1 E6010 ☐ Group 2 ☐ Group 3

Preheat: 250°F (if ambient below 40°F, 300°F)

Postheat: N/A



NOT TO SCALE

Bead #	Electrode Size	Electrode Designation	Voltage Range	Current Amperage Range	AC/DC	Polarity	Direction of Travel	Travel Speed
1	1/8", 5/32"	A5.1 6010	15-30	75-150, 100-175	DC	Electrode Positive	Downhill	6-16 IPM
2	5/32", 3/16"	A5.1 6010	20-32	100-175 140-225	DC	Electrode Positive	Downhill	6-16 IPM
3+	5/32", 3/16"	A5.1 6010	20-32	100-175 140-225	DC	Electrode Positive	Downhill	6-16 IPM

Time Lapse Bead 1 to Bead 2: 5 minutes Bead 2 to each succeeding bead: 20 minutes

Line Up Clamp: ☐ Internal ☒ External ☒ Not Required Removal (if used): After minimum of 50% of root bead welding

Cleaning and/or Grinding: ☒ Power Tools ☒ Hand Tools

Prepared by: [signature] Date/Time Field: Dec 5, 2014

Approved by: [signature] Date/Time Field: Dec 5, 2014

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Q. Welding rod stubs or unused welding rod shall be carefully removed from the site and shall not be discarded in the ditch, right-of-way or elsewhere on the site.

R. No miter joints allowed.

S. During the final tie-in section the pipe shall be supported by side booms until all filler passes are complete.

3.4 WELD INSPECTION & NON-DESTRUCTIVE EXAMINATION

A. All welds shall be 100% radiographically inspected at the OWNER'S expense according to API 1104. If the results of these inspections indicate the welds to be defective, CONTRACTOR shall replace or repair the defective welds at CONTRACTOR'S expense. If the cut-out method of examination of weld is employed by the OWNER, the OWNER may, in the judgment of its OWNER INSPECTOR, cut-out and test any welds designated by him. Should such cut-out welds pass the requirements of API 1104, the cost of cutting out and subsequent tie-in will be borne by the OWNER. The cost of cutting out and replacing any welds that fail the tests shall be borne by the CONTRACTOR.

B. Liquid dye penetrant inspection, magnetic particle inspection or ultrasonic inspection may be utilized by OWNER on a case-by-case basis. Acceptance criteria for these inspections are as stated in API 1104.

3.5 WELD REPAIRS

A. Any defect found in a weld, which is determined to be detrimental to its serviceability, shall be either ground out and re-welded, or removed from the line as a cylinder and replaced by welding in a new section of pipe.

B. If visual or radiographic inspection indicates a weld to be defective, the CONTRACTOR, at no additional cost to the OWNER, shall cut a cylinder of pipe containing such weld from the pipeline and replace it with new pipe or shall have the defective weld repaired in accordance with API 1104. Correction of an individual bead prior to the laying of a succeeding bead is not considered a repair of a defect under these specifications.

C. Preheating shall be used according to the WPS. Such preheating shall be accomplished by a method acceptable to the OWNER and shall cover at least four (4) inches wide on each side of the weld. Heating shall not char the pipe coating. Preheat temperature shall be checked by use of temperature indicating crayons.

D. All repair and replacement welds shall be 100% radiographically inspected and shall meet the acceptance standards of API 1104.

E. Only one repair shall be allowed per girth weld. The necessity of a second weld repair constitutes a mandatory cut-out.

F. The accumulated length of weld repairs shall not exceed 8% of the total length of the girth weld.

G. Under no circumstances should attempts be made to repair cracks in a weld. All cracks shall be cut outs.

TAB 3

Vermont Gas

Corrective/Preventive Action Request (CPAR)

CA ■ PA □

(Check appropriate box to indicate corrective or preventive action)

Initiator: K. Oxholm

Corrective Action # 2015-004

or

Date: 10/19/15

Preventive Action # ______

	Date Due	By/Assigned to	Completed Initials & Date
Investigation		Kristy Oxholm	KHO 11/25/2015
Implementation		Lee Brown	
Audit			
CAR/PAR closed		John St. Hilaire	[signature] 12/11/15

Description of Issue

Pipe at appx. 398+00 to 406+00 has garage/trash mixed in with backfill. Pipe is reportedly padded with select backfill, has mirify fabric laid and the backfill in question on top of the mirify. Varying reports describe the garbage/trash as mostly broken glass to chunks of metal and other household garbage/trash.

Work Processes need to be modified or ceased during investigation?: Yes ___ No x
If so, specify:

Approved by: [signature] Date: 12/11/15

Investigation Finding

In speaking with a variety of people there is clear cause for concern. At least two test pits will be dug to determine the extent of the problem and to complete this investigation.

During the period of 12/1/15 to 12/8/15 a total of 8 test pits were dug in the area of concern. No trash or garbage was found in close proximity to the installed pipe. A small amount of small items was found in the very top layer of the cover, well above the pipe. No mirify fabric was found at any of the dig sites. (see attached pictures).

Rev. 0 07/24/2015

Vermont Gas

Corrective/Preventive Action Request (CPAR)

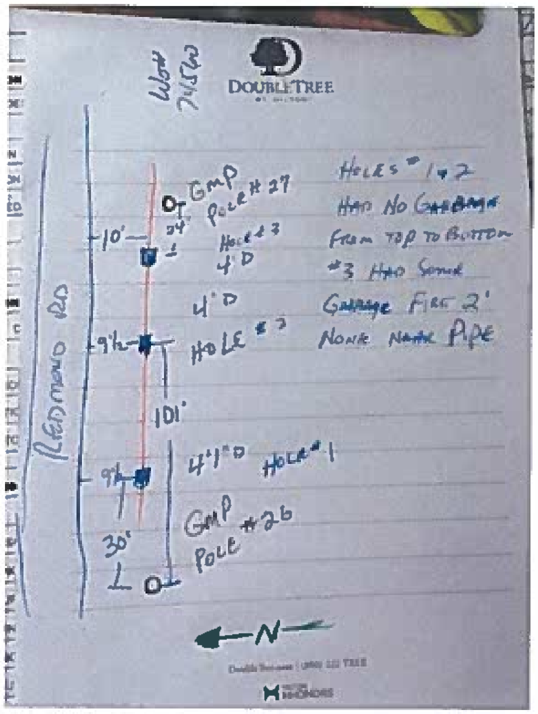
Recommendations for Corrective / Preventive Action
As a result of the findings in the test pits, no corrective action is required. VGS will be commissioning the cathodic protection (CP) system at the gas-up of the pipeline. This will provide protection should any coating holidays exist on the pipeline because of the trash/debris. Additionally, a direct assessment type survey will be conducted in the spring of 2016. If any part of the coating is damaged in this area because of trash/debris, the survey will indicate an anomaly and it can properly be inspected and remediated.

Action Taken / Verification
Any future re-evaluation and follow-up required? Yes ___ No x If so, specify:
Verified by: ______________________ Date: ______________ Was action taken effective? ☐ Yes ☐ No If no, new CA/PA number: _________ ____ Comments: ____

12/01/15 Dig #1

12/01/15 Dig #2

12/7/15 Digs

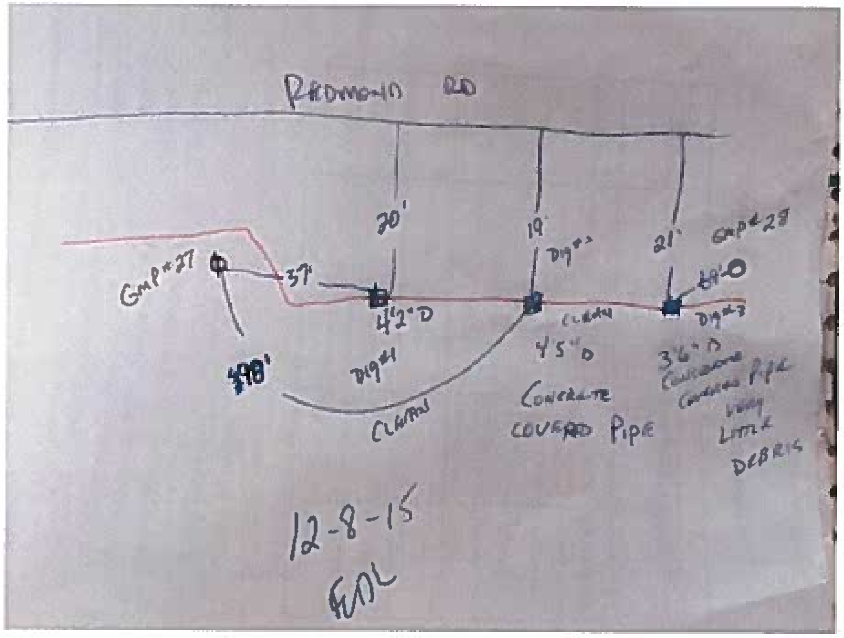


Dig #1

Dig #2

Dig #3

12/8/15 Digs



Dig #1

Dig #2

Dig #3

Dig #2

VERMONT GAS SYSTEMS, INC.
TRANSMISSION LINE EXPOSURE REPORT

This report is to be completed when excavation work is being done near a transmission pipeline.

Date: 12-7-15	Clock #: 616	Dig safe Ticket Number: 20154800754	Photo's taken (Y) / N
Location: REDMOND RD.		Pipe Diameter: 12"	Wall Thickness:
Municipality: WILLISTON	VGS facilities marked: Y / N	As-Built Station No.	
Pipeline As-Built Sheet: of	High Consequence Area: Y / (N)	HCA segment number:	
CP Pipe to Soil Reading: N/Av	Coating Type:	Pipe Depth:	
Coating Condition: (Bonded) Slight disbondment Disbonded		Coating Replaced: Y / (N)	
Type Replacement Coating:		Replacement Coating Length:	
Exposed bare pipe: Y / (N)	Pitting: Y / (N)	Pitting Location:	UT Gauge testing: N/A
Soil: (Sand) Clay (Loam) Cinders Refuse		Soil Packing: Loose (Medium) Hard	
Soil Sample Taken: Y / (N)		Soil Moisture Content: Dry (Damp) Wet	
Foreign Pipe crossing: Y / (N)	Foreign Pipe crossing clearance:	Foreign pipe crossing ties taken: Y / N	

DIGGING TO INSPECT 12" FOR ANY GARBAGE BURIED OVER & AROUND PIPE INBETWEEN GMP POLE # 26 & 28 PIPE NOT GASED UP

File: T:\OPS\ TRANSMISSION LINE EXPOSURE REPORT

VERMONT GAS SYSTEMS, INC.
TRANSMISSION LINE EXPOSURE REPORT

This report is to be completed when excavation work is being done near a transmission pipeline.

Date: 12-8-15	Clock #: 616	Dig safe Ticket Number: 20154800754	Photo's taken (Y) / N
Location: REDMOND RD		Pipe Diameter: 12"	Wall Thickness:
Municipality: WILLISTON	VGS facilities marked: Y / N	As-Built Station No.	
Pipeline As-Built Sheet: of	High Consequence Area: Y / (N)	HCA segment number:	
CP Pipe to Soil Reading: N/A v	Coating Type:	Pipe Depth:	
Coating Condition: (Bonded) Slight disbondment Disbonded		Coating Replaced: Y / (N)	
Type Replacement Coating:		Replacement Coating Length: N/A	
Exposed bare pipe: Y / (N)	Pitting: Y / (N)	Pitting Location: N/A	UT Gauge testing: N/A
Soil: (Sand) Clay (Loam) Cinders Refuse		Soil Packing: Loose (Medium) Hard	
Soil Sample Taken: Y / N		Soil Moisture Content: Dry (Damp) Wet	
Foreign Pipe crossing: Y / (N)	Foreign Pipe crossing clearance: N/A	Foreign pipe crossing ties taken: Y / N N/A	

DIGGING TO INSPECT NON GASED UP 12" FOR ANY GARBAGE BURIED OVER OR AROUND PIPE IN BETWEEN GMP # POLE 27 & 28

File: T:\OPS\ TRANSMISSION LINE EXPOSURE REPORT

TAB 4

Vermont Gas

Corrective/Preventive Action Request (CPAR)

CA ■ PA ☐

(Check appropriate box to indicate corrective or preventive action)

Initiator: K. Oxholm

Corrective Action # 2015-005

or

Date: 10/19/15

Preventive Action # ____

	Date Due	By/Assigned to	Completed Initials & Date
Investigation	11/30/2015	Christopher LeForce	CAL 12/11/2015
Implementation	12/1/2015	Christopher LeForce	CAL 12/11/2015
Audit			
CAR/PAR closed			

Description of Issue

Pipe installed by 2014 Contractor (Over & Under) with insufficient cover in numerous locations.

Work Processes need to be modified or ceased during investigation?: Yes ___ No x
If so, specify:

Approved by: [signature] Date: 12/11/15

Investigation Finding

After reviewing as-built data collected by CHA, it was found that the ANGP pipeline that was installed by Over and Under in 2014 had multiple areas with insufficient cover. The majority of the areas with insufficient cover pertained to the minimum depth of cover in the VTrans permit and other permits/agreements with various agencies. The final list identified 77 areas along the pipeline where depth of cover needed to be investigated and then remediated.

Rev. 0 07/24/2015

Vermont Gas

Corrective/Preventive Action Request (CPAR)

Recommendations for Corrective / Preventive Action
The first step was to survey the areas identified to ensure that the proper finished grade was surveyed and that the GPS data was correct and accurate. There were multiple areas where the depth of cover was only lacking by 1-3 inches. All the areas were surveyed and the pipe was probed with a probe bar to confirm the depth. The results can be separated into three general categories; areas where the data was off and the pipe was actually installed to the proper depth, areas where the grade was not restored to pre-construction conditions, and areas where the pipe was not installed to proper depth. Going forward, the as-built depth of cover data will be looked at more closely and in a more timely manner at the time of construction so that it can be remediated quickly, efficiently, and effectively.

Action Taken / Verification
See attached
Any future re-evaluation and follow-up required? Yes x No ___ If so, specify:
Final as-builts for approximately the first 10.5 miles of the ANGP pipeline will be reviewed once complete to ensure proper depth of cover as related to the specific permits, specifications, and agreements.
Verified by: ______________________ Date: ______________ Was action taken effective? ☐ Yes ☐ No If no, new CA/PA number: ________ ______________________________ Comments: ______________________________

Rev. 0 07/24/2015

Attachment to CAR 2015-005
Action Taken / Verification

The areas where probing verified that the pipe was installed to the proper depth of cover were removed from the list. This included a total of 24 areas. There were a total of 41 areas where regrading was performed to achieve the proper depth of cover. The Survey Team set stakes in these areas which indicated the additional depth of cover that was needed. There were 6 areas where the pipe was completely removed, the trench was dug to ensure proper depth, and the pipe reinstalled to the proper depth. At this time there is still one area that needs regrading to achieve proper depth of cover, which will be completed after the construction mats are removed from this area.

There were 5 areas where the pipe was not installed to the proper depth that was included in the VTrans permit related to the proposed Circumferential Highway or "Circ." Since this project has been planned for over 20 years and there is no currently schedule to build it, VGS received a permit amendment/waiver to leave it at the current installed location. VGS asked for this amendment/waiver because the design of the highway could easily change in the future and per the agreement VGS has with VTrans for the pipeline in the Circ corridor, VGS is responsible to move it if there are any conflicts between the highway infrastructure and the pipeline.

A final summary table is attached denoting all 77 areas.

Addison Natural Gas Project (ANGP) - Segment 1
Depth of Cover Remediation Table/List

Area #	Approx. Begin STA.	Approx End STA.	Min. Cover Needed (ft)	Reason for Lack of Cover (other then 3 ft)	Approx. Additional Cover Needed (ft)	VGS to Fix?	Remediation Plan	Additional Notes
1	126+50	128+00	4	VTrans	0.7-0.8	YES	Completed.	
2	130+00	131+00	4	VTrans	0.3-0.4	YES	Completed.	
3	132+00	132+00	4	VTrans	0.1	YES	Completed.	
4	133+00	135+50	4	VTrans	0.2-0.7	YES	Completed.	
5	140+00	140+00	4	VTrans	0.6	YES	Completed.	
6	142+50	143+50	4	VTrans	0.5-1.2	YES	Completed.	
7	144+50	148+00	4	VTrans	0.1-0.6	YES	Completed.	
8	188+75	190+00	4	VTrans	0.1-0.9	YES	Completed.	
9	192+75	192+75	4	VTrans	0.5	YES	Completed.	
10	193+75	193+75	4	VTrans	0.3	YES	Completed.	
11	197+00	207+00	4	VTrans	0.1-1.2	YES	Completed	
12	208+00	208+00	4	VTrans	0.6	YES	Completed.	
13	229+75	229+75	4	VTrans	0.1	YES	Completed.	
14	230+50	230+50	4	VTrans	0.2	YES	Completed	
15	322+75	324+50	4	VTrans	0.3-1.4	YES	Completed	
16	326+50	326+50	4	VTrans	0.5	YES	Completed.	
17	331+00	332+00	4	VTrans	0.3-0.6	YES	Completed.	
18	333+75	333+75	4	VTrans	0.2	YES	Completed.	
19	338+50	339+50	4	VTrans	0.2-0.4	YES	Completed.	
20	340+50	340+50	4	VTrans	0.4	YES	Completed.	
21	344+00	346+00	4	VTrans	0.2-1.9	YES	Completed.	
22	346+75	346+75	4	VTrans	0.1	YES	Completed.	
23	348+50	348+50	4	VTrans	0.5	YES	Completed.	
23A	349+25	351+25	5	Stream Crossing	0.6-2.2	YES	Completed.	Cut out pipe section and re-installed to proper depth. Work completed by Michels.
24	352+00	352+00	4	Agriculture	0.6	YES	Completed.	
25	353+50	354+00	4	Agriculture	0.1-0.8	YES	Completed.	
26	355+00	355+00	4	Agriculture	0.1	YES	Completed.	
27	366+75	366+75	4	Agriculture	0.9	YES	Completed.	
28	367+25	367+25	4	Agriculture	0.8	YES	Completed.	
29	369+25	369+25	4	Agriculture	0.7	No	None.	Probed, measured 4.0 feet or greater.
30	370+75	370+75	5	Stream Crossing	1.3	No	None.	No stream or ditch. Just wet. No fix needed.
31	375+50	379+75	3	Typical	0.1-0.4	No	None.	Probed, measured 3.0 feet or greater.
32	381+75	384+50	3	VTrans	0-0.7	YES	None.	Verified with VTrans 3 feet of cover is acceptable is this area.
32A	386+50	387+50	3	Typical	0.2-0.6	YES		Mats were in the way. Probed to verify. Need to fix still.
33	401+00	404+00	3			No	None.	Probed, measured 3.0 feet or greater.
34	405+25	408+50	3			No	None.	Probed, measured 3.0 feet or greater.
35	409+50	410+50	3			No	None.	Probed, measured 3.0 feet or greater.
36	414+25	415+00	3			No	None.	Probed, measured 3.0 feet or greater.
37	415+50	418+50	3	Typical	0.1-0.3	No	None.	Probed, measured 3.0 feet or greater.
38	418+75	420+00	4	Typical	0.3-1.7	YES	Completed.	Cut out pipe section and re-installed to proper depth. Work completed by Michels.
39	423+25	423+25	3	Typical	0.2	YES	Completed.	
40	425+50	426+75				No	None.	Probed, measured 3.0 feet or greater.
41	430+00	430+00	3	Typical	1.2	No	None.	Probed, measured 3.0 feet or greater.
42	433+00	435+00	4	VELCO	0.5-0.7	YES	Completed.	Probe to verify. VELCO Easement
43	435+75	435+75	4	VELCO	0.4	Yes	Completed.	Probe to verify. VELCO Easement
44	437+75	437+75	3	Typical	0.2	No	None.	Probed, measured 3.0 feet or greater.
45	440+25	440+75	5	Stream Crossing	0.8-1.0	Yes	Completed.	Cut out pipe section and re-installed to proper depth. Work completed by Michels.
46	443+75	443+75	3	Typical		No	None.	Probed, measured 3.0 feet or greater.
47	445+25	445+25	3	Typical	0.2	Yes	Completed.	
48	447+75	447+75	3	Typical	0.1	No	None.	Probed, measured 3.0 feet or greater.
49	453+50	455+00	3	Typical		No	None.	Probed, measured 3.0 feet or greater.
50	456+25	456+25	4	VELCO		No	None.	Probed, measured 4.0 feet or greater.
51	457+50	465+50	4	Agriculture	0.1-0.4	Yes	Completed.	Waiver from VTrans for the cut area.
52	465+75	478+50	Varies	VTrans, VTrans Cut	0.1-13.0	No	None.	Waiver from VTrans.
52A	474+00	474+75	3	Typical	0.3-0.8	Yes	Completed.	
53	478+50	481+00	4	VTrans		No	None.	Probed, measured 4.0 feet or greater.
53A	480+80	480+80	3	Typical	0.1	No	None.	Probed, measured 3.0 feet or greater.
54	482+50	488+00	3	Typical		No	None.	Probed, measured 3.0 feet or greater.
55	488+50	489+50	4	VTrans	0.5-0.9	Yes	Completed.	
56	492+60	492+60	4	VTrans	0.6	Yes	Completed.	
57	493+50	496+00	4 to 10	VTrans	0.1-6.0	No	None.	Waiver from VTrans
57A	494+00	495+75	4	VTrans	0.1-0.3	Yes	Completed.	
58	499+00	500+50	4	VTrans		No	None.	Probed, measured 4.0 feet.
59	515+25	516+25	4 to 9	VTrans Cut	0.1 to 5	No	None.	Waiver from VTrans.
60	516+75	520+50	4, 4 to 8	VTrans Cut	0.1 to 4.0	No	None.	Waiver from VTrans.
60A	518+50	519+00	4	VTrans	0.2-0.5	Yes	Completed.	
61	524+50	524+50	4	VTrans	0.1	Yes	Completed.	
62	529+00	532+00	4 to 9	VTrans Cut	0.2-4.0	No		Probed, measured 4.0 feet or greater.
63	532+00	534+50	4 to 8	VTrans	0.2-4.0	No		Probed, measured 4.0 feet or greater.
64	535+00	535+00	4	VTrans Cut	0.4	No		Probed, measured 4.0 feet or greater.
65	538+50	540+50	4 to 13	VTrans Cut	0.1-9.0	No		Probed, measured 4.0 feet or greater.
65A	539+00	540+25	4	VTrans	0.1	Yes	Completed.	
66	538+25	538+25	4	VTrans	0.4	Yes	Completed.	
67	544+00	546+00	4 to 18	FEH	0.2-13.0	No	None.	Meets permit criteria based on as-built profile per Josh Sky.
68	547+25	548+25	4	VTrans	0.4-2.1	Yes	Completed.	Cut out pipe section and re-installed to proper depth. Work completed by Michels.
69	552+00	552+00	4	Agriculture	0.5	Yes	Completed.	Pipe cut and lowered during the installation of the 12" x 6" tee for the Williston Gate Station. Work completed by Michels.
70	553+50	553+50	4	Agriculture	0.6	Yes	Completed.	Pipe cut and lowered during the installation of the 12" x 6" tee for the Williston Gate Station. Work completed by Michels.

77 Total number of areas
6 Areas remediated by cutting out the pipe and reinstalling.
24 Areas proved to have sufficient cover by probing the pipe.
5 Areas obtained a VTrans waiver to leave pipe as installed.
41 Areas remediated by regrading.
1 Area remaining to be remediated.

TAB 5

Vermont Gas

Corrective/Preventive Action Request (CPAR)

CA ■ PA ☐

(Check appropriate box to indicate corrective or preventive action)

Initiator: K. Oxholm

Corrective Action # 2015-006

or

Date: 11/18/2015

Preventive Action # ____

	Date Due	By/Assigned to	Completed Initials & Date
Investigation	12/9/2015	Christopher LeForce	CAL 12/11/2015
Implementation	12/11/2015	Christopher LeForce	CAL 12/11/2015
Audit			
CAR/PAR closed			

Description of Issue

In areas where pipe was installed by the 2014 Contractor (Over & Under) on ANGP, trench breakers were not installed as designed in numerous locations. A table attached, titled "ANGP Trench Breaker As-built 2014 (Segment 1)", shows the general design locations by station number and the corresponding as-built location if installed. There were both sand trench breakers and bentonite trench breakers on this list. Also there were some trench breakers installed where there was not a designed location.

Work Processes need to be modified or ceased during investigation?: Yes ___ No x
If so, specify:

Approved by: [signature] Date: 12/11/15

Investigation Finding

The list titled "ANGP Trench Breaker As-built 2014 (Segment 1)" was reviewed and the locations plotted on a set of design drawings. After talking to field personnel (inspectors), it was determined that some of the locations where trench breakers were designed on paper were omitted because the field conditions warranted them not to be installed. On the other hand there were locations where there was no designed trench breaker, but field conditions warranted one to be installed. There was no documentation of this process.

Vermont Gas

Corrective/Preventive Action Request (CPAR)

Recommendations for Corrective / Preventive Action
VGS will investigate the areas where a designed trench breaker was not installed. If field conditions show that one is not needed, then it will be documented as to the reason why not. If one is needed, then one will be scheduled to be installed. While this investigation takes place, VGS Operations will patrol the transmission corridor on a monthly basis, not to exceed 45 days, or after any significant rain event to ensure no erosion occurs due to the lack of a trench breaker. If VGS Operations finds erosion occurring, it will be remediated to ensure the safety of the pipeline.

Action Taken / Verification
Any future re-evaluation and follow-up required? Yes ___ No ___ If so, specify:
As required by code, the transmission corridor is continually patrolled multiple times each year by VGS Operations and one of the items that is looked for is erosion areas or potential erosion areas. Anything that is deemed a threat to the pipe will be remediated by VGS Operations.
Verified by: ______________________________ Date: ____________________ Was action taken effective? ☐ Yes ☐ No If no, new CA/PA number: _________ ____ Comments: ____

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

(grey)	Sand Trench Breaker
(yellow)	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
NONE	N/A	129+15	SAND	
NONE	N/A	132+62	SAND	
NONE	N/A	144+15	SAND	
NONE	N/A	147+22	SAND	
NONE	N/A	150+10	SAND	
187+75	BENTONITE	NONE	N/A	
188+50	BENTONITE	188+78	BENTONITE	
NONE	N/A	189+14	SAND	
NONE	N/A	190+10	SAND	
190+55	BENTONITE	190+53	BENTONITE	
193+15	BENTONITE	193+56	BENTONITE	
194+55	SAND	NONE	N/A	
195+80	SAND	NONE	N/A	
197+00	SAND	NONE	N/A	
202+17	SAND	NONE	N/A	

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

(grey)	Sand Trench Breaker
(yellow)	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
202+95	SAND	NONE	N/A	
211+90	SAND	NONE	N/A	
NONE	N/A	238+79	SAND	
328+10	SAND	327+77	SAND	
328+92	SAND	328+64	SAND	
330+65	SAND	331+22	SAND	
331+40	SAND	331+66	SAND	
343+62	SAND	NONE	N/A	
344+35	SAND	344+50	SAND	
345+08	SAND	345+02	SAND	
347+42	SAND	NONE	N/A	
348+00	SAND	347+80	SAND	
348+60	SAND	NONE	SAND	
348+80	BENTONITE	348+45	BENTONITE	
349+25	BENTONITE	349+52	BENTONITE	

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

(grey)	Sand Trench Breaker
(yellow)	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
350+72	BENTONITE	350+72	BENTONITE	
351+06	BENTONITE	351+06	BENTONITE	
367+30	BENTONITE	367+40	BENTONITE	
369+12	BENTONITE	368+72	BENTONITE	
369+47	SAND	NONE	N/A	
370+45	BENTONITE	NONE	N/A	
371+10	BENTONITE	NONE	N/A	
374+22	SAND	NONE	N/A	
375+05	SAND	NONE	N/A	
380+45	SAND	NONE	N/A	
381+40	SAND	NONE	N/A	
380+75	BENTONITE	380+80	BENTONITE	
382+10	BENTONITE	NONE	N/A	
382+60	BENTONITE	NONE	N/A	
384+00	BENTONITE	NONE	N/A	

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

(grey)	Sand Trench Breaker
(yellow)	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
384+60	BENTONITE	NONE	N/A	
385+00	BENTONITE	386+12	BENTONITE	
401+49	SAND	NONE	N/A	
403+00	SAND	NONE	N/A	
404+93	SAND	NONE	N/A	
406+42	SAND	NONE	N/A	
407+96	SAND	NONE	N/A	
409+48	SAND	NONE	N/A	
411+00	SAND	NONE	N/A	
429+35	BENTONITE	429+30	BENTONITE	
429+05	BENTONITE	429+43	BENTONITE	
429+50	SAND	NONE	N/A	
430+30	SAND	NONE	N/A	
433+50	SAND	433+53	SAND	
435+00	SAND	NONE	N/A	

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

(grey)	Sand Trench Breaker
(yellow)	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
436+90	BENTONITE	436+70	BENTONITE	
NONE	N/A	437+00	BENTONITE	
437+20	BENTONITE	437+19	BENTONITE	
440+50	BENTONITE	440+22	BENTONITE	
440+70	BENTONITE	441+10	BENTONITE	
448+40	BENTONITE	447+75	BENTONITE	
449+30	BENTONITE	449+09	BENTONITE	
459+50	BENTONITE	NONE	N/A	
460+15	BENTONITE	460+09	BENTONITE	
466+05	BENTONITE	466+00	BENTONITE	
466+55	BENTONITE	466+50	BENTONITE	
468+70	BENTONITE	468+62	BENTONITE	
469+30	BENTONITE	469+35	BENTONITE	
506+45	BENTONITE	NONE	N/A	
507+30	BENTONITE	NONE	N/A	

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

	Sand Trench Breaker
	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
510+25	BENTONITE	509+90	BENTONITE	
511+80	BENTONITE	NONE	N/A	
514+70	BENTONITE	514+89	BENTONITE	
515+50	BENTONITE	515+45	BENTONITE	
540+35	BENTONITE	540+43	BENTONITE	
540+65	BENTONITE	537+60 (STA EQN.)	BENTONITE	
546+30	BENTONITE	546+09	BENTONITE	
547+35	BENTONITE	547+62	BENTONITE	
548+00	BENTONITE	NONE	N/A	
NONE	N/A	549+68	Unk.*	need to confirm with survey TRBKR type
551+00	BENTONITE	NONE	N/A	
552+60	BENTONITE	553+30	Unk.*	need to confirm with survey TRBKR type

TAB 6

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 8/28/2015

Subject: Welding Line Up Clamp Usage Clarification

Directive Number: 2015-004

The Butt Weld procedures used on this project (WPS-VGS-B-2 2014-2; WPS-VGS-X-65-2 2014-2) indicate that the use of an external line up clamp is allowed, but not required. This directive serves as a notification that the use of an external line up clamp is required on all main line girth welds on this project except when it is not feasible due to situations where the contour of a fitting does not allow use. In such cases the weld will be fitted up in a manner that does not place undue stress on the weldment. This is also stated in the Technical Specification Section 137000 – Welding in Part 3, Subsection 3.3(B).

If another situation arises where use of a clamp is not feasible, then it must be reviewed and approved by the Construction Inspection Team and VGS Operations.

The clamp shall not be removed until a minimum of 50% of the root bead has been placed, according to the instructions in the WPS and Section 137000 – Welding.

This Project Directive replaces 2015-002.

Issued by (print): Christopher LeForce

Signature: 8/28/2015

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

TAB 7

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 9/29/2015

Subject: Pipe surface preparation for shrink sleeves weld coating

Directive Number: 2015 – 010

Pipe surface preparation for Shrink Sleeves will be sandblasting using the SSPC-SP10 or NACE 2- Near-White Blast Cleaning Specificiation.

Method of surface preparation shall continue to be recorded for each weld.

Issued by (print): Christopher LeForce

Signature: ____________

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

Vermont Gas

Corrective/Preventive Action Request (CPAR)

CA ☒ PA ☐

(Check appropriate box to indicate corrective or preventive action)

Initiator: K. Oxholm Corrective Action # 2015-003

or

Date: 9/11/15 Preventive Action #

	Date Due	By/Assigned to	Completed Initials & Date
Investigation		Eric Curtis	
Implementation		Eric Curtis	
Audit			
CAR/PAR closed			

Description of Issue

Pritec patches were discovered to not be adhering appropriately to the Pritec pipe.

Work Processes need to be modified or ceased during investigation?: Yes x No ___
If so, specify:

Patches were one of two acceptable repair methods. Patch use was discontinued during investigation. Canusa sleeves were the only remaining acceptable method during this time.

Approved by: [signature] Date: 12/4/15

Investigation Finding

Discussion with Liberty Coatings representative Wally Armstrong determined that the patch kits used during 2014 were CRP-65 kits. Prior to the 2015 construction season the CRP-65 kits were discontinued by the manufacturer. The replacement for the discontinued kit is the CRP-Ultra kit. The kits used in 2015 were CRP-Ultra kits. The adherence problem appears to affect the CRP-Ultra kits.

A variety of kits were used at the coating mill and several patches that were installed at the mill were tested and found to be adhering properly. There were patches that did not appear to be adhering properly upon receipt of the pipe at the laydown yard. Those that were not adhering were repaired in the laydown yard.

Rev. 0 07/24/2015

Vermont Gas

Corrective/Preventive Action Request (CPAR)

Recommendations for Corrective / Preventive Action
Recommend switching to use of the Canusa sleeve as the sole method of repair in this situation. Additional methods of repair may be reviewed and approved in the future.

Action Taken / Verification
The use of CRP-Ultra kits was discontinued in favor of using Canusa sleeves until such time as an alternative repair method is approved. Direct assessment to be conducted in 2016 will address concerns about any potential holidays. In addition, VGS will be commissioning the cathodic protection (CP) system at the gas-up of the pipeline. This will provide additional protections should any coating holidays exist on the pipeline.
Any future re-evaluation and follow-up required? Yes x No ___ If so, specify:
The planned direct assessment will be used to verify whether any coating holidays exist.
Verified by: ______________________ Date: ______________ Was action taken effective? ☐ Yes ☐ No If no, new CA/PA number: ________ ____ Comments: ______________________________________

Rev. 0 07/24/2015

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 9/14/2015

Subject: Sacrificial Weld Coating on HDD Installations

Directive Number: 2015 – 009

For added abrasion resistance on horizontal direction drill (HDD) installations, Canusa's Wrapid Shield™ XL shall be installed over the Powercrete® R-95 coated weld. Please follow all manufacturer's instructions regarding the installation of both coatings and ensure the coatings are installed by qualified contractor personnel. All installations shall be observed by an inspector from the VGS Construction Inspection Team. Also ensure that at least one adhesion test is completed on the Powercrete® R-95 coating before the Wrapid Shield™ XL is installed.

At least one weld coating shall be visually inspected and jeeped after the pullback operation.

Attached for added reference is a memo explaining the use of additional abrasion resistance coating, along with the installation guide and product data sheet for the Wrapid Shield™ XL.

Issued by (print): Christopher LeForce

Signature: [signature] 9/14/2015

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

MEMORANDUM

TO: Addison Rutland Natural Gas Project (ARNGP) File

FROM: Christopher LeForce

DATE: September 4, 2015

RE: Use of sacrificial coating over primary weld coatings on horizontal directional drilling (HDD) installations

Vermont Gas Systems, Inc. (VGS) is proposing to use a sacrificial coating over the primary weld coating on (HDD) installations. VGS is using Powercrete® R-95 liquid epoxy for the primary corrosion protection at the welds. The R-95 is a single coat, 100% solids, high build epoxy novolac that coats pipelines. As an abrasion resistant overlay (ARO) it is compatible with fusion bond epoxy (FBE) and CTE mainline coatings. The purpose of the sacrificial coating is to add additional protection to the weld coating during pullback of the pipe during the HDD process.

In HDD installations, a typical corrosion coating, like FBE, cannot be used because of the potential for the coating to be damaged down to bare metal. For that reason either an ARO coating is used over the FBE or a harder, more durable coating is used. The line pipe is coated with a two-layer system, a FBE coating under an ARO coating, which is the sacrificial coating. In a similar manner, VGS is proposing to add a sacrificial coating over the R-95 coating to provide additional protection.

VGS is proposing to use Wrapid Shield™ XL manufactured by Canusa-CPS, a Shawcor Company. Wrapid Shield™ XL is a fiberglass cloth, pre-impregnated with a resin that can be activated by salt or freshwater to coat and protect any diameter of pipe within minutes. The product is formulated to resist shear, impact and abrasion on pipe coating systems above and below ground such as fittings and joints on all mill-coated pipe and as an outer wrap over heat-shrinkable sleeves for added mechanical protection.

The purpose of the pipeline coating is to provide a barrier between the steel pipe and the elements that can cause it to corrode or rust. The coating is the primary corrosion control method of protection the pipe. If there is a coating break or holiday, then the pipe is protected by the secondary measure of cathodic protection (CP).

The question that has been brought up is does applying this type of coating cause cathodic shielding. Shielding is caused by an external material that prevents the cathodic protection (CP) current from getting to the steel pipe. Technically, properly applied coating fits into the definition of cathodic shielding because it does not allow any connection with a foreign material. In order for CP to work you need a full circuit for the current to flow from the pipe to the soil and back. Other foreign materials can cause shielding which include plastic sheets with no adhesion, tree roots, rocks, soil, improper backfill/compaction, casings, and any other high resistance materials.

As supported by a letter from Steve Anderson (NACE CIP2 # 25805) of Shawcor, dated August 12, 2015, a properly applied coating will not cause cathodic shielding. In this case when both coatings are applied correctly and appropriately tested to ensure no holidays, this will not cause a cathodic shielding condition. The sacrificial coating of the Wrapid Shield™ XL will help protect the primary coating of the R-95 from damage during the HDD pullback.

The primary coating of R95 will be applied per manufacturer's procedures, inspected by the construction inspection team, and properly checked for any coating holidays before the wrap is applied to ensure the integrity of the coating. After the installation of the pipe is complete, at least one coated weld will be inspected per the VGS inspection criteria.

In conclusion, the Wrapid Shield™ XL will help ensure the primary coating is protected and can function as designed in protecting the steel pipe. If the sacrificial coating is not used, there is a higher potential of having coating holidays in the primary coating and it would not be able to function properly. In this case the secondary corrosion control method of CP would be used to protect the pipe. In 49 CFR Part §192.461 External corrosion control: Protective coating, it states "if coated pipe is installed by boring, driving, or other similar method, precautions must be taken to minimize damage to the coating during installation." Using the Wrapid Shield™ XL is the best method of minimizing the damage to the primary coating during installation.

August 12, 2015

To:
Mr. Wally Armstrong
Liberty Sales and Distribution
2880 Bergey Rd. Ste. F
Hatfield, PA. 19440

RE:
WrapidShield-XL Compatibility with Powercrete R95 and Nap-Gard FBE's / ARO's, and Cathodic Shielding Concerns on VGS's Addison County Expansion Project.

Dear Mr. Armstrong,

Canusa's WrapidShield-XL product is fully compatible with all 2 part liquid epoxies, all Fusion Bonded Epoxies, and all ARO epoxies (powder or liquid). The XL product consists of a woven glass and a moisture cured Polyurethane. Polyurethanes and epoxies are chemically compatible, and the 2 will adhere to one another given that proper surface preparation is completed (surface abrasion of the FBE/2PLE/ARO).

As far as the Cathodic Shielding concerns, all coatings have the potential to shield if not installed properly. All coatings have electrically resistive properties. Proper application training and following the manufacturers recommended installation procedure will assure that coatings will not shield.

Please let me know if I can be of further assistance.

Sincerely,

Steve Anderson
Technical Sales Representative

SHAWCOR

NACE CIP2 # 25805
steve.anderson@shawcor.com
M. 832-314-7110

CANUSA-CPS
A SHAWCOR COMPANY

Wrapid Shield XL

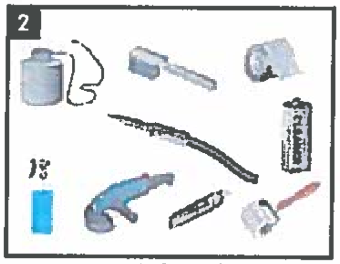
Fiberglass Mechanical Protection for Field Joints on Directionally Drilled Pipelines

Product Description

Wrapid Shield XL is supplied within the kit and is contained in a heat-sealed foil pouch.

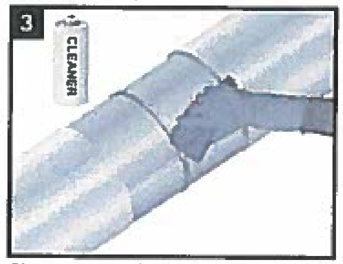
Installer Kit
An Installer Kit is supplied separately and includes Compression Film and Nitrile gloves.

Equipment List



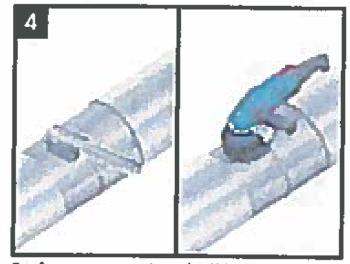
Appropriate tools for surface abrasion and preparation (wire brush/power wire brush or grit blaster, abrasive paper (40-80 grit), Knife, lint free rags, approved solvent and water spray bottle. Standard safety equipment: gloves, safety glasses, hard hat, etc.

Surface Preparation

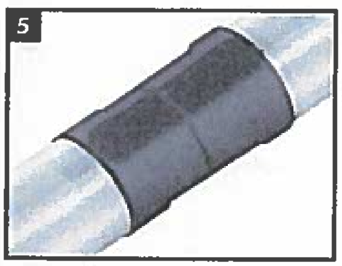


Clean exposed steel and adjacent pipe coating with an approved solvent (Acetone, MEK, Alcohol >96%) to remove the presence of oil, grease, and other contaminants if present. Ensure that the pipe is dry prior to mechanical cleaning.

Surface Preparation



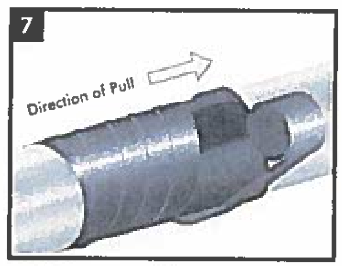
Surface preparation shall be as required for the specific corrosion coating used in conjunction with Wrapid Shield XL.



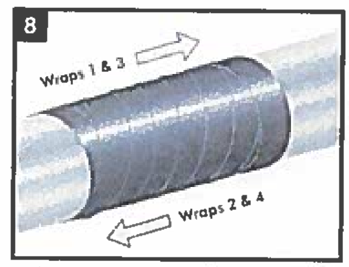
For heat-shrinkable sleeve corrosion coatings use the Canusa product specific installation guide.

Outer Wrap Application Wrapid Shield XL

Water is needed to activate Wrapid Shield XL. Open the foil pouch, remove the roll. Once opened, the product cannot be repackaged. Wrapid Shield XL is activated using a water sprayer to mist and wet each layer as it is wrapped.

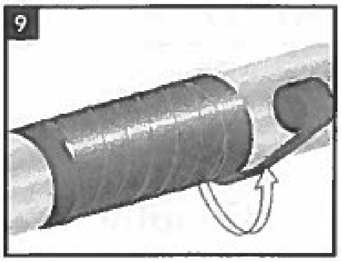


Starting at the trailing end of the field joint, begin the application at a distance of 50mm (2") past the inner corrosion coating and extend the wrap 150 mm (6") beyond the corrosion coating on the leading edge. Apply the first wrap circumferentially around the pipe at a 90° angle then begin spiral wrapping with a 50% overlap following the wrapping guideline that is printed on the roll. Apply pressure during application by pulling firmly on the roll as it is applied. Squeeze and mold firmly in the direction of the wrap until tight.



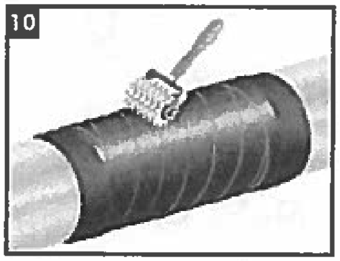
End with a circumferential wrap applied at 90° to the pipe. For high shear or impact requirements, additional layers may be required. To create thinned edges for directional drilling, reduce the overlap in the last 100mm - 150mm of the edges to 10-20% rather than 50%.

Prior to Pulling

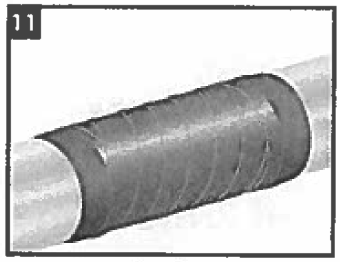


Apply compression film in the same direction as the previous layers with a 50% overlap. Start min. 50mm (2") beyond the outer edge of the Wrapid Shield XL, pulling firmly during application.

NOTE: Compression film should be applied before excess foaming is observed from the Wrapid Shield XL. A second installer should begin this step and follow the Wrapid Shield XL installer(s) as they progress with the wrapping of the pipe. The resin should be compressed and the film perforated as quickly as possible.



Perforate the compression film using a wire brush (or other perforating device) by tapping firmly on the tape with the metal bristles. Perforation allows the CO^2 gas generated by the curing process to escape. Compression film may be removed after material hardens and either discarded or left in place.



Allow the Wrapid Shield XL to reach a Shore D Hardness of 70 prior to pulling. Wrapid Shield XL is fully cured at a Shore D Hardness of 83 @ 72°F.

Note: If holiday inspection is required it must be done after installation of the corrosion coating product is installed because the holiday detector with jeep on residual moisture in the Wrapid Shield XL installed product.

Storage & Safety Guidelines

To ensure maximum performance, store Canusa products in a dry, ventilated area. Keep products sealed in original cartons and avoid exposure to direct sunlight, rain, snow, dust or other adverse environmental elements. Avoid prolonged storage at temperatures above 35°C (95°F) or below -20°C (-4°F). Product installation should be done in accordance with local health and safety regulations.

These installation instructions are intended as a guide for standard products. Consult your Canusa representative for specific projects or unique applications.

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Canusa-CPS is registered to ISO 9001:2008

Part No. 99060-228
IG_Wrapid Shield XL_rev010

LIBERTY SALES & DISTRIBUTION
2880 Bergey Road, Suite F · Hatfield, PA 19440 · Ph: 877-373-0118 · Fx: 888-850-3787

PRINCIPAL MANUFACTURERS

A.Y. MCDONALD MFG. COMPANY is the leading manufacturer of Plug and Ball style Gas Meter Shutoff Valves utilized in both residential and commercial applications up to 175 PSIG. A.Y. McDonald offers a variety of Integral Valve and Standard Configuration Meter Bars including single and multiple residential By-Pass Meter Bars and the newly developed Industrial By-Pass Bar. A full line of straight and off-set Meter Swivels, Meter Nuts, and Meter Plugs are also available in black malleable iron or a galvanized finish. 3 Part Unions in ¾" thru 2" diameters are also manufactured in a BMI finish.

BÖHMER is a worldwide leader in the manufacturing of forged, fully welded, trunnion mounted style ball valves for a variety of high pressure field applications. Nearly 60 years of German engineering and design have resulted in a state of the art production facility and one of the highest quality, flange/welded end valves available on the market. Böhmer Valves are available in diameter sizes ranging from 2" thru 56" with ANSI Class 150 to 1500 nominal pressure ratings, and made in accordance with API 6D standards.

CANUSA-CPS is the global leader in field applied corrosion protection systems. CANUSA Heat-Shrinkable Sleeves include Wraparound and Tubular Sleeve Systems and Tapes. CANUSA also offers HBE-95 Liquid Epoxy Coating for all your field joint coating needs. CANUSA products are also specified for a variety of specialty applications including Directional Drillings, Casings, Bridge Crossings, Water/Wastewater fittings, and elbows. CANUSA also recently developed Wrapid Shield™ PE, a high impact resistant rockshield to protect your corrosion coatings.

CCI PIPELINE SYSTEMS specializes in providing a complete line of Casing related products for the Gas, Oil, Water and Wastewater Industries offering Wrap-It Link Seals, High-Density Polyethylene, Carbon or Stainless Steel Casing Spacers, and Neoprene Rubber End Seals for Casing Pipe and Wall Penetration applications.

CHASE CORPORATION is a leading manufacturer of field applied coatings and tapes for the natural gas, oil, water and wastewater industries. Chase's pipeline coatings division sells the highest quality and well respected brand name products including the Tapecoat ® and Royston ® suite of corrosion protection products. Their extensive product lines include a variety of Cold and Hot Applied Tapes, Sealants, Protective Outerwraps, Liquid Epoxies, Mastics, Petrolatum Wax Tapes and Casing Fill products and services.

CITADEL TECHNOLOGIES is the leading developer and only manufacturer of the Diamond Wrap suite of products on the market. The Diamond Wrap HP, Diamond Wrap and Black Diamond systems consist of a 100% Solid Epoxy coupled with a Bi-Directional Carbon Fiber Wrap. Our Carbon Fiber Composite Repair Systems are extremely low profile and unmatched in structural integrity used to completely restore corroded/eroded piping systems to their original MAOP without service interruption.

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PRINCIPAL MANUFACTURERS

Denso

DENSO is an internationally recognized leader in corrosion prevention and sealing systems for new and rehabilitation applications. DENSO developed the original Petrolatum Wax Tape and they have completed successful applications for over 75 years. DENSO's suite of corrosion products include: Petrolatum Wax Tapes for above/below grade applications, fast curing Protal Liquid Epoxies for standard and LOW TEMP applications, Bitumen and Butyl Tape systems, and Sealing/Molding products including their Profiling Mastic for irregular shaped valves and flanged connections.

ERICO

ERICO is the worldwide CP connections leader. ERICO was the first to develop the exothermic welded electrical connections that will never loosen, corrode or increase in resistance. The remotely detonated, CADWELD® PLUS system is the latest advancement in welded connections providing your crews with simple and quick installations from outside the ditch.

glas mesh co.

GLAS MESH CO. manufacturers and supplies a complete line of Fiberglass Reinforced Plastic (FRP) Corrosion/Abrasion control products for a variety of pipeline applications such as Bridge/Aerial Crossings, Compressor/Pumping Stations, and Meter Set/Station piping applications. Glas Mesh products include the FRP Shields, Spacers, Saddles, Flatties, Casing Insulators, Coated U-Bolts and EPI Seam-Sealer.

LB&A INC.

LB&A manufacturers a variety of Non-Conductive Pipe Rollers, Pipe Hangers, and related support hardware for pipeline Bridge Crossing applications. LB&A's Hangers and related support hardware are available in a variety of corrosion prevention finishes including stainless steel and a proprietary BLUECOAT system. LB&A products have been proven to provide long-term durability, weatherability and performance.

LIBERTY COATING COMPANY

A Liberty Group Company

LIBERTY COATING COMPANY, LLC is the Northeast leader in the application of anti-corrosion coatings for the gas, oil, electric, water and wastewater industries. In addition to our PRITEC® coating system, Liberty applies ID/OD Specialty Paint and Lining Systems and provides Pipe-Type Cable Flaring and Coatings. Liberty Coating is located on 35 acres with Rail and Truck access. Pipe Handling, Cutting, Storage, and Logistical Freight Services are also available.

LIBERTY SALES & DISTRIBUTION

Directional Drilling Coatings

LIBERTY SALES & DISTRIBUTION, LLC offers products from the pipeline industries leading manufacturers of HDD coating systems. These include the liquid epoxy coatings Powercrete J, Powercrete R-95, Denso ARO, Warrior 100, as well as the Canusa DDX heat shrink sleeve system. Liberty Sales readily stocks these coating systems, ensuring quick response and timely delivery.

LIBERTY SALES & DISTRIBUTION

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PRINCIPAL MANUFACTURERS

LIBERTY SALES & DISTRIBUTION

Pipeline Markers

LIBERTY SALES & DISTRIBUTION, LLC can provide you with all your marking needs for both underground and above ground infrastructure. The Liberty Dome Post, Test Station, Vent Casing Post, and Flat Marker Post are all made from impact resistant, UV stable plastics and resins that will provide long term marking protection. They are available in standard lengths and colors.

LIBERTY SALES & DISTRIBUTION

Pipeline Pigging Products

LIBERTY SALES & DISTRIBUTION, LLC serves the pipeline industry by distributing a wide selection of pipeline pigging products and accessories. Our pipeline pigging products are available in most sizes for cleaning, swabbing and batching solutions for your pipeline. Whatever the job requires, Liberty Sales can provide the proper pig, pig launcher or pig tracker, each customized to the customers specifications.

LIBERTY SALES & DISTRIBUTION

Liberty HD Rockshield®

LIBERTY HD ROCKSHIELD® provides high impact and abrasion resistance to protect all of your underground pipeline infrastructure needs. Made from a random looped, lead free, PVC material, this high-density rockshield will save you money by eliminating the need for select back fill, and provide long term abrasion resistance for the life of the pipeline. We will custom cut most orders to help reduce waste on your project. Liberty Sales and Distribution also provides a variety of lighter weight rockshields to meet all your underground pipeline protection needs.

LIBERTY SALES & DISTRIBUTION

Tracer Wire & Cathodic Protection

LIBERTY SALES & DISTRIBUTION, LLC supplies a variety of solid/stranded copper Tracer Wire and CP Wire for your damage prevention and corrosion protection needs. Our HMWPE Tracer Wire is insulated with a rugged, moisture resistant High Molecular Weight Polyethylene (HMWPE) ideal for direct burial applications in the Gas, Fiber Optic, Water and Wastewater Industries. Our CP wire is available in #2 - #8 sizes along with a variety of color options. Custom markings and packaging is available upon request.

MONTI

MONTI TOOLS INC. produces high quality surface preparation tools that provide consistent profile depth for field joints and countless other applications. The Monti Bristle Blaster Kit is available in both electric and pneumatic models with a wide selection of attachments. They are widely used in both shop and field applications and can provide SSPC-SP10 surface cleanliness and anchor profile up to 4.7 mils depending upon the substrate.

SPY PIPELINE INSPECTION COMPANY, LTD

PIPELINE INSPECTION COMPANY produces a host of pipe inspection products including the well known SPY Holiday Detector. Each of the SPY Portable Holiday Detectors offer an indefinite adjustable voltage settings range including the Model 780 (1kV-5kV), Model 785 (1kV-15 kV) and the Model 790 (5 kV-35 kV). The positive ground light and audible alarm features are designed with safety in mind and the rugged ergonomic design and easy installation batteries makes for the most efficient and reliable Jeep on the market.

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PRINCIPAL MANUFACTURERS

TECO AMERICAS

TECO AMERICAS - The FireBag® Thermal-activated Gas Shut-off Device automatically turns off the gas supply in the event of a fire, preventing explosions and the spreading of fire. In the unfortunate event of a fire, when the external ambient temperature of The Firebag® reaches 203-212°F (95-100°C) the metal alloy that keeps the plug & cartridge together melts. Then the spring pressure pushes the plug against the gas opening closing it completely. No fire or heat detectors are required to automatically intercept gas flow. Meets AGA/CGI ANSI Z21.15, DIN 3586 and UIE EN 1775 standards for indoor gas installations.

Western Technology
Explosion Proof & Low-Voltage Lighting Specialists
& Industry's Most Complete Line of Deadman Style Remote Controls

WESTERN TECHNOLOGY INC. is the premier manufacturer and supplier of Explosion Proof and Low Voltage Lighting products, serving a variety of industries. The NEW UL Approved, CLASS I DIV I BRICK Light offers brilliant white LED lighting with safety and "kick it tough" durability. The BRICK Light provides superior lighting with minimal heat generation even after hours of operation. Western Technology also provides a complete line of Explosion Proof Products for a variety of applications in hazardous locations.

WOODARD & CURRAN

WOODARD & CURRAN has successfully served the energy market for over 20 years providing a broad scope of regulatory, environmental, and construction support services with clients specializing in the generation, transmission, distribution, and the storage of energy. Woodard & Curran's experience includes electricity, natural gas, petroleum, nuclear energy, heat/power, and the renewable energy sectors. Typical services include: design engineering, linear project routing and permitting, site evaluations, feasibility studies, regulatory compliance, wetland use and resource permitting, mapping and GIS services.

CONTACT INFORMATION

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Wrapid Shield™ XL/XL-FC

CANUSA-CPS
A ShawCor Company

Fiberglass Mechanical Protection for Field Joints on Directionally Drilled Pipelines

Wrapid Shield™ XL/XL-FC is a fiberglass cloth, preimpregnated with a resin that can be activated by salt or freshwater to coat and protect any diameter of pipe within minutes. The product is formulated to resist shear, impact and abrasion on pipe coating systems above and below ground such as fittings and joints on all mill-coated pipe and as an outer wrap over heat-shrinkable sleeves for added mechanical protection.

Superior Mechanical Protection

- Provides unparalleled protection against impact, indentation, abrasion, punctures and tears that may result from directional drilling, rough handling, native backfills or severe in-service conditions.
- Designed to protect the underlying field joint coating from the effect of forces associated with directional drilling.

Chemical Resistance

- Resistant to corrosive salt water, soil acids, alkalies and salts, common chemicals, chemical vapors, and exposure to outdoor weathering and sunlight.

Long Term Corrosion Protection

- In combination with a heat-shrinkable sleeve the composition of the products is such that they provide an effective barrier to water and oxygen which provides effective corrosion protection and soil stress resistance.

Different Cure Speeds Available

- Wrapid Shield™ XL is available in 2 configurations depending on project or environmental conditions.
- Wrapid Shield™ XL is the standard version and has an application time of 20 minutes at 23°C.
- Wrapid Shield™ XL-FC is a Fast Cure version and has an application time of 5 minutes at 23°C.

Applications

- Oil & Gas
- Onshore Pipelines
- Offshore Pipelines
- Girth-Weld Joints
- Directional Drilling

Wrapid Shield™ XL/XL-FC

Fiberglass Mechanical Protection for Field Joints on Directionally Drilled Pipelines

The product information shown here is intended as a guide for standard products.

Consult your Canusa representative for specific projects or unique applications.

Typical Wrapid Shield™ XL Properties*	Test Method	Typical Values
Cure Time at 23°C**		20 min.
Lap Shear Strength	ASTM D3163	12 Mpa
Density	ASTM D792	1.15 g/cm³
Glass Transition Temperature (DSC)	ASTM D3418	Tg = 175 - 189°C
Tensile Strength	ASTM D638	248 MPa
Hardness	Shore D	80
Dielectric strength	ASTM D149	16 kV/mm
Flexural Strength	ASTM D790	405 MPa
Compressive Strength	ASTM D695	165 MPa
Impact Resistance	ASTM G14/G62 (MOD)	167 J
Typical Wrapid Shield™ XL-FC Properties*	**Test Method**	**Typical Values**
Cure Time at 23°C**		5 min.
Density	ASTM D792	1.14 g/cm³
Tensile Strength	ASTM D638	206 MPa
Hardness	Shore D	> 70
Flexural Strength	ASTM D790	372 MPa
Impact Resistance	ASTM G14/G62 (MOD)	167 J

*With an 8 layer system

**Cure times will vary depending on substrate temperature. Please contact your local Canusa office for help in determining which configuration would work best for your project's conditions.

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A division of ShawCor Ltd.

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Fax: +65 6749 8919

Canusa-CPS is registered to ISO 9001:2008

PDS_Wrapid Shield™ XL/XL-FC_rev010

Since 1967, Canusa-CPS has been a leading developer and manufacturer of specialty pipeline coatings for the sealing and corrosion protection of pipeline joints and other substrates. Canusa-CPS high performance products are manufactured to the highest quality standards and are available in a number of configurations to accommodate many specific project applications.

CANUSA-CPS
A ShawCor Company

Pipeline corrosion Protection

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 9/30/2015

Subject: Adhesion Testing – Field Coating

Directive Number: 2015 - 011

An adhesion test shall be performed on an average of 2% of epoxy coated welds from April 1st through September 30th and 5% of epoxy coated welds from October 1st through March 31st, as well as on a minimum of one coated weld in the string for each HDD installation.

The instructions for completing these tests, "**QA/QC Adhesion Test for Field Applied Coatings (Revision 0)**," is attached to this directive.

Any questions on adhesion should be directed to Christopher LeForce or Eric Curtis.

This directive supercedes directive 2015- 008.

Issued by (print): Christopher LeForce

Signature: [signature]

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

TAB 8

Vermont Gas

Corrective/Preventive Action Request (CPAR)

CA ■ PA ☐

(Check appropriate box to indicate corrective or preventive action)

Initiator: K. Oxholm

Corrective Action # 2015-002

or

Date: 9/1/15

Preventive Action #

	Date Due	By/Assigned to	Completed Initials & Date
Investigation		Kristy Oxholm	KHO 12/17/2015
Implementation		Chris LeForce	CAL 12/18/2015
Audit			
CAR/PAR closed			

Description of Issue

Concern was expressed about the use of sand berms/pillows instead of sand bags for pipe support since it was not specifically called out in the technical specifications as an approved method of support and padding.

Work Processes need to be modified or ceased during investigation?: Yes x No ___
If so, specify:

Use of sand berms/pillows was ceased during the investigation.

Approved by: [signature] Date: 12/18/2015

Investigation Finding

During investigation, Michels agreed to cease use of the berms/pillows in favor of sand bags.

Regardless of the support material/type, the pipe supports in the length of the trench are only temporary support (to achieve separation of the pipe from rocks or hard bottom in the trench bottom) until the padding/backfill material is placed around and under the area between the supports.

The sand berms/pillows react to the weighted pipe in a similar manner as the padding/backfilled soil that is subsequently installed between these supports, thereby achieving a consistent, continuous, and uniform surface for the pipeline.

The dirt berm/pillow supports are created/installed by the padding/sifting hoes, are much wider than sandbags supports (larger load bearing area), and are free of deleterious materials, rocks, etc. This method is an accepted practice in the pipeline industry.

Rev. 0 07/24/2015

Vermont Gas

Corrective/Preventive Action Request (CPAR)

Recommendations for Corrective / Preventive Action
Recommend the discontinuance of the use of sand berms/pillows, unless it is added to the technical specifications as an approved method of support and padding of the pipe.

Action Taken / Verification
Sand berms/pillows were not approved as an alternative to sand bags for further use. Based on information (attached) that the use of sand berms/pillows is a common industry practice the berms/pillows that are already in place will be left in use.
Any future re-evaluation and follow-up required? Yes ___ No x If so, specify:
Verified by: __________ Date: __________ Was action taken effective? ☐ Yes ☐ No If no, new CA/PA number: ______ __________ Comments: __________

Rev. 0 07/24/2015

Kristy Oxholm

From: Shawn Pomerleau <spomerle@michels.us>
Sent: Thursday, December 17, 2015 5:10 PM
To: Kristy Oxholm
Subject: RE: Sand/Earth Berms

Kristy – The sand berm method of temporary pipe support (prior to adding padding material) is a common practice within the pipeline industry. Generally these are installed with the use of a padding bucket which screens/filters the material. As these sand berms are built using native backfill material the pipe is able to settle consistently. I have never heard of, or seen, this method cause adverse conditions to the pipeline. Let me know if you need anything else. I will be glad to help. Thank you.

Shawn Pomerleau | Project Manager

Michels Pipeline Construction
A Division of **MICHELS Corporation**
office: 724.249.2065 | cell: 920.737.4701
spomerle@michels.us | www.michels.us
2155 Park Avenue, Suite 105
Washington, PA 15301

From: Kristy Oxholm [mailto:KOxholm@vermontgas.com]
Sent: Thursday, December 17, 2015 5:00 PM
To: Shawn Pomerleau <spomerle@michels.us>
Subject: Sand/Earth Berms

Good Afternoon,

Have you seen the sand/earth berm (pillow) method of temporary pipe support when installing pipe (prior to backfilling) prior to the VGS installations?

If so, have you ever seen them cause any Conditions Adverse to Quality?

Is this a common practice in the pipeline industry?

Thanks,
Kristy

Building Interstate Natural Gas Transmission Pipelines: A Primer

INGAA FOUNDATION REPORT 2013.01

January 2013

The INGAA Foundation, Inc.

The INGAA Foundation Inc.
20 F Street NW Suite 450
Washington, DC 20001

INGAA Foundation Ad-Hoc Construction Committee

Steering Committee/Working Group:

INGAA Foundation	Rich Hoffmann
Alliance Pipeline	Harold Kraft
Bi-Con Services	Denny Patterson
CenterPoint Energy	Erik Dilts
El Paso	Daniel Martin
El Paso	Mike Morgan
Integrated Pipeline Services	Tom Alexander
Integrated Pipeline Services	John Allcorn
Mears	John Fluharty
TransCanada	Mark Domke
Williams	Mario DiCocco

Significant Contributions:

CenterPoint Energy	Debbie Ristig
Energy Transfer	Eric Amundsen
Energy Transfer	Kirk Peterman
Energy Transfer	Dan Pribble
INGAA Foundation	Kevin Voelkel
Kinder Morgan	Dwayne Burton
Sheehan Pipeline	David Sheehan
Spectra Energy	Joseph Ramsey
Spectra Energy	Andy Drake
Sunland	Craig Meier
Process Performance Improvement Consultants, LLC	John Zurcher
TransCanada	Tracy Schultz

Process Performance Improvement Consultants, LLC	Mark Hereth, Technical Lead and Facilitation

Cover photo courtesy of Alliance Pipeline.

Table of Contents

[1] See foreword for a description of the process used to determine space requirements.

Foreword

This primer was written to explain how interstate natural gas pipelines are constructed, from the planning stages to completion. The primer is designed to help the reader understand what is done during each step of construction, how it is done, the types of equipment used, and the types of special practices employed in commonly found construction situations.

It also describes practices and methods used to protect workers, ensure safe operation of equipment, respect landowner property, protect the environment and ensure safe installation of the pipeline and appurtenances.

This report is meant to be used by all those interested in pipelines and their construction, including federal agencies, landowners, the public, state and local governments, emergency responders and new employees of pipeline and construction companies.

This primer, which was reviewed by INGAA Foundation member companies, updates previous works produced by the INGAA Foundation.

In particular, the steering committee working group determined nominal technical space requirements discussed in Appendix A. This group also designed the drawings in Appendix B. Project specific circumstances will have a bearing on the workspace proposed by individual pipeline project applicants. When determining nominal workspace requirements, the pipeline company must consider the space needed for the safest construction possible, including personnel safety, staging of pipe and pipeline appurtenances, efficient movement of materials and equipment, as well as diligent management of environmental impacts.

Concrete coating may be used under streams and in wetlands. Weighting is applied to manage buoyancy in special circumstances, such as river and wetland crossings.

Valves and appurtenances are coated with either FBE or coal tar.

The March 2009 QA/QC Workshop mentioned above also identified an opportunity to improve coating practices on the portion of the pipe where girth welds have been made. A group of INGAA Foundation members worked together in 2010 and 2011 to develop guidance for coating applicators and coating inspectors. The group produced a report entitled, Training Guidance for Construction Workers and Inspectors for Welding and Coating, which is available on the INGAA Foundation Web Site. A separate working group of INGAA Foundation members evaluated challenges with applying coatings during construction. The group developed a report entitled, Best Practices in Field Applied Coatings, also available on the INGAA Foundation Web Site.

3.9 Lowering the Pipe into the Trench

Prior to lowering the pipeline, the trench is cleaned of debris and foreign material, and dewatered as necessary. Trench dewatering entails pumping accumulated groundwater or rainwater from the trench to stable upland areas. The work is performed in accordance with applicable local, state and federal permitting requirements, as well as the operator's procedures. In rocky areas, the bottom of the trench is padded with sand, gravel, screened soils, sandbags or support pillows to protect the pipe coating. Topsoil is not used as padding material.

As described above, an inspection of the coating via jeeping is performed to ensure the integrity prior to lowering. Any coating anomalies detected are repaired.

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 9/1/2015

Subject: Construction in Sand Area

Directive Number: 2015 - 005

In 3.5(B) – Bedding and Backfilling of Section 312333 – Trenching, Pipe Laying, and Backfilling of the Technical Specifications: pipe supports shall be installed in all locations prior to backfilling, unless otherwise directed by the Construction Management Team.

This document serves to direct the construction without pipe supports in the sand area from station 240+26 to station 279+75, as the uniform sand in the trench meets requirements for select backfill.

Issued by (print): John Stamatov

Signature: JR. Stt, Prj. Mgr

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 8/31/2015

Subject: Backfill Compaction in Typical Cross-Country Areas

Directive Number: 2015 – 006

In 3.5(D)(1) – Bedding and Backfilling of Section 312333 – Trenching, Pipe Laying, and Backfilling of the Technical Specifications, it states that the pipe trench in typical cross-country areas shall be thoroughly compacted by mechanical means to avoid any future trench settlement. In these cross-country areas, the trench can be compacted by mechanical means using an excavator bucket.

Compaction shall occur when there is at least 12" of sand padding and 12" of general backfill above the pipe and at a maximum of 24" lifts thereafter. Final compaction at grade can be completed using either an excavator bucket or the tracks of a piece of excavating equipment.

The use of an excavator for mechanical means of compaction in cross-country areas is typical in transmission line construction.

Issued by (print): Kristy Oxholm (for Christopher LeForce)

Signature: KMOxholm

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 8/31/2015

Subject: General Backfill Materials

Directive Number: 2015 – 007

In 2.1(B) – Materials of Section 312333 – Trenching, Pipe Laying, and Backfilling of the Technical Specifications, it states native materials containing no stones or clods larger than 3" in the longest dimension are acceptable for general backfill. This directive will serve as notice that native materials containing no stones or clods larger than 6" in the longest dimension are acceptable for general backfill.

The VGS Operations and Maintenance Manual in the Trenching and Backfilling Procedure allows for this change to the specification and now the two documents will be consistent.

Issued by (print): Kristy Oxholm (for Christopher LeForce)

Signature: KMOxholm

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

TAB 9

Vermont Gas

Corrective/Preventive Action Request (CPAR)

CA ■ PA □

(Check appropriate box to indicate corrective or preventive action)

Initiator: Christopher LeForce

Corrective Action # 2015-008

or

Date: 7/1/2015

Preventive Action #

	Date Due	By/Assigned to	Completed Initials & Date
Investigation	6/18/2015	Christopher LeForce	CAL 12/11/2015
Implementation	9/1/2015	Christopher LeForce	CAL 12/11/2015
Audit			
CAR/PAR closed			

Description of Issue

The horizontal direction drilling (HDD) installation of the 12" transmission line, as part of Phase I of ANGP, under route 2A and the railroad in Essex did not meet the current acceptance criteria, at that time, for installation. The pipe was installed by ECI.

Work Processes need to be modified or ceased during investigation?: Yes ___ No x

If so, specify:

Approved by: [signature] Date: 12/11/15

Investigation Finding

When the pipe was first pulled out of the bore hole and inspected, there was coating damage both on a weld and to the pipe. The welds were coated with Powercrete R-95 liquid epoxy and there was damage down to metal on the weld inspected. The coating damage on the pipe went through the abrasion resistant overlay (ARO) and through the fusion bonded epoxy (FBE) to bare metal. Additional pipe was pulled through the hole for inspection, which is allowed by the VGS Operations and Maintenance Manual. An additional 15 feet of pipe was inspected and an additional weld. No coating damage was found on the pipe but there was one small area of coating damage found on the weld, which was down to bare metal.

Rev. 0 07/24/2015

Vermont Gas

Corrective/Preventive Action Request (CPAR)

Recommendations for Corrective / Preventive Action
With only one small area having coating damage and the fact that pulling more pipe through the hole could cause more damage because it had been idle for multiple days, VGS decided to look for another method of inspection. It was decided that an above ground indirect corrosion survey would be completed on the pipe.

Action Taken / Verification
See attached
Any future re-evaluation and follow-up required? Yes x No ___ If so, specify:
EN's recommendation is to perform a Close-Interval Survey (CIS) within six months of commissioning the system and verify if the pipeline is meeting NACE criteria for cathodic protection. This will be completed in the spring of 2016.
Verified by: ______________________ Date: ____________ Was action taken effective? ☐ Yes ☐ No If no, new CA/PA number: ________ Comments: ______________________

Rev. 0 07/24/2015

Attachment to CAR 2015-008
Action Taken / Verification

VGS hired EN Engineering to conduct the indirect inspection of the pipe. EN Engineering provides "comprehensive and dependable engineering, consulting, and automation services to pipeline companies, utilities, and industrial customers." EN Engineering reviewed and revised VGS' Direct Assessment procedure and was hired in 2015 to conduct a direct assessment on multiple sections of pipe in VGS' transmission system. Their credentials are attached.

EN performed a close-interval survey (CIS), a alternating current voltage gradient (ACVG) survey, and a direct current voltage gradient (DCVG) survey on the section of pipe installed by HDD. The ACVG survey found one minor coating defect on the upstream side of the pipe, but the DCVG survey found no indications. EN concluded that its appears "that this segment of pipe could be adequately cathodically protected as long as coating damage does not exist anywhere else along the pipe that would raise the necessary cathodic protection levels" and that "based on the testing, it appears this section of pipe is acceptable." They do indicate that the survey is most effective at depths of less than 20 feet. Although a majority of this section of pipe is greater than 20 feet deep, there is an approximately a 100-foot portion of pipe that was pulled through the entire hole on the lead end at a depth of 20 feet or less. The survey did not find any coating defects on this portion of pipe. A copy of report is attached.

In addition, VGS will be commissioning the cathodic protection (CP) system at the gas-up of the pipeline. This will provide additional protection should any other coating holidays exist on the pipeline.

ENEngineering

Date: 8/19/15

To: Chris LeForce
Vermont Gas Systems
Engineering Manager
CLeForce@vermontgas.com

From: Kristi Sparbanie
T: (630)353-4024
F: (630)353-7777
ksparbanie@engineering.com

Subject: Project # F56637.00: Route 2A/Rail Crossing HDD Coating Investigation Findings

Vermont Gas Systems retained the services of EN Engineering (ENE) to conduct a coating integrity analysis along the Route 2A/Rail Crossing HDD Bore. The testing and analysis was performed to identify any possible coating faults along the 760 foot length of 12" pipe. The pipeline station is approximately 108+00 to 116+00. This is one HDD segment and is part of an approximately 41 mile "Addison Rutland Natural Gas" project. The HDD is located in Essex, Vermont.

The testing was performed and completed on July 16, 2015 by ENE. The testing that was performed included the following:

- Close-Interval Survey (CIS Native) – This survey was performed to acquire the native potential values of the survey section.
- Close-Interval Survey (CIS DC Applied) – This survey was performed by installing a temporary rectifier and ground bed to determine how much current would be needed to protect this section of pipe. Once the temporary system was installed an "On" and "Instant Off" survey was performed.
- Alternating Current Voltage Gradient (ACVG) – This survey was performed to locate any coating holidays along the pipe.
- Direct Current Voltage Gradient (DCVG) – This survey was performed to locate any coating holidays along the pipe. If a coating holiday is located, side-drain readings are taken to calculate the %IR reading to determine the severity of the coating holiday.

All testing that was performed is found to be the most reliable when pipe depths are less than 20 feet deep. For the majority of the 760 foot section of pipe that was tested, the depth of cover was greater than 20 feet with a maximum depth of 55 feet.

Test Results
A native CIS survey of the pipe was performed.

- The survey did not show any moderate or severe anodic or cathodic peaks.
- Most of the native pipe-to-soil potentials ranged from -400mV to -500mV.

An "On" and "Instant Off" CIS survey was performed when a temporary interrupted current source of 10mA was applied to the 760 foot section of pipe to simulate a cathodic protection system.

- The data collected does not indicate the potential for any moderate corrosion activity (Moderate dips: "On" readings more negative than -850mV and "Instant Off" readings more positive than -850mV).
- The data does not indicate the potential for any severe corrosion activity (Severe dips: "On" and "Instant Off" readings more positive than -850mV).
- The data indicated two (2) minor dips in the survey at neat station 3+50 and 5+75.
- The pipeline exhibited rapid polarization from the applied CP current.
- VGS indicated the original design parameters for this pipeline was a 1mA/ft^2 density value and a 95% or better design coating. Based on the design, ENE calculated a current density value of 126mA would need to be applied to represent the origin design parameters.

The ACVG survey performed found one minor coating defect at station 5+95, two feet from the east side of Colchester Rd.

- One (1) minor coating defect was discovered along the 760 foot section of pipe. The coating defect was 42 dBμV.

The DCVG survey performed did not indicate any coating faults.

Analysis
Analysis of the CIS survey data, ACVG, and DCVG indicate that only one (1) minor coating defect was identified along the entire 760 foot HDD bore and there were no moderate or severe anodic or cathodic peaks in the survey data.

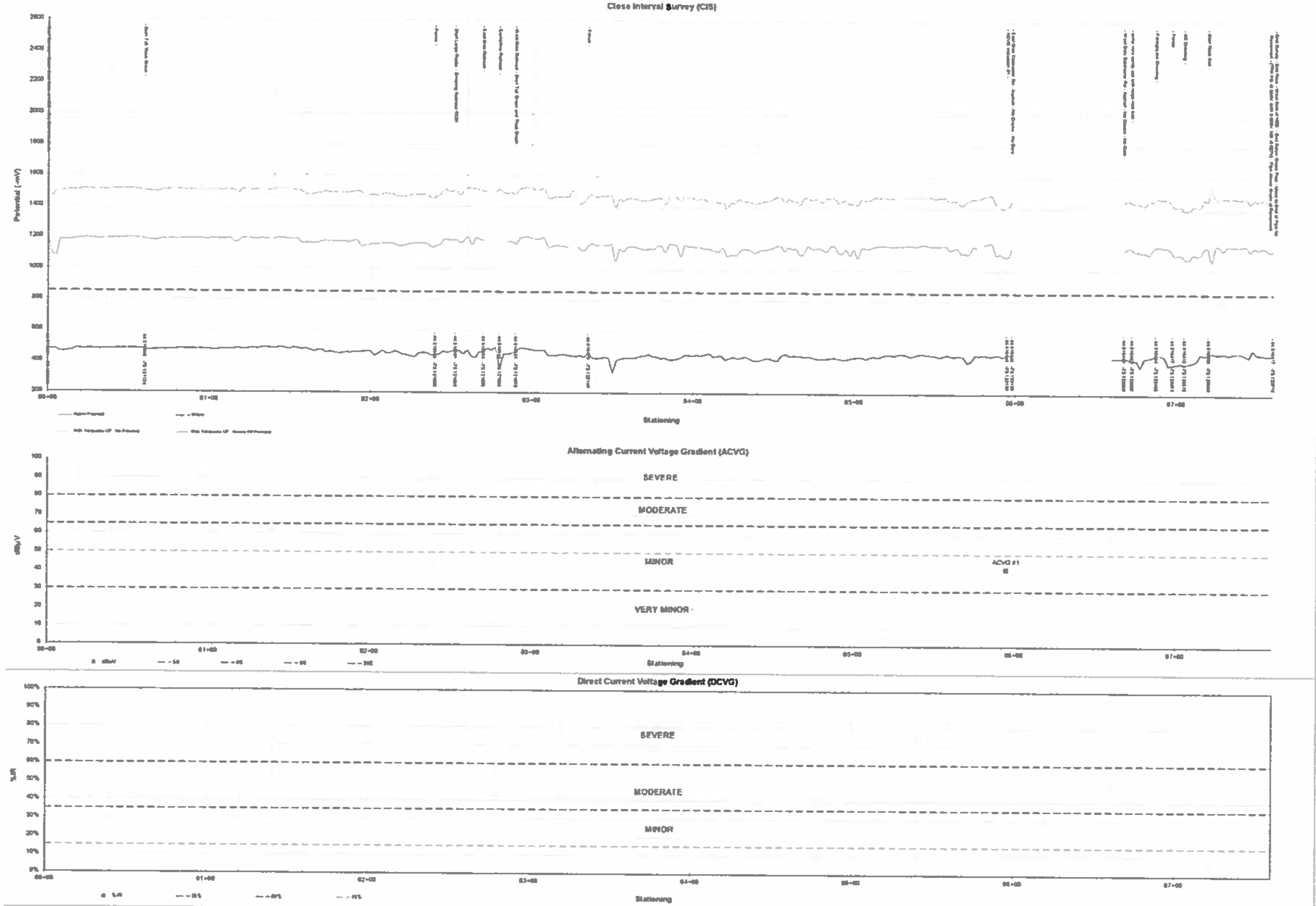
The values used for the proposed cathodic protection system were 1 mA/ft2 and a 95% effective coating design basis. Based on this, it would appear that this segment of pipe could be adequately cathodically protected as long as coating damage does not exist anywhere else along the pipe that would raise the necessary cathodic protection levels.

Based on the testing, it appears this section of pipe is acceptable. However, the pipe depth was greater than 20 feet deep and at that depth the surveys performed are not as reliable. It is possible that additional indications exist on this section of pipe, but because of the depth they are not being picked up with the limitations of the equipment. In addition, the surveys performed do not determine if physical damage or wall loss is present in the pipeline steel wall.

Recommendations
Perform a Close-Interval Survey (CIS) within six months of commissioning the system and verify if the pipeline is meeting NACE criteria for cathodic protection.

Vermont Gas Systems - HDD Assessment

0+00 to 7+60



EN Engineering

2015 - VGS

ENEngineering

2 November 2015

Vermont Gas Systems, Inc.
85 Swift Street
South Burlington, Vermont 05043

Attention: Kate (Rich) Marcotte
Operations Engineer
kmarcotte@vermontgas.com
802.951.0388 (office)
802.922.3254 (mobile)

Reference: References/Resumes for VGS HDD coating survey

Dear Kate:

I am providing the following information based on your October 14, 2015 request as e-mailed to Alfredo (Fred) Ulanday, Sr. Project Manager (ENE).

To date for Vermont Gas, EN Engineering has only completed the corrosion engineering assessment of two (2) HDD locations on the 41 mile "Addision Rutland Natural Gas" project.

EN Engineering is currently providing a large Midwest natural gas transmission company with HDD corrosion engineering assessments over the past two (2) years. This is being performed on over 40 HDD locations on two (2) active pipeline construction projects. HDD corrosion engineering assessment is the result of an earlier HDD installation where the pipeline was believed damaged during the installation. The process of assessment is now part of contract specifications and consists of the following:

- Perform the following testing at all HDD locations:
  - Close-Interval Survey (Native Readings) – Used to identify any anodic or cathodic peaks
  - Close-Interval Survey ("On" and "Instant Off" survey when current is temporary applied to the pipeline) – Used to identify any anodic or cathodic peaks and if the HDD pipeline segment can be protected with the current design parameters
  - Current Demand Testing – Used to determine if the HDD pipeline segment can protected with the current design parameters
  - ACVG Survey – Used to determine if any coating holidays exist
  - DCVG Survey – Only performing DCVG if the pipeline was too deep and the ACVG equipment could not be used
- The HDD testing is more accurate when the pipe is less than 20 feet deep. The survey can still be performed at depths greater than 20 feet deep, but some of the equipment and/or testing methods might not be as reliable.
- The HDD testing ENE performs does not determine if physical damage or wall loss is present.
- The HDD testing can determine if the pipeline segment can be protected with the proposed design parameters.
- The HDD testing is best performed when the pipeline ends are exposed and not connected to the remainder of the pipeline. The ends should have temporary test leads installed and no drill equipment should remain on the pipe.

A criterion for the confirmation of HDD acceptability from a corrosion engineering perspective is used to clearly define the acceptability of an HDD installation and includes the following:

- Testing results may not be in excess of the following:
    - Any single coating indication greater than 80 dBμ V.
    - More than four (4) coating indications greater than 65 dBμ V but less than or equal to 80 dBμ V per 160-ft of individual HDD installation.
    - Cathodic protection current demand in excess of 2 ma/ft^2 for an assumed 98% effective coating (2% bare); with Close interval survey (CIS)
    - Any single location that cannot be polarized (pipe-to-soil instant off measurement) equal to or more negative than -0.950 Vdc using a protective cathodic protection current as established above.

EN Engineering employees working on this project have included: Adam Gervasio, Ryan McCarthy, Corey Mitchell, Dominic Ciarlette and Kristi Sparbanie.

EN Engineering has been performing this type of testing on various projects over the last thirteen (13) or more years – most significantly with the following companies:

- Valero, Illinois– 60-foot depth HDD installation associated with liquids line from terminal to dock facility

- Enbridge Energy: Line 14 – New Pipeline construction from Construction from Illinois/Wisconsin border to Griffith, Indiana. Corrosion engineering field inspection of all HDD or bore type crossings on Line 14 construction[1]

- Nicor Gas: Multi-year Contract (2001 to 2010) – Various HDD or bore type crossings inspected as part of corrosion control engineering and cathodic assessment projects.

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[1] Line 14 is routed from Superior, Wisconsin to Griffith, Indiana. Corrosion engineering inspection was only performed on the Illinois/Indiana section of the pipeline construction project. No post construction issues were found on this section of pipe; however, many post and significant construction issues, related to corrosion control and cathodic protection, were found on the section of pipeline from Superior, Wisconsin to the Illinois/Wisconsin border.

I wish to thank-you for the opportunity to provide you with this information. Please let Fred or I know if you have any other questions or additional need for information. I can be reached at 630.353.4039.

Sincerely,

David A. Schramm
Vice President
Corrosion Control Engineering
630 353 4039 (Office)
630 353 7777 (Fax)
630 303 1213 (Mobile)
dschramm@enengineering.com

Attachment: Resumes

- A. Gervasio, R. McCarthy, C. Mitchell, D. Ciarlette, K. Sparbanie, D. Schramm

Management-of-Change and Approval Record (MOCAR)			
Date	Version	Description	Name
11/02/2015	0.1	FINAL	Ulanday
10/31/2015	0.1	DRAFT	Schramm

Dominic Ciarlette
Design Engineer - Integrity

Key Relevance
MAOP Verification
External/Internal Corrosion Direct Assessment
Corrosion Control Field Assessments

Job Title:
Design Engineer
Integrity

Years with EN Engineering: 1

Total Years of Experience: 1

Primary Office Location:
Warrenville, IL

Education:

- BS, Chemical Engineering, University of Illinois at Chicago

Overview: Mr. Ciarlette is a graduate of University of Illinois at Chicago. Since joining EN Engineering, he has served as a team member for MAOP verification projects, as well as working on other integrity based projects and tasks.

Relevant Projects:

Genesis - MAOP Verification
Alabama Participated in MAOP verification including quality assurance activities to confirm accuracy and completeness. Reviewed and assessed pipeline engineering documents used to validate the pipeline MAOP. Assembled spreadsheets to track pipeline features and examined pipeline specifications and tests to determine safe operating conditions.

Pacific Gas and Electric - MAOP Verification
California Participated in MAOP verification including quality assurance activities to confirm accuracy and completeness. Reviewed and assessed pipeline engineering documents used to validate the pipeline MAOP. Assembled spreadsheets to track pipeline features and examined pipeline specifications and tests to determine safe operating conditions.

DTE - ECDA/ICDA Surveys
Michigan Performed Close Interval Survey (CIS), Alternating Current Voltage Gradient (ACVG), Current Attenuation, Elevation and Depth of Cover Surveys.

MidAmerica Energy - Direct Assessment Surveys
Iowa Performed Close Interval Survey (CIS), Alternating Current Voltage Gradient (ACVG), Current Attenuation, Elevation and Depth of Cover Surveys.

Enbridge – Elevation Surveys
Illinois Performed Elevation and Depth of Cover Surveys for crude oil transmission line.

NIPSCO - MAOP Verification
Indiana Participated in MAOP verification including quality assurance activities to confirm accuracy and completeness. Reviewed and assessed pipeline engineering documents used to validate the pipeline MAOP. Assembled spreadsheets to track pipeline features and examined pipeline specifications and tests to determine safe operating conditions.

Adam Gervasio
Design Engineer - Corrosion

Key Relevance
Corrosion Control Field Assessments
Cathodic Protection Trouble Shooting
Atmospheric Corrosion Inspection
Corrosion Control Field Assessments

Job Title:
Design Engineer
Corrosion

Years with EN Engineering: 2

Total Years of Experience: 3

Primary Office Location:
Warrenville, IL, USA

Education:

- B.S., Civil Engineering, University of Illinois, Chicago, IL.

Professional Certifications:

- Professional Engineer Intern
- OSHA 30 Hour Construction Course
- Cathodic Protection Test (CP1), NACE

Overview: Adam Gervasio has two years experience of project experience in cathodic protection, corrosion control survey. Prior to joining EN Engineering, he worked for Weeks Marine doing heavy marine construction and environmental remediation in addition to interning at TY Lin and Cook County Highway department. He is a Cathodic Protection Tester and has passed the FE Exam.

Relevant Projects:

Cook County Highway Department
Assisted in reviewing permits on behalf of the Transportation and Planning division. Processed and prepared new permit requests on behalf of Permits division. Aided in the development of proposals for RTA/CMAP grants. Evaluated possible solutions for specific problem intersections/traffic related issues. Location: IL

T.Y. Lin International
Worked in a team, met various project deadlines, where I assisted in civil design and drafting work on the proposed Cermak Green Line elevated CTA (rail) station from 30% to bid-set submittals. Including: Removal Plan, Maintenance of Traffic, Proposed Work, Track Design, Grading Plan, Pavement Markings, Existing Conditions, and documentation control. Location: IL.

Weeks Marine
Collected, processed and analyzed hydrographic and beach survey data using electronic data collection instruments (DGPS, digital echo sounder, RTK etc.) and custom software packages. Analyzed daily collected dredge data for projects managers and superintendents to optimize operations efficiency at individual job sites. Responsible for constructing dig patterns using custom software to maximize dig productivity. Led a survey crew in gradation for beach nourishment and disposal areas. Responsible for troubleshooting, functionality and accuracy of all land and water survey equipment. Assisted in the mobilization and demobilization of all projects assigned to. Location: NY, NC, FL, LA

MidAmerican Energy - Cathodic Interval Survey
Operator in a closed interval survey for a 100 mile pipeline along with gathering soil resistivity data along the length of the pipeline. Location: IA

NIPSCO
Performed field inspections in order to determine if pipelines were bare steel along with final analysis and report writing. Testing included PCM attenuation Locations: IN

Zoetis INC.
Performed a leak detection survey in addition to report writing and analysis. Locations: IL

Alliant Energy
Performed cathodic protection testing of the protective coating on all completed horizontal directional drilled (HDD) locations. Field procedures included the following testing to be performed: Alternating Current Voltage Gradient Survey (ACVG), Close-Interval Survey (CIS), and Electrical Conductance Testing at all completed HDD locations. Locations: WI, IA

Relevant Projects (Cont'd)

National Fuel Gas – AC Mitigation Design
Gathered soil resistivity and assessed existing power line systems in the field for proposed 96 mile pipeline. Locations: PA, NY

Ryan McCarthy

Corrosion Technician - Corrosion

Key Relevance
Corrosion Control Field Assessments
Cathodic Protection Trouble Shooting
Internal Corrosion

Job Title:
Corrosion Technician
Corrosion

Years with EN Engineering: 2

Total Years of Experience: 2

Primary Office Location:
Warrenville, IL, USA

Education:

- Harper College
- Illinois State University

Professional Certifications:

- Cathodic Protection Tester (CP1), NACE
- NCCER – Pipeline Core 2013

Overview: Mr. McCarthy has over two (2) years of experience in the corrosion industry, focusing primarily on coating, external corrosion and integrity. I became a Cathodic Protection Tester in February 2014.

Relevant Projects:

EN Engineering – Corrosion Technician
Survey and analysis of cathodic protection annual and troubleshooting surveys including CIS, DCVG, ACVG and ICDA. Thermite welding of valve connections. Confined space supervisor and maximum allowed operating pressure (MAOP). Location: IL

Exxon Mobile
Annual cathodic protection survey. Observe and performed pipe to soil readings in gas storage tank in refinery. Troubleshooting shorted wiring to gas tanks. Locations: IL

Nicor - Aux Sable AC Mitigation Design
Field assessed and modeled a proposed 30 mile pipeline in a highly congested ROW corridor. Provided mitigation design and construction support for multiple phases of installation. Location: IL

Genesis
Completed maximum operation pressure forms for Genesis Martinville-Gwinville Junction and Freestate pipeline. Locations: MS

Integrity Solutions - AC Assessment and Design
Provided AC assessment procedures and field guidelines for third party contractors. Evaluated the collected data and modeled 485 miles of a proposed pipeline. Provided AC mitigation design for various locations along the ROW. Locations: WY, MT

Illinois American Water
Confined Space Supervisor. Thermite welding connections at valves. Location: IL

Enbridge – Spearhead line 55
Annual Cathodic protection survey. Pipe to soil readings at test stations, bonds, foreign crossings and valves. Measurements and inspection of rectifiers. Mainline valve inspections. Location: OK, KS, MO, IL

MidAmerican Energy (MEC)
Cathodic protection survey including: AVCG and CIS of Illinois – Iowa gas transmission pipelines. Locations: IL, IA

DTE Energy
Cathodic Protection survey including: ACVG, CIS, IDCA and stationing of Frankfort, Powers-Gladstone, Powers – Iron River, Mackinaw, and Petoskey gas transmissions pipelines. Location: MI

Alliant

HDD survey including: ACVG, DCVG, and CIS of Oakdale and Clarinda gas transmission pipelines. Cathodic protection survey including: CIS of Story County gas transmission pipeline. Location: IA, WI

NIPSCO

Pipe to soil readings at test stations, bonds, foreign crossings, and valves. Measurements and inspection of NIPSCO rectifiers. Soil resistivity of NIPSCO gas transmission pipeline. Bare steel inspection of NIPSCO gas distribution pipeline. Location: IN

Explorer

AC Mitigation survey: Soil resistivity for Explorer gas transmission pipeline. Location: IL

Key Relevance
Cathodic Protection Design
Corrosion Control Field Assessments
Cathodic Protection Trouble Shooting
AC Mitigation Design and Analysis
Atmospheric Corrosion Inspection
Internal Corrosion

Job Title:
Sr. Design Engineer
Corrosion

Years with EN Engineering: 3

Total Years of Experience: 3

Primary Office Location:
Warrenville, IL, USA

Education:

- B.S., Civil Engineering, Southern Illinois University, Carbondale, IL

Professional Certifications:

- Cathodic Protection Test (CP1), NACE
- Cathodic Protection Technician (CP2), NACE

Overview: Mr. Mitchell is an engineer with three (3) years of project experience in cathodic protection, corrosion control survey and inspection. Work on a vast array of different and unique projects provides Mr. Mitchell with an excellent background in pipeline corrosion control and integrity field services within the: oil, gas, and water transmission and distribution arena. Mr. Mitchell is proficient in the entire external corrosion direct assessment (ECDA) and internal corrosion direct assessment (ICDA) process including the performance of:

- Close-interval survey (CIS),
- Direct current voltage gradient (DCVG),
- Alternating current voltage gradient (ACVG),
- Current attenuation (PCM), and
- Pipeline profile surveys.
- ICDA Dig Assessment
- ECDA Dig Assessment

Relevant Projects:

Pacific Gas and Electric (PG&E)
MAOP Verification: Reviewed and evaluated historical pipeline engineering documents to determine the current pipeline MAOP as determined by PHMSA requirement 49 CFR Part 192 – Subparts J & L. Assembled spreadsheets to track pipeline characteristics and examined pipeline specifications and tests to determine operating safety of existing pipeline. Performed Quality Control of team of 7 engineers to ensure an accurate and uniform deliverable. Location: CA

Enbridge
Foreign Operations: Performed a review of foreign operations for Enbridge's proposed pipeline and contacted each foreign operator to schedule and compile encroachment agreements between companies. CP Construction: Contributed as part of a team in the design of a cathodic protection system of a new 600 mile pipeline. Collected field data at key locations along proposed route required for CP design and coordinated any/all foreign operations that took place along ROW. Responsible for providing construction oversight for 150+ miles during installation of cathodic protection test stations, ground-beds, and rectifiers. Affectively communicated with a multitude of construction crews throughout the installation process to ensure a quality product be delivered to the client. Annual / Exceptions Report: Organized and reviewed data collected during annual surveys along several Enbridge pipelines throughout the Midwest. Compiled and prepared annual reports for both D.O.T. and Enbridge field personnel detailing any non-compliance issues found during the survey. Locations: IL, MO, KS, OK

Relevant Projects: (Cont'd)

Blue Racer
Impressed Current Cathodic Protection Design: Collected soil resistivity along ROW and designed a cathodic protection system for twenty-eight (28) miles of parallel 10" and 8" pipelines located within the state of Ohio. Provided a review of existing CP test stations with recommendations, Impressed Current Protection Design, CP typicals for construction, BOM for CP design, and a CP design report to the client. Galvanic Cathodic Protection Design: Collected soil resistivity along ROW and designed a cathodic protection system for 2.77 miles of 12" pipe located within the state of Ohio. Provided an AC threat assessment, Galvanic Cathodic Protection Design, CP typicals for construction, BOM for CP design, and a CP design report to the client. Location: OH

DTE
ECDA / ICDA Survey: Performed Close Interval Survey (CIS), Alternating Current Voltage Gradient (ACVG), Current Attenuation, Elevation and Depth of Cover Surveys as well as collected soil resistivity data. Prepared indirect examination, direct examination, and post-assessment reports. Locations: MI

MidAmerican Energy (MEC)
CIS Survey: Performed Close Interval Survey (CIS) along 100+ miles of pipeline throughout the state of Iowa. Lead and trained a crew to perform the necessary duties to collect the necessary data to complete the project affectively. Collected soil resistivity readings at half mile intervals along all surveyed pipelines. Lead data and equipment management throughout the project to ensure a quality product would be delivered to the client. Locations: IA

CF Industries
Responsible for providing construction oversight for of cathodic protection facilities: such as anodes, test stations, insulating flanges, and Dairyland devices. Performed data collection and baseline readings at new cathodic protection test stations. Affectively communicated with a multitude of construction crews throughout the installation process to ensure a quality product be delivered to the client. Locations: IA

Alliant
Performed cathodic protection testing of the protective coating on all completed horizontal directional drilled (HDD) locations. Field procedures included the following testing to be performed: Alternating Current Voltage Gradient Survey (ACVG), Close-Interval Survey (CIS), and Electrical Conductance Testing at all completed HDD locations. Locations: WI

Enbridge Tank Farm
Contributed as part of a team in the design of a cathodic protection system for a 1000 feet of new 30" pipe and the cabling to oil storage tank bottom. Assisted with the following throughout the project: Validate the design adequacy of the distributed anode system to the protect the pipeline and tank bottom, design proper isolation of the pipeline from other entities, prepare construction level drawings for the anodes, cabling, coupons, reference cells, and bond boxes for the project, and provide construction level oversight to ensure the design is followed during the installation. Locations: IL

Relevant Projects: (Cont'd)

NIPSCO AC Design

Performed an evaluation of AC levels on a 6" and 4" pipeline collocated with overhead high voltage AC distribution and transmission towers: Data review and field data collection, AC threat assessment, and AC mitigation modeling and design. Locations: IL

WE Energies

ECDA Survey: Performed Close Interval Survey (CIS), Alternating Current Voltage Gradient (ACVG), Direct Current Voltage Gradient (DCVG), and Current Attenuation Surveys as well as collected soil resistivity data. Prepared indirect examination, direct examination, and post-assessment reports. Locations: WI

Vermont Gas

ECDA / ICDA Survey along High Consequential Areas (HCA): Performed Close Interval Survey (CIS), Alternating Current Voltage Gradient (ACVG), Current Attenuation, Elevation and Depth of Cover Surveys as well as collected soil resistivity data. Performed data analysis and recommended dig locations. Performed direct examinations for all ICDA and ECDA digs along the HCA's. Prepared indirect examination, direct examination, and post-assessment reports. Performed cathodic protection testing of the protective coating on all completed horizontal directional drilled (HDD) locations. Field procedures included the following testing to be performed: Alternating Current Voltage Gradient Survey (ACVG), Close-Interval Survey (CIS), and Electrical Conductance Testing at all completed HDD locations Locations: VT

Key Relevance
SME - Cathodic Protection Design
SME – HVDC and Pipeline Conflicts (Stray Current)
SME - Corrosion Control Field Assessments
SME - Cathodic Protection Trouble Shooting
SME - AC Mitigation Design and Analysis
SME -Atmospheric Corrosion Inspection
SME -Internal Corrosion
SME – Wall Loss Assessment (Corrosion)
SME – Coating Selection and Condition Assessment
Operator Qualification Program Management and Assessment
Corrosion Education and Training

Job Title:
Vice-President/Senior Project Manager – Corrosion Engineering

Years with EN Engineering:
13+

Total Years of Experience:
35

Primary Office Location:
Warrenville, IL, USA

Education:

B.S., Forestry: Resource Management, Iowa State University, Ames, Iowa

B.S., Integrated Pest Management (Entomology, Pathology and Dendrology), Iowa State University, Ames, Iowa

Overview: Mr. Schramm has over thirty-five (35) years of extensive experience in the direct and practical application of corrosion control methods, cathodic protection assessment and design, and system integrity management and field services.

Direct experience with external, internal, and atmospheric corrosion control on natural gas and liquid transmission and distribution pipeline systems, under-ground natural gas storage, under-ground storage tanks, above-grade storage tanks, power plant structures, condenser/chiller/heat exchange equipment, production and injection/withdrawal wells, lead sheath cable, underground electric cable, water transmission systems, and fresh-water marine structures

Responsible for the technical performance, quality, and operation service offerings that provide:

- Corrosion engineering analysis and design
- Cathodic protection monitoring and assessment
- Process control and measurement
- Correlation of internal "smart" tool to indirection inspection survey data
- Cathodic protection design, installation and maintenance
- AC safety and AC corrosion assessment, modeling, and mitigative design
- Computerized close interval potential survey
- Direct current and alternating current voltage gradient survey
- Stray DC interference and telluric current monitoring, measurement, and mitigation
- Coating selection and inspection
- Material selection, specification and procurement
- Technical specification and procedure
- OQ qualification and training
- Corrosion related field failure, wall loss assessment, and remaining strength evaluation
- Indirect and direct inspection program support
- Field installation oversight and inspection
- Project management and commission services
- Operational support including:
  - Leak detection
  - Purge operations
  - Watch and protect and rights-of-way inspection
  - Locating
  - High Consequence Assessment and Class Survey

Professional Certifications:

- NACE Institute No. 3178 Certified Cathodic Protection Specialist
- NACE Institute No. 3178 Certified Corrosion Technologist

Professional Organizations & Affiliations:

NACE International Institute (NII)

- Board of Directors – (2012-2016)
- Chairman, Certification Committee (2012-2016)
- Audit Committee (Board) 2015-2016)

NACE International (NACE)

- Professional Activities Director (PDAC) (Board) (2011 to 2014)
- Audit Committee (Board) (2011 to 2014)
- Professional Activities (PDAC) Chair (2011 to 2014)
- Professional Activities (PDAC) Vice-Chair (2008 to 2011)
- Certification Committee Chair (2003 to 2006)
- Certification Committee Vice-Chair (2000 to 2002)
- T-10A-11: Gas Distribution Industry Corrosion Problems Chair (1997 to 2001)
- T-10A-11: Gas Distribution Industry Corrosion Problems Vice-Chair (1995 to 1997)
- SME Department of Defense (DoD) Panel on Training and Certification
- CP Interference Course Development Task Group: Cathodic Protection Interference (2006)
- Cathodic Protection Sub-Committee: Cathodic Protection Technologist (2004)
- Cathodic Protection Training and Certification Program Task Group: Cathodic Protection Level 1 (2000) and Cathodic Protection Level 2 (2000)
- Chicago Section Membership Chairman (1986-1987)

Corporate program support:

- ENE Health, Safety, and Environmental Committee – member
- OSHA Safety Training Programs
  - Development and documentation of program safety documents.
  - Initial creation and training of Level 0 OSHA training presentations (PowerPoint)
- Vision Accounting and Project Documentation:
  - Part of management team charged with the development of project management and project set-up (2014/2015) Vision EWMS project.
  - Developed IN proposal documentation and procedures under Opportunity section of Vision
  - Automation of reports and training of Vision to departmental Project Mangers
  - EMWS Super User
- Operator Qualification and Safety Records
  - Administrator for ISNETWORLD software and NCCER program audit and oversight.
  - Initial development and submittal of safety programs for RAV review
  - Initial support for Client response and safety program update.
  - Set-up and established support for Veriforce OQ programs.
- ISO 9001: 2000 Certification
  - Part of team tasked with the initial development and completion of ISO 9001 policy and procedures within EN Engineering; leading to, ISO9001: 2000 certification for the corporate office.

Relevant Projects:

Tallgrass Development
Provide subject matter expertise (SME) related to conflict between proposed HVDC system and large diameter, high pressure natural gas pipeline in the State of Illinois.

Whiting Petroleum Corporation
Provide professional subject matter expertise (SME) of a test installation of nine (9) deep anode cathodic protection systems installed to provide protection to directionally drilled production wellhead systems in the State of North Dakota. Data review and professional opinion of deep anode design, cement log, and cathodic protection profile (CPP) tool run data. Project deliverables included a professional opinion report and a technical presentation on results.

Professional Organizations & Affiliations:

- Cathodic Protection Task Group: Cathodic Protection Training Program (1999 – 2000)
- Chicago Section – Special Events Chairman (1985-1986)
- Chicago Section – Membership
- Chicago Regional Committee on Underground Corrosion (CRCUC) Chair and Vice-Chair
- Michigan Electrolysis Committee Chair and Vice-Chair

National Center for Construction Education and Research (NCCER)

- Certified Master Trainer (2010)
- Certified Administrator (2010)
- Certified Craft Trainer/Evaluator: Core Curricula, Gas Pipeline Operations, Liquid Pipeline Control Center Operations, Liquid Pipeline Field Operations, Pipeline Core, Pipeline Corrosion Control, Pipeline Electrical and Instrumentation (E&I), Pipeline Maintenance, Pipeline Mechanical, Specialty Craft

Veriforce

- Authorized Evaluator

Midwest Energy Association (MEA)

- Administrator

The Society for Protective Coatings (SSPC)

- Member

Industry Participation:

- API 1161 – Task Group on Operator Qualification, Pipeline Segment – Resolution of Appreciation for contributions to the Task Group
- OSHA 510 Certified "Occupational Safety & Health Standards for the Construction Industry"
- Quality Awareness Training (Nicor Gas- 1993)
- Basic Corrosion Course (NACE-1983)

Tallgrass Development

SME project direction related to excavation analysis of coating and pipeline wall assessment and conductance, evaluation, and assessment if in-situ pipeline coating assessment to TMO102-2002 Standards. Direct analysis of data obtained from field and laboratory testing, written report and recommendations.

Valero Energy Corporation

SME project direction for AC Threat Assessment on 150-mile pipeline as an "active" high level management approach to evaluate both present "threat area" and future AC "threat" risk. Project included the gathering of AC voltages on the pipeline and soil resistivity at intervals not exceeding 1000-ft. AC Threat calculation, research and inclusion of historic data obtained from other sources (DFOS), generation of plots and graphs, scenario or sensitivity analysis, report, observations and recommendations.

Southern Star Gas Central

SME project support for 20-inch diameter natural gas pipeline damaged by 12kV AC power line arc near Joplin, Missouri including: assessment of condition, documentation of event, wall loss discovery, assessment and written report, and Client support with regulatory oversight and questions

Exxon Mobil Refinery

SME technical project support assessment of condition (cathodic protection systems), annual survey, remediation, and recommendation.

United States Gypsum

Develop, perform training, assessment and evaluation for operator qualification of Client employee resources, assess natural gas pipeline system and plant facilities, and develop initial pipeline normal operation system drawing format.

United States Gypsum

SME level support for isolation flange failure in Washington, PA including: assessment of condition, purge out of product, oversight of repairs, purge in of product, and restoration of service.

Industry Participation:

- TWIC (Transportation Workers Identification Credential)
- Clockspring Trainer/Installer Certified (2002)
- Administration Training: Assessor Training (Nicor Gas-1994)
- Goodall Rectifier School: Goodall Electric, Inc. (1982 –
- Managing Cultural Diversity (Coleman Management Consultants (1994)
- Control, West Virginia, University (1985)
- Corrosion Prevention by Cathodic Protection (NACE– 1983)
- Effective Business Communication (IWCC – 1990)
- Appalachian Underground Course: Advanced Corrosion

Expert Witness Testimony:

- South Dakota Public Utility Commission - Testimony
  - Keystone Pipeline, October 2007- Corrosion and Protective Coating Sections and Related Code
  - Keystone XL, September 2009 – Corrosion and Protective Coating Sections and Related Code
  - Keystone XL, March-July-September, 2015 – Corrosion Protective Coating Sections and Related Code
- State of Iowa Utilities Board
  - 2002, Testimony related to AC Interference, assessment, and mitigation as it relates to: proposed pipeline construction beneath overhead AC transmission systems, Iowa.
- Illinois Commerce Commission
  - 2015, Expert Witness Testimony related to impact of proposed HVDC system on large diameter, high pressure natural gas pipeline system in Illinois

Corrosion Control Operations

Managed and directed the Corrosion Control Service Group for Nicor Technologies and Nicor Gas providing corrosion control consulting services to distribution and transmission pipelines, municipal and utility organizations, and commercial and industrial customers. Responsible for the performance of all operating corrosion control programs (internal, external and atmospheric) on the Nicor Gas pipeline system including specification, performance and day-to-day operation. As a member of the Nicor Gas welding and joining, system integrity, and code committee operating task groups provided technical expertise in pipeline integrity, research and testing, corrosion control and cathodic protection issues. Having responsibility for the due diligence corrosion control and cathodic protection evaluations on acquisition projects in Argentina and Tennessee. Developed risk, quality, and integrity management programs related to corrosion control and cathodic protection operations. Location: IL

Corrosion Control Services

Directed and coordinated the Nicor Gas corrosion control programs for distribution, transmission, and storage facilities. Directly supervision responsibility for the completion of annual corrosion control and corrosion control activities which include: annual reading programs, close interval survey, stray current interference, and impressed current rectifier system replacement.

Research Services

Managed and directed the research lab for Nicor Gas and was responsible for day-to-day operation, quality performance, testing, recommendation and approval, including the performance and analysis ASTM and ANSI test standards and methods. Directly responsible for the purge routine process for all large-diameter high- pressure pipelines. Conducted, analyzed and developed corrosion control action and recommendation for all wall loss and field failure events. Locations: IL

Lakehead Pipeline Company

Directed the completion of all annual cathodic protection reading programs, close interval survey, stray current interference, impressed current rectifier system replacement, and field failure investigations for the Lakehead Pipe Line Company over a six (6) year period on facilities that include pipeline, compression, substation, and storage facilities. Locations: ND, MN, WI, IL, MI, NY.

Technical Presentations:

- Whiting Petroleum Corporation September 2015 presentation on Cathodic Protection of Wellhead Structures
- NACE International – Rocky Mountain Section Meeting, September 2015 presentation on AC Interference and Mitigation.
- Columbia Gas, Virginia – Technical presentation on AC Interference and Mitigation and CIS/ACVG/DCVG Data Interpretation, September, 2015
- Baltimore Gas and Electric (BGE), September, 2015 – Technical Presentation on
- Baltimore-Washington Corrosion Committee (BWCC) – Technical Presentation on AC Interference and Mitigation- May, 2015
- PG&E – February, 2015 Technical Presentation on AC Interference and Mitigation
- NACE International, January-2015 Northern Plains Corrosion Control Short Course, Omaha, Nebraska – Speaker and presentation on AC interference and Mitigation and case examples
- USG – January, 2015 – Technical Presentation on Plant Audit Inspections
- NACE San Antonio Section Meeting, May-2014 – Speaker and presentation on AC interference and mitigation and case examples
- NACE International, January-2014 Plains Short Course (Omaha), Nebraska – Speaker and presentation on AC interference and Mitigation and case example
- NACE Wisconsin Short Course, September, 2013 – Cathodic Protection Design and Practical
- NACE Wisconsin Short Course, September, 2013 – Casings: Design and Regulations
- NACE International, August – 2013 Central Area Conference, Little Rock – Speaker and presentation on AC interference and Mitigation and case example.

Portal Pipeline Company
Supervised and completed the annual cathodic protection reading program for the Portal Pipe Line Company including pipeline, gathering and wellhead systems. Location: ND

Alyeska Pipeline Service Company
In-state direction, supervision and related to the process of conducting, analyzing and performing telluric based close interval surveys for the Trans-Alaska Pipeline System (TAPS) over a four (4) year period. Direct responsible for the performance, provision, data quality, data analysis and report recommendations. Location: AK

Desert Generation and Transmission Company
Supervised, conducted and performed the design and testing services for the Deseret Generation and Transmission Company. Planned and performed a wide variety of duties involving the evaluation, design, and installation of cathodic protection systems to inhibit corrosion on pipelines, tanks, and similar underground and submerged structures including electrical continuity and protection of concrete steel cylinder pipe. Locations: UT

Mobil Oil
Conducted and analyzed all underground facilities for the potential application of cathodic protection for the Mobil-Joliet Refinery. Operational and performance responsibilities related to installation of new and existing cathodic protection systems: design, redesign, and installation of impressed current systems for tank bottoms. Location: IL

Montana Power
Conducted, analyzed and performed close interval and leak detection surveys on large diameter - high pressure – natural gas transmission pipelines owned and operated by Montana Power near Helena, Montana. Location: MT

Northern Natural Gas
Conducted, analyzed and performed close interval surveys on large diameter - high pressure – natural gas transmission pipelines owned and operated by Northern Natural Gas (NNG) in the Upper Peninsula of Michigan. Location: MI

Mountain Bell Telephone
Supervised, conducted, analyzed and performed the corrosion control and cathodic protection analysis of the Mountain Bell Telephone lead sheath cable running between Evanston and Cheyenne. Locations: WY

Technical Presentations:

- Northern Natural Gas (NNG) Spring Corrosion Round Table – 2013: AC Interference and Mitigation Training (Minneapolis, Des Moines, El Paso)
- Northern Natural Gas (NNG) Spring Corrosion Round Table – 2013: CIS/ECDA Defect and Interpretation
- AGA/SPE, March 2012 – Identification and Prevention of Corrosion in Gas Storage Gathering Facilities
- NACE Wisconsin Section – Annual Short Course – 2013: Speaker and presentation on Cathodic Protection Design and Practical's and Casings: Design and Regulations
- NACE Wisconsin Section – 2012: Speaker and presentation on AC interference and Mitigation and a case example related to a 12-inch and 20-inch pipeline system.
- 51st. Annual Underground Corrosion Short Course: Speaker and presentation on AC issues on Pipelines presented under the System Integrity section, Purdue University, 2012
- 51st. Annual Underground Corrosion Short Course: Pipeline Casing Presentation, 2012
- 51st. Annual Underground Corrosion Short Course: Station Assessment Procedures, 2012
- EPRI/Southwest Research: June 2010, Copper Grounding Presentation
- China International Oil and Gas Pipeline Conference, Langfang, Hebel, China, November-2009: Safety and Operability Assessment Report and HAZOP Study Report (PetroChina),
- China International Oil and Gas Pipeline Conference, Langfang, Hebel, China, November-2009: ECDA Implementation Case Study – Pipeline Integrity and Corrosion Control Technology
- NACE International, March, 1991 – The Development and Conversion to an "On-line" Corrosion Control Records System on a Mainframe Computer, Corrosion 91, Paper Number 346, NACE International.

Coffeen Power Plant
Supervised, conducted, analyzed, designed and installed cathodic protection systems for the Coffeen Power Plant Facilities operated by the Central Illinois Light Company (CILCO). Location: IL

LaGrange Hospital
Designed, analyzed and supervised the installation of galvanic anode systems designed to protect the interior water box of condenser/chiller units operated by the LaGrange Hospital. Location: IL

Union 76
Supervised, conducted and analyzed the cathodic protection systems installed on over 250 underground gasoline and waste oil storage tanks systems owned and operated by Union 76. Locations: IL, KY, IN

O'Hare Airport
Designed and supervised the installation of galvanic anode protection systems for aviation fuel pipelines related to jet-way expansions. Responsible for the cathodic protection assessment, design, and mitigation on jet-way expansions of the G & H terminals as well as field supervision on the United Airlines terminal 1 construction project. Locations: IL

City of Viburnum
Designed and supervised the installation of down-hole impressed current systems for the City of Viburnum including the protection of water well casing, column and bowls. Location: MO

Key Relevance
Cathodic Protection Design
Corrosion Control Field Assessments
Cathodic Protection Trouble Shooting
AC Mitigation Design and Analysis
Atmospheric Corrosion Inspection
Internal Corrosion

Job Title:
Sr. Project Engineer
Corrosion

Years with EN Engineering: 12

Total Years of Experience: 12

Primary Office Location:
Warrenville, IL, USA

Education:

B.S., Mechanical Engineering, Northern Illinois University, DeKalb, IL.

Professional Certifications:

- Cathodic Protection Tester (CP1), NACE
- Cathodic Protection Technician (CP2), NACE
- National Center for Construction Education and Research (NCCER)
- Fundamentals of Engineering Exam (FE), State of Illinois

Overview: Ms. Sparbanie is an engineer with experience in cathodic protection, corrosion control surveys, design, and maintenance of natural gas and water distribution and transmission mains. She has experience in performing close-interval (CIS) and DCVG surveys, cathodic protection annual surveys, stray current interference, analyzing and reporting data, performing External Corrosion Direct Assessments (ECDA), and cathodic protection design of pipelines and stations; such as, galvanic or impressed current systems, calculating anode design life, procurement of materials, and installing CP facilities for monitoring.
Additional designs have been performed for distribution and transmission pipelines and stations which include utilization of sizing programs for regulators, designing heaters and odorizers for customer operating stations, cost estimation and analysis, preparation of bid documents, analysis of public improvement project designs for conflict with gas piping, conflict resolution and reduction, new product testing to determine applicability for field application and standard criteria with reliability testing, cost analysis, and development of customer specifications.

Relevant Projects:

Pacific gas and Electric (PG&E)
Reviewed and assessed historical pipeline engineering documents used to validate the pipeline MAOP as determined by PHMSA requirement 49 CFR Part 192 – Subparts J & L. Assembled spreadsheets to track pipeline characteristics and examined pipeline specifications and tests to determine safe pipeline operations. Verified spreadsheets as part of the quality control team to ensure accuracy and completeness of the final product being delivered. Location: IL

DuPage Water
Performed testing and analysis of structure-to-electrolyte readings, AC readings, bond readings, isolation flanges, pipeline continuity, panhandle eastern (casing) testing, close-interval surveys (CIS), DCVG and ACVG Surveys, and static and dynamic stray current interference which included system wide testing. Analyzed cathodic protection pipeline systems and back-up generation stations, prepared construction drawings for galvanic and impressed current designs and monitoring facilities, and procurement of materials. Location: IL

Kern River
Performed an interference assessment and design on a 30" and 36" pipeline in Wyoming. Reviewed historical data and assessed data to provide a stray current mitigation design that involved installing DC coupon test stations and two galvanic anode systems. Location: IL

Illinois American Water
Performed testing, analysis, and design for steel, PCCP, and ductile iron pipelines which included baseline and annual surveys, AC study, test stations and CP monitoring facilities, air release locations, stray current interference, zinc grounding mats, and CP design. Field testing included structure-to-electrolyte readings, AC potentials, isolation and continuity testing, stray current interference testing, recording data from line current test stations to determine the calibration factor, and installing temporary data loggers to monitor the AC and DC readings over time. Location: IL

United States Gypsum

Performed an External Corrosion Direct Assessment (ECDA) on various pipeline segments which included pre-assessment and indirect inspection phases. Field work performed consisted of close-interval surveys (CIS), DCVG surveys, interference testing, isolation testing, and depth of cover surveys. Locations: TN and AL

Northwestern Suburban Municipal Joint Action Water Agency (NSMJAWA)
Annual testing of different line segments to determine structure-to-electrolyte readings, AC readings, and isolation at each test station. Performed close-interval surveys (CIS), stray current interference testing, and analyzed and provided recommendations based on the data obtained. Location: IL

Louisville Gas and Electric (LG&E)
Designed a cathodic protection system for an 8.1 mile 20" diameter pipeline in Kentucky which included two stations and a section of pipeline installed in rock. Utilized design calculations to determine rectifier size, anode type and amount, and cable lengths and sizes. Monitoring facilities including foreign pipeline test stations, AC coupon test stations, anode test stations for galvanic anodes protecting piping inside stations, isolation test stations, and permanent gradient control mats for AC safety. Assisted in the AC assessment and AC design for the HVAC. Location: IL

Alliant Energy
Designed a cathodic protection system for a 13.31 mile 20" diameter pipeline in Iowa which included an Interconnect and a Gas Yard Station and a 12.76 mile 12" diameter pipeline in Iowa which included an Interconnect and a Regulator Station. Utilized design calculations to determine rectifier size, anode type and amount, and cable lengths and sizes. Location: IL

DTE Energy
Assisted in training and performing the close-interval (CIS) and DCVG surveys for the External Corrosion Direct Assessment (ECDA) on several sections of main. Location: MI

Nicor Gas
Designed cathodic protection systems on distribution and transmission work orders and performed close-interval (CIS) and DCVG surveys on Nicor Gas pipelines. Designed stations which included odorant and storage tanks, meter sets, sizing regulators, procurement of material, and estimation of cost. Analyzed and determine extents of main to be replaced for public improvements involving the replacement of cast iron, steel, or P.E. main. Location: IL

Enbridge Pipeline
Performed annual potential reads on various line segments, performed close-interval survey (CIS), and designed impressed current systems for several locations in Minnesota. Locations: IL, WI, and MI

Valero
Performed close-interval surveys (CIS), stray current interference testing, and analyzed and provided recommendations based on the data obtained. Location: IL

Vectren

Modified Gas and Liquid IMP procedures and forms. Assisted in the study and design of an AC system. Location: IL

Citgo Refinery
Designed 2,275' of 8" main to run along New Avenue and 135th Street for the new hydrogen plant for CITGO. Analysis was performed to determine the minimum radius of curvature and the operational stresses on the 8" main crossing the railroad at an approximate depth of 20'. In addition, a new meter station was proposed that included a 6" meter set and 4" Mooney regulators. Location: IL

Adkin's Energy
Designed a station for the new plant for Adkin's Energy that included a 500,000 Btu/hr heater, a meter set with a 4" turbine meter, and a dual regulator run with 3" Mooney regulators and 6" ball valves. In addition, an 8" fuel line was run for about 1,140' up to the Adkin's energy building where another dual regulator run was designed to cut the pressure down. Location: IL

TAB 10

Vermont Gas

2015 ANGP Project Directive Log

Number	Date	Subject	Issued By	Disposition*
2015-001	8/24/15	Reporting Potential Vandalism	John Stamatov	
2015-002	8/24/15	Welding Line Up Clamp Usage Clarification	Chris LeForce	Superseded by 2015-004
2015-003	8/24/15	CP Test Stations for the first 11 miles	Chris LeForce	
2015-004	8/28/15	Welding Line Up Clamp Usage Clarification	Chris LeForce	Replaces 2015-002
2015-005	9/1/15	Construction in Sand Area	John Stamatov	
2015-006	8/31/15	Backfill Compaction	Kristy Oxholm on behalf of Chris LeForce	
2015-007	8/31/15	General Backfill Materials	Kristy Oxholm on behalf of Chris LeForce	
2015-008	8/31/15	Adhesion Testing – Field Coating	Kristy Oxholm on behalf of Chris LeForce	Superseded by 2015-011
2015-009	9/14/15	HDD Sacrificial Weld Coating	Chris LeForce	
2015-010	9/30/15	Pipe Surface Preparation for Shrink Sleeve Weld Coating	Chris LeForce	
2015-011	9/30/15	Adhesion Testing – Field Coating	Chris LeForce	Replaces 2015-008

*Dispositions: Expired, Superseded, Cancelled

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 8/24/2015

Subject: Reporting Potential Vandalism

Directive Number: 2015 - 001

Upon discovery of any damage to pipeline components, construction equipment or anything else associated with this project which appears to be a result of vandalism (or the cause of such damage is unknown and not attributable to normal wear and tear, damage inflicted during routine construction activities, etc.), the Construction Management Team shall be notified as soon as possible.

The notification should be first to the on-site inspector and through the chain of command to the Chief Inspector and Construction Manager. The Construction Manager will in turn notify the Project Manager.

This early reporting will allow for prompt notification of law enforcement authorities, if deemed appropriate. This reporting will also allow for realization of trends (i.e., scratched pipe in multiple different locations) which may influence the Construction Management Team's decisions in determining a course of action to follow.

Issued by (print): John Stamatov

Signature: ____________________

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 8/24/2015

Subject: Cathodic Protection (CP) Test Stations for the first 11 miles

Directive Number: 2015 – 003 (Revision 0)

Please use the attached documents when installing the CP Test Stations on the first 11 miles of ARNGP Phase I. The documents included are:

- Proposed CP Test Station Locations
- Corrosion Control – Cathodic Protection (2015 VGS Operations and Maintenance Manual)
- Two Wire Test Station Detail*
- Four Wire IR Drop Test Station Detail

* The detail included does not indicate the color of the wires for the two wire test station. Use white wire as stated in the Corrosion Control – Cathodic Protection Procedure in the 2015 VGS Operations and Maintenance Manual.

Also please notify the VGS Corrosion Technician, Jeremy Bachand, when any installation is scheduled. He will either inspect the test station during installation or afterwards if he is unavailable at the time of installation.

Jeremy Bachand
Corrosion Technician

Vermont Gas Systems, Inc.
P.O. Box 467, Burlington, VT 05402-0467
85 Swift Street, So. Burlington, VT 05403
Tel: 802-951-0333
Cell: 802-309-9279
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jbachand@vermontgas.com

Vermont Gas
CLEAN ENERGY CLEAN AIR

Issued by (print): Christopher LeForce

Signature:

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

Vermont Gas Addison Rutland Natural Gas Project (ARNGP) – Phase I

Proposed CP Test Station Locations (First 11 Miles) August 14, 2015

Test Station #	Approx. Station	Approx. Mile Post	Distance Between Boxes	Station Type	Location Description	Town	Land Parcel LL #	Land Parcel Landowner
0	0+00	0.00	0.00	Two Wire	Colchester Launcher	Colchester	1.03	Cade
1	26+00	0.49	0.49	Four Wire IR Drop	Mill Pond Road Crossing	Colchester	2.02	Town of Colchester
2	67+00	1.26	0.77	Two Wire	Access Road "C"	Colchester	3	State of Vermont
3	109+00	2.06	0.80	Two Wire	Rt 2A Crossing	Essex	5	State of Vermont
4	158+00	2.99	0.93	Two Wire	VELCO 289 Crossing	Essex	6	State of Vermont
5	214+00	4.05	1.06	Two Wire	Rt. 15 Crossing	Essex	9	State of Vermont
6	240+50	4.55	0.50	Two Wire	Essex Way Crossing	Essex	9	State of Vermont
7	302+00	5.71	1.16	Four Wire IR Drop	I-89 "Jughandle"	Essex	9	State of Vermont
8	356+00	6.74	1.03	Two Wire	Winooski River HDD Begin	Essex	14	Steiner
9	374+00	7.08	0.34	Two Wire	RR Crossing	Williston	21	CSWD
10	399+50	7.57	0.49	Two Wire	Redmond Road	Williston	23	CSWD
11	443+50	8.40	0.83	Two Wire	Redmond Road	Williston	30	CSWD
12	481+00	9.10	0.70	Two Wire	Mountain View Rd Crossing	Williston	36	Town of Williston
13	518+50	9.82	0.72	Two Wire	West of Catamount CC, Bike Path	Williston	38	State of Vermont
14	551+00	10.43	0.61	Four Wire IR Drop	Williston Station	Williston	41	Town of Williston

8/24/15 11:40 AM

Referring Sections:

192.453 – Requirements for Corrosion Control – General
192.455 – External corrosion control: Buried or submerged pipelines installed after July 31, 1971
192.457 – External corrosion control: Buried or submerged pipelines installed before July 31, 1971
192.463 – External corrosion control: Cathodic Protection
192.467 – External corrosion control: Electrical isolation
192.469 – External corrosion control: Test stations
192.471 – External corrosion control: Test leads
192.473 – External corrosion control: Interference currents
49 CFR 192 - Appendix D

See also following procedure:
Inspection

Corrosion Control procedures, including those for the design, installation, operation and maintenance of cathodic protection systems, must be carried out by, or under the direction of, a person qualified by experience and training in pipeline corrosion control methods.

Cathodic Protection Design Procedure:

All new steel transmission, distribution and service installations will be reviewed by the Corrosion Technician, and/or the Manager of Engineering, for inclusion of the proper cathodic protection devices, anodes, insulators, test stations, etc. Changes or modifications to new or existing systems shall not be permitted unless the Manager of Engineering approves such changes.

All new steel pipe installations will have a cathodic protection system designed to protect the pipeline in its entirety within one year of installation. If any deficiencies should be discovered, they will be reviewed by the Corrosion Technician and corrective measures will be recommended.

When practical, the following corrosion control data should be recorded on the initial survey of a new steel pipeline installation:

1. Location of All Test Stations
2. Pipe Coating Resistance - when practical
3. Protective Current Applied to New Pipe - when practical
4. Pipe to Soil Potentials of New Pipe

Electrical isolation shall be designed and maintained with the use of insulating devices such as insulating unions, flanges, insulating joints, fiberglass shields, casing seals and link seals. Typical locations where insulating devices should be installed include:

1. Metallic structures, such as bridges, pipe support stanchions, pilings, and reinforced concrete structures.
2. Casings and sleeves
3. River weights and pipe anchors
4. Gate stations
5. Service risers
6. Information gathering systems such as SCADA devices

Coated steel carrier pipe must be electrically isolated from metallic casings with the use of insulating devices such as casing seals and link seals. Care shall be used when inserting the coated carrier into the casing to reduce the possibility of damaging the coating and creating electrical shorts. Electrical isolation shall be confirmed at all installations.

Electrical insulators are not to be installed in an area where a combustible atmosphere is anticipated (such as in a vault), unless precautions are taken to prevent arcing.

In areas where fault currents or unusual risk of lightning may be anticipated, such as in close proximity to electrical transmission tower footings, the pipeline must be provided with protection from such currents as recommended by the Corrosion Technician and Manager of Engineering. These protective measures must also be taken at insulating devices, such as those at gate stations.

The protection from these fault currents shall typically be provided with the installation of a grounding cell (such as a Kirk Cell) or an isolator/surge protector. These devices act as an insulator (or isolator) at low DC voltages but conduct AC and high DC fault currents to ground to prevent potentially hazardous voltages from being developed on the pipeline.

<u>The following wire types will be used unless otherwise specified:</u>

Galvanic Anodes shall be supplied with a Minimum #12 AWG solid copper wire with 600 Volt T.W. Type Insulation.

Test Wire: This will be #8-12 AWG solid copper wire with 600 Volt T.W. Type Insulation.

Test Stations

Previous installation may not have followed the current wire color conventions.

The number and location of test points throughout a cathodic protection system shall be such that they provide sufficient data to determine the adequacy of cathodic protection. These test points are to be determined by, or under the direction of, a person qualified by experience and training in pipeline corrosion control methods. Test stations should allow sufficient access to the pipeline for all necessary tests including pipe-to-soil potentials, current flows and interference test.

VGS will install and maintain CP test stations to ensure all pipelines are adequately protected.

Spacing of test stations along the pipeline system will vary widely depending upon the type of soil, moisture, quality of pipe coating, size of pipe, type of cathodic protection system, level of cathodic protection, etc. With so many variables involved, the distance between test stations must be based on the judgment of a person qualified by experience and training in pipeline corrosion control methods for the specific installation and conditions.

As a rule of thumb VGS test stations should be located, on average, every one mile along the transmission system. Test stations will generally be located at road crossings so that they are accessible and can be maintained. Items that may prohibit test stations from the one mile average may include large farm fields, swamps, rivers and streams.

Test Station Location Requirements:

When designing new installations, test station leads must always be installed at the following locations:

a. Pipe Casings
b. Insulating Joints
c. Galvanic Anode Installations
d. Rectifier/impressed Current Anode Installations
e. As directed after review by the Corrosion Technician

Casing Test Stations:

Any installation where steel carrier pipe is inserted into a steel casing requires a test station with leads from both the carrier pipe and casing. Casing test leads will be blue

#8-12 AWG wires and pipe test leads will be black #8–12 AWG wires.

Specific locations and use of stations shall be specified by the Corrosion Technician.

Two-Wire Test Station:

Two-wire test stations will contain 2 white #8-12 AWG wires.

The Corrosion Technician shall specify locations and use of stations.

Four-Wire Test Stations:

Four-wire test stations are generally used to test the pipe on either side of an insulated coupling or other insulator. Black #8–10 AWG wires will be used on one side of the insulator; white #8–10 AWG wires will be used on the other.

The Corrosion Technician shall specify locations and use of stations.

Current Measuring Test Stations (IR Drop):

The Corrosion technician shall specify locations and use of

stations. Special Test Stations:

On occasion, specific situations may dictate the use of special test stations not outlined in the procedure. The arrangement and location will be specified by the Corrosion Technician for each special installation.

Test lead wires are required for various corrosion control testing and monitoring operations after pipe installation. Test wires must be securely attached to the pipe or structure and must be installed in the configuration recommended.

Connection to steel pipe or structures:

Connection of test wires to pipe or structures must be of such a nature as to maintain mechanical strength and electrical continuity.

The only acceptable method is the thermite connection.

Thermite Connection (Cadweld) - The thermite connection for STEEL should use ONLY

15 gram F-33 alloy charges. For #8-12 AWG wire, use cartridge 15P. The powder is copper oxide and aluminum.

Thermite Welding of Wires:

USE CAUTION WHEN MAKING THERMITE CONNECTIONS NOT TO BREATHE ANY FUMES GENERATED DURING THE PROCESS.

Manufacturer's instructions should be consulted. The wire shall encircle the pipe at least once and then be knotted at the top pipe surface to provide a strain relief for the connection. The end of the wire to be attached shall be prepared as follows:

a. For #10 AWG solid anode wire, approximately 3" of the end shall be stripped and the conductor doubled over to provide a 1 ½" connection end.

b. For #8 AWG or #6 AWG copper test wire, approximately 1 ½" of the end shall be stripped and twisted tight and inserted into a copper sleeve supplied with the kit. Compress the sleeve so that it remains firmly on the wire. The thermite welder mold shall have a metal disk and a weld charge placed in the chamber. The mold shall be seated on the cleaned pipe surface, and the wire shall be inserted into the mold slot to its full depth. While the mold is held firmly in place, the charge is ignited and then allowed to cool approximately 15 seconds so the molten metal may solidify. After removal of the mold, the connection shall be tested for strength by striking it sharply with a hammer. After cooling, all thermite connections shall be coated with primer and wax tape or other approved coating methods.

Recoating of Pipe and Wire at Thermite Connection:

For steel pipe, after the thermite weld has cooled sufficiently, prime and tape the weld and adjacent area to provide a coating of similar integrity and strength of mill-applied coating.

Minimizing Stress Concentration:

The test wires shall be securely tied around the pipe so that the connection point will not be affected by any undue stress on the wires and to minimize possible stress concentration on the pipe. Sufficient slack shall be allowed in the installation of all test wires.

Mechanical Connections:

In areas involving leak repairs where residual gas is present, a mechanical clamp may be substituted for a thermite connection. This clamp will be designed specifically for the installation of a sacrificial anode.

Mechanical Splicing Connections:

Mechanical connectors shall be utilized to make wire-to- wire connections either in-line or branch. In-line connections shall be made with a water proof wire connector, while branch connections shall be made with a split-bolt connector. Split-bolt connectors allow branch connections from a header cable without cutting of the header cable itself, requiring only removal of insulation.

Impressed Current Systems:

Impressed current systems shall be utilized to protect large underground structures or distribution systems where stray currents on adjacent foreign structures would not be a serious problem. Ground bed design and rectifier selection are the responsibility of the VGS Corrosion Technician or corrosion consultant. Owners of adjacent underground metallic structures shall be notified before such systems are energized.

Galvanic Systems:

Design and layout of galvanic anode systems shall be the responsibility of the Corrosion Technician or corrosion consultants. Such systems are preferred for smaller sections of pipeline and in areas where stray currents generated by an impressed current system may cause serious damage to other underground metallic structures and where soil conditions permit with respect to resistivity of soil.

Installation of Anodes includes but is not limited to extra depth excavation, cadwelding, connecting, coating and wrapping, wetting, conduit, drip box, and terminal box. Do not connect anodes directly to the pipe under any circumstances, unless approved by the Corrosion Technician.

Efforts shall be made to install anodes parallel to the pipeline at least two (2) feet from the center of the pipeline, and at a distance of ten (10) foot centers when possible.

Anodes will be buried to an elevation of at least one (1) foot from the bottom of the pipeline to the top of the Anode.

Each anode wire lead will be connected to a collector cable (A.W.G. #8-10AWG solid copper with thin type insulation) which shall be installed parallel to the pipeline and over the anodes. Connection to the cable to be made with split bolt copper connectors for #8-12AWG. Connectors shall be wrapped.

Two #8-12AWG main leads shall be attached to the pipeline by the cadweld method. The wires will be two (2) feet apart on the pipeline. The two main leads and collector cable will be terminated together in either a test box or a post mounted terminal box.

When possible, wet the anodes before backfilling. Particular care must be taken in backfilling to ensure the wires are not severed, or damaged.

Insulated Fittings and Couplings

If the corrosion process is to be stopped, it is necessary to break the electrical path or continuity between the gas pipe and all metals cathodic to it. This is done by installing an insulation fitting between the metals. Insulating couplings, tees, flanges, and other insulating fittings are used to break the electrical path. The insulation fitting and the pipe adjacent to it must be well coated to eliminate exposure and a reverse coupling effect.

A. Coated steel pipe shall be insulated from the following structures:

   1. Unprotected pipe
   2. Bare steel pipe
   3. Cast and ductile iron pipe
   4. Copper pipe
   5. District regulator vaults
   6. Casings
   7. House piping
   8. All other pipelines or structures

B. The insulating end of insulating fitting shall go on the side towards the unprotected pipe.

C. A reasonable effort should be made to test insulating fittings after installation.

D. When non-insulting compression fittings are used, the pipe ends shall be thoroughly cleaned to bare metal to insure metallic contact with the fittings.

E. Steel main inserted into a casing shall have "insulators" installed.

Approved insulated fittings and couplings shall be used to electrically isolate new piping from old piping. Where new coated steel piping will be connected to either old bare steel or cast iron piping, an insulated fitting or coupling must be used. The Corrosion Technician shall have the responsibility of determining the need for an insulated fitting or coupling in all other applications. Insulated fittings and couplings shall be installed by closely following the manufacturer's directions.

Wire and Cable:

Wire and cable shall be suitable for the particular applications. Galvanic systems may utilize standard #8-12AWG wire with THW grade insulation for all underground and above-grade wiring. Impressed current systems may utilize #8-12 AWG wire with THW grade insulation for test wires. 8AWG may be utilized for the negative rectifier cable. However, cable attached to the positive rectifier terminal and used for direct burial in a ground bed shall be cathodic protection cable with High Molecular Weight Polyethylene (HMWPE) insulation. Actual cable size shall be determined by the Corrosion Technician for each installation.

Where underground wiring is to be direct-buried, the surrounding backfill shall be hand-shoveled, rock-free material. Minimum cover for underground wiring in a trench shall be 18". All wiring shall be inspected for damage to the insulation. Galvanic systems may have insulation repaired by taping with electrical tape. Impressed current systems shall not use any cable which, in the opinion of the Corrosion Technician, has excessive insulation damage. Where impressed current cable is deemed to be repairable, only resin type splice kits or cable sleeves that can be heat-shrunk shall be used to repair the defect.

Connections and Splices:

Thermite Weld Connections:

Thermite weld connections shall be the preferred method of attaching cable or wire to underground steel pipes or structures. Refer to specific instructions regarding thermite welding procedures above. The thermite weld is a fusion weld of the conductor to the surface, using a special alloy with a minimum heat effect on the structure.

Mechanical Connections:

In areas involving leak repairs where residual gas is present, a mechanical clamp may be substituted for a thermite weld connection. This clamp will be designed specifically for the installation of a sacrificial anode.

Splice Coating - Impressed Current Systems:

Connections in impressed current ground beds are susceptible to consumption if they are not insulated from the underground electrolyte, so specially manufactured splice kits are used on these connections. Two types of kits are available:

1. Resin Splice Kits. A pre-formed mold is snapped over the connection, and an

epoxy resin is mixed and poured into the mold and allowed to harden and encapsulate the connection.

2. Fold-Over Splice Kits. A symmetrical sheet of elastomeric compound with a depression on each side. The connection is primed and depressed into the encapsulating gel on one side, while the other half is folded over to seal the connection.

Splice Coating - Galvanic Systems:

All splices shall be coated by one of two methods:

1. Immersed in mastic and allowed to dry.
2. Immersed in primer and allowed to dry; wrapped in electrical or cold-applied tape to cover.

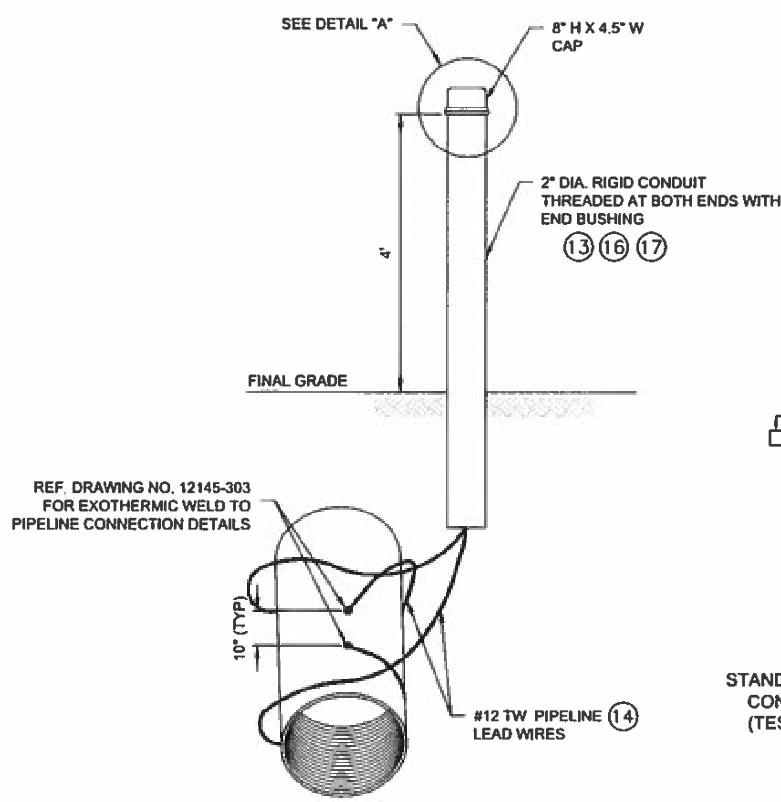
Temporary installations:

Temporary installations are defined as those installations not to be in service for greater than five years beyond installation, need not be cathodically protected if corrosion on that pipeline during that five year period will not be detrimental to public safety.

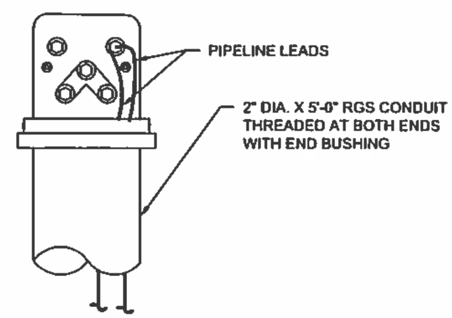
Cathodic Protection Criteria

The criteria for cathodic protection and determination of measurements used by VGS are as described in 49 CFR 192 - Appendix D.

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



TEST STATION



DETAIL A
STANDARD TEST STATION
CONNECTION DETAIL
(TESTOX MODEL 715)

NOTES:

1. REMOVE PIPELINE COATING AND CLEAN TO BARE METAL.
2. LOOP & HITCH WIRE AROUND PIPE WITHOUT DAMAGING PIPE COATING, BEFORE THERMITE WELDING.
3. USE 15 GRAM CHARGE FOR EACH EXOTHERMIC WELD AND FOLLOW PROCEDURE RECOMMENDED BY THERMITE WELD MANUFACTURER.
4. USE THERMOWELD ADAPTER SLEEVE P/N 38-0200-00 OR EQUAL FOR EXOTHERMIC WELD CONNECTIONS OF #12 TW LEADS TO PIPELINE.

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT CATHODIC PROTECTION SYSTEM DESIGN

PROJECT NO. 12-E-145-CP

ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

TITLE: TEST STATION INSTALLATION

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12145-302	A

APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
JM	9/30/13	NTS	12145-302-1-RA	1 OF 1

4-WIRE IR DROP TEST STATION

NOTES

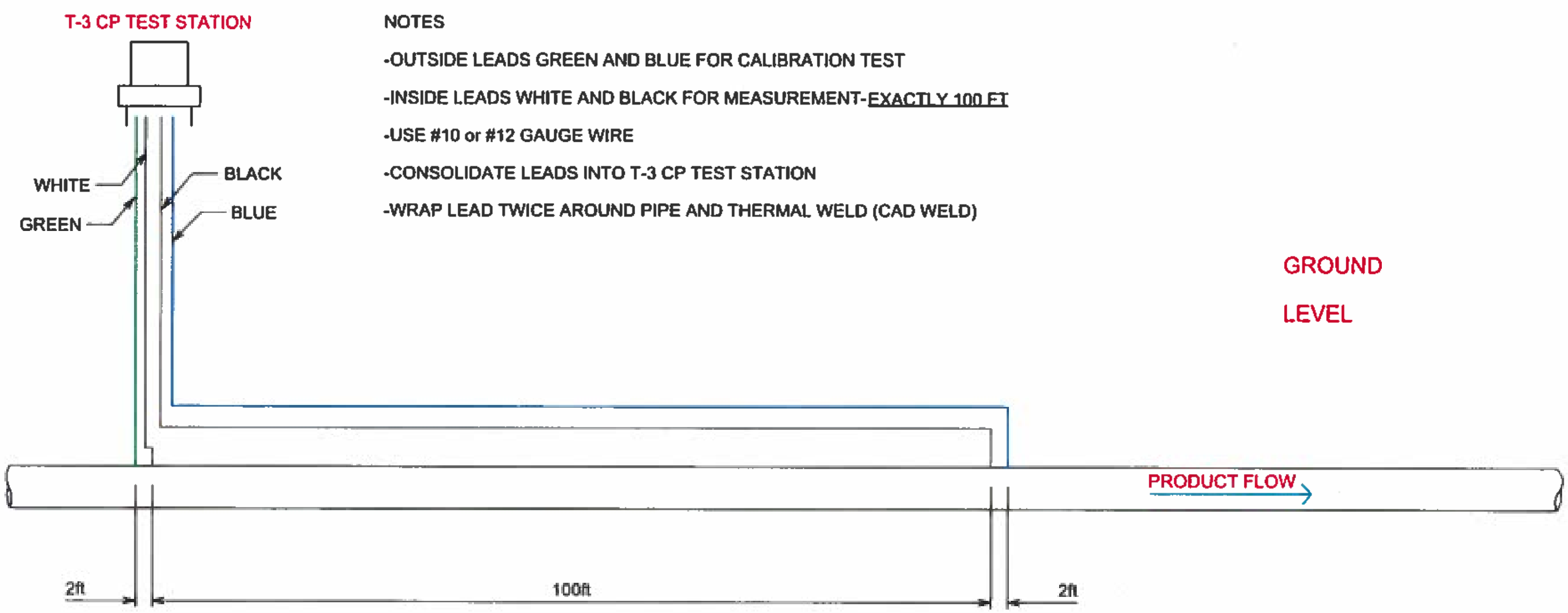
-OUTSIDE LEADS GREEN AND BLUE FOR CALIBRATION TEST

-INSIDE LEADS WHITE AND BLACK FOR MEASUREMENT-<u>EXACTLY 100 FT</u>

-USE #10 or #12 GAUGE WIRE

-CONSOLIDATE LEADS INTO T-3 CP TEST STATION

-WRAP LEAD TWICE AROUND PIPE AND THERMAL WELD (CAD WELD)



Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 8/28/2015

Subject: Welding Line Up Clamp Usage Clarification

Directive Number: 2015-004

The Butt Weld procedures used on this project (WPS-VGS-B-2 2014-2; WPS-VGS-X-65-2 2014-2) indicate that the use of an external line up clamp is allowed, but not required. This directive serves as a notification that the use of an external line up clamp is required on all main line girth welds on this project except when it is not feasible due to situations where the contour of a fitting does not allow use. In such cases the weld will be fitted up in a manner that does not place undue stress on the weldment. This is also stated in the Technical Specification Section 137000 – Welding in Part 3, Subsection 3.3(B).

If another situation arises where use of a clamp is not feasible, then it must be reviewed and approved by the Construction Inspection Team and VGS Operations.

The clamp shall not be removed until a minimum of 50% of the root bead has been placed, according to the instructions in the WPS and Section 137000 – Welding.

This Project Directive replaces 2015-002.

Issued by (print): Christopher LeForce

Signature: [signature] 8/28/2015

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 9/1/2015

Subject: Construction in Sand Area

Directive Number: 2015 - 005

In 3.5(B) – Bedding and Backfilling of Section 312333 – Trenching, Pipe Laying, and Backfilling of the Technical Specifications: pipe supports shall be installed in all locations prior to backfilling, unless otherwise directed by the Construction Management Team.

This document serves to direct the construction without pipe supports in the sand area from station 240+26 to station 279+75, as the uniform sand in the trench meets requirements for select backfill.

Issued by (print): John Stamatov

Signature: JMR. Stt, Prj. Mgr

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 8/31/2015

Subject: Backfill Compaction in Typical Cross-Country Areas

Directive Number: 2015 – 006

In 3.5(D)(1) – Bedding and Backfilling of Section 312333 – Trenching, Pipe Laying, and Backfilling of the Technical Specifications, it states that the pipe trench in typical cross-country areas shall be thoroughly compacted by mechanical means to avoid any future trench settlement. In these cross-country areas, the trench can be compacted by mechanical means using an excavator bucket.

Compaction shall occur when there is at least 12" of sand padding and 12" of general backfill above the pipe and at a maximum of 24" lifts thereafter. Final compaction at grade can be completed using either an excavator bucket or the tracks of a piece of excavating equipment.

The use of an excavator for mechanical means of compaction in cross-country areas is typical in transmission line construction.

Issued by (print): Kristy Oxholm (for Christopher LeForce)

Signature: KOxholm

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 8/31/2015

Subject: General Backfill Materials

Directive Number: 2015 – 007

In 2.1(B) – Materials of Section 312333 – Trenching, Pipe Laying, and Backfilling of the Technical Specifications, it states native materials containing no stones or clods larger than 3" in the longest dimension are acceptable for general backfill. This directive will serve as notice that native materials containing no stones or clods larger than 6" in the longest dimension are acceptable for general backfill.

The VGS Operations and Maintenance Manual in the Trenching and Backfilling Procedure allows for this change to the specification and now the two documents will be consistent.

Issued by (print): Kristy Oxholm (for Christopher LeForce)

Signature: KMOxholm

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 9/14/2015

Subject: Sacrificial Weld Coating on HDD Installations

Directive Number: 2015 – 009

For added abrasion resistance on horizontal direction drill (HDD) installations, Canusa's Wrapid Shield™ XL shall be installed over the Powercrete® R-95 coated weld. Please follow all manufacturer's instructions regarding the installation of both coatings and ensure the coatings are installed by qualified contractor personnel. All installations shall be observed by an inspector from the VGS Construction Inspection Team. Also ensure that at least one adhesion test is completed on the Powercrete® R-95 coating before the Wrapid Shield™ XL is installed.

At least one weld coating shall be visually inspected and jeeped after the pullback operation.

Attached for added reference is a memo explaining the use of additional abrasion resistance coating, along with the installation guide and product data sheet for the Wrapid Shield™ XL.

Issued by (print): Christopher LeForce

Signature: 9/14/2015

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

MEMORANDUM

TO: Addison Rutland Natural Gas Project (ARNGP) File

FROM: Christopher LeForce

DATE: September 4, 2015

RE: Use of sacrificial coating over primary weld coatings on horizontal directional drilling (HDD) installations

Vermont Gas Systems, Inc. (VGS) is proposing to use a sacrificial coating over the primary weld coating on (HDD) installations. VGS is using Powercrete® R-95 liquid epoxy for the primary corrosion protection at the welds. The R-95 is a single coat, 100% solids, high build epoxy novolac that coats pipelines. As an abrasion resistant overlay (ARO) it is compatible with fusion bond epoxy (FBE) and CTE mainline coatings. The purpose of the sacrificial coating is to add additional protection to the weld coating during pullback of the pipe during the HDD process.

In HDD installations, a typical corrosion coating, like FBE, cannot be used because of the potential for the coating to be damaged down to bare metal. For that reason either an ARO coating is used over the FBE or a harder, more durable coating is used. The line pipe is coated with a two-layer system, a FBE coating under an ARO coating, which is the sacrificial coating. In a similar manner, VGS is proposing to add a sacrificial coating over the R-95 coating to provide additional protection.

VGS is proposing to use Wrapid Shield™ XL manufactured by Canusa-CPS, a Shawcor Company. Wrapid Shield™ XL is a fiberglass cloth, pre-impregnated with a resin that can be activated by salt or freshwater to coat and protect any diameter of pipe within minutes. The product is formulated to resist shear, impact and abrasion on pipe coating systems above and below ground such as fittings and joints on all mill-coated pipe and as an outer wrap over heat-shrinkable sleeves for added mechanical protection.

The purpose of the pipeline coating is to provide a barrier between the steel pipe and the elements that can cause it to corrode or rust. The coating is the primary corrosion control method of protection the pipe. If there is a coating break or holiday, then the pipe is protected by the secondary measure of cathodic protection (CP).

The question that has been brought up is does applying this type of coating cause cathodic shielding. Shielding is caused by an external material that prevents the cathodic protection (CP) current from getting to the steel pipe. Technically, properly applied coating fits into the definition of cathodic shielding because it does not allow any connection with a foreign material. In order for CP to work you need a full circuit for the current to flow from the pipe to the soil and back. Other foreign materials can cause shielding which include plastic sheets with no adhesion, tree roots, rocks, soil, improper backfill/compaction, casings, and any other high resistance materials.

As supported by a letter from Steve Anderson (NACE CIP2 # 25805) of Shawcor, dated August 12, 2015, a properly applied coating will not cause cathodic shielding. In this case when both coatings are applied correctly and appropriately tested to ensure no holidays, this will not cause a cathodic shielding condition. The sacrificial coating of the Wrapid Shield™ XL will help protect the primary coating of the R-95 from damage during the HDD pullback.

The primary coating of R95 will be applied per manufacturer's procedures, inspected by the construction inspection team, and properly checked for any coating holidays before the wrap is applied to ensure the integrity of the coating. After the installation of the pipe is complete, at least one coated weld will be inspected per the VGS inspection criteria.

In conclusion, the Wrapid Shield™ XL will help ensure the primary coating is protected and can function as designed in protecting the steel pipe. If the sacrificial coating is not used, there is a higher potential of having coating holidays in the primary coating and it would not be able to function properly. In this case the secondary corrosion control method of CP would be used to protect the pipe. In 49 CFR Part §192.461 External corrosion control: Protective coating, it states "if coated pipe is installed by boring, driving, or other similar method, precautions must be taken to minimize damage to the coating during installation." Using the Wrapid Shield™ XL is the best method of minimizing the damage to the primary coating during installation.

Wrapid Shield XL

Fiberglass Mechanical Protection for Field Joints on Directionally Drilled Pipelines

Product Description

Wrapid Shield XL is supplied within the kit and is contained in a heat-sealed foil pouch.

Installer Kit
An Installer Kit is supplied separately and includes Compression Film and Nitrile gloves.

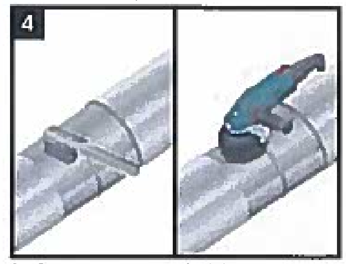
Equipment List

Appropriate tools for surface abrasion and preparation (wire brush/power wire brush or grit blaster, abrasive paper (40-80 grit), Knife, lint free rags, approved solvent and water spray bottle. Standard safety equipment: gloves, safety glasses, hard hat, etc.

Surface Preparation

Clean exposed steel and adjacent pipe coating with an approved solvent (Acetone, MEK, Alcohol >96%) to remove the presence of oil, grease, and other contaminants if present. Ensure that the pipe is dry prior to mechanical cleaning.

Surface Preparation

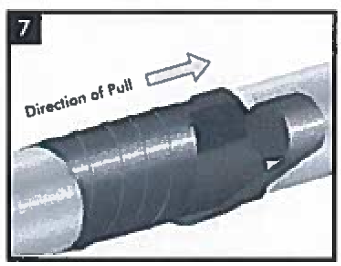


Surface preparation shall be as required for the specific corrosion coating used in conjunction with Wrapid Shield XL.

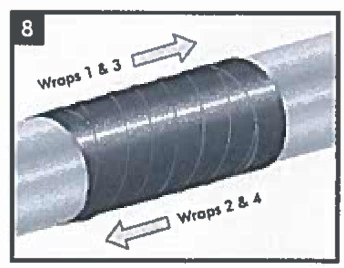
For heat-shrinkable sleeve corrosion coatings use the Canusa product specific installation guide.

Outer Wrap Application Wrapid Shield XL

Water is needed to activate Wrapid Shield XL. Open the foil pouch, remove the roll. Once opened, the product cannot be repackaged. Wrapid Shield XL is activated using a water sprayer to mist and wet each layer as it is wrapped.



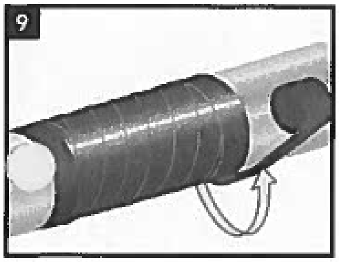
Starting at the trailing end of the field joint, begin the application at a distance of 50mm (2") past the inner corrosion coating and extend the wrap 150 mm (6") beyond the corrosion coating on the leading edge. Apply the first wrap circumferentially around the pipe at a 90° angle then begin spiral wrapping with a 50% overlap following the wrapping guideline that is printed on the roll. Apply pressure during application by pulling firmly on the roll as it is applied. Squeeze and mold firmly in the direction of the wrap until tight.



End with a circumferential wrap applied at 90° to the pipe. For high shear or impact requirements, additional layers may be required. To create thinned edges for directional drilling, reduce the overlap in the last 100mm - 150mm of the edges to 10-20% rather than 50%.

Prior to Pulling

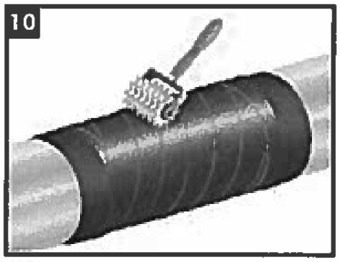
9



Apply compression film in the same direction as the previous layers with a 50% overlap. Start min. 50mm (2") beyond the outer edge of the Wrapid Shield XL, pulling firmly during application.

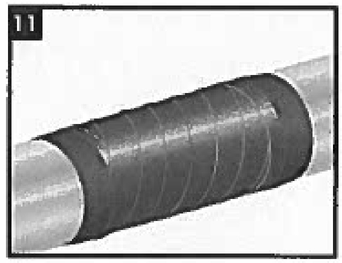
NOTE: Compression film should be applied before excess foaming is observed from the Wrapid Shield XL. A second installer should begin this step and follow the Wrapid Shield XL installer(s) as they progress with the wrapping of the pipe. The resin should be compressed and the film perforated as quickly as possible.

10



Perforate the compression film using a wire brush (or other perforating device) by tapping firmly on the tape with the metal bristles. Perforation allows the CO^2 gas generated by the curing process to escape. Compression film may be removed after material hardens and either discarded or left in place.

11



Allow the Wrapid Shield XL to reach a Shore D Hardness of 70 prior to pulling. Wrapid Shield XL is fully cured at a Shore D Hardness of 83 @ 72°F.

Note: If holiday inspection is required it must be done after installation of the corrosion coating product is installed because the holiday detector with jeep on residual moisture in the Wrapid Shield XL installed product.

Storage & Safety Guidelines

To ensure maximum performance, store Canusa products in a dry, ventilated area. Keep products sealed in original cartons and avoid exposure to direct sunlight, rain, snow, dust or other adverse environmental elements. Avoid prolonged storage at temperatures above 35°C (95°F) or below -20°C (-4°F). Product installation should be done in accordance with local health and safety regulations.

These installation instructions are intended as a guide for standard products. Consult your Canusa representative for specific projects or unique applications.

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Canusa-CPS is registered to ISO 9001:2008

Part No. 99060-228
IG_Wrapid Shield XL_rev010

LIBERTY SALES & DISTRIBUTION

2880 Bergey Road, Suite F • Hatfield, PA 19440 • Ph: 877-373-0118 • Fx: 888-850-3787

PRINCIPAL MANUFACTURERS

A.Y. MCDONALD MFG. COMPANY is the leading manufacturer of Plug and Ball style Gas Meter Shutoff Valves utilized in both residential and commercial applications up to 175 PSIG. A.Y. McDonald offers a variety of Integral Valve and Standard Configuration Meter Bars including single and multiple residential By-Pass Meter Bars and the newly developed Industrial By-Pass Bar. A full line of straight and off-set Meter Swivels, Meter Nuts, and Meter Plugs are also available in black malleable iron or a galvanized finish. 3 Part Unions in ¾" thru 2" diameters are also manufactured in a BMI finish.

BÖHMER is a worldwide leader in the manufacturing of forged, fully welded, trunnion mounted style ball valves for a variety of high pressure field applications. Nearly 60 years of German engineering and design have resulted in a state of the art production facility and one of the highest quality, flange/welded end valves available on the market. Böhmer Valves are available in diameter sizes ranging from 2" thru 56" with ANSI Class 150 to 1500 nominal pressure ratings, and made in accordance with API 6D standards.

CANUSA-CPS is the global leader in field applied corrosion protection systems. CANUSA Heat-Shrinkable Sleeves include Wraparound and Tubular Sleeve Systems and Tapes. CANUSA also offers HBE-95 Liquid Epoxy Coating for all your field joint coating needs. CANUSA products are also specified for a variety of specialty applications including Directional Drillings, Casings, Bridge Crossings, Water/Wastewater fittings, and elbows. CANUSA also recently developed Wrapid Shield™ PE, a high impact resistant rockshield to protect your corrosion coatings.

CCI PIPELINE SYSTEMS specializes in providing a complete line of Casing related products for the Gas, Oil, Water and Wastewater Industries offering Wrap-It Link Seals, High-Density Polyethylene, Carbon or Stainless Steel Casing Spacers, and Neoprene Rubber End Seals for Casing Pipe and Wall Penetration applications.

CHASE CORPORATION is a leading manufacturer of field applied coatings and tapes for the natural gas, oil, water and wastewater industries. Chase's pipeline coatings division sells the highest quality and well respected brand name products including the Tapecoat ® and Royston ® suite of corrosion protection products. Their extensive product lines include a variety of Cold and Hot Applied Tapes, Sealants, Protective Outerwraps, Liquid Epoxies, Mastics, Petrolatum Wax Tapes and Casing Fill products and services.

CITADEL TECHNOLOGIES is the leading developer and only manufacturer of the Diamond Wrap suite of products on the market. The Diamond Wrap HP, Diamond Wrap and Black Diamond systems consist of a 100% Solid Epoxy coupled with a Bi-Directional Carbon Fiber Wrap. Our Carbon Fiber Composite Repair Systems are extremely low profile and unmatched in structural integrity used to completely restore corroded/eroded piping systems to their original MAOP without service interruption.

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PRINCIPAL MANUFACTURERS

Denso

DENSO is an internationally recognized leader in corrosion prevention and sealing systems for new and rehabilitation applications. DENSO developed the original Petrolatum Wax Tape and they have completed successful applications for over 75 years. DENSO's suite of corrosion products include: Petrolatum Wax Tapes for above/below grade applications, fast curing Protal Liquid Epoxies for standard and LOW TEMP applications, Bitumen and Butyl Tape systems, and Sealing/Molding products including their Profiling Mastic for irregular shaped valves and flanged connections.

ERICO

ERICO is the worldwide CP connections leader. ERICO was the first to develop the exothermic welded electrical connections that will never loosen, corrode or increase in resistance. The remotely detonated, CADWELD® PLUS system is the latest advancement in welded connections providing your crews with simple and quick installations from outside the ditch.

glas mesh co.

GLAS MESH CO. manufacturers and supplies a complete line of Fiberglass Reinforced Plastic (FRP) Corrosion/Abrasion control products for a variety of pipeline applications such as Bridge/Aerial Crossings, Compressor/Pumping Stations, and Meter Set/Station piping applications. Glas Mesh products include the FRP Shields, Spacers, Saddles, Flatties, Casing Insulators, Coated U-Bolts and EPI Seam-Sealer.

LB&A INC.

LB&A manufacturers a variety of Non-Conductive Pipe Rollers, Pipe Hangers, and related support hardware for pipeline Bridge Crossing applications. LB&A's Hangers and related support hardware are available in a variety of corrosion prevention finishes including stainless steel and a proprietary BLUECOAT system. LB&A products have been proven to provide long-term durability, weatherability and performance.

LIBERTY COATING COMPANY

A Liberty Group Company

LIBERTY COATING COMPANY, LLC is the Northeast leader in the application of anti-corrosion coatings for the gas, oil, electric, water and wastewater industries. In addition to our PRITEC® coating system, Liberty applies ID/OD Specialty Paint and Lining Systems and provides Pipe-Type Cable Flaring and Coatings. Liberty Coating is located on 35 acres with Rail and Truck access. Pipe Handling, Cutting, Storage, and Logistical Freight Services are also available.

LIBERTY SALES & DISTRIBUTION

Directional Drilling Coatings

LIBERTY SALES & DISTRIBUTION, LLC offers products from the pipeline industries leading manufacturers of HDD coating systems. These include the liquid epoxy coatings Powercrete J, Powercrete R-95, Denso ARO, Warrior 100, as well as the Canusa DDX heat shrink sleeve system. Liberty Sales readily stocks these coating systems, ensuring quick response and timely delivery.

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PRINCIPAL MANUFACTURERS

LIBERTY SALES & DISTRIBUTION

Pipeline Markers

LIBERTY SALES & DISTRIBUTION, LLC can provide you with all your marking needs for both underground and above ground infrastructure. The Liberty Dome Post, Test Station, Vent Casing Post, and Flat Marker Post are all made from impact resistant, UV stable plastics and resins that will provide long term marking protection. They are available in standard lengths and colors.

LIBERTY SALES & DISTRIBUTION

Pipeline Pigging Products

LIBERTY SALES & DISTRIBUTION, LLC serves the pipeline industry by distributing a wide selection of pipeline pigging products and accessories. Our pipeline pigging products are available in most sizes for cleaning, swabbing and batching solutions for your pipeline. Whatever the job requires, Liberty Sales can provide the proper pig, pig launcher or pig tracker, each customized to the customers specifications.

LIBERTY SALES & DISTRIBUTION

Liberty HD Rockshield®

LIBERTY HD ROCKSHIELD® provides high impact and abrasion resistance to protect all of your underground pipeline infrastructure needs. Made from a random looped, lead free, PVC material, this high-density rockshield will save you money by eliminating the need for select back fill, and provide long term abrasion resistance for the life of the pipeline. We will custom cut most orders to help reduce waste on your project. Liberty Sales and Distribution also provides a variety of lighter weight rockshields to meet all your underground pipeline protection needs.

LIBERTY SALES & DISTRIBUTION

Tracer Wire & Cathodic Protection

LIBERTY SALES & DISTRIBUTION, LLC supplies a variety of solid/stranded copper Tracer Wire and CP Wire for your damage prevention and corrosion protection needs. Our HMWPE Tracer Wire is insulated with a rugged, moisture resistant High Molecular Weight Polyethylene (HMWPE) ideal for direct burial applications in the Gas, Fiber Optic, Water and Wastewater Industries. Our CP wire is available in #2 - #8 sizes along with a variety of color options. Custom markings and packaging is available upon request.

MONTI
Tools Incorporated

MONTI TOOLS INC. produces high quality surface preparation tools that provide consistent profile depth for field joints and countless other applications. The Monti Bristle Blaster Kit is available in both electric and pneumatic models with a wide selection of attachments. They are widely used in both shop and field applications and can provide SSPC-SP10 surface cleanliness and anchor profile up to 4.7 mils depending upon the substrate.

SPY
PIPELINE INSPECTION COMPANY, LTD

PIPELINE INSPECTION COMPANY produces a host of pipe inspection products including the well known SPY Holiday Detector. Each of the SPY Portable Holiday Detectors offer an indefinite adjustable voltage settings range including the Model 780 (1kV-5kV), Model 785 (1kV-15 kV) and the Model 790 (5 kV-35 kV). The positive ground light and audible alarm features are designed with safety in mind and the rugged ergonomic design and easy installation batteries makes for the most efficient and reliable Jeep on the market.

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PRINCIPAL MANUFACTURERS

TECO AMERICAS

TECO AMERICAS - The FireBag® Thermal-activated Gas Shut-off Device automatically turns off the gas supply in the event of a fire, preventing explosions and the spreading of fire. In the unfortunate event of a fire, when the external ambient temperature of The Firebag® reaches 203-212°F (95-100°C) the metal alloy that keeps the plug & cartridge together melts. Then the spring pressure pushes the plug against the gas opening closing it completely. No fire or heat detectors are required to automatically intercept gas flow. Meets AGA/CGI ANSI Z21.15, DIN 3586 and UIE EN 1775 standards for indoor gas installations.

Western Technology
Explosion Proof & Low-Voltage Lighting Specialists
& Industry's Most Complete Line of Deadman Style Remote Controls™

WESTERN TECHNOLOGY INC. is the premier manufacturer and supplier of Explosion Proof and Low Voltage Lighting products, serving a variety of industries. The NEW UL Approved, CLASS I DIV I BRICK Light offers brilliant white LED lighting with safety and "kick it tough" durability. The BRICK Light provides superior lighting with minimal heat generation even after hours of operation. Western Technology also provides a complete line of Explosion Proof Products for a variety of applications in hazardous locations.

WOODARD &CURRAN

WOODARD & CURRAN has successfully served the energy market for over 20 years providing a broad scope of regulatory, environmental, and construction support services with clients specializing in the generation, transmission, distribution, and the storage of gy. Woodard & Curran's experience includes electricity, natural gas, petroleum, nuclear energy, heat/power, and the renewable energy sectors. Typical services include: design engineering, linear project routing and permitting, site evaluations, feasibility studies, regulatory compliance, wetland use and resource permitting, mapping and GIS services.

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CANUSA-CPS
A SHAWCOR COMPANY

Wrapid Shield™ XL/XL-FC

Fiberglass Mechanical Protection for Field Joints on Directionally Drilled Pipelines

Wrapid Shield™ XL/XL-FC is a fiberglass cloth, preimpregnated with a resin that can be activated by salt or freshwater to coat and protect any diameter of pipe within minutes. The product is formulated to resist shear, impact and abrasion on pipe coating systems above and below ground such as fittings and joints on all mill-coated pipe and as an outer wrap over heat-shrinkable sleeves for added mechanical protection.

Superior Mechanical Protection

- Provides unparalleled protection against impact, indentation, abrasion, punctures and tears that may result from directional drilling, rough handling, native backfills or severe in-service conditions.
- Designed to protect the underlying field joint coating from the effect of forces associated with directional drilling.

Chemical Resistance

- Resistant to corrosive salt water, soil acids, alkalies and salts, common chemicals, chemical vapors, and exposure to outdoor weathering and sunlight.

Long Term Corrosion Protection

- In combination with a heat-shrinkable sleeve the composition of the products is such that they provide an effective barrier to water and oxygen which provides effective corrosion protection and soil stress resistance.

Different Cure Speeds Available

- Wrapid Shield™ XL is available in 2 configurations depending on project or environmental conditions.
- Wrapid Shield™ XL is the standard version and has an application time of 20 minutes at 23°C.
- Wrapid Shield™ XL-FC is a Fast Cure version and has an application time of 5 minutes at 23°C.

Applications

- Oil & Gas
- Onshore Pipelines
- Offshore Pipelines
- Girth-Weld Joints
- Directional Drilling

Wrapid Shield™ XL/XL-FC

Fiberglass Mechanical Protection for Field Joints on Directionally Drilled Pipelines

Typical Wrapid Shield™ XL Properties*	Test Method	Typical Values
Cure Time at 23°C**		20 min.
Lap Shear Strength	ASTM D3163	12 Mpa
Density	ASTM D792	1.15 g/cm³
Glass Transition Temperature (DSC)	ASTM D3418	Tg = 175 - 189°C
Tensile Strength	ASTM D638	248 MPa
Hardness	Shore D	80
Dielectric strength	ASTM D149	16 kV/mm
Flexural Strength	ASTM D790	405 MPa
Compressive Strength	ASTM D695	165 MPa
Impact Resistance	ASTM G14/G62 (MOD)	167 J
Typical Wrapid Shield™ XL-FC Properties*	**Test Method**	**Typical Values**
Cure Time at 23°C**		5 min.
Density	ASTM D792	1.14 g/cm³
Tensile Strength	ASTM D638	206 MPa
Hardness	Shore D	> 70
Flexural Strength	ASTM D790	372 MPa
Impact Resistance	ASTM G14/G62 (MOD)	167 J

*With an 8 layer system.

**Cure times will vary depending on substrate temperature. Please contact your local Canusa office for help in determining which configuration would work best for your project's conditions.

Since 1967, Canusa-CPS has been a leading developer and manufacturer of specialty pipeline coatings for the sealing and corrosion protection of pipeline joints and other substrates. Canusa-CPS high performance products are manufactured to the highest quality standards and are available in a number of configurations to accommodate many specific project applications.

The product information shown here is intended as a guide for standard products.

Consult your Canusa representative for specific projects or unique applications.

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Canusa-CPS is registered to ISO 9001:2008

PDS_Wrapid Shield™ XL/XL-FC_rev010

CANUSA-CPS

Pipeline corrosion Protection

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 9/29/2015

Subject: Pipe surface preparation for shrink sleeves weld coating

Directive Number: 2015 – 010

Pipe surface preparation for Shrink Sleeves will be sandblasting using the SSPC-SP10 or NACE 2- Near-White Blast Cleaning Specificiation.

Method of surface preparation shall continue to be recorded for each weld.

Issued by (print): Christopher LeForce

Signature: [signature]

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 9/30/2015

Subject: Adhesion Testing – Field Coating

Directive Number: 2015 - 011

An adhesion test shall be performed on an average of 2% of epoxy coated welds from April 1st through September 30th and 5% of epoxy coated welds from October 1st through March 31st, as well as on a minimum of one coated weld in the string for each HDD installation.

The instructions for completing these tests, "**QA/QC Adhesion Test for Field Applied Coatings (Revision 0)**," is attached to this directive.

Any questions on adhesion should be directed to Christopher LeForce or Eric Curtis.

This directive supercedes directive 2015- 008.

Issued by (print): Christopher LeForce

Signature: [signature]

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

VermontGas

MEMORANDUM

TO: ANGP File

FROM: Shana Kane

DATE: April 6, 2017

RE: Addison Natural Gas Project (ANGP) QA/QC Executive Summary (Twenty-two mile Section)

This QA/QC Summary covers the approximately twenty-two mile section of pipe from the north side of Geprags Park in Hinesburg to the Middlebury Gate Station , stations 979+00 to 2179+88.

VGS' quality assurance/quality control (QA/QC) for the ANGP project has undergone continuous improvement over the course of the project. VGS' inspectors have collected extensive QA/QC data including:

- Final holiday surveys
- Coating repairs (type and location)
- Adhesion testing
- Voltage readings
- Bending (locations, joint #, length, total deflection, any damage)
- Daily grade and ditching reports
- HDD and RD bores (locations, pull back dates, station locations, length)
- Pipe anomaly evaluation
- Pipe lowering, padding and backfill
- Cleanup and restoration

The data has been collated and analyzed for trends by the VGS Operations team and DPS regulators on an ongoing basis. VGS used this information to identify additional quality assurance checks as well as revisions needed to project specifications. Summaries of specific QA/QC focus areas for the pipeline south of Geprags Park are provided below, followed by a separate summary for the Geprags HDD pipeline installation, which occurred at a later date.

Coating

Coating integrity is a critical component of a pipeline system and has been a focus area of the ANGP QA/QC program. Specific items related to coating are summarized below.

Holiday Detection

Holiday detection was performed as pipe sections are welded together to identify any anomalies needing repair. Final holiday detection surveys were performed prior to the pipe being laid in the trench and as it was lowered into the ditch.

VGS plans a closed interval survey and coating holiday survey of the buried 22-mile segment in 2017.

Adhesion Testing

The lead coating inspector performed adhesion tests for the Canusa sleeves and epoxy coating, used on the Pritec-coated pipe and fusion-bonded epoxy (FBE)-coated pipe respectively. This quality control process tested the integrity of applied coating and was a key factor that identified an issue with defective Canusa wrap (see discussion below).

Canusa Wrap Failure

In 2016, adhesion testing identified failure of coating repairs that used Canusa sleeves from a set of 2013 and 2014 manufactured lots. Immediate actions included removal of the Canusa lot numbers from the project and identification of locations that had sleeves installed from these lots. Testing was performed on other lots of Canusa wrap; no additional batches were identified as having quality issues. See attachment, "Report on Canusa Shrink Sleeve Peel Tests".

Handling Damage

The Pritec coating used for the ANGP project has been susceptible to damage during pipe handling (transfer of pipe and bending). Project personnel had operator qualifications related to coating damage prevention, field bending of pipe and hauling, stringing and handling of pipe. Coating inspectors were onsite and provided field oversight of pipe handling techniques. QA checklists were completed for coating application, repairs and holiday inspections.

Bending of the pipe was performed in accordance with specifications outlined in Trenching and Backfilling (Section 312333). Inspectors performed QA/QC of the bending to ensure coating was not damaged during the bending process. It was observed that bends with a high total deflection were more likely to have coating damage. Any damage as well as high deflection bends was repaired with Canusa sleeves.

Horizontal Directional Drilling (HDD)

This pipeline segment had eleven sections of pipe installed by HDD. Michels followed VGS requirements for HDD pipe pullback and HMM completed QAQC checklists for each location.

The HDD at Monkton Swamp required approximately 158 ft. of pipe to be pulled through prior to the pipe meeting inspection criteria. VGS provided details related to the acceptance of this HDD to the Department of Public Safety on Sept. 6, 2016.

Welding

Welding was performed in accordance with project specification Section 137000 – Welding, which includes 100% visual inspection by HMM inspectors and 100% radiographical inspection.

No QAQC issues have been identified for follow-up.

Materials – Pipe Anomalies

Pipe anomalies/defects were detected at the ends of several joints of pipe. Prior to June 20, 2016, inspectors performed visual inspections of the anomalies for acceptance or mitigation.

VGS issued Directive 2016-004 on June 20, 2016 which established a procedure to measure anomalies with pit gauges or ultrasonic testing (UT) and detailed criteria for acceptance, repair or cut-out.

Anomalies were repaired by grinding or cut out, depending on the pit depth and wall thickness. UT was used to ensure pipe thickness met requirements in areas of repair by grinding.

VGS plans a closed interval survey of the buried 22-mile segment in 2017, which will assess coating integrity and an ILI survey, which will assess wall thickness. In addition, the cathodic protection system will be commissioned as soon as possible after the pipeline is fully installed.

Vermont Gas

QAQC ADDENDUM – GEPRAGS HDD

Coating

The pipe installed for the Geprags HDD has fusion-bonded epoxy (FBE) coated to the steel and Powercrete abrasive resistant overlay (ARO) coating. In addition, the welds had a sacrificial coating of Canusa Wrapid Shield fiberglass cloth for protection against possible damage during pullback.

Holiday Detection

Holiday detection (jeeping) was performed by VGS personnel. Each weld joint was jeeped after the R-95 two-part epoxy was applied and prior to the installation of the Wrapid Shield. A final survey performed as the pipe was being pulled in. No holidays were detected during either survey.

Adhesion Testing

VGS performed three adhesion tests for the R-95 epoxy coating; all were successful.

Horizontal Directional Drilling (HDD)

The HDD at Geprags Park was drilled and installed by Gabe's Construction Company following VGS requirements. Pullback met VGS' HDD acceptance criteria.

Welding

Welding was performed by Mulholland Welding in accordance with project specification Section 137000 – Welding. No cut-outs or repairs were required.

Team Industrial Services performed radiographical inspection of all welds. No issues were detected.

Report on Canusa Shrink Sleeve Peel Tests

Date: March 21, 2017, Revision 0

By: Christopher LeForce

Purpose: This report summarizes and addresses the testing performed on the Canusa Shrink Sleeves, specifically the batches from 2013 and 2014.

Background: As part of the Addison Natural Gas Project (ANGP), adhesion tests were performed on the various field applied coatings. For the Canusa K60 Shrink Sleeves, the adhesion test performed was a field peel test. The VGS Construction Team and contractors followed the Canusa procedure titled "Field Peel Test & Repair Procedure."

The adhesion test for the Canusa K60 shrink sleeve consists of cutting a 1-inch wide by 6-inch long outline into a sleeve 24 hours after it was applied, then using a utility knife to pry back the first two inches of the cut sleeve. Vice grips with an attached force gauge are attached to the 2-inch tab and used to pull the coating at a 90° angle at a rate of 4 inches per minute. The tab is pulled until cohesive failure is noted to both substrate and sleeve backing.

On August 19, 2016, a field adhesion test was initiated but failed when attempting to pry back the 2-inch tab of the coating. The sleeve backing (yellow outer layer) separated from the adhesive, which was bonded to the steel. The lot number associated with this adhesion test was 13-B-319. The "13" refers to the year it was manufactured. Eight additional adhesion tests were performed that same day; six failures occurred and were associated to 2013 lots. Two other lots were tested and passed.

The VGS lead coating inspector contacted the manufacturer, Canusa, and the distributor, Liberty Coatings, regarding the field peel test failures associated with lot 13-B-319. On August 22, 2016, representatives from both companies were on-site to witness additional field peel tests. Two adhesion tests were performed (lot 13-B-319 and 14-B-284) and received a fail rating. All parties agreed that the adhesion tests were performed according to the Field Peel Test & Repair Procedure and failed due to adhesive failure from the backing.

The Canusa representative then conducted additional tests on sleeves with batch prefix 14-B. These tests also received a fail rating due to adhesive failure from the backing. During an August 22, 2016 meeting between Canusa representative (Jeff Bertsche), Liberty Coating representatives (Shane Quakenbush and Wally Armstrong), Michels QA/QC (George Hess), and VGS lead coating inspector (Ryan Schaefer), all parties agreed that Canusa batches associated with years 2013 and 2014 should not be used until Canusa could perform laboratory tests on the batches of concern.

Actions: All welds coated with a shrink sleeve batch from 2013 or 2014 and had not been buried, were removed and replaced with a newer batch from 2015 or later. A total of 296 shrink sleeves were removed and replaced. Currently 66 shrink sleeves remain from 2013/14 batches that were installed during the 2016 construction season.

Canusa took shrink sleeves from 2013/14 batches and ran laboratory tests on them. They conducted both a Peel Test and a Lap Shear Test. The results of those tests and discussion around them is included in a document titled "Re: Canusa Peel Test / Lap Shear Review for the Vermont Gas / Michels Project" to Mr. Wally Armstrong from Mr. Paul Boczkowski on January 24, 2017.

Discussion: The Field Peel Test was used as a QA/QC check on the application of the field applied coating. The purpose of the test is to make the shrink sleeve fail. The type of failure is the important part of the test. As described in the Canusa document referenced above, there are three types of failure modes described as follows:

- Cohesive Failure – adhesive remains on both the steel substrate and PE backing
- Adhesive Failure from the Backing – all adhesive remains on the steel substrate
- Adhesive Failure from the Substrate – clean peel, no adhesive on the steel substrate

The first two are acceptable failure modes and the last one is unacceptable. Basically, the adhesive on the shrink sleeve is the corrosion protection and the outer backing layer is protection for the adhesive. The worst outcome is to have the adhesive not adhere to the steel pipe it is protecting, which is adhesive failure from the substrate.

The Peel Tests that were completed on ANGP primarily experienced cohesive failure. The Peels Tests that were completed on August 19, 2016 and August 22, 2016 experienced adhesion failure from the backing. Both were acceptable failure modes.

Canusa conducted their own laboratory tests on the shrink sleeves from 2013/2014 batches as outlined in the Canusa document referenced above. The Peel Test showed that varying the temperature can effect the failure mode between cohesive failure and adhesion failure from the backing. They did not have any test experience adhesion failure from the substrate, which would be the unacceptable result.

Further testing, specifically a Lap Shear Test, was completed on the shrink sleeves from 2013/2014 batches to closely mimic the conditions of a buried pipeline where soil stresses act on the pipe and its coating. The results of these tests show that the sleeves were compliant with Canusa's performance standards.

Report on Canusa Shrink Sleeve Peel Tests

Conclusion: With the results of the tests completed by Canusa, VGS believes no further action needs to be completed at this time. The lab test results show that the Canusa K60 Shrink Sleeves from batches manufactured in 2013 and 2014 were acceptable and the results of the Field Peel Tests on ANGP that were experienced were also acceptable.

VGS will maintain records of the installed shrink sleeves in the event a future problem develops.

January 24, 2017

Mr. Wally Armstrong
Liberty Sales & Distribution
2880 Bergey Road, Suite F
Hatfield, PA 19440

Re: Canusa Peel Test / Lap Shear Review for the Vermont Gas / Michels Project

Dear Mr. Armstrong

With respect to the above referenced Review, please be advised that Canusa has performed testing on 2013/14 manufactured K-60 heat shrink sleeves ("Sleeves"), which were supplied to Michels in August 2016, for installation on the subject Vermont Gas Addison Country Project. The results of the testing are set out here below, alongside the test methods of both Peel Tests and Lap Shear Tests used to evaluate the Sleeves.

Field Peel Test

It should be noted that the references to "failure" used throughout this document refer to a pipeline industry term used to describe how adhesives separate from the different layers. Failure is the desired outcome of the testing, the particular mode of failure being the desirable or undesirable test result.

The Field Peel Test is a quality control check, which may be used on the Right-of-way ("ROW") as a method of determining whether the heat shrink sleeve was applied properly. Visual inspection is used additionally or in the alternative. The Field Peel Test utilizes portions of the ASTM D1000 and the DIN 30672 standards as performed in a lab, however lab testing procedures naturally use more precise instrumentation providing accurate values and temperatures, which are held constant throughout the testing process. The Field Peel Test is used to measure the bond of the adhesive to the substrate.

Changing temperatures on the ROW can produce different peel values and peel modes, and therefore the peel tests completed in the field are not considered to be a reliable measure or an indicator of the product's in-use performance, rather as stated they are used to check for proper surface preparation and preheat.

Installers typically use visual inspection of the peeled area to determine the particular failure mode and to understand if the Sleeve has been applied properly. The three (3) typical modes of failure are as follows:

- Cohesive Failure – adhesive remains on both the steel substrate and PE backing
- Adhesive Failure from the Backing – all adhesive remains on the steel substrate
- Adhesive Failure from the Substrate – clean peel, no adhesive on the steel substrate

Field Peel Tests can result in cohesive failure, however, adhesive failure from the backing can also occur with cooler ambient temperatures as was the case on this project. Adhesive failure from the substrate (bare pipe exposed), would be considered an undesirable and an unacceptable result, which would typically require the joint to be recoated. It is important to note that in the case of this project, this 'adhesive failure from the substrate' failure mode did not occur.

Peel Test

Canusa conducted peel tests for the purpose of simulating the Vermont Gas / Michels field peel test as set out below. The results of the testing show that temperature differences between the adhesive and backing can change the resultant failure mode, for example, a temperature differential of 5.3°F can produce the adhesive failure from the backing failure mode as opposed to the cohesive failure mode. Both failure modes being considered acceptable modes of failure for this test.

Figure 1: Canusa K-60/L, QA# 13-B-319 SL

Peel Test Method:

- 2016 Canusa K-60/L sleeve was applied
- Ice was placed in the bottom half of the pipe to simulate a temperature differential between the steel surface and the outer PE backing.
- Peel test was performed.

The results of the Peel Test were as follows:

- Top half of the pipe, test showed cohesive failure = a PASS
- Bottom half of the pipe, test showed adhesive failure from the backing = a PASS
- Same Sleeve, installer and peel test with two (2) different results. The only variable that changed was a lower steel pipe temperature. (Approximately 5°F).

Figure 2: Follow Up Testing Canusa K-60/L, QA# 16-B-554.

The testing and results obtained described above indicate that the Sleeve's performance was normal, acceptable and the peel testing in the field was conducted at a peel failure mode transition temperature (temperature differential). Both results would be considered a PASS.

The existence of two results may have contributed to some confusion on the ROW, since we understand the contractor had observed only one (the cohesive failure mode) thus far. In a proactive response to the concerns expressed on the ROW all 2013 and 2014 material was set aside and replaced with 2016 material until Canusa could show there were no material quality issues. We understand that Michels wanted to ensure that this 2013 and 2014 material would perform as expected.

Canusa reviewed the quality control reports at the time of manufacturing of the Sleeves and has also completed lap shear testing (to ASTM D1002). All manufacturing quality control test results (thickness, viscosity, softening point, shear, peel, etc.) were shown to be within acceptable ranges. The lap shear testing performed is discussed below.

Lap Shear Testing

The lap shear test follows ASTM D1002. This test is used to ensure that the Sleeve can withstand soil stresses such as the longitudinal shear deformation caused by temperature differences and circumferential stresses exerted during wet/dry cycles. Lap shear measures the comparative strengths of adhesives for bonding materials.

Lap Shear Test Method:

1. 1 square inch of adhesive is placed between two metal strips (or metal and PE backing strips)
2. Condition sample for several hours at required temperature
3. Place sample between grips of Instron test system
4. Pull sample apart at specified rate
5. Typical values for the Canusa K-60 is 35 N/cm^2

The lap shear test provides a good indicator of how the sleeve will perform in service. A random sample of 2013 and 2014 sleeves were pulled from the ROW and sent to the Shawcor Technology and Development Center for testing.

The Lap Shear Test results are set out in Appendix 1 to this letter and show that all values are within acceptable ranges.

In conclusion, the Peel tests and Lap Shear tests described here, the results of which are shown for both the 2013 and 2014 Canusa K-60 heat shrink sleeves, demonstrate that the Sleeves are compliant with Canusa's performance standards and expected therefore to perform normally and within our product specifications.

Should you wish to discuss these results, have questions or require any further information, please do not hesitate to contact myself or Ms. Salehpour from Canusa's Product and Technology Management, contact information below, Thank you.

Sincerely,

Paul Boczkowski
Global Product Manager
Phone: +1-416-744-5590
Paul.Boczkowski@shawcor.com

Somaieh Salehpour
Global Technology Manger
Phone: +1-416-744-5792
Samaieh.Salehpour@shawcor.com

Appendix 1

Figure A1: Results of lap shear tests on 2013 Sleeves

Lap Shear Testing for 2013 Canusa K-60 / Vermont Gas, 1cm/min, 15°C		
QA #	**Average Value**	**Image**
13 B 319 SL	45 N/cm^2 CF, backing broke	
13 B 2201 LG	49 N/cm^2, CF	
13 B 1981 SL	49 N/cm^2, CF	

Figure A2: Results of lap shear tests on 2014 Sleeves

Lap Shear Testing for 2014 Canusa K-60 / Vermont Gas, 1cm/min, 15°C		
14 B 1404 RK	44 N/ cm², CF	
14 B 108 LG	46 N/ cm², CF	

Fargo, Audrey

Subject: FW: Canusa Joint Sleeves - Confidential and Privileged Communication

From: David Berger [mailto:dave.b@verizon.net]
Sent: Wednesday, August 30, 2017 10:45 AM
To: Morris, GC <GC.Morris@vermont.gov>
Cc: Porter, Louise <Louise.Porter@vermont.gov>; Porter, James <James.Porter@vermont.gov>; David Berger <dave.b@verizon.net>
Subject: RE: Canusa Joint Sleeves - Confidential and Privileged Communication

GC,
I have searched my files and found some things but I believe that they are confidential so I cannot share them with you. However, the Canusa issue was identified in a request for a special permit by Spectra Energy (formally Duke Energy) under PHMSA Docket 08-0257 but look at things in 2011 which may have reports and findings etc. which would be non-confidential. If you want me to research this, it will have to wait awhile since I am tied up on other work for the next few days.

Dave

David Berger Associates | Office: 941.900.2226 | Cell: 516.702.7271 | Email: dave.b@verizon.net|

From: Morris, GC [mailto:GC.Morris@vermont.gov]
Sent: Wednesday, August 30, 2017 8:35 AM
To: David Berger
Subject: Canusa Joint Sleeves - Confidential and Privileged Communication

Good Morning Dave,
I hope your vacation to New York was enjoyable and you had a safe return trip to Florida.

During our discussion referenced below, you mentioned that Duke Energy had stated Canusa wraps were all fine, on a particular pipeline project, however an ILI run indicated significant pipe degradation (resultant of the wraps). Is there a report, paper or other documentation of that situation which you could forward to me? If you don't have access to written record, etc., would you provide reference to where/when? I believe you or John mentioned that PHMSA may have issued a replacement order. I mentioned it to Zack Barrett (when I saw him last week) and he offered to look for related materials to the situation, if we can't find it.

Thanks,
GC

From: David Berger [mailto:dave.b@verizon.net]
Sent: Wednesday, July 19, 2017 12:11 PM
To: Morris, GC <GC.Morris@vermont.gov>
Subject: RE: Pipeline Padding and Canusa Joint Sleeves - Confidential and Privileged Communication

GC,
Let's set a time for 1 today?

Vermont Gas

Page 1 of 2
Corrective/Preventive Action Request (CPAR)

CA ■ PA □
(Check appropriate box to indicate corrective or preventive action)

Initiator: K. Oxholm Corrective Action # 2015-004
or
Date: 10/19/15 Preventive Action # ____

	Date Due	By/Assigned to	Completed Initials & Date
Investigation		Kristy Oxholm	KUO 11/25/2015
Implementation		Lee Brown	
Audit			
CAR/PAR closed		John St. Hilaire	JSt 12/11/15

Description of Issue

Pipe at appx. 398+00 to 406+00 has garage/trash mixed in with backfill. Pipe is reportedly padded with select backfill, has mirify fabric laid and the backfill in question on top of the mirify. Varying reports describe the garbage/trash as mostly broken glass to chunks of metal and other household garbage/trash.

Work Processes need to be modified or ceased during investigation?: Yes ___ No x
If so, specify:

Approved by: [signature] Date: 12/11/15

Investigation Finding

In speaking with a variety of people there is clear cause for concern. At least two test pits will be dug to determine the extent of the problem and to complete this investigation.

During the period of 12/1/15 to 12/8/15 a total of 8 test pits were dug in the area of concern. No trash or garbage was found in close proximity to the installed pipe. A small amount of small items was found in the very top layer of the cover, well above the pipe. No mirify fabric was found at any of the dig sites. (see attached pictures).

Rev. 0 07/24/2015

Vermont Gas

Corrective/Preventive Action Request (CPAR)

Recommendations for Corrective / Preventive Action
As a result of the findings in the test pits, no corrective action is required. VGS will be commissioning the cathodic protection (CP) system at the gas-up of the pipeline. This will provide protection should any coating holidays exist on the pipeline because of the trash/debris. Additionally, a direct assessment type survey will be conducted in the spring of 2016. If any part of the coating is damaged in this area because of trash/debris, the survey will indicate an anomaly and it can properly be inspected and remediated.

Action Taken / Verification
Any future re-evaluation and follow-up required? Yes ___ No x If so, specify:
Verified by: ______________________ Date: ______________ Was action taken effective? ☐ Yes ☐ No If no, new CA/PA number: ________ ____ Comments: ______________________________________

Good Morning Dave,

I hope this message finds you and your family safe and healthy.

I'm unavailable this morning and early afternoon, but will keep an eye out for an indication of your status.

I've added some further references related to the ANGP coating issues [nested in brackets and attached] in the list I sent Fri 9/8/2017 3:28 PM (below).

Regards,

GC

From: Morris, GC
Sent: Friday, September 08, 2017 3:35 PM
To: 'David Berger' <dave.b@verizon.net>
Subject: RE: PRIVILEGED & CONFIDENTIAL, request for Assessment(s) and Recommendation(s)

I certainly understand Dave,

I look forward to talking to you next week (and knowing that you and your family are safe & sound)

Best Wishes,

GC

From: David Berger [mailto:dave.b@verizon.net]
Sent: Friday, September 08, 2017 3:28 PM
To: Morris, GC <GC.Morris@vermont.gov>
Subject: RE: PRIVILEGED & CONFIDENTIAL, request for Assessment(s) and Recommendation(s)

GC,

Today is not a good day to discuss so let us defer to sometime next week, say Tuesday if I have phone service and electric, otherwise I will email you when I am back up and running.

Dave

David Berger Associates | Office: 941.900.2226 | Cell: 516.702.7271 | Email: dave.b@verizon.net|

From: Morris, GC [mailto:GC.Morris@vermont.gov]
Sent: Friday, September 08, 2017 3:25 PM
To: David Berger
Subject: PRIVILEGED & CONFIDENTIAL, request for Assessment(s) and Recommendation(s)

Hello Dave,

Thanks for your phone message and status-email.

I was wondering how you've been doing in FL lately, given current circumstances.

I've received your recent A&R and plan to discuss it with you directly in the very near future. Are you still available this afternoon?

Regarding your phone message, I understand that our staff have authorized your production of another A&R document related to existing pipe coating conditions. I've outlined coating concerns below. We had discussed associating these concerns with the concern of Lack of Padding/support, because your recommendations to address them are similar. Occurrences of Lack of Padding/support appears to be slightly greater than the few locations acknowledged by the company; the pipeline, in several swampy areas, was installed by via excavation of soft material adjacent to pipeline allowing pipe to sink-in to position by displacement of ground beneath it. Another condition for our consideration is that trench-breakers were not installed in approximately 38 locations designated in the pipeline designs.

1) CRP-65 patch kit, adhesion failure(s)

a) Multiple locations on ANGP, unknown number

b) VGS discontinued patches per CPAR 2015-003 [found in ANGP QA/QC Executive Summary dated 12/12/2015, provided in my Fri 9/8/2017 3:59 PM email to you]

2) CRP-Ultra patch kit, adhesion failure(s)

a) Multiple locations on ANGP, unknown number

b) VGS discontinued patches per CPAR 2015-003 [found in ANGP QA/QC Executive Summary dated 12/12/2015, provided in my Fri 9/8/2017 3:59 PM email to you]

3) Mill applied patches, adhesion failure(s)

a) Multiple locations on ANGP, unknown number

b) VGS discontinued patches per CPAR 2015-003 [found in ANGP QA/QC Executive Summary dated 12/12/2015, provided in my Fri 9/8/2017 3:59 PM email to you]

4) Canusa Shrink Sleeves (wraps)

a) Multiple locations on ANGP, unknown number

b) VGS "Report on Canusa Shrink Sleeve Peel Tests" dated 3/21/2017 [found in Memorandum, ANGP QA/QC Executive Summary, dated 4/6/2017, attached to this message]

5) Coating Holiday (HDD acceptance criteria not met)

a) Location: Rte.2A crossing HDD

b) VGS accepts condition per CPAR 2015-008 [found in ANGP QA/QC Executive Summary dated 12/12/2015, provided in my Fri 9/8/2017 3:59 PM email to you]

c) 7/16/2015 EN engineering - Route 2A/Rail Crossing HDD Coating Investigation [found in ANGP QA/QC Executive Summary dated 12/12/2015, provided in my Fri 9/8/2017 3:59 PM email to you]

6) Coating Damage (HDD installation)

a) Location: Monkton Swamp

b) VGS memo/report accepting condition dated 9/6/2016 [attached to this message, sent 9/12/17 AM]

Regards,

GC

From: Adam Gero <AGero@vermontgas.com>
To: "Morris, GC" <GC.Morris@vermont.gov>, "Laperle, Michelle"
<Michelle.Laperle@vermont.gov>
CC: "Shana L. Kane" <slkane@vermontgas.com>, John St.Hilaire
<jsthilaire@vermontgas.com>, Chris LeForce <CLeForce@vermontgas.com>
Subject: RE: Items from the Matrix
Thread-Topic: Items from the Matrix
Thread-Index: AdMiU1x6aYM9TnecSOW8+Raz2h4H4AAQC2SQ
Date: Thu, 31 Aug 2017 20:02:19 +0000

Hi GC,

In reviewing the matrix of discussion items, it seems there are a few open =
items that can be closed with some simple clarifications. They are:

For AC Mitigation:

VGS is still working on the finalization of the CP and AC Mitigation System=
s. The CP and AC Mitigation Systems were installed as designed by ARK Engi=
neering and VGS is completing final checks during the annual

testing of the=
systems. Once complete and data is compiled, VGS will provide all documen=
ts related to the commissioning and testing of the systems. We expect this=
to be complete mid-Fall timeframe.

For Integration of Data, regarding Canusa sleeves:

In general, VGS will use available sources of data and integrate them when =
analyzing inspections of the pipeline.

For construction method used in swamp areas:

VGS followed the Construction Type W detailed on sheet ANGP-T-G-006 of the =
design drawings for pipe installations in swampy areas. When it was not pra=
cticable to install sandbags or other pipe supports in these areas, the con=
struction team made sure to over dig the trench and make sure that native m=
aterial was returned to the bottom of the trench as padding.

For Ratification of JanX Procedures:

See attached memorandum.

For Gas Quality review:

See attached email from Todd Lawliss.

I hope this provides some clarity on these items.

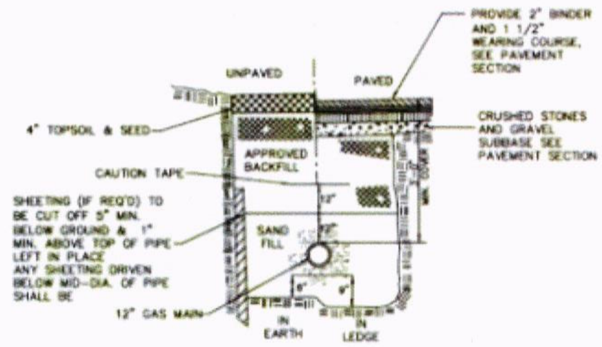
Thanks,

Adam Gero

Engineering Compliance Manager

Vermont Gas Systems, Inc.

(802)951-0329



NOTES:

1. BACKFILL MATERIAL TO CONSIST OF GRANULAR MATERIAL CONTAINING NO STONES OR CLODS LARGER THAN 3" IN GREATEST DIMENSION. IN RESOURCE AREAS BACKFILL TO CONSIST OF NATIVE SUBSOIL AND TOPSOIL.
2. BACKFILL WITH CLEAN SAND TO 12" OVER PIPE.
3. REMOVE UNSUITABLE MATERIAL BELOW GRADE IF ENCOUNTERED, TO SUITABLE DEPTHS AS DIRECTED BY ENGINEER AND REPLACE WITH CLEAN GRANULAR FILL.
4. IN RESOURCE AREAS (E.G., WETLANDS AND PAS AREAS) SUBSOIL TO BE BACKFILLED TO MATCH DEPTH OF ADJACENT NATIVE, UNDISTURBED SUBSOIL/TOPSOIL INTERFACE FOLLOWED BY BACKFILL OF NATIVE TOPSOIL. EXCESS SUBSOIL TO BE PROPERLY DISPOSED OF AND STABILIZED.
5. ALL TRENCH CONSTRUCTION TO CONFORM TO APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS.
6. ALL BACKFILL MATERIAL, WITH THE EXCEPTION OF RESOURCE AREAS (SEE NOTE #4), SHALL BE COMPACTED AT NEAR OPTIMUM MOISTURE CONTENT IN LAYERS NOT EXCEEDING 6 INCHES IN COMPACTED THICKNESS BY PNEUMATIC TAMPERS, VIBRATOR COMPACTORS, OR OTHER APPROVED MEANS.
7. THE CONTRACTOR SHALL PROVIDE TESTING TO INSURE THAT THE INPLACE DENSITY OF THE BACKFILL MEETS THE ABOVE REQUIREMENTS.

5 Typical Trench Detail 2/13

N.T.S. Source: CHA LD_

Vanasse Hangen Brustlin, Inc.

Q.INTERVENORS.VGS.1-12: Admit that Attachment A was one of the "plans," "these plans" and "approved plans" referenced in paragraph 2 of the Certificate of Public Good issue in Docket No. 7970, as follows:

> Construction of the proposed Project shall be in accordance with plans and evidence as submitted in this proceeding. Any material deviation from these plans or a substantial change to the Project must be approved by the Board. Failure to obtain advance approval from the Board for a material deviation from the approved plans or a substantial change to the Project may result in the assessment of a penalty pursuant to 30 V.S.A. §§ 30 and 247.

A.INTERVENORS.VGS.1-12: Admitted that Attachment A was submitted in that Docket, and that the CPG is accurately quoted above.

Person Responsible for Response: Eileen Simollardes
Title: Vice President – Regulatory Affairs.
Date: December 1, 2017

From: Morris, GC
To: Jordan, Bill
Date: Jul 7, 2016, 10:52 AM
Subject: RE: DIRECT LAY OF LINE PIPE ON UNDISTURBED CLAY
Attachment(s): 1

Yes Sir, the Bushman paper is attached.

GC

From: Jordan, Bill
Sent: Thursday, July 07, 2016 9:03 AM
To: Morris, GC <GC.Morris@vermont.gov>
Subject: RE: DIRECT LAY OF LINE PIPE ON UNDISTURBED CLAY

GC,

Please forward to me John's message from 6/17 with the attachment "Corrosion and Cathodic Protection Theory." Thank you.

Bill

William B. Jordan

Director of Engineering

Vermont Department of Public Service

112 State Street, Montpelier, VT 05620-2601

Office: (802) 828-4038; Mobile: (802) 522-3959

bill.jordan@vermont.gov

From: Morris, GC
Sent: Thursday, July 07, 2016 8:39 AM
To: Jordan, Bill; Porter, Louise
Subject: FW: DIRECT LAY OF LINE PIPE ON UNDISTURBED CLAY

Hello Bill and Louise,

I'm forwarding this message (from David Berger) to you, for your reference, regarding the ANGP specification Section 312333 which currently requires the pipe to be installed on a bed of select backfill.

GC

From: David Berger [mailto:dave.b@verizon.net]
Sent: Monday, June 20, 2016 7:24 AM
To: 'John McCauley' <jmccauley@precisionpipelinesolutions.com>; Morris, GC <GC.Morris@vermont.gov>
Cc: David Berger <dave.b@verizon.net>
Subject: RE: DIRECT LAY OF LINE PIPE ON UNDISTURBED CLAY

John,

You are correct that laying a pipeline directly on compacted clay soil is not ideal and can cause corrosion both initially due to having aerated soil above and non-aerated soil on the bottom of the pipe. Over time the bottom layer of clay could also trap moisture and thus have a lower soil resistivity and thus promote corrosion that way. Of course, the ideal situation would be to place 1 to 2' of sand under the pipeline and then place the pipe on the sand bed and fill around it with additional sand. As you suggest, they should as a minimum place the pipe on sand bags and then fill in around with select fill. They also may want to put in trench breaks to prevent ground water using the trench as new pathway since it in compacted clay. The VGS specifications appear pretty clear and the contractor should be following them. Thanks for this update and the later one on running the PCM and CIS. Do you know if they found any surprises?

Dave

David Berger Associates | Office: 631.689.1137 | Cell: 516.702.7271 | FAX:

631.689.1137 | Email: dave.b@verizon.net|

From: John McCauley [mailto:jmccauley@precisionpipelinesolutions.com] **Sent:** Friday, June 17, 2016 2:11 PM **To:** dave.b@verizon.net; Morris, GC **Subject:** DIRECT LAY OF LINE PIPE ON UNDISTURBED CLAY

Hi Dave,

It appears that this year the company intends to excavate the trench, and in areas where there is no rock in the ditch, to lay the pipe directly on the bottom without pipe supports or continuous sand padding. We have a concern, that without having sand padding below the pipe, that we are setting up a potential differential aeration corrosion cell. Attached please find the current construction standards, specifically Section 3.3(B) , which seems to indicate that select padding will be placed continously on the bottom of the trench, or the pipe supported which would allow select backfill to be shaded around the pipe.

In your opinion do you believe that laying the pipe directly on the undisturbed clay presents a potential corrosion issue, as is illustrated on page 5 of Corrosion and Cathodic Protection Theory (see attached).

Adam Gero

From: John St.Hilaire
Sent: Thursday, June 08, 2017 3:57 PM
To: Chris LeForce; Adam Gero
Subject: FW: VGS weekly meeting follow-up

From: John St.Hilaire
Sent: Friday, July 01, 2016 4:55 PM
To: Morris, GC (GC.Morris@vermont.gov)
Cc: Chris LeForce; Adam Gero; Porter, Louise (Louise.Porter@vermont.gov)
Subject: VGS weekly meeting follow-up

Hi GC.

We had two items to follow up with from our Tuesday meeting including pipe placement in the trench and induced voltage.

Pipe placement in the trench – On 6/21 we discussed this item and we understood the issue to be around the placement of the pipe at the bottom of a trench and if our spec allowed for this or were we required to add padding. We engaged our engineering firm of record to provide input on whether the spec allowed for a pipe to be placed at the bottom of the trench when suitable backfill material is present. We provided an e-mail from the engineering firm describing his wording and intent to allow pipe to be placed on the bottom of the trench when suitable material is present without bedding. This is the same interpretation our inspection and our pipeline contractors have taken in regard to the spec. During our 6/28 meeting, we learned the issue was not the mechanical aspects of placing the pipe at the bottom of a trench, it is the corrosion potential due to oxygen differentials in the soil layers. We again reached out to others to determine if this was an acceptable practice. We engaged Mott McDonald and two New England LDC's who all reported that when suitable backfill material is present in the bottom of the trench, it is acceptable and common to put the pipe on the bottom of the trench. Today (7/1) at 2pm, we discussed this with ARK engineering to understand the corrosion aspect of oxygen concentration. We reviewed the report (Bushman & Associates, Inc.) provided by Mr. McCauley and find it does walk through various corrosion mechanisms including Galvonic Corrosion, Oxygen concentration corrosion, and Corrosion caused by dissimilar soils. Further it states "corrosion can be caused due to differences in the electrolyte. These differences may be in the soil resistivity, oxygen concentration, moisture content, and various ion concentrations". The next section of the report details corrosion control mechanisms including coating pipe and cathotic protection.

Corrosion is a factor that we work to minimize on a pipeline. Corrosion can occur from oxygen concentrations at the change of soil from one geologic area to another, from an HDD to open trenching, and from moving through wetlands not only due to soil changes but due to the added moisture content of the soil. We cannot eliminate every risk of corrosion, which is why we utilize the corrosion control mechanisms listed in the Bushman report including pipe coating, cathotic protection, and compacting backfill with native soil in minimizing oxygen concentration corrosion.

Our research shows that placement of cathotically protected coated steel pipe on the bottom of a trench with suitable backfill material (no sharps, etc) is an accepted practice in the natural gas industry from a mechanical and corrosion perspective. The Bushman concludes with "When a system is designed, installed, and maintained properly, cathotic protection is one of the most effective and economical methods of preventing corrosion". With the evaluation complete, we have submitted an RFI to our engineer to officially clarify the spec and its allowance for the placement of the pipe at the bottom of a trench when suitable backfill material is present.

Induced voltage – On 6/21 we again discussed managing induced voltage. We both had been trying to get a Velco procedure to manage induced voltage. In the meantime, Michels implemented their standard management approach to induced voltage including daily measuring and installing grounding rods. We were also asked about the qualifications of the Michels safety individual who was managing the induced voltage program. During the week of 6/21 we developed a formal Michels procedure, provided a summary of the readings for the project, and the resume of the Michels regional safety manager. All readings from the start of the project were substantially below the recommended level of 15 volts. On 6/28, we provided the written procedure and asked for comments. We also agreed to provide additional information regarding the Michels safety person for Induced voltage. We reached out to Ark Engineering, two New England LDC's, and our own NACE 2 CP tech to learn about managing induced voltage on a shared ROW. We learned a procedure should be in place, testing and training should be required, and grounding installed to manage induced voltage. We learned that there is no industry certification for induced voltage and the NACE CP certifications only briefly covers induced voltage. Our research indicated that an individual with actual experience managing induced voltage on a pipeline project should be used to manage the induced voltage program. During our conversation with ARK engineering, we asked them to audit our procedure and give feedback on how we can improve the procedure. We provided the procedure to ARK on 7/1. Ark Engineering is the entity that designed the cathotic protection system for the pipeline and did an induced voltage survey of the Velco line when designing the system. We continue to be open to suggestions and ways to improve the management of induced voltage.

I am still working on the information on the Michels regional safety manager and hope to have that for you on Tuesday.

Please let me know if you have any questions.
John

Q.INTERVENORS.VGS.1-85: Admit that Attachment D is an excerpt of plans and/or directions provided by Vermont Gas Systems to contractors for construction of the ANGP, dated October 18, 2013.

A.INTERVENORS.VGS.1-85: Admitted. Please note Attachment D was a component of the bid documents provided to prospective construction contractors.

Person Responsible for Response: Chris LeForce
Title: Project Engineering Manager
Date: December 1, 2017

Q.INTERVENORS.VGS.1-86: If the prior question is not admitted without qualification, explain in detail why it was not and attach all documents which pertain to, explain, contradict or support the answer.

A.INTERVENORS.VGS.1-86: Not applicable.

Person Responsible for Response: Chris LeForce
Title: Project Engineering Manager
Date: December 1, 2017

Q.INTERVENORS.VGS.1-87: Admit that plans and/or directions to contractors of the ANGP as of 2013 included the following: "The pipe shall rest on undisturbed trench bottom provided the material does not include rocks, sharp objects and/or debris that may cause damage to the pipe."

A.INTERVENORS.VGS.1-87: Admitted that the quoted language is contained in Attachment D.

Person Responsible for Response: Chris LeForce
Title: Project Engineering Manager
Date: December 1, 2017

Q.INTERVENORS.VGS.1-88: If the prior question is not admitted without qualification, explain in detail why it was not and attach all documents which pertain to, explain, contradict or support the answer.

A.INTERVENORS.VGS.1-88: Not applicable.

Person Responsible for Response: Chris LeForce
Title: Project Engineering Manager
Date: December 1, 2017

Q.INTERVENORS.VGS.1-89: Admit that Attachment E is an excerpt of plans and/or directions provided by Vermont Gas Systems to contractors for construction of the ANGP, dated May 24, 2014.

A.INTERVENORS.VGS.1-89: Admitted.

Person Responsible for Response: Chris LeForce
Title: Project Engineering Manager
Date: December 1, 2017

Q.INTERVENORS.VGS.1-90: If the prior question is not admitted without qualification, explain in detail why it was not and attach all documents which pertain to, explain, contradict or support the answer.

A.INTERVENORS.VGS.1-90: Not applicable.

Person Responsible for Response: Chris LeForce
Title: Project Engineering Manager
Date: December 1, 2017

Q.INTERVENORS.VGS.1-91: Admit that plans and/or directions to contractors of the ANGP as of 2014 included the following: "The pipe shall rest on undisturbed trench bottom provided the material does not include rocks, sharp objects and/or debris that may cause damage to the pipe."

A.INTERVENORS.VGS.1-91: Admitted that the quoted language is contained in Attachment E.

Person Responsible for Response: Chris LeForce
Title: Project Engineering Manager
Date: December 1, 2017

Q.INTERVENORS.VGS.1-92: If the prior question is not admitted without qualification, explain in detail why it was not and attach all documents which pertain to, explain, contradict or support the answer.

A.INTERVENORS.VGS.1-92: Not applicable.

Person Responsible for Response: Chris LeForce
Title: Project Engineering Manager
Date: December 1, 2017

Q.INTERVENORS.VGS.1-93: Admit that the plans and/or directions given to contractors in 2013 and 2014 departed from the plans submitted to the Commission, and violated the CPG, because they did not require 6 inches of backfill under the pipeline in all locations.

A.INTERVENORS.VGS.1-93: Denied. VGS does not agree that the plans as submitted to the Commission in the CPG process required "6 inches of backfill under the pipeline in all locations" as stated and believes that the plans and/or directions given to contractors in 2013 and 2014 were appropriate and compliant with the CPG.

Person Responsible for Response: Chris LeForce
Title: Project Engineering Manager
Date: December 1, 2017

Q.INTERVENORS.VGS.1-94: If the prior question is not admitted without qualification, explain in detail why it was not and attach all documents which pertain to, explain, contradict or support the answer.

A.INTERVENORS.VGS.1-94: See A.INTERVENORS.VGS.1-15.

Person Responsible for Response: Chris LeForce
Title: Project Engineering Manager
Date: December 1, 2017

Q.INTERVENORS.VGS.1-95: Admit that, in fact, parts of the ANGP were constructed in accordance with the 2013 and 2014 plans – without any backfill under the pipe.

A.INTERVENORS.VGS.1-95: Objection – this question is vague and ambiguous regarding how it is using the term "backfill." VGS understands this question is asking about material under the pipeline. Without waiver of the objection, VGS admits that the pipeline was constructed in accordance with plans but VGS denies that any location was installed "without any backfill under the pipe." It is both appropriate and fully compliant with the CPG to lay pipeline directly within a trench when the material already existing at the trench bottom will provide proper and adequate support.

Person Responsible for Response: John St. Hilaire
Title: Vice President of Operations
Date: December 1, 2017

Q.INTERVENORS.VGS.1-96: If the prior question is not admitted without qualification, explain in detail why it was not and attach all documents which pertain to, explain, contradict or support the answer.

A.INTERVENORS.VGS.1-96: See A.INTERVENORS.VGS.1-95.

Person Responsible for Response: John St. Hilaire
Title: Vice President of Operations
Date: December 1, 2017

ENGINEER'S ADDENDUM NO. 01
TO THE BID DOCUMENTS (PLANS AND SPECIFICATIONS) FOR
Proposed System Expansion
Addison Natural Gas Project (ANGP)
Transmission Contract
October 18, 2013

The following changes and/or additions shall be made to the plans and/or specifications. All other requirements of the contract documents shall remain the same. Acknowledge receipt of this addendum by inserting its number and date in the Bid Proposal.

Changes/Additions to the Bid Documents:

THIS ADDENDUM is hereby made a part of the contract documents on the subject work as though originally included therein. The following amendments, additions and/or corrections shall govern this work.

This Addendum is in the following parts as follows:

Part I	- Pertaining to Drawings
Part II	- Pertaining to Technical Specifications
Part III	- Clarifications to Contractor's Questions
Part IV	- List of Attachments
Part V	- Additional Information

PART I - PERTAINING TO DRAWINGS

1. ADD the following drawings:
    a. "Colchester Launcher and Tie-In Site" dated 9/24/13 produced by CHA. The entire scope of the Colchester Launcher and Tie-In Site is now a requirement of the Transmission Contract.
    b. "Williston M&R Station" dated 9/24/13 produced by CHA. NOTE: Only information applicable to installation of the access road (outside of the M&R fenced area) is applicable.
    c. "Plank Road M&R Station" dated 9/24/13 produced by CHA. NOTE: Only information applicable to installation of the mainline valve (within the M&R fenced area) and the access road (outside of the M&R fenced area) are applicable.
    d. "Middlebury M&R Station" dated 9/24/13 produced by CHA. NOTE: Only information applicable to installation of the mainline valve (within the M&R fenced area) and the access road (outside of the M&R fenced area) are applicable.
    e. "Cathodic Protection System Design – Installation Drawings" dated 9/30/13 produced by ARK Engineering & Technical Services, Inc.
    f. "AC Mitigation System Design – Valve Site Grounding Installation Drawings" dated 9/30/13 produced by ARK Engineering & Technical Services, Inc.
    g. "Zinc Ribbon Installation Drawings" dated 10/10/13 produced by ARK Engineering & Technical Services, Inc.
2. REPLACE the following sheets with the attached sheets:
    a. ANGP-T-G-011 (EPSC Plans Only)
    b. ANGP-T-G-013 (EPSC AND Alignment Plans)
    c. ANGP-T-G-015 (EPSC AND Alignment Plans)

17-3550-INV
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Discovery
ATTACHMENT D

PART II - PERTAINING TO TECHNICAL SPECIFICATIONS

1. Table of Contents: REPLACE with the attached REVISED Table of Contents.
2. Invitation to Bid
    a. Sixth paragraph, last sentence shall be REPLACED with the following: "This bid shall remain valid for a period of ***sixty (60)*** days from the bid due date."
3. Instruction to Bidders
    a. Item 14 – REPLACE "forty-five (45)" with "sixty (60)".
    b. Item 15.6 – REPLACE "forty-five (45)" with "sixty (60)".
    c. Item 21.1 – REPLACE the second sentence with the following: "All Contractors must be qualified under the NGA Operator Qualification Plan."
4. Information Available to Bidders
    a. ADD the following as item #2 under "Other Data": "2. Tables for Jack/Bore Locations, Horizontal Directional Drill (HDD) Locations, Stream Crossings and Utility Infrastructure Crossings"
    b. ADD the following as item #3 under "Other Data": "3. Mainline Valve Location Table"
    c. ADD the following as item #4 under "Other Data": "4. Project Manual – Vermont Gas Systems Addison Natural Gas Project – Horizontal Directional Drill Design/Build"
5. Agreement
    a. Section 5.1 – REPLACE the first sentence as follows: "OWNER shall make progress payments on account of the Contract Price on the basis of CONTRACTOR's Applications for Payment as recommended by ENGINEER, on a Net 30 day basis during construction as provided in paragraphs 5.1.1 and 5.1.2 below."
    b. Section 5.1.2 – DELETE entire second paragraph "If Work has been 50% completed…equal to 90% of the Work completed."
    c. Section 7.8 – REPLACE the listed drawing sets with the drawings listed on the attached Table of Contents.
6. Bid Form: REPLACE with the attached REVISED Bid Form.
7. Bid Summary Form: REPLACE with the attached REVISED Bid Summary Form.
8. Supplemental Conditions: ADD the following:

    "SC-14.2

    The first sentence of paragraph 14.2 shall be REVISED as follows: "At least ten days before the date established for each progress payment, which shall be **bi-weekly**, CONTRACTOR shall submit to ENGINEER for review an Application for Payment filled out and signed by CONTRACTOR covering the work completed as of the date of the Application and accompanied by such supporting documentation as is required by the Contract Documents."

9. Division VGS – Special Construction (Gas Pipeline)
    a. Vermont Gas ANGP Project Scope of Work and Specifications Item 13.i. REPLACE with the following: "i. The pipe shall rest on undisturbed trench bottom provided the material does not include rocks, sharp objects and/or debris that may cause damage to the pipe. Structured pipe pillows shall be installed in the bottom of the trench at maximum intervals of every 16ft to protect the pipe

from lying on rocks, sharp objects and/or debris which may cause damage to the pipe or pipeline coating. The COMPANY may require the CONTRACTOR to use select fill trench bottom padding material. ~~Select fill base material for rock trench, shall provide a minimum of twelve (12) inches of padding around the entire circumference of the pipe. Select fill material and/or padding material shall not exceed 1-1/2 inches diameter and shall be placed completely around the pipe.~~ ***Select fill base material for rock trench areas and areas with cobbles/boulders, shall provide a minimum of nine (9) inches of padding below and twelve (12) inches of padding on the sides and top of the pipe. Select fill material and/or padding material shall be sand in accordance with VTrans Standard Specification 703.03 or shall be screened native material containing silts, sands and gravels with the largest material being no larger than 1-inch on the longest dimension.*** Topsoil from the RIGHT-OF-WAY shall not be used for padding material. ~~All select fill padding shall be procured from existing commercial facilities and shall be of sand.~~"

a. Vermont Gas ANGP Project Scope of Work and Specifications Item 26.w. REPLACE with the following: "w. Pipe installed at specified crossings shall be hydrostatically tested for four hours at a pressure specified by the COMPANY, both prior to, and after installation."

10. Division 01 – General Requirements
    a. Section 011000 Summary – REPLACE with attached 01100 Summary Specification.
    b. Section 012300 Alternates – REPLACE the Specification with the attached 012300 Alternates Section

PART III – CLARIFICATIONS TO CONTRACTOR QUESTIONS

1. Answers to questions asked during the Pre-bid meeting have been addressed in the Pre-Bid Meeting Minutes (Refer to Part IV Below).
2. Additional questions for the Transmission Contract have not been asked since the Pre-Bid Meeting as of the date of this Addendum.

PART IV – LIST OF ATTACHMENTS

1. Pre-Bid Meeting Minutes titled "Addison Natural Gas Project Phase 1 – Transmission Pre-Bid Minutes of Meetings.
2. Drawings noted in PART I
3. Project Manual Table of Contents
4. Tables for Jack/Bore Locations, Horizontal Directional Drill (HDD) Locations, Stream Crossings, and Utility Infrastructure Crossings (Information Available for Bidders)
5. Mainline Valve Location Table (Information Available for Bidders)
6. HDD Contract Information – The HDD contract is available at the following location: https://www.chafiles.com/fs/v.aspx?v=8d6d6a8c60a8a27c6c97 (Information Available for Bidders)
7. HDD Duration Table (Information Available for Bidders)
8. Project Manual Bid Form

VERMONT GAS ADDISON NATURAL GAS PROJECT

SCOPE OF WORK AND SPECIFICATIONS

1. **GENERAL**
   a. The work shall be carried out in accordance with these Construction Specifications, The U.S. Department of Transportation Title 49CFR Part 192 – Transportation of Natural Gas and Other Gas by Pipeline, ASME B31.8 and API 1104. In addition the WORK shall be performed in strict compliance with the CONFORMED **DOCUMENTS,** good engineering practice and industry accepted pipeline construction and installation techniques, and all applicable rules and regulations. The work shall strictly adhere to the most current version of the Vermont Gas Systems (VGS), Inc. Operation and Maintenance Manual and Operating Procedures. The requirements detailed in the VGS Operation and Maintenance Manual and Operating Procedures shall supersede any other specifications provided with the Project Manual.
   b. The Addison Natural Gas Project has been divided into four contracts; Transmission, Horizontal Directional Drilling, Meter & Regulation Stations, and Distribution. It is a requirement of the Transmission Contract to coordinate and cooperate with other Contractors working on other/adjacent areas of the project.
2. **SURVEYS**
   a. All pre-construction, construction, and as-built survey shall be the responsibility of the **COMPANY,** and jointly coordinated between the **CONTRACTOR** and the **COMPANY. CONTRACTOR** is responsible for coordinating the survey needs via the designated **COMPANY** representative, so it does not impact work.
   b. The **COMPANY** shall reserve the right to make any minor changes in the pipeline route and such changes shall in no manner alter the terms of compensation payable under this **CONTRACT** except as they are affected by linear measurements of the work completed.
   c. The COMPANY shall stake the edges of the RIGHT-OF-WAY at regular intervals. These stakes shall remain along the RIGHT-OF-WAY for the duration of the job and be removed as part of final clean up operations when authorized by COMPANY.
   d. The **CONTRACTOR** shall be held responsible for the preservation of all stakes and field markings. If any of the stakes or field markings are disturbed by the contractor, the cost of replacing them shall be borne by the **CONTRACTOR.** When it becomes necessary to move such stakes, the **CONTRACTOR** will relocate them to the spoil side of the RIGHT-OF-WAY in a line approximately perpendicular to the centerline of the pipeline location and opposite the original location of the stake.

17-3550-INV
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Stormwater Permit, Vermont 401 Water Quality Permit, Construction Line List, and landowner clean up and final restoration sign off agreement, applicable procedures and the requirements of the Land Owners Line List. This shall include backfilling the pipe trench and restoring creek banks, hillsides, or other locations that are disturbed. Backfilling of the trench shall be executed with extreme care so as not to damage pipe or coating. Hand labor shall be used during initial backfilling as deemed necessary by the **COMPANY.**

f. At all locations where the pipeline crosses roadways, walkways, and proposed roadways where the open trench method of crossing is utilized, backfill shall be placed in lifts and mechanically compacted within the limits of the existing or proposed pavements and to the satisfaction of the governing agency. The **CONTRACTOR** shall hold the **COMPANY** harmless from any and all damages resulting from open trench Construction. Unless specified otherwise, backfill compaction shall achieve at least ninety five percent (95%) Modified Proctor density by wetting and tamping at all levels in the backfill material. Approval shall be received from the COMPANY to operate compaction equipment within thirty-six (36) inches of the pipeline.

g. Attention shall be given in backfilling the pipeline near roads to ensure that proper pad dirt is place in such a manner as to completely fill the voids around and under the pipe and to prevent damage to electrolysis test site leads.

h. The **CONTRACTOR** shall compact, subject to **COMPANY** approval, ditches crossing residential and industrial yards and bell holes around all above ground pipeline appurtenances at the **CONTRACTOR'S** expense.

i. The pipe shall rest on undisturbed trench bottom provided the material does not include rocks, sharp objects and/or debris that may cause damage to the pipe. Structured pipe pillows shall be installed in the bottom of the trench at maximum intervals of every 16ft to protect the pipe from lying on rocks, sharp objects and/or debris which may cause damage to the pipe or pipeline coating. The COMPANY may require the CONTRACTOR to use select fill trench bottom padding material. Select fill base material for rock trench areas and areas with cobbles/boulders, shall provide a minimum of nine (9) inches of padding below and twelve (12) inches of padding on the sides and top of the pipe. Select fill material and/or padding material shall be sand in accordance with VTrans Standard Specification 703.03 or shall be screened native material containing silts, sands and gravels with the largest material being no larger than 1-inch on the longest dimension. Topsoil from the RIGHT-OF-WAY shall not be used for padding material.

j. The **CONTRACTOR** shall build temporary slope breakers to divert the flow of water from grades on the RIGHT-OF-WAY onto areas protected by established vegetation. See Environmental Mitigation Plan.

k. Through agricultural and pasture lands, rock three (3) inches and larger measure in any dimension shall be removed as stated in the Environmental Mitigation Plan and the Agricultural Mitigation Plan or Agreement. Rock 12 inches and

MEMORANDUM

TO: ANGP File

FROM: Adam Gero

DATE: June 6, 2017

RE: Addison Natural Gas Project (ANGP) Pipe Laid on Trench Bottom

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This memorandum serves as justification for Vermont Gas' decision to allow the areas on ANGP where pipe was laid directly on the trench bottom to remain in place.

During the construction of the ANGP pipeline, there were a few locations where the transmission pipe was installed directly on the trench bottom or supported by sand berms or "dutchmens". At the time of occurrence it was in compliance with Technical Specification Section 312333. After the occurrences, decisions were made to adopt more stringent construction practices and no longer allow these methods.

Order of events:
August 31, 2015 – Pipe was installed between station 240+26 and station 279+75 directly on the sandy bottom of the trench. This is documented in directive 2015-005 (attached) stating that the Construction Management Team deemed that the trench bottom had adequate support and padding. This practice was allowed by the Technical Specifications:

"Pipe supports shall be installed in all locations prior to backfilling, unless otherwise directed by the Construction Management Team – refer project design drawings for further requirements. Stacked sandbags, pipe pillows, or owner approved equal are acceptable methods. Spacing shall be per manufacturers recommendations, if a commercial product, or 15' maximum intervals if sandbags." – Technical Specification for ANGP, Section 312333 part 3.5B – April 29, 2015

June, 2016 – Construction began on ANGP south of the Williston Gat Station. Technical Specification 312333 part 3.5B had been revised 05/2016 to read:

"Pipe supports may be installed in all locations prior to backfilling as an alternative to continuous pipe bedding for the entire width of the trench. However, areas around pipe shall still be padded with select backfill as shown on the contract drawings and explained in paragraph 3.3.b. above. Stacked sandbags, pipe pillows, or owner approved equal are acceptable methods. Spacing shall be per manufacturer recommendations, if a commercial product, or 15' maximum separation if sandbags." – Technical Specification for ANGP, Section 312333 part 3.5B – May, 2016

MEMORANDUM

The Construction Management Team constructed the pipeline with the knowledge that pipe installed on the trench bottom or on sand berms was in fact an "owner approved equal" for pipe support. This is solidified by the (attached) email from Brendan Kearns, CHA Engineer to John St. Hilaire on June 22, 2016 where he stated "If the material 6" below the bottom of the trench is deemed to be suitable material (per specifications) by the CM team, then the pipe can be laid in the bottom of the trench as long as it is sufficiently supported as stated in 3.3.C". The only section that was installed directly on the trench bottom in 2016 was a 360 foot section between station 564+24 and station 567+84. VGS did a test dig in that section to inspect the pipe and to analyze the trench. The report (attached) shows that the soil at the bottom of the trench was suitable for padding material.

Further discussions on this matter ensued and on July 5th, 2016 the team decided that for consistency they would no longer allow pipe to be installed on the trench bottom or supported on sand berms. This is memorialized in RFI#: ANGP-VGS-RFI-025 (attached) and then communicated to the DPS in the (attached) email From Chris LeForce to GC Morris and Louise Porter on July 7th, 2016.

Another concern was also brought up regarding soil differences potentially causing corrosion issues. This concern was quickly handled by Jeremy Bachand, Vermont Gas Corrosion Technician, NACE CP2 certified, and Bob Allen, President and Owner of ARK Engineering, NACE CP4 certified. Their conversations clarified that the conditions present in the areas where the pipe was installed directly on the ground or on sand berms were similar to those elsewhere on the project and raised no extra corrosion concern. This was documented in an email from John St. Hilaire to GC Morris and Louise Porter on July 1st, 2016 (attached).

At the time that the pipe was installed either on the trench bottom or on sand berms it was acceptable practice. VGS and the Construction Management Team then decided to remove some of the flexibility in the construction methods. After this change was made, no additional pipe was installed on the trench bottom or on sand berms.

Areas Pipe Lays on Ground or Pipe Using Dirt Berms

Date	Station From	Station To	Sand Berms	Pipe on the Ground
8/31/2015	240+26	279+75		X
6/17/2016	564+24	567+84		X
6/18/2016	889+74	892+11	X	
6/21/2016	888+38	889+74	X	
6/28/2016	863+62	864+55	X	
7/5/2016	663+00	664+50	X	

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 9/1/2015

Subject: Construction in Sand Area

Directive Number: 2015 - 005

In 3.5(B) – Bedding and Backfilling of Section 312333 – Trenching, Pipe Laying, and Backfilling of the Technical Specifications: pipe supports shall be installed in all locations prior to backfilling, unless otherwise directed by the Construction Management Team.

This document serves to direct the construction without pipe supports in the sand area from station 240+26 to station 279+75, as the uniform sand in the trench meets requirements for select backfill.

Issued by (print): John Stamatov

Signature: J.R. [signature], Prj. Mgr

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

Adam Gero

From: John St.Hilaire
Sent: Wednesday, June 22, 2016 9:53 AM
To: Adam Gero; Chris LeForce
Subject: FW: 312333 Trenching and Backfilling Clarification

FYI

From: Kearns, Brendan [mailto:BKearns@chacompanies.com]
Sent: Wednesday, June 22, 2016 9:37 AM
To: John St.Hilaire
Cc: 'john.r.stamatov@pwc.com'
Subject: 312333 Trenching and Backfilling Clarification

Hi John St. Hilaire,

The intent of the trenching and backfilling specification is to have suitable native material (described in the specification) around the pipe as shown in the trench details on ANGP-T-G-015. If the material 6" below the bottom of the trench is deemed to be suitable material (per specifications) by the CM team, then the pipe can be laid in the bottom of the trench as long as it is sufficiently supported as stated in 3.3.C:

"The bottom of the trench shall be accurately graded to provide a uniform layer of padding/bedding material, as required, for each section of pipe. Trim and shape trench bottoms and leave free of irregularities, lumps, and projections."

If the material in the trench is determined not suitable by the CM team, then borrow material as described in section 2.1.A.2 shall be used as select backfill and placed around the pipe according to the dimensions shown in the trench detail on sheet ANGP-T-G-015. Alternatively, the contractor may use a shaker bucket with the native material to screen out the oversized material to meet the specification. However, Part 2.1.A.1 states:

"A shaker bucket or screen may be used if native material is too large, given that the characteristics of the material are suitable for successful shaker bucket or screen use."

This clause was placed in there to clarify that if the material cannot work in a shaker bucket (e.g. clay) and that material is in large "clumps" and the CM team cannot assure that the material meets the specification, then borrow material must be brought in to bed the pipe.

As far as the Cathodic Protection issue goes, clay is not as dielectric (dielectric meaning a poor electrical conductor) as sand. However, there is nothing in the code that says you can't use clay around the pipe. Ark Engineering can speak better to this, but they studied the soils along the route in preparation for the design of the CP system.

Thanks,

Brendan

Brendan C. Kearns, P.E.*
Engineer II

CHA ~ *design/construction solutions*
Office: (802) 735-0374
Mobile: (978) 503-2333
bkearns@chacompanies.com
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*VT

Responsibly Improving the World We Live In

ANGP Pipeline Anomaly Dig, @ station 565+85

Personnel On-Site: Darrel Crandall (Mott MacDonald), Steve Miner (VGS), Kate Marcotte (VGS), and the Michels Pipeline Construction crew

Date: 09/27/2016

The Enduro Pipeline Services caliper inspection detected a 1.7% deformation in the pipe at the 4:00/4:30 location on the pipe at station 565+85, indicating a possible dent in the pipe. Pictures below show no rocks were detected around the pipe or anywhere in the excavation. Pictures also show no indication of a dent found due to construction while inspecting the pipe.

.

Excavation dirt pile with clumps of clay and no rocks.

Exposed pipe section at station 565+85. Moved stake into area to show location of possible dent.

ANGP Pipeline Anomaly Dig, @ station 565+85

No dent or coating damage spotted at station 565+85 after cleaning the pipe and thoroughly inspecting the pipe by hand. Checked the pipe several feet upstream and downstream of station number.

Excavation dirt pile with clumps of clay and no rocks. Expanded excavation to locate weld 0193.

ANGP Pipeline Anomaly Dig, @ station 565+85

Exposing more pipe to weld 0193. No rocks detected just clumps of clay and clay topsoil mix.

Measurement of 17' from weld 0193 to possible dent to confirm location.

ANGP Pipeline Anomaly Dig, @ station 565+85

Confirmation measurement came to the same location from the first location observed based point set by survey. No dent detected due to a construction condition on any part of the pipe upstream or downstream of station 565+85. Re-inspected the pipe by hand several feet upstream and down stream of station 565+85 to feel for any damage. Also inspected pipe for damage in the entire section exposed. No coating damage detected or indication of a dent due to construction in the section of pipe exposed.

.

Close up picture of station 565+85 at the 4:00/4:30 location. No coating damage or dent detected

PROJECT:
Addison Natural Gas Pipeline
Phase I

VermontGas

REQUEST FOR INFORMATION TRANSMITTAL

Date:	7/1/2016	RFI #: ANGP-VGS-RFI-025
RFI Title:	Trenching, Pipe Laying, And Backfilling Specification Clarification	
RFI Origin:	Name: Christopher LeForce	Contractor: Vermont Gas Systems, Inc.
RFI Submitted To:	Name: Brendan Kearns	Contractor: CHA

Discipline:

- Engineering [X]
- Environmental [ ]
- Construction [ ]
- Other (specify) [ ]

Information Requested:

VGS is requesting clarification with respect to the methods the pipeline can be placed in the trench and backfilled under *Section 312333 Trenching, Pipe Laying, And Backfilling Specification*. Please provide intent and clarification on the various methods the trench bottom can be prepared under the specification.

Information Response:

PER SPECIFICATION 31233, THE TRENCH BOTTOM MAY BE PREPARED UTILIZING TWO METHODS NOTED BELOW. WITH EITHER METHOD, THE PIPE SHALL HAVE A MINIMUM OF SIX (6) INCHES OF SELECT BACKFILL/PADDING PLACED BENEATH (BETWEEN IN-SITU NATIVE MATERIAL AND BOTTOM OF PIPE) AND ALL ON SIDES OF THE PIPE (SECTION 3.3.B).

1) THE PIPE MAY BE PLACED ON STACKED SANDBAGS, OR OTHER APPROVED SUPPORT METHOD (SECTION 3.5.B.) AND BACKFILLED AS SPECIFIED IN SECTION 312333.

2) THE PIPE MAY BE "CONTINUOUSLY SUPPORTED" WITH SELECT BACKFILL/PIPE PADDING (MINIMUM 6 INCHES) AS DESCRIBED IN SECTION 312333, PART 3.3.B, AND SHOWN ON DETAILS 3 AND 6 ON SHEET ANGP-T-G-015. THE CONTRACTOR AND CONSTRUCTION MANAGEMENT TEAM SHALL VERIFY THAT THE 6" OF PADDING MATERIAL BELOW THE PIPE MEETS SPECIFICATION 312333 PART 2.1.A.

PER THE SPECIFICATIONS AND DETAILS 3 AND 6 ON SHEET ANGP-T-G-015, LAYING THE PIPE DIRECTLY ON *IN-SITU* NATIVE MATERIAL ON BOTTOM OF TRENCH IS NOT ACCEPTABLE.

Authorized Signature: BCK

Printed Name and Title: BRENDAN KEARNS, CHA ENGINEER

Date: 7/5/16

Copies to: VGS-Office VGS - Field CHA VHB

Adam Gero

From: Chris LeForce
Sent: Thursday, July 07, 2016 6:16 PM
To: Morris, GC
Cc: John St.Hilaire; Adam Gero; Porter, Louise
Subject: VGS weekly meeting follow-up
Attachments: Adhesion Test - Field Coating Rev.2.pdf; ANGP-VGS-RFI-025-R0 RESP.pdf; Denso 35 Tape Peel test procedure 2016 0707 Rev 1.pdf; VGS Project Org Chart_06142016 v1.pdf

GC,

I have attached multiple documents that you have requested copies of or have asked for additional clarification during our weekly meetings. They are listed below with an explanation.

VGS Project Org Chart_06142016 v1.pdf – This was provided in hard copy form at our meeting on 7/5/2016. John St. Hilaire said we would send along an electronic version.

Denso 35 Tape Peel test procedure 2016 0707 Rev 1.pdf & Adhesion Test - Field Coating Rev.2.pdf – It was requested that we properly title the adhesion test procedure for the Denso 35 Tape. The final version is attached. I have also included the updated QA/QC Adhesion Test Plan, which incorporates this test for the tape. These documents will be added to the Inspector Manual on Monday morning.

ANGP-VGS-RFI-025-R0 RESP.pdf – This is the Request for Information (RFI) related to the pipe trench preparation under Section 312333 Trenching, Pipe Laying, and Backfilling Specification. VGS had asked CHA to clarify the methods that were acceptable under the specification, as it is written under its current revision.

It was our intent to allow the pipe to be installed on the trench bottom if the soil conditions were shown to be rock free, which would be completed by inspecting the trench bottom and sidewalls and also the spoil from the trench. If a determination could not be made or the soil contained rocks, then the pipe would be properly supported and padded during the installation. This is a commonly accepted construction technique used in the industry by other companies when favorable soil conditions exist. This is a similar situation to the use of the sand berms or “dutchmen” for pipe support in the trench in lieu of sandbags or pipe pillows. It is a commonly used method of installation in the industry. Both are difficult to inspect and by a pure interpretation reading of the specification, neither is allowed unless the specification was edited and updated, as shown in CHA’s response to the RFI.

VGS at this time will not be using either technique and has instructed the Construction Management (CM) Team to completely pad the trench bottom or use sand bags as pipe supports unless they submit an alternative for approval. We will also circulate a copy of the RFI to the CM Team to present the interpretation. The CM Team has stated these have been the primary techniques used on the installed pipe, except for a few hundred-foot section installed south of the Williston Gate Station. We will incorporate this section into the QA/QC Program.

Regards, Chris

Adam Gero

From: John St.Hilaire
Sent: Thursday, June 08, 2017 3:57 PM
To: Chris LeForce; Adam Gero
Subject: FW: VGS weekly meeting follow-up

From: John St.Hilaire
Sent: Friday, July 01, 2016 4:55 PM
To: Morris, GC (GC.Morris@vermont.gov)
Cc: Chris LeForce; Adam Gero; Porter, Louise (Louise.Porter@vermont.gov)
Subject: VGS weekly meeting follow-up

Hi GC.

We had two items to follow up with from our Tuesday meeting including pipe placement in the trench and induced voltage.

Pipe placement in the trench – On 6/21 we discussed this item and we understood the issue to be around the placement of the pipe at the bottom of a trench and if our spec allowed for this or were we required to add padding. We engaged our engineering firm of record to provide input on whether the spec allowed for a pipe to be placed at the bottom of the trench when suitable backfill material is present. We provided an e-mail from the engineering firm describing his wording and intent to allow pipe to be placed on the bottom of the trench when suitable material is present without bedding. This is the same interpretation our inspection and our pipeline contractors have taken in regard to the spec. During our 6/28 meeting, we learned the issue was not the mechanical aspects of placing the pipe at the bottom of a trench, it is the corrosion potential due to oxygen differentials in the soil layers. We again reached out to others to determine if this was an acceptable practice. We engaged Mott McDonald and two New England LDC's who all reported that when suitable backfill material is present in the bottom of the trench, it is acceptable and common to put the pipe on the bottom of the trench. Today (7/1) at 2pm, we discussed this with ARK engineering to understand the corrosion aspect of oxygen concentration. We reviewed the report (Bushman & Associates, Inc.) provided by Mr. McCauley and find it does walk through various corrosion mechanisms including Galvonic Corrosion, Oxygen concentration corrosion, and Corrosion caused by dissimilar soils. Further it states "corrosion can be caused due to differences in the electrolyte. These differences may be in the soil resistivity, oxygen concentration, moisture content, and various ion concentrations". The next section of the report details corrosion control mechanisms including coating pipe and cathotic protection.

Corrosion is a factor that we work to minimize on a pipeline. Corrosion can occur from oxygen concentrations at the change of soil from one geologic area to another, from an HDD to open trenching, and from moving through wetlands not only due to soil changes but due to the added moisture content of the soil. We cannot eliminate every risk of corrosion, which is why we utilize the corrosion control mechanisms listed in the Bushman report including pipe coating, cathotic protection, and compacting backfill with native soil in minimizing oxygen concentration corrosion.

Our research shows that placement of cathotically protected coated steel pipe on the bottom of a trench with suitable backfill material (no sharps, etc) is an accepted practice in the natural gas industry from a mechanical and corrosion perspective. The Bushman concludes with "When a system is designed, installed, and maintained properly, cathotic protection is one of the most effective and economical methods of preventing corrosion". With the evaluation complete, we have submitted an RFI to our engineer to officially clarify the spec and its allowance for the placement of the pipe at the bottom of a trench when suitable backfill material is present.

Induced voltage – On 6/21 we again discussed managing induced voltage. We both had been trying to get a Velco procedure to manage induced voltage. In the meantime, Michels implemented their standard management approach to induced voltage including daily measuring and installing grounding rods. We were also asked about the qualifications of the Michels safety individual who was managing the induced voltage program. During the week of 6/21 we developed a formal Michels procedure, provided a summary of the readings for the project, and the resume of the Michels regional safety manager. All readings from the start of the project were substantially below the recommended level of 15 volts. On 6/28, we provided the written procedure and asked for comments. We also agreed to provide additional information regarding the Michels safety person for Induced voltage. We reached out to Ark Engineering, two New England LDC's, and our own NACE 2 CP tech to learn about managing induced voltage on a shared ROW. We learned a procedure should be in place, testing and training should be required, and grounding installed to manage induced voltage. We learned that there is no industry certification for induced voltage and the NACE CP certifications only briefly covers induced voltage. Our research indicated that an individual with actual experience managing induced voltage on a pipeline project should be used to manage the induced voltage program. During our conversation with ARK engineering, we asked them to audit our procedure and give feedback on how we can improve the procedure. We provided the procedure to ARK on 7/1. Ark Engineering is the entity that designed the cathotic protection system for the pipeline and did an induced voltage survey of the Velco line when designing the system. We continue to be open to suggestions and ways to improve the management of induced voltage.

I am still working on the information on the Michels regional safety manager and hope to have that for you on Tuesday.

Please let me know if you have any questions.
John

.301		CONSTRUCTION REQUIREMENTS	S	U	N/A	N/C
	.303	Are comprehensive written construction specifications available and adhered to?		X[6]		
	.305	Are inspections performed to check adherence to the construction specifications?	X			
	.307	Is material being visually inspected at the site of installation to insure against damage that could impair its serviceability?	X			
	.309(a)	Are any defects or damage that impairs the serviceability of a length of steel pipe such as [illegible] gouge, dent, groove, or arc burn repaired or removed?	X			
	.309(c)	If repairs are made by grinding, is the remaining wall thickness in conformance with the tolerances in the pipe manufacturing specifications or the nominal wall thickness required for the design pressure of the pipe?	X			
	.313(b)	If a circumferential weld is permanently deformed during bending, is the weld nondestructively tested?			X	
	.319(a)	**When pipe is placed in the ditch, is it installed so as to fit the ditch, minimize stresses, and protect the pipe coating from damage?**		X		
	.319(b)	Does backfill provide firm support under the pipe and is the ditch backfilled in a manner that prevents damage to the pipe and coating from equipment or the backfill material?	X			
	.461(c)	External protective coating is inspected (by jeeping, etc.) prior to lowering the pipe into the ditch. Coating damage repaired, as required.	X			
	.325(a)	Is there **12 inches** clearance between the pipeline and any other underground structure? If **12 inches** cannot be attained, are ad[illegible] made to protect the pipeline from damage that could result from the pro[illegible]ity of [illegible] structure?	X			
	.327(a)	▪ Is pipe in a **Class 1** location installe[illegible] **30 inches** [illegible] **normal soil**, or **24 inches** of cover in **consolidated rock**[illegible]	X			
		▪ Is pipe in **Class 2, 3, and 4** locations, dr[illegible] of public roads and railroad crossings, ins[illegible] **36 inches** of co[illegible] **mal soil** or **24 inches** of cover in consolidat[illegible]	X			
		▪ Does p[illegible] installed in a [illegible] or harbor have [illegible] inches of cover in **soil** or **24 inches** of cov[illegible] **onsolidated r**[illegible]	X			
		▪ [illegible] above cover can[illegible] attained, is additi[illegible] protection provided to withstand [illegible]ated external [illegible]			X	
	.328	If the [illegible] will [illegible] MAOP standard calculated under 192.620 (80% S[illegible] Attachment 1 for additional construction requirements				

Comments:
04/28/2016 [illegible]ld observing [illegible] clearing [illegible] HDD sites from Williston to Middlebury. 05/20/16, In Williston Pipe Yard observed contract[illegible]ving and restacki[illegible] saw num[illegible] blue ribbon marked pipe within pile (blue ribbon indicates segregated). 5/24/16 Insp[illegible] at New Haven Pipe Ya[illegible]27/16 Ins[illegible]ction at New Haven Pipe Yard observed inspectors document heat numbers and phys[illegible] inspecting pipe. Numer[illegible] coating with ineffective patches segregated. 6/3/16 PCM and line locating with ARK Enginee[illegible]6/7/16 Pipe stringing a[illegible]elding Hurricane lane. 6/8/16 Close Interval Survey Colchester launcher to Mill Pond Road. 6/14/16 o[illegible] bending and string[illegible] operations off of Rt 2A. Observed stringing prior to trench excavation outside of VGS specification [illegible]3 36(b) . 6/15/1[illegible]bserved disbanding factory applied patch, had Chief Coating Inspector Ryan Schaefer conduct peel test- FAILE[illegible] observed a[illegible]tion of Canusa shrink sleeve. 6/16/16 observed mill defect on pipe, refered to CWI D. Love. At kick off Williston s[illegible] obs[illegible] pipe being laid directly on trench bottom in non compliance with VGS Specification 312333 3.5(B) . Referred to [illegible]n and D. Crandall. 6/17/16 met with VELCO employee regarding induced current on pipe. 6/23/16 met with GC M[illegible] regarding AC mitigation. 6?24/16 Stringing at 941+00 numerous non compliance issues regarding induced current. 7/1/1. Berms not approved, refered to Chris LaForce.6 at Sta. 680+00 sandbags and berms being used for pipe supports. 7/2/16 Sta.691+29 lowering in of 1770 ft section. 7/7/16 Observed lowering In operation between 686+50 and 776+00 pipe supported throughout by sandbags and padding. 7/8/16 Observed backfilling at Williston Sbstation. Once again noted pipe directly on bottom of ditch. Notified D. Crandall who advised that pipe was lowered in before directive from CHA engineering. 7/9/16 at Hurricane Lane tie in observed trench box resting on pipe, notified inspector Tom Modeen. Also put in request for information regarding field bend at tie in, was advised 11 degree overbend. Inspection of HDD at Route 7 Middlebury and Town Hill road. 7/13/16 Notified Michels, Hatch Mott and VGS of unbonded pipe segment at 930+00, 19.38 volts. 7/14/16 At HDD Town Hill Road pullback completed. 7/15/16 witness lowering in at Sta. 858+00. Witness backfilling at Sta. 848+00. At Sta.

Comments:
1149+00 observed bond wire off pipe string, 35.90 volts. Notified foreman and crew as well as company notifications. 7/20/16 Observed lowering in at Williston station. 7/22/16 Inspection of HDD at 'Dragon Bore" in Middlebury.7/25/16 Lowering in at 842+00. 7/26/16 Observed lowering in at 777+80. Met with Chief Inspector Darrel Crandall regarding pipe mill anomalies and rejection criteria. Inspected NDT technician 1179+00 and rebeveling of pipe with internal mill defect. 7/28/16 observed durometer readings on Wrapid wrap coatings at 2164+25. 7/29/16 Lowering in at 800+00. 8/1/16 HDD inspection at Dragon Bore". 8/2/16 Inspection of anomaly crew at 1741+00. 8/3/16 observed installation of trench breakers at 814+83. 8/3/16 Inspection at Lewis Creek bore. 8/4/16 HDD at Lewis Creek 18" back reamer. 8/8/16 Monkton Swamp Bore. 8/9/16 Monkton Swamp pullback, coating damages observed. 8/10/16 pulled more pipe through at Monkton Swamp observed final 16' no through coating damage. 8/11/16 observed pullback at Lewis Creek bore, pipe in very good condition. 8/11/16 Lowering in at 1537+50. 8/12/16 excavating and padding on Old Stage Road. 8/15/16 observed installation of Trench Breakers, also reported to inspector need sand bags under overbend at 1549+00. 8/23/16 1115+00 Baldwin Road crossing. 8/23/16 at Station 2087+00 with ndt crew on mill defects. 8/24/16 Baldwin road tie in. 8/24/16 lowering in at 1680+00. 8/26-27/16 tie in at 753+90. 9/3/16 tie in at 1635+50. 9/6/16 Lowering in at 1412+00. 9/6/16 dewatering and padding at 2093+00. 9/8/16 reaming at 1390 +00 (peyser). 9/8/16 Tie in crew excavating at 1987+00. 9/20/16 enduro caliper pig run. 9/24/16 drying operation in process, receive pigs at 967+50. 9/24/16 tie in at 1669+50. 9/27/16 drying at 967+50. 9/28-29/16 field audit of fittings and valves. [illegible] tie in at mlv2. 10/6/16 Williston Station tie in. 10/7/16 gas up to MLV 2 and then to terminus before Geprags. 10/12/16 lowering in at 379+00. 10/19/16 Audit MTRs for mainline valves. 10/19/16 NewHaven reg station dewatering. 10/20/16 conduct audit of Michels op qual identity of employees.

.451		CORROSION REQUIREMENTS	S	U	N/A	N/C
	.455(a)	(1) Does the pipeline have an effective external coating and does it meet the coating specifications?	X			
		(2) Is a cathodic protection system installed or being provided for?	X			
	.471(a)	Are test leads mechanically secure and electrically conductive?	X			
	.471(b)	Are test leads attached to the pipe by cadwelding or other [illegible] minimize stress concentration on the pipe?	X			
	.471(c)	Are bare test leads and the connections to the pipe coated?	X			
	.476	Systems designed to reduce internal corrosion (a) New construction	X			
		(b) Exception – offshore pipelines and systems replaced before 5/23/07			X	
		(c) Evaluate changes to existing systems			X	

Comments:
4/27/16 Review VGS and ARK engineering reports on CP for Phase 1. 6/13/16 Coating application inspection R-95 coating @ Hurricane Lane. [illegible] DCVG survey with ARK engineering. 6/29/16 Mill coated repair anomalies observed Sta. 642+50. Lowering in at [illegible] [illegible] and select backfill. 6/30/16 observed a butyl tape repair on top of a mill applied shrinck sleeve. Referred to [illegible]haefer. Also [illegible] that application temperature over 115F are prohibited as per Denso specifications. 7/6/16 At Sta. 875+[illegible] observed 13 coating damages in 11 ft, appears to be from bending machine. 7/7/16 met with bending engineer at 1101+50, was advised that shoes had been adjusted and lubricant of water and soap was being applied during bending. Also try to make close radius [illegible] in morning before heat. [illegible]16 met with M. Reagan and D. Crandall regarding peel and adhesion tests. Sta.2067+00 observed [illegible] application of Protol [illegible]. 7/12/16 observed numerous jeeps on protol coating near Sta. 863+50. Notified coating inspector. Sta [illegible]00 witnessed installation of zinc ribbon, CAD welding and field splice for AC mitigation. 7/27/16 coating inspection at 126[illegible] canusa sleeve application. 8/3/16 observed installation of zinc ribbon at 815+00. 8/4/16 Zinc ribbon installation 892+00. 8/4/16 Coating inspection [illegible]23+00. 8/20/16 coating inspections at Sta. 1116+00, replacing previous coatings due to peel test failure. 8/20/16 dewatering [illegible]83+00. 8?25/16 inspection of coating at Quarry Road crossing. 8/26/16 had Chief inspector meet me at Baldwin road. Installation of four wire test station not in compliance with specification. Chief ordered repair. 10/6/16 zinc ribbon installation at 2080+1[illegible] 10/11/16 inspection of test station and ac mitigation MLV2.

.501		TESTING REQUIREMENTS	S	U	N/A	N/C
	.503(a)	(1) Is a hydrostatic pressure test planned to substantiate the MAOP?	X			
		(2) If the pipeline has been hydrostatically tested, have all potentially hazardous leaks been located and eliminated?	X			
	.505(a)	• Is there a specified hydrostatic pressure testing procedure?	X			

From : Morris, GC <GC.Morris@vermont.gov>
Subject : VGS ANGP discussion
To : Porter, James <James.Porter@vermont.gov

Mon, Aug 07, 2017 02:22 PM

Jim,

A VGS ANGP topic for our discussion:

Identify/Tabulate existing pipeline segments without support as specified (For analysis, Dave Berger needs, for each specific location, soil type, soil resistivity and coating type)

See Reference(s):VGS ANGP QA QC Summary, 12/21/2015, tab 8, (segments not identified) and

See VGS Memorandum, ANGP QA QC Executive Summary, Oct. 4, 2016, (4 segments identified)

See Memorandum, ANGP Pipe Laid on Trench Bottom, June 6, 2017, (6 segments identified, 2 of which comprise one segment referenced in memo above)

Plus segments installed by sink-in swamp-method including:

New Haven, Wetland buffer

Monkton, Red Maple Green Ash Swamp

Installation Date	Station From	Station To	Physical installation, out-of-spec.			soil type	soil resistivity	coating type	
			Sand Berms	Pipe on the Ground	Other ?			Pipe mill coating	Girth-weld, field-coating
8/31/2015	240+26	279+75		x					
6/17/2016	564+24	567+84		x(clay)					
6/18/2016	889+74	892+11	x						

6/21/2016	888+38	889+74	x						
6/28/2016	863+62	864+55	x						
7/5/2016	663+00	664+50	x						
9/3/2016	Approximately 1635+00		(removal of adjacent ground material allowed concrete coated pipe to sink-in)	(swamp, wetland buffer)					
Approximately 9/18/2016	Appox.1642+00	Appox.1666+00	(sink-in)	(swamp)					
Other?									

GC Morris Gas Engineer Vermont Dept. of Public Service 112 State St. Montpelier, VT 05620-2601 802-828-4073

Vermont Gas

Addison Natural Gas Project

Phase I

ML-DAILY INSPECTOR REPORT

Section I - Colchester to Williston

Section: 1
Date: 9/9/2014
Report: 62
W.O.:
Inspector: J.R.Kelch

Contractor: Over and Under
Super/Foreman: Fred Robinson
Weather/Temp: sunny 46-76
County/Town: Williston
JSA Topic: wear ppe
Final Report: ☑ No ☐ Yes

Item	Activity	Insp	Station From	Station To	Footage Today	Footage to Date
	Pre-Const Survey/Video	☐	0	0	0	0
	ECD Installation	☑				
	Temp Fencing/Gates	☐	0	0	0	0
	Clearing and Grubbing	☐				0
	Grading	☐	0	0	0	0
	Machine Trenching	☐	0	0	0	0
	Excavator Trenching	☑				0
	Rock Removal-Mechanical	☐		0	0	0
	Rock Removal-Blasting	☐	0	0	0	0
	Loading and Hauling Soils	☐	0	0	0	0
	Hauling and Stringing	☐	0	0	0	0
	Bending and Setup	☐	0	0	0	0
	Lowering In	☑	189+86	191+06	120'	0
	Welding	☐	0	0	0	0
	Welding-Tie-in	☐	0	0	0	0
	Welding-Tie-in-Final	☐	0	0	0	0
	NDT	☐	0	0	0	0
	Coating-Below Ground	☐	0	0	0	0
	Coating-Above Ground	☐	0	0	0	0
	CP-Zinc Ribbon	☐	0	0	0	0
	CP-Anodes	☐	0	0	0	0
	Padding and Compaction	☐				0
	Backfill	☐				
	Permanent Fencing/Gates	☐	0	0		0
	Clean-up Rough	☐	0	0	0	0
	Clean-up Final	☐	0	0	0	0
	Road Crossing Cased	☐	0	0	0	0
	Road Crossing Uncased	☐	0	0	0	0
	Boring	☐	0	0	0	0
	HDD-Pilot Hole	☐	0	0	0	0
	HDD-Reaming	☐	0	0	0	0
	HDD-Pullback	☐	0	0	0	0
	HDD-Hydro-Aboveground	☐	0	0	0	0
	HDD-Hydro-Belowground	☐	0	0	0	0
	Hydrotest-Final	☐	0	0	0	0
	Drying	☐	0	0	0	0
	Pigging	☐	0	0	0	0
	Drain Tile Repair	☐	0	0	0	0
	Road Cleaning	☐	0	0	0	0
	Pipe Offload and Tally	☐			0	0

WORK DETAILS/COMMENTS

Mikes crew lowered in from sta 189+86 to 191+06 and from sta 193+69 to 194+89 for a total of 240' today, all pritec pipe.
Ed's crew trenched from sta 552+30 to 552+90,then lowered in and welded 60' joint of concrete coated pipe. Crew then started excavating for next joint of pipe.
The environmental crew worked on putting up silt fence on hwy 289,sta 262+00 area.
Cook clearing returned today to hwy 289 sta 346+00 and unloaded feller buncher using ADA flaggers on entry ramp to hwy 289 and started cutting trees.
Over and Under also had an operator hammering rock around sta 171+00. Could not witness all activities today with 5 crews. Stayed longer with both crews lowering in pipe, one on hwy 2 and the other on hwy 289 behind Mobil station at sta 189+00 area.

ECDs and PAY ITEMS (Pay items shown in yellow)

	Item	UOM	Start Sta.	End Sta.	Today	To Date
	Silt Fence	LF				0
	Silt Soxx	LF	0	0	0	0
	Wood Chips	LF	0	0	0	0
	Super Silt Fence (reinforced)	LF	261+00	264+00	300'	
	Safety Fence	LF	0	0	0	0
	Geotech	SY	0	0	0	0
	Straw Bales	BALE	0	0	0	0
	Temp Culvert w/crushed stone	EACH	0	0	0	0
	Temp Culvert w/o crushed stone	EACH	0	0	0	0
	Timber Mats	LF	0	0	0	0
	Winter Stabilization	ACRE	0	0	0	0
	Trench Breakers	EACH		0		0
	Pipe Sacks/Saddlebags	EACH	0	0	0	0
	Select Fill/Sand	LOAD	0	0	0	0
	Concrete Coated Pipe	LF	552+30	552+90	60'	0
	Rock Haul Away	LOAD	0	0	0	0
	Stabilized Construction Entrance	CU FT	0	0		
	Mat Cleaning	EACH	0	0	0	0
	Wash Stations	EACH	0	0	0	0

Welding and X-rays

Rejected Welds

	Weld Count	Rejected	Reject Rate	Reject Repaired	Reject Balance	Reject Cut Out
Today	0	0	0%	0	0	0
To Date	0	0	0%	0	0	0

	Rejected Welds	Temporary Welds			
	Cut Out for Engineering	Temporary Welds X-Rayed	Temporary Welds Cut Out	Balance	Total Welds Installed
Today	0	0	0	0	0
To Date	0	0	0	0	0

BORING

Location (station/road/railroad)	**Length** (pit face to pit face)	**Pipe** (length and type)

Safety Issues

Contractor Downtime	Hours & Reason:	

PUBLIC INTERACTION

Agency Visitors

Agency	Name	Number	Comments

Land Owner or Protestor Interaction (If protester request for information or landowner request or complaint direct them to Dave Walker, VGS RoW Manager, 802.951.0368 and provide his business card.)

Hrs Wkd:	10	Signature:	JR Kelch

CHANGE ORDER WORK	Change Order Number:	

Time and Materials

Contractor Personnel

Item	Name	Position	Hours	Comments

Equipment

Item	Equipment	Rent	Own	Comments
		☐	☐	
		☐	☐	
		☐	☐	
		☐	☐	
		☐	☐	
		☐	☐	
		☐	☐	
		☐	☐	
		☐	☐	
		☐	☐	
		☐	☐	
		☐	☐	
		☐	☐	

Materials

Item	Description	Quantity	Loc/Station #	Comments

Vermont Gas
Addison Natural Gas Project
Phase I

HDD-Daily Inspector Report

Section I - Colchester to Williston

Date: 5/27/2015
Report: Phase1Sec1_EC46-2
W.O.: Phase 1 Sec 1
Inspector: Eric Curtis
Final Report: ☑ No ☐ Yes

Contractor: ECI
Super/Foreman: Mike Wright
Weather/Temp: Mostly cloudy, afternoon rain, 86 / 68
County/Town: Chittendon / Williston
JSA Topic: PPE

Item or Crew	HDD # and Name:	I-89, (596+10 to 605+48)			Estimated Length:		938
	PASS	Station From	Station To	Estimated Footage Today	Estimated Footage To Date	Estimated % of Completion	Comments
	Casing	0	0	0	0	0%	
	Pilot Hole	0	0	0	0	0%	
	First Ream	0	0	0	0	0%	
	Second Ream	0	0	0	0	0%	
	Third Ream	0	0	0	0	0%	
	Fourth Ream	0	0	0	0	0%	
	Swab	0	0	0	0	0%	
	Pull Back	0	0	0	0	0%	
	Other	0	0	0	0	0%	
	Other	0	0	0	0	0%	

ECDs and PAY ITEMS (Pay items shown in yellow)

	Item	UOM	Start Sta.	End Sta.	Today	To Date	
	Silt Fence	LF	0	0	0	45	
	Silt Soxx	LF	0	0	0	0	
	Wood Chips	LF	0	0	0	0	
	Super Silt Fence	LF	0	0	0	0	
	Safety Fence	LF	0	0	0	0	
	Geotech	SY	0	0	0	0	
	Straw Bales	EA	0	0	0	0	
	Temp Culvert w/crush.stone	EA	0	0	0	0	
	Temp Culvert	EA	0	0	0	0	
	Timber Mats	LF	0	0	0	0	
	Winter Stabilization	AC	0	0	0	0	
	Trench Breakers	EA	0	0	0	0	
	Pipe Sacks/Saddlebags	EA	0	0	0	0	
	Select Fill/Sand	LOAD	0	0	0	0	
	Concrete Coated Pipe	LF	0	0	0	0	
	Rock Haul Away	LOAD	0	0	0	0	
	Stabilized Const Entrance	CU FT	0	0	0	0	
	Cleaning Mats	EA	0	0	0	0	
	Wash Stations	EA	0	0	0	0	

COMMENTS

Welding and X-rays

	Rejected Welds						
	Weld Count	Rejected	Reject Rate	Reject Repaired	Reject Balance	Reject Cut Out	Cut Out for Engineering
Today	0	0	0%	0	0	0	0
To Date	0	0	0%	0	0	0	0

	Temporary Welds				
	Temporary Welds X-Rayed	Temporary Welds Cut Out	Balance	Total Welds Installed	Comments
Today	0	0	0	0	
To Date	0	0	0	0	

WORK DETAILS/COMMENTS

Crew bagan preparing the work site and mobilizing equipment in to resume with the drilling and installation of pipe under I-89. The ditch witch JT100 drill rig and deere 160 excavator were delivered to the site. All brush and debris left from clearing was pushed into a pile then loaded into a dump truck and hauled away. The ATWS was graded. Large rocks were relocated to a central location and piled into a row along the east side of the ATWS. The ATWS was seeded and fertilized. Erosion matting was installed over the site and silt fence was installed along the ditch line parallelling Hurricane Ln. Crew plans on resuming work tomorrow (5/28/2015).

Safety Issues

Contractor Downtime

Hours/Reason:	

PUBLIC INTERACTION

Agency Visitors

Agency	Contact Name	Number	Comments

Land Owner or Protestor Interaction: (if protester request for information or landowner request or complaint direct them to Dave Walker, VGS RoW Manager, 802.951.0368 and provide his business card)

Hours Worked:	10	Signature:	Eric Curtis
CHANGE ORDER WORK		Change Order Number:	

Vermont Gas

Addison Natural Gas Project Phase I

ML-Daily Inspector Report

Section 1 - Colchester To Williston

Section: Phase 1
Date: 8/27/2015
Report: 08/27/2015_Phase1_ML_IDCR_JB27
Location: Route 289
Inspector: Jim Barton

Contractor: Michels
Super/Foreman: Johnny Kroner/Randy Carrillo
Weather/Temp: 72/53 Cloudy
County/Town: Chittenden/Essex Junction
JSA Topic: Pinch points , Awareness , PPE

Item	Activity	Insp	Station From	Station To	Footage Today	Footage to Date
	Clearing and Grubbing	☐				
	Pot Hole	☐				
	Grading	☐				
	Stringing	☑	301+00	298+00	300	2400
	Bending	☐				
	Set-up	☐				
	Trenching	☑	299+00	291+00	800	2300
	Blasting	☐				
	Welding	☐				
	Welding Tie-In	☐				
	NDT	☐				
	Coating-Above Ground	☐				
	Coating-Below Ground	☐				
	Lowering In	☑	301+00	298+00	300	1800
	Padding	☑	301+00	298+00	300	900
	Backfill	☑	302+00	300+00	200	800
	CP-Anodes	☐				
	CP-Zinc Ribbon	☐				
	Test Leads	☐				
	Seeding	☐				
	ECD Installation	☐				
	Clean-up Rough	☐				
	Clean-up Final	☐				
	Restoration	☐				
	Temp Fencing/Gates	☐				
	Perm Fencing/Gates	☐				
	Road Crossing UnCased	☐				
	Boring	☐				
	Hydro-Aboveground	☐				
	Hydro-Belowground	☐				
	Hydrotest-Final	☐				
	Drying	☐				
	Pigging	☐				
	Drain Tile Repair	☐				
	Pipe Offload	☐				
	Pipe Tally	☐				
	Other	☐				
	Other	☐				
	Other	☐				

WORK DETAILS/COMMENTS

(1)Working out at Rt.289 we had our JSA meeting where I talked to everyone about the size of stones allowed in the ditch.(2)We strung pipe at 301+00 back to 298+00 then lowered it in , padded and backfilled it .(3)We trenched 800 Ft. of ditch today starting at 299+00 to 291+00 .(4)Built in two Trenchbreakers one each at 302+18 and 300+50 .

BORING

Location (station/road/railroad)	**Length** (pit face to pit face)	**Pipe** (length and type)

Safety Issues

James L Barton | **Signature:J L Barton** | **12**

Vermont Gas

Addison Natural Gas Project Phase I

ML-Daily Inspector Report

Section 1 - Colchester To Williston

Section:	Addison Natural Gas Project Phase 1	Contractor:	Michels
Date:	8/27/2015	Super/Foreman:	Don Hargraves/ Ruben Carrillo
Report:	08272015_Phase1_ML_IDCR_JK_39	Weather/Temp:	sunny 63/75
Location:	Hwy 289 st 315+00 to 308+00 and 27+00 to 36+00	County/Town:	Chittiden/Essex
Inspector:	J.R.Kelch	JSA Topic:	stay hydrated

Item	Activity	Insp	Station From	Station To	Footage Today	Footage to Date
	Clearing and Grubbing	☐				
	Pot Hole	☐				
	Grading	☑	84+97	109+00	2403'	13279'
	Stringing	☐				
	Bending	☐				
	Set-up	☐				
	Trenching	☑				1454'
	Blasting	☐				
	Welding	☐				
	Welding Tie-In	☐				
	NDT	☐				
	Coating-Above Ground	☐				
	Coating-Below Ground	☐				
	Lowering In	☑				1446'
	Padding	☑	315+50	308+00	750'	1449'
	Backfill	☑	315+50	308+00	750'	1449'
	CP-Anodes	☐				
	CP-Zinc Ribbon	☐				
	Test Leads	☐				
	Seeding	☐				
	ECD Installation	☐				
	Clean-up Rough	☐				
	Clean-up Final	☐				
	Restoration	☐				
	Temp Fencing/Gates	☐				
	Perm Fencing/Gates	☐				
	Road Crossing UnCased	☐				
	Boring	☐				
	Hydro-Aboveground	☐				
	Hydro-Belowground	☐				
	Hydrotest-Final	☐				
	Drying	☐				
	Pigging	☐				
	Drain Tile Repair	☐				
	Pipe Offload	☐				
	Pipe Tally	☐				
	Other	☐				
	Other	☐				
	Other	☐				

WORK DETAILS/COMMENTS

Grade crew finished skip area at st 282+00 then moved 2 hoes and 2 dozers to st 36+00 to grade back to st 27+00. Crew completed footage at stations listed above.They moved in 24 matts and used 100' of geotex. Crew bushogged st 115+00 area in the extra work space 280'x240'. The composite crew 2 padded and backfilled stations listed above and helped composite crew 1 with trenching and setting up to weld pipe for the rest of the day.

BORING

Location (station/road/railroad)	**Length** (pit face to pit face)	**Pipe** (length and type)

Safety Issues

Inspector's Name:Johnnie Kelch	**Signature:J.R.Kelch**	**11**

QAQC Checklist (Procedure # VGS-110-2, Inspection of New Transmission Facilities)		
	Yes	No
Did ABNORMAL working conditions adversely affect construction progress?	☐	☑
Crews affected by adverse weather, right-of-.way or other working conditions?	☐	☑
Any Contractor caused delays, down time or other reduced progress?	☐	☑

If Yes, explain Below in the COMMENTS SECTION

TRENCHING, LOWERING IN & BACKFILLING Inspector's Checklist

Complete all question below and provide an explaination in the comments section below for all R or U values.

A= Acceptable/ R=Acceptable Re-Inspection/U=Unacceptable/N/A=Non applicable

	A	R	U	N/A
1. Digsafe notified per Sec. 312333, Part 1, Subpart 1.4, Sentence A?	☑ A	☐ R	☐ U	☐ N/A
2. Existing utilities located per Sec.312333, Part 1, Subpart 1.4, Sentence E, Item 3?	☑ A	☐ R	☐ U	☐ N/A
3. Line list/landowner agreements satisfied?	☑ A	☐ R	☐ U	☐ N/A
4. Trenching completed in a manner providing uniform pipe support consistent with Sec. 312333, Subpart 3.3?	☑ A	☐ R	☐ U	☐ N/A
5. Pipe jeeped prior to lowering in/submerging per Sec. 138000?	☑ A	☐ R	☐ U	☐ N/A
6. Holiday, if any, repaired per Sec. 138000?	☑ A	☐ R	☐ U	☐ N/A
7. Pipe installed in ditch in a manner as to minimize undo stress per 312333?	☑ A	☐ R	☐ U	☑ N/A

For all Rs and Us, explain Below in the COMMENTS SECTION

Hours	Name	Position	Hours	Equipment
	Michels Crew			
10	Don Hargraves	foreman	10	komatzu 220 excavator
10	Jarod Gorham	straw	10	cat d-6 dozer
10	Carl Gagnon	laborer	10	komatzu 240 excavator
10	Ryan Mugford	laborer	10	cat d-6 dozer
10	Colt Hendrix	operator	10	skid steer with bush hog attachment
10	Toby Rumbles	operator		
10	Bob Mcquire	operator		
10	Derrick York	operator		
10	Luke Derby	operator		
11	Ruben Carrillo	foreman	11	kamatzu 220 excavator
11	Ruben Carrillo jr	oiler	0	cat d-6 dozer
11	Martin Salinas	straw	0	cat side boom
11	Haven Mcneil	operator	11	kamatzu 220 excavator
11	Roger Hinojosa	laborer		
11	John Maltbie	operator		
11	Lou Chaisson	laborer		
11	John Cabrera	laborer		

Signature:J.R. Kelch	Inspector's Name:Johnnie Kelch	Date:8/27/15

<u>References:</u>

Technical Specification

Vermont Agency of Transportation, Standard Specification for Construction

Vtrans Standard 704.08A "Granular Backfill for Structures"

ANGP drawing set

Part 192 Subpart G-General Construction Requirements for Transmission Lines and Mains-Installation of Pipe in a Ditch.

Standard Specifications for Highway Materials and Methods of Sampling and Testing American Association of State Highway and

S D Ireland Concrete Construction Corporation
PO Box 2286
South Burlington VT 05407-2286

INVOICE

Invoice #:	56618
Date:	7/20/16
Customer No:	3611

Sold To:

MICHELS CORPORATION
PO BOX 128, 817 W. MAIN STREET
BROWNSVILLE, WI 53006-0128

Delivered To:

LINCOLN RD- ST GEORGE -

30 Pay Terms Net 30

Total: 2,022.30

JOB # / PO #	/ 61103	Ticket	UM	Unit Price	Material Total	Tax	Line Total
COMM FLOWABLE FILL		19119917	18.000 CY	105.0000E	1,890.00	132.30 WVT	2,022.30
Total :				1,890.00	0.00	132.30	2,022.30
		Total Invoice:		1,890.00	0.00	132.30	2,022.30

PLEASE REMIT TOP PORTION OF INVOICE WITH PAYMENT

2022.30 201/4100

61103 Cody Vincent

Payment Type: On Account

30 Pay Terms Net 30	Total:	2,022.30

North Middlebury Sand & Gravel

1555 Burpee Road
Bristol, Vermont 05443

Alan 802-349-7439

Invoice

DATE	INVOICE NO.
10/31/2016	7796C

BILL TO
Michels Pipeline Construction PO Box 128 817 West Main Street Brownsville, WI 53006

1105.58

61103

201/4100

Cody Vincent

TERMS

DATE	SLIP #	YARDS	DESCRIPTION	RATE	AMOUNT
10/5	2122	14	Screened Sand	9.50	133.00T
10/31	12771	28	topsoil	23.00	644.00T
10/27	12644	14	3/4" crushed gravel	9.50	133.00T
10/27	12637	14	1 1/2" Crushed Gravel	9.50	133.00T
			Sales Tax	6.00%	62.58

Payments/Credits $0.00

Total Due $1,105.58

S D Ireland Concrete Construction Corporation
PO Box 2286
South Burlington VT 05407-2286

INVOICE

Invoice #:	55718
Date:	6/22/16
Customer No:	3611

Sold To:

MICHELS CORPORATION
PO BOX 128, 817 W. MAIN STREET
BROWNSVILLE, WI 53006-0128

Delivered To:

RT.2A - ST.GEORGE -

30 Pay Terms Net 30 **Total:** **2,696.40**

JOB # / PO # / 61103	Ticket	UM	Unit Price	Material Total	Tax	Line Total
COMM FLOWABLE FILL	19118066	24 000 CY	105.0000E	2,520.00	176.40 WVT	2,696.40
Total :			2,520.00	0.00	176.40	2,696.40
	Total Invoice:		2,520.00	0.00	176.40	2,696.40

PLEASE REMIT TOP PORTION OF INVOICE WITH PAYMENT

Amount	Job #	CC
2696.40	201/4100	
Cody Vincent		
61103 Approved:		Date:

Payment Type: On Account

30 Pay Terms Net 30 Total: 2,696.40

SCANNED

Invoice

Acker Excavating
1853 Mountain Road
Bristol, VT 05443

Date	Invoice #
8/8/2016	8377

To

Michels Pipeline Construction
PO Box 128
817 West Main Street
Brownsville, WI 53006

Hours	Yard(s)	Load(s)	Description	Amount
			6/25-7/31	
227.25			Truck @$80/hour	18,180.00
	126		Barn Sand (601.02+10%)	661.12

Thank you for your business.
1.5% Interest will be charged monthly after 30 days.

Total $18,841.12

Fax # 802-453-3388 acker6@gmavt.net

S D Ireland Concrete Construction Corporation
PO Box 2286
South Burlington VT 05407-2286

INVOICE

Invoice #:	57454
Date:	8/18/16
Customer No:	3611

Sold To:

MICHELS CORPORATION
PO BOX 128, 817 W. MAIN STREET
BROWNSVILLE, WI 53006-0128

Delivered To:

BALDWIN RD -

30 Pay Terms Net 30

Total: **8,013.60**

JOB # / PO # / 61103	Ticket	UM	Unit Price	Material Total	Tax 6%	Line Total
COMM FLOWABLE FILL	19121856	72.000 CY	105.0000E	7,560.00	453.60 VT	8,013.60
Total:			**7,560.00**	**0.00**	**453.60**	**8,013.60**
	Total Invoice:		**7,560.00**	**0.00**	**453.60**	**8,013.60**

PLEASE REMIT TOP PORTION OF INVOICE WITH PAYMENT

Double
Sales
Tax

Payment Type: On Account

30 Pay Terms Net 30	**Total: 8,013.60**

S D Ireland Concrete Construction Corporation
PO Box 2286
South Burlington VT 05407-2286

INVOICE

Invoice #:	57486
Date:	8/19/16
Customer No:	3611

Sold To:

MICHELS CORPORATION
PO BOX 128, 817 W. MAIN STREET
BROWNSVILLE, WI 53006-0128

Delivered To:

ROTAX RD -

30 Pay Terms Net 30

Total: 5,008.50

JOB # / PO # / FLOW	Ticket	UM	Unit Price	Material Total	Tax	Line Total
1 HR RETARDER/ HYDRATION STABILIZER	19121985	22.500 CY.	0.0000E	0.00	0.00 VT	0.00
COMM FLOWABLE FILL	19121985	9.000 CY	105.0000E	945.00	56.70 VT	1,001.70
1 HR RETARDER/ HYDRATION STABILIZER	19121958	100.120 CY.	0.0000E	0.00	0.00 VT	0.00
COMM FLOWABLE FILL	19121958	36.000 CY	105.0000E	3,780.00	226.80 VT	4,006.80
Total :			4,725.00	0.00	283.50	5,008.50
Total Invoice:			4,725.00	0.00	283.50	5,008.50

PLEASE REMIT TOP PORTION OF INVOICE WITH PAYMENT

why pay tax twice(?).

Payment Type: On Account

30 Pay Terms Net 30 **Total: 5,008.50**

S D Ireland Concrete Construction Corporation
PO Box 2286
South Burlington VT 05407-2286

INVOICE

Invoice #:	57638
Date:	8/24/16
Customer No:	3611

Sold To:

MICHELS CORPORATION
PO BOX 128, 817 W. MAIN STREET
BROWNSVILLE, WI 53006-0128

Delivered To:

OLD STAGE RD -

30 Pay Terms Net 30

Total: 3,005.10

JOB # / PO # / MONKTON	Ticket	UM	Unit Price	Material Total	Tax	Line Total
COMM FLOWABLE FILL	19122312	27.000 CY	105.0000E	2,835.00	170.10 VT	3,005.10
Total :			2,835.00	0.00	170.10	3,005.10
Total Invoice:			2,835.00	0.00	170.10	3,005.10

PLEASE REMIT TOP PORTION OF INVOICE WITH PAYMENT

double sales tax

Payment Type: On Account

30 Pay Terms Net 30 | Total: 3,005.10

North Middlebury Sand & Gravel

1555 Burpee Road
Bristol, Vermont 05443

Alan 802-349-7439

Invoice

DATE	INVOICE NO
8/31/2016	7669C

BILL TO
Michels Pipeline Construction PO Box 128 817 West Main Street Brownsville, WI 53006

TERMS

DATE	SLIP #	YARDS	DESCRIPTION	RATE	AMOUNT
08/19	12218	56	3/4" crushed gravel	9.50	532.00T
08/19	12219	10	3/4" crushed gravel	9.50	95.00T
08/22	12224	14	1 1/2" Crushed Gravel	9.50	133.00T
08/22	12226	28	3/4" crushed gravel	9.50	266.00T
08/9	11823	28	Screened Sand	9.50	266.00T
08/26	2017	84	Screened Sand	9.50	798.00T
			Sales Tax	6.00%	125.40

2215.40 201/4165

Cody Vincent

61103

Payments/Credits $0.00

Total Due $2,215.40

North Middlebury Sand & Gravel

1555 Burpee Road
Bristol, Vermont 05443

Alan 802-349-7439

Invoice

DATE	INVOICE NO
8/31/2016	7670N

BILL TO

Michels Pipeline Construction
PO Box 128
817 West Main Street
Brownsville, WI 53006

TERMS

DATE	SLIP #	YARDS	DESCRIPTION	RATE	AMOUNT
08/22	12251	14	screened sand	9.00	126.00T
08/25	12260	14	topsoil	23.00	322.00T
			Sales Tax	7.00%	31.36

Amount 479.36 201/410

41103 Cody Vincent

Approved

Payments/Credits $0.00

Total Due $179.36

...SONS EXCAVATING & LANDSCAPING, INC.
...NGER INDUSTRIAL PARK, LLC
✓ RANGER ASPHALT & CONCRETE PROC., LLC

☑ Charge ☐ Paid Amt $ /

1607 Malletts Bay Ave.
P.O. Box 96
Colchester, VT 05446
Phone: (802) 655-3976
Fax: (802) 655-1391

Sold to: Michaels

Date 9-2-16

Yardman Mike

TICKET # 136318

Disposal - In

		Qty
	Asphalt per yd	
	Concrete per yd	
	Concrete w/mesh per yd	
	Concrete w/rebar per yd	
✓	Fill-In per yd	13 yd
	Ledge/Rock per yd	
	Other:	
	Sorting Fee:	
	Oversize Fee:	

*** All material must be separated.**
*** Minimum Disposal Charge $20**

TOTAL ______

Material - Out

		Qty
	1" Minus Crushed Concrete per ton	
	1-1/2" Minus Crushed Concrete per ton	
	1" Minus Crushed Asphalt per ton	
	1" Plant Mix 704.05A per ton	
	1-1/2" Plant Mix 704.05A per ton	
	Woodchuck Dirt per ton	
	Topsoil per yd	
	Common Sand per ton	
	Mound Sand per ton	
	Bark Mulch per yd	
	Salt per ton	
	Other:	

SUB TOTAL ______
VT SALES TAX ______
TOTAL ______

Job ______

Driver Name [signature]

Net due 10 days. Interest at the rate of 1-1/2% per month, thereafter. All collection charges will be paid by purchaser including attorneys fees.

W.B. MASON (800) 242-5692

S D Ireland Concrete Construction Corporation
PO Box 2286
South Burlington VT 05407-2286

INVOICE

Invoice #:	57876
Date:	9/1/16
Customer No:	3611

Sold To:

MICHELS CORPORATION
PO BOX 128, 817 W. MAIN STREET
BROWNSVILLE, WI 53006-0128

Delivered To:

OLD STAGE RD -

30 Pay Terms Net 30

Total: **6,010.20**

670

JOB # / PO # / MONKTON	Ticket	UM	Unit Price	Material Total	Tax	Line Total
COMM FLOWABLE FILL	19122925	54.000 CY	105.0000E	5,670.00	340.20 VT	6,010.20
Total :			**5,670.00**	**0.00**	**340.20**	**6,010.20**
Total Invoice:			**5,670.00**	**0.00**	**340.20**	**6,010.20**

PLEASE REMIT TOP PORTION OF INVOICE WITH PAYMENT

ıyment Type: **On Account**

Pay Terms **Net 30** **Total:** **6,010.20**

North Middlebury Sand & Gravel

1555 Burpee Road
Bristol, Vermont 05443

Alan 802-349-7439

Invoice

DATE	INVOICE NO.
9/10/2016	7684C

BILL TO
Michels Pipeline Construction PO Box 128 817 West Main Street Brownsville, WI 53006

TERMS

DATE	SLIP #	YARDS	DESCRIPTION	RATE	AMOUNT
09/1	12334	14	1 1/2" Crushed Gravel	9.50	133.00T
09/2	12336 ✓	42	3/4" crushed gravel	9.50	399.00T
09/2	12338 ✓	28	3/4" crushed stone	12.50	350.00T
09/6	12344 ✓	28	1 1/2" Crushed Gravel	9.50	266.00T
		28	A stone	10.65	298.20T
09/6	12347 ✓	14	A stone	10.65	149.10T
09/7	12350 ✓	14	A stone	10.65	149.10T
09/7	2037 ✓	28	Screened Sand	9.50	266.00T
			Sales Tax	6.00%	120.62

$2010.40

2131.02 201/4100

Cody Vincent

61103 9/13

Payments/Credits	$0.00

Total Due	$2,131.02

Glass Bagging Enterprises, Inc.
P.O. Box 120
Duncansville, PA 16635
(814)693-6886

Invoice

Date	Invoice #
9/7/2016	37686

Bill To
Michels Pipeline Co. P.O. Box 128 Brownsville, WI 53006

Ship To
Williston, VT Staged in Starksboro

P.O. Number	Terms	Rep	Ship	Via	F.O.B	Project
w164822bs	Net 30		9/3/2016	R.J. Glass		

Quantity	Item Code	Description	Price Each	Amount
50,400	Poly Prop sac	Poly Prop Sand Sacks	2.27	114,408.00T
672	Bulk Bags	Bulk bags	27.00	18,144.00T
		Out-of-state sale, exempt from sales tax	0.00%	0.00

132,552 = 205/4300

Cody Vincent

61103

	Total	$132,552.00

S D Ireland Concrete Construction Corporation
PO Box 2286
South Burlington VT 05407-2286

INVOICE

Invoice #:	58092
Date:	9/9/16
Customer No:	3611

Sold To:

MICHELS CORPORATION
PO BOX 128, 817 W. MAIN STREET
BROWNSVILLE, WI 53006-0128

Delivered To:

OLD STAGE RD -

30 Pay Terms Net 30

Total: 5,008.50

JOB # / PO # / MONKTON	Ticket	UM	Unit Price	Material Total	Tax	Line Total
COMM FLOWABLE FILL	19123467	45.000 CY	105.0000E	4,725.00	283.50 VT	5,008.50
Total:			4,725.00	0.00	283.50	5,008.50
Total Invoice:			4,725.00	0.00	283.50	5,008.50

PLEASE REMIT TOP PORTION OF INVOICE WITH PAYMENT

6%

Payment Type: On Account

30 Pay Terms Net 30

Total: 5,008.50

S D Ireland Concrete Construction Corporation
PO Box 2286
South Burlington VT 05407-2286

INVOICE

Invoice #:	58349
Date:	9/19/16
Customer No:	3611

Sold To:

MICHELS CORPORATION
PO BOX 128, 817 W. MAIN STREET
BROWNSVILLE, WI 53006-0128

Delivered To:

QUARRY RD -

30 Pay Terms Net 30

Total: 2,003.40

JOB # / PO # / MONKTON	Ticket	UM	Unit Price	Material Total	Tax	Line Total
COMM FLOWABLE FILL	19124261	18.000 CY	105.0000E	1,890.00	113.40 VT	2,003.40
Total:			1,890.00	0.00	113.40	2,003.40
Total Invoice:			1,890.00	0.00	113.40	2,003.40

PLEASE REMIT TOP PORTION OF INVOICE WITH PAYMENT

6% ✓

Payment Type: On Account

30 Pay Terms Net 30 **Total: 2,003.40**

North Middlebury Sand & Gravel

1555 Burpee Road
Bristol, Vermont 05443

Alan 802-349-7439

Invoice

DATE	INVOICE NO.
9/30/2016	7735N

BILL TO
Michels Pipeline Construction PO Box 128 817 West Main Street Brownsville, WI 53006

TERMS

DATE	SLIP #	YARDS	DESCRIPTION	RATE	AMOUNT
09/22	12424	28	cover material	10.00	280.00T
		56	topsoil	23.00	1,288.00T
09/23	12427	14	topsoil	23.00	322.00T
			Sales Tax	7.00%	132.30

Amount: 2022.30 | 201/410
6/1/03
Cody Vincent
Approved:

Payments/Credits $0.00

Total Due $2,022.30

Joseph P. Carrara & Sons, inc.
P.O. Box 60
North Clarendon, VT 05759
P: 802-775-2301
F: 802-775-1048

INVOICE

Locations:
E. Middlebury, VT
N. Clarendon, VT
Crown Point, NY

CARRARA
MASONRY & CONSTRUCTION PRODUCTS
PRECAST / READY-MIX CONCRETE

WWW.JPCARRARA.COM
WWW.CARRARACONCRETE.COM

SERVICE CHARGE: 1.5% per month on all amounts past due. Annual rate 18%

SOLD TO: MICHELS CORPORATION
PO BOX 128
BROWNSVILLE, WI 53006-0128

239058	10/6/16		61103

10/4/16	20616	CY	10.000	FLOWABLE FILL	103.00	1,030.00
10/4/16	20617	CY	10.000	FLOWABLE FILL	103.00	1,030.00
10/4/16	20618	CY	10.000	FLOWABLE FILL	103.00	1,030.00
10/4/16	20619	CY	10.000	FLOWABLE FILL	103.00	1,030.00
10/4/16	20620	CY	10.000	FLOWABLE FILL	103.00	1,030.00
10/4/16	20621	CY	10.000	FLOWABLE FILL	103.00	1,030.00
				Thank you		6,180.00
				6.00% VT Tax		370.80
				*** Invoice Total ***		6,550.80 ✓

ordered by:
ERIC BROWN
920-539-0335

INVOICE

PAGE 1

Harrison Redi-Mix Corporation
P.O. Box 2098
Georgia, Vermont 05468
(802) 849-6688

INVOICE NO.	36601
INVOICE DATE	10/11/16
CUSTOMER NO.	30485

SOLD TO

MICHELS CORPORATION
817 WEST MAIN STREET
PO BOX 128
BROWNSVILLE, WI 53006-0128

SHIP TO

PURCHASE ORDER NO.	ORDER DATE	ORDER NO.	SALES-PERSON	DIVISION	DATE SHIPPED	TERMS	
						NET 30	

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
32.00	FLOWFILL	FLOWABLE FILL JOB #61103/SODOM RD FLO-FILL	94.00	3,008.00

SALES TAX
FREIGHT

TOTAL 3,008.00

INVOICE

PAGE 1

Harrison Redi-Mix Corporation
P.O. Box 2098
Georgia, Vermont 05468
(802) 849-6688

INVOICE NO.	36938
INVOICE DATE	11/02/16
CUSTOMER NO.	30485

SOLD TO

MICHELS CORPORATION
817 WEST MAIN STREET
PO BOX 128
BROWNSVILLE, WI 53006-0128

SHIP TO

PURCHASE ORDER NO.	ORDER DATE	ORDER NO.	SALES-PERSON	DIVISION	DATE SHIPPED	TERMS	
						NET 30	

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
64.00	FLOWFILL	250# FLOWABLE FILL	94.00	6,016.00
3.50	4000	4000 PSI CONCRETE	124.00	434.00
67.50	WINTER	WINTER CONCRETE	7.00	472.50
3.50	FIBER	FIBER MESH	8.00	28.00
1.00	MINIMUM	SMALL LOAD CHARGE	110.00	110.00

SALES TAX FREIGHT	
TOTAL	7,060.50

INVOICE

S D Ireland Concrete Construction Corporation
PO Box 2286
South Burlington VT 05407-2286

Invoice #:	56696
Date:	7/22/16
Customer No:	3611

Sold To:

MICHELS CORPORATION
PO BOX 128, 817 W. MAIN STREET
BROWNSVILLE, WI 53006-0128

Delivered To:

BELDON FALLS RD -

30 **Pay Terms** Net 30

Total: **2,893.81**

JOB # / PO # / 920-539-03	Ticket	UM	Unit Price	Material Total	Tax	Line Total
1 HR RETARDER/ HYDRATION STABILIZER	19120096	65.010 CY.	0.0000E	0.00	0.00 VT	0.00
COMM FLOWABLE FILL	19120096	26.000 CY	105.0000E	2,730.00	163.81 VT	2,893.81
Total:			**2,730.00**	**0.00**	**163.81**	**2,893.81**
Total Invoice:			**2,730.00**	**0.00**	**163.81**	**2,893.81**

PLEASE REMIT TOP PORTION OF INVOICE WITH PAYMENT

CVincent @ michels.us

Payment Type: **On Account**

30 **Pay Terms** Net 30	**Total:** **2,893.81**

S D Ireland Concrete Construction Corporation
PO Box 2286
South Burlington VT 05407-2286

INVOICE

Invoice #:	56745
Date:	7/25/16
Customer No:	3611

Sold To:

MICHELS CORPORATION
PO BOX 128, 817 W. MAIN STREET
BROWNSVILLE, WI 53006-0128

Delivered To:

BELDON FALLS RD -

30 **Pay Terms** Net 30

Total: **2,893.81**

JOB # / PO # / 920-539-03	Ticket	UM	Unit Price	Material Total	Tax	Line Total
1 HR RETARDER/ HYDRATION STABILIZER	19120207	65.010 CY.	0.0000E	0.00	0.00 VT	0.00
COMM FLOWABLE FILL	19120207	26.000 CY	105.0000E	2,730.00	163.81 VT	2,893.81
Total :			**2,730.00**	**0.00**	**163.81**	**2,893.81**
Total Invoice:			**2,730.00**	**0.00**	**163.81**	**2,893.81**

PLEASE REMIT TOP PORTION OF INVOICE WITH PAYMENT

Payment Type: On Account

30 Pay Terms Net 30 **Total:** **2,893.81**

S D Ireland Concrete Construction Corporation
PO Box 2286
South Burlington VT 05407-2286

INVOICE

Invoice #:	56761
Date:	7/26/16
Customer No:	3611

Sold To:

MICHELS CORPORATION
PO BOX 128, 817 W. MAIN STREET
BROWNSVILLE, WI 53006-0128

Delivered To:

BREEZY VALLEY - ST.GEORGE -

30 Pay Terms Net 30

Total: **4,044.60**

JOB# / PO# /61103	Ticket	UM	Unit Price	Material Total	Tax	Line Total
COMM FLOWABLE FILL	19120239	36.000 CY	105.0000E	3,780.00	264.60 WVT	4,044.60
Total :			**3,780.00**	**0.00**	**264.60**	**4,044.60**
	Total Invoice:		**3,780.00**	**0.00**	**264.60**	**4,044.60**

PLEASE REMIT TOP PORTION OF INVOICE WITH PAYMENT

Payment Type: On Account

30 Pay Terms Net 30 **Total:** **4,044.60**

Ranger Asphalt & Concrete Proc., LLC
1607 Malletts Bay Avenue
P.O. Box 96
Colchester, VT 05446

Phone: 802-655-3976 Fax: 802-655-1391

Invoice

Invoice Number:
TKT#133512

Invoice Date:
Oct 15, 2015

Page:
1

Michels Pipeline Construction
Attn: Roberta Harrington
2155 Park Avenue Suite 105
Washington, PA 15301

Customer PO	Payment Terms	Due Date
	Net 30 Days	11/14/15

Description	Quantity	Unit Price	Total
Topsoil per yard	12.00	25 00	300.00

Subtotal	300.00
Sales Tax	21.00
Total Invoice Amount	321.00
Payment/Credit Applied	
TOTAL	321.00

Check/Credit Memo No:
Please pay from this invoice.
Thanks!

E-MAILED
Cody

OCT 2 8 2015

☐ ALL SEASONS EXCAVATING & LANDSCAPING, INC.
☐ RANGER INDUSTRIAL PARK, LLC
☑ RANGER ASPHALT & CONCRETE PROC., LLC

1607 Mallets Bay Ave.
P.O. Box 96
Colchester, VT 05446
Phone: (802) 655-3976
Fax: (802) 655-1391

☑ Charge ☐ Paid Amt $ ______

Sold to: ______

Date 10/15/15

Yardman BR

TICKET

	Disposal - In	Qty
	Asphalt per yd	
	Concrete per yd	
	Concrete w/mesh per yd	
	Concrete w/rebar per yd	
	Fill-in per yd	
	Ledge/Rock per yd	
	Other:	
	Sorting Fee·	
	Oversize Fee:	
	All material must be seperated.	
	Minimum Disposal Charge $20	

TOTAL______

	Material - Out	Qty
	1" Minus Crushed Concrete per ton	
	1-1/2" Minus Crushed Concrete per ton	
	1" Minus Crushed Asphalt per ton	
	1" Plant Mix 704.05A per ton	
	1-1/2" Plant Mix 704.05A per ton	
	Woodchuck Dirt per ton	
✓	Topsoil per yd	12yd
	Common Sand per ton	
	Mound Sand per ton	
	Bark Mulch per yd	
	Salt per ton	
	Other:	

SUB TOTAL______

VT SALES TAX______

TOTAL______

Job ______

Driver Name ______

Net due 10 days. Interest at the rate of 1-1/2% per month, thereafter. All collection charges will be paid by purchaser including attorneys fees.

North Middlebury Sand & Gravel

1555 Burpee Road
Bristol, Vermont 05443

Alan 802-349-7439

Invoice

DATE	INVOICE NO.
10/31/2016	7796C

BILL TO
Michels Pipeline Construction PO Box 128 817 West Main Street Brownsville, WI 53006

1105.58 201/4100

Cody Vincent

41103

TERMS

DATE	SLIP #	YARDS	DESCRIPTION	RATE	AMOUNT
10/5	2122	14	Screened Sand	9.50	133.00T
10/31	12771	28	topsoil	23.00	644.00T
10/27	12644	14	3/4" crushed gravel	9.50	133.00T
10/27	12637	14	1 1/2" Crushed Gravel	9.50	133.00T
			Sales Tax	6.00%	62.58

Payments/Credits $0.00

Total Due $1,105.58

North Middlebury Sand & Gravel

1555 Burpee Road
Bristol, Vermont 05443

Alan 802-349-7439

Invoice

DATE	INVOICE NO.
11/30/2016	7806C

BILL TO
Michels Pipeline Construction PO Box 128 817 West Main Street Brownsville, WI 53006

3073.10 201/4100

6/1/03 Cody Vincent

TERMS

DATE	SLIP #	YARDS	DESCRIPTION	RATE	AMOUNT
11/1	12711	14	3/4" crushed gravel	9.50	133.00T
11/2	12719	56	3/4" crushed gravel	9.50	532.00T
11/2	12722	56	3/4" crushed gravel	9.50	532.00T
11/5	12730	14	5" stone	9.15	128.10T
11/5	12733	28	3/4" crushed gravel	9.50	266.00T
11/7	2051	42	Screened Sand	9.50	399.00T
11/8	12745	56	3/4" crushed gravel	9.50	532.00T
11/11	12812	14	3/4" crushed gravel	9.50	133.00T
11/17	12822	7	5" stone	9.15	64.05T
11/17	12825	14	5" Rip Rap	10.00	140.00T
11/22	12838	4	5" Rip Rap	10.00	40.00T
			Sales Tax	6.00%	173.95

Payments/Credits $0.00

Total Due $3,073.10

Lower-In/Padding/Backfill Daily Report

PROJECT NAME: Phase 7 Looping	DATE: 11-2-2016
PROJECT JOB #:	CONTRACTOR: Michels
PROJECT LOCATION: 263+20 to 265+00	
WEATHER CONDITIONS: 56 Sunny	

LOWERED-IN:	FROM STA.	TO STA.	DAILY TOTAL
	263+20	265+00	180'

PADDING:	EACH	FROM STA.	TO STA.	DAILY TOTAL
SANDBAG SUPPORT	15'	263+20	265+00	180'
BENTONITE				
PADDING BERM				

BACKFILL:	FROM STA.	TO STA.	DAILY TOTAL
N/A			

SAFETY:	YES	NO	REMARKS:
ONE CALLS MADE	☐	☑	
SAFETY MTG CONDUCTED	☑	☐	Hotlines/Pinch Points
TRAFFIC CONTROL BARRIERS & SIGN	☑	☐	Fence and cones installed at end of day
PPE USE COMPLIANCE	☑	☐	
WORK SITE HOUSEKEEPING	☑	☐	
JOB SITE SECURED	☑	☐	

ENVIRONMENTAL CONCERNS:

COMMENTS:

All O.Q.'s verified prior to tasks being performed. Michel's employees lowered in Phase VII 16" pipe and padded ditch from station 263+20 to 265+00. All work went smoothly and without incident. Road cut was backfilled with flowable fill and we will complete backfill and padding tomorrow.

INSPECTOR NAME: Scott Carlson

INSPECTOR SIGNATURE: Scott Carlson

CHIEF INSPECTOR REVIEW:

Vermont Gas

Lower-In/Padding/Backfill Daily Report

PROJECT NAME: Phase 7 Looping	DATE: 11/2/16
PROJECT JOB #:	CONTRACTOR: Michels
PROJECT LOCATION: Sandy Birch	
WEATHER CONDITIONS: Clear	

LOWERED-IN:	FROM STA.	TO STA.	DAILY TOTAL
Yes	418+50	419+91	141ft

PADDING:	EACH	FROM STA.	TO STA.	DAILY TOTAL
SANDBAG SUPPORT	15ft	418+50	419+91	141ft
BENTONITE				
PADDING BERM				

BACKFILL:	FROM STA.	TO STA.	DAILY TOTAL
No	N/A	N/A	N/A

SAFETY:	YES	NO	REMARKS:
ONE CALLS MADE	☑	☐	
SAFETY MTG CONDUCTED	☑	☐	
TRAFFIC CONTROL BARRIERS & SIGN	☑	☐	
PPE USE COMPLIANCE	☑	☐	
WORK SITE HOUSEKEEPING	☑	☐	
JOB SITE SECURED	☑	☐	

ENVIRONMENTAL CONCERNS:

N/A

COMMENTS:

From 418+50 to 418+75 ML valve was installed.

INSPECTOR NAME: Bo Reeves

INSPECTOR SIGNATURE: Bo Reeves

CHIEF INSPECTOR REVIEW:

Lower-In/Padding/Backfill Daily Report

PROJECT NAME: **Addison Natural Gas Project Phase 1**	DATE: 11-02-16
PROJECT JOB #: **28757**	CONTRACTOR: **Michels**
PROJECT LOCATION: Rotax rd station number 1309+61	
WEATHER CONDITIONS: Partly cloudy highs in the mid 50's	

LOWERED-IN:	FROM STA.	TO STA.	DAILY TOTAL

PADDING:	EACH	FROM STA.	TO STA.	DAILY TOTAL
SANDBAG SUPPORT				
BENTONITE				
PADDING BERM				

BACKFILL:	FROM STA.	TO STA.	DAILY TOTAL
	1309+42	1309+86	44 feet

SAFETY:			REMARKS:
ONE CALLS MADE	YES ☐	NO ☐	
SAFETY MTG CONDUCTED	YES ☐	NO ☐	
TRAFFIC CONTROL BARRIERS & SIGN	YES ☐	NO ☐	
PPE USE COMPLIANCE	YES ☐	NO ☐	
WORK SITE HOUSEKEEPING	YES ☐	NO ☐	
JOB SITE SECURED	YES ☐	NO ☐	

ENVIRONMENTAL CONCERNS:

COMMENTS:

Station 1309+61 contractor backfilled the main line valve and fabrication.

INSPECTOR NAME: Bill Jackson

INSPECTOR SIGNATURE:

CHIEF INSPECTOR REVIEW:

Vermont Gas

Lower-In/Padding/Backfill Daily Report

PROJECT NAME: **Addison Natural Gas Project Phase 1**	DATE: 6/1116
PROJECT JOB #: **28757**	CONTRACTOR: **Michels**
PROJECT LOCATION:	
WEATHER CONDITIONS: Drizzle/rain 50's	

LOWERED-IN:	FROM STA.	TO STA.	DAILY TOTAL
line pipe	885+20	887+00	180

PADDING:	EACH	FROM STA.	TO STA.	DAILY TOTAL
SANDBAG SUPPORT		885+20	887+00	
BENTONITE				
PADDING BERM				

BACKFILL:	FROM STA.	TO STA.	DAILY TOTAL
	885+40	886+60	120

SAFETY:			REMARKS:
ONE CALLS MADE	YES ☑	NO ☐	
SAFETY MTG CONDUCTED	YES ☑	NO ☐	
TRAFFIC CONTROL BARRIERS & SIGN	YES ☑	NO ☐	
PPE USE COMPLIANCE	YES ☑	NO ☐	
WORK SITE HOUSEKEEPING	YES ☑	NO ☐	
JOB SITE SECURED	YES ☑	NO ☐	

ENVIRONMENTAL CONCERNS:

COMMENTS:

INSPECTOR NAME: Stephen Taylor

INSPECTOR SIGNATURE: Stephen L Taylor

CHIEF INSPECTOR REVIEW:

Steel Pipelines Crossing Railroads and Highways

API RECOMMENDED PRACTICE 1102
SEVENTH EDITION, DECEMBER 2007

ERRATA, NOVEMBER 2008
ERRATA 2, MAY 2010

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Foreword

The need for an industry-recommended practice to address installation of pipeline crossings under railroads was first recognized by the publication of American Petroleum Institute (API) Code 26 in 1934. This code represented an understanding between the pipeline and railroad industries regarding the installation of the relatively small-diameter lines then prevalent.

The rapid growth of pipeline systems after 1946 using large-diameter pipe led to the reevaluation and revision of API Code 26 to include pipeline design criteria. A series of changes were made between 1949 and 1952, culminating in the establishment in 1952 of Recommended Practice 1102. The scope of Recommended Practice 1102 (1952) included crossings of highways in anticipation of the cost savings that would accrue to the use of thin-wall casings in conjunction with the pending construction of the Defense Interstate Highway System.

Recommended Practice 1102 (1968) incorporated the knowledge gained from known data on uncased carrier pipes and casing design and from the performance of uncased carrier pipes under dead and live loads, as well as under internal pressures. Extensive computer analysis was performed using Spangler's Iowa Formula [1] to determine the stress in uncased carrier pipes and the wall thickness of casing pipes in instances where cased pipes are required in an installation.

The performance of carrier pipes in uncased crossings and casings installed since 1934, and operated in accordance with API Code 26 and Recommended Practice 1102, has been excellent. There is no known occurrence in the petroleum industry of a structural failure due to imposed earth and live loads on a carrier pipe or casing under a railroad or highway. Pipeline company reports to the U.S. Department of Transportation in compliance with 49 *Code of Federal Regulations* Part 195 corroborate this record.

The excellent performance record of uncased carrier pipes and casings may in part be due to the design process used to determine the required wall thickness. Measurements of actual installed casings and carrier pipes using previous Recommended Practice 1102 design criteria demonstrate that the past design methods are conservative. In 1985, the Gas Research Institute (GRI) began funding a research project at Cornell University to develop an improved methodology for the design of uncased carrier pipelines crossing beneath railroads and highways. The research scope included state-of-the-art reviews of railroad and highway crossing practices and performance records [2, 3]. three-dimensional finite element modeling of uncased carrier pipes beneath railroads and highways, and extensive field testing on full-scale instrumented pipelines. The results of this research are the basis for the new methodology for uncased carrier pipe design given in this edition of Recommended Practice 1102. The GRI summary report, *Technical Summary and Database for Guidelines for Pipelines Crossing Railroads and Highway* by Ingraffea et al. [4], includes the results of the numerical modeling, the full derivations of the design curves used in this recommended practice, and the data base of the field measurements made on the experimental test pipelines.

This recommended practice contains tabular values for the wall thickness of casings where they are required in an installation. The loading values that were employed are Cooper E-80 with 175% impact for railroads and 10,000 lbs (44.5 kN) per tandem wheel with 150% impact for highways. Due notice should be taken of the fact that external loads on flexible pipes can cause failure by buckling. Buckling occurs when the vertical diameter has undergone 18% to 22% deflection. Failure by buckling does not result in rupture of the pipe wall, although the metal may be stressed far beyond its elastic limit. Recommended Practice 1102 (1993) recognizes this performance of a properly installed flexible casing pipe, as opposed to heavy wall rigid structures, and has based its design criteria on a maximum vertical deflection of 3% of the vertical diameter. Measurement of actual installed casing pipe using Recommended Practice 1102 (1981) design criteria demonstrates that the Iowa Formula is very conservative, and in most instances, the measures long-term vertical deflection has been 0.65% or less of the vertical diameter.

Recommended Practice 1102 has been revised and improved repeatedly using the latest research and experience in measuring actual performance of externally loaded uncased pipelines under various environmental conditions and using new materials and construction techniques developed since the recommended practice was last revised. The current Recommended Practice 1102 (2007) is the seventh edition and reflects the most recent design criteria and technology.

The seventh edition of Recommended Practice 1102 (2007) has been reviewed by the API Pipeline Operations Technical Committee utilizing the extensive knowledge and experiences of qualified engineers responsible for design construction, operation and maintenance of the nation's petroleum pipelines. API appreciatively acknowledges their contributions.

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Generally, API standards are reviewed and revised, reaffirmed, or withdrawn at least every five years. A one-time extension of up to two years may be added to this review cycle. Status of the publication can be ascertained from the API Standards Department, telephone (202) 682-8000. A catalog of API publications and materials is published annually and updated quarterly by API, 1220 L Street, N.W., Washington, D.C. 20005.

Suggested revisions are invited and should be submitted to the Standards Department, API, 1220 L Street, NW, Washington, D.C. 20005, standards@api.org.

Contents

Contents

Steel Pipelines Crossing Railroads and Highways

1 Scope

1.1 General

This recommended practice, *Steel Pipelines Crossing Railroads and Highways*, gives primary emphasis to provisions for public safety. It covers the design, installation, inspection, and testing required to ensure safe crossings of steel pipelines under railroads and highways. The provisions apply to the design and construction of welded steel pipelines under railroads and highways. The provisions of this practice are formulated to protect the facility crossed by the pipeline, as well as to provide adequate design for safe installation and operation of the pipeline.

1.2 Application

The provisions herein should be applicable to the construction of pipelines crossing under railroads and highways and to the adjustment of existing pipelines crossed by railroad or highway construction. This practice should not be applied retroactively. Neither should it apply to pipelines under contract for construction on or prior to the effective date of this edition. Neither should it be applied to directionally drilled crossings or to pipelines installed in utility tunnels.

1.3 Type of Pipeline

This practice applies to welded steel pipelines.

1.4 Provisions for Public Safety

The provisions give primary emphasis to public safety. The provisions set forth in this practice adequately provide for safety under conditions normally encountered in the pipeline industry. Requirements for abnormal or unusual conditions are not specifically discussed, nor are all details of engineering and construction provided. The applicable regulations of federal [5, 6], state, municipal, and regulatory institutions having jurisdiction over the facility to be crossed shall be observed during the design and construction of the pipeline.

1.5 Approval for Crossings

Prior to the construction of a pipeline crossing, arrangements should be made with the authorized agent of the facility to be crossed.

2 Symbols, Equations, and Definitions

2.1 Symbols

A_p Contact area for application of wheel load, in in.^{2} or m^2.

B_d Bored diameter of crossing, in in. or mm.

B_e Burial factor for circumferential stress from earth load.

D External diameter of pipe, in in. or mm.

E Longitudinal joint factor.

E' Modulus of soil reaction, in kips/in.^{2} or MPa.

E_e Excavation factor for circumferential stress from earth load.

E_r Resilient modulus of soil, in kips/in.^{2} or MPa.

E_s Young's modulus of steel, in psi or kPa.

F Design factor chosen in accordance with standard practice or code requirement.

F_i Impact factor.

G_{Hh} Geometry factor for cyclic circumferential stress from highway vehicular load.

G_{Hr} Geometry factor for cyclic circumferential stress from rail load.

G_{Lh} Geometry factor for cyclic longitudinal stress from highway vehicular load.

G_{Lr} Geometry factor for cyclic longitudinal stress from rail load.

H Depth to top of pipe, in ft or m.

HVL Highly volatile liquid.

K_{He} Stiffness factor for circumferential stress from earth load.

K_{Hh} Stiffness factor for cyclic circumferential stress from highway vehicular load.

K_{Hr} Stiffness factor for cyclic circumferential stress from rail load.

K_{Lh} Stiffness factor for cyclic longitudinal stress from highway vehicular load.

K_{Lr} Stiffness factor for cyclic longitudinal stress from rail load.

L Highway axle configuration factor.

L_G Distance of girth weld from centerline of track, in ft or m.

$MAOP$ Maximum allowable operating pressure for gases, in psi or kPa.

MOP Maximum operating pressure for liquids, in psi or kPa.

N_H Double track factor for cyclic circumferential stress.

N_L Double track factor for cyclic longitudinal stress.

N_t Number of tracks at railroad crossing

P Wheel load. in lb or kN.

P_s Single axle wheel load, in lb or kN.

P_t Tandem axle wheel load, in lb or kN.

p Internal pipe pressure, in psi or kPa.

R Highway pavement type factor.

R_F Longitudinal stress reduction factor for fatigue.

S_{eff} Total effective stress, in psi or kPa.

S_{FG} Fatigue resistance of girth weld, in psi or kPa.

S_{FL} Fatigue resistance of longitudinal weld in psi or kPa.

S_{He} Circumferential stress from earth load, in psi or kPa.

S_{Hi} Circumferential stress from internal pressure calculated using the average diameter, in psi or kPa.

S_{Hi} (Barlow) Circumferential stress from internal pressure calculated using the Barlow formula, in psi or kPa.

S_1, S_2, S_3 Principal stresses in pipe, in psi or kPa: S_1 = maximum circumferential stress; S_2 = maximum longitudinal stress; S_3 = maximum radial stress.

$SMYS$ Specified minimum yield strength, in psi or kPa.

T Temperature derating factor.

T_1, T_2 Temperatures (°F or °C).

t_w Pipe wall thickness, in in. or mm.

w Applied design surface pressure, in psi or kPa.

α_T Coefficient of thermal expansion, per °F or per °C.

γ Unit weight of soil, in lb/in.^{3} or kN/m^3.

ΔS_H Cyclic circumferential stress, in psi or kPa.

ΔS_{Hh} Cyclic circumferential stress from highway vehicular load, in psi or kPa.

ΔS_{Hr} Cyclic circumferential stress from rail load in psi or kPa.

ΔS_L Cyclic longitudinal stress, in psi or kPa.

ΔS_{Lh} Cyclic longitudinal stress from highway vehicular load, in psi or kPa.

ΔS_{Lr} Cyclic longitudinal stress from rail load, in psi or kPa.

ν_s Poisson's ratio of steel.

2.2 Equations

NOTE All stresses below have units of psi or kPa.

Equation No.

Earth Load:

$$S_{He} = K_{He} B_e E_e \gamma D \tag{1}$$

Live Load:

$$w = P / A_P \tag{2}$$

$$\Delta S_{Hr} = K_{Hr} G_{Hr} N_H F_i w \tag{3}$$

$$\Delta S_{Lr} = K_{Lr} G_{Lr} N_L F_i w \tag{4}$$

$$\Delta S_{Hh} = K_{Hh} G_{Hh} R L F_i w \tag{5}$$

$$\Delta S_{Lh} = K_{Lh} G_{Lh} R L F_i w \tag{6}$$

Internal Load:

$$S_{Hi} = p(D - t_w)/2t_w \tag{7}$$

Natural gas:

$$[S_{Hi}(\text{Barlow}) = pD/2t_w] \le F \times E \times T \times SMYS \tag{8a}$$

Liquids:

$$[S_{Hi}(\text{Barlow}) = pD/2t_w] \le F \times E \times T \times SMYS \tag{8b}$$

Limits of Calculated Stresses:

Circumferential:

$$S_1 = S_{He} + \Delta S_H + S_{Hi} \tag{9}$$

Longitudinal:

$$S_2 = \Delta S_L - E_s \alpha_T (T_2 - T_1) + \nu_s (S_{He} + S_{Hi}) \tag{10}$$

Radial:

$$S_3 = -p = -MAOP \text{ or } -MOP \tag{11}$$

$$S_{eff} = \sqrt{\frac{1}{2}[(S_1 - S_2)^2 + (S_2 - S_3)^2 + (S_3 - S_1)^2]} \tag{12}$$

$$S_{eff} \le SMYS \times F \tag{13}$$

$$\Delta S_L \le S_{FG} \times F \tag{14}$$

$$\Delta S_{\mathrm{Lr}} / N_{\mathrm{L}} \leq S_{\mathrm{FG}} \times F \quad (15)$$

$$R_{\mathrm{F}} \Delta S_{\mathrm{Lr}} / N_{\mathrm{L}} \leq S_{\mathrm{FG}} \times F \quad (16)$$

$$\Delta S_{\mathrm{Lh}} \leq S_{\mathrm{FG}} \times F \quad (17)$$

$$\Delta S_{H} \leq S_{\mathrm{FL}} \times F \quad (18)$$

$$\Delta S_{\mathrm{Hr}} / N_{\mathrm{H}} \leq S_{\mathrm{FL}} \times F \quad (19)$$

$$\Delta S_{\mathrm{Hh}} \leq S_{\mathrm{FL}} \times F \quad (20)$$

2.3 Definitions

The following definitions of terms apply to this practice:

2.3.1
carrier pipe
A steel pipe for transporting gas or liquids.

2.3.2
cased pipeline or **cased pipe**
A carrier pipe inside a casing that crosses beneath a railroad or highway.

2.3.3
casing
A conduit through which the carrier pipe may be placed.

2.3.4
flexible casing
Casing that may undergo permanent deformation or change of shape without fracture of the wall.

NOTE Steel pipe is an example of a flexible casing.

2.3.5
flexible pavement
A highway surface made of viscous asphaltic materials.

2.3.6
girth weld
A full circumferential butt weld joining two adjacent sections of pipe.

2.3.7
highly volatile liquid (HVL)
A hazardous liquid that will form a vapor cloud when released to the atmosphere and that has a vapor pressure exceeding 40 psia (276 kPa) at 100 °F (37.8 °C).

2.3.8
highway
Any road or driveway that is used frequently as a thoroughfare and is subject to self-propelled vehicular traffic.

2.3.9
longitudinal weld
A full penetration groove weld running lengthwise along the pipe made during fabrication of the pipe.

2.3.10
maximum allowable operating pressure (*MAOP*) or **maximum operating pressure (*MOP*)**
The maximum pressure at which a pipeline or segment of a pipeline may be operated with limits as determined by applicable design codes and regulations.

2.3.11
percussive moling
A construction method in which a device is used to advance a hole as sections of pipe are jacked simultaneously into place behind the advancing instrument.

2.3.12
pipe jacking with anger boring
A construction method for pipeline crossings in which the excavation is performed by a continuous auger as sections of pipe are welded and then jacked simultaneously behind the front of the advancing auger.

2.3.13
pressure testing
A continuous, uninterrupted test of specified time duration and pressure of the completed pipeline or piping systems, or segments thereof, which qualifies them for operation.

2.3.14
railroad
Rails fixed to ties laid on a roadbed providing a track for rolling stock drawn by locomotives or propelled by self-contained motors.

2.3.15
rigid pavement
Highway surface or subsurface made of Portland cement concrete.

2.3.16
split casing
A casing made of a pipe that is cut longitudinally and rewelded around the carrier pipe.

2.3.17
trenchless construction
Any construction method, other than directional dirlling, for installing pipelines by subsurface excavation without the use of open trenching.

2.3.18
uncased pipeline or **uncased pipe**
Carrier pipe without a casing that crosses beneath a railroad or highway.

3 Provisions for Safety

3.1 The applicable regulations of federal, state, municipal or other regulating bodies having jurisdiction over the pipeline or the facility to be crossed shall be observed during the installation of a crossing.

3.2 As appropriate to the hazards involved, guards (watch persons) should be posted; warning signs, lights, and flares should be placed; and temporary walkways, fences, and barricades should be provided and maintained.

3.3 Permission should be obtained from an authorized agent of the railroad company before any equipment is transported across a railroad track at any location other than a public or private thoroughfare.

3.4 The movement of vehicles, equipment, material, and personnel across a highway should be in strict compliance with the requirements of the appropriate jurisdictional authority. Precautionary and preparatory procedures should be used, such as posting flagpersons to direct traffic and equipment movement and protecting the highway from surface or structural damage. Highway surfaces should be kept free of dirt, rock, mud, oil, or other debris that present an unsafe condition.

3.5 Equipment used and procedures followed in constructing a crossing should not cause damage to, or make unsafe to operate, any structure or facility intercepted by or adjacent to the crossing.

3.6 The functioning of railroad and highway drainage ditches should be maintained to avoid flooding or erosion of the roadbed or adjacent properties.

4 Uncased Crossings

4.1 Type of Crossing

The decision to use an uncased crossing must be predicated on careful consideration of the stresses imposed on uncased pipelines, versus the potential difficulties associated with protecting cased pipelines from corrosion. This section focuses specifically on the design of uncased carrier pipelines to accommodate safely the stresses and deformations imposed at railroad and highway crossings. The provisions apply to the design and construction of welded steel pipelines under railroads and highways.

4.2 General

4.2.1 The carrier pipe should be as straight as practicable and should have uniform soil support for the entire length of the crossing.

4.2.2 The carrier pipe should be installed so as to minimize the void between the pipe and the adjacent soil.

4.2.3 The carrier pipe shall be welded in accordance with the latest approved editions of API Standard 1104, *Welding of Pipelines and Related Facilities* [7], and ASME B31.4 or B31.8 [8, 9], whichever is applicable.

4.3 Location and Alignment

4.3.1 The angle of intersection between a pipeline crossing and the railroad or highway to be crossed should be as near to 90 degrees as practicable. In no case should it be less than 30 degrees.

4.3.2 Crossings in wet or rock terrain, and where deep cuts are required, should be avoided where practicable.

4.3.3 Vertical and horizontal clearances between the pipeline and a structure or facility in place must be sufficient to permit maintenance of the pipeline and the structure or facility.

4.4 Cover

4.4.1 Railroad Crossings

Carrier pipe under railroads should be installed with a minimum of cover, as measured from the top of the pipe to the base of the rail, as follows (see Figure 1):

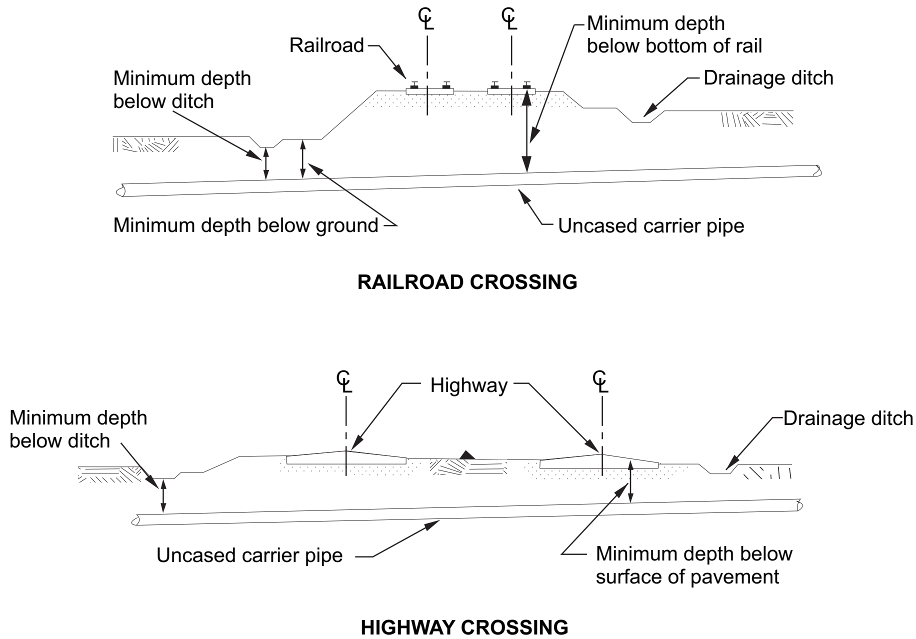


Figure 1—Examples of Uncased Crossing Installations

Location	Minimum Cover
a) Under track structure proper.	6 ft (1.8 m)
b) Under all other surfaces within the right-of-way or from the bottom of ditches.	3 ft (0.9 m)
c) For pipelines transporting HVL, from the bottom of ditches.	4 ft (1.2 m)

4.4.2 Highway Crossings

Carrier pipe under highways should be installed with minimum cover, as measured from the top of the pipe to the top of the surface, as follows (see Figure 1).

Location	Minimum Cover
a) Under highway surface proper.	4 ft (1.2 m)
b) Under all other surfaces within the right-of-way.	3 ft (0.9 m)
c) For pipelines transporting HVL, from the bottom of ditches.	4 ft (1.2 m)

4.4.3 Mechanical Protection

If the minimum coverage set forth in 4.4.1 and 4.4.2 cannot be provided, mechanical protection shall be installed.

4.5 Design

To ensure safe operation, the stresses affecting the uncased pipeline must be accounted for comprehensively, including both circumferential and longitudinal stresses. The recommended design procedure is shown schematically in Figure 2. It consists of the following steps:

a) Begin with the wall thickness for the pipeline of given diameter approaching the crossing. Determine the pipe, soil, construction, and operational characteristics.

b) Use the Barlow formula to calculate the circumferential stress due to internal pressure, S_{Hi} (Barlow). Check S_{Hi} (Barlow) against the maximum allowable value.

c) Calculate the circumferential stress due to earth load, S_{He}.

d) Calculate the external live load, w, and determine the appropriate impact factor, F_i.

e) Calculate the cyclic circumferential stress, ΔS_H, and the cyclic longitudinal stress, ΔS_L due to live load.

f) Calculate the circumferential stress due to internal pressure, S_{Hi}.

g) Check effective stress, S_{eff} as follows:

1) Calculate the principal stresses, S_1 in the circumferential direction, S_2 in the longitudinal direction, and S_3, in the radial direction.

2) Calculate the effective stress, S_{eff}.

3) Check by comparing S_{eff} against the allowable stress, $SMYS \times F$.

h) Check welds for fatigue as follows:

1) Check with weld fatigue by comparing ΔS_L against the girth weld fatigue limit, $S_{FG} \times F$.

2) Check longitudinal weld fatigue by comparing, ΔS_H against the longitudinal weld fatigue limit, $S_{FL} \times F$.

i) If any check fails, modify the design conditions in Item a appropriately and repeat the steps in Items b through h.

Recommended methods for performing the steps in Items b through h, above, are described in 4.6 through 4.8. In 4.6 through 4.8, several figures give design curves for specific material properties or geometric conditions. *Interpolations between the design curves may be done. Extrapolations beyond the design curve limits are not recommended.*

4.6 Loads

4.6.1 General

4.6.1.1 A carrier pipe at an uncased crossing will be subjected to both internal load from pressurization and external loads from earth forces (dead load) and train or highway traffic (live load). An impact factor should be applied to the live load. Recommended methods for calculating these loads and impact factors are described in the following subsections.

4.6.1.2 Other loads may be present as a result of temperature fluctuations caused by changes in season; longitudinal tension due to end effects; fluctuations associated with pipeline operating conditions, unusual surface loads associated with specialized equipment; and ground deformations arising from various sources, such as shrinking and swelling soils, frost heave, local instability, nearby blasting, and undermining by adjacent excavations.

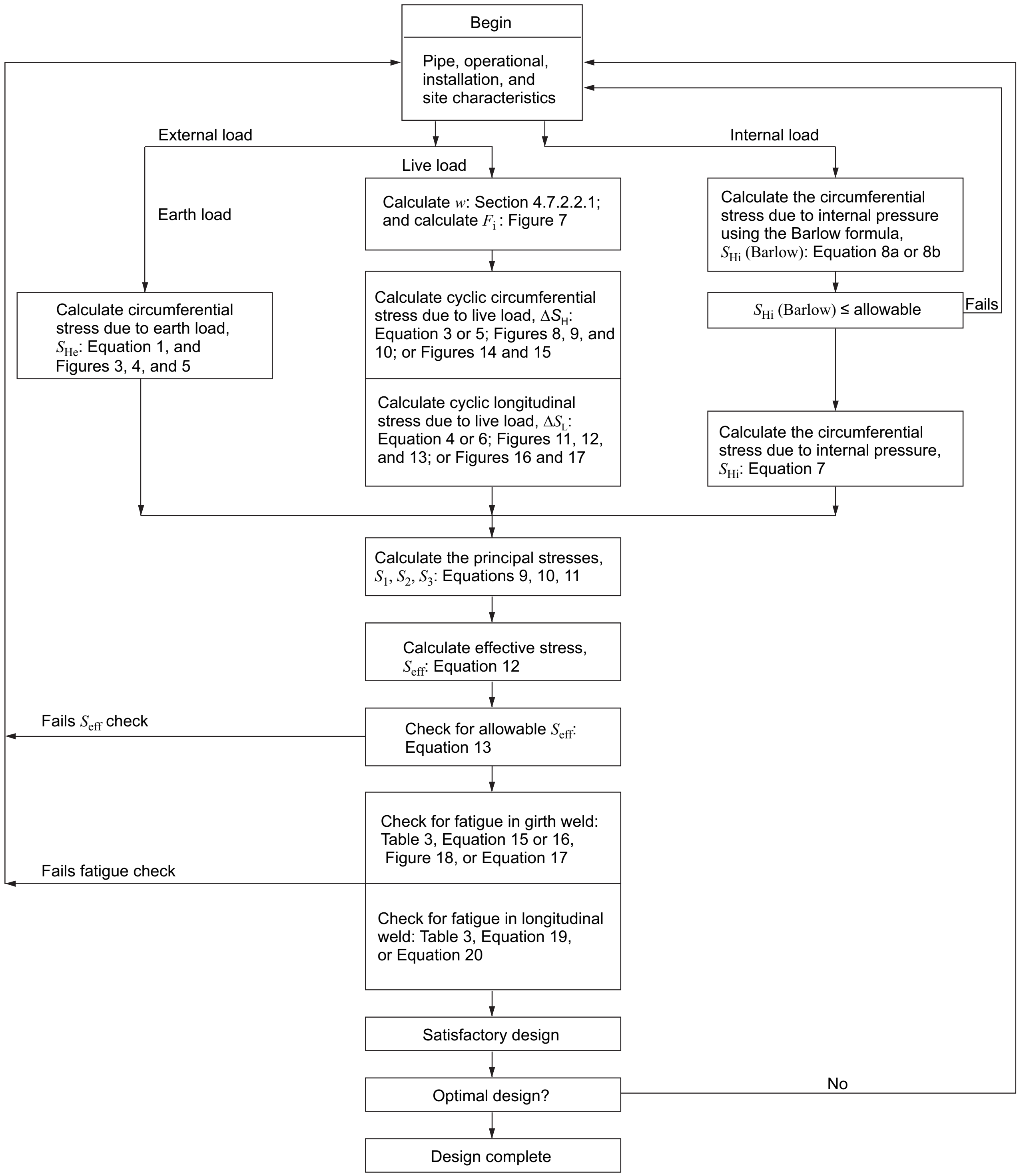


Figure 2—Flow Diagram of Design Procedure for Uncased Crossings of Railroads and Highways

Pipe stresses induced by temperature fluctuations can be included. All other loads are a result of special conditions. Loads of this nature must be evaluated on a site-specific basis and, therefore, are outside the scope of this recommended practice. Ingraffea et al. [4] describe how pipeline stresses can be influenced by longitudinal bends and tees in the vicinity of the crossing, and they give equations to evaluate such effects.

4.6.2 External Loads

4.6.2.1 Earth Load

The earth load is the force resulting from the weight of the overlying soil that is conveyed to the top of pipe. The earth load is calculated according to the procedures widely adopted in practice for ditch conduits [10]. Such procedures have been used in pipeline design for many years and have been included in specifications adopted by various professional organizations [11, 12, 13].

4.6.2.2 Live Load

4.6.2.2.1 Railroad Crossing

It is assumed that the pipeline is subjected to the load from a single train as would be applied on either track shown in Figure 1. For simultaneous loading of both tracks, stress increment factors for the cyclic longitudinal and cyclic circumferential stress are used. The crossing is assumed to be oriented at 90 degrees with respect to the railroad and is an embankment-type crossing as illustrated in Figure 1. This type of orientation generally is preferred in new pipeline construction and is likely to result in pipeline stresses larger than those associated with pipelines crossing at oblique angles to the railroad.

4.6.2.2.2 Highway Crossing

It is assumed that the pipeline is subjected to the loads from two trucks traveling in adjacent lanes, such that there are two sets of tandem or single axles in line with each other. The crossing is assumed to be oriented at 90 degrees with respect to the highway and is an embankment-type crossing, as shown in Figure 1. This type of orientation generally is preferred in new pipeline construction and is likely to result in pipeline stresses larger than those associated with pipelines crossing at oblique angles to the highway.

4.6.3 Internal Load

The internal load is produced by internal pressure, p, in pounds per square inch (psi) or kilopascals (kPa). The maximum allowable operating pressure, $MAOP$ or maximum operating pressure, MOP should be used in the design.

4.7 Stresses

4.7.1 General

For detailed information on the methods used to develop the design approaches and design curves for determining stresses, see Ingraffea et al. [4].

4.7.2 Stresses Due to External Loads

External loading on the carrier pipe will produce both circumferential and longitudinal stresses. Recommended procedures for calculating each component of these stresses follow. It is assumed that all external loads are conveyed vertically across a 90 degree arc centered on the pipe crown and resisted by a vertical reaction distributed across a 90 degree arc centered on the pipe invert.

4.7.2.1 Stresses Due to Earth Load

The circumferential stress at the pipeline invert caused by earth load. S_{He} (psi or kPa), is determined as follows:

$$S_{He} = K_{He} B_e E_e \gamma D \quad (1)$$

where

K_{He} is the stiffness factor for circumferential stress from earth load.

B_e is the burial factor for earth load.

E_e is the excavation factor for earth load.

γ is the soil unit weight, in lb/in.^{3} or kN/m^3.

D is the pipe outside diameter, in in. or m.

It is recommended that γ be taken as 120 lb/ft^3 (18.9 kN/m^3) (equivalent to 0.069 lb/in.^{3}) for most soil types unless a higher value is justified on the basis of field or laboratory data.

The earth load stiffness factor, K_{He}, accounts for the interaction between the soil and pipe and depends on the pipe wall thickness to diameter ratio, t_w/D, and modulus of soil reaction, E'. Figure 3 shows K_{He} plotted for various E', as a function of t_w/D. Values of E' appropriate for auger borer construction may range from 0.2 to 2.0 kips/in.^{2} (1.4 to 13.8 mPa). It is recommended that E' be chosen as 0.5 kips/in.^{2} (3.4 mPa), unless a higher value is judged more appropriate by the designer. Table A-1 in Annex A gives typical values for E'.

The burial factor, B_e, is presented as a function of the ratio of pipe depth to bored diameter, H/B_d for various soil conditions in Figure 4. If the bored diameter is unknown or uncertain at the time of design, it is recommended that B_d be taken as D + 2 in. (51 mm). For trenched construction and new structures constructed over existing pipelines, $B_d = D$ can be assumed, recognizing that soil compaction in the trench would lead to higher E' values than those for auger bored installations.

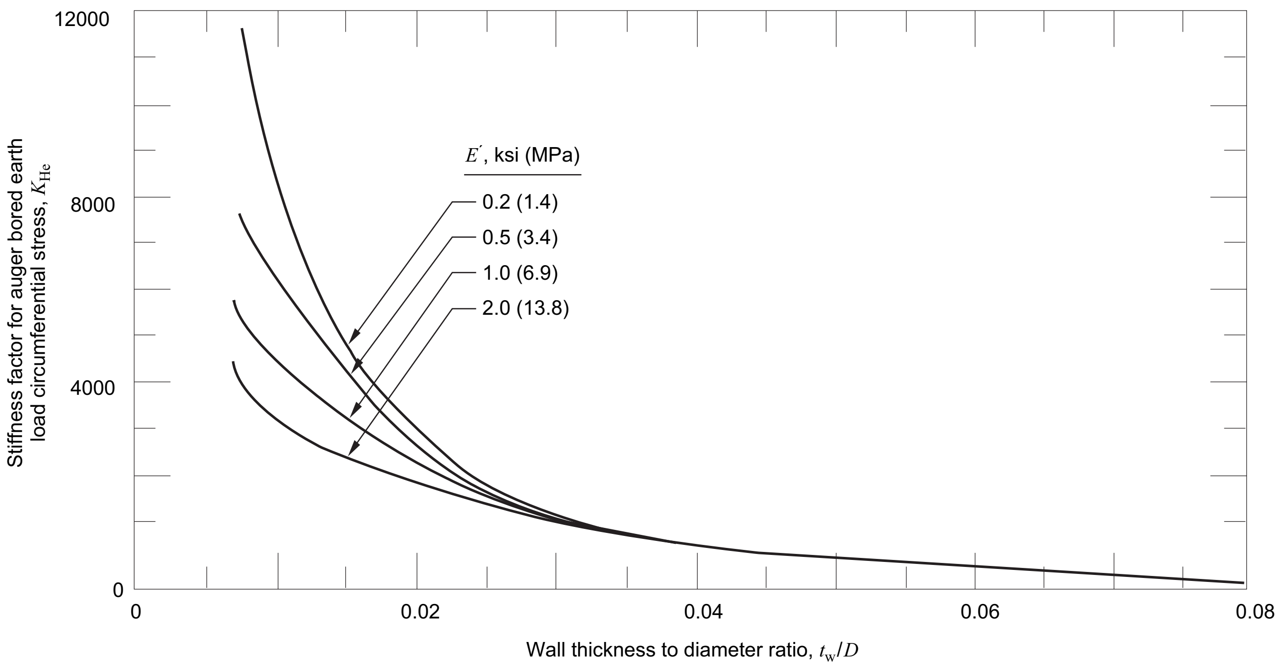
The excavation factor, E_e, is presented as a function of the ratio of bored diameter to pipe diameter, B_d/D in Figure 5. If the bored diameter is unknown or uncertain at the time of design, E_e should be assumed equal to 1.0. For trenched construction and new structures constructed over existing pipelines, E_e can be assumed equal to 1.0.

4.7.2.2 Stresses Due to Live Load

4.7.2.2.1 Surface Live Loads

The live, external rail load is the vehicular load, w, applied at the surface of the crossing. It is recommended that Cooper E-80 loading of w = 13.9 psi (96 kPa) be used, unless the loads are known to be greater. This is the load resulting from the uniform distribution of four 80-kip (356-kN) axles over an area 20 ft by 8 ft (6.1 m by 2.4 m).

The live external highway load, w, is due to the wheel load, P, applied at the surface of the roadway. For design, only the load from one of the wheel sets needs to be considered. The design wheel load should be either the maximum wheel load from a truck's single axle, P_s, or the maximum wheel load from a truck's tandem axle set, P_t. Figure 6 shows the methods by which axle loads are converted into equivalent single wheel loads P_s and P_t. For example, a truck with a single axle load of 24 kips (106.8 kN) would have a design single wheel load of P_s = 12 kips (53.4 kN) and a truck with a tandem axle load of 40 kips (177.9 kN) would have a design tandem wheel load of P_t = 10 kips (44.5 kN). The maximum single axle wheel load recommended for design is P_s = 12 kips (53.4 kN). The maximum tandem axle wheel load recommended for design is P_t = 10 kips (44.5 kN). The decision as to whether single or tandem axle loading is more critical depends on the carrier pipe diameter, D; the depth of burial, H; and whether the



NOTE See Table A-1 for soil descriptions.

Figure 3—Stiffness Factor for Earth Load Circumferential Stress, K_{He}

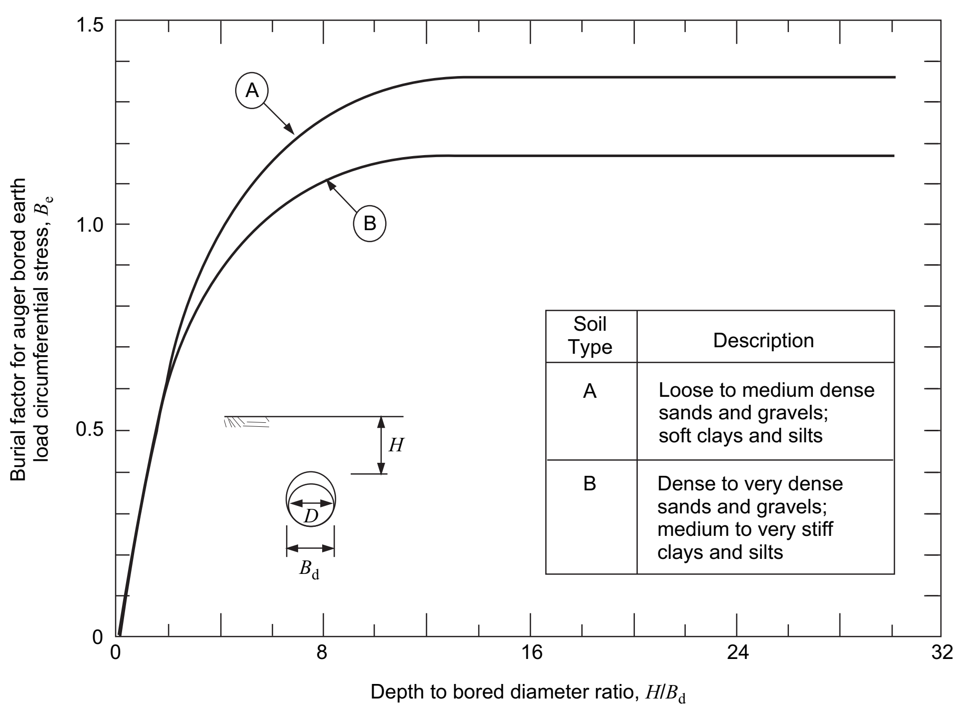


Figure 4—Burial Factor for Earth Load Circumferential Stress, B_e

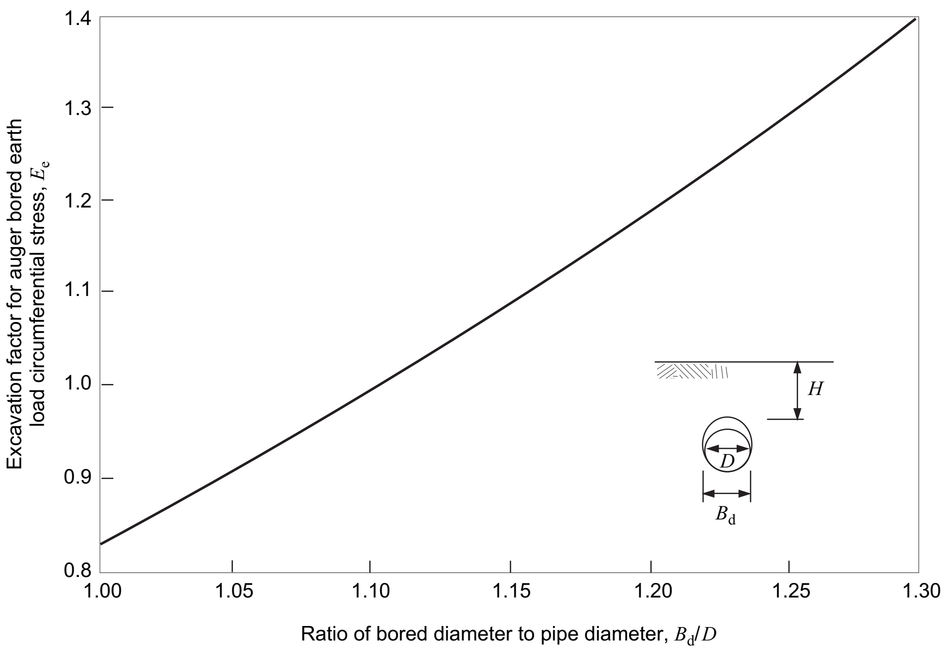


Figure 5—Excavation Factor for Earth Load Circumferential Stress, E_e

road surface has a flexible pavement, has no pavement, or has a rigid pavement. For the recommended design loads of P_s = 12 kips (53.4 kN) and P_t = 10 kips (44.5 kN), the critical axle configuration cases for the various pavement types, burial depths, and pipe diameters are given in Table 1.

The applied design surface pressure, w (lb/in.^{2} or kN), then is determined as follows:

$$w = P/A_P \tag{2}$$

where

P is the either the design single wheel load, P_s, or the design tandem wheel load, P_t, in lbs (kN).

A_p is the contact area over which the wheel load is applied; A_p is taken as 144 in.^{2} (0.093 m^2).

For the recommended design loads of P_s = 12 kips = 12,000 lbs (53.4 kN) and P_t = 10 kips = 10,000 lbs (44.5 kN) the applied design surface pressures are as follows:

a) Single axle loading: w = 83.3 psi (574 kPa).

b) Tandem axle loading: w = 69.4 psi (479 kPa).

For design wheel loads different from the recommended maximums, refer to Annex A.

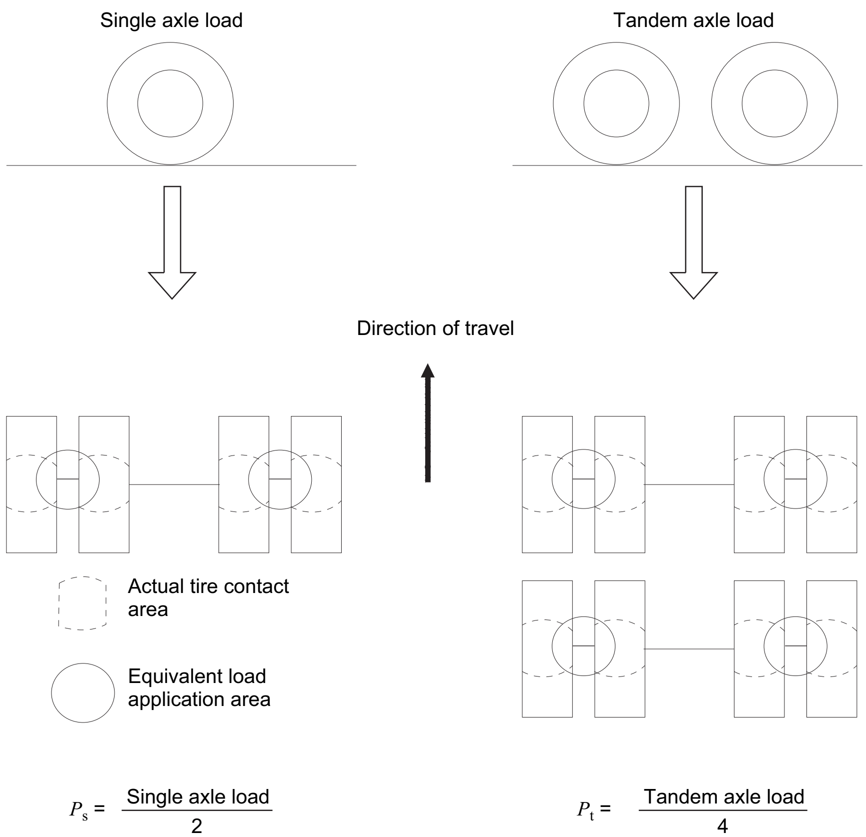


Figure 6—Single and Tandem Wheel Loads, P_s and P_t

Table 1—Critical Axle Configurations for Design Wheel Loads of P_s = 12 Kips (53.4 kN) and P_t = 10 Kips (44.5 kN)

Depth of burial, H, < 4 ft (1.2 m) and diameter, D, ≤ 12 in. (305 mm)	
Pavement Type	Critical Axle Configuration
Flexible pavement No pavement Rigid pavement	Tandem axles Single axle Tandem axles
Depth, H, < 4 ft (1.2 m) and diameter, D, > 12 in. (305 mm) Depth, H, ≥ 4 ft (1.2m) for all diameters	
Pavement Type	Critical Axle Configuration
Flexible pavement No pavement Rigid pavement	Tandem axles Tandem axles Tandem axles

4.7.2.2.2 Impact Factor

It is recommended that the live load be increased by an impact factor, F_i, which is a function of the depth of burial, H, of the carrier pipeline at the crossing. The impact factor for both railroad and highway crossings is shown graphically in Figure 7. The impact factors are 1.75 for railroads and 1.5 for highways, each decreasing by 0.03 per ft (0.1 per m) of depth below 5 ft (1.5 m) until the impact factor equals 1.0.

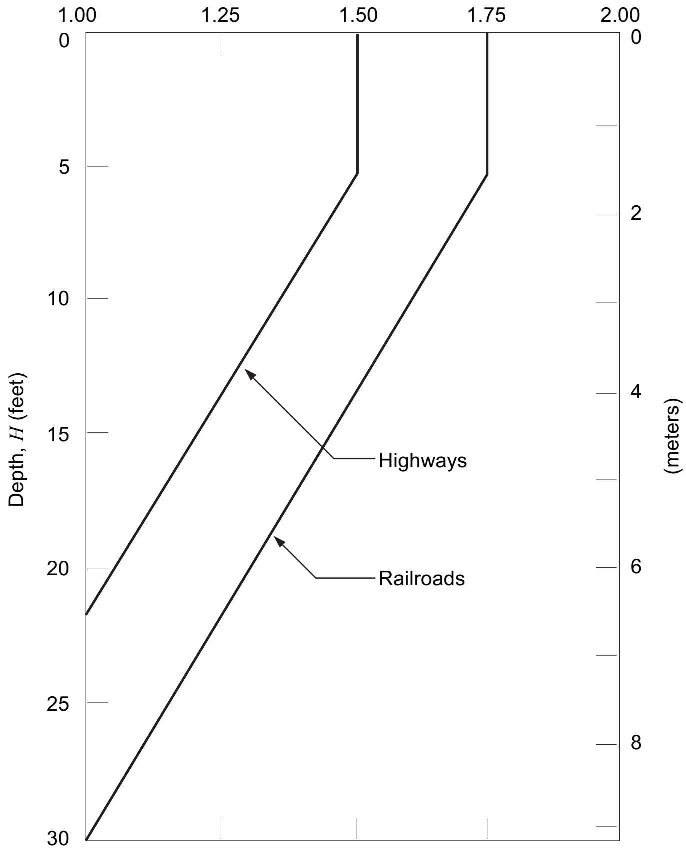


Figure 7—Recommended Impact Factor Versus Depth

4.7.2.2.3 Railroad Cyclic Stresses

4.7.2.2.3.1 The cyclic circumferential stress due to rail load, ΔS_{Hr}, (psi or kPa), may be calculated as follows:

$$\Delta S_{Hr} = K_{Hr} G_{Hr} N_H F_i w \quad (3)$$

where

K_{Hr} is the railroad stiffness factor for cyclic circumferential stress.

G_{Hr} is the railroad geometry factor for cyclic circumferential stress.

N_H is the railroad single or double track factor for cyclic circumferential stress.

F_i is the impact factor.

w is the applied design surface pressure, in psi or kPa.

The railroad stiffness factor, K_{Hr}, is presented as a function of the pipe wall thickness to diameter ratio, t_w/D, and soil resilient modulus, E_r, in Figure 8. Table A-2 in Annex A gives typical values for E_r.

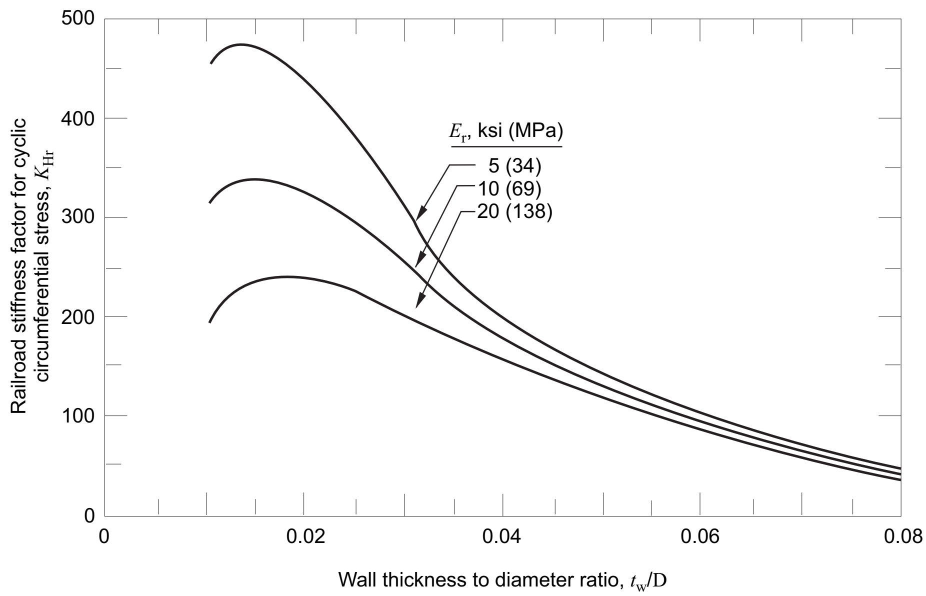


Figure 8—Railroad Stiffness Factor for Cyclic Circumferential Stress, K_{Hr}

The railroad geometry factor, G_{Hr}, is presented as a function of pipe diameter, D, and depth of burial, H, in Figure 9.

The single track factor for cyclic circumferential stress is, N_H = 1.00. The N_H factor for double track is shown in Figure 10.

4.7.2.2.3.2 The cyclic longitudinal stress due to rail load, ΔS_{Lr} (psi or kPa) may be calculated as follows:

$$\Delta S_{Lr} = K_{Lr} G_{Lr} N_L F_i w \quad (4)$$

where

K_{Lr} is the railroad stiffness factor for cyclic longitudinal stress.

G_{Lr} is the railroad geometry factor for cyclic longitudinal stress.

N_L is the railroad single or double track factor for cyclic longitudinal stress.

F_i is the impact factor.

w is the applied design surface pressure, in psi or kPa.

The railroad stiffness factor, K_{Lr}, is presented as a function of t_w/D and E_r in Figure 11.

The railroad geometry factor, G_{Lr}, is presented as a function of D and H in Figure 12.

The single track factor for cyclic longitudinal stress is N_L = 1.00. The N_L factor for double track is shown in Figure 13.

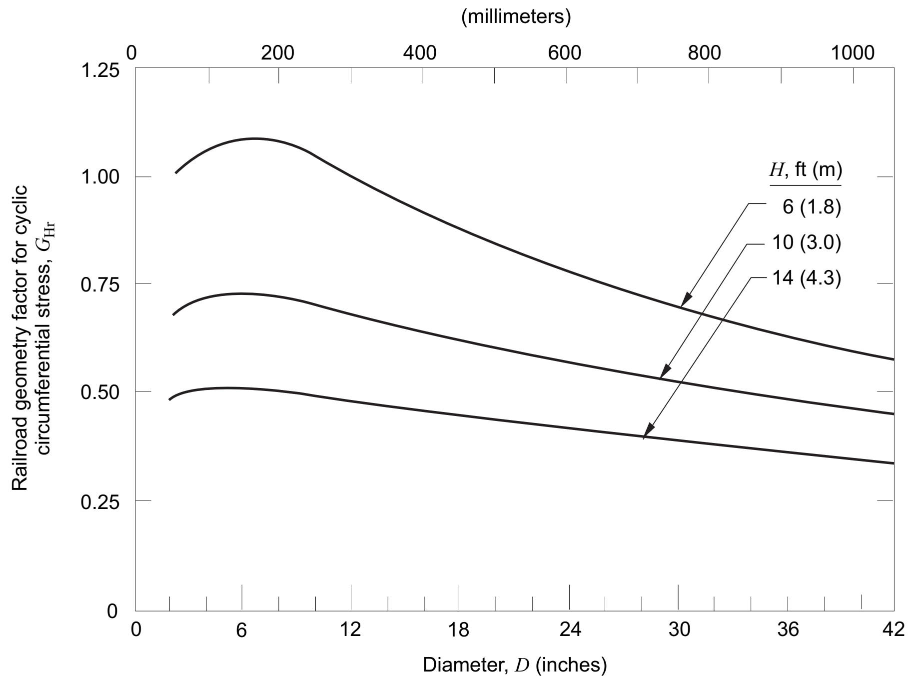


Figure 9—Railroad Geometry Factor for Cyclic Circumferential Stress, G_{Hr}

4.7.2.2.4 Highway Cyclic Stresses

4.7.2.2.4.1 The cyclic circumferential stress due to highway vehicular load, ΔS_{Hh} (psi or kPa), may be calculated from the following

$$\Delta S_{Hh} = K_{Hh} G_{Hh} R L F_i w \quad (5)$$

where

K_{Hh} is the highway stiffness factor for cyclic circumferential stress.

G_{Hh} is the highway geometry factor for cyclic circumferential stress.

R is the highway Pavement type factor.

L is the highway axle configuration factor.

F_i is the impact factor.

w is the applied design surface pressure, in psi or kPa.

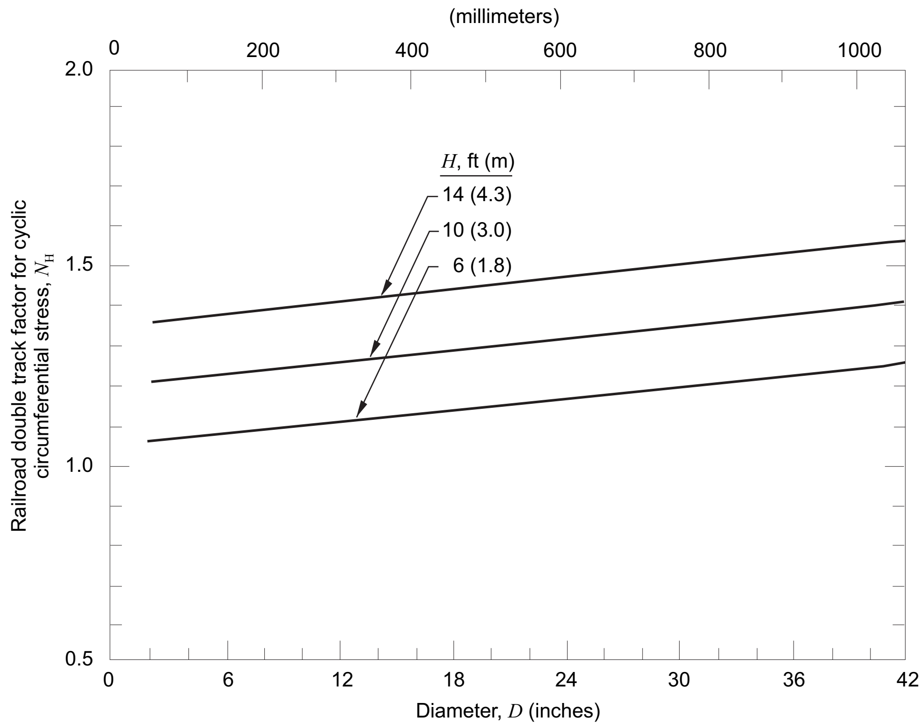


Figure 10—Railroad Double Track Factor for Cyclic Circumferential Stress, N_H

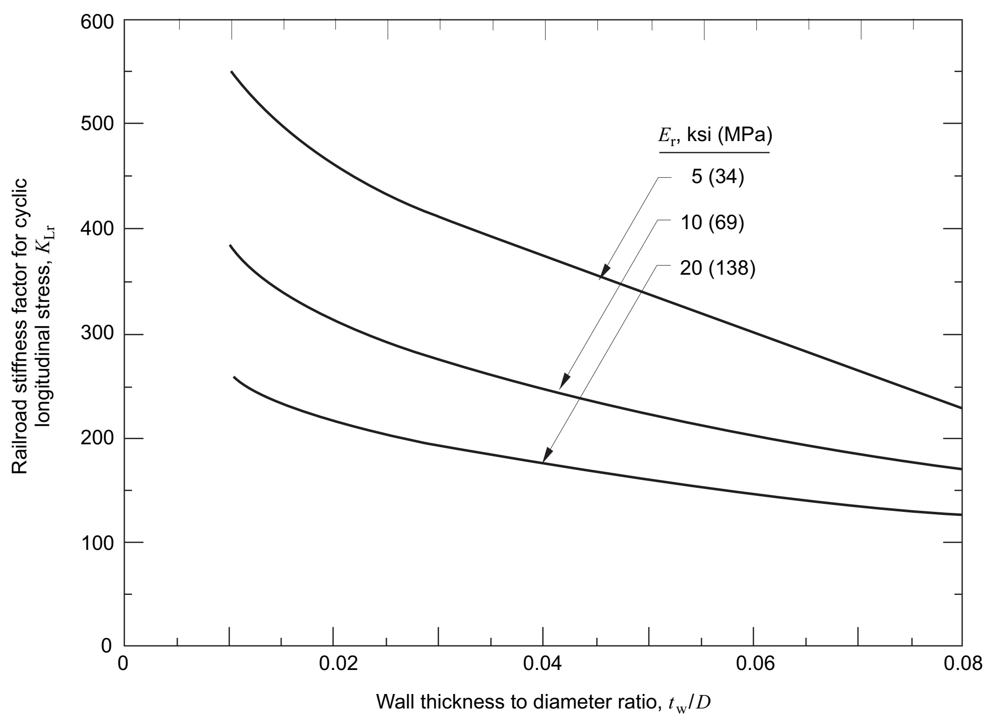


Figure 11—Railroad Stiffness Factor for Cyclic Longitudinal Stress, K_{Lr}

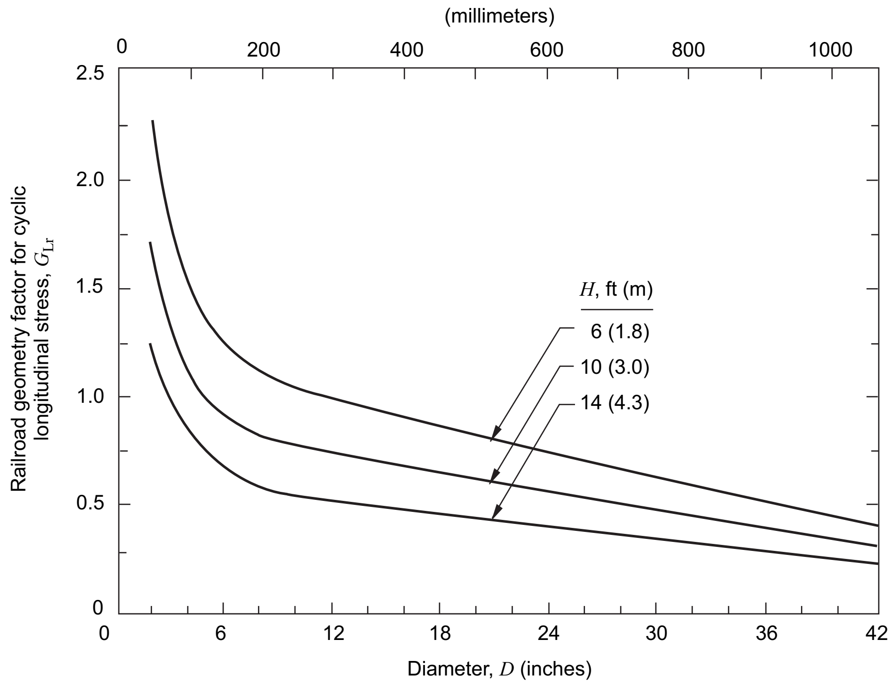


Figure 12—Railroad Geometry Factor for Cyclic Longitudinal Stress, G_{Lr}

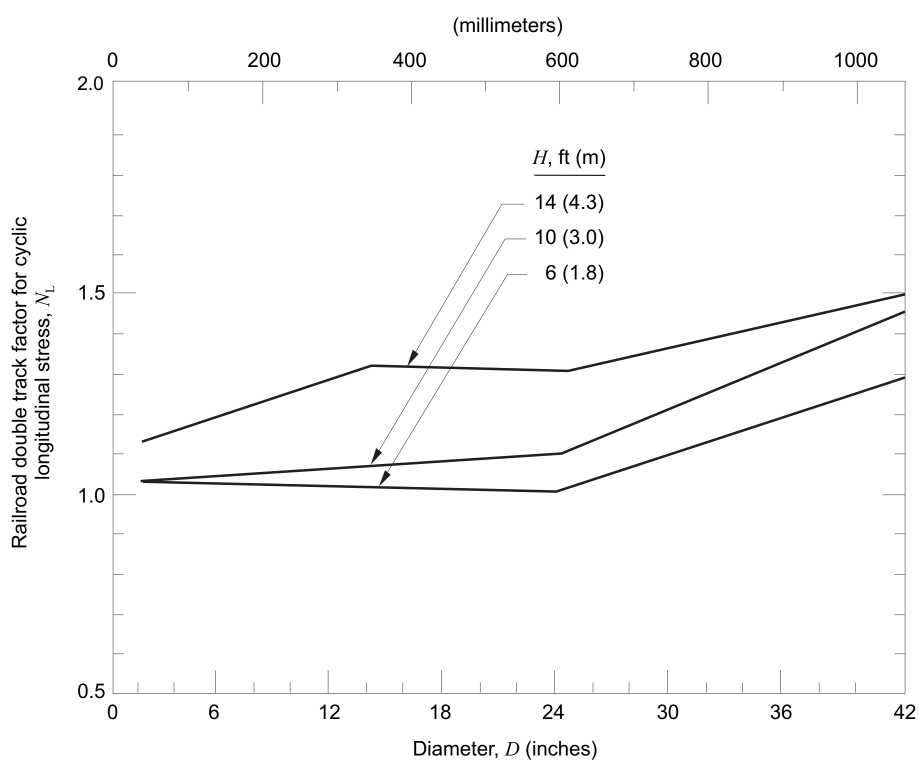


Figure 13—Railroad Double Track Factor for Cyclic Longitudinal Stress, N_L

The highway pavement type factor, R, and axle configuration factor, L, depend on the burial depth, H; pipe diameter, D; and design axle configuration (single or tandem). The decision on the design axle configuration has been described in 4.7.2.2.1. Table 2 presents the R and L factors for various H, D, pavement types, and axle configurations.

The highway stiffness factor, K_{Hh} is presented as a function of t_w/D and E_r in Figure 14.

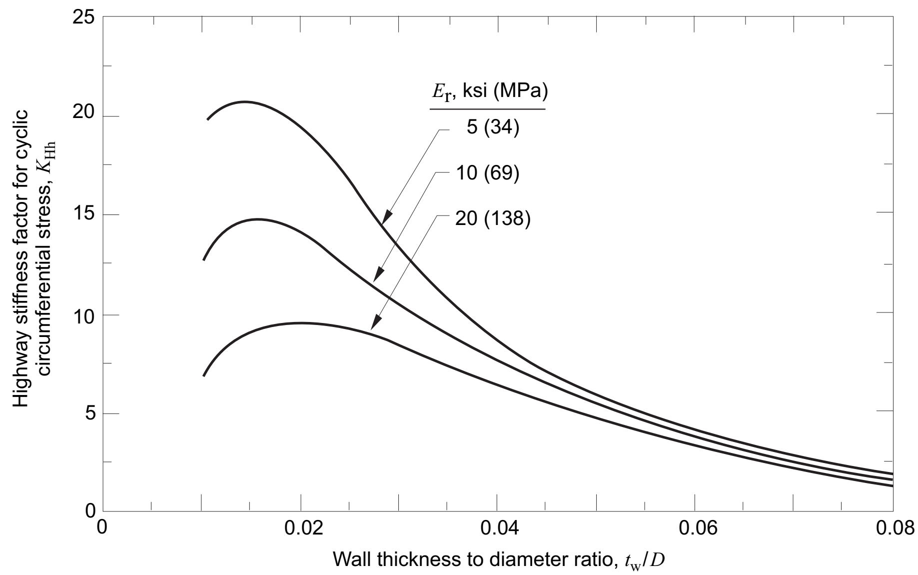


Figure 14—Highway Stiffness Factor for Cyclic Circumferential Stress, K_{Hh}

The highway geometry factor, G, is presented as a function of D and H in Figure 15.

4.7.2.2.4.2 The cyclic longitudinal stress due to highway vehicular load, ΔS_{Lh} (psi or kPa), may be calculated from the following:

$$\Delta S_{Lh} = K_{Lh} G_{Lh} R L F_i w \quad (6)$$

where

K_{Lh} is the highway stiffness factor for cyclic longitudinal stress.

G_{Lh} is the highway geometry factor for cyclic longitudinal stress.

R is the highway pavement type factor.

L is the highway axle configuration factor.

F_i is the impact factor.

w is the applied design surface pressure, in psi or kPa.

The pavement type factor, R, and axle configuration factor, L, are the same as given in Table 2.

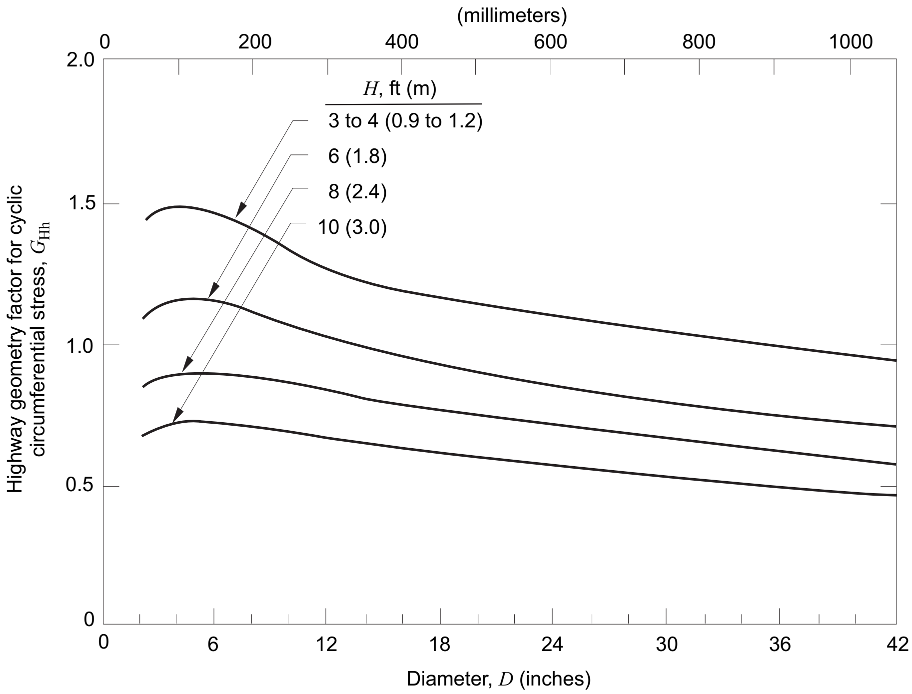


Figure 15—Highway Geometry Factor for Cyclic Circumferential Stress, G_{Hh}

The highway stiffness factor, K_{Lh}, is presented as a function of t_w/D and E_r in Figure 16.

The highway geometry factor, G_{Lh}, is presented as a function of D and H in Figure 17.

4.7.3 Stresses Due to Internal Load

The circumferential stress due to internal pressure, S_{Hi} (psi or kPa), may be calculated from the following:

$$S_{Hi} = p(D - t_w)/2t_w \tag{7}$$

where

- p is the internal pressure, taken as the *MAOP* or *MOP*, in psi or kPa.
- D is the pipe outside diameter, in in. or mm.
- t_w is the wall thickness, in in. or mm.

4.8 Limits of Calculated Stresses

The stresses calculated in 4.7 may not exceed certain allowable values. The allowable stresses for controlling yielding and fatigue in the pipeline are described in the following subsections.

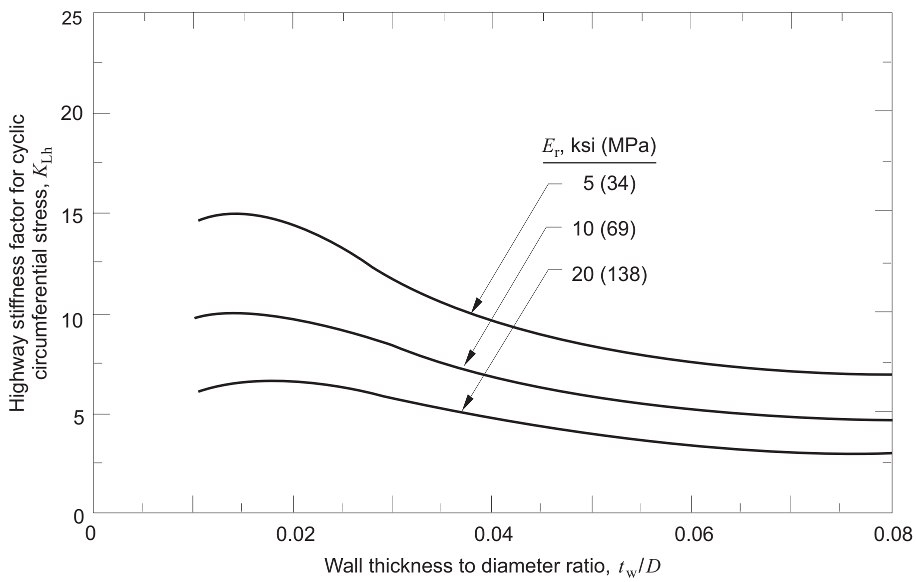


Figure 16—Highway Stiffness Factor for Cyclic Longitudinal Stress, K_{Lh}

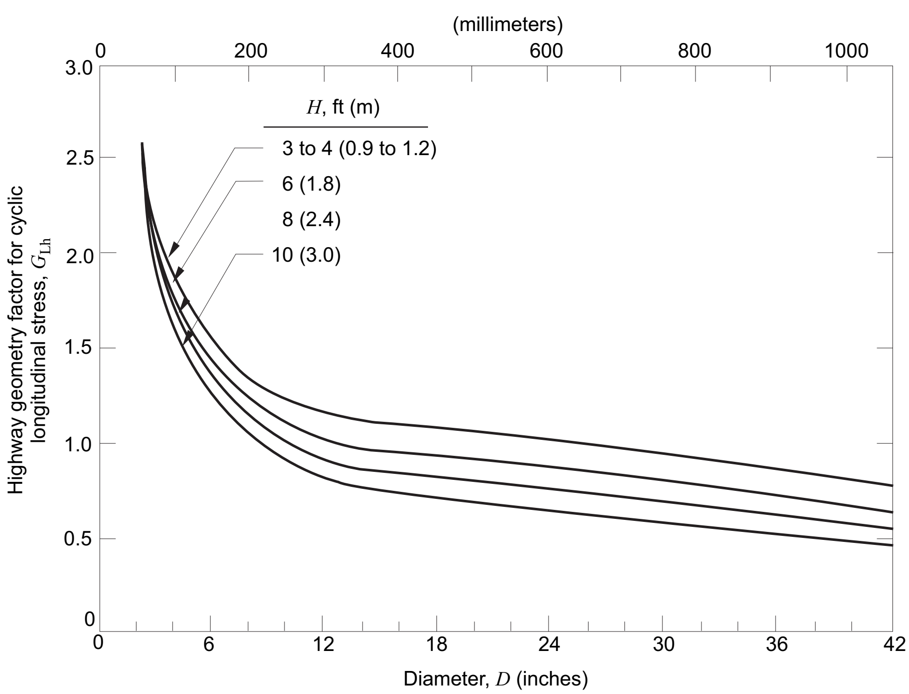


Figure 17—Highway Geometry Factor for Cyclic Longitudinal Stress, G_{Lh}

Table 2—Highway Pavement Type Factors, *R*, and Axle Configuration Factors, *L*

Depth, H, < 4 ft (1.2 m) and diameter, D, ≤ 12 in. (305 mm)			
Pavement Type	Design Axle Configuration	R	L
Flexible pavement	Tandem axle	1.00	1.00
	Single axle	1.00	0.75
No pavement	Tandem axle	1.10	1.00
	Single axle	1.20	0.80
Rigid pavement	Tandem axle	0.90	1.00
	Single axle	0.90	0.65
Depth, H, < 4 ft (1.2 m) and diameter, D, > 12 in. (305 mm) Depth H, ≥ 4 ft (1.2 m) for all diameters			
Pavement Type	Design Axle Configuration	R	L
Flexible pavement	Tandem axle	1.00	1.00
	Single axle	1.00	0.65
No pavement	Tandem axle	1.10	1.00
	Single axle	1.10	0.65
Rigid pavement	Tandem axle	0.90	1.00
	Single axle	0.90	0.65

4.8.1 Check for Allowable Stresses

4.8.1.1 Two checks for the allowable stress are required. The first is specified by 49 *Code of Federal Regulations* Part 192 or Part 195 [5, 6]. The circumferential stress due to internal pressurization, as calculated using the Barlow formula, S_{Hi} (Barlow) (psi or kPa), must be less than the factored specified minimum yield strength. This check is given by the following:

$$[S_{Hi}(\text{Barlow}) = pD/2t_w] \le F \times E \times T \times SMYS$$

for natural gas, and (8a)

$$[S_{Hi}(\text{Barlow}) = pD/2t_w] \le F \times E \times T \times SMYS$$

for liquids and other products (8b)

where

p is the internal pressure, taken as the *MAOP* or *MOP*, in psi or kPa.

D is the pipe outside diameter, in in. or mm.

t_w is the wall thickness. in in. or mm.

F is the design factor chosen in accordance with 49 *Code of Federal Regulations* Part 192.111 or Part 195.106.

E is the longitudinal joint factor.

T is the temperature derating factor.

SMYS is the specified minimum yield strength, in psi or kPa.

4.8.1.2 The second check for the allowable stress is accomplished by comparing the total effective stress, S_{eff} (psi or kPa), against the specified minimum yield strength multiplied by a design factor, F. Principal stresses, S_1, S_2, and S_3, (psi or kPa), are used to calculate S_{eff}. The principal stresses are calculated from the following:

$$S_1 = S_{He} + \Delta S_H + S_{Hi} \tag{9}$$

where

S_1 is the maximum circumferential stress.

ΔS_H is ΔS_{Hr}, in psi or kPa, for railroads, and

is ΔS_{Hh}, in psi or kPa for highways.

$$S_2 = \Delta S_L - E_s \alpha_T (T_2 - T_1) + \nu_s (S_{He} + S_{Hi}) \tag{10}$$

where

S_2 is the maximum longitudinal stress.

ΔS_L is ΔS_{Lr} in psi or kPa, for railroads, and

is ΔS_{Lh} in psi or kPa, for highways.

E_s is Young's modulus of steel, in psi or kPa.

α_T is the coefficient of thermal expansion of steel, per °F or per °C.

T_1 is the temperature at time of installation, in °F or °C.

T_2 is the maximum or minimum operating temperature, in °F or °C.

v_s is Poisson's ratio of steel.

NOTE Table A-3, in Annex A gives typical values for E_s, v_s and α_T.

$$S_3 = -p = -MAOP \text{ or } -MOP \tag{11}$$

where

S_3 is the maximum radial stress.

NOTE The Poisson effects from S_{He} and S_{Hi} are reflected in S_2 as v_s (S_{He} + S_{Hi}). The Poisson effect of ΔS_L on S_1 is not directly represented in the equation for S_1. The values of ΔS_H and ΔS_L in this recommended practice were derived from finite element analyses, thus they already embody the appropriate Poisson effects.

4.8.1.3 The total effective stress, S_{eff} (psi or kPa), may be calculated from the following:

$$S_{eff} = \sqrt{\frac{1}{2}[(S_1 - S_2)^2 + (S_2 - S_3)^2 + (S_3 - S_1)^2]} \tag{12}$$

The check against yielding of the pipeline may be accomplished by assuring that the total effective stress is less than the factored specified minimum yield strength, using the following equation:

$$S_{eff} \le SMYS \times F \tag{13}$$

where

SMYS is the specified minimum yield strength, in psi or kPa.

F is the design factor.

The designer should use values for the design factor, F, consistent with standard practice or code requirements.

4.8.2 Check for Fatigue

The check for fatigue is accomplished by comparing a stress component normal to a weld in the pipeline against an allowable value of this stress, referred to as a fatigue endurance limit. These limits have been determined from S-N (fatigue strength versus number of load cycles) data [14, 15], and the minimum ultimate tensile strengths as given in API Specification 5L [16].

4.8.2.1 Girth Weld

The cyclic stress that must be checked for potential fatigue in a girth weld located beneath a railroad or highway crossing is the longitudinal stress due to live load. The design check is accomplished by assuring that the live load cyclic longitudinal stress is less than the factored fatigue endurance limit. The fatigue endurance limit of girth welds is taken as 12,000 psi (82,740 kPa), as shown in Table 3 for all steel grades and weld types..

Table 3—Fatigue Endurance Limits, S_{FG}, and S_{FL}, for Various Steel Grades

Steel Grade	*SMYS* (psi)	Minimum Ultimate Tensile Strength (psi)	S_{FG} (psi)	S_{FL} (psi)	
			All welds	Seamless and ERW	SAW
A25	25000	45000	12000	21000	12000
A	30000	48000	12000	21000	12000
B	35000	60000	12000	21000	12000
X42	42000	60000	12000	21000	12000
X46	46000	63000	12000	21000	12000
X52	52000	66000	12000	21000	12000
X56	56000	71000	12000	23000	12000
X60	60000	75000	12000	23000	12000
X65	65000	77000	12000	23000	12000
X70	70000	82000	12000	25000	13000
X80	80000	90000	12000	27000	14000
NOTE 1 pound per square inch (psi) = 6.895 kilopascals (kPa).					

The general form of the design check against girth weld fatigue is given by the following:

$$\Delta S_L \leq S_{FG} \times F \quad (14)$$

where

ΔS_L is ΔS_{Lr}, in psi or kPa, for railroads, and

is ΔS_{Lh} in psi or kPa, for highways.

S_{FG} is the fatigue endurance limit of girth yield = 12,000 psi (82,740 kPa).

F is the design factor

4.8.2.1.1 Railroad Crossing

4.8.2.1.1.1 Equation 14 is the general form of the girth weld fatigue check. Since the value of $\Delta S_L = \Delta S_{Lr}$ is influenced by whether a single or double track crossing was selected, this must be accounted for in the fatigue checks. It is overly conservative to assume that all of the applied load cycles will be those generated by simultaneous loading of both tracks, with the train wheel sets always in phase directly above the crossing. Therefore, the cyclic longitudinal stress used in the girth weld fatigue check at railroad crossings is based on the live load stress from a single track loading situation. The resulting equation is given by the following:

$$\Delta S_{Lr} / N_L \leq S_{FG} \times F \quad (15)$$

where

ΔS_{Lr} is the cyclic longitudinal stress determined from Equation 4, in psi or kPa.

N_L is the single or double track factor used in Equation 4 (see note).

S_{FG} is the fatigue endurance limit of girth weld = 12,000 psi (82,740 kPa).

F is the design factor.

NOTE N_L = 1.00 for single track crossings.

4.8.2.1.1.2 Equation 15 is applicable to railroad crossings in which a girth weld is located at a distance, L_G less than 5 ft (1.5 m) from the centerline of the track. For other locations of a girth weld. Equation 15 is replaced by the following:

$$R_F \Delta S_{Lr} / N_L \leq S_{FG} \times F \quad (16)$$

where

R_F is the longitudinal stress reduction factor for fatigue.

R_F is obtained from Figures 18-A and 18-B. Figure 18-A is for values of L_G greater than or equal to 5 ft (1.5 m) but less than 10 ft (3 m). Figure 18-B is for values of L_G greater than or equal to 10 ft (3 m).

4.8.2.1.2 Highway Crossing

Longitudinal stress reduction factors to account for girth weld locations are not used, nor are double lane factors used, since adjacent truck loadings already are considered in the design curves. The cyclic longitudinal stress for highway crossings is determined using Equation 6. The girth weld fatigue check is given by the following:

$$\Delta S_{Lh} \leq S_{FG} \times F \quad (17)$$

4.8.2.2 Longitudinal Weld

4.8.2.2.1 The cyclic stress that must be checked for potential fatigue in a longitudinal weld located beneath a railroad or highway crossing is the circumferential stress due to live load. The check may be accomplished by assuring that the live load cyclic circumferential stress is less than the factored fatigue endurance limit.

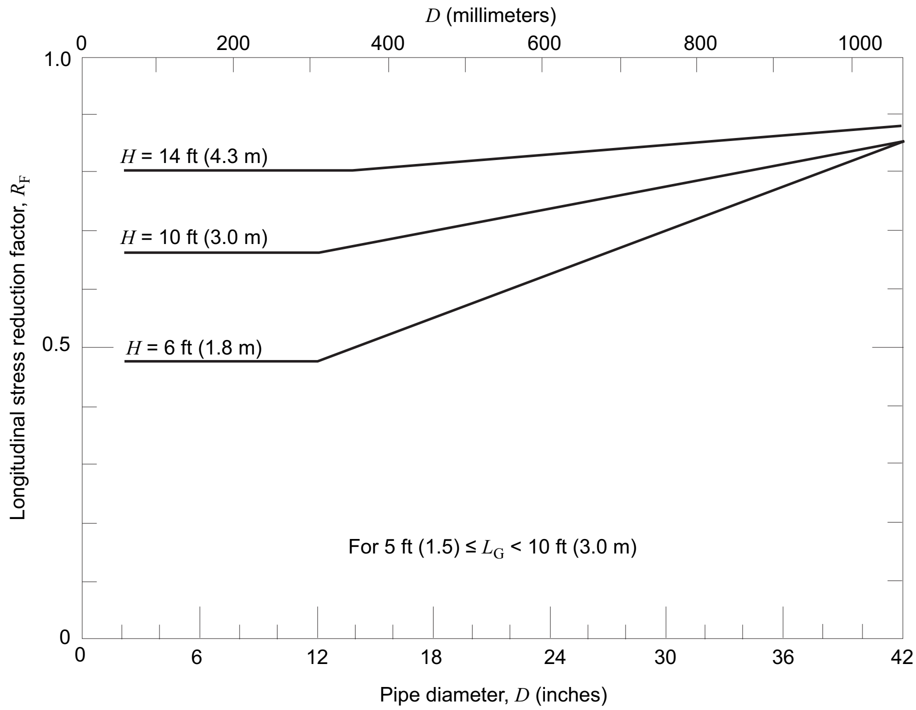


Figure 18-A—Longitudinal Stress Reduction Factors, R_F, for L_G Greater Than or Equal to 5 ft (1.5 m) but Less Than 10 ft (3 m)

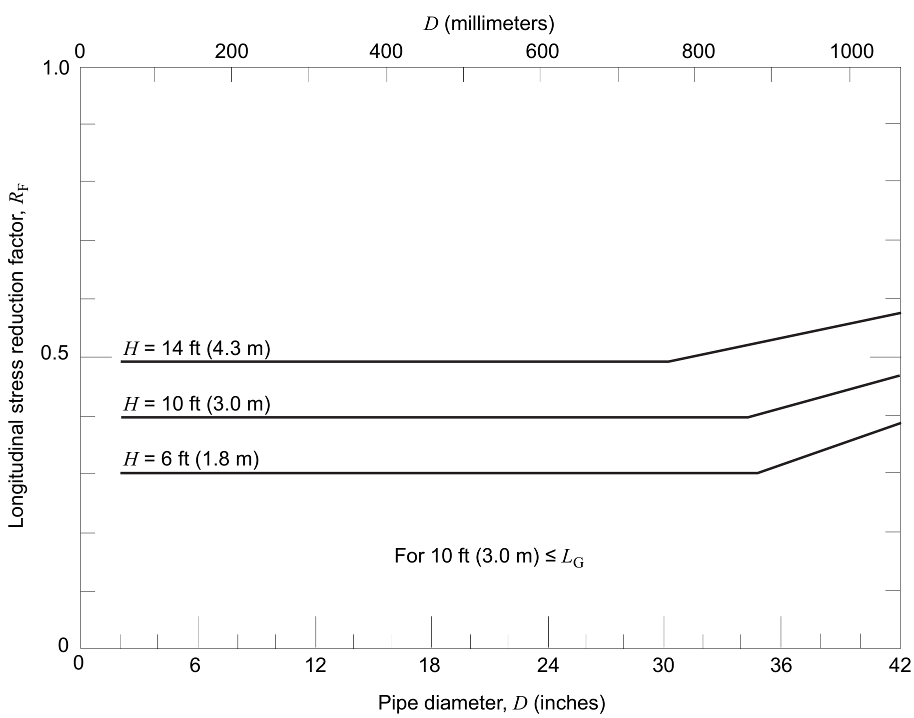


Figure 18-B—Longitudinal Stress Reduction Factors, R_F, for L_G Greater Than or Equal to 10 ft (3 m)

The fatigue endurance limit of longitudinal welds, S_{FL}, is dependent on the type of weld and the minimum ultimate tensile strength. Table 3 gives the fatigue endurance limits for seamless, ERW, and SAW longitudinal welds made in various grade steels. For *SMYS* values intermediate to those listed in Table 3, the fatigue endurance limits for the closest *SMYS* listed that is lower than the particular intermediate value should be used. For example, if the *SMYS* is 54,000 psi (372 mPa), the fatigue endurance limits for X52 grade steel would be used.

The general form of the design check most longitudinal weld fatigue is as follows:

$$\Delta S_H \leq S_{FL} \times F \qquad (18)$$

where

ΔS_H is ΔS_{Hr}, in psi or kPa, for railroads, and

is ΔS_{Hh}, in psi or kPa, for highways.

S_{FL} is the fatigue endurance limit of longitudinal weld obtained from Table 3, in psi or kPa.

F is the design factor.

4.8.2.2.2 Railroad Crossing

Equation 18 is the general form of the longitudinal weld fatigue check. As described in 4.8.2.1.1 dealing with girth weld fatigue at railroad crossings, it is overly conservative to use double track cyclic stresses for fatigue purposes. Therefore, the cyclic circumferential stress used in the longitudinal weld fatigue check at railroad crossings is the live load stress from a single track loading situation. The resulting equation is as follows:

$$\Delta S_{Hr}/N_H \leq S_{FL} \times F \qquad (19)$$

where

ΔS_{Hr} is the cyclic circumferential stress determined from Equation 3, in psi or kPa.

N_H is the single or double track factor used in Equation 3 (see note).

S_{FL} is the fatigue endurance limit of longitudinal weld obtained from Table 3, in psi or kPa.

F is the design factor.

NOTE N_H = 1.00 for single track crossings.

4.8.2.2.3 Highway Crossing

The cyclic circumferential stress for highway crossings is determined using Equation 5. The longitudinal weld fatigue check is as follows:

$$\Delta S_{Hh} \leq S_{FL} \times F \qquad (20)$$

Double lane factors are not used in the highway fatigue check since the design curves take adjacent truck loadings into account. The longitudinal weld fatigue endurance limits are given in Table 3.

4.9 Orientation of Longitudinal Welds at Railroad and Highway Crossings

The design checks against longitudinal weld fatigue in this recommended practice are based on the maximum value of the cyclic circumferential stress, ΔS_H. Thus, if the design check against longitudinal weld fatigue is satisfactory, locating the weld at any location is acceptable. However, it may be advantageous to consider the circumferential orientation of the pipeline welds during construction. The optimal location of all longitudinal welds is at the 45, 135, 225, or 315 degree position with the crown at the zero degree position. For any of these orientations, Equations 3 and 5 will predict conservative values of cyclic circumferential stress. Accordingly, these optimal weld locations listed provide an additional margin of safety against longitudinal weld fatigue.

4.10 Location of Girth Welds at Railroad Crossings

The optimal location of a girth weld at railroad crossings is at a distance, L_G, of at least 10 ft (3 m) from the centerline of the track for a single track crossing. As indicated in 4.8.2.1.1, substantial reductions in the value of applied cyclic longitudinal stress may be obtained in this case. No reduction factor should be taken for the fatigue check when evaluating pipeline crossings beneath two or more adjacent tracks. No reduction factor should be taken for the fatigue check associated with highway crossings. The variable positioning of highway traffic makes it impractical to locate girth welds for minimum cyclic loading effects.

5 Cased Crossings

5.1 Carrier Pipe Installed within a Casing

Design procedures for casings beneath railroad and highway crossings have been established and used in practice for many years. The relevant specifications for selecting minimal wall thickness in casings under railroads are given by the American Railway Engineering Association [11], and design practices suitable for casings beneath railroads and highways are provided by the American Society of Civil Engineers [13] and the American Society of Mechanical Engineers [8, 9, 12]. Carrier pipe for cased crossings should conform to the material and design requirements of the latest edition of ASME B31.4 or B3.1.8. Casings may be coated or bare.

5.2 Casings for Crossings

Suitable materials for casings are new or used line pipe, mill reject pipe, or other available steel tubular goods, including longitudinally split casings.

5.3 Minimum Internal Diameter of Casing

The inside diameter of the casing pipe should be large enough to facilitate installation of the carrier pipe, to provide proper insulation for maintenance of cathodic protection, and to prevent transmission of external loads from the casing to the carrier pipe. The casing pipe should be at least two nominal pipe sizes larger than the carrier pipe.

5.4 Wall Thickness

5.4.1 Bored Crossings

The minimum nominal wall thickness for steel casing pipe in bored crossings should equal or exceed the values shown in Annex C.

5.4.2 Open Trenched Crossings

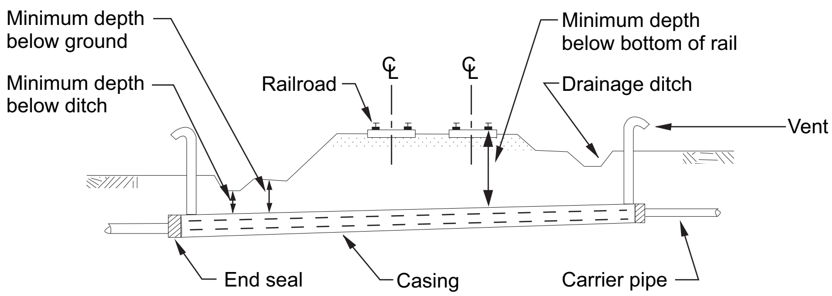
If the requirements of 5.7 are fulfilled at open cut or trenched installations, the minimum nominal wall thickness for steel casing for bored crossings in Annex C may be used. If the requirements of 5.7 cannot be met, installation of casing at greater depths, the use of heavier wall casing pipe, stabilized backfill, or other accepted methods should be utilized.

5.5 General

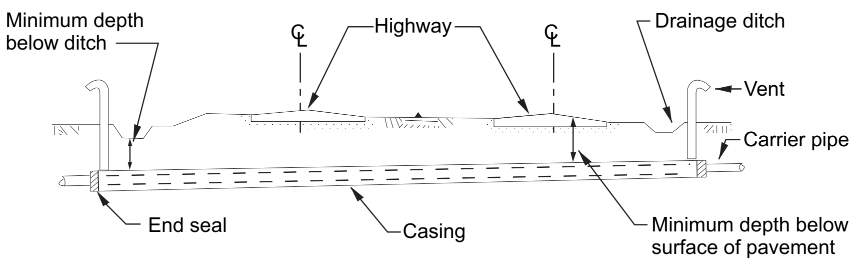
5.5.1 The casing pipe should be free of internal obstructions, should be as straight as practicable, and should have a uniform bedding for the entire length of the crossing. In addition to being properly compactable, padding and backfill must be of appropriate quality to prevent damage to pipeline and/or casing coatings.

5.5.2 The casing pipe should be installed with an overbore as small as possible so as to minimize the void between the pipe and the adjacent soil.

5.5.3 Steel casing pipe should be joined completely to ensure a continuous casing from end to end.



RAILROAD CROSSING



HIGHWAY CROSSING

NOTE For simplicity, drawing does not include insulators/spacers (5.8 and 5.11) or test stations (6.3.6)

Figure 19—Examples of Cased Crossing Installations

5.6 Location and Alignment

5.6.1 Where casing pipe is installed, it should extend a minimum of 2 ft (0.6 m) beyond the toe of slope or base grade, 3 ft (0.9 m) beyond the bottom of the drainage ditch, whichever is greater (see Figure 19). Additionally for railroad crossings, the casing pipe should extend a minimum distance of 25 ft (7.6 m) each side from centerline of outside track when casing is sealed at both ends, or a minimum distance of 45 ft (13.7 m) each side of the centerline of the outside track when casing is open at both ends.

5.6.2 The angle of intersection between pipeline crossings and the railroad or highway to be crossed should be as near to 90 degrees as practicable. In no case should it be less than 30 degrees.

5.6.3 Crossings in wet or rock terrain, and where deep cuts are required, should be avoided where practicable.

5.6.4 Vertical and horizontal clearances between the pipeline and a structure or facility in place must be sufficient to permit maintenance of the pipeline and the structure or facility.

5.7 Cover

5.7.1 Railroad Crossings

Casing pipe under railroads should be installed with a minimum cover, as measured from the top of the pipe to the base of the rail, as follows (see Figure 19):

Location	Minimum Cover
a) Under track structure proper, except secondary and industry tracks.	5.5 ft (1.7 m)
b) Under track structure proper for secondary and industry tracks.	4.5 ft (1.4 m)
c) Under all other surfaces within the right-of-way or from bottom of ditches.	3 ft (0.9 m)
d) For pipelines transporting HVL, from the bottom of ditches.	4 ft (1.2 m)

5.7.2 Highway Crossings

Casing pipe under highways should be installed with a minimum cover, as measured from the top of the pipe to the top of the surface as follows (see Figure 19):

Location	Minimum Cover
a) Under highway surface proper.	4 ft (1.2 m)
b) Under all other surfaces within the right-of-way.	3 ft (0.9 m)
c) For pipelines transporting HVL, from the bottom of ditches.	4 ft (1.2 m)

5.7.3 Mechanical Protection

If the minimum coverage set forth in 5.7.1 and 5.7.2 cannot be provided, mechanical protection shall be installed.

5.8 Installation

5.8.1 Carrier pipe installed in a casing should be held clear of the casing pipe by properly designed supports, insulators, or other devices, and installed so that no external load will be transmitted to the carrier pipe. This also may be accomplished by building up a ring of layers of coating and outer wrap, or by a concrete jacket. Where manufactured insulators are used, they should be uniformly spaced and securely fastened to the carrier pipe.

5.8.2 Multiple carrier pipes may be installed with one casing pipe where restricted working areas, structural difficulties, or special needs are encountered. The stipulations in the above paragraph should apply, and each carrier pipe should be insulated from other carrier pipes, as well as from the casing pipe.

5.9 Casing Seals

The casing should be fitted with end seals at both ends to reduce the intrusion of water and fines from the surrounding soil. It should be recognized that a water-tight seal may not always be possible under field conditions, and in some circumstances water infiltration should be anticipated. The seal should be formed with a flexible material that will inhibit the formation of a waterway through the casing,

5.10 Casing Vents

5.10.1 Vents are not required on casings.

5.10.2 One or two vent pipes may be installed, if used, vent pipe should be not less than 2 in. (51 mm) in diameter, should be welded to the casing, and should project through the ground surface at the right-of-way line or fence line (see Figure 19). A hole through the casing not less than one-half the vent pipe diameter must be made prior to welding the casing vent over it.

5.10.3 Vent pipe should extend not less than 4 ft (1.2 m) above the ground surface. The tops of vents should be fitted with suitable weather caps.

5.10.4 Two vent pipes maybe installed to facilitate filling the casing with a “casing filler” by connecting the vent pipe at the low end of the casing to the bottom of the casing and connecting the vent pipe at the high end of the casing to the top of the casing.

5.11 Insulators

Insulators electrically isolate the carrier pipe from the casing by providing a circular enclosure that prevents direct contact between the two. The insulator should be designed to promote minimal bearing pressure between the insulator and carrier coating.

5.12 Inspection and Testing

Supervision and inspection should be provided during construction of the crossing. Before installation, the section of carrier pipe used at the crossing should be inspected visually for defects. All girth welds should be inspected by radiographic or other nondestructive methods. After a cased crossing is installed, a test should be performed to determine that the carrier pipe is electrically isolated from the casing pipe.

6 Installation

6.1 Trenchless Installation

6.1.1 General

Pipe jacking with an auger borer is the predominant means in U.S. practice of pipeline installation beneath railroads and highways. Percussive molding also is used but is restricted to small pipelines, typically less than 6 in. (150 mm) in diameter. For trenchless construction techniques that excavate an oversized hole relative to the size of the pipe, the diameter of the bored hole, B_d, needs to be known or specified before construction. By means of Figure 5, the designer can account for the influence of the bored hole diameter, B_d, on the earth load transmitted to the pipe.

When the auger is adjusted to excavate a hole equal in size to the pipe, or when percussive molding or a similar insertion method is used, the designer should assume that the bored diameter is equal to the pipe diameter, $B_d = D$.

6.1.2 Boring, Jacking, or Tunneling

6.1.2.1 Auger boring for a pipeline crossing often is performed with an auger that is a fraction of an inch to as much as 2 in. (51 mm) larger in diameter than the pipe, under circumstances in which the auger is advanced in front of the casing. Modifications of the method, such as reducing the auger size and fitting the pipe or casing with stops to prevent the auger from leading the pipe, can substantially reduce overexcavation. Reduction in the amount of overexcavation will decrease the chances of disturbing the surrounding soil and overlying facility and can diminish the amount of earth load imposed on the pipe. It should be recognized, however, that reductions in overcutting generally will increase frictional and adhesive resistance to the advance of the pipe. It may be necessary, therefore, to require trackmounted equipment in the launching pit with a suitable end bearing wall so that adequate jacking forces can be mobilized. For long or sensitive crossings, the use of bentonite slurry to lubricate the jacked pipe may be helpful.

6.1.2.2 The following provisions apply to bored, jacked, or tunneled crossings:

a) The diameter of the hole for bored or jacked installations should not exceed by more than 2 in. (51 mm) the outside diameter of the carrier pipe (including coating). In tunneled installations, the annular space between the outside of the pipe and the tunnel should be held to a minimum.

b) Where unstable soil conditions exist, boring, jacking, or tunneling operations should be conducted in a manner that will not be detrimental to the facility to be crossed.

c) If too large a hole results or if it is necessary to abandon a bored, jacked, or tunneled hole, prompt remedial measures should be taken to provide adequate support for the facility to be crossed.

6.1.3 Excavation

The pipe is jacked from an excavation, referred to as a launching pit, into an excavation, referred to as a receiving pit. Both the launching and receiving pits should be excavated and supported in accordance with applicable regulations to ensure the safety of construction personnel and to protect the adjacent railroad or highway.

6.1.4 Backfilling

Carefully placing and compacting the backfill under the carrier pipe in the launching and receiving pits helps reduce the settlement of the carrier pipe adjacent to the crossing. This, in turn, decreases the bending stress in the carrier pipe where it enters the backfilled launching and receiving pits. Good backfilling practice includes, but is not limited to, removing remolded and disturbed soil from the bedding of the carrier pipe and placing fill compacted in sufficiently small lifts to achieve a dense bedding for the carrier. Earth- or sand-filled bags or other suitable means should be used to firmly support the carrier pipe adjacent to the crossing prior to backfill. Support materials subject to biological attack, such as wooden blocking, may decompose and increase the chance of local corrosion.

6.2 Open Cut or Trenched Installation

6.2.1 General Conditions

6.2.1.1 Work on all trenched crossings from ditching to restoration of road surface should be scheduled to minimize interruption of traffic.

6.2.1.2 Where an open cut is used, the trench shall be sloped or shored in accordance with Occupational Safety and Health Administration (OSHA) requirements. The pipe as laid should be centered in the ditch so as to provide equal clearance on both sides between the pipe and the sides of the ditch.

6.2.1.3 The bottom of the trench should be prepared to provide the pipe with uniform bedding throughout the length of the crossing. In addition to being properly compactable, padding and backfill must be of appropriate quality to prevent damage to pipeline and/or casing coatings.

6.2.2 Backfill

Backfill should be compacted sufficiently to prevent settlement detrimental to the facility to be crossed. Backfill should be placed in layers of 12 in. (305 mm) or less (uncompacted thickness) and compacted thoroughly around the sides and over the pipe to densities consistent with that of the surrounding soil. Trench soil used for backfill (or a substituted backfill material) must be capable of producing the required compaction. In addition to being properly compactable, padding and backfill must be of appropriate quality to prevent damage to pipeline and/or casing coatings.

6.2.3 Surface Restoration

The surface of pavement that has been cut should be restored promptly in accordance with the appropriate highway or railroad authority's specifications.

6.3 General

The considerations listed in 6.3.1 through 6.3.7 apply to trenchless and open cut pipeline installation, irrespective of uncased or cased crossings.

6.3.1 Construction Supervision

Construction should be supervised by personnel qualified to oversee the welding of line pipe and the types of pipeline installation referred to in 6.1 and 6.2. The work should be coordinated, and close communication should be maintained between construction supervisors in the field and authorized agents of the railroad or highway to be crossed. Precautionary measures should be taken when transporting construction equipment across railroads and highways. Railroad and highway facilities should be protected at all times, and drainage ditches should be maintained to avoid flooding or erosion of the roadbed and adjacent properties.

6.3.2 Inspection and Testing

Inspection should be provided during the construction of the crossing. Before installation, the section of carrier pipe used at the crossing should be inspected visually for defects.

6.3.3 Welding

Carrier pipe at railroad or highway crossings should be welded with welding procedures developed in accordance with the latest approved edition of API Standard 1104, *Welding, of Pipelines and Related Facilities* [7]. Nondestructive testing in accordance with the aforementioned specification is required for all girth welds beneath or adjacent to the crossing. At uncased crossings, nondestructive testing normally will be required for girth welds within a horizontal distance of 50 ft (15 m) from either the outside or inside rail and from either the outside or inside highway pavement line. For cased crossings, the same applies for welds within 50 ft (15 m) of the end seals of the casing.

6.3.4 Pressure Testing

The carrier pipe section should be pressure tested before startup in accordance with 49 *CFR*, Part 192 or Part 195 requirements.

6.3.5 Pipeline Markers and Signs

Pipeline markers and signs should be installed as set forth in the latest approved edition of API Recommended Practice 1109, *Marking, Liquid Petroleum Pipeline Facilities* [17].

6.3.6 Cathodic Protection

6.3.6.1 Cathodic protection systems at cased crossings should be reviewed carefully. Casings may reduce or eliminate the effectiveness of cathodic protection. The introduction of a casing creates a more complicated electrical system than would prevail for uncased crossings, so there may be difficulties in securing and interpreting cathodic protection measurements at cased crossings. Test stations with test leads attached to the carrier pipe and casing pipe should be provided at each cased crossing.

6.3.6.2 A cased carrier pipe can be exposed to atmospheric corrosion as a result of air circulation through vents attached to the casing and moisture condensation in the casing annulus. A proper coating, jeep testing, proper spacing and end seals reduce the potential for atmospheric corrosion or electrical shorts. This problem may be minimized by filling the casing with a high dielectric casing filler, corrosion inhibitor, or inert gas. This is most easily accomplished immediately after construction.

6.3.7 Pipe Coatings

Pipeline coatings should be selected with due consideration of the construction technique and the abrasion and contact forces associated with pipeline installation. There are a variety of coatings that are tough and exhibit good resistance to surface stress, moisture adsorption, and cathodic disbondment. In areas where damage to the protective coating is likely, consideration should be given to applying an additional protective coating, such as concrete, over the carrier pipe coating prior to installation.

7 Railroads and Highways Crossing Existing Pipelines

7.1 Adjustment of Pipelines at Crossings

If an existing pipeline at a proposed railroad or highway crossing complies with the requirements of this practice, no adjustment of the pipeline is necessary. However, other considerations outside the scope of this recommended practice may necessitate an adjustment to an existing pipeline. If adjustments are required, the pipeline crossing should be lowered, repaired, reconditioned, replaced, or relocated in accordance with this practice.

7.2 Adjustment of In-service Pipelines

7.2.1 Lowering Operations

If lowering of the pipeline at a crossing in place is required, care should be exercised during the design phase and the lowering operation to prevent undue stress on the pipeline, in accordance with the latest approved edition of API Recommended Practice 1117, *Lowering In-Service Pipelines* [18]. The pipeline should be uncovered for a sufficient distance on either side of the crossing so that the carrier pipe may be uniformly lowered to fit the ditch at the required depth by natural sag. All movements of liquid petroleum pipelines should comply with the U.S. Department of Transportation's required maximum operating pressures, as contained in 49 *Code of Federal Regulations* Part 195 [6].

7.2.2 Split Casings

Where stress due to external loads of the railroad or highway necessitates casing of a pipeline, the casing may be installed by using the split casing method. This method provides for cutting the casing into two longitudinal segments and welding the segments together over the carrier pipe after the coating is repaired and casing insulators are installed. Precautions should be taken to prevent weld splatter from the welding operation from causing damage to the carrier pipe coating or the insulating spacers.

7.2.3 Temporary Bypasses

A temporary bypass utilizing suitable mechanical means to isolate the section to be adjusted may be installed to avoid interruption of service.

7.3 Adjustments of Pipelines Requiring Interruption of Service

When a pipeline cannot be taken out of service for more than a few hours for a required adjustment, a new separate crossing generally is constructed. In such cases, the only shutdown required is the time necessary for making the tie in connections of the new pipeline to the existing line.

7.4 Protection of Pipelines During Highway or Railroad Construction

An agreement between the pipeline company and the party constructing the crossing should be made to protect the pipeline from excessive loads or damage from grading (cut or fill) by work equipment during the construction of the railroad or highway. The pipeline alignment should be clearly marked with suitable flags, stakes, or other markers at the crossing. This recommended practice should be used to determine expected stresses on the pipeline. As necessary, suitable bridging, reinforced concrete slabs, or other measures should be employed to protect the pipeline.

Annex A

Supplemental Material Properties and Uncased Crossing Design Values

This annex contains tables and figures on material properties and design values that give supplemental information to that contained in the body of this recommended practice.

A.1 Tables of Typical Values

Table A-1—Typical Values for Modulus of Soil Reaction, E'

Soil Description	E', ksi (MPa)
Soft to medium clays and silts with high plasticities	0.2 (1.4)
Soft to medium clays and silts with low to medium plasticities; loose sands and gravels	0.5 (3.4)
Stiff to very stiff clays and silts; medium dense sands and gravels	1.0 (6.9)
Dense to very dense sands and gravels	2.0 (13.8)

Table A-2—Typical Values for Resilient Modulus, E_r

Soil Description	E_r, ksi (MPa)
Soft to medium clays and silts	5 (34)
Stiff to very stiff clays and silts; loose to medium dense sands and gravels	10 (69)
Dense to very dense sands and gravels	20 (138)

Table A-3—Typical Steel Properties

Property	Typical Range
Young's modulus, E_s, psi (kPa)	$28 – 30 \times 10^6$ $(1.9 – 2.1 \times 10^8)$
Poisson's ratio, v_s	0.25 – 0.30
Coefficient of thermal expansion, α_T, per °F (per °C)	$6 – 7 \times 10^{-6}$ $(1.6 – 1.9 \times 10^{-5})$

A.2 Critical Highway Axle Configurations

For design wheel loads different from the recommended maximums of P_s = 12 kips (53.4 kN) and P_t = 10 kips (44.5 kN), the critical axle configuration may be different than given in Table 1. Figure A-1 is used to determine whether single or tandem axle configurations produce greater carrier pipe live load stresses. If the design P_s and P_t coordinate ties above the line in Figure A-1 for a particular design pavement type, burial depth, H, and carrier pipe diameter, D, then single axle configurations are more critical. If the design P_s and P_t coordinate lies below the line in Figure A-1 for a particular design pavement type, then tandem axle configurations are more critical. In Figure A-1, the plotted points represent the recommended design loads of P_s = 12 kips (53.4 kN) and P_t = 10 kips (44.5 kN), with the resulting critical axle configurations as given in Table 1 in the main body of this recommended practice.

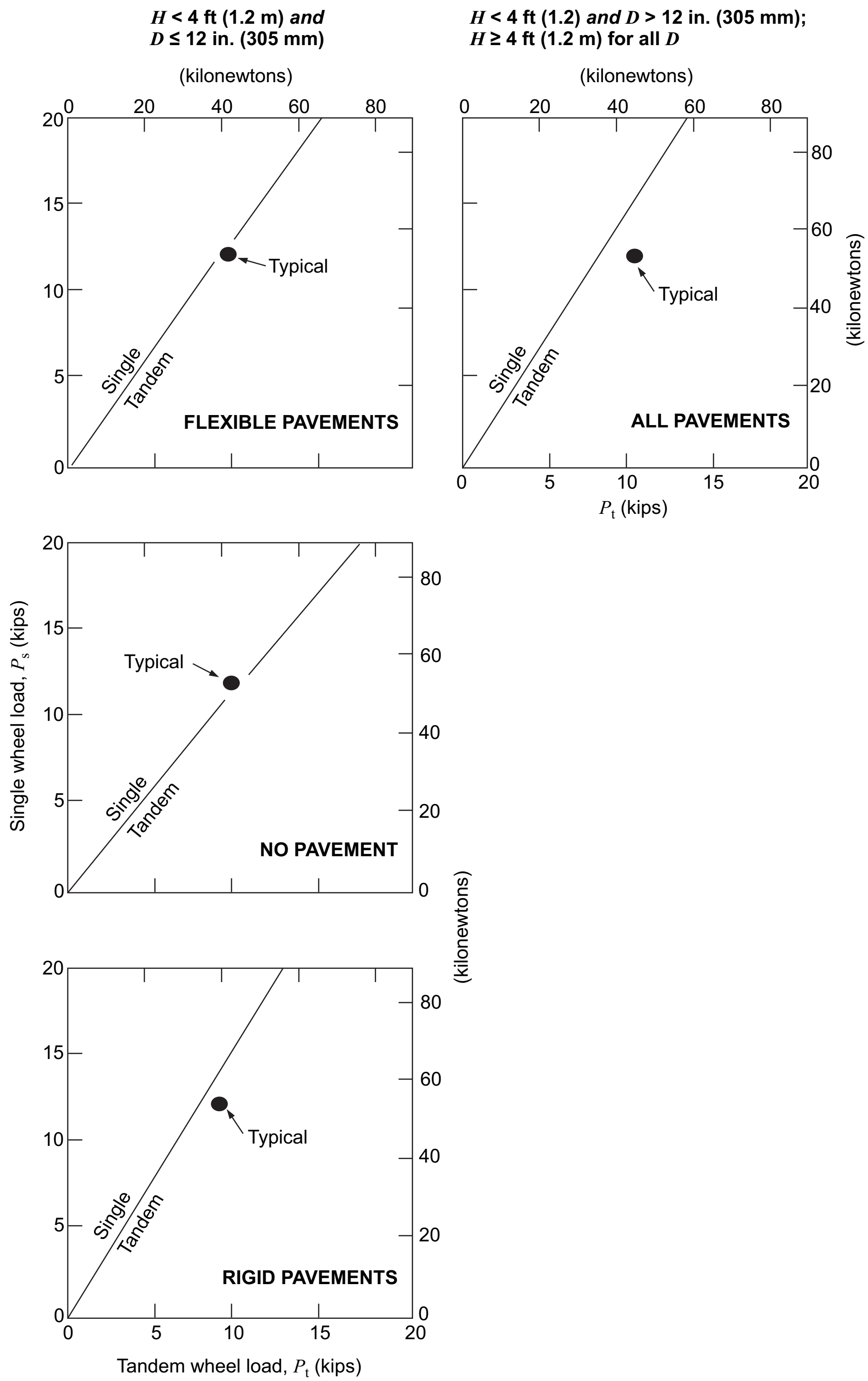


Figure A-1—Critical Case Decision Basis for Whether Single or Tandem Axle Configuration Will Govern Design

Annex B

Uncased Design Example Problems

B.1 Highway Crossing Design

A 12.75-in. (324-mm) diameter liquid product pipeline with a wall thickness of 0.250 in. (6.4 mm) is intended to cross a major highway that is paved with asphaltic concrete. The pipe is constructed of Grade X42 steel with ERW welds and will operate at a maximum pressure of 1000 psi (6.9 MPa). The pipeline will be installed without a casing at a design depth of 6 ft (1.8 m), using auger boring construction with a 2-in. (51-mm) overbore. The soil at the site was determined to be a loose sand with a resilient modulus of 10 kips/in.^{2} (69 MPa).

Using API Recommended Practice 1102, check whether the proposed design is adequate to withstand the applied earth load highway live load, and internal pressure. Ignore any change in pipe temperature.

Step a—initial Design Information

Pipe and operational characteristics:

Outside diameter, D	= 12.75 in.
Operating pressure, p	= 1,000 psi
Steel grade	= X42
Specified minimum yield strength, $SMYS$	= 42,000 psi
Design factor, F	= 0.72
Longitudinal joint factor, E	= 1.00
Installation temperature, T_1	= N/A
Maximum or minimum operating temperature, T_2	= N/A
Temperature derating factor, T	= N/A
Wall thickness, t_w	= 0.250 in.

Installation and site characteristics:

Depth, H	= 6.0 ft
Bored diameter, B_d	= 14.8 in.
Soil type	= Loose sand
Modulus of soil reaction, E'	= 0.5 ksi
Resilient modulus, E_r	= 10 ksi
Unit weight, γ	= 120 lb/ft^3 = 0.069 lb/in.^{3}
Type of longitudinal weld	= ERW
Design wheel load from single axle, P_s	= 12 kips
Design wheel load from tandem axles, P_t	= 10 kips
Pavement type	= Flexible

Other pipe steel properties:

Young's modulus, E_s	= 30,000 ksi
Poisson's ratio, v_s	= 0.30
Coefficient of thermal expansion, α_T	= 6.5×10^{-6} per °F

Step b—Check Allowable Barlow Stress

Equation 8b with:	p = 1,000 psi	S_{Hi} (Barlow) = 25,500 psi
	D = 12.75 in.	
	t_w = 0.250 in.	
	F = 0.72	$F \times E \times T \times SMYS$ = N/A
	E' = 1.00	$F \times E \times SMYS$ = 30,240 psi

		T = N/A $SMYS$ = 42,000 psi	
			S_{Hi} (Barlow) ≤ Allowable? Yes

Step c—Circumferential Stress Due to Earth Load

c.1	Figure 3 with:	t_w/D = 0.020 E' = 0.5 ksi	K_{He} = 3,024
c.2	Figure 4 with:	H/B_d = 4.9 Soil type = Loose sand = A	B_c = 1.09
c.3	Figure 5 with:	B_d/D = 1.16	E_e = 1.11
c.4	Equation 1 with:	D = 12.75 in. γ = 120 lb/ft^3 = 0.069 lb/in.^{3}	S_{He} = 3,219 psi

Step d—impact Factor, F_i,and Applied Design Surface Pressure, w

d.I	Figure 7 for highways with:	H = 6 ft	F_i = 1.47
d.2	Applied design surface pressure, w Section 4.7.2.2.1: Critical case: tandem axles	 Flexible pavement	 P_t = 10 kips w = 69.4 psi

Step e—Cyclic Stresses, ΔS_{Hh} and ΔS_{Lh}

e.1 Cyclic circumferential stress. ΔS_{Hh}

e.1.1	Figure 14 with:	t_w/D = 0.020 E_r = 10 ksi	K_{Hh} = 14.3
e.1.2	Figure 15 with:	D = 12.75 in. H = 6 ft	G_{Hh} = 0.99
c.1.3	Table 2 with: Flexible pavement Tandem axles	 H = 6 ft D = 12.75 in.	R = 1.00 L = 1.00
e.1.4	Equation 5:		ΔS_{Hh} = 1,444 psi

e.2 Cyclic longitudinal stress, ΔS_{Lh}

e.2.1	Figure 16 with:	t_w/D = 0.020 E_r = 10 ksi	K_{Lh} = 9.9
e.2.2	Figure 17 with:	D = 12.75 in. H = 6 ft	G_{Lh} = 1.01
e.2.3	Table 2 with: Flexible pavement Tandem axles	 H = 6 ft D = 12.75 in.	R = 1.00 L = 1.00
e. 2.4	Equation 6:		ΔS_{Lh} = 1,020 psi

Step f—Circumferential Stress Due to Internal Pressurization, S_{Hi}

Equation 7 with:	p = 1,000 psi D = 12.75 in. t_w = 0.250 in.	S_{Hi} = 25,000 psi

Step g—Principal Stresses, S_1, S_2, S_3

	$E_s = 30 \times 10^6$ psi $\alpha_T = 6.5 \times 10^{-6}$ per °F T_1 = N/A T_2 = N/A v_s = 0.30	
g.1 Equation 9 with:	S_{He} = 3,219 psi ΔS_{Hh} = 1,444 psi S_{Hi} = 25,000 psi	S_1 = 29,663 psi
g.2 Equation 10 with:	ΔS_{Lh} = 1,020 psi S_{He} = 3,219 psi S_{Hi} = 25,000 psi	S_2 = 9,486 psi
g.3 Equation 11 with:	p = 1,000 psi	S_3 = –1,000 psi
g.4 Effective stress, S_{eff} Equation 12 with:	S_1 = 29,663 psi S_2 = 9,486 psi S_3 = –1,000 psi	S_{eff} = 26,994 psi
g.5 Check allowable effective stress	F = 0.72 $SMYS$ = 42,000 psi	
Equation 13 with:	S_{eff} = 26,994 psi $SMYS \times F$ = 30,240 psi	$S_{eff} < SMYS \times F$? Yes

Step h—Check Fatigue

h.1 Girth welds	F = 0.72	
Table 3		S_{FG} = 12,000 psi
Equation 17 with:	ΔS_{Lh} = 1,020 psi $S_{FG} \times F$ = 8,640 psi	$\Delta S_{Lh} \le S_{FG} \times F$? Yes
h.2 Longitudinal welds	F = 0.72	
Table 3		S_{FL} = 21,000 psi (ERW)
Equation 20 with:	ΔS_{Hh} = 1,444 psi $S_{FL} \times F$ = 15,120 psi	$\Delta S_{Hh} \le S_{FL} \times F$? Yes

B.2 Railroad Crossing Design

The same 12.75-in. (324-mm) diameter, 0.250-in. (6.4-mm) wall thickness liquid product pipeline described in the highway example problem now will cross underneath two adjacent railroad tracks. The depth of the uncased carrier is 6 ft (1.8 m). All other design parameters are the same as those used for the highway crossing.

Using API Recommended Practice 1102, check whether the proposed design is adequate to withstand the applied earth load, railroad live load, and internal pressure. Ignore any changes in pipe temperature. Assume that there will be a girth weld within 5 ft (1.5 m) of either track centerline.

B.2.1 Railroad Example Problem

Step a—Initial Design Information

Pipe and operational characteristics:	
Outside diameter, D	= 12.75 in.
Operating pressure, p	= 1,000 psi
Steel grade	= X42
Specified minimum yield strength, $SMYS$	= 42,000 psi
Design factor, F	= 0.72
Longitudinal joint factor, E	= 1.00
Installation temperature, T_1	= N/A
Maximum or minimum operating temperature, T_2	= N/A
Temperature derating factor, T	= N/A
Wall thickness, t_w	= 0.250 in.
Installation and site characteristics:	
Depth, H	= 6.0 ft
Bored diameter, B_d	= 14.8 in.
Soil type	= Loose sand
Modulus of soil reaction, E'	= 0.5 ksi
Resilient modulus, E_r	= 10 ksi
Unit weight, γ	= 120 lb/ft^3 = 0.069 lb/in.^{3}
Type of longitudinal weld	= ERW
Distance of girth weld from track centerline, L_G	= 0 ft
Number of tracks (1 or 2)	= 2
Rail loading	= E-80
Other pipe steel properties:	
Young's modulus, E_s	= 30,000 ksi
Poisson's ratio, v_s	= 0.30
Coefficient of thermal expansion, α_T	= 6.5×10^{-6} per °F

Step b—Check Allowable Barlow Stress

Equation 8b with:	p = 1,000 psi	S_{Hi} (Barlow) = 25,500 psi
	D = 12.75 in.	
	t_w = 0.250 in.	
	F = 0.72	$F \times E \times T \times SMYS$ = N/A
	E = 1.00	$F \times E \times SMYS$ = 30,240 psi
	T = N/A	
	$SMYS$ = 42,000 psi	
		S_{Hi} (Barlow) ≤ Allowable? Yes

Step c—Circumferential Stress Due to Earth Load

c.1	Figure 3 with:	t_w/D = 0.020 E' = 0.5 ksi	K_{He} = 3,024
c.2	Figure 4 with:	H/B_d = 4.9 Soil type = Loose sand = A	B_e = 1.09
c.3	Figure 5 with:	B_d/D = 1.16	E_e = 1.11
c.4	Equation 1 with:	D = 12.75 in. γ = 120 lb/ft^3 = 0.069 lb/in.^{3}	S_{He} = 3,219 psi

Step d—Impact Factor, F_i, and Applied Design Surface Pressure, w

d.1	Figure 7 for railroads with:	H = 6 ft	F_i = 1.72
d.2	Applied design surface pressure, w Section 4.7.2.2.1:	Rail loading = E-80	w = 13.9 psi

Step e—Cyclic Stresses, ΔS_{Hr} and ΔS_{Lr}

e.1 Cyclic circumferential stress. ΔS_{Hr}

e.1.1	Figure 8 with:	t_w/D = 0.020 E_r = 10 ksi	K_{Hr} = 332
e.1.2	Figure 9 with:	D = 12.75 in. H = 6 ft	G_{Hr} = 0.98
e.1.3	Section 4.7.2.2.3 and Figure 10 with:	N_t = 2	N_H=1.11
e.1.4	Equation 3:		ΔS_{Hr} = 8,634 psi

e.2 Cyclic longitudinal stress, ΔS_{Lr}

e.2.1	Figure 11 with:	t_w/D = 0.020 E_r = 10 ksi	K_{Lr} = 317
e.2.2	Figure 12 with:	D = 12.75 in. H = 6 ft	G_{Lr} = 0.98
e.1.3	Section 4.7.2.2.3 and Figure 13 with:	N_t = 2	N_L = 1.00
e.2.4	Equation 4:		ΔS_{Lr} = 7,427 psi

Step f—Circumferential Stress Due to Internal Pressurization, S_{Hi}

Equation 7 with:	p = 1,000 psi D = 12.75 in. t_w = 0.250 in.	S_{Hi} = 25,000 psi

Step g—Principal Stresses, S_1, S_2, S_3

		$E_s = 30 \times 10^6$ psi $\alpha_T = 6.5 \times 10^{-6}$ per °F T_1 = N/A T_2 = N/A $v_s = 0.30$	
g.1	Equation 9 with:	S_{He} = 3,219 psi ΔS_{Hr} = 8,634 psi S_{Hi} = 25,000 psi	S_1 = 36,853 psi
g.2	Equation 10 with:	ΔS_{Lr} = 7,427 psi S_{He} = 3,219 psi S_{Hi} = 25,000 psi	S_2 = 15,893 psi
g.3	Equation 11 with:	p = 1,000 psi	S_3 = –1,000 psi
g.4	Effective stress, S_{eff} Equation 12 with:	S_1 = 36,853 psi S_2 = 15,893 psi S_3 = –1,000 psi	S_{eff} = 32,845 psi
g,5	Check allowable effective stress Equation 13 with:	$F = 0.72$ $SMYS$ = 42,000 psi S_{eff} = 32,845 psi $SMYS \times F$ = 30,240 psi	$S_{eff} \le SMYS \times F$? No

B.2.2 Railroad Example Problem (Revised Wall Thickness)

Step a—Revised Design Information

Pipe and operational characteristics:

Outside diameter, D	= 12.75 in.
Operating pressure, p	= 1,000 psi
Steel grade	= X42
Specified minimum yield strength, $SMYS$	= 42,000 psi
Design factor, F	= 0.72
Longitudinal joint factor, E	= 1.00
Installation temperature, T_1	= N/A
Maximum or minimum operating temperature, T_2	= N/A
Temperature degrating factor, T	= N/A
Wall thickness, t_w	= 0.281 in.

Installation and site characteristics:

Depth, H	= 6.0 ft
Bored diameter, B_d	= 14.8 in.
Soil type	= Loose sand
Modulus of soil reaction, E'	= 0.5 ksi
Resilient modulus, E_r	= 10 ksi
Unit weight, γ	= 120 lb/ft^3 = 0.069 lb/in.^{3}
Type of longitudinal weld	= ERW

Distance of girth weld from track centerline, L_G	= 0 ft
Number of tracks (1 or 2)	= 2
Rail loading	= E-80

Other pipe steel properties:

Young's modulus, E_s	= 30,000 ksi
Poisson's ratio, v_s	= 0.30
Coefficient of thermal expansion, α_T	= 6.5×10^{-6} per °F

Step b—Check Allowable Barlow Stress

Equation 8a with:	p = 1.000 psi	S_{Hi} (Barlow) = 22,687 psi
	D = 12.75 in.	
	t_w = 0.281 in.	
	F = 0.72	$F \times E \times T \times SMYS$ = N/A
	E = 1.00	$F \times E \times SMYS$ = 30,240 psi
	T= N/A	
	$SMYS$ = 42,000 psi	
		S_{Hi} *(Barlow)* ≤ Allowable? Yes

Step c—Circumferential Stress Due to Earth Load

c.1 Figure 3 with:	t_w/D = 0.022 E'= 0.5 ksi	K_{He} = 2,500
c.2 Figure 4 with:	H/B_d = 4.9 Soil type = Loose sand = A	B_e = 1.09
c.3 Figure 5 with:	B_d/D = 1.16	E_e = 1.11
c.4 Equation 1 with:	D = 12.75 in γ = 120 lb/ft^3 = 0.069 lb/in.^{3}	S_{He} = 2,661 psi

Step d—Impact Factor, F_i, and Applied Design Surface Pressure, w

d.1 Figure 7 for railroads with:	H = 6 ft	F_i = 1.72
d.2 Applied design surface pressure, w Section 4.7.2.2.1:	Rail loading = E-80	w = 13.9 psi

Step e—Cyclic Stresses, ΔS_{Hr} and ΔS_{Lr}

e.1 Cyclic circumferential stress, ΔS_{Hr}

e.1.1 Figure 8 with:	t_w/D = 0.022 E_r = 10 ksi	K_{Hr} = 320
e.1.2 Figure 9 with:	D = 12.75 in. H = 6 ft	G_{Hr} = 0.98
e.1.3 Section 4.7.2.2.3 and Figure 10 with:	N_t = 2	N_H = 1.11
e.1.4 Equation 3:		ΔS_{Hr} = 8,322 psi

e.2 Cyclic longitudinal stress, ΔS_{Lr}

e.2.1	Figure 11 with:	t_w/D = 0.022 E_r = 10 ksi	K_{Lr} = 305
e.2.2	Figure 12 with:	D = 12.75 in. H = 6 ft	G_{Lr} = 0.98
e.2.3	Section 4.7.2.2.3 and Figure 13 with:	N_t = 2	N_L = 1.00
e.2.4	Equation 4:		ΔS_{Lr} = 7,146 psi

Step f—Circumferential Stress Due to Internal Pressurization, S_{Hi}

Equation 7 with:	p = 1,000 psi D = 12.75 in. t_w = 0.281 in.	S_{Hi} = 22,187 psi

Step g—Principal Stresses, S_1, S_2, S_3

$E_s = 30 \times 10^6$ psi
$\alpha_T = 6.5 \times 10^{-6}$ per °F
T_1 = N/A
T_2 = N/A
v_s = 0.30

g.1	Equation 9 with:	S_{He} = 2,661 psi ΔS_{Hr} = 8,322 psi S_{Hi} = 22,187 psi	S_1 = 33,170 psi
g.2	Equation 10 with:	ΔS_{Lr} = 7,146 psi S_{He} = 2,661 psi S_{Hi} = 22,187 psi	S_2 = 14,600 psi
g.3	Equation 11 with:	p = 1,000 psi	S_3 = -1,000 psi
g.4	Effective stress, S_{eff} Equation 12 with:	S_1 = 33,170 psi S_2 = 14,600 psi S_3 = –1,000 psi	S_{eff} = 29,629 psi
g.5	Check allowable effective stress Equation 13 with:	F = 0.72 $SMYS$ = 42,000 psi S_{eff} = 29,629 psi $SMYS \times F$ = 30,240 psi	$S_{eff} \leq SMYS \times F$? Yes

Step h—Check Fatigue

h.1	Girth welds Table 3	F = 0.72	S_{FG} = 12,000 psi

h.1.1	If L_G < 5 ft (1.5 m) use:		
	Equation 15 with:	ΔS_{Lr} = 7,146 psi	$\Delta S_L/N_L \leq S_{FG} \times F$? Yes
		N_L = 1.00	
		$\Delta S_{Lr}/N_L$ = 7,146 psi	
		$S_{FG} \times F$ = 8,640 psi	
h.1.2	If L_G > 5 ft (1.5 m) use:		
	Figure 18 with:	L_G =	R_F =
	Equation 16 with:	ΔS_{Lr} =	$R_F\ \Delta S_{Lr}/N_L \leq S_{FG} \times F$?
		N_L =	
		$R_F\ \Delta S_{Lr}/N_L$ =	
		$S_{FG} \times F$ =	

h.2 Longitudinal welds

	F = 0.72	
Table 3		S_{FL} = 21,000 psi (ERW)
Equation 19 with:	ΔS_{Hr} = 8,322 psi	$\Delta S_{Hr}/N_H \leq S_{FL} \times F$? Yes
	N_H = 1.11	
	$\Delta S_{Hr}/N_H$ = 7,498 psi	
	$S_{FL} \times F$ = 15,120 psi	

Annex C

Casing Wall Thicknesses

Table C-1—Minimum Nominal Wall Thickness for Flexible Casing in Bored Crossings

Nominal Pipe Diameter (in.)	Minimum Nominal Wall Thickness (in.)		
	Railroads		Highways
	When Coated or Cathodically Protected	When Not Coated or Cathodically Protected	
12.75 and under	0.188	0.188	0.134
14	0.188	0.250	0.134
16	0.219	0.281	0.134
18	0.250	0.312	0.134
20	0.281	0.344	0.134
22	0.281	0.344	0.164
24	0.312	0.375	0.164
26	0.344	0.406	0.164
28	0.375	0.438	0.164
30	0.406	0.469	0.164
32	0.438	0.500	0.164
34	0.469	0.531	0.164
36	0.469	0.531	0.164
38	0.500	0.562	0.188
40	0.531	0.594	0.188
42	0.562	0.625	0.188
44	0.594	0.656	0.188
46	0.594	0.656	0.219
48	0.625	0.688	0.219
50	0.656	0.719	0.250
52	0.688	0.750	0.250
54	0.719	0.781	0.250
56	0.750	0.812	0.250
58	0.750	0.812	0.250
60	0.781	0.844	0.250

Annex D

Unit Conversions

Table D-1—Unit Conversions

To Convert From	To	Multiply By
feet (ft)	meters (m)	0.3048
inches (in.)	millimeters (mm)	25.4
pounds (lb)	kilograms (kg)	0.4536
kips (k)	pounds (lb)	1000
	kilonewtons (kN)	4.448
pounds per square inch (psi)	kilopascals (kPa)	6.895
	kilonewtons per square meter (kN/m^2)	6.895
kips per square inch (ksi)	pounds per square inch (psi)	1000
	megapascals (MPa)	6.895
	meganewtons per square meter (MN/m^2)	6.895
degrees Fahrenheit, °F	degrees Celsius, °C = (°F – 32)/1.8	
pounds per cubic foot (pcf)	pounds per cubic inch (pci)	0.000579
(actually pounds-force)	kilonewtons per cubic meter (kN/m^3)	0.157

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November 7, 2014

Vermont Gas Systems
Attn: Charlie Pughe, Project Manager
85 Swift Street
South Burlington, VT 05403

RE: **Addison Natural Gas Project (ANGP) – Review of Pipe Loading within VELCO Corridor**
Vermont Gas Systems, Inc.
CHA Project No. 28757.1006.30000

Dear Charlie,

As requested, CHA reviewed the live loading conditions on the transmission pipeline within the Vermont Electric Company (VELCO) right of way (ROW) for the Addison Natural Gas Project (ANGP). The review was performed to verify that the anticipated live loading conditions are within the acceptable factor of safety for the pipe. The review included calculations in general accordance with the American Petroleum Institute method, titled "Steel Pipelines Crossing Railroads and Highways" (API Recommended Practice 1102) and a review of the anticipated strain on the pipe using the method from the American Lifelines Alliance report titled "Guideline for Design of Buried Steel Pipe (July 2001)." The review was performed based on the specified materials, installation methods and calculation assumptions. Actual construction materials and methods are to be verified by Vermont Gas Systems, Inc. (VGS) to ensure the specified construction materials and methods are utilized and performed by the construction contractor. Our review is contingent on the Contractor adhering to the backfilling requirements detailed in the Contract Documents, specifically in the following sections:

1. Vermont Gas Systems (VGS) – Operation & Maintenance Manual, Part 192.319 Installation of Pipe in a Ditch, Section (b). This section states that pipe must be backfilled in a manner that "provides firm support under the pipe and prevents damage to the pipe and pipe coating from equipment or from the backfill material."
2. VGS Operating Procedures, "Excavation, Trenching and Backfilling" section, specifically the "Compaction – General" description.
3. VGS Operating Procedures, "Steel Pipe General", specifically Part E. which states "All backfill shall be compacted to avoid settling."
4. Technical Specification 312333

The pipeline within the VELCO ROW was designed as a Class 3 Location with a design factor of 0.5, in general accordance with Code of Federal Regulations (CFR) Title 49 part 192.111. The pipe to be used within the ROW is carbon steel with 12.75 inch outer diameter, 0.312 inch wall thickness, API-5L, Gr. X-65, PSL-2 with a Maximum Allowable Operational Pressure (MAOP) of 1440 pounds per square inch (psi) and all longitudinal welds on the pipe will be Electronic Resistance Welds (ERW). The pipe will be buried with a minimum of 4 feet of soft silt cover soils using open cut construction methods.

As specified by VELCO, the live loading condition on the pipe were based on the American Association of State Highway and Transportation Officials (AASHTO) HS-20 + 15% truck loading with a single axle load of 36,800 pounds (lbs.) (18,400 lbs. wheel load) on an unpaved surface.

The live load capacity of the pipe was calculated in general accordance with API Recommended Practice 1102 using the computer program GasCalc 5.0 version 007 developed by Bradley B. Bean, PE. Figure 1, attached, is a summary of the calculation performed. The calculation verified that the assumed external loading conditions are within the accepted limit of the pipe for the hoop stress, total effective stress, girth weld fatigue and longitudinal weld fatigue.

Using the method included in "Guideline for Design of Buried Steel Pipe" it was also verified that the anticipated live loads on the pipe are within acceptable factors of safety for wall crushing, wall buckling and ring deflection.

Based on the API Recommended Practice 1102 calculation method and Guideline for Design of Buried Steel Pipe, the anticipated live loading conditions within the VELCO ROW are acceptable. VGS is to verify that the materials, trench conditions and installation methods are in accordance with the project contact documents and specifications.

If you have any questions regarding the information provided, please contact me at (802) 735-0374.

Sincerely,

Brendan Kearns

Digitally signed by Brendan Kearns
DN: cn=Brendan Kearns, o, ou, email=bkearns@chacompanies.com, c=US
Date: 2014.11.07 15:43:03 -05'00'

Brendan Kearns
Engineer II

Attachment (1)
cc: Peter Lind, VELCO Senior Project Manager
V:\Projects\ANY\K3\28757\Corres\Verification of Live Loads_VELCO 11-7-14 Rev1

CHA

FIGURE 1: GASCalc Calculation Sheet

Crossing / External Loading Calculation: ANGP Live Load Verification

Project Identification: 24381
Prepared By: Brendan Kearns
Reviewed By: Tyler Billingsley

Calculation Data/Results...

Filename: c:\vt gas\velco gas calc.ext

Calculation Method: API Recommended Practice 1102

Pipe Data...
Outside Diameter: 12.750 Inches
Pipe Wall Thickness: .312 Inches
Pipe Specification: API 5L - Electric Resistance Welded
Pipe Grade: X65 - ERW
Maximum Pressure: 1440 Psi
Specified Minimum Yield Strength: 65000 Psi

Trench/Bore Data...
Excavation Type: Trenched
Trench/Bore Width: 3 Feet
Depth Below Grade: 4 Feet
Class Location: Class 3
Backfill Type: Silt - Soft

Crossing Data...
Crossing Type: Roadway
Impact Factor: No Pavement - Single
Maximum Load Per Wheel Set: 18400 Lb - Pounds

Calculated Values...
Combined Stress: 29314.050 Psi
Ratio Of Combined Stress To SMYS (Percent SMYS): 45.099%

Other Values...

Value Type	Value, Psi	Limit Value, Psi
Hoop Stress - Due To Internal Pressure	29423	32500 - OK
Effective (Combined) Stress	29314	46800 - OK
Fatigue Stress - Girth Weld	2364	6000 - OK
Fatigue Stress - Longitudinal Weld	2542	11500 - OK

Calculation Notes...

The Combined Stress value was calculated.

Comments:
These calculations are only valid for circular pipe and within the bounds and limits established by the selected calculation method.

These calculations are only valid for carbon steel pipe material.

References:
Calculation Method - American Petroleum Institute, Steel Pipelines Crossing Railroads and Highways, API Recommended Practice 1102, Sixth Ed, 1993.

GASCalc 5.0 Revision: 007 - December 19, 2012 Page No 1, Date: 9/5/2014

VERMONT GAS SYSTEMS, INC.
P.O. Box 467
BURLINGTON, VERMONT 05402
(802) 863-4511
FAX (802) 863-8873

JOB: PIPE DESIGN CALCULATION FOR ANGP
SHEET NO. 1 OF 1
CALCULATED BY: CHRISTOPHER LEFORCE DATE: 6/2/2016
CHECKED BY: DATE:
SCALE: N/A

- PIPE DESIGN FORMULA FOR STEEL PIPE:

$$P = (2St/D) \times F \times E \times T$$

- NEED TO CALCULATE THE MINIMUM WALL THICKNESS NEEDED:

$$t = PD/(2S \times F \times E \times T).$$

- VGS PURCHASED X65 PIPE, SO YIELD STRENGTH (S) IS 65,000 PSI.
- THE PIPE IS DESIGNED TO BE FOR CLASS 3 LOCATIONS, SO THE DESIGN FACTOR (F) IS 0.5.
- THE PIPE WAS PURCHASED TO API 5L SPECIFICATION AND ELECTRIC RESISTANCE WELDED, SO THE LONGITUDINAL JOINT FACTOR (E) IS 1.00.
- THE GAS TEMPERATURE IN °F IN THE VGS SYSTEM IS LESS THAN 250. THE TYPICAL RANGE IS 30-70°F, SO THE TEMPERATURE DERATING FACTOR (T) IS 1.000.
- THE MAXIMUM DESIGN PRESSURE (P) IS 1,440 PSI AND THE NOMINAL OUTSIDE DIAMETER (D) IS 12.75 INCHES.
- $t = (1{,}440)(12.75) / [2(65{,}000) \times 1 \times 0.5 \times 1]$

t = 0.2824 INCHES (MINIMUM WALL THICKNESS TO MEET DESIGN)

- THE PIPE THAT WAS ORDERED IS: 12.75" O.D. x 0.312" W.T., STEEL, GRADE X65, API-5L, PSL-2.

Project Name: Vermont Gas Systems 5/25/2016

Location: Burlington, VT Rev. 1

Prepared for: Vermont Gas Systems

Prepared by: Mott MacDonald

Purpose:

Mott MacDonald has prepared the stress calculations included herein for Vermont Gas Systems, to ensure the pipeline's integrity under loading without compaction of backfill. The stress calculations were performed per API 1102, using various combinations of soil type and depth of cover to confirm that 90% compaction will not be necessary.

Knowns:

- Class 3 Location, Design Factor of 0.5
- 12.75 inch OD
- 0.312 inch WT
- API-5L Electric Resistance Welded
- Grade X-65
- MAOP of 1440 psi
- Design Wheel Load HS-20 + 15%

Results:

A summary table has been provided below. The stress calculations show that under all soil types, paired with 3', 4', and 5' of cover, the pipeline passes all stress checks (Hoop, Effective, Girth Weld, and Longitudinal Weld). In conclusion, Mott MacDonald recommends a minimum depth of cover of 4 feet. Although 3 feet of cover is sufficient under the given loading, a one foot buffer would help ensure that even if settlement were to occur, the pipeline would remain safe and operational.

API 1102 STRESS CALCULATION RESULTS			
	Calculated Effective Stress (psi)		
Soil type	3' Cover	4' Cover	5' Cover
Soft to medium clays and silts with high plasticities	31,239	31,437	31,234
Soft to medium clays and silts with low/medium plasticities	31,180	31,370	31,159
Loose sands and gravels	30,360	30,550	30,427
Stiff to very stiff clays and silts	30,216	30,366	30,193
Medium dense sands and gravels	30,278	30,453	30,318
Dense to very dense sands and gravels	29,422	29,554	29,437
ALLOWABLE EFFECTIVE STRESS (psi)	**32,500**		

Note:
1. Calculated girth weld and longitudinal weld stress values were less than the allowable (Girth: 6,000 psi & Long. Welds: 11,500 psi).

Mott MacDonald

Calculation cover sheet

Project Title:	VERMONT GAS SYSTEMS	**Project No:**	351481KK01
File No:		**No. of Sheets:**	18
Section:		**Subject:**	
Calc No:			
Project Manager:		**Designer:**	
Design Phase:	A - Concept or preliminary	C - Design verification	
	B - Analysis and detailed design	D - Other (specify)	

Computer Applications Used:	
Title:	Version Date:
PIPELINE TOOLBOX	2013

Scopes for Checking Manual and Computer Generated Calculations:

> Back check project information
> Back check individual calculations to verify results

Sheets Checked: *	Calculations by:			Checked By:		
	Name:	Signature:	Date:	Name:	Signature:	Date:
18/18	K. KIBBE	[signature]	5/25/16	J. WOJNAS	[signature]	5/25/16

If an Excel spreadsheet or other computer file has been checked and has not been attached, enter the name, date and full file path or PIMS location of the file that was checked. (PIMS nickname or short link from Properties – General could also be useful.)

a) Basic Design Information or Source and Reference:

> Design Info. per Mike Reagan's discussions with client
> API 1102 for design factors and procedure

b) Identify documents/technical records where output will be used:

> calculations summary provided to client

Approved by Project Manager:	Signature: [signature] Print name: Joseph WOJNAS	Date: 5/25/16

Distribution: Original to project file

Step

Project		
Vermont Gas Systems		
Location: Burlington, VT	Date: 5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Soft to medium clays and silts with high plasticities
E' - Modulus of Soil Reaction [ksi]	0.2
Er - Resilient Modulus [ksi]	5.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	3
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	2,196
Burial Factor for Earth Load Circumferential Stress	0.83
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,331
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	16.60
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	4,271
Highway Stiffness Factor for Cyclic Longitudinal Stress	13.20
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	3,229

Maximum Circumferential Stress [psi]	34,305
Maximum Longitudinal Stress [psi]	12,239
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	31,239
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	31,239	32,500	PASS
Girth Welds	3,229	6,000	PASS
Long. Welds	4,271	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project		
Vermont Gas Systems		
Location: Burlington, VT	Date: 5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Soft to medium clays and silts with high plasticities
E' - Modulus of Soil Reaction [ksi]	0.2
Er - Resilient Modulus [ksi]	5.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	4
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	2,196
Burial Factor for Earth Load Circumferential Stress	0.97
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,555
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	16.60
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	4,271
Highway Stiffness Factor for Cyclic Longitudinal Stress	13.20
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	3,229

Maximum Circumferential Stress [psi]	34,529
Maximum Longitudinal Stress [psi]	12,306
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	31,437
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	31,437	32,500	PASS
Girth Welds	3,229	6,000	PASS
Long. Welds	4,271	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project		
Vermont Gas Systems		
Location: Burlington, VT	Date: 5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Soft to medium clays and silts with high plasticities
E' - Modulus of Soil Reaction [ksi]	0.2
Er - Resilient Modulus [ksi]	5.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	5
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	2,196
Burial Factor for Earth Load Circumferential Stress	1.08
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,732
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	16.60
Highway Geometry Factor for Cyclic Circumferential	1.10
Cyclic Circumferential Stress [psi]	3,850
Highway Stiffness Factor for Cyclic Longitudinal Stress	13.20
Highway Geometry Factor for Cyclic Longitudinal Stress	1.08
Cyclic Longitudinal Stress [psi]	3,006

Maximum Circumferential Stress [psi]	34,285
Maximum Longitudinal Stress [psi]	12,136
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	31,234
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	31,234	32,500	PASS
Girth Welds	3,006	6,000	PASS
Long. Welds	3,850	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By	Approved By	Revision
Kelsey Kibbe		Revision: 13.0.1

Project	
Vermont Gas Systems	
Location Burlington, VT	**Date** 5/24/2016

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Soft to medium clays and silts with low/medium plasticities
E' - Modulus of Soil Reaction [ksi]	0.5
Er - Resilient Modulus [ksi]	5.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	3
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway
Safety Factor Applied:	API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	2,088
Burial Factor for Earth Load Circumferential Stress	0.83
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,265
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	16.60
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	4,271
Highway Stiffness Factor for Cyclic Longitudinal Stress	13.20
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	3,229

Maximum Circumferential Stress [psi]	34,239
Maximum Longitudinal Stress [psi]	12,219
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	31,180
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	31,180	32,500	PASS
Girth Welds	3,229	6,000	PASS
Long. Welds	4,271	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project		
Vermont Gas Systems		
Location Burlington, VT	Date 5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Soft to medium clays and silts with low/medium plasticities
E' - Modulus of Soil Reaction [ksi]	0.5
Er - Resilient Modulus [ksi]	5.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	4
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	2,088
Burial Factor for Earth Load Circumferential Stress	0.97
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,479
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	16.60
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	4,271
Highway Stiffness Factor for Cyclic Longitudinal Stress	13.20
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	3,229

Maximum Circumferential Stress [psi]	34,453
Maximum Longitudinal Stress [psi]	12,284
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	31,370
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	31,370	32,500	PASS
Girth Welds	3,229	6,000	PASS
Long. Welds	4,271	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project		
Vermont Gas Systems		
Location: Burlington, VT	Date: 5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Soft to medium clays and silts with low/medium plasticities
E' - Modulus of Soil Reaction [ksi]	0.5
Er - Resilient Modulus [ksi]	5.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	5
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway
Safety Factor Applied:	API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	2,088
Burial Factor for Earth Load Circumferential Stress	1.08
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,647
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	16.60
Highway Geometry Factor for Cyclic Circumferential	1.10
Cyclic Circumferential Stress [psi]	3,850
Highway Stiffness Factor for Cyclic Longitudinal Stress	13.20
Highway Geometry Factor for Cyclic Longitudinal Stress	1.08
Cyclic Longitudinal Stress [psi]	3,006

Maximum Circumferential Stress [psi]	34,200
Maximum Longitudinal Stress [psi]	12,111
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	31,159
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	31,159	32,500	PASS
Girth Welds	3,006	6,000	PASS
Long. Welds	3,850	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project		
Vermont Gas Systems		
Location Burlington, VT	Date 5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Loose sands and gravels
E' - Modulus of Soil Reaction [ksi]	0.5
Er - Resilient Modulus [ksi]	10.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	3
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	2,088
Burial Factor for Earth Load Circumferential Stress	0.83
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,265
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	12.60
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	3,241
Highway Stiffness Factor for Cyclic Longitudinal Stress	9.30
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	2,275

Maximum Circumferential Stress [psi]	33,209
Maximum Longitudinal Stress [psi]	11,265
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	30,360
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	30,360	32,500	PASS
Girth Welds	2,275	6,000	PASS
Long. Welds	3,241	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project		
Vermont Gas Systems		
Location Burlington, VT	Date 5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Loose sands and gravels
E' - Modulus of Soil Reaction [ksi]	0.5
Er - Resilient Modulus [ksi]	10.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	4
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	2,088
Burial Factor for Earth Load Circumferential Stress	0.97
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,479
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	12.60
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	3,241
Highway Stiffness Factor for Cyclic Longitudinal Stress	9.30
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	2,275

Maximum Circumferential Stress [psi]	33,423
Maximum Longitudinal Stress [psi]	11,330
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	30,550
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	30,550	32,500	PASS
Girth Welds	2,275	6,000	PASS
Long. Welds	3,241	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project	
Vermont Gas Systems	
Location: Burlington, VT	Date: 5/24/2016

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Loose sands and gravels
E' - Modulus of Soil Reaction [ksi]	0.5
Er - Resilient Modulus [ksi]	10.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	5
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	2,088
Burial Factor for Earth Load Circumferential Stress	1.08
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,647
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	12.60
Highway Geometry Factor for Cyclic Circumferential	1.10
Cyclic Circumferential Stress [psi]	2,923
Highway Stiffness Factor for Cyclic Longitudinal Stress	9.30
Highway Geometry Factor for Cyclic Longitudinal Stress	1.08
Cyclic Longitudinal Stress [psi]	2,118

Maximum Circumferential Stress [psi]	33,273
Maximum Longitudinal Stress [psi]	11,223
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	30,427
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	30,427	32,500	PASS
Girth Welds	2,118	6,000	PASS
Long. Welds	2,923	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project	Date
Vermont Gas Systems	
Location: Burlington, VT	5/24/2016

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade: X65	
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class: API 5L Electric Resistance Welded	
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type: Stiff to very stiff clays and silts

E' - Modulus of Soil Reaction [ksi]	1.0
Er - Resilient Modulus [ksi]	10.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	3
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4

Pavement Type: None

Impact Factor Method: ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	1,934
Burial Factor for Earth Load Circumferential Stress	0.78
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,102
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	12.60
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	3,241
Highway Stiffness Factor for Cyclic Longitudinal Stress	9.30
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	2,275

Maximum Circumferential Stress [psi]	33,046
Maximum Longitudinal Stress [psi]	11,216
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	30,216
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	30,216	32,500	PASS
Girth Welds	2,275	6,000	PASS
Long. Welds	3,241	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By	Approved By	
Kelsey Kibbe		Revision: 13.0.1

Project	Date	
Vermont Gas Systems		
Location: Burlington, VT	5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Stiff to very stiff clays and silts
E' - Modulus of Soil Reaction [ksi]	1.0
Er - Resilient Modulus [ksi]	10.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	4
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway
Safety Factor Applied:	API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	1,934
Burial Factor for Earth Load Circumferential Stress	0.90
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,271
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	12.60
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	3,241
Highway Stiffness Factor for Cyclic Longitudinal Stress	9.30
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	2,275

Maximum Circumferential Stress [psi]	33,215
Maximum Longitudinal Stress [psi]	11,267
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	30,366
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	30,366	32,500	PASS
Girth Welds	2,275	6,000	PASS
Long. Welds	3,241	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By	Approved By	
Kelsey Kibbe		Revision: 13.0.1

Project Vermont Gas Systems		
Location Burlington, VT	Date 5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Stiff to very stiff clays and silts
E' - Modulus of Soil Reaction [ksi]	1.0
Er - Resilient Modulus [ksi]	10.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	5
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	1,934
Burial Factor for Earth Load Circumferential Stress	0.98
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,384
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	12.60
Highway Geometry Factor for Cyclic Circumferential	1.10
Cyclic Circumferential Stress [psi]	2,923
Highway Stiffness Factor for Cyclic Longitudinal Stress	9.30
Highway Geometry Factor for Cyclic Longitudinal Stress	1.08
Cyclic Longitudinal Stress [psi]	2,118

Maximum Circumferential Stress [psi]	33,010
Maximum Longitudinal Stress [psi]	11,144
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	30,193
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	30,193	32,500	PASS
Girth Welds	2,118	6,000	PASS
Long. Welds	2,923	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project		
Vermont Gas Systems		
Location: Burlington, VT	Date: 5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Medium dense sands and gravels
E' - Modulus of Soil Reaction [ksi]	1.0
Er - Resilient Modulus [ksi]	10.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	3
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	1,934
Burial Factor for Earth Load Circumferential Stress	0.83
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,172
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	12.60
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	3,241
Highway Stiffness Factor for Cyclic Longitudinal Stress	9.30
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	2,275

Maximum Circumferential Stress [psi]	33,116
Maximum Longitudinal Stress [psi]	11,238
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	30,278
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	30,278	32,500	PASS
Girth Welds	2,275	6,000	PASS
Long. Welds	3,241	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By: Kelsey Kibbe	Approved By	Revision: 13.0.1

Project		
Vermont Gas Systems		
Location: Burlington, VT	Date: 5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Medium dense sands and gravels
E' - Modulus of Soil Reaction [ksi]	1.0
Er - Resilient Modulus [ksi]	10.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	4
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	1,934
Burial Factor for Earth Load Circumferential Stress	0.97
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,370
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	12.60
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	3,241
Highway Stiffness Factor for Cyclic Longitudinal Stress	9.30
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	2,275

Maximum Circumferential Stress [psi]	33,314
Maximum Longitudinal Stress [psi]	11,297
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	30,453
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	30,453	32,500	PASS
Girth Welds	2,275	6,000	PASS
Long. Welds	3,241	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project	
Vermont Gas Systems	
Location: Burlington, VT	Date: 5/24/2016

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Medium dense sands and gravels
E' - Modulus of Soil Reaction [ksi]	1.0
Er - Resilient Modulus [ksi]	10.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	5
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	1,934
Burial Factor for Earth Load Circumferential Stress	1.08
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,525
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	12.60
Highway Geometry Factor for Cyclic Circumferential	1.10
Cyclic Circumferential Stress [psi]	2,923
Highway Stiffness Factor for Cyclic Longitudinal Stress	9.30
Highway Geometry Factor for Cyclic Longitudinal Stress	1.08
Cyclic Longitudinal Stress [psi]	2,118

Maximum Circumferential Stress [psi]	33,151
Maximum Longitudinal Stress [psi]	11,186
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	30,318
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	30,318	32,500	PASS
Girth Welds	2,118	6,000	PASS
Long. Welds	2,923	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project		
Vermont Gas Systems		
Location Burlington, VT	Date 5/24/2016	

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade: X65	
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class: API 5L Electric Resistance Welded	
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type: Dense to very dense sands and gravels

E' - Modulus of Soil Reaction [ksi]	2.0
Er - Resilient Modulus [ksi]	20.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	3
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4

Pavement Type: None

Impact Factor Method: ASCE - Highway

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	1,693
Burial Factor for Earth Load Circumferential Stress	0.78
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	964
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	9.30
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	2,393
Highway Stiffness Factor for Cyclic Longitudinal Stress	6.20
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	1,517

Maximum Circumferential Stress [psi]	32,060
Maximum Longitudinal Stress [psi]	10,417
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	29,422
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	29,422	32,500	PASS
Girth Welds	1,517	6,000	PASS
Long. Welds	2,393	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project	
Vermont Gas Systems	
Location Burlington, VT	**Date** 5/24/2016

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade:	X65
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class:	API 5L Electric Resistance Welded
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type:	Dense to very dense sands and gravels
E' - Modulus of Soil Reaction [ksi]	2.0
Er - Resilient Modulus [ksi]	20.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	4
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type:	None
Impact Factor Method:	ASCE - Highway
Safety Factor Applied:	API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	1,693
Burial Factor for Earth Load Circumferential Stress	0.90
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,113
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	9.30
Highway Geometry Factor for Cyclic Circumferential	1.22
Cyclic Circumferential Stress [psi]	2,393
Highway Stiffness Factor for Cyclic Longitudinal Stress	6.20
Highway Geometry Factor for Cyclic Longitudinal Stress	1.16
Cyclic Longitudinal Stress [psi]	1,517

Maximum Circumferential Stress [psi]	32,209
Maximum Longitudinal Stress [psi]	10,462
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	29,554
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	29,554	32,500	PASS
Girth Welds	1,517	6,000	PASS
Long. Welds	2,393	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

Project	
Vermont Gas Systems	
Location: Burlington, VT	Date: 5/24/2016

API 1102 - Gas Pipeline Crossing Highway

PIPE AND OPERATIONAL DATA:

Operating Pressure [psi]	1440
Location Class:	3
Operating Temperature [°F]	60.0
Pipe Outside Diameter [in]	12.75
Pipe Wall Thickness [in]	0.312
Pipe Grade: X65	
Specified Minimum Yield Stress	65,000
Design Factor	0.50
Longitudinal Joint Factor	1.0
Temperature Derating Factor	1.000
Pipe Class: API 5L Electric Resistance Welded	
Young's Modulus for Steel [ksi]	30,000
Poisson's Ratio for Steel	0.30
Coefficient of Thermal Expansion [per°F]	0.0000065

SITE AND INSTALLATION DATA:

Soil Type: Dense to very dense sands and gravels	
E' - Modulus of Soil Reaction [ksi]	2.0
Er - Resilient Modulus [ksi]	20.0
Average Unit Weight of Soil [lb/ft³]	120.00
Pipe Depth [ft]	5
Bored Diameter [in]	12.75
InstallationTemperature [°F]	60.0
Design Wheel Load from Single Axle [kips]	18.4
Design Wheel Load from Tandem Axles [kips]	18.4
Pavement Type: None	
Impact Factor Method: ASCE - Highway	

Safety Factor Applied: API 1102 Procedure

RESULTS

Hoop Stress [psi]	29,423
Allowable Hoop Stress [psi]	32,500
Stiffness Factor for Earth Load Circumferential Stress	1,693
Burial Factor for Earth Load Circumferential Stress	0.98
Excavation Factor for Earth Load Circumferential Stress	0.83
Circumferential Stress from Earth Load [psi]	1,211
Impact Factor	1.50
Highway Stiffness Factor for Cyclic Circumferential	9.30
Highway Geometry Factor for Cyclic Circumferential	1.10
Cyclic Circumferential Stress [psi]	2,157
Highway Stiffness Factor for Cyclic Longitudinal Stress	6.20
Highway Geometry Factor for Cyclic Longitudinal Stress	1.08
Cyclic Longitudinal Stress [psi]	1,412

Maximum Circumferential Stress [psi]	32,071
Maximum Longitudinal Stress [psi]	10,386
Maximum Radial Stress [psi]	-1,440
Total Effective Stress [psi]	29,437
Allowable Effective Stress [psi]	32,500

Stress [psi]	Calculated	Allowable	PASS/FAIL
Hoop	29,423	32,500	PASS
Effective	29,437	32,500	PASS
Girth Welds	1,412	6,000	PASS
Long. Welds	2,157	11,500	PASS

Notes: Open cut construction, calculations run using HS-20 loading + 15%

Reference: API RP 1102 "Steel Pipelines Crossing Railroads and Highways"

Prepared By Kelsey Kibbe	Approved By	Revision: 13.0.1

PIPA Recommended Practice ND13

ND13 "Reduce Transmission Pipeline Risk through Design and Location of New Utilities and Related Infrastructure"

Practice Statement Utilities (both above and below ground) and related infrastructure should be preferentially located and designed to reduce the consequences that could result from a transmission pipeline incident and to reduce the potential of interference with transmission pipeline maintenance and inspections.

Audience(s): Local Government, Property Developer and Owner

Practice Description

Utilities that cross and/or parallel transmission pipelines should be developed in close cooperation with the pipeline operator to avoid costly relocation of the pipeline or potential conflict with pipeline operations and maintenance. Items to consider include:

- The transmission pipeline's horizontal and vertical orientation must be considered, including any offset distance required by the transmission pipeline operator.
- Utilities crossing the transmission pipeline should be designed so they do not interfere with the pipeline, including its cathodic protection, and should assure the transmission pipeline operator has access to the pipeline.
- To the extent possible, design and construction of underground utilities and related infrastructure should try to minimize potential "migration paths" that could allow leaks from the pipeline to migrate to buildings.

Coordination with the transmission pipeline operator during planning and construction is critical, especially given the history of transmission pipeline incidents associated with utility installation and maintenance.

References

- Common Ground Alliance Best Practices
- American Petroleum Institute (API) Recommended Practice (RP) 1102, "Steel Pipelines Crossing Railroads And Highways" , 7th edition, 2007, API Product Number: D11021
- 49 CFR 192.467
- American Petroleum Institute (API) Recommended Practice (RP) 1162, Public Awareness Programs for Pipeline Operators

Navigate to Other Practices:

- **Baseline (BL) Recommended Practices**: BL01 BL02 BL03 BL04 BL05 BL06 BL07 BL08 BL09 BL10 BL11 BL12 BL13 BL14 BL15 BL16 BL17 BL18
- **New Development (ND) Recommended Practices**: ND01 ND02 ND03 ND04 ND05 ND06 ND07 ND08 ND09 ND10 ND11 ND12 **ND13** ND14 ND15 ND16 ND17 ND18 ND19 ND20 ND21 ND22 ND23 ND24 ND25 ND26 ND27 ND28
- **Table of Recommended Practices**

Interpretation Response #PI-75-0116

Below is the interpretation response detail and a list of regulations sections applicable to this response.

Interpretation Response Details

Response Publish Date: 12-02-1975

Location state: OK **Country:** US

View the Intepretation Document

Request text:

Williams Brothers Engineering Company
6600 South Yale Avenue
Tulsa, Oklahoma 74136

July 31, 1975
U. S. Department of Transportation Office of Pipeline Safety
Washington, D. C. 20590

Attention: Mr. Ceasar De Leon
Subject: Interpretation of Sub-Sections 192.103, 192.105, and 192.111(b)(2)
Gentlemen:

Attached is a print of our Figure 1-12.
Sub-sections 192.103, 192.105(a) and 192. 111(b)(2) deal with external loads, design formula for steel pipe, and design factor (F) for steel pipe.

The attached Figure 1-12 is an example that illustrates our interpretation of these sub-sections of the code. Basically our interpretation is that for any given pipe size and wall thickness; and for a given design factor (F) the design pressure (internal pressure allowed) will be a lesser pressure when installed uncased under a hard surface road than when installation results in parallel encroachment on roads right-of-way.

Our interpretation is based upon:
A. 192. 103
Pipe must be designed with sufficient wall thickness, or must be installed with adequate protection to withstand anticipated external pressures and loads that will be imposed on the pipe after installation.
B. 192.105 (a)
t = Nominal wall thickness of the pipe in inches. ... additional wall thickness required for concurrent external loads in accordance with 192.103 may not be included in computing design pressure.

C. API RP 1102 Fourth Edition, September 1968 - Recommended Practice for Liquid Petroleum Pipelines Crossing Railroads and Highways

Paragraphs 3.1 a, b, and c.

Using this information Figure 1-12 has been constructed and indicates that for 12.75" 0.D. x .255" W. T., X-60 pipe the design pressure would be limited to 1350 psig for an uncased road crossing of a hard surfaced road in a Class 1.location, while the design pressure for the same pipe would be 1440 psig for parallel encroachment on highways or public streets in a Class I location.

Please advise if you concur with our interpretation of the regulations. Your prompt consideration of this matter will be appreciated.

Yours very truly,

WILLIAMS BROTHERS ENGINEERING COMPANY
J. L. Williams Attachment

Response text:

December 2, 1975

Mr. J.L. Williams
Williams Brothers Engineering Company
6600 South Yale Avenue
Tulsa, OK 74136

Dear Mr. Williams:
This is with regard to the telephonic conversation between you and Mr. George L. Mocharko of this Office concerning installing gas pipelines uncased under a hard surface road.

Your interpretation of 49 CPR §192.103, §192.105, and §192.111(b)(2) is correct per your letter and attachments dated August 4, 1975.

We trust this adequately responds to your inquiry.

Sincerely,
SIGNED
Cesar DeLeon Acting Director Office of Pipeline Safety Operations

Regulation Sections

Section	Subject

Section	Subject
§ 192.103	General

INTERPRETATIONS BROWSER

- View All
- Hazmat
- Pipelines

Proceedings of the 2016 11th International Pipeline Conference
IPC2016
September 26-30, 2016, Calgary, Alberta, Canada

IPC2016-64050

A NEW APPROACH TO DETERMINE THE STRESSES IN BURIED PIPES UNDER SURFACE LOADING

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ABSTRACT

All buried pipes experience loading from the weight of soil overburden. When pipelines cross railroads, roads, parking lots or construction sites, the pipes also experience live surface loading from vehicles on the ground, including heavy construction equipment in some scenarios. The surface loading results in through-wall bending in pipes, which generates both hoop stress and longitudinal stress. Current standards limit the stresses in buried pipes to maximum values in terms of hoop stress, longitudinal stress and combined biaxial stress. An early approach to estimating stresses and deformations in a pipe subjected to surface loads dates back to Spangler's work in the 1940s. Many models have been developed since then. API RP 1102 provides guidance for the design of pipeline crossings of railroads and highways following the model developed by Cornell University for the Gas Research Institute (GRI). The Cornell model was developed only based on experiments on bored pipes crossing a railroad or a highway at a near-right angle. The live surface loading distribution is also limited to the wheel-layout typical of railroad cars and highway vehicles. Most other existing models only focus on the hoop stress in the pipe. In this paper, a new approach to determine the stresses in buried pipes under surface loading is introduced. The approach is suitable for assessing pipes beneath any type of vehicle or equipment at any relative position and at any angle to the pipe. First, the pressure on the pipe from surface loading is determined through the Boussinesq theory. Second, both hoop stress and longitudinal stress in the pipe are estimated. The hoop stress is estimated through the modified Spangler stress formula proposed by Warman and his co-workers (2006 and 2009). The longitudinal stress, due to local bending and global bending, is estimated by the theory of beam-on-elastic-foundation. The modulus of foundation can be determined through the soil-spring model developed by ASCE. The hoop stress, longitudinal stress and the resulting combined biaxial stress can then be compared against their respective limits from a pertinent standard to assess the integrity of the pipe and determine the proper remediation approach, if necessary. The performance of the proposed approach is compared in this study with the experimental results in the literature and the predictions from API RP 1102.

INTRODUCTION

The pipeline industry has had a vested interest in stresses in buried pipes due to surface loading since Spangler, at Iowa State University, conducted the pioneer work on the topic in the 1940s [1,2,3,4]. Spangler computed hoop stresses in buried pipe with the consideration of the stiffness effect from internal pressure. The formula was known as the "Spangler stress formula", and was later used in an early version of API RP 1102 [5]. He also developed an equation to compute ovality in buried culverts, known as the "Iowa formula", which accounts for bearing support from soil surrounding the pipes.

A multi-year project, sponsored by GRI and conducted by researchers at Cornell University [6,7,8], developed formulae based on finite element analysis (FEA) of bored installed pipes under surface loads. The formulae estimate both hoop stress and longitudinal stress resulting from surface loads, which enable a more accurate estimation of combined biaxial stress. The combined biaxial stress is a more suitable measure of yielding risk than hoop stress alone. Further experiments involving two bored pipes under railroad loads helped to verify the performance of this method. These formulae were later adapted in the current version of API RP 1102 [9]. It is worth noting that the formulae do not consider the changes of stiffness from internal pressure variation, and the application range is limited by the range of pipe dimensions and buried depths investigated by FEA.

Warman et al. [10,11] proposed a modified Spangler stress formula, which is also known as "CEPA equation". The CEPA equation combines the advantages of the original "Spangler stress formula" and the "Iowa formula", which enables it to consider the influence of both internal pressure and the support of the surrounding soil to the predicted hoop stress. Francini and Gertler later found the amplitude of longitudinal stress can be as high as or higher than the hoop stress from their tests [12], which motivated Van Auker and Francini to add the prediction of longitudinal stress in their CEPA surface loading calculator [13].

API RP 1102 is one the most widely used approaches to estimate the stress in buried pipe under surface loading. However, practical application of this approach creates frequent engineering challenges due to its limitations. Some of the limitations include the limited range of buried pipe depths for which it can be applied, the limited range of diameter to wall thickness (D/t) ratios for which the approach is applicable, and the need for the crossing angle between the pipe and the road to be near 90°. Since the method was developed based on FEA for bored pipes, the application of this approach on pipes installed using the open trench method becomes questionable.

In this paper, a new approach to estimate the stress in buried pipes resulting from surface loads is presented. This approach is based on Van Auker and Francini's work [13] with revisions in the method of estimating longitudinal stress. In the first section, the detailed approach is introduced. In the second section, the performance of the new approach is verified by comparison with collected experimental data. The prediction is also compared with that from the current API RP 1102 approach. Discussions regarding the new approach are presented in the third section, and conclusions are summarized at the end of the paper.

APPROACH TO DETERMINE THE STRESSES IN BURIED PIPES UNDER SURFACE LOADING

Surface loading on buried pipes originates from two sources: the live load on the ground surface and the soil overburden on top of the pipe.

Stress from Live Load

The pressure at the pipe surface from live surface loads on the ground can be calculated by the Boussinesq equation as

$$p_{\text{live}} = \frac{3P_{\text{surf}}}{2\pi H^2\left[1+\left(\frac{z}{H}\right)^2\right]^{\frac{5}{2}}} F_{\text{impact}} \quad (1)$$

where p_{live} is the pressure on the pipe due to the live surface load, P_{surf} is the concentrated load on the ground surface, z is the horizontal offset of the measurement point on the pipe from the location that the concentrated load is applied on the ground, H is the depth of cover (DoC), and F_{impact} is the impact factor to account for the dynamic impact of a moving vehicle.

The Boussinesq equation assumes a homogeneous elastic foundation and provides a conservative estimation for a road with a hard layer at the top surface. The Boussinesq equation has been accepted by the pipeline industry, is used in early versions of API RP 1102 [5], and is also used in the later developed Guidelines for the Design of Buried Steel Pipe [14]. The Boussinesq equation can be generalized to any type of surface loading by integrating contact pressure over the contact areas between wheels or tracks and the ground. Assuming the pressure in a contact area is uniform and equals the internal tire pressure in the pneumatic tire, the area can be divided into a grid of small rectangles with a concentrated load on each rectangle that equals the pressure times the area of the rectangle. The total pressure at a given underground point can then be obtained by summing the contribution from each rectangle to the pressure point. Maximum live pressure on a pipeline can be determined by varying the location of the vehicle with respect to the pipe and repeating the calculations. This maximum pressure is then used to calculate the stress in the pipe.

The original Boussinesq equation only estimates the static load. The impact factor, F_{impact}, in equation (1) helps to account for dynamic loading from the moving vehicle. The impact factor generally ranges from 1.0 to 1.5. While there is no explicit guidance on choosing impact factor, the dynamic loading is affected by vehicle speed, tire pressure, ground unevenness and depth of cover.

The pressure from the live load results in both hoop stress and longitudinal stress in the buried pipe. The CEPA equation [10,11] can be used to determine the hoop stress from the live load as

$$\sigma_{\text{H\_live}} = \frac{3K_{\text{b}}p_{\text{live}}\left(\frac{D}{t}\right)^2}{1+3K_{\text{z}}\frac{p_{\text{i}}}{E}\left(\frac{D}{t}\right)^3+0.0915\frac{E'}{E}\left(\frac{D}{t}\right)^3} \quad (2)$$

where K_{b} is the bending moment parameter, D and t are the pipe outside diameter (OD) and wall thickness (WT) respectively, K_{z} is the deflection parameter, p_{i} is the internal pressure of the pipe, E' is the modulus of soil reaction, and E is the elastic modulus of steel. The parameters K_{b} and K_{z} were provided by Spangler [4] as shown in Table 1. For pipes installed using an auger boring method, a large bedding angle of 120° can be assumed. For pipes installed using an open trench method, it is conservative to use a bedding angle of 30°, as the bottom reaction occurs over an arc of 30° to 60° [15]. Table 2 lists the values for E' recommended by Hartley and Duncan [16].

The longitudinal stress in the pipe resulting from a live load on the ground has two components. The first, $\sigma_{\text{L\_live\_lb}}$, is due to local bending in the pipe wall under the distributed load on the pipe surface. It can be determined using Bijlaard's solutions for local loading on a pipe [17] as

$$\sigma_{\text{L\_live\_lb}} = \frac{0.153}{1.56}\sqrt{12(1-\nu^2)}\sigma_{\text{H\_live}} \quad (3)$$

where $\boldsymbol{\nu}$ is the Poisson's ratio of steel.

Table 1. Values of Parameters K_b and K_z

Bedding Angle (deg)	Moment Parameter, K_b	Deflection Parameter, K_z
0	0.294	0.110
30	0.235	0.108
60	0.189	0.103
90	0.157	0.096
120	0.138	0.089
150	0.128	0.085
180	0.125	0.083

Table 2. Typical Values of the Modulus of Soil Reaction, E' (in psi).

Type of Soil	DoC* (ft)	Standard AASHTO# Relative Compaction			
		85%	90%	95%	100%
Fine-grained soils with less than 25% sand content (CL, ML, CL-ML)	0-5	500	700	1,000	1,500
	5-10	600	1,000	1,400	2,000
	10-15	700	1,200	1,600	2,300
	15-20	800	1,300	1,800	2,600
Coarse-grained soils with fines (SM, SC)	0-5	600	1,000	1,200	1,900
	5-10	900	1,400	1,800	2,700
	10-15	1,000	1,500	2,100	3,200
	15-20	1,100	1,600	2,400	3,700
Coarse-grained soils with little or no fines (SP, SW, GP, GW)	0-5	700	1,000	1,600	2,500
	5-10	1,000	1,500	2,200	3,300
	10-15	1,050	1,600	2,400	3,600
	15-20	1,100	1,700	2,500	3,800

* DoC: Depth of cover
# AASHTO: the American Association of State Highway Transportation Officials

The second component, $\sigma_{\text{L\_live\_gb}}$, is due to the global bending of the pipe segment under the live load as

$$\sigma_{\text{L\_live\_gb}} = \frac{MD}{2I} \quad (4)$$

where M is the bending moment and I is the moment of inertia of the pipe cross section calculated as

$$I = \frac{\pi}{4}\left[\left(\frac{D}{2}\right)^4 - \left(\frac{D}{2} - t\right)^4\right] \quad (5)$$

The bending moment M can be determined by the solution of beam on elastic foundation [18] considering that the pipe experiences a uniform distributed load, W_i, on a segment with a length of l_i as shown in Figure 1. The distance from a measurement point on the pipe to the two ends of the segment with the distributed load is a_i and b_i, respectively. The bending moment, M_i, at the measurement point on the pipe due to load W_i is

$$M_i = \frac{W_i}{4\lambda^2}F(a_i, b_i) \quad (6)$$

If the measurement point is inside the segment with the distributed load as shown in Figure 1 (a), the $F(a_i, b_i)$ is

$$F(a_i, b_i) = e^{-\lambda a_i}\sin(\lambda a_i) + e^{-\lambda b_i}\sin(\lambda b_i) \quad (7)$$

If the measurement point is outside the segment with the distributed load as shown in Figure 1 (b), the $F(a_i, b_i)$ is

$$F(a_i, b_i) = e^{-\lambda b_i}\sin(\lambda b_i) - e^{-\lambda a_i}\sin(\lambda a_i) \quad (8)$$

In equation (8), it is assumed that $a_i > b_i$. The coefficient λ in equations (6) to (8) is

$$\lambda = \sqrt[4]{\frac{k}{4EI}} \quad (9)$$

where k is the spring coefficient of the soil providing the resistance to the deflection of the pipe. It can be determined as $k = k_0 D\sin(\Omega/2)$, where Ω is bedding angle and k_0, in the unit of pressure/length, is the elastic spring constant (also known as modulus of the foundation) which is based on soil type as listed in Table 3 [18].

Table 3. Values of Modulus of the Foundation, k_0

Soil Type	Range in lb/in³		Range in N/mm³	
	Min	Max	Min	Max
Loose Sand	18.42	58.94	0.005	0.016
Medium Sand	36.84	294.71	0.010	0.080
Dense Sand	232.08	471.53	0.063	0.128
Clayed Sand(Medium)	114.20	294.71	0.031	0.080
Silty Sand (Medium)	88.41	176.82	0.024	0.048
Clay, q_u*<0.2 N/mm²	44.21	88.41	0.012	0.024
Clay, 0.2<q_u<0.4 N/mm²	88.41	176.82	0.024	0.048
Clay, q_u > 0.4 N/mm²	176.82		0.048	

* q_u: unconfined compressive strength

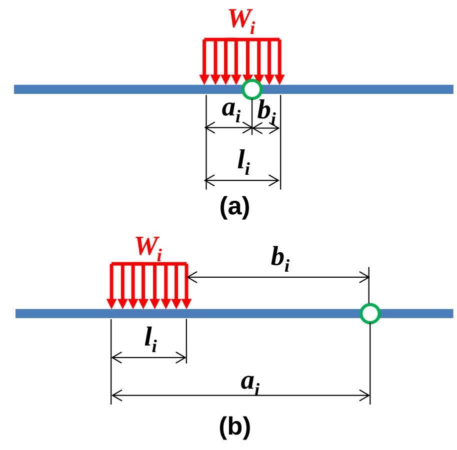

Figure 1. Illustration of Pipe under a Distributed Load W_i over a Segment with Length l_i.

Alternatively, the spring coefficient, k, can be determined from the pipe soil interaction model as described in Annex A of the paper. Finally, the bending moment, M, at a specified point on the pipe, can be determined by summing up M_i in equation (6) at every small segment along the pipe as

$$M = \sum_i M_i \tag{10}$$

Stress from Soil Overburden

For pipe buried at shallow to moderate depth, the pressure at the pipe surface from soil loading is estimated by prism load of the column of soil over the pipe as

$$p_{\text{soil}} = \gamma H \tag{11}$$

where γ is the weight of soil per unit volume. The prism load is conservative and recommended by Moser [19] for flexible pipe. The resulting hoop stress, $\sigma_{\text{H\_soil}}$, can then be determined via equation (2) by replacing p_{live} with p_{soil} from equation (11).

For a deep-buried pipe, the arching effect helps to distribute part of the prism load to the soil surrounding the pipe. For this scenario, using the prism load approach is overly conservative and an alternative approach, such as that in API RP 1102 [9], can be used to determine the hoop stress from the soil load.

The longitudinal stress resulting from soil overburden is uniformly distributed along a buried pipe. As the axial deformation of a buried pipe is restrained by the soil, the longitudinal stress is determined by the Poisson effect as

$$\sigma_{\text{L\_soil}} = \nu \sigma_{\text{H\_soil}} \tag{12}$$

PERFORMANCE OF THE APPROACH

The performance of the approach introduced above was checked by comparing the predictions from the approach with experimental results collected from literature and the predictions from the current API RP 1102 approach. Only the stresses generated by live loads were investigated as a) limited tests reported the stresses from soil overburden, b) thorough studies have been conducted by other researchers [19] on stresses in buried pipes from soil overburden, and c) the stresses from live loads generally dominates the integrity discussion of pipes under surface loading.

Collected Experimental Results

The experimental results from the work by three different groups were collected.

<u>Battelle and AARRC</u>

The experiments were conducted by the Association of American Railroads Research Center (AARRC) from 1960 to 1967. The data was later analyzed by Battelle Memorial Institute in a summary report to the Research Council on Pipeline Crossings of Railroads and Highways of American Society of Civil Engineers [20]. The report covers the experimental results on an 8.625-inch diameter, 0.219-inch wall thickness pipe and a 24-inch diameter, 0.25-inch wall thickness pipe. The pipes were installed by open trench method in silty sand soil within confining timber bulkheads. The soil was compacted to approximately 95% of its standard Proctor density after the pipe was installed, and before any experiments were conducted. The buried depth of the 8.625-inch pipe was 27.375 inches. Two buried depths of 25 inches and 50 inches were investigated on the 24-inch pipe.

Two loading configurations were used to apply live loads on the 8.625-inch pipe. A three-tie track segment, as shown in Figure 2, was used to simulate a railroad load. Each tie was 7-inches high, 9-inches wide, and 8.5-feet long. The space between the close edges of two adjacent ties was 11 inches as shown in Figure 2. The length of the ties was along the pipe axial direction. The load amplitude applied on the track segment increased from 18 kips up to 95 kips. A total of 2,000,000 cycles of 95 kips force through the three-tie track segment was then applied to simulate the ground compacting at the crossing over a long period of time. The 95 kips load was then applied again to determine the influence of the compaction. After that, the loading configuration of a 15-inch diameter steel plate was used to simulate the point load on unpaved ground. The investigated amplitudes of the load were 10 kips and 15 kips. The internal pressure was zero during the application of all live loads on the 8-inch pipe.

Three loading configurations were used to apply live loads on the 24-inch pipe. An 8-foot long, 6-foot wide and 6-inch thick concrete slab was used to simulate the load on a road with rigid pavement. The length of the slab was along the pipe axial direction. The load amplitude was 25 kips. The same steel plate in the experiments on the 8.625-inch pipe was then used to apply a 25 kips point load. Finally, the same three-tie track segment in the experiments on the 8.625-inch pipe was used to apply a 95 kips railroad load. The live loads were applied before compacting the soil with cyclic loads. All live loads were applied on the pipe with zero internal pressure and also with 550 psig internal pressure.

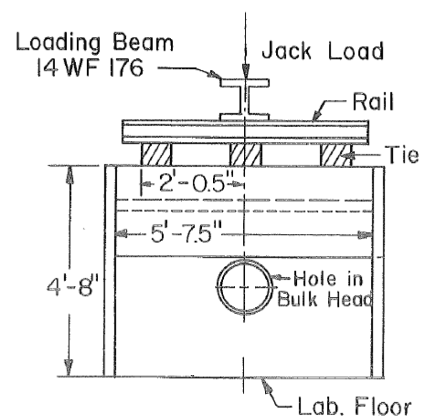

Figure 2. Transverse Section through Simulated Crossing with Three-Tie Track Segment (Battelle and AARRC) (from Figure 2 in Reference [20])

Spangler

The second work was a field casing investigation led by Spangler in the 1960s [21]. The test data consisted of three casing pipes installed at Thorsby, Alabama, one at Gallup, New Mexico, and one at Garden City, Iowa. The tests were conducted over multiple years. Only the maximum hoop stresses due to the passage of trains on the tracks above the pipes were recorded. As these were casing pipes, there was no internal pressure applied during the tests.

Cornell and TTC

The third work was conducted by a research group from Cornell University at the Transportation Test Center (TTC) from 1988 to 1990 [8]. These experiments were part of the effort to develop the approach in the current version of API RP 1102. A 12.75-inch diameter, 0.250-inch wall thickness, X42 pipe and a 36-inch diameter, 0.606-inch wall thickness, X60 pipe were installed using auger boring methods. The soil type at the site was reported as dense sand. The depth of cover for both pipes was 5.75 feet. In reference [8], the maximum hoop stress and longitudinal stress were measured when a train was over the pipe.

The pipe dimensions, buried depth, installation method, soil type, and internal pressure level of above collected experimental data are summarized in Table 4. The loading method and load amplitude are summarized in Table 5.

Analysis with Kiefner Approach

To facilitate the late comparison, the approach introduced previously in the paper is referred to as the Kiefner approach. The input parameters[i] for the analysis with the Kiefner approach are listed in Table 6.

The modulus of soil reaction, E', depends on soil type, buried depth of the pipe, and compaction of backfills as shown in Table 2. In the Battelle-AARRC experiments, the silty sand soil was compacted to 95% of its standard proctor density before the application of live loads. From Table 2, E' is 1,200 psi based on 95% compacted coarse-grained soils with fines (SM, SC) buried deeper than 5 feet. For the 8.625-inch pipe, some of the experiment was conducted after further compacting of the soil with 2,000,000 cycles of load. No significant changes of stresses in the pipe were observed after the first 500,000 cycles of load. The soil should have been fully compacted to 100%. Therefore, a modulus of soil reaction of 1,900 psi was assumed for the experiments after the additional loading cycles were applied. In the Spangler experiments, no detailed information was available for the type of soil at the sites. Since the tests were conducted under the rail road over multiple years, it was reasonable to assume the soil had reached 100% compaction. The types of soil were deduced from the measured stress level[ii] as follows. In the Spangler experiments conducted at Thorsby, Alabama, the three casing pipes were buried at the shallowest depth of 7 feet but produced the lowest stresses among the five investigated casing pipes. As a result, very stiff soil such as "coarse-grained soils with little or no fines" from Table 2 was assumed. For analysis of such soil, a modulus of soil reaction of 3,300 psi with 100% compaction at 5-10 feet depth of cover was utilized.

[i] The pipe dimensions and buried depths have been listed in Table 4 and Table 5 and are not repeated in Table 6.

[ii] There is a very coarse estimation as the stresses level in the pipe also depends on the dimensions of pipes, applied loads and other factors.

Table 4. General Information of Collected Experimental Data

	Pipe OD (in)	Pipe WT (in)	DoC (in)	Installation	Soil Type	Internal Pressure (psig)
Battelle-AARRC	8.625	0.219	27.375	Open trench	Silty sand	0
	24	0.25	25, 50			0, 550
Spangler	30[#]	0.25		Auger boring	N/A	0
	36[#]	0.312	84			
	42[#]	0.375				
	34[!]	0.406	101			
	30[$]	0.344	161			
Cornell-TTC	12.75	0.25	69	Auger boring	Dense sand	0[*]
	36	0.606	69			

At Thorsby, Alabama

! At Gallup, New Mexico

$ At Garden City, Iowa

* The experiments also investigated non-zero internal pressure. However, only the maximum stress under zero internal pressure was reported in reference [8] for both pipes.

Table 5. Live Load Information in Collected Experimental Data

	Pipe OD (in)	Loading Method	Load Amplitude (kips)
Battelle-AARRC	8.625	Steel plate	10, 15
		Three-tie track segment	18, 36, 54, 72, 95
	24	Concrete slab	25
		Steel plate	25
		Three-tie track segment	95
Spangler	30 to 42	Single train passing the tracks on top of pipe	N/A
Cornell-TTC	12.75, 36	Single train parking on tracks on top of pipe	N/A

Table 6. Input Parameters for Kiefner Approach

	Pipe OD (in)	E' (psi)	Bedding Angle (deg)	F_{impact}
Battelle-AARRC	8.625	1200, 1900	30	1.0
	24	1200		
Spangler	30		120	1.5
	36	3300		
	42			
	34	2700		
	30	2000		
Cornell-TTC	12.75	1800*	120	1.0*
	36			

* Following the value provided in reference [8]

At Garden City, Iowa, the 30-inch pipe was buried at the greatest depth of nearly 13 feet, but the highest stress was measured. Therefore, very soft soil such as "fine-grained soils with less than 25% sand content" was assumed. For analysis of such soil, a modulus of soil reaction of 2,300 psi with 100% compaction at 10-15 feet depth of cover was utilized. Finally at Gallup, New Mexico, the 34-inch pipe was buried at a moderate depth of around 8 feet with moderate measured stress. The soil type assumed was "coarse-grained soils with fines". For analysis of such soil, a modulus of soil reaction of 2,700 psi with 100% compaction at 5-10 feet depth of cover was utilized. For Cornell-TTC experiments, a soil modulus of reaction of 1800 psi was reported in reference [8].

The bedding angle was used to determine the parameters K_{b} and K_{z} in equation (2). The bedding angle depends on the installation method of the pipe. In the Battelle-AARRC experiments, the pipes were installed through the open trench method. As a result, the bedding angle was conservatively selected as 30°. In the Spangler experiments and the Cornell-TTC experiments, the casing pipes and line pipes were installed through the auger boring method beneath the railroads. The bedding angle was therefore selected as 120°.

The impact factor, F_{impact}, was determined from loading condition in the tests. In the Battelle-AARRC experiments, all the live loads were applied as static loads. As a result, the impact factor was 1.0. In the Spangler experiments, the stress was measured when moving trains passed along the tracks over the pipes. Therefore, the maximum impact factor of 1.5 was used. In Cornell-TTC experiments, an impact factor of 1.0 for the tests was reported in reference [8].

One parameter not covered in Table 6 is the spring coefficient, k, used in equation (9) to predict the longitudinal stresses. This parameter was determined using the soil spring model following the procedure in Annex A. The soil spring model requires the soil properties including the weight of soil per unit volume, γ, friction angle, ϕ, and cohesion, c. No detailed soil properties other than soil type were recorded during the experiments. For Battelle-AARRC experiments, γ = 120 lb/ft^3, ϕ = 30° and c = 0 were used. These are typical parameters for loose sand which was close to the silty sand soil used in the experiments. For Cornell-TCC experiments, γ = 120 lb/ft^3, ϕ = 40° and c = 0 were used, which are typical parameters for dense sand at the experimental site. As no longitudinal stresses were measured in Spangler experiments, no estimation for k was needed.

The live loads on the ground surface were simulated as follows. In the Battelle-AARRC experiments, three loading configurations were used. The steel plate was simulated as a single point load. The concrete slab was simulated by a grid of small rectangles covering a 6-foot by 8-foot area. The total load of 25 kips was then uniformly distributed among the grid. The three-tie track segment was simulated by a series of concentrated loads distributed along three lines. Each line was along the centerline of a tie. The total live load applied on the track was then distributed uniformly along the three lines. For the Spangler and the Cornell-TCC experiments, the live load from the real train was simulated by a grid of small rectangles with the concentrated load at the center of each rectangle. The amplitude of the concentrated load was determined by the area of the rectangle and the pressure derived from uniformly distributing the 320-kips weight of the loaded train car over an area of 20-feet by 8-feet[iii].

Analysis with Current API RP 1102 Approach

The formulae estimating the stresses in API RP 1102 involve multiple factors. API RP 1102 provides multiple figures with curves that can used to determine the values of these factors, with input parameters such as pipe dimensions, soil properties, and pipe burial depth. The curves in these figures are only provided for pipe diameter/wall thickness ratios less than 100, and buried pipe depths greater than 6 feet for railroad crossings or greater than 3 feet for highway crossings. These specified ranges are due to the investigated range of FEA from which these curves were developed [8].

The input parameters[iv] for the analysis with the API RP 1102 approach are listed in Table 7.

API RP 1102 requires soil resilient modulus, E_{r}, to predict the stresses resulting from a live load. API RP 1102 provides suggested values for E_{r} for various soil types[v]. Following the soil types discussed in the previous section of "Analysis with Kiefner Approach", the estimated E_{r} values are listed in Table 7.

API RP 1102 also has its own recommendation for impact factor, F_{i}, based on road type and buried depth[vi]. In the Battelle-AARRC experiments, all the live loads were applied as static loads. As a result, the impact factor is 1.0. In the Spangler experiments, the stress was measured when trains passed over the tracks on top of the pipes. Due to this dynamic loading, impact factors greater than 1.0 were determined following the approach in API RP 1102. In the Cornell-TTC experiments, an impact factor of 1.0 for the tests was reported in reference [8].

Table 7. Input Parameters for API RP 1102 Approach

	Pipe OD (in)	E_{r} (ksi)	F_{i}
Battelle-AARRC	8.625 24	10	1.0
Spangler	30 36 42	20	From API RP 1102
	34	10	
	30	5	
Cornell-TTC	12.75 36	20*	1.0*

* Following the value provided in reference [8]

[iii] This is a typical design train load known as Cooper E-80. Please see reference [9] for details.

[iv] The pipe dimensions and buried depths have been listed in Table 4 and Table 5 and are not repeated in Table 7.

[v] Table A-2 in reference [9].

[vi] Figure 7 in reference [9].

The API RP 1102 approach uses the pressure on the ground surface, w, to determine the stresses resulting from a live load. There are also different formulae for stresses due to live loads depending on whether the live load is from a railroad or a highway. The selection of formulae and the values of w are summarized in Table 8.

Table 8. Load Configuration Treatment for Analysis with API RP 1102 Approach

	Loading Method	API RP 1102 Formulae	Pressure on the Ground, w (psi)
Battelle-AARRC	Concrete slab	Highway formulae with rigid pavement and single axle	86.8
	Steel plate	Highway formulae with no pavement and single axle	56.6 – 141.5
	Three-tie track segment	Railroad formulae	2.94 - 15.5
Spangler	Single train passing over the pipe	Railroad formulae	13.9
Cornell-TTC	Single train parking over the pipe	Railroad formulae	13.9

In Battelle-AARRC experiments, three loading configurations were used. The concrete slab simulated the load on a road with rigid pavement. As a result, the highway formulae were used with a pavement type factor, R, of 0.9 and an axle configuration factor, L, of 0.65[vii]. The ground pressure, w = 25,000/(2×144) = 86.8 psi, was determined by considering that the application of total 25 kips load on slab was equivalent to the application of the load of a single axle via two wheels. This value is very close to the design value of 83.3 psi for a single axle truck recommended in [9]. The steel plate simulated a single point load on an unpaved ground surface, for which the highway formulae were selected with R = 1.20 and L = 0.80 for the 8.625-inch pipe and R = 1.10 and L = 0.65 for the 24-inch pipe[viii]. The ground pressure is calculated as $w = F/\pi(d_0/2)^2$, where F is the applied force and d_0 is the diameter of the plate (in this case 15 inches). Three loads of 10 kips, 15 kips and 25 kips were applied during the experiments, resulting in w values of 56.6 psi, 84.9 psi, and 141.5 psi, respectively. The three-tie track segment simulated the railroad loads, for which the railroad formulae were selected. The ground pressure, w, was determined by distributing the total force uniformly over an area of 102 inches by 60 inches[ix]. For the maximum load of 95 kips applied via the three-tie track segment, the result is w = 15.5 psi, which is very close to the design value of 13.9 psi for the Cooper E-80 loaded train car recommended in [9]. For the Spangler and the Cornell-TCC experiments, the live load from the real train was applied. Therefore, the railroad formulae were selected, and the design value of w = 13.9 psi for the Cooper E-80 load was used.

Results Comparison

The comparison between the measured hoop stresses from all collected experimental data and the prediction from the Kiefner approach and the API RP 1102 approach is presented in Figure 3. The blue dots show the predictions from the Kiefner approach and the red dots show those from the API RP 1102 approach. The red dots with a cross indicate the cases that are out of the range of the curves in API RP 1102 to determine the factors used to predict the stresses. For such cases, we used the stress factors determined by the available points on the curves which were closest to the experimental conditions. However, the accuracy of these dots may be arguable. From the figure, the Kiefner approach provided a consistently conservative estimation for all cases with a mean factor of around 2.5. The API RP 1102 approach predicted lower stresses than the Kiefner approach. There are many cases that were out of the range of the API RP 1102 approach. For a considerable proportion of cases, the predicted stresses from the API RP 1102 approach were also nonconservative. Even if one were to neglect the out-of-range cases, there are still several cases with predicted stresses from the API RP 1102 approach that are lower than measured values from the experiments. The comparison between the measured longitudinal stresses from all collected experimental data, the prediction from the Kiefner approach, and the API RP 1102 approach is presented in Figure 4, with trends similar to those of the hoop stresses. For longitudinal stress, the Kiefner approach provided a conservative estimation for all cases except one. However, the mean factor was around 1.3 which was lower than that for the hoop stress. The API RP 1102 approach predicted lower stresses than the Kiefner approach and the predictions were nonconservative for a considerable proportion of cases, even neglecting those which were out of the range of the API RP 1102 approach.

The API RP 1102 approach was developed based on FEA modeling for bored pipe and later was verified through experiments on bored pipes. However, the API RP 1102 approach may underestimate the stresses in pipes installed by the open trench method where the pipe receives less support from the surrounding soil (in the Kiefner approach this translates to a lower bedding angle for a pipe installed by open trench method as compared to a similar bored pipe). In the three groups of experiments, the pipes in the Battelle-AARRC experiments were installed with the open trench method and the pipes in the other two groups of experiments were installed with the auger boring method. Figure 5 shows the comparison of hoop stress predictions with Spangler and Cornell-TTC experiments only. The API RP 1102 approach only

[vii] Following Table 2 in reference [9] for rigid pavement with a single axle load.
[viii] Following Table 2 in reference [9] for no pavement with a single axle load.
[ix] According to the test setup, the length of each tie was 8.5 feet or 102 inches, the width of the tie was 9 inches, and the space between the closest edges of two adjacent ties was 11 inches. Therefore, each tie distribute its load in an area of 102 inches by 20 inches (=11+9). Finally, the total load was distributed by three ties to an area of 102 inches by 60 inches (=3×20).

underestimated the stress in one case[x]. The predictions were conservative for all other cases including those out of the application range. However, a closer observation showed that the predictions did not follow the same trend as the measured stresses. The four red dots at the right side of the figure showed decreased predicted stresses with increased measured stresses, even though they were within the application range of the API RP 1102 approach. The predictions from the Kiefner approach were conservative for all cases and overall followed the same trend with the measured stresses. Figure 6 shows the comparison of longitudinal stress for the Cornell-TTC experiments (no longitudinal stress was reported for the Spangler experiments). The Kiefner approach predicted a higher longitudinal stress than the API RP 1102 approach for one case and was almost identical with the API RP 1102 approach for the other case. The predictions from both approaches were conservative. The inconsistent trend between the API RP 1102 predictions and the measured hoop stress may be due to the inaccurate assumption of soil types at the sites in the Spangler experiments. However, the Kiefner approach provided the same trend as the experimental results using the same assumed soil types.

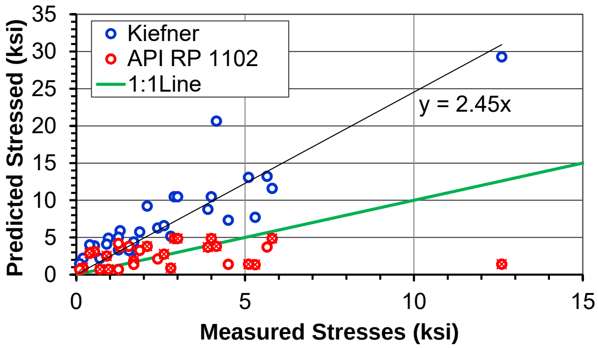

Figure 3. Comparison of Hoop Stress with All Collected Experimental Data

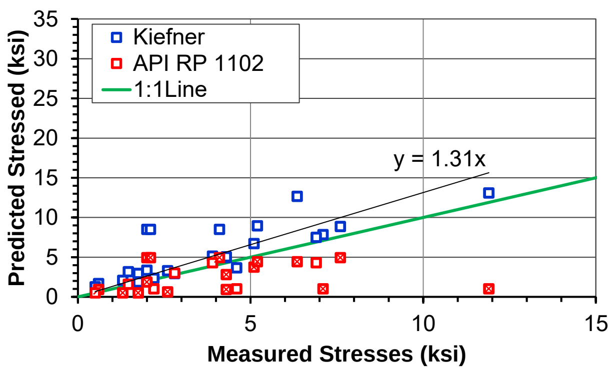

Figure 4. Comparison of Longitudinal Stress with All Collected Experimental Data

[x] This case was Cornell-TTC experiment on 36-inch pipe. In Table 9 of reference [8], the reported measured hoop stress and predicted hoop stress were 2410 psi and 2030 psi, respectively.

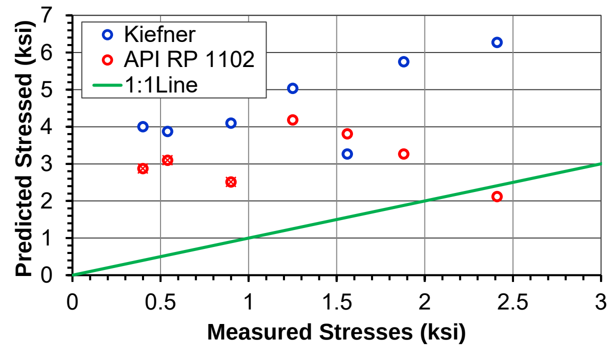

Figure 5. Comparison of Hoop Stress with Experimental Data from Spangler and Cornell-TTC

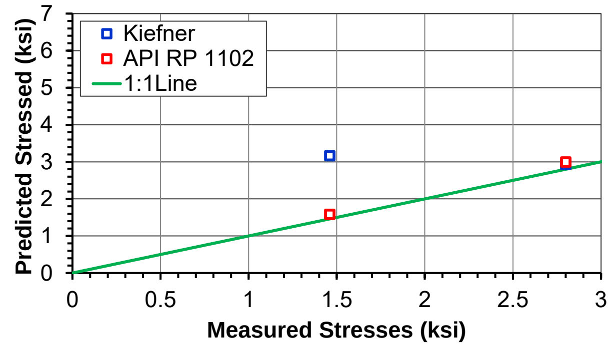

Figure 6. Comparison of Longitudinal Stress with Experimental Data from Cornell-TTC

The comparison with the Battelle experiments was further investigated in Figure 7 and Figure 8 for hoop stress and longitudinal stress, respectively. The steel plate and concrete slab simulated the road crossing and the three-tie track segment simulated the railroad crossing. The Kiefner approach did not distinguish the road crossing and railroad crossing. The only differences between the two types of crossing in the Kiefner approach were the live load distribution and the impact factor. The API RP 1102 approach used different groups of equations for the road crossing and railroad crossing. From Figure 7 and Figure 8, the Kiefner approach only slightly underestimated the longitudinal stress at a single case. The API RP 1102 approach underestimated the stresses for both the road crossing and railroad crossing when the pipe was installed using the open trench method. The 8.625-inch pipe with 27.375-inch DoC and the 24-inch pipe with 25-inch DoC exceeded the application range of API RP 1102. However, both conservative and nonconservative predictions were observed on the two pipes. The 24-inch pipe with 50-inch DoC was within the application range of API RP 1102. The nonconservative stresses were predicted for concrete loads and three-tie track loads on this pipe with zero internal pressure and for steel plate loads on this pipe with both zero internal pressure and 550 psig internal pressure. A brief summary of the observation is that the API RP 1102 approach is not conservative for pipes installed with open trench method.

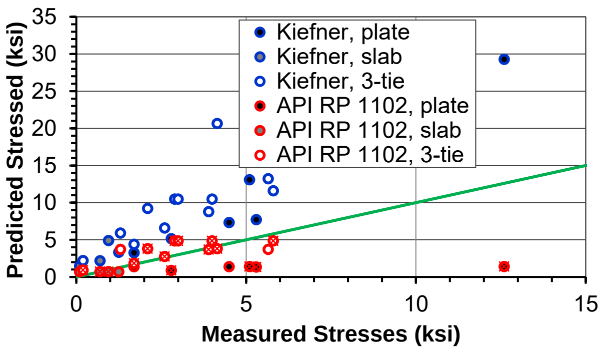

Figure 7. Comparison of Hoop Stress with Experimental Data from Battelle-AARRC

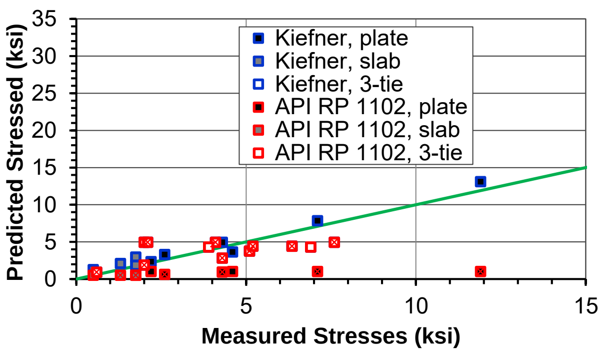

Figure 8. Comparison of Longitudinal Stress with Experimental Data from Battelle-AARRC

DISCUSSION

Based on the comparison with the experimental data in the above section, the Kiefner approach provided conservative estimates in most scenarios, and in more scenarios than the API RP 1102 approach. Furthermore, the overall trends of the predictions were consistent with the observations in the experiments. The API RP 1102 approach underestimated the stresses for multiple cases when compared with the experiments, and the trends were not always consistent with the experimental observation.

The Kiefner approach is a more universal tool to treat a wide range of parameters on buried pipes under surface loading. It is applicable to problems with a wide range of pipe dimensions, buried conditions, loading scenarios, and pipe installation methods. On the contrast, the approach in API RP 1102 was developed based on pipe that was installed through boring with a relatively narrowed range for input parameters.

Under some conditions, the prediction from the Kiefner approach may be too conservative, especially for hoop stress. This stems from the usage of the Boussinesq equation. The Boussinesq equation assumes homogeneous elastic soil. In reality, the ground above buried pipes generally consists of multiple layers with quite different properties. Soil also yields under large live loads and deviates significantly from the behavior of elastic material. However, due to the complexity of the surface loading problem on buried pipes, a relatively large safety margin seems unavoidable to ensure the predictions are always conservative.

The degree of conservatism in the Kiefner approach is different for hoop stress and longitudinal stress. By comparison with the experiments data used in this study, the Kiefner approach overestimated the hoop stress by an average factor of 2.5 and overestimated the longitudinal stress by an average factor of 1.3. The longitudinal stress resulting from live load has two contributions: one from local bending which is dependent on the hoop stress due to live load, and the other from global bending which is independent of the hoop stress. The level of overestimation for the global bending component may be one of the sources that results in a different estimation level between hoop stress and longitudinal stress. However, the deviation between the predicted levels still seems a little too large. Further work may improve the model.

Finally, the approach in this paper only estimates the stresses resulting from surface loading. These stresses should be added to other existing stresses[xi] in the pipes to determine the total stresses for design or integrity assessment purpose.

CONCLUSION

Kiefner's approach to estimate the stress in buried pipes under surface loading is presented in this paper. This approach considers both hoop stress and longitudinal stress resulting from surface loading. The stiffness effect of internal pressure and the support of soil at the sides of the pipe are also accounted for in this approach. The approach is a universal tool that is able to handle a wide range of loading scenarios.

The comparison with experimental results shows that the Kiefner approach provides a conservative estimate and overall consistent trend with the results observed. The comparison of these results with predictions from the API RP 1102 approach also showed superior performance of the Kiefner approach.

ACKNOWLEDGMENTS

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[xi] These stress including operational stresses generated by internal pressure and temperature variation in the pipe, as well as stresses generated by external loads other than surface loads.

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ANNEX A

DETERMINE THE COEFFICIENT OF FROM PIPE SOIL INTERACTION MODEL

The spring coefficient of soil resisting pipe deflection, k, used in equation (9) can be determined by soil properties via the pipe soil interaction model. A soil spring model [14] was developed to describe the interaction force between the soil and the pipe. In the soil spring model, the maximum soil force resisting the downward deflection of a buried pipe with a unit length is known as the bearing soil force, Q_d, which is determined as

$$Q_\mathrm{d} = N_\mathrm{c} c D + N_\mathrm{q}\bar{\gamma}\left(H + \frac{D}{2}\right)D + N_\gamma \gamma \frac{D^2}{2} \qquad \text{(A-1)}$$

where N_c, N_q, N_γ are bearing capacity factors, c is the soil cohesion, D is the pipe outside diameter, γ is the weight of the soil per unit volume, $\bar{\gamma}$ is the effective weight of soil, which equals γ for pipe buried above the ground water level, and H is the depth of cover.

The bearing capacity factors are determined by the friction angle of the soil, ϕ, in degrees, as

$$N_\mathrm{c} = \cot\tilde{\phi}\left[e^{\pi\cdot\tan\tilde{\phi}}\tan^2\left(45 + \frac{\tilde{\phi}}{2}\right) - 1\right] \qquad \text{(A-2)}$$

$$N_{\mathrm{q}} = e^{\pi \cdot \tan\phi} \tan^2\left(45 + \frac{\phi}{2}\right) \quad \text{(A-3)}$$

and

$$N_{\gamma} = e^{(0.18\phi - 2.5)} \quad \text{(A-4)}$$

In equation (A-2), $\tilde{\phi} = \phi + 0.001$. When the amplitude of soil force just reaches Q_{d}, the critical relative displacement between soil and buried pipe is Δ_{qd}. For granular soils,

$$\Delta_{\mathrm{qd}} = 0.1D \quad \text{(A-5)}$$

and for cohesive soils,

$$\Delta_{\mathrm{qd}} = 0.2D \quad \text{(A-6)}$$

Finally, the spring coefficient is determined as

$$k = \frac{Q_{\mathrm{d}}}{\Delta_{\mathrm{qd}}} \quad \text{(A-7)}$$

Canadian Energy Pipeline Association (CEPA) Final Report No. 05-44R1

Final Report

Development of a Pipeline Surface Loading Screening Process & Assessment of Surface Load Dispersing Methods

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

Development of a Pipeline Surface Loading Screening Process and Assessment of Surface Load Dispersing Methods

D. J. Warman, J. D. Hart & Robert B. Francini

1.0 INTRODUCTION

The Canadian Energy Pipeline Association (CEPA) represents Canada's oil and gas transmission pipeline operators who are world leaders in providing safe, reliable long-distance energy transportation. CEPA member companies receive numerous requests annually from all over Canada to cross their pipelines. In some cases, these crossing applications are for the establishment of permanent roads over the existing pipelines but in many others they are for temporary crossing by vehicles and equipment in locations without established roads. Regulations compel member companies to determine the potential loading effects of the crossing application and where determined to be excessive, take mitigative measures to reduce the applied stresses to acceptable levels.

A survey by CEPA of member companies indicates that they employ a variety of techniques to evaluate and mitigate surface loading effects on their buried pipelines. One widely used practice, embodied in API 1102 (1993, reaffirmed 2002), is limited to cover depths greater than or equal to 3 feet and has been specifically developed based on AASHTO H20 truck loads with small footprints associated with tire pressures typically in-excess of 550 kPa (80 psig). Several important limitations are inherent to this method. The method cannot be effectively extrapolated to shallow cover situations. It also may not scale correctly to different types of equipment that ride on floatation tires or caterpillar tracks where ground surface pressures are less than 350 kPa (50 psig). Further, it determines pipeline stresses in a non-traditional manner. These conditions create a barrier to uniform adoption of the method.

The National Energy Board (NEB) has requested that CEPA study the issues and determine the feasibility of a standard approach. CEPA wants to examine the above stated limitations as well as to determine the feasibility of a phased approach to crossing assessments that would eliminate the need to perform detailed calculations in most, if not all, cases. At the same time CEPA has identified the need to examine the various temporary load-spreading measures or other mitigation techniques to identify which are the most effective. Kiefner and Associates, Inc. (KAI) jointly with SSD, Inc. conducted this work for CEPA. The following report represents the results of this study.

1.1 Summary

Presented herein is a report detailing the development and implementation of a simplified screening process to assess the effects of surface loads on buried pipelines. The first section provides an overview of the results of a literature survey to identify theoretical models, standards, codes, and recommended practices that are currently used to assess the surface loading effects on buried pipelines.

The second section provides the methodology utilized to develop the screening tool which provides a simple "pass/no pass" determination and is based on attributes which are generally easy to obtain (e.g., wheel or axle load, ground surface contact area and/or surface loading pressure, depth of cover, maximum allowable operating pressure and design factor). Situations that pass this initial screening would require no additional analysis while situations that do not pass the initial screening may need to be evaluated on a more detailed basis. Additional simplified graphs have been included to assist in additional screening prior to performing a more detailed evaluation.

The third section identifies various temporary or permanent surface load-dispersal techniques and other mitigation approaches that are often used as a means to lessen the effects of surface loading. The effectiveness of various methods is also discussed.

In the Appendices are general guidelines and charts that can be adopted by pipeline operators to address infrequent crossings of existing pipelines.

2.0 Literature Search Summary

2.1 Introduction

A limited literature survey has been performed to identify theoretical models, standards, codes, and recommended practices that are currently used to assess the surface loading effects on buried pipelines. Included in this review is the position paper put out by the Canadian Standards Association (CSA) task force at railway crossings on this topic. The goal of this review is to highlight the following items:

- When the techniques were developed and by whom;
- Where they are used;
- The technical nature of the calculations performed;
- A comparative assessment of each method, identifying their strengths and limitations;
- Recommendations as to which method(s) may be suitable for adoption as standard practice;

- Knowledge gaps and areas that might require further study;
- Description of significant pipeline incidents caused by surface vehicle loadings.

2.2 Description of Significant Pipeline Incidents Caused by Surface Vehicle Loadings

Reference GRI-88/0287 provides a section that reviews the performance record of buried pipe crossings based on National Transportation Safety Board (NTSB) pipeline accident reports. At the time of this report publication, a total of four pipeline failures at railway or highway crossings were reported. All of these failures involved cased carrier pipes. The first failure occurred at a substandard girth weld located within the casing that experienced flexure due to soil movements beneath the carrier pipe outside of the casing. The second failure involved a pressure surge which caused failure of a carrier pipe inside of a casing at an area thinned by corrosion. The third failure involved tensile failure due to thermal contraction in a plastic carrier pipe at a coupling located outside the limits of the casing. The fourth failure occurred in a carrier pipe inside of a casing at a location where the wall thickness was reduced to 35% of its initial value due to corrosion. Cased pipeline crossings account for about 20% (a disproportionately high fraction) of corrosion-related reportable incidents, because it is difficult to protect the pipe from corrosion inside the casing and also difficult to monitor corrosion activity therein.

It is our observation and experience that the vast majority of pipeline crossing scenarios require little in the way of special measures to protect the pipeline provided the pipeline is in sound condition and has sufficient amounts of competent soil protection. Exceptions exist such as where muskeg soils or exceptionally heavy equipment or very shallow cover might be involved. We are aware of only one pipeline incident associated with a ground surface vehicle. The line was either a cast iron or old steel gas main with very shallow one-foot cover that ruptured under a cement mixer on a car/boat dealer's parking lot. The resulting fire burned up the truck and the dealer's inventory. We are not aware if it was ever established whether the main collapsed under the vehicle load or merely failed due to corrosion coincidentally when a vehicle was parked there. Overall, our familiarity with causes of pipeline failures informs us that the effects of surface vehicle loadings, even in fairly exceptional circumstances, has not historically been implicated as an important or frequent cause of pipeline incidents. This understanding suggests that the practice of carrying out elaborate analyses for every routine situation may be unwarranted. However, we fully recognize the regulatory, social, and business need to assess, and where necessary, mitigate threats.

2.3 Methods Used to Assess Fill and Surface Loading Effects on Buried Pipelines

2.3.1 Review of Spangler's Work

The pipeline industry has a longstanding interest in the problem of evaluating the effects of fill and surface loads on buried pipelines. Virtually all of the pipeline industry research on this topic refers back to the collective works of M. G. Spangler (and his graduate students) at Iowa State University during the 1940s through 1960s time frame, and no review on this subject would be complete without a discussion of Spangler's work. Spangler's most important publications include the following:

- Spangler, 1941. Spangler, M. G., "*The Structural Design of Flexible Pipe Culverts*", Bulletin 153, Iowa Engineering Experiment Station, Ames, Iowa, 1941.
- Spangler, 1946. Spangler, M.G. and Hennessy, R.L., "*A Method of Computing Live Loads Transmitted to Underground Conduits*", Proceedings Highway Research Board, 26:179, 1946.
- Spangler, 1954. Spangler, M.G., "*Secondary Stresses in Buried High Pressure Pipe Lines*", The Petroleum Engineer, November, 1954.
- Spangler, 1964. Spangler, M.G., "*Pipeline Crossings Under Railroads and Highways*", Journal of the AWWA, August, 1964.
- Watkins and Spangler, 1968. Watkins, R.K., and Spangler, M.G., "*Some Characteristics of the Modulus of Passive Resistance of Soil – A Study in Similitude*", Highway Research Board Proceedings, Vol. 37, 1968 pp. 567-583.

The main developments from Spangler's work include the so-called "Spangler stress formula" (used to compute stresses in buried pressurized pipe) and the "Iowa formula" (used to compute ovality in buried culverts). A brief overview of these formulas is provided in the following sections.

2.3.1.1 The Spangler Stress Formula

The Spangler stress formula computes an estimate of the additive circumferential bending stress (σ) at the bottom of the pipe cross section (in psi) due to vertical load as follows:

$$\sigma = \frac{6 \cdot K_b \cdot W_{vertical} \cdot E \cdot t \cdot r}{E \cdot t^3 + 24 \cdot K_z \cdot P \cdot r^3} \qquad (2.1)$$

where $W_{vertical}$ is the vertical load due to fill and surface loads including an impact factor (lb/in), E is the pipe modulus of elasticity (psi), t is the pipe wall thickness (inches), r is the mean pipe radius (inches) and P is the internal pressure (psi). The terms K_b and K_z are bending moment and deflection parameters respectively (based on theory of elasticity solutions for elastic ring bending) which depend on the bedding angle as shown in Table 2-1.

Table 2-1. Spangler Stress Formula Parameters K_b and K_z

Bedding Angle (deg)	Moment Parameter K_b	Deflection Parameter K_z
0	0.294	0.110
30	0.235	0.108
60	0.189	0.103
90	0.157	0.096
120	0.138	0.089
150	0.128	0.085
180	0.125	0.083

Note that the denominator of this expression includes a pipe stiffness term ($E \cdot t^3$) and a pressure term ($24 \cdot K_z \cdot P \cdot r^3$) which is sometimes referred to as a "pressure stiffening" term since the pipe internal pressure will provide resistance to ovalling. Bedding angles of 0, 30 and 90 degrees are taken as corresponding to consolidated rock, open trench and bored trench conditions, respectively. Numerous references in the literature are "hardwired" based on a bedding angle of 30^o (i.e., K_b=0.235 and K_z=0.108). The Spangler stress equation is used to compute circumferential stresses due to vertical loads in several pipeline industry guideline documents including:

API RP 1102. American Petroleum Institute, "*Steel Pipelines Crossing Railroads and Highways*", API Recommended Practice 1102, Sixth Edition, April 1993 (reaffirmed July 2002).

GPTC, 1998/2000. GPTC Guide for Gas Transmission and Distribution Systems - 1995-1998 and 1998-2000, Guide Material Appendix G-192-15, "*Design of Uncased Pipeline Crossings of Highways and Railroads*", American Gas Associations, Arlington, VA.

CSA Z662, While not specifically referenced in CSA Z662 the equation was utilized in the development of the section on uncased railway crossings.

According to Spangler, 1964:
"*...this expression (the Spangler stress equation) is limited to pipes laid in open ditches that are backfilled without any particular effort to compact the soil at the sides and to bored in place pipe at an early stage before soil has moved into effective contact with the sides of the pipe. This expression probably gives stresses that are too high in installations where the soil at the sides of the pipe is well compacted in tight contact with the pipe...*" This limitation statement clearly implies that stresses predicted using Spangler stress formula are conservative for buried pipe that is in intimate contact with the soil at the side walls.

2.3.1.2 The Iowa Formula

The Iowa Formula computes an estimate of the pipe ovality due to vertical load as follows:

$$\Delta X = \frac{K_z \cdot [D_L \cdot W_{vertical}] \cdot r^3}{E \cdot I + 0.061 \cdot E' \cdot r^3} \qquad (2.2)$$

where the terms that have not been previously defined in Section 2.3.1.1 are; ΔX the maximum deflection of the pipe (inches), D_L is the "deflection lag factor", I is the moment of inertia of the cross section of the pipe wall per unit length ($I=t^3/12$, in^3) and E' is the modulus of soil reaction (psi). Note that the denominator of this expression includes a pipe stiffness term ($E \cdot I$) and a soil resistance term ($0.061 \cdot E' \cdot r^3$) but does not include a pressure stiffening term since it was developed for un-pressurized, flexible casing pipes. The deflection parameter (K_z) is normally "hardwired" based on a bedding angle of 30° (i.e., K_z=0.108).

Spangler recognized that the soil consolidation at the sides of the pipe under fill loads continued with time after installation of the pipe, and he accounted for this condition using the "deflection lag factor" term D_L. His experience had shown that ovalling deflections could increase by as much as 30% over 40 years. For this reason, he recommended the use of a deflection lag factor of 1.5 as a conservative design procedure for fill loads. Other references (e.g., AWWA Manual M11) refer to D_L values in the range from 1.0 to 1.5. We believe that it would be reasonable and appropriate to consider the use of a different deflection lag factor for fill loads which act on the pipe for long time periods rather than for traffic loads which act on the pipe for short periods of time (i.e., during the vehicle passage).

The modulus of soil reaction, E' which defines the soil's resistance to ovalling is an extremely important parameter in the Iowa formula. Useful background and discussion on the selection of E' values are presented in the following references:

Moser, 1990. Moser, A.P., "*Buried Pipe Design*", McGraw Hill, 1990.
Hartley and Duncan, 1987. Hartley, J.D. and Duncan, J.M., "*E' and its Variation with Depth*", ASCE Journal of Transportation Engineering, Vol. 113, No. 5, September, 1987.
Masada, 2000. Masada, T., "*Modified Iowa Formula for Vertical Deflection of Buried Flexible Pipe*", ASCE Journal of Transportation Engineering, September/October, 2000.

Table 2-2 (after Moser, 1990) provides published average values of the modulus of soil reaction E' for a range of soil types under different levels of bedding compaction.

Table 2.3 (after Hartley and Duncan, 1987) provides a range of values of E' for a range of soil types, compaction levels, and cover depths. Hartley and Duncan, 1987 also provide very clear guidance on the selection of E'. This paper indicates that E' can be taken as equal to the constrained modulus of the soil, M_s which can be established based on relatively simple laboratory tests.

The Iowa formula is used as a basis for estimating ovalling deflections due to vertical loads in several pipeline industry guideline documents including:

- AWWA M11, 1999. American Water Works Association, "*Steel Pipe – A Guide for Design and Installation*", AWWA Manual M11, 3rd Edition, 1999.
- ALA, 2001. American Lifelines Alliance, "*Guidelines for the Design of Buried Steel Pipe*", Published by the ASCE American Lifelines Alliance, www.americanlifelinesalliance.org, July 2001.

Table 2-2. Design Values of E', psi (From Moser, 1990)

TABLE 3.4 Average Values of Modulus of Soil Reaction, *E'* (For Initial Flexible Pipe Deflection)

Soil type-pipe bedding material (Unified Classification System*)	*E'* for degree of compaction of bedding, lb/in^2			
	Dumped	Slight, < 85% proctor, < 40% relative density	Moderate, 85%–95% proctor, 40%–70% relative density	High, >95% proctor, > 70% relative density
Fine-grained soils (LL > 50)† Soils with medium to high plasticity CH, MH, CH-MH	No data available; consult a competent soils engineer; Otherwise use *E'* = 0			
Fine-grained soils (LL < 50) Soils with medium to no plasticity CL, ML, ML-CL, with less than 25% coarse-grained particles	50	200	400	1000
Fine-grained soils (LL < 50) Soils with medium to no plasticity CL, ML, ML-CL, with more than 25% coarse-grained particles; Coarse-grained soils with fines GM, GC, SM, SC contains more than 12% fines	100	400	1000	2000
Coarse-grained soils with little or no fines GW, GP, SW, SP‡ contains less than 12% fines	200	1000	2000	3000
Crushed rock	1000	3000	3000	3000
Accuracy in terms of percentage deflection§	± 2	± 2	± 1	± 0.5

*ASTM Designation D2487, USBR Designation E-3
†LL = liquid Limit
‡Or any borderline soil beginning with one of these symbols (i.e., GM-GC, GC-SC)
§For ± 1% accuracy and predicted deflection of 3%, actual deflection would be between 2% and 4%.

NOTE: Values applicable only for fills less than 50 ft (15 m). Table does not include any safety factor. For use in predicting initial deflections only, appropriate deflection lag factor must be applied for long-term deflections. If bedding falls on the borderline between two compaction categories, select lower *E'* value or average the two values. Percentage proctor based on laboratory maximum dry density from test standards using about 12,500 ft-lb/ft^3 (598,000 J/m^1) (ASTM D698, AASHO T-99, USBR Designation E-11). 1 lb/in^2 = 6.9 kN/m^2.

SOURCE: Amster K. Howard, "Soil Reaction for Buried Flexible Pipe," U.S. Bureau of Reclamation, Denver, Colo. Reprinted with Permission from American Society of Civil Engineers *J. Geotech. Eng. Div.*, January 1977, pp. 33–43.

Table 2-3. Design Values of E', psi (from Hartley and Duncan, 1987)

Type of Soil	Depth of Cover (ft)	Standard AASHTO* Relative Compaction			
		85 %	90 %	95 %	100 %
Fine-grained soils with less than 25 percent sand content (CL, ML, CL-ML)	0-5	500	700	1,000	1,500
	5-10	600	1,000	1,400	2,000
	10-15	700	1,200	1,600	2,300
	15-20	800	1,300	1,800	2,600
Coarse-grained soils with fines (SM, SC)	0-5	600	1,000	1,200	1,900
	5-10	900	1,400	1,800	2,700
	10-15	1,000	1,500	2,100	3,200
	15-20	1,100	1,600	2,400	3,700
Coarse-grained soils with little or no fines (SP, SW, GP, GW)	0-5	700	1,000	1,600	2,500
	5-10	1,000	1,500	2,200	3,300
	10-15	1,050	1,600	2,400	3,600
	15-20	1,100	1,700	2,500	3,800

*Note: AASHTO is the American Association of State Highway Transportation Officials.
Table reproduced from Hartley and Duncan, 1987

2.3.1.3 Discussion of Load Terms in Spangler Stress Formula and Iowa Formula

As described above, the Spangler stress formula and the Iowa Formula both operate on a load per unit length of pipe, $W_{vertical}$ resulting from either fill and/or surface loads. Hence, a key aspect of these formulas is the estimation of the effective fill and surface loads at the top of the pipe. These loads are discussed in this section.

Pipe Load Due to Fill

Spangler computed the pressure transmitted to the pipe due to earth (fill) load based on Marston's load theory (Marston, 1913) as follows:

$$W_{fill} = C_d \cdot \gamma \cdot B_d^2 \qquad (2.3)$$

where C_d is a fill coefficient, γ is the soil density and B_d is the effective trench width. Values of the fill coefficient C_d for different soils are tabulated as a function of the trench geometry (defined based on the ratio of the depth of soil cover H to the effective trench width B_d) and soil type in several references (e.g., the GPTC Guide, Spangler and Hennessy, 1946, etc.).

Pipe Load Due to Surface Wheel Load

Spangler computed the load transmitted to the pipe due to surface wheel load using Boussinesq theory for a surface point load based on numerical integration performed by Hall (see Spangler and Hennessy, 1946) as follows:

$$W_{wheel} = 4 \cdot C_t \cdot \frac{W}{L} \qquad (2.4)$$

where C_t is a wheel load coefficient, W is the wheel load (including an impact factor) and L is the effective length of pipe (most references to this equation use an effective length L=3 feet). Values of the wheel load coefficient C_t are tabulated for different trench geometries (i.e., based on the ratios of $D/2H$ and $L/2H$) in several references (e.g., Spangler and Hennessy, 1946, Spangler, 1954, etc.).

Pipe Load Due to Surface Rectangular Footprint Load

Spangler computed the load transmitted to the pipe due to surface load with a rectangular footprint using Boussinesq theory based on numerical integration performed by Newmark (see Newmark, 1935) as follows:

$$W_{rectangular} = 4 \cdot C_t \cdot \frac{W \cdot D}{A} \qquad (2.5)$$

where C_t is a rectangular load coefficient, W the total load on a rectangular footprint (including an impact factor), D is the pipe diameter, and A is the area of the rectangular footprint. Values of the rectangular load coefficient C_t are tabulated for different trench geometries and rectangular footprints in several references (e.g., AWWA M11, Spangler 1964, etc.).

Given the computed loading on the buried pipe from either fill or traffic loads (i.e., W_{fill}, W_{wheel}, or $W_{rectangular}$ or as a more general vertical load term $W_{vertical}$), the Spangler stress and Iowa formulas can be used directly.

2.3.2 A Proposed Modification to the Spangler Stress Equation

Based on our experience with the available methods to evaluate fill and surface loading effects on buried pipelines, we favor the use of industry accepted Boussinesq-type expressions that relate the fraction of surface load transferred to the pipe at the depth of soil cover combined with "Spangler type" calculations to compute pipe stresses due to fill and/or surface loads (as discussed in Sections 2.3.1 and 2.3.2) over the step-by-step evaluation procedure provided in the 1993 version of API RP 1102, especially for the purposes of initial screening evaluations.

The Spangler stress formula can be extended to include the beneficial effects of lateral soil restraint based on Watkins work (see Watkins and Spangler, 1968). This first-principles approach can be applied to a variety of equipment loads and are not limited to particular ranges of physical variables. It also provides a means of removing some of the conservatism inherent in the original Spangler stress equation by including lateral soil restraint even if only for the purpose of performing "what if" analyses. In order to modify the Spangler circumferential stress formula to include a soil resistance term that is consistent with the one used in the Iowa Formula, it is necessary to manipulate the stress and ovality Equations (2.1) and (2.2). This is accomplished using a relationship between ovality and circumferential stress. Based on information provided in Spangler, 1964, it can be shown that the maximum through-wall circumferential bending stress due to ovality ΔX is:

$$\sigma = \frac{K_b}{2 \cdot K_z} \cdot \frac{\Delta X \cdot E \cdot t}{r^2} \qquad (2.6)$$

where all of the variables are as previously defined. Solving Equation (2.6) for ΔX and substituting the circumferential stress σ from Equation (2.1) leads to the following expression of the Spangler stress formula in terms of ovality:

$$\Delta X = \frac{12 \cdot K_z \cdot W_{vertical} \cdot r^3}{E \cdot t^3 + 24 \cdot K_z \cdot P \cdot r^3} \qquad (2.7)$$

Recall that the 0.108 (K_Z) coefficient in the Iowa formula corresponds to a 30° bedding angle. Setting K_Z=0.108 in Equation (2.7), then aligning the resulting expression next to the Iowa formula yields the following:

Spangler Stress Expression	Iowa Formula	
$\Delta X = \frac{1.296 \cdot W_{vertical} \cdot r^3}{E \cdot t^3 + 2.592 \cdot P \cdot r^3}$	$\Delta X = \frac{0.108 \cdot W^*_{vertical} \cdot r^3}{E \cdot I + 0.061 \cdot E' \cdot r^3}$	(2.8)

Recognizing that $E \cdot t^3$ is equal to $12 \cdot E \cdot I$, the numerator and denominator of the Spangler stress expression for ΔX (on the left) can be multiplied by 1/12 in order to cast the denominator of both expressions in terms of the pipe wall bending stiffness (E·I):

$$\Delta X = \frac{0.108 \cdot W_{vertical} \cdot r^3}{E \cdot I + 0.216 \cdot P \cdot r^3} \qquad \Delta X = \frac{0.108 \cdot W^*_{vertical} \cdot r^3}{E \cdot I + 0.061 \cdot E' \cdot r^3} \qquad (2.9)$$

Note that the only difference between the numerators of these two expressions is that the one based on the Iowa formula (on the right) includes a load term $W^*_{vertical}$ which is equal to $W_{vertical}$ multiplied by the deflection lag factor. By scaling the deflection lag factor as a ratio of the two denominators (discussed later), the soil term from the Iowa formula can be added directly to the denominator of the Spangler stress expression for ovality to obtain a combined ovality expression (dropping the * on the vertical load term):

$$\Delta X = \frac{0.108 \cdot W_{vertical} \cdot r^3}{E \cdot I + 0.216 \cdot P \cdot r^3 + 0.061 \cdot E' \cdot r^3} \quad (2.10)$$

It is worth noting here that Rodabaugh (Rodabaugh, 1968) suggested a very similar expression to qualitatively combine pressure stiffening and soil restraint effects:

$$\Delta X = \frac{0.135 \cdot W_{vertical} \cdot r^3}{E \cdot I + 0.216 \cdot P \cdot r^3 + 0.061 \cdot E' \cdot r^3} \quad (2.11)$$

where the coefficient of 0.135 in the numerator corresponds to a bedding angle of 30° with an effective deflection lag factor of 1.25 (i.e., 0.135=0.108·1.25).

Multiplying both the numerator and denominator of the combined ovality expression (2.10) by 12 gives:

$$\Delta X = \frac{1.296 \cdot W_{vertical} \cdot r^3}{E \cdot t^3 + 2.592 \cdot P \cdot r^3 + 0.732 \cdot E' \cdot r^3} \quad (2.13)$$

Then converting back to stress using Equation (2.6) results in the following combined expression for circumferential pipe stress:

$$\sigma = \frac{1.41 \cdot W_{vertical} \cdot E \cdot t \cdot r}{E \cdot t^3 + 2.592 \cdot P \cdot r^3 + 0.732 \cdot E' \cdot r^3} \quad (2.14)$$

NOTE: The above equation has both (K_z & K_b) "hardwired" based on a bedding angle of 30° (i.e., K_z=0.108, K_b=0.235) which is considered conservative. The equation in it's full form is as follows:

$$\sigma = \frac{6 \cdot K_b \cdot W_{vertical} \cdot E \cdot t \cdot r}{E \cdot t^3 + 24 \cdot K_z \cdot P \cdot r^3 + 0.732 \cdot E' \cdot r^3} \quad (2.15)$$

Notice that if the term *E'* in the denominator is set equal to zero, Equation (2.14) reduces to the original Spangler stress formula. If the *P* term in the denominator is set equal to zero, this expression reduces to a stress that is consistent with the Iowa formula (when the load term $W_{vertical}$ includes the deflection lag factor).

As previously noted, we believe that it would be reasonable and appropriate to consider the use of a different deflection lag factor for fill loads which act on the pipe for long time periods instead of traffic loads which act on the pipe for short periods of time (i.e., during the vehicle passage). Recall that the lag factor is used to account for Spangler's observations that ovality due to earth fill can increase by up to 30% over long time periods. Spangler recommended a value of 1.5 as a conservative design procedure. Moser, 1990 and AWWA M11, 1999 refer to a range from 1.0 to 1.5, and Rodabaugh (Rodabaugh, 1968) suggested a value of 1.25. If the modified Spangler stress formula is used, we recommend a deflection lag factor for fill loads equal to the lesser of 1.30 or the ratio of the denominator in the modified Spangler stress formula to the denominator in the original Spangler stress formula. Since surface traffic loads act on the pipe for short time periods (i.e., during the vehicle passage) a deflection lag factor of 1.0 is recommended for short-term vehicle loading.

2.3.3 Review of Recent Pipeline Industry Research

Pipeline industry research on the subject of loads on buried pipes has continued from the Spangler era to the present day. Without undertaking a totally comprehensive review of this work, we have elected to highlight some of the more important modern references on this subject, some of which contain their own literature reviews.

In a multi-year project sponsored by the Gas Research Institute, researchers at Cornell University:

- performed a review of current practices for pipeline crossings at highways and railways,
- reviewed existing analytical models to estimate buried pipe stresses,
- undertook detailed finite element analysis (FEA) of buried pipe configurations subject to fill and surface loads, and
- performed experimental evaluations of augerbored pipelines at rail road crossings.

The primary reports from this research are:

- GRI, 1987. Gas Research Institute, "*Analytical Study of Stresses in Transmission and Distribution Pipelines Beneath Railroads*", Topical Report of Task 2, June 1985-February 1987, Department of Structural Engineering, Cornell University, September 15, 1987.
- GRI, 1988. Gas Research Institute, "*State-of-the-Art Review: Practices for Pipelines Crossings at Highways*", Topical Report, June 1987-June 1988, School of Civil and Environmental Engineering, Cornell University, September, 1988.
- GRI, 1991. Ingraffea, A. R., O'Rourke, T. D., and Stewart, H. E., "*Technical Summary and Database for Guidelines for Pipelines Crossing Railroads and Highways*", Cornell University School of Civil and Environmental Engineering Final Report to Gas Research Institute, GRI-91/0285, Dec. 1991.

Each of these references is focused on pipes installed via bored-in-place construction which is common for highway and railway crossings. This research provides a very useful summary of the important factors affecting buried pipe response to fill and surface loads as well as a review of the existing analysis methods (i.e., the Spangler stress formula and the Iowa formula) for evaluating the pipe response to fill and surface loads. The main findings from the review of the existing methods were:

- The Boussinesq theory used to estimate the surface load experienced by the pipe assumes that the loaded soil mass is homogeneous and neglects the presence of the pipe within the soil.
- The Spangler stress formula and the Iowa formulas have an inconsistent treatment for pressure stiffening and soil resistance effects.

Reference (GRI, 1987) provides modified expressions for the loads due to fill (analogous to Equation 2.3) and the loads due to surface loads (analogous to Equations 2.4 and 2.5) for pipe installed via bored-in-place construction. This reference also proposes a modified version of the Spangler stress formula (analogous to Equation 2.14) for pipe installed via bored-in-place construction with three resistance terms in the denominator (one for pipe stiffness, one for pressure stiffening, and one for soil resistance). A significant contribution of the Cornell/GRI research is that in addition to providing equations to compute pipe circumferential stresses on buried pipes due to fill and surface loads, it also highlights:

- the possible development of longitudinal stresses due to bending of the pipe under surface loads,
- the evaluation of combined or bi-axial (e.g., von Mises) stress conditions with respect to appropriate stress limits, and
- the evaluation of cyclic stresses with respect to a fatigue endurance stress limit.

The Cornell/GRI work led to the development of guidelines for the design and evaluation of uncased pipelines that cross railroads and highways, which have been implemented into a personal computer program called PC-PISCES. The results of the Cornell/GRI work are also embodied in the following pipeline industry recommended practice document:

- API RP 1102, 1993. American Petroleum Institute, "*Steel Pipelines Crossing Railroads and Highways*", API Recommended Practice 1102, Sixth Edition, April 1993 (reaffirmed 2003).

The Cornell/GRI/API guidelines consist of a set of equations for the circumferential and longitudinal pipe stresses that are created by surface live load, earth dead load, and internal pressure. The equations for the live load stresses are nonlinear, with functions/curves that were fit to the results of a series of FEA simulations. The FEA results were validated through comparisons with experimental data from tests on two full-scale auger bored pipeline crossings.

Various combinations of the computed pipe stresses are checked to guard against fatigue damage of longitudinal and girth welds and to guard against excessive yielding.

While these guidelines were developed from tests and analyses of uncased pipelines that are installed with auger boring beneath railroads and highways, they are often employed by pipeline engineers for the more common case of pipelines installed via trenched construction. The procedure is also restricted to cover depths greater than or equal to 3 feet and has been specifically developed based on AASHTO H20 truck loads with small footprints associated with tire pressures typically in excess of 550 kPa (80 psig). Several important limitations are inherent to these guidelines, namely that the approach cannot be extrapolated to shallow cover situations. It also may not scale correctly to different types of equipment that ride on floatation tires or caterpillar tracks where ground surface pressures are less than 50 psig. Further, it determines pipeline stresses in a non-traditional manner. These issues may create a barrier to uniform adoption by pipeline companies.

Several ongoing research programs have been undertaken by the Pipeline Research Council International, Inc. (PRCI) and SoCalGas with an emphasis on the determination of stresses developed in pipes with shallow cover and subject to extreme loading situations. The first project is Project Number PR-15-9521 (Phase 1) and PRCI-15-9911 (Phase 2): *Effects of Non-Typical Loading Conditions on Buried Pipelines* being performed by Southwest Research Institute (SwRI). This work includes full-scale tests of shallow covered pipes buried in sand and clay with diameters ranging from 16 to 36 inches and subjected to fill, concentrated, and distributed surface loads. A related follow-on project, Project Number GRI-8442: "*Centrifuge and Full-Scale Modeling Comparison for Pipeline Stress Due To Heavy Equipment Encroachment,*" is currently being undertaken by C-CORE. This project includes full-scale tests of 16-inch diameter, shallow pipe subject to concentrated surface loads and complementary centrifuge modeling. Results of this study will be used to determine if small-scale testing performed in a centrifuge is a reliable means for expanding the data set developed by SwRI for surface model/guidelines development. Another approach to database development is being studied in a project titled "*Buried Pipelines Subjected to Surcharge Loads: Finite-Element Simulations.*" This study is being undertaken by the University of Texas-Austin, and involves the development and validation of a finite element analysis procedure for simulating shallow covered pipelines subjected to rectangular footprint surface loadings based on the SwRI distributed load tests. The most recent follow-on project, led by C-FER Technologies, is Project Number PR-244-03158: "*Effects of Static and Cyclic Surface Loadings on the Performance of Welds in Pre-1970 Pipelines.*" It is intended to apply the SwRI shallow cover test database and all other related databases in the development of analysis tools with special emphasis on the evaluation of welds in pre-1970's pipelines. Unfortunately, none of these ongoing projects have been completed or documented at the time of this study. We recommend that this work be reviewed as the reports become available.

2.3.4 Review of CSA Standard Z183 Working Group on Crossings Position Paper

The paper CSA Standard Z183 Working Group on Crossings, *"Position Paper on Recommended Technical Specifications for Pipeline Crossings of Railways,"* provides a useful overview of issues surrounding oil and gas pipeline crossings at railroads as well as other crossings in Canada. This document provides a review of applicable standards and regulations in other countries, compiles a list of references that an engineer could use for a site-specific crossing analysis, and develops a summary recommendation for a conservative design for common crossings that could be incorporated into a standard or regulation. It also provides useful commentary and background on the procedures for the analysis of buried pipe loads and stresses, design approaches (including the Spangler stress and Iowa formulas), and the selection of design variables. Several key points from this reference are summarized as follows:

- For computing pipe stresses, the CSA Z183 Working Group advocated the use of both the Spangler stress formula and the Iowa formula to superimpose the results such that the Iowa formula would be used to establish the maximum bending stress of the pipe. The Spangler pressured formula would be utilized if the resultant stress was less than the result of the Iowa formula. Recommended values of various design parameters (e.g., soil density, soil type, impact factor, load coefficient, etc.) are provided.
- The Working Group points out that the computed pipe stress should be compared to allowable pipe stresses, including an appropriate safety factor, and the potential for fatigue damage due to the cyclic loading on the longitudinal or spiral pipe seam should be addressed.
- The Working Group paper also provided discussion on the fatigue capacity of pipes. The fatigue endurance limit ultimately adopted in CSA Z662 was 69 MPa (10 ksi).
- The Working Group provides a recommended limit on the D/t ratio for railroad crossings to a maximum of 85.
- The Working Group recommended the following stress limits with respect to railroad crossings: a maximum hoop stress due to internal pressure of 50% specified minimum yield stress (SMYS), a maximum combined circumferential stress (due to pressure, fill and traffic) of 72% SMYS, and a maximum combined equivalent stress of 90% SMYS.

2.4 Summary of Principle Methods for Evaluating Vertical Loading Effects on Buried Pipelines

Section 2.3 of this report provided a review of what we believe are the principle methods for evaluating the effects of fill and surface loads on buried pipes. Any method for evaluating these loading effects must consider the following:

- The pipe properties including diameter *D*, wall thickness *t*, and modulus of elasticity *E*
- The internal pressure *P*
- The depth of soil cover *H*, the effective trench width B_d, and the soil type
- The effective length of the pipe *L*
- The construction method and the pipe bedding angle
- The modulus of soil resistance *E'*
- The magnitude of the surface load *W*
- The footprint of the load (e.g., point load or rectangular load)
- The impact factor corresponding to a given surface load
- The effective number of cycles corresponding to a given surface load

Given these parameters, it is possible to develop estimates of the pipe stresses and ovalling deflections that result from fill and surface loads. With the stress and deflection estimates, the engineer must make decisions regarding the safety of the buried pipe which requires additional information including:

- The specified minimum yield stress (SMYS) of the pipe
- The type of longitudinal weld
- The quality of the girth welds
- The possible presence of corrosion or other anomalies
- Stresses due to other loads including:
    - internal pressure
    - temperature differential
    - longitudinal bending or roping of the pipe

The results of the evaluation should be checked for various pipe stress demand-capacity measures, including the total circumferential stress due to internal pressure, fill and surface loads. The results should also be checked for biaxial stress combinations of the circumferential and the longitudinal stress due to temperature differential and Poisson's effect and bending. There should also be cyclic stress range demand-capacity checks to guard against fatigue damage. The following process flow diagram entitled "Pipeline Surface Loading Acceptability" (Figure 2-1) has been developed to illustrate the recommended process to be followed in determining the acceptability of surface loading. The following sections address the development of a simplified screening process that embodies the process identified in the diagram.

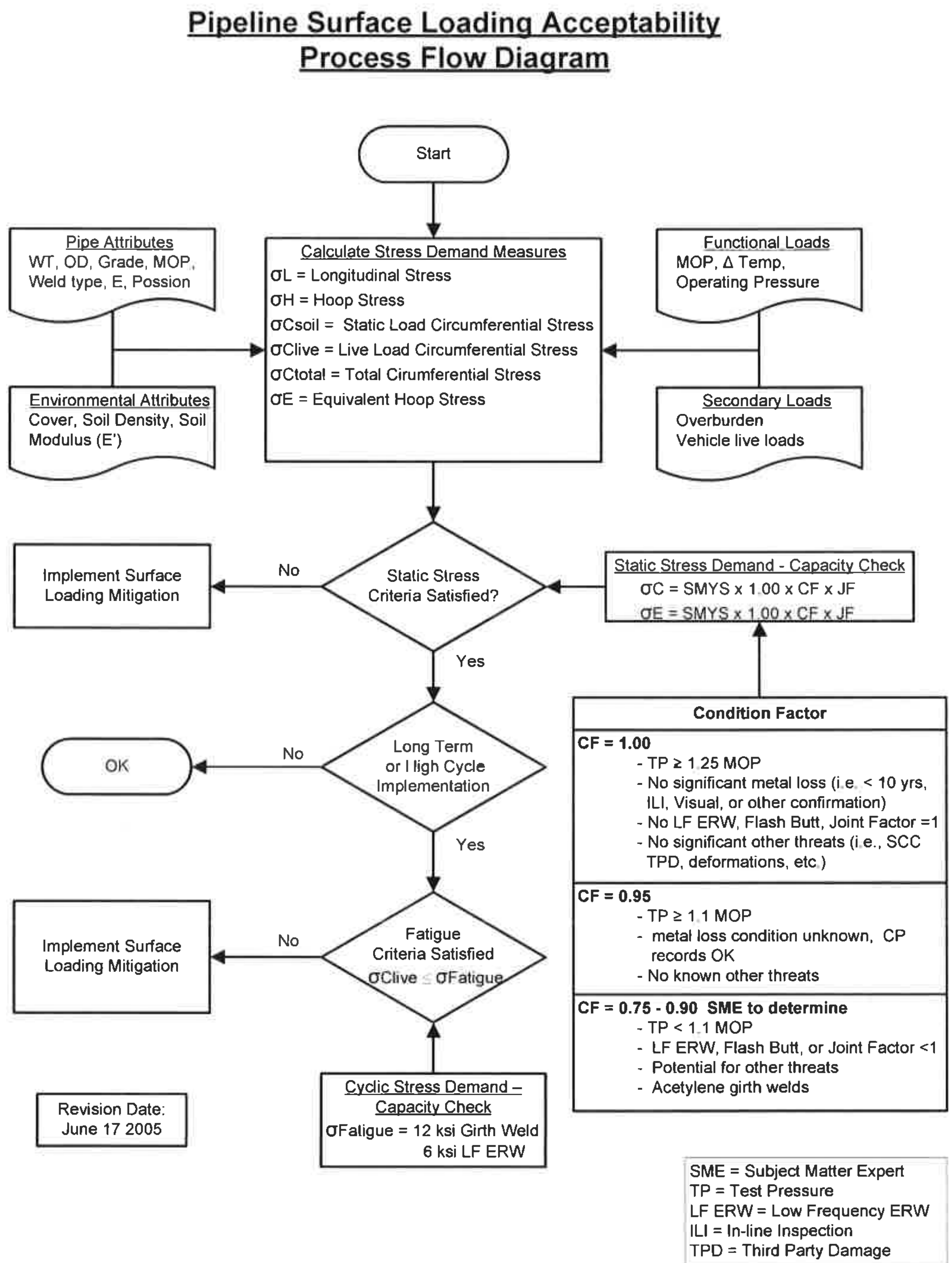

Figure 2-1. Pipeline Surface Loading Acceptability Process Flow Diagram

2.5 Proposed Development of Screening Process

Once all of the information described in this section is gathered, an engineer can perform the necessary calculations required to make an evaluation of the buried pipe situation at hand. In addition, by having an understanding of the theory behind and the limitations of the calculations used to develop the estimated stresses, the engineer must utilize judgment and experience to make decisions regarding the pipeline integrity and safety.

Despite all of the information required to make an assessment of a buried pipe subject to fill and surface loads, it is feasible to develop a relatively simple buried pipe screening procedure based on parametric analyses of various combinations of the input information. The idea is to use the developed theory to develop a series of charts that can evaluate a range of practical buried pipe and loading configurations on a simple "pass/no pass" basis. Situations which pass this initial screening would require no additional analysis, while situations that do not pass the initial screening may need to be evaluated on a more detailed basis. The development of this screening procedure will obviously have to rely on the existing methods for evaluating vertical load effects on buried pipe. Ideally the calculations will be reasonably conservative. Table 2-4, which was developed as a starting point to selecting the appropriate calculation method, provides a comparative assessment of the principle methods.

The second task of the proposed work for this project (see Section 3) is the development of a simple screening method which will allow a pipeline operator to determine whether or not a given crossing application requires added protection or whether a more detailed calculation is appropriate. The goal of the screening method is to implement a relatively simple procedure based on easily obtainable attributes such as wheel or axle load, ground surface contact area and/or surface loading pressure, depth of cover, maximum allowable operating pressure and design factor.

Table 2-4. Comparison of Principle Methods for Evaluating Vertical Loading Effects on Buried Pipelines

Method	Strength	Limitation	Comments
Spangler Stress Formula	• Easy to program • Includes pressure stiffening • Applies for full range of bedding angles	• Neglects soil restraint	• Requires coefficients from Boussinesq theory to estimate load at top of pipe • Considered to be conservative
Iowa Formula	• Easy to program • Includes lateral soil restraint	• Computes deflection, not stress • Neglects pressure stiffening • Need to select soil parameter E' • Need to select lag factor • Hardwired to 30 degree bedding angle	• Requires coefficients from Boussinesq theory to estimate load at top of pipe
API RP 1102, 1993	• Provides detailed flow chart • Computes multiple stress components • Performs stress demand-capacity checks • Includes check for fatigue	• Limited to auger bore construction • Limited to cover depths ≥ 3 feet • Hardwired to AASHTO H20 truck loads with tire pressures typically in-excess of 550 kPa (80 psig).	• Difficult to manually perform calculations • Requires PC-PISCES or technical toolbox
Modified Spangler Stress Equation with Soil Restraint	• Easy to program • Includes pressure stiffening • Includes lateral soil restraint	• Need to select soil parameter E' • Need to select lag factor	• Requires coefficients from Boussinesq theory to estimate load at top of pipe. • Inclusion of soil restraint term removes some conservatism

2.6 References

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3.0 PROPOSED APPROACH FOR SCREENING BURIED PIPELINES SUBJECTED TO SURFACE TRAFFIC

3.1 Introduction

Section 2 provided a *Literature Search Summary* which documented the available methods for evaluating the effects of fill and surface loads on buried pipelines. Using this information as a starting point, the second work task was to develop a simple screening method. This method will allow a pipeline operator to determine whether or not a given crossing application requires added protection or if a more detailed calculation is appropriate. The goal of the screening method is to use relatively simple and easily obtainable attributes (e.g., wheel or axle load, ground surface contact area and/or surface loading pressure, depth of cover, maximum allowable operating pressure and design factor). The screening calculations are summarized in the next section.

3.2 Overview of Screening Approach

A modified version of the Spangler stress formula was presented in Section 2. The modified formula is:

$$\sigma = \frac{6 \cdot K_b \cdot W_{vertical} \cdot E \cdot t \cdot r}{E \cdot t^3 + 24 \cdot K_z \cdot P \cdot r^3 + 0.732 \cdot E' \cdot r^3} \qquad (3.1)$$

where $W_{vertical}$ is the vertical load due to fill and surface loads including an impact factor (lb/in), E is the pipe modulus of elasticity (psi), t is the pipe wall thickness (inches), r is the mean pipe radius (inches), P is the internal pressure (psi), and E' is the modulus of soil reaction (psi). The terms K_b and K_z are bending moment and deflection parameters respectively (based on theory of elasticity solutions for elastic ring bending) which depend on the bedding angle. The right hand side of Equation (3.1) has been manipulated into the following form by dividing both the numerator and the denominator by $E{\cdot}t^3$ and substituting D/2 for r, where D equals the outside diameter of the pipe.

$$\sigma = \frac{3 \cdot K_b \cdot \frac{W_{vertical}}{D} \cdot \left(\frac{D}{t}\right)^2}{1 + 3 \cdot K_z \cdot \frac{P}{E} \cdot \left(\frac{D}{t}\right)^3 + 0.0915 \cdot \frac{E'}{E} \cdot \left(\frac{D}{t}\right)^3} \qquad (3.2)$$

The stress relationship from Equation (3.2) is plotted at different levels of internal pressure as a function of D/t ratio in Figure 3-1 below. The fixed parameters are shown in the figure box.

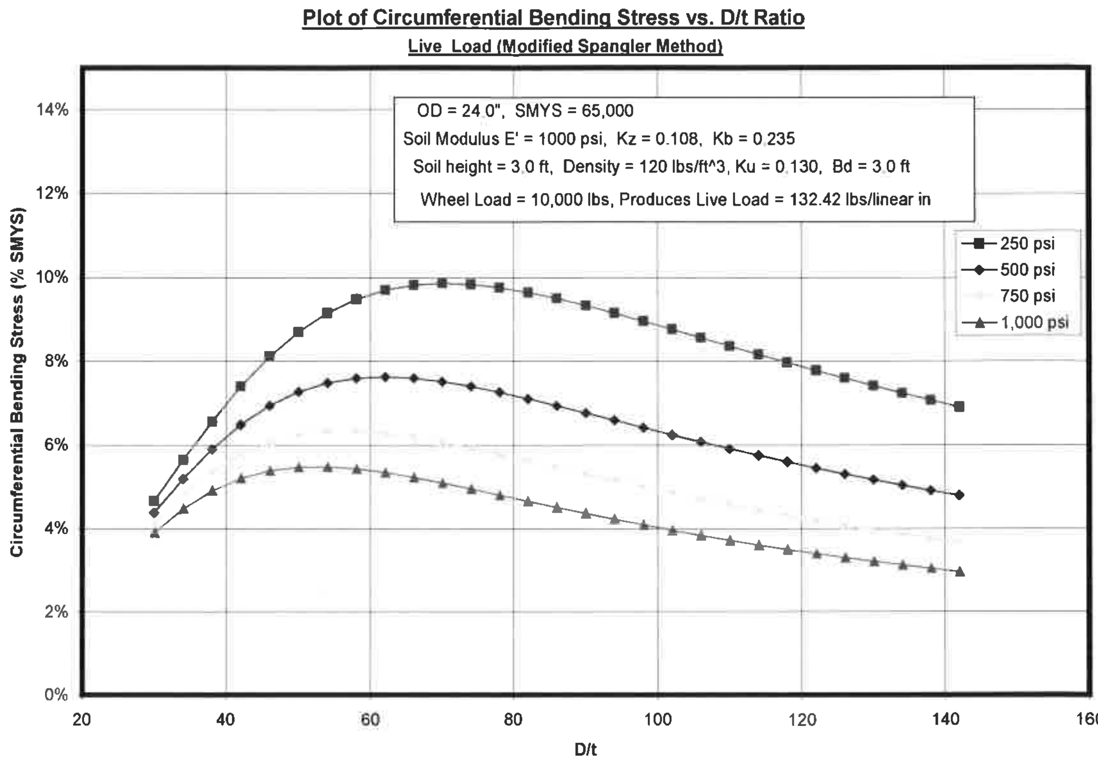

Figure 3-1. Plot of Circumferential Bending Stress vs. D/t Ratio

3.3 Review of Loading Terms

The stress formula described above (Equation 3.2) requires a load per unit length of pipe, $W_{vertical}$ resulting from either fill and/or surface loads. Section 2.3.1.3 provides an overview of how Spangler computed these load terms.

The load transmitted to the pipe in a ditch due to earth (fill) load can be computed based on Marston's load theory as follows:

$$W_{fill} = C_d \cdot \gamma \cdot B_d^2 \qquad (3.3)$$

$$C_d = \frac{1-e^{-2K\mu'\left(\frac{H}{B_d}\right)}}{2K\mu'} \qquad (3.4)$$

where C_d is a fill coefficient, γ is the soil density, B_d is the effective trench width, K is the ratio of active lateral unit pressure to vertical unit pressure, μ' is the coefficient of friction between the fill material and sides of the ditch and H is the height of fill over the pipe. Kμ' can vary between 0.111 and 0.165 depending on the soil conditions. Equation 3.4 is for ditch loading on the pipe. It is recommended that the reader refer to Spangler and Handy's book *Soil Engineering* to ensure that they fully understand how to use Equations 3.3 and 3.4. An alternative method for determining the fill load is to use the prism equation recommended by Moser in *Buried Pipe Design*. The prism formula is:

$$W_{fill} = \gamma \cdot H \cdot D \tag{3.5}$$

No deflection lag factor is required if the prism formula is used.

Note that in Equation (3.2), the pipe diameter (to the extent possible) has been rearranged into the non-dimensional form D/t. The only place that the pipe diameter appears in Equation (3.2) is as a normalizing factor for the load term $W_{vertical}$ (i.e., $W_{vertical}/D$). Hence, other than in the $W_{vertical}/D$ term, Equation (3.2) is independent of the pipe diameter.

The fill loads from Equation (3.3) have been plotted in Figure 3-2 for W_{fill}/D as a function of diameter so that a representative value of W_{fill}/D can be selected that is independent of diameter. A B_d value of D + 10 cm (4 inches) has been selected to represent the long term consolidation of soil around the pipe. The dashed lines represent the value W_{fill}/D selected to be constant for all pipe diameters.

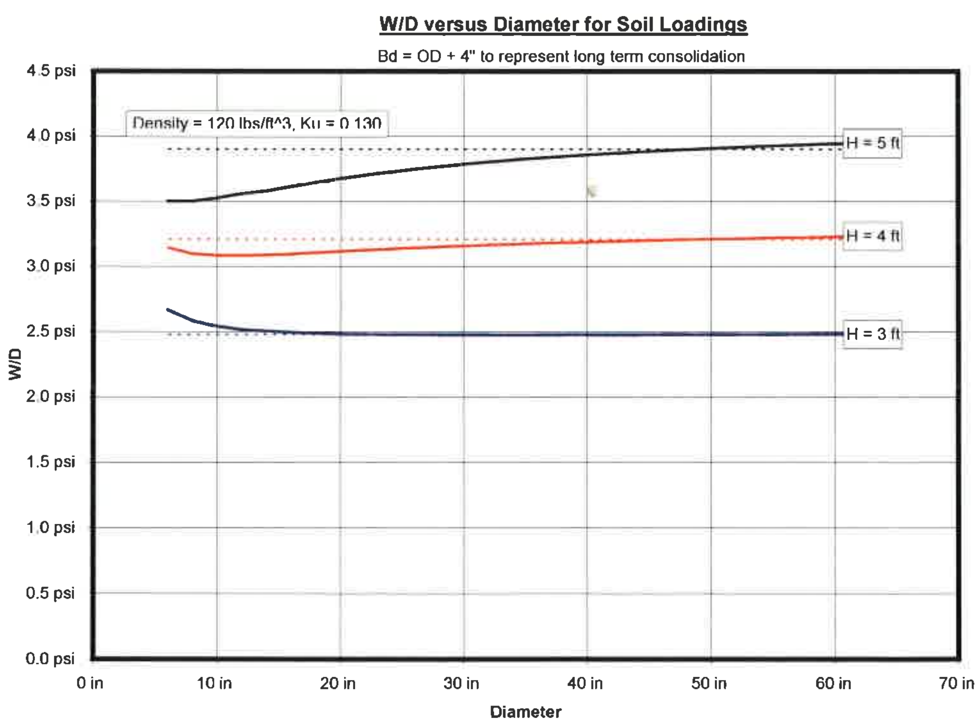

Figure 3-2. W/D versus Diameter for Soil Loadings

The load transmitted to the pipe due to surface wheel load is developed using a numerical integration of the Boussinesq theory for a surface point load:

$$W_{wheel} = 4 \cdot C_l \cdot \frac{W}{L} \qquad (3.6)$$

where C_l is a wheel load coefficient, W is the wheel load (including an impact factor) and L is the effective length of pipe (most references to this equation use an effective length L=3 feet). Values of the wheel load coefficient C_l are tabulated for different trench geometries (i.e., based on the ratios of $D/2H$ and $L/2H$) in several references. A formula to compute the coefficient C_l as a function of $D/2H$ and $L/2H$ has been developed as follows:

$$C_l = 0.25 - \frac{1}{2\pi}\left[\left(\sin^{-1} H\sqrt{\frac{\left(\frac{D}{2}\right)^2+\left(\frac{L}{2}\right)^2+H^2}{\left(\left(\frac{D}{2}\right)^2+H^2\right)\left(\left(\frac{L}{2}\right)^2+H^2\right)}}\right)-\frac{\left(\frac{D}{2}\right)\left(\frac{L}{2}\right)H}{\sqrt{\left(\frac{D}{2}\right)^2+\left(\frac{L}{2}\right)^2+H^2}}\left(\frac{1}{\left(\frac{D}{2}\right)^2+H^2}+\frac{1}{\left(\frac{L}{2}\right)^2+H^2}\right)\right] \qquad (3.7)$$

As stated previously, the D/t value as defined by Equation (3.2) has been made non-dimensional with respect to pipe diameter. Therefore, if a representative value of the W_{wheel}/D term can be selected to cover a full range of diameters, then Equation (3.2) would be fully independent of the pipe diameter.

The wheel loads from Equation (3.6) have been plotted in Figure 3-3 for W_{wheel}/D as a function of diameter so that a representative value of W_{wheel}/D can be selected that represents a full range of diameters independent of pipe diameter. The dashed lines represent the value W_{wheel}/D selected to be constant for all pipe diameters.

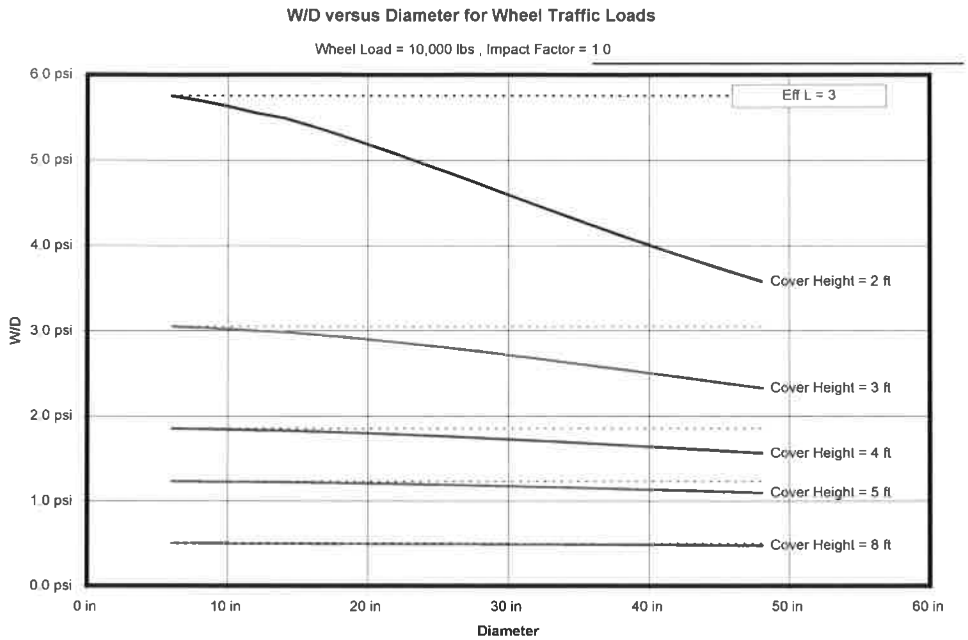

Figure 3-3. W/D versus Diameter for Wheel Traffic Loads

The load transmitted to the pipe due to surface load with a rectangular footprint based on numerical integration of the Boussinesq theory is:

$$W_{rectangular} = 4 \cdot C_t \cdot \frac{W \cdot D}{A} \tag{3.8}$$

where C_t is a rectangular load coefficient, W the total load on a rectangular footprint (including an impact factor), D is the pipe diameter and A is the area of the rectangular footprint. C_t is a function of the length and width of the rectangular footprint (L_{rect} and B_{rect}) and the depth of cover H. Although equations 3.8 and 3.6 are the solutions for different loading scenarios, Spangler points out (Spangler and Handy, 1973) that C_t in Equation 3.8 can be determined from Equation 3.7 by replacing L/2 with L_{rect} /2 and D/2 with $B_{rect}/2$.

Note that because Equation (3.8) for $W_{rectangular}$ has a pipe diameter D term in the numerator, normalizing by D directly removes the diameter dependence in the normalized load expression.

$$\frac{W_{rectangular}}{D} = 4 \cdot C_t \cdot \frac{W}{A} \tag{3.9}$$

The computed normalized loading on the buried pipe from either fill or traffic loads (i.e., W_{fill}/D, W_{wheel}/D, or $W_{rectangular}/D$) can be expressed as a more general vertical load term $W_{vertical}/D$ for use in Equation (3.2).

> Note: A point load can be conservatively estimated by utilizing a rectangular footprint with a surface contact pressure of 550 kPa (80 psi).

3.4 Sensitivity of Surface Contact Pressure

Fixed loads spread over larger rectangular areas generally have significantly less impact on a buried pipeline. The magnitude of change is related to depth of cover with shallow cover exhibiting the larger effects. Figure 3-4 shows the effects of varying surface contact pressures.

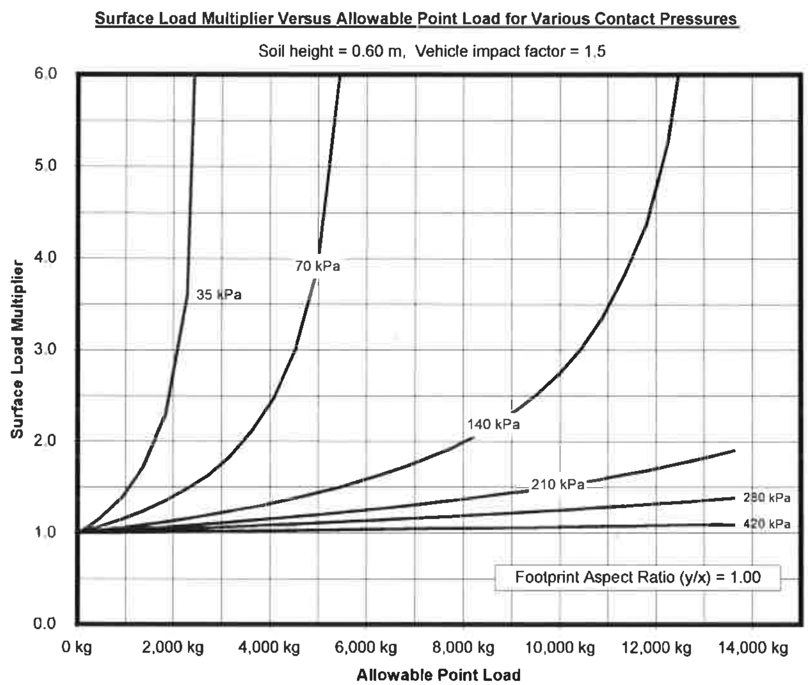

Figure 3-4. Surface Load Multiplier versus Allowable Point Load for Various Contact Pressures

Appendix C contains a full series of plots addressing contact pressures.

3.5 Multiple Wheel Factor

A key consideration in determining live load pressure on the pipe is the location of vehicle wheels relative to the pipe. A higher pressure may occur below a point between the axles or between two adjacent axles rather than directly under a single vehicle wheel. This depends on the depth of cover and the spacing of the wheels.

When depths are not greater than one meter (3 feet), a single wheel directly over the pipe generally produces the largest load. At depths greater than one meter the maximum load may shift.

The multiple wheel factor is utilized in the screening tool to account for this shift and varies with depth. The wheel factor uses the worst case scenario of a load applied by two axles of 6-foot width and a 4-foot space between the axles. The stress at pipeline depth at different locations is calculated using Boussinesq's equation. Figure 3-5 illustrates the analysis locations. The calculation considers the load at pipe level from these axles at the point directly under each wheel (1), at the center of the axle (2), between the front and rear wheels (3), and at the centroid of the four wheels (4).

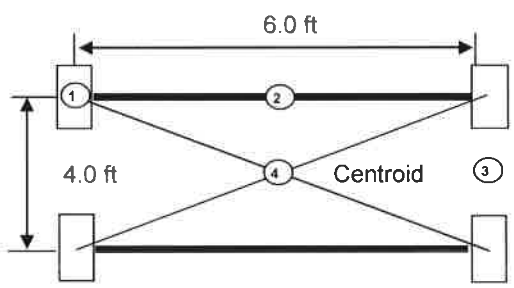

Figure 3-5. Four Locations Analyzed to Determine Worst-Case Loading for Various Depths

Note: This configuration is conservative in cases where the actual axle length is greater and the axle spacing is longer.

3.6 Application of the Proposed Approach

The stress calculation approach explained above is described in the following steps:

1. Determine the pipe steel grade, the design factor (0.72, 0.80), the maximum allowable circumferential stress (the authors recommend that a value of 1.00 SMYS is a reasonable maximum combined circumferential stress at pipeline vehicular crossings, see Appendix C "Design Loading Criteria"), D/t_{max}= 125, and the other pertinent analysis parameters (E', cover depth, etc.).
2. For a selected internal pressure, compute the D/t ratio corresponding to $D/t = 2 \cdot \sigma_y \cdot DF/P$. Then compute the circumferential stress due to combined internal pressure using Barlow's formula and fill load. The fill load is calculated from Equation (3.2) with $W_{vertical}$ set equal to W_{fill} in Equation (3.3).
3. Compute the difference between the circumferential stress due to combined internal pressure and fill loads and the allowable circumferential stress. This is the "available circumferential stress capacity" for surface load.
4. Check to see if the available circumferential stress capacity is greater than the established fatigue limits. If so, determine if the loads are frequent and adjust appropriately.

5. Set the right hand side (the stress) of Equation (3.2) equal to the "available circumferential stress capacity" for surface load computed in Step 3 above and solve for the corresponding $W_{vertical}$
6. If the surface loading is a point (wheel) load, set W_{wheel} equal to $W_{vertical}$ and use Equation (3.6) to solve for the allowable point load W. If the surface loading is a rectangular footprint load, set $W_{rectangular}$ equal to $W_{vertical}$ and use Equation (3.8) to solve for the allowable load on the rectangular footprint W.
7. Repeat steps 2 through 6 for a range of pressures.

Application of this approach for a wheel loading example was used to develop the plot shown in Figure 3-6. The figure shows allowable wheel load versus internal pressure for cover of 0.9 meters (3 ft) and for Grades of pipe ranging from 207 MPa to 483 MPa (Grade A to X70).

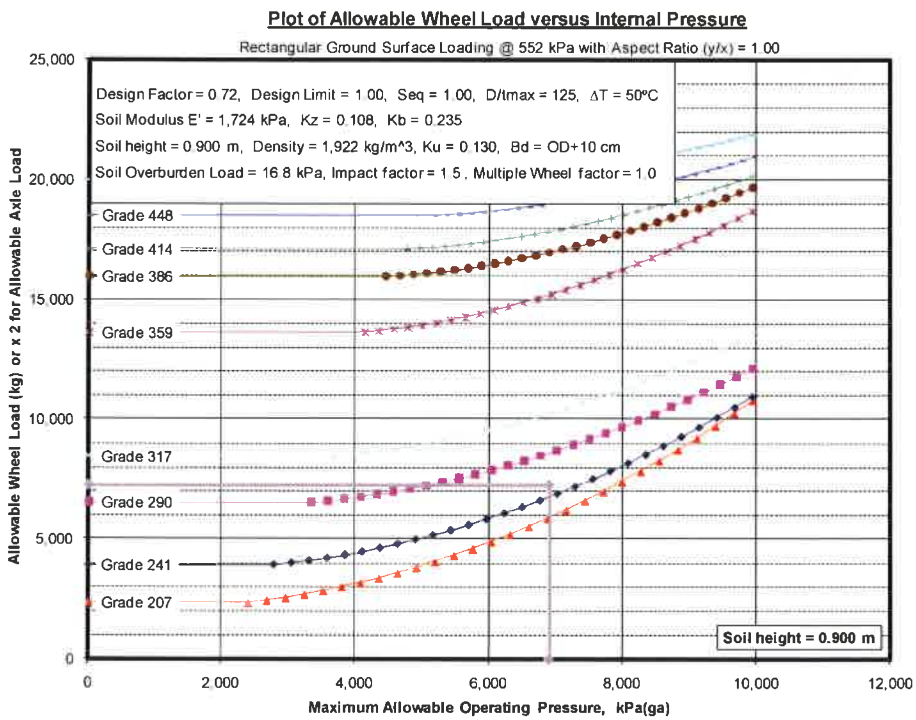

Figure 3-6. Plot of Allowable Wheel Load versus Internal Pressure

This same approach has been utilized for 1.2 meters (4 ft) of cover as shown in Figure 3-7.

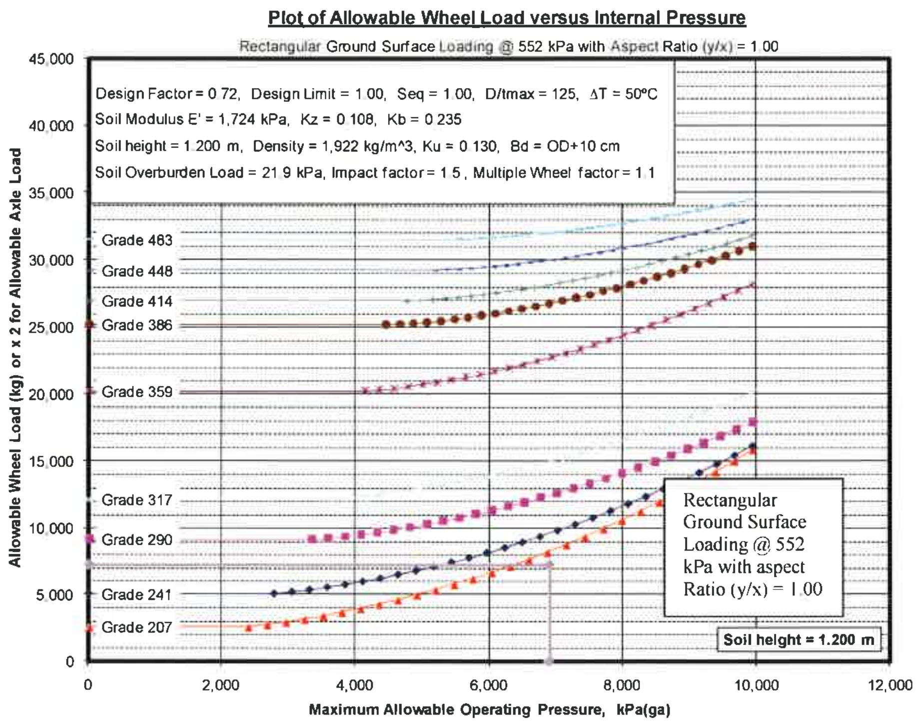

Figure 3-7. Plot of Allowable Wheel Load versus Internal Pressure

The graphs shown in Figures 3-6 and 3-7 represent an initial screening tool that can be utilized by a pipeline operator to determine whether or not a given crossing application requires added protection, or whether a more detailed calculation is appropriate. Appendix C contains a series of plots addressing a full range of conditions.

3.7 Sample Calculation

The following is a sample of how the screening tool can be utilized.

A Pipeline Company operates a pipeline in northern Canada. A gravel haul contractor has requested a temporary road crossing over the pipeline to transport bank run gravel over the pipeline. They report that the truck will have an effective wheel load of 7,250 kg (16,000 lbs).

Pipe Attributes:

- OD = 610 mm (24-inch)
- WT = 8.14 mm (0.321-inch)
- Grade = 359 MPa, (X-52)
- DF = 0.72
- MOP = 6,895 kPa (ga) (1,000 psig)

- Depth of cover 0.9 meters (2.95 ft)

The initial screening requires the following minimum information:

Grade, MOP, DF ≤ 0.72, depth of cover, competent soil (i.e., non-saturated clay), and knowledge of pipeline condition (i.e., should not utilize screen tool for pipelines with other known threats such as may be associated with LF ERW or poor corrosion condition, etc.)

> Note: The pipeline OD and WT are not required. This approach can be used as a quick screening tool for nontechnical persons but it is very conservative. The user should refer to the procedure outlined above to develop a less conservative approach.

From Figure 3-6 it has been determined that the stress imposed on the pipeline as a result of this wheel loading is acceptable for grades equal to or greater than 290 MPa (42,000 psi). Therefore, the crossing is acceptable. For grades below 290 MPa (42,000 psi), the initial screening tool identified that this loading condition has the potential to exceed the allowable limits. If the grade is lower than 290 the following options are available:

- Perform a more detailed calculation;
- Find a location with additional cover and/or place additional cover over the pipeline. Figure 3-7 indicates that 4 feet of cover will be adequate for pipeline grades equal to or greater than 241 MPa (35,000 psi);
- Provide supplemental protection (concrete slab, etc.).

4.0 Assessment of Mitigation Options for Buried Pipelines Subjected to Surface Traffic

4.1 Introduction

The first task of this project for CEPA was a "*Literature Search Summary*" which documented the available methods for evaluating the effects of fill and surface loads on buried pipelines as summarized in Section 2. Using Section 2 as a starting point, the second work task developed a simple screening method which allows a pipeline operator to determine if a given crossing application requires added protection or if a more detailed calculation is appropriate. The goal of the screening method is to use relatively simple and easily obtainable attributes (e.g., wheel or axle load, ground surface contact area and/or surface loading pressure, depth of cover, maximum allowable operating pressure and design factor). The screening calculations are summarized in the Section 3.

Building on these two previous work tasks, the third work task is to evaluate various temporary surface load-dispersal techniques and other mitigation approaches that are often used as a means to lessen the effects of surface loading. The effectiveness of various methods will be investigated with the goal of ranking the methods based on their capabilities for reducing adverse effects on the pipeline and ease of installation. This task will also define minimum requirements such as slab or mat stiffness, thickness, and length necessary in order to provide the desired protection and identify situations where a given technique may be ineffective.

4.2 Overview of Mitigation Measures

Pipeline engineers have a number of options available to reduce the stresses on buried pipelines subjected to fill and surface traffic loading. Table 4-1 provides a listing of different mitigation measures that we have seen utilized along with their relative advantages and disadvantages. The following sections provide a more detailed discussion of these mitigation methods.

4.3 Reduction of Pipe Internal Pressure during Vehicle Passage

Mitigation scenarios which reduce the pipe internal pressure to reduce hoop stress due to pressure are worthy of consideration even though reducing the internal pressure tends to increase the circumferential stresses due to fill and traffic loads. Fill and surface traffic stress analyses of the total circumferential stress (i.e., hoop stress plus fill and traffic stress) over a range of pipe internal pressures will show an optimum pressure that results in the minimum total circumferential stress. At the "trough point" of a plot of the total circumferential stress versus internal pressure, the increases in fill and traffic load induced stresses due to reduced internal pressure are offset by the reduction in hoop stress. In addition to the total circumferential stress, this approach should also be evaluated by comparing the traffic component of the circumferential stress to a fatigue endurance limit. Reducing the pipe internal pressure is attractive as a short-term solution (e.g., for mitigating a limited number passages of a crane over a buried line near a construction site). However, because a reduction of line pressure can have a direct impact on pipeline throughput, it is not attractive as a long-term or permanent solution.

4.4 Surface Protection via Limiting Surface Vehicle Footprint Pressure

Several of the mitigation methods listed in Table 4-1 (i.e., steel plates, timber mats, concrete slab) can be classified as "Surface Protection" methods. These methods deploy a flat surface structure (e.g., plate, mat or slab) on the ground surface as a means of dispersing the surface vehicle load over a wider area. The idea behind these methods is that they distribute the surface loads over a larger "footprint" area than that provided by the surface vehicle alone. The effective footprint area of the vehicle load would be distributed uniformly over the entire footprint of the surface structure for a rigid flat surface structure centered under a vehicle load. In cases where the vehicle load is applied eccentrically on the flat surface structure, for very large surface vehicle loads and/or relatively flexible flat surface structures, the actual distribution of pressure on the ground surface may be far from uniform. In fact, portions of the flat surface structure can actually lift off of the ground surface. The behavior of flat surface structure mitigation methods can be investigated using beam on elastic foundation analysis methods. The analysis considers the distribution of the vehicle load on top of the flat surface structure, the bending flexibility of the flat surface structure, and the stiffness of the soil below the flat surface structure. Given this information, it is possible to estimate an effective footprint for the loading situation, which may be significantly less than the full footprint of the pad, mat, or plate.

Under ideal circumstances, a heavy vehicle crossing a buried pipeline would be arranged such that the heavy vehicle's path of travel crosses the pipeline at a 90^{o} angle. For a beam on elastic foundation analysis, the essential structural characteristic of the flat surface structure (i.e., the "beam") are the modulus of elasticity and the moment of inertia (E and I). The moment of inertia is usually based on a unit width of the flat surface structure in the direction perpendicular to the pipeline. The foundation component of the model can be developed based on the soil spring computation procedures used for strip foundation analysis and design. For previous applications, we have modeled the "bearing" spring stiffness values using the procedures described in [ALA]. The required input properties include the soil density, soil friction angle, and soil cohesion. The resulting "spring" properties include the ultimate resistance of the "strip" foundation (in force per unit length, e.g., klf), the "yield" displacement (usually taken as some fraction of the strip foundation width, e.g., inches), and the corresponding elastic stiffness (in force per unit length per unit displacement, e.g., klf per inch). The loading on the model includes a uniform self-weight of the surface structure plus the vehicle load (e.g., a point load or short uniform load) that acts on top of the unit width of the surface structure.

The results of this type of analysis include the deflection profile of the flat surface structure and the distribution of bearing force along the length of the flat surface structure and along the pipeline. In general, the results show a distribution of bearing force and downward deflection of the surface structure that is largest directly under the center of the vehicle load and diminishes with distance away from the center of the vehicle load. Depending on the relative stiffnesses of the flat surface structure and the soil foundation, it is possible for portions (e.g., the ends) of the flat surface structure to deflect upward, creating a gap between the bottom of the flat surface structure and the top of the soil surface which reduces the length that is in contact with the ground surface. Based on this information, the engineer can perform additional surface traffic stress calculations using a range of rectangular load footprint assumptions to approximate the bearing pressure distribution. The bounding assumptions are to apply the entire vehicle load over the portion of the surface structure that remains in contact with the ground surface (e.g., use an effective along-the pipe length) or apply a load that generates an equivalent maximum bearing pressure over a shorter along-the pipe length (e.g., use an effective bearing pressure).

We have adopted the following formula to determine the revised footprint of the dispersed load. This formula is referred to as the radius of stiffness and is commonly utilized to determine the pressure intensity on rigid pavements.

$$L = \sqrt[4]{\frac{E \cdot h^3}{12 \cdot (1 - v^2) \cdot Es'}} \tag{4.1}$$

where:

L = radius of stiffness of slab/plate
E = modulus of elasticity of slab/plate
h = thickness of slab/plate
v = Poisson's ratio of slab/plate
E_s' = Elastic modulus of soil in contact with the slab

A review of the formula shows that the thickness of the slab plays the most significant role in spreading the surface load. Figures 4-1 through 4-4 show the effects of placing slabs on the ground surface as a means to spread the surface load over a larger area for steel and concrete slabs. Based on a review of these figures, a 7.6 cm (3-inch) thick steel slab provides the same surface load spread as does a 15.2 cm (6-inch) thick concrete slab. Since steel is significantly more costly to use than concrete this comparison suggests that concrete may be more cost effective to utilize. We have also performed a similar review of timber mats. The results indicate that a 20 cm (8-inch) thick timber mat results in a similar load spread to the 15.2 (6-inch) concrete slab. Based on this information, a timber mat may be more cost effective to use than either steel or concrete. Figures 4.5 and 4.6 show the effects of placing timber mats on the on the ground surface as a means of spreading the surface load over a larger area. It is important to note that the individual timbers within the mat must be tied in a manner that provides for a uniformly transfer of load between timbers making up the mat.

Equation 4.1 can be used to determine the minimum size of the surface protection mat. At a minimum the protection must extend a distance of L/2 beyond the wheel/track in all directions. To ensure the proper load transfer we recommend 1.5 times this value.

Table 4-1. Surface Loading Mitigation Measures

Method	Advantages	Disadvantages
Reduce the operating pressure of the pipeline.	Provides a direct reduction of the hoop stress due to internal pressure. This reduction allows for additional circumferential stress due to equipment loads	Reduces the beneficial effect of internal pressure on the pipe circumferential bending stresses due to fill and traffic loads. Could reduce the overall capacity of the pipeline and therefore should not be considered as a long term fix.
Limit surface pressures under vehicles (e.g., using floatation tires or caterpillar tracks)	Spreads the surface load over a larger area and reduces the overall load to the pipe.	Depends on equipment. May not be possible or too costly to implement
Consider the beneficial effect of lateral soil restraint on circumferential stress	Has effect similar to pressure stiffening	Requires estimates of soil stiffness parameter, E'
Provide additional soil fill over the pipeline in the vicinity of the crossing	Reduces circumferential stresses due to traffic loads.	Increases circumferential stresses due to fill loads.
Deploy steel plates over the crossing	Easy to install.	Flexibility of steel plates can result in bending of the plate with a corresponding reduction in loaded footprint. Need to consider required thickness.
Deploy timber mats over the crossing area	Provides large loading footprint. Relatively easy to deploy.	Flexibility of timber mats can result in bending of the mats with a corresponding reduction in loaded footprint.
Construct a concrete slab with steel reinforcement over the crossing area	Provides large loading footprint. Slab can provide high bending stiffness	Relatively expensive. Usually reserved for permanent crossings. Slab limits access to pipeline for inspections and repairs.
Construct a short bridge crossing over the pipeline	Completely uncouples the traffic loading from the buried pipeline.	Requires construction of foundation structures. Expensive to construct. Usually reserved for permanent crossings. Bridge structure may limit access to pipeline for inspections and repairs.
Relocate the pipeline	Removes pipeline from loaded area.	Expensive to construct. Usually considered only as a last resort.
Lower pipeline	Reduces circumferential stresses due to traffic loads.	Expensive to perform. Usually considered only as a last resort.

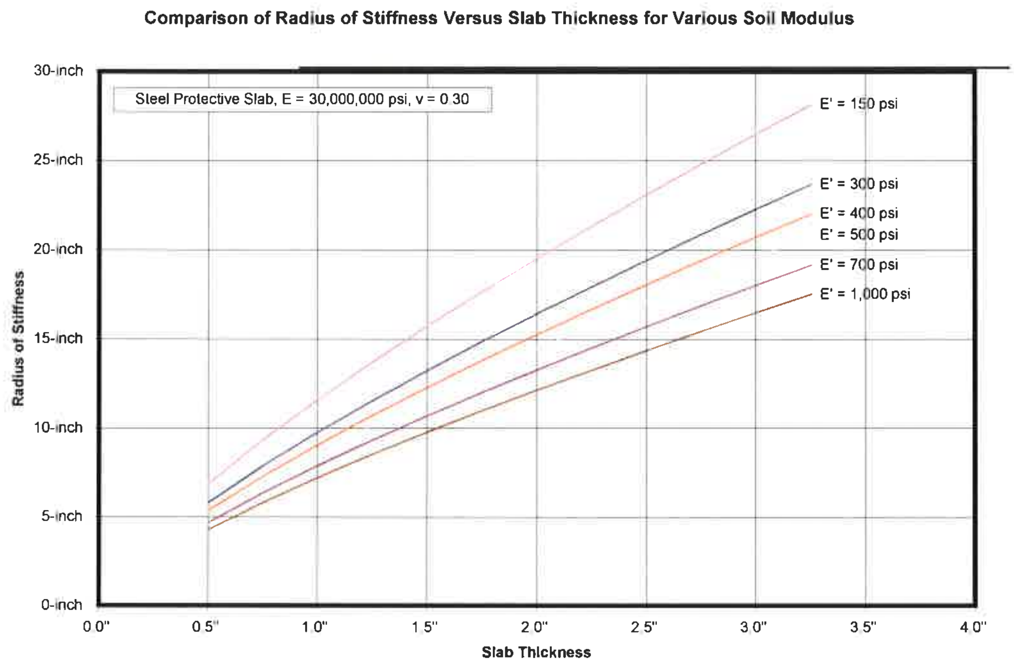

Figure 4-1. Comparison of Radius of Stiffness versus Steel Slab thickness for Various Soil Modulus

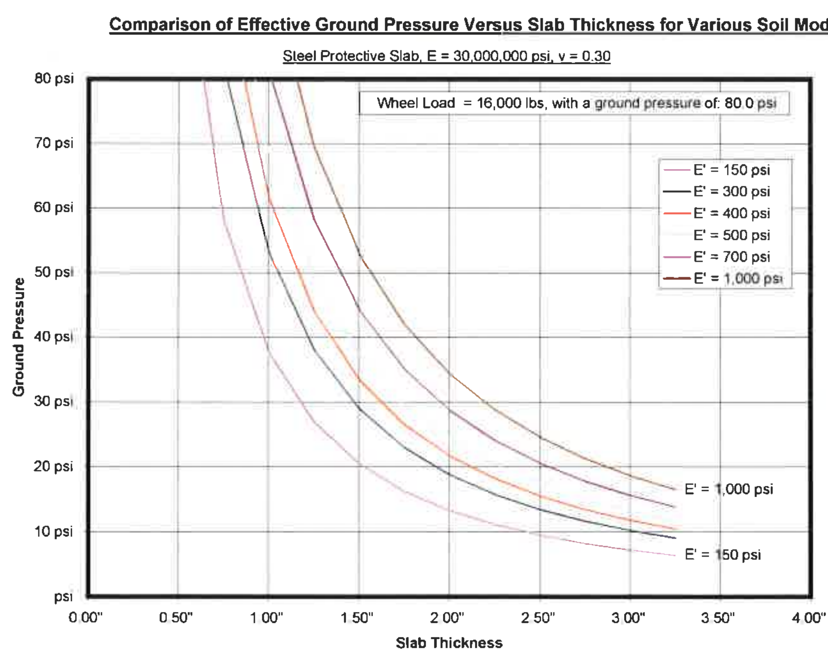

Figure 4-2. Comparison of Effective Ground Pressure versus Steel Slab thickness for Various Soil Modulus

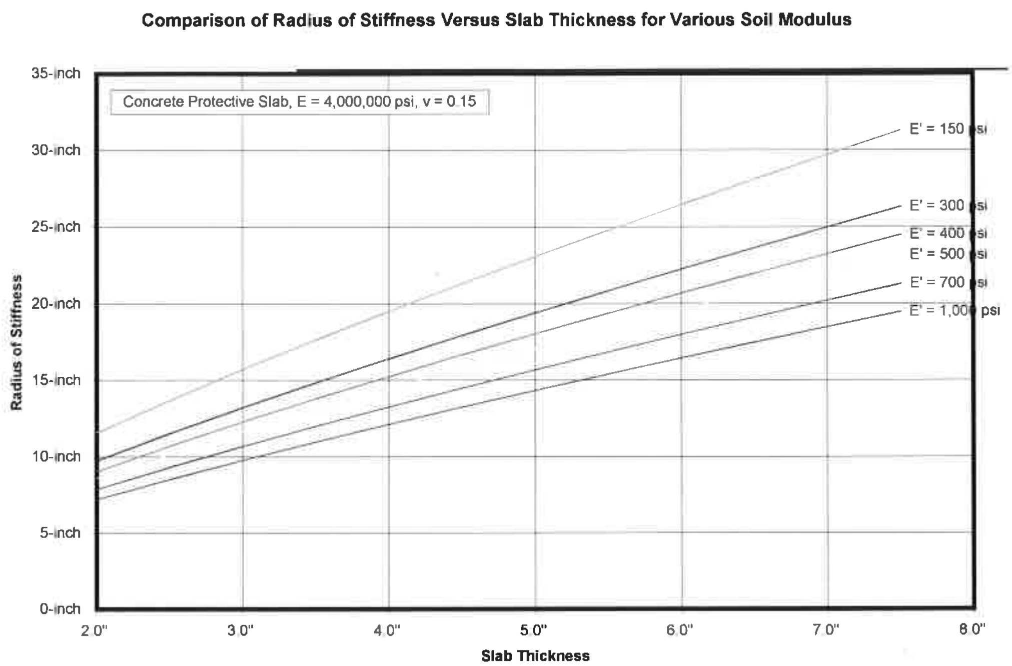

Figure 4-3. Comparison of Radius of Stiffness versus Concrete Slab Thickness for Various Soil Modulus

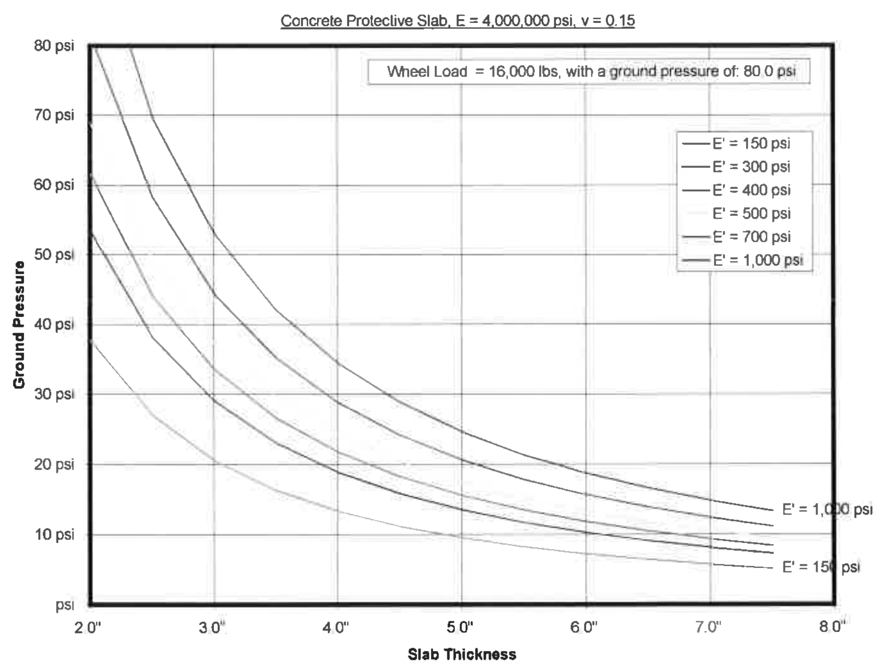

Figure 4-4. Comparison of Effective Ground Pressure versus Concrete Slab thickness for Various Soil Modulus

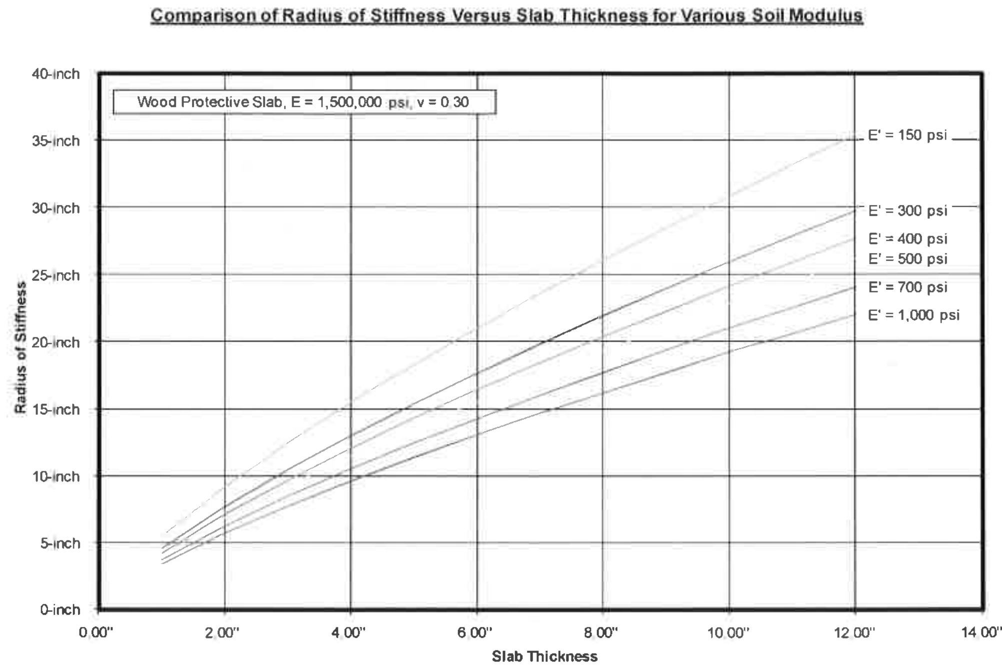

Figure 4-5. Comparison of Radius of Stiffness versus Wood Slab Thickness for Various Soil Modulus

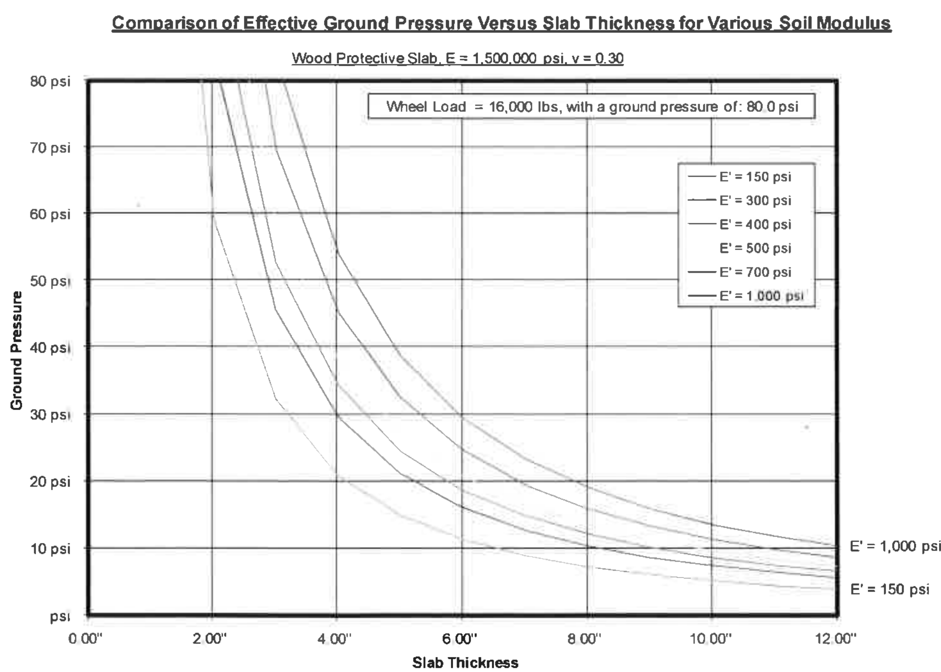

Figure 4-6. Comparison of Effective Ground Pressure versus Wood Slab thickness for Various Soil Modulus

4.5 Consideration of Ovalling Restraint Provided By Soil

Sections 2 and 3 give equations that show the effect of ovalling restraint resulting from the soil around the pipe as a function of the modulus of soil restraint, E'. When E' is set equal to zero, the equations decompose to those which neglect soil restraint while non-zero values of E' allow the beneficial effect of soil restraint to be considered. Cases that barely exceed the allowable stress check(s) when soil restraint is neglected or set as a lower bound may be able to pass the allowable stress check(s) when modest levels of soil stiffness are considered. Therefore, the ability to include or exclude the effects of soil restraint in the screening calculations provides the engineer with the ability to easily perform "what if" analyses of a given configuration as a basis for assessing a given crossing scheme.

4.6 Provide Additional Fill over Pipeline at Crossing

A relatively popular procedure that has been utilized for mitigating pipe stresses due to surface vehicle loading is to provide additional soil fill over the pipeline at the crossing. This mitigation method increases the total depth of cover used in the pipe stress calculations for fill and traffic loads. This has a direct positive effect of reducing the circumferential stresses due to vehicle loads. It also has a direct negative effect of increasing the circumferential stresses due to fill loads. For many applications (e.g., situations with high impact factors and/or high traffic stress but with relative low stresses due to fill), the beneficial effect of the reduction in traffic stress can far exceed the negative effect of increased fill stress. This tradeoff can easily be investigated by performing pipe stress calculations for a range of cover depths. One can compare the effect of fill and traffic load on the total circumferential stress against appropriate total stress limits and compare the traffic stress range against appropriate fatigue stress limits.

4.7 Combination of Mitigation Methods

Additional mitigation can be provided by using combinations of the various measures described above to reduce the overall stress level on the pipeline.

4.8 References

[ALA] ASCE American Lifelines Alliance *"Guidelines for the Design of Buried Steel Pipe"*, Published by the ASCE American Lifelines Alliance, www.americanlifelinesalliance.org, July 2001.

APPENDIX A:

A-1 Design Loading Criteria

The governing code for Canadian pipelines is CSA Z662-03.

1. Design Pressure to be Calculated using:

CSA Z662-03 Section 4.3.3.1 specifies:

$P = (2(SMYS)t/D) \times F \times J \times L \times T$

where:

- F = Design Factor
- J = Joint Factor
- L = Location Factor
- T = Temperature Factor
- t = pipe wall thickness
- D = Pipe diameter
- P = Pressure

The design factor is specified as 0.8

The joint factor is 1.0 unless continuous welded pipe is used

The location factor is 1.0 for class 1 locations for both non-sour gas and HVP and LVP. The temperature factor is 1.0 unless design temperature exceeds 120 deg. C.

2. Combined Hoop and Longitudinal Stress

CSA Z662-03 Section 4.6.2.1

Unless special design measures are implemented to ensure the stability of the pipeline, the hoop stress due to design pressure combined with the net longitudinal stress due to the pipe temperature changes and internal fluid pressure shall be limited in accordance with the following formula.

$S_h - S_L \leq 0.90\ S \times T$

Note: This formula does not apply if S_L is positive (i.e., tension)

where

S_h = hoop stress due to design pressure, units

S_L = longitudinal compression stress, MPa, as determine using the following formula:

$S_L = \nu\ S_h - E_c\ \alpha(T_2 - T_1)$

Where

ν = Poisson's ratio
E_c = modulus of elasticity of steel, MPa
α = linear coefficient of thermal expansion, units
T_2 = maximum operating temperature, °C
T_1 = ambient temperature at time of restraint, °C
S = SMYS

T = Temperature Factor

Allowable $T_2 - T_1$

Grade		**Allowable T_2-T_1 σ_h=0.80 SMYS**		**Allowable T_2-T_1 σ_h=0.72 SMYS**	
X-207	X-30	28.3 C	51. F	33. C	59.4 F
X-241	X-35	33.1 C	59.5 F	38.5 C	69.3 F
X-290	X-42	39.7 C	71.4 F	46.2 C	83.2 F
X-317	X-46	43.4 C	78.2 F	50.6 C	91.1 F
X-359	X-52	49.1 C	88.4 F	57.2 C	103. F
X-386	X-56	52.9 C	95.2 F	61.6 C	110.9 F
X-414	X-60	56.7 C	102. F	66. C	118.8 F
X-448	X-65	61.4 C	110.5 F	71.5 C	128.7 F
X-483	X-70	66.1 C	119. F	77. C	138.6 F
Pipe Attributes:					
Youngs Modulus (E) =			206.8 GPa	30,000 ksi	
Thermal Expansion Coef. (α) =			12.0×10^6 m/m/C	6.67×10^6 in/in/F	
Poisson's Ratio (υ) =			0.3		

Note: The provisions of Clause 4.6.2.1 places restrictions on the combination of hoop stress based on Barlow's equation and longitudinal stress based on the Poisson effect of Barlow's equation and temperature differential. You will note that additional loads such as external circumferential stresses have not specifically been included in this restriction. As a result, the provisions of Clause 4.6.2.1 are independent of the additional circumferential stresses as a result of overburden loads and traffic loads.

3. Other Loadings and Dynamic Effects

CSA Z662-03 Section 4.2.4.1 states:

The stress design requirements in this Standard are specifically limited to design conditions for operating pressure, thermal expansion ranges, temperature differential, and sustained force and wind loadings. Additional loadings other than the specified operating loads are not specifically addressed in this Standard; however, the designer shall determine whether supplemental design criteria are necessary for such loadings and whether additional strength or protection against damage modes, or both, should be provided. Examples of such loadings include:...

h) Excessive overburden loads and cyclical traffic loads.

Circumferential stresses as a result of traffic loads are considered additional loads in CSA, and therefore the designer shall determine whether additional design criteria are necessary. The follow sections address the additional design criteria.

4. Maximum Combined Effective Stress

CSA Z662-03 Section 4.2.4.1 specifies that all relevant loads need to be assessed using good engineering practices. CSA does not directly provide a limit to the maximum combined effective stress allowed for onshore pipelines however Section 11.2.4.2.2.5 allows for a combined effective stress of up to the SMYS for offshore pipelines. Further guidance for the allowable limit for the combined effective stress can be found in the ASME Boiler and Pressure Vessel Code Sections VIII Division 2 (BPVC). The BPVC differentiates between membrane and bending stresses. In the case of a pipeline, the membrane stress is the stress resulting from the internal pressure in the pipe. This stress is limited in CSA Z662-03 to the design factor of 0.8 SMYS. The additional stress that results from overburden and surface loading are bending stresses. An object can obtain yield at the outer surface in bending and still have a large amount of residual load carrying capacity as a result of the bending stress distribution. For example, the moment on a beam in bending at the outer fiber yield is 2/3 of the collapse moment. There is also additional load carrying capacity resulting from the strain hardening of the steel. For this reason, the BPVC allows the combination of membrane and bending stresses to go as high as the yield strength of the material.

Based on the above argument the screening tool has adopted the following as the limit for the combined effective stress:

$S_{eq} \leq 1.00 \text{ S x T}$

where

Seq = the combined effective stress.

5. Maximum Allowable Sum of Circumferential Stress

CSA Z662-03 does not specifically have a clause that places a limit on maximum allowable sum of circumferential stresses. If the longitudinal stress is greater than zero the circumferential stress can exceed the yield stress of the material and the combined effective stress still remain below the yield stress of the material. If the longitudinal stress is reduced there could be yielding beyond the surface of the pipe. In order to insure that there is no gross yielding in the pipe wall, the sum of the circumferential stress should also be limited to the SMYS of the pipe.

Based on the above the screening tool has adopted the following:

$S_h + S_{cb} \leq 1.00 \text{ S x T}$

where

S_h = hoop stress due to design pressure,

S_{cb} = circumferential through-wall bending stress caused by surface vehicle loads or other local loads.

6. Fatigue Strength of Line Pipe

The fatigue strength of line pipe depends on whether the pipe is seamless, has an electric-resistance weld (ERW) seam, or has a double submerged arc weld (DSAW) seam in either the longitudinal or spiral direction. Data on line pipe from the German Standard DIN 2413 showed that the limiting variable stress was about 138 MPa (20 ksi) for ERW or seamless line pipe and 83 MPa (12 ksi) for DSAW line pipe. This data compares favorably with information from the International Institute of Welding, the American Institute of Steel Construction, and the AREA Manual for Railway Engineering. The version of CSA 662-2003 Section 4.8.3.2 Uncased Railway Crossings has established a fluctuating stress limitation of 69 MPa (10 ksi) based on 2 million cycles. This value is conservative as it applies to new facilities; however, it may be more appropriate with regard to older facilities. Certain pipe seam types such as LF ERW and EFW may be subject to seam susceptibility. The operator should consider these factors if heavy equipment cross the pipeline at high frequencies.

APPENDIX B:

Sensitivity Analysis of Factors Utilized in Screening Model with Regards to Equipment with Low Surface Contact Pressures

This section provides for a sensitivity analysis of factors utilized in the Screening Model, which when applied to equipment with low surface contact pressures, have the potential to provide for additional conservatism.

B-1 Impact Factor

We recommend using a reduced impact factor of 1.25 for slow moving equipment with low pressure tires. This value meets the AASHTO specification for cover depths greater than 0.3 m. An impact factor of 1.5 has been used in the model to address the dynamic nature of traffic loads on flexible surfaces. This value is based on a recommendation by the ASME committee on Pipeline Crossings of Railways and Highway. The specification called for an impact factor of 1.5 to be applied to traffic live loads for roads with flexible pavements. No impact factor is required for roads with rigid pavements.

It is important to note that AASHTO recommends impact factors in its specifications. Impact factors of 1.3, 1.2, 1.1, and 1.0 are applied at depths of 0, 0.1 to 1 ft, 1.1 to 2.0 ft and 2.1 to 3.0 ft, respectively. It is noted that the concrete design manual utilized by many in the industry also uses the same factors.

The variables that govern the magnitude of impact factor are as follows:

- Impact factors increase with increasing vehicle speed,
- Impact factors increase with increased tire pressure
- Impact factors increase with increased roughness of the ground.

With respect to the above factors, equipment with low surface contact pressures will produce less of an impact than that of a truck for the following reasons:

- The equipment are specifically design to have low ground surface pressure to reduce compacting of the soil strata;
- Equipment of this design normally utilize low pressure pneumatic tires with contact pressure << 200 kPa(ga) (30 psig);
- This type of equipment typically operates at lower velocities < 15 kph (10 mph).

Figures B-1 through B-6 show the effects of reducing the impact factor from 1.5 to 1.25 for equipment with low surface contact pressures. It is noted that the effects are constant based on the ratio of 1.5/1.25 or 1.2 for the results shown.

B-2 Bedding Angle of Support

The terms K_b and K_z are bending moment and deflection parameters respectively based on theory of elasticity solutions for elastic ring bending, which depend on the bedding angle as shown in Table B-1.

Table B-1. Spangler Stress Formula Parameters K_b and K_z

Bedding Angle (deg)	Moment Parameter K_b	Deflection Parameter K_z
0	0.294	0.110
30	0.235	0.108
60	0.189	0.103
90	0.157	0.096
120	0.138	0.089
150	0.128	0.085
180	0.125	0.083

Bedding angles of 0, 30 and 90 degrees are taken as corresponding to consolidated rock, open trench, and bored trench conditions respectively. A 30 degree angle is typically utilized and is representative of open trench construction with relatively unconsolidated backfill such that fully bearing support of the pipe is not achieved. While this is an acceptable and generally conservative value to utilize for a newly constructed pipeline, one could argue that as the soil re-consolidates around the pipeline over time the actual bearing support will be much greater.

Figures B-1 through B-6 show the effects of increasing the bedding support angles from 30 to 60 degrees as well as from 30 to 90 degrees. The effects of changing the bedding support angle are significant and range from 1.28 to 1.75 for a change from 30 to 60 degrees and from 1.47 to 2.37 for a change from 30 to 90 degrees.

B-3 Modulus of Soil Reaction E' (or Z)

The modulus of soil reaction, *E'* (or Z) defines the soil's resistance to pipeline ovalling as a result of dead and live loads acting on the pipeline. A value of 250 psi has been utilized as a conservative number and represents fine grained soils of medium compaction. Values in the range of 1,000 psi are not uncommon. A value of 500 psi would be acceptable in soil conditions where additional soil consolidation around the pipe has occurred.

Figures B-1 through B-6 shows the effects of increasing the modulus of soil reaction from 250 psi to 500 psi. A multiplier of approximately 1.1 was observed as a result of doubling the modulus of soil reaction from 250 to 500 psi. This multiplier decreases with increased pressure.

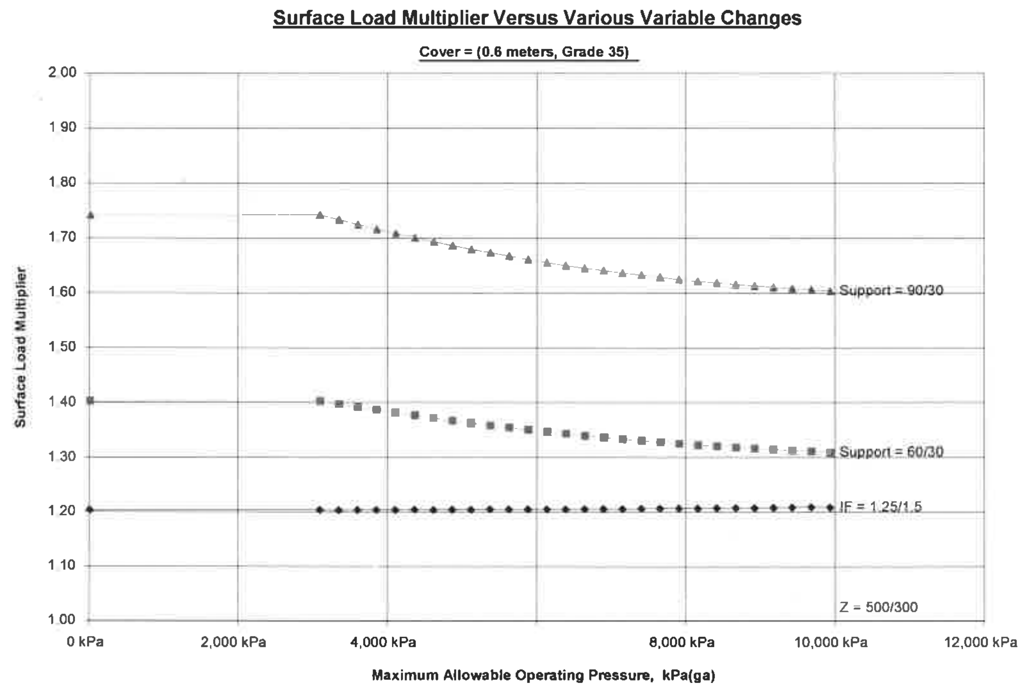

Figure B-1. Surface Load Multiplier versus Various Variable Changes

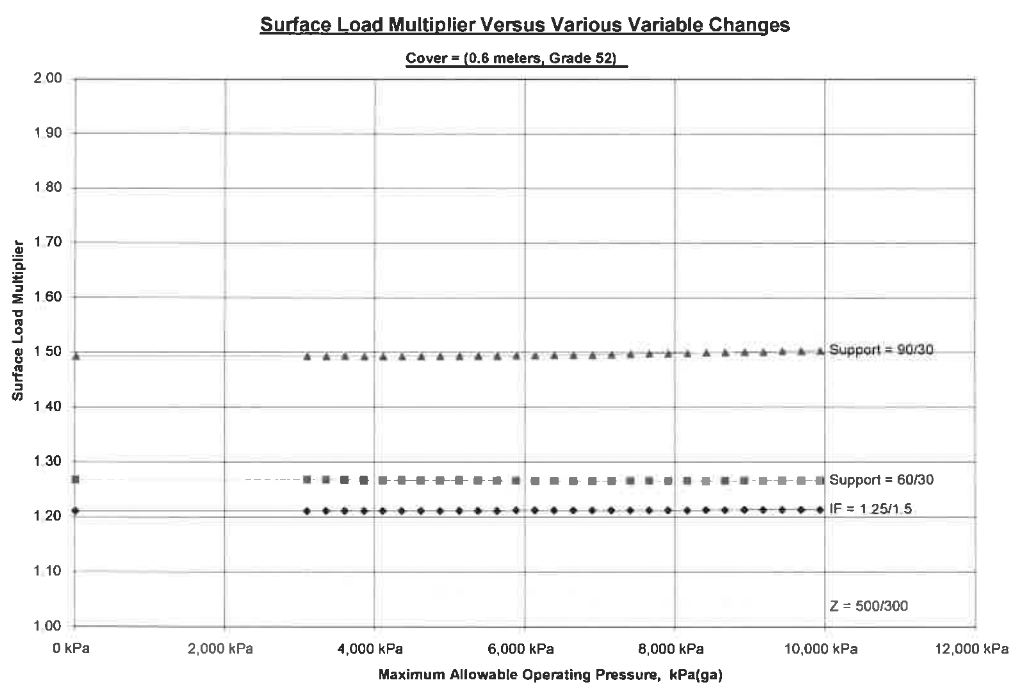

Figure B-2. Surface Load Multiplier versus Various Variable Changes

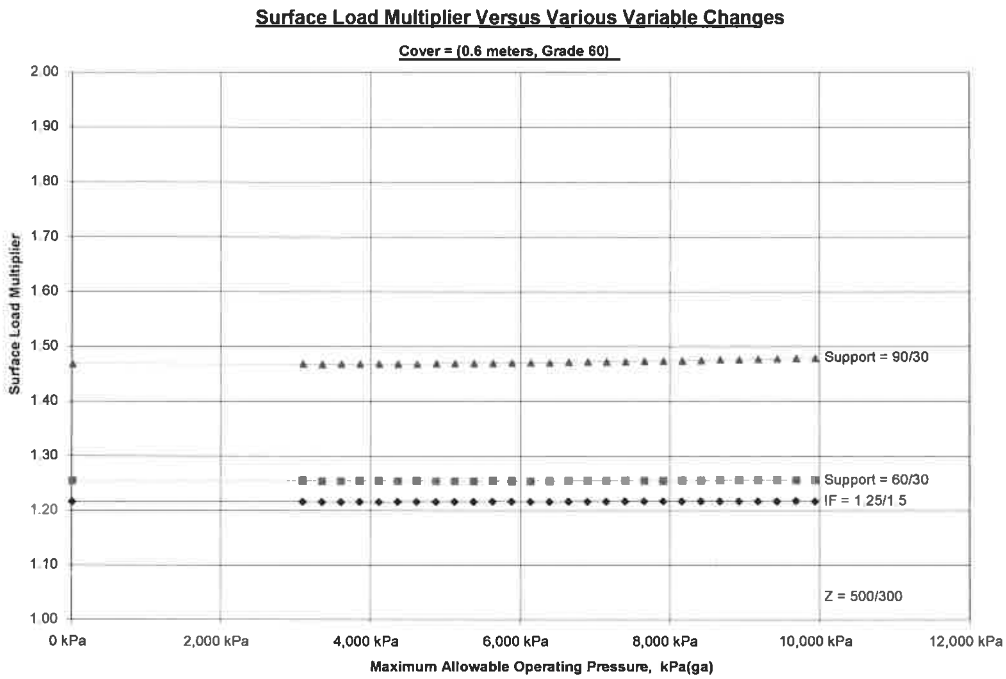

Figure B-3. Surface Load Multiplier versus Various Variable Changes

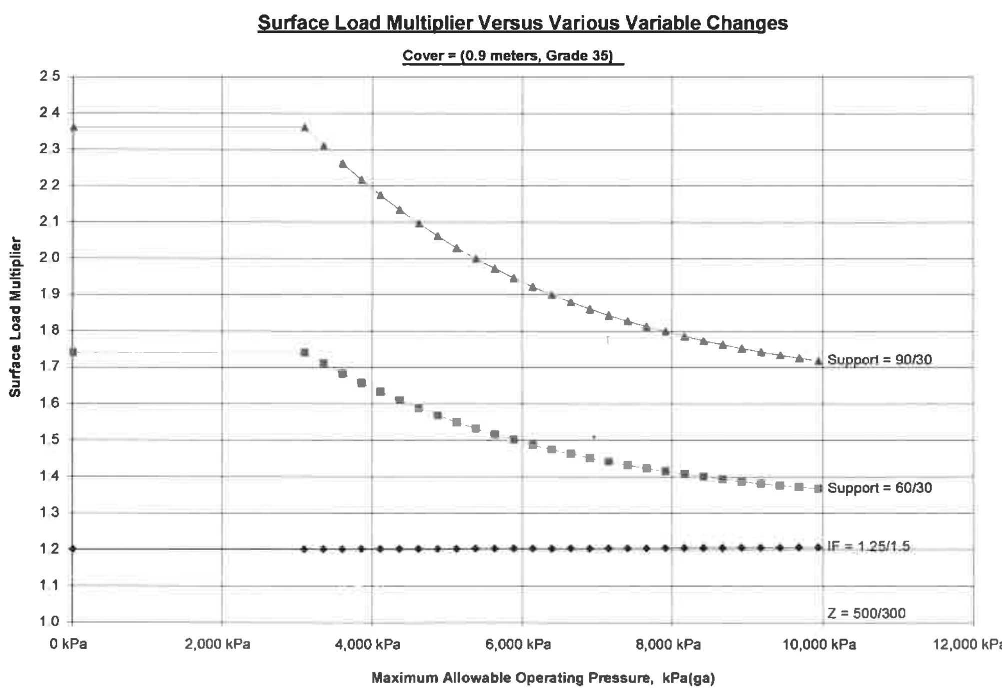

Figure B-4. Surface Load Multiplier versus Various Variable Changes

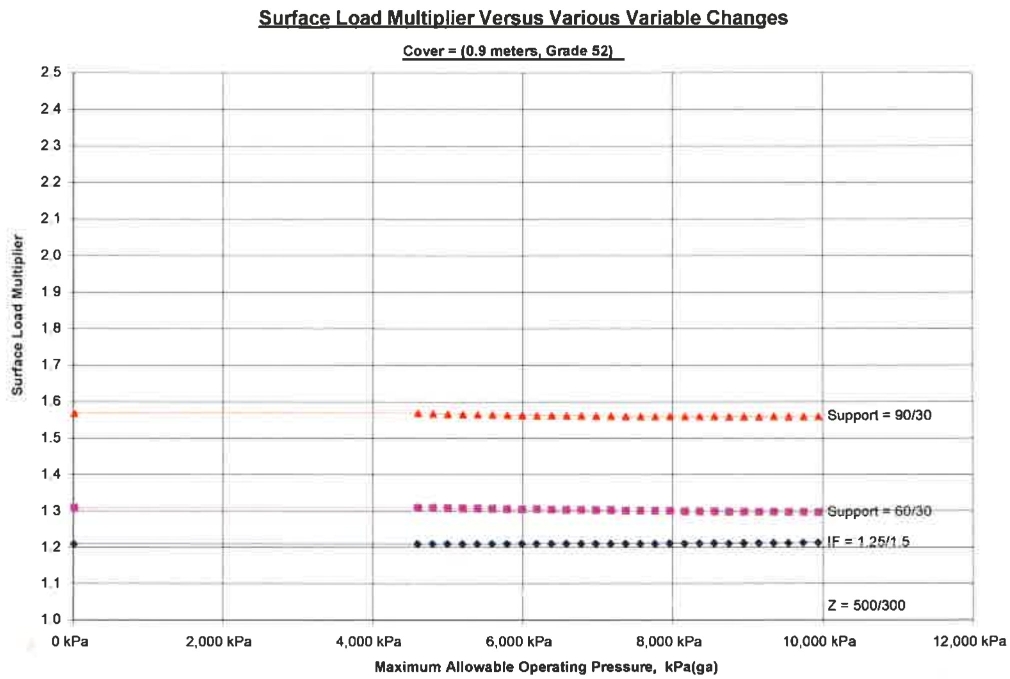

Figure B-5. Surface Load Multiplier versus Various Variable Changes

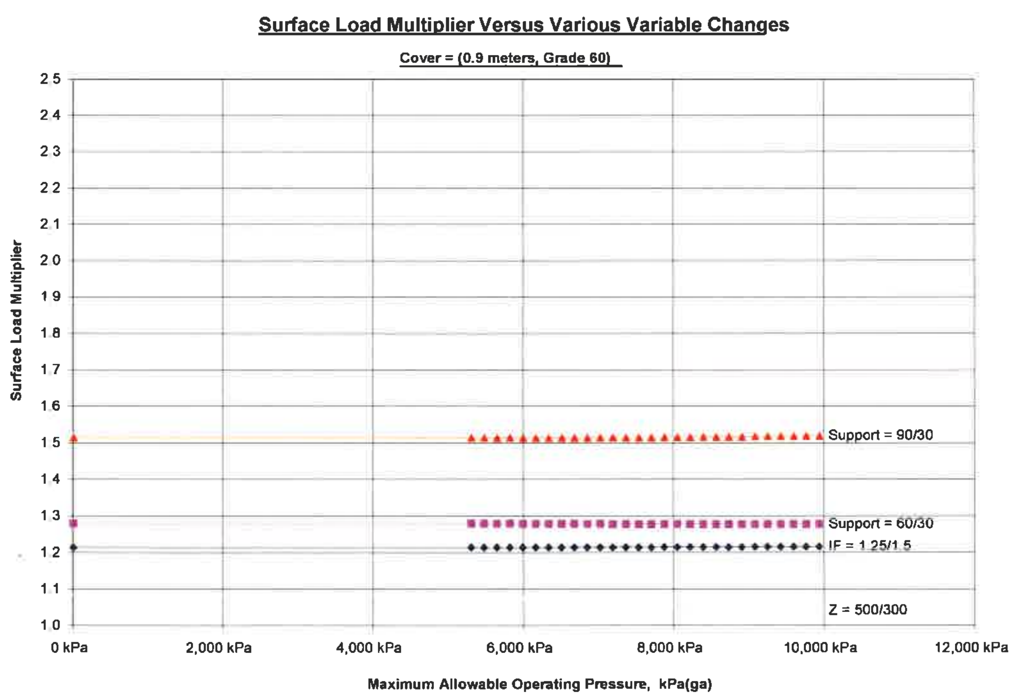

Figure B-6. Surface Load Multiplier versus Various Variable Changes

APPENDIX C:

Proposed Guideline – Infrequent Crossings of Existing Pipelines at Non-Road Locations

Where practical, crossings of pipelines shall occur at designated locations along the right-of-way preferably at purpose-built locations such as roads designed for such use. In situations where existing pipelines are to be crossed at locations not specifically designed as a crossing location, it shall be permissible to cross the pipeline by equipment imposing surface loads provided that the following requirements are met:

a. The crossing of the pipeline is infrequent and temporary.
b. The pipeline is suitable for continued service at the established operating pressure. The pipeline operator shall consider service history and anticipated service conditions in this evaluation.
c. The piping is not subjected to significant secondary stresses, other than those directly imposed by the crossing of the pipeline.
d. The anticipated surface loading given below are used in Figure C-1(a) through C-1(h) and modified by Figures C-2, C-3, or C-4.

As an alternative to Clauses a thru d, an engineering assessment of site-specific conditions is acceptable. This detailed engineering analysis shall consider the resulting combined stresses on the pipeline as a result of all loads expected to be imposed during its usage as a crossing location.

Figures C-1(a) thru C-1(h)

Figure C-1(a) through C-1(h) present the maximum live surface "point" load in kilograms for cover depths of 60 cm, 90 cm, 120 cm, and 150 cm and design operating pressures of 72% SMYS and 80% SMYS.

Notes applicable to Figures C-1 (a - h):

(1) For intermediate operating pressure or grades, it shall be permissible to determine the surface load by interpolation.

(2) Design conditions used to develop the table are as follows:
- Depth of cover, as indicated.
- Maximum hoop stress of 72% or 80% percent SMYS, as indicated.
- Maximum combined circumferential stress of 100 percent SMYS.
- Surface loading based on a contact pressure of 550 kPa (80 psi) applied over a rectangular area with aspect ratio (y/x) = 1. This contact pressure is designated as the "point" load case.
- Fluctuating stress limitation of 82.7 MPa (12 ksi) based upon 2,000,000 cycles.

- Maximum D/t ratio of 125.
- Soil Modulus E' = 1,724 kPa (250 psi) at pipe.
- Soil Density = 1,922 kg/m^3 (120 lbs/ft^3).
- Loading criteria includes an impact factor of 1.5.
- Maximum combined effective stress of up to 100 percent SMYS.
- A temperature differential of $\Delta T = 50°$ C or the maximum temperature limitation as per CSA Clause 4.6.2.1 (section 2 above) whichever is the lower is included in the calculated the longitudinal stress.
- Multiple wheel influence factor (if applicable).

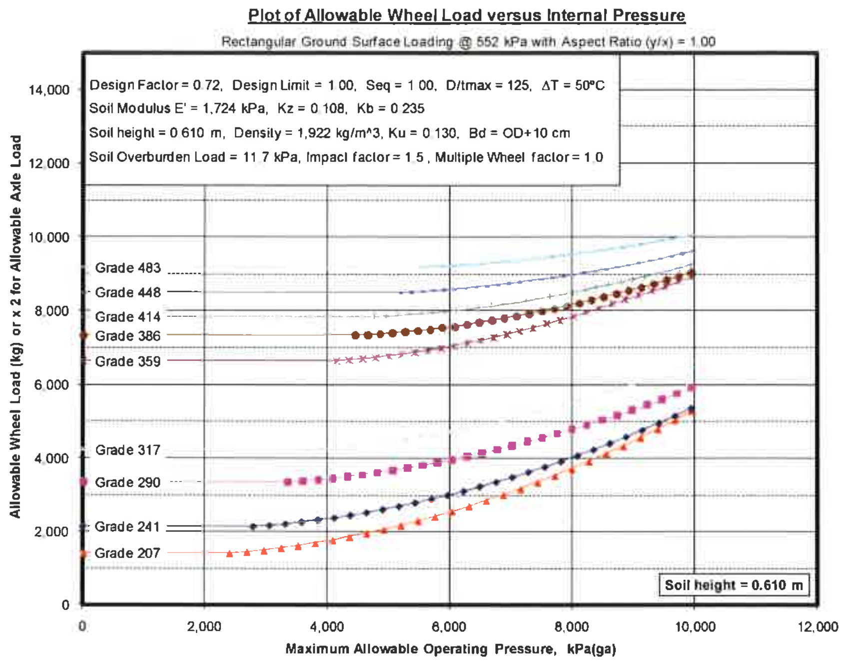

Figure C-1(a) – Soil Height = 0.61 meters, DF = 0.72

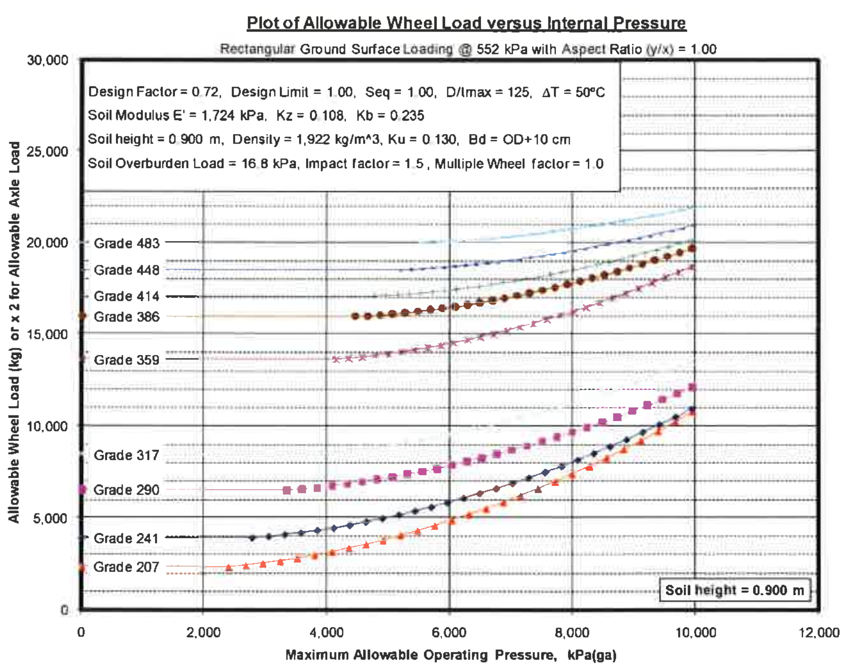

Figure C-1(b) – Soil Height = 0.90 meters, DF = 0.72

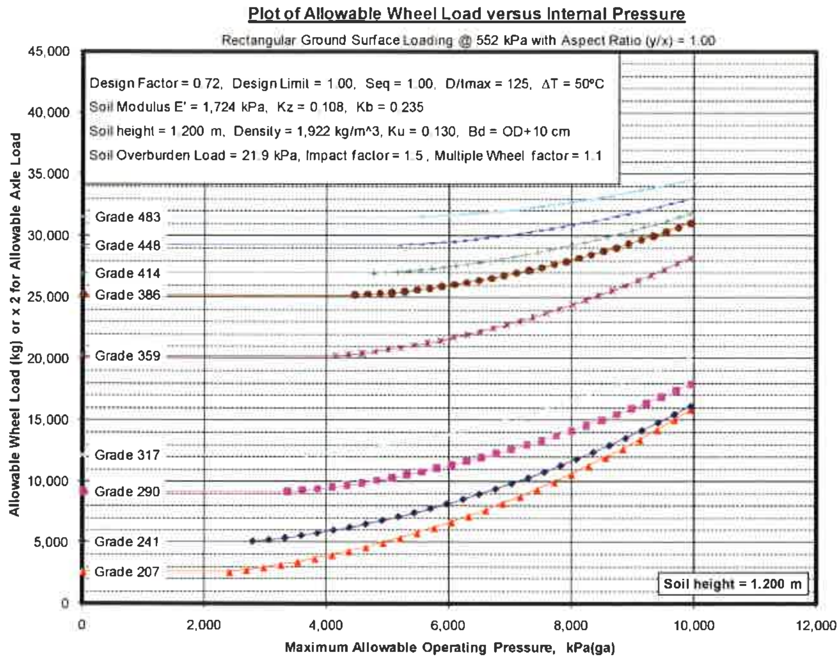

Figure C-1(c) – Soil Height = 1.2 meters, DF = 0.72

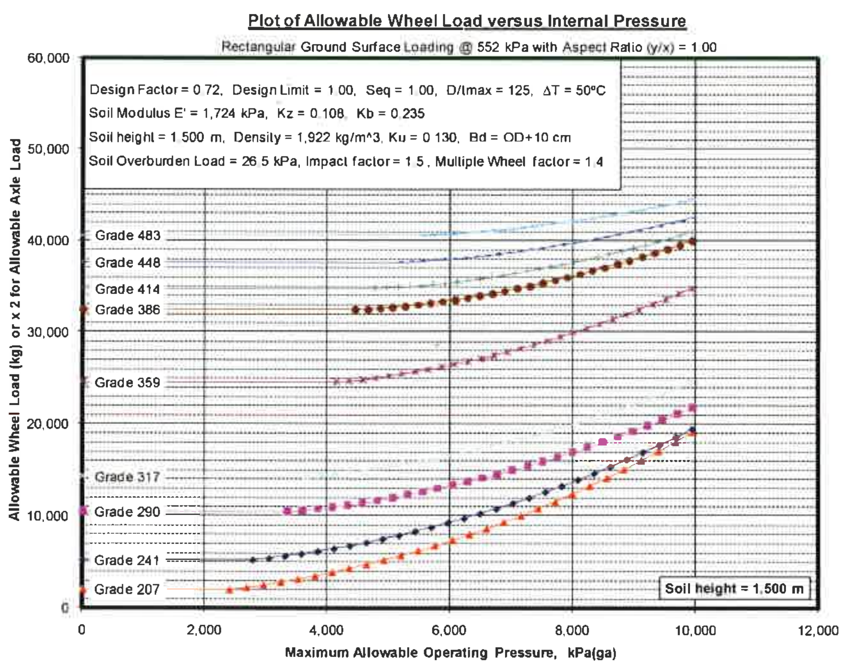

Figure C-1(d) – Soil Height = 1.5 meters, DF = 0.72

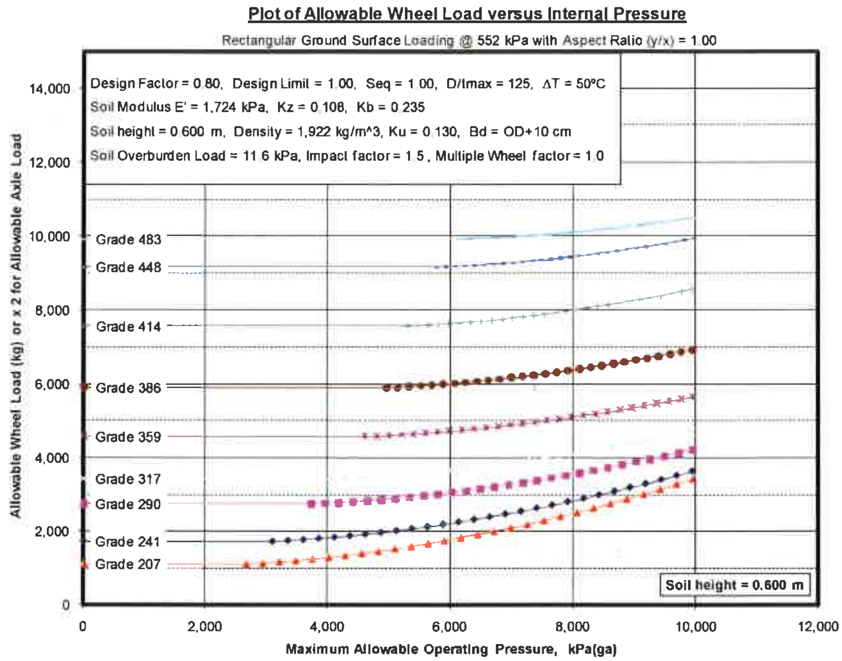

Figure C-1(e) – Soil Height = 0.6 meters, DF = 0.8

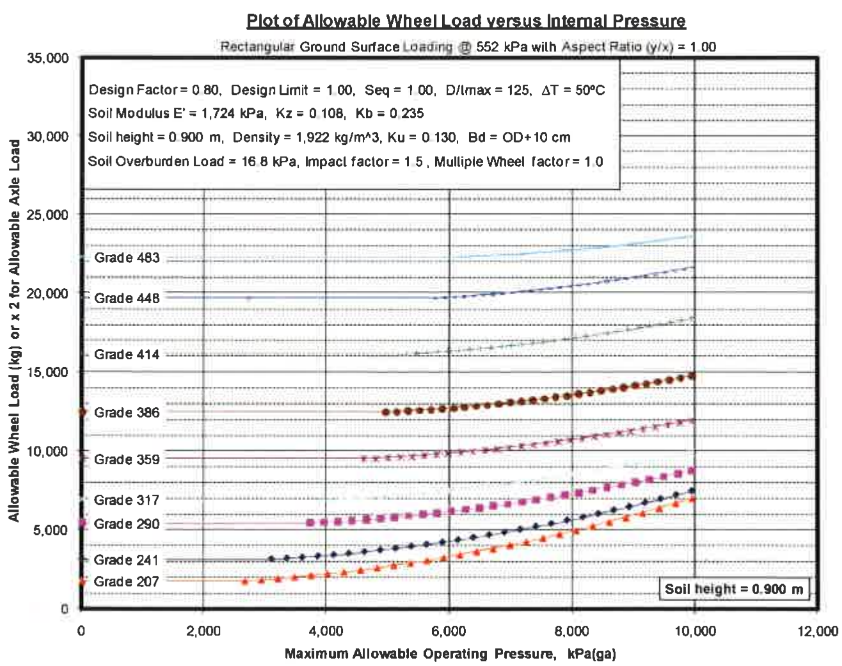

Figure C-1(f) – Soil Height = 0.9 meters, DF = 0.8

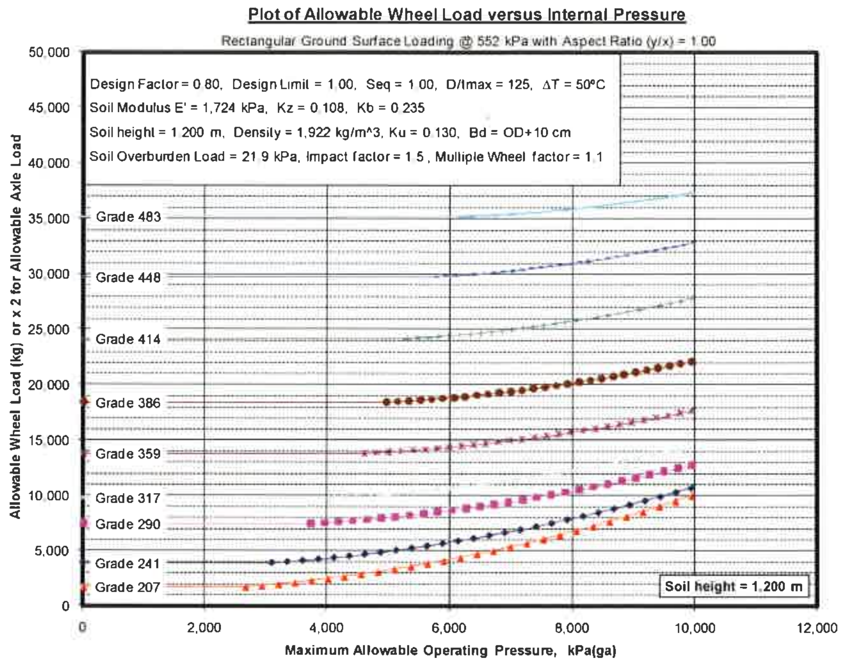

Figure C-1(g) – Soil Height = 1.2 meters, DF = 0.8

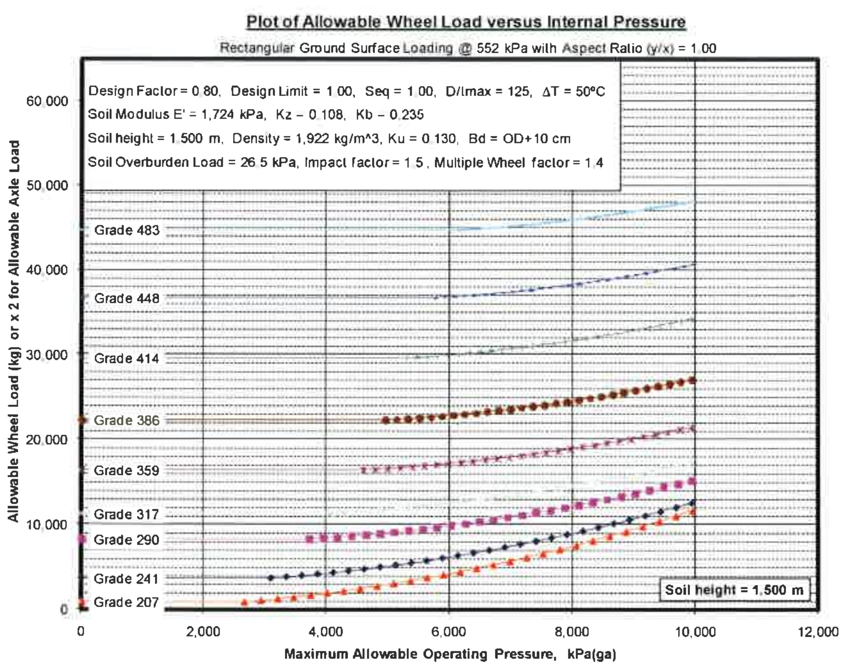

Figure C-1(h) – Soil Height = 1.5 meters, DF = 0.8

Surface Load Multiplier for Rectangular Footprint and Various Contact Pressure Figures C-2(a) through C-2(d)

Figures C-2(a) through C-2(d) present the Load Multiplier that can be applied to the previous determined allowable live surface "point" load for surface loads applied over a square footprint with contact pressures ranging from 35 kPa through 420 kPa (5 psi through 60 psi). The figures apply for cover depths of 60 cm, 90 cm, 120 cm, and 150 cm (2ft, 3ft, 4ft, 5ft).

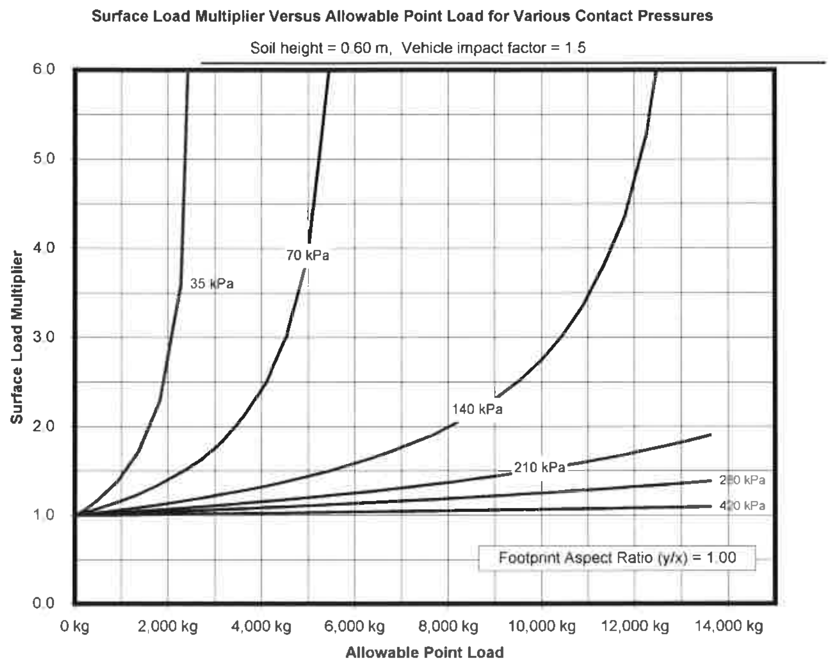

Figure C-2(a) – Soil Height = 0.6 meters

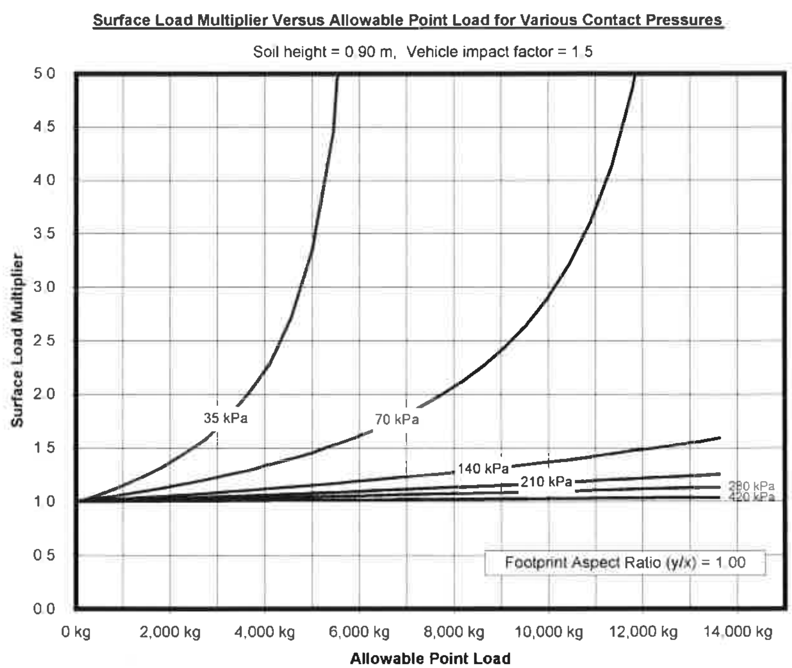

Figure C-2(b) – Soil Height = 0.9 meters

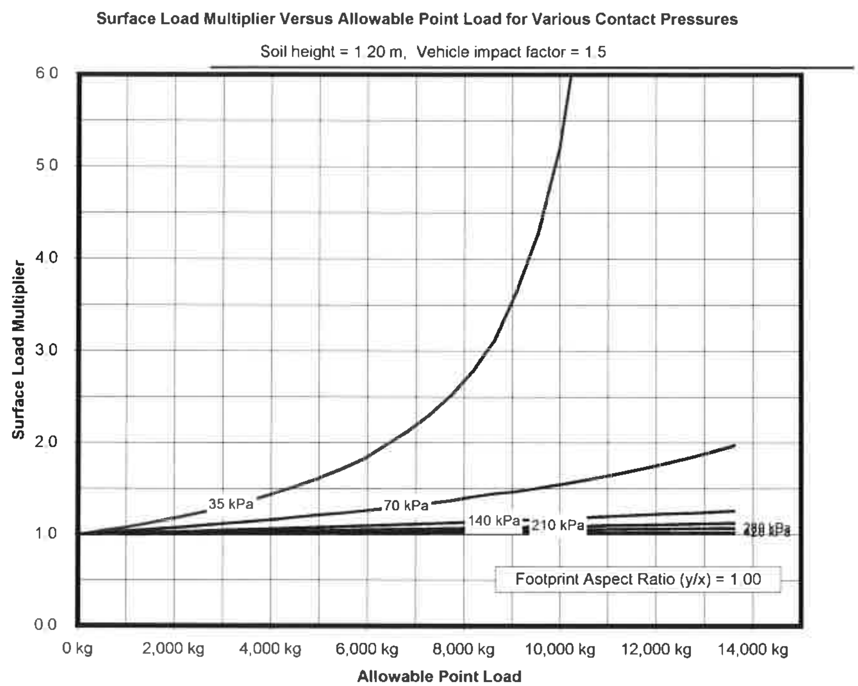

Figure C-2(c) – Soil Height = 1.2 meters

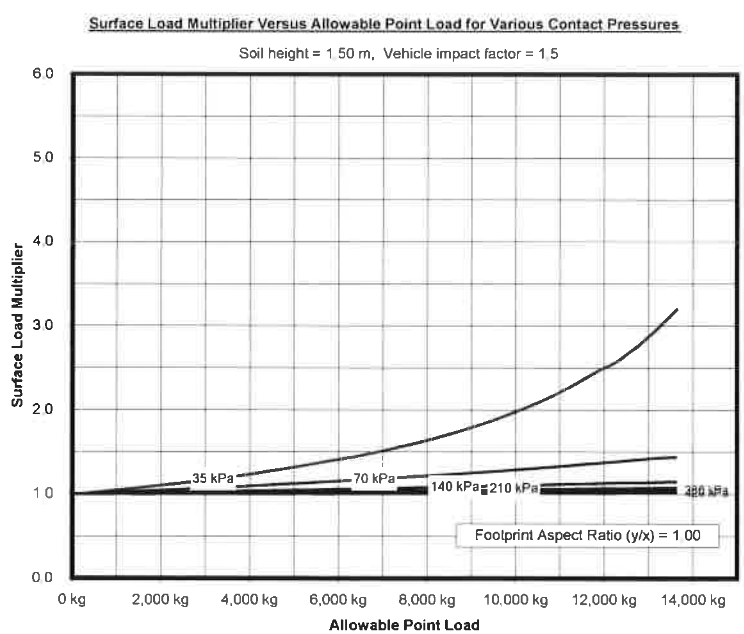

Figure C-2(d) – Soil Height = 1.5 meters

Surface Load Multiplier for Track Loads Figures C-3(a) through C-3(d)

Figures C-3(a) through C-3(d) present the Load Multiplier that can be applied to the previously determined allowable live surface "point" load for Track Loads. Track loads have been represented as surface loads applied over a rectangular footprint with an aspect ratio (Length/Width) of 4. The figures apply for cover depths of 60 cm, 90 cm, 120 cm, and 150 cm (2ft, 3ft, 4ft, 5ft).

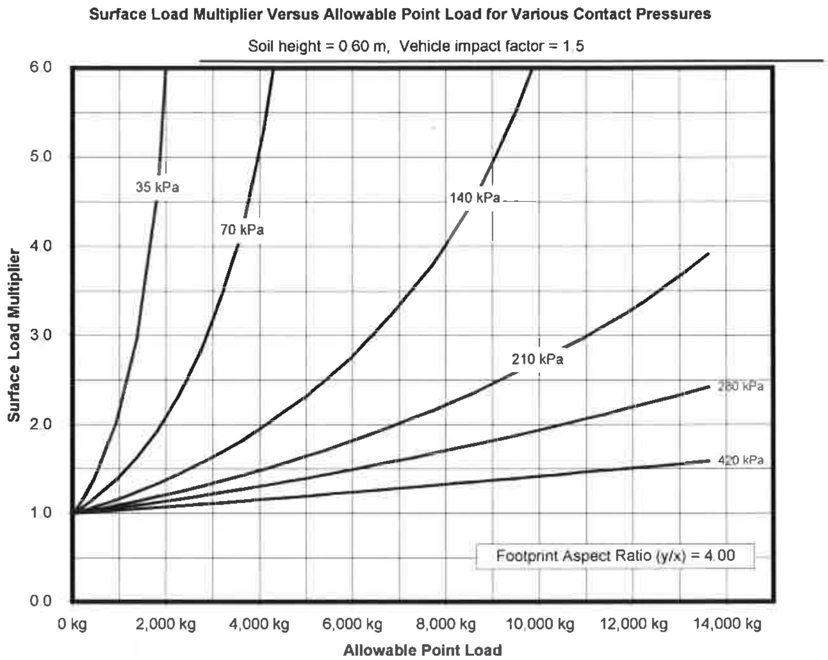

Figure C-3(a) – Soil Height = 0.6 meters

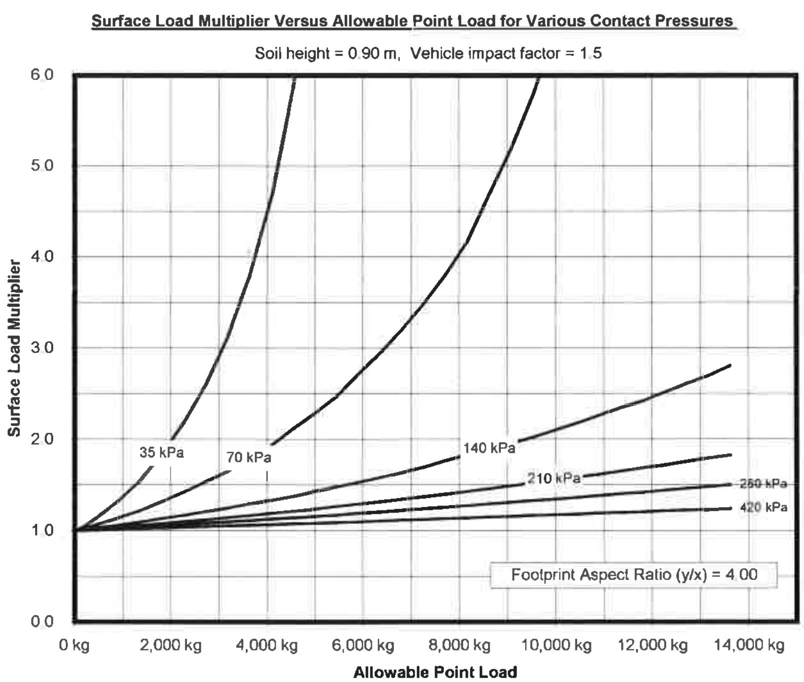

Figure C-3(b) – Soil Height = 0.9 meters

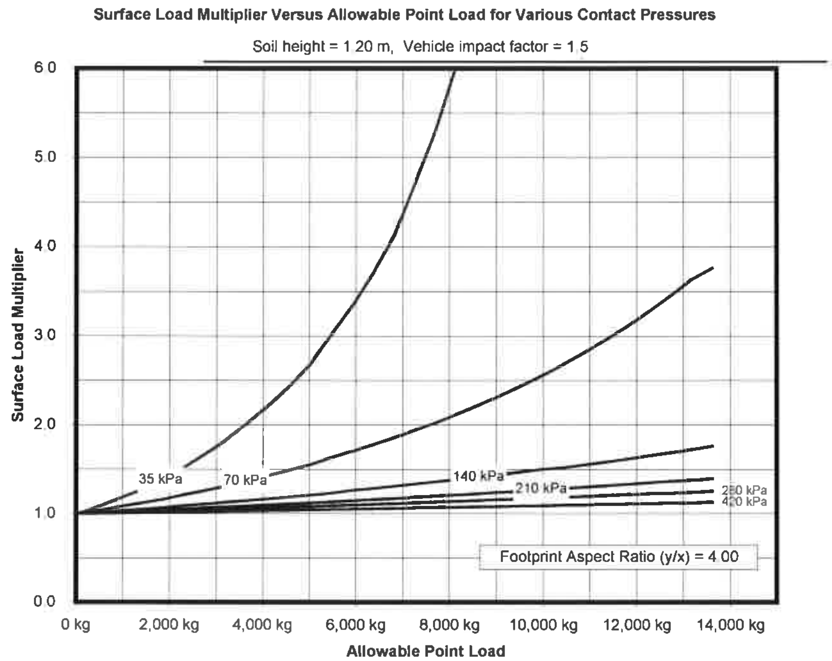

Figure C-3(c) – Soil Height = 1.2 meters

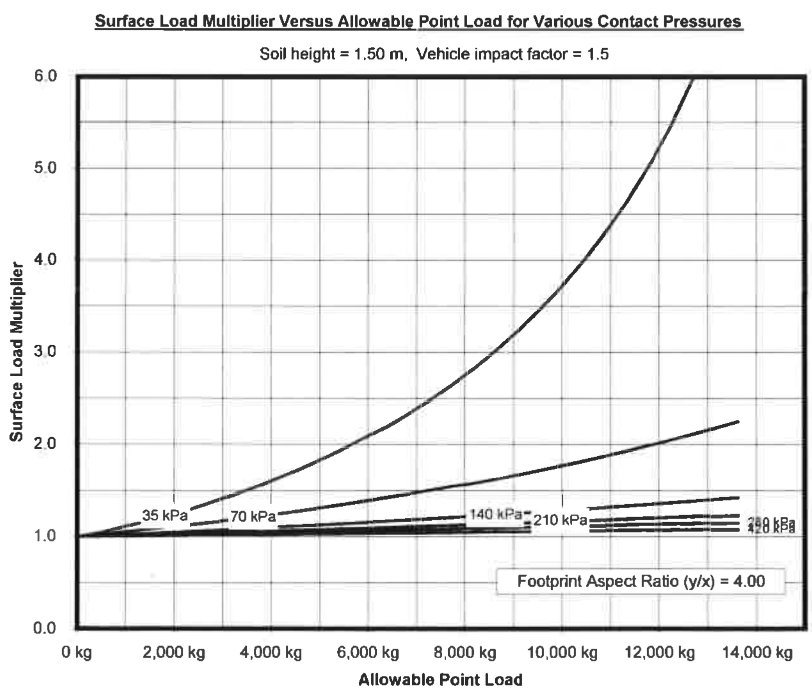

Figure C-3(d) – Soil Height = 1.5 meters

Surface Load Multiplier for Concrete Slab Figures C-4(a) through C-4(d)

Figures C-4(a) through C-4(d) present the effects of placing a concrete slab on the surface as a mitigative measure to increase the allowable surface "point" load. The figures apply for cover depths of 60 cm, 90 cm, 120 cm, and 150 cm (2ft, 3ft, 4ft, and 5ft).

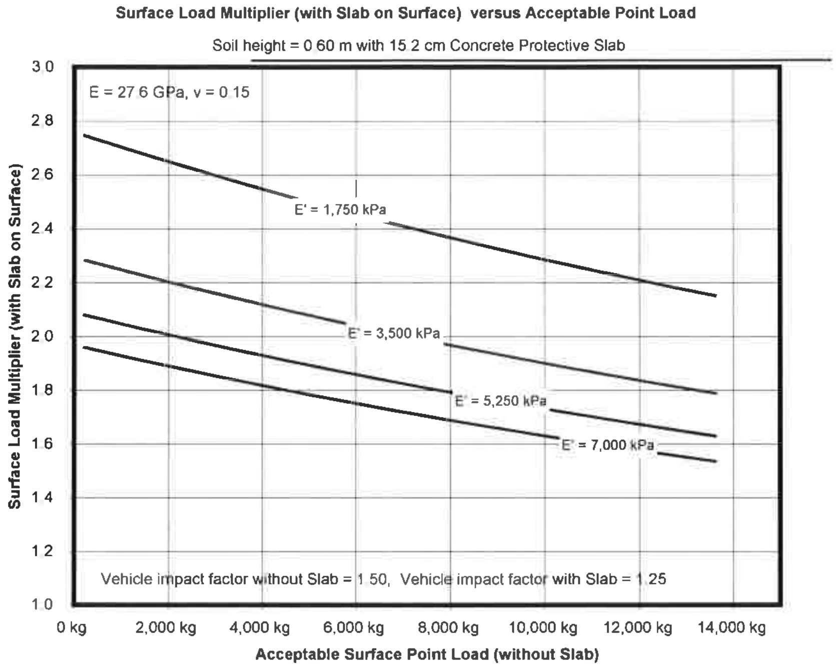

Figure C-4(a) – Soil Height = 0.6 meters

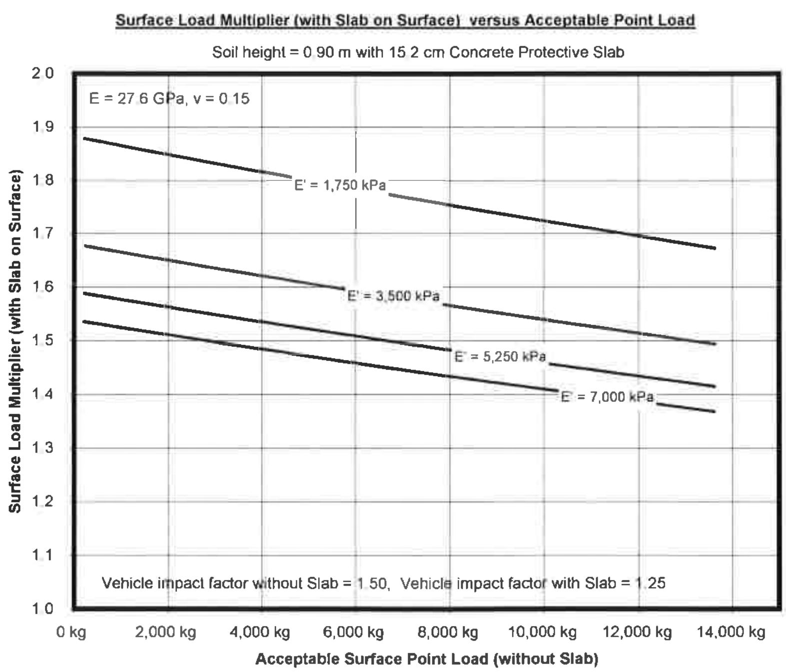

Figure C-4(b) – Soil Height = 0.9 meters

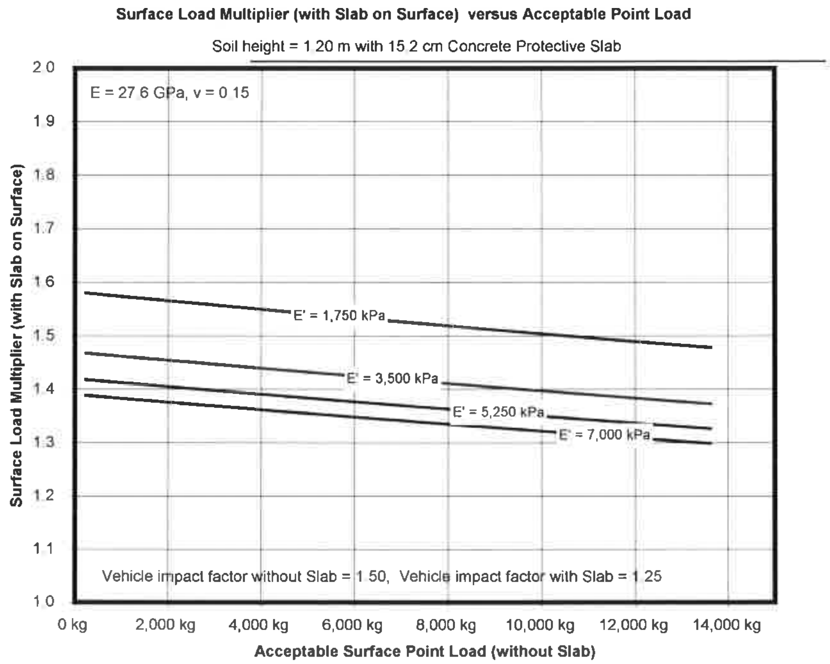

Figure C-4(c) – Soil Height = 1.2 meters

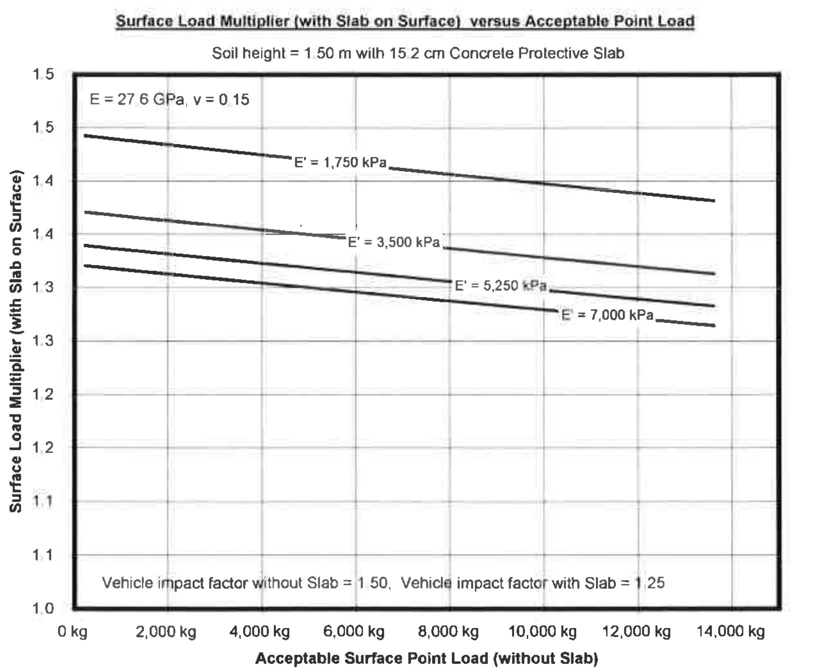

Figure C-4(d) – Soil Height = 1.5 meters

Surface Load Multiplier for Timber Mats Figures C-5(a) through C-5(d)

Figures C-5(a) through C-5(d) present the effects of placing a 20 cm (8-inch) thick timber mat on the surface as a mitigative measure to increase the allowable surface "point" load. The figures apply for cover depths of 60 cm, 90 cm, 120 cm, and 150 cm (2 ft, 3 ft, 4 ft, 5 ft).

> Note: It is important to note that the individual timbers within the mat must be tied in a manner that provides for a uniformly transfer of load between timbers making up the mat.

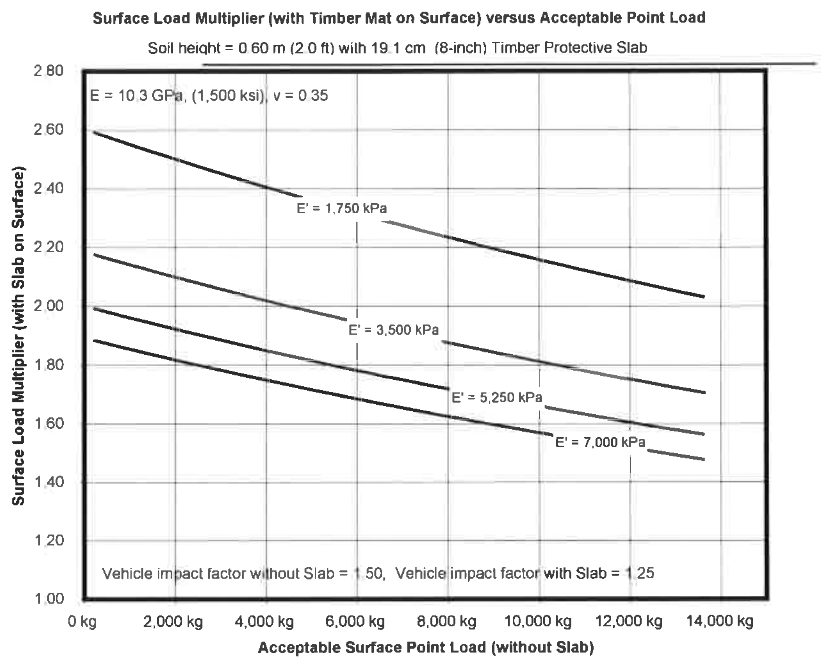

Figure C-5(a) – Soil Height = 0.6 meters

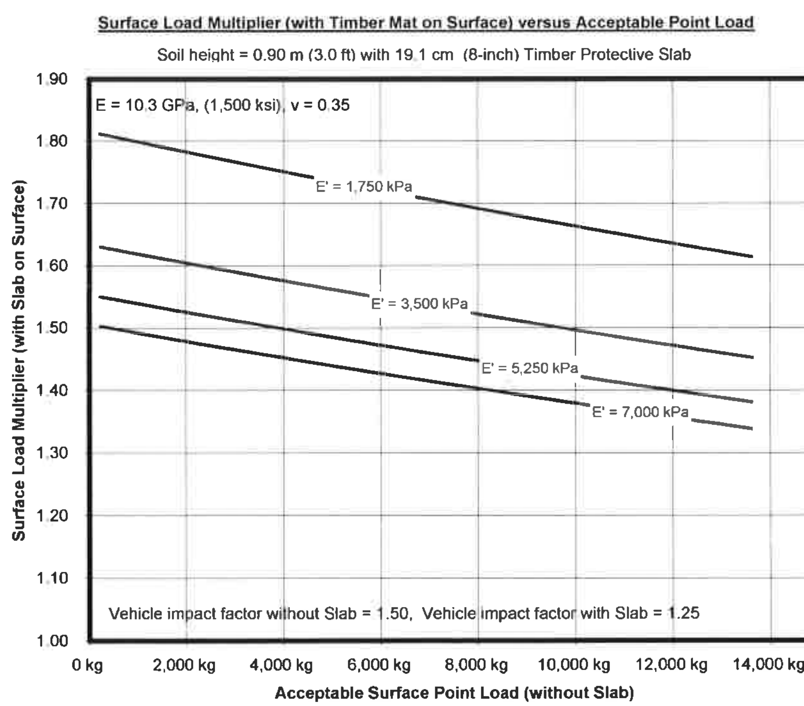

Figure C-5(b) – Soil Height = 0.9 meters

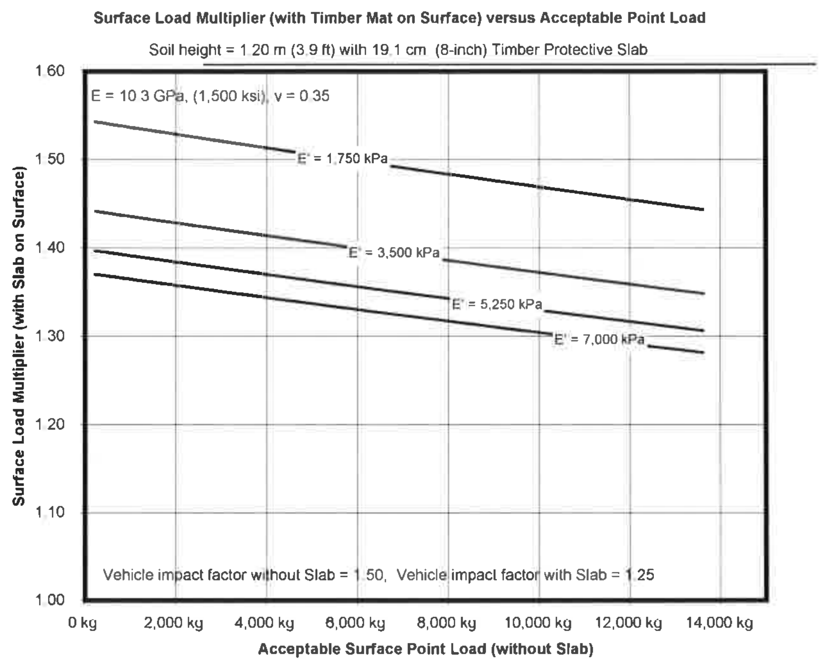

Figure C-5(c) – Soil Height = 1.2 meters

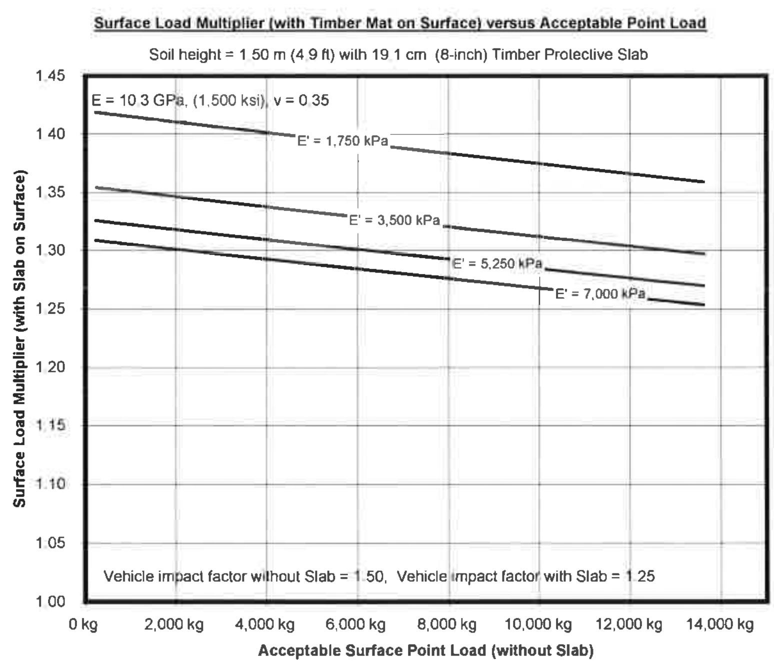

Figure C-5(d) – Soil Height = 1.5 meters

APPENDIX D:

Proposed Guideline – Equipment with Low Surface Contact Pressure Crossing of Existing Pipelines

Where practical, crossings of pipelines shall occur at designated locations along the right-of-way preferably at purpose-built locations such as roads designed for such use. In situations where existing pipelines are to be crossed at locations not specifically designed as a crossing location, it shall be permissible to cross the pipeline by equipment imposing low surface contact loads provided that the following requirements are met:

a. The crossing of the pipeline is infrequent.
b. The pipeline is suitable for continued service at the established operating pressure. The pipeline operator shall consider service history and anticipated service conditions in this evaluation.
c. The piping is not subjected to significant secondary stresses, other than those directly imposed by the crossing of the pipeline.
d. The anticipated surface loading is below that provided in Figure D-1(a) through D-1(f).

As an alternative to the above requirements, an engineering assessment of site-specific conditions is acceptable. This detailed engineering analysis shall consider the resulting combined stresses on the pipeline as a result of all loads expected to be imposed during its usage as a crossing location.

Note: Figures D-1(a) thru D-1(f) utilize a 60 degree bedding angle. A 30 degree angle is typically utilized and is representative of open trench construction with relatively unconsolidated backfill such that the full bearing support of the pipe is not achieved. While this is an acceptable and generally conservative value to utilize for a newly constructed pipeline, a 60 degree bedding angle has been utilized to reflect a mature pipeline where soil has re-consolidated around the pipeline providing additional support.

Note: Figures D-1(a) thru D-1(f) utilize an Impact Factor of 1.25 versus 1.50 to take into account that equipment with low surface contact pressures are:

Typically designed not to compact the soil strata.

Designed to utilize low pressure pneumatic tires with contact pressure < 200 kPa(ga) (30 psig

Designed to operate at lower velocities < 15 kph. (10 mph)

Figures D-1(a) through D-1(f)

Figure D-1(a) through D-1(f) present the maximum live surface "point" load in kilograms for cover depths of 60cm, 90 cm, 120 cm & 150 cm and design operating pressures of 72% SMYS and 80% SMYS.

Notes applicable to Figures D-1(a) through (f):

1) For intermediate operating pressure or grades, it shall be permissible to determine the surface load by interpolation.
2) Design conditions used to develop the table are as follows:
   - Depth of cover as indicated
   - Maximum hoop stress of 72% or 80% percent SMYS as indicated
   - Maximum combined circumferential stress of 100 percent SMYS
   - Surface loading based on a contact pressure of 207 kPa (30 psi) applied over a rectangular area with aspect ratio (y/x) = 1
   - Fluctuating stress limitation of 82.7 MPa (12 ksi) based upon 2,000,000 cycles
   - Maximum D/t ratio of 125.
   - Soil Modulus E' = 1,724 kPa at pipe.
   - Soil Density = 1,922 kg/m^3
   - Loading criteria includes an impact factor of 1.25.
   - Maximum combined effective stress of up to 100 percent SMYS.
   - A temperature differential of $\Delta T = 50°$ C or the maximum temperature limitation as per CSA Clause 4.6.2.1 (section 2 above) whichever is the lower is included in the calculated the longitudinal stress.
   - A 60 degree bedding angle has been utilized reflecting a mature pipeline where the soil has re-consolidated around the pipeline providing additional support.
   - Multiple wheel influence factor (if applicable)

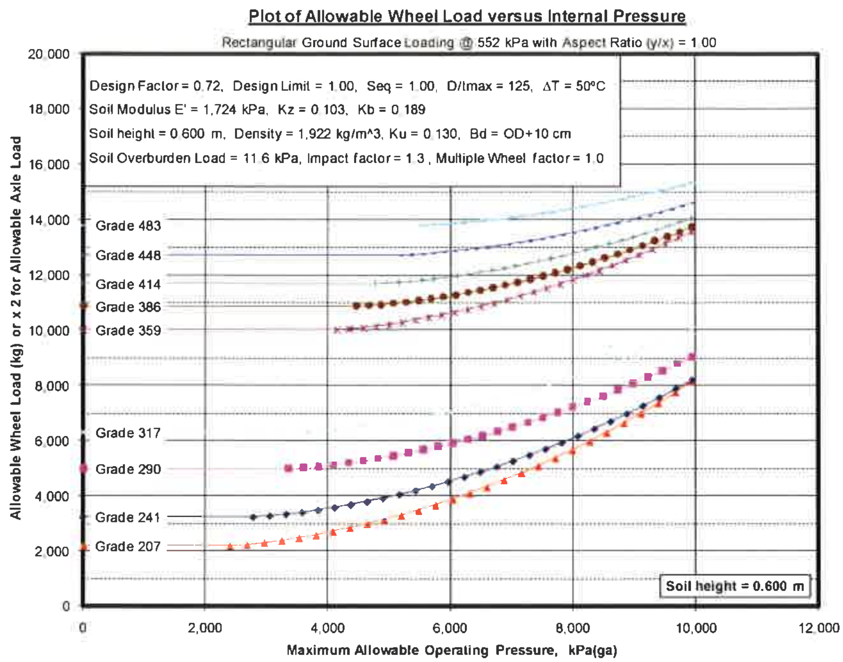

Figure D-1(a) – Soil Height = 0.60 meters, DF = 0.72

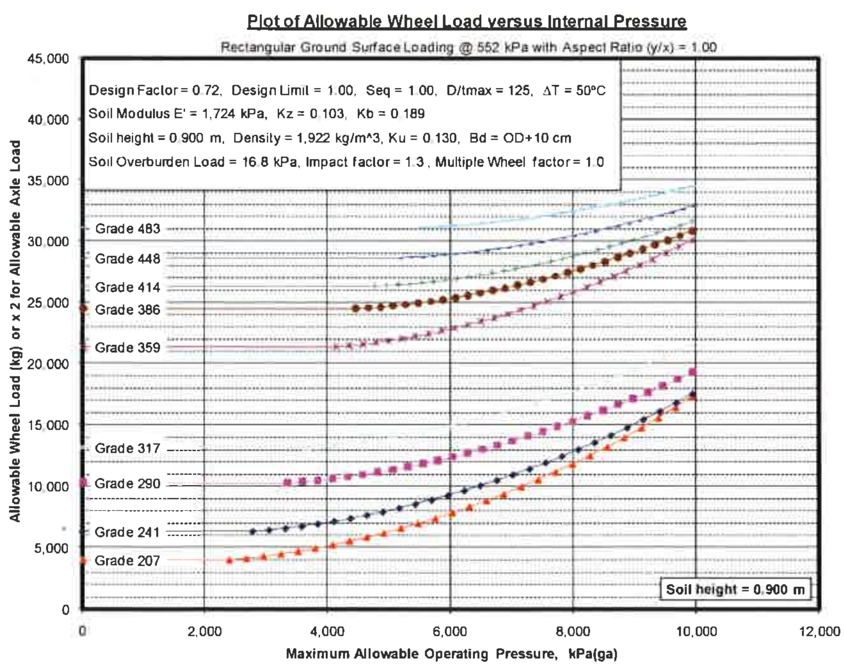

Figure D-1(b) – Soil Height = 0.90 meters, DF = 0.72

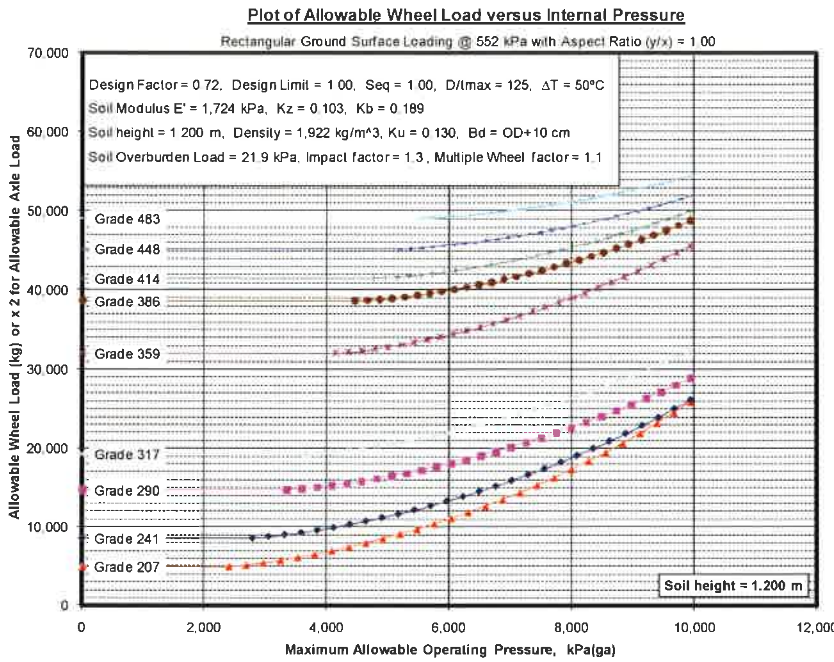

Figure D-1(c) – Soil Height = 1.2 meters, DF = 0.72

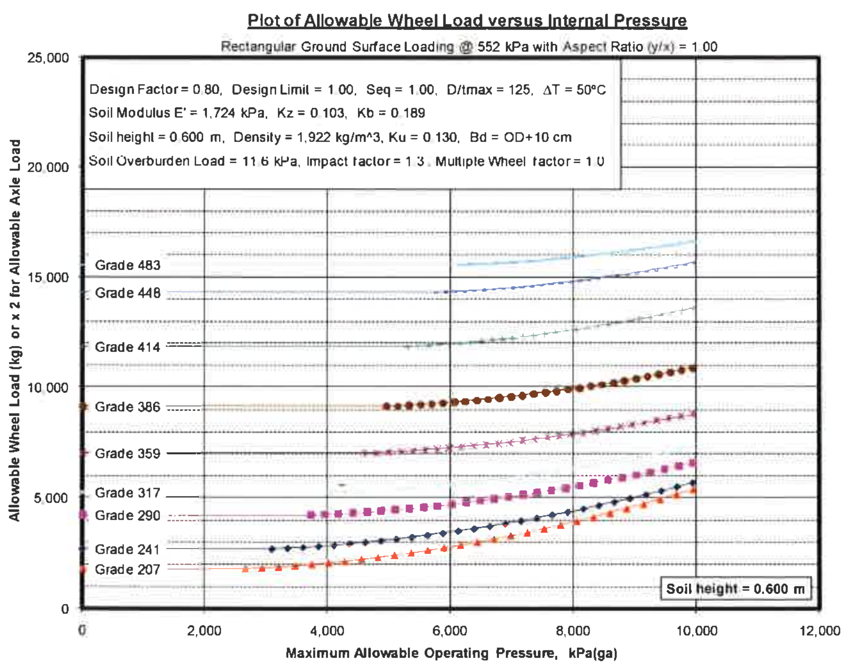

Figure D-1(d) – Soil Height = 0.6 meters, DF = 0.8

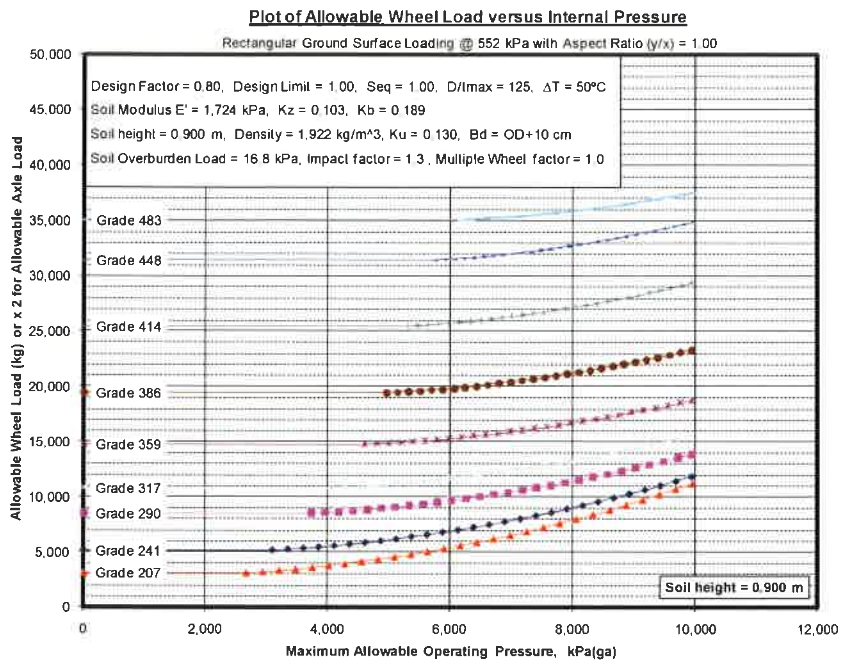

Figure D-1(e) – Soil Height = 0.9 meters, DF = 0.8

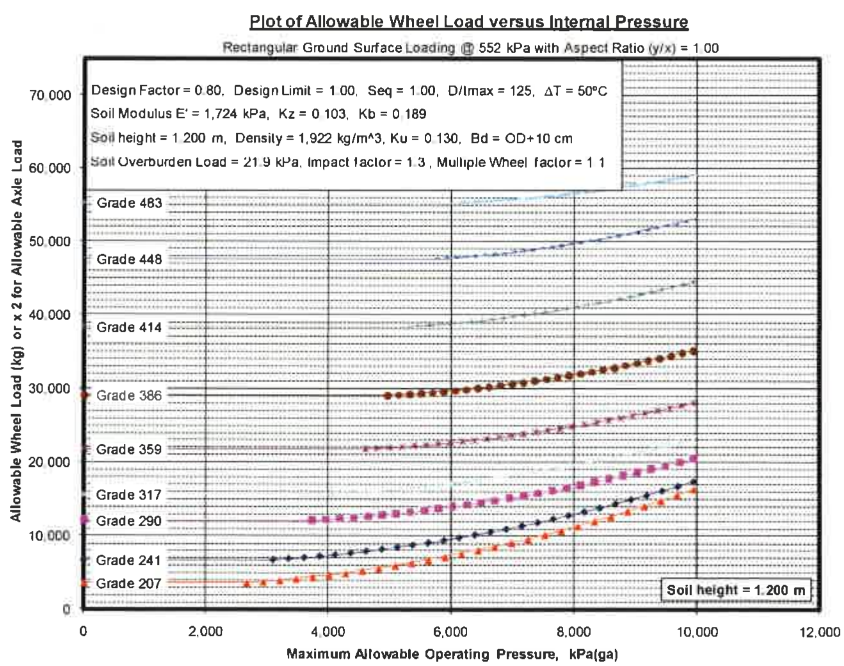

Figure D-1(f) – Soil Height = 1.2 meters, DF = 0.8

Surface Load Multiplier for Rectangular Footprint and Various Contact Pressure Figures D-2(a) through D-2(d)

Figure D-2(a) through D-2(d) present the Load Multiplier that can be applied to the previous determined allowable live surface load for surface loads applied over a square footprint with contact pressures ranging from 35 kPa through 420 kPa (5 psi through 60 psi). The figures apply for cover depths of 60 cm, 90 cm, 120 cm, and 150 cm (2ft, 3ft, 4ft, 5ft).

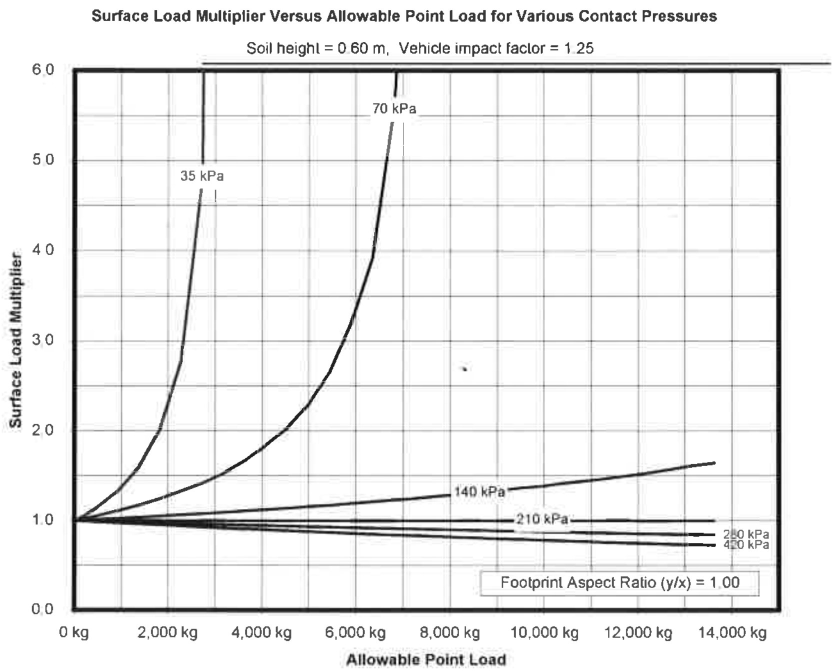

Figure D-2(a) – Soil Height = 0.6 meters

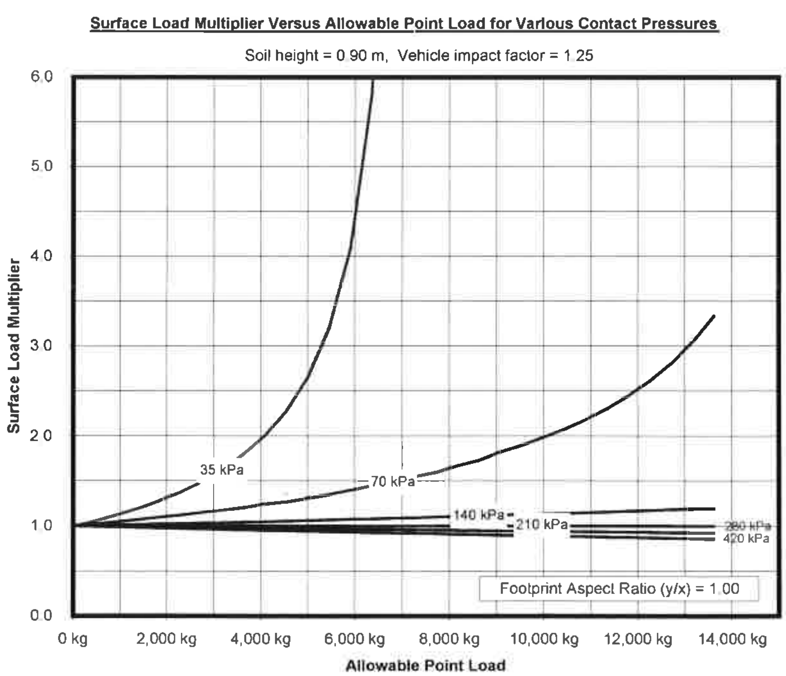

Figure D-2(b) – Soil Height = 0.9 meters

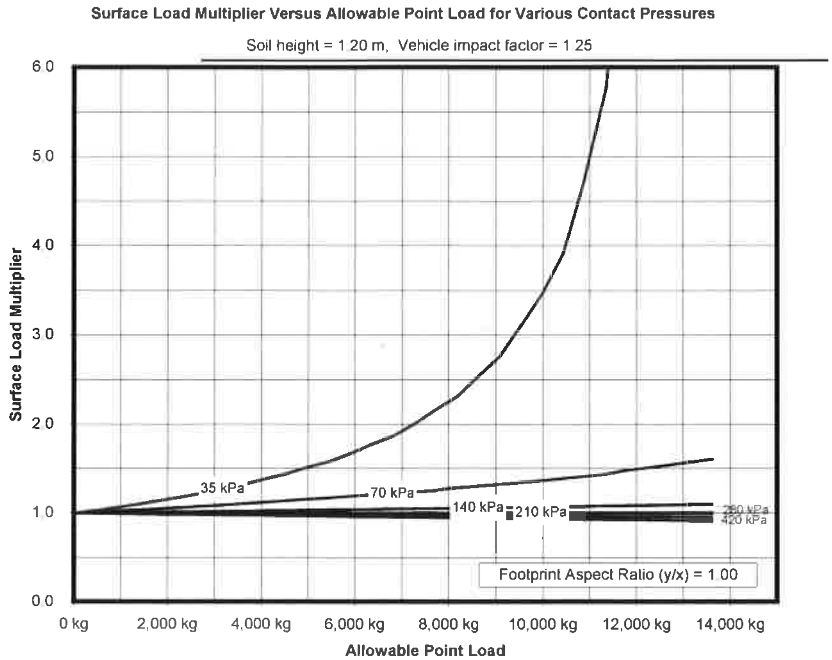

Figure D-2(c) – Soil Height = 1.2 meters

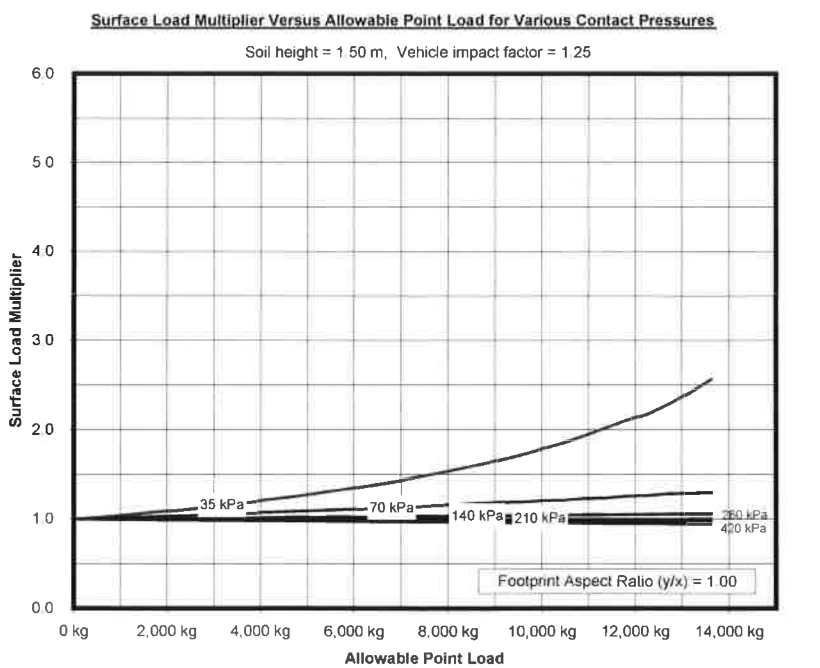

Figure D-2(d) – Soil Height = 1.5 meters

Vermont Gas

ARNGP PROJECT DIRECTIVE

Date: 8/31/2015

Subject: General Backfill Materials

Directive Number: 2015 – 007

In 2.1(B) – Materials of Section 312333 – Trenching, Pipe Laying, and Backfilling of the Technical Specifications, it states native materials containing no stones or clods larger than 3" in the longest dimension are acceptable for general backfill. This directive will serve as notice that native materials containing no stones or clods larger than 6" in the longest dimension are acceptable for general backfill.

The VGS Operations and Maintenance Manual in the Trenching and Backfilling Procedure allows for this change to the specification and now the two documents will be consistent.

Issued by (print): Kristy Oxholm (for Christopher LeForce)

Signature: KMOxholm

This directive expires on 12/31/2015 unless superseded or cancelled prior to that date.

From: John Stamatov (US - Advisory) <john.r.stamatov@pwc.com>
Sent: Tuesday, May 24, 2016 1:11 PM
To: John St.Hilaire
Subject: Compaction Test Results - Rocky Ridge
Attachments: 15303 Compaction.pdf

John,

See attached. Line items 10-12 are for Rocky Ridge (all above 90%).

VELCO (Peter Lind) has received all compaction test results to date.

--
John R. Stamatov
PwC Capital Projects & Infrastructure
774-262-9290

KNIGHT CONSULTING ENGINEERS, INC.
51 KNIGHT LANE
WILLISTON, VT 05495

FIELD COMPACTION REPORT

For Vermont Gas Systems **Project** Vermont Gas Testing **KCE #** 15303

Test No.	Date Tested	Location	Elevation	Soil Description	In-Place Dry Density (pcf)	Moisture Content (%)	Maximum Dry Density (pcf)	Optimum Moisture %	Percent Compaction %	Intl
1	09-18-15	Compaction Fill Over Gas Line – STA. 158+60	Finish Grade ±	Site Material – Thru Shaker Bucket (1½" Minus Silty Gravel)	114.1	7.0	136.4	7.1	83.7	pr
2	09-18-15	Compaction Fill Over Gas Line – STA. 158+65	18"± Below Finish Grade	Site Material – Thru Shaker Bucket (1½" Minus Silty Gravel)	113.8	5.7	136.4	7.1	83.4	pr
3	10-15-15	VELCO – Entrance Gate	6" Below Finish Grade	Site Material – Thru Shaker Bucket (1½" Minus Silty Gravel)	134.4	4.6	136.4	7.1	96.9	bjl
4	10-15-15	Center of Overhead Lines	2' Below Finish Grade	Site Material – Thru Shaker Bucket (1½" Minus Silty Gravel)	138.1	138.1	136.4	7.1	100+	bjl
5	10-15-15	Left Hand Edge VELCO Row	2' Below Finish Grade	Site Material – Thru Shaker Bucket (1½" Minus Silty Gravel)	136.0	136.0	136.4	7.1	99.7	bjl
6	10-19-15	VELCO Redmond Road – STA. 456+20	1'± Below Top of Soil	Redmond Road Native Backfill	106.1	22.7	127.1	9.7	①②83.5	kp
7	10-19-15	VELCO Redmond Road – STA. 456+60	1'± Below Top of Soil	Redmond Road Native Backfill	105.0	18.0	127.1	9.7	①②82.6	kp
8	10-19-15	VELCO Redmond Road – STA. 456+97	1'± Below Top of Soil	Redmond Road Native Backfill	109.7	19.6	127.1	9.7	①②86.3	kp
9	04-15-16	Fill Over Gas Line , 75' South of Power Line	Finish Gravel	Crushed Run Gravel	115.5	7.3	136.9	9.3	③84.4	pr
10	04-15-16	Retest of #9	Finish Gravel	Crushed Run Gravel	124.7	6.0	136.9	9.3	91.1	pr
11	04-18-16	Under Power Line	Finish Gravel	Crushed Run Gravel	124.9	3.2	136.9	9.3	91.2	bjl
12	04-18-16	75' North of Power Line	Finish Gravel	Crushed Run Gravel	127.6	4.0	136.9	9.3	93.2	bjl

Distribution List: Vermont Gas – Lesli Nichols; Wilson Consulting Engineers – Joey Wilson; Pricewaterhousecoopers – John Stamatov & Efrain Mazariegos

Remarks: ①90% Minimum compaction effort required.

②Contractor to further compact areas for retesting.

③Contractor further compacted area with larger plate compactor. Two trips to site due to retesting.

Submitted by: [signature]
Brian J. Lymaster/nmv

From: Reagan, Michael J <Michael.Reagan@mottmac.com>
Sent: Wednesday, June 29, 2016 7:51 PM
To: John St.Hilaire
Cc: john.r.stamatov@pwc.com; Chris LeForce
Subject: Re: GC Issue Compaction

I did to we went thru it hope CHA did it. I though this was all set . We look into it tomorrow morning

Get Outlook for Android

On Wed, Jun 29, 2016 at 7:49 PM -0400, "John St.Hilaire" <jsthilaire@vermontgas.com> wrote:

I thought we took that out?

Sent from my iPhone

On Jun 29, 2016, at 7:49 PM, Reagan, Michael J <Michael.Reagan@mottmac.com> wrote:

> Compaction the orginal spec.
>
> Get Outlook for Android
>
> On Wed, Jun 29, 2016 at 7:47 PM -0400, "John St.Hilaire" <jsthilaire@vermontgas.com> wrote:
>
> Compaction or placing pipe on bottom of trench?
>
> Sent from my iPhone
>
> On Jun 29, 2016, at 7:45 PM, Reagan, Michael J <Michael.Reagan@mottmac.com> wrote:
>
>> Gentleman
>>
>> GC is back on the issue if compaction on the VELCO easement . Just a heads up, he talked to some operators today. So except a call tomorrow. I was just notified by the VELCO inspector
>>
>> Mike
>>
>> Get Outlook for Android
>>
>> ____
>>
>>

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AC INTERFERENCE ANALYSIS
&
MITIGATION SYSTEM DESIGN

Prepared for:

Vermont Gas System

12" Addison Natural Gas Project

Chittendon & Addison Counties, Vermont

Prepared By:

Report Issued: May 20, 2016

ARK Engineering & Technical Services, Inc.
639 Granite Street, Suite 200
Braintree, MA 02184
Phone: 781-849-3800
Fax: 781-849-3810

For information, please contact:
Mr. James Smith
Report Number: R-12144-AC
ISSUED FOR CONSTRUCTION

EXECUTIVE SUMMARY

This report summarizes the results of an AC interference analysis for Vermont Gas System on the proposed Vermont Gas 12" pipeline. This proposed pipeline will be subject to AC electrical interference effects from the following electric transmission circuits which will parallel and cross the proposed pipeline:

- Ten (10) Vermont Electric Power (VELCO) electric transmission circuits
- One (1) Green Mountain Power (GMP) electric transmission circuit

The proposed pipeline length under study is approximately 41.2 miles.

This final report presents the predicted AC interference pipeline potentials during future emergency peak load conditions on the VELCO circuits, as provided by VELCO. Fault conditions on these circuits were also simulated to determine AC inductive and conductive coupling effects to the proposed pipeline.

Green Mountain Power did not provide electric circuit data, therefore, based upon previous experience, ARK Engineering assumed peak emergency load currents and fault current values to predict worst-case scenarios caused by inductive and conductive AC electrical interference effects by the GMP transmission circuit to this proposed pipeline.

The results of this study indicate that AC steady state interference voltage levels are calculated above the design limit of thirty (30) Volts at non-exposed pipeline locations and fifteen (15) Volts at exposed pipeline locations at several locations along this proposed pipeline route.

For the proposed pipeline under study, a maximum computed induced AC pipeline potential of approximately one hundred and thirty-nine (139) Volts, with respect to remote earth, occurs at pipeline station number 2087+16. At this location, the proposed pipeline leaves the shared right-of-way with two (2) VELCO electric transmission circuits.

During simulated single phase-to-ground fault conditions on the electric transmission circuits, the maximum total pipeline coating stress voltage level was computed. This is the sum of the inductive and conductive AC interference effects on the proposed pipeline. The maximum pipeline coating stress voltage was calculated at four thousand six hundred and fourteen (4,614) Volts at pipeline station number 1547+10. At this location, the proposed 12" pipeline will parallel the VELCO 115 kV 'K43' electric transmission circuit.

This coating stress voltage level is below the design limit of five thousand (5,000) Volts.

The following six (6) aboveground pipeline appurtenances were analyzed for touch and step hazards due to their proximity to the electric transmission circuits:

- Williston M&R: MP 10.43
- MLV-2: MP 14.30
- MLV-3: MP 19.81
- MLV-4: MP 24.80
- MLV-5/ Plank Rd. M&R: MP 32.54
- MLV-6: MP 35.00

The computed touch and step voltages were above the IEEE Standard 80 design limit at each location. Additional AC mitigation is recommended at each site.

AC current density calculations associated with AC corrosion mechanisms were conducted for this proposed pipeline.

The AC mitigation system designs proposed by ARK Engineering in this report reduce the pipeline AC electrical interference effects to acceptable levels during steady state and fault conditions on the electric transmission circuits, for personnel safety and pipeline integrity.

TABLE OF CONTENTS

1. INTRODUCTION

1.0 Introduction

ARK Engineering & Technical Services, Inc. was contracted to investigate AC electrical interference effects on the proposed Vermont Gas 12" pipeline. AC electrical interference effects may occur on this proposed pipeline due to the proximity of ten (10) VELCO electric transmission circuits and one (1) GMP electric transmission circuit. The proposed pipeline under study is approximately 41.2 miles in total length, and is located in Chittenden and Addison Counties, Vermont.

This report presents the computed steady state induced AC pipeline potentials for this pipeline. Simulated fault conditions on the electric transmission circuits were also modeled to determine pipeline coating stress voltages for this pipeline.

Emergency peak load and fault current values, provided by VELCO or conservatively estimated by ARK Engineering, based on industry experience, were used to predict worst-case scenarios caused by inductive and conductive AC electrical interference effects to this pipeline.

This report summarizes this analysis and outlines ARK Engineering's recommendations for mitigation of AC electrical interference effects on this proposed pipeline. The proposed mitigation system design, as outlined in this report, will reduce the AC electrical interference effects on the pipeline to acceptable limits.

The conclusions in this report are based upon field data, pipeline data provided by Vermont Gas System, and power line data provided by VELCO or assumed by ARK Engineering for the GMP circuit. Calculations and analysis were performed using state-of-the-art modeling software.

1.1 Joint Facility Corridor Overview

The proposed 12" pipeline will travel through Chittenden and Addison Counties, Vermont. This proposed pipeline is approximately 41.2 miles in length. All station numbers outlined in this report are based on the pipeline alignment plans - Vermont Gas Proposed 12" Pipeline Addison Natural Gas Project - EPSC Plan issued 4/16/2013.

The areas of concern where the proposed pipeline will parallel or cross the electric transmission circuits, are outlined below:

- At pipeline station number 69+50, the pipeline will cross the VELCO 115 kV K22 electric transmission circuit.

- At pipeline station number 159+00, the pipeline will cross the VELCO 115 kV 'K21' electric transmission circuit.
- From pipeline station number 328+00 to 333+50, the pipeline will parallel and cross the 'GMP' electric transmission circuit.
- At pipeline station number 456+50, the pipeline will cross the VELCO 115 kV 'K24' electric transmission circuit.
- From pipeline station number 535+00 to 606+50, the pipeline will parallel the VELCO 115 kV 'K23' electric transmission circuit.
- At pipeline station number 606+50, the pipeline will pass in front of the VELCO 'Taft's Corner' electric substation.
- From pipeline station number 606+50 to 717+00, the pipeline will parallel and cross the VELCO 115 kV 'K27' electric transmission circuit.
- At pipeline station number 606+50, the pipeline will pass in front of the VELCO 'Williston' electric substation.
- At pipeline station number 717+50, the pipeline will pass the VELCO 115 kV 'K33' electric transmission circuit which ties into the VELCO 'Williston' electric substation.
- From pipeline station number 718+50 to 1854+50, the pipeline will parallel and cross the VELCO 115 kV 'K43' electric transmission circuit.
- From pipeline station number 1813+50 to 1854+50, the pipeline will parallel and cross the VELCO 115 kV 'K64' electric transmission circuit.
- At pipeline station number 1857+00, the pipeline will pass in front of the VELCO 'New Haven' electric substation.
- From pipeline station number 1859+00 to 2087+75, the pipeline will parallel and cross the VELCO 115 kV 'K63' electric transmission circuit.
- From pipeline station number 1859+50 to 2087+75, the pipeline will parallel and cross the VELCO 115 kV 'K370' electric transmission circuit.

When metallic pipelines are located in shared rights-of-way with high voltage electric transmission circuits, the pipelines can incur high induced voltages and currents due to

AC interference effects. This situation can cause a number of safety issues if not mitigated effectively. The possible effects of this AC interference can include: personnel subject to electric shock up to a lethal level, accelerated corrosion, arcing through pipeline coating, arcing across insulators, disbondment or degradation of coating, or possibly perforation of the pipeline.

AC interference simulation programs were used as part of this project to model the right-of-way (ROW) and estimate the levels of induced and conductive AC voltage on the proposed pipeline. These programs can also be used to evaluate the effectiveness of any proposed mitigation system design.

1.2 Objectives & Project Tasks

The primary objectives of this study were as follows:

1.2.1 Determine the AC electrical interference effects to the proposed pipeline during steady state and fault conditions on the eleven (11) electric transmission circuits.

1.2.2 If required, recommend AC mitigation methods to reduce the induced steady state AC pipeline potentials and touch voltages to less than 30 Volts at all buried locations on the pipeline.

1.2.3 If required, recommend AC mitigation methods to reduce the induced steady state AC pipeline potentials and step and touch voltages to less than 15 Volts at all above ground appurtenances.

1.2.4 If required, recommend mitigation methods to reduce fault-induced coating-stress voltages on the pipeline to less than 5,000 Volts, for protection of the pipeline coating.

1.2.5 If required, recommend mitigation methods for aboveground pipeline locations, such as valve sites and meter stations.

1.2.6 Assess the induced AC density on the pipeline for the potential threat of AC corrosion effects.

1.2.7 Perform calculations to determine the likelihood of AC corrosion effects to this proposed pipeline, based upon the installation of an AC interference mitigation system.

1.2.8 If AC corrosion effects are likely, based upon these calculations, determine if additional mitigation is required to reduce or eliminate the likelihood of AC corrosion effects.

The project tasks associated with this portion of the AC interference analysis and mitigation study consist of the following:

1.2.9 Soil Resistivity Analysis - Soil Resistivity measurements were taken along the proposed pipeline. An equivalent multi-layer soil model was obtained from these measurements using the modeling software. This model was then applied to subsequent simulation steps. This task is described in Chapter 2, and detailed results are presented in Appendix A.

1.2.10 Inductive Interference Analysis - Circuit models for the proposed pipeline and electric circuits were developed and used to determine magnetically induced pipeline potentials during steady state and fault conditions on the electric transmission circuits. This task is described in Chapter 3, and detailed results are presented in Appendix B.

1.2.11 Conductive Interference Analysis - The effects of single line-to-ground faults of nearby electric transmission circuits on the proposed pipeline in proximity was studied. These results were used to calculate coating-stress voltages along the pipeline. This task is described in Chapter 3, and detailed results are presented in Appendix B.

1.3 A BRIEF PERSPECTIVE ON ELECTROMAGNETIC INTERFERENCE MECHANISMS

The flow of energy transmitted by electric power is not totally confined within the power conductors. However, the spatial density of energy in the environment surrounding these circuits decreases sharply with an increase in distance from the conductors. Metallic conductors such as pipelines that are located near electric transmission circuits may capture a portion of the energy encompassed by the conductors' paths, particularly under unfavorable circumstances such as long parallel exposures and fault conditions. In such cases, high currents and voltages may develop along the conductors' lengths. Energy may also flow directly from power installations to pipeline installations via conductive paths common to both.

The electromagnetic interference mechanisms at low frequencies have been traditionally divided into three (3) categories: capacitive, inductive and conductive coupling. These categories and their possible effects are illustrated in Figure 1-1.

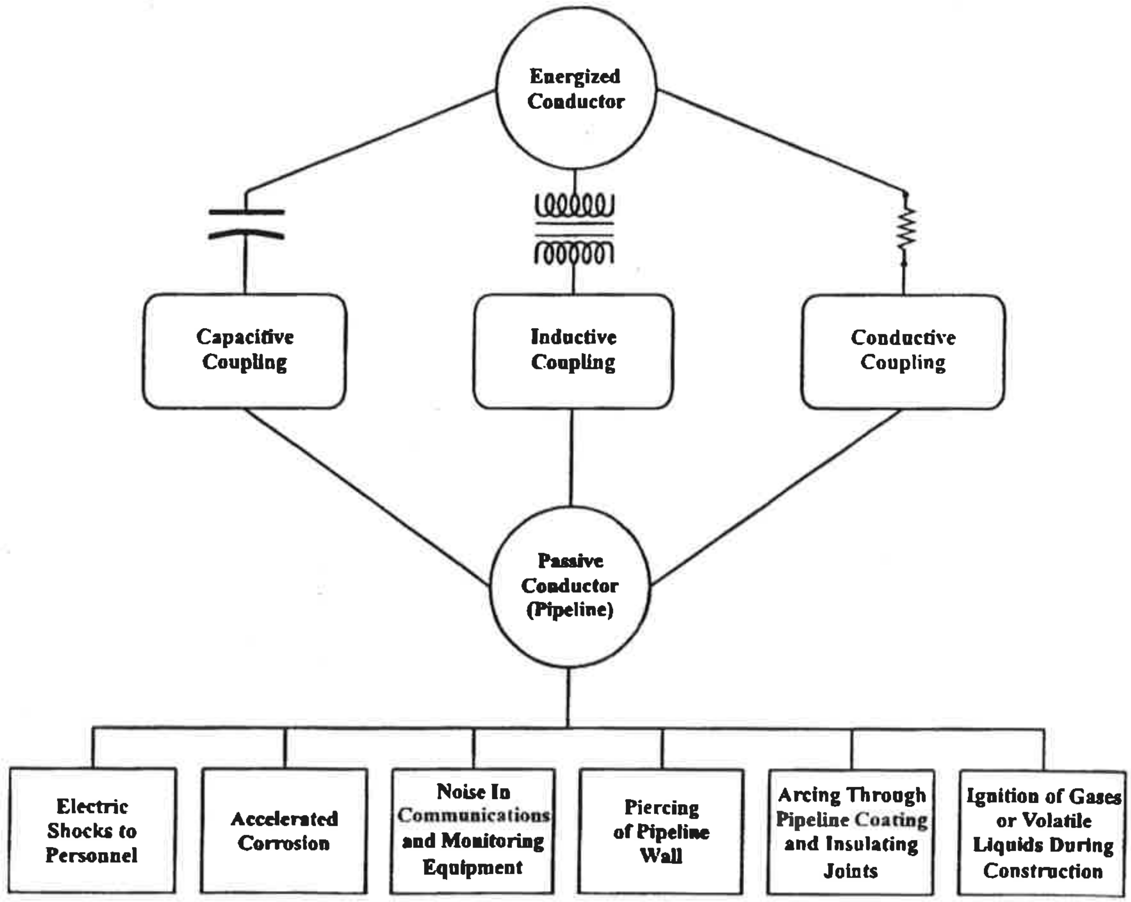


Figure 1-1: Interference Mechanisms and Effects on Pipeline

1.3.1 Capacitive Coupling

Mechanism:

Electrostatic or capacitive coupling results from the electric field gradient established between energized transmission line conductors and the earth. When the transmission line voltage is very high, a significant electric field gradient exists in the neighborhood of the transmission line. Large conductors, which are near and parallel to the transmission line and insulated from the earth, are liable to accumulate a significant electric charge, which represents a very real danger for personnel. Typically, such conductors include: equipment isolated from the earth, vehicles with rubber tires, aboveground pipelines, or pipelines under construction in dry areas when no precautions have been taken to establish adequate grounding for the pipeline lengths not yet installed in the ground. Hazards range from slight nuisance shocks to ignition of nearby volatile liquids with the accompanying risk of explosion, or electrocution of personnel.

Mitigation Measures:

Buried pipelines are relatively immune to interference due to capacitive coupling because, despite even an excellent coating, the length of exposure to the surrounding soil makes for an adequate ground to dissipate any significant charge that might otherwise accumulate. Aboveground pipelines, including pipelines under construction (which may or may not be buried in part) do not naturally have this protection. One means of protection is periodic grounding to earth, via ground rods, or other ground conductors judiciously placed so as to be unaffected by ground currents emanating from nearby towers during a fault.

1.3.2 Inductive Coupling

Mechanism:

Electromagnetic or inductive interference in a passive conductor (pipeline) results from an alternating current in another energized conductor (power line), which is more or less parallel to the first. This level of interference increases with decreasing separation and angle between the conductors, as well as with increasing current magnitude and frequency in the energized conductor. The combination of a high soil resistivity and passive conductors with good electrical characteristics (good coating, high conductivity and low permeability) also result in high-induced currents.

Peak potential values occur at discontinuities in either the energized or the passive conductor. When a transmission line and a pipeline are interacting, such discontinuities take the form of rapid changes in separation between the pipeline and transmission line, termination of the pipeline or an insulating junction in the pipeline (which amounts to the same thing), sudden changes in pipeline coating characteristics, a junction between two (2) or more pipelines or transposition of transmission line phases. Note that the induction effects on pipelines during normal power line operating conditions are small compared to the induction effects experienced by a pipeline during a power line fault. The most severe kind of fault is a single-phase-to-ground fault during which high currents circulate in one of the power line phases and are not attenuated by any similar currents in other phases. Hence, mitigation methods, which suffice for single-phase fault conditions, are often adequate for other conditions. It must be noted however, that the longer duration of the resulting potentials in the pipeline during steady state conditions makes the problem important to investigate from a perspective of human safety.

Unlike conductive interference, which tends to be a rather local phenomenon, inductive interference acts upon the entire length of the pipeline that is near to the power lines. Note, however, that conductive interference can involve long sections of a pipeline if several towers adjacent to the faulted tower discharge a significant portion of the fault current, or if a ground conductor connected to the pipeline (anode) and located near a faulted tower, picks up current from the soil.

The large potentials induced onto a pipeline during a fault can destroy insulated junctions, pierce holes in lengths of coating, and puncture pipeline walls. Equipment electrically connected to the pipeline, such as cathodic protection devices, communications equipment, and monitoring equipment can be damaged, and personnel exposed to metallic surfaces, which are continuous with the pipeline, can experience electrical shocks. Accelerated corrosion is another possible result. Implementing appropriate mitigative measures, as discussed below, can prevent this situation.

Although a pipeline equipped with mitigative measures appropriate to deal with phase-to-ground faults does not usually present a great safety hazard during normal conditions, several problems can still exist due to low magnitude induced alternating currents. Accelerated corrosion of steel can result if not offset by increased cathodic protection. This may mean a shortened life for sacrificial and impressed current anode beds. Small amounts of AC can also render impractical the use of a pipeline as a communication channel for data such as pressure and temperature readings to pumping and compressor stations.

Mitigation Measures:

Pipeline Coating Resistance - The coating resistance of the pipeline should be chosen as low as corrosion considerations permit. Pipeline coating resistance plays an important role in determining pipeline potentials during a fault condition. During a fault condition, on an electric transmission circuit, the pipeline coating conducts significant amounts of current and should be regarded more as a poor grounding system than an insulator. When this perspective is assumed, it is seen that lowering pipeline coating resistance and bonding grounded conductors to the pipeline steel are two (2) applications of the same principle.

Pipeline Section Length - In theory, the potential induced electromagnetically in a pipeline section insulated at both ends is roughly proportional to the length of the exposed region. When this relationship no longer holds, the pipeline is said to have exceeded its characteristic length. The maximum potential value in a section (with respect to remote ground) occurs at each extremity with roughly the same magnitude and opposite phase. This means that each insulating junction is subjected to a stress voltage that is double the peak value in the section. If insulating junctions are inserted frequently enough along a pipeline, then the section size is kept to a minimum, and consequently, so are the peak voltages in the pipeline. This constitutes one possible mitigation method. However, this thorough segmentation can result in very high construction and pipeline cathodic protection costs.

Grounding - Grounding of a pipeline, as a protection against the significant voltages that appear during an electrical fault condition, is one of the most effective mitigation measures available. A pipeline should be grounded at appropriate locations throughout its length. Typical grounding locations include: all termination points, both extremities of a segment which is grounded at both ends by an insulating junction, just before and just after a pipeline crosses a power line at a shallow angle, and any other important point of discontinuity likely to result in high induced voltages during a fault condition. Such points include locations where the passive conductor:

- Suddenly veers away from the power line.
- Suddenly changes coating characteristics.
- Emerges from the earth, or returns to the earth.

Other locations where high-induced voltages are likely include points where power line phases are transposed and points where two (2) or more pipelines meet.

In order not to load cathodic protection installations significantly, grounds should be made of an adequate sacrificial material such as zinc or should be made via solid-state-isolator or polarization cells. These DC decoupling devices (DCD) should be properly sized, spaced and physically secured to withstand the current resulting during a power line fault. Caution should be taken to locate grounds far enough away from any nearby power line structure, so that the soil potential near the ground does not rise to undesirable values during a power line fault condition. Soil potentials drop off rather quickly around a faulted structure injecting currents into the earth, so this is not an extremely difficult proposition.

Buried Mitigation Systems - A highly effective means of mitigating excessive AC pipeline potentials is the installation of gradient control wires or matting. These methods reduce both inductive and conductive interference. These gradient control wires consist of one or more bare conductors which are buried parallel and near to the pipeline and which are regularly connected to the pipeline. These wires provide grounding for the pipeline and thus lower the absolute value of the pipeline potential (i.e., the potential with respect to remote earth). They also raise earth potentials in the vicinity of the pipeline such that the difference in potential between the pipeline and local earth is reduced. As a result, touch voltages are significantly reduced.

1.3.3 Conductive Coupling

Mechanism:

When a single-phase-to-ground fault occurs at a power line structure, the structure injects a large magnitude current into the earth raising soil potentials in the vicinity of the structure. If a pipeline is located near such a faulted structure, then the earth around the pipeline will be at a relatively high potential with respect to the pipeline potential. The pipeline potential will typically remain relatively low, especially if the pipeline coating has a high resistance. The difference in potential between the pipeline metal and the earth surface above the pipeline is the touch voltage to which a person would be subjected when standing near the pipeline and touching an exposed metallic appurtenance of the pipeline.

If the pipeline is perpendicular to the power line, then no induction will occur and the conductive component described above will constitute the entirety of the touch voltages and coating stress voltages appearing on the pipeline. If the pipeline is not perpendicular to the power line, then an induced potential peak will appear in the pipeline near the fault location. Based on previous interference studies, the induced potential peak in the pipeline is typically on the order of one hundred and fifty-five degrees (155°) out of phase with the potential of the faulted structure and therefore with the potentials of the soil energized by the structure. Thus, the pipeline steel potential due to induction is essentially opposite in sign to the soil potentials due to conduction. Therefore, inductive and conductive effects reinforce each other in terms of coating stress voltages and touch voltages.

Mitigation Measures:

The magnitude of the conductive interference is primarily a function of the following factors:

i) GPR of Transmission Line Structure. Soil potentials and touch voltages due to conductive coupling are directly proportional to the ground potential rise (GPR) of the transmission line structure. This GPR value is a property of the entire transmission line system.

ii) Separation Distance. Although soil potentials and therefore touch voltages obviously decrease with increasing distance away from the faulted structure, the rate of decrease varies considerably from site to site, depending upon the soil structure, as described below.

iii) Size of Structure Grounding System. Soil potentials decrease much more sharply with increasing distance away from a small grounding system than that from a large grounding system. Conductive interference can be minimized by limiting the use of counterpoise conductors and ground rods, by the power company, at sites where pipelines are in close proximity to the electric transmission system structures.

iv) Soil Structure. When the soil in which the structure grounding system is buried has a significantly higher resistivity than the deeper soil layers (particularly if the lower resistivity layers are not far below the structure grounding system), earth surface potentials decay relatively sharply with increasing distance away from the structure. When the inverse is true, i.e., when the structure grounding system is in low resistivity soil, which is under laid by higher resistivity layers, earth surface potentials may decay very slowly.

v) Pipeline Coating Resistance. When a pipeline has a low ground resistance (e.g., due to coating deterioration over time), the pipeline collects a significant amount of current from the surrounding soil and rises in potential. At the same time, earth surface potentials in the vicinity of the pipeline decrease due to the influence of the pipeline. As a result, the potential difference between the pipeline and the earth surface can be significantly reduced.

When a conductive interference problem is present, touch voltages can be reduced by: either reducing earth surface potentials in the vicinity of the pipeline, raising the pipeline potentials near the faulted structure, or a combination of these two (2) actions. The most effective mitigation systems perform both of these actions.

1.4 A BRIEF PERSPECTIVE ON AC CORROSION MECHANISMS

1.4.1 AC Corrosion Mechanism

AC corrosion is the metal loss that occurs from AC current leaving a metallic pipeline at a coating holiday. The mechanism of AC corrosion occurs when AC current leaves the pipeline through a small holiday in low resistance soil conditions.

1.4.2 Mitigation of AC Corrosion

The main factors that influence the AC corrosion phenomena are:

- Induced AC pipeline voltage
- DC polarization of the pipeline
- Size of coating faults (holidays)
- Local soil resistivity at pipe depth

The induced AC pipeline voltage is considered the most important parameter when evaluating the likelihood of AC corrosion on a buried pipeline section.

The likelihood of AC corrosion can be reduced through mitigation of the induced AC pipeline voltage. The European Standard CEN/TS 15280:2006 "Evaluation of AC Corrosion Likelihood of Buried Pipelines - Application to Cathodically Protected Pipelines" recommends that AC pipeline voltages should not exceed the following:

- Ten (10) Volts where the local soil resistivity is greater than 25 ohm-meters.
- Four (4) Volts where the local soil resistivity is less than 25 ohm-meters.

These AC pipeline voltage limits are derived in part by calculating AC density at pipeline coating holidays. Since the AC current is mainly discharged to earth through the exposed steel at pipeline coating holidays, the AC corrosion rate can vary proportionately with increasing AC density at a coating holiday.

European Standard CEN/TS 15280, offers the following guidelines:
The pipeline is considered protected from AC corrosion if the root mean square (RMS) AC density is lower than 30 A/m^2. In practice, the evaluation of AC corrosion likelihood is done on a broader basis:

- Current density lower than 30 A/m^2: no or low likelihood of AC Corrosion effects
- Current density between 30 and 100 A/m^2: medium likelihood of AC Corrosion
- Current density higher than 100 A/m^2: very high likelihood of AC Corrosion

If the soil resistivity and the pipeline AC voltage are known, the risk of AC corrosion can be determined using the following formula in Equation 1 to calculate the current density at a holiday location.

$$I = (8 * V_{ac}) / (\rho * \pi * d) \qquad \text{(Equation 1)}$$

Where:

i = Current Density (A/m^2)
V_{ac} = Pipe-to-Soil Voltage (Volts)
ρ = Soil Resistivity (ohm-meters)
d = Holiday diameter (meters)

1.4.3 Determining Steady State Pipeline AC Voltage Limits

The primary factor in calculating AC density at coating holidays is induced AC voltage on the pipeline at these coating holidays. Since the local soil does not significantly change, lowering the induced AC pipeline voltage (by adding mitigation) also lowers the local AC density.

To analyze the possible AC corrosion effects on this pipeline section, calculations were completed to determine the AC current density exiting the pipeline, assuming a one (1) cm^2 circular coating holiday at each soil resistivity location.

1.5 Definitions

AC Corrosion: The corrosion reaction associated with an AC electric current leaving the metal pipeline surface, due to an induced AC voltage on the pipeline.

AC Electrical Interference (Electromagnetic Interference): A coupling of energy from an electrical source (such as an electrical power line) to a metallic conductor (such as a pipeline) which at low frequencies (in the range of power system frequencies) occurs in the form of three different mechanisms; capacitive, conductive and inductive coupling. Electrical interference can produce induced voltages and currents in the metallic conductors that may result in safety hazards and/or damage to equipment.

Coating Stress Voltage: This is the potential difference between the outer surface of a conductor (e.g., pipelines, cables, etc.) coating and the metal surface of the conductor, and results from inductive and conductive potentials.

Capacitive Coupling: Capacitive coupling occurs as a result of an energized electrical source (e.g., power line) that produces a power line voltage between a conductor (such as a pipeline) and earth where the conductor is electrically insulated from the earth. An electric field gradient from the electrical source induces a voltage onto the conductor insulated from earth, which varies primarily according to the distance between the source and the conductor, the voltage of the source and the length of parallelism.

Conductive Coupling: When a fault current flows from the power line conductor to ground, a potential rise is produced in the soil with regard to remote earth. A conductor, which is located in the influence area of the ground for the power line structure, is subject to a potential difference between the local earth and the conductor potential. Conductive coupling is a localized phenomenon that acts upon the earth in the vicinity of the flow of current to ground.

Conductive Earth Potential: This is the potential that is induced onto a conductor due to the energization of the surrounding earth by the current leaking from the power line structure.

Dielectric Breakdown: The potential gradient at which electric failure or breakdown occurs. In this case, it is pertinent to the coating of the pipeline and the potential at which damage to the coating will occur.

Earth Surface Potential: When a single-phase-to-ground fault occurs at a power line structure, the structure injects a large magnitude current into the earth and therefore raises soil potentials in the vicinity of the structure. These potentials are referred to as earth surface potentials.

Fault Condition: A fault condition is a physical condition that causes a device, a component, or an element to fail to perform such as a short circuit or a broken wire. As a result, an abnormally high current flows from one conductor to ground or to another conductor.

Inductive Coupling: Inductive coupling is an association of two (2) or more circuits with one another by means of inductance mutual to the circuits. The coupling results from alternating current in an energized conductor (e.g., power line) which is more or less parallel with a passive (non-energized) conductor. Inductive coupling acts upon the entire length of a conductor.

Inductive Pipeline Potential: The potential induced onto a pipeline during steady state or fault conditions that results from the mutual coupling between the energized conductor (power line) and the pipeline.

Load Condition: A load condition for a circuit is the amount of rated operating electrical power that is transmitted in that circuit under normal operating conditions for a specific period of time.

Local Earth: Local earth is the earth in the vicinity of a conductor, which is raised to a potential, typically, as a result of the flow of fault current to ground. In the case of a pipeline, which has a good coating and does not have grounding conductors connected to the pipeline where the earth potential rise occurs, the "local" earth will be the same as the "remote" earth.

Permeability: Permeability is a term used to express various relationships between magnetic induction and magnetizing force.

Potential Difference: The relative voltage at a point in an electric circuit or field with respect to a reference point in the same circuit or field.

Remote Earth: Remote earth is a location of the earth away from where the origin of the earth potential rise occurs that represents a potential of zero Volts.

Steady State Condition: A steady state condition for a power system is a normal operating condition where there is negligible change in the electrical power transmitted in a circuit over a long period of time.

Step Voltage: The difference in surface potential experienced by a person bridging a distance of 1 meter with his feet without contacting any other grounded conducting object.

Touch Voltage: The potential difference between the Ground Potential Rise and the surface potential at a point where a person is standing with his hand in contact with a grounded structure.

1.6 AC Mitigation System Design Objectives

An AC mitigation system designed to protect a pipeline subject to AC interference effects must achieve the following four (4) objectives:

i) During worst-case steady state load conditions for each electric transmission circuit, reduce AC pipeline potentials with respect to local earth to acceptable levels for the safety of operating personnel and the public.

ii) During fault conditions on the electric transmission circuits, ensure that pipeline coating stress voltages remain within acceptable limits in order to prevent damage to the coating or even to the pipeline steel.

Damage to the coating can result in accelerated corrosion of the pipeline itself. Coating damage can occur at voltages on the order of one thousand (1,000) to two thousand (2,000) Volts for bitumen coated pipelines, whereas damage to polyethylene or fusion bonded epoxy coated pipelines occurs at higher voltages, i.e., greater than five thousand (5,000) Volts.

iii) During fault conditions on the electric transmission circuits, ensure the safety of the public and of operating personnel at exposed pipeline appurtenances. ANSI/IEEE Standard 80 specifies safety criteria for determining maximum acceptable touch and step voltages during fault conditions. Special precautions must be taken by maintenance personnel when excavating inaccessible portions of the pipeline to ensure safety in case of a fault condition.

iv) During worst-case steady state load conditions for each electric transmission circuit, reduce AC current densities through coating holidays to prevent possible AC corrosion mechanisms on the pipeline.

Table 1-1 depicts the proposed 12" pipeline design criteria

Table 1-1: Design Criteria for Personnel Safety, and Protection Against Damage to the Pipeline Coating

Criteria	Steady State Maximum[1] (Volts)	Fault Maximum (Volts)
Exposed Pipeline Appurtenance Touch Voltage	15	-----
Exposed Pipeline Appurtenance Step Voltage	15	-----
Buried Pipeline Touch Voltage	30	-----
AC Current Density Through 1 cm^2 Coating Holiday	100 A/m^2 (Current)	
Coating Stress Voltage	-----	5,000

[1] With respect to "Local Earth"

2. PHYSICAL LAYOUT

2.0 Physical Layout

The proposed 12" pipeline under study is approximately 41.2 miles in length. Eleven (11) electric transmission circuits will parallel or cross the proposed pipeline as described below:

- At pipeline station number 69+50, the pipeline will cross the VELCO 115 kV 'K22' electric transmission circuit.
- At pipeline station number 159+00, the pipeline will cross the VELCO 115 kV 'K21' electric transmission circuit.
- From pipeline station number 328+00 to 333+50, the pipeline will parallel and cross the 'GMP' electric transmission circuit.
- At pipeline station number 456+50, the pipeline will cross the VELCO 115 kV 'K24' electric transmission circuit.
- From pipeline station number 535+00 to 606+50, the pipeline will parallel the VELCO 115 kV 'K23' electric transmission circuit.
- At pipeline station number 606+50, the pipeline will pass in front of the VELCO 'Taft's Corner' electric substation.
- From pipeline station number 606+50 to 717+00, the pipeline will parallel and cross the VELCO 115 kV 'K27' electric transmission circuit.
- At pipeline station number 606+50, the pipeline will pass in front of the VELCO 'Williston' electric substation.
- At pipeline station number 717+50, the pipeline will pass the VELCO 115 kV 'K33' electric transmission circuit which ties into the VELCO 'Williston' electric substation.
- From pipeline station number 718+50 to 1854+50, the pipeline will parallel and cross the VELCO 115 kV 'K43' electric transmission circuit.
- From pipeline station number 1813+50 to 1854+50, the pipeline will parallel and cross the VELCO 115 kV 'K64' electric transmission circuit.

- At pipeline station number 1857+00, the pipeline will pass in front of the VELCO 'New Haven' electric substation.

- From pipeline station number 1859+00 to 2087+75, the pipeline will parallel and cross the VELCO 115 kV 'K63' electric transmission circuit.

- From pipeline station number 1859+50 to 2087+75, the pipeline will parallel and cross the VELCO 115 kV 'K370' electric transmission circuit.

The eleven (11) electric transmission circuits and the approximate pipeline station numbers are listed in Table 2-1.

Table 2-1: Regions of Influence by Electric Circuits on the Proposed Pipeline

Circuit Name	Power Company	Line Size (kV)	Pipeline Station Number Range
K22	VELCO	115	Crosses at 69+50
K21	VELCO	115	Crosses at 159+00
GMP	GMP	-	Parallel from 328+00 to 333+50
K24	VELCO	115	Crosses at 456+50
K23	VELCO	115	Parallel from 535+00 to 606+50
K27	VELCO	115	Parallel from 606+50 to 717+00
K33	VELCO	115	Passes at 717+50
K43	VELCO	115	Parallel from 718+50 to 1854+50
K64	VELCO	115	Parallel from 1813+50 to 1854+50
K63	VELCO	115	Parallel from 1859+00 to 2087+75
K370	VELCO	345	Parallel from 1859+50 to 2087+75

Note: All referenced pipeline station numbers are based on the pipeline alignment plans - Vermont Gas Proposed 12" Pipeline Addison Natural Gas Project - EPSC Plan issued 4/16/2013.

2.1 Pipeline Data

The effective coating resistance of a pipeline is a conservative value obtained from previous research on coating resistances for new coated pipelines.

1) Coating Resistance of 12" pipeline 1,000,000 ohm-ft^2

The characteristics used for the proposed 12" pipeline, provided by Vermont Gas System, will be as follows:

• Relative resistivity:	10 (with respect to annealed copper)
• Relative permeability:	300 (with respect to free space)
• Pipeline diameter:	12.75" OD
• Pipeline depth:	Minimum 3' Cover (top of pipe to natural grade)
• Pipeline wall thickness:	0.312"
• Coatings:	Pritec 10/40 or Warrior 100

2.2 Soil Resistivity Measurements

This AC electrical interference analysis was based on soil resistivity measurements recorded at locations along the proposed pipeline route, using equipment and procedures developed especially for this type of interference study. ARK Engineering personnel conducted these soil resistivity measurements on May 1-6, 2013. Soil resistivity measurements for this analysis were recorded at forty (40) sites. This measurement data is outlined in Appendix A.

Soil resistivity measurements are used to calculate the ground resistance of electric transmission line structures, assess the gradient control performance of AC mitigation systems and gradient control mats, as well as to determine the conductive coupling of the pipeline through the earth from nearby faulted electric transmission circuit structures. The conductive coupling has an important effect on touch and step voltages at proximate valve sites and on pipeline coating-stress voltages.

Past experience has shown the need for a special measurement methodology for environments that are subject to electrical noise due to the presence of nearby high voltage electric transmission circuits. When conventional methods are used, the instrumentation can pick up noise from the nearby electric power circuits and indicate resistivity values much higher than reality at large electrode spacing, suggesting that deeper soil layers offer poorer grounding than they actually may. Resistance readings can be inflated by a factor of four (4) or more. This error can result in conservative mitigation designs.

2.2.1 Soil Resistivity Measurement Methodology

Measurements conducted by ARK Engineering personnel were based upon the industry recognized Wenner four-pin method, in accordance with IEEE Standard 81, "IEEE Guide for Measuring Earth Resistivity, Ground Impedance, and Earth Surface Potentials of a Ground System", using the Miller 400D Digital Resistance Meter.

The electrode spacing varied from point one-five (0.15) meters to twenty-five (25) meters. Apparent resistivity values that correspond to the measured resistance values can be calculated using the expression:

$$\rho = 2\pi aR$$

<u>Where</u>:

ρ = Apparent soil resistivity, in ohm-meters (Ω-m)
a = Electrode separation, in meters (m)
R = Measured resistance, in ohms (Ω)

In practice, four rods are placed in a straight line at intervals "a", driven to a depth that does not exceed one-tenth of "a" (0.1*a).

This results in the approximate average resistance of the soil to a depth of "a" meters.

2.2.2 Soil Resistivity Data

Soil resistivity measurements were used to derive an equivalent soil structure model. This multilayer soil model is representative of the changing soil characteristics as a function of depth. The inductive coupling interference modeling uses the bottom-most soil resistivity layer from the multilayer model. The complete multi-layer soil characteristics are used to calculate the conductive and total AC interference effects. Touch voltage, coating stress voltage, and touch & step safety limits all use the complete multilayer soil model.

The bottom layer soil resistivity values were used for calculating electric transmission circuit parameters and inductive interference effects on the proposed pipeline.

Table 2-2: Bottom Layer Soil Resistivity Values

Soil Resistivity Location No.	Approx. Pipeline Station Number	Bottom Layer Resistivity (Ω-m)
1	20+50	67.36
2	33+00	584.54
3	105+50	246.46
4	162+00	713.14
5	207+50	735.49
6	267+00	735.56
7	315+00	197.30
8	396+25	266.40
9	433+00	258.45
10	505+50	438.88
11	458+00	248.55
12	600+50	122.09
13	657+00	299.76
14	703+50	4,484.10
15	757+00	768.91
16	817+50	249.55
17	893+75	243.58
18	961+50	387.73
19	999+25	481.45
20	1046+00	456.23
21	1111+00	500.30
22	1157+00	231.01
23	1202+50	80.85
24	1264+00	321.77
25	1343+25	1,322.32
26	1397+00	997.16
27	1425+00	164.72
28	1492+50	885.79
29	1548+00	2,340.75
30	1587+50	583.50
31	1651+00	884.52
32	1731+00	2,846.73
33	1769+00	375.09

Soil Resistivity Location No.	Approx. Pipeline Station Number	Bottom Layer Resistivity (Ω-m)
34	1841+50	995.52
35	1893+00	465.28
36	1955+00	620.99
37	2021+50	1,013.96
38	2103+50	1,606.38
39	2154+25	486.78
40	2179+88	1,182.73

Note: All referenced pipeline station numbers are based on the pipeline alignment plans - Vermont Gas Proposed 12" Pipeline Addison Natural Gas Project - EPSC Plan issued 4/16/2013.

3. STEADY STATE CONDITIONS

3.0 Steady State Conditions

The emergency peak AC load currents, provided by VELCO or assumed by ARK Engineering, were used to compute the maximum steady state inductive AC interference effects on the proposed 12" pipeline.

Although these circuits may not be loaded to this level, the data provided by VELCO or assumed by ARK Engineering constitutes a realistic scenario if other critical circuits are out of service and the load must be redirected through these circuits. Therefore, under normal conditions, the steady state AC interference levels should be significantly less than those reported in this study.

Table 3-1 indicates the load currents for this interference analysis.

Table 3-1: Transmission Circuit Peak Emergency Current Ratings

Power Company	Circuit Name	Line Size (kV)	Emergency Peak Load Current (A)
VELCO	K21	115	1,250
VELCO	K22	115	1,250
VELCO	K24	115	1,100
VELCO	K23	115	1,500
VELCO	K27	115	1,500
VELCO	K33	115	1,250
VELCO	K43	115	1,250
VELCO	K63	115	1,250
VELCO	K64	115	1,500
VELCO	K370	345	1,350
GMP	GMP	-	1,000*

Note: GMP Circuit loading was assumed by ARK Engineering, based on industry experience.

3.1 Fault Conditions

To determine the maximum AC interference effects of a faulted circuit on the proposed 12" pipeline under study, the model included assumed single phase-to-ground fault branch currents on the VELCO and GMP electric transmission circuits.

Fault conditions were simulated on the electric transmission circuits in the areas of parallelism. Single phase-to-ground branch currents, provided by VELCO or assumed by ARK Engineering based on past industry experience, were used to calculate fault currents on grounded tower structures along each electric transmission circuit.

Reference Appendix C for all fault data used in this analysis.

3.2 Safety Criteria

The safety criteria established as part of this analysis is based upon the ANSI/IEEE Standard 80, "IEEE Guide for Safety in AC Substation Grounding" and the following assumptions:

- A surface layer of six inches (6") of gravel at all aboveground pipeline locations (1,000 Ohm-meter gravel unless otherwise noted)
- A 50 kg (110 lbs.) person having a body resistance (R_b) of 1,000 Ω
- A worst case breaker failure fault clearing times, provided by VELCO were used for all fault condition scenarios.

Reference Appendix C for worst case breaker failure fault clearing times, provided by VELCO.

3.3 Modeled Interference Levels

ARK Engineering performed this AC interference analysis using state of the art modeling software. The output file plots for the steady state and simulated fault conditions on the eleven (11) electric transmission circuits are included in Appendix B.

3.3.1 Steady State Conditions

The induced AC pipeline potentials on the proposed pipeline were computed with the electric transmission circuits operating at emergency peak load conditions. The results are summarized in Appendix B.

The computed induced AC pipeline potentials were above the maximum allowable design limit of thirty (30) Volts at various locations along the proposed pipeline.

For the proposed pipeline, induced AC pipeline potentials reached a maximum of approximately one hundred and thirty-nine (139) Volts, with respect to remote earth. This peak occurs at pipeline station number 2087+16. At this location, the proposed pipeline leaves the shared right-of-way with two (2) VELCO electric transmission circuits.

Table 3-2 outlines the computed maximum induced AC pipeline potential at emergency peak load conditions on the electric transmission circuits.

Table 3-2: Maximum Induced Potentials on the Proposed 12" Pipeline at Emergency Peak Load Conditions

Pipeline		Pipeline Station Number	Maximum Induced Potential (V)	Design Limit (V)
12" Pipeline	Without AC Mitigation	2087+16	139	30
	With AC Mitigation	1951+53	25.78	30

All pipeline locations were reduced to less than the design limit.

Reference Appendix B for plots of the computed induced AC pipeline potentials on the proposed 12" pipeline.

3.3.2 Fault Conditions

As outlined in Chapter 1 of this report, when an electric transmission circuit fault occurs at a grounded structure (transmission tower) in proximity to a pipeline in a joint corridor, the induced AC pipeline potential is essentially out of phase with the earth potentials developed by conduction near the faulted structure. Therefore, inductive and conductive interference effects reinforce each other in terms of coating stress voltages and touch voltages.

3.3.2.1 Inductive Interference – Inductive interference effects to the proposed pipeline were computed and analyzed during simulated fault conditions on each of the eleven (11) electric transmission circuits. This was undertaken to determine the maximum induced AC pipeline potentials at all points along the proposed pipeline.

3.3.2.2 Conductive Interference – The configuration of the electric transmission circuit towers and their grounding systems was used to determine earth surface potentials in proximity to the structures and the pipeline during a simulated single phase-to-ground fault condition.

3.3.2.3 Total Fault Current Interference – The maximum total pipeline coating stress voltage was computed for each point along the pipeline. This is the sum of the inductive and conductive AC interference effects at each joint facility corridor area. The maximum pipeline coating stress voltage was calculated at four thousand six hundred and fourteen (4,614) Volts. This value was calculated at pipeline station number 1547+10. This occurred as a result of a simulated single phase-to-ground fault on the VELCO 115 kV 'K43' electric transmission circuit that will parallel the proposed pipeline from station numbers 1859+50 to 1854+50.

The maximum total coating stress voltage value is outlined below in Table 3-3.

Table 3-3: Maximum Coating Stress Voltage on the Pipeline under Fault Conditions

Pipeline	Transmission Circuit Faulted	Approximate Location (Station Number)	Maximum Coating Stress Voltage (V)
12" Proposed Pipeline	VELCO K43	1547+10	4,614

Appendix B includes plots of the coating stress voltage on the pipeline during simulated fault conditions on the electric transmission circuit structures.

3.3.3 AC Touch and Step Voltage

Six (6) aboveground pipeline appurtenances are proposed to be on or near the shared power line rights-of-way with this proposed pipeline. These sites were modeled with a simulated fault at the closest tower to determine the worst-case scenario for touch and step potentials. The following sites were modeled and analyzed:

- Williston M&R: MP 10.43
- MLV-2: MP 14.30
- MLV-3: MP 19.81
- MLV-4: MP 24.80
- MLV-5/ Plank Rd. M&R: MP 32.54
- MLV-6: MP 35.00

Reference Appendix B for plots of the AC Touch and Step Voltage at these locations.

Williston M&R - Mile Post Number 10.43

Single phase-to-ground fault conditions were simulated at the towers nearest to the site on the electric transmission circuits. Touch and step voltages were calculated around the site and the boundary fence. Table 3-4 outlines these results.

Table 3-4: Williston M&R - Maximum Touch and Step Voltage Results

	Calculated With No Mitigation	Calculated With Mitigation	IEEE Standard 80 Safety Limit
Touch Voltage (Volts AC)	347.46 V	58.98 V	187.30 V
Step Voltage (Volts AC)	1.48 V	17.19 V	498.10 V

Without an AC mitigation system installed, the computed AC touch voltage exceeds the IEEE Standard 80 design limit of 187.30 Volts.

With the recommended AC mitigation system installed at this station, the computed AC touch voltage is below the IEEE Standard 80 design limit.

MLV-2 - Mile Post Number 14.30

Single phase-to-ground fault conditions were simulated at the towers nearest to the site on the electric transmission circuits. Touch and step voltages were calculated around the site and the boundary fence. Table 3-5 outlines these results.

Table 3-5: MLV-2 - Maximum Touch and Step Voltage Results

	Calculated With No Mitigation	Calculated With Mitigation	IEEE Standard 80 Safety Limit
Touch Voltage (Volts AC)	1,870.85 V	148.34 V	228.20 V
Step Voltage (Volts AC)	9.30 V	69.07 V	606.10 V

Without an AC mitigation system installed, the computed AC touch voltage exceeds the IEEE Standard 80 design limit of 228.20 Volts.

With the recommended AC mitigation system installed at this station, the computed AC touch voltage is below the IEEE Standard 80 design limit.

MLV-3 - Mile Post Number 19.81

Single phase-to-ground fault conditions were simulated at the towers nearest to the site on the electric transmission circuits. Touch and step voltages were calculated around the site and the boundary fence. Table 3-6 outlines these results.

Table 3-6: MLV-3 - Maximum Touch and Step Voltage Results

	Calculated With No Mitigation	Calculated With Mitigation	IEEE Standard 80 Safety Limit
Touch Voltage (Volts AC)	1,855.42 V	186.70 V	227.60 V
Step Voltage (Volts AC)	11.43 V	71.39 V	603.4 V

Without an AC mitigation system installed, the computed AC touch voltage exceeds the IEEE Standard 80 design limit of 227.60 Volts.

With the recommended AC mitigation system installed at this station, the computed AC touch voltage is below the IEEE Standard 80 design limit.

MLV-4 - Mile Post Number 24.80

Single phase-to-ground fault conditions were simulated at the towers nearest to the site on the electric transmission circuits. Touch and step voltages were calculated around the site and the boundary fence. Table 3-7 outlines these results.

Table 3-7: MLV-4 - Maximum Touch and Step Voltage Results

	Calculated With No Mitigation	Calculated With Mitigation	IEEE Standard 80 Safety Limit
Touch Voltage (Volts AC)	1,290.12 V	252.64 V	432.80 V
Step Voltage (Volts AC)	59.51 V	102.23 V	1171.30 V

Without an AC mitigation system installed, the computed AC touch voltage exceeds the IEEE Standard 80 design limit of 432.80 Volts.

With the recommended AC mitigation system installed at this station, the computed AC touch voltage is below the IEEE Standard 80 design limit.

MLV-5/Plank Rd. M&R - Mile Post Number 32.54

Single phase-to-ground fault conditions were simulated at the towers nearest to the site on the electric transmission circuits. Touch and step voltages were calculated around the site and the boundary fence. Table 3-8 outlines these results.

Table 3-8: MLV-5/Plank Rd. M&R - Maximum Touch and Step Voltage Results

	Calculated With No Mitigation	Calculated With Mitigation	IEEE Standard 80 Safety Limit
Touch Voltage (Volts AC)	1,466 V	273.62 V	287.80 V
Step Voltage (Volts AC)	80.62 V	101.19 V	781.70 V

Without an AC mitigation system installed, the computed AC touch voltage exceeds the IEEE Standard 80 design limit of 287.80 Volts.

With the recommended AC mitigation system installed at this station, the computed AC touch voltage is below the IEEE Standard 80 design limit.

MLV-6 - Mile Post Number 35.00

Single phase-to-ground fault conditions were simulated at the towers nearest to the site on the electric transmission circuits. Touch and step voltages were calculated around the site and the boundary fence. Table 3-9 outlines these results.

Table 3-9: MLV-6 - Maximum Touch and Step Voltage Results

	Calculated With No Mitigation	Calculated With Mitigation	IEEE Standard 80 Safety Limit
Touch Voltage (Volts AC)	797.65 V	271.9 V	298.80 V
Step Voltage (Volts AC)	8.19 V	238.26 V	825.70 V

Without an AC mitigation system installed, the computed AC touch voltage exceeds the IEEE Standard 80 design limit of 298.80 Volts.

With the recommended AC mitigation system installed at this station, the computed AC touch voltage is below the IEEE Standard 80 design limit.

3.4 AC Mitigation System

The AC mitigation system designed and recommended by ARK Engineering for the proposed 12" pipeline reduces the AC interference effects to acceptable levels during emergency peak steady state and fault conditions on the eleven (11) electric transmission circuits that will parallel or cross the pipeline route.

The proposed AC mitigation system design includes the installation of gradient control wires (zinc ribbon anode or equivalent) in the areas of computed high pipeline AC potentials. This AC mitigation system will reduce the induced steady state AC voltage and AC current density on the pipeline system.

Also included in the AC mitigation system design are 2/0 bare copper ground loop systems at the following aboveground pipeline locations:

- Williston M&R: MP 10.43
- MLV-2: MP 14.30
- MLV-3: MP 19.81
- MLV-4: MP 24.80
- MLV-5/ Plank Rd. M&R: MP 32.54
- MLV-6: MP 35.00

This portion of the AC mitigation system will reduce AC touch potentials at these locations to acceptable levels.

3.5 AC Corrosion Analysis Results

To analyze the possible AC corrosion effects to this proposed pipeline, calculations were completed to determine the AC density based upon induced AC pipeline voltages, assuming a one (1) cm^2 circular coating holiday, along the proposed pipeline.

The computed induced pipeline voltages are shown in Appendix B.

For the proposed pipeline, a maximum computed AC density of one thousand thirty-one (1,031) A/m^2 may occur at pipeline station number 2179+88. At this location, the proposed pipeline will terminate at the Middlebury M&R valve station.
With the recommended AC mitigation system installed and connected to the proposed pipeline, the maximum computed AC density was reduced to two hundred and four (204) A/m^2.

Table 3-10 outlines the computed maximum AC density at emergency load conditions on the VELCO and GMP electric transmission circuits.

Table 3-10: Maximum Coating Holiday AC Current Density

Pipeline		Pipeline Station Number	Maximum Current Density (A/m²)	Design Limit (A/m²)
12" Proposed Pipeline	Without AC Mitigation	2179+88	1,031.15	100
	With AC Mitigation	1517+91	204.93	100

Since the loading used on these electric transmission circuits are conservative resulting in AC density values above the design limit, ARK Engineering recommends installing coupon test stations and remote monitoring equipment at locations above 100 A/m^2 to monitor these locations.

Reference Appendix B for plots of the computed AC density on the proposed pipeline.

4. CONCLUSIONS

4.0 Conclusions

The proposed 12" pipeline and the eleven (11) electric transmission circuits have been modeled and analyzed as described in this report.

Computer modeling and analysis, using emergency peak load currents on the electric transmission circuits, indicate the following:

- Steady state induced AC pipeline voltages will exceed the design limit of fifteen (15) Volts for aboveground sections at several locations along the proposed pipeline under these load conditions on the electric circuits.
- Steady state induced AC pipeline voltages will exceed the design limit of thirty (30) Volts for below ground sections at several locations along the proposed pipeline under these load conditions on the electric circuits.
- Pipeline coating stress voltages will not exceed the five thousand (5,000) Volt design limit for a single phase-to-ground fault on the electric circuits.
- Touch voltages at six (6) aboveground pipeline locations will exceed the IEEE Standard 80 design limits during single phase-to-ground simulations under breaker failure conditions.
- AC density across a $1cm^2$ coating holiday will exceed the 100 A/m^2 design limit at several locations along the proposed pipeline.

AC mitigation systems were designed to effectively reduce the induced AC interference effects on the pipeline to less than the design limits. For locations where AC density is above the 100 A/m^2 design limit for maximum load conditions, ARK Engineering recommends the installation of coupon test stations and remote monitoring at these locations to monitor actual field conditions.

This analysis results in interference levels that are conservative. Under normal operating conditions, the AC interference levels on the pipeline should be less than reported in this study.

4.1 Assumptions

During the modeling and analysis of the AC interference effects on the proposed pipeline, various assumptions were required. These assumptions are outlined below in no particular order:

a. Low voltage distribution taps were not included in this analysis.

b. A coating resistance value of 1,000,000 Ω-ft^2 was used for the proposed pipeline. This is a conservative value used for new pipelines.

c. GMP did not provide power data, upon request, therefore GMP power data was assumed by ARK Engineering using conservative values based on past industry experience.

d. Simulated fault scenarios for GMP were computed using assumed fault data estimated by ARK Engineering.

e. A six (6) inch layer of crushed rock was assumed to be installed at all above ground pipeline appurtenances.

f. Ground grids for VELCO substations were not provided.

g. A coating holiday size of 1 cm^2 was used in the calculation of AC current density.

5. RECOMMENDATIONS

5.0 Recommendations

As outlined in the previous chapter, induced AC pipeline potentials were calculated at values greater than the design limits detailed in Table 1-1, for the proposed pipeline, during conservative emergency peak steady state load conditions on the eleven (11) electric transmission circuits.

Pipeline AC voltage mitigation is accomplished by installation of gradient control wire (zinc ribbon anode or equivalent) along the pipeline in the areas of computed high AC pipeline potentials and AC current density values. This method also reduces AC coating stress voltages during fault conditions on the high voltage electric circuits. This gradient control wire will be connected to the pipeline at various locations through a Solid-State decoupling (SSD) device.

DC isolation is recommended between the pipeline and the grounding conductors through the use of SSD. These devices allow AC current to flow from the pipeline to the grounding system while blocking any DC cathodic protection current from flowing off the pipeline to the ground conductors.

5.1 Proposed Safety and Mitigation System Requirements

Having performed the modeling and analysis of the AC interference effects on the proposed 12" pipeline, ARK Engineering has designed an AC mitigation system to reduce the pipeline AC interference effects to safe levels for pipeline integrity and personnel safety.

ARK Engineering recommends that gradient control wire (zinc ribbon anode or equivalent) be installed in the following areas:

Table 5-1: 12" Pipeline AC Mitigation System

SECTION NO.	STATION NO. START	STATION NO. END	TOTAL LENGTH OF ZINC RIBBON (FT)
3	451+25	457+05	580
4	612+60	623+60	1,100
5	700+68	718+87	1,790
6	801+10	819+83	1,860
7	847+85	863+75	1,590
8	888+00	892+75	475
8A	893+75	906+82	1,425
9A	1040+90	1046+50	560
9B	1048+70	1063+10	1,440

SECTION NO.	STATION NO. START	STATION NO. END	TOTAL LENGTH OF ZINC RIBBON (FT)
10	1258+00	1267+25	925
11	1308+00	1320+40	1,240
12	1379+00	1390+10	1,110
13	1424+50	1437+00	1,250
14	1477+40	1490+73	770
15	1517+95	1551+35	3,340
17	1580+00	1588+00	800
18	1641+60	1656+70	1,510
19	1712+80	1718+00	520
20	1718+59	1724+01	580
21	1798+60	1846+00	4,740
22	1873+25	1881+00	775
22A	1882+75	1888+85	610
23	1918+11	1939+29	2,118
24	1976+29	1985+59	930
25	2080+10	2126+90	4,690
26	2129+05	2132+90	385
Total			**37,113 Feet**

Note: All referenced pipeline station numbers are based on the pipeline alignment plans - Vermont Gas Proposed 12" Pipeline Addison Natural Gas Project - EPSC Plan issued 4/16/13.

Reference - ARK Engineering design drawing package number: 12144-100, in Appendix D for zinc ribbon installation details.

12144-100	Vermont Gas 12" Pipeline Project
Rev. C	AC Mitigation System Design
	Zinc Ribbon Installation Drawings

Williston M&R - Mile Post Number 10.43

ARK Engineering recommends the installation of a 2/0 copper ground loop system at the Williston M&R. This 2/0 copper ground loop system is to be electrically connected to the perimeter fence and the pipeline through a Solid State Decoupler (SSD).

MLV-2 - Mile Post Number 14.30

ARK Engineering recommends the installation of a 2/0 copper ground loop system with 3/4" x 10'copper ground rods at each corner of the MLV-2 site. This 2/0 copper ground loop system is to be electrically connected to the perimeter fence and the pipeline through a Solid State Decoupler (SSD).

MLV-3 - Mile Post Number 19.81

Due to a pipeline reroute, the distance between MLV-3 and the VELCO 115kV 'K43' electric transmission circuit increased and therefore ARK Engineering recommends the installation of a 2/0 copper ground loop system at the MLV-4 site. This 2/0 copper ground loop system is to be electrically connected to the perimeter fence and the pipeline through a Solid State Decoupler (SSD). The use of copper ground rods and additional 2/0 copper cable connections is not necessary.

MLV-4 - Mile Post Number 24.80

ARK Engineering recommends the installation of a 2/0 copper ground loop system at the MLV-4 site. This 2/0 copper ground loop system is to be electrically connected to the perimeter fence and the pipeline through a Solid State Decoupler (SSD).

MLV-5/Plank Rd. M&R - Mile Post Number 32.54

ARK Engineering recommends the installation of a 2/0 copper ground loop system with 3/4" x 10' copper ground rods, spaced 15' along the outer ground loop at the MLV-5/Plank Rd. M&R site. Three (3) additional 2/0 copper cables are connected to this loop for additional AC mitigation. This 2/0 copper ground loop system is to be electrically connected to the perimeter fence and the pipeline through a Solid State Decoupler (SSD).

MLV-6 - Mile Post Number 35.00

ARK Engineering recommends the installation of a 2/0 copper ground loop system at the MLV-6 site. This 2/0 copper ground loop system is to be electrically connected to the proposed AC mitigation system and the perimeter fence and the pipeline through a Solid State Decoupler (SSD).

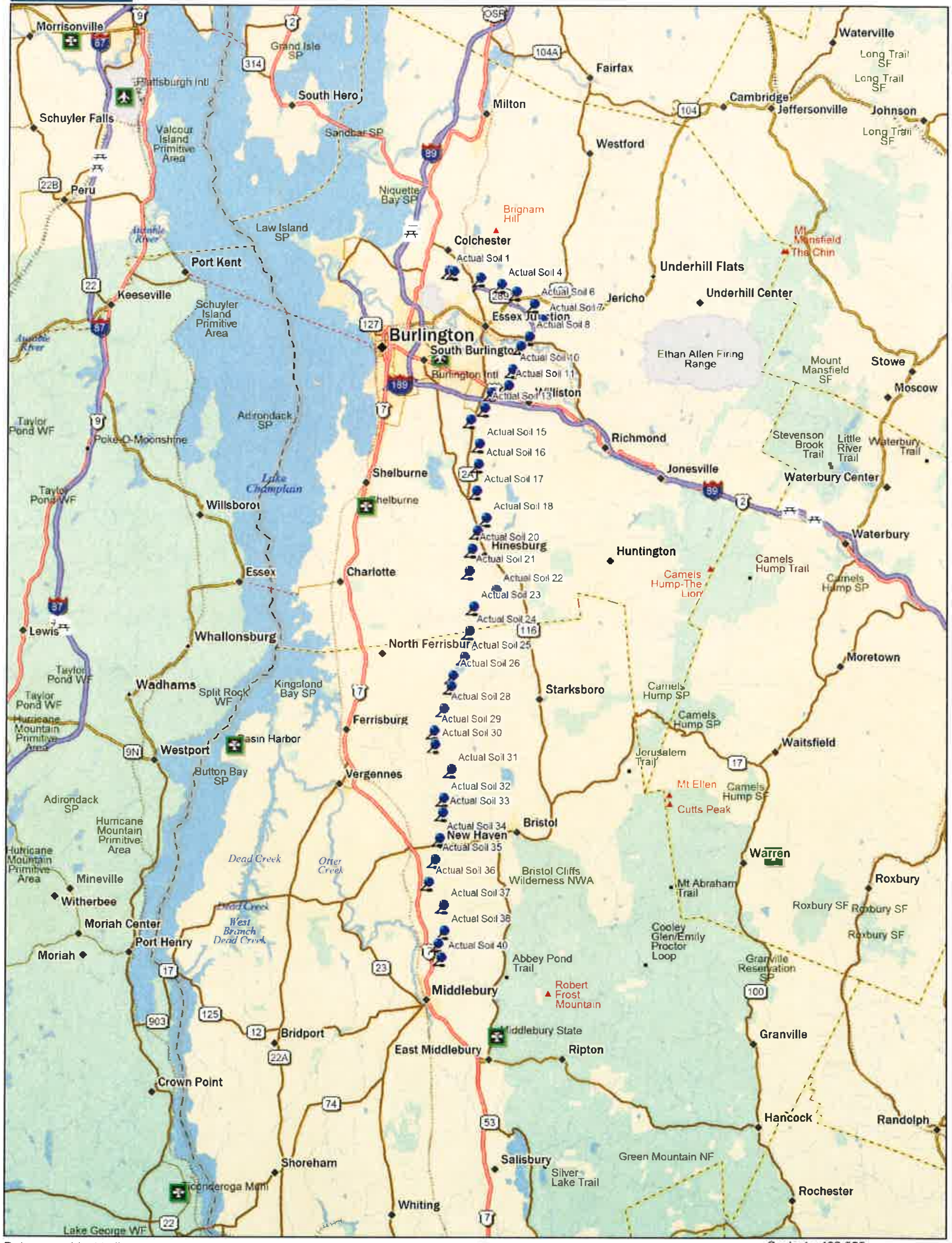
Reference - ARK Engineering design drawing package number: 12144-101, in Appendix D for copper ground loop installation details.

12144-101 Rev. B	Vermont Gas 12" Pipeline Project Valves Sites: Williston M&R MLV-2 MLV-3 MLV-4 MLV-5/Plank Rd. M&R, MLV-6 Colchester Launcher Middlebury M&R

AC Mitigation System Design
Valve Site Grounding Installation Drawings

Please call the author if you have questions or require additional information regarding this report.

APPENDIX A –
SOIL RESISTIVITY DATA & GPS DATA



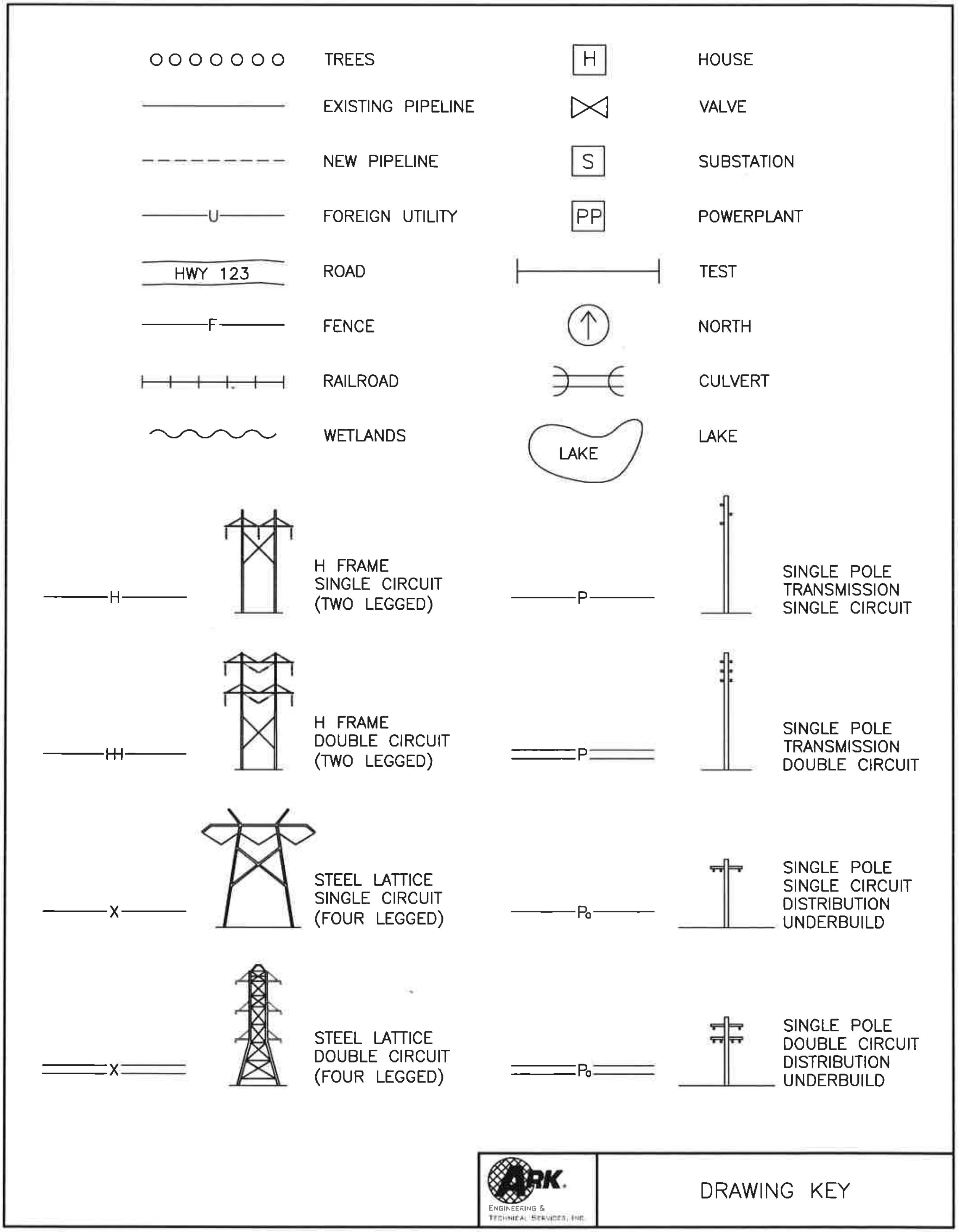
TN

MN (14.5°W)

Scale 1 : 400,000

1" = 6.31 mi

Data Zoom 9-0


TREES
HOUSE
H
EXISTING PIPELINE
VALVE
NEW PIPELINE
SUBSTATION
S
U
FOREIGN UTILITY
PP
POWERPLANT
HWY 123
ROAD
TEST
F
FENCE
NORTH
RAILROAD
CULVERT
WETLANDS
LAKE
LAKE
H
H FRAME
SINGLE CIRCUIT
(TWO LEGGED)
P
SINGLE POLE
TRANSMISSION
SINGLE CIRCUIT
HH
H FRAME
DOUBLE CIRCUIT
(TWO LEGGED)
P
SINGLE POLE
TRANSMISSION
DOUBLE CIRCUIT
X
STEEL LATTICE
SINGLE CIRCUIT
(FOUR LEGGED)
Pa
SINGLE POLE
SINGLE CIRCUIT
DISTRIBUTION
UNDERBUILD
X
STEEL LATTICE
DOUBLE CIRCUIT
(FOUR LEGGED)
Pa
SINGLE POLE
DOUBLE CIRCUIT
DISTRIBUTION
UNDERBUILD
ARK
ENGINEERING &
TECHNICAL SERVICES, INC.
DRAWING KEY

F-020 1/12

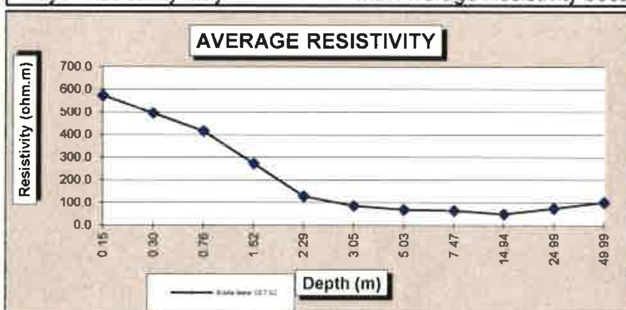
SOIL RESISTIVITY DATA

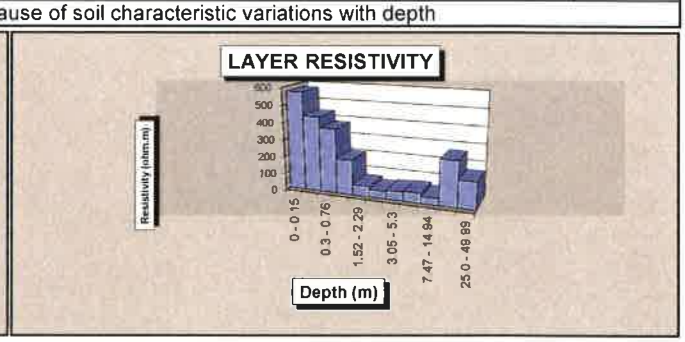
Project Name: Vermont Gas Project
12-144-01
Date: 5/3/2013
Location: Rd sd off Severance Rd
44 31.4488N, 73 9.3344W
Testers: KJ, LM
Methodology: ρ = 2πdR, per ASTM G 57 & Barnes Method
Instrumentation: Biddle Meter DET 5/2
Weather: 61F/Clear
Soil Description Hard packed clay/Sand

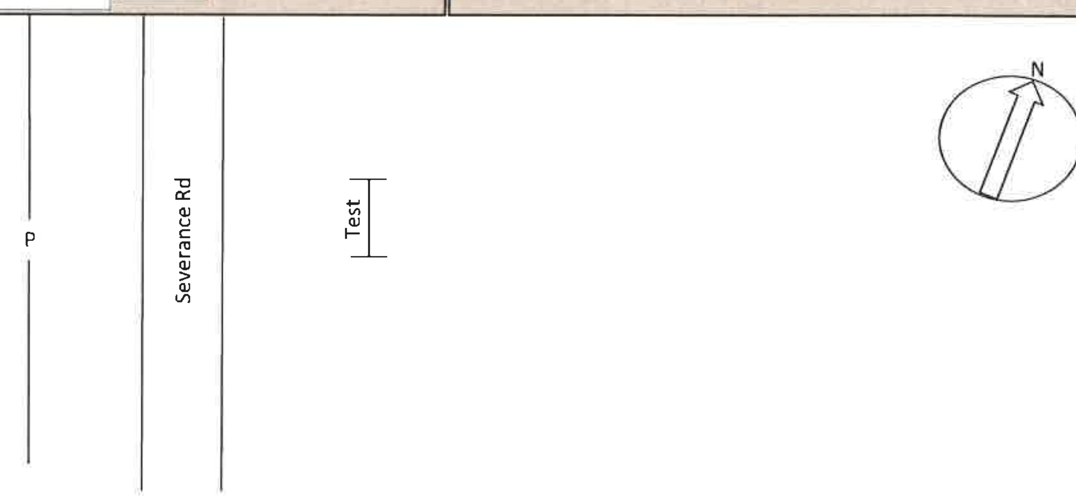
ARK. Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	Layer Resistivity* ohm.m
0.50	0.15	598.000	1	572.6	0.00167	n/a	n/a	n/a	0 - 0.15	573
1.00	0.30	259.000	2	496.0	0.00386	0.00219	456.879	1	0.15 - 0.3	437
2.50	0.76	86.900	5	416.1	0.01151	0.00765	130.779	3	0.3 - 0.76	376
5.00	1.52	28.500	10	272.9	0.03509	0.02358	42.408	5	0.76 - 1.52	203
7.50	2.29	8.920	14	128.1	0.11211	0.07702	12.984	5	1.52 - 2.29	62
10.00	3.05	4.480	19	85.8	0.22321	0.11111	9.000	5	2.29 - 3.05	43
16.50	5.03	2.170	32	68.6	0.46083	0.23762	4.208	12	3.05 - 5.3	52
24.50	7.47	1.380	47	64.8	0.72464	0.26381	3.791	15	5.03 - 7.47	58
49.00	14.94	0.530	94	49.7	1.88679	1.16215	0.860	47	7.47 - 14.94	40
82.00	24.99	0.470	157	73.8	2.12766	0.24087	4.152	63	14.94 - 25.0	262
164.00	49.99	0.320	314	100.5	3.12500	0.99734	1.003	157	25.0 - 49.99	157

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







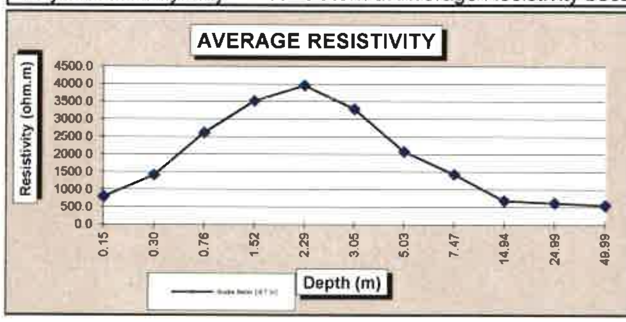
SOIL RESISTIVITY DATA

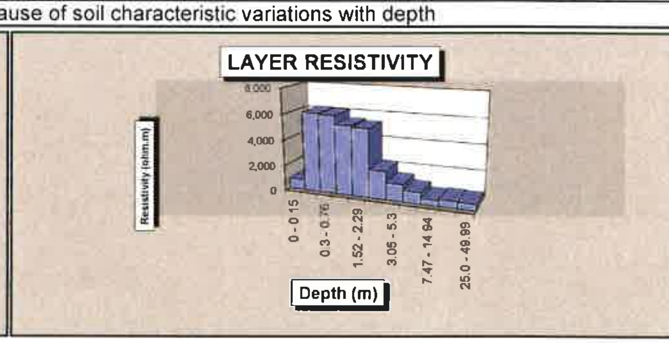
Project Name:	Vermont Gas Project
	12-144-02
Date:	5/3/2013
Location:	Open Field off Access Rd East of Severance Rd
	44 31.4187N, 73 9.0318N
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	63F/Clear
Soil Description	Hard packed clay/Sand

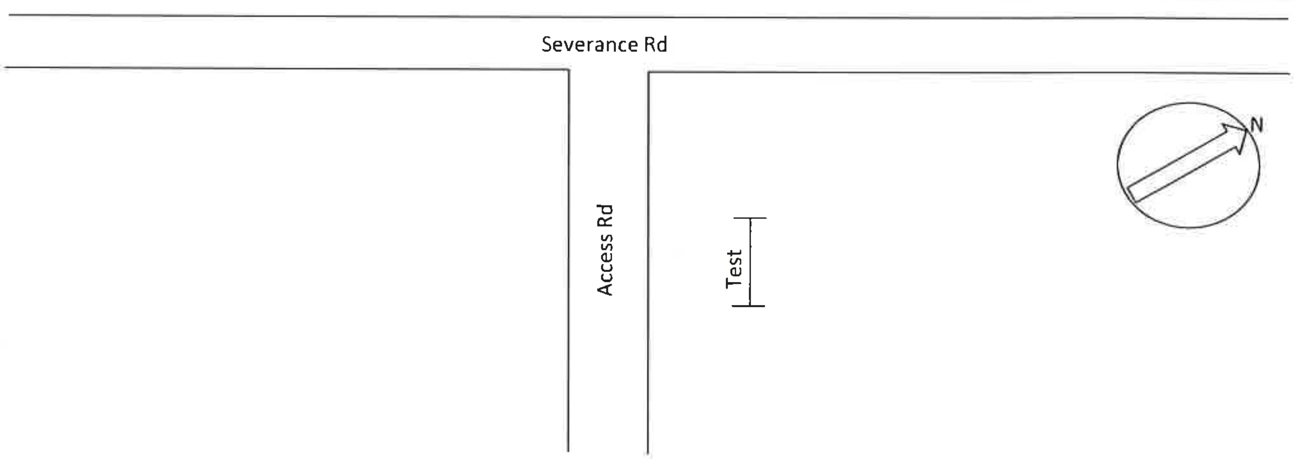
ARK Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	831.000	1	795.7	0.00120	n/a	n/a	n/a	0 - 0.15	796
1.00	0.30	736.000	2	1409.5	0.00136	0.00016	6438.063	1	0.15 - 0.3	6,165
2.50	0.76	546.000	5	2614.1	0.00183	0.00047	2115.032	3	0.3 - 0.76	6,076
5.00	1.52	368.000	10	3523.8	0.00272	0.00089	1128.809	5	0.76 - 1.52	5,404
7.50	2.29	276.000	14	3964.3	0.00362	0.00091	1104.000	5	1.52 - 2.29	5,286
10.00	3.05	172.000	19	3294.0	0.00581	0.00219	456.462	5	2.29 - 3.05	2,185
16.50	5.03	65.900	32	2082.4	0.01517	0.00936	106.831	12	3.05 - 5.3	1,330
24.50	7.47	30.600	47	1435.8	0.03268	0.01751	57.126	15	5.03 - 7.47	875
49.00	14.94	7.300	94	685.0	0.13699	0.10431	9.587	47	7.47 - 14.94	450
82.00	24.99	3.930	157	617.2	0.25445	0.11747	8.513	63	14.94 - 25.0	538
164.00	49.99	1.750	314	549.6	0.57143	0.31698	3.155	157	25.0 - 49.99	495

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







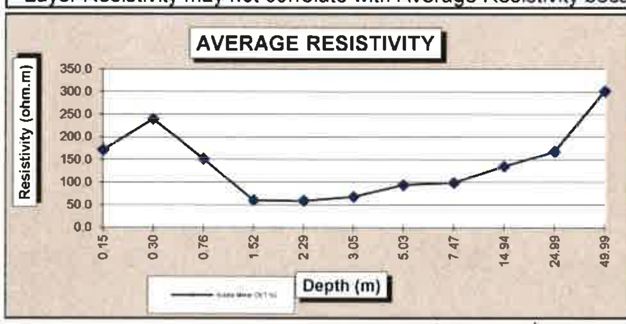
SOIL RESISTIVITY DATA

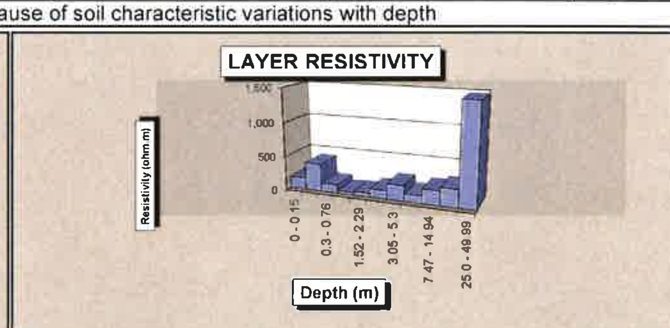
Project Name:	Vermont Gas Project
	12-144-03
Date:	5/3/2013
Location:	Rd Sd off Landfill Ln
	44 31.1464N, 73 7.4733W
Testers:	KJ, LM
Methodology:	ρ = 2πdR, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	58F/Clear
Soil Description	Loose dry rocky soil

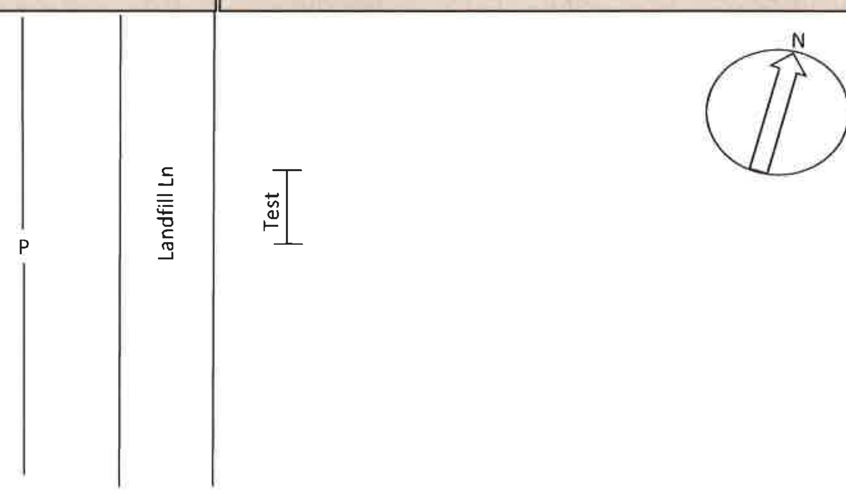
ARK ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	179.000	1	171.4	0.00559	n/a	n/a	n/a	0 - 0.15	171
1.00	0.30	125.300	2	240.0	0.00798	0.00239	417.667	1	0.15 - 0.3	400
2.50	0.76	31.700	5	151.8	0.03155	0.02356	42.436	3	0.3 - 0.76	122
5.00	1.52	6.270	10	60.0	0.15949	0.12794	7.816	5	0.76 - 1.52	37
7.50	2.29	4.100	14	58.9	0.24390	0.08441	11.847	5	1.52 - 2.29	57
10.00	3.05	3.540	19	67.8	0.28249	0.03858	25.918	5	2.29 - 3.05	124
16.50	5.03	2.970	32	93.9	0.33670	0.05421	18.445	12	3.05 - 5.3	230
24.50	7.47	2.110	47	99.0	0.47393	0.13723	7.287	15	5.03 - 7.47	112
49.00	14.94	1.440	94	135.1	0.69444	0.22051	4.535	47	7.47 - 14.94	213
82.00	24.99	1.070	157	168.0	0.93458	0.24013	4.164	63	14.94 - 25.0	263
164.00	49.99	0.960	314	301.5	1.04167	0.10709	9.338	157	25.0 - 49.99	1,466

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







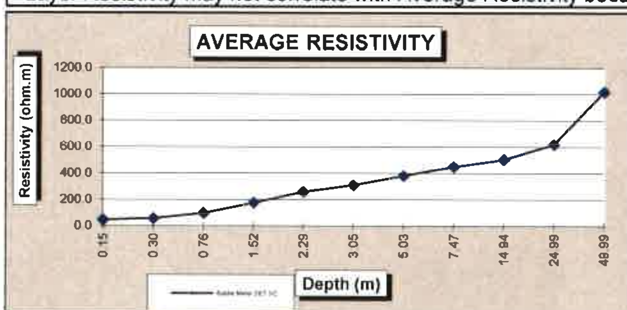
SOIL RESISTIVITY DATA

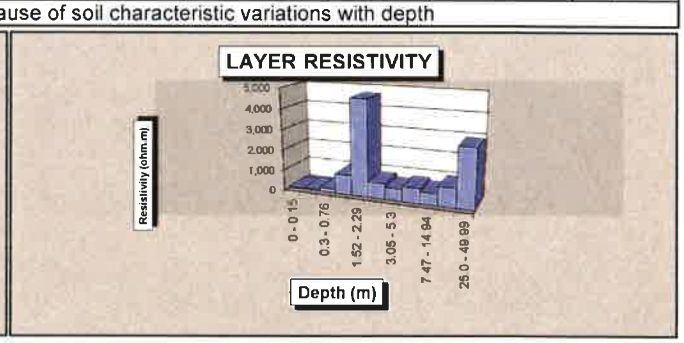
Project Name:	Vermont Gas Project
	12-144-04
Date:	5/3/2013
Location:	Rd Sd off SR 289
	44 30.866N, 73 6.228W
Testers:	KJ, LM
Methodology:	ρ = 2πdR, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	55F/Clear
Soil Description	Dry rocky soil and vegetation

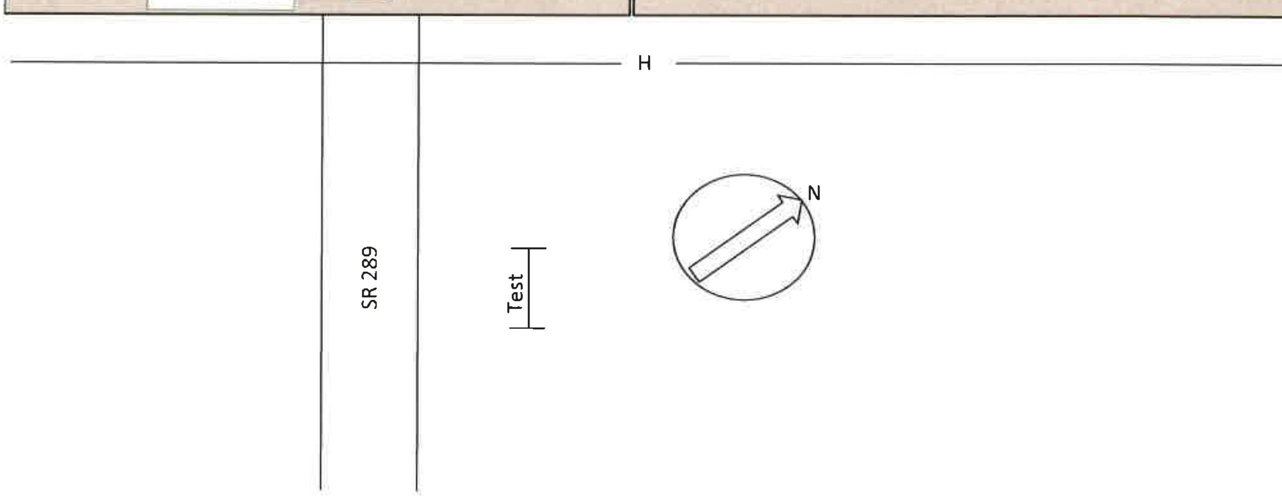
ARK ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	46.200	1	44.2	0.02165	n/a	n/a	n/a	0 - 0.15	44
1.00	0.30	29.100	2	55.7	0.03436	0.01272	78.621	1	0.15 - 0.3	75
2.50	0.76	20.200	5	96.7	0.04950	0.01514	66.047	3	0.3 - 0.76	190
5.00	1.52	18.360	10	175.8	0.05447	0.00496	201.561	5	0.76 - 1.52	965
7.50	2.29	18.020	14	258.8	0.05549	0.00103	973.080	5	1.52 - 2.29	4,659
10.00	3.05	16.190	19	310.1	0.06177	0.00627	159.423	5	2.29 - 3.05	763
16.50	5.03	12.040	32	380.5	0.08306	0.02129	46.971	12	3.05 - 5.3	585
24.50	7.47	9.600	47	450.4	0.10417	0.02111	47.370	15	5.03 - 7.47	726
49.00	14.94	5.380	94	504.9	0.18587	0.08171	12.239	47	7.47 - 14.94	574
82.00	24.99	3.940	157	618.7	0.25381	0.06793	14.720	63	14.94 - 25.0	930
164.00	49.99	3.240	314	1017.6	0.30864	0.05483	18.237	157	25.0 - 49.99	2,864

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







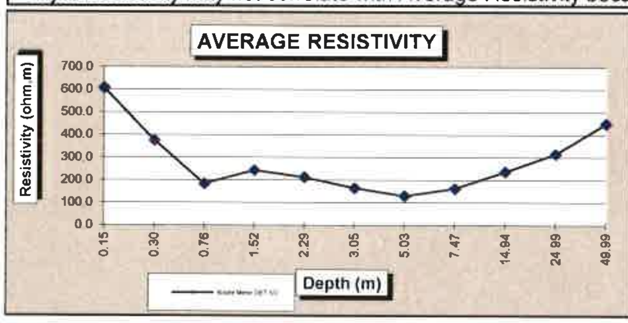
SOIL RESISTIVITY DATA

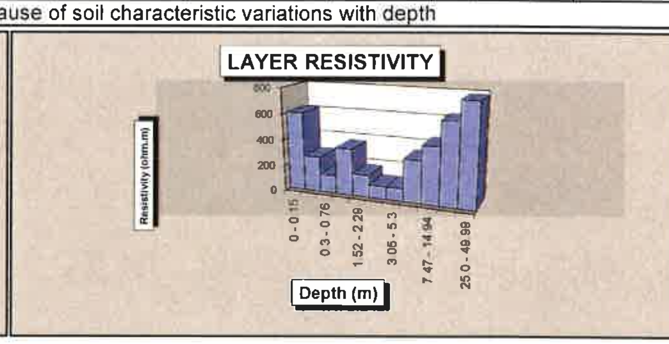
Project Name:	Vermont Gas Project
	12-144-05
Date:	5/3/2013
Location:	Open Lot off SR 289
	44 30.5592N, 73 5.3331W
Testers:	KJ, LM
Methodology:	ρ = 2πdR, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	52F/Clear
Soil Description	Hard rocky soil

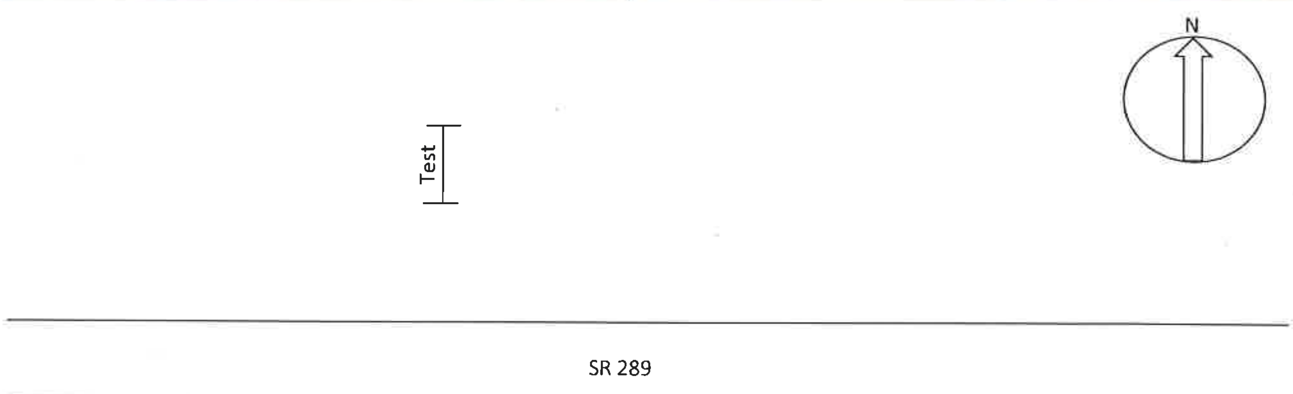
ARK Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	634.000	1	607.1	0.00158	n/a	n/a	n/a	0 - 0.15	607
1.00	0.30	196.000	2	375.4	0.00510	0.00352	283.708	1	0.15 - 0.3	272
2.50	0.76	38.400	5	183.9	0.02604	0.02094	47.756	3	0.3 - 0.76	137
5.00	1.52	25.400	10	243.2	0.03937	0.01333	75.028	5	0.76 - 1.52	359
7.50	2.29	14.800	14	212.6	0.06757	0.02820	35.464	5	1.52 - 2.29	170
10.00	3.05	8.600	19	164.7	0.11628	0.04871	20.529	5	2.29 - 3.05	98
16.50	5.03	4.120	32	130.2	0.24272	0.12644	7.909	12	3.05 - 5.3	98
24.50	7.47	3.450	47	161.9	0.28986	0.04714	21.215	15	5.03 - 7.47	325
49.00	14.94	2.520	94	236.5	0.39683	0.10697	9.348	47	7.47 - 14.94	439
82.00	24.99	2.010	157	315.6	0.49751	0.10069	9.932	63	14.94 - 25.0	628
164.00	49.99	1.430	314	449.1	0.69930	0.20179	4.956	157	25.0 - 49.99	778

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







SOIL RESISTIVITY DATA

Project Name: Vermont Gas Project
12-144-06
Date: 5/2/2013
Location: Rd Sd off SR 289
44 30.0397N, 73 4.2916W
Testers: KJ, LM
Methodology: $\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation: Biddle Meter DET 5/2
Weather: 81F/Clear
Soil Description Dark moist soil

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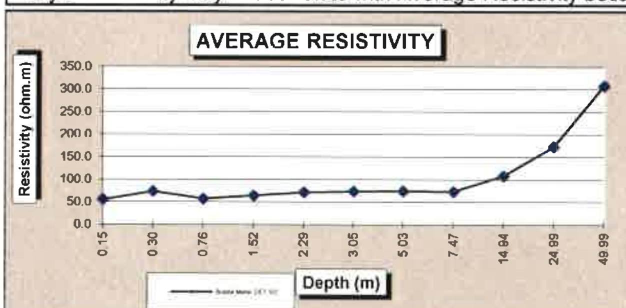
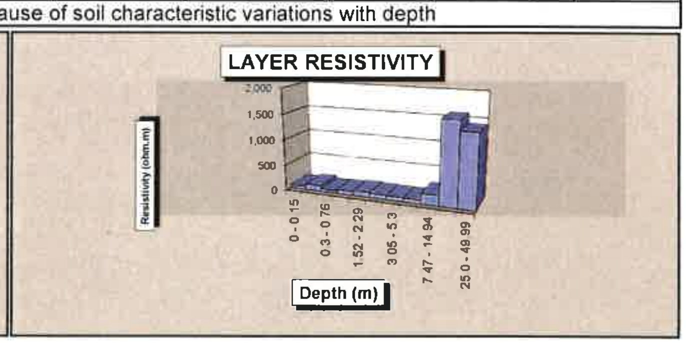
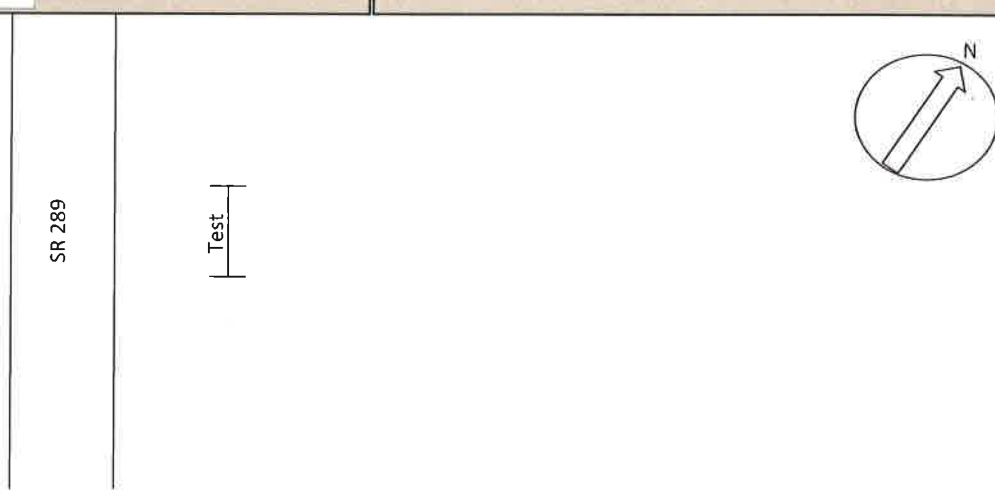
ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	57.500	1	55.1	0.01739	n/a	n/a	n/a	0 - 0.15	55
1.00	0.30	38.400	2	73.5	0.02604	0.00865	115.602	1	0.15 - 0.3	111
2.50	0.76	11.880	5	56.9	0.08418	0.05813	17.202	3	0.3 - 0.76	49
5.00	1.52	6.670	10	63.9	0.14993	0.06575	15.209	5	0.76 - 1.52	73
7.50	2.29	4.990	14	71.7	0.20040	0.05048	19.811	5	1.52 - 2.29	95
10.00	3.05	3.850	19	73.7	0.25974	0.05934	16.852	5	2.29 - 3.05	81
16.50	5.03	2.350	32	74.3	0.42553	0.16579	6.032	12	3.05 - 5.3	75
24.50	7.47	1.560	47	73.2	0.64103	0.21549	4.641	15	5.03 - 7.47	71
49.00	14.94	1.150	94	107.9	0.86957	0.22854	4.376	47	7.47 - 14.94	205
82.00	24.99	1.100	157	172.7	0.90909	0.03953	25.300	63	14.94 - 25.0	1,599
120.00	49.99	0.980	314	307.8	1.02041	0.11132	8.983	157	25.0 - 49.99	1,411

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







SOIL RESISTIVITY DATA

Project Name:	Vermont Gas Project
	12-144-07
Date:	5/2/2013
Location:	Rd Sd off SR 289
	44 29.3821N, 73 3.8092W
Testers:	KJ, LM
Methodology:	ρ = 2πdR, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	81F/Clear
Soil Description	Moist dark soil and vegetation

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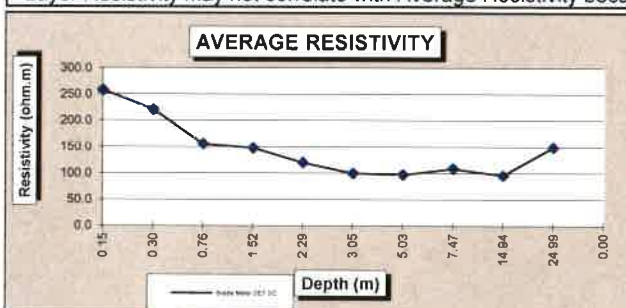
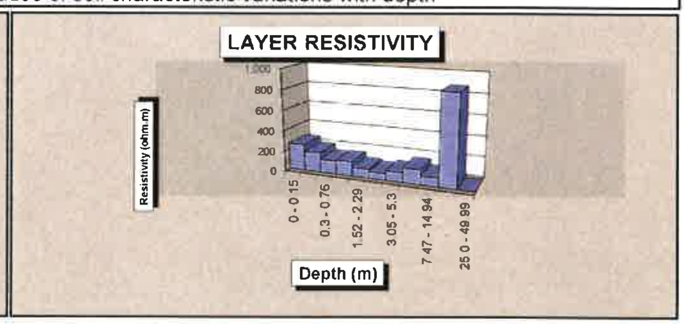
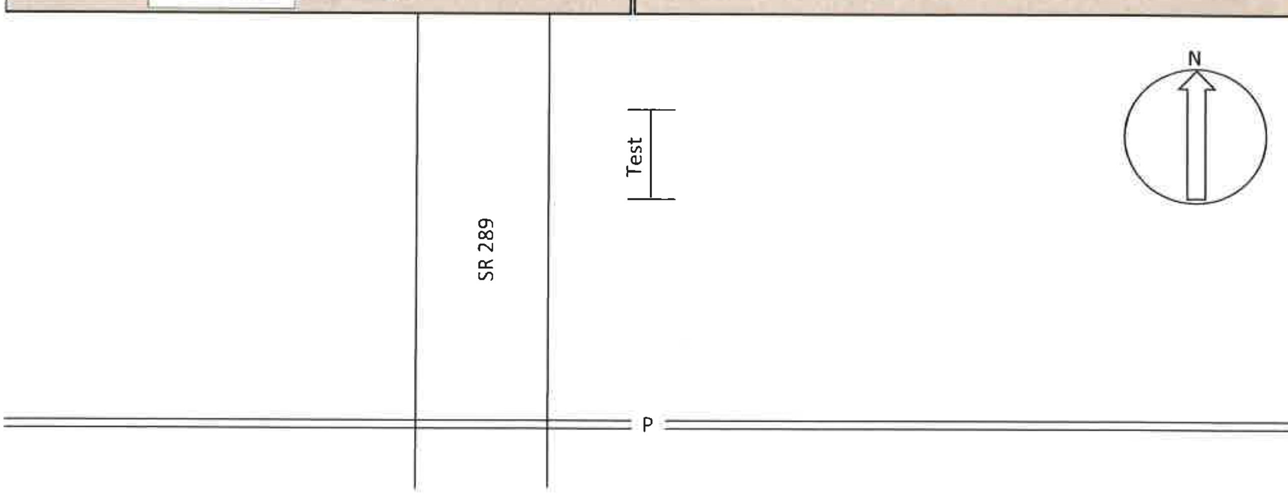
4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	269.000	1	257.6	0.00372	n/a	n/a	n/a	0 - 0.15	258
1.00	0.30	115.300	2	220.8	0.00867	0.00496	201.794	1	0.15 - 0.3	193
2.50	0.76	32.500	5	155.6	0.03077	0.02210	45.257	3	0.3 - 0.76	130
5.00	1.52	15.440	10	147.8	0.06477	0.03400	29.414	5	0.76 - 1.52	141
7.50	2.29	8.370	14	120.2	0.11947	0.05471	18.279	5	1.52 - 2.29	88
10.00	3.05	5.210	19	99.8	0.19194	0.07246	13.800	5	2.29 - 3.05	66
16.50	5.03	3.080	32	97.3	0.32468	0.13274	7.534	12	3.05 - 5.3	94
24.50	7.47	2.320	47	108.9	0.43103	0.10636	9.402	15	5.03 - 7.47	144
49.00	14.94	1.020	94	95.7	0.98039	0.54936	1.820	47	7.47 - 14.94	85
82.00	24.99	0.950	157	149.2	1.05263	0.07224	13.843	63	14.94 - 25.0	875
	0.00		0		#DIV/0!	#DIV/0!	#DIV/0!	-157	25.0 - 49.99	#DIV/0!

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







SOIL RESISTIVITY DATA

Project Name:	Vermont Gas Project
	12-144-08
Date:	5/2/2013
Location:	Rd Sd off Dump Access Rd
	44 28.6848N, 73 4.5661W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET2/2
Weather:	80F/Clear
Soil Description	Dry sand and rock

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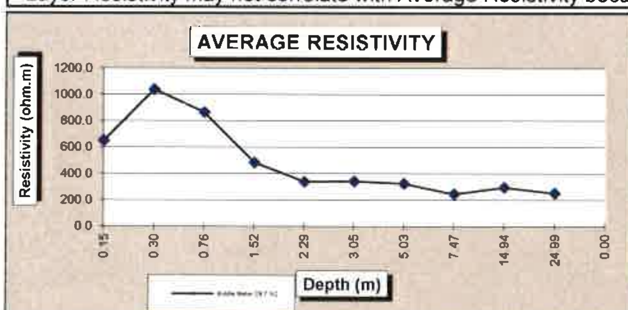
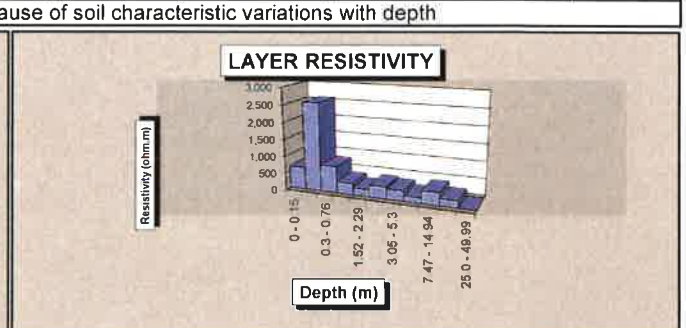
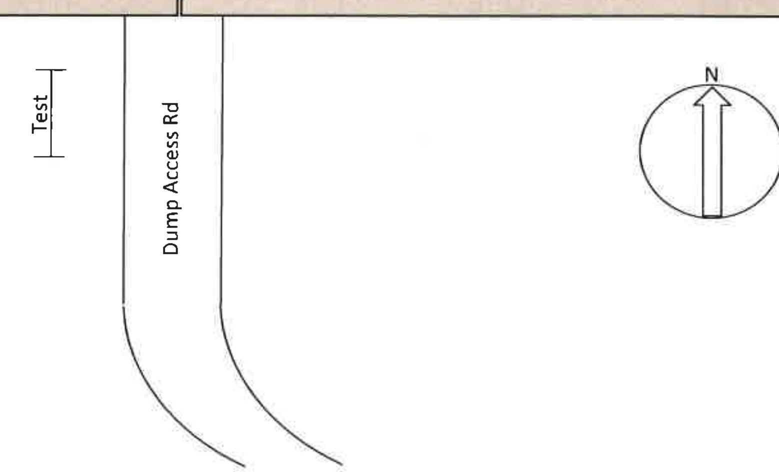
4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	680.000	1	651.1	0.00147	n/a	n/a	n/a	0 - 0.15	651
1.00	0.30	543.000	2	1039.9	0.00184	0.00037	2695.182	1	0.15 - 0.3	2,581
2.50	0.76	181.000	5	866.6	0.00552	0.00368	271.500	3	0.3 - 0.76	780
5.00	1.52	50.600	10	484.5	0.01976	0.01424	70.235	5	0.76 - 1.52	336
7.50	2.29	23.600	14	339.0	0.04237	0.02261	44.228	5	1.52 - 2.29	212
10.00	3.05	17.900	19	342.8	0.05587	0.01349	74.112	5	2.29 - 3.05	355
16.50	5.03	10.300	32	325.5	0.09709	0.04122	24.259	12	3.05 - 5.3	302
24.50	7.47	5.250	47	246.3	0.19048	0.09339	10.708	15	5.03 - 7.47	164
49.00	14.94	3.160	94	296.5	0.31646	0.12598	7.938	47	7.47 - 14.94	372
82.00	24.99	1.610	157	252.8	0.62112	0.30466	3.282	63	14.94 - 25.0	207
	0.00		0		#DIV/0!	#DIV/0!	#DIV/0!	-157	25.0 - 49.99	#DIV/0!

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







SOIL RESISTIVITY DATA

Project Name:	Vermont Gas Project
	12-144-09
Date:	5/2/2013
Location:	Rd Sd off Redmond Rd
	44 28.277N, 73 5.082W
Testers:	KJ, LM
Methodology:	ρ = 2πdR, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	80F/Clear
Soil Description	Moist dark sodded

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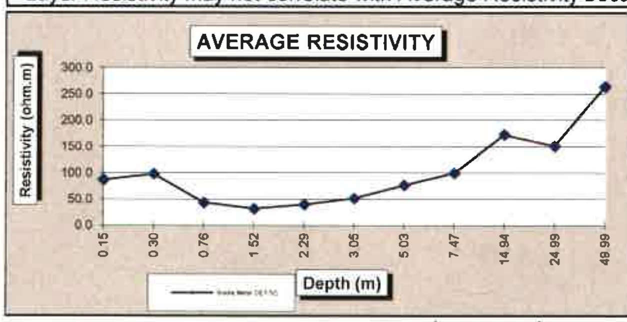
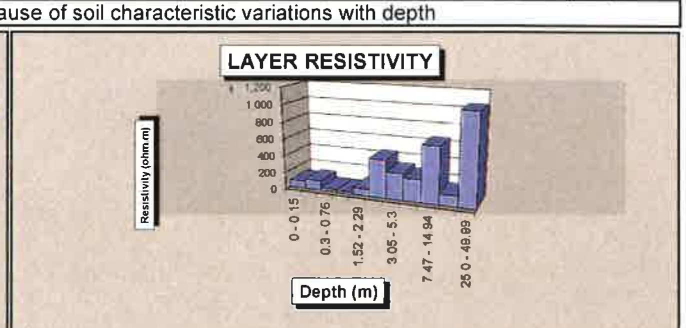
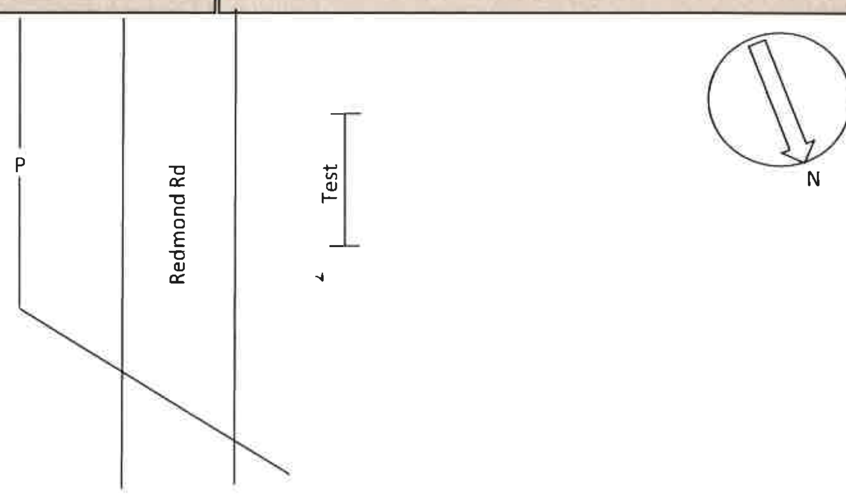
4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	Layer Resistivity* ohm.m
0.50	0.15	90.600	1	86.8	0.01104	n/a	n/a	n/a	0 - 0.15	87
1.00	0.30	51.000	2	97.7	0.01961	0.00857	116.682	1	0.15 - 0.3	112
2.50	0.76	8.970	5	42.9	0.11148	0.09187	10.884	3	0.3 - 0.76	31
5.00	1.52	3.300	10	31.6	0.30303	0.19155	5.221	5	0.76 - 1.52	25
7.50	2.29	2.760	14	39.6	0.36232	0.05929	16.867	5	1.52 - 2.29	81
10.00	3.05	2.680	19	51.3	0.37313	0.01082	92.460	5	2.29 - 3.05	443
16.50	5.03	2.420	32	76.5	0.41322	0.04009	24.945	12	3.05 - 5.3	311
24.50	7.47	2.120	47	99.5	0.47170	0.05847	17.101	15	5.03 - 7.47	262
49.00	14.94	1.840	94	172.7	0.54348	0.07178	13.931	47	7.47 - 14.94	654
82.00	24.99	0.960	157	150.8	1.04167	0.49819	2.007	63	14.94 - 25.0	127
164.00	49.99	0.840	314	263.8	1.19048	0.14881	6.720	157	25.0 - 49.99	1,055

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







SOIL RESISTIVITY DATA

Project Name:	Vermont Gas Project
	12-144-10
Date:	5/2/2013
Location:	Overgrown lot off Brennan Woods Dr
	44 27.286N, 73 5.568W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	75F/Clear
Soil Description	Wet dark soil

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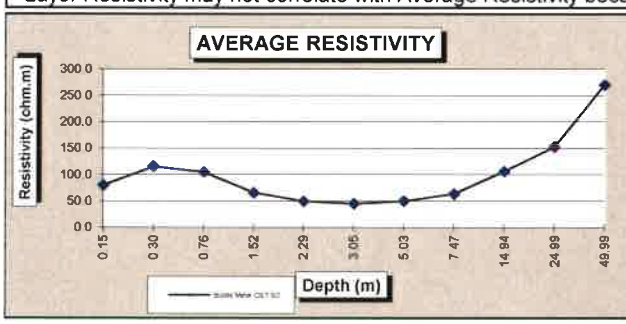
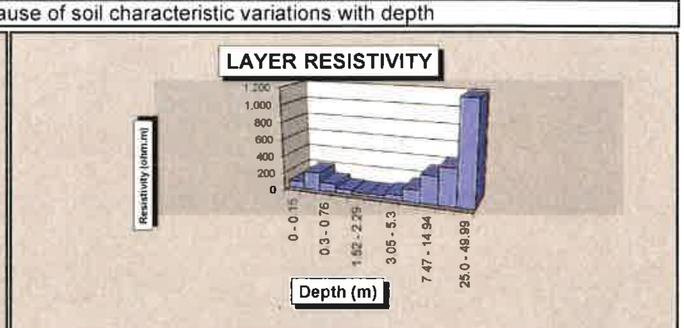
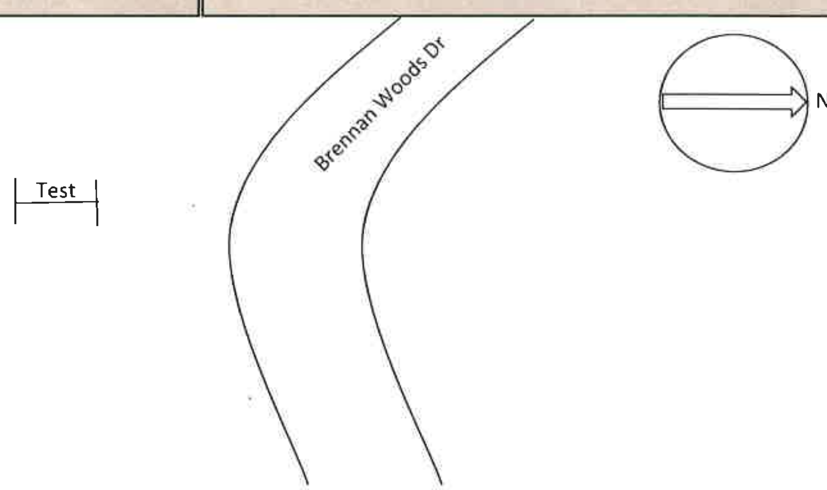
4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	83.500	1	80.0	0.01198	n/a	n/a	n/a	0 - 0.15	80
1.00	0.30	60.300	2	115.5	0.01658	0.00461	217.028	1	0.15 - 0.3	208
2.50	0.76	21.900	5	104.9	0.04566	0.02908	34.390	3	0.3 - 0.76	99
5.00	1.52	6.850	10	65.6	0.14599	0.10032	9.968	5	0.76 - 1.52	48
7.50	2.29	3.450	14	49.6	0.28986	0.14387	6.951	5	1.52 - 2.29	33
10.00	3.05	2.340	19	44.8	0.42735	0.13750	7.273	5	2.29 - 3.05	35
16.50	5.03	1.580	32	49.9	0.63291	0.20556	4.865	12	3.05 - 5.3	61
24.50	7.47	1.350	47	63.3	0.74074	0.10783	9.274	15	5.03 - 7.47	142
49.00	14.94	1.130	94	106.0	0.88496	0.14422	6.934	47	7.47 - 14.94	325
82.00	24.99	0.970	157	152.3	1.03093	0.14597	6.851	63	14.94 - 25.0	433
164.00	49.99	0.860	314	270.1	1.16279	0.13186	7.584	157	25.0 - 49.99	1,191

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







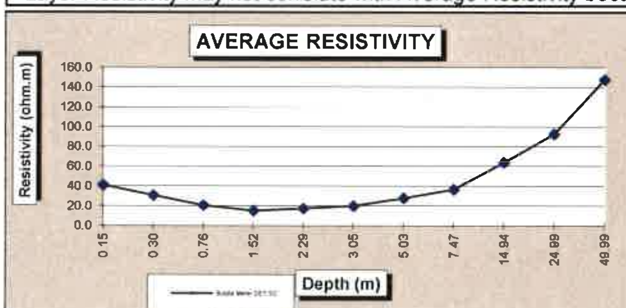
SOIL RESISTIVITY DATA

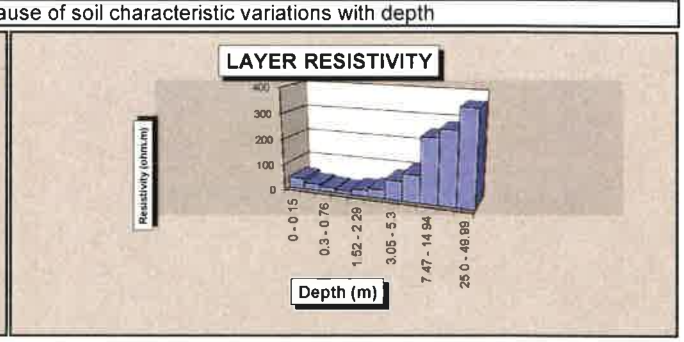
Project Name: Vermont Gas Project
12-144-11
Date: 5/2/2013
Location: Rd Sd off Williston Rd
44 26.6096N, 73 5.7963W
Testers: KJ, LM
Methodology: $\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation: Biddle Meter DET 5/2
Weather: 74F/Clear
Soil Description Sandy, Rocky soil

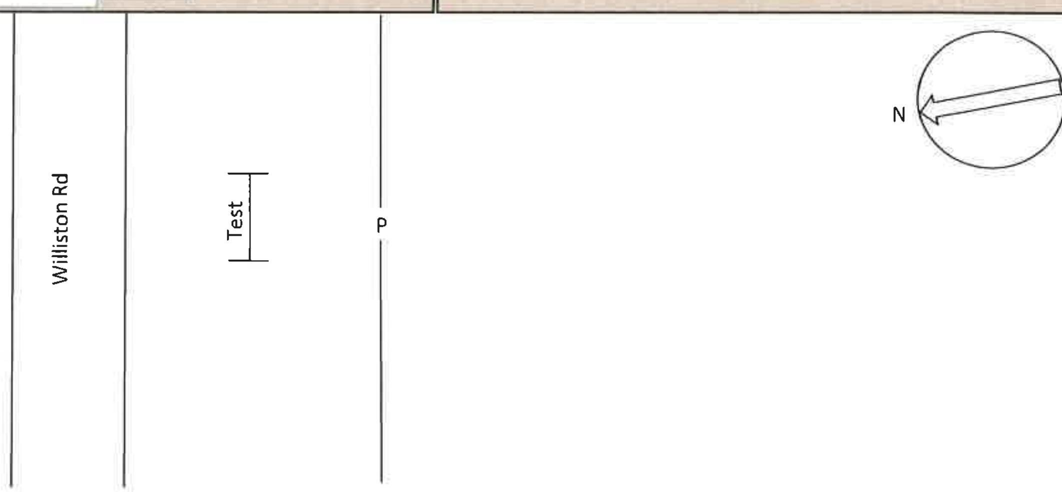
ARK. ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	42.700	1	40.9	0.02342	n/a	n/a	n/a	0 - 0.15	41
1.00	0.30	15.950	2	30.5	0.06270	0.03928	25.460	1	0.15 - 0.3	24
2.50	0.76	4.300	5	20.6	0.23256	0.16986	5.887	3	0.3 - 0.76	17
5.00	1.52	1.590	10	15.2	0.62893	0.39637	2.523	5	0.76 - 1.52	12
7.50	2.29	1.210	14	17.4	0.82645	0.19752	5.063	5	1.52 - 2.29	24
10.00	3.05	1.030	19	19.7	0.97087	0.14443	6.924	5	2.29 - 3.05	33
16.50	5.03	0.880	32	27.8	1.13636	0.16549	6.043	12	3.05 - 5.3	75
24.50	7.47	0.780	47	36.6	1.28205	0.14569	6.864	15	5.03 - 7.47	105
49.00	14.94	0.680	94	63.8	1.47059	0.18854	5.304	47	7.47 - 14.94	249
82.00	24.99	0.590	157	92.7	1.69492	0.22433	4.458	63	14.94 - 25.0	282
164.00	49.99	0.470	314	147.6	2.12766	0.43274	2.311	157	25.0 - 49.99	363

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







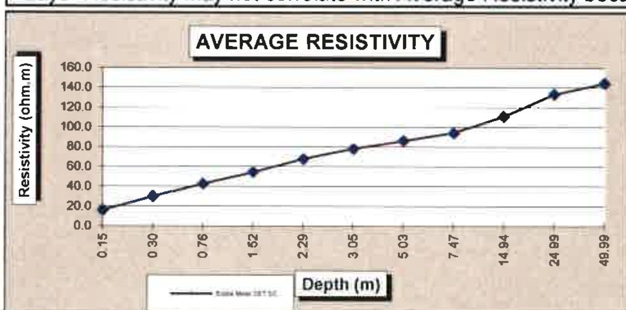
SOIL RESISTIVITY DATA

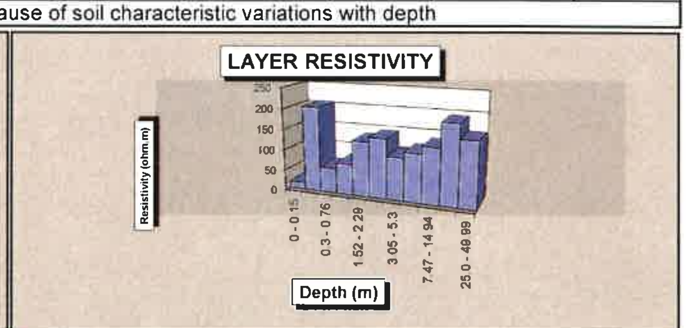
Project Name:	Vermont Gas Project
	12-144-12
Date:	5/2/2013
Location:	Rd Sd off entry ramp to I-89
	44 26.3197N, 73 6.8117W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	73F/Clear
Soil Description	Wet, dark, and rocky soil

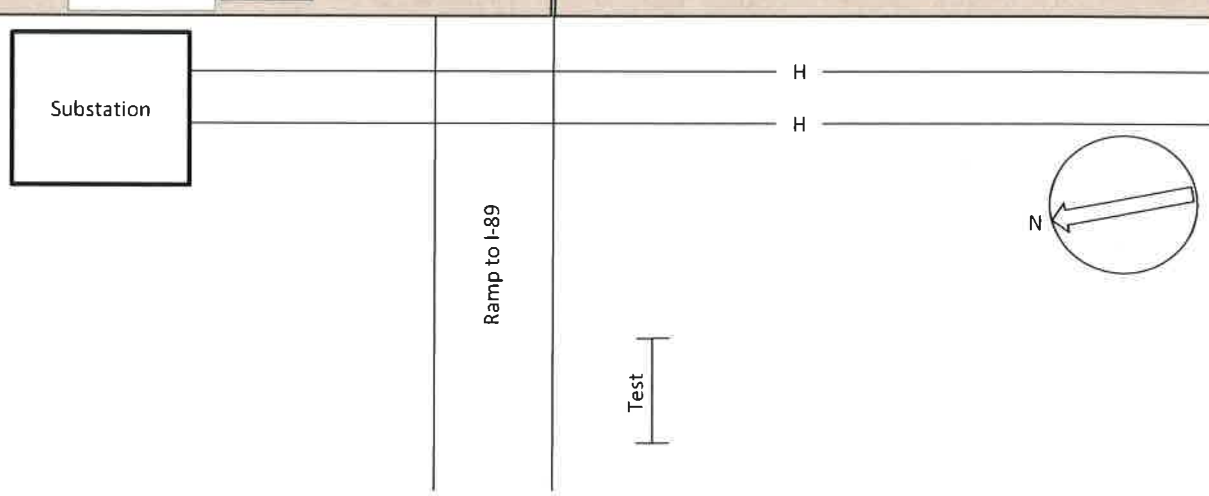
ARK. ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	16.720	1	16.0	0.05981	n/a	n/a	n/a	0 - 0.15	16
1.00	0.30	15.510	2	29.7	0.06447	0.00467	214.320	1	0.15 - 0.3	205
2.50	0.76	8.930	5	42.8	0.11198	0.04751	21.049	3	0.3 - 0.76	60
5.00	1.52	5.690	10	54.5	0.17575	0.06376	15.683	5	0.76 - 1.52	75
7.50	2.29	4.720	14	67.8	0.21186	0.03612	27.687	5	1.52 - 2.29	133
10.00	3.05	4.080	19	78.1	0.24510	0.03323	30.090	5	2.29 - 3.05	144
16.50	5.03	2.730	32	86.3	0.36630	0.12120	8.251	12	3.05 - 5.3	103
24.50	7.47	2.010	47	94.3	0.49751	0.13121	7.621	15	5.03 - 7.47	117
49.00	14.94	1.180	94	110.7	0.84746	0.34995	2.858	47	7.47 - 14.94	134
82.00	24.99	0.850	157	133.5	1.17647	0.32901	3.039	63	14.94 - 25.0	192
164.00	49.99	0.460	314	144.5	2.17391	0.99744	1.003	157	25.0 - 49.99	157

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







SOIL RESISTIVITY DATA

Project Name:	Vermont Gas Project
	12-144-13
Date:	5/2/2013
Location:	Rd Sd off Old Creamery Rd
	44 25.6578N, 73 7.205W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	64F/Clear
Soil Description	Wet, dark, and rocky soil

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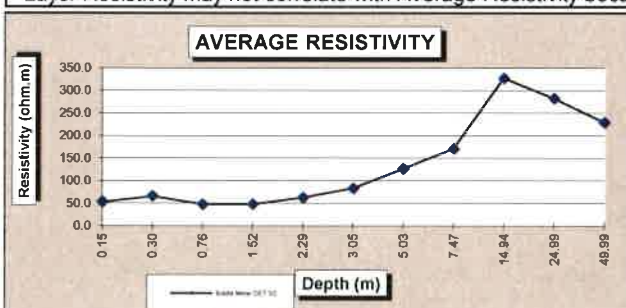
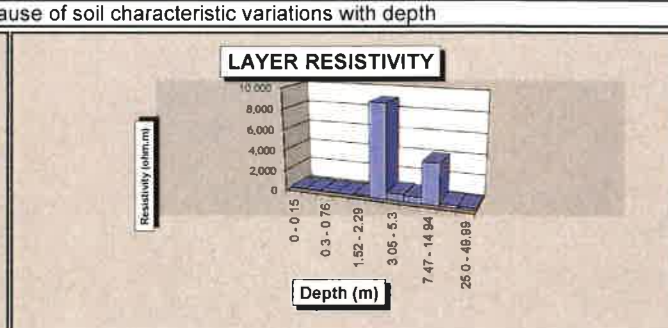
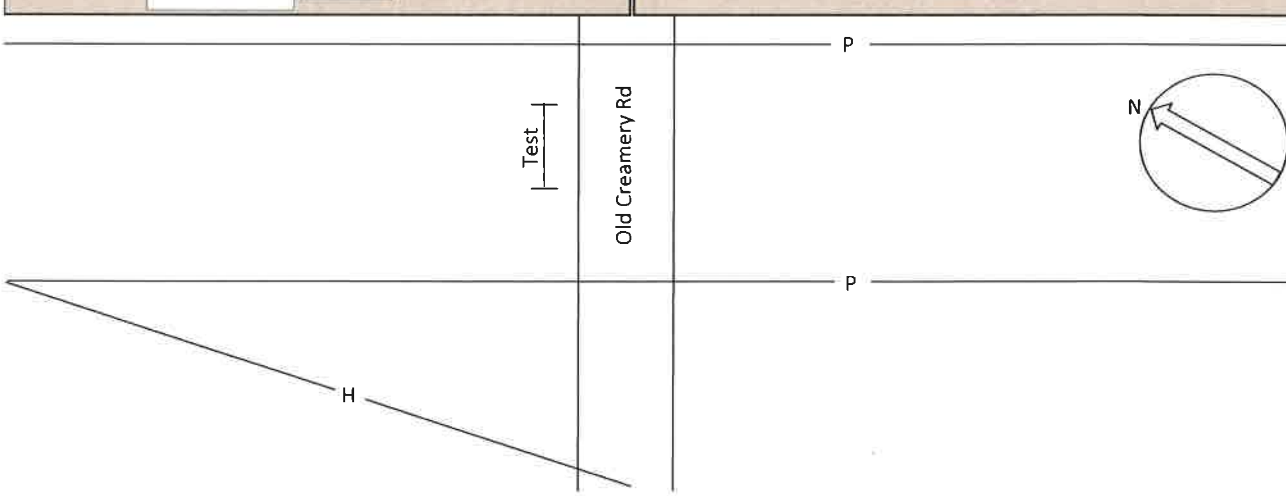
4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	55.600	1	53.2	0.01799	n/a	n/a	n/a	0 - 0.15	53
1.00	0.30	34.500	2	66.1	0.02899	0.01100	90.910	1	0.15 - 0.3	87
2.50	0.76	9.980	5	47.8	0.10020	0.07121	14.042	3	0.3 - 0.76	40
5.00	1.52	5.010	10	48.0	0.19960	0.09940	10.060	5	0.76 - 1.52	48
7.50	2.29	4.350	14	62.5	0.22989	0.03028	33.020	5	1.52 - 2.29	158
10.00	3.05	4.340	19	83.1	0.23041	0.00053	1887.900	5	2.29 - 3.05	9,039
16.50	5.03	4.020	32	127.0	0.24876	0.01834	54.521	12	3.05 - 5.3	679
24.50	7.47	3.640	47	170.8	0.27473	0.02597	38.507	15	5.03 - 7.47	590
49.00	14.94	3.490	94	327.5	0.28653	0.01181	84.691	47	7.47 - 14.94	3,974
82.00	24.99	1.800	157	282.7	0.55556	0.26902	3.717	63	14.94 - 25.0	235
164.00	49.99	0.730	314	229.3	1.36986	0.81431	1.228	157	25.0 - 49.99	193

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







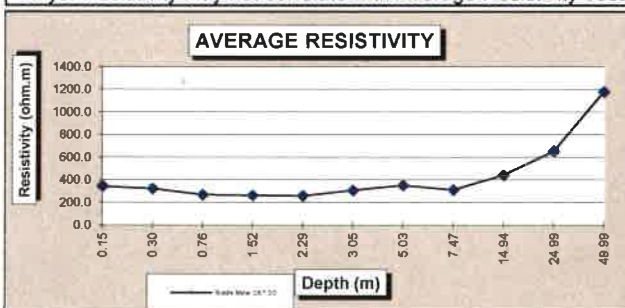
SOIL RESISTIVITY DATA

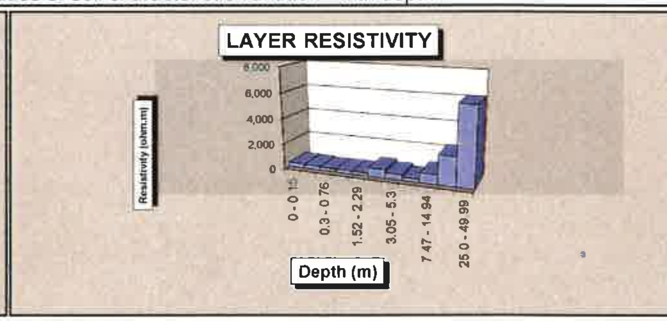
Project Name:	Vermont Gas Project
	12-144-14
Date:	5/2/2013
Location:	Rd Sd off Charles Rd
	44 25.1789N, 73 8.0221W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	64F/Clear
Soil Description	Dark, moist, and rocky soil

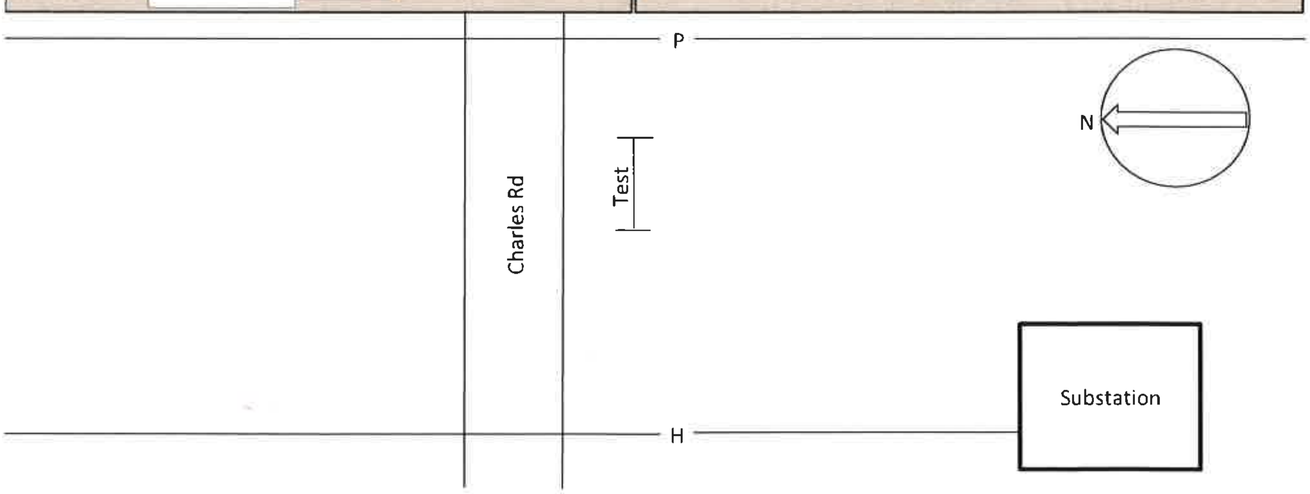
ARK. ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	359.000	1	343.8	0.00279	n/a	n/a	n/a	0 - 0.15	344
1.00	0.30	167.600	2	321.0	0.00597	0.00318	314.359	1	0.15 - 0.3	301
2.50	0.76	55.900	5	267.6	0.01789	0.01192	83.875	3	0.3 - 0.76	241
5.00	1.52	27.400	10	262.4	0.03650	0.01861	53.742	5	0.76 - 1.52	257
7.50	2.29	18.050	14	259.3	0.05540	0.01891	52.895	5	1.52 - 2.29	253
10.00	3.05	15.990	19	306.2	0.06254	0.00714	140.107	5	2.29 - 3.05	671
16.50	5.03	11.100	32	350.8	0.09009	0.02755	36.296	12	3.05 - 5.3	452
24.50	7.47	6.600	47	309.7	0.15152	0.06143	16.280	15	5.03 - 7.47	249
49.00	14.94	4.690	94	440.1	0.21322	0.06170	16.206	47	7.47 - 14.94	760
82.00	24.99	4.150	157	651.7	0.24096	0.02774	36.044	63	14.94 - 25.0	2,278
164.00	49.99	3.750	314	1177.8	0.26667	0.02570	38.906	157	25.0 - 49.99	6,110

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







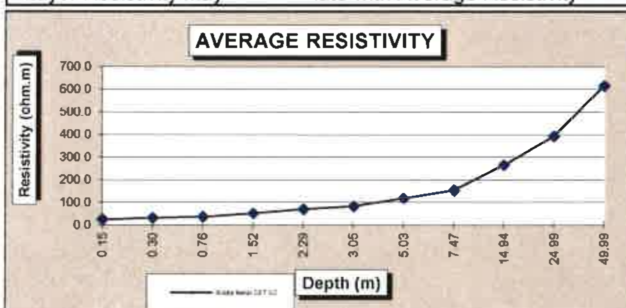
SOIL RESISTIVITY DATA

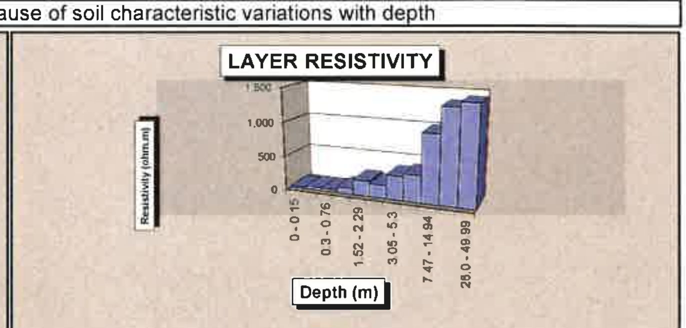
Project Name:	Vermont Gas Project
	12-144-15
Date:	5/2/2013
Location:	Rd Sd off Butternut Rd
	44 24.1525N, 73 7.5014W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	61F/Clear
Soil Description	Moist, dark, and rocky soil

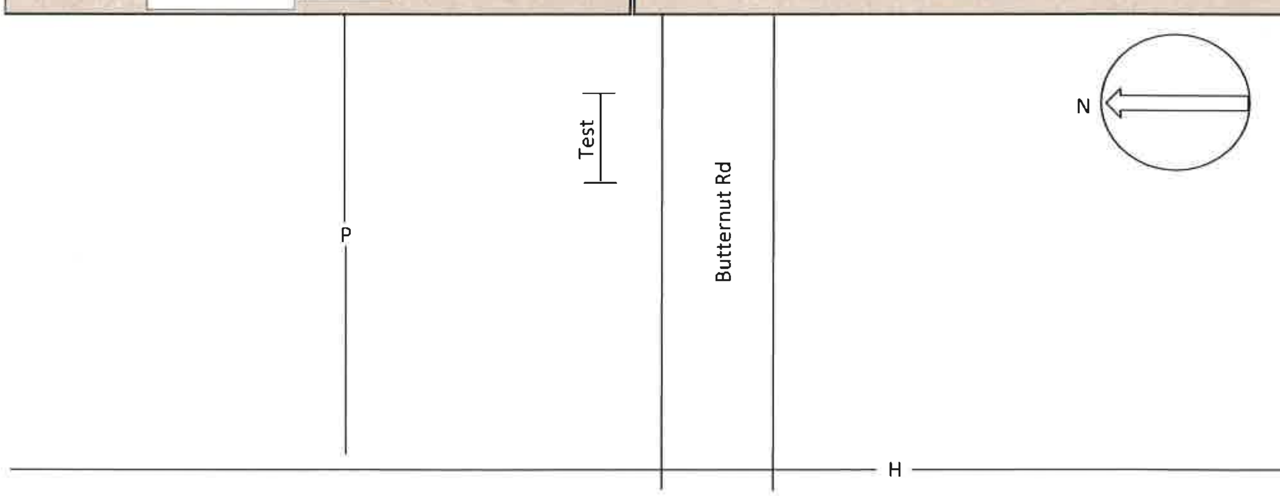
ARK Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	25.400	1	24.3	0.03937	n/a	n/a	n/a	0 - 0.15	24
1.00	0.30	16.570	2	31.7	0.06035	0.02098	47.665	1	0.15 - 0.3	46
2.50	0.76	7.650	5	36.6	0.13072	0.07037	14.211	3	0.3 - 0.76	41
5.00	1.52	5.410	10	51.8	0.18484	0.05412	18.476	5	0.76 - 1.52	88
7.50	2.29	4.850	14	69.7	0.20619	0.02134	46.854	5	1.52 - 2.29	224
10.00	3.05	4.330	19	82.9	0.23095	0.02476	40.386	5	2.29 - 3.05	193
16.50	5.03	3.750	32	118.5	0.26667	0.03572	27.996	12	3.05 - 5.3	348
24.50	7.47	3.270	47	153.4	0.30581	0.03914	25.547	15	5.03 - 7.47	391
49.00	14.94	2.830	94	265.6	0.35336	0.04755	21.032	47	7.47 - 14.94	987
82.00	24.99	2.500	157	392.6	0.40000	0.04664	21.439	63	14.94 - 25.0	1,355
164.00	49.99	1.960	314	615.6	0.51020	0.11020	9.074	157	25.0 - 49.99	1,425

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







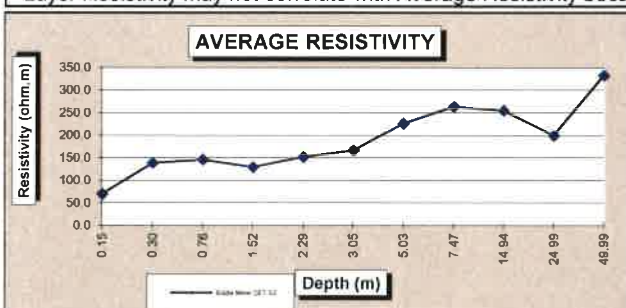
SOIL RESISTIVITY DATA

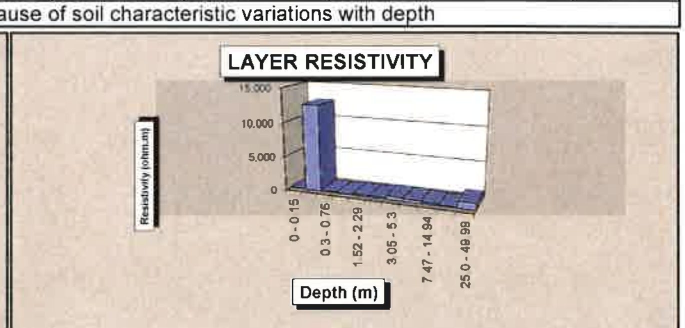
Project Name:	Vermont Gas Project
	12-144-16
Date:	5/2/2013
Location:	Rd Sd off Beliveau Rd
	44 23.2839N, 73 7.5540W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	62F/Clear
Soil Description	Dry, rocky soil

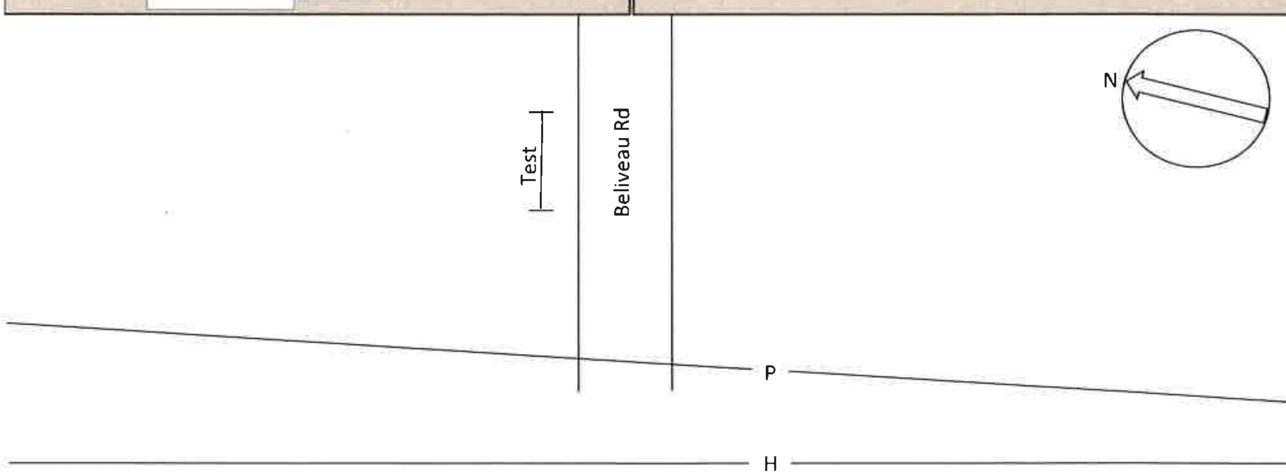
ARK. Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	72.800	1	69.7	0.01374	n/a	n/a	n/a	0 - 0.15	70
1.00	0.30	72.400	2	138.7	0.01381	0.00008	13176.800	1	0.15 - 0.3	12,618
2.50	0.76	30.500	5	146.0	0.03279	0.01897	52.702	3	0.3 - 0.76	151
5.00	1.52	13.510	10	129.4	0.07402	0.04123	24.253	5	0.76 - 1.52	116
7.50	2.29	10.570	14	151.8	0.09461	0.02059	48.572	5	1.52 - 2.29	233
10.00	3.05	8.700	19	166.6	0.11494	0.02034	49.176	5	2.29 - 3.05	235
16.50	5.03	7.180	32	226.9	0.13928	0.02433	41.096	12	3.05 - 5.3	512
24.50	7.47	5.610	47	263.2	0.17825	0.03898	25.656	15	5.03 - 7.47	393
49.00	14.94	2.720	94	255.2	0.36765	0.18939	5.280	47	7.47 - 14.94	248
82.00	24.99	1.270	157	199.4	0.78740	0.41975	2.382	63	14.94 - 25.0	151
164.00	49.99	1.060	314	332.9	0.94340	0.15599	6.410	157	25.0 - 49.99	1,007

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







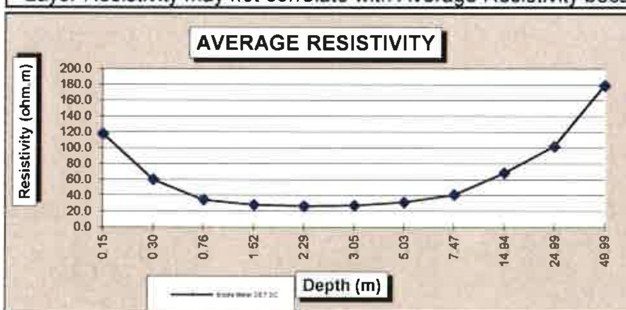
SOIL RESISTIVITY DATA

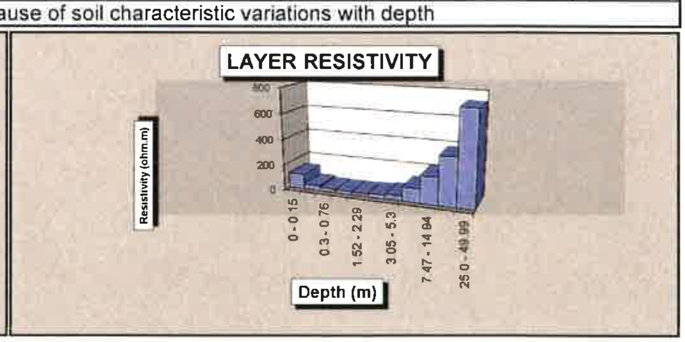
Project Name:	Vermont Gas Project
	12-144-17
Date:	5/1/2013
Location:	Rd Sd North of CR116
	44 22.1536N, 73 7.6751W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	76F/Clear
Soil Description	Dark, moist, sodded

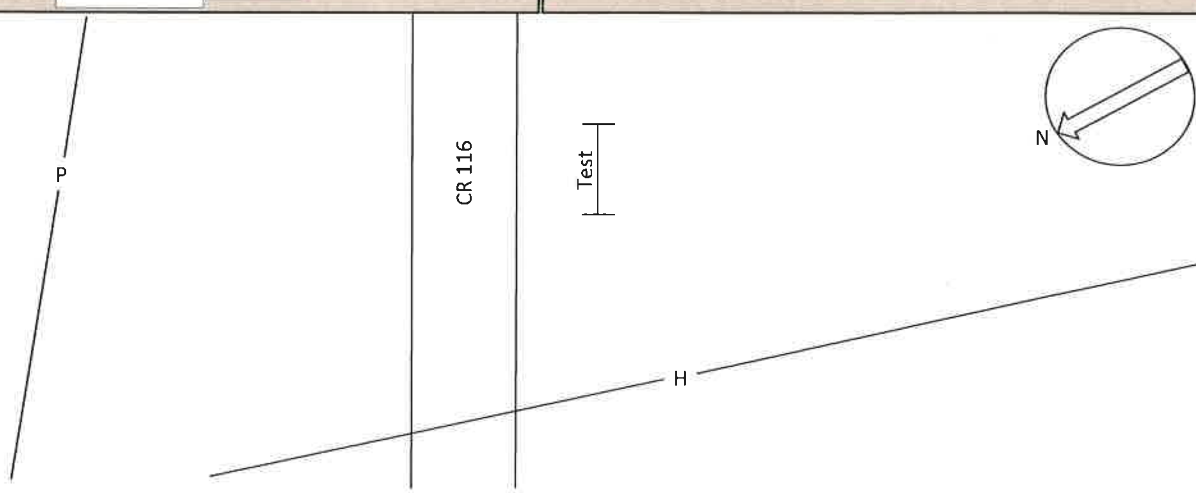
ARK Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	122.900	1	117.7	0.00814	n/a	n/a	n/a	0 - 0.15	118
1.00	0.30	31.400	2	60.1	0.03185	0.02371	42.176	1	0.15 - 0.3	40
2.50	0.76	7.200	5	34.5	0.13889	0.10704	9.342	3	0.3 - 0.76	27
5.00	1.52	2.930	10	28.1	0.34130	0.20241	4.941	5	0.76 - 1.52	24
7.50	2.29	1.840	14	26.4	0.54348	0.20218	4.946	5	1.52 - 2.29	24
10.00	3.05	1.430	19	27.4	0.69930	0.15582	6.418	5	2.29 - 3.05	31
16.50	5.03	0.990	32	31.3	1.01010	0.31080	3.218	12	3.05 - 5.3	40
24.50	7.47	0.870	47	40.8	1.14943	0.13932	7.178	15	5.03 - 7.47	110
49.00	14.94	0.730	94	68.5	1.36986	0.22044	4.536	47	7.47 - 14.94	213
82.00	24.99	0.650	157	102.1	1.53846	0.16860	5.931	63	14.94 - 25.0	375
164.00	49.99	0.570	314	179.0	1.75439	0.21592	4.631	157	25.0 - 49.99	727

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







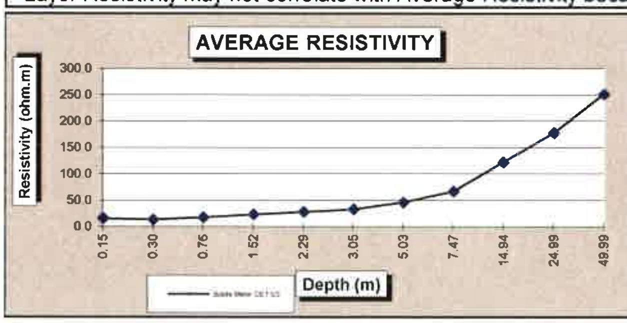
SOIL RESISTIVITY DATA

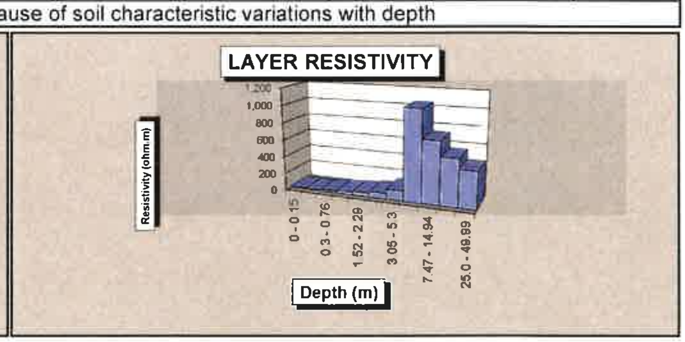
Project Name:	Vermont Gas Project
	12-144-18
Date:	5/1/2013
Location:	Mowed pasture West of CR116
	44 21.010N, 73 7.096W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	75F/Clear
Soil Description	Wet, dark soil

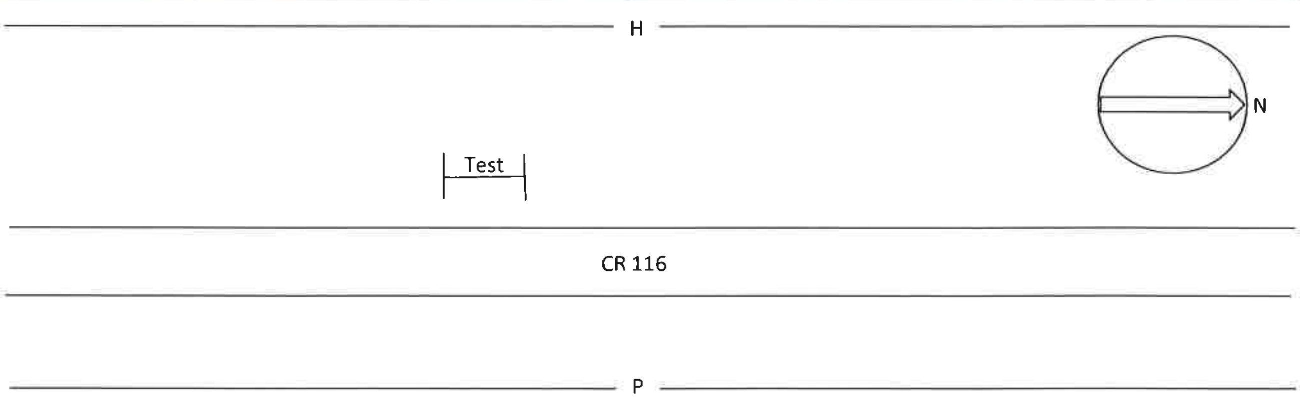
ARK. Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	16.540	1	15.8	0.06046	n/a	n/a	n/a	0 - 0.15	16
1.00	0.30	6.740	2	12.9	0.14837	0.08791	11.375	1	0.15 - 0.3	11
2.50	0.76	3.650	5	17.5	0.27397	0.12560	7.961	3	0.3 - 0.76	23
5.00	1.52	2.410	10	23.1	0.41494	0.14097	7.094	5	0.76 - 1.52	34
7.50	2.29	1.940	14	27.9	0.51546	0.10053	9.948	5	1.52 - 2.29	48
10.00	3.05	1.710	19	32.7	0.58480	0.06933	14.423	5	2.29 - 3.05	69
16.50	5.03	1.450	32	45.8	0.68966	0.10486	9.537	12	3.05 - 5.3	119
24.50	7.47	1.420	47	66.6	0.70423	0.01457	68.633	15	5.03 - 7.47	1,052
49.00	14.94	1.300	94	122.0	0.76923	0.06501	15.383	47	7.47 - 14.94	722
82.00	24.99	1.130	157	177.5	0.88496	0.11572	8.641	63	14.94 - 25.0	546
164.00	49.99	0.800	314	251.3	1.25000	0.36504	2.739	157	25.0 - 49.99	430

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







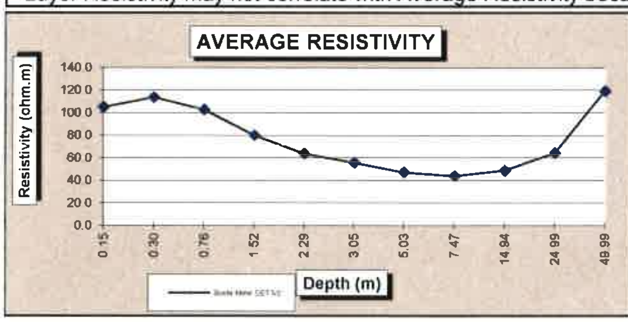
SOIL RESISTIVITY DATA

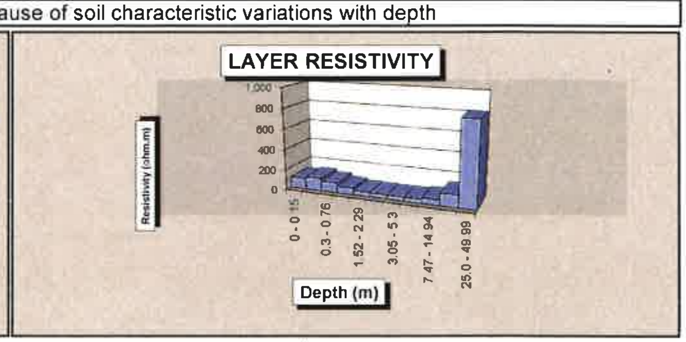
ARK Engineering & Technical Services, Inc.

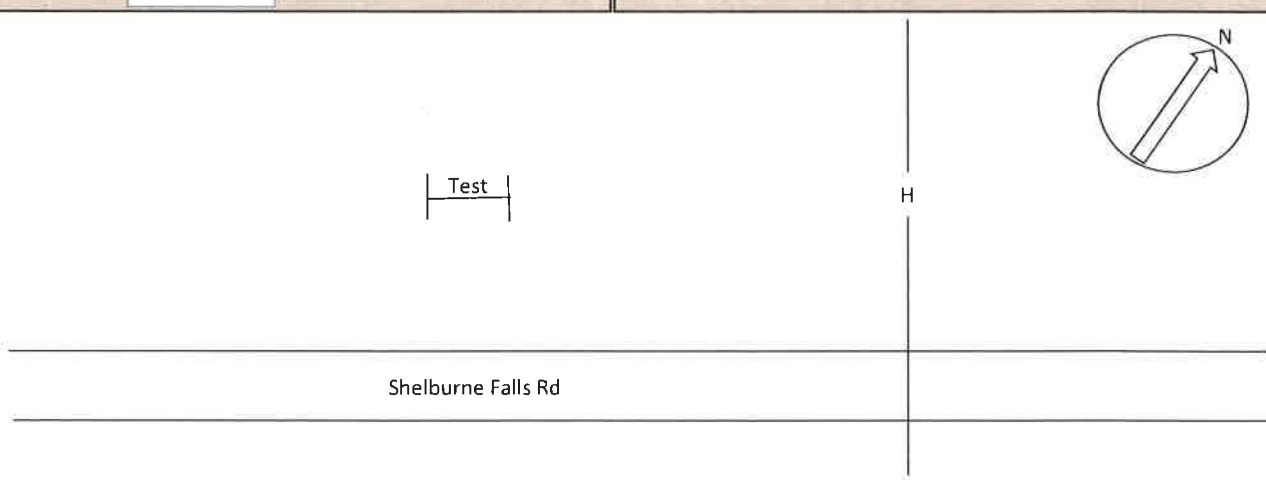
Project Name:	Vermont Gas Project
	12-144-19
Date:	5/1/2013
Location:	Mowed field off Shelburne Falls Rd
	44 20.454N, 73 7.615W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	75F/Clear
Soil Description	Dark and moist

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	Layer Resistivity* ohm.m
0.50	0.15	109.800	1	105.1	0.00911	n/a	n/a	n/a	0 - 0.15	105
1.00	0.30	59.400	2	113.8	0.01684	0.00773	129.407	1	0.15 - 0.3	124
2.50	0.76	21.500	5	102.9	0.04651	0.02968	33.697	3	0.3 - 0.76	97
5.00	1.52	8.370	10	80.1	0.11947	0.07296	13.706	5	0.76 - 1.52	66
7.50	2.29	4.440	14	63.8	0.22523	0.10575	9.456	5	1.52 - 2.29	45
10.00	3.05	2.920	19	55.9	0.34247	0.11724	8.529	5	2.29 - 3.05	41
16.50	5.03	1.500	32	47.4	0.66667	0.32420	3.085	12	3.05 - 5.3	38
24.50	7.47	0.940	47	44.1	1.06383	0.39716	2.518	15	5.03 - 7.47	39
49.00	14.94	0.520	94	48.8	1.92308	0.85925	1.164	47	7.47 - 14.94	55
82.00	24.99	0.410	157	64.4	2.43902	0.51595	1.938	63	14.94 - 25.0	122
164.00	49.99	0.380	314	119.3	2.63158	0.19255	5.193	157	25.0 - 49.99	816

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







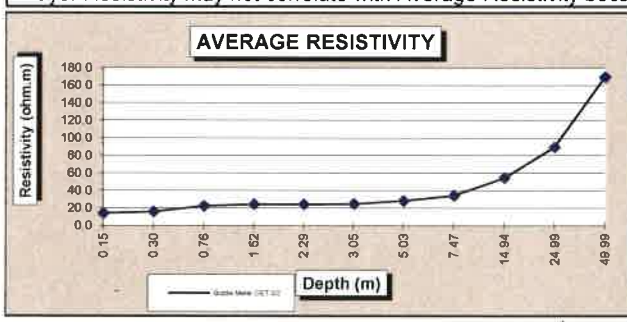
SOIL RESISTIVITY DATA

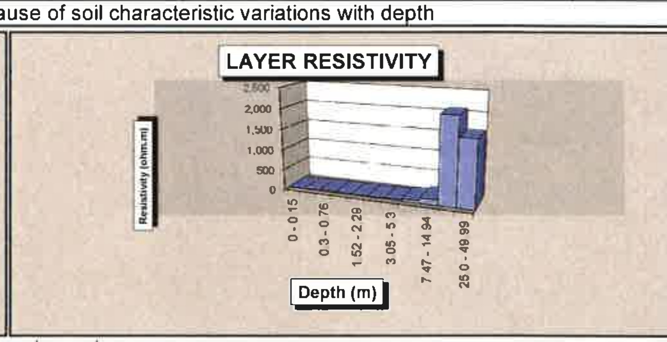
Project Name:	Vermont Gas Project
	12-144-20
Date:	5/1/2013
Location:	Mowed field off Charlotte Rd
	44 19.6814N, 73 7.9244W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	73F/Clear
Soil Description	Moist, Dark

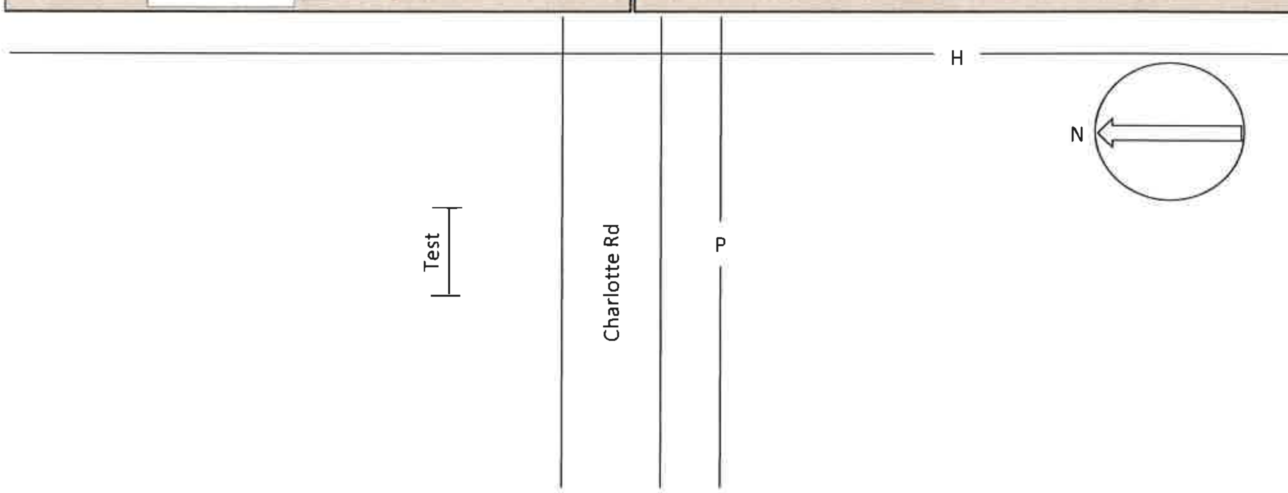
ARK. Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	**Depth (d) m**	**R ohms**	**Spacing Factor**	**Resistivity ohm.m**	**1/R mhos**	**Δ 1/R mhos**	**1/(Δ 1/R) ohms**	**Spacing Factor**	**Layer Resistivity* Layer (m)**	**ohm.m**
0.50	0.15	14.710	1	14.1	0.06798	n/a	n/a	n/a	0 - 0.15	14
1.00	0.30	8.330	2	16.0	0.12005	0.05207	19.206	1	0.15 - 0.3	18
2.50	0.76	4.670	5	22.4	0.21413	0.09408	10.629	3	0.3 - 0.76	31
5.00	1.52	2.540	10	24.3	0.39370	0.17957	5.569	5	0.76 - 1.52	27
7.50	2.29	1.690	14	24.3	0.59172	0.19802	5.050	5	1.52 - 2.29	24
10.00	3.05	1.290	19	24.7	0.77519	0.18348	5.450	5	2.29 - 3.05	26
16.50	5.03	0.890	32	28.1	1.12360	0.34840	2.870	12	3.05 - 5.3	36
24.50	7.47	0.730	47	34.3	1.36986	0.24627	4.061	15	5.03 - 7.47	62
49.00	14.94	0.580	94	54.4	1.72414	0.35427	2.823	47	7.47 - 14.94	132
82.00	24.99	0.570	157	89.5	1.75439	0.03025	33.060	63	14.94 - 25.0	2,089
164.00	49.99	0.540	314	169.6	1.85185	0.09747	10.260	157	25.0 - 49.99	1,611

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







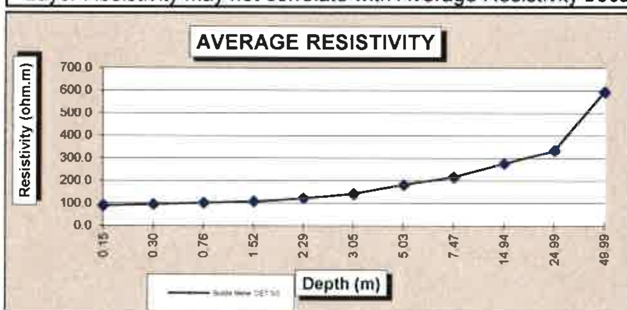
SOIL RESISTIVITY DATA

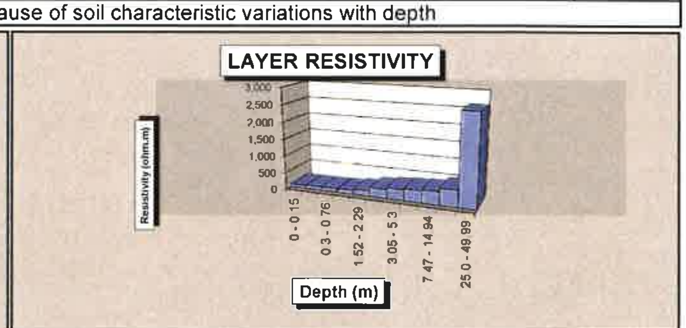
Project Name:	Vermont Gas Project
	12-144-21
Date:	5/1/2013
Location:	Rd Sd off Burritt Rd
	44 18.7647N, 73 8.1066W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	66F/Clear
Soil Description	Dry sand and rock

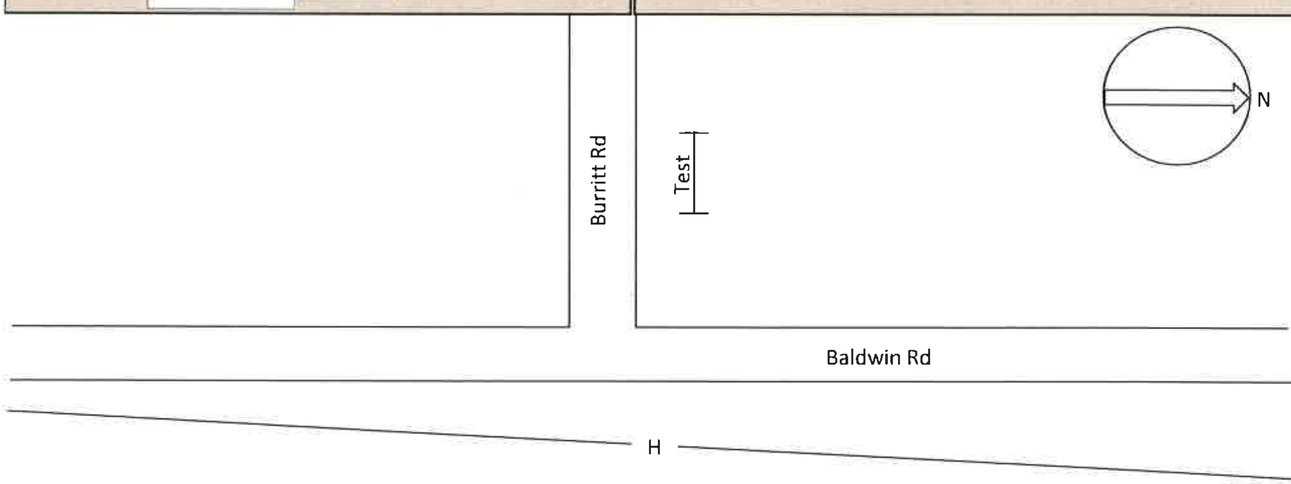
ARK. ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	93.300	1	89.3	0.01072	n/a	n/a	n/a	0 - 0.15	89
1.00	0.30	49.500	2	94.8	0.02020	0.00948	105.442	1	0.15 - 0.3	101
2.50	0.76	21.100	5	101.0	0.04739	0.02719	36.776	3	0.3 - 0.76	106
5.00	1.52	11.220	10	107.4	0.08913	0.04173	23.962	5	0.76 - 1.52	115
7.50	2.29	8.450	14	121.4	0.11834	0.02922	34.227	5	1.52 - 2.29	164
10.00	3.05	7.350	19	140.8	0.13605	0.01771	56.461	5	2.29 - 3.05	270
16.50	5.03	5.740	32	181.4	0.17422	0.03816	26.204	12	3.05 - 5.3	326
24.50	7.47	4.600	47	215.8	0.21739	0.04318	23.161	15	5.03 - 7.47	355
49.00	14.94	2.940	94	275.9	0.34014	0.12274	8.147	47	7.47 - 14.94	382
82.00	24.99	2.130	157	334.5	0.46948	0.12935	7.731	63	14.94 - 25.0	489
164.00	49.99	1.890	314	593.6	0.52910	0.05962	16.774	157	25.0 - 49.99	2,634

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







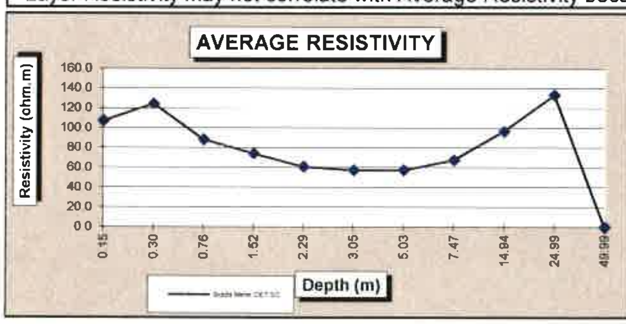
SOIL RESISTIVITY DATA

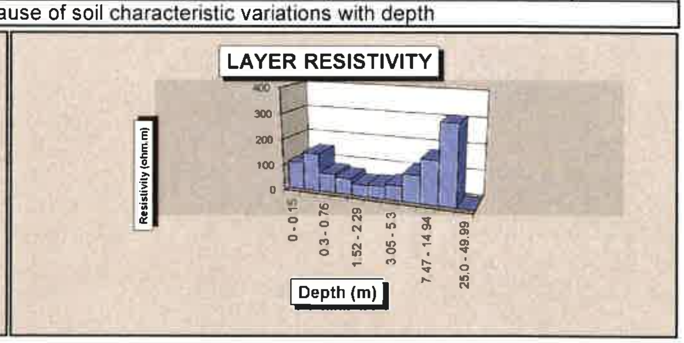
ENGINEERING & TECHNICAL SERVICES, INC.

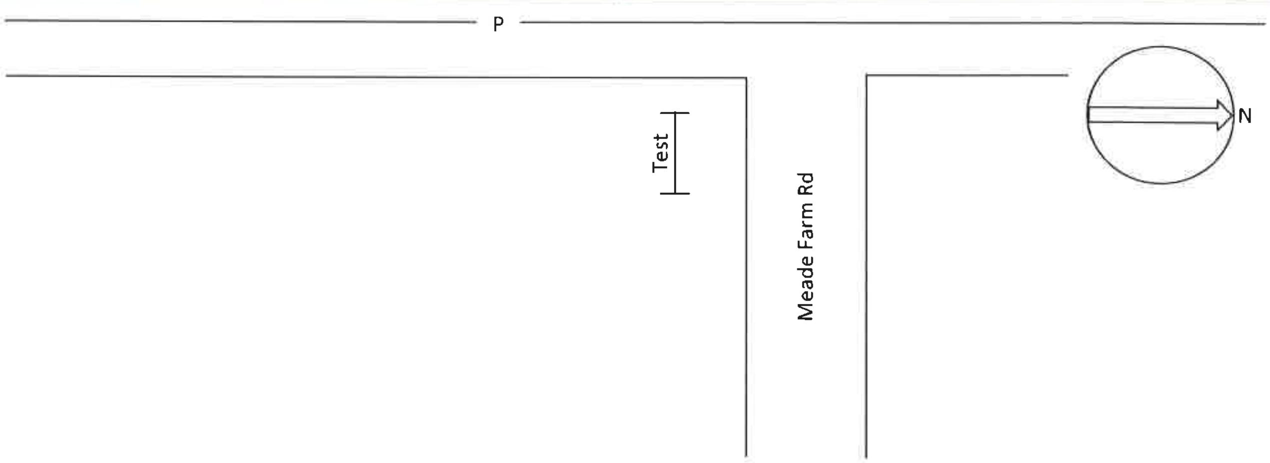
Project Name:	Vermont Gas Project
	12-144-22
Date:	5/6/2013
Location:	Rd Sd off Meade Farm Rd
	44 17.956N, 73 6.513W
Testers:	KJ, LM
Methodology:	ρ = 2πdR, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	70F/Clear
Soil Description	Dark, moist and vegetation

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	112.000	1	107.2	0.00893	n/a	n/a	n/a	0 - 0.15	107
1.00	0.30	64.900	2	124.3	0.01541	0.00648	154.327	1	0.15 - 0.3	148
2.50	0.76	18.430	5	88.2	0.05426	0.03885	25.739	3	0.3 - 0.76	74
5.00	1.52	7.740	10	74.1	0.12920	0.07494	13.344	5	0.76 - 1.52	64
7.50	2.29	4.240	14	60.9	0.23585	0.10665	9.376	5	1.52 - 2.29	45
10.00	3.05	2.990	19	57.3	0.33445	0.09860	10.142	5	2.29 - 3.05	49
16.50	5.03	1.820	32	57.5	0.54945	0.21500	4.651	12	3.05 - 5.3	58
24.50	7.47	1.440	47	67.6	0.69444	0.14499	6.897	15	5.03 - 7.47	106
49.00	14.94	1.030	94	96.7	0.97087	0.27643	3.618	47	7.47 - 14.94	170
82.00	24.99	0.850	157	133.5	1.17647	0.20560	4.864	63	14.94 - 25.0	307
164.00	49.99	Short Test	314	#VALUE!	#######	#VALUE!	#VALUE!	157	25.0 - 49.99	#VALUE!

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







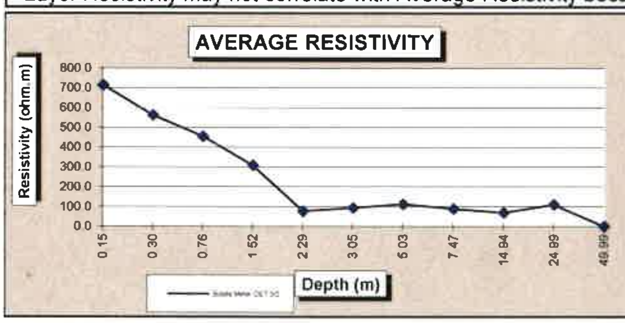
SOIL RESISTIVITY DATA

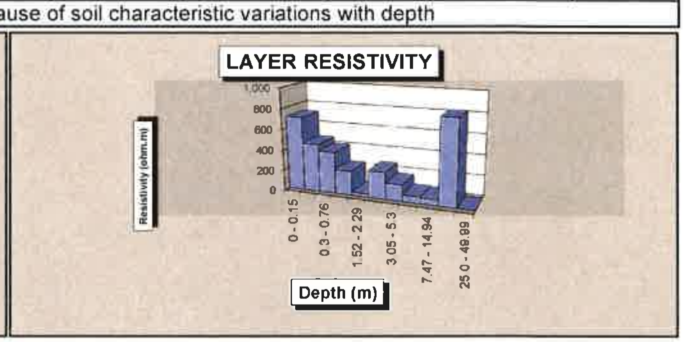
Project Name:	Vermont Gas Project
	12-144-23
Date:	5/6/2013
Location:	Rd Sd off Deer Run Ln
	44 17.238N, 73 7.823W
Testers:	KJ, LM
Methodology:	ρ = 2πdR, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	60F/Clear
Soil Description	Dark, moist, and vegetation

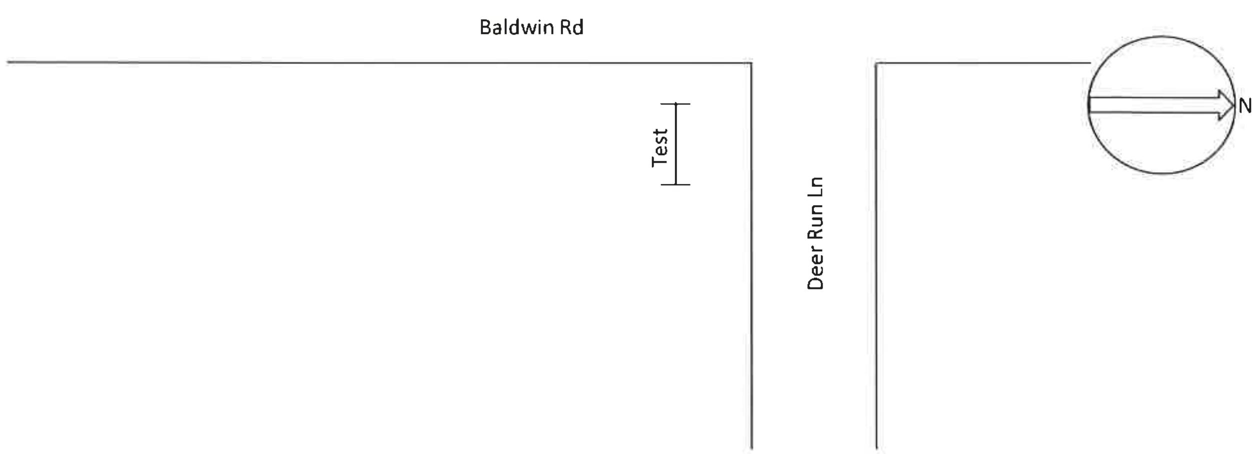
ARK® ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	**Depth (d) m**	**R ohms**	**Spacing Factor**	**Resistivity ohm.m**	**1/R mhos**	**Δ 1/R mhos**	**1/(Δ 1/R) ohms**	**Spacing Factor**	**Layer Resistivity* Layer (m)**	**Layer Resistivity* ohm.m**
0.50	0.15	747.000	1	715.3	0.00134	n/a	n/a	n/a	0 - 0.15	715
1.00	0.30	294.000	2	563.0	0.00340	0.00206	484.808	1	0.15 - 0.3	464
2.50	0.76	95.000	5	454.8	0.01053	0.00712	140.352	3	0.3 - 0.76	403
5.00	1.52	32.300	10	309.3	0.03096	0.02043	48.939	5	0.76 - 1.52	234
7.50	2.29	5.350	14	76.8	0.18692	0.15596	6.412	5	1.52 - 2.29	31
10.00	3.05	4.870	19	93.3	0.20534	0.01842	54.280	5	2.29 - 3.05	260
16.50	5.03	3.530	32	111.5	0.28329	0.07795	12.829	12	3.05 - 5.3	160
24.50	7.47	1.900	47	89.1	0.52632	0.24303	4.115	15	5.03 - 7.47	63
49.00	14.94	0.740	94	69.4	1.35135	0.82504	1.212	47	7.47 - 14.94	57
82.00	24.99	0.700	157	109.9	1.42857	0.07722	12.950	63	14.94 - 25.0	818
164.00	49.99	Short Test	314	#VALUE!	#######	#VALUE!	#VALUE!	157	25.0 - 49.99	#VALUE!

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







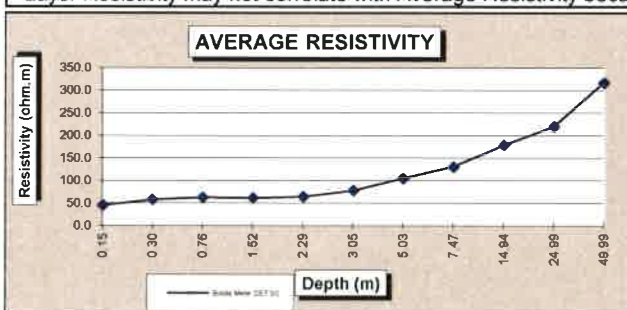
SOIL RESISTIVITY DATA

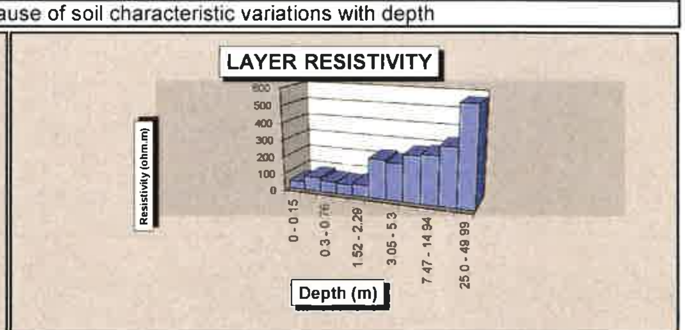
Project Name:	Vermont Gas Project
	12-144-24
Date:	5/3/2013
Location:	Rd Sd off Access Rd West of Baldwin Rd
	44 16.205N, 73 8.074W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	68F/Clear
Soil Description	Dry sand and rock

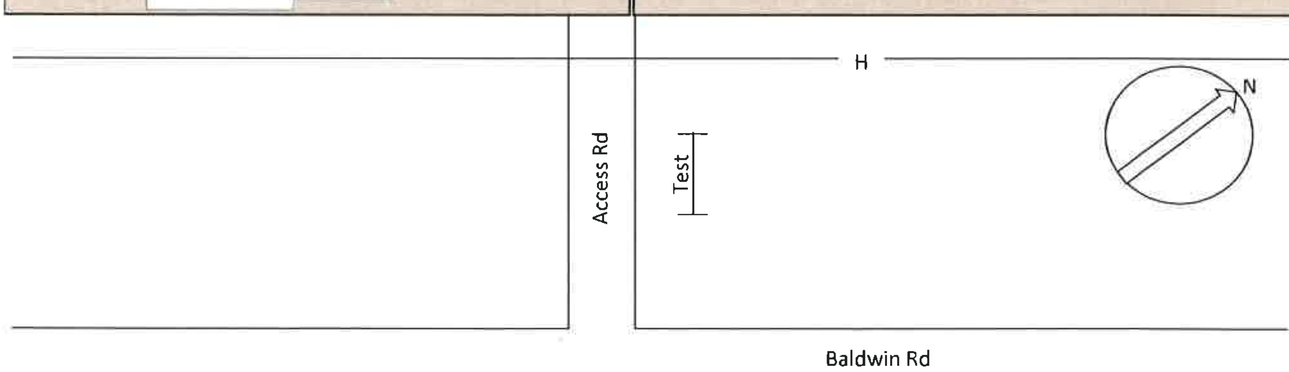
ARK ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	47.400	1	45.4	0.02110	n/a	n/a	n/a	0 - 0.15	45
1.00	0.30	30.500	2	58.4	0.03279	0.01169	85.544	1	0.15 - 0.3	82
2.50	0.76	13.080	5	62.6	0.07645	0.04367	22.901	3	0.3 - 0.76	66
5.00	1.52	6.430	10	61.6	0.15552	0.07907	12.647	5	0.76 - 1.52	61
7.50	2.29	4.450	14	63.9	0.22472	0.06920	14.451	5	1.52 - 2.29	69
10.00	3.05	4.070	19	77.9	0.24570	0.02098	47.662	5	2.29 - 3.05	228
16.50	5.03	3.300	32	104.3	0.30303	0.05733	17.443	12	3.05 - 5.3	217
24.50	7.47	2.780	47	130.4	0.35971	0.05668	17.642	15	5.03 - 7.47	270
49.00	14.94	1.900	94	178.3	0.52632	0.16660	6.002	47	7.47 - 14.94	282
82.00	24.99	1.400	157	219.9	0.71429	0.18797	5.320	63	14.94 - 25.0	336
164.00	49.99	1.010	314	317.2	0.99010	0.27581	3.626	157	25.0 - 49.99	569

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







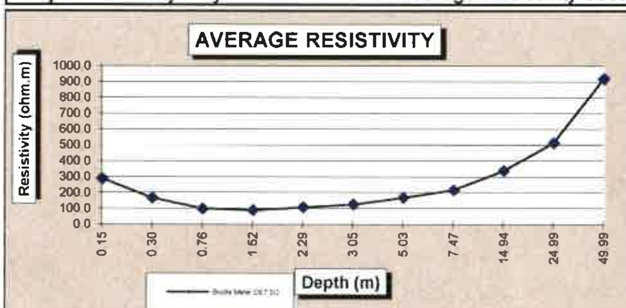
SOIL RESISTIVITY DATA

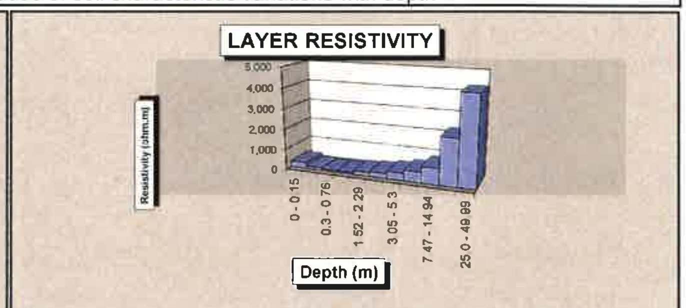
Project Name:	Vermont Gas Project
	12-144-25
Date:	5/3/2013
Location:	Rd Sd off Pond Rd
	44 15.096N, 73 8.382W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	69F/Clear
Soil Description	Dry sand and rock

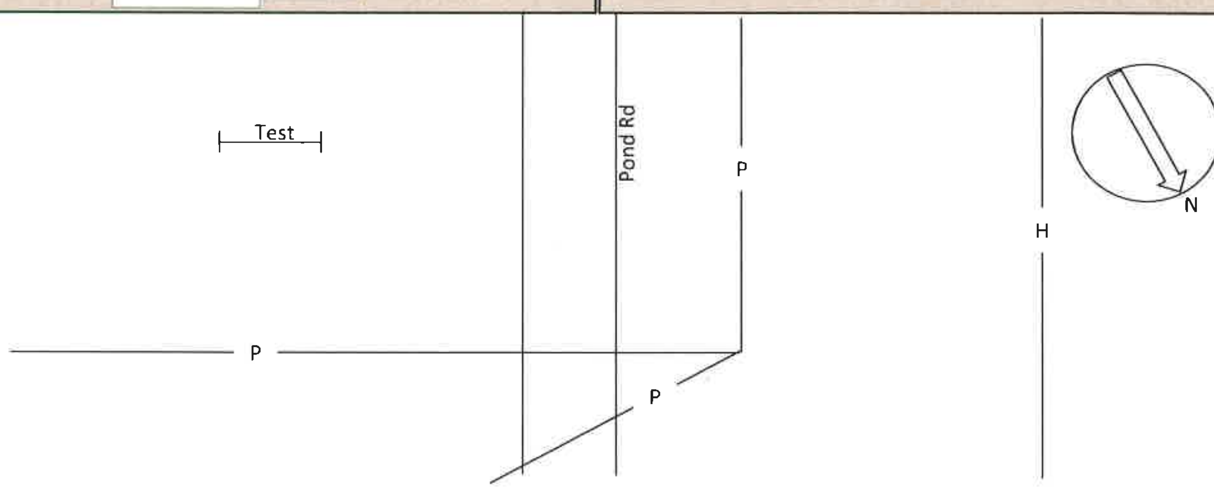
ARK. Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	301.000	1	288.2	0.00332	n/a	n/a	n/a	0 - 0.15	288
1.00	0.30	87.700	2	168.0	0.01140	0.00808	123.759	1	0.15 - 0.3	119
2.50	0.76	20.700	5	99.1	0.04831	0.03691	27.095	3	0.3 - 0.76	78
5.00	1.52	9.250	10	88.6	0.10811	0.05980	16.723	5	0.76 - 1.52	80
7.50	2.29	7.490	14	107.6	0.13351	0.02540	39.365	5	1.52 - 2.29	188
10.00	3.05	6.550	19	125.4	0.15267	0.01916	52.191	5	2.29 - 3.05	250
16.50	5.03	5.330	32	168.4	0.18762	0.03495	28.616	12	3.05 - 5.3	356
24.50	7.47	4.600	47	215.8	0.21739	0.02977	33.586	15	5.03 - 7.47	515
49.00	14.94	3.610	94	338.8	0.27701	0.05962	16.774	47	7.47 - 14.94	787
82.00	24.99	3.280	157	515.1	0.30488	0.02787	35.881	63	14.94 - 25.0	2,268
164.00	49.99	2.930	314	920.3	0.34130	0.03642	27.458	157	25.0 - 49.99	4,312

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







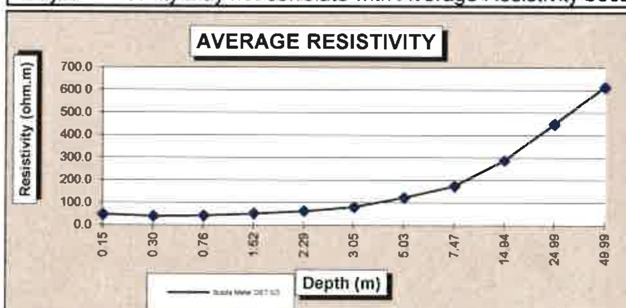
SOIL RESISTIVITY DATA

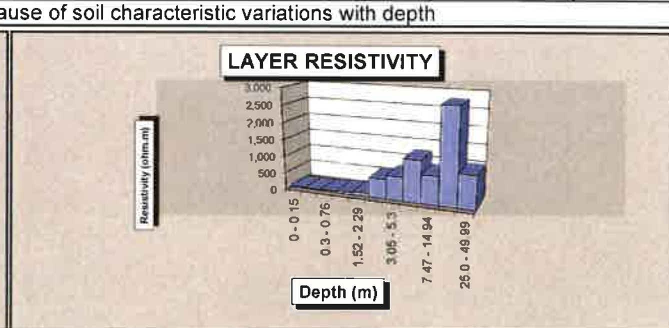
Project Name: Vermont Gas Project
12-144-26
Date: 5/4/2013
Location: Rd Sd off Hollow Rd
44 14.318N, 73 9.036W
Testers: KJ, LM
Methodology: $\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation: Biddle Meter DET 5/2
Weather: 55F/Clear
Soil Description Moist, dark soil

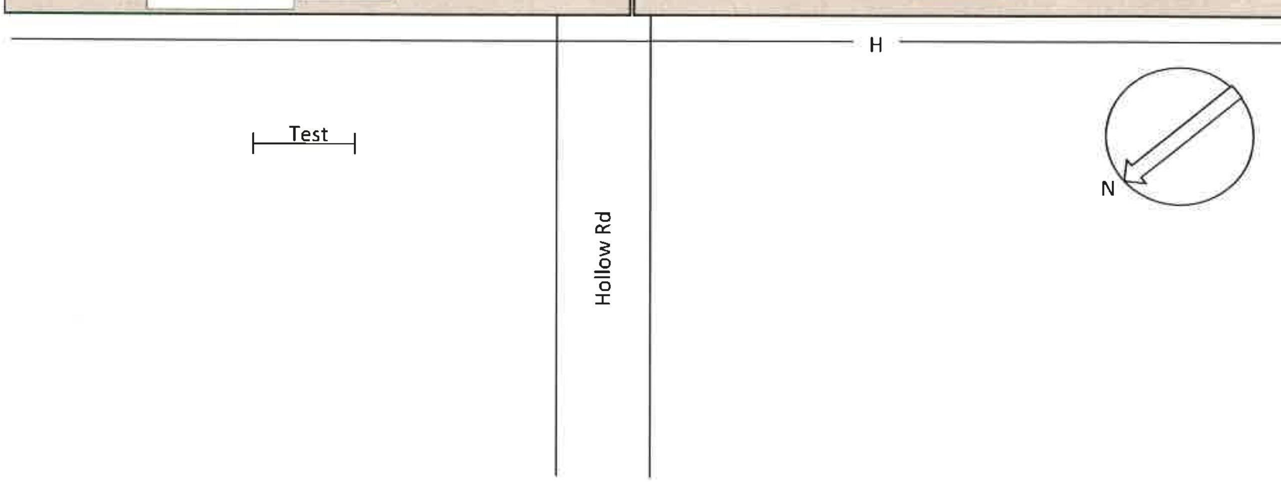
ARK. Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	48.300	1	46.3	0.02070	n/a	n/a	n/a	0 - 0.15	46
1.00	0.30	20.500	2	39.3	0.04878	0.02808	35.617	1	0.15 - 0.3	34
2.50	0.76	8.690	5	41.6	0.11507	0.06629	15.084	3	0.3 - 0.76	43
5.00	1.52	5.360	10	51.3	0.18657	0.07149	13.988	5	0.76 - 1.52	67
7.50	2.29	4.320	14	62.0	0.23148	0.04491	22.265	5	1.52 - 2.29	107
10.00	3.05	4.170	19	79.9	0.23981	0.00833	120.096	5	2.29 - 3.05	575
16.50	5.03	3.880	32	122.6	0.25773	0.01792	55.792	12	3.05 - 5.3	695
24.50	7.47	3.700	47	173.6	0.27027	0.01254	79.756	15	5.03 - 7.47	1,222
49.00	14.94	3.060	94	287.2	0.32680	0.05653	17.691	47	7.47 - 14.94	830
82.00	24.99	2.860	157	449.1	0.34965	0.02285	43.758	63	14.94 - 25.0	2,765
164.00	49.99	1.950	314	612.5	0.51282	0.16317	6.129	157	25.0 - 49.99	962

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







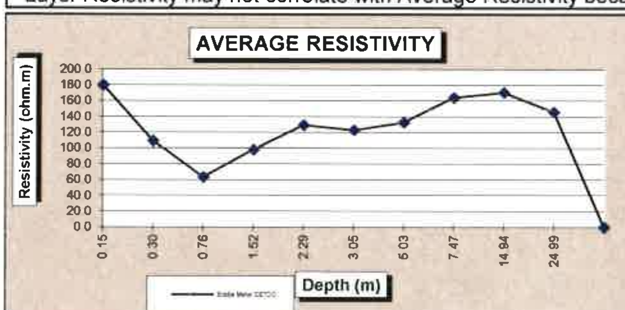
SOIL RESISTIVITY DATA

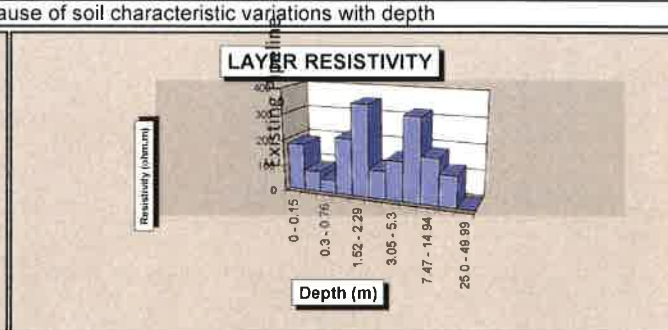
Project Name: Vermont Gas Project
12-144-27
Date: 5/6/2013
Location: Rd Sd off Post Rd
44 13.8614N, 73 9.1396W
Testers: KJ, LM
Methodology: $\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation: Biddle Meter DET 5/2
Weather: 56F/Clear
Soil Description Sand and rock

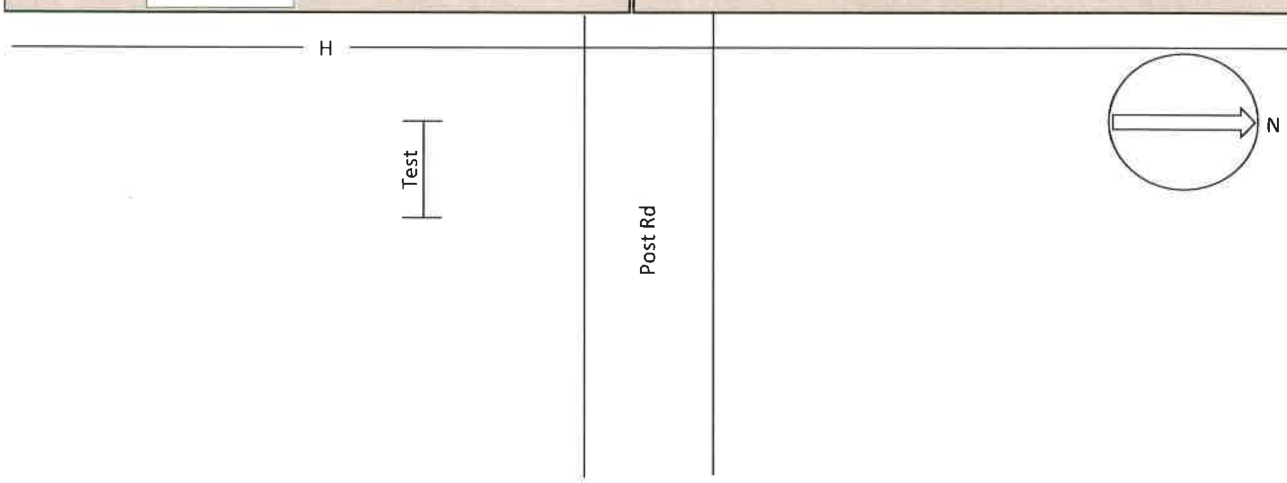
ARK. Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis				Layer Resistivity*	
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer (m)	ohm.m
0.50	0.15	188.000	1	180.0	0.00532	n/a	n/a	n/a	0 - 0.15	180
1.00	0.30	57.200	2	109.5	0.01748	0.01216	82.214	1	0.15 - 0.3	79
2.50	0.76	13.220	5	63.3	0.07564	0.05816	17.194	3	0.3 - 0.76	49
5.00	1.52	10.240	10	98.1	0.09766	0.02201	45.427	5	0.76 - 1.52	217
7.50	2.29	8.990	14	129.1	0.11123	0.01358	73.646	5	1.52 - 2.29	353
10.00	3.05	6.420	19	123.0	0.15576	0.04453	22.458	5	2.29 - 3.05	108
16.50	5.03	4.200	32	132.7	0.23810	0.08233	12.146	12	3.05 - 5.3	151
24.50	7.47	3.500	47	164.2	0.28571	0.04762	21.000	15	5.03 - 7.47	322
49.00	14.94	1.820	94	170.8	0.54945	0.26374	3.792	47	7.47 - 14.94	178
82.00	24.99	0.930	157	146.0	1.07527	0.52582	1.902	63	14.94 - 25.0	120
			0	0.0	#DIV/0!	#DIV/0!	#DIV/0!	-157	25.0 - 49.99	#DIV/0!

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







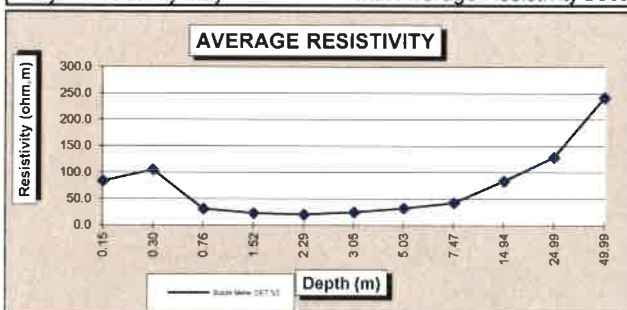
SOIL RESISTIVITY DATA

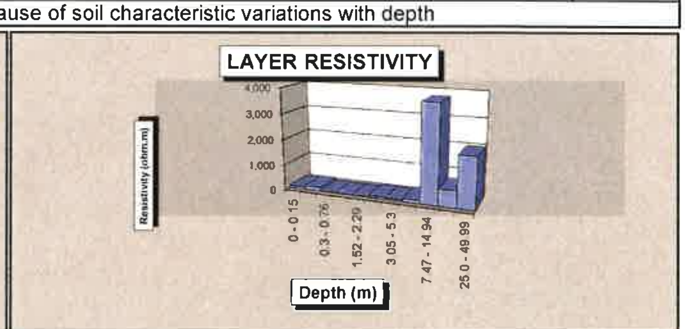
Project Name:	Vermont Gas Project
	12-144-28
Date:	5/3/2013
Location:	Rd Sd off Monkton Rd
	44 12.9201N, 73 9.5695W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	59F/Clear
Soil Description	Moist, dark soil and vegetation

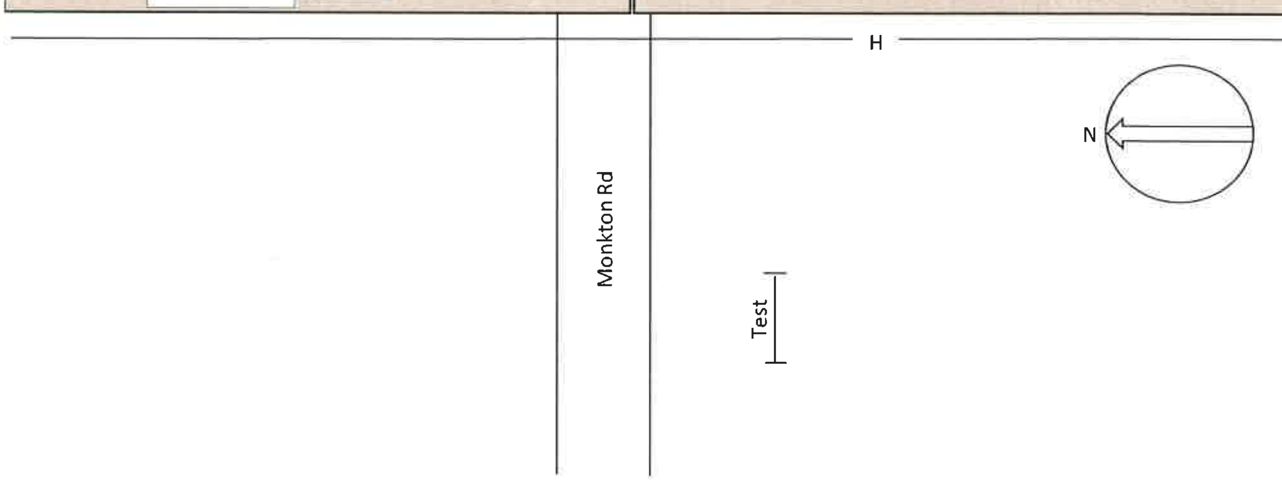
ARK. ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	87.300	1	83.6	0.01145	n/a	n/a	n/a	0 - 0.15	84
1.00	0.30	54.800	2	104.9	0.01825	0.00679	147.201	1	0.15 - 0.3	141
2.50	0.76	6.460	5	30.9	0.15480	0.13655	7.323	3	0.3 - 0.76	21
5.00	1.52	2.370	10	22.7	0.42194	0.26714	3.743	5	0.76 - 1.52	18
7.50	2.29	1.380	14	19.8	0.72464	0.30270	3.304	5	1.52 - 2.29	16
10.00	3.05	1.270	19	24.3	0.78740	0.06276	15.933	5	2.29 - 3.05	76
16.50	5.03	1.010	32	31.9	0.99010	0.20270	4.933	12	3.05 - 5.3	61
24.50	7.47	0.900	47	42.2	1.11111	0.12101	8.264	15	5.03 - 7.47	127
49.00	14.94	0.890	94	83.5	1.12360	0.01248	80.100	47	7.47 - 14.94	3,758
82.00	24.99	0.820	157	128.8	1.21951	0.09592	10.426	63	14.94 - 25.0	659
164.00	49.99	0.770	314	241.8	1.29870	0.07919	12.628	157	25.0 - 49.99	1,983

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







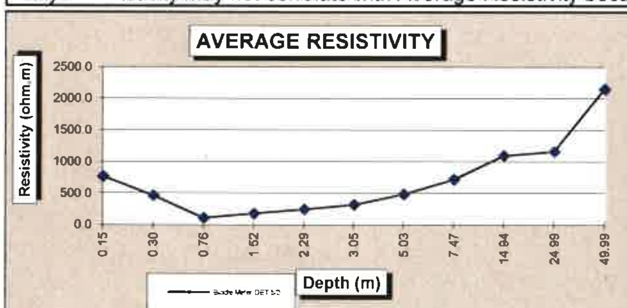
SOIL RESISTIVITY DATA

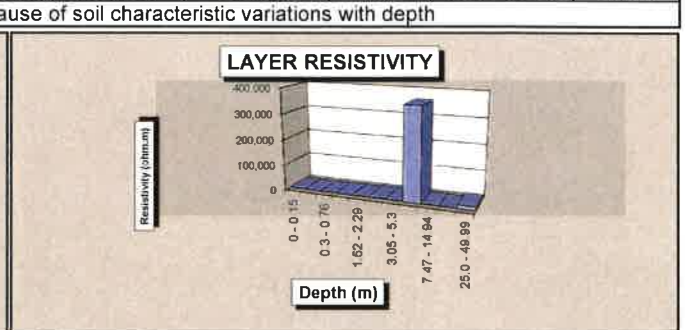
Project Name:	Vermont Gas Project
	12-144-29
Date:	5/4/2013
Location:	Access Rd off Monkton Rd
	44 11.9620N, 73 10.1339W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	60F/Clear
Soil Description	Dry, rocky soil

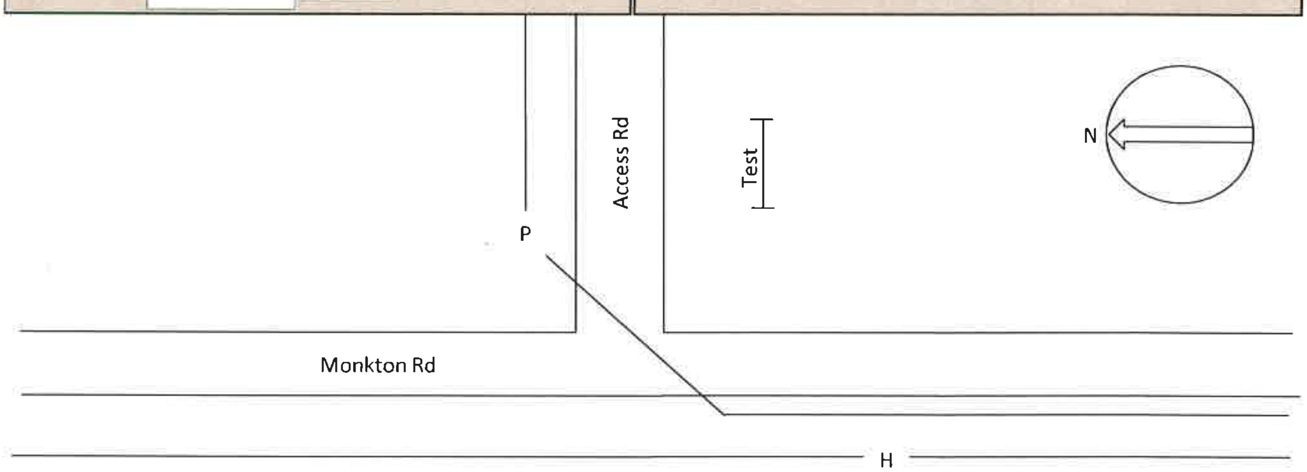
ARK Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	800.000	1	766.0	0.00125	n/a	n/a	n/a	0 - 0.15	766
1.00	0.30	243.000	2	465.4	0.00412	0.00287	349.013	1	0.15 - 0.3	334
2.50	0.76	22.900	5	109.6	0.04367	0.03955	25.283	3	0.3 - 0.76	73
5.00	1.52	18.700	10	179.1	0.05348	0.00981	101.960	5	0.76 - 1.52	488
7.50	2.29	17.120	14	245.9	0.05841	0.00494	202.623	5	1.52 - 2.29	970
10.00	3.05	16.690	19	319.6	0.05992	0.00150	664.495	5	2.29 - 3.05	3,181
16.50	5.03	15.350	32	485.1	0.06515	0.00523	191.188	12	3.05 - 5.3	2,380
24.50	7.47	15.340	47	719.8	0.06519	0.00004	23546.900	15	5.03 - 7.47	360,760
49.00	14.94	11.710	94	1098.9	0.08540	0.02021	49.485	47	7.47 - 14.94	2,322
82.00	24.99	7.400	157	1162.1	0.13514	0.04974	20.105	63	14.94 - 25.0	1,271
164.00	49.99	6.850	314	2151.4	0.14599	0.01085	92.164	157	25.0 - 49.99	14,473

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







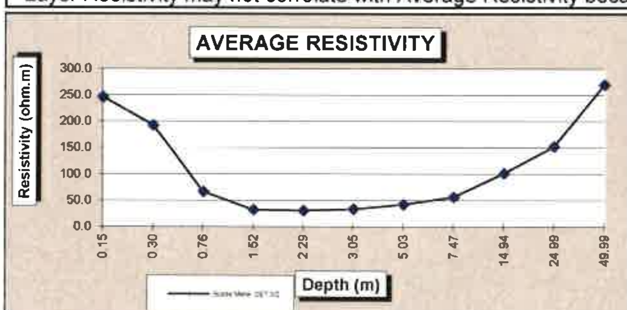
SOIL RESISTIVITY DATA

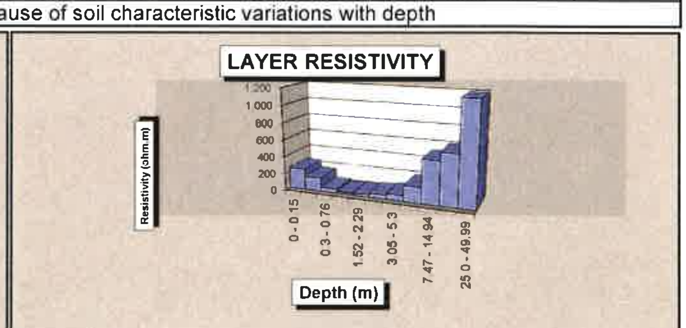
Project Name:	Vermont Gas Project
	12-144-30
Date:	5/4/2013
Location:	Rd Sd off Parks Hubert Rd
	44 11.3774N, 73 10.1006W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	63F/Clear
Soil Description	Dry sand and rock

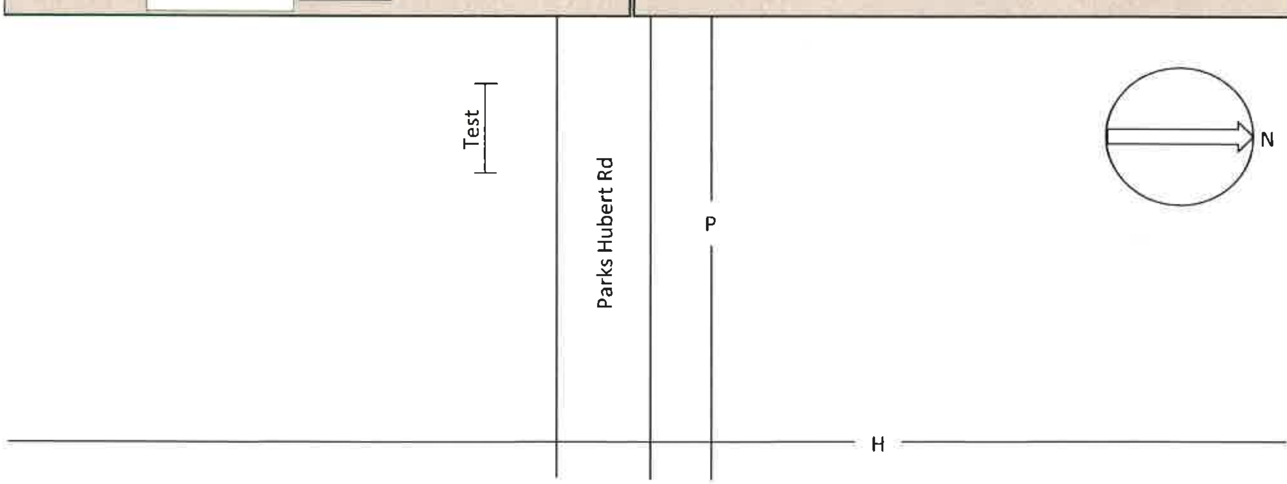
ARK Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	257.000	1	246.1	0.00389	n/a	n/a	n/a	0 - 0.15	246
1.00	0.30	100.600	2	192.7	0.00994	0.00605	165.308	1	0.15 - 0.3	158
2.50	0.76	13.870	5	66.4	0.07210	0.06216	16.088	3	0.3 - 0.76	46
5.00	1.52	3.350	10	32.1	0.29851	0.22641	4.417	5	0.76 - 1.52	21
7.50	2.29	2.110	14	30.3	0.47393	0.17543	5.700	5	1.52 - 2.29	27
10.00	3.05	1.750	19	33.5	0.57143	0.09749	10.257	5	2.29 - 3.05	49
16.50	5.03	1.330	32	42.0	0.75188	0.18045	5.542	12	3.05 - 5.3	69
24.50	7.47	1.200	47	56.3	0.83333	0.08145	12.277	15	5.03 - 7.47	188
49.00	14.94	1.080	94	101.3	0.92593	0.09259	10.800	47	7.47 - 14.94	507
82.00	24.99	0.970	157	152.3	1.03093	0.10500	9.524	63	14.94 - 25.0	602
164.00	49.99	0.860	314	270.1	1.16279	0.13186	7.584	157	25.0 - 49.99	1,191

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







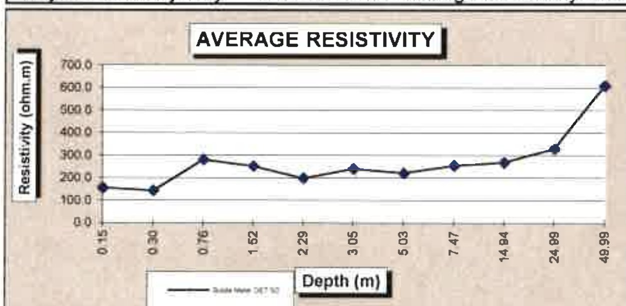
SOIL RESISTIVITY DATA

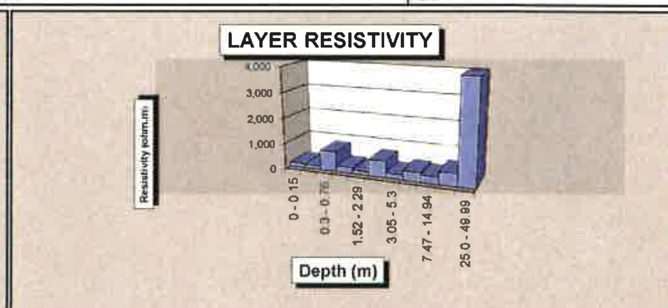
Project Name:	Vermont Gas Project
	12-144-31
Date:	5/4/2013
Location:	Rd Sd off NorthSt
	44 10.3319N, 73 9.1138W
Testers:	KJ, LM
Methodology:	ρ = 2πdR, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	64F/Clear
Soil Description	Moist and rocky

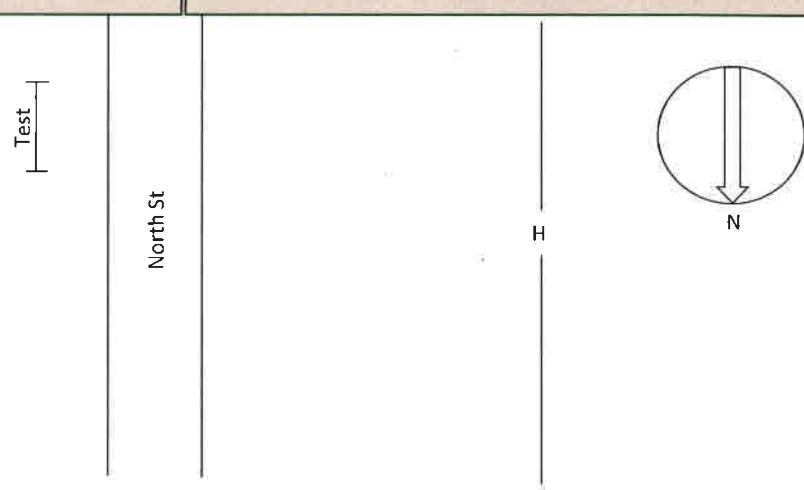
ARK Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	Layer Resistivity* ohm.m
0.50	0.15	161.000	1	154.2	0.00621	n/a	n/a	n/a	0 - 0.15	154
1.00	0.30	74.800	2	143.3	0.01337	0.00716	139.708	1	0.15 - 0.3	134
2.50	0.76	58.600	5	280.6	0.01706	0.00370	270.573	3	0.3 - 0.76	777
5.00	1.52	26.300	10	251.8	0.03802	0.02096	47.715	5	0.76 - 1.52	228
7.50	2.29	13.830	14	198.6	0.07231	0.03428	29.168	5	1.52 - 2.29	140
10.00	3.05	12.540	19	240.2	0.07974	0.00744	134.440	5	2.29 - 3.05	644
16.50	5.03	7.000	32	221.2	0.14286	0.06311	15.845	12	3.05 - 5.3	197
24.50	7.47	5.430	47	254.8	0.18416	0.04130	24.210	15	5.03 - 7.47	371
49.00	14.94	2.860	94	268.4	0.34965	0.16549	6.043	47	7.47 - 14.94	284
82.00	24.99	2.100	157	329.8	0.47619	0.12654	7.903	63	14.94 - 25.0	499
164.00	49.99	1.940	314	609.3	0.51546	0.03927	25.462	157	25.0 - 49.99	3,999

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







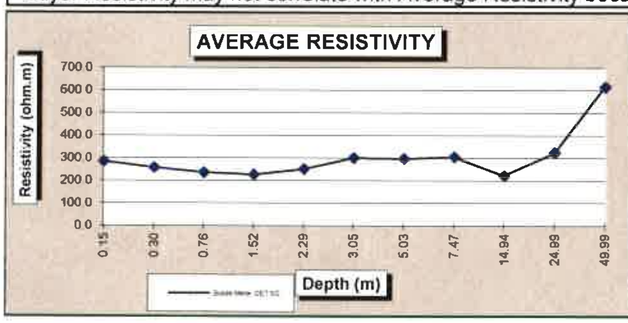
SOIL RESISTIVITY DATA

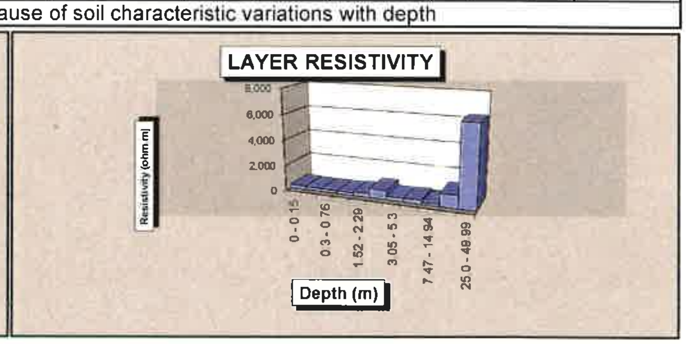
Project Name:	Vermont Gas Project
	12-144-32
Date:	5/4/2013
Location:	Planted Field off North St
	44 9.1029N, 73 9.5749W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	64F/Clear
Soil Description	Dry, rocky soil

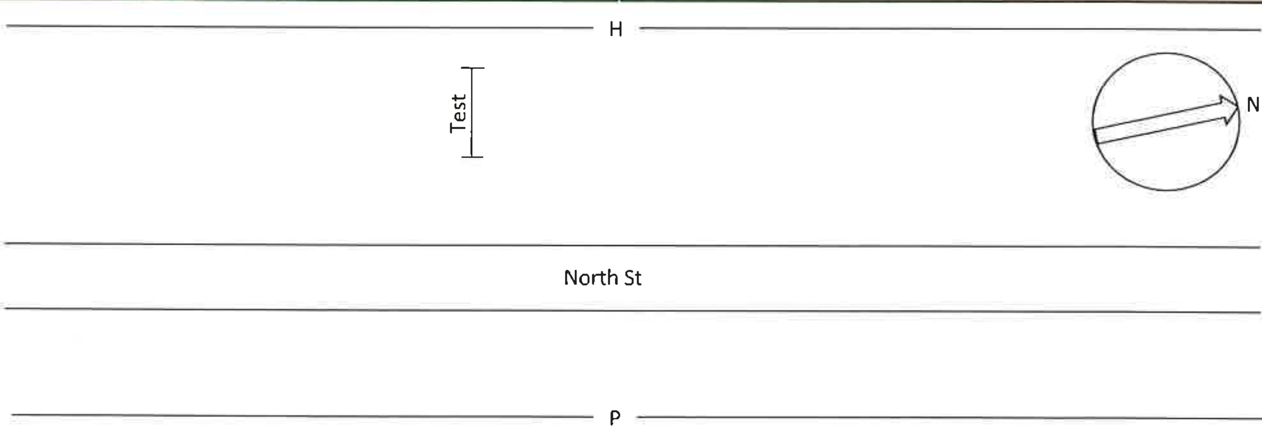
ARK Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	297.000	1	284.4	0.00337	n/a	n/a	n/a	0 - 0.15	284
1.00	0.30	134.400	2	257.4	0.00744	0.00407	245.491	1	0.15 - 0.3	235
2.50	0.76	49.200	5	235.6	0.02033	0.01288	77.611	3	0.3 - 0.76	223
5.00	1.52	23.700	10	226.9	0.04219	0.02187	45.727	5	0.76 - 1.52	219
7.50	2.29	17.480	14	251.1	0.05721	0.01501	66.604	5	1.52 - 2.29	319
10.00	3.05	15.680	19	300.3	0.06378	0.00657	152.270	5	2.29 - 3.05	729
16.50	5.03	9.410	32	297.4	0.10627	0.04249	23.533	12	3.05 - 5.3	293
24.50	7.47	6.500	47	305.0	0.15385	0.04758	21.019	15	5.03 - 7.47	322
49.00	14.94	2.360	94	221.5	0.42373	0.26988	3.705	47	7.47 - 14.94	174
82.00	24.99	2.060	157	323.5	0.48544	0.06171	16.205	63	14.94 - 25.0	1,024
164.00	49.99	1.960	314	615.6	0.51020	0.02477	40.376	157	25.0 - 49.99	6,341

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







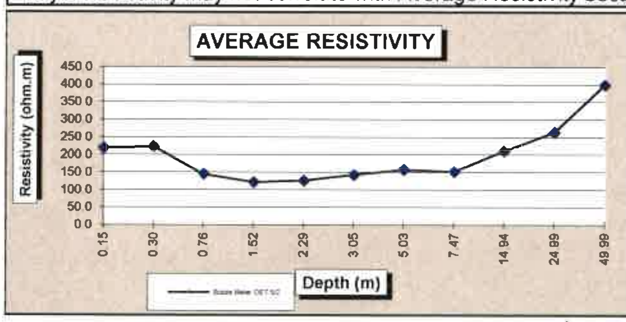
SOIL RESISTIVITY DATA

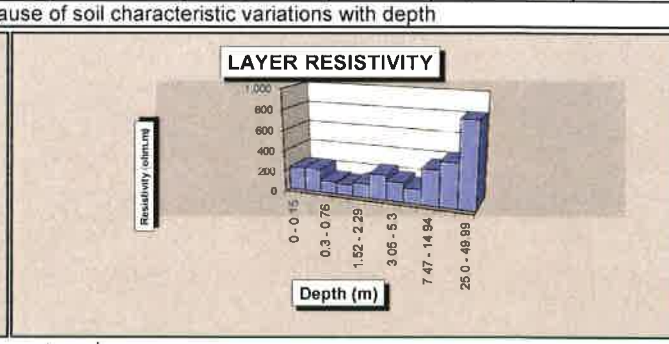
Project Name:	Vermont Gas Project
	12-144-33
Date:	5/4/2013
Location:	Rd Sd off Quarry Rd
	44 8.4956N, 73 9.6391W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	62F/Clear
Soil Description	Dry sand, rock and vegetation

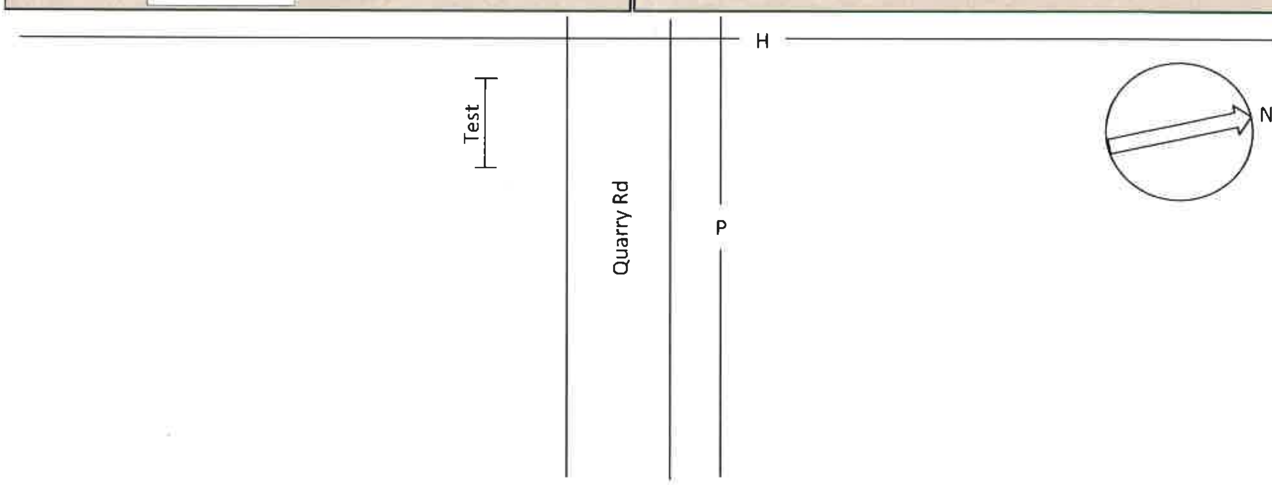
ARK Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	Layer Resistivity* ohm.m
0.50	0.15	229.000	1	219.3	0.00437	n/a	n/a	n/a	0 - 0.15	219
1.00	0.30	116.600	2	223.3	0.00858	0.00421	237.557	1	0.15 - 0.3	227
2.50	0.76	30.300	5	145.1	0.03300	0.02443	40.938	3	0.3 - 0.76	118
5.00	1.52	12.700	10	121.6	0.07874	0.04574	21.864	5	0.76 - 1.52	105
7.50	2.29	8.740	14	125.5	0.11442	0.03568	28.030	5	1.52 - 2.29	134
10.00	3.05	7.440	19	142.5	0.13441	0.01999	50.020	5	2.29 - 3.05	239
16.50	5.03	4.970	32	157.0	0.20121	0.06680	14.970	12	3.05 - 5.3	186
24.50	7.47	3.230	47	151.6	0.30960	0.10839	9.226	15	5.03 - 7.47	141
49.00	14.94	2.240	94	210.2	0.44643	0.13683	7.308	47	7.47 - 14.94	343
82.00	24.99	1.680	157	263.8	0.59524	0.14881	6.720	63	14.94 - 25.0	425
164.00	49.99	1.270	314	398.9	0.78740	0.19216	5.204	157	25.0 - 49.99	817

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







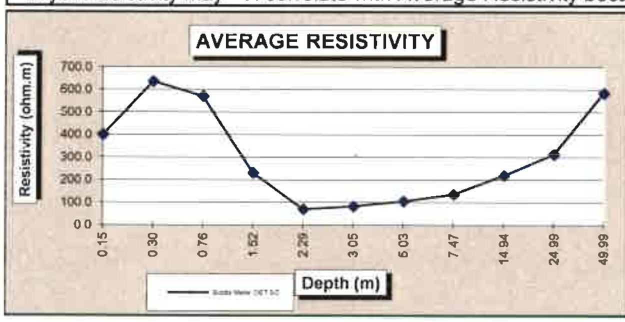
SOIL RESISTIVITY DATA

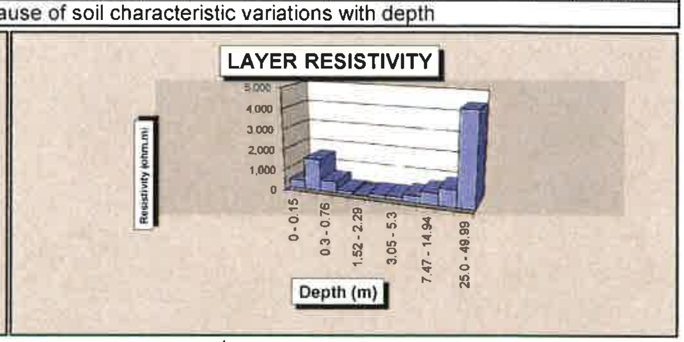
Project Name: Vermont Gas Project
12-144-34
Date: 5/4/2013
Location: Rd Sd off Main St
44 7.4123N, 73 9.8050W
Testers: KJ, LM
Methodology: $\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation: Biddle Meter DET 5/2
Weather: 72F/Clear
Soil Description Dry sand, rock and vegetation

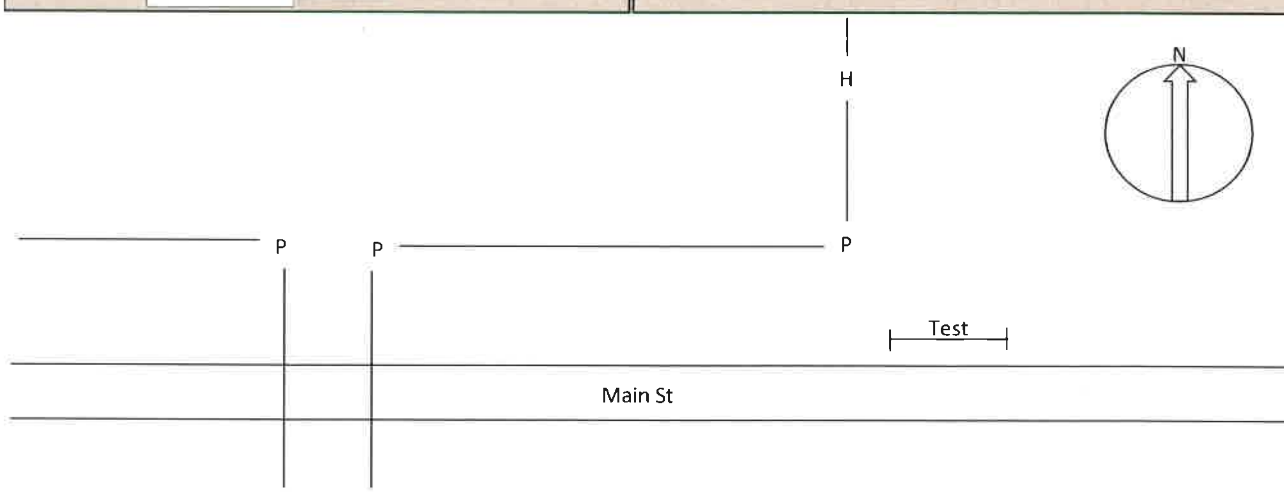
ARK
ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	418.000	1	400.3	0.00239	n/a	n/a	n/a	0 - 0.15	400
1.00	0.30	332.000	2	635.8	0.00301	0.00062	1613.674	1	0.15 - 0.3	1,545
2.50	0.76	119.300	5	571.2	0.00838	0.00537	186.213	3	0.3 - 0.76	535
5.00	1.52	24.200	10	231.7	0.04132	0.03294	30.358	5	0.76 - 1.52	145
7.50	2.29	4.900	14	70.4	0.20408	0.16276	6.144	5	1.52 - 2.29	29
10.00	3.05	4.330	19	82.9	0.23095	0.02687	37.223	5	2.29 - 3.05	178
16.50	5.03	3.340	32	105.5	0.29940	0.06845	14.608	12	3.05 - 5.3	182
24.50	7.47	2.890	47	135.6	0.34602	0.04662	21.450	15	5.03 - 7.47	329
49.00	14.94	2.340	94	219.6	0.42735	0.08133	12.296	47	7.47 - 14.94	577
82.00	24.99	1.990	157	312.5	0.50251	0.07516	13.305	63	14.94 - 25.0	841
164.00	49.99	1.860	314	584.2	0.53763	0.03512	28.472	157	25.0 - 49.99	4,471

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







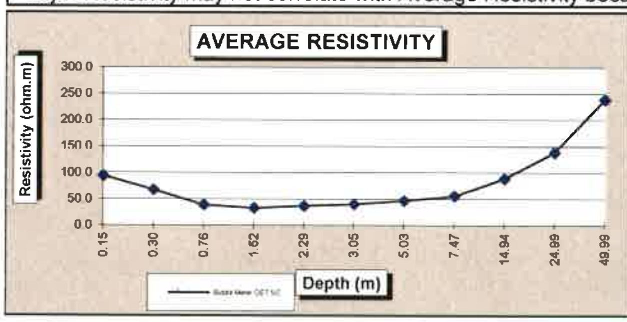
SOIL RESISTIVITY DATA

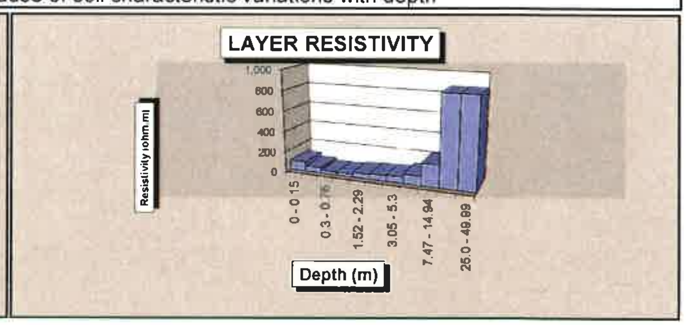
Project Name: Vermont Gas Project
12-144-35
Date: 5/5/2013
Location: Rd Sd off Town Hill Rd
44 6.5084N, 73 10.0670W
Testers: KJ, LM
Methodology: ρ = 2πdR, per ASTM G 57 & Barnes Method
Instrumentation: Biddle Meter DET 5/2
Weather: 56F/Clear
Soil Description Hard dry and vegetation

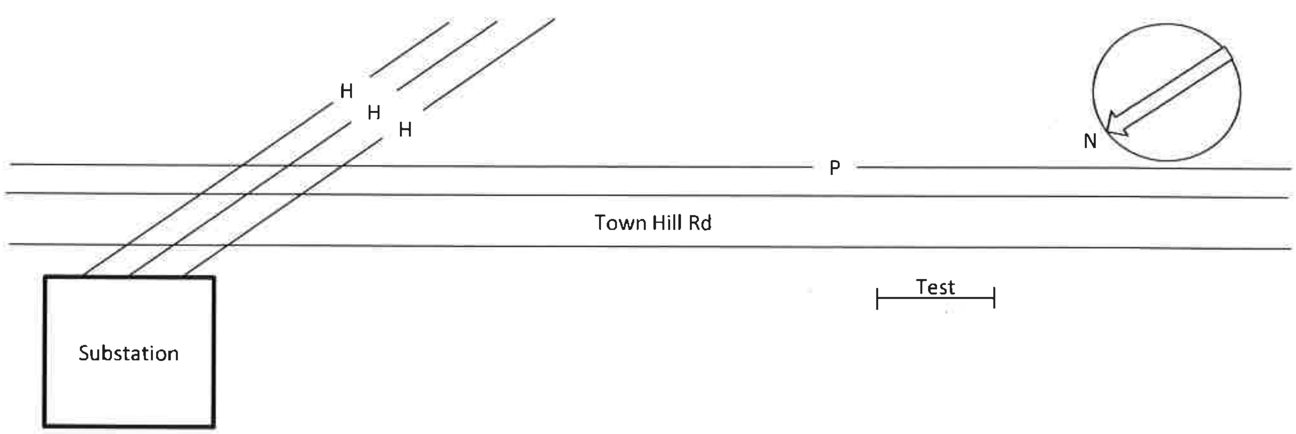
ARK. Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	97.700	1	93.6	0.01024	n/a	n/a	n/a	0 - 0.15	94
1.00	0.30	35.100	2	67.2	0.02849	0.01825	54.781	1	0.15 - 0.3	52
2.50	0.76	8.100	5	38.8	0.12346	0.09497	10.530	3	0.3 - 0.76	30
5.00	1.52	3.410	10	32.7	0.29326	0.16980	5.889	5	0.76 - 1.52	28
7.50	2.29	2.530	14	36.3	0.39526	0.10200	9.804	5	1.52 - 2.29	47
10.00	3.05	2.080	19	39.8	0.48077	0.08551	11.694	5	2.29 - 3.05	56
16.50	5.03	1.470	32	46.5	0.68027	0.19950	5.012	12	3.05 - 5.3	62
24.50	7.47	1.180	47	55.4	0.84746	0.16719	5.981	15	5.03 - 7.47	92
49.00	14.94	0.940	94	88.2	1.06383	0.21637	4.622	47	7.47 - 14.94	217
82.00	24.99	0.880	157	138.2	1.13636	0.07253	13.787	63	14.94 - 25.0	871
164.00	49.99	0.760	314	238.7	1.31579	0.17943	5.573	157	25.0 - 49.99	875

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







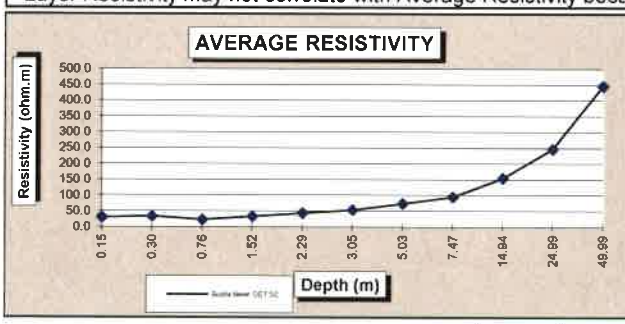
SOIL RESISTIVITY DATA

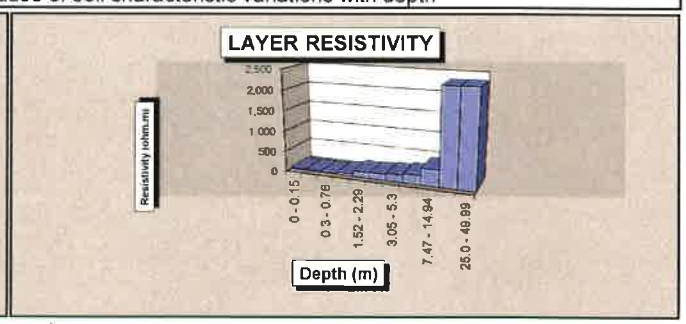
Project Name:	Vermont Gas Project
	12-144-36
Date:	5/5/2013
Location:	Rd Sd off Ethan Allen Hwy
	44 5.5455N, 73 10.4509W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	56F/Clear
Soil Description	Hard dry and vegetation

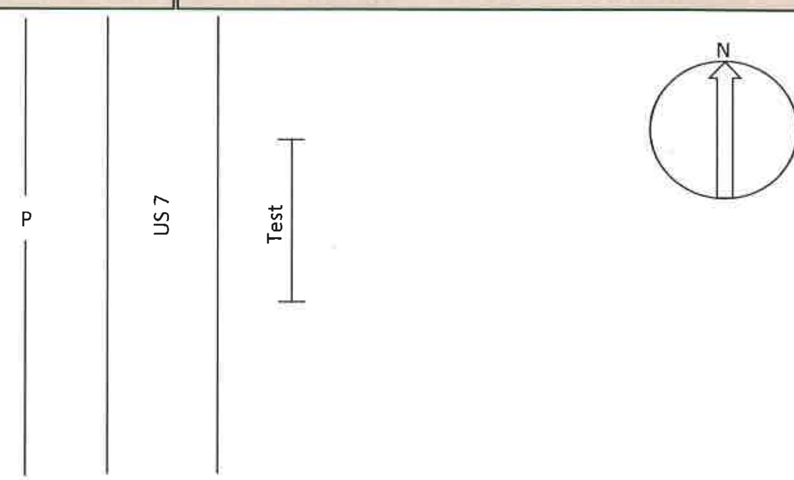
ARK Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	**Depth (d) m**	**R ohms**	**Spacing Factor**	**Resistivity ohm.m**	**1/R mhos**	**Δ 1/R mhos**	**1/(Δ 1/R) ohms**	**Spacing Factor**	**Layer Resistivity* Layer (m)**	**ohm.m**
0.50	0.15	31.500	1	30.2	0.03175	n/a	n/a	n/a	0 - 0.15	30
1.00	0.30	17.270	2	33.1	0.05790	0.02616	38.229	1	0.15 - 0.3	37
2.50	0.76	4.700	5	22.5	0.21277	0.15486	6.457	3	0.3 - 0.76	19
5.00	1.52	3.420	10	32.7	0.29240	0.07963	12.558	5	0.76 - 1.52	60
7.50	2.29	3.060	14	44.0	0.32680	0.03440	29.070	5	1.52 - 2.29	139
10.00	3.05	2.790	19	53.4	0.35842	0.03163	31.620	5	2.29 - 3.05	151
16.50	5.03	2.340	32	73.9	0.42735	0.06893	14.508	12	3.05 - 5.3	181
24.50	7.47	2.020	47	94.8	0.49505	0.06770	14.771	15	5.03 - 7.47	226
49.00	14.94	1.640	94	153.9	0.60976	0.11471	8.718	47	7.47 - 14.94	409
82.00	24.99	1.570	157	246.6	0.63694	0.02719	36.783	63	14.94 - 25.0	2,325
164.00	49.99	1.420	314	446.0	0.70423	0.06728	14.863	157	25.0 - 49.99	2,334

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







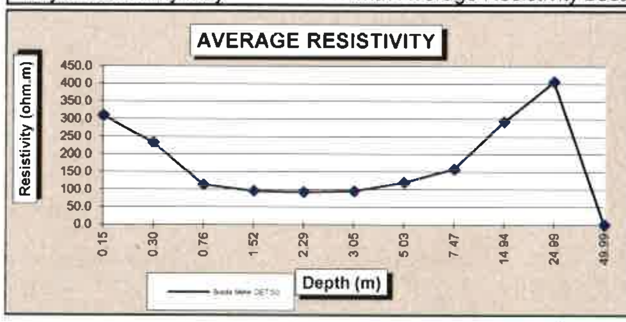
SOIL RESISTIVITY DATA

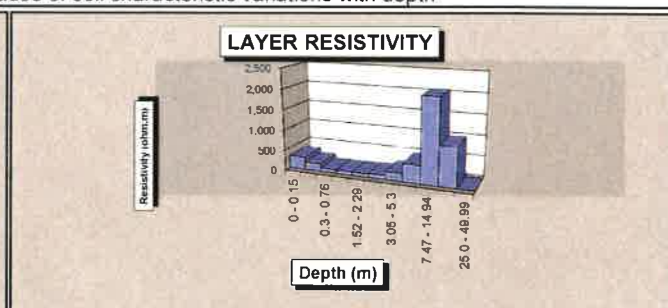
Project Name:	Vermont Gas Project
	12-144-37
Date:	5/5/2013
Location:	Rd Sd off Hunt Rd
	44 4.5951N, 73 9.5652W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	57F/Clear
Soil Description	Hard packed dark soil

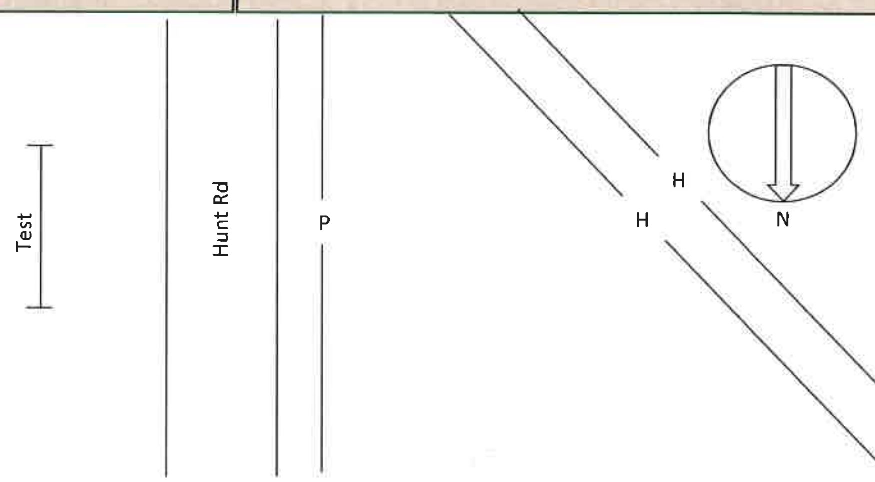
ARK. ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	324.000	1	310.2	0.00309	n/a	n/a	n/a	0 - 0.15	310
1.00	0.30	121.400	2	232.5	0.00824	0.00515	194.144	1	0.15 - 0.3	186
2.50	0.76	23.700	5	113.5	0.04219	0.03396	29.449	3	0.3 - 0.76	85
5.00	1.52	9.990	10	95.7	0.10010	0.05791	17.269	5	0.76 - 1.52	83
7.50	2.29	6.420	14	92.2	0.15576	0.05566	17.965	5	1.52 - 2.29	86
10.00	3.05	4.960	19	95.0	0.20161	0.04585	21.810	5	2.29 - 3.05	104
16.50	5.03	3.800	32	120.1	0.26316	0.06154	16.248	12	3.05 - 5.3	202
24.50	7.47	3.360	47	157.7	0.29762	0.03446	29.018	15	5.03 - 7.47	445
49.00	14.94	3.120	94	292.8	0.32051	0.02289	43.680	47	7.47 - 14.94	2,049
82.00	24.99	2.590	157	406.7	0.38610	0.06559	15.247	63	14.94 - 25.0	964
164.00	49.99	Short Test	314	#VALUE!	#######	#VALUE!	#VALUE!	157	25.0 - 49.99	#VALUE!

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







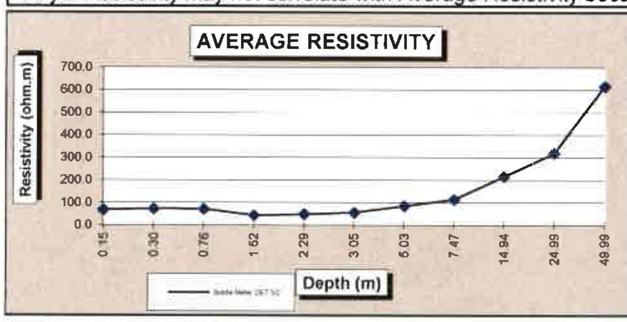
SOIL RESISTIVITY DATA

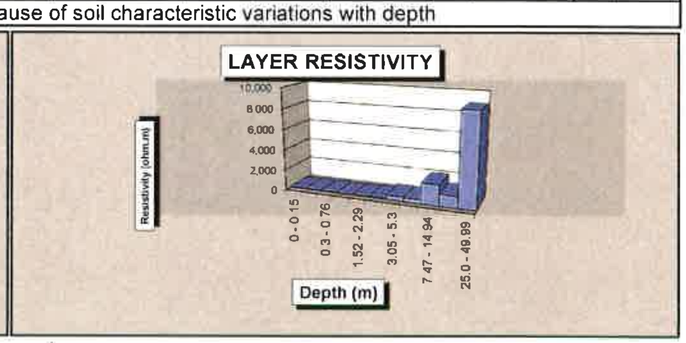
Project Name: Vermont Gas Project
12-144-38
Date: 5/5/2013
Location: Open Field off River Rd
44 3.5072N, 73 9.5358W
Testers: KJ, LM
Methodology: $\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation: Biddle Meter DET 5/2
Weather: 59F/Clear
Soil Description Hard packed dark soil

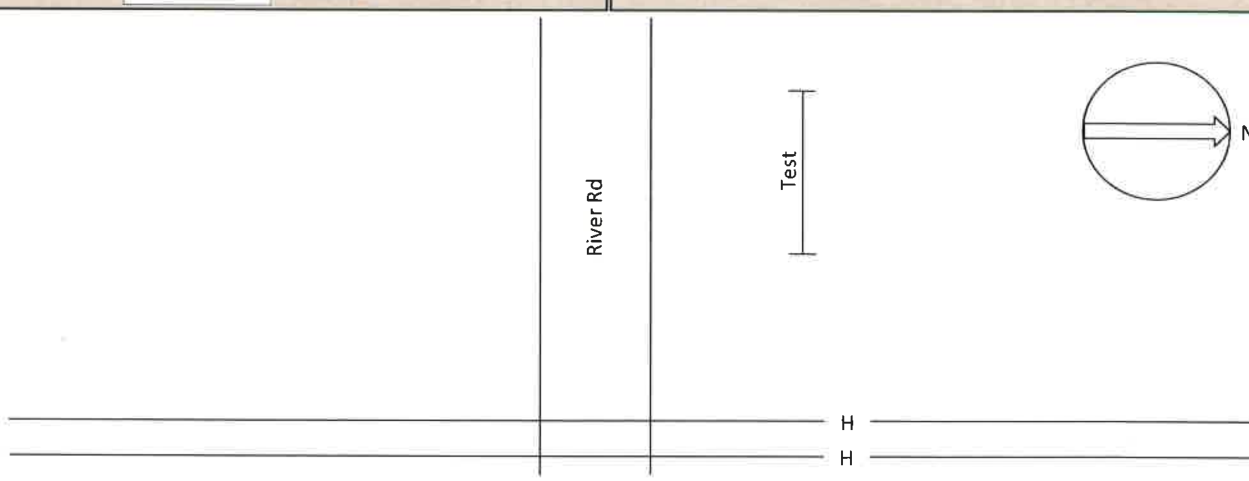
ARK. Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	ohm.m
0.50	0.15	70.000	1	67.0	0.01429	n/a	n/a	n/a	0 - 0.15	67
1.00	0.30	37.600	2	72.0	0.02660	0.01231	81.235	1	0.15 - 0.3	78
2.50	0.76	14.780	5	70.8	0.06766	0.04106	24.353	3	0.3 - 0.76	70
5.00	1.52	4.520	10	43.3	0.22124	0.15358	6.511	5	0.76 - 1.52	31
7.50	2.29	3.380	14	48.5	0.29586	0.07462	13.401	5	1.52 - 2.29	64
10.00	3.05	2.900	19	55.5	0.34483	0.04897	20.421	5	2.29 - 3.05	98
16.50	5.03	2.680	32	84.7	0.37313	0.02831	35.327	12	3.05 - 5.3	440
24.50	7.47	2.420	47	113.5	0.41322	0.04009	24.945	15	5.03 - 7.47	382
49.00	14.94	2.290	94	214.9	0.43668	0.02346	42.629	47	7.47 - 14.94	2,000
82.00	24.99	2.030	157	318.8	0.49261	0.05593	17.880	63	14.94 - 25.0	1,130
164.00	49.99	1.960	314	615.6	0.51020	0.01759	56.840	157	25.0 - 49.99	8,926

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







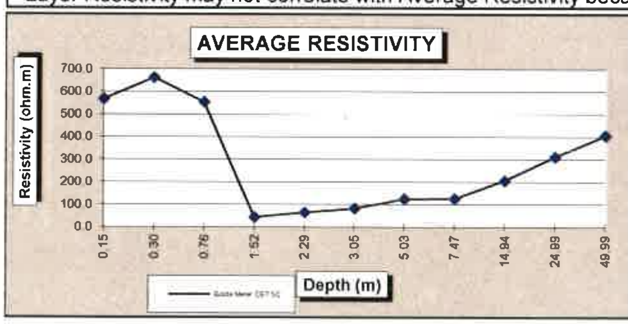
SOIL RESISTIVITY DATA

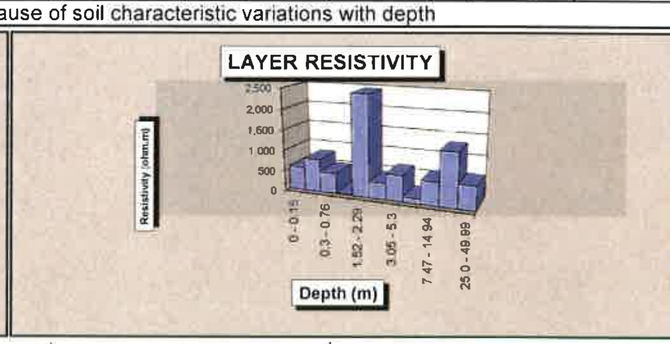
Project Name: Vermont Gas Project
12-144-39
Date: 5/5/2013
Location: Rd Sd off US 7
44 2.9550N, 73 9.8744W
Testers: KJ, LM
Methodology: ρ = 2πdR, per ASTM G 57 & Barnes Method
Instrumentation: Biddle Meter DET 5/2
Weather: 59F/Clear
Soil Description Sandy, large rocks, and vegetation

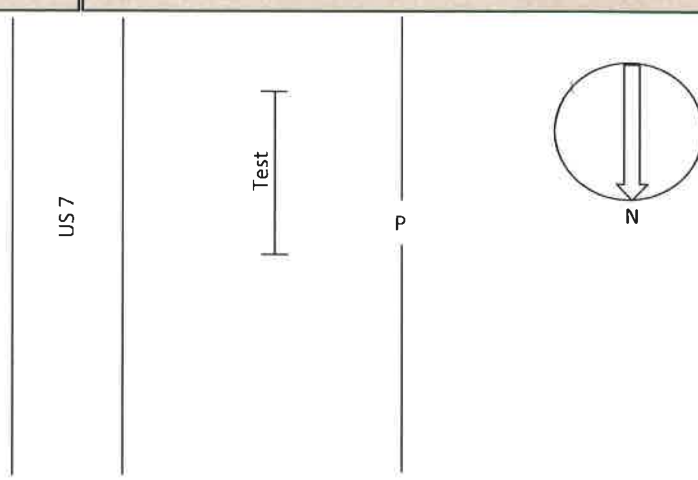
ARK. Engineering & Technical Services, Inc.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	Layer Resistivity* ohm.m
0.50	0.15	593.000	1	567.8	0.00169	n/a	n/a	n/a	0 - 0.15	568
1.00	0.30	346.000	2	662.6	0.00289	0.00120	830.680	1	0.15 - 0.3	795
2.50	0.76	115.700	5	553.9	0.00864	0.00575	173.826	3	0.3 - 0.76	499
5.00	1.52	4.540	10	43.5	0.22026	0.21162	4.725	5	0.76 - 1.52	23
7.50	2.29	4.500	14	64.6	0.22222	0.00196	510.750	5	1.52 - 2.29	2,445
10.00	3.05	4.270	19	81.8	0.23419	0.01197	83.543	5	2.29 - 3.05	400
16.50	5.03	3.940	32	124.5	0.25381	0.01962	50.981	12	3.05 - 5.3	635
24.50	7.47	2.670	47	125.3	0.37453	0.12072	8.283	15	5.03 - 7.47	127
49.00	14.94	2.190	94	205.5	0.45662	0.08209	12.182	47	7.47 - 14.94	572
82.00	24.99	1.980	157	310.9	0.50505	0.04843	20.649	63	14.94 - 25.0	1,305
164.00	49.99	1.290	314	405.2	0.77519	0.27014	3.702	157	25.0 - 49.99	581

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







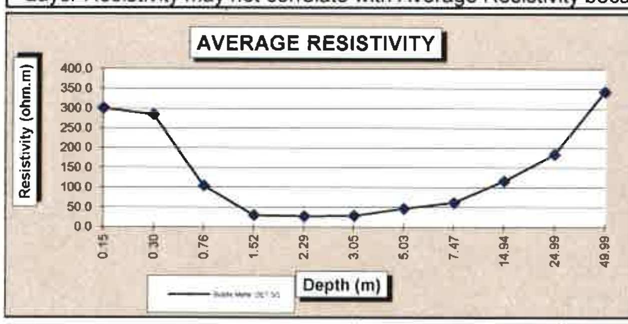
SOIL RESISTIVITY DATA

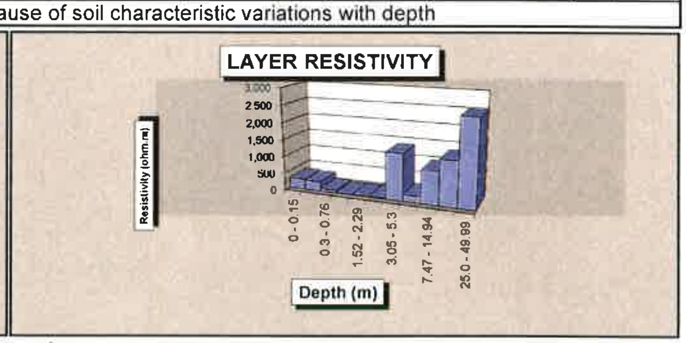
Project Name:	Vermont Gas Project
	12-144-40
Date:	5/5/2013
Location:	Rd Sd off US 7
	44 2.3630N, 73 9.7127W
Testers:	KJ, LM
Methodology:	$\rho = 2\pi dR$, per ASTM G 57 & Barnes Method
Instrumentation:	Biddle Meter DET 5/2
Weather:	61F/Clear
Soil Description	Hard packed, rocky and vegetation

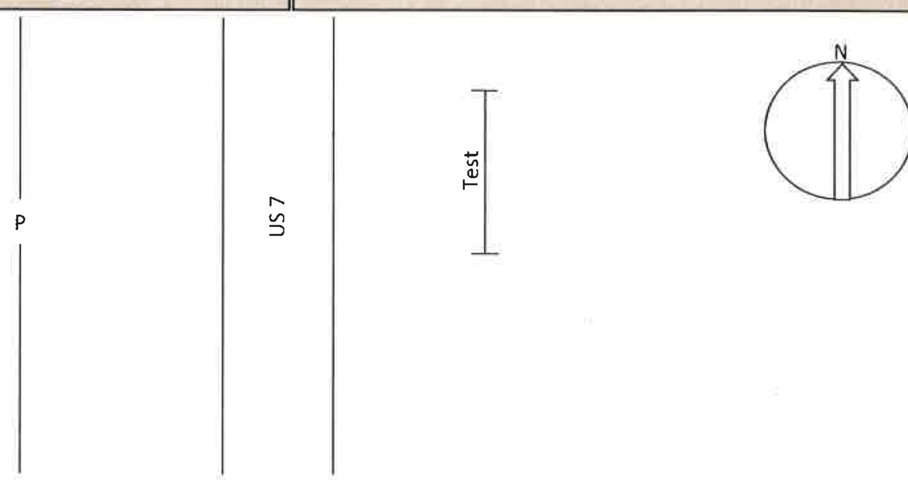
ARK
ENGINEERING & TECHNICAL SERVICES, INC.

4 Pin Wenner Data					Barnes Layer Analysis					
Depth (d) ft	Depth (d) m	R ohms	Spacing Factor	Resistivity ohm.m	1/R mhos	Δ 1/R mhos	1/(Δ 1/R) ohms	Spacing Factor	Layer Resistivity* Layer (m)	Layer Resistivity* ohm.m
0.50	0.15	314.000	1	300.7	0.00318	n/a	n/a	n/a	0 - 0.15	301
1.00	0.30	148.900	2	285.2	0.00672	0.00353	283.190	1	0.15 - 0.3	271
2.50	0.76	21.800	5	104.4	0.04587	0.03916	25.539	3	0.3 - 0.76	73
5.00	1.52	3.110	10	29.8	0.32154	0.27567	3.628	5	0.76 - 1.52	17
7.50	2.29	1.870	14	26.9	0.53476	0.21322	4.690	5	1.52 - 2.29	22
10.00	3.05	1.490	19	28.5	0.67114	0.13638	7.332	5	2.29 - 3.05	35
16.50	5.03	1.470	32	46.5	0.68027	0.00913	109.515	12	3.05 - 5.3	1,363
24.50	7.47	1.320	47	61.9	0.75758	0.07730	12.936	15	5.03 - 7.47	198
49.00	14.94	1.240	94	116.4	0.80645	0.04888	20.460	47	7.47 - 14.94	960
82.00	24.99	1.170	157	183.7	0.85470	0.04825	20.726	63	14.94 - 25.0	1,310
164.00	49.99	1.090	314	342.3	0.91743	0.06273	15.941	157	25.0 - 49.99	2,503

* Layer Resistivity may not correlate with Average Resistivity because of soil characteristic variations with depth







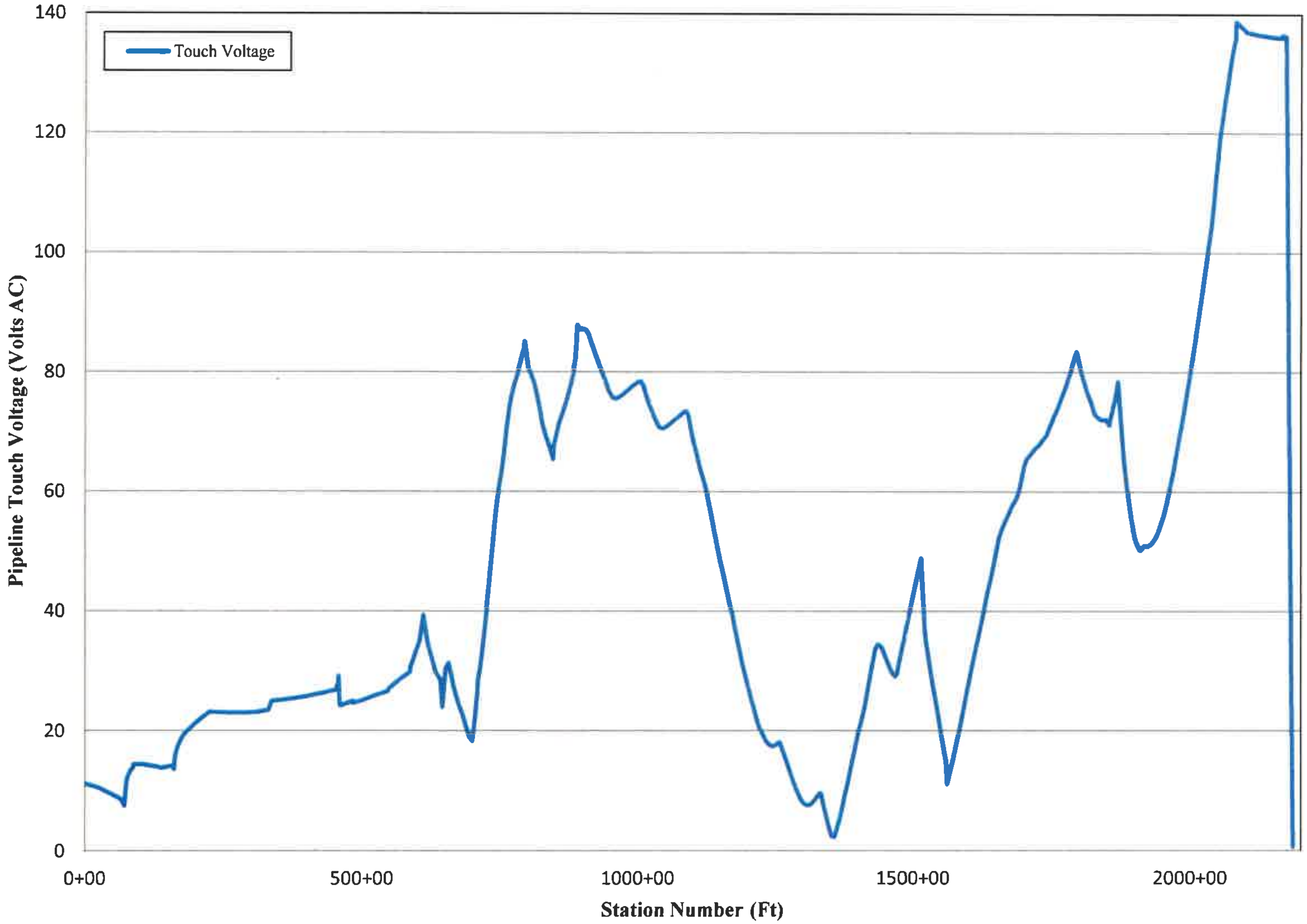
APPENDIX B –

PIPELINE STEADY STATE, AC CURRENT DENSITY & FAULT PLOTS

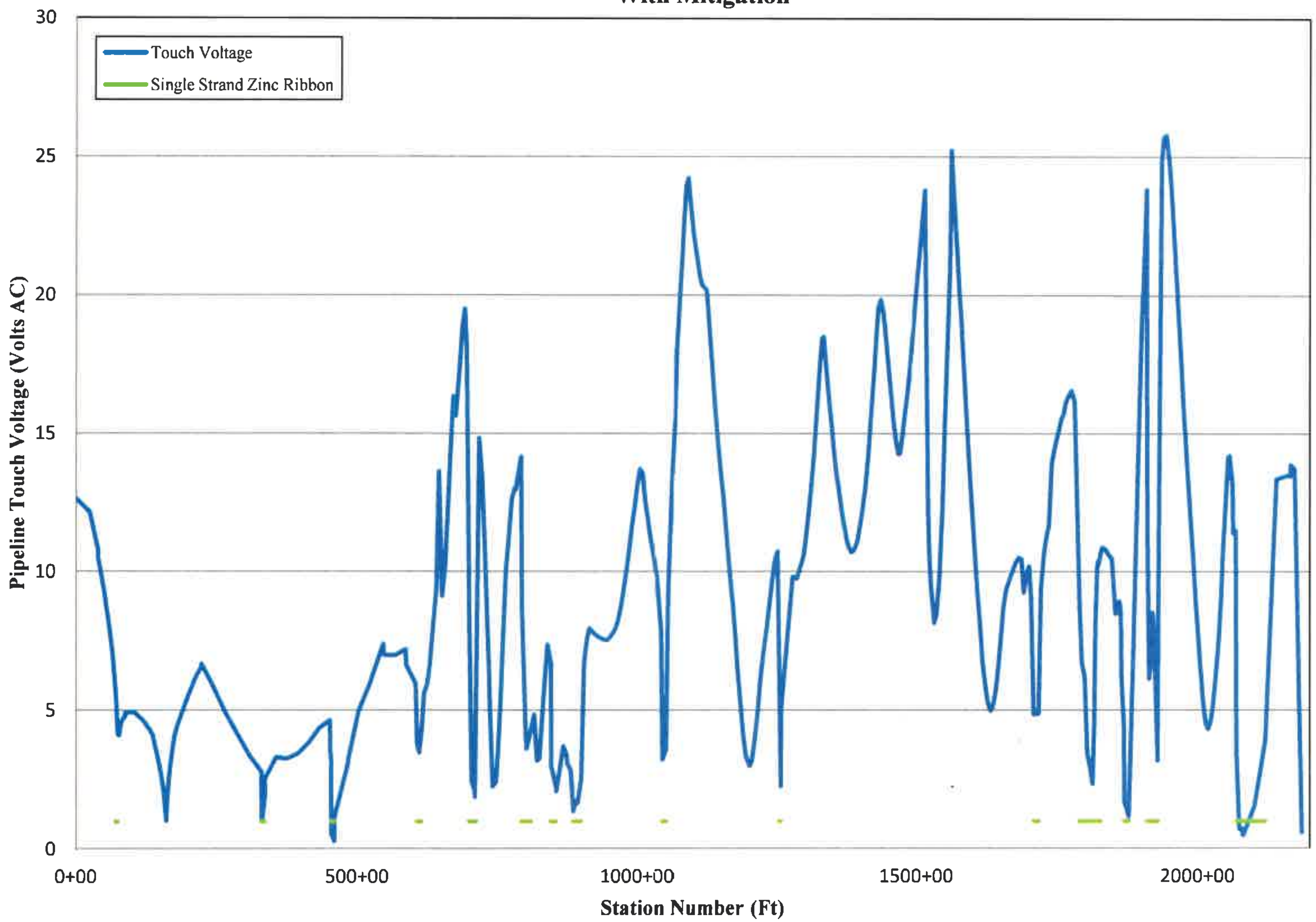
STEADY STATE INDUCED

ENGINEERING & TECHNICAL SERVICES INC.

Coler & Colantonio - Vermont Gas Pipeline Project: 12" Proposed Pipeline Modeled AC Touch Voltage

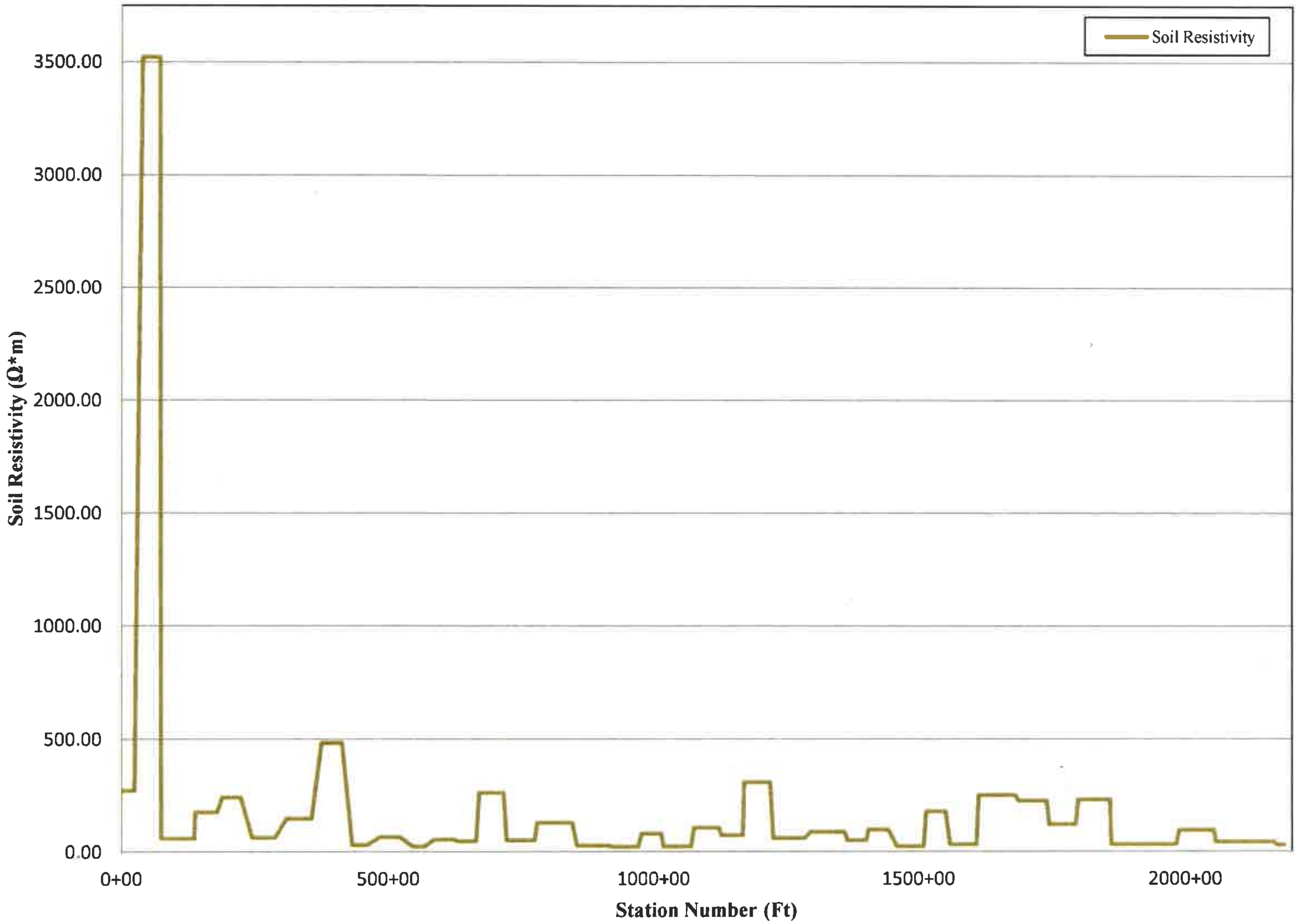


Coler & Colantonio - Vermont Gas Pipeline Project: 12" Proposed Pipeline
Modeled AC Touch Voltage
With Mitigation



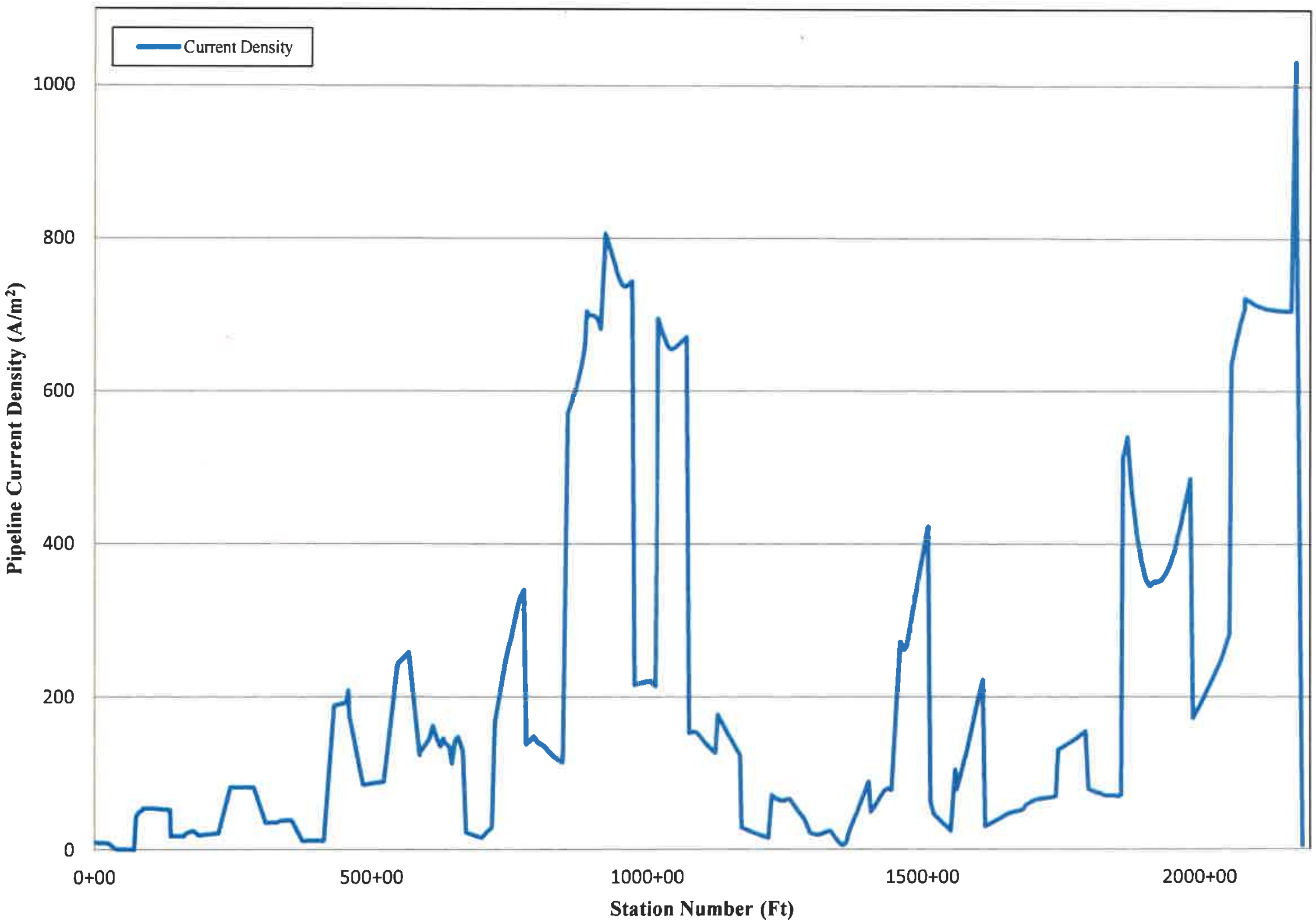
CURRENT DENSITY

Coler & Colantonio - Vermont Gas Pipeline Project: 12" Proposed Pipeline
Measured Soil Resistivity



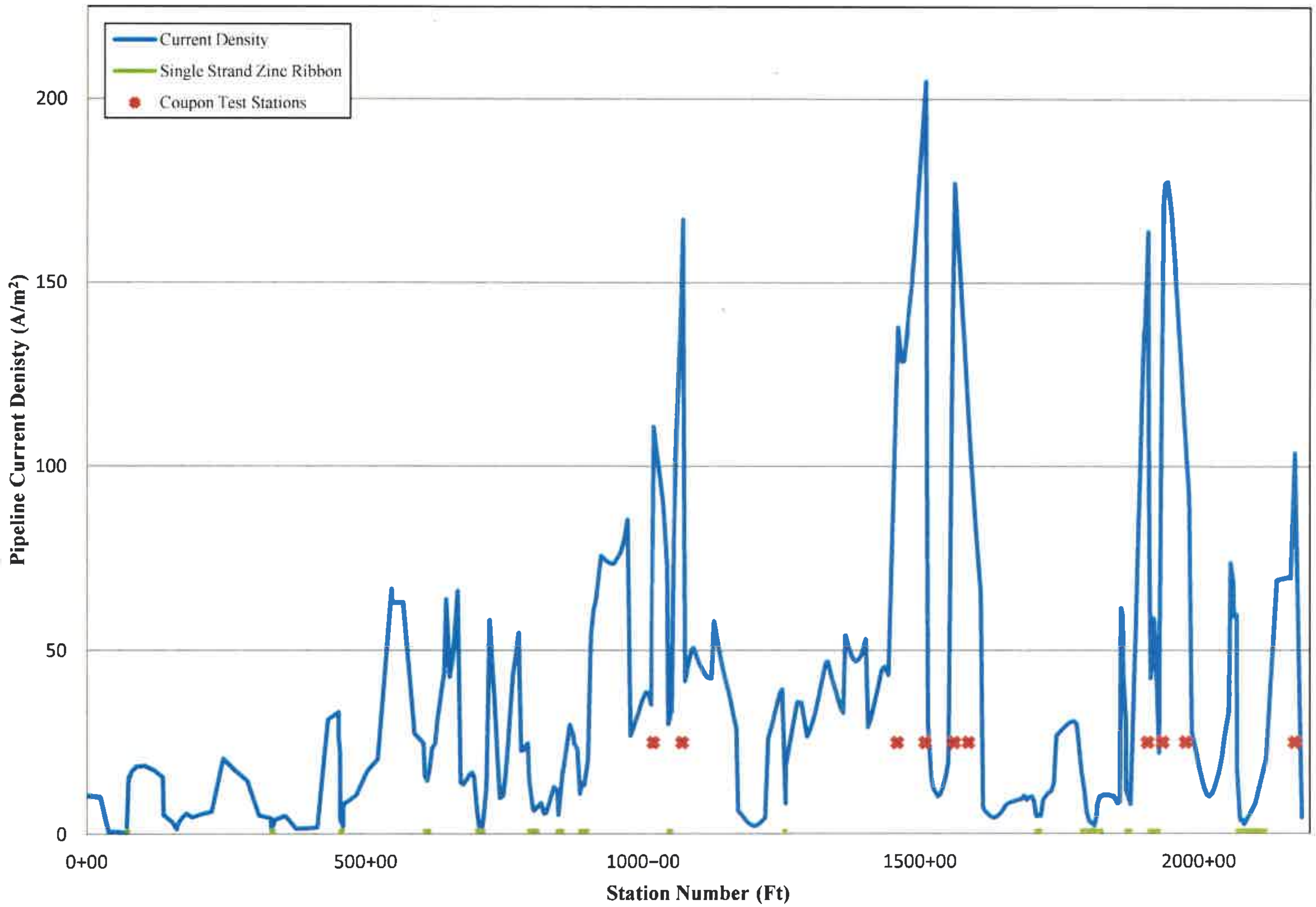
ARK

Coler & Colantonio - Vermont Gas Pipeline Project: 12" Proposed Pipeline
AC Current Density



ARK

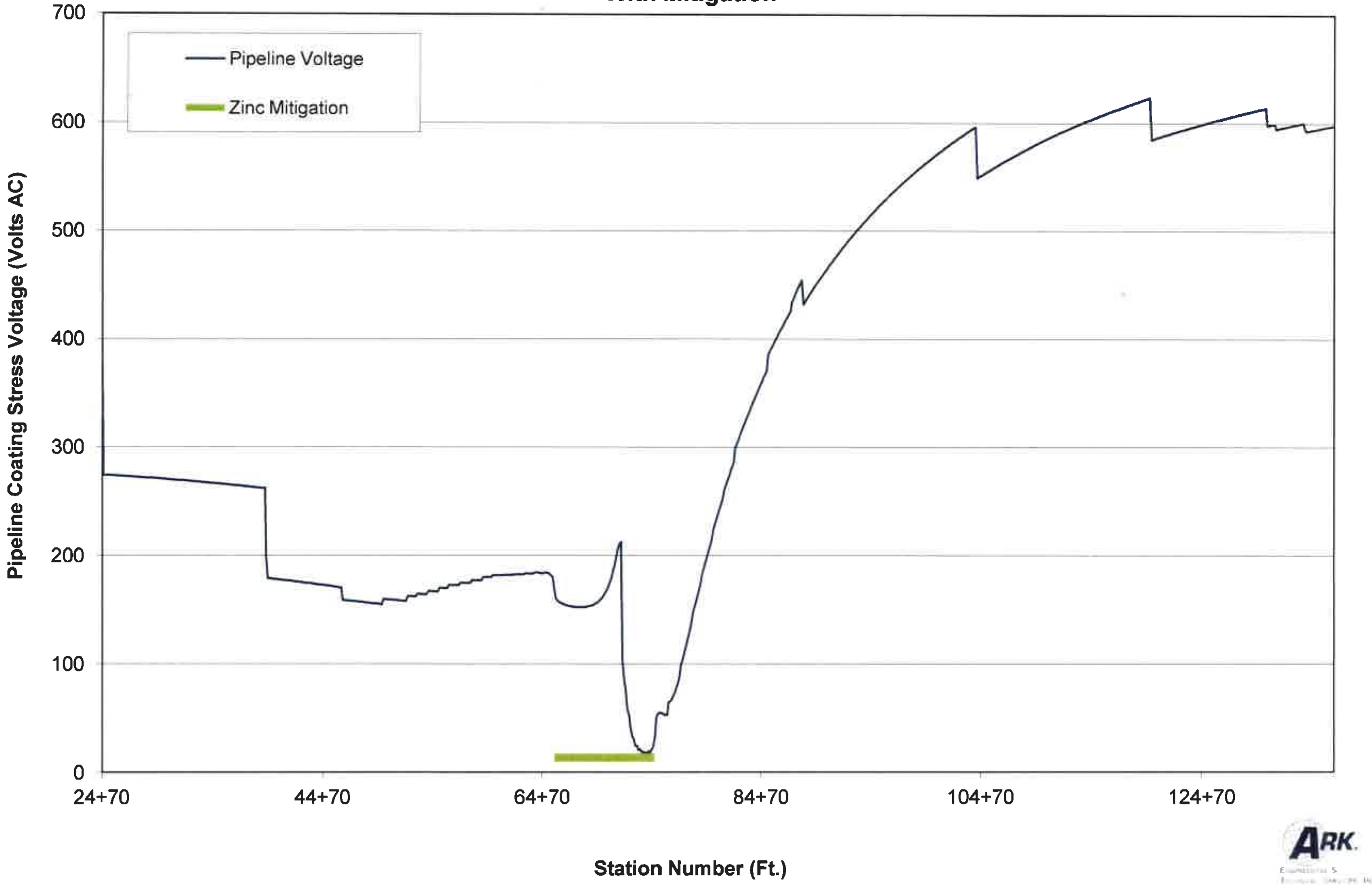
Coler & Colantonio - Vermont Gas Pipeline Project: 12" Proposed Pipeline
AC Current Density
With Mitigation



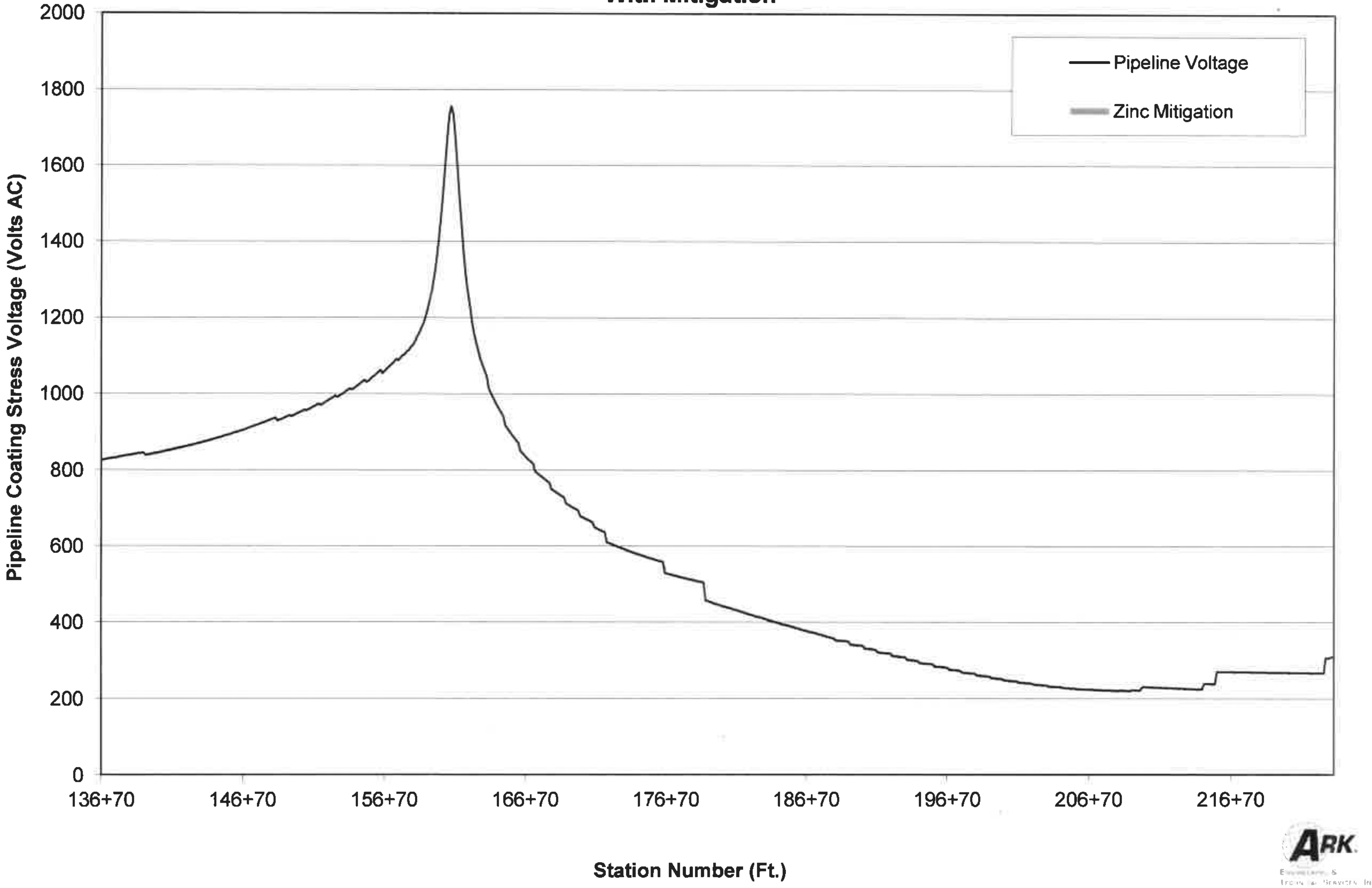
FAULT – COATING STRESS VOLTAGE

ENGINEERING & TECHNICAL SERVICES, INC.

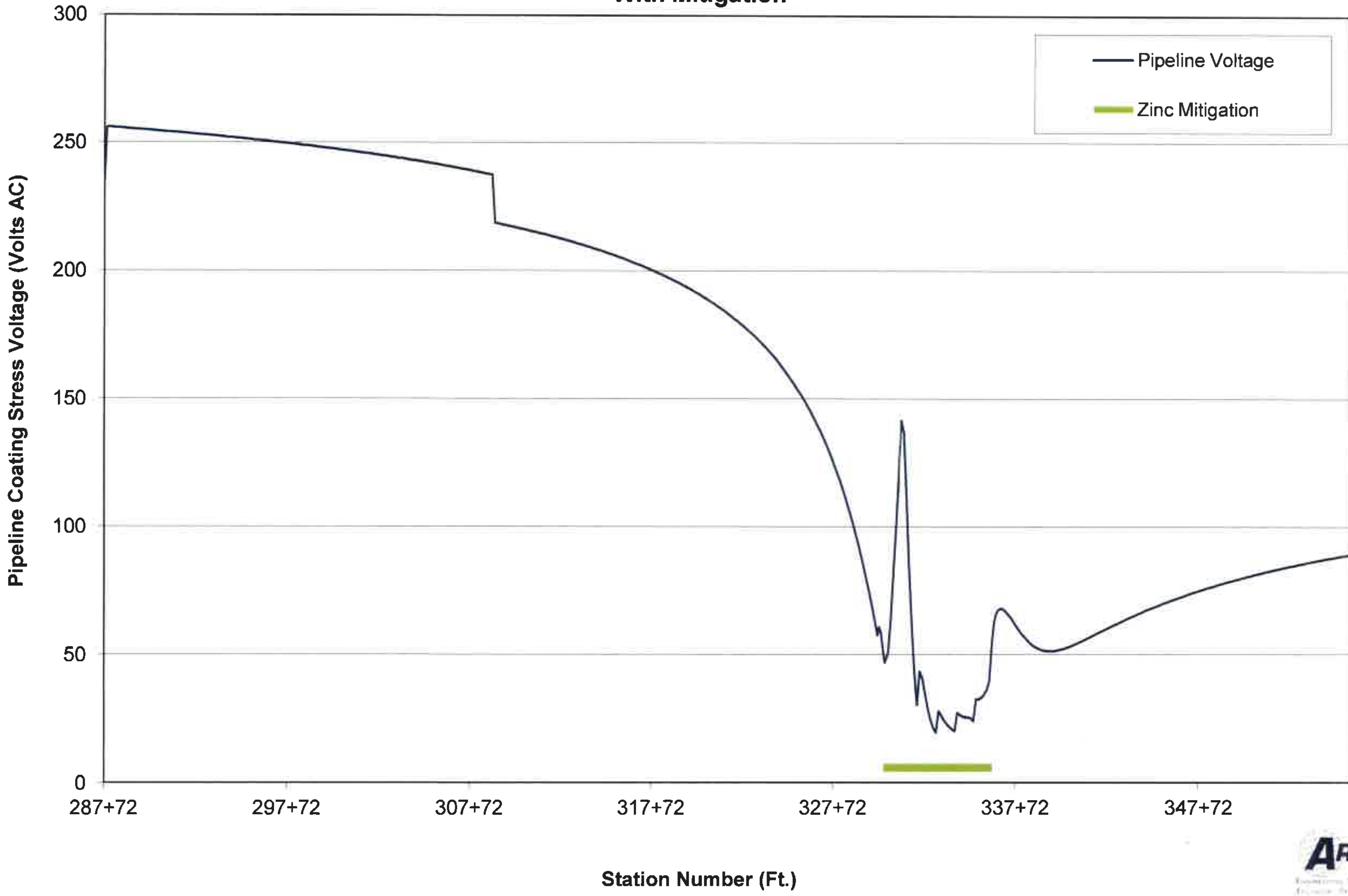
**Coler & Colantonio - Vermont Gas Pipeline Project:
12" Proposed Pipeline Coating Stress Voltage
During Fault on 115 kV K22 Line
With Mitigation**



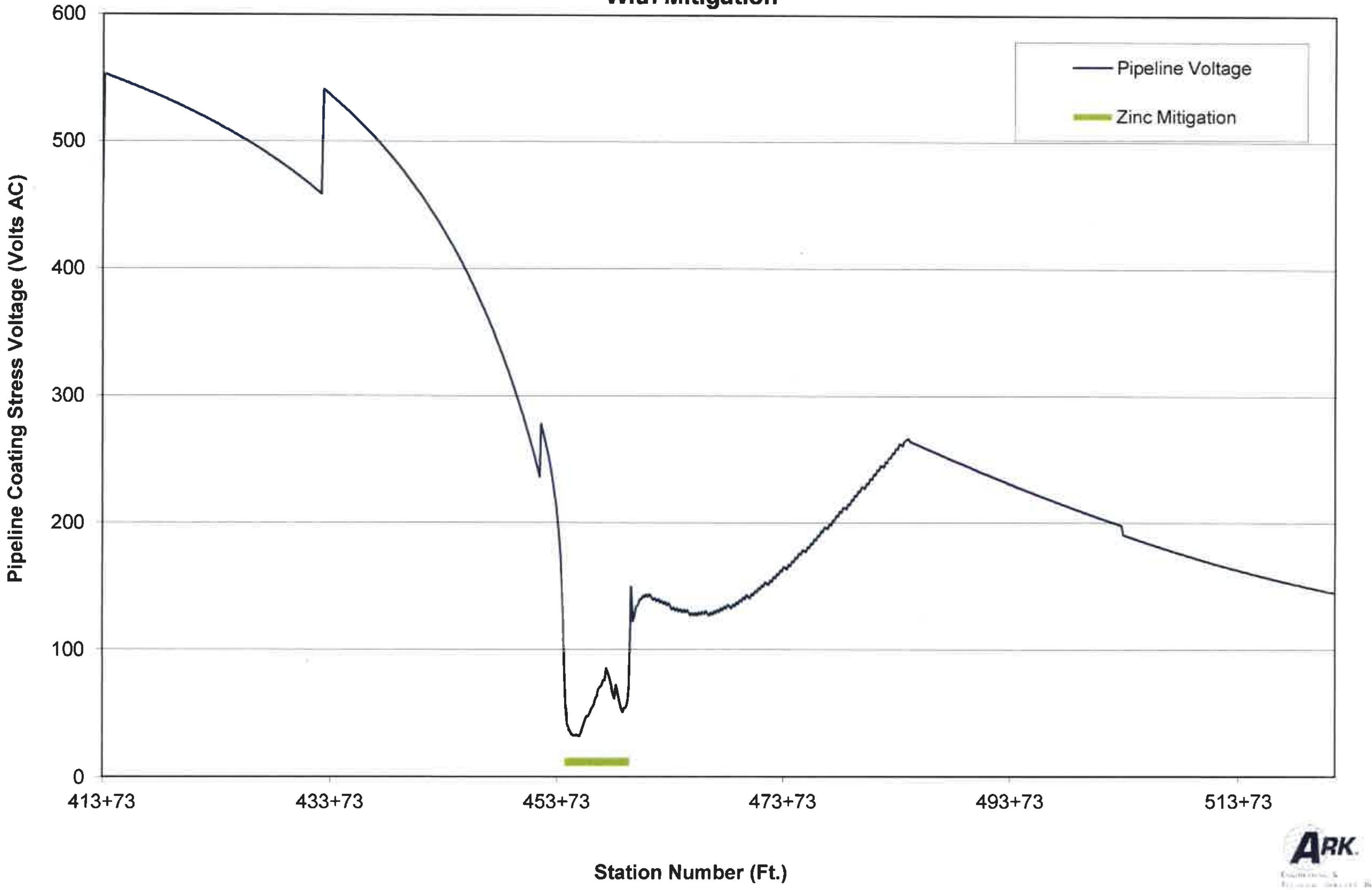
Coler & Colantonio - Vermont Gas Pipeline Project:
12" Proposed Pipeline Coating Stress Voltage
During Fault on 115 kV K21 Line
With Mitigation



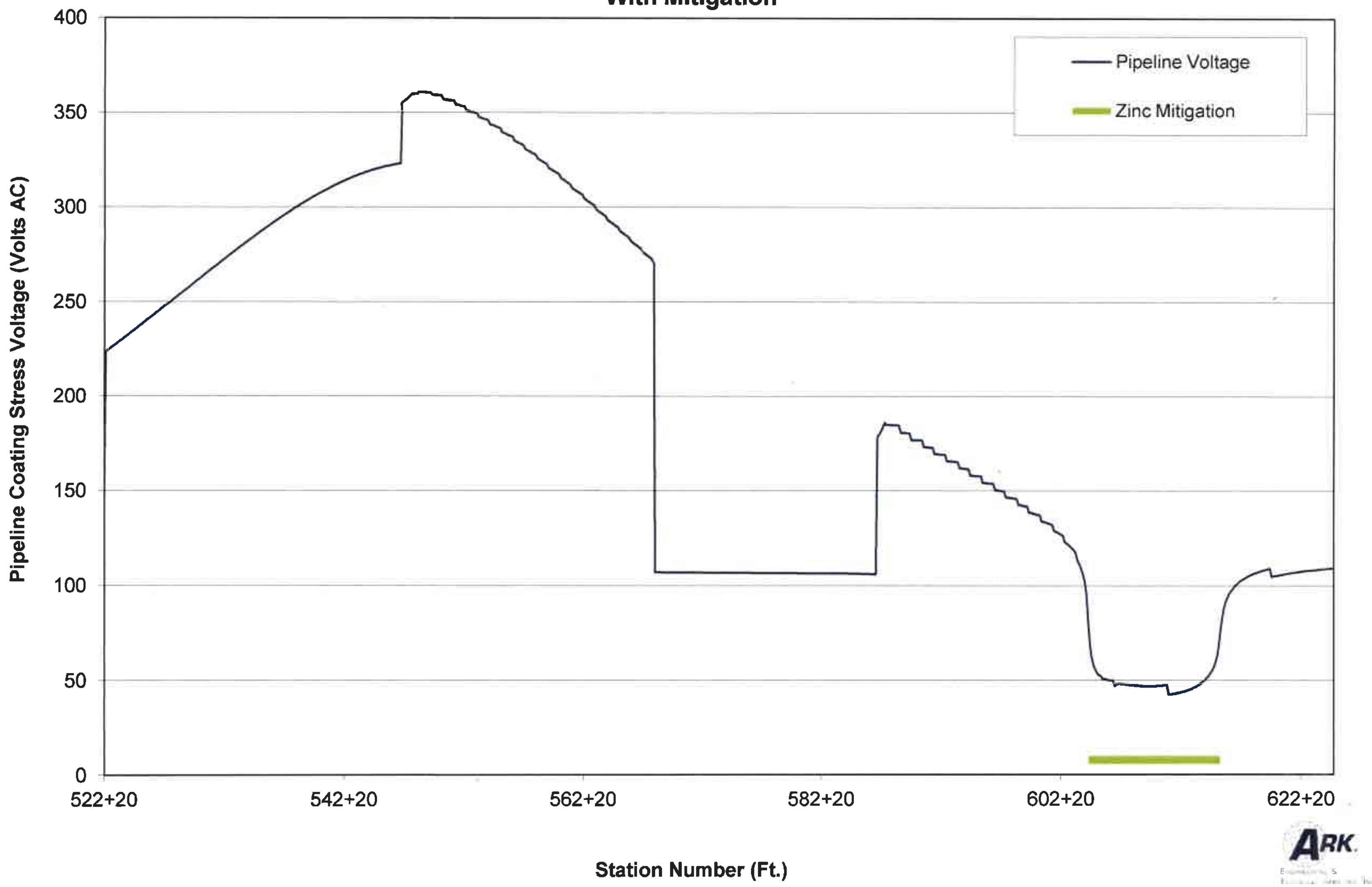
Coler & Colantonio - Vermont Gas Pipeline Project:
12" Proposed Pipeline Coating Stress Voltage
During Fault on 34.5 kV Green Mountain Power Line
With Mitigation



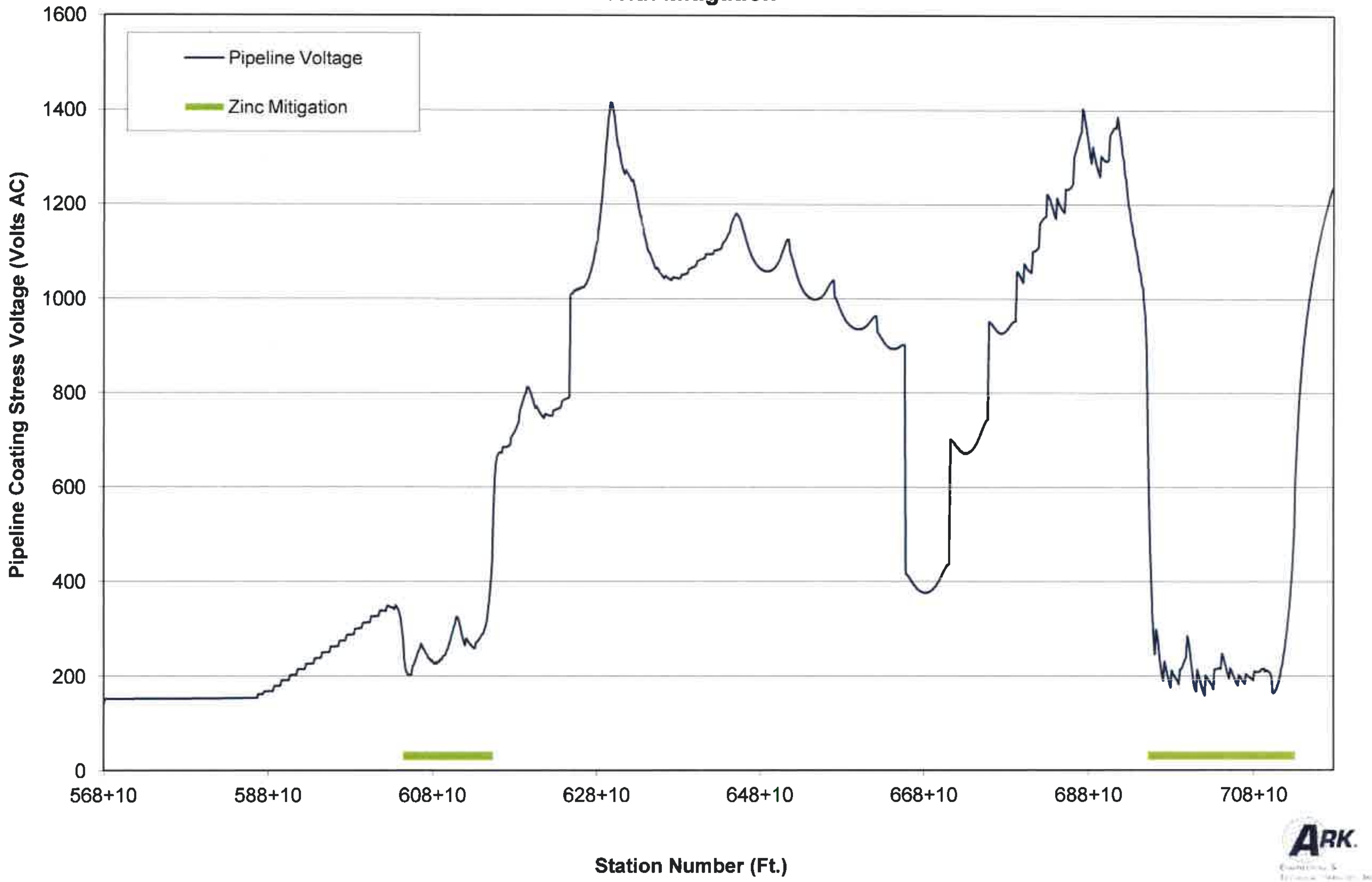
Coler & Colantonio - Vermont Gas Pipeline Project:
12" Proposed Pipeline Coating Stress Voltage
During Fault on 115 kV K24 Line
With Mitigation



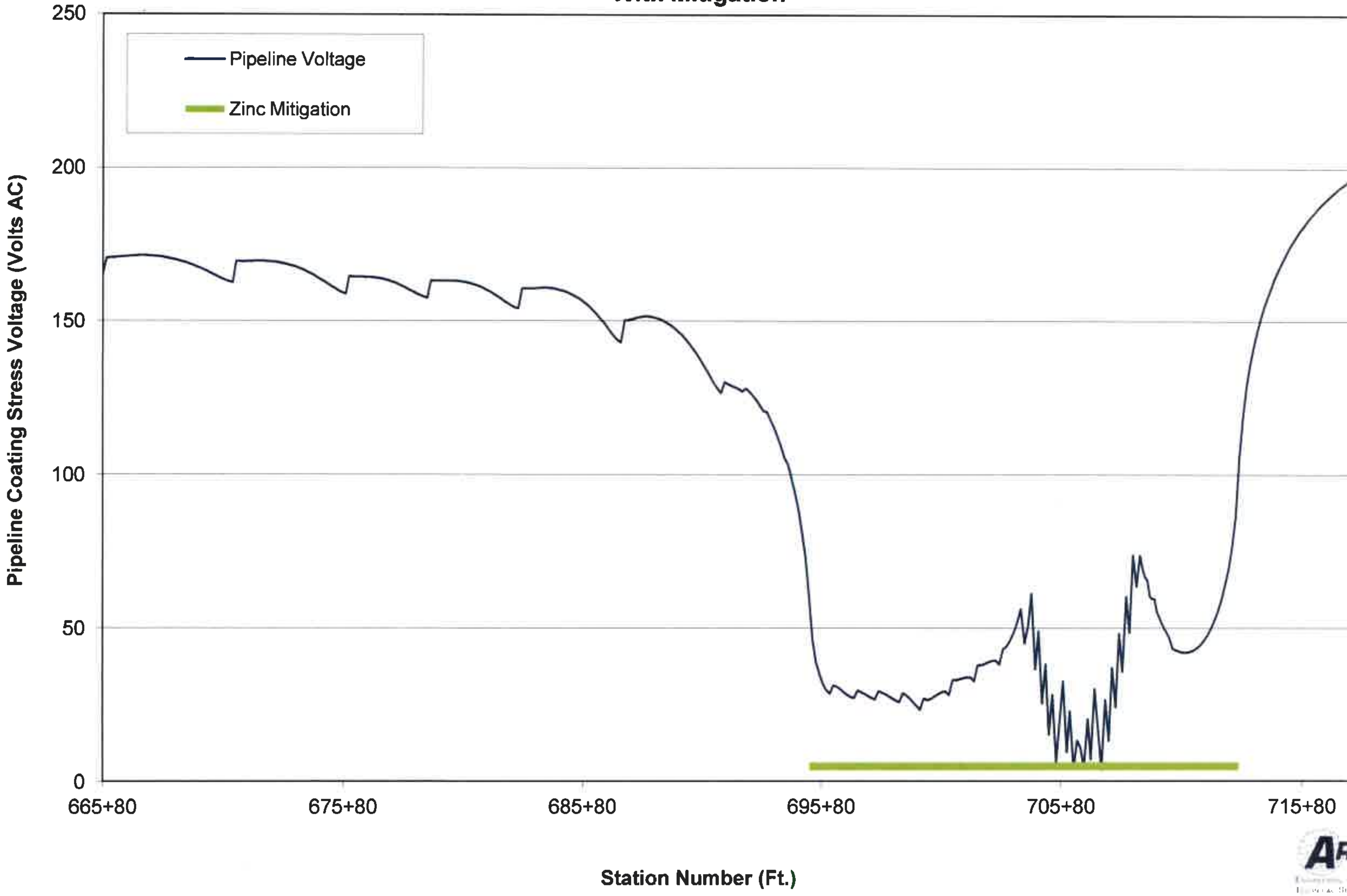
Coler & Colantonio - Vermont Gas Pipeline Project:
12" Proposed Pipeline Coating Stress Voltage
During Fault on 115 kV K23 Line
With Mitigation



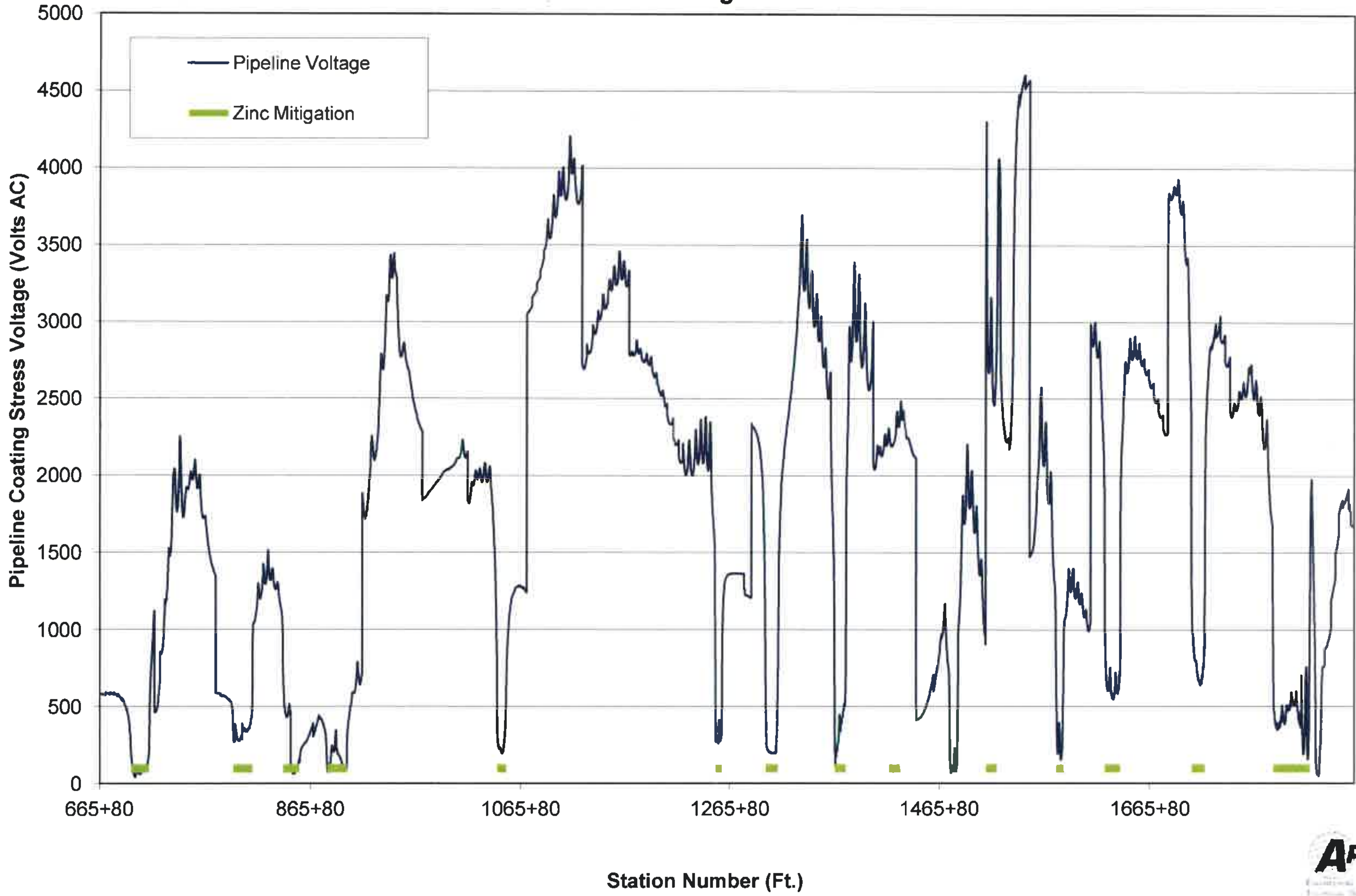
Coler & Colantonio - Vermont Gas Pipeline Project:
12" Proposed Pipeline Coating Stress Voltage
During Fault on 115 kV K27 Line
With Mitigation



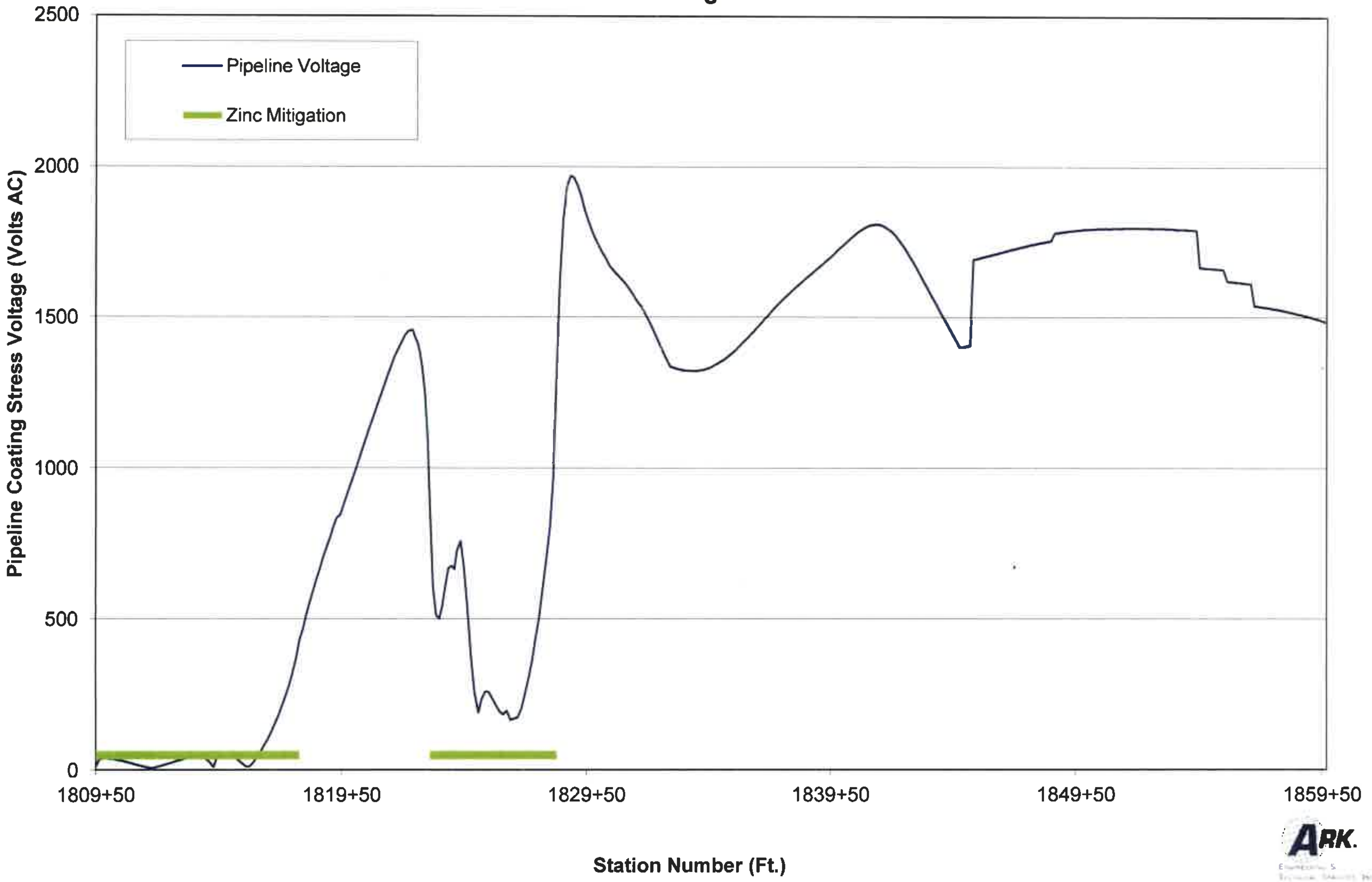
Coler & Colantonio - Vermont Gas Pipeline Project:
12" Proposed Pipeline Coating Stress Voltage
During Fault on 115 kV K33 Line
With Mitigation



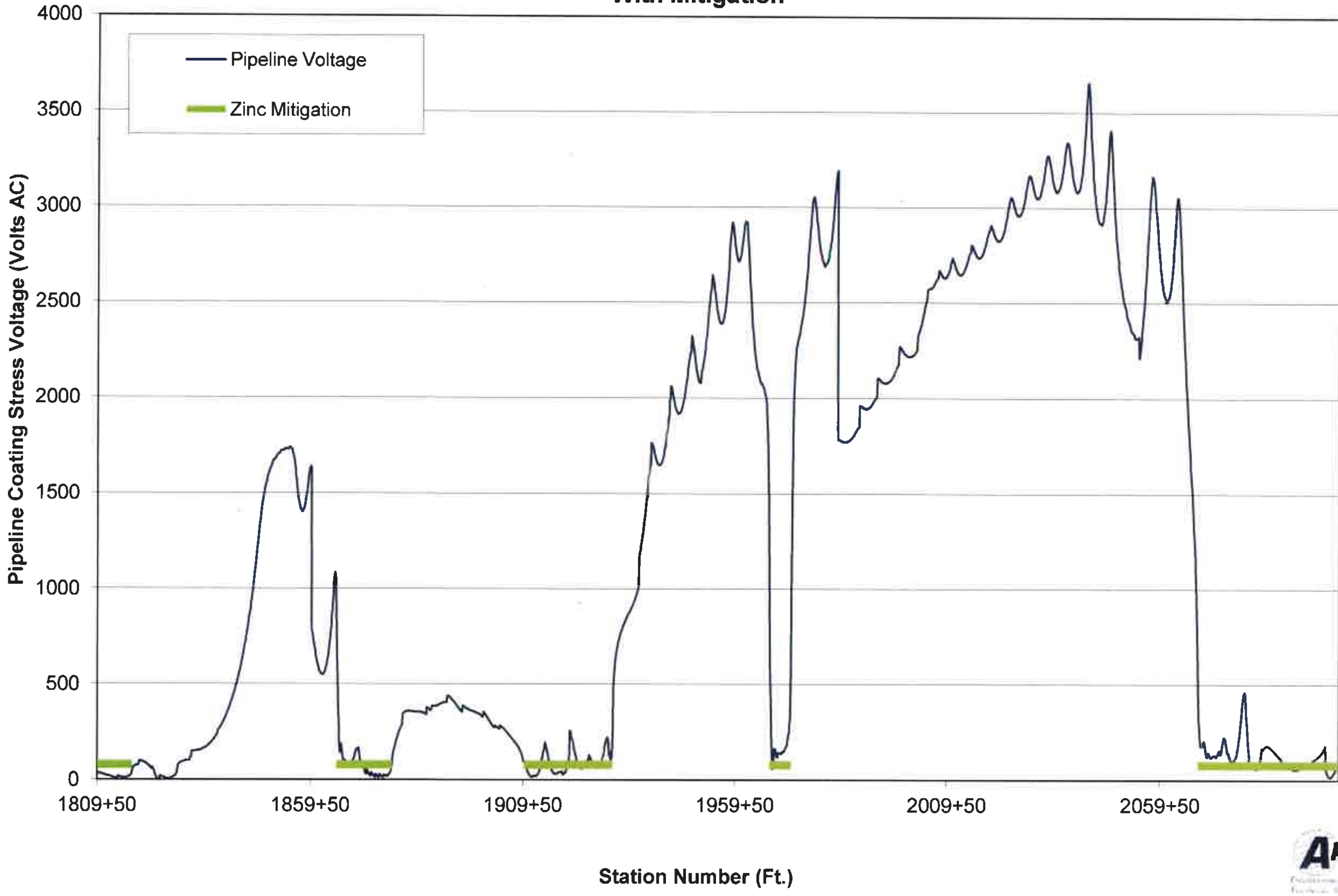
Coler & Colantonio - Vermont Gas Pipeline Project: 12" Proposed Pipeline Coating Stress Voltage During Fault on 115 kV K43 Line With Mitigation



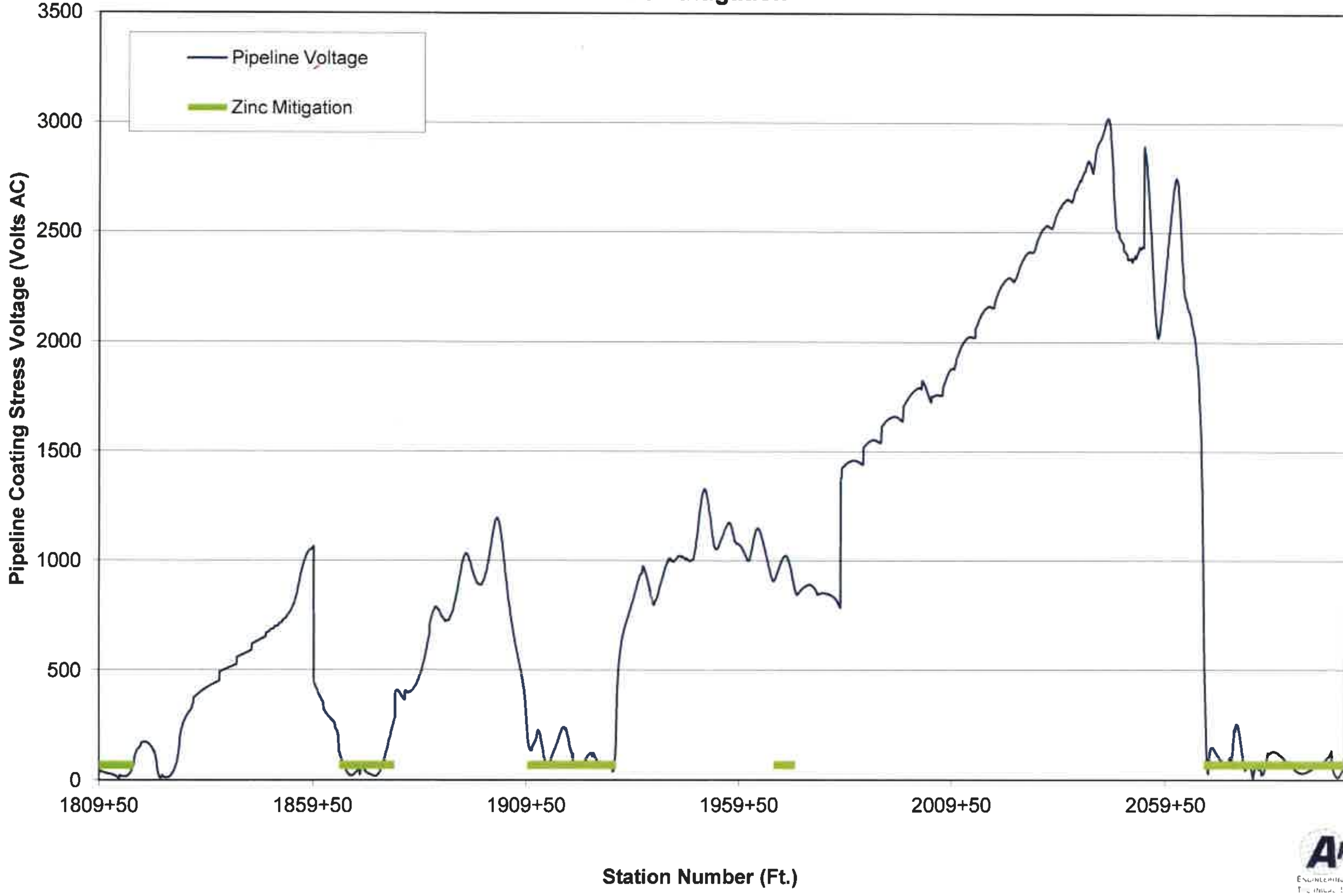
Coler & Colantonio - Vermont Gas Pipeline Project: 12" Proposed Pipeline Coating Stress Voltage During Fault on 115 kV K64 Line With Mitigation



Coler & Colantonio - Vermont Gas Pipeline Project:
12" Proposed Pipeline Coating Stress Voltage
During Fault on 115 kV K63 Line
With Mitigation



Coler & Colantonio - Vermont Gas Pipeline Project:
12" Proposed Pipeline Coating Stress Voltage
During Fault on 345 kV K370 Line
With Mitigation

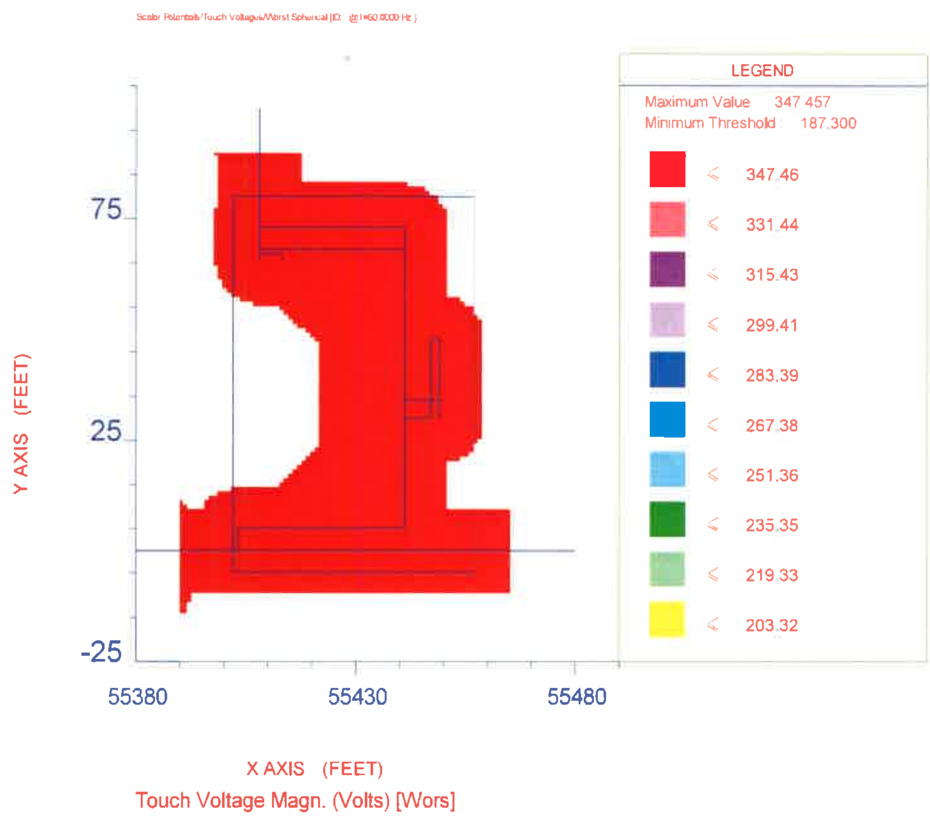


ARK
Engineering & Technical Services, Inc

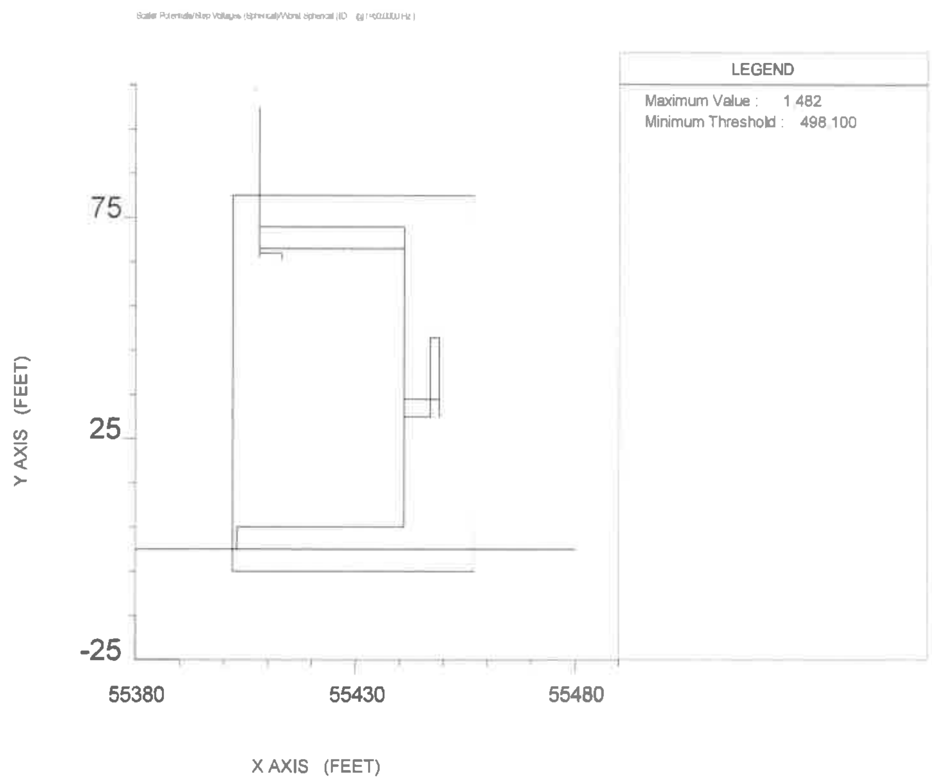
FAULT – TOUCH & STEP VOLTAGES

ARK
Engineering &
Technical Services Inc.

Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
Williston M&R @ MP 10.43
Faulted at Velco 115 kV K23 Tower
Touch Voltages – Safety Limit 187.3 Volts.

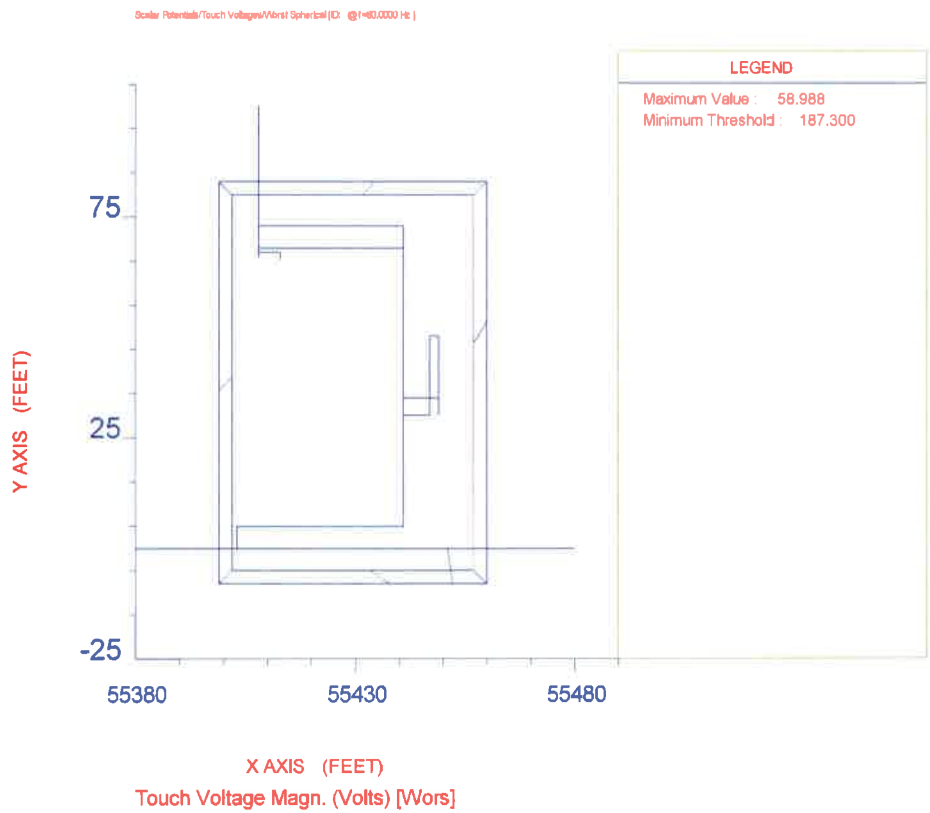


Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
Williston M&R @ MP 10.43
Faulted at Velco 115 kV K23 Tower
Step Voltages – Safety Limit 498.1 Volts.

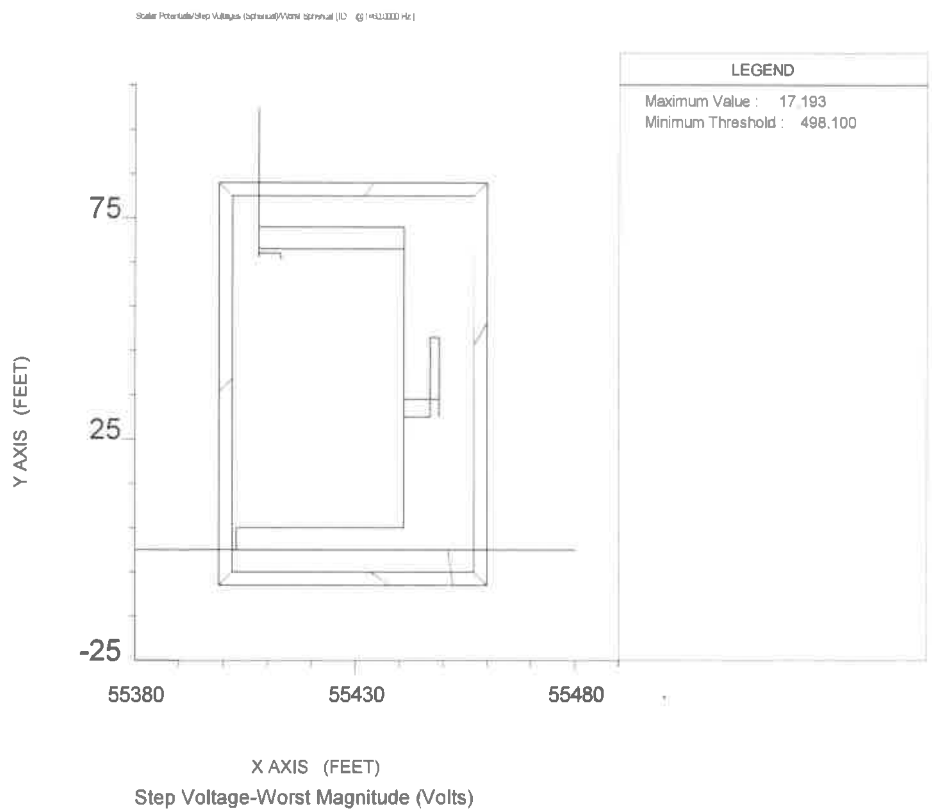


Step Voltage-Worst Magnitude (Volts)

Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
Williston M&R @ MP 10.43
Faulted at Velco 115 kV K23 Tower
Touch Voltages – Safety Limit 187.3 Volts.
With Mitigation

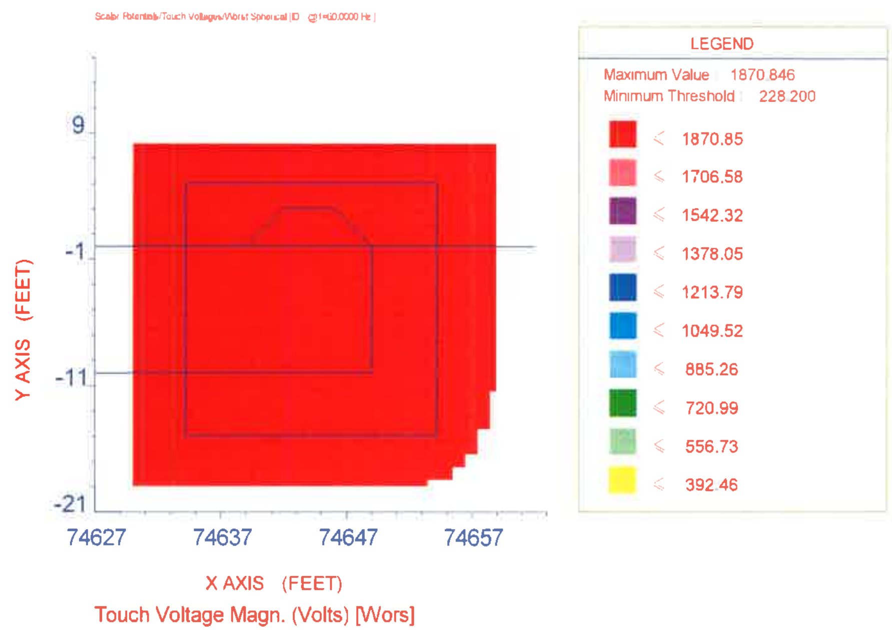


Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
Williston M&R @ MP 10.43
Faulted at Velco 115 kV K23 Tower
Step Voltages – Safety Limit 498.1 Volts.
With Mitigation



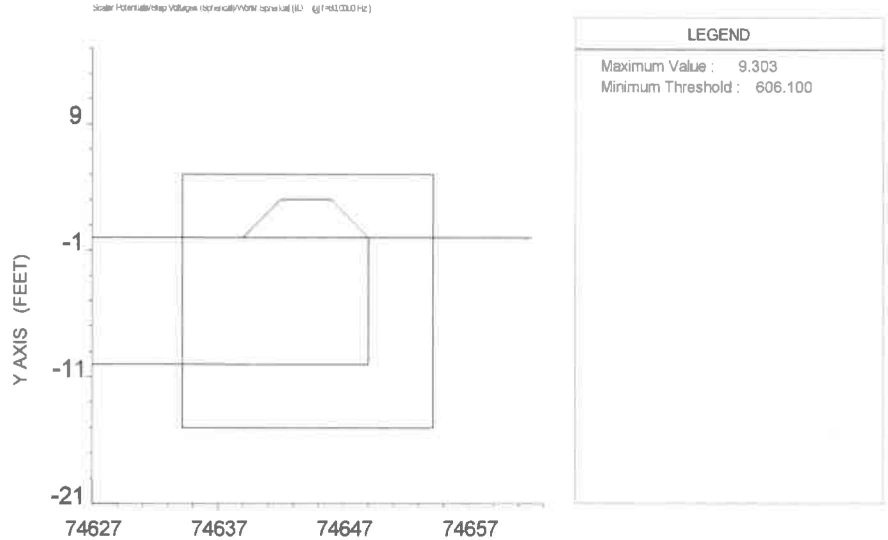
ARK
Engineering & Technical Services, Inc

Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-2 @ MP 14.3
Faulted at Velco 115 kV K43 Tower
Touch Voltages – Safety Limit 228.2 Volts.



ARK Engineering & Technical Services, Inc.

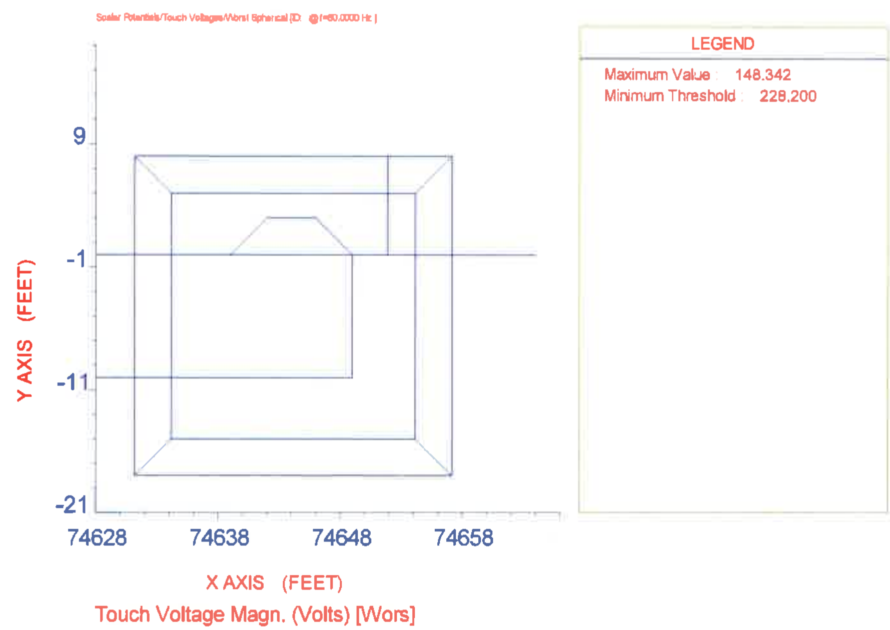
Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-2 @ MP 14.3
Faulted at Velco 115 kV K43 Tower
Step Voltages – Safety Limit 606.1 Volts.



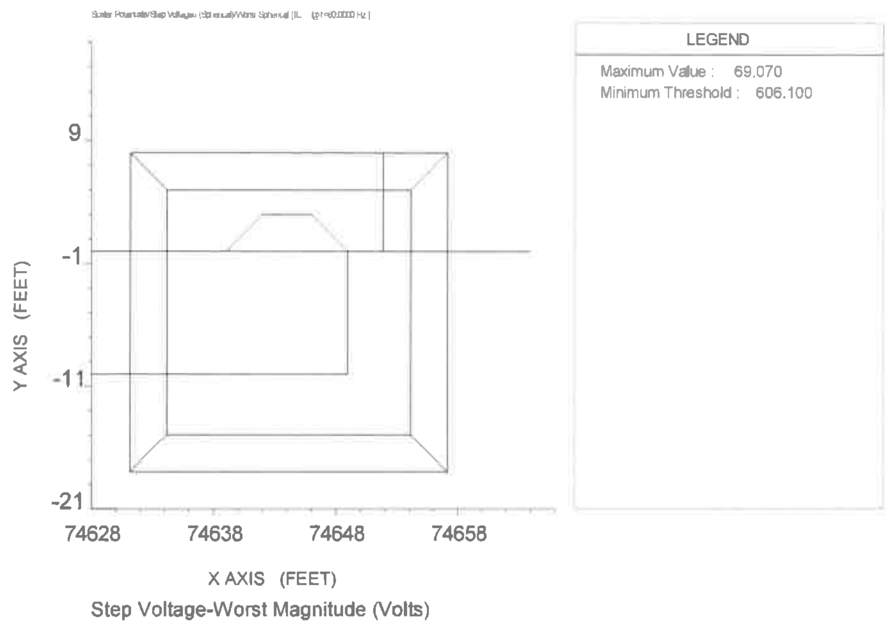
X AXIS (FEET)

Step Voltage-Worst Magnitude (Volts)

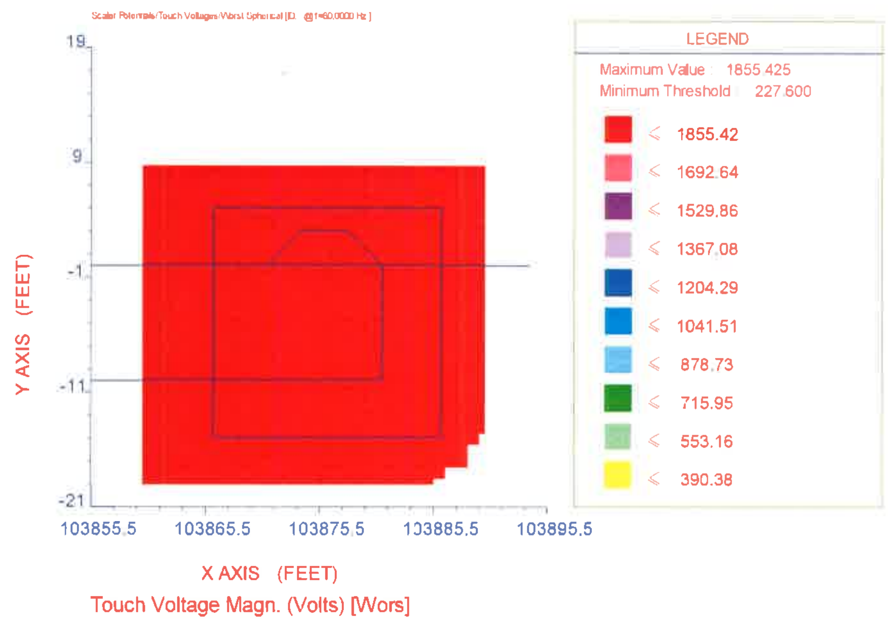
Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-2 @ MP 14.3
Faulted at Velco 115 kV K43 Tower
Touch Voltages – Safety Limit 228.2 Volts.
With Mitigation



Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-2 @ MP 14.3
Faulted at Velco 115 kV K43 Tower
Step Voltages – Safety Limit 606.1 Volts.
With Mitigation

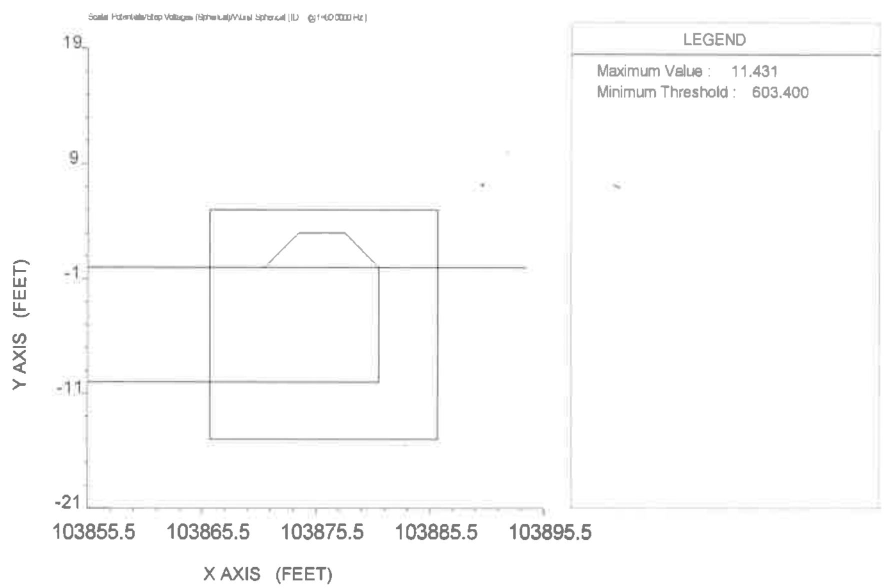


Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-3 @ MP 19.81
Faulted at Velco 115 kV K43 Tower
Touch Voltages – Safety Limit 227.6 Volts.



ARK

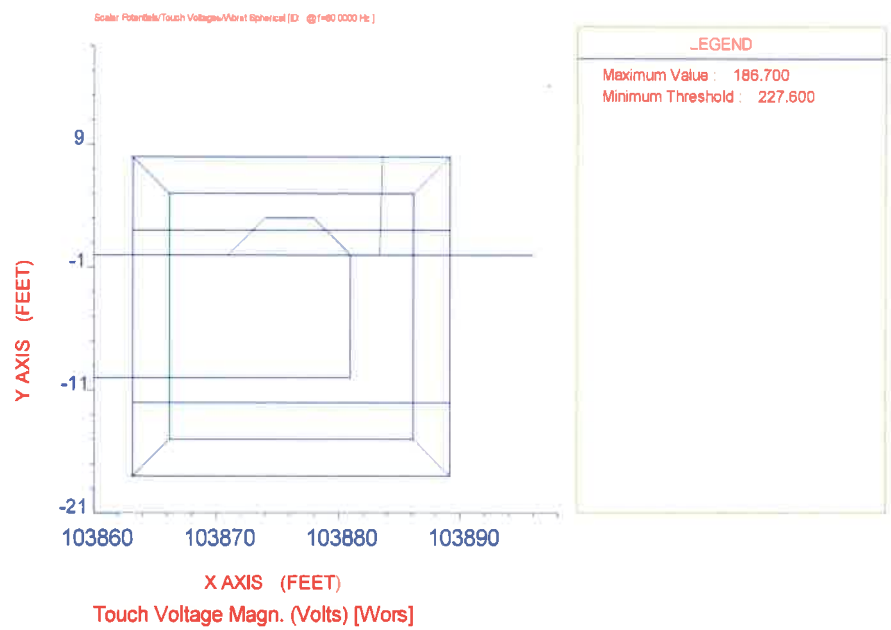
Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-3 @ MP 19.81
Faulted at Velco 115 kV K43 Tower
Step Voltages – Safety Limit 603.4 Volts.



Step Voltage-Worst Magnitude (Volts)

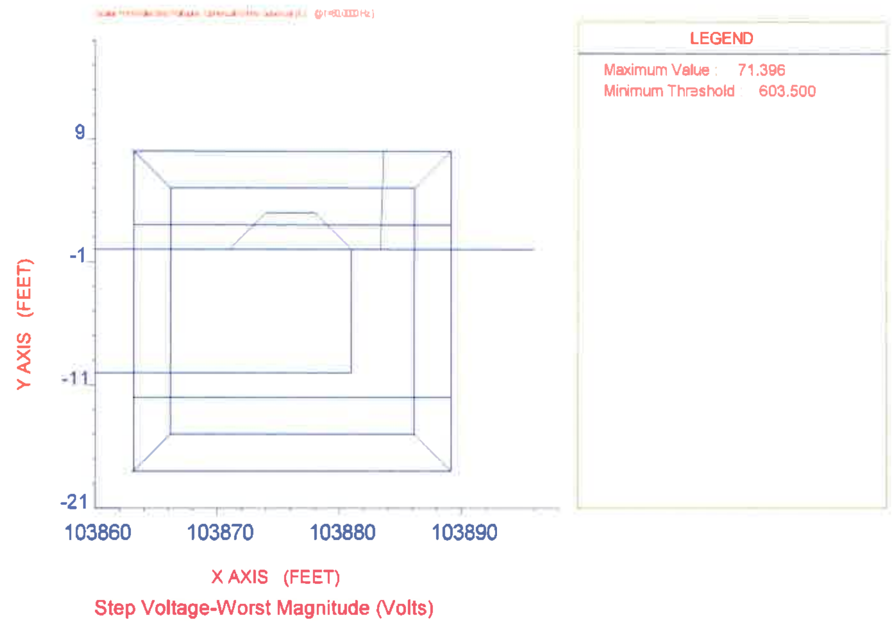
ARK Engineering & Technical Services, Inc

Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-3 @ MP 19.81
Faulted at Velco 115 kV K43 Tower
Touch Voltages – Safety Limit 227.6 Volts.
With Mitigation

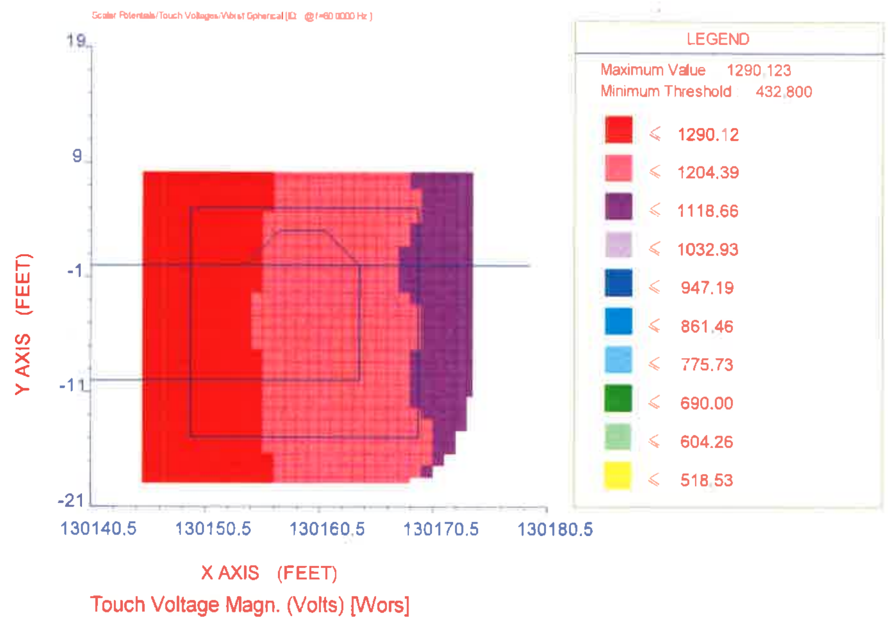


ARK
Engineering & Technical Services Inc

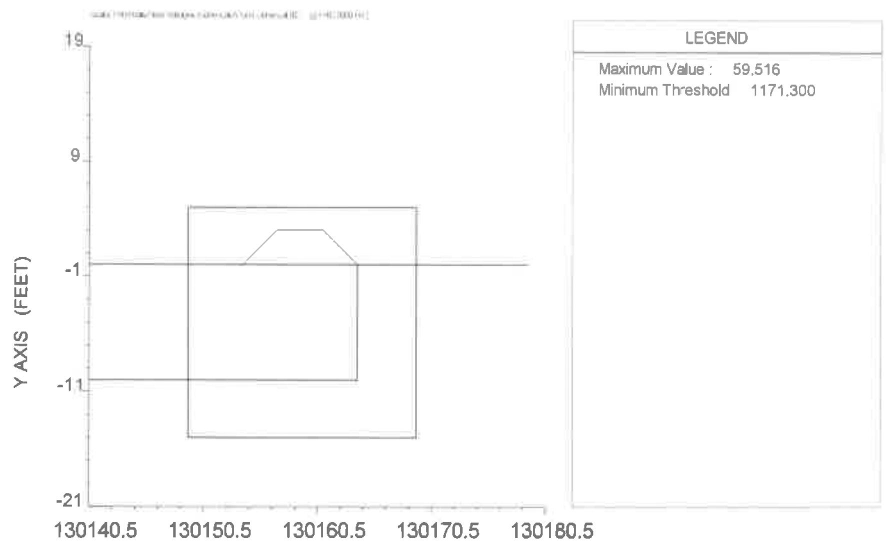
Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-3 @ MP 19.81
Faulted at Velco 115 kV K43 Tower
Step Voltages – Safety Limit 603.5 Volts.
With Mitigation



Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-4 @ MP 24.8
Faulted at Velco 115 kV K43 Tower
Touch Voltages – Safety Limit 432.8 Volts.

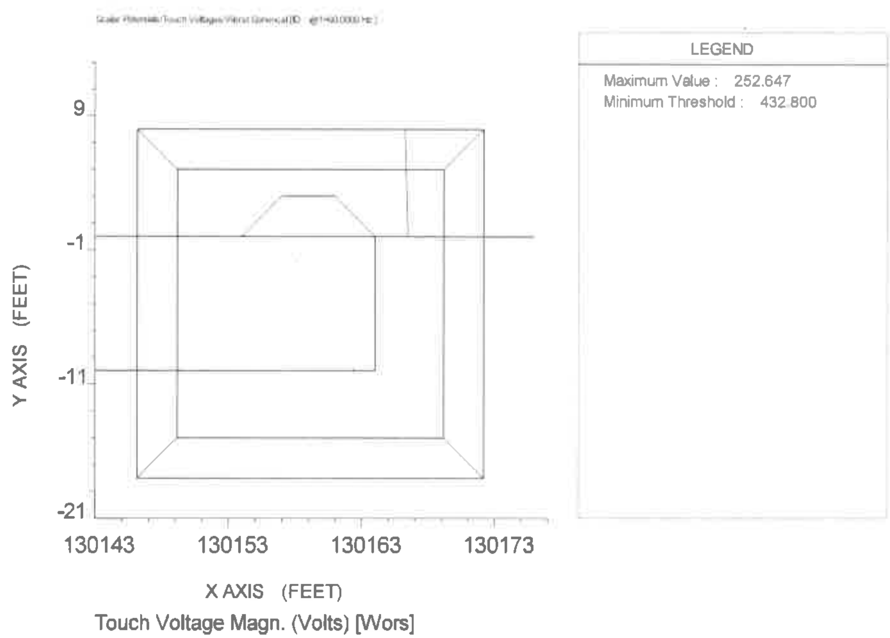


Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-4 @ MP 24.8
Faulted at Velco 115 kV K43 Tower
Step Voltages – Safety Limit 1171.3 Volts.

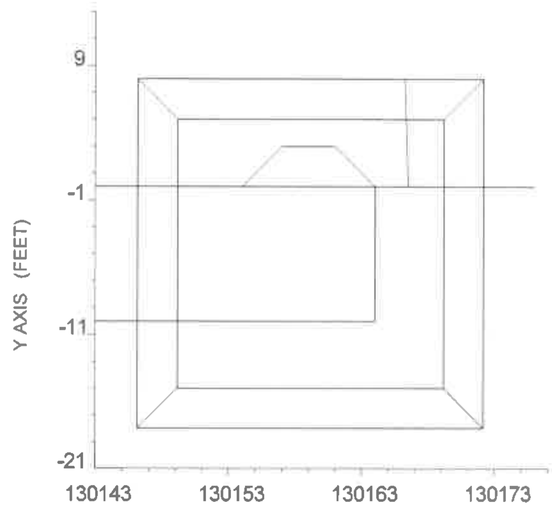


Step Voltage-Worst Magnitude (Volts)

Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-4 @ MP 24.8
Faulted at Velco 115 kV K43 Tower
Touch Voltages – Safety Limit 432.8 Volts.
With Mitigation



Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-4 @ MP 24.8
Faulted at Velco 115 kV K43 Tower
Step Voltages – Safety Limit 1171.3 Volts.
With Mitigation



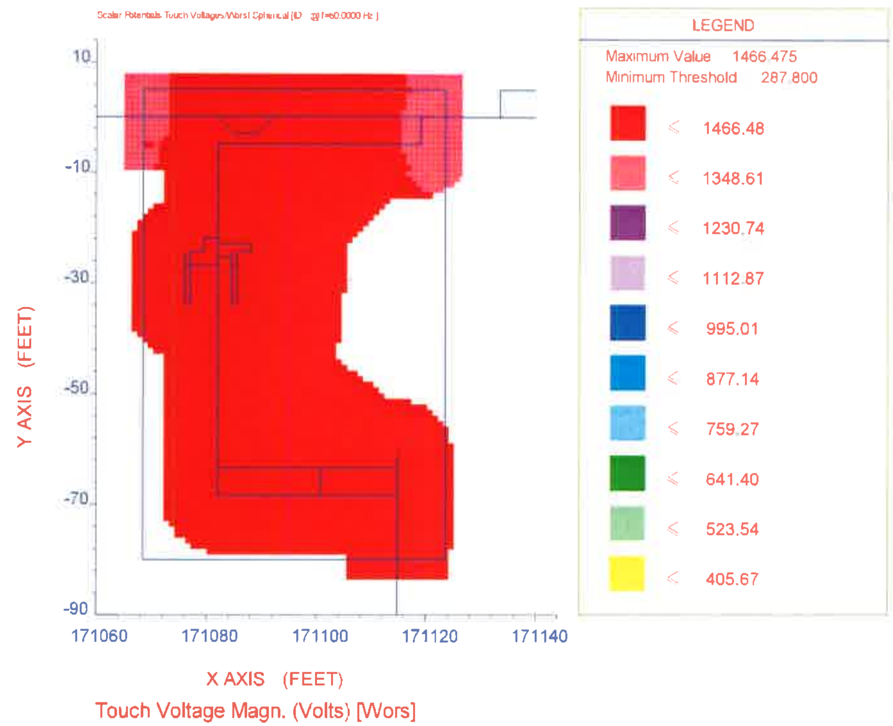
Step Voltage-Worst Magnitude (Volts)

LEGEND

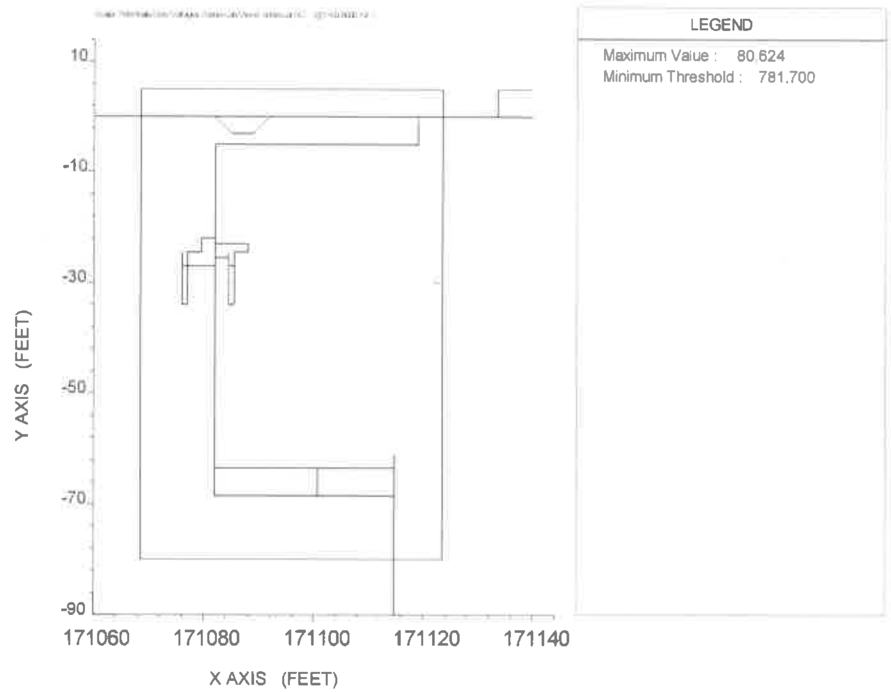
Maximum Value : 102.229
Minimum Threshold : 1171.300

ARK Engineering & Technical Services, Inc

Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-5/Plank Rd. M&R @ MP 32.54
Faulted at Velco 115 kV K43 Tower
Touch Voltages – Safety Limit 287.8 Volts.

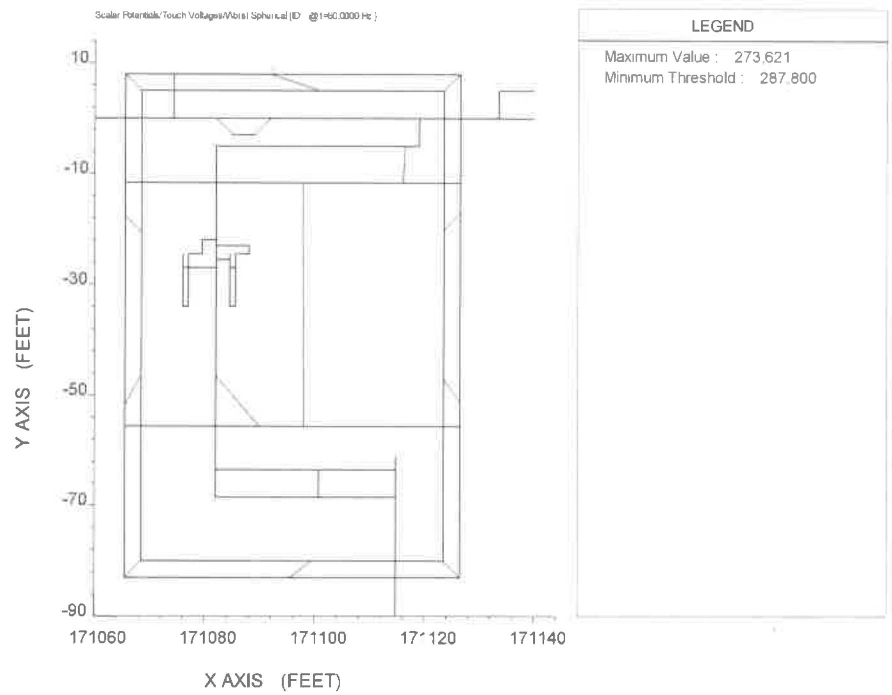


Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-5/Plank Rd. M&R @ MP 32.54
Faulted at Velco 115 kV K43 Tower
Step Voltages – Safety Limit 781.7 Volts.



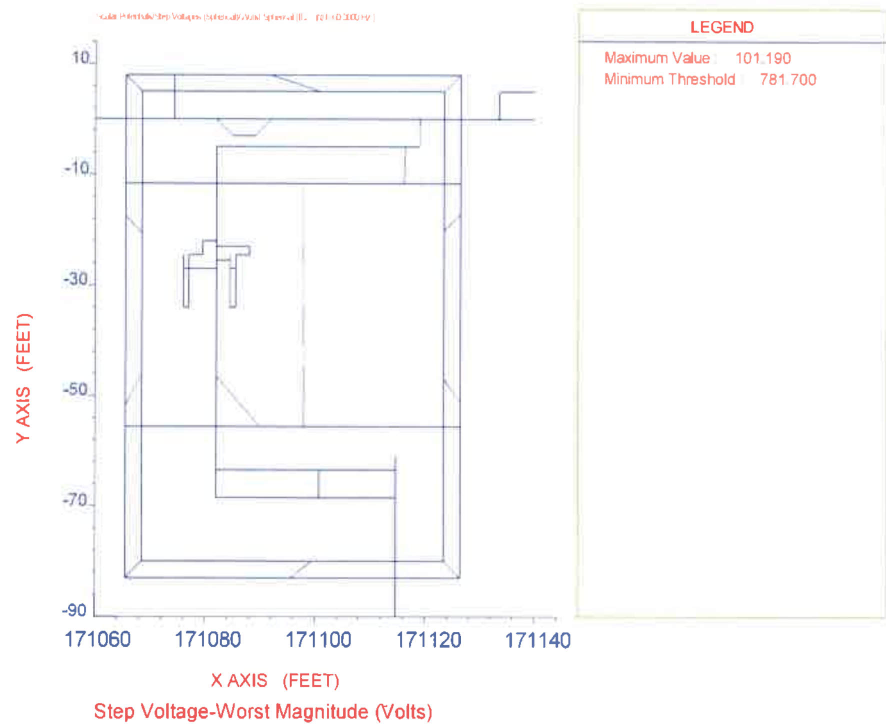
Step Voltage-Worst Magnitude (Volts)

Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-5/Plank Rd. M&R @ MP 32.54
Faulted at Velco 115 kV K43 Tower
Touch Voltages – Safety Limit 287.8 Volts.
With Mitigation

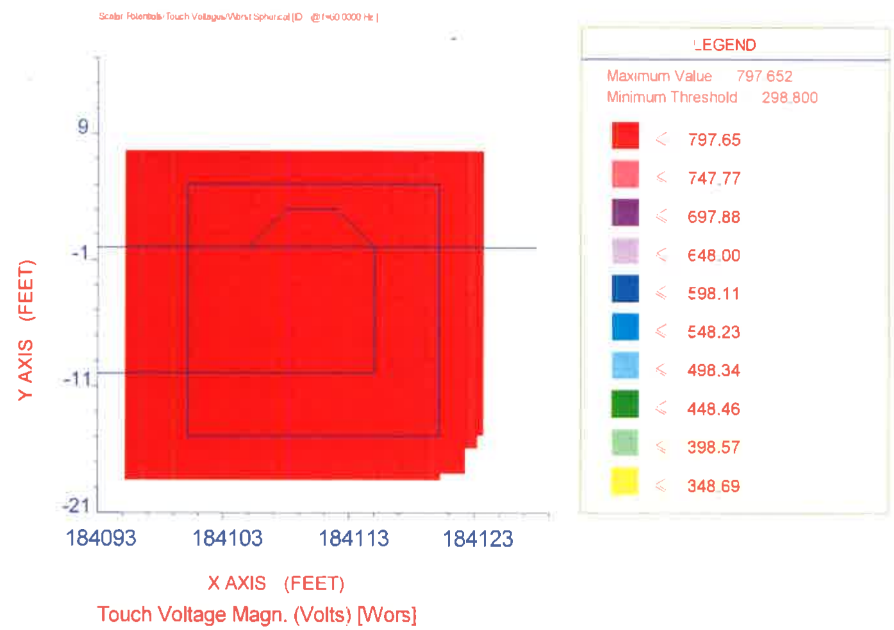


Touch Voltage Magn. (Volts) [Wors]

Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-5/Plank Rd. M&R @ MP 32.54
Faulted at Velco 115 kV K43 Tower
Step Voltages – Safety Limit 781.7 Volts.
With Mitigation

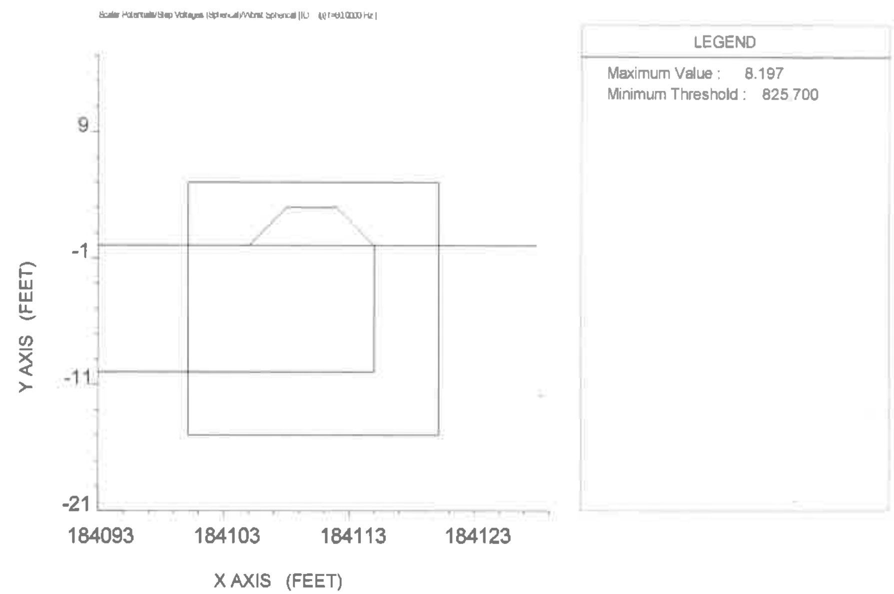


Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-6 @ MP 35
Faulted at Velco 115 kV K43 Tower
Touch Voltages – Safety Limit 298.8 Volts.



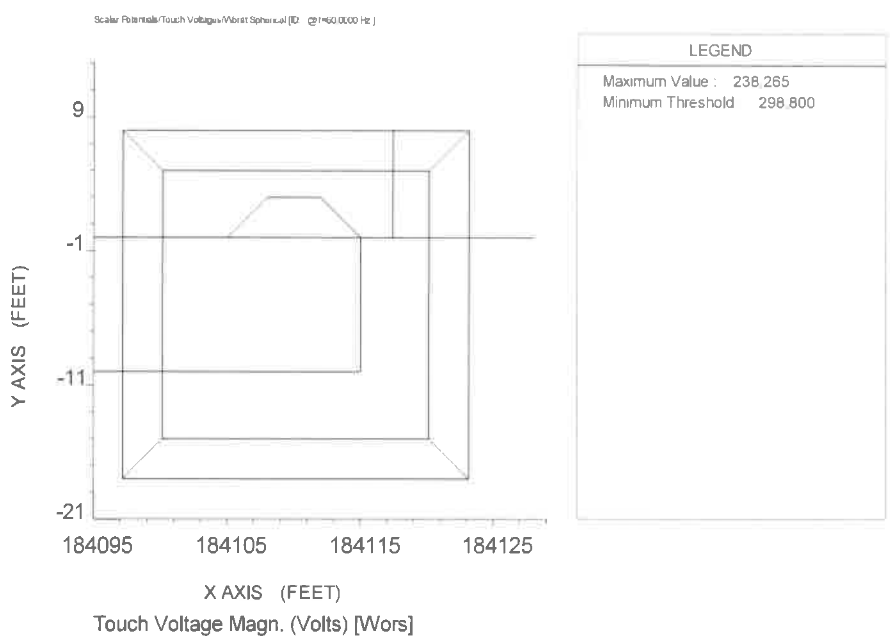
ARK.

Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-6 @ MP 35
Faulted at Velco 115 kV K43 Tower
Step Voltages – Safety Limit 825.7 Volts.

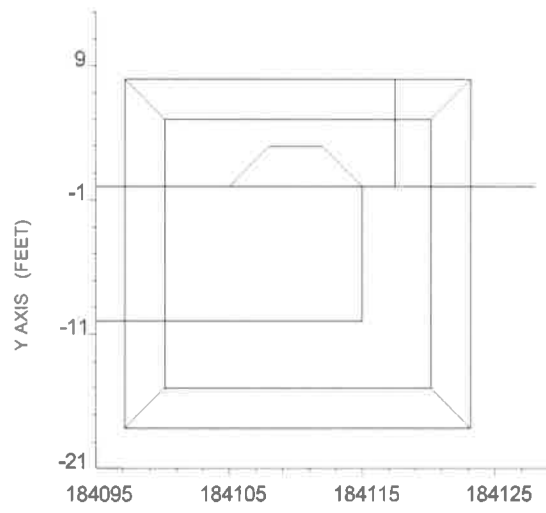


Step Voltage-Worst Magnitude (Volts)

Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-6 @ MP 35
Faulted at Velco 115 kV K43 Tower
Touch Voltages – Safety Limit 298.8 Volts.
With Mitigation



Coler & Colantonio - Vermont Gas Pipeline Project - 12" Proposed Pipeline
MLV-6 @ MP 35
Faulted at Velco 115 kV K43 Tower
Step Voltages – Safety Limit 825.7 Volts.
With Mitigation



Step Voltage-Worst Magnitude (Volts)

LEGEND

Maximum Value : 78.970
Minimum Threshold : 825.700

ARK Engineering & Technical Services Inc

APPENDIX C –
POWER & PIPELINE COMPANY DATA

[illegible]

Circuit Name	Voltage (kV)	Origin Substation	Termination Substation	Projected Future Maximum Load Current (A)	Projected Future Emergency Load Current (A)	Maximum [illegible] Impedance	Maximum [illegible] Impedance
[illegible]	115	North [illegible]	Essex	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	115	North [illegible]	Essex	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	115	Essex	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Tafts Corner	115	Essex	Tafts Corner	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	115	Tafts Corner	Williston	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	115	Queen City	Williston	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	115	Williston	New Haven	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	115	New Haven	Middlebury	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	115	Vergennes	New Haven	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	345	New Haven	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]							

[illegible]

Circuit Name	Conductor Data	[illegible]	Avg Tower Impedance (ohms)	Avg Tower Grounding Depth (feet)	Structure Count	Total Length (feet)	Average Span (ft) (Ruling Span)	Minimum conductor height at [illegible]	Dimensioned Tower Diagram (please provide diagram)	Tower Lat/Lon List
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Tafts Corner	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]										

[illegible]

Substation Name	Bus Voltage (kV)	Latitude (approx)	Longitude (approx)	Ground Grid Impedance
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Tafts Corner	[illegible]	[illegible]	[illegible]	
Williston	[illegible]	[illegible]	[illegible]	
New Haven	[illegible]	[illegible]	[illegible]	
[illegible]				

ARK

Fault Data Parameters | See Attached KML for Fault Locations

Transmission Line	Distance Between Substations	Contributing Substation	Single Phase to Ground Fault Current at Tower (Amps)	Single Phase to Ground Fault Angle at Tower (Degrees)	Primary Fault Clearing Time (cycles)	Breaker failure fault clearing time (cycles)	Location
SAMPLE [illegible]	% [illegible] Substation	[illegible] / [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	25% of total line length	[illegible] / [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	50% of total line length	[illegible] / [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	75% of total line length	[illegible] / [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	% [illegible] Substation	[illegible] / [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
K21	1	North [illegible] / Essex	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	2	North [illegible] / Essex	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	3	North [illegible] / Essex	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	4	North [illegible] / Essex	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	5	North [illegible] / Essex	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	6	North [illegible] / Essex	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	7	Essex / [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	8	Essex / [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	9	Essex / [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Essex - Taft Corner	10	Essex / Taft Corner / [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	At Taft bus
	11	Essex / Taft Corner / [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Taft Corner / Williston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	14	Taft Corner / Williston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	15	Taft Corner / Williston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	16	Taft Corner / Williston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	17	Taft Corner / Williston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	18	Taft Corner / Williston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	19	Queen City / Williston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	20	Queen City / Williston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	21–47	Williston / New Haven	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	48–56	New Haven / Middlebury	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Vergennes / New Haven	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	New Haven / West Rutland	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	% Origin Substation	Origin / Destination					
	25% of total line length	Origin / Destination					
	50% of total line length	Origin / Destination					
	75% of total line length	Origin / Destination					
	% Destination Substation	Origin / Destination					

ARK

Circuit Name	Voltage (kV)	Origin Substation	Destination Substation	Assumed Future Emergency Load Current (A)
[illegible]				
[illegible]				

Transmission Line	Distance Between Substations	Contributing Substation	Single Phase to Ground Fault Current at Tower (Amps)	Single Phase to Ground Fault Angle at Tower (Degrees)	Primary Fault Clearing Time (cycles)	Breaker Failure Fault Clearing time (cycles)	Location
EXAMPLE: [illegible]	At [illegible] Substation	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
		[illegible]	[illegible]	[illegible]			
	25% of total line length	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
		[illegible]	[illegible]	[illegible]			
	50% of total line length	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
		[illegible]	[illegible]	[illegible]			
	75% of total line length	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
		[illegible]	[illegible]	[illegible]			
	At [illegible] Substation	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
		[illegible]	[illegible]	[illegible]			
[illegible]	1	[illegible]	[illegible]	[illegible]			[illegible] of Line
		[illegible]	[illegible]	[illegible]			
	2	[illegible]	[illegible]	[illegible]			[illegible] of Line
		[illegible]	[illegible]	[illegible]			
	3	[illegible]	[illegible]	[illegible]			[illegible] of Line
		[illegible]	[illegible]	[illegible]			
[illegible]	At Origin Substation	Origin					
		Destination					
	25% of total line length	Origin					
		Destination					
	50% of total line length	Origin					
		Destination					
	75% of total line length	Origin					
		Destination					
	At Destination Substation	Origin					
		Destination					

INDEX TO DRAWINGS
115 KV CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

DRAWN BY JM	CHECKED BY	DATE 6/77	
SCALE none	APPROVED BY DW	DWG # 115-0.0	

DATE | CH'K BY
REVISIONS

DWG NO.	TITLE
115-12.1	Crossarm Detail - Types C, D, DA, DA-T & F
115-13.0	Pole Boring, Gaining & Pole Roof
115-14.0	Plate & Channel Detail
115-14.1	Plate & Channel Detail
115-15.0	Bayonet Detail
115-15.1	Type A, Shield Wire Deadend Detail
115-16.0	Anchor Rods, Anchor Logs & Guy Wire Connections
115-16.1	Rock Anchor & Swamp Anchor Detail
115-17.0	Ground Rod Detail
115-18.0	Guying - Types A, D & E
115-18.1	Guying - Types B, B-2, C & F
115-18.2	Guying - Type DA
115-18.3	Guying - Type DA-T
115-19.0	Guy Grounding - Types B, B-2, C & DA
115-19.1	Guy Grounding - Types D & E
115-20.0	Bog Shoe Detail - Type A
115-20.1	Bog Shoe Detail - Type B & C
115-21.0	Clearing for 150' Right of Way
115-22.0	Type F Structure - Transposition - Three Phase
115-22.1	Type F Structure - Transposition - Two Phase
115-22.2	Type F Structure - Pole Top Details

INDEX TO DRAWINGS
115 KV CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

DATE	CH'K BY	DRAWN BY JM	CHECKED BY	DATE 6/77
REVISIONS		SCALE none	APPROVED BY DW	DWG # 115-0.1

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE A STRUCTURE
115 KV

Mark	Quant.	Description	Manuf.	Cat. No.
1	2	Bayonets, complete w/plate, filler washer, w/ bolts, nuts and washers 2" x 5/8" and 2½" x 5/8"	L M	LM-DN-3B2
3	4	Bolts, 5/8" x 10" for bayonet (12")	Joslyn	J 8810 J 8812
4	4	Bolts, brace 1/2" x 10"	Joslyn	J 8710
5	2	Bolts, 5/8" x 12" for crossarm brace	Joslyn	J 8812
7	3	Bolts, x-arm clamps 3/4" x 8"	Joslyn	J 8908
11	2	Bolts, machine 3/4" x 16" for crossarm	Joslyn	J 8916
19	2 pr	Brace - Wood xarm 60"	Hughes	2000CC
22	2	Preformed guy grips DE - for cross tie	Preformed	GDE-1107
23	4	Preformed "L" taps for guy to static	"	LC-MS-5963
26	2	Clevis - deadend for cross tie	Joslyn	456
33	1	Crossarm-Type A	Haley	
41	2	Rods, ground 3/4" x 8'	Joslyn	J 5338
44	2	Clamps, ground rod	L M	DN 14G1
46	2	Clamps, suspension-static wire	Lapp Bethea	N95750 FS-46
49	3	Clamps, suspension - conductor w/ socket ftg.	Bethea	ACFS-114-19-25S
51	3	Clamps, crossarm	Joslyn	J 1820
53	5	Washers, coil spring 3/4"		
54	6	Washers, coil spring 5/8"		
55	4	Washers, coil spring 1/2"		
56	4	Washers, 2" x 2" x 1/8" w/9/16" hole - square	Joslyn	J 1073
57	2	Washers, 4" x 4" x 1/4" w/13/16" hole -curved	Lapp MIF	304082 P144
60	2	Washers, 3" x 3" x 3/16" w/11/16" hole -curved	Lapp MIF	304078 P143
63	2	Plates, reinforcement for xarms	Joslyn	J 4047
64	75	Staples - 3/8" x 1-3/4" (down leads)	Joslyn	J 173
67	120'	Down Lead 3/8" galv. 3-strd. (common grade)		
72	3	Ball eye - long	Lapp BTC	6422 3014

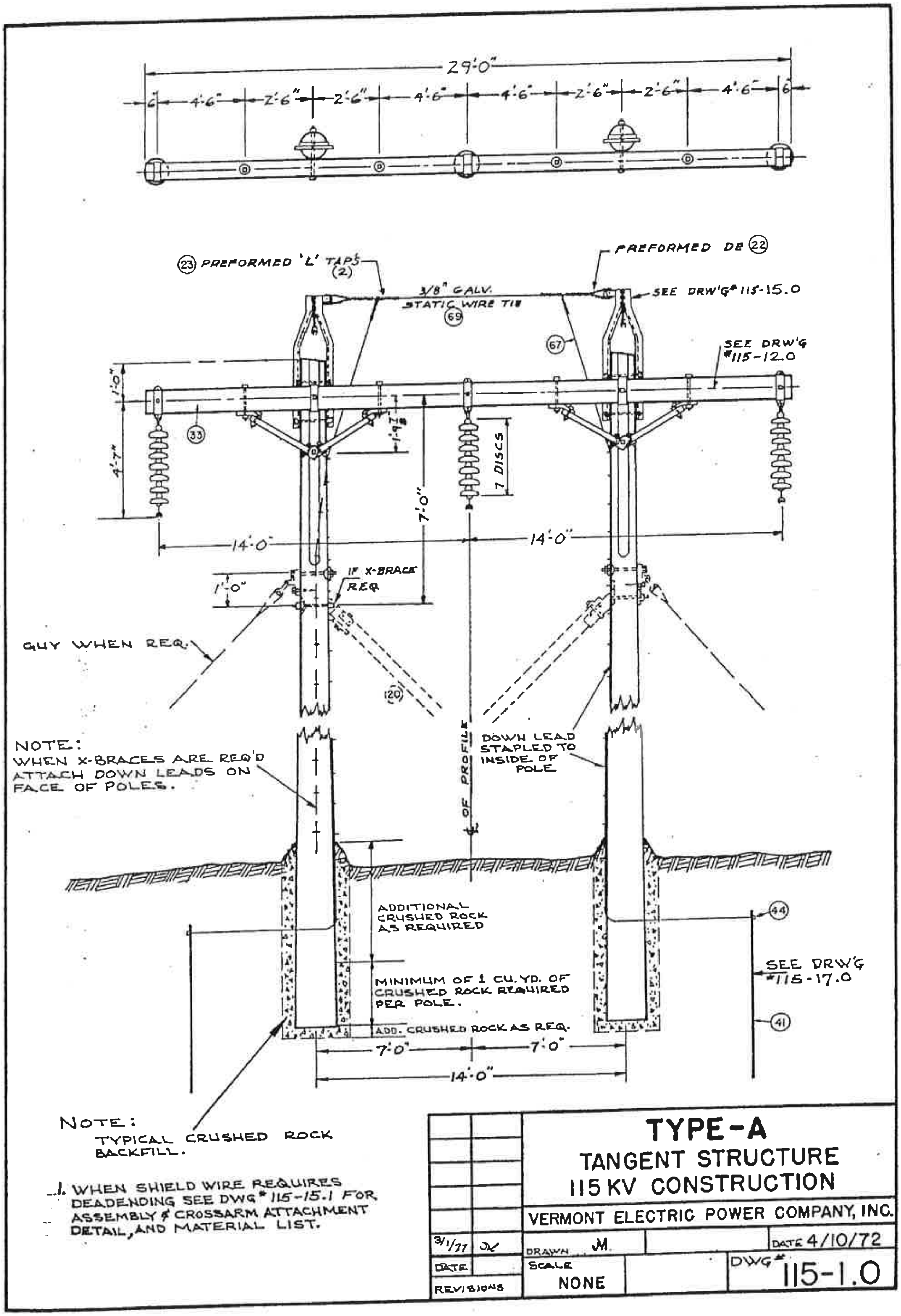
Rev. 2/77
Rev. 2/74

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE A STRUCTURE
115 KV

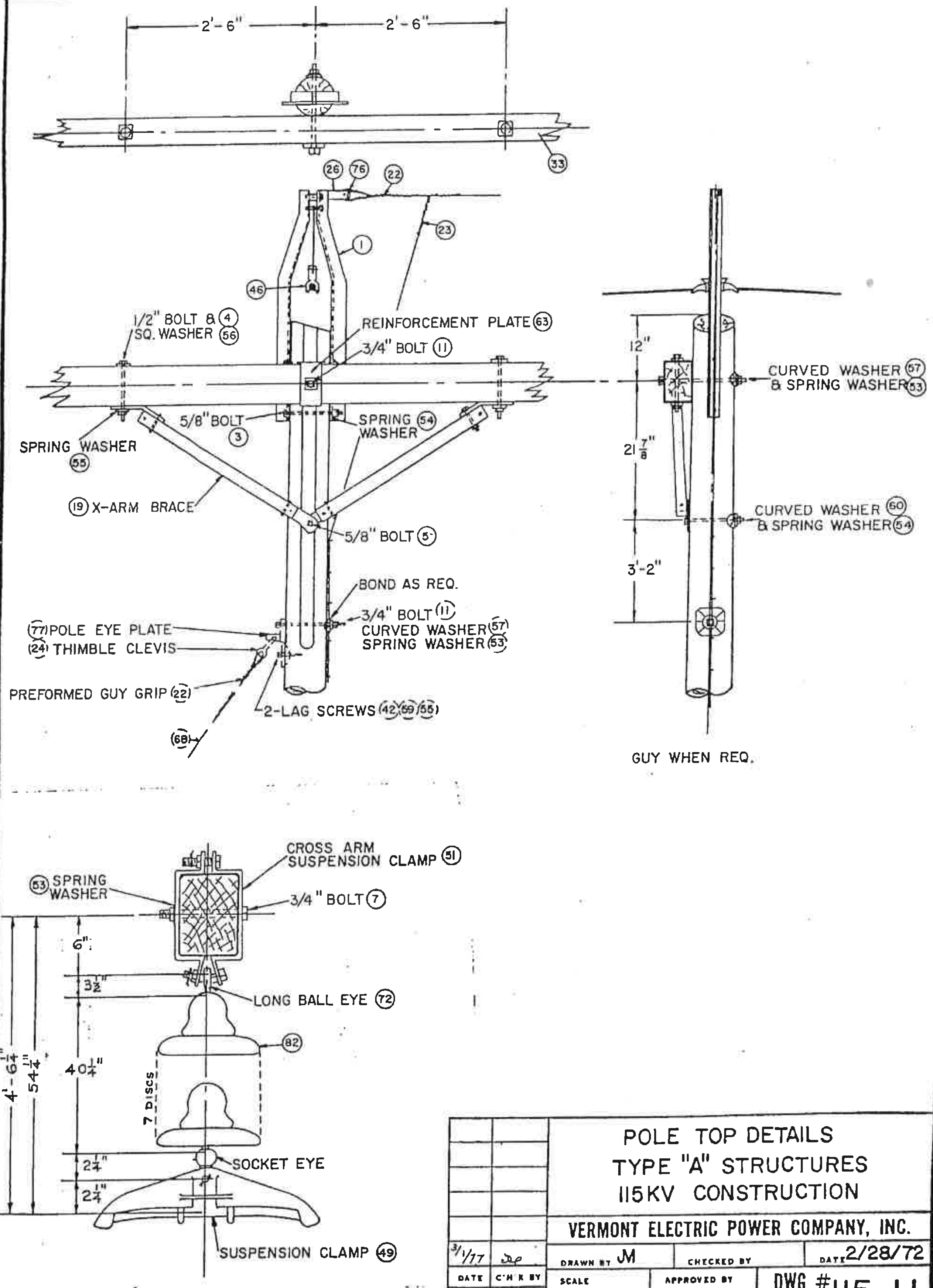
Mark	Quant	Description	Manuf.	Cat. No.
69	14'	Cable, 3/8" galv. for cross tie		Common Grade
76	2	Sheave Wheel for cross tie (roller eye)	Joslyn	J 6288
82	21	Insulators, suspension 9" disc (7 per string)	Lapp GE	9000-70 155-409- ASA-70
		When Required		
20	1	X-brace w/ mounting hardware	Hughes	1042X
73	3	150# Weights	Bethea	ASM 389-150 M-H
74	3 sets	Armor Rods		
79		Pole Roof, non metalic (used if pole cut off in field)	Joslyn	J 2108
		Side Guys - When Required		
11	2	Bolts, machine 3/4" x 16" (pole eye plate)	Joslyn	J 8916
22	4	Preformed DE guy grips	Preformed	GDE 1107
24	2	Thimble Clevis	Lapp MIF	304056 PA 271
31	2	Anchor logs 4'	Koppers	
40	2	Rods, anchor 3/4" x 8'	Joslyn	J 7328
40A		Rock anchors	Chance	R360 R 384 R372 R 396
42	4	Lags, screw 1/2" x 4"	Joslyn	8754 P
53	2	Washers, coil spring 3/4"		
55	4	Washers, coil spring 1/2"		
57	2	Washers, 4" x 4" x 1/4" w/13/16" hole- curved	Lapp MIF	304082 P144
58	2	Washers, 4" x 4" x 1/4" w/ 7/8" hole -flat	Joslyn	J 1082
61	2	Guard Guy- metal	Oliver	808
68	135'	Cable, 3/8" EHS galv. steel		
77	2	Pole Eye Plate	Lapp MIF	304021 PX 88
59	4	Washers, round 9/16"		

Rev.

REV 2/77
Rev. 2/74



29'-0"
6" 4'-6" 2'-6" 2'-6" 4'-6" 4'-6" 2'-6" 2'-6" 4'-6" 6"
(23) PREFORMED 'L' TAPS (2)
PREFORMED DE (22)
3/8" GALV. STATIC WIRE TIE (69)
SEE DRW'G # 115-15.0
(67)
SEE DRW'G #115-12.0
1'-0"
(33)
4'-7"
1'-9 7/8"
7 DISCS
7'-0"
14'-0"
14'-0"
IF X-BRACE REQ.
1'-0"
GUY WHEN REQ.
(20)
NOTE:
WHEN X-BRACES ARE REQ'D ATTACH DOWN LEADS ON FACE OF POLES.
℄ OF PROFILE
DOWN LEAD STAPLED TO INSIDE OF POLE
ADDITIONAL CRUSHED ROCK AS REQUIRED
MINIMUM OF 1 CU. YD. OF CRUSHED ROCK REQUIRED PER POLE.
ADD. CRUSHED ROCK AS REQ.
(44)
SEE DRW'G #115-17.0
(41)
7'-0"
7'-0"
14'-0"
NOTE:
TYPICAL CRUSHED ROCK BACKFILL.
1. WHEN SHIELD WIRE REQUIRES DEADENDING SEE DWG # 115-15.1 FOR ASSEMBLY & CROSSARM ATTACHMENT DETAIL, AND MATERIAL LIST.
TYPE-A
TANGENT STRUCTURE
115 KV CONSTRUCTION
VERMONT ELECTRIC POWER COMPANY, INC.
3/1/77
DATE
REVISIONS
DRAWN JM
DATE 4/10/72
SCALE NONE
DWG # 115-1.0



		POLE TOP DETAILS TYPE "A" STRUCTURES 115KV CONSTRUCTION
		VERMONT ELECTRIC POWER COMPANY, INC.
3/1/77		DRAWN BY JM · CHECKED BY · DATE 2/28/72
DATE	C'H'K BY	SCALE NONE · APPROVED BY · DWG #115-1.1
REVISIONS		

Boston Blue Print Co.-500-8-57 8½ x 11

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE A-2 STRUCTURE
115 Kv

Mark	Quant	Description	Manuf	Cat. No.
1	2	Bayonets, complete w/plate, filler washer, w/bolts, nuts & washers	L M	DN-3B2
3	4	Bolts, 5/8" x 10" (12"). for bayonets	Joslyn	J 8810 J 8812
4	8	Bolts, brace 1/2" x 10"	Joslyn	J 8710
5	2	Bolts, 5/8" x 12" for crossarm	Joslyn	J 8812
13	2	Bolts, machine 3/4" x (24")(26") (28")	Joslyn	J 8924, 8926 J 8928
14	3	Bolts, eye - forged shoulder w/washer nut, MF locknut & Cotter pin	Joslyn	J 2180
15	6	Bolts, 5/8" x 10" for plate & channel	L M	DF 3B10
19	4pr	Brace wood - Xarm 60"	Hughes	2000CC
21	3	Channel & Plate	L M	66D901M1 DP23A3
22	2	Preformed guy grip deadend -cross tie	Preformed	GDE 1107
23	4	Preformed "L" taps for top guy to static	Preformed	LCMS 5963
26	2	Clevis - deadend for cross tie	Joslyn	J 456
28	3	Clevis - ball	Lapp OB	6227 70689
33	2	Crossarms Type D		
41	2	Rods, ground 3/4" x 8'	Joslyn	J 5338
44	2	Clamps, ground rod	L M	DN14G1
46	2	Clamps, suspension - static wire	Lapp Bethea	N95750 FS-46
49	3	Clamps, suspension - conductor w/socket ftg.	Bethea	ACFS 114-19 25S
53	2	Washers, coil spring 3/4"		
54	12	Washers, coil spring 5/8"		
55	8	Washers, coil spring 1/2"		
56	8	Washers, 2" x 2" x 1/8" w/9/16" hole - square	Joslyn	J 1073

Rev. 1/78
Rev 2/77
Rev. 2/74

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE A-2 STRUCTURE
115 Kv

Mark	Quant	Description	Manuf.	Cat. No.
63	4	Plates, reinforcement for xarms	Joslyn	J 4047
64	75	Staples 3/8" x 1-3/4" (down leads)	Joslyn	J 173
67	120'	Down Lead 3/8 " galv. 3-strd. (common grade)		
69	14'	Cable, 3/8" galv. for cross tie		Common Grad
76	2	Sheave wheel (roller eye) cross tie	Joslyn	J 6288
82	21	Insulators, suspension 9" disc (7/string)	Lapp GE	9000-70 155-409- ASA-70
		When Required		
20	1	X-brace w/mounting hardware	Hughes	1042X
73	3	150# Weights	Bethea	ASM 389-150 M-H
74	3sets	Armor rods		
79		Pole roof, non metalic(used if pole cut off in the field)	Joslyn	J 2108
		Side Guys - When Required		
11	2	Bolts, machine 3/4" x 16" (pole eye plate)	Joslyn	J 8916
22	4	Preformed deadend guy grips	Preformed	GDE 1107
24	2	Thimble Clevis	Lapp MIF	304056 PA 271
31	2	Anchor logs 4'	Koppers	
40	2	Rods, anchor 3/4" x 8'	Joslyn	J 7328
40A		Rock anchors	Chance	R 360 R384 R 372 R396
42	4	Lags, screw 1/2" x 4"	Joslyn	8754P
53	2	Washers, coil spring 3/4"		
55	4	Washers, coil spring 1/2"		
57	2	Washers, 4" x 4" x 1/4" w/13/16" hole-curved	Lapp MIF	304082 P 144
58	2	Washers, 4" x 4" x 1/4" w/ 7/8 " hole - flat	Joslyn	J 1082
61	2	Guy Guards - metal	Oliver	808
59	4	Washers, round 9/16"		

Rev 1/78
Rev 2/77
Rev. 2/74

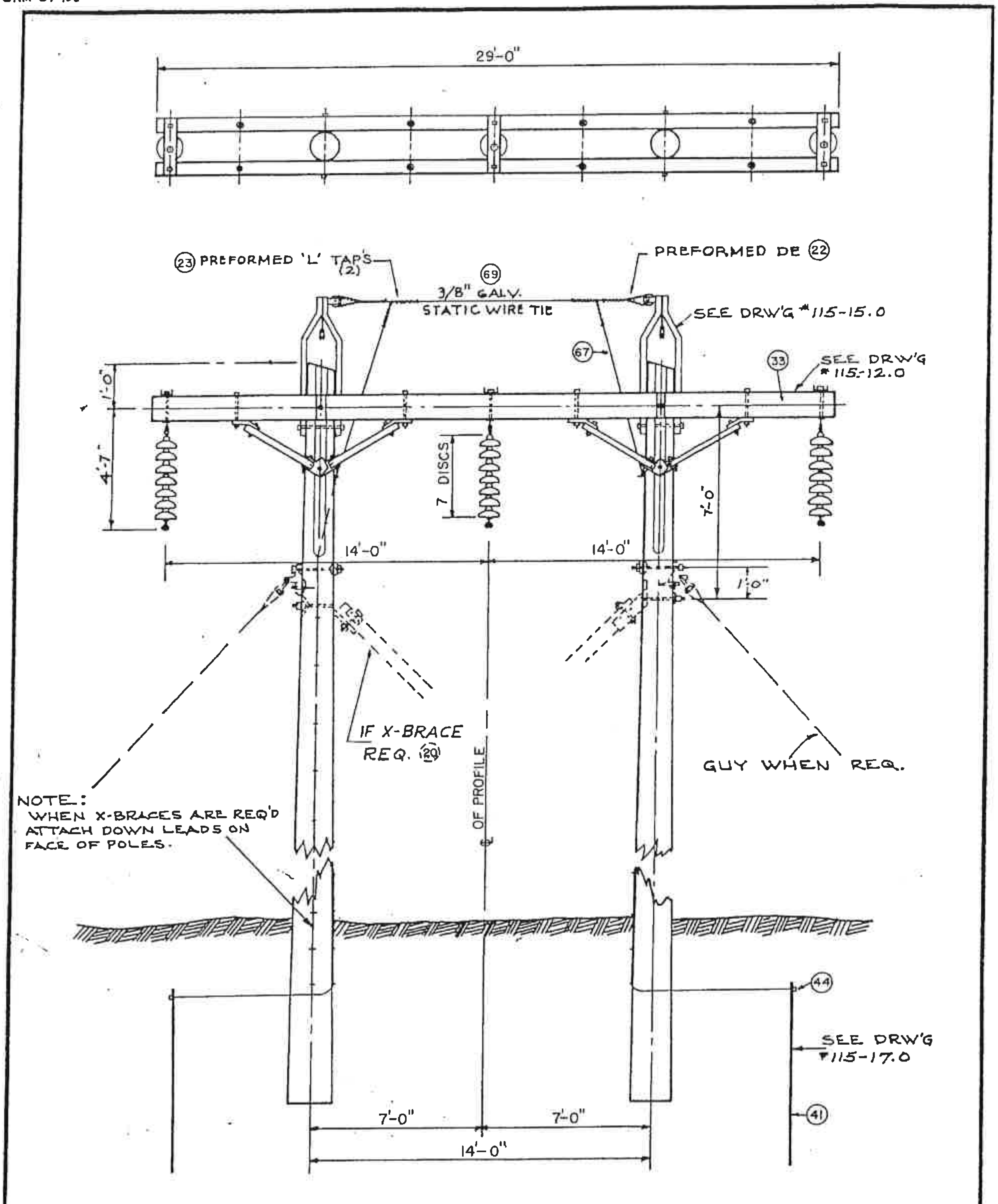
VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE A-2 STRUCTURE
115 KV

Mark	Quant	Description	Manuf.	Cat. No.
68	135'	Cable, 3/8" EHS galv. steel		
77	2	Pole eye plate	Lapp MIF	304021 PX 88

Rev 2/77

4/72

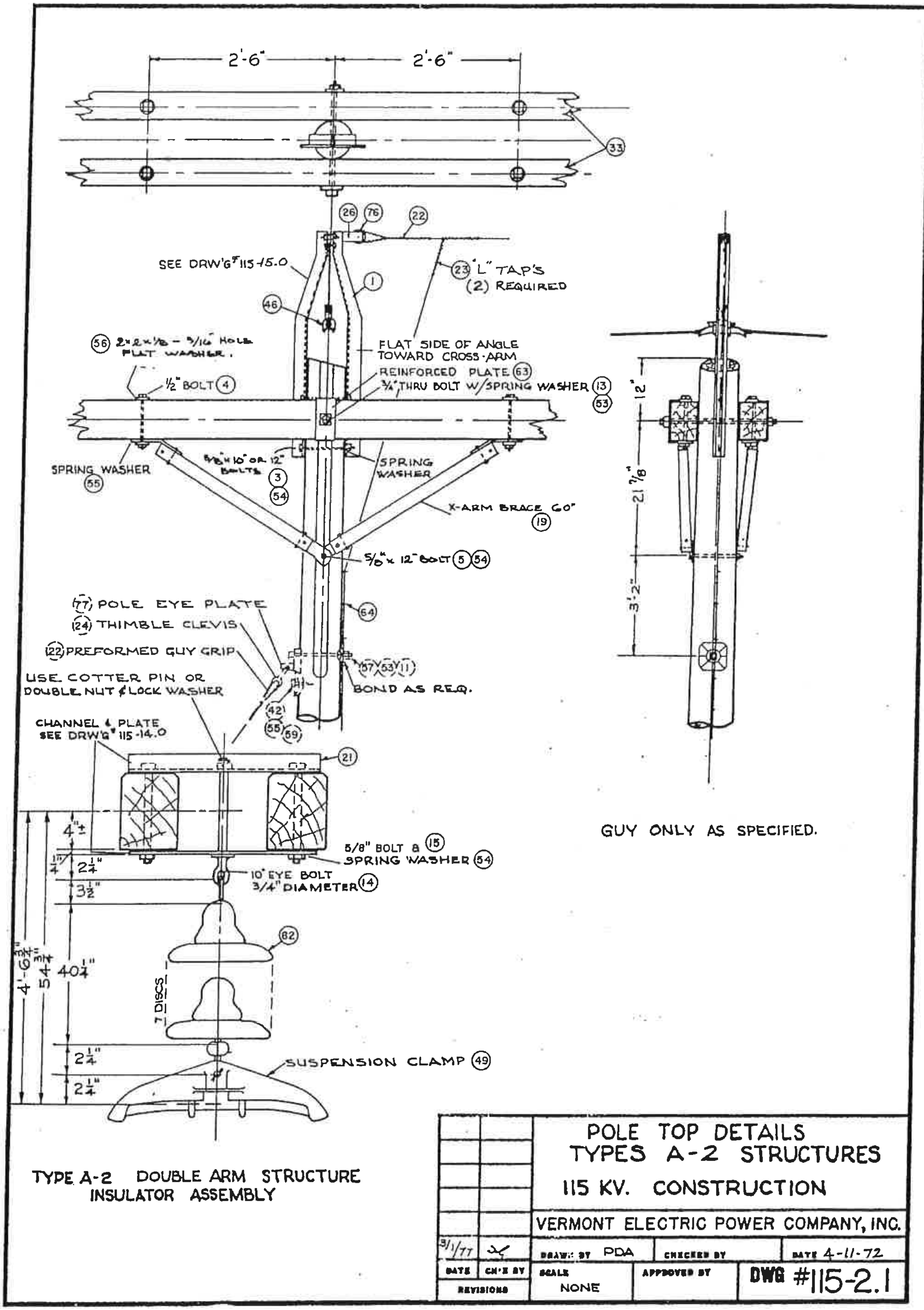
FORM CV 198



TYPE A-2
TANGENT STRUCTURE SPECIAL SPANS
115 KV CONSTRUCTION

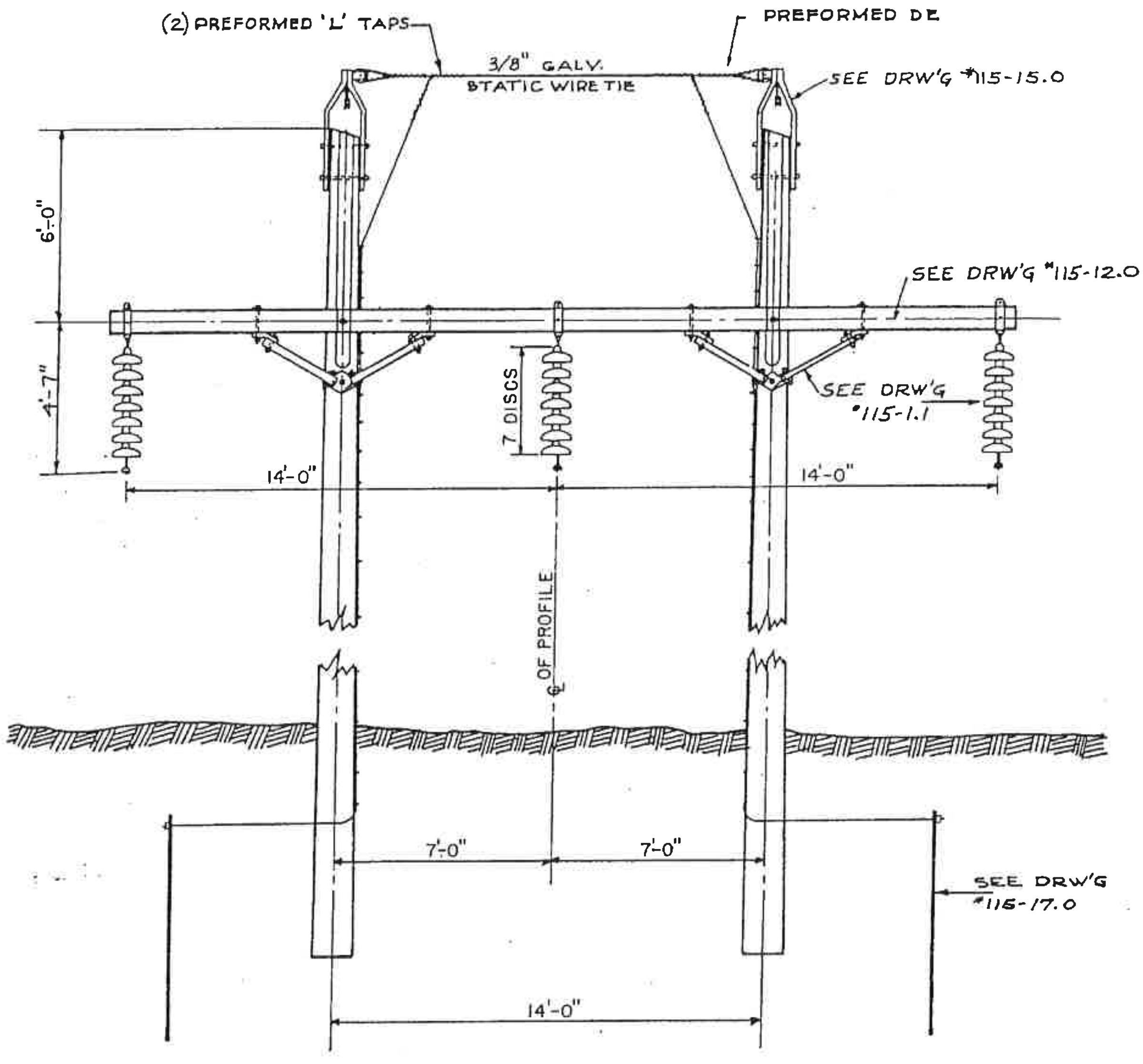
VERMONT ELECTRIC POWER COMPANY, INC.

3/1/77	[illegible]	DRAWN BY JM	CHECKED BY	DATE 4/11/72
DATE	CH'K BY	SCALE NONE	APPROVED BY	DWG #115-2.0
REVISIONS				



2'-6"
2'-6"
33
26
76
22
SEE DRW'G# 115-15.0
1
23 "L" TAP'S
(2) REQUIRED
46
56 2×2×1/8 – 9/16 HOLE FLAT WASHER.
FLAT SIDE OF ANGLE TOWARD CROSS-ARM
REINFORCED PLATE 63
1/2" BOLT 4
3/4" THRU BOLT W/SPRING WASHER 13 53
SPRING WASHER 55
5/8"×10" OR 12" BOLTS 3 54
SPRING WASHER
X-ARM BRACE 60" 19
5/8"×12" BOLT 5 54
77 POLE EYE PLATE
24 THIMBLE CLEVIS
22 PREFORMED GUY GRIP
64
USE COTTER PIN OR DOUBLE NUT & LOCK WASHER
57 53 11
BOND AS REQ.
42 55 59
CHANNEL & PLATE SEE DRW'G# 115-14.0
21
4"±
2 1/4"
3 1/2"
40 1/4"
54 3/4"
4'-6 3/4"
2 1/4"
2 1/4"
5/8" BOLT & 15
SPRING WASHER 54
10" EYE BOLT 3/4" DIAMETER 14
82
7 DISCS
SUSPENSION CLAMP 49
12"
21 7/8"
3'-2"
GUY ONLY AS SPECIFIED.
TYPE A-2 DOUBLE ARM STRUCTURE INSULATOR ASSEMBLY
POLE TOP DETAILS
TYPES A-2 STRUCTURES
115 KV. CONSTRUCTION
VERMONT ELECTRIC POWER COMPANY, INC.
3/1/77
DATE
CH'K BY
REVISIONS
DRAWN BY PDA
CHECKED BY
DATE 4-11-72
SCALE NONE
APPROVED BY
DWG #115-2.1

FORM CV 10



NOTE: FOR DETAILS NOT INDICATED ON THIS DRW'G SEE TYPE A DRW'G 115-1.0 & 115-8.0
MATERIAL SAME AS TYPE A

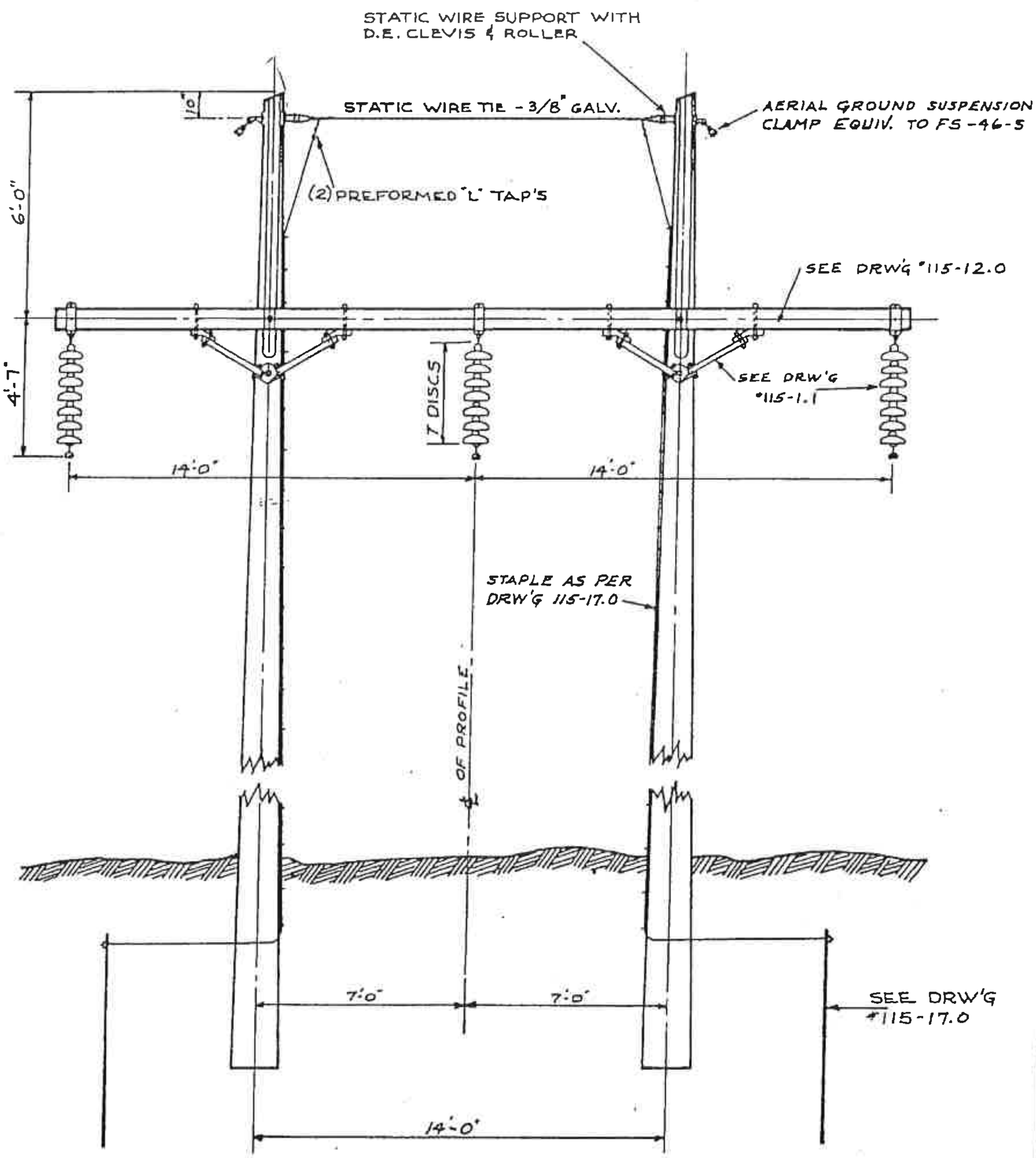
TYPE A-3 & D-3

SPECIAL FRAMING
115 KV CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

3/1/77		DRAWN BY JM	CHECKED BY	DATE 4/17/72
DATE	CH'K BY	SCALE NONE	APPROVED BY	DWG #115-3.0
REVISIONS				

FORM CV 198



NOTE: FOR DETAILS NOT INDICATED ON THIS DRW'G SEE TYPE A & TYPE D DRW'G 115-1.0 & 115-8.0 RESPECTIVELY.

3/1/77	JP
2/13/74	
DATE	CH'K BY
REVISIONS	

TYPE A-4 & D-4
SPECIAL FRAMING
115 KV. CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

DRAWN BY JM	CHECKED BY	DATE 4/17/72
SCALE NONE	APPROVED BY	DWG #115-4.0

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE B STRUCTURE
115 KV

Mark	Quant	Description	Manuf.	Cat. No.
4	5	Bolts, brace 1/2" x 10"	Joslyn	J 8710
5	3	Bolts, machine 5/8" x 12" for crossarm brace	Joslyn	J 8812
6	6	Bolts, cone head	Joslyn	J 6277
7	3	Bolts, xarm clamps 3/4" x 8"	Joslyn	J 8908
9	1	Bolt, machine 3/4" x 10" pole top	Joslyn	J 8910
10	1	Bolt, machine 3/4" x 12"	Joslyn	J 8912
12	3	Bolts, machine 3/4" x 18" crossarm	Joslyn	J 8918
16	3	Bands, pole - small	Joslyn	J 6280
19	2½Pr	Brace, wood xarm 60"	Hughes	2000CC
22	8	Preformed DE guy grips	Preformed	GDE 1107
23	6	Preformed "L" taps top guy to static	Preformed	LC MS 5963
26	4	Clevis - deadend	Joslyn	J 456
27	1	Clevis - clevis	Lapp Chance	91597 904-0154
32	1	Anchor log 8'	Koppers	
34	1	Crossarm Type B		
40	3	Rods, anchor 3/4" x 8'	Joslyn	J 7328
40A		Rock Anchors	Chance	R 360 R384 R 372 R 396
41	2	Rods, ground 3/4" x 8'	Joslyn	J 5338
42	8	Lags, screw 1/2" x 4"	Joslyn	8754P
44	2	Clamps, ground rod	L M	DN 14G1
45	1	Clamp, guy ground	Joslyn	1050
47	2	Clamps, suspension for static wire w/ socket fittings	Lapp Bethea	N95750-S FS 46 S
49	3	Clamps, suspension for conductor w/socket fittings	Bethea	ACFS 114-19 25 S
51	3	Clamps, crossarm	Joslyn	J 1820
53	8	Washers, coil spring 3/4"		

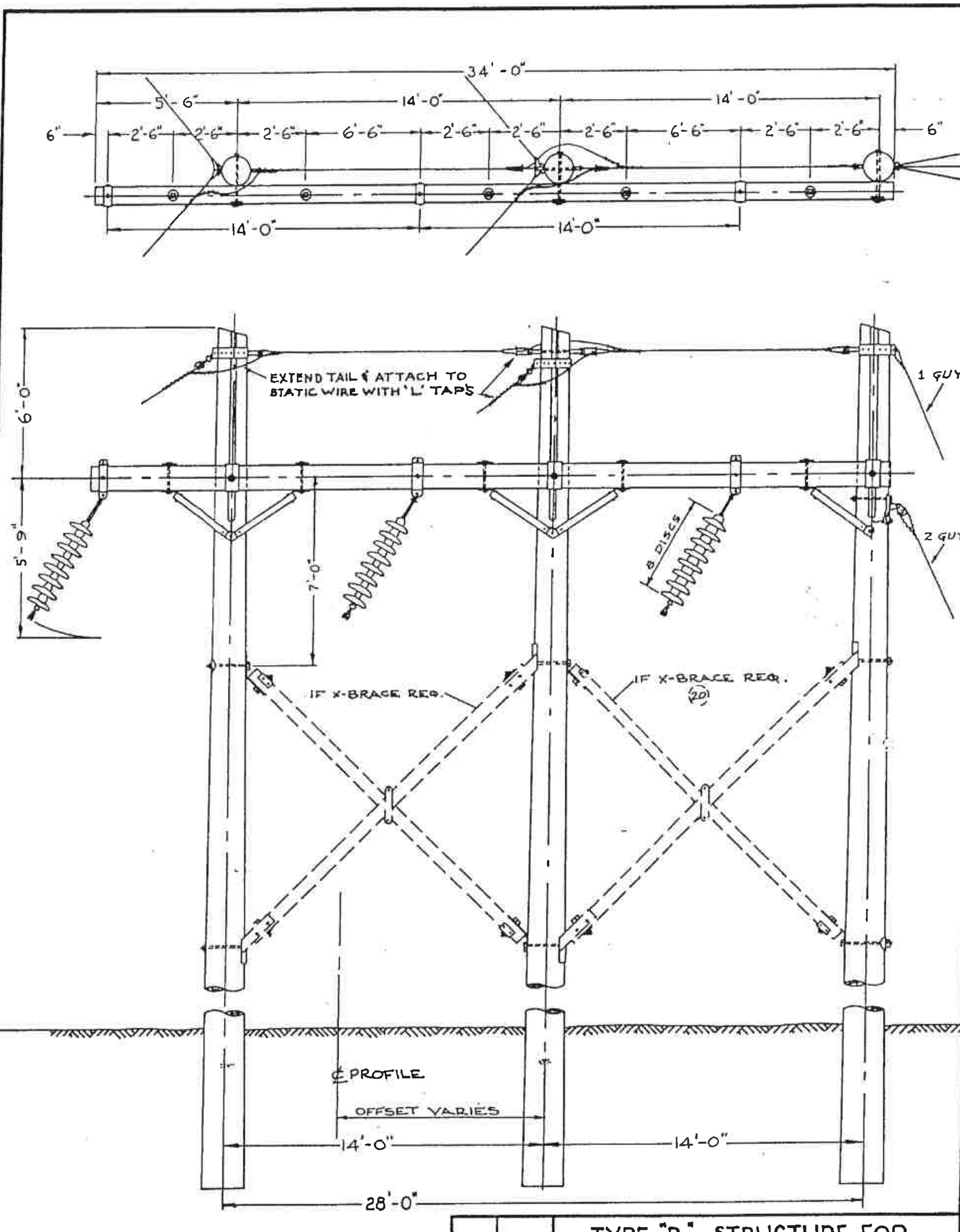
Rev 6/77
Rev 2/77
Rev. 2/74

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE B STRUCTURE
115 Kv

Mark	Quant	Description	Manuf.	Cat. No.
54	3	Washers, coil spring 5/8"		
55	13	Washers, coil spring 1/2"		
56	5	Washers, square 2" x 2" x 1/8" 9/16" hole	Joslyn	J 1073
57	4	Washers, curved 4" x 4" x 1/4" 13/16" hole	LAPP MIF	304082 P144
58	3	Washers, square 4" x 4" x 1/4" 7/8" hole	Joslyn	J 1082
59	8	Washers, round 9/16"		
60	3	Washers, curved 3" x 3" x 3/16" 11/16" hole	Lapp MIF	304078 P143
61	3	Guy Guards - metal	Oliver	808
62	2	Strandvise for span guys	Reliable	5152
63	3	Reinforcement plates for xarms	Joslyn	J 4047
66	20'	Cable, buried grd, 3/8" galv. 3-strd	(common grade)	
68	230'	Cable, guying 3/8" E HS galv. steel		
69	35'	Cable, cross tie 3/8" EHS		
72	2	Ball eye, long	Lapp BTC	6422 3014
70	3	Oval eye ball extension link	Lapp BTC	300024 3004 HT
76	5	Sheave wheel	Joslyn	J 6288
77	1	Pole eye plate	MIF	PX88
78	1	Guy attachment double sheave	Joslyn	J6274
82	24	Insulators, susp, 9" disc (8 per string)	Lapp GE	9000-70 155-409- ASA-70
		<u>When Required</u>		
20	2	X-brace w/mounting hardware	Hughes	1042X
73	3	150# Weights	Bethea	ASM 389-150 M-H
74	3 sets	Rods, armor		
79		Pole roof, non metalic (used if pole cut in field)	Joslyn	J 2108

Rev. 1/78
Rev 2/77
Rev. 2/74

Type B Str.



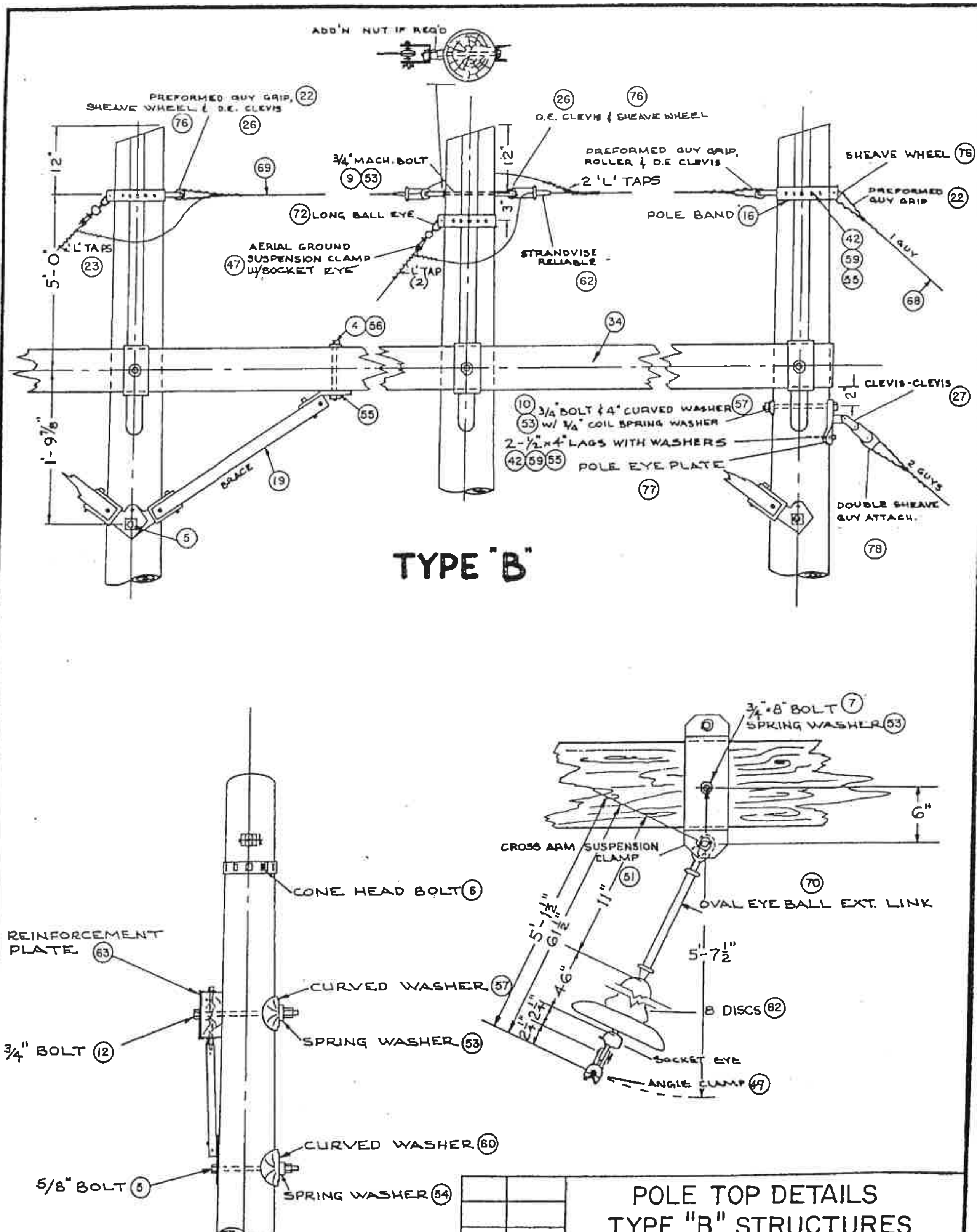
-NOTES-

1. FOR ∡'s 0°-3° CONSIDER TYPE "A". (SEE DESIGN LIMITATIONS). GUYING DRW'G #115-18.0.

2. POLE BANDS TO BE TIGHT & LAGGED WITH 2 LAGS, ROUND WASHER & SPRING WASHERS.

3. CONE HEAD BOLTS NOT UNDER TENSION TO BE SECURED WITH LOCKNUT.

		TYPE "B" STRUCTURE FOR ANGLES TO 10°
		115 KV. CONSTRUCTION
6/1/77	PR	VERMONT ELECTRIC POWER COMPANY, INC.
3/1/77		DRAWN BY P.D.A. — CHECKED BY — DATE 4-14-72
DATE	C'H'K BY	SCALE NONE — APPROVED BY — DWG #115-5.0
REVISIONS		



		POLE TOP DETAILS TYPE "B" STRUCTURES 115 KV CONSTRUCTION
6/1/77	CROSSTIE PR	VERMONT ELECTRIC POWER COMPANY, INC.
3/1/77	[illegible]	DRAWN BY JM — CHECKED BY — DATE 3/9/72
DATE	CH'K BY	SCALE NONE — APPROVED BY — DWG #115-5.1
REVISIONS		

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE B-2 STRUCTURE
115 Kv

Mark	Quant	Description	Manuf.	Cat. No.
2	3	Swinging angle bracket, w/washer bolt, and locknut, washer nut	Hughes	2821.1A
4	10	Bolts, 1/2" x 10" - brace	Joslyn	J 8710
5	3	Bolts, 5/8" x 12" for crossarm brace	Joslyn	J 8812
6	6	Bolts, cone head	Joslyn	J 6277
9	1	Bolt, thru 3/4" x 10"	Joslyn	J 8910
10	1	Bolt, thru 3/4" x 12"	Joslyn	J 8912
13	3	Bolts, thru 3/4" x (24") (26") (28")	Joslyn	J 8924,8926 J 8928
14	6	Bolts, eye - forged shoulder w/washer nut MF locknut and cotter pin	Joslyn	J 2180
15	12	Bolts, 5/8" x 10" for plate and channel	L M	DF 3B10
16	3	Pole bands, small	Joslyn	J6280
19	5 prs	Xarm brace wood 60"	Hughes	2000CC
21-1	6 sets	Plate and channel 21" long		
22	8	Preformed guy grips deadend	Preformed	GDE 1107
23	6	Preformed "L" taps	Preformed	LC MS 5963
25	3	Clevis - ball extension link	Lapp BTC	90258A 3094-2
26	4	Clevis - deadend	Joslyn	456
27	1	Clevis - clevis	Lapp Chance	91597 904-0154
32	1	Anchor log 8'	Koppers	
34	2	Crossarm Type B	Haley	
40	3	Anchor rod 3/4" x 18'	Joslyn	J 7328
40A		Rock anchors	Chance	R 360 R 384 R 372 R 396
41	2	Ground rod 3/4" x 8'	Joslyn	J 5338
42	8	Lags, screw 1/2" x 4"	Joslyn	8754P
44	2	Clamps, ground rod	L M	DN14G1
45	1	Clamp, guy ground	Joslyn	J 1050

Rev 1/78
Rev 6/7
rev 2/77

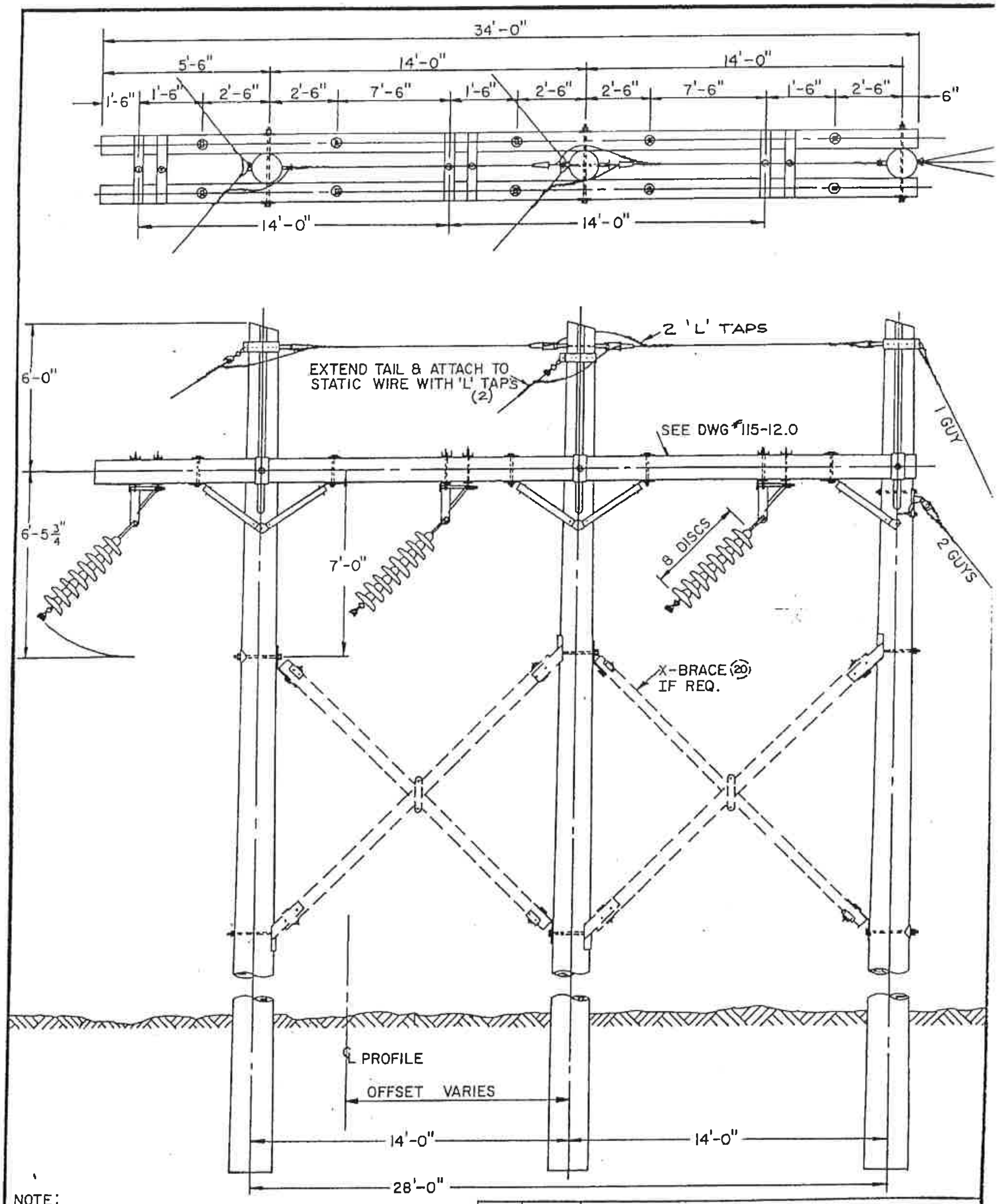
Rev. 2/74

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE B-2 STRUCTURE
115 Kv

Mark	Quant	Description	Manuf.	Cat. No.
47	2	Clamps, suspension w/socket fittings (for S.W)	Lapp Bethea	N95750-S FS 46S
50	3	Clamps, suspension w/socket fittings (for cond)	Bethea	ACF 114-26-30-S
53	5	Washers, coil spring 3/4"		
54	15	Washers, coil spring 5/8"		
55	18	Washers, coil spring 1/2"		
56	10	Washers, square 2" x 2" x 1/8" 9/16" hole	Joslyn	J1073
57	1	Washer, curved 4" x 4" x 1/4" 13/16" hole	Lapp MIF	304082 P144
58	3	Washers, flat, 4" x 4" x 1/4" 7/8 " hole	Joslyn	J 1082
59	8	Washers, round 9/16" hole		
61	3	Guy Guards metal	Oliver	808
62	2	Strandvise	Reliable	5152
63	6	Reinforcement plate	Joslyn	J 4047
66	20'	Cable, 3/8" galv. 3-strd (common grade)		
68	230'	Cable, guying 3/8" EHS galv. steel		
69	35'	Cable, 3/8" galv 3-strd for cross tie EHS		
72	2	Ball eye, long	Lapp BTC	6422 3014
76	5	Sheave wheel (roller)	Joslyn	J6288
77	1	Pole eye plate	Lapp MIF	304021 PX 88
78	1	Guy attachment double sheave	Joslyn	J6274
82	24	Insulators susp. 9" disc (8 per string)	Lapp GE	9000-70 155-409-ASA-70
		When Required		
20	2	Xbraces - w/mounting hardware	Hughes	1042X
73	3	150# Weights	Bethea	ASM 389-150 M-H
74	3 sets	Rods, armor		
79		Pole roof, non metalic (used if pole cut in field)	Joslyn	J 2108

Rev. 1/78
Rev 2/7

Rev. 2/74



NOTE:

1. POLE BANDS TO BE TIGHT & LAGGED WITH 2 LAGS, ROUND WASHERS & SPRING WASHERS.
2. CONE HEAD BOLTS NOT UNDER TENSION TO BE SECURED WITH LOCKNUTS.

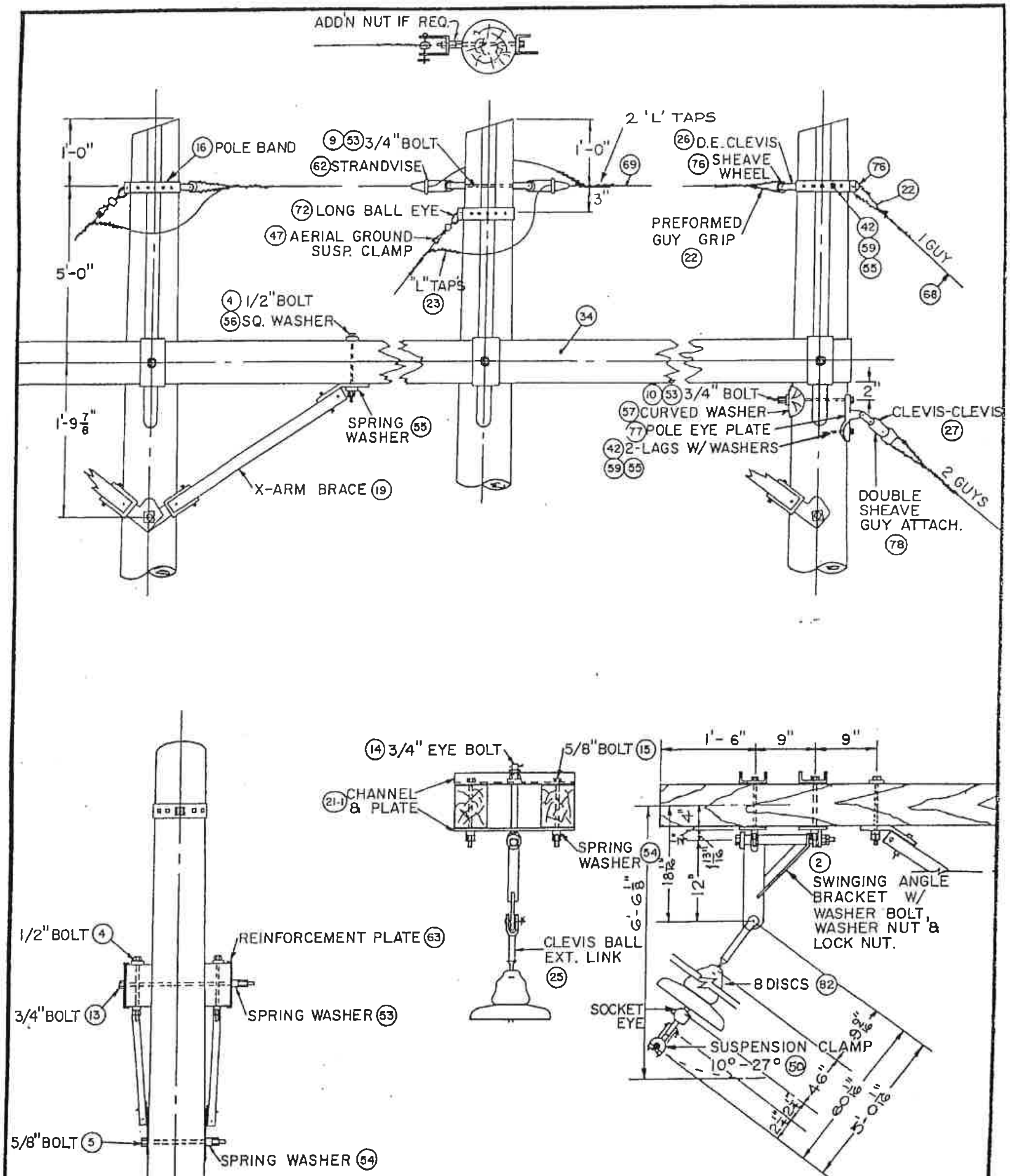
DATE	C'H'K BY
6/1/77	CROSSTIE PR
3/1/77	[illegible]
2/13/74	+ BKT #2 LOCATION

REVISIONS

TYPE "B-2" STRUCTURE FOR ANGLES 10°-27° 115 KV CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

DRAWN BY JM	CHECKED BY	DATE 3/21/72
SCALE NONE	APPROVED BY	DWG #115-6.0



POLE TOP DETAILS
TYPE "B-2" STRUCTURES
115 KV CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

DATE	C'H'R BY
6/1/77	CROSSTIE PR
3/1/77	JK
2/25/74	CHANNEL & PLATES
2/13/74	+ BKT. #2 LOCATION

REVISIONS

DRAWN BY JM | CHECKED BY | DATE 3-15-72

SCALE NONE | APPROVED BY | DWG #115-6.1

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE C STRUCTURE
115 KV

Mark	Quant	Description	Manuf.	Cat. No.
6	12	Bolts, Cone head	Joslyn	J 6277
9	1	Bolt, 3/4" x 10" pole top	Joslyn	J 8910
11	3	Bolts, 3/4" x 16" crossarm	Joslyn	J 8916
16	3	Bands, pole - small	Joslyn	J 6280
17	3	Bands, pole - large	Joslyn	J 6270
18	3	Bands, pole extension	Joslyn	J 6272
22	12	Preformed deadend guy grips	Preformed	GDE 1107
23	6	Preformed "L" taps (for top guy to static)	Preformed	LC-MS-5963
26	4	Clevis - deadend	Joslyn	J 456
29	3	Twist clips for down guys	Joslyn	J 6282A
31	2	Anchor logs 4'	Koppers	
32	1	Anchor log 8'	Koppers	
35	1	Crossarm Type C		
40	5	Rods, anchor 3/4" x 8'	Joslyn	J 7328
40A		Rock anchors	Chance	R 360 R 384 R 372 R 396
41	2	Rods, ground 3/4" x 8'	Joslyn	J 5338
42	12	Lags, screw 1/2" x 4"	Joslyn	8754P
43	1	Insulators, fiberglass strain	Anderson	GSI 3-54-1P
43A	4	Insulators, fiberglass strain	Anderson	GSI 3-78-1P
44	2	Clamps, ground rod connector	L M	DN14G1
45	2	Clamp, guy ground	Joslyn	J 1050
47	2	Clamps, suspension-static wire w/socket ftg	Lapp Bethea	N95750 FS-46-S
50	3	Clamps, suspension conductor- w/socket eye	Bethea	ACFS 114-26-30S
52	2	Chain Links	BTC	3082
53	4	Washers, coil spring 3/4"		
55	12	Washers, coil spring 1/2"		

Rev 6/77
Rev 2/77

Rev. 2/74

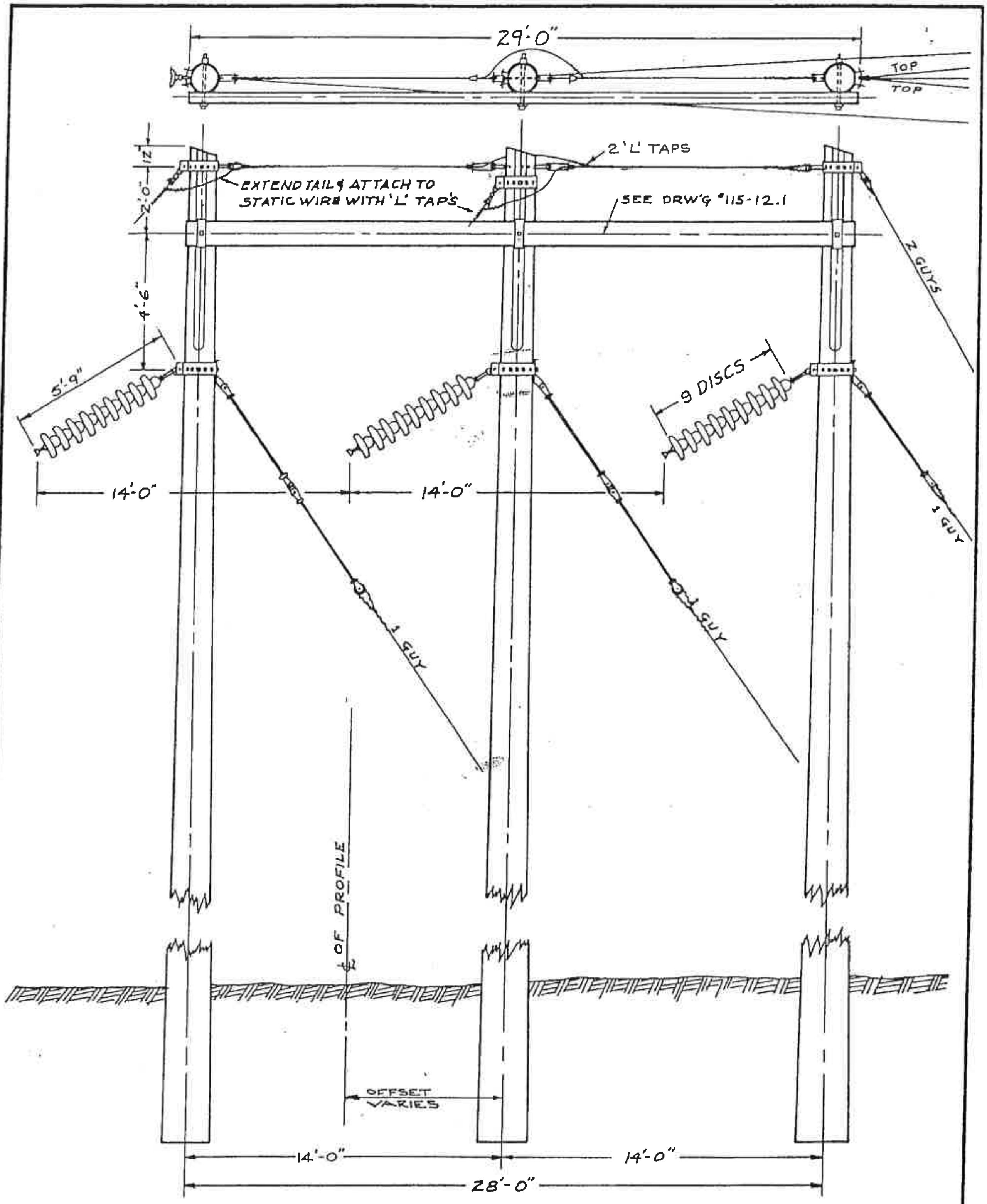
Type C Str.

Sheet 1 of 2

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE C STRUCTURE
115 KV

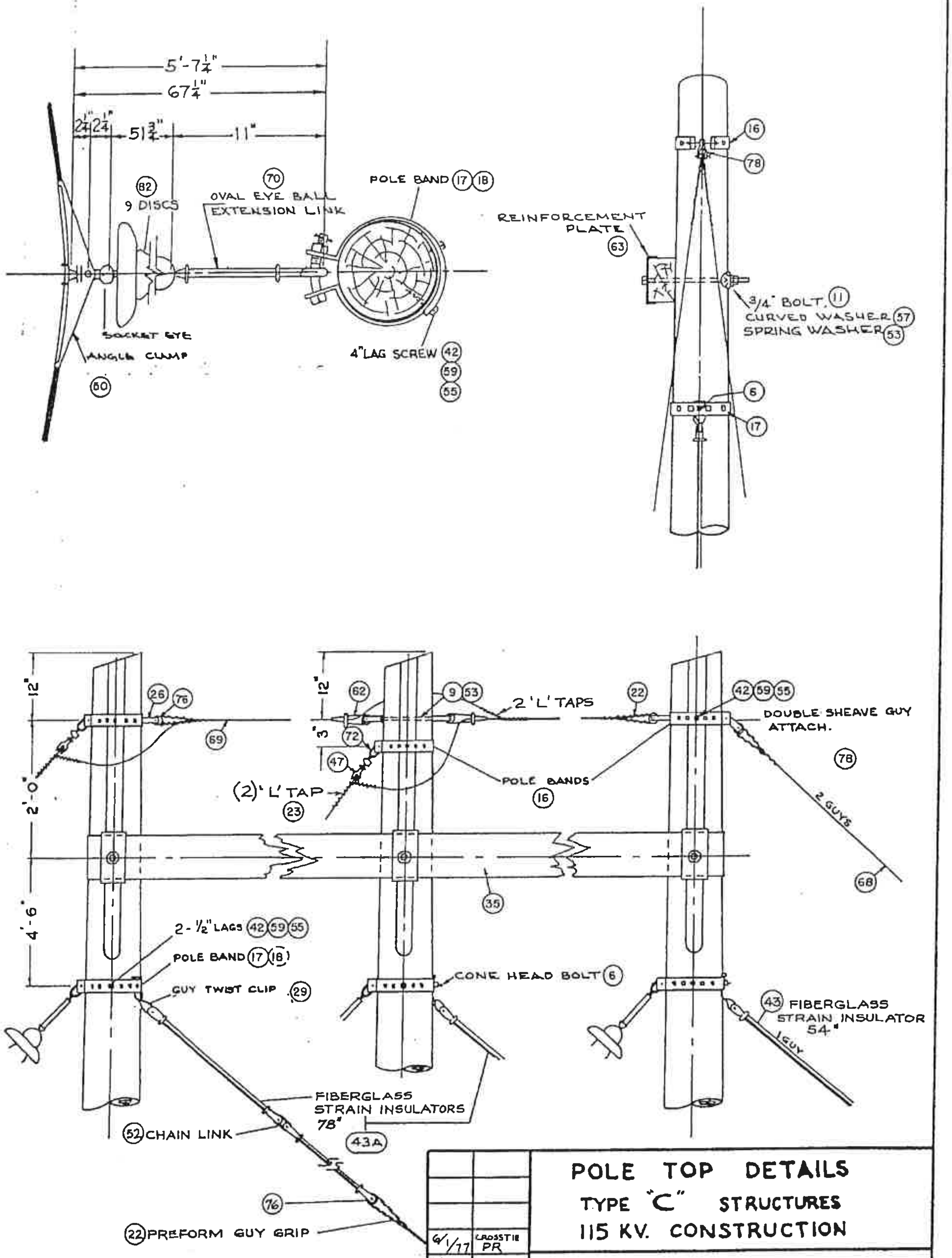
Mark	Quant	Description	Manuf.	Cat. No.
57	3	Washers, curved 4" x 4" x 1/4" 13/16" hole	Lapp MIF	804082 P 144
58	5	Washers, square 4" x 4" x 1/4" 7 / 8 hole	Joslyn	J 1082
59	12	Washers, round 1/2"		
61	5	Guy guards - metal	Oliver	808
62	2	Strandvise for span guys	Reliable	5152
63	3	Reinforcement plates	Joslyn	4047
66	20'	Cable, buried grd. 3/8" Galv. 3-strd	(common grade)	
68	300'	Cable, guying 3/8" EHS galv. steel		
69	35'	Cable, cross tie 3/8" galv. 3-strd. EHS		
70	3	Oval eye ball extension links	Lapp BTC	300024 3004HT
72	2	Ball eye - long	Lapp BTC	6422 3014
76	7	Roller eye	Joslyn	J 6288
78	1	Guy attachment double sheave	Joslyn	J 6274
82	27	Insulators, suspension 9" disc (9 per string)	Lapp GE	9000-70 155-409- ASA-70
		<u>When Required</u>		
73	3	150# Weights	Bethea	ASM 389-150 M-H
74	3 sets	Armor rods		
79		Pole roof, non-metalic (used if pole cut off in field)	Joslyn	J 2108

Rev 1/78
Rev 2/77
Rev. 2/74



NOTE:
1. POLE BANDS TO BE TIGHT AND LAGGED WITH 2 LAGS, ROUND WASHERS & SPRING WASHERS.
2. CONE HEAD BOLTS NOT UNDER TENSION TO BE SECURED WITH LOCKNUT.

		TYPE-C STRUCTURE ANGLES 27° TO 50° 115 KV CONSTRUCTION
9/1/77	CROSS TIE PR	VERMONT ELECTRIC POWER COMPANY, INC.
8/1/77	[illegible]	DRAWN BY JM — DATE 4/7/72
DATE	2/13/74	SCALE NONE — DWG # 115-7.0



POLE TOP DETAILS
TYPE "C" STRUCTURES
115 KV. CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

DATE	CH'K BY	
6/1/77	CROSSTIE PR	
3/1/77	2e	
2/13/74	FIBER-GLASS INSULATOR	

DRAWN BY P.D.A. CHECKED BY DATE 4/7/72

SCALE NONE APPROVED BY DWG #115-71

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE D STRUCTURE
115 KV

Mark	Quant	Description	Manuf.	Cat. No.
1	2	Bayonets, complete w/plate, filler washer, w/bolts, nuts, washers (2" x 5/8" and 2½" x 5/8")	L M	DN 3B2
3	4	Bolts, machine 5/8" x 10" (12") for bayonet	Joslyn	J8810,8812
4	8	Bolts, brace 1/2" x 10"	Joslyn	J 8710
5	2	Bolts, machine 5/8" x 12" for cross brace	Joslyn	J 8812
13	2	Bolts, machine 3/4" x 24" (26") (28")	Joslyn	J8924,8926 J8928
14	3	Bolts, eye 3/4" x 10" -forged shoulder w/ cotter pin or dbl. nut and lock washer	Joslyn	J 2180
15	6	Bolts, 5/8" x 10" for plate & channel	L M	DF 3B10
19	4 pr	Brace wood xarms	Hughes	2000CC
20	1	Xbrace w/mounting hardware	Hughes	1042X
21	3	Channel & Plate	L M	66D901M1 DP23A3
22	2	Preformed guy grips - deadend	Preformed	GDE 1107
23	4	Preformed "L" taps	Preformed	LC-MS-5963
26	2	Clevis - deadend	Joslyn	J 456
28	6	Clevis - ball	~~Lapp~~ OB	~~6227~~ 70689
30	6	Plates - yoke 18"	Chance	C904-0329
36	2	Crossarms Type D		
39A	6	Socket clevis	~~Lapp~~ BTC	~~6228~~ 3040
41	2	Rods, ground 3/4" x 8'	Joslyn	J 5338
44	2	Clamps, ground rod 3/4"	L M	DN 14G1
46	2	Clamps, suspension for s/w	Lapp Bethea	N95750 FS-46
48	3	Clamps, suspension w/clevis for cond.	Bethea	ACFS 114-19 -25C
53	2	Washers, coil spring 3/4"		
54	12	Washers, coil spring 5/8"		
55	8	Washers, coil spring 1/2"		

Rev 2/77
Rev. 2/74

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE D STRUCTURE
115 KV

Mark	Quant	Description	Manuf.	Cat. No.
56	8	Washers, 2" x 2" x 1/8" - 9/16" hole square	Joslyn	J 1073
63	4	Reinforcement plate for Xarms	Joslyn	J 4047
64	75	Staples 3/8" x 1-3/4"	Joslyn	J 173
67	120'	Down lead 3/8" galv. 3-strd - common grade		
69	14'	Static wire 3/8" galv. cross tie		Common Grade
75	3	Shackle - anchor	BTC	3023
76	2	Sheave wheel (roller eye)	Joslyn	J 6288
82	48	Insulators, Discs 9" (8 per string)	Lapp GE	9000-70 155-409- ASA-70
		<u>When Required</u>		
73	3	150# Weights	Bethea	ASM 389-150 M-H
74	3 sets	Armor rods		
79		Pole Roof, non-metalic(used if pole cut in field)	Joslyn	J 2108
		<u>Line Guys - When Required</u>		
10	2	Bolts, thru 3/4" x 12"	Joslyn	J 8912
10A	2	Bolts, thru 3/4" x 14"	Joslyn	J 8914
22	8	Preformed Guy grips - deadend	Preformed	GDE 1107
24	4	Thimble Clevis	Lapp MIF	304056 PA 271
31	4	Anchor logs 4 ft.	Koppers	
40A		Rock anchors	Chance	R360, 372 R384 396
45	4	Clamp, ground guy	Joslyn	J 1050
53	4	Washers, coil spring 3/4"		
58	4	Washers, 4" x 4" x 1/4" w/ 7/8 " hole Flat	Joslyn	J1082
40	4	Rods, anchor 3/4" x 8'	Joslyn	J 7328

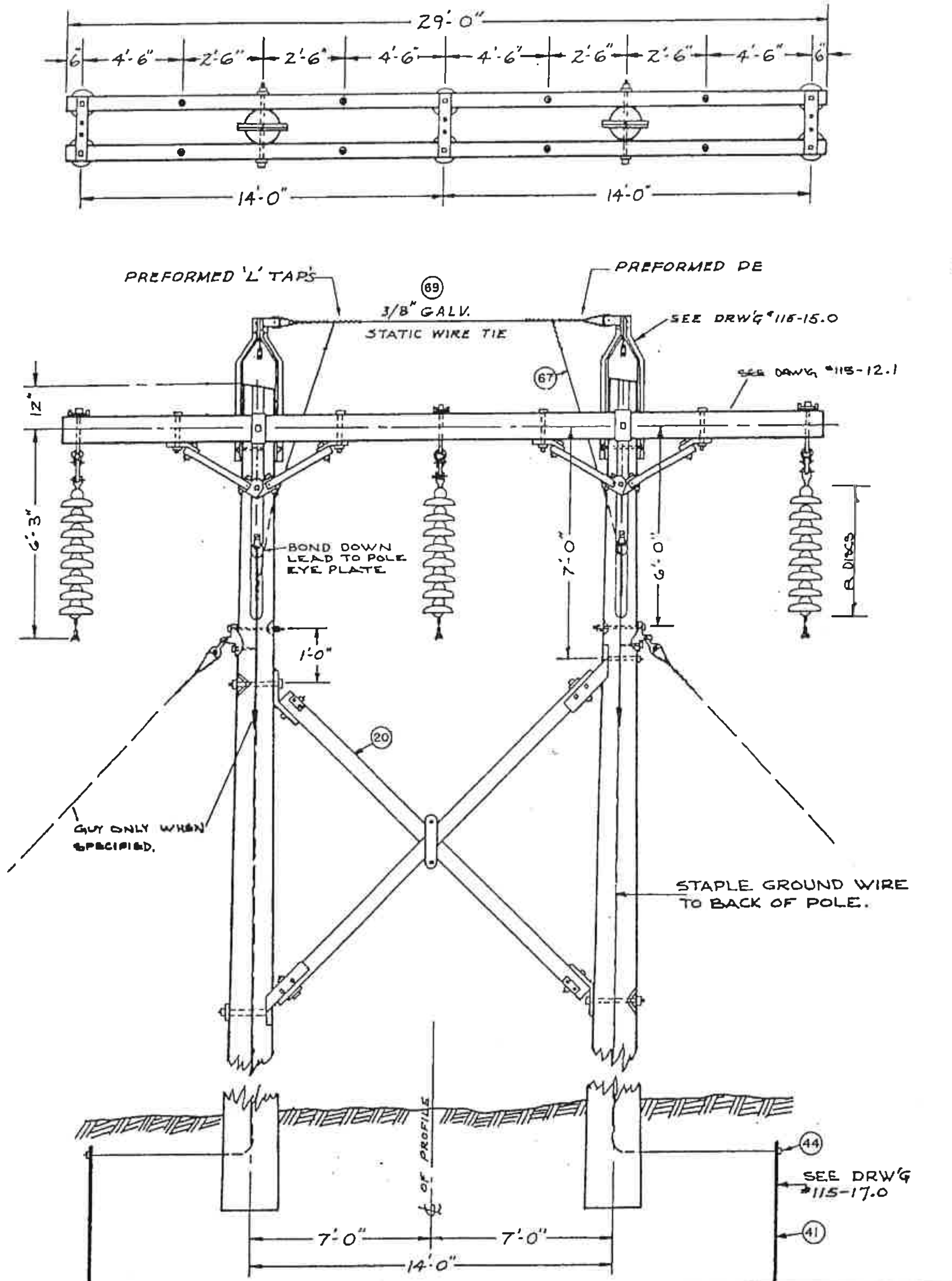
Rev 1/78
Rev 2/77
Rev. 2/74

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE D STRUCTURE
115 KV

Mark	Quant	Description	Manuf.	Cat. No.
61	4	Guy guards - metal	Oliver	808
66	230'	Cable, 3/8" galv. 3-strd.(common grade)		
68	275'	Cable, guying 3/8" EHS Galv. Steel		
77	4	Pole eye plate	Lapp MIF	304021 PX 88
		Side Guys - When Required Refer to Side Guy Materials for Type "A"		

Rev 2/77

4/72

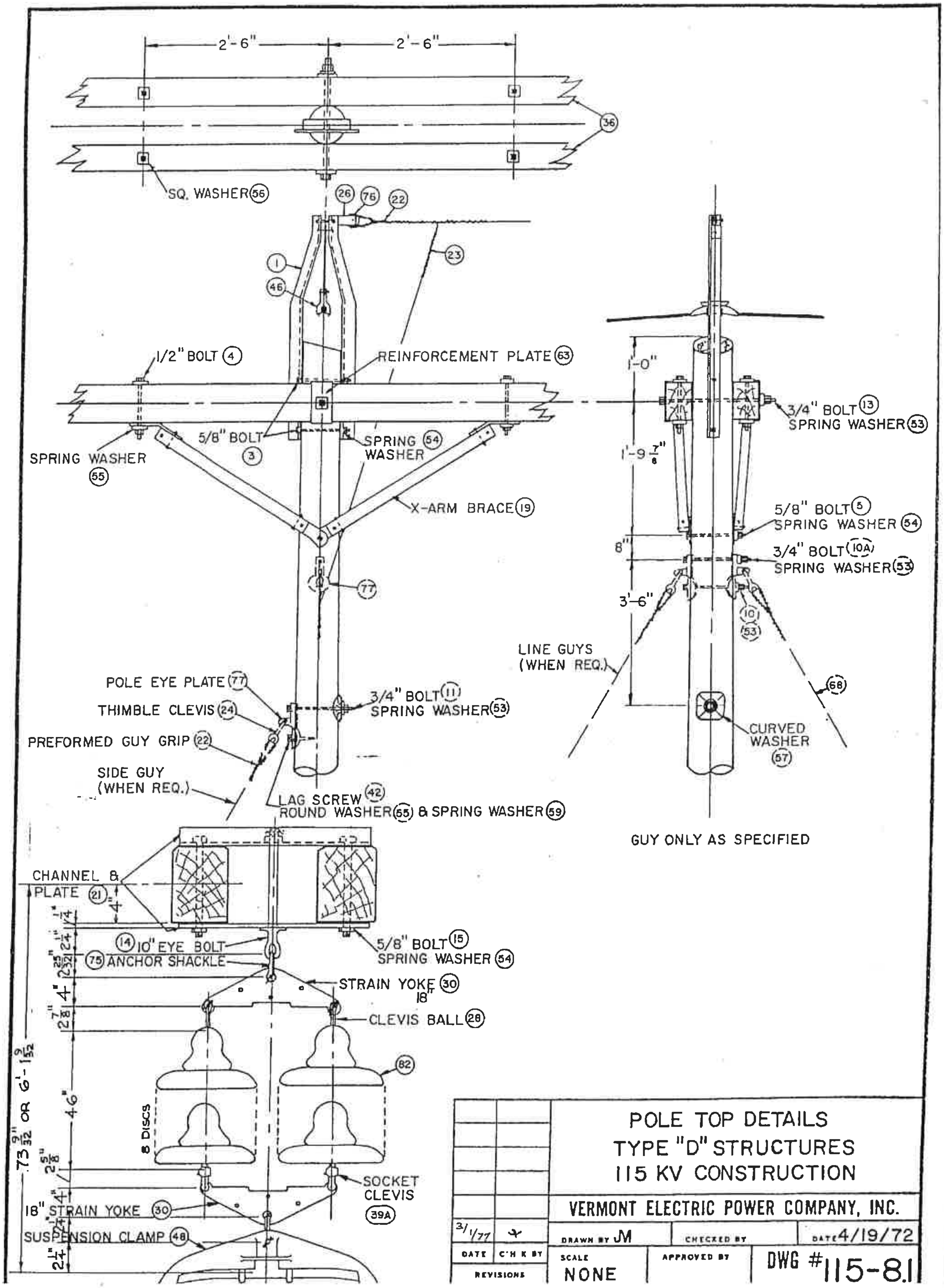


TYPE – D

HWY & RAILROAD X-INGS
115 KV CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

3/1/77	JL	DRAWN BY JM		DATE 4/19/72
DATE		SCALE NONE		DWG # 115-80
REVISIONS				



POLE TOP DETAILS
TYPE "D" STRUCTURES
115 KV CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

3/1/77	[illegible]	
DATE	CH'K BY	
REVISIONS		

DRAWN BY JM | CHECKED BY | DATE 4/19/72

SCALE NONE | APPROVED BY | DWG # 115-8.1

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE DA STRUCTURE
115 KV

Mark	Quant	Description	Manuf.	Cat. No.
6	18	Bolts, cone head	Joslyn	J 6277
7	3	Bolts, Xarm clamp 3/4"	Joslyn	J 8908
9	1	Bolt, thru 3/4" x 10"	Joslyn	J 8910
11	3	Bolts, thru 3/4" x 16"	Joslyn	J 8916
16	3	Bands, pole - small	Joslyn	J 6280
17	6	Bands, pole - large	Joslyn	J 6270
18	6	Bands, extensions pole	Joslyn	J 6272
20	2	Xbrace w/mounting hardware	Hughes	1042X
22	22	Preformed Guy grips-deadend	Preformed	GDE 1107
23	8	Preformed "L" taps	Preformed	LC MS 5963
24	3	Thimble clevis	Lapp MIF	304056 PA 271
26	4	Clevis - deadend	Joslyn	J 456
29	10	Clips- twist type for guys	Joslyn	J6282A
31	6	Anchor logs -4 ft.	Koppers	
32	1	Anchor logs -8 ft.	Koppers	
37	1	Crossarm-Type DA		
38	2	Adjustable Compression DE-static wire	Alcoa	4620-12
39	6	Adjustable Compression DE- conductor	Alcoa	AC-9300 7534-122HV 5134-122HV
40	7	Rods, anchor 3/4" x 8'	Joslyn	J 7328
40A		Rock anchors	Chance	R360,372 R384,396
41	2	Rods, ground 3/4" x 8'	Joslyn	J5338
42	18	Lags, screw 1/2" x 4"		8754-P
43	7	Fiberglass strain insulators	Anderson	GSI-3-54-1P
44	2	Clamp, ground rod 3/4"	L M	DN 14G1
45	3	Clamp, guy ground	Joslyn	J 1050
47	1	Clamp, suspension w/socket for S.W.	Bethea	FS 46-S

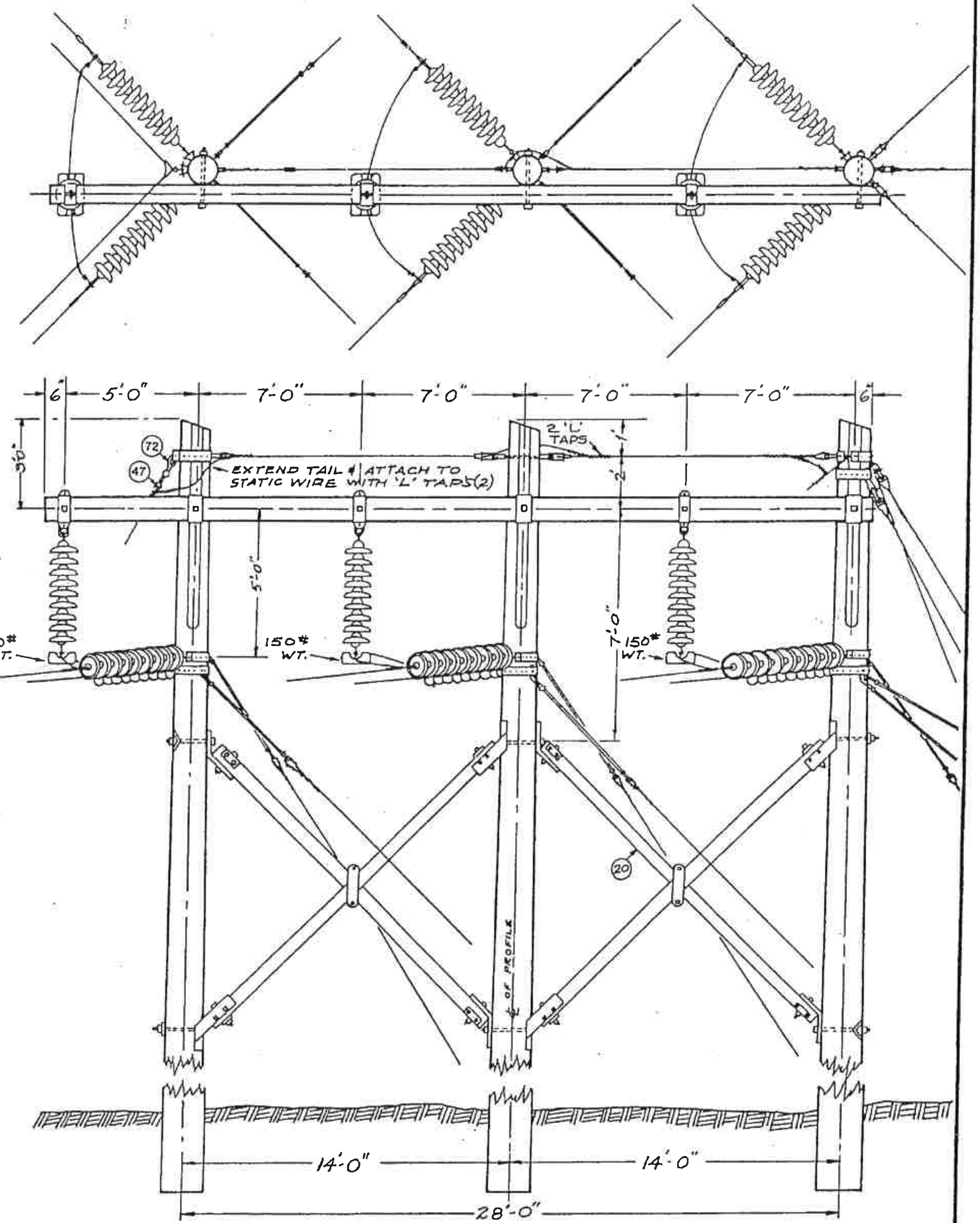
Rev 6/77
Rev 2/77
Rev 2/74

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE DA STRUCTURE

115 KV

Mark	Quant	Description	Manuf.	Cat. No.
49	3	Clamp, suspension w/socket for conductor	Bethea	ACFS-114-19-25S
51	3	Clamp, crossarm	Joslyn	J 1820
52	2	Chain Link	BTC	3082
53	7	Washers, coil spring 3/4"		
55	18	Washers, coil spring 1/2"		
57	3	Washers, 4" x 4" x 1/4" 13/16" curved	Lapp MIF	304082 P 144
58	7	Washers, 4" x 4" x 1/4" 7/8 " flat	Joslyn	J 1082
59	18	Washers, round 9/16"		
61	7	Guards, guy- metal	Oliver	808
62	2	Strandvise for span guys	Reliable	5152
63	3	Reinforcement plate for xarms	Joslyn	4047
66	100'	Cable, 3/8" galv. 3-strd. (common grade)		
68	550'	Cable, guying 3/8" EHS galv. steel		
69	35'	Static wire - cross tie 3/8" galv. EHS		
70	6	Oval eye ball extension link	Lapp BTC	300024 3004-HT
71	6	Socket eye extension link	Lapp BTC	93161B 4314B
72	4	Ball eye - long	Lapp BTC	6422 3014
73	3	150# Weights	Bethea	ASM 389-150-M-H
76	11	Sheave wheel	Joslyn	J 6288
82	78	Insulators Discs 9" 3 strings of 8 (Idler) 6 strings of 9	GE Lapp	155-409-ASA-70 9000-70
		<u>When Required</u>		
79		Pole roof, non-metalic (used if pole cut in field)	Joslyn	J 2108
		<u>S.W. DE guys under 50°</u>		
40	2	Rods, anchor 3/4" x 8'	Joslyn	J7328
31	2	Logs, anchor 4'	Koppers	
58	2	Washers 4" x 4" x 1/4" 13/16" flat	Hughes	SW-4-70

Rev. 1/78
Rev 2/77
Rev. 2/74



NOTE:

1. POLE BANDS TO BE TIGHT & LAGGED WITH 2 LAGS, ROUND WASHERS & SPRING WASHERS.
2. CONE HEAD BOLTS NOT UNDER TENSION TO BE SECURED WITH LOCKNUTS.
3. FOR ANGLES LESS THAN 50° SEE DRAWING #115-18.2

TYPE DA STRUCTURE FOR ANGLES OVER 50°

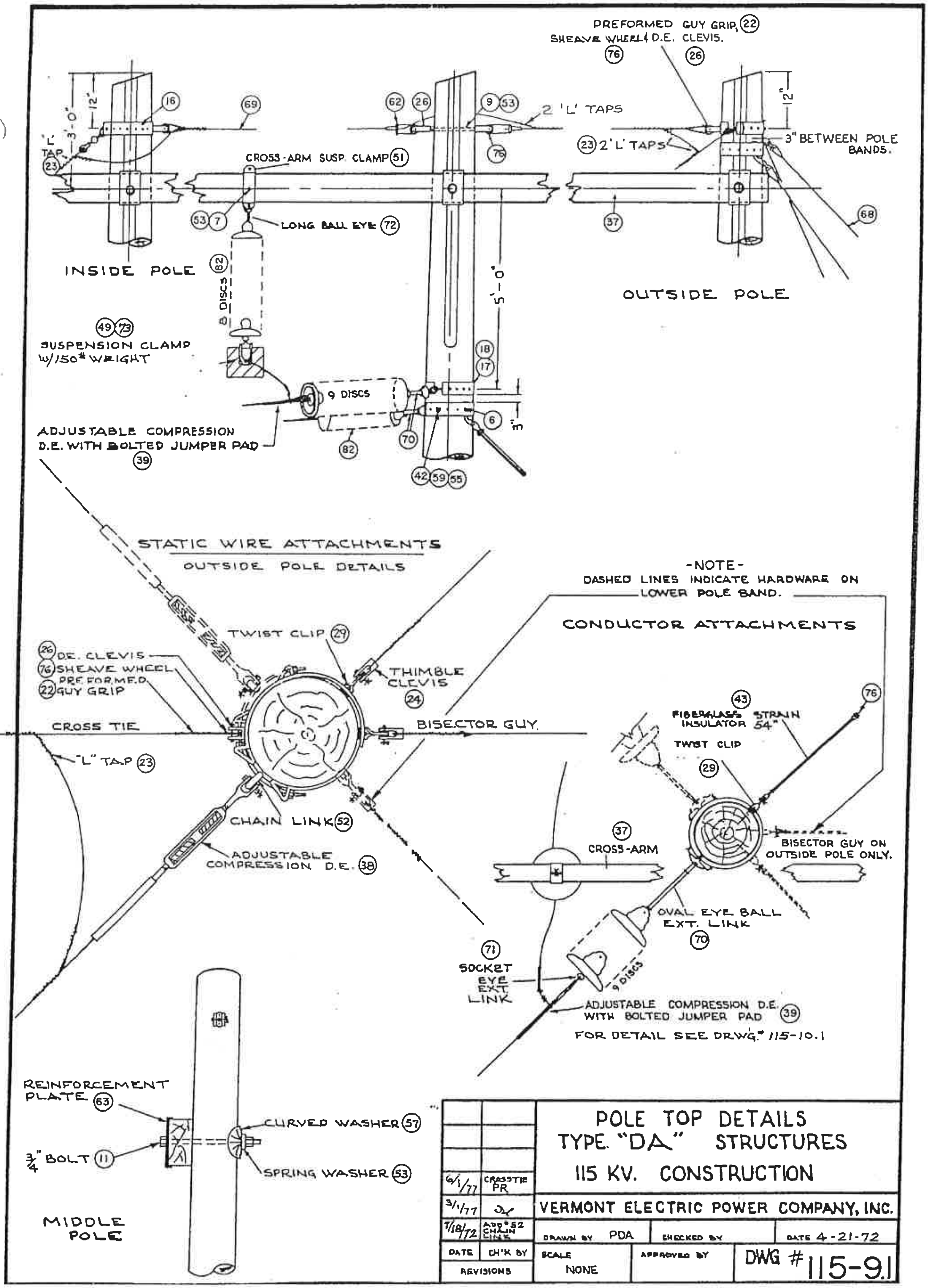
115 KV. CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

DATE	CHK'D BY	
9/1/77	CROSSTIE PR	
3/1/77	[illegible]	
REVISIONS		

DRAWN BY JM — CHECKED BY — DATE 4/20/72

SCALE NONE — APPROVED BY — DWG # 115-9.0


PREFORMED GUY GRIP (22)
SHEAVE WHEEL & D.E. CLEVIS. (76) (26)
12"
3'-0"
(16)
(69)
"L" TAP (23)
(62) (26) (9) (53)
2 'L' TAPS
(76)
(23) 2 'L' TAPS
3" BETWEEN POLE BANDS.
CROSS-ARM SUSP. CLAMP (51)
(53) (7)
LONG BALL EYE (72)
(37)
(68)
INSIDE POLE
(82)
8 DISCS
5'-0"
OUTSIDE POLE
(49) (73)
SUSPENSION CLAMP W/150# WEIGHT
(18)
(17)
9 DISCS
(6)
3"
ADJUSTABLE COMPRESSION D.E. WITH BOLTED JUMPER PAD (39)
(82)
(70)
(42) (59) (55)
STATIC WIRE ATTACHMENTS
OUTSIDE POLE DETAILS
-NOTE-
DASHED LINES INDICATE HARDWARE ON LOWER POLE BAND.
CONDUCTOR ATTACHMENTS
TWIST CLIP (29)
(26) D.E. CLEVIS
(76) SHEAVE WHEEL
PREFORMED (22) GUY GRIP
THIMBLE CLEVIS (24)
CROSS TIE
BISECTOR GUY
"L" TAP (23)
(43)
FIBERGLASS STRAIN INSULATOR 54"
(76)
TWIST CLIP (29)
CHAIN LINK (52)
ADJUSTABLE COMPRESSION D.E. (38)
(37) CROSS-ARM
BISECTOR GUY ON OUTSIDE POLE ONLY.
OVAL EYE BALL EXT. LINK (70)
(71) SOCKET EYE EXT. LINK
9 DISCS
ADJUSTABLE COMPRESSION D.E. WITH BOLTED JUMPER PAD (39)
FOR DETAIL SEE DRWG.# 115-10.1
REINFORCEMENT PLATE (63)
3/4" BOLT (11)
CURVED WASHER (57)
SPRING WASHER (53)
MIDDLE POLE
POLE TOP DETAILS
TYPE "DA" STRUCTURES
115 KV. CONSTRUCTION
VERMONT ELECTRIC POWER COMPANY, INC.
6/1/77 CROSSTIE PR
3/1/77
7/18/72 ADD #52 CHAIN LINK
DATE CH'K BY
REVISIONS
DRAWN BY PDA
CHECKED BY
DATE 4-21-72
SCALE NONE
APPROVED BY
DWG # 115-9.1

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE E STRUCTURE
115 KV

Mark	Quant	Description	Manuf.	Cat. No.
4	8	Bolts, brace 1/2" x 10'	Joslyn	J 8710
5	2	Bolts, machine 5/8" x 12"	Joslyn	J 8812
8	3	Bolts, DA 3/4" x 24" (26") (28")	Joslyn	J 8894,8896 J 8897
9	2	Bolts, thru 3/4" x 10"	Joslyn	J 8910
10	4	Bolts, thru 3/4" x 12"	Joslyn	J 8912
10A	4	Bolts, thru 3/4" x 14"	Joslyn	J 8914
13	2	Bolts, thru 3/4" x 24" (26") (28")	Joslyn	J8924,8926 J8928
19	4pr	Brace wood xarm 60"	Hughes	2000CC
20	1	X-brace w/mounting hardware	Hughes	1042X
22	8	Preformed Guy grips - deadend	Preformed	GDE 1107
23	20	Preformed "L" taps	Preformed	LC MS-5963
24	4	Thimble clevis	Lapp MIF	304056 PA 271
26	6	Clevis - deadend	Joslyn	J 456
31	4	Anchor logs 4 ft.	Koppers	
33	2	Crossarms - Type A		
38	4	Adjustable Compression DE-static wire	Alcoa	4620-12
39	6	Adjustable Compression DE-conductor	Alcoa	AC 9300 7534-122HV 5134-122HV
40A		Rock anchors	Chance	R360,372 R384,396
40	4	Rods, anchor 3/4" x 8'	Joslyn	J 7328
41	2	Rods, ground 3/4" x 8'	Joslyn	J 5338
44	4	Clamp, ground rod 3/4"	L M	DN 14G1
45	4	Clamp, guy ground	Joslyn	J 1050
51	6	Clamp, crossarm	Joslyn	J 1820
53	16	Washers, coil spring 3/4"		

Rev 2/77

Rev. 2/74

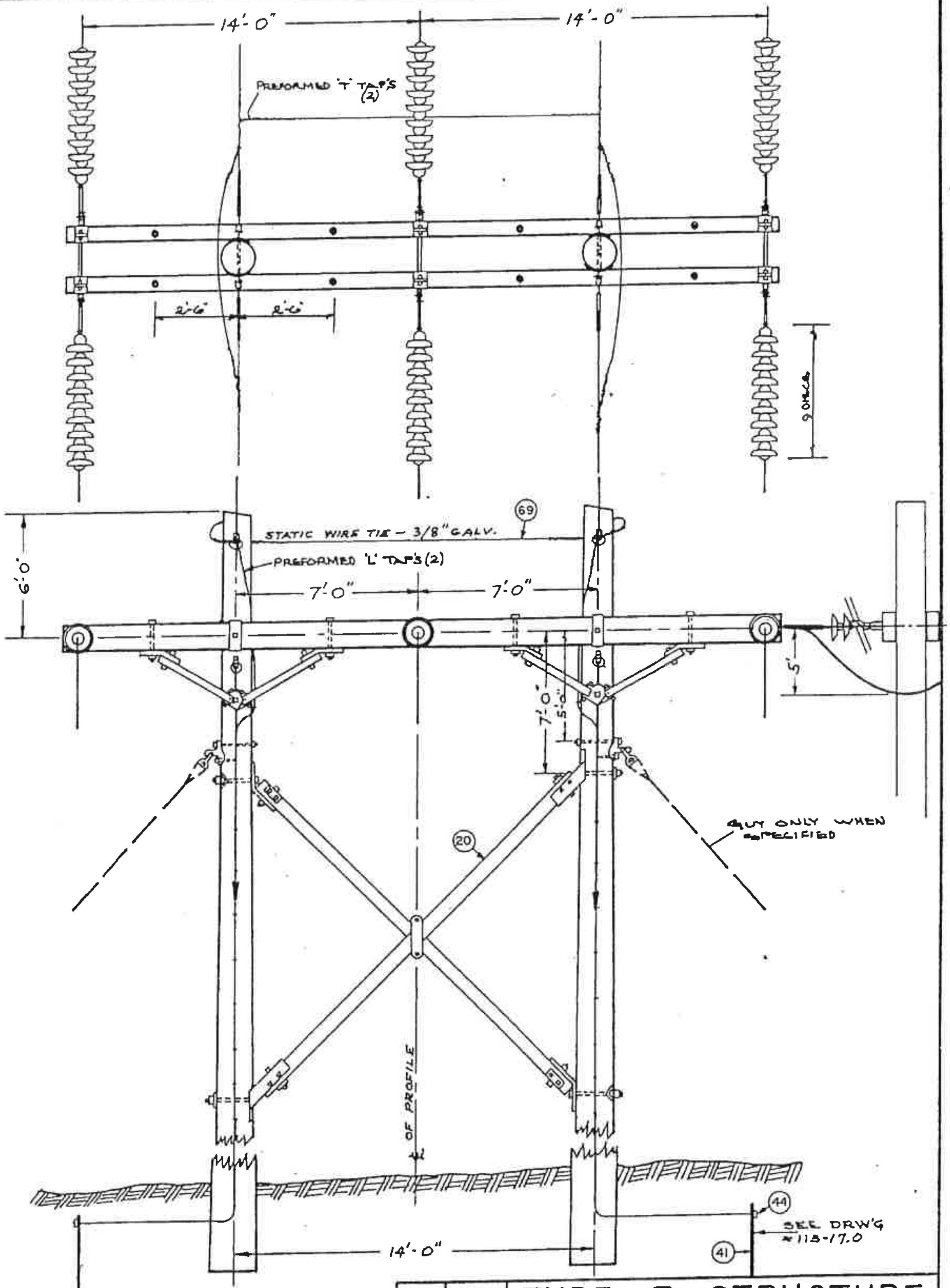
Type E Str.

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIAL FOR TYPE E STRUCTURE
115 KV

Mark	Quant	Description	Manuf.	Cat. No.
54	2	Washers, coil spring 5/8		
55	8	Washers, coil spring 1/2"		
56	8	Washers, 2" x 2" x 1/8" w/9/16" hole square	Joslyn	J 1073
58	4	Washers, 4" x 4" x 1/4" w/ 7/8 " hole flat	Joslyn	J 1082
61	4	Guards - guy metal	Oliver	808
63	4	Reinforcement plate for xarms	Joslyn	J 4047
64	75	Staples, 3/8" x 1-3/4"	Joslyn	J 173
66	230'	Cable, 3/8" galv. 3-strd (common grade)		
67	120'	Down lead 3/8" galv. 3 strd. (common grade)		
68	275'	Cable, guying 3/8" EHS. Galv. Steel		
69	14'	Static wire - cross tie 3/8" galv.		Common Grade
70	6	Oval eye ball extension link	Lapp BTC	300024 3004HT
71	6	Socket eye extension link	Lapp BTC	93161B 4314B
77	8	Pole eye plate	Lapp MIF	304021 PX 88
82	54	Insulators, discs 9" (9 per string)	Lapp GE	9000-70 155-409- ASA-70
		<u>When Required</u>		
79		Pole roof, non-metalic (used if pole cut in field)	Joslyn	J 2108
		<u>Side Guys - When Required</u> Refer to Side Guy Material for Type "A"		

REv 1/78
Rev 2/77

Rev. 2/74



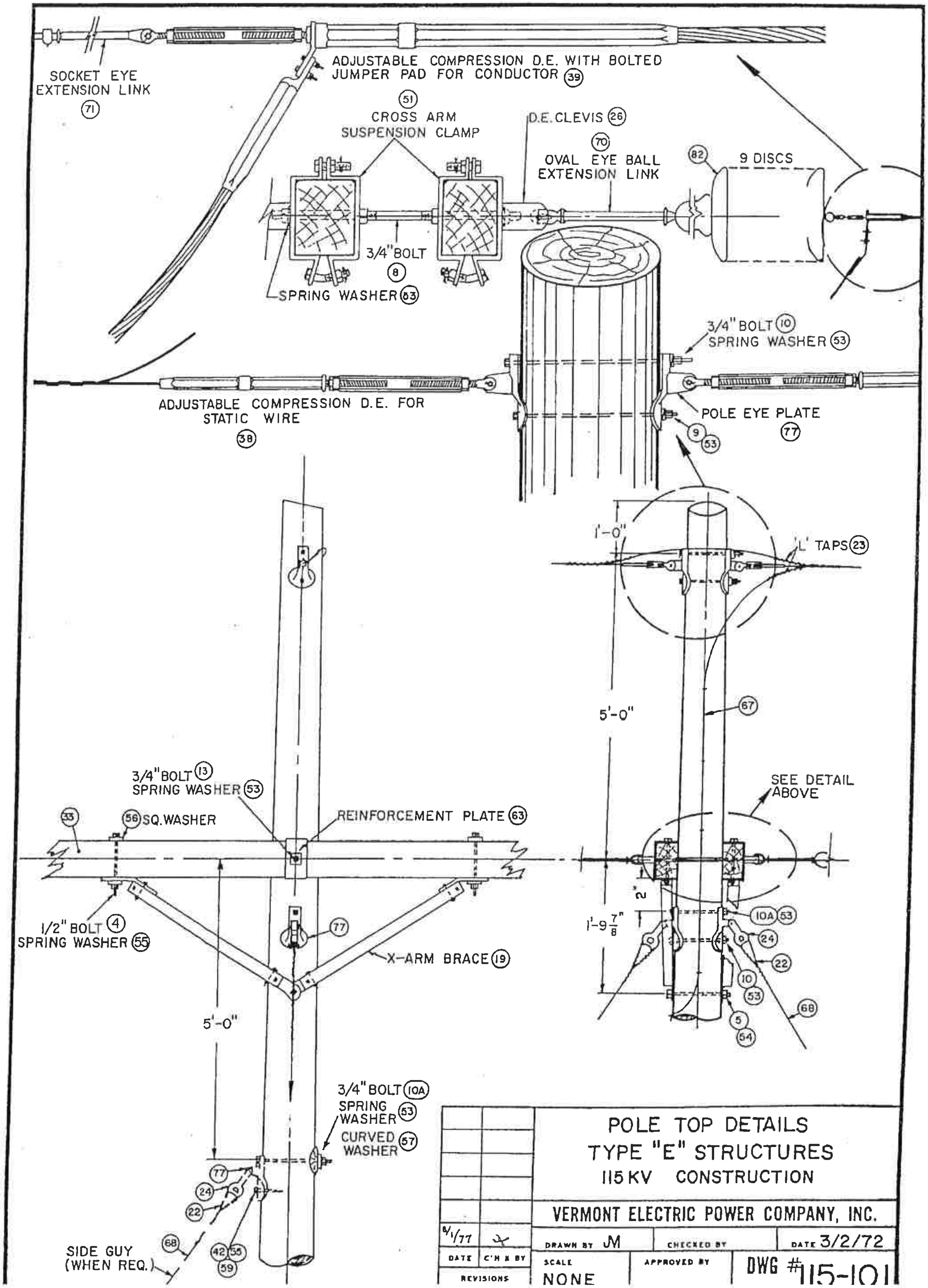
TYPE-E STRUCTURE DEAD-END 115 KV CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

3/1/77		DRAWN BY JM	CHECKED BY	DATE 3/3/72
DATE		SCALE NONE	APPROVED BY	DWG # 115-10.0
REVISIONS				

NOTE:

1. WHEN USED FOR ANGLES ATTACH GUY 6" BELOW X-ARM.
2. WHEN STRINGING CONDUCTOR USE ADDITIONAL TEMPORARY GUYS TO HOLD X-ARM FROM BENDING.


SOCKET EYE EXTENSION LINK (71)
ADJUSTABLE COMPRESSION D.E. WITH BOLTED JUMPER PAD FOR CONDUCTOR (39)
(51) CROSS ARM SUSPENSION CLAMP
D.E. CLEVIS (26)
(70) OVAL EYE BALL EXTENSION LINK
(82) 9 DISCS
3/4" BOLT (8)
SPRING WASHER (53)
3/4" BOLT (10)
SPRING WASHER (53)
ADJUSTABLE COMPRESSION D.E. FOR STATIC WIRE (38)
POLE EYE PLATE (77)
(9) (53)
1'-0"
'L' TAPS (23)
5'-0"
(67)
SEE DETAIL ABOVE
3/4" BOLT (13)
SPRING WASHER (53)
(33)
(56) SQ. WASHER
REINFORCEMENT PLATE (63)
2"
1'-9 7/8"
(10A) (53)
(24)
(22)
(10)
(53)
(68)
(5)
(54)
1/2" BOLT (4)
SPRING WASHER (55)
(77)
X-ARM BRACE (19)
5'-0"
3/4" BOLT (10A)
SPRING WASHER (53)
CURVED WASHER (57)
(77)
(24)
(22)
SIDE GUY (WHEN REQ.)
(68)
(42) (55)
(59)
POLE TOP DETAILS
TYPE "E" STRUCTURES
115 KV CONSTRUCTION
VERMONT ELECTRIC POWER COMPANY, INC.
8/1/77
DATE
C'H & BY
REVISIONS
DRAWN BY JM
CHECKED BY
DATE 3/2/72
SCALE
NONE
APPROVED BY
DWG #115-101

VERMONT ELECTRIC POWER COMPANY, INC.
MATERIALS FOR TYPE DA-T
115 Kv

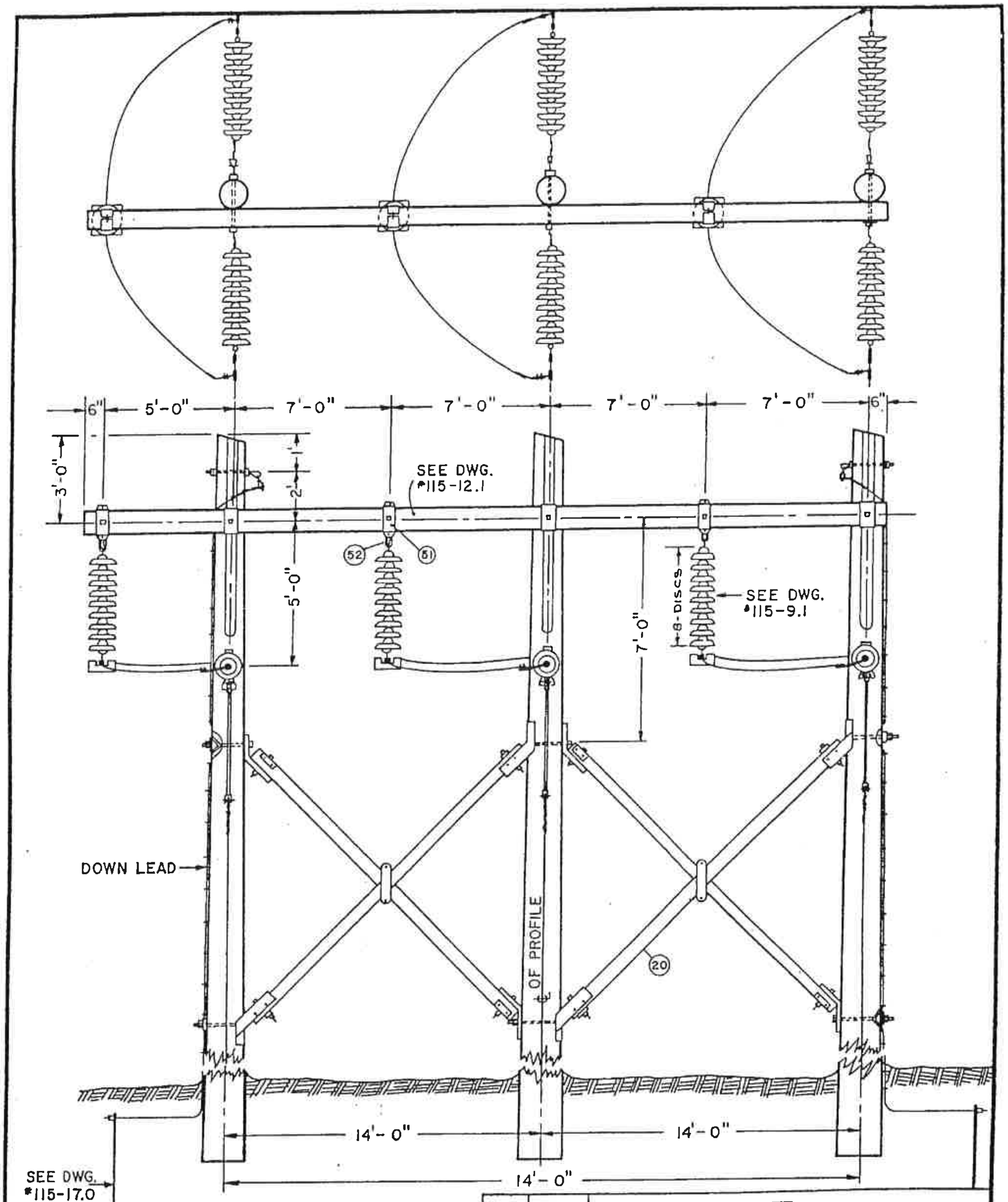
7	3	Bolts, Xarm clamp 3/4"	Joslyn	J 6277
11	3	Bolts, thru 3/4" x 16"	Joslyn	J 8916
13A	6	Bolts, thru 7/8" x 16" 14" 12"	Joslyn	J 9064
14A	2	Static wire support	Hughes	2854
20	2	Xbrace w/mounting hardware	Hughes	1042X
22A	12	Preformed guy grips deadend 1/2"	Preformed	BG 2-115
23	4	Preformed 'L' tap	Preformed	LC-MS-596
28A	6	'Y' Clevis ball extension link	BTC	3091
31	6	Anchor logs 4'	Koppers	
37	1	Crossarm Type DA-T		
39	6	Adjustable Compression DE -conductor	Alcoa	AC-9300 7534-122HV 5134-122HV
40	6	Rods, anchor 3/4" x 8'	Joslyn	J 7328
40A	6	Rock Anchors	Chance	R360,372 R384,396
41	2	Rods, ground 3/4" x 8'	Joslyn	J 5338
43	12	Fiberglass Strain Insulators	Anderson	GSI-3-54-1
44	2	Ground rod clamps	LM	DN 14G1
47	2	Clamp, suspension w/clevis for s w	Bethea	FS-46C
49	3	Clamp, suspension w/socket for conductor	Bethea	ACFS-108- 19-25S
51	3	Clamp, crossarm	Joslyn	J1820
52	6	Chain link	BTC	3082
53	6	Washers, coil spring 3/4"	Eaton	
53A	8	Washers, coil spring 7/8"	Eaton	
56A	2	Washer, curved 4" x 4" x 1/4" w/15/16"hole	MIF	P144-B
57	3	Washer, curved 4" x 4" x 1/4" w/13/16" hole	MIF	P144
58	6	Washer, flat 4" x 4" x 1/4" w/ 7 / 8 " hole for anchor	Joslyn	J. 1082
61	6	Guy Guards	Oliver	808

Rev 1/7

VERMONT ELECTRIC POWER COMPANY, INC.

MATERIALS FOR TYPE DA-T
115 KV

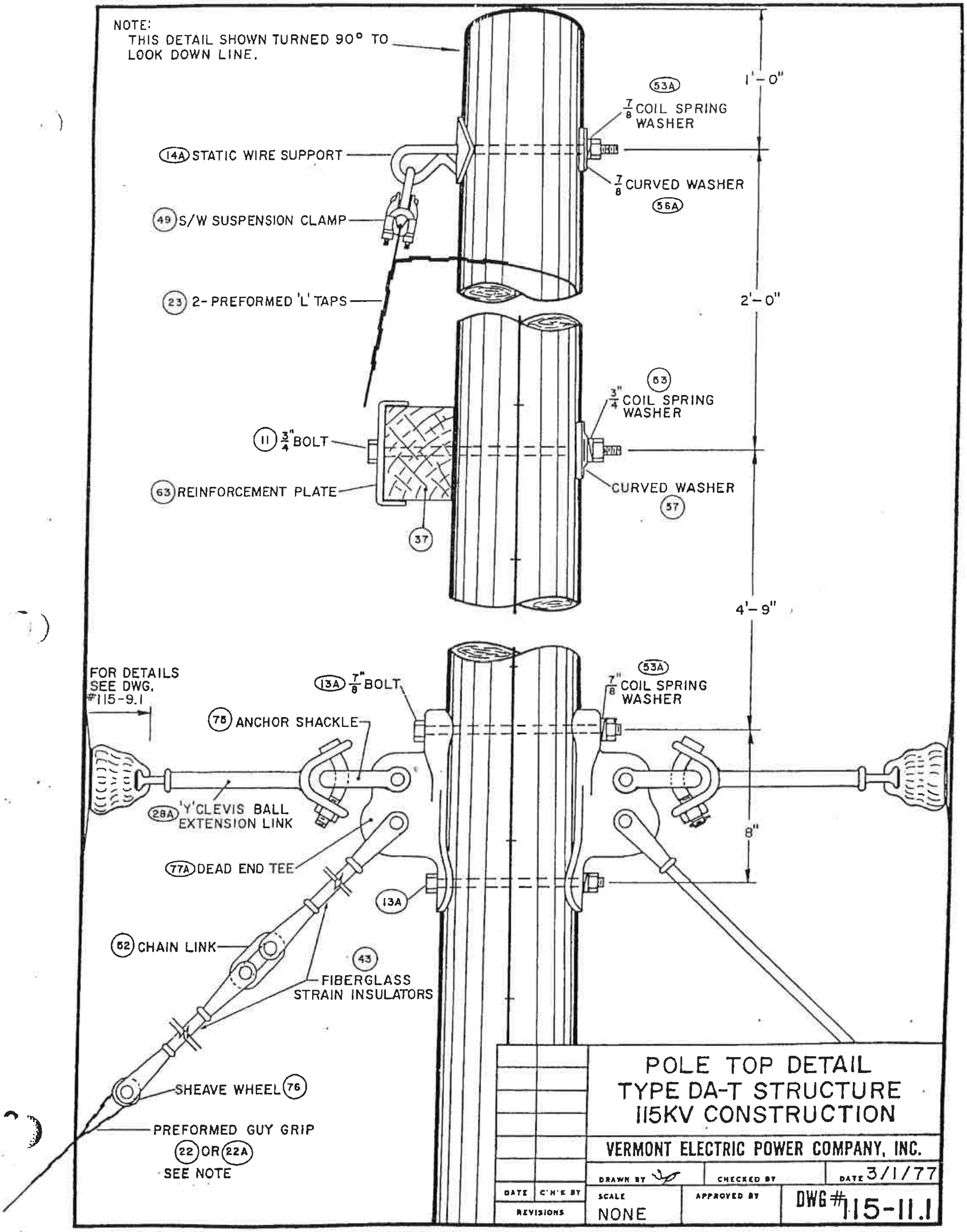
Item	Quant		Manuf.	Cat. No.
63	3	Reinforcement plate for Xarm	Joslyn	4047
67	120'	Cable, 3/8" galv. 3-strd (common grade)		
68A	400'	Cable, guying 1/2" EHS galv steel		
71	3	Socket eye extension link	BTC	4314B
72	3	Ball eye-long	BTC	3014
73	3	Weights - 150#	Bethea	ASM 389-150-E-H
75	6	Anchor shackle	BTC	3023
76	6	Sheave wheel	Joslyn	J 6288
77A	6	Deadend Tee	MIF	PX 41
82	78	Insulator disc 9" (3 strings of 8 -idler) (6 strings of 9)	GE	155-409 ASA-70
		When Required		
79		Pole Roof - non-metalic (used if pole cut in field)	Joslyn	J 2108



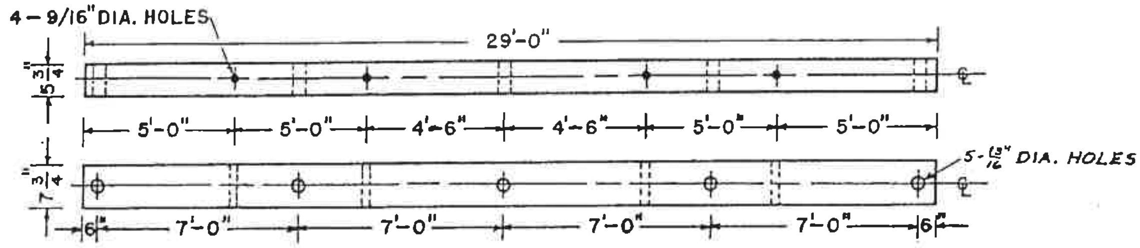
TYPE DA-T STRUCTURE
STRAIGHT LINE DEADEND
115KV CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

DATE	C'H'K BY	DRAWN BY	CHECKED BY	DATE 3/1/77
REVISIONS		SCALE NONE	APPROVED BY	DWG #115-11.0

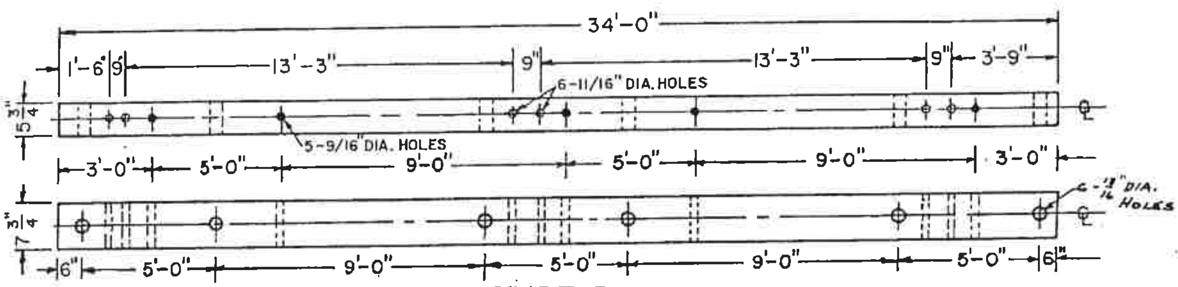


Boston Blue Print Co.-100-8-57-8½x 11



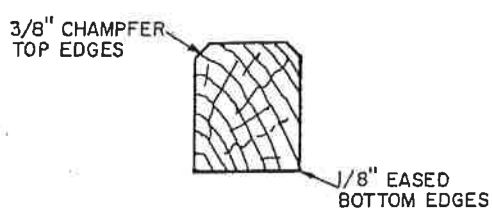
TYPE A (A & E STRUCTURE)

(33)



TYPE B (B & B-2 STRUCTURE)

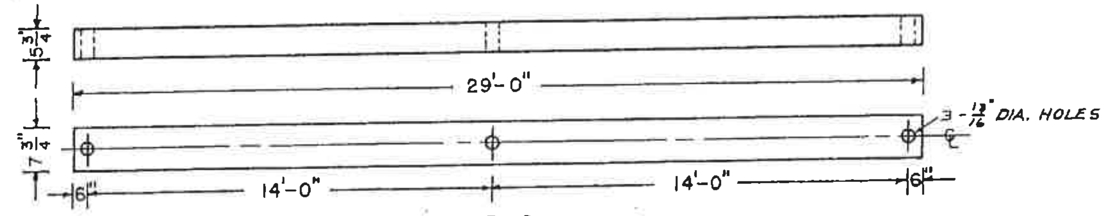
(34)



DETAIL OF CROSSARMS A & B

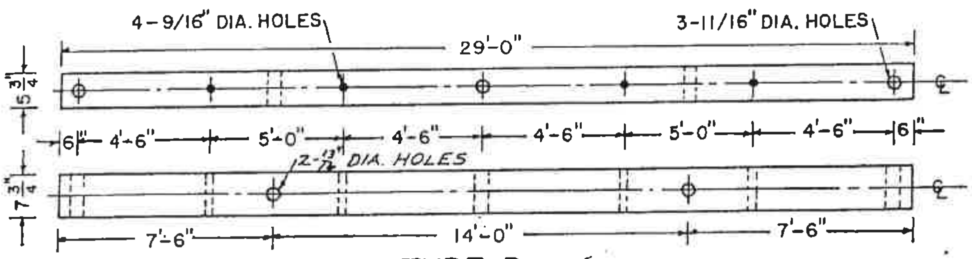
VERMONT ELECTRIC POWER COMPANY, INC.

DATE	CHK BY			
7/17/74	TYPE "B-2"	DRAWN BY JM	CHECKED BY	DATE 4/19/72
REVISIONS		SCALE NONE	APPROVED BY	DWG # 115-12.0



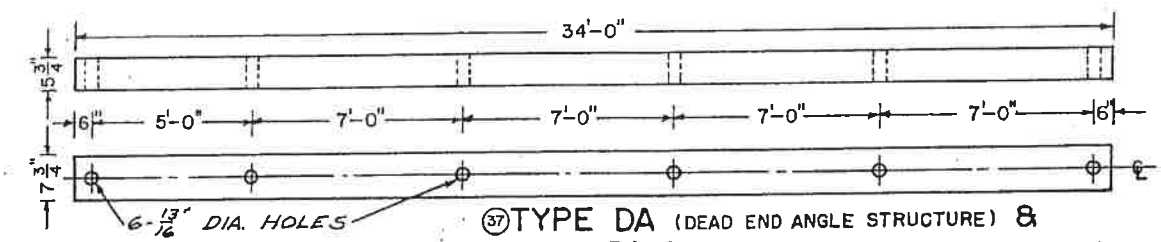
TYPE C (C & F STRUCTURE)

(35)

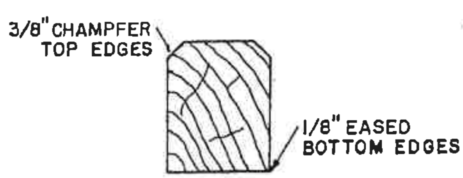


TYPE D (D STRUCTURE) A2 & D STR.

(36)

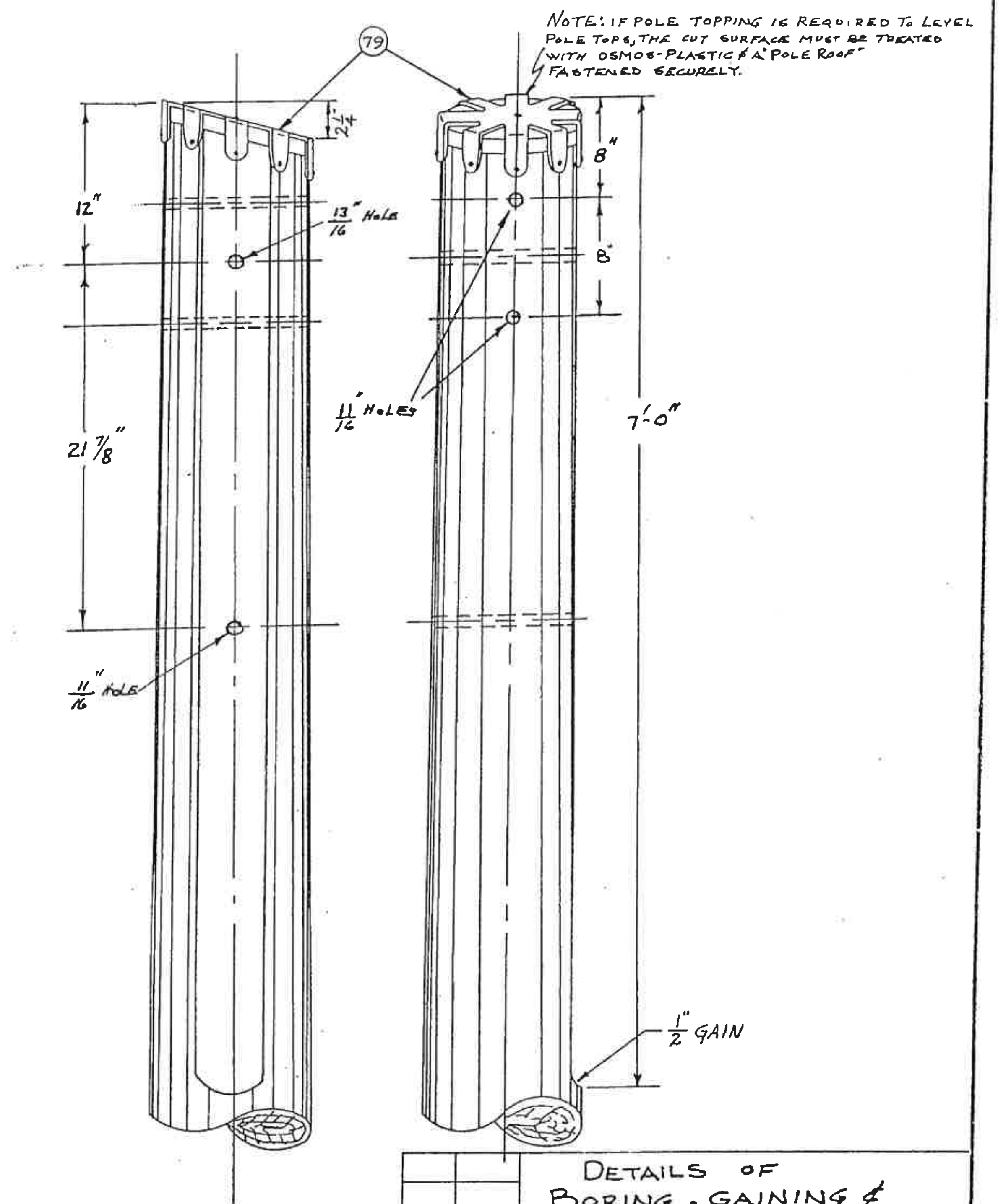


(37) TYPE DA (DEAD END ANGLE STRUCTURE) &
TYPE DA-T (DEAD END STRAIGHT LINE STRUCTURE)



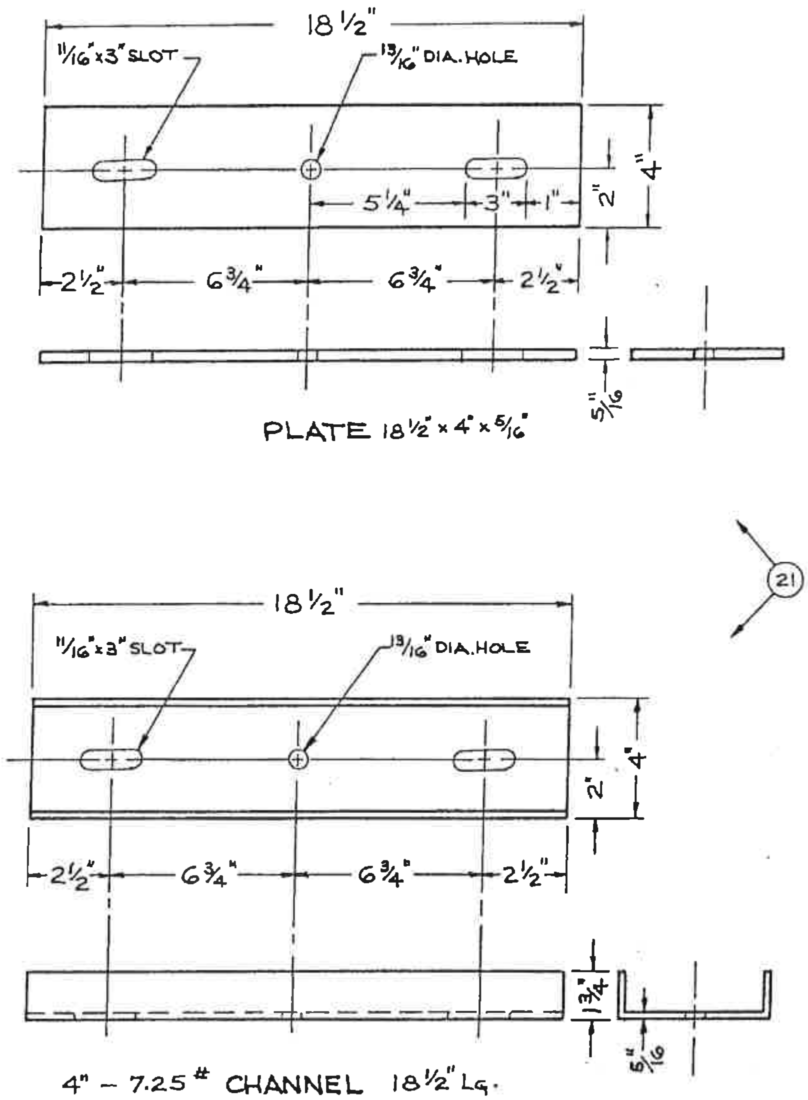
		DETAIL OF CROSSARMS C, D, DA
		VERMONT ELECTRIC POWER COMPANY, INC.
3/1/77	[initials]	DRAWN BY JM · CHECKED BY · DATE 4/18/72
DATE	CH'K BY	SCALE NONE · APPROVED BY · DWG #115-12.1
REVISIONS		

FORM CV 100



		DETAILS OF BORING, GAINING & POLE ROOF
		VERMONT ELECTRIC POWER COMPANY, INC.
		DRAWN BY R.G. / CHECKED BY / DATE 4-6-72
DATE	CH'K BY	SCALE None / APPROVED BY / DWG #115-13.0
REVISIONS		

BOSTON BLUE PRINT CO. 814C - 200 - 3-83



- NOTE -
PLATE & CHANNEL
HOT DIP GALVANIZED

		PLATE & CHANNEL DETAIL 115 KV CONSTRUCTION
		VERMONT ELECTRIC POWER COMPANY, INC.
		DRAWN BY [initials] / CHECKED BY / DATE 3-1-77
DATE	C'H'K BY	SCALE NONE / APPROVED BY / DWG #115-14.0
REVISIONS		

Boston Blue Print Co.-100-8-57-8½ x 11

FORM CV 108

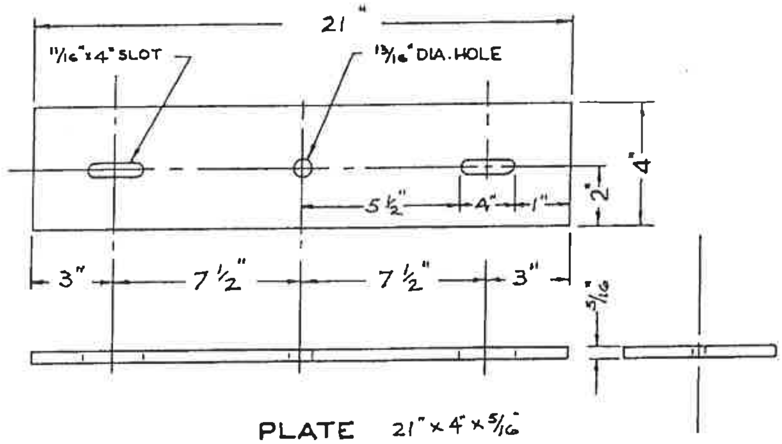
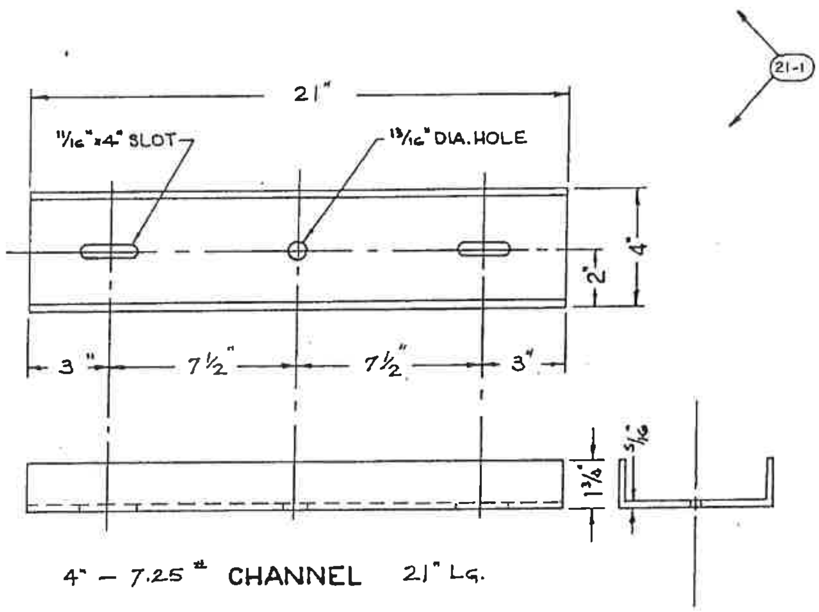


PLATE 21" x 4" x 5/16"



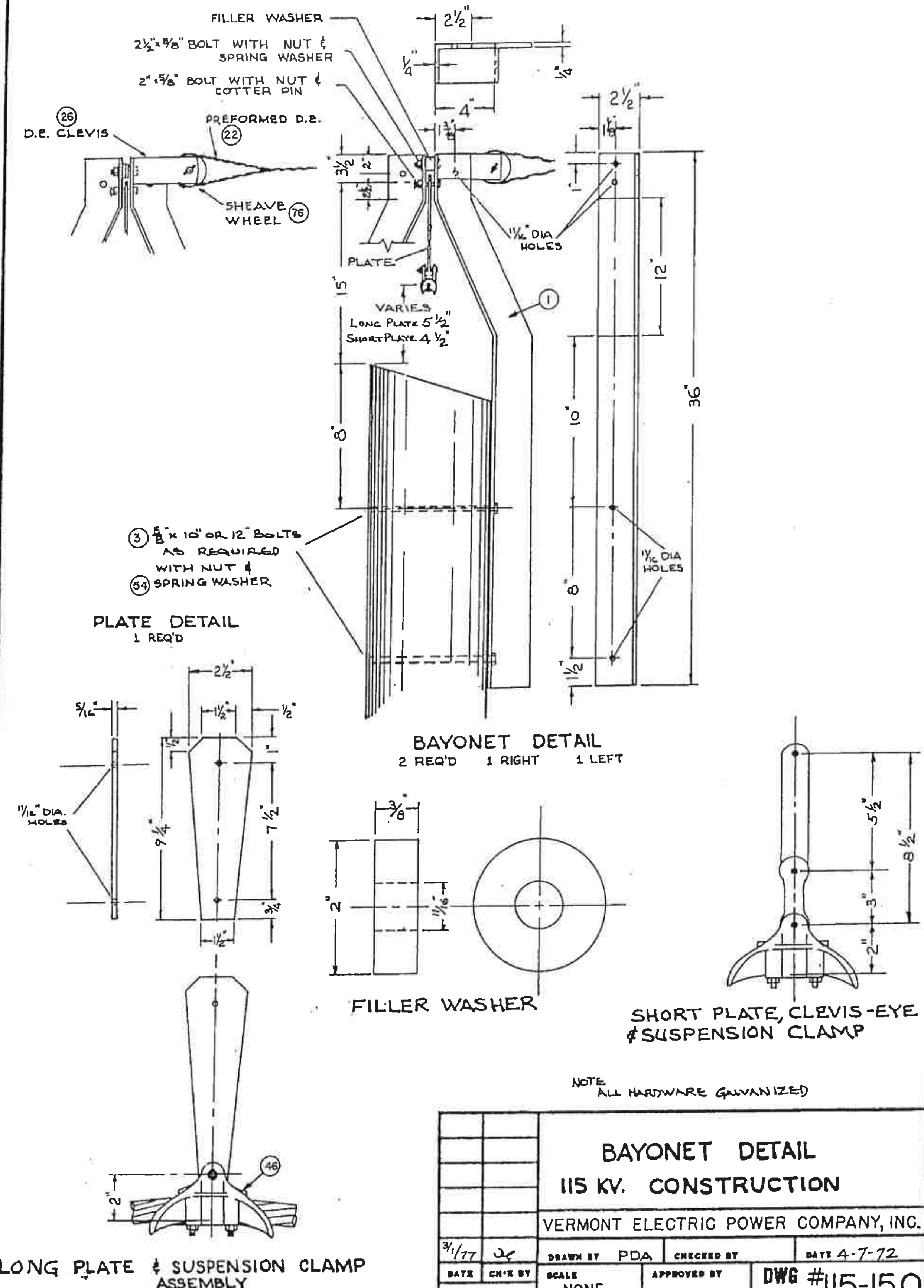
4" – 7.25 # CHANNEL 21" LG.

- NOTE -
PLATE & CHANNEL
HOT DIP GALVANIZED

PLATE & CHANNEL DETAIL 115 KV. CONSTRUCTION		
VERMONT ELECTRIC POWER COMPANY, INC.		
DRAWN BY P.D.A.	CHECKED BY	DATE 4-25-74
SCALE	APPROVED BY	DWG #115-141

DATE	CH'K BY

FORM CV 100



NOTE
ALL HARDWARE GALVANIZED

BAYONET DETAIL		
115 KV. CONSTRUCTION		
VERMONT ELECTRIC POWER COMPANY, INC.		
DRAWN BY PDA	CHECKED BY	DATE 4-7-72
SCALE NONE	APPROVED BY	DWG #115-15.0

REVISIONS: DATE 3/1/77 — CH'K BY (initials)

00653

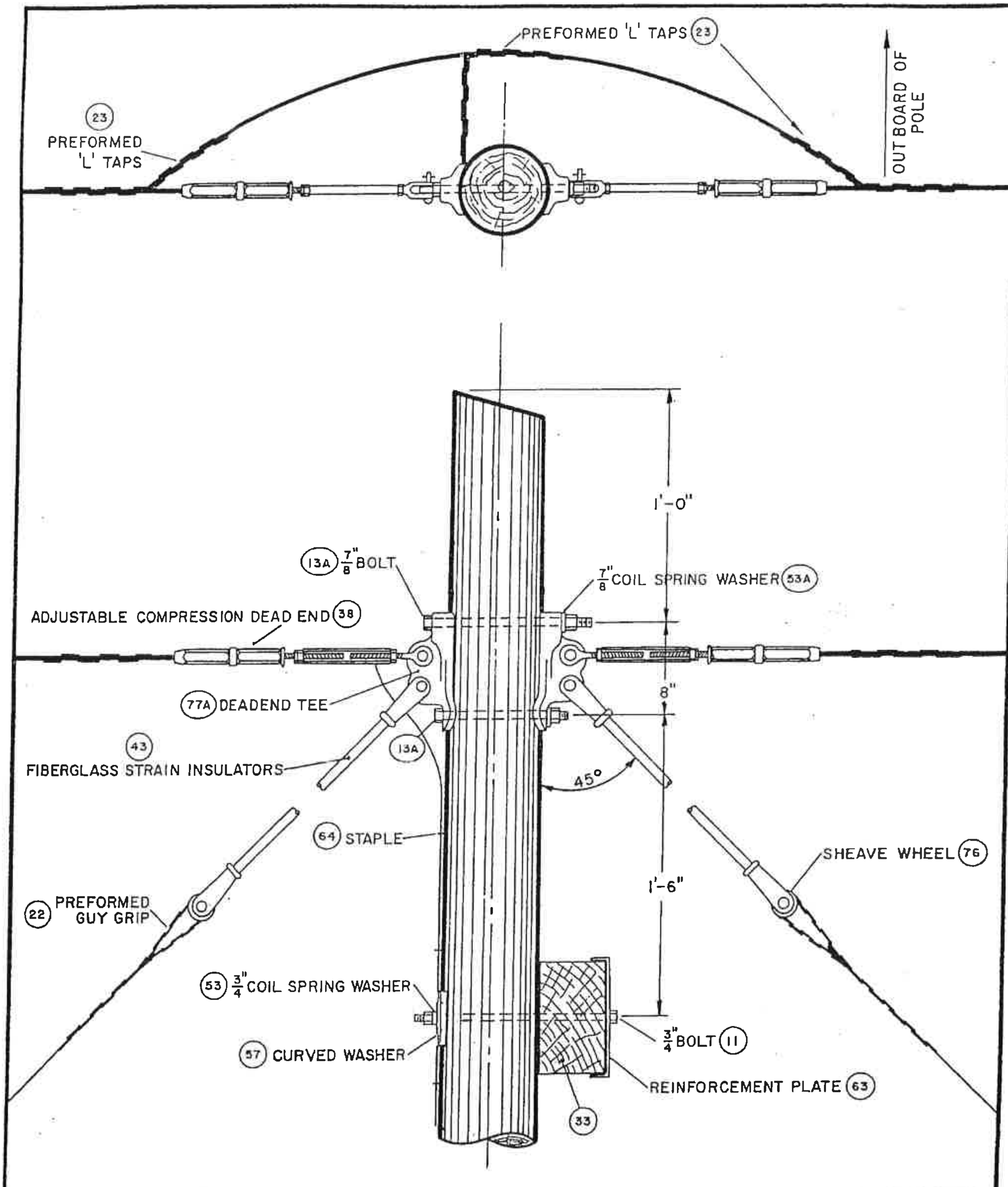
VERMONT ELECTRIC POWER COMPANY, INC.
Material for Special Type A Structure
w/Shield Wire Deadended

Mark	Quant.	Description	Manuf.	Cat. No.
4	4	Bolts, brace 1/2" x 10"	Joslyn	J8710
5	2	Bolts, 5/8" x 12" (xarm brace)	Joslyn	J8812
7	3	Bolts, Xarm Clamps 3/4" x 8"	Joslyn	J8908
11	2	Bolts, machine 3/4" x 16"(Xarm)	Joslyn	J8916
13A	4	Bolts, thru 7/8" x 12" 14" 16" (345 Kv material)	Joslyn	
19	2 prs	Brace wood - 60" Xarm	Hughes	2000cc
22	8	Preformed guy grips DE	Preformed	GDE 1107
23	12	Preformed "L" taps	Preformed	LC-MS 5963
31	4	Anchor logs 4'	Kopper	
33	1	Crossarm Type A	Haley	
38	4	Adjustable Compression DE for Static Wire	Alcoa	4620-12
40	4	Rods, anchor 3/4" x 8'	Joslyn	J7328
40A		Rock anchors	Chance	R360, R384 R372, R396
43	4	Fiberglass Strain Insulators	Anderson	GSI 3-54-1P
44	2	Clamps, ground rod	LM	DN14G1
49	3	Clamps, suspension conductor w/socket fitting	Bethea	ACFS 114-19 25S
51	3	Clamps, crossarm	Joslyn	J1820
53	5	Washer, coil spring 3/4"	Eaton	
53A	4	Washer, coil spring 7/8"	Eaton	
54	6	Washer, coil spring 5/8"	Eaton	
55	4	Washers, coil spring 1/2"	Eaton	
56	4	Washer 2" x 2" x 1/8" w/9/16" hole square	Joslyn	J1073
57	2	Washer 4" x 4" x 1/4" w/3/16" hole curved	Lapp MIF	304082 P144

VERMONT ELECTRIC POWER COMPANY, INC.
Material for Special Type A Structure
w/Shield Wire Deadended

Mark	Quant.	Description	Manuf.	Cat. No.
58	4	Washers, 4" x 4" x 1/4" w/ 7/8" hole square	Joslyn	J 1082
60	2	Washers, 3" x 3" x 3/16" w/11/16"hole curved	Lapp MIF	304078 P143
61	4	Guy guards, metal	Oliver	808
63	2	Plate, reinforcement for Xarms	Joslyn	J4047
64	75	Staples 3/8" x 1-3/4" (down lead)	Joslyn	J173
67	120'	Down Lead 3/8" galv. 3-strd-common		
68	275'	Cable, guying 3/8" EHS galv steel		
72	3	Ball eye - long	BTC Lapp	3014 6422
77A	4	Deadend Tee - (345Kv material)	MIF	PX41
76	4	Sheave wheel	Joslyn	J6288
41	2	Rods, ground 3/4" x 8'	Joslyn	J5338
82	21	Insulators 9" disc	Lapp GE	9000-70 155409-ASA-70
		When Required		
20	1	Xbrace w/mounting hardware	Hughes	1042X
73	3	150# Weights	Bethea	ASM 389-150 M-H
79		Pole Roof, non-metalic (used if pole cut in fld)	Joslyn	J 2108

6/77
REv 1/78

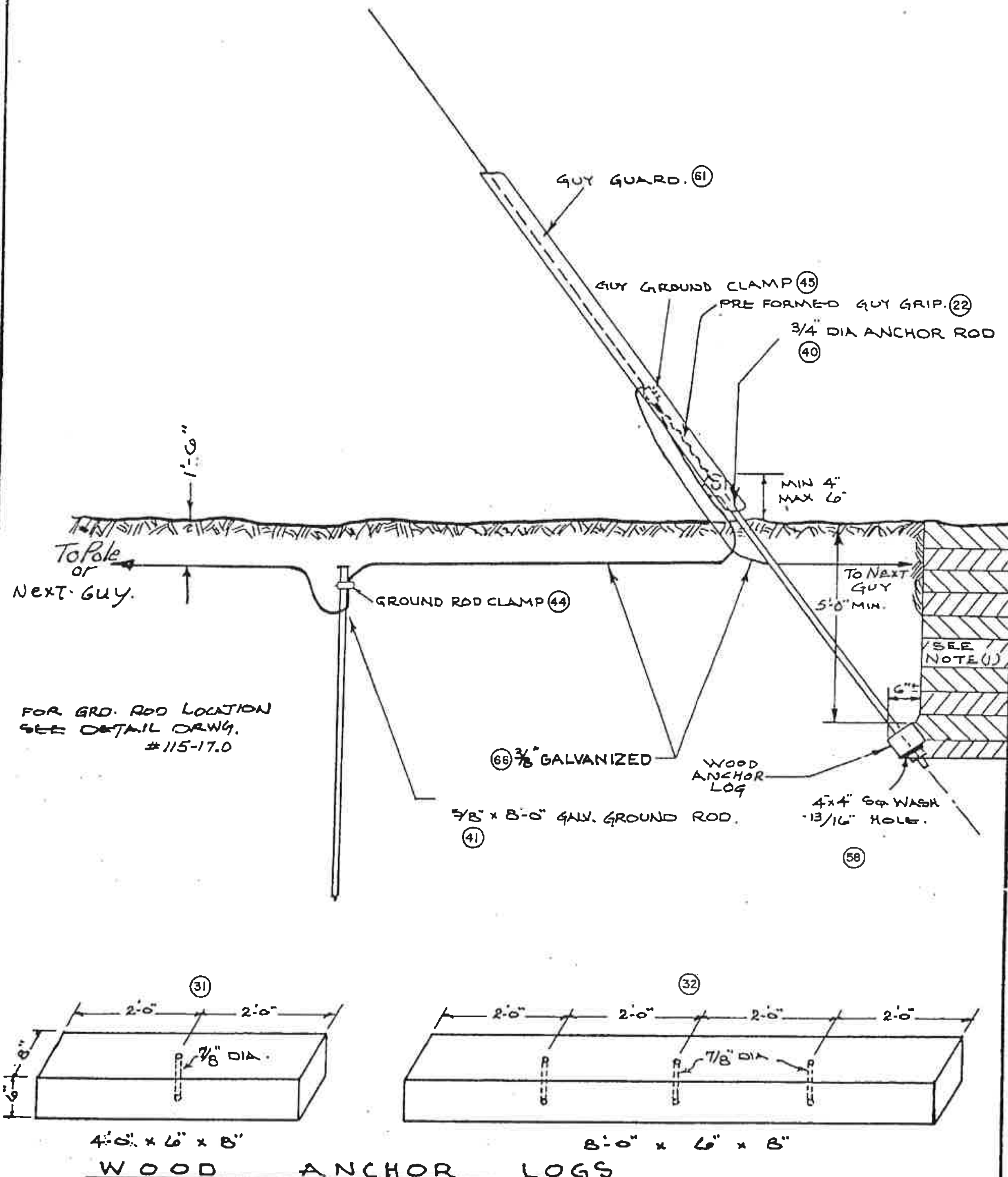


NOTE:
STANDARD 'A' STRUCTURE WITH X-ARM LOWERED 2'-2"
AND SHIELD WIRE DEADENDED.
NO CROSS TIE.

		POLE TOP DETAIL 115KV TYPE "A" STRUCTURE WITH SHIELD WIRE DEAD END
		VERMONT ELECTRIC POWER COMPANY, INC.
		DRAWN BY JG · CHECKED BY · DATE 3/1/77
DATE	C'H'K BY	SCALE NONE · APPROVED BY · DWG # 115-15.1
REVISIONS		

Boston Blue Print Co.-100-8-57-8½x 11

FORM CV 198

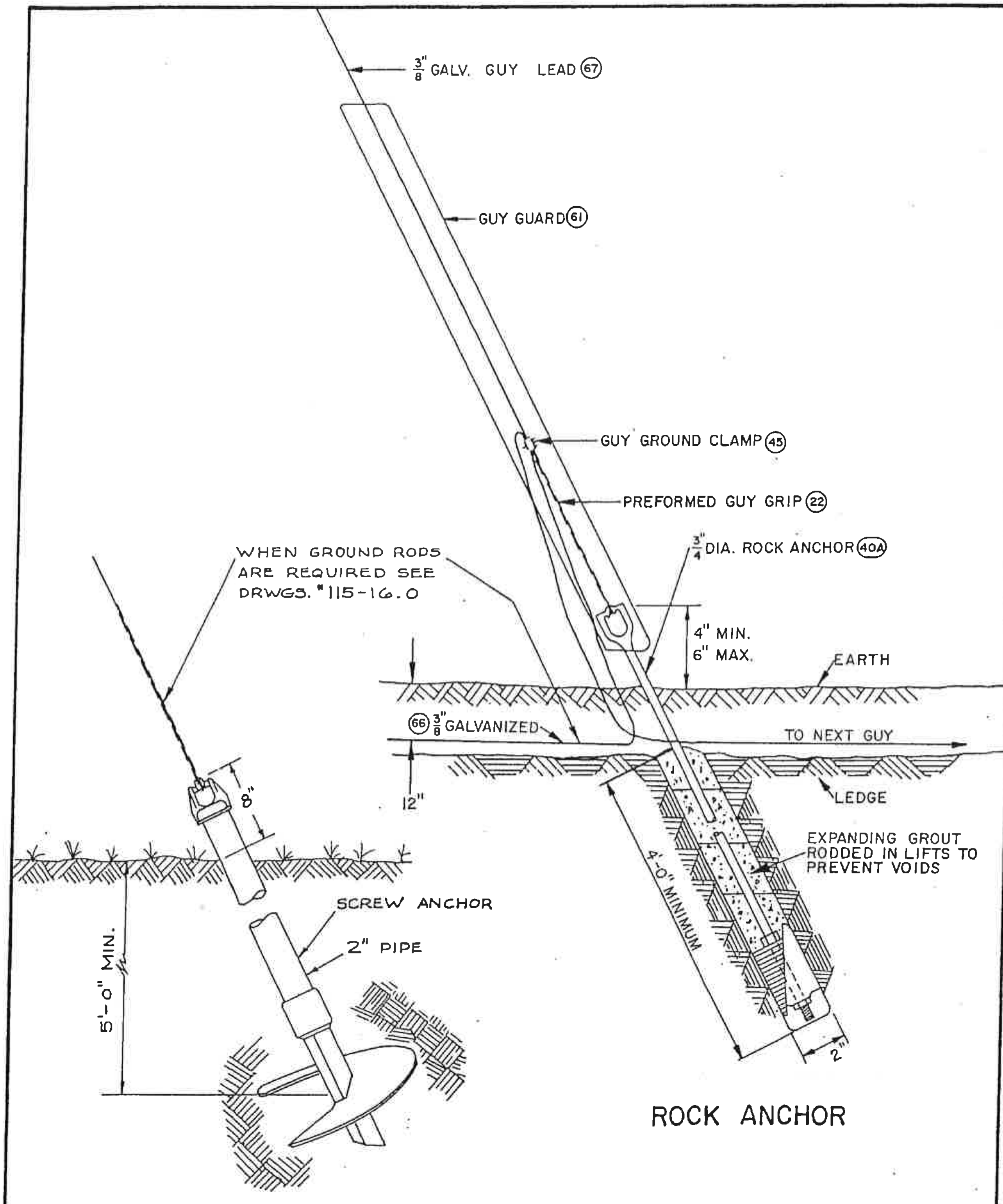


NOTE:
1. SET ANCHOR LOG FIRMLY AGAINST UNDER CUT, SOIL AND COMPACT IN 8" LIFTS TO 90% SURROUNDING EARTH.
2. WHEN BACKFILLING ANCHOR HOLES, 1000 LB. TENSION SHALL BE MAINTAINED ON THE ANCHOR ROD DURING THE BACKFILLING OPERATION.
3. WHEREVER POSSIBLE, THE GROUND WIRE SHALL BE MADE CONTINUOUS THRU JOINTS.

DETAIL OF GUY GROUNDING AND ANCHORS

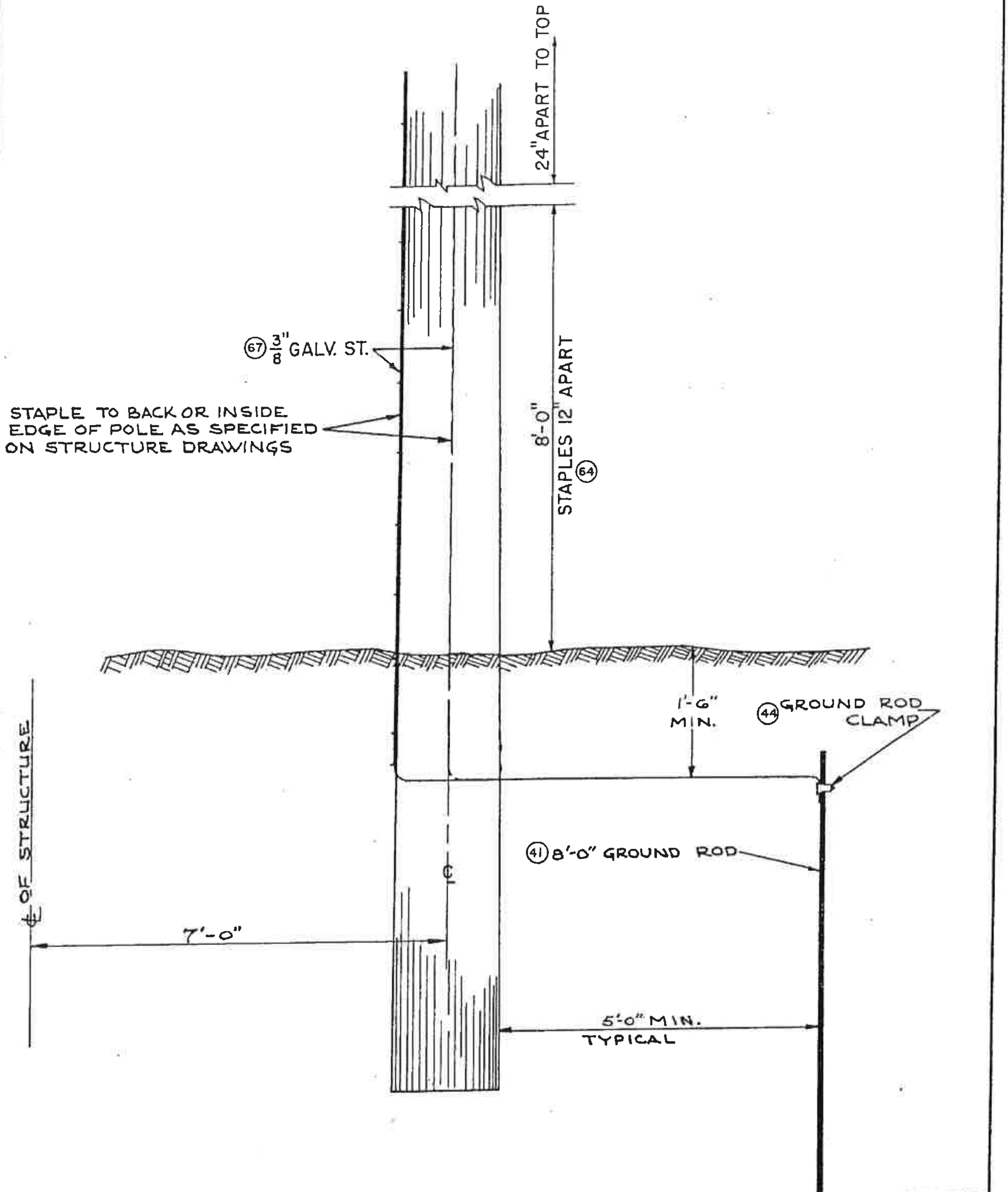
VERMONT ELECTRIC POWER COMPANY, INC.

DATE	C'H'K BY	DRAWN BY R.G.	CHECKED BY	DATE 4-7-72
REVISIONS		SCALE NONE	APPROVED BY	DWG #115-16.0



SWAMP ANCHORS TO BE INSTALLED BY HAND & USED FOR STRUCTURE STABILIZATION ONLY.

	DETAIL OF ROCK AND SWAMP ANCHOR
	VERMONT ELECTRIC POWER COMPANY, INC
	DRAWN BY JM · CHECKED BY · DATE 4/8/72
DATE · CH'K BY · REVISIONS	SCALE NONE · APPROVED BY · DWG # 115-16.1



GROUND ROD DETAIL

VERMONT ELECTRIC POWER COMPANY, INC.

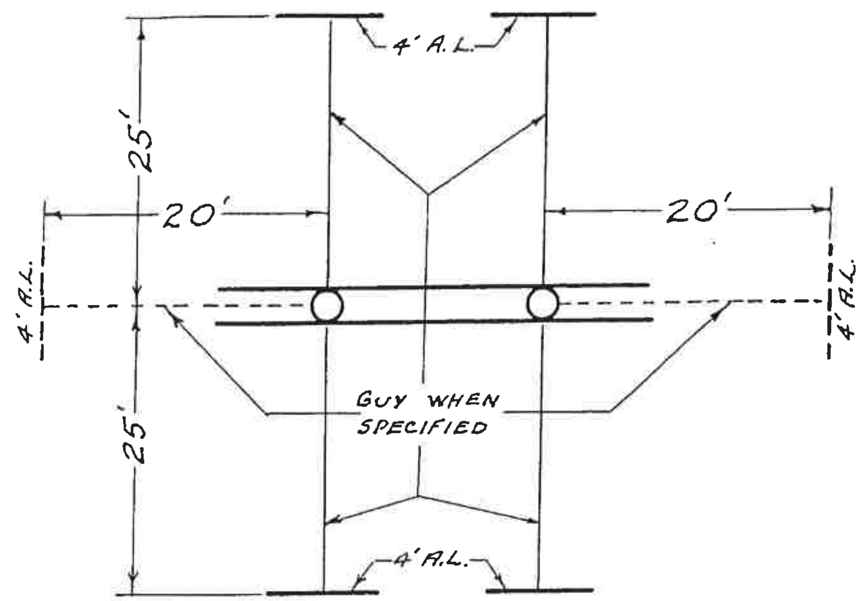
DRAWN BY JM | CHECKED BY | DATE 4/8/72

SCALE NONE | APPROVED BY | DWG #115-17.0

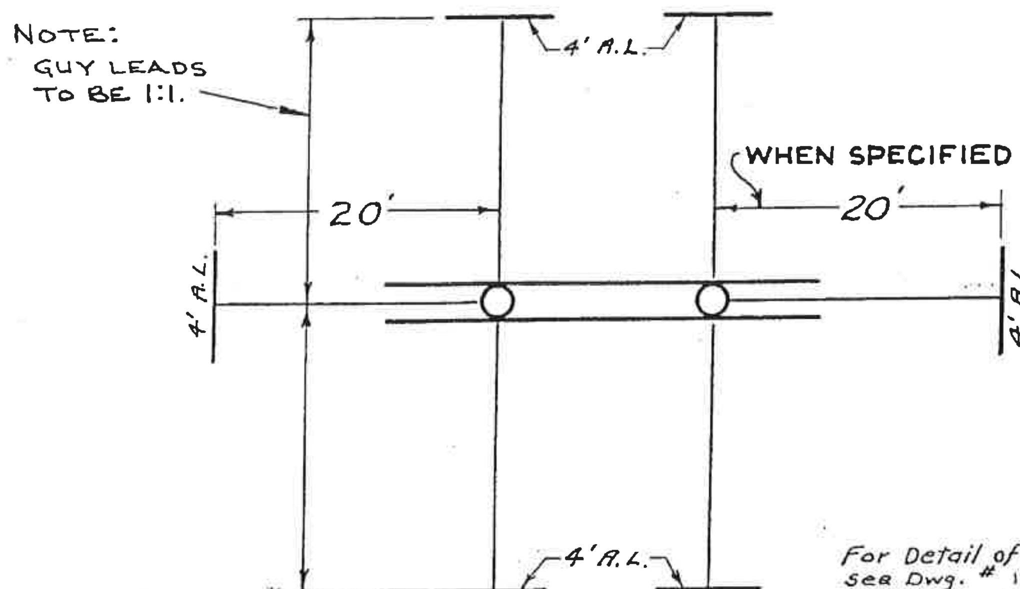
DATE | CH'K BY | REVISIONS

FORM CV 198

TYPE A STRUCTURE



TYPE D STRUCTURE



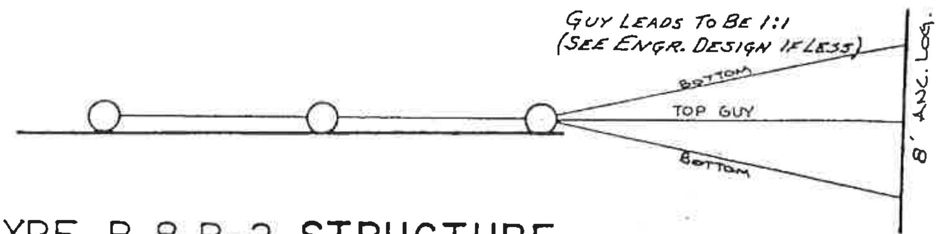
TYPE E STRUCTURE

For Detail of Anchor Logs, see Dwg. # 115-16.0
For Method of Guy Grounding, see Dwg. # 115-16.1

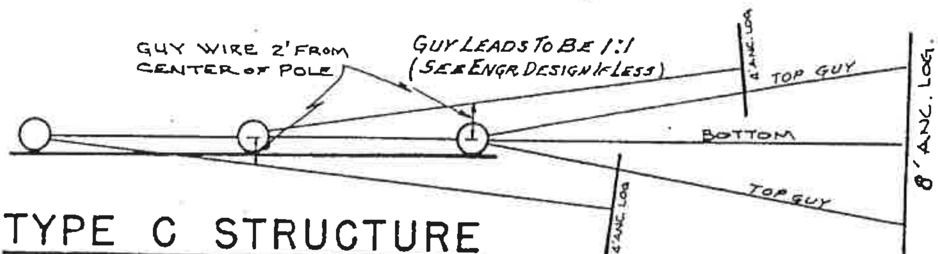
METHODS OF POLE GUYING	
VERMONT ELECTRIC POWER COMPANY, INC.	
DRAWN BY R.G.	CHECKED BY	DATE 4-10-72
SCALE NONE	APPROVED BY	DWG #115-18.0

DATE	C'H'K BY
REVISIONS	

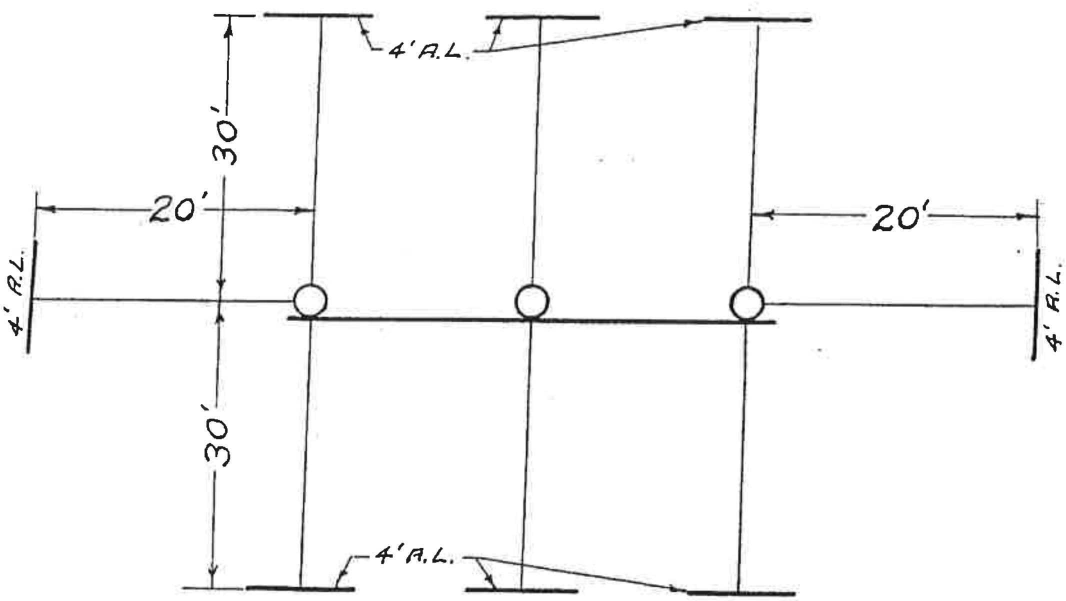
BOSTON BLUE PRINT CO. 814C - 200 - 3-53



TYPE B & B-2 STRUCTURE
0°-27°



TYPE C STRUCTURE
27°-50°



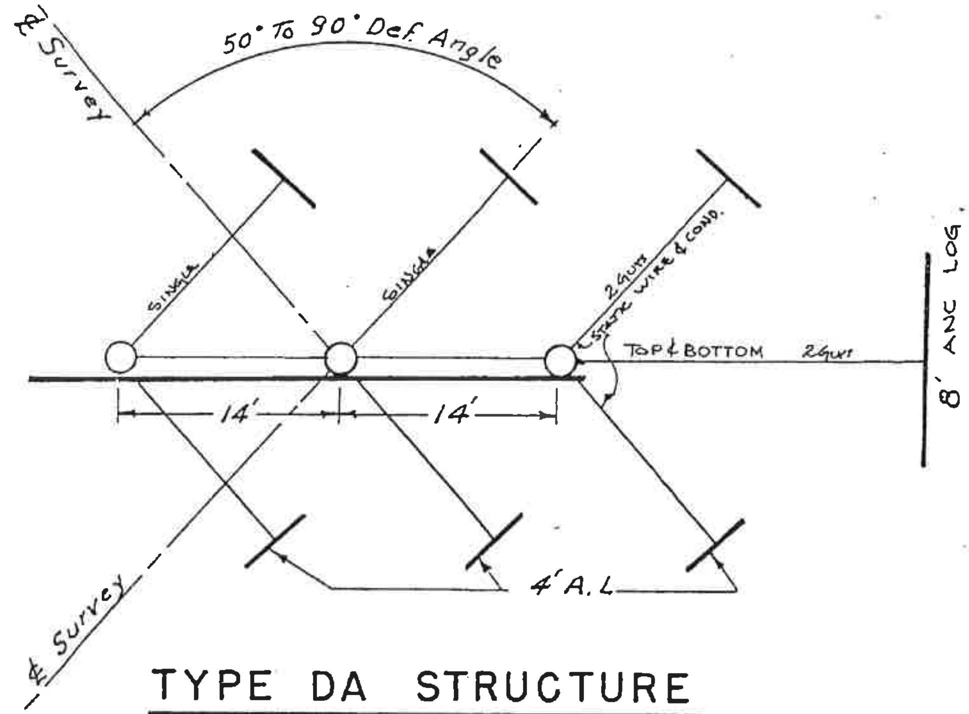
TYPE F STRUCTURE

For Detail of Anchor Logs, see Dwg. # 115-16.0
For Method of Guy Grounding, see Dwg. # 115-16.1

METHODS OF POLE GUYING		
VERMONT ELECTRIC POWER COMPANY, INC.		
DRAWN BY R.G.	CHECKED BY	DATE 4-10-72
SCALE NONE	APPROVED BY	DWG #115-18.1

DATE	C'H'K BY
REVISIONS	

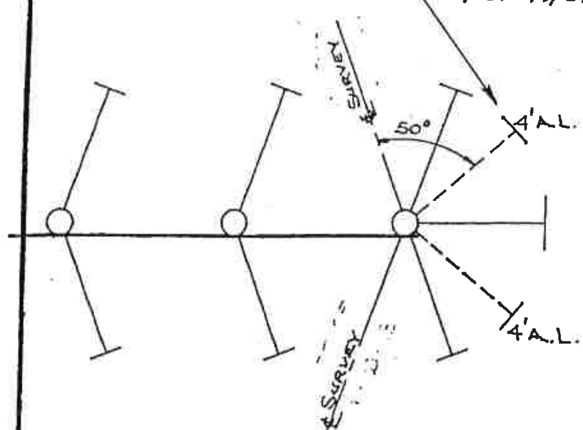
NOTE: GUY LEADS TO BE 1:1.
(SEE ENGR. DESIGN IF LESS.)



TYPE DA STRUCTURE
50°-UP

FOR LINE ANGLES LESS THAN 50°, SHIELD WIRE DE. GUYS WILL GO TO ADDITIONAL 4' ANCHOR LOGS AT 50° DEFLECTION ANGLE FROM OUTSIDE PHASE.

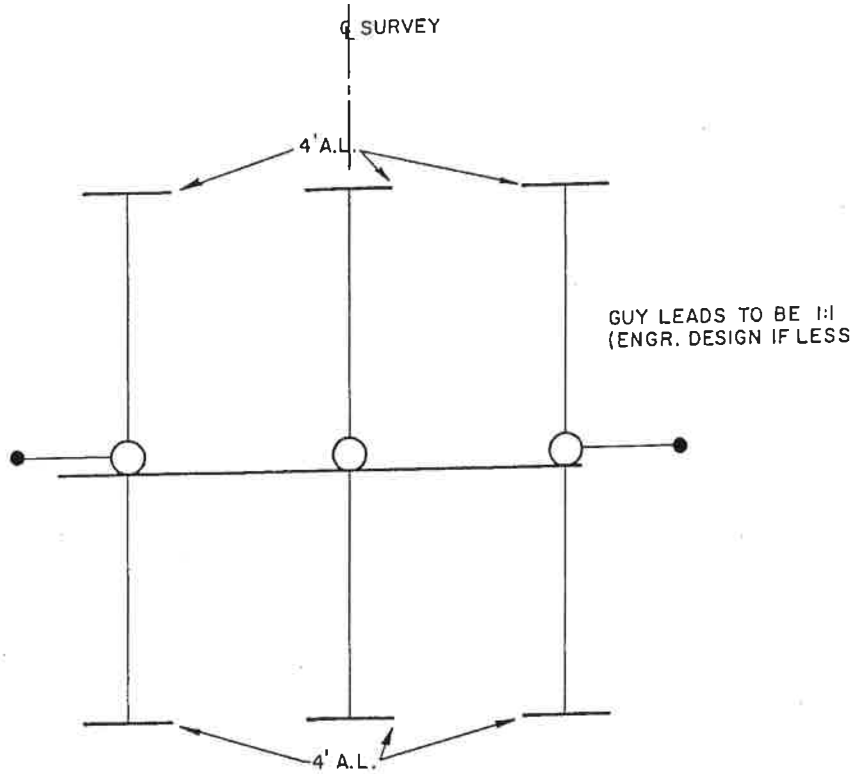
For Detail of Anchor Logs see Dwg. 115-16.0
For Method of Guy Grounding see Dwg. 115-16.1



METHODS OF POLE GUYING

VERMONT ELECTRIC POWER COMPANY, INC.

DATE	C'H'K BY			
3/1/77	JR	DRAWN BY R.G.	CHECKED BY	DATE 4-10-72
REVISIONS		SCALE None.	APPROVED BY	DWG # 115-18.2



TYPE DA-T STRUCTURE

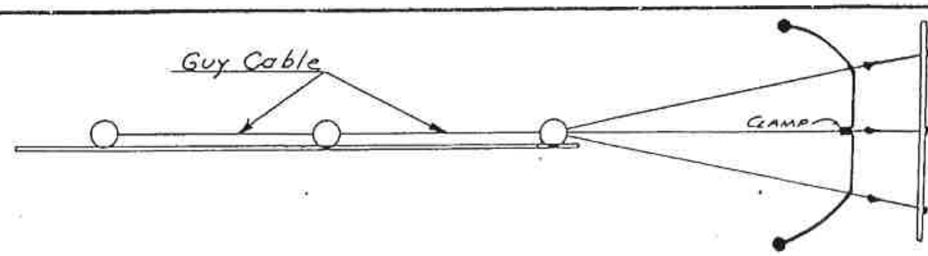
FOR LONG SPAN AND/OR DIFFERENTIAL CONDUCTOR TENSIONS

NOTE:
FOR DETAIL OF ANCHOR LOGS SEE DRWG.# 115-16.0
FOR DETAIL OF GROUNDING SEE DRWG.# 115-17.0

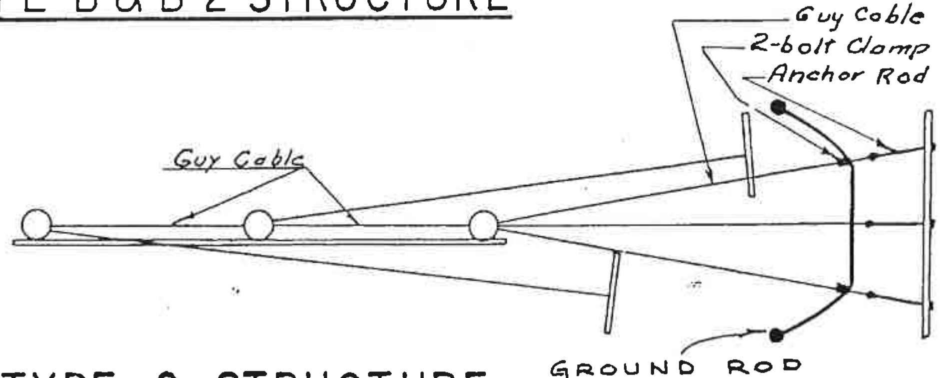
	METHODS OF POLE GUYING
	VERMONT ELECTRIC POWER COMPANY, INC.
	DRAWN BY JG · CHECKED BY · DATE 3/1/77
DATE · C'H'K BY	SCALE NONE · APPROVED BY · DWG #115-18.3
REVISIONS	

Boston Blue Print Co -100-8-57-8½x 11

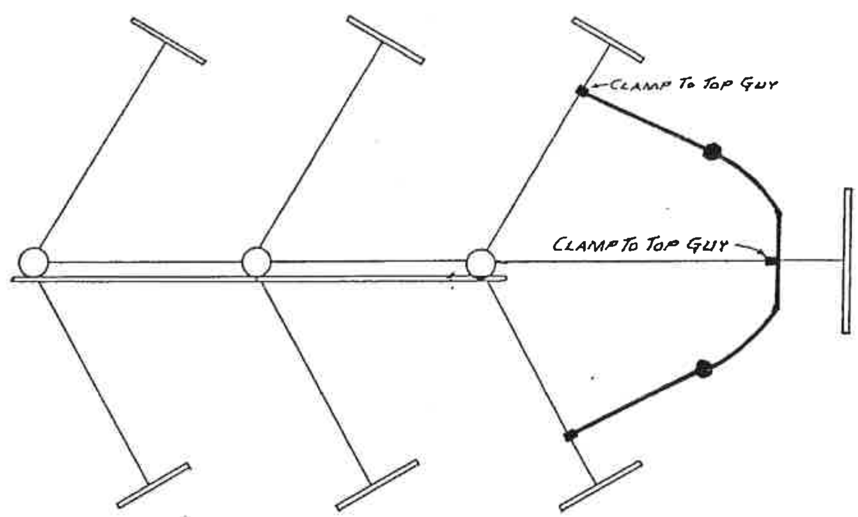
FORM EV 13A



TYPE B & B-2 STRUCTURE



TYPE C STRUCTURE



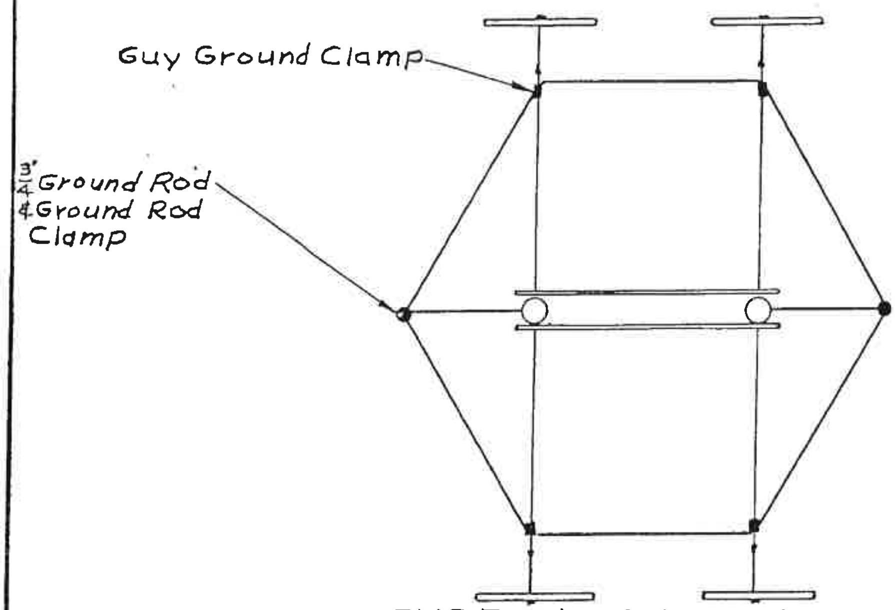
TYPE DA STRUCTURE

NOTE:
All Ground Rods to have a minimum distance of 5' from Poles.

For Pole Ground Detail, see Dwg. 115-16.0
For Method of Guying, see Dwg. 115-18.1 & 115-18.2

		METHODS OF POLE & GUY GROUNDING 3-POLE STRUCTURE
		VERMONT ELECTRIC POWER COMPANY, INC.
		DRAWN BY R.G. — CHECKED BY — DATE 4-11-72
DATE	C'H'K BY	SCALE NONE — APPROVED BY — DWG #115-19.0
REVISIONS		

BOSTON BLUE PRINT CO. 814C - 200 - 3-53



TYPE D&E STRUCTURE

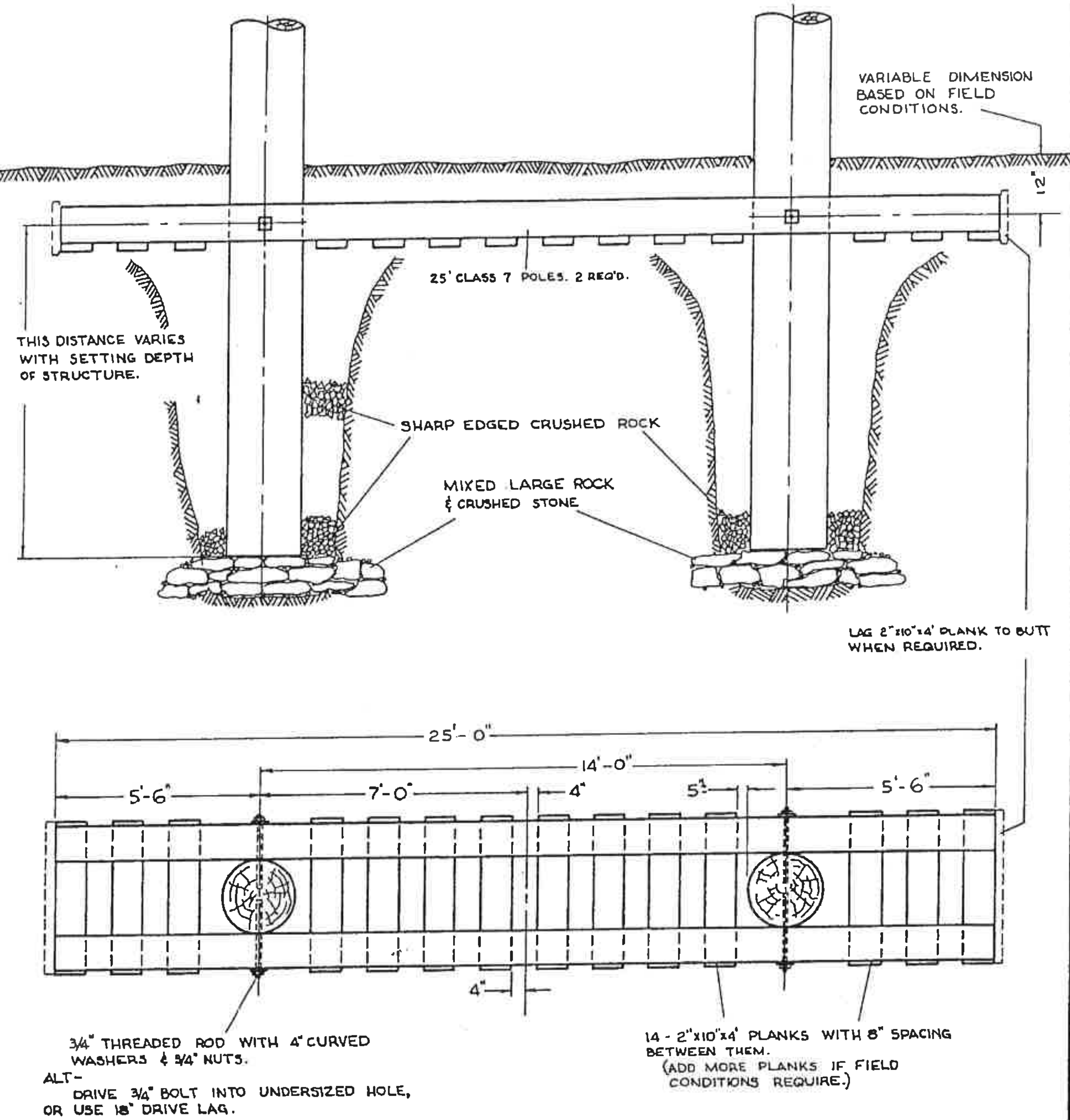
For Pole Ground Detail, see Dwg # 115-16.0
For Method of Guying, see Dwg # 115-18.2

METHODS OF POLE & GUY GROUNDING 2-POLE STRUCTURE	
VERMONT ELECTRIC POWER COMPANY, INC.	
DRAWN BY R. C.	CHECKED BY	DATE 4-11-72
SCALE NONE	APPROVED BY	DWG # 115-19.1

DATE | C'H'K BY
REVISIONS

BOSTON BLUE PRINT CO. 814C - 200 - 3-83

FORM CV 100



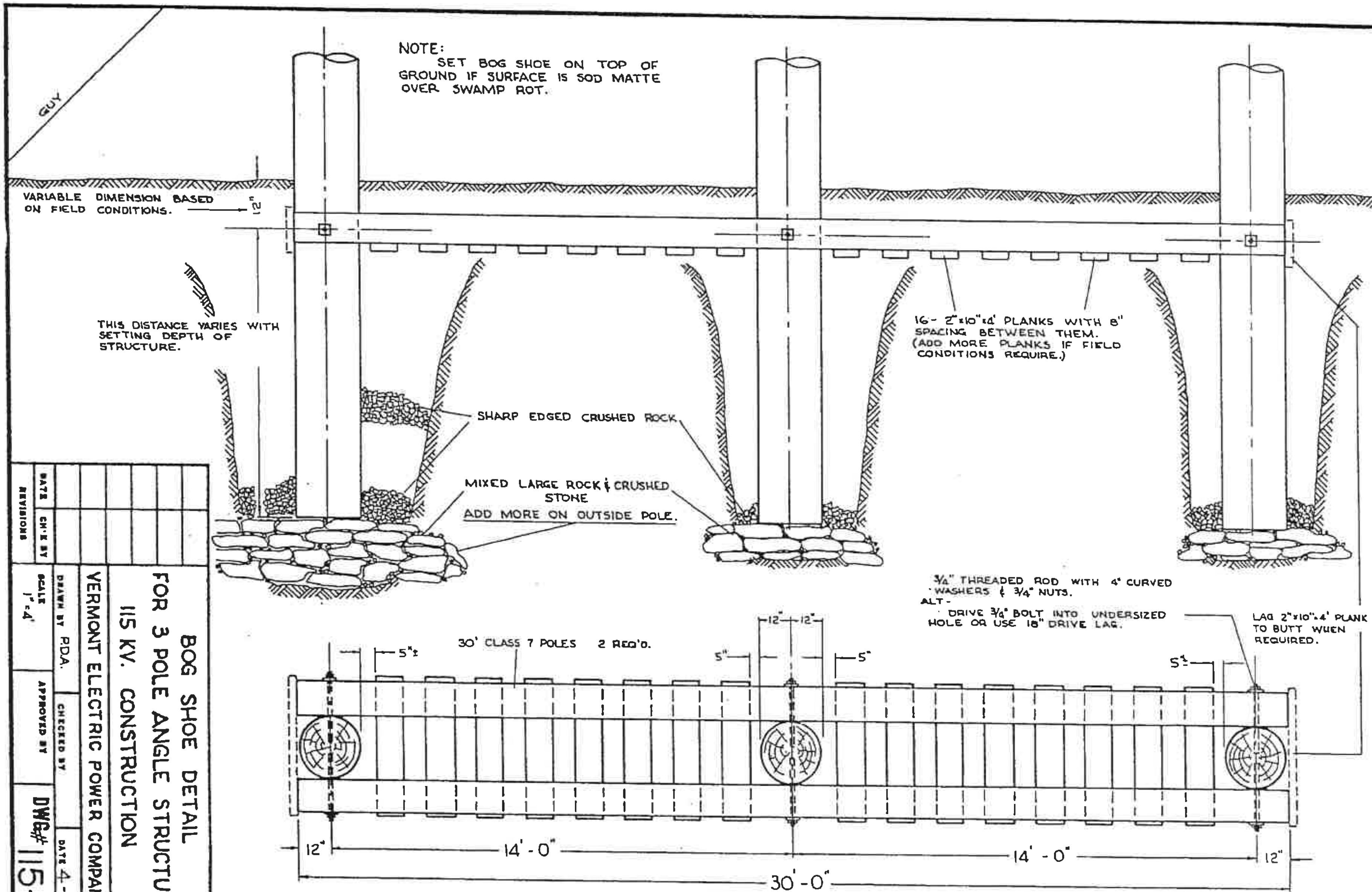
NOTE:
SET BOG SHOE ON TOP OF GROUND IF SURFACE IS SOD MATTE OVER SWAMP ROT.

BOG SHOE DETAIL
TANGENT "A" STRUCTURE
115 KV. CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

DRAWN BY PDA	CHECKED BY	DATE 4-12-72
SCALE 1"=4'	APPROVED BY	DWG# 115-200

DATE | CH'K BY | REVISIONS



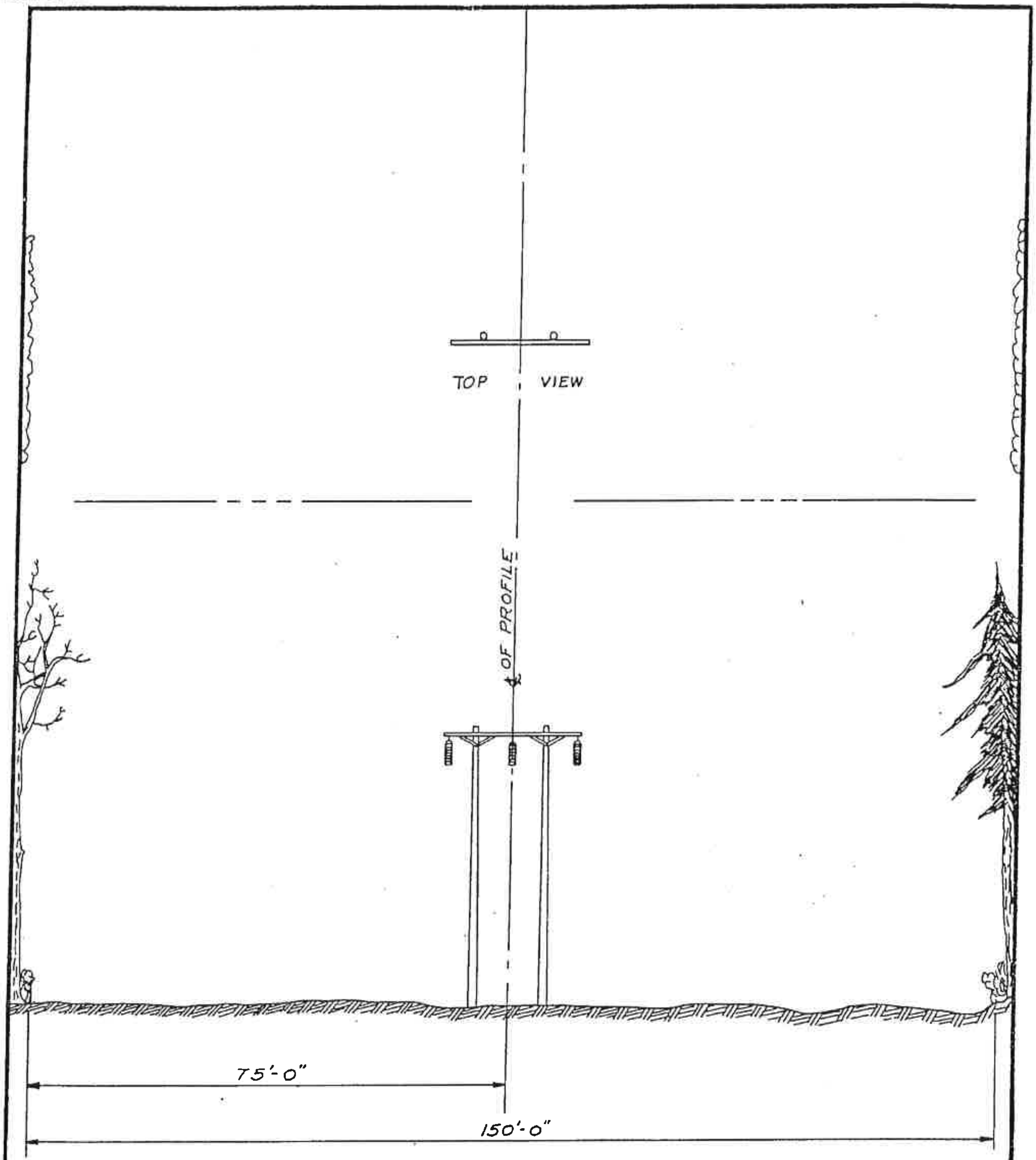
BOG SHOE DETAIL FOR 3 POLE ANGLE STRUCTURES 115 KV. CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

DRAWN BY P.D.A.	CHECKED BY	DATE 4-12-72
SCALE 1" = 4'	APPROVED BY	DWG# 115-20.1

DATE	CH'K BY

REVISIONS

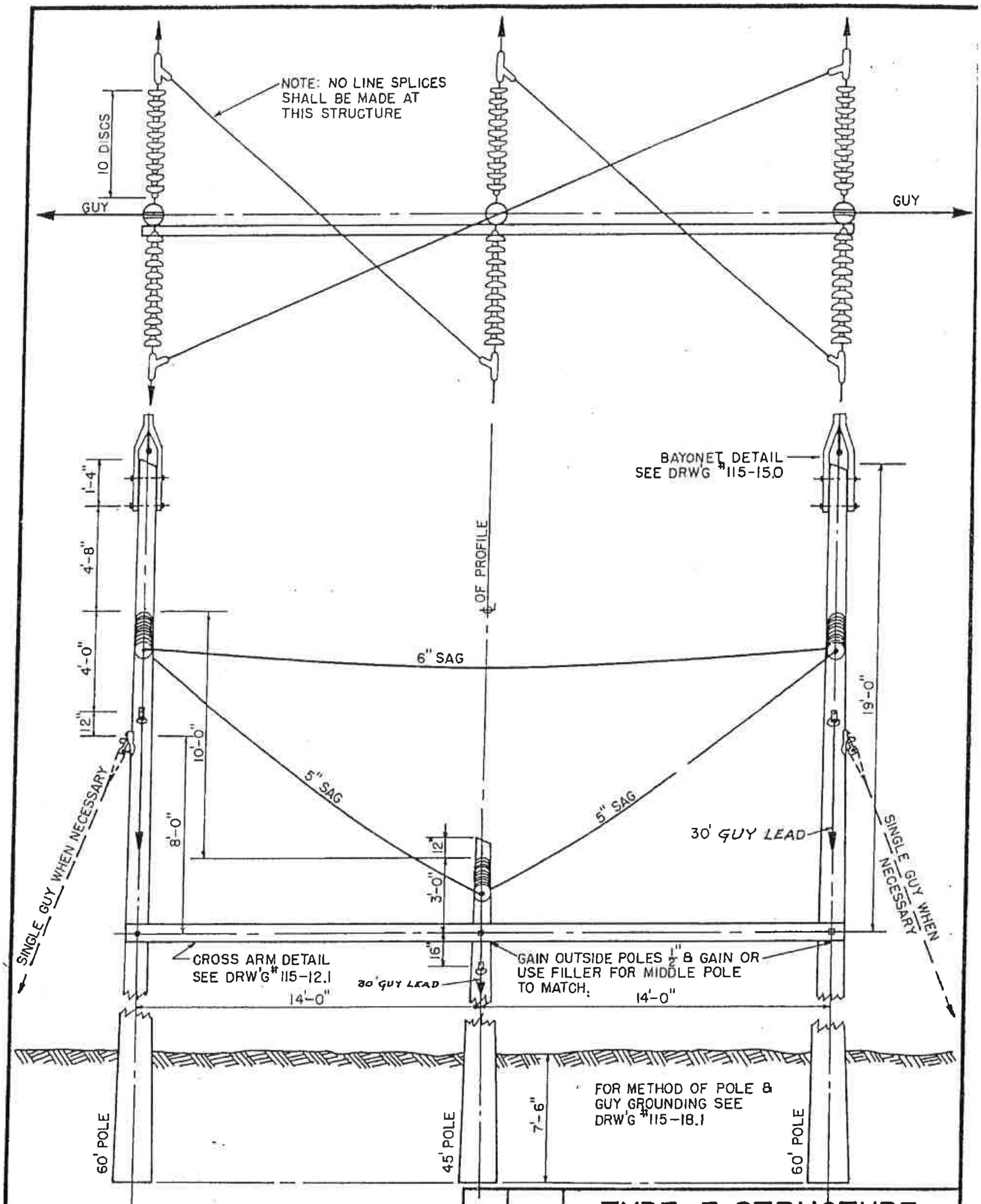


GENERAL PLAN
FOR PILING WOOD & BRUSH
150' RIGHT OF WAY

VERMONT ELECTRIC POWER COMPANY, INC.

DRAWN BY JM	CHECKED BY		DATE 4/13/72
SCALE NONE	APPROVED BY		DWG #115-21.0

DATE	CH'K BY
REVISIONS	



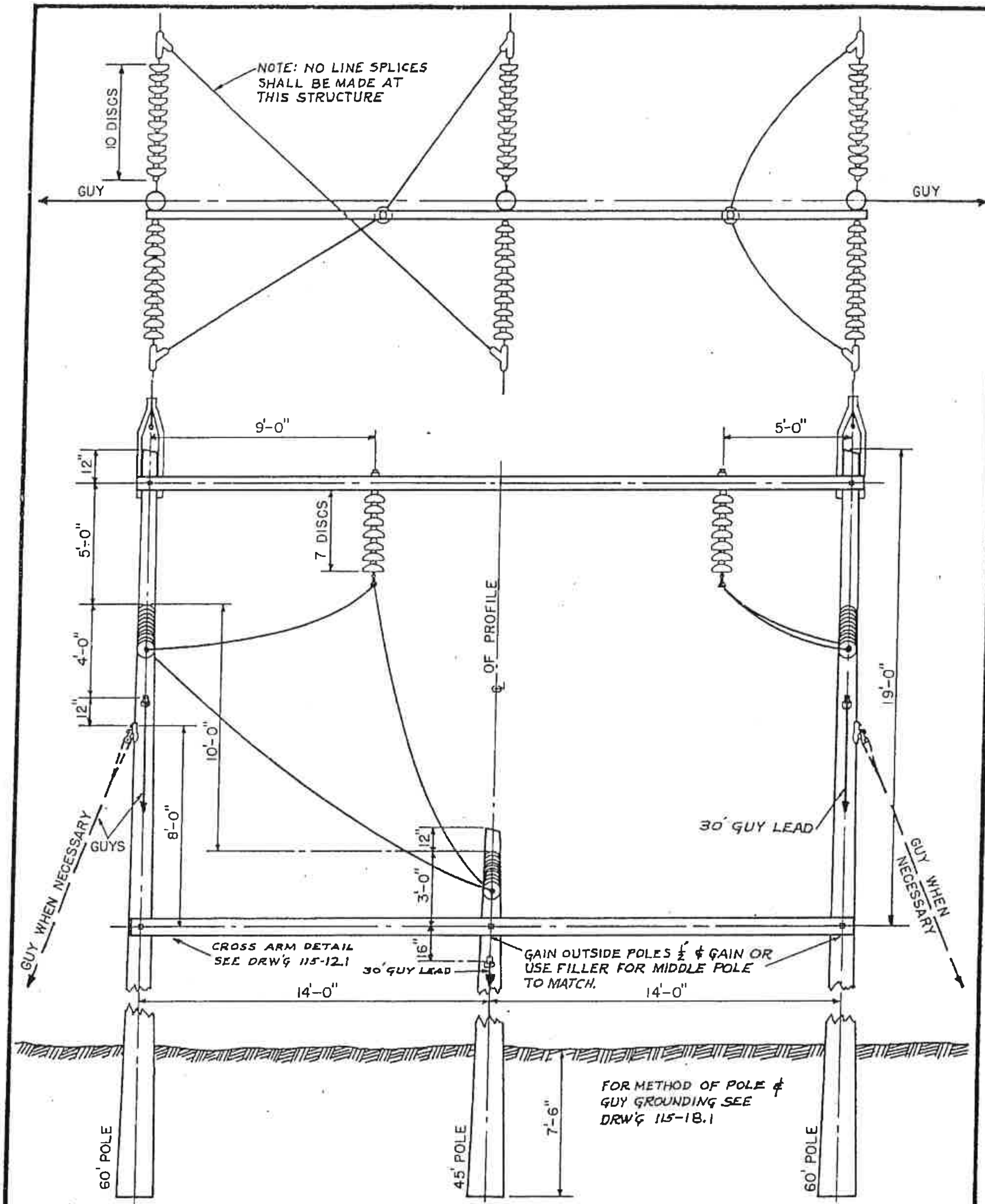
NOTE:
FOR STRUCTURAL DETAILS SEE DRW'G 115-11.2

TYPE F STRUCTURE
TRANSPOSITION
115 KV CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

DATE	CH'K BY	DRAWN BY	CHECKED BY	DATE
3/1/77	[illegible]	JM		4/22/72

REVISIONS | SCALE NONE | APPROVED BY | DWG# 115-22.0

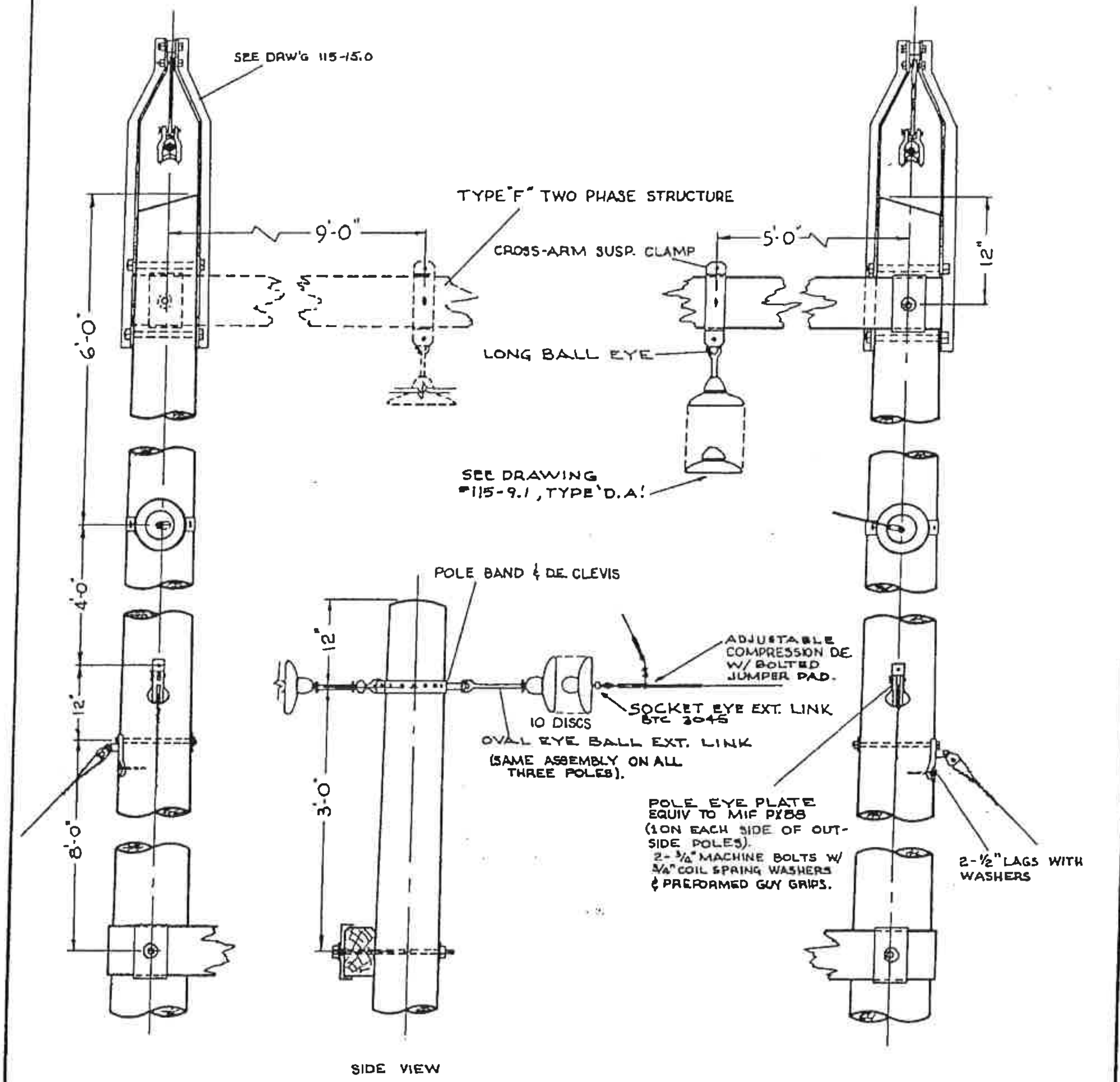


NOTE: FOR STRUCTURAL DETAILS SEE DRW'G. 115-11.2

TYPE F SPECIAL
TWO PHASE TRANSPOSITION 115KV CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

3/1/77	DRAWN BY JM	CHECKED BY	DATE 4/22/72
DATE / CH'K BY / REVISIONS	SCALE NONE	APPROVED BY	DWG # 115-22.1



3 PHASE TRANSPOSITION STRUCTURE

2 PHASE TRANSPOSITION STRUCTURE
(ALL DIMENSIONS, EXCEPT THOSE NOTED, ARE SAME AS THREE PHASE STRUCTURE).

NOTE:
OUTSIDE POLES 60'
MIDDLE POLE 45'

POLE TOP DETAILS
TYPE "F" 2 & 3 PHASE
TRANSPOSITION STRUCTURES
115 KV. CONSTRUCTION

VERMONT ELECTRIC POWER COMPANY, INC.

3/1/77	[initials]	DRAWN BY PDA	CHECKED BY
DATE	CH'K BY	SCALE NONE	APPROVED BY
REVISIONS		DATE 4/22/72	DWG # 115-22.2

VELCO

West Rutland-New Haven

Burns & McDonnell Project No. 40240

345KV STRUCTURE DRAWING INDEX

DRAWING NO.	TITLE
345-0.0	345KV CONSTRUCTION INDEX TO DRAWINGS
345-1.0	TANGENT SUSPENSION STRUCTURE TYPE 'A'
345-1.1	TANGENT SUSPENSION POLE TOP DETAILS TYPE 'A'
345-1.2	TANGENT SUSPENSION BILL OF MATERIALS TYPE 'A'
345-1.3	SHIELD WIRE DEAD END ATTACHMENT TYPE 'A' STRUCTURE
345-1.4	OPTICAL WIRE DEAD END ATTACHMENT TYPE 'A' STRUCTURE
345-3.0	SUSPENSION ANGLE STRUCTURE TYPE 'SA2' (12° TO 22°)
345-3.1	SUSPENSION ANGLE POLE TOP DETAILS TYPE 'SA2' (12° TO 22°)
345-3.2	SUSPENSION ANGLE BILL OF MATERIALS TYPE 'SA2' (12° TO 22°)
345-4.0	SUSPENSION ANGLE STRUCTURE TYPE 'SA3' (22° TO 35°)
345-4.1	SUSPENSION ANGLE POLE TOP DETAILS TYPE 'SA3' (22° TO 35°)
345-4.2	SUSPENSION ANGLE BILL OF MATERIALS TYPE 'SA3' (22° TO 35°)
345-5.0	STRAIGHT LINE DEAD END STRUCTURE TYPE 'DE1'
345-5.1	STRAIGHT LINE DEAD END SHIELD WIRE DEAD END TYPE 'DE1'
345-5.2	STRAIGHT LINE DEAD END OPTICAL WIRE DEAD END TYPE 'DE1'
345-5.3	STRAIGHT LINE DEAD END POLE TOP DETAILS-TIMBER CONNECTIONS TYPE 'DE1'
345-5.4	STRAIGHT LINE DEAD END POLE TOP DETAILS-COND. & GUY ATTACH. TYPE 'DE1'
345-5.5	STRAIGHT LINE DEAD END BILL OF MATERIALS TYPE 'DE1'
345-6.0	ANGLE DEAD END STRUCTURE TYPE 'DE2' (35° TO 55°)
345-6.1	ANGLE DEAD END POLE TOP DETAILS TYPE 'DE2' (35° TO 55°)
345-6.2	ANGLE DEAD END POLE TOP DETAILS-COND. & GUY ATTACH. TYPE 'DE2' (35° TO 55°)
345-6.3	ANGLE DEAD END BILL OF MATERIALS TYPE 'DE2' (35° TO 55°)
345-7.0	ANGLE DEAD END STRUCTURE TYPE 'DE3' (55° TO 75°)
345-7.1	ANGLE DEAD END POLE TOP DETAILS TYPE 'DE3' (55° TO 75°)
345-7.2	ANGLE DEAD END POLE TOP DETAILS-COND. & GUY ATTACH. TYPE 'DE3' (55° TO 75°)
345-7.3	ANGLE DEAD END BILL OF MATERIALS TYPE 'DE3' (55° TO 75°)
345-9.0	CROSSARM DETAILS
345-9.1	CROSSARM DETAILS
345-10.0	ANCHOR AND GUY GROUNDING DETAILS
345-10.1	ROCK ANCHOR DETAILS
345-10.2	METHOD OF POLE GUYING
345-11.0	2-POLE GROUNDING DETAILS TYPE A, B & C
345-11.1	METHOD OF POLE AND GUY GROUNDING
345-13.0	FOUNDATIONS AND BOG SHOE PLATFORM FOR 2 POLE STRUCTURE
345-14.0	BOG SHOE PLATFORM FOR 3 POLE STRUCTURE 29'-0" & 29'-6" POLE SPACING
345-14.1	BOG SHOE PLATFORM FOR 3 POLE STRUCTURE 29'-0" & 29'-6" POLE SPACING
345-DG	345KV STRUCTURE POLE DRILLING GUIDE TYPE "A"
345-SIGN	AERIAL PATROL AND STRUCTURE NUMBER SIGNS

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345KV

345KV CONSTRUCTION
INDEX TO DRAWINGS

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-0.0		1 REV.

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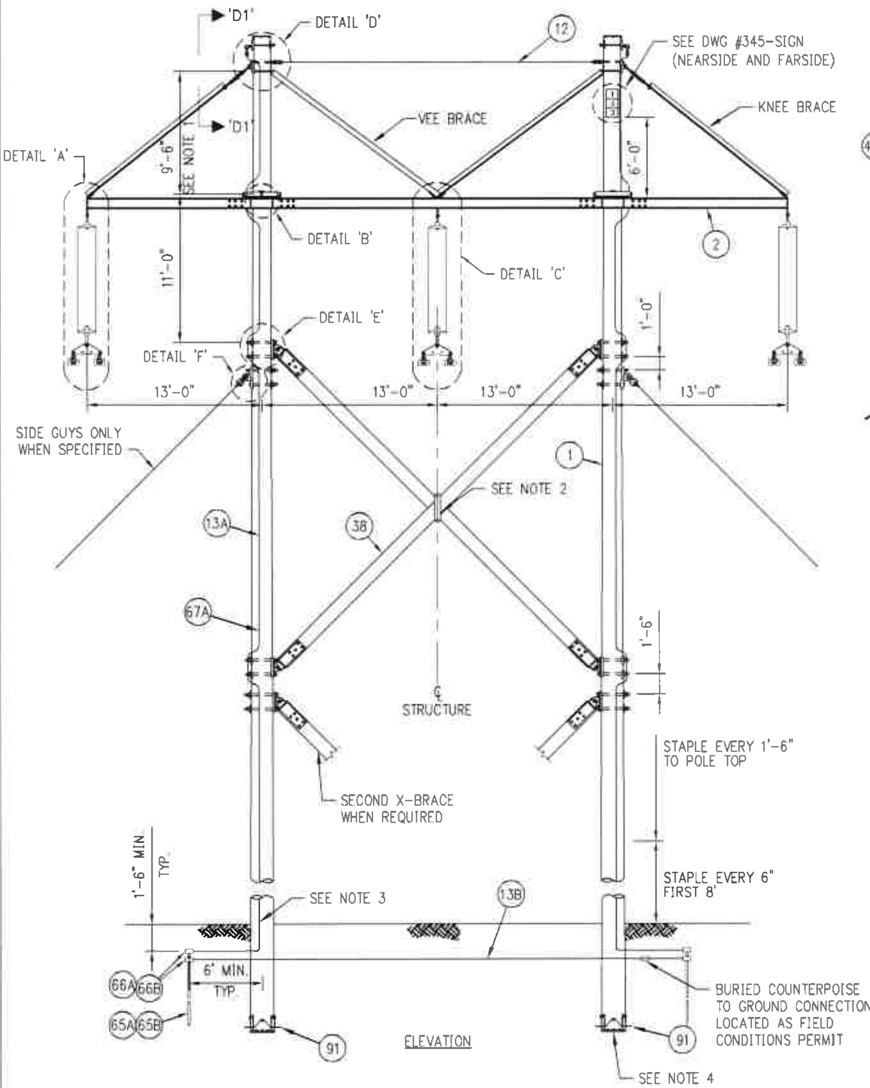

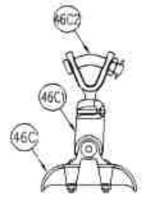

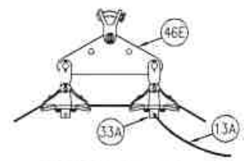

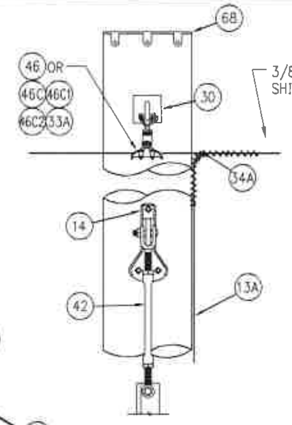

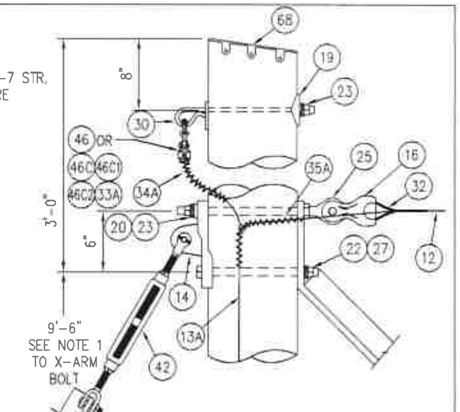

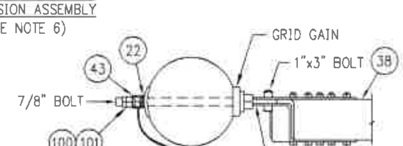

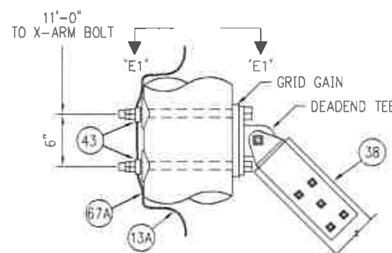

FOR ANCHOR AND GUY GROUNDING DETAILS, SEE DWG. #345-10.0 & #345-10.1
FOR POLE GUYING DETAILS, SEE DWG. #345-10.2
FOR GROUNDING DETAILS, SEE DWG. #345-11.0
FOR FOUNDATION DETAILS, SEE DWG. #345-FDN-1 THRU FDN-4

NOTES:

1. DIMENSION INCREASED TO 10'-0" ON APPROXIMATELY HALF OF STRUCTURES INSTALLED TO ALLOW USE OF LARGER STATIC WIRE RUNNING BLOCK.
2. BRACKET INSTALLED HORIZONTALLY ON APPROXIMATELY HALF OF STRUCTURES INSTALLED; HORIZONTAL INSTALLATION WAS APPROVED BY HUGHES.
3. AN ADDITIONAL PARALLEL GROOVE CONNECTOR AND GROUND WIRE WAS EXTENDED TO CONNECT TO GROUND LUG ON MARK 91 IN AREAS OF HIGH SOIL RESISTANCE.
4. FOUR SECTION PLATES WERE USED IN POOR SOILS; TWO SECTION PLATES WERE TYPICALLY INSTALLED.
5. PENETROX GREASE REQUIRED AT CONNECTION OF MARK 33A AND 46C.
6. USE DOUBLE OPTICAL WIRE SUSPENSION ASSEMBLY WHEN VERTICAL ANGLE EXCEEDS 30 DEGREES.

Burns & McDonnell

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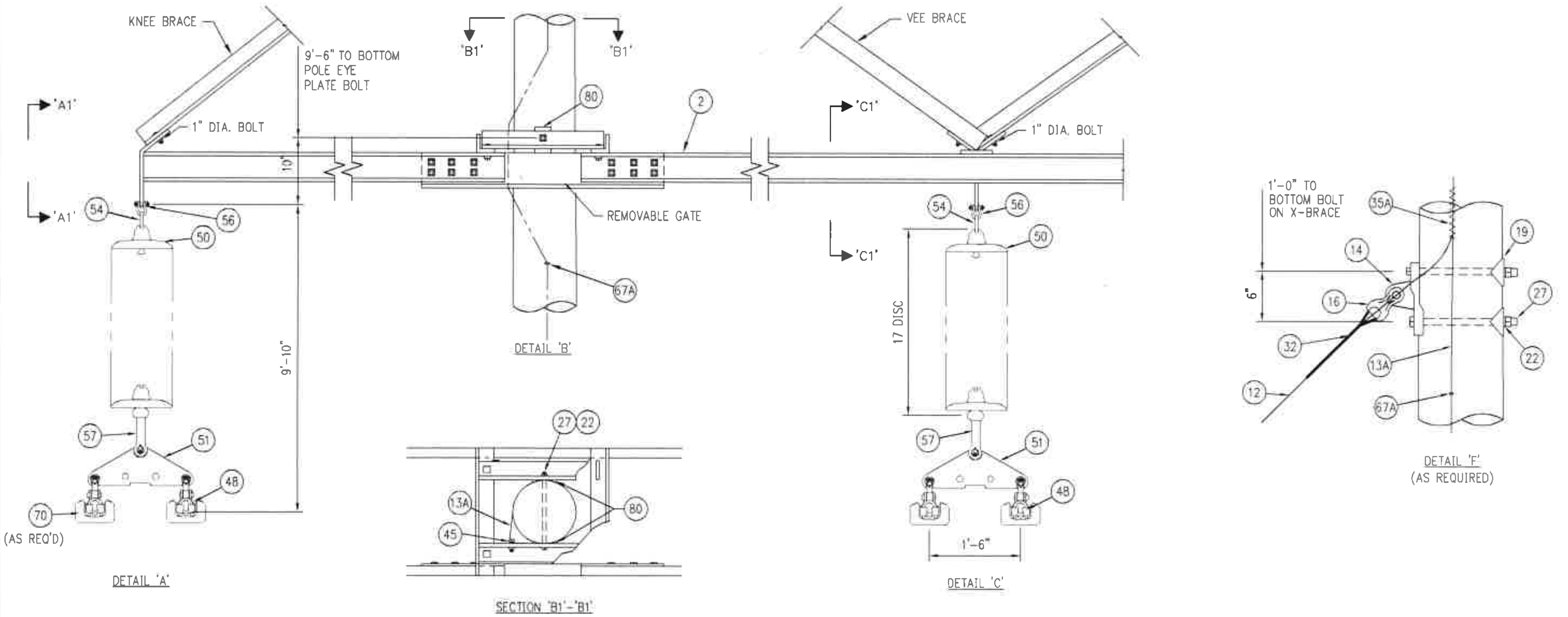
1	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

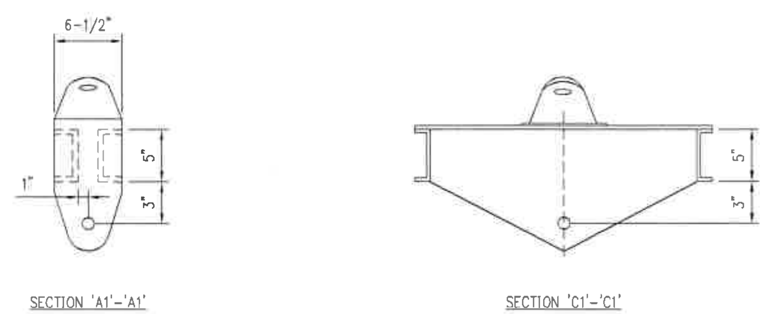
VELCO — VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

TANGENT SUSPENSION STRUCTURE TYPE 'A'

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-1.0		1 REV.

FILE: H:\Velco\36445 WR-NH (P)\Cadd\STANDARD POLES\345KV\345-1.0.dwg 02-07-2008 11:30 DSM BMcD





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PROPRIETARY
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0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

TANGENT SUSPENSION POLE TOP DETAILS TYPE 'A'

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: 345–1.1	PLOT: 1=1		REV. 1

FILE: N:\Velco\32445 WR-NH EP\Cadd\STANDARD POLES\MSKV\345-1.1.dwg 02-07-2006 11:30 DSM BMcD

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURE	CATALOG NUMBER
1		2	POLE, WOOD		
2	0000560	1	CROSSARM, ASSEMBLY, WEATHERING STEEL, 345kV, 52', INCLUDES CROSSARM, 2 KNEE BRACES & 2 VEE BRACES WEATHERING STEEL, AND ALL MOUNTING HARDWARE EXCEPT TURNBUCKLES, THRU BOLTS FOR ARM, HARDWARE FOR UPPER END OF BRACES	T&B/MEYER	DWG #7453
12		27	GUY STRAND, 1/2"EHS-7 STRAND (FT)		
13A		235	BONDING WIRE #2 COPPER, SOLID (FT)		
13B		38	GROUND WIRE, 7 NO. 8 COPPERWELD (FT) DEAD SOFT ANNEALED		
14		2	PLATE,POLE EYE,7/8"BOLT,6"BOLT SPCG,SGL EYE, 7/8" PIN	MACLEAN	EPR-77S-7
16	0201520	2	THIMBLE CLEVIS, 20K	MACLEAN	CT-88H
19		2	WASHER, SQ, CURVED, 4"x4",FOR 7/8" BOLT	JOSLYN	P144B
20	0204650	2	WASHER, ROUND, 2", FOR 3/4" BOLT	HUGHES	RW2-70
22		12	WASHER, COIL, DOUBLE SPRING, FOR/7/8" BOLT	HUGHES	SLW2-80
23	0200110	4	WASHER, COIL, DOUBLE SPRING, FOR/3/4" BOLT	HUGHES	SLW2-70
25		2	BOLT, DBL ARM, EYE BOLT, W/2 NUTS, 3/4"xXX"	JOSLYN	J96XX
27		4	BOLT, MACHINE, 7/8"xXX", W/NUT	HUGHES	88XX
30		2	SUPPORT, STATIC WIRE, 3/4"xXX", W/ 5/8" LINK	HUGHES	2812.6-XX-BCL
32	0203860	2	GUY GRIP, DEADEND, GALV, 1/2" BLUE 7W	HELICAL	HG212-1/2
33A		2	CONNECTOR, GROUND CLAMP, BRONZE FOR OPTICAL WIRE SUSPENSION CLAMP, SX-48/33/520	ANDERSON	GTCL-23A
34A		1	L-TAP, 3/8" GALV TO #2 SOLID CU	HELICAL	
35A		2	L-TAP, 1/2" GALV TO #2 SOLID CU	HELICAL	
38		1	BRACE-X, ASSEMBLY, 345KV, 5-1/8"x 7-1/2", 26' POLE SP, LAMINATED, INCLUDES DEADEND TEES, CURVED WASHERS, NUTS, 7/8" x XX"MTG BOLTS, GRID GAINS AND CENTER CLAMP	HUGHES	2093K-26-0-CPT
42		2	TURNBUCKLE, CLEVIS-CLEVIS, 7/8" x12", 35K	HUGHES	AS2545-C
43	0204530	8	CLIP, GRND WIRE BONDING, #2 CU TO 7/8 BOLT	HUGHES	2727.8
45	0202660	2	CLIP, GROUND WIRE BONDING, GALV, #2 CU TO FLAT SURF. 1/2" BOLT, NUT AND LOCK NUT	HUGHES	GWB-51-1/2
46	0100050	1	CLAMP, SHIELD WIRE, SUSP., 3/8"EHS-7 STRAND (.20-.46) W/O FITTING	MACLEAN	FS-46-N
46C		1	CLAMP, OPTICAL WIRE, SUSP., SX-48/33/520	ALCOA	SUME 500/527
46C1		1	SOCKET EYE	HUBBELL	SA16
46C2		1	Y-CLEVIS BALL	MACLEAN	YCB-65A
48	0101850	6	CLAMP, COND, FORMULA, SUSPENSION, 1.2"MAX DIA, 15"L, 23K, W/90° Y-CLEVIS EYE FITTING F/ 954MCM 45/7ACSR CORONA FREE	MACLEAN	ACFS-120-15-23-RYCE
50		51	INSULATOR, SUSP, 30K M&E, 5-3/4"x10", BALL & SOCKET, GRAY	LAPP	5960A-70
51		3	PLATE, YOKE, TRI, 18" SPCG, 15/16" HOLES, 40K ULT, 5/8" THICK	MACLEAN	ASM-6229-3
54	0201600	3	OVAL-EYE BALL, GALV, FORGED STEEL, 30K, 3-23/32" LONG	ANDERSON	BE-30
56	0206010	3	SHACKLE, ANCHOR, BNK, 35K, W/ 3/4" BOLT NUT & COTTER KEY	ANDERSON	AS-35-BNK
57	0207860	3	SOCKET, CLEVIS, 4-1/2" L, 13/16"W, 2"D, 5/8"P, 30K	MACLEAN	SCL-55B
65A		4	GROUND ROD, COPPER CLAD, 3/4" x 10'	BLACKBURN	7510
65B		2	COUPLING, GROUND ROD, 3/4" COPPER CLAD COMPRESSION	E&J DEMARK	GRC-34B
66A		2	EXOTHERMIC WELD, #2 SOLID CU TO 3/4" CU ROD	ERICO/CADWELD	
66B		2	EXOTHERMIC WELD, 7 NO. 8 COPPERWELD TO 3/4" CU ROD	ERICO/CADWELD	
67A		110	STAPLE, GROUND WIRE, COPPERCLAD, 1-1/2"x3/8", ROLLED POINT	CHANCE	9167
80	0203760	4	GRID GAIN, CURVED, 6-3/4"x4-1/8", FOR 7/8" BOLT CTR HOLE, F/CROSSARM	JOSLYN	PX261

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURE	CATALOG NUMBER
91		2	ANCHOR, POLE, 4-SECTION, W/ 7/8" x XX" THREADED ROD W/4 NUTS, 4 LOCKNUTS & LAG SCREWS	HUGHES	A1895-3-XX
100		8	NUT, SQUARE, 7/8"	HUGHES	N80
101		8	LOCKNUT, SQUARE, 7/8"	HUGHES	MF80
			MATERIAL REQUIRED FOR DOUBLE OPTICAL WIRE SUSPENSION		
46E		1	CLAMP ASSEMBLY, OPTICAL WIRE, DBL. SUSP. W/2 CLEVIS EYE, 1 YOKE PLATE, 1 Y-CLEVIS CLEVIS, SX-48/33/520	ALCOA	OSPSS4
			SIDE GUY MATERIAL ONLY		
12		110	GUY STRAND, 1/2"EHS-7 STRAND (FT)		
14		2	PLATE,POLE EYE,7/8"BOLT,6"BOLT SPCG,SGL EYE, 7/8"PIN	MACLEAN	EPR-77S-7
16	0201520	2	THIMBLE CLEVIS, 20K	MACLEAN	CT-88H
19		4	WASHER, SQ, CURVED, 4"x4",FOR 7/8" BOLT	JOSLYN	P144B
21		2	WASHER RND 6" FOR 1" ANCHOR ROD	JOSLYN	P85A-1
22		4	WASHER, COIL, DOUBLE SPRING, FOR/7/8" BOLT	HUGHES	SLW2-80
27		4	BOLT, MACHINE, 7/8"xXX", W/NUT	HUGHES	88XX
32	0203860	4	GUY GRIP, DEADEND, GALV, 1/2" BLUE 7W	HELICAL	HG212-1/2
35A		2	L-TAP, 1/2" GALV. TO #2 SOLID CU	HELICAL	
44		2	CLAMP, BONDING, GUY-GROUND, FOR #2 CU TO 1/2"-7 STRAND	CHANCE	6484
71	0205180	2	ANCHOR, LOG, 8"x8"x8'		
72		2	ANCHOR ROD, 1"x10' LONG, HD GALV., THMBL EYE	CHANCE	5340
73	0205950	2	GUY MARKER, FULL RND, YEL, 84"x 1.5", 3/16-1/2" W/PIGTAIL POLYETHYLENE	CHANCE	84FRPM-YEL
			MATERIAL USED AS REQUIRED		
68	0204390	AR	POLE ROOF, NON METALLIC	OSMOSE	70-110-020-016
70	0202550	AR	WEIGHT, HOLD DOWN,150#, W/ HARDWARE, FOR FORMULA CLAMP 954MCM ACSR 45/7	MACLEAN	ASM-389-150

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS
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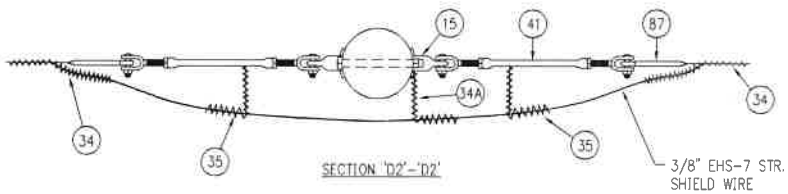
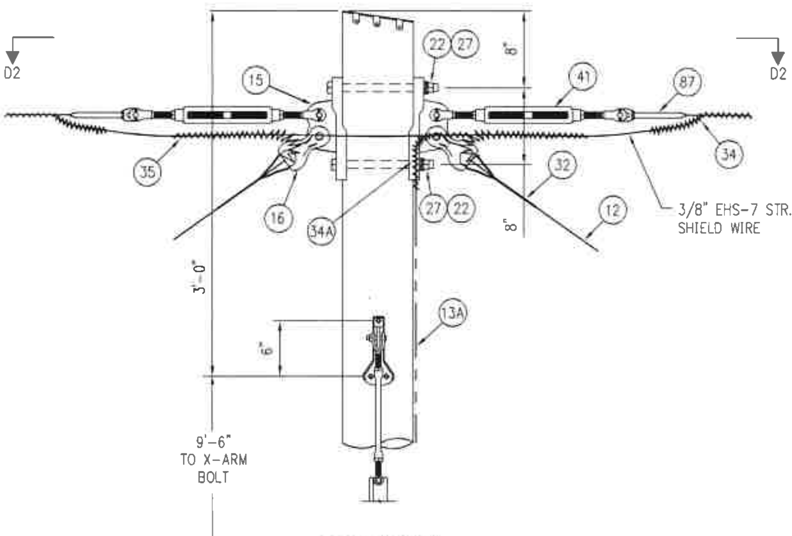
VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

TANGENT SUSPENSION BILL OF MATERIALS TYPE 'A'

SCALE: NONE | DRAWN BY: BMcD | APPROVED BY:
DATE: 11/05 | CHECKED BY: KAW | DATE
DRAWING NUMBER: 345-1.2
PLOT: 1=1
REV. 1
FILE:



SECTION 'D2'-'D2'



SECTION 'D1'-'D1'

BILL OF MATERIALS					
MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
MATERIALS REQUIRED TO DOUBLE DEADEND 1 SHIELD WIRE ON TYPE "A" STRUCTURE					
15	0201470	2	PLATE, POLE EYE, DBL EYE, GALV, 15/16" HOLES, 8" BOLT SPCG, 7/8" BOLTS, & PIN	MACLEAN	EPR8-77-D7
22		2	WASHER, COIL, DOUBLE SPRING, FOR 7/8" BOLT	HUGHES	SLW2-80
27		2	BOLT, MACHINE, 7/8"x XX", W/NUT	HUGHES	88XX
34		2	L-TAP, 3/8" GALV. TO 3/8" GALV.	HELICAL	
34A		1	L-TAP, 3/8" GALV. TO #2 SOLID CU	HELICAL	
41	0202540	2	TURNBUCKLE, CLEVIS-CLEVIS, 3/4"x 9", 28K	HUGHES	AS2545-A
87	0101410	2	DEADEND, ALUM, COMP, W/EYE, SHIELD WIRE, 3/8" EHS-7 STR. STL	ALCOA	E4514.12
MATERIALS REQUIRED FOR IN-LINE GUYING					
12		200	GUY STRAND, 1/2" EHS-7 STRAND (FT)		
13A		200	BONDING WIRE, #2 COPPER, SOLID (FT)		
16	0201520	2	THIMBLE CLEVIS, 20K	MACLEAN	CT-88H
21		2	WASHER RND 6" FOR 1" ANCHOR ROD	JOSLYN	P85A-1
32	0203860	4	GUY GRIP, DEADEND, GALV, 1/2" BLUE 7W	HELICAL	HG212-1/2
35	0202780	2	L-TAP, 1/2" GALV. TO 3/8" GALV.	HELICAL	
44		2	CLAMP, BONDING, GUY-GROUND, FOR #2 CU TO 1/2"-7 STRAND	CHANCE	6484
66A		2	EXOTHERMIC WELD, #2 SOLID CU WIRE TO 3/4" CU ROD	ERICO/CADWELD	
71	0205180	2	ANCHOR, LOG, 8"x8"x8"		
72		2	ANCHOR ROD, 1"x10'-0" LONG, HOT DIP GALV, THIMBLE EYE	CHANCE	5340
73	0205950	2	GUY MARKER, FULL RND, YEL, 84"x 1.5", 3/16"-1/2" W/PIGTAIL POLYETHYLENE	CHANCE	84FRPM-YEL

NOTES:

1) THESE ITEMS WILL BE CALLED FOR BY THE LINE DESIGNER, AS NEEDED
2) IF DEAD ENDS ARE USED FOR UPLIFT, GUYS MAY BE ELIMINATED.

Burns & McDonnell

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1	1/01/08	JAH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

SHIELD WIRE DEAD END
ATTACHMENT
TYPE 'A' STRUCTURE

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345–1.3		1 REV.

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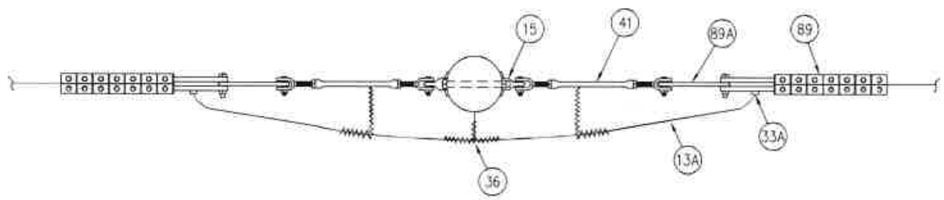
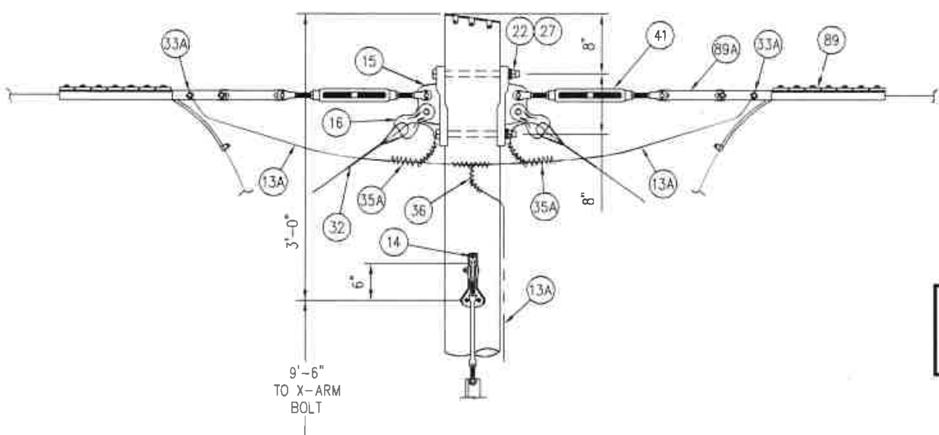




SECTION 'D1'-'D1'

BILL OF MATERIALS					
MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
MATERIALS REQUIRED TO DOUBLE DEADEND 1 OPTICAL WIRE ON TYPE "A" STRUCTURE					
13A		10	BONDING WIRE, #2 COPPER, SOLID (FT)		
15	0201470	2	PLATE, POLE EYE, DBL EYE, GALV, 15/16" HOLES, 8" BOLT SPCG, 7/8" BOLTS, & PIN	MACLEAN	EPR8-77-D7
22		2	WASHER, COIL, DOUBLE SPRING, FOR 7/8" BOLT	HUGHES	SLW2-80
27		2	BOLT, MACHINE, 7/8"x XX", W/NUT	HUGHES	B8XX
33A		2	CONNECTOR, GROUND CLAMP, BRONZE	ANDERSON	GTCL-23A
36		1	L-TAP, #2 SOLID CU TO #2 SOLID CU	HELICAL	
41		2	TURNBUCKLE, CLEVIS-CLEVIS, 3/4"x 9", 28K	HUGHES	AS2545-A
89		2	BOLTED DEADEND, OPTICAL WIRE, SX-48/33/520	ALCOA	ODE 47/34520G
89A		2	LINK, EXTENSION, OPTICAL WIRE, 5" C-C	ALCOA	ODELP05
89B		15	GUIDE CLAMP, WOOD POLE FOR OPTICAL WIRE, W/LAG SCREW, SX-48/33/520	ALCOA	OGW469/561
MATERIALS REQUIRED FOR IN-LINE GUYING					
12		200	GUY STRAND, 1/2" EHS-7 STRAND (FT)		
13A		200	BONDING WIRE, #2 COPPER, SOLID (FT)		
16	0201520	2	THIMBLE CLEVIS, 20K	MACLEAN	CT-88H
21		2	WASHER RND 6" FOR 1" ANCHOR ROD	JOSYLN	P85A-1
32	0203860	4	GUY GRIP, DEADEND, GALV, 1/2" BLUE 7W	HELICAL	HG212-1/2
35A		2	L-TAP, 1/2" GALV. TO #2 SOLID CU	HELICAL	
44		2	CLAMP, BONDING, GUY-GROUND, FOR #2 CU TO 1/2"-7 STRAND	CHANCE	6484
66A		2	EXOTHERMIC WELD, #2 SOLID CU WIRE TO 3/4" CU ROD	ERICO/CADWELD	
71	0205180	2	ANCHOR, LOG, 8"x8"x8'		
72		2	ANCHOR ROD, 1"x10'-0" LONG, HOT DIP GALV, THIMBLE EYE	CHANCE	5340
73	0205950	2	GUY MARKER, FULL RND, YEL, 84"x 1.5", 3/16"-1/2" W/PIGTAIL POLYETHYLENE	CHANCE	84FRPM-YEL

NOTES:

1) THESE ITEMS WILL BE CALLED FOR BY THE LINE DESIGNER, AS NEEDED
2) IF DEAD ENDS ARE USED FOR UPLIFT, GUYS MAY BE ELIMINATED.

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	JAH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO

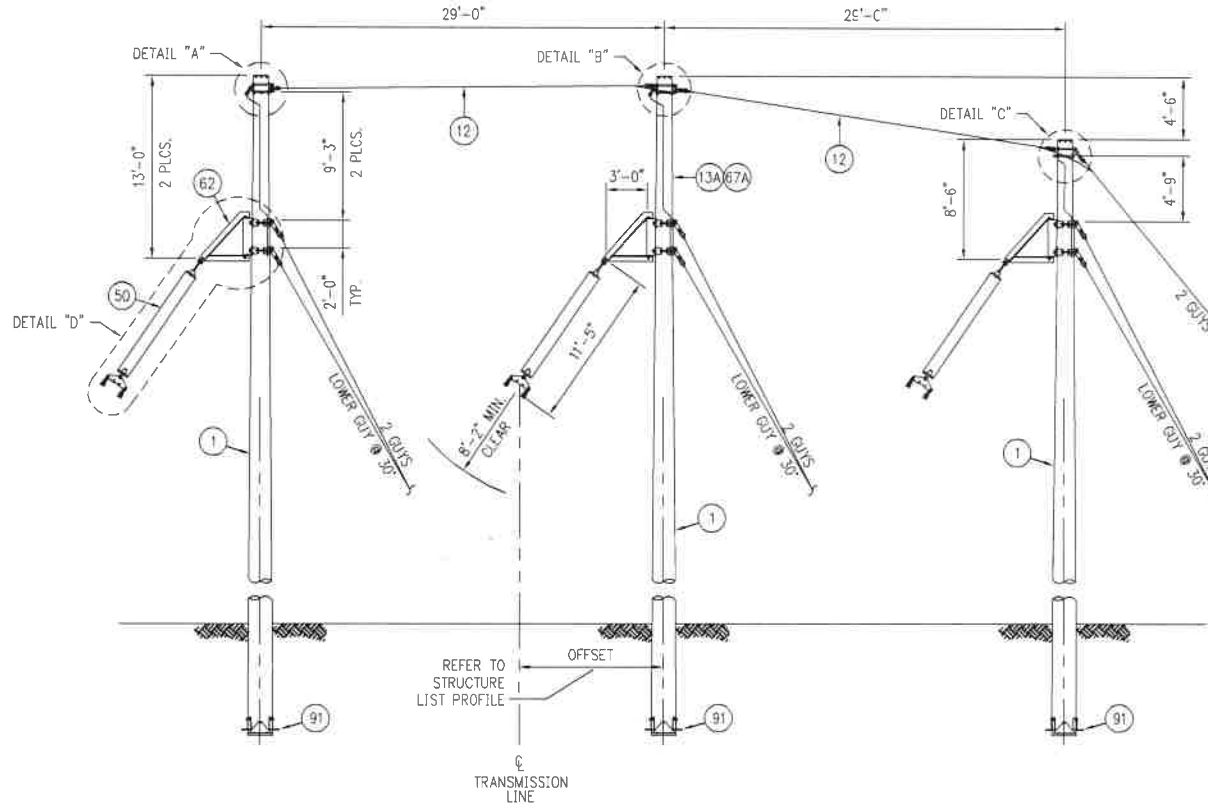
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

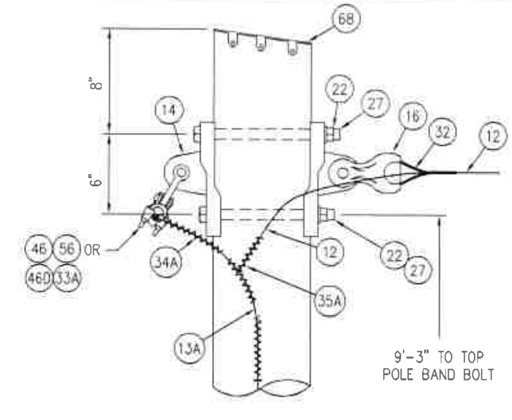
OPTICAL WIRE DEAD END ATTACHMENT TYPE 'A' STRUCTURE

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-1.4		1 REV.

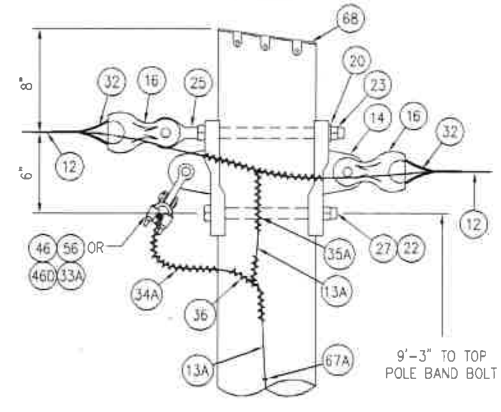
FILE:



ELEVATION



DETAIL "A"



DETAIL "B"

FOR ANCHOR AND GUY GROUNDING DETAILS, SEE DWG. #345-10.0 & #345-10.1
FOR POLE GUYING DETAILS, SEE DWG. #345-10.2
FOR GROUNDING DETAILS, SEE DWG. #345-11.0
FOR FOUNDATION DETAILS, SEE DWG. #345-FDN-1 THRU FDN-4

Burns & McDonnell

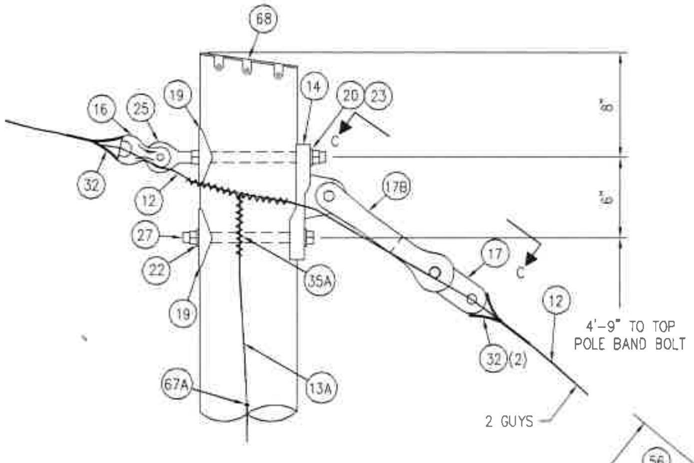
CONFORMED TO CONSTRUCTION RECORDS
The revision dated 01.01.08 supercedes all revisions with an earlier revision date

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

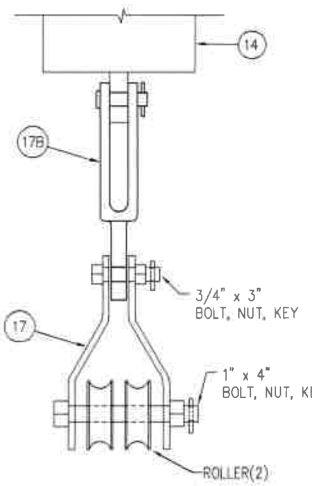
VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

SUSPENSION ANGLE
STRUCTURE
TYPE 'SA2' (12° TO 22°)

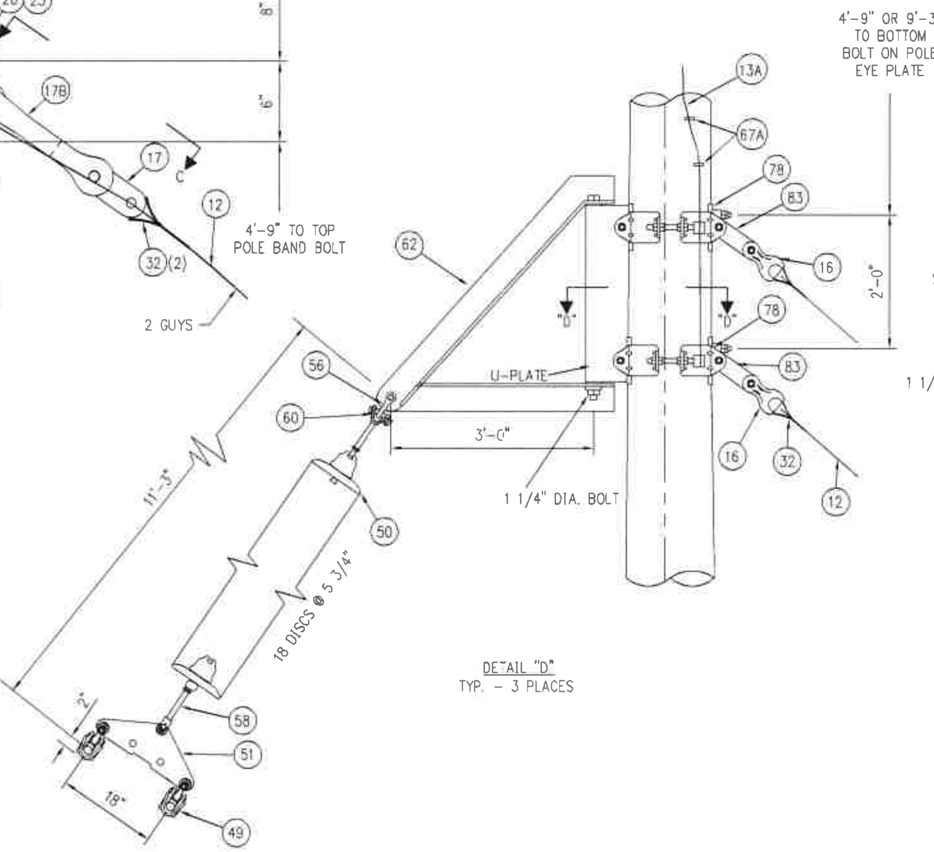
SCALE: NONE | DRAWN BY: BMcD | APPROVED BY:
DATE: 11/05 | CHECKED BY: KAW | DATE
DRAWING NUMBER: 345-3.0
PLOT: 1=1
REV. 1



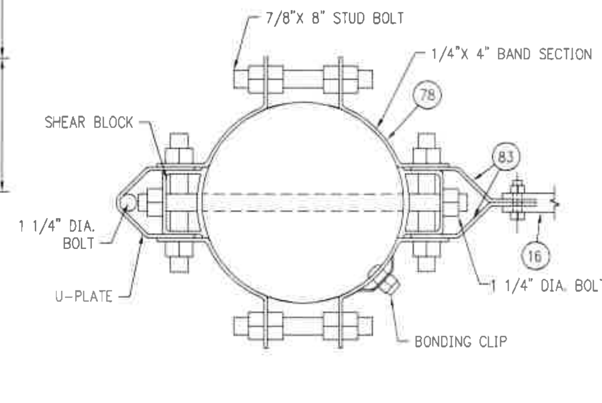
DETAIL "C"



SECTION C-C



DETAIL "D"
TYP. – 3 PLACES



SECTION "D"-"D"

REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	6/14/06	CSM	JRW	ADDED EXT. LINK RE-ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

SUSPENSION ANGLE
POLE TOP DETAILS
TYPE 'SA2' (12° TO 22°)

SCALE: NONE | DRAWN BY: BMcD | APPROVED BY:
DATE: 11/05 | CHECKED BY: KAW | DATE

DRAWING NUMBER: 345-3.1
PLOT: 1=1
REV. 2

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
1		3	POLE, WOOD		
12		740	GUY STRAND, 1/2"EHS-7 STRAND (FT)		
13A		320	BONDING WIRE #2 COPPER, SOLID (FT)		
14		5	PLATE,POLE EYE,7/8"BOLT,6"BOLT SPCG,SGL EYE, 7/8" PIN	MACLEAN	EPR-77S-7
16	0201520	10	THIMBLE CLEVIS, 20K	MACLEAN	CT-88H
17	0203470	1	PLATE, GUY, DBL, ASSEMBLY, INCL: 2 LINKS (#3157); 2 ROLLERS (#28083); 1 BOLT 3/4"x3" BNK; 1 BOLT 1"x4" BNK	HUGHES	
17B		1	CLEVIS, EYE, EXTENSION LINK	ANDERSON	CEEL-093-06.5
19		2	WASHER, SQ, CURVED, 4"x4",FOR 7/8" BOLT	JOSLYN	P144B
20	0204650	2	WASHER, ROUND, 2", FOR 3/4" BOLT	HUGHES	RW2-70
21		8	WASHER RND 6" FOR 1" ANCHOR ROD	JOSLYN	P85A-1
22		4	WASHER, COIL, DOUBLE SPRING, FOR/7/8" BOLT	HUGHES	SLW2-80
23	0200110	2	WASHER, COIL, DOUBLE SPRING, FOR/3/4" BOLT	HUGHES	SLW2-70
25		2	BOLT, DBL ARM, EYE BOLT, W/2 NUTS, 3/4"xXX"	JOSLYN	J96XX
27		4	BOLT, MACHINE, 7/8"xXX", W/ NUT	HUGHES	B8XX
32	0203860	20	GUY GRIP, DEADEND, GALV, 1/2" BLUE 7W	HELICAL	HG212-1/2
33A		1	CONNECTOR, GROUND CLAMP, BRONZE, FOR OPTICAL WIRE SUSP. CLAMP SX-48/33/520	ANDERSON	GTCL-23A
34A		1	L-TAP, 3/8" GALV. TO #2 SOLID CU	HELICAL	
35A		3	L-TAP, 1/2" GALV. TO #2 SOLID CU	HELICAL	
36		1	L-TAP, #2 SOLID CU TO #2 SOLID CU	HELICAL	
44		8	CLAMP, BONDING, GUY-GROUND, FOR #2 CU TO 1/2"-7 STRAND	CHANCE	6484
46	0100050	1	CLAMP, SHIELD WIRE, SUSP., 3/8"EHS-7 STRAND (.20-.46) W/O FITTING	MACLEAN	FS-46-N
46D		1	CLAMP, OPTICAL WIRE, SGL. SUSPENSION W/ Y-CLEVIS EYE, SX-48/33/520	ALCOA	OSPSP4
49	0101650	6	CLAMP, COND, FORMULA, SUSPENSION, 1.2"MAX DIA, 19"L, 30K, W/90° Y-CLEVIS EYE FITTING F/ 954MCM 45/7ACSR CORONA FREE	MACLEAN	ACFS-120-19-30-RYCE
50		54	INSULATOR, SUSP, 30K M&E, 5-3/4"x10", BALL & SOCKET, GRAY	LAPP	5960A-70
51		3	PLATE, YOKE, TRI, 18" SPCG, 15/16" HOLES, 40K ULT, 5/8" THICK	MACLEAN	ASM-6229-3
56	0206010	4	SHACKLE, ANCHOR, BNK, 35K, W/ 3/4" BOLT NUT & COTTER KEY	ANDERSON	AS-35-BNK
58		3	SOCKET CLEVIS, HOT LINE, 35K, 10" L	MACLEAN	SCHL-55A
60		3	BALL Y-CLEVIS, HOT LINE, 35K, 10-1/8" L	MACLEAN	YCBHL-65A
62	0203930	3	BRACKET, SWINGING ANGLE, 2'x3', 35K W/1-1/4" BOLT & LOCKNUT	HUGHES	1796-C
65A		2	GROUND ROD, COPPER CLAD, 3/4" x 10'	BLACKBURN	7510
66A		2	EXOTHERMIC WELD, #2 SOLID CU TO 3/4" CU ROD	ERICO/CADWELD	
67A		40	STAPLE, GROUND WIRE, COPPERCLAD, 1-1/2"x3/8", ROLLED POINT	CHANCE	9167
71	0205180	8	ANCHOR, LOG, 8"x8"x8'		
72		8	ANCHOR ROD, 1"x10'-0" LONG, HOT DIP GALV, THIMBLE EYE	CHANCE	5340
73	0205950	8	GUY MARKER, FULL RND, YEL, 84"x 1.5", 3/16-1/2" W/PIGTAIL POLYETHYLENE	CHANCE	84FRPM-YEL
78		6	POLE, BAND, HEAVY DUTY, ASSEMBLY, INCLUDES: 1 BONDING CLIP(#2718.55)	HUGHES	3107.X-1796
83		6	CONNECTING LINKS, GUYING 3/8"x3"x12" PAIR	HUGHES	3157
91		3	ANCHOR, POLE, 4-SECTION, W/7/8" x XX" THREADED RODS W/4 NUTS, 4 LOCKNUTS & LAG SCREWS	HUGHES	A1895-3-XX

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
MATERIAL USED AS REQUIRED					
68	0204390	AR	POLE ROOF, NON METALLIC	OSMOSE	70-110-020-016

REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	6/14/06	CSM	JRW	ADDED MARK No. 17B, REVISED BOLT SIZE IN MARK #17 AND RE-ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

VELCO

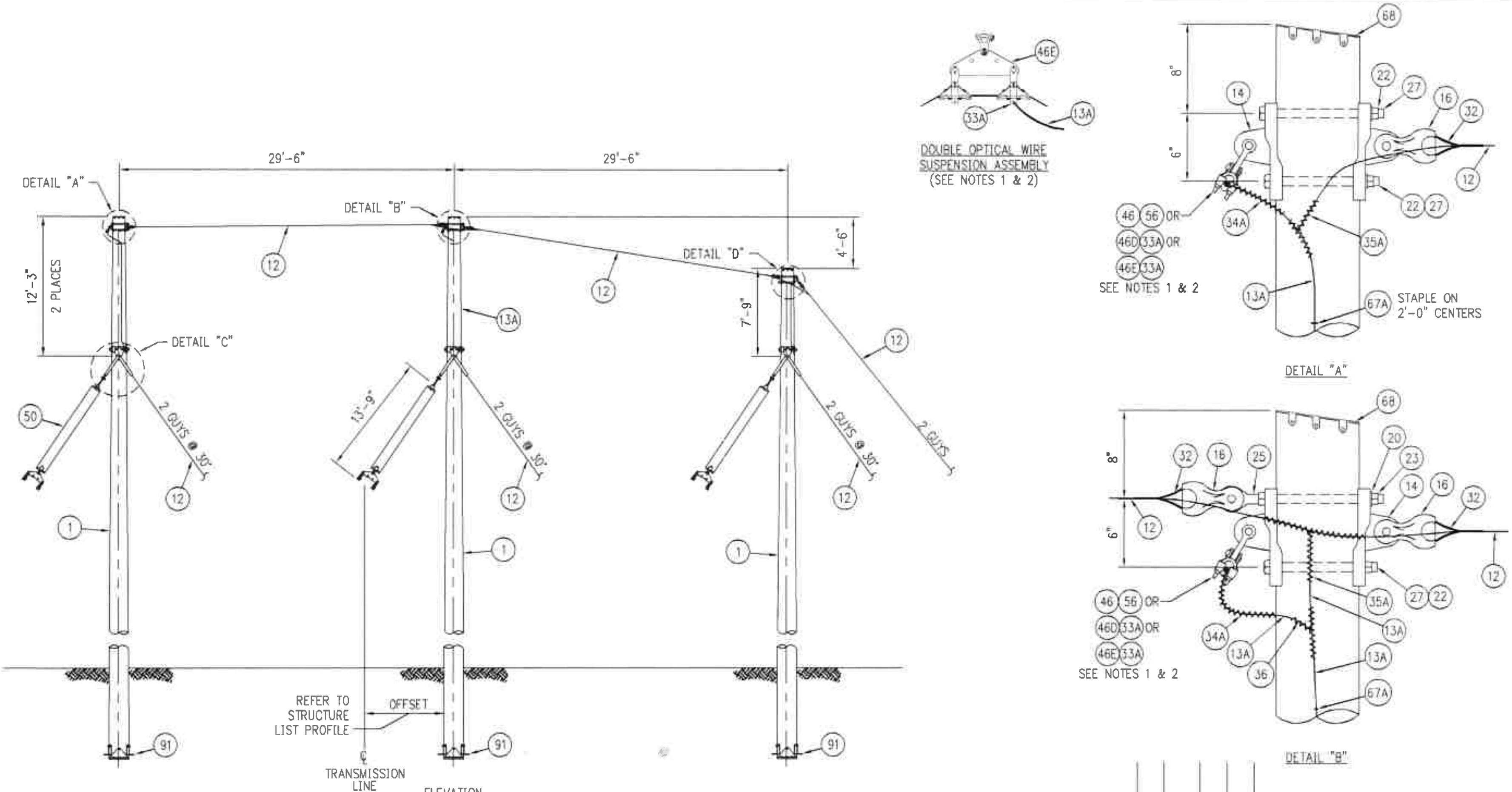
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

SUSPENSION ANGLE BILL OF MATERIALS TYPE 'SA2' (12° TO 22°)

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	6/06
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-3.2		2 REV.

FILE: K:\Velco\36445 WR-NH EPC\Cad\STANDARD FOLES\MKV\345-3.2.dwg 02-07-2006 13:26 DSM BMcD



FOR ANCHOR AND GUY GROUNDING DETAILS, SEE DWG. #345-10.0 & #345-10.1
FOR POLE GUYING DETAILS, SEE DWG. #345-10.2
FOR GROUNDING DETAILS, SEE DWG. #345-11.0
FOR FOUNDATION DETAILS, SEE DWG. #345-FDN-1 THRU FDN-4

NOTE:

1. FOR LINE ANGLES LESS THAN 30 DEGREES USE SINGLE OPTICAL WIRE SUSPENSION ASSEMBLY, ITEM #46D.
2. FOR LINE ANGLES GREATER THAN 30 DEGREES OR WHEN VERTICAL ANGLE EXCEEDS 30 DEGREES, USE DOUBLE OPTICAL WIRE SUSPENSION ASSEMBLY ITEM #46E.

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

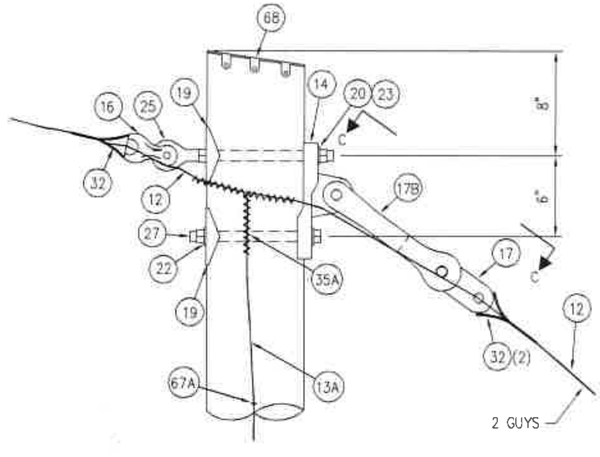
VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

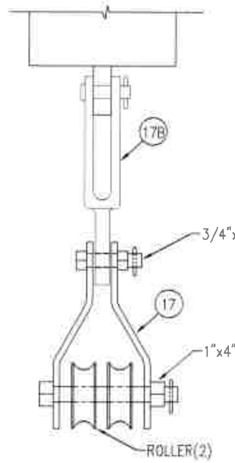
SUSPENSION ANGLE
STRUCTURE
TYPE 'SA3' (22° TO 35°)

SCALE: NONE | DRAWN BY: BMcD | APPROVED BY:
DATE: 11/05 | CHECKED BY: KAW | DATE
DRAWING NUMBER: 345-4.0 | REV. 1
PLOT: 1=1

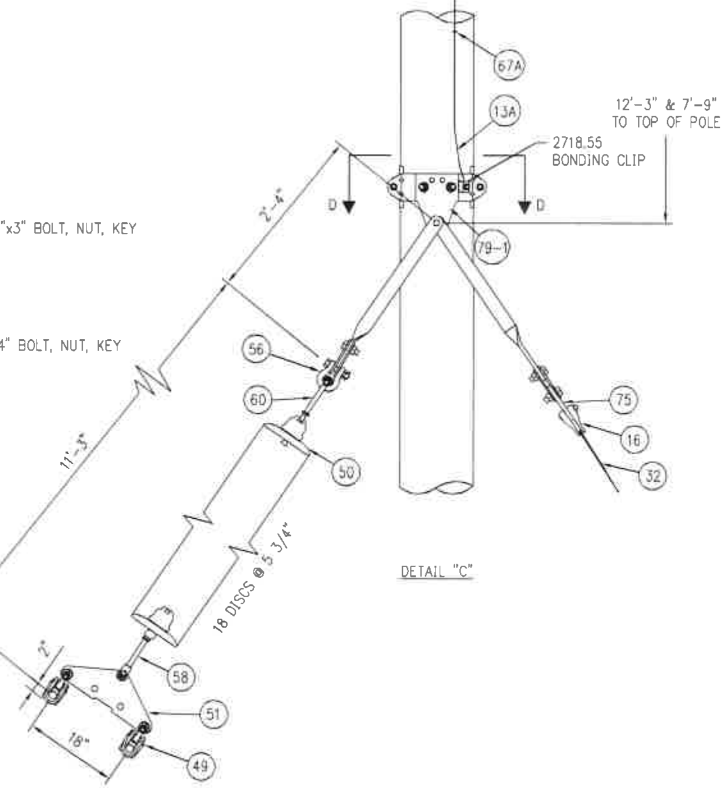
FILE: N:\Velco\36445_WR-NH\EP\Cadd\STANDARD POLES\345KV\345-4.0.dwg 02-01-2006 13:12 CSM BMcD



DETAIL "D"



SECTION C-C



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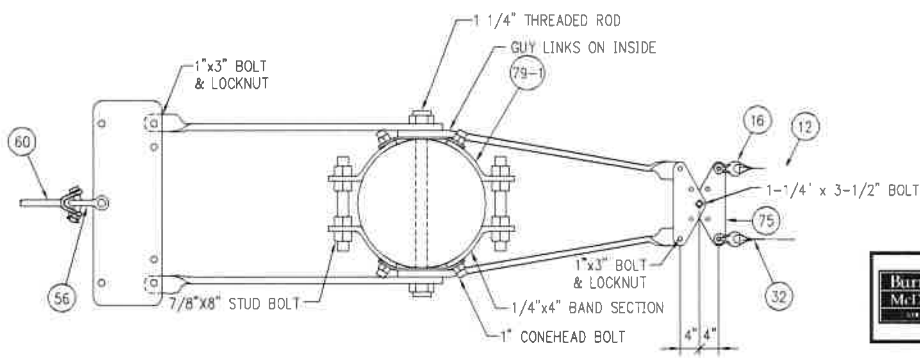


SECTION D-D

REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	6/27/06	CSM	JRW	ADDED EXT. LINK, REVISED POLE BAND ASSEMBLY AND RE-ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

PROPRIETARY

VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

SUSPENSION ANGLE
POLE TOP DETAILS
TYPE 'SA3' (22° TO 35°)

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	6/06
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-4.1		2 REV.

FILE: N:\Velco\36445 WR-NH EPV\cad\STANDARD POLES\345kV\345-4.1.dwg 02-07-2006 13:12 DSM BMcD

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
1		3	POLE, WOOD		
12		740	GUY STRAND, 1/2"EHS-7 STRAND (FT)		
13A		320	BONDING WIRE, #2 COPPER, SOLID (FT)		
14		5	PLATE,POLE EYE,7/8"BOLT,6"BOLT SPCG,SGL EYE, 7/8" PIN	MACLEAN	EPR-77S-7
16	0201520	10	THIMBLE CLEVIS, 20K	MACLEAN	CT-88H
17	0203470	1	PLATE, GUY, DBL, ASSEMBLY, INCL: 2 LINKS (#3157); 2 ROLLERS (#28083); 1 BOLT 3/4"x3" BNK; 1 BOLT 1"x4" BNK.	HUGHES	
17B		1	CLEVIS, EYE, EXTENSION LINK	ANDERSON	CEEL-093-06.5
19		2	WASHER, SQ, CURVED, 4"x4",FOR 7/8" BOLT	JOSLYN	P144B
20	0204650	2	WASHER, ROUND, 2", FOR 3/4" BOLT	HUGHES	RW2-70
21		8	WASHER RND 6" FOR 1" ANCHOR ROD	JOSLYN	P85A-1
22		4	WASHER, COIL, DOUBLE SPRING, FOR/7/8" BOLT	HUGHES	SLW2-80
23	0200110	2	WASHER, COIL, DOUBLE SPRING, FOR/3/4" BOLT	HUGHES	SLW2-70
25		2	BOLT, DBL ARM, EYE BOLT, W/2 NUTS, 3/4"xXX"	JOSLYN	J96XX
27		4	BOLT, MACHINE, 7/8"xXX", W/NUT	HUGHES	B8XX
32	0203860	20	GUY GRIP, DEADEND, GALV, 1/2" BLUE 7W	HELICAL	HG212-1/2
33A		1	CONNECTOR, GROUND CLAMP, BRONZE FOR OPTICAL WIRE SUSPENSION CLAMP, SX-48/33/520	ANDERSON	GTCL-23A
34A		1	L-TAP, 3/8" GALV. TO #2 SOLID CU	HELICAL	
35A		3	L-TAP, 1/2" GALV. TO #2 SOLID CU	HELICAL	
36		1	L-TAP, #2 SOLID CU TO #2 SOLID CU	HELICAL	
44		8	CLAMP, BONDING, GUY-GROUND, FOR #2 CU TO 1/2"-7 STRAND	CHANCE	6484
46	0100050	1	CLAMP, SHIELD WIRE, SUSP., 3/8"EHS-7 STRAND (.20-.46) W/O FITTING	MACLEAN	FS-46-N
46D		1	CLAMP, OPTICAL WIRE, SGL. SUSPENSION W/ Y-CLEVIS EYE, SX-48/33/520	ALCOA	OSPSP4
49	0101650	6	CLAMP, COND, FORMULA, SUSPENSION, 1.2"MAX DIA, 19"L, 30K, W/90° Y-CLEVIS EYE FITTING F/ 954MCM 45/7ACSR CORONA FREE	MACLEAN	ACFS-120-19-30-RYCE
50		54	INSULATOR, SUSP, 30K M&E, 5-3/4"x10", BALL & SOCKET, GRAY	LAPP	5960A-70
51		3	PLATE, YOKE, TRI, 18" SPCG, 15/16" HOLES, 40K ULT, 5/8" THICK	MACLEAN	ASM-6229-3
56		5	SHACKLE, ANCHOR, BNK, 35K, W/3/4" BOLT NUT & COTTER	ANDERSON	AS-35-BNK
58		3	SOCKET CLEVIS, HOT LINE, 35K, 10" L	MACLEAN	SCHL-55A
60		3	BALL Y-CLEVIS, HOT LINE, 30K, 10-1/8" L,	MACLEAN	YCBHL-65A
65A	0204200	2	GROUND ROD, COPPER CLAD, 3/4" x 10'	BLACKBURN	7510
66A		2	EXOTHERMIC WELD, #2 SOLID CU TO 3/4" CU ROD	ERICO/CADWELD	
67A		40	STAPLE, GROUND WIRE, COPPERCLAD, 1-1/2"x3/8", ROLLED POINT	CHANCE	9167
71	0205180	8	ANCHOR, LOG, 8"x8"x8'		
72		8	ANCHOR ROD, 1"x10'-0" LONG, HOT DIP GALV, THIMBLE EYE	CHANCE	5340
73	0205950	8	GUY MARKER, FULL RND, YEL, 84"x 1.5", 3/16-1/2" W/PIGTAIL POLYETHYLENE	CHANCE	84FRPM-YEL
79-1		3	POLE BAND, EXTRA HEAVY DUTY (SPECIAL NO. 3340 POLE BAND), ASSEMBLY INCLUDES: 1 BONDING CLIP (#2727.8) W/LOCK NUT, 2 TWISTED LINKS (#B1784.1A), 2 TWISTED LINKS (#3341.1A), 1 DOUBLE YOKE PLATE (#3341.1B), 1 YOKE PLATE (#3341.1C), 1 DOUBLE YOKE PLATE (B1784.1B) (POLE DIA. 12"-17")	HUGHES	B1784-A.6
91		3	ANCHOR, POLE, 4-SECTION, W/ 7/8"xXX" THREADED RODS W/4 NUTS, 4 LOCKNUTS & LAG SCREWS	HUGHES	A1895-3-XX

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
MATERIAL REQUIRED FOR DOUBLE OPTICAL WIRE SUSPENSION					
46E		1	CLAMP ASSEMBLY, OPTICAL WIRE, DBL. SUSP. W/2 CLEVIS EYE, 1 YOKE PLATE, 1 Y-CLEVIS CLEVIS, SX-48/33/520	ALCOA	OSPSS4
MATERIAL USED AS REQUIRED					
68	0204390	AR	POLE ROOF, NON METALLIC	OSMOSE	70-110-020-016

CONFORMED TO CONSTRUCTION RECORDS
The revision dated 01.01.08 supercedes all revisions with an earlier revision date

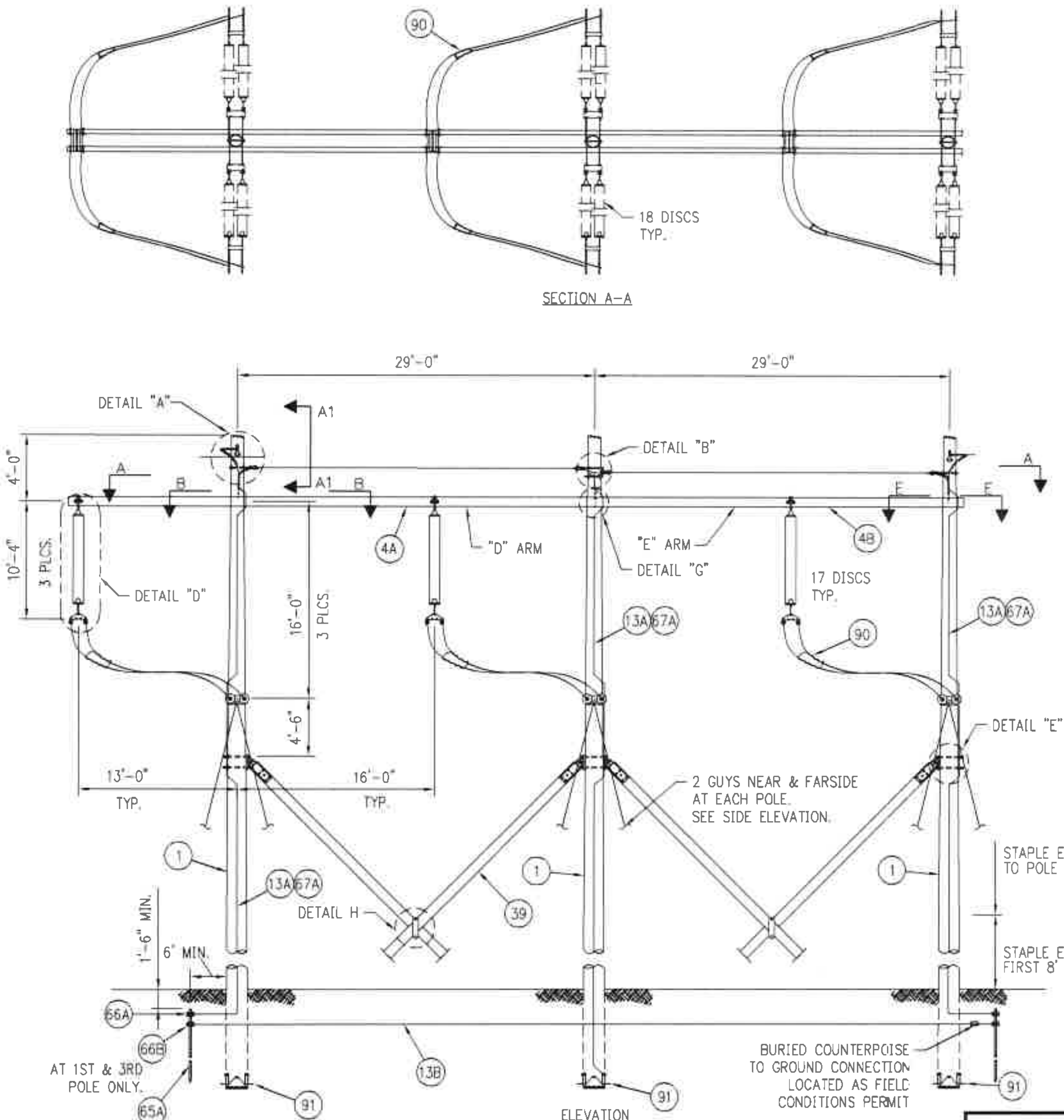
Burns & McDonnell

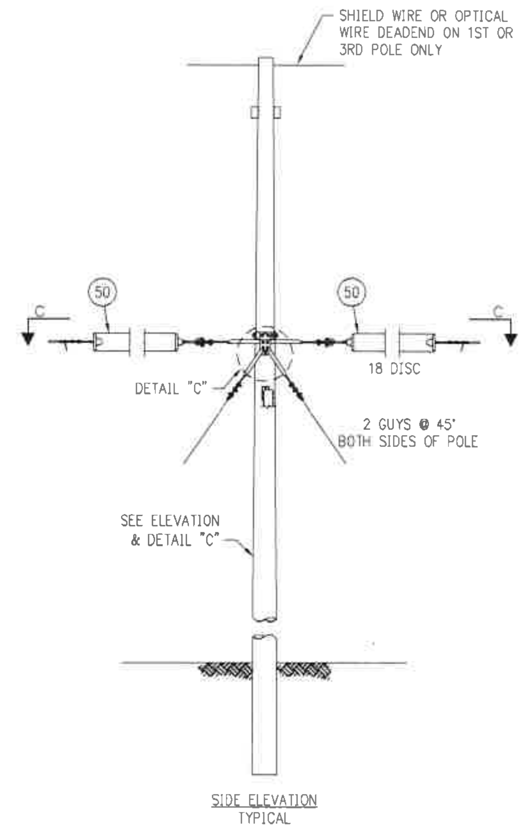
REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	1/27/06	CSM	JRW	ADDED MARK #17B, REVISED BOLT SIZE IN MARK # 17, REMOVED MARK #'S 74 AND 85, RE-ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

SUSPENSION ANGLE
BILL OF MATERIALS
TYPE 'SA3' (22° TO 35°)

SCALE: NONE | DRAWN BY: BMcD | APPROVED BY: | 6/06 DATE
DATE: 11/05 | CHECKED BY: KAW
DRAWING NUMBER: 345-4.2 | REV. 2
PLOT: 1=1
FILE:





FOR ANCHOR AND GUY GROUNDING DETAILS, SEE DWG. #345–10.0 & #345–10.1
FOR POLE GUYING DETAILS, SEE DWG. #345–10.2
FOR GROUNDING DETAILS, SEE DWG. #345–11.0
FOR FOUNDATION DETAILS, SEE DWG. #345–FDN–1 THRU FDN–4

Burns & McDonnell SINCE 1898

CONFORMED TO CONSTRUCTION RECORDS
The revision dated 01.01.08 supercedes all revisions with an earlier revision date

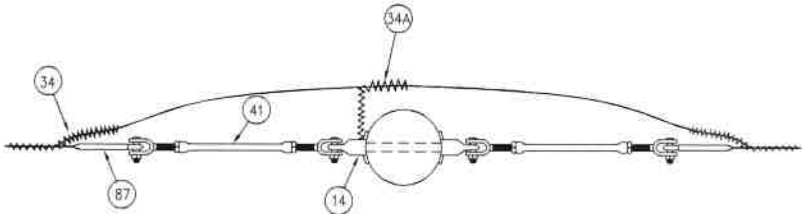
REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	5/14/06	CSM	JRW	REVISED POLE BAND MATERIALS AND RE–ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

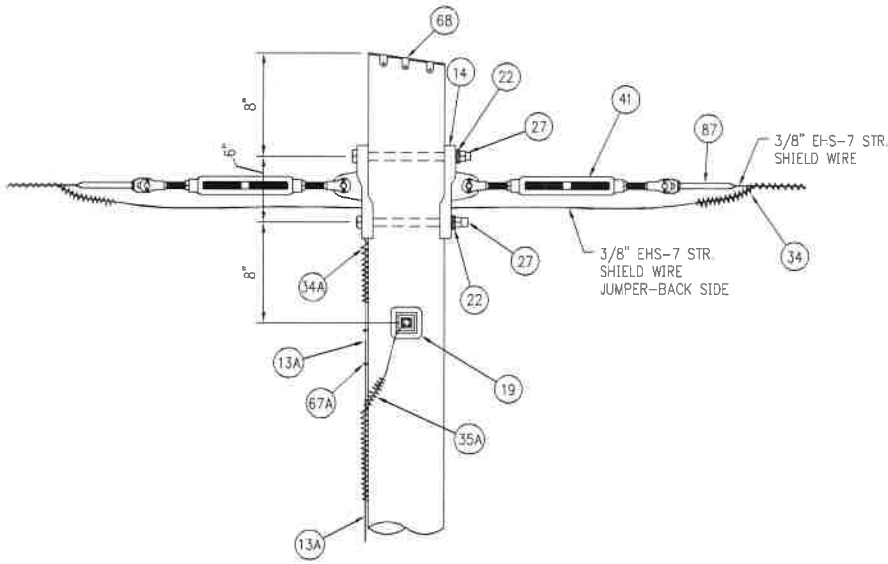
STRAIGHT LINE DEAD END STRUCTURE TYPE 'DE1'

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	6/06
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345–5.0		2 REV.

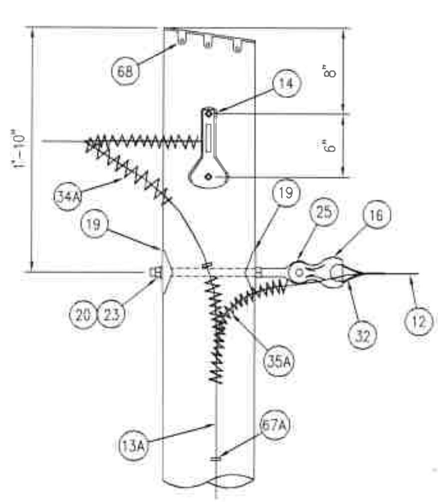
FILE: N:\Velco\345 WR–NH EF\Cadd\STANDARD POLES\345KV\345–5.0.dwg 02–07–2008 13:12 (DM BMcD)



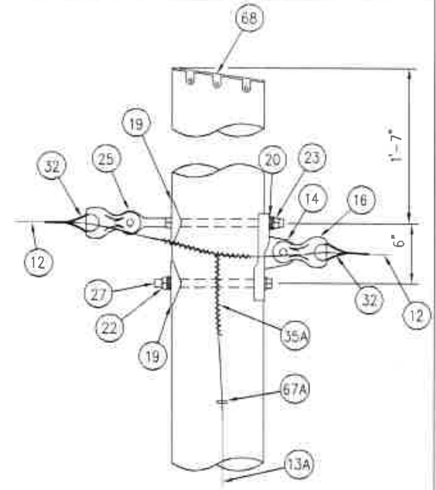
PLAN VIEW
(ITEMS AT SHIELD WIRE LEVEL SHOWN ONLY)



SECTION 'A1'-'A1'
(SIDE ELEV.)
(TYPICAL 1ST & 3RD POLE)



DETAIL "A"
(TYPICAL 1ST & 3RD POLE)



DETAIL "B"

CONFORMED TO CONSTRUCTION RECORDS
Burns & McDonnell
The revision dated 01.01.08 supercedes all revisions with an earlier revision date

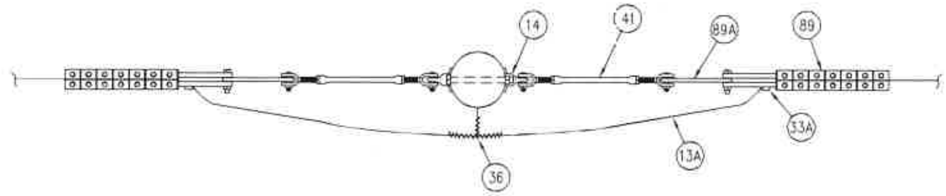
REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

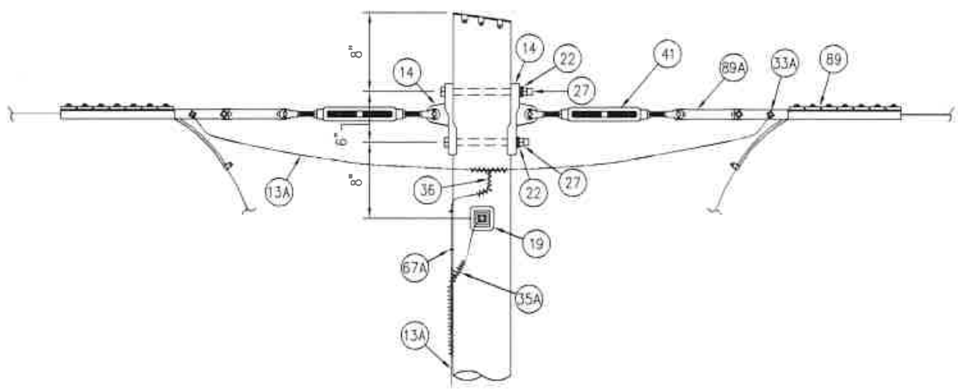
VELCO — VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

STRAIGHT LINE DEAD END
SHIELD WIRE DEADEND
TYPE 'DE1'

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-5.1		1 REV

FILE:





SECTION 'A1'–'A1'

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

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The revision dated 01.01.08 supercedes all revisions with an earlier revision date

VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

STRAIGHT LINE DEAD END
OPTICAL WIRE DEADEND
TYPE 'DE1'

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345–5.2		1 REV.

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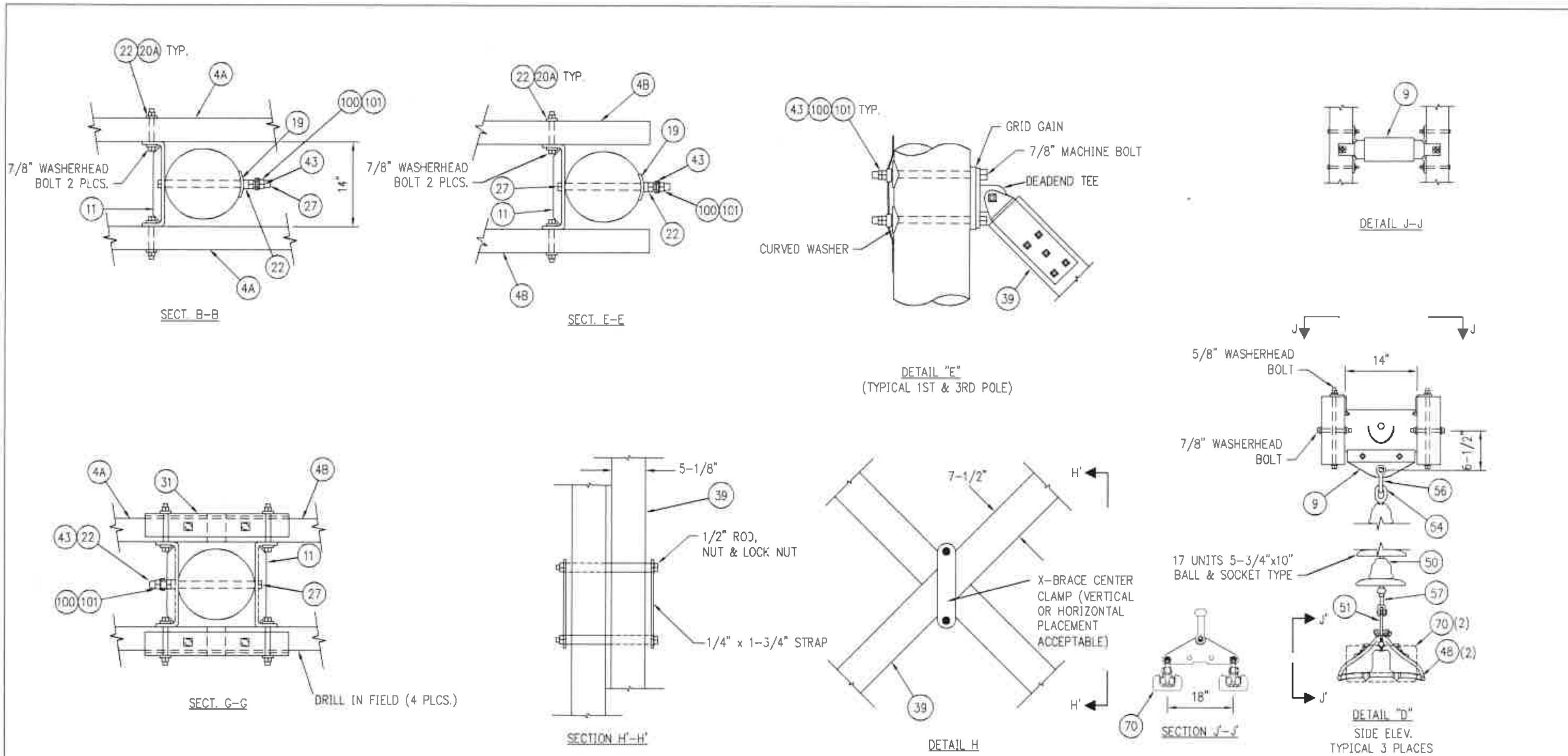

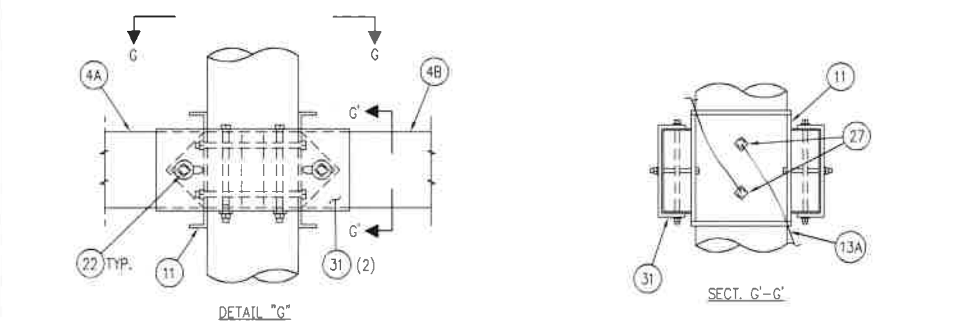

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CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

PROPRIETARY

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

STRAIGHT LINE DEAD END
POLE TOP DETAILS – TIMBER CONNECTIONS
TYPE 'DE1'

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-5.3		1 REV.

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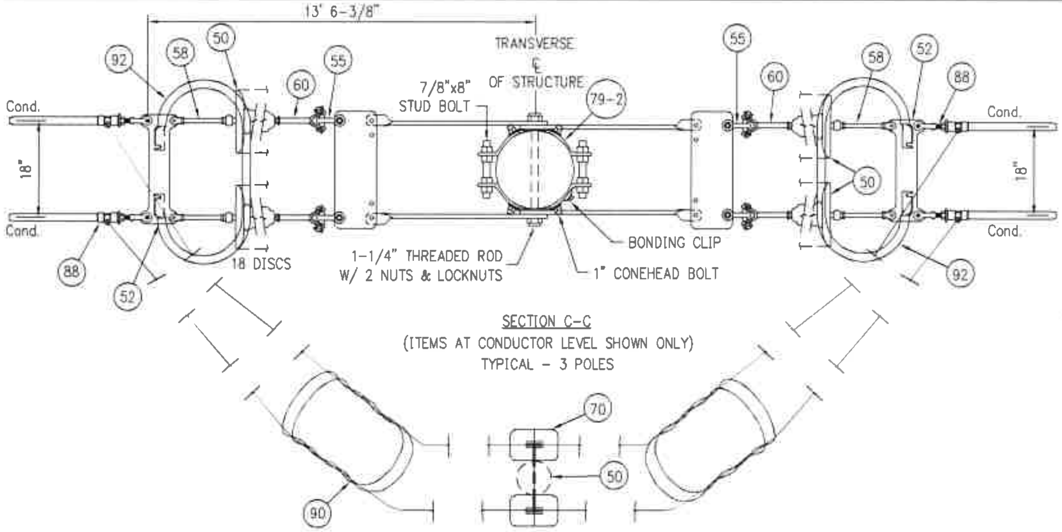
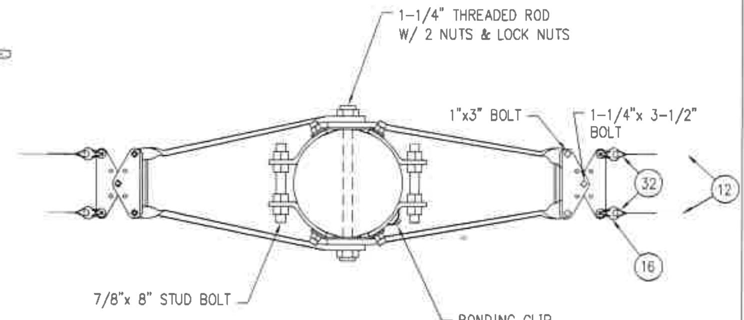
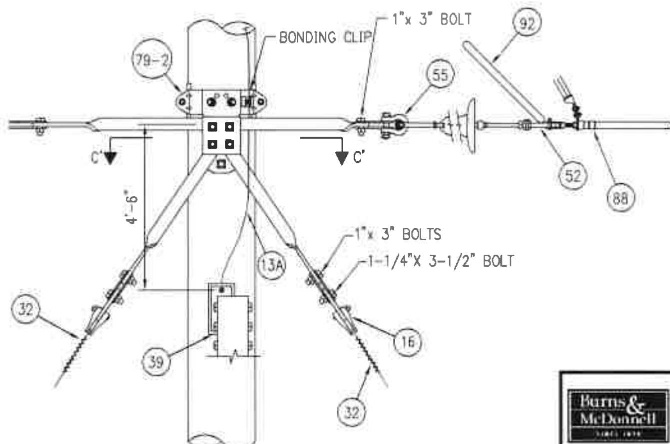


SECTION C-C
(ITEMS AT CONDUCTOR LEVEL SHOWN ONLY)
TYPICAL - 3 POLES



SECTION C'-C'



DETAIL "C"
SIDE ELEVATION
TYP. 3 PLACES

Burns & McDonnell

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The revision dated 01.01.08 supercedes all revisions with an earlier revision date

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REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	6/14/06	CSM	JRW	REVISED POLE BAND MATERIALS AND RE-ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

STRAIGHT LINE DEAD END
POLE TOP DETAILS-COND. & GUY ATTACH.
TYPE 'DE1'

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	6/06
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-5.4		2 REV.

FILE:

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
1		3	POLE, WOOD		
4		1	CROSSARMS, WOOD, 345KV, LAM, ASSEMBLY 0000530 2 5-1/8"x9"x42'-4"(TYPE D) 0000490 2 5-1/8"x9"x29'-4"(TYPE E)	HUGHES	
9	0203410	3	SPACER FITTING 5-1/8"x9" DBL CROSSARM 14" SEPERATION, ADJUSTABLE	HUGHES	3414.10WV-140
11		4	PLATE, POLE, ARM F/5-1/8"x9" DBL X-ARM, 14" SEPERATION, W/2 7/8" WASHERHEAD BOLTS	HUGHES	A2173-A
12		1220	GUY STRAND, 1/2"EHS-7 STRAND (FT)		
13A		540	BONDING WIRE, #2 COPPER, SOLID (FT)		
13B		70	GROUND WIRE, 7 NO. 8 COPPERWELD, DEAD SOFT ANNEALED (FT)		
14		5	PLATE,POLE EYE,7/8"BOLT,6"BOLT SPCG,SGL EYE, 7/8" PIN	*MACLEAN	EPR-77S-7
16	0201520	16	THIMBLE CLEVIS, 20K	MACLEAN	CT-88H
19		8	WASHER, SQ, CURVED, 4"x4",FOR 7/8" BOLT	JOSLYN	P144B
20	0204650	3	WASHER, ROUND, 2" FOR 3/4" BOLT	HUGHES	RW2-70
20A		4	WASHER, ROUND, 3" FOR 7/8" BOLT	HUGHES	RW3-80
21		12	WASHER, RND, 6" FOR 1" ANCHOR ROD	JOSLYN	PB5A-1
22		31	WASHER, COIL, DOUBLE SPRING, FOR 7/8" BOLT	HUGHES	SLW2-80
23	0200110	3	WASHER, COIL, DOUBLE SPRING, FOR 3/4" BOLT	HUGHES	SLW2-70
25		3	BOLT, DBL ARM, EYE BOLT, W/2 NUTS, 3/4"xXX"	JOSLYN	J96XX
27		11	BOLT, MACHINE, 7/8"xXX", W/NUT	HUGHES	B8XX
31	0000040	2	PLATE, CROSSARM SPLICE, 345KV, 2'-0" W/2 BOLTS	HUGHES	A1956.1
32	0203860	28	GUY GRIP, DEADEND, GALV, 1/2" BLUE 7W	HELICAL	HG212-1/2
33A		2	CONNECTOR, GROUND CLAMP, BRONZE FOR OPTICAL WIRE SUSPENSION CLAMP, SX-48/33/520	ANDERSON	GTCL-23A
34		2	L-TAP, 3/8" GALV. TO 3/8" GALV.	HELICAL	
34A		1	L-TAP, 3/8" GALV. TO #2 SOLID CU	HELICAL	
35A		3	L-TAP, 1/2" GALV. TO #2 SOLID CU	HELICAL	
36		1	L-TAP, #2 SOLID CU TO #2 SOLID CU	HELICAL	
39		2	BRACE-X ASSEMBLY 345KV 5-1/8"x 7-1/2", 29' POLE SP LAMINATED, INCLUDES TEES AND MTG BOLTS W/ 7/8"xXX" BOLTS	HUGHES	2093K-29-0-CPT
41		4	TURNBUCKLE, CLEVIS-CLEVIS, 3/4"x 9", 28K	HUGHES	AS2545-A
43	0204530	18	CLIP, GRND WIRE BONDING, #2 CU TO 7/8" BOLT	HUGHES	2727.8
44		12	CLAMP, BONDING, GUY-GROUND, FOR #2 CU TO 1/2"-7 STRAND	CHANCE	6484
48	0101850	6	CLAMP, COND, FORMULA, SUSPENSION, 1.2" MAX DIA, 15"L, 23K, W/90° Y-CLEVIS EYE FITTING F/ 954MCM 45/7 ACSR, CORONA FREE	MACLEAN	ACFS-120-15-23-RYCE
50		267	INSULATOR, SUSP, 30K M&E, 5-3/4"x10", BALL & SOCKET, GRAY	LAPP	5960A-70
51		3	PLATE, YOKE, TRI, 18" SPCG, 15/16" HOLES, 40K ULT, 5/8" THICK	MACLEAN	ASM-6229-3
52	0204130	6	PLATE, YOKE, DOGBONE, 18" SPCG, 15/16" HOLES, 40K ULT, 5/8" THICK, GALV. W/CORONA RING MOUNTING HOLES	MACLEAN	M6606-4A
54	0201600	3	OVAL-EYE BALL, GALV, FORGED STEEL, 30K, 3-23/32" LONG	ANDERSON	BE-30
55		12	SHACKLE, ANCHOR, BNK, 80K, 1-1/2" W, W/1" BOLT NUT & COTTER	MACLEAN	ASH-78-BC
56	0206010	3	SHACKLE, ANCHOR, BNK, 35K, W/ 3/4" BOLT NUT & COTTER	ANDERSON	AS-35-BNK
57	0207860	3	SOCKET, CLEVIS, 4-1/2"L, 13/16"W, 2"D, 5/8"P, 30K	MACLEAN	SCL-55B
58		12	SOCKET CLEVIS, HOT LINE, 35K, 10"L	MACLEAN	SCHL-55A
60		12	BALL Y-CLEVIS, HOT LINE, 35K, 10-1/8"L	MACLEAN	YCBHL-65A
65A		2	GROUND ROD, COPPER CLAD, 3/4" X 10'	BLACKBURN	7510
66A		6	EXOTHERMIC WELD, #2 SOLID CU TO 3/4" CU ROD	ERICO/CADWELD	

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
66B		2	EXOTHERMIC WELD, 7 NO. 8 COPPERWELD TO 3/4" CU ROD	ERICO/CADWELD	
67A		60	STAPLE, GROUND WIRE, COPPERCLAD, 1-1/2"x 3/8", ROLLED POINT	CHANCE	9167
70	0202550	6	WEIGHT, HOLD DOWN,150#, W/ HARDWARE, FOR FORMULA CLAMP 954MCM ACSR 45/7	MACLEAN	ASM-389-150
71	0205180	12	ANCHOR, LOG, 8"x8"x8'		
72		12	ANCHOR ROD, 1"x10'-0" LONG, HOT DIP GALV, THIMBLE EYE	CHANCE	5340
73	0205950	12	GUY MARKER, FULL RND, YEL, 84"x 1.5", 3/16-1/2" W/PIGTAIL POLYETHYLENE	CHANCE	84FRPM-YEL
79-2		3	POLE BAND, EXTRA HEAVY DUTY: ASSEMBLY INCLUDES: 4 TWISTED LINKS (#B1784.1A), 4 TWISTED LINKS (#3341.1A), 2 SETS DOUBLE YOKE PLATES (#B1784.1B), 2 SETS DOUBLE YOKE PLATES, (#3341.1B), 2 YOKE PLATES (#3341.1C)	HUGHES	B1784-R4.6
87	0101410	2	DEADEND, ALUM, COMP, W/EYE, 3/8"EHS-7 STRAND	ALCOA	E4514.12
88		12	COMPRESSION DEADEND W/ADJUSTABLE CLEVIS FITTING 954MCM 45/7 ACSR	ALCOA	C43648
89		2	BOLTED DEADEND, OPTICAL WIRE, SX-48/33/520	ALCOA	ODE 47/34520G
89A		2	LINK, EXTENSION, OPTICAL WIRE, 5" C-C	ALCOA	ODELP05
90	0101950	6	SPACER, CONDUCTOR, 18" BUNDLE, 1.141 to 1.196"	PLP	SU-MS-3850
91		3	ANCHOR, POLE, 4-SECTION, W 7/8" xXX" THREADED RODS W/4 NUTS, 4 LOCKNUTS & LAG SCREWS	HUGHES	A1895-3-XX
92	0202770	6	CORONA RING	MACLEAN	ASM-516-5
100		18	NUT, SQUARE, 7/8"	HUGHES	N80
101		18	LOCKNUT, SQUARE, 7/8"	HUGHES	MF80

MATERIAL USED AS REQUIRED

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
68	0204390	AR	POLE ROOF, NON METALLIC	OSMOSE	70-110-020-016

REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	6/14/06	CSM	JRW	REVISED POLE BAND MATERIALS AND RE-ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

VELCO

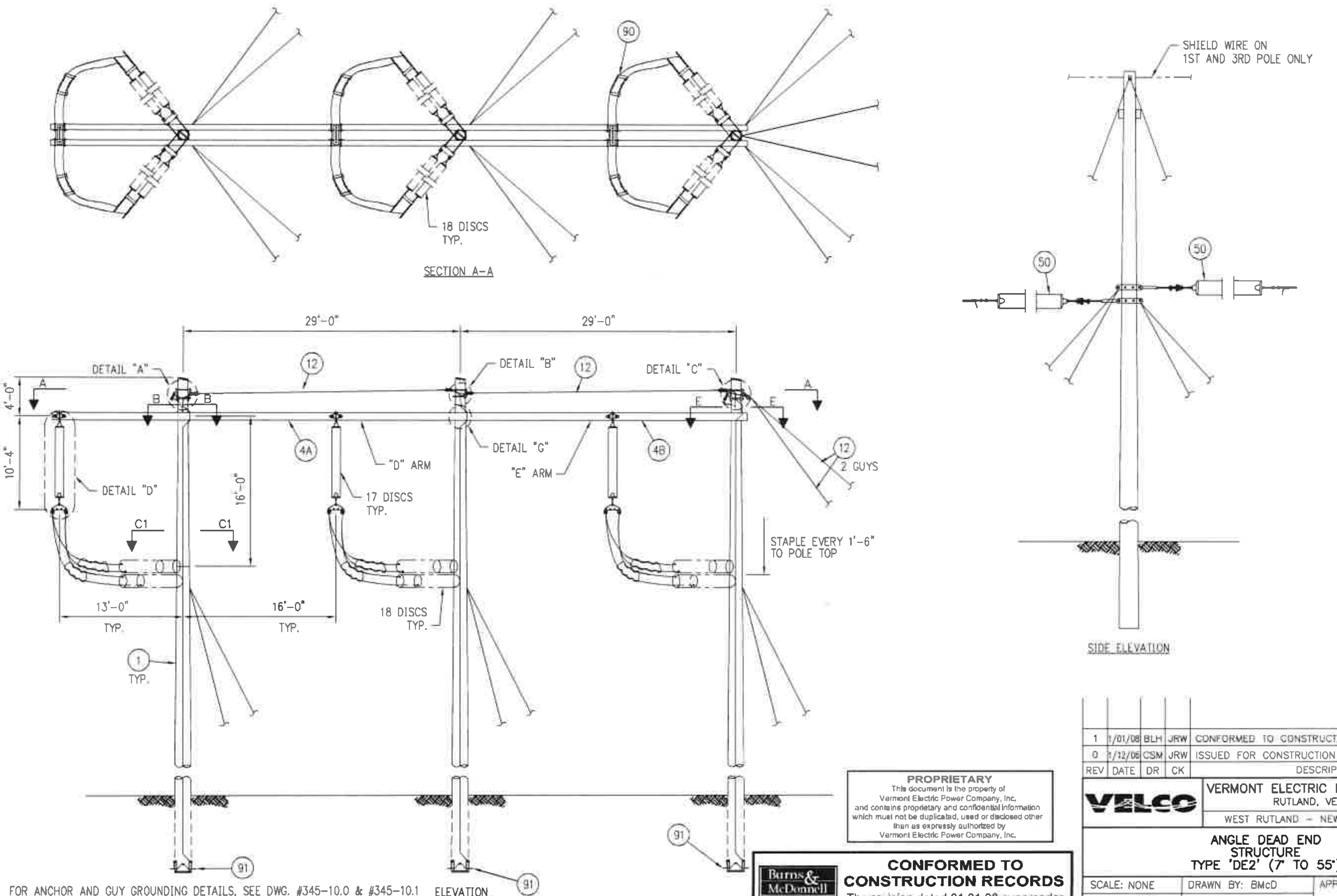
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

STRAIGHT LINE DEAD END BILL OF MATERIALS TYPE 'DE1'

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	6/06 DATE
DATE: 11/05	CHECKED BY: KAW		
DRAWING NUMBER: PLOT: 1=1	345-5.5		2 REV.

FILE: N:\Velco\VE445 WR-NH FP\Cadd\STANDARD FILES\345KV\345-5.5.dwg 02-07-2006 13:12 DSM BMcD



FOR ANCHOR AND GUY GROUNDING DETAILS, SEE DWG. #345-10.0 & #345-10.1
FOR POLE GUYING DETAILS, SEE DWG. #345-10.2
FOR GROUNDING DETAILS, SEE DWG. #345-11.0
FOR FOUNDATION DETAILS, SEE DWG. #345-FDN-1 THRU FDN-4

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS
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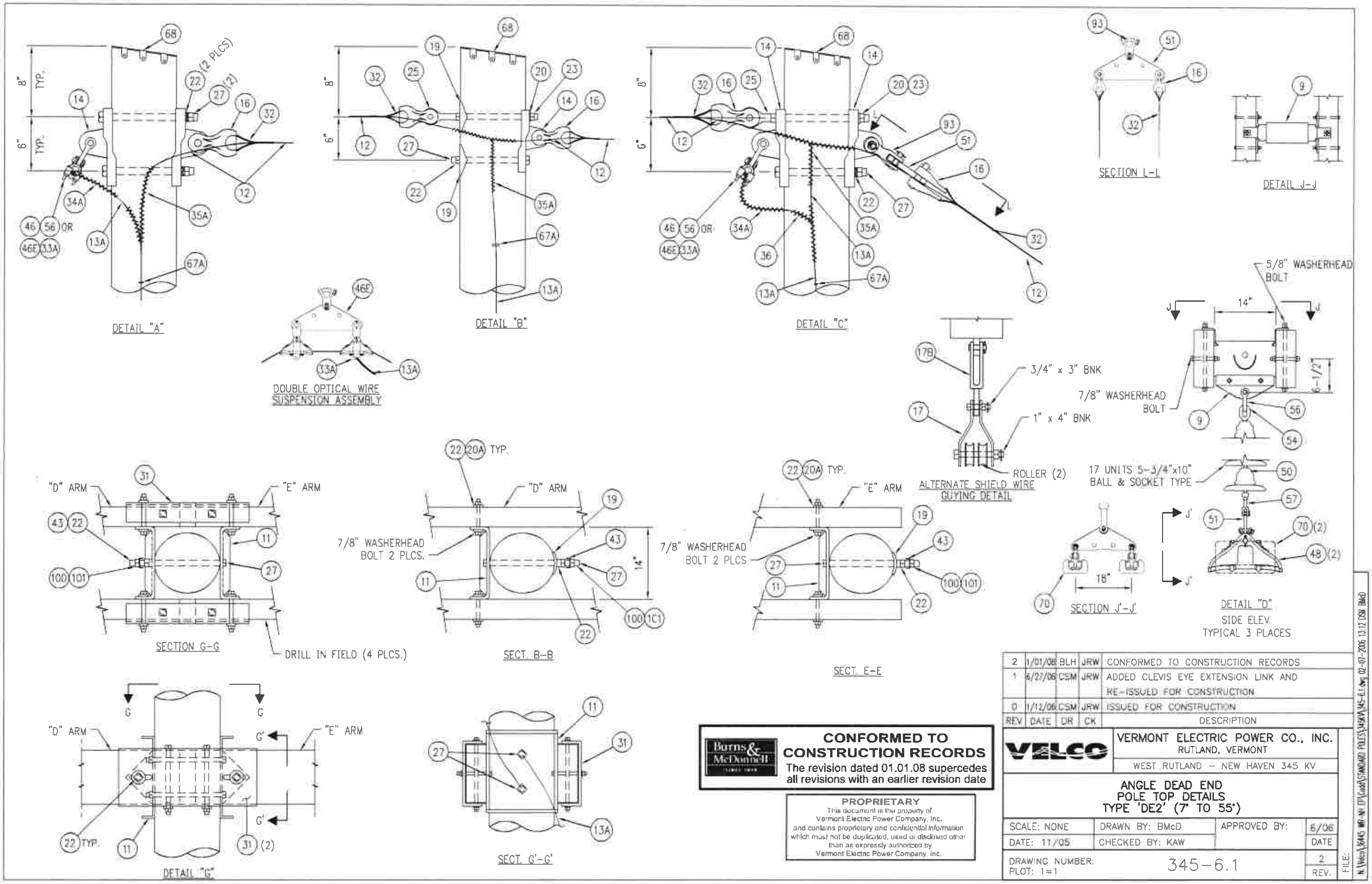
REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO — VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

ANGLE DEAD END STRUCTURE TYPE 'DE2' (7° TO 55°)

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-6.0		1 REV.

FILE: N:\Velco\36445 WR-NH EP\Cadd\STANDARD POLES\345KV\345-6.0.dwg 02-07-2006 11:12 (DM BMcD)



REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	6/27/06	CSM	JRW	ADDED CLEVIS EYE EXTENSION LINK AND RE-ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

CONFORMED TO CONSTRUCTION RECORDS
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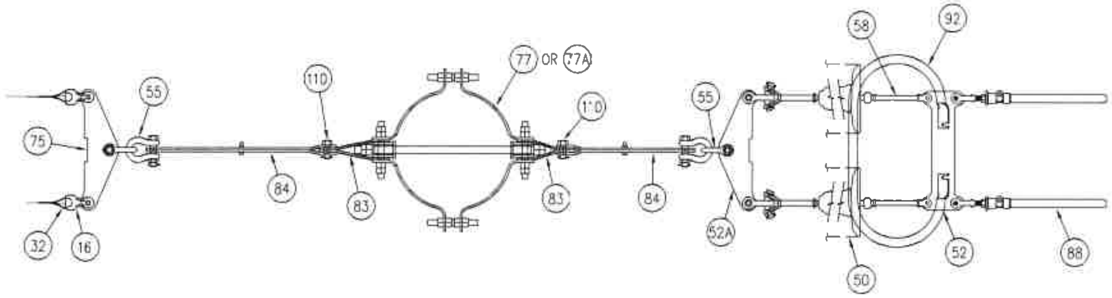
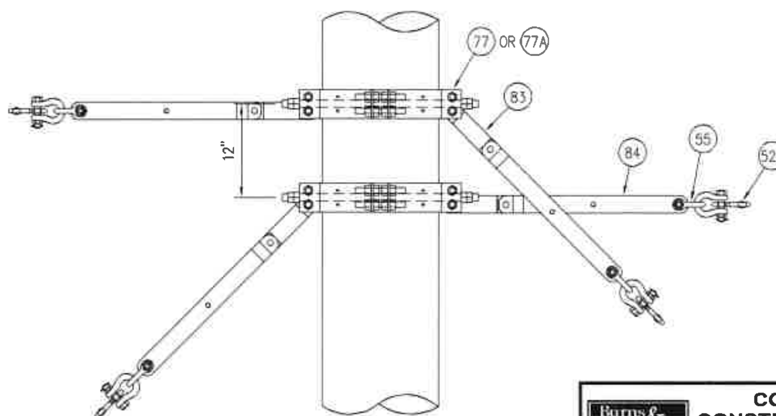
VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

ANGLE DEAD END POLE TOP DETAILS TYPE 'DE2' (7° TO 55°)

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	6/06
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-6.1		2 REV.



SECTION C1-C1



REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	6/14/06	CSM	JRW	REVISED SECTION C1-C1 AND RE-ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

CONFORMED TO CONSTRUCTION RECORDS

Burns & McDonnell SINCE 1898

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

ANGLE DEAD END POLE TOP DETAILS–COND. & GUY ATTACH. TYPE 'DE2' (7° TO 55°)

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	6/06
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: Q	345–6.2		2 REV.

FILE: K:\Velco\34445 WR-NH EP\Cadd\STANDARD POLES\345KV\345-6.2.dwg 02-07-2006 13:12 CSM BMcD

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
1		3	POLE, WOOD		
4		1	CROSSARM, WOOD, 345KV, LAM, ASSEMBLY 0000530 2 5-1/8"x9"x42'-4"(TYPE D) 0000490 2 5-1/8"x9"x29'-4"(TYPE E)	HUGHES	
9	0203410	3	SPACER FITTING 5-1/8"x9" DBL CROSSARM, 14" SEPERATION, ADJUSTABLE	HUGHES	3414,10WV-140
11		4	PLATE, POLE, ARM F/5-1/8"x9" DBL X-ARM, 14" SEPERATION, W/2 7/8" WASHERHEAD BOLTS	HUGHES	A2173-A
12		1500	GUY STRAND, 1/2"EHS-7 STRAND (FT)		
13A		470	BONDING WIRE, #2 COPPER, SOLID (FT)		
14		5	PLATE,POLE EYE, 7/8"BOLT,6"BOLT SP,SGL EYE,7/8" PIN	MACLEAN	EPR-77S-7
16	0201520	18	THIMBLE CLEVIS, 20K	MACLEAN	CT-88H
19		6	WASHER, SQ, CURVED, 4"x4",FOR 7/8" BOLT	JOSLYN	P144B
20	0204650	2	WASHER, ROUND, 2", FOR 3/4" BOLT	HUGHES	RW2-70
20A		4	WASHER, ROUND, 3", FOR 7/8" BOLT	HUGHES	RW3-80
21		14	WASHER RND 6" FOR 1" ANCHOR ROD	JOSLYN	P85A-1
22		18	WASHER, COIL, DOUBLE SPRING, FOR/7/8" BOLT	HUGHES	SLW2-80
23	0200110	2	WASHER, COIL, DOUBLE SPRING, FOR/3/4" BOLT	HUGHES	SLW2-70
25		2	BOLT, DBL ARM, EYE BOLT, W/2 NUTS, 3/4"xXX"	JOSLYN	J96XX
27		10	BOLT, MACHINE, 7/8"xXX", W/NUT	HUGHES	B8XX
31	0000040	2	PLATE, CROSSARM SPLICE, 345KV, 2'-0", W/2 BOLTS	HUGHES	A1956.1
32	0203860	32	GUY GRIP, DEADEND, GALV, 1/2" BLUE 7W	HELICAL	HG212-1/2
33A		1	CONNECTOR, GROUND CLAMP, BRONZE FOR OPTICAL WIRE SUSPENSION CLAMP, SX-48/33/520	ANDERSON	CTCL-23A
34A		2	L-TAP, 3/8" GALV. TO #2 SOLID CU	HELICAL	
35A		3	L-TAP, 1/2" GALV. TO #2 SOLID CU	HELICAL	
36		1	L-TAP, #2 SOLID CU TO #2 SOLID CU	HELICAL	
43	0204530	6	CLIP, GRND WIRE BONDING, #2 CU TO 7/8" BOLT	HUGHES	2727.8
44		14	CLAMP, BONDING, GUY-GROUND, FOR #2 CU TO 1/2"-7 STRAND	CHANCE	6484
46	0100050	1	CLAMP, SHIELD WIRE, SUSP. 3/8"EHS-7 STRAND (.20-.46) W/O FITTING	MACLEAN	FS-46-N
46E		1	CLAMP ASSEMBLY, OPTICAL WIRE, DBL. SUSP. W/2 CLEVIS EYE, 1 YOKE PLATE, 1 Y-CLEVIS CLEVIS, SX-48/33/520	ALCOA	OSPSS4 ACFS-120-15-23-RYCE
48	0101850	6	CLAMP, COND, FORMULA, SUSPENSION, 1.2"MAX DIA, 15"L, 23K, W/90° Y-CLEVIS EYE FITTING F/ 954MCM 45/7 ACSR, CORONA FREE	MACLEAN	
50		267	INSULATOR, SUSP, 30K M&E, 5-3/4"x10", BALL & SOCKET, GRAY	LAPP	5960A-70
51		4	PLATE, YOKE, TRI, 18" SPCG, 15/16" HOLES, 40K ULT, 5/8" THICK	MACLEAN	ASM-6229-3
52	0204130	6	PLATE, YOKE, DOGBONE, 18" SPCG, 15/16" HOLES, 40K ULT, 5/8" THICK, GALV. W/CORONA RING MOUNTING HOLES	MACLEAN	M6606-4A
52A		6	YOKE PLATE TRI 18" SP 1-1/16" HOLES, 50K ULT, 3/4" THICK	HUBBELL	YPD-50-18549-1
54	0201600	3	OVAL-EYE BALL, GALV, FORGED STEEL, 30K, 3-23/32" LONG	ANDERSON	BE-30
55		24	SHACKLE, ANCHOR, BNK, 80K 1-1/2" W, W/1" BOLT, NUT COTTER	MACLEAN	ASH-78-BC
56	0206010	4	SHACKLE, ANCHOR, BNK, 35K, W/ 3/4" BOLT NUT & COTTER KEY	ANDERSON	AS-35-BNK
57	0207860	3	SOCKET, CLEVIS, 4-1/2" L, 13/16"W, 2"D, 5/8" P, 30K	MACLEAN	SCL-55B
58		12	SOCKET CLEVIS, HOT LINE, 35K, 10" L	MACLEAN	SCHL-55A
60		12	BALL Y-CLEVIS, HOT LINE, 35K, 10-1/8" L	MACLEAN	YCBHL-65A
65A		2	GROUND ROD, COPPER CLAD, 3/4" X 10'	BLACKBURN	7510
66A		2	EXOTHERMIC WELD, #2 SOLID CU TO 3/4" CU ROD	ERICO/CADWELD	
67A		60	STAPLE, GROUND WIRE, COPPERCLAD, 1-1/2"x3/8", ROLLED POINT	CHANCE	9167
70	0202550	6	WEIGHT, HOLD DOWN,150#, W/ HARDWARE, FOR FORMULA CLAMP 954MCM ACSR 45/7	MACLEAN	ASM-389-150
71	0205180	14	ANCHOR, LOG, 8"x8"x8'		

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
72		14	ANCHOR ROD, 1"x10'-0" LONG, HOT DIP GALV, THIMBLE EYE	CHANCE	5340
73	0205950	14	GUY MARKER, FULL RND, YEL, 84"x 1.5", 3/16-1/2" W/PIGTAIL POLYETHYLENE	CHANCE	84FRPM-YEL
75		6	PLATE, YOKE, TRI, GUYING, 3/4" THICK, 50K	HUGHES	3341.1C
77		AR	POLE BAND, HEAVY DUTY FOR 15"-19" DIA. POLES	HUGHES	3112.8
77A		AR	POLE BAND, HEAVY DUTY FOR 17"-21" DIA. POLES	HUGHES	3112.9
83		12	CONNECTING LINK 45K PAIR	HUGHES	3157
84		12	LINK CLEVIS, GUYING AND CONDUCTOR	HUGHES	1906-24
88		12	COMPRESSION DEADEND W/ADJUSTABLE CLEVIS FITTING 954MCM 45/7 ACSR	ALCOA	C43648
90	0101950	6	SPACER, CONDUCTOR, 18" BUNDLE, 1.141 to 1.196"	PLP	SU-MS-3850
91		3	ANCHOR, POLE, 4-SECTION, W/ 7/8"xXX" THREADED RODS, W/4 NUTS, 4 LOCKNUTS & LAG SCREWS	HUGHES	A1895-3-XX
92	0202770	6	CORONA RING	MACLEAN	ASM-516-5
93		1	CLEVIS, Y-CLEVIS, 90° TWIST, 30K	ANDERSON	YCC-30-90
100		6	NUT, SQUARE, 7/8"	HUGHES	N80
101		6	LOCKNUT, SQUARE, 7/8"	HUGHES	MF80
110		12	1"x4" HIGH STRENGTH BOLT W/COTTOR PIN	HUGHES	AB104-1-4/4D
MATERIAL REQUIRED FOR ALTERNATE SHIELD WIRE GUYING					
17	0203470	1	PLATE, GUY, DBL, ASSEMBLY, INCLUDES:2 LINKS (#3157); 2 ROLLERS (#28083); 1 BOLT 3/4"x3" BNK; 1 BOLT 1"x4" BNK.	HUGHES	
17B		1	CLEVIS, EYE, EXTENSION LINK	ANDERSON	CEEL-093-06.5
MATERIAL USED AS REQUIRED					
68	0204390	AR	POLE ROOF, NON METALLIC	OSMOSE	70-110-020-016

REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	6/27/06	CSM	JRW	ADDED MARK 17B, REVISED DEADEND ASSBLY MATS AND RE-ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

VELCO

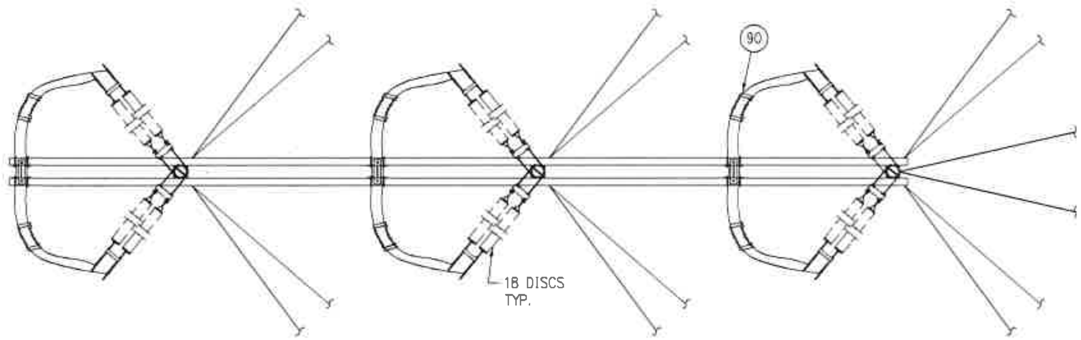
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

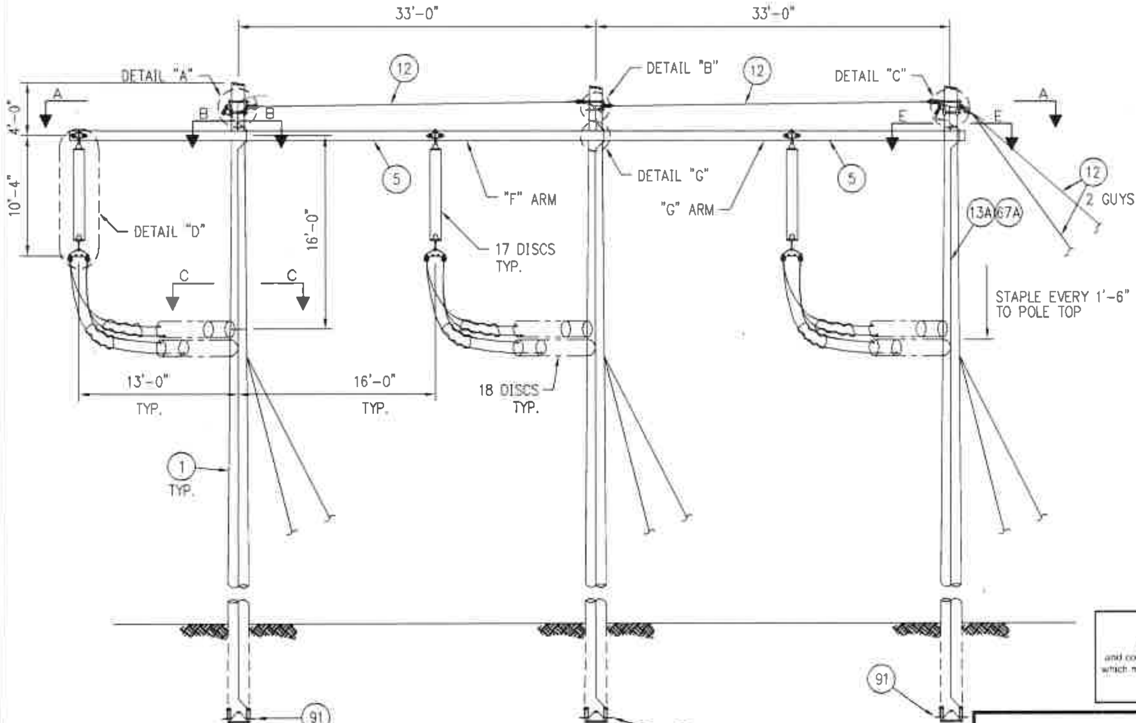
ANGLE DEAD END
BILL OF MATERIALS
TYPE 'DE2' (7° TO 55°)

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	6/06
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-6.3		2 REV.

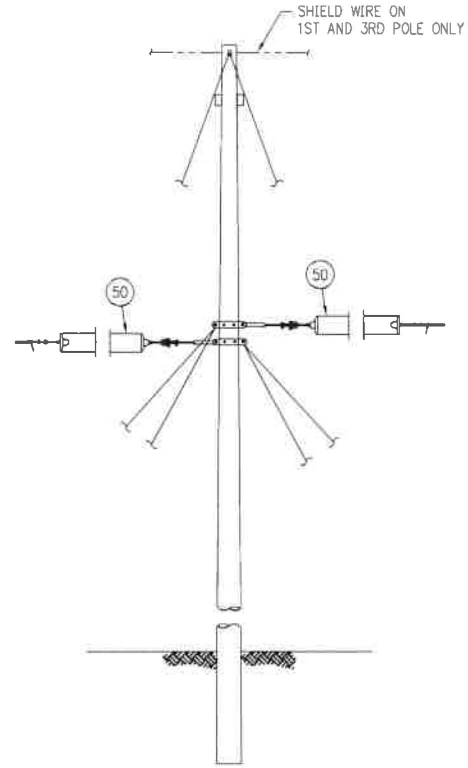
FILE: N:\Velco\36445 WR-NH EF\Cadd\STANDARD POLES\345KV\345-6.3.dwg 02-07-2006 13:12 DSW BMcD



SECTION A-A



ELEVATION



SIDE ELEVATION

FOR ANCHOR AND GUY GROUNDING DETAILS, SEE DWG. #345-10.0 & #345-10.1
FOR POLE GUYING DETAILS, SEE DWG. #345-10.2
FOR GROUNDING DETAILS, SEE DWG. #345-11.0
FOR FOUNDATION DETAILS, SEE DWG. #345-FDN-1 THRU FDN-4

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

ANGLE DEAD END STRUCTURE
TYPE 'DE3' (55° TO 75°)

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-7.0		1 REV.

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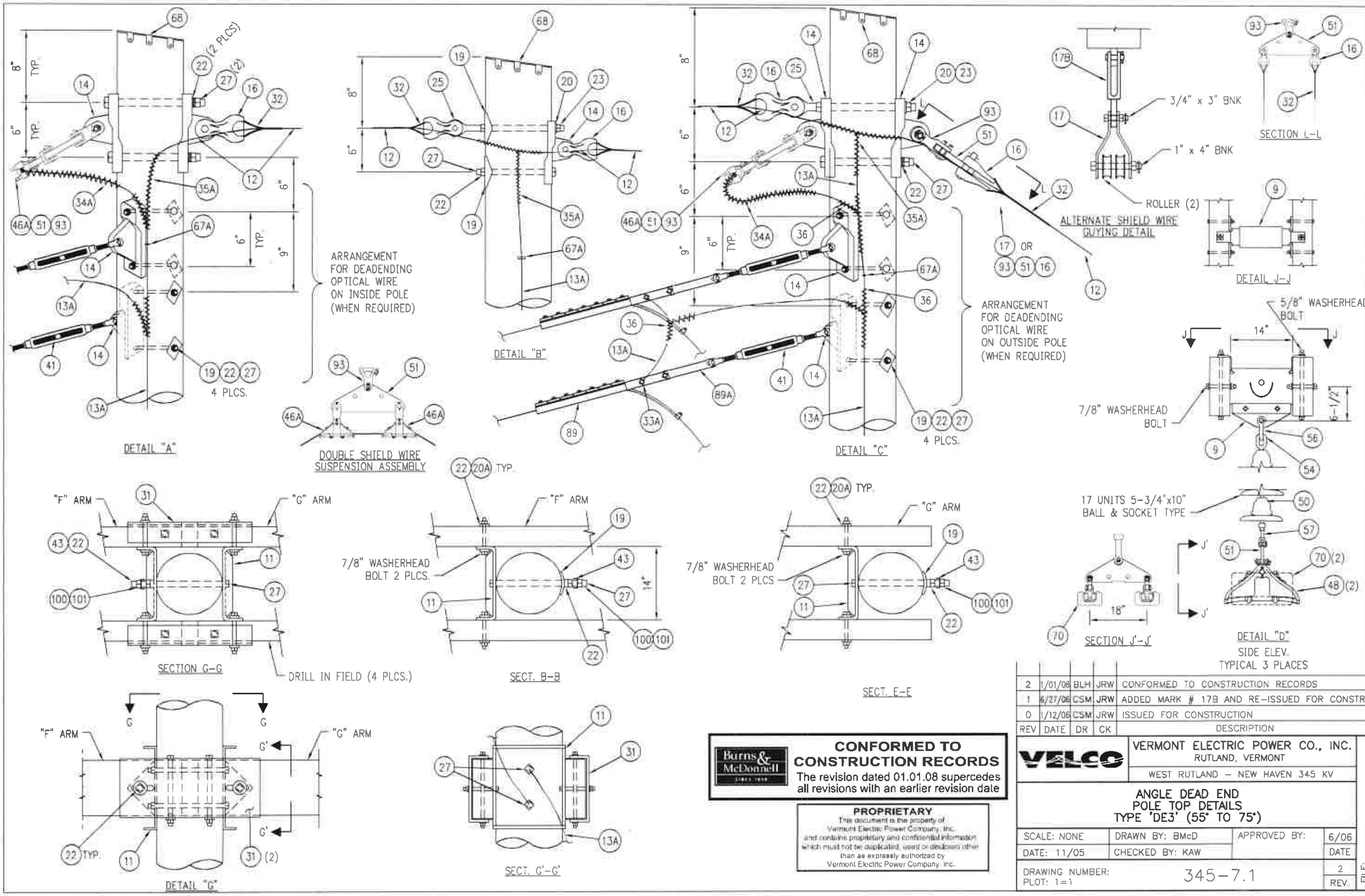

DETAIL "A"
ARRANGEMENT FOR DEADENDING OPTICAL WIRE ON INSIDE POLE (WHEN REQUIRED)
4 PLCS.
DOUBLE SHIELD WIRE SUSPENSION ASSEMBLY
DETAIL "B"
DETAIL "C"
ARRANGEMENT FOR DEADENDING OPTICAL WIRE ON OUTSIDE POLE (WHEN REQUIRED)
ALTERNATE SHIELD WIRE GUYING DETAIL
3/4" x 3" BNK
1" x 4" BNK
ROLLER (2)
SECTION L-L
DETAIL J-J
5/8" WASHERHEAD BOLT
7/8" WASHERHEAD BOLT
17 UNITS 5-3/4"x10" BALL & SOCKET TYPE
SECTION J'-J'
DETAIL "D"
SIDE ELEV.
TYPICAL 3 PLACES
"F" ARM
"G" ARM
SECTION G-G
DRILL IN FIELD (4 PLCS.)
7/8" WASHERHEAD BOLT 2 PLCS.
SECT. B-B
SECT. E-E
DETAIL "G"
SECT. G'-G'
REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	6/27/06	CSM	JRW	ADDED MARK # 17B AND RE-ISSUED FOR CONSTR.
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION
Burns & McDonnell
CONFORMED TO CONSTRUCTION RECORDS
The revision dated 01.01.08 supercedes all revisions with an earlier revision date
PROPRIETARY
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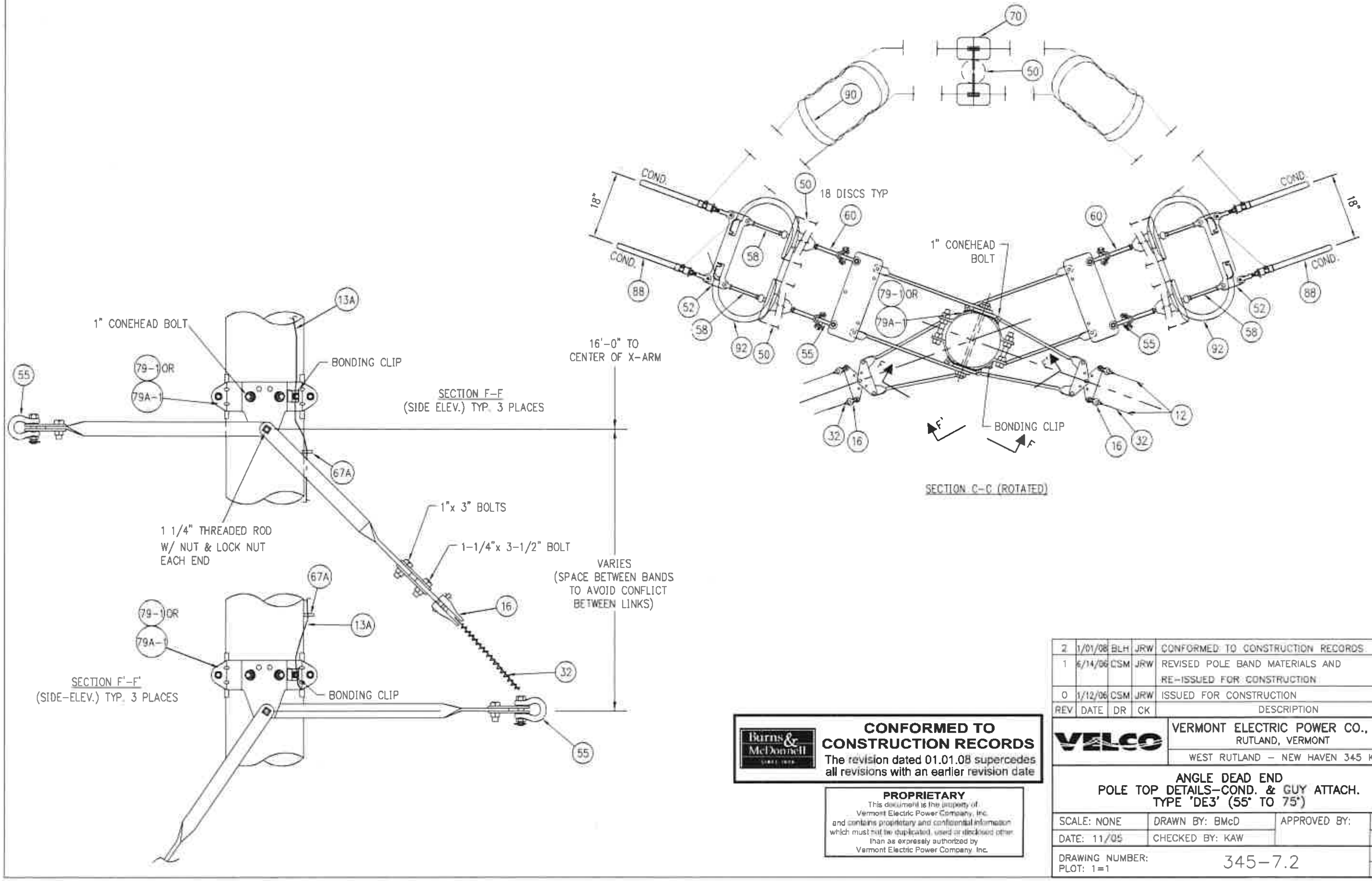
VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV
ANGLE DEAD END POLE TOP DETAILS TYPE 'DE3' (55° TO 75°)
SCALE: NONE
DRAWN BY: BMcD
APPROVED BY:
6/06
DATE: 11/05
CHECKED BY: KAW
DATE
DRAWING NUMBER: 345-7.1
PLOT: 1=1
2
REV.



Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS
The revision dated 01.01.08 supercedes all revisions with an earlier revision date

PROPRIETARY
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REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	6/14/06	CSM	JRW	REVISED POLE BAND MATERIALS AND RE-ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

ANGLE DEAD END
POLE TOP DETAILS–COND. & GUY ATTACH.
TYPE 'DE3' (55° TO 75°)

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	6/06
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345–7.2		2 REV.

FILE:

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURE	CATALOG NUMBER
1		3	POLE, WOOD		
5	0000480	1	CROSSARM, WOOD, 345KV, LAM, ASSEMBLY 2 5-1/8"x9"x46'-4"(TYPE F) 2 5-1/8"x9"x33'-4"(TYPE G)	HUGHES	
9	0203410	3	SPACER FITTING 5-1/8"x9" DBL CROSSARM, 14" SEPERATION, ADJUSTABLE	HUGHES	3414.10WV-140
11		4	PLATE, POLE, ARM F/5-1/8"x9" DBL X-ARM, 14" SEPERATION, W/2 7/8" WASHERHEAD BOLTS	HUGHES	A2173-A
12		1500	GUY STRAND, 1/2"EHS-7 STRAND (FT)		
13A		470	BONDING WIRE, #2 COPPER, SOLID (FT)		
14		7	PLATE,POLE EYE,7/8"BOLT,6"BOLT SP,SGL EYE,7/8" PIN	MACLEAN	EPR-77S-7
16	0201520	18	THIMBLE CLEVIS, 20K	MACLEAN	CT-88H
19		10	WASHER, SQ, CURVED, 4"x4",FOR 7/8" BOLT	JOSLYN	P144B
20	0204650	2	WASHER, ROUND, 2", FOR 3/4" BOLT	HUGHES	RW2-70
20A		4	WASHER, ROUND, 3", FOR 7/8" BOLT	HUGHES	RW3-80
21		14	WASHER RND 6" FOR 1" ANCHOR ROD	JOSLYN	P85A-1
22		22	WASHER, COIL, DOUBLE SPRING, FOR/7/8" BOLT	HUGHES	SLW2-80
23	0200110	2	WASHER, COIL, DOUBLE SPRING, FOR/3/4" BOLT	HUGHES	SLW2-70
25		2	BOLT, DBL ARM, EYE BOLT, W/2 NUTS, 3/4"xXX"	JOSLYN	J96XX
27		14	BOLT, MACHINE, 7/8"xXX", W/NUT	HUGHES	B8XX
31	0000040	2	PLATE, CROSSARM SPLICE, 345KV 2'-0", W/2 BOLTS	HUGHES	A1956.1
32	0203860	32	GUY GRIP, DEADEND, GALV, 1/2" BLUE 7W	HELICAL	HG212-1/2
33A		2	CONNECTOR, GROUND CLAMP, BRONZE FOR OPTICAL WIRE SUSPENSION CLAMP, SX-48/33/520	ANDERSON	GTCL-23A
34A		1	L-TAP, 3/8" GALV. TO #2 SOLID CU	HELICAL	
35A		3	L-TAP, 1/2" GALV. TO #2 SOLID CU	HELICAL	
36		2	L-TAP, #2 SOLID CU TO #2 SOLID CU	HELICAL	
41		2	TURNBUCKLE, CLEVIS-CLEVIS, 3/4" x 9", 28K	HUGHES	AS2545-A
43	0204530	6	CLIP, GRND WIRE BONDING, #2 CU TO 7/8" BOLT	HUGHES	2727.8
44		14	CLAMP, BONDING, GUY-GROUND, FOR #2 CU TO 1/2"-7 STRAND	CHANCE	6484
46A		2	CLAMP, SHIELD WIRE, SUSP. W/ CLEVIS EYE 3/8"EHS-7 STRAND	MACLEAN	FS-46-C
48	0101850	6	CLAMP, COND, FORMULA, SUSPENSION, 1.2"MAX DIA, 15"L, 23K, W/90° Y-CLEVIS EYE FITTING F/ 954MCM 45/7ACSR CORONA FREE	MACLEAN	ACFS-120-15-23-RYCE
50		267	INSULATOR, SUSP, 30K M&E, 5-3/4"x10", BALL & SOCKET, GRAY	LAPP	5960A-70
51		5	PLATE, YOKE, TRI, 18" SPCG, 15/16" HOLES, 40K ULT, 5/8" THICK	MACLEAN	ASM-6229-3
52	0204130	6	PLATE, YOKE, DOGBONE, 18" SPCG, 15/16" HOLES, 40K LT, 5/8" THICK, GALV. W/CORONA RING MOUNTING HOLES	MACLEAN	M6606-4A
54	0201600	3	OVAL-EYE BALL, GALV, FORGED STEEL, 30K, 3-23/32" LONG	ANDERSON	BE-30
55		12	SHACKLE, ANCHOR, BNK, 80K, 1-1/2" W, W/1" BOLT NUT & COTTER	MACLEAN	ASH-78-BC
56	0206010	5	SHACKLE, ANCHOR, BNK, 35K, W/ 3/4" BOLT NUT & COTTER KEY	ANDERSON	AS-35-BNK
57	0207860	3	SOCKET, CLEVIS, 4-1/2" L, 13/16"W, 2"D, 5/8"P, 30K	MACLEAN	SCL-55B
58		12	SOCKET CLEVIS, HOT LINE, 35K, 10"L	MACLEAN	SCHL-55A
60		12	BALL Y-CLEVIS, HOT LINE, 35K, 10-1/8"L	MACLEAN	YCBHL-65A
65A		2	GROUND ROD, COPPER CLAD, 3/4" X 10'	BLACKBURN	7510
66A		2	EXOTHERMIC WELD, #2 SOLID CU TO 3/4" CU ROD	ERICO/CADWELD	
67A		60	STAPLE, GROUND WIRE, COPPERCLAD, 1-1/2"x3/8", ROLLED POINT	CHANCE	9167
70	0202550	6	WEIGHT, HOLD DOWN,150#, W/ HARDWARE, FOR FORMULA CLAMP 954kCM ACSR 45/7	MACLEAN	ASM-389-150
71	0205180	14	ANCHOR, LOG, 8"x8"x8'		
72		14	ANCHOR ROD, 1"x10'-0" LONG, HOT DIP GALV, THIMBLE EYE	CHANCE	5340

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURE	CATALOG NUMBER
73	0205950	14	GUY MARKER, FULL RND, YEL, 84"x 1.5", 3/16-1/2" W/PIGTAIL POLYETHYLENE	CHANCE	84FRPM-YEL
79-1		AR	POLE BAND, EXTRA HEAVY DUTY (SPECIAL NO. 3340 POLE BAND), ASSEMBLY INCLUDES: 1 BONDING CLIP (#2727.8) W/LOCK NUT, 2 TWISTED LINKS (#B1784.1A), 2 TWISTED LINKS (#3341.1A), 1 DOUBLE YOKE PLATE (#3341.1B), 1 YOKE PLATE (#3341.1C), 1 DOUBLE YOKE PLATE (B1784.1B) (POLE DIA. 12"-17")	HUGHES	B1784-A.6
79A-1		AR	POLE BAND, EXTRA HEAVY DUTY (SPECIAL NO. 3340 POLE BAND), ASSEMBLY INCLUDES: 1 BONDING CLIP (#2727.8) W/LOCK NUT, 2 TWISTED LINKS (#B1784.1A), 2 TWISTED LINKS (#3341.1A), 1 DOUBLE YOKE PLATE (#3341.1B), 1 YOKE PLATE (#3341.1C), 1 DOUBLE YOKE PLATE (B1784.1B) (POLE DIA. 17"-21")	HUGHES	B1784-A.7
88		12	COMPRESSION DEADEND W/ADJUSTABLE CLEVIS FITTING 954MCM45/7ACSR	ALCOA	C43648
89		2	BOLTED DEAD END, OPTICAL WIRE, SX-48/33/520	ALCOA	ODE47/34/520
89A		2	LINK EXTENSION, OPTICAL WIRE, 5" C-C	ALCOA	ODELP05
90	0101950	6	SPACER, CONDUCTOR, 18" BUNDLE, 1.141 to 1.196"	PLP	SU-MS-3850
91		3	ANCHOR POLE, 4-SECTION, W/ 7/8"xXX" THREADED RODS, W/ 4 NUTS, 4 LOCKNUTS & LAG SCREWS	HUGHES	A1895-3-XX
92	0202770	6	CORONA RING	MACLEAN	ASM-516-5
93		2	CLEVIS Y-CLEVIS, 90° TWIST, 30K	ANDERSON	YCC-30-90
100		6	NUT, SQUARE, 7/8"	HUGHES	N80
101		6	LOCKNUT, SQUARE, 7/8"	HUGHES	MF80
MATERIAL REQUIRED FOR ALTERNATE SHIELD WIRE GUYING					
17	0203470	1	PLATE, GUY, DBL, ASSEMBLY, INCLUDES: 2 LINKS (#3157); 2 ROLLERS (#28083); 1 BOLT 3/4"x3" BNK; 1 BOLT 1"x4" BNK		
17B		1	CLEVIS, EYE, ESTENSION LINK	ANDERSON	CEEL-093-06.5
MATERIAL USED AS REQUIRED					
68	0204390	AR	POLE ROOF, NON METALLIC	OSMOSE	70-110-020-016

REV	DATE	DR	CK	DESCRIPTION
2	1/01/08	BLH	JRW	CONFORMED TO CONSTRUCTION RECORDS
1	6/27/06	CSM	JRW	ADDED MARK 17B, REVISED QTY FOR MARK 19, REVISED MATERIAL FOR MARK 20A , UPDATED BAND MATERIALS AND RE-ISSUED FOR CONSTR.
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

Burns & McDonnell

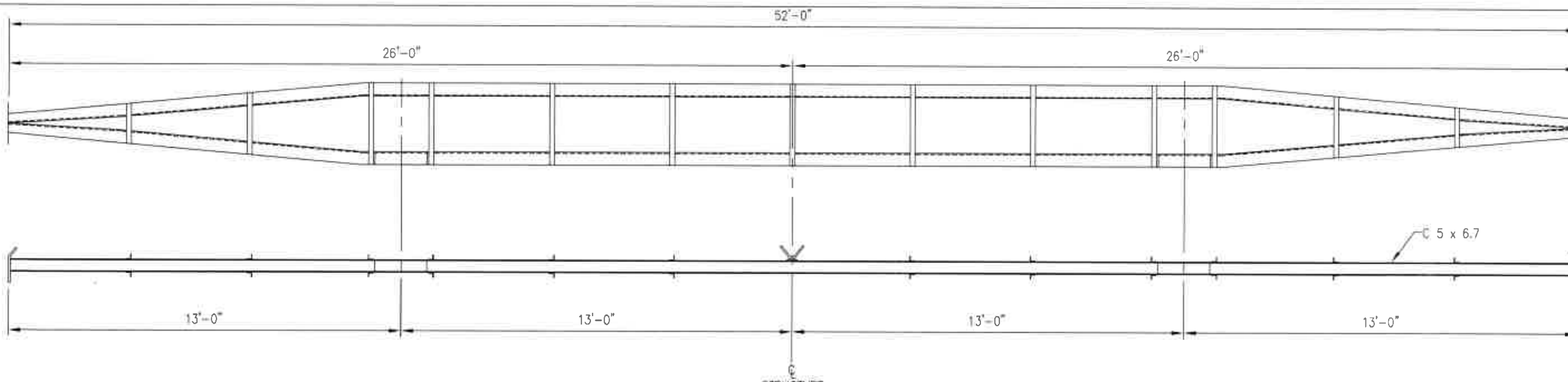
CONFORMED TO CONSTRUCTION RECORDS
The revision dated 01.01.08 supercedes all revisions with an earlier revision date

VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

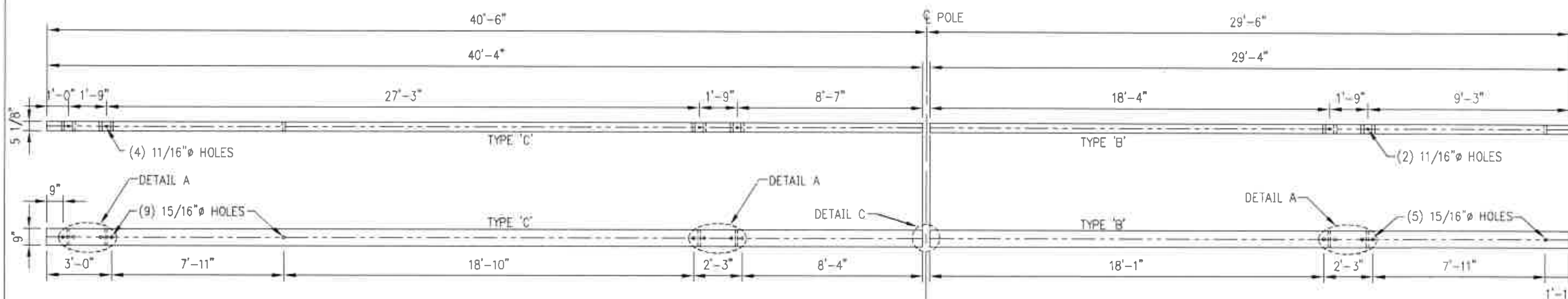
ANGLE DEAD END BILL OF MATERIALS TYPE 'DE3' (55° TO 75°)

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:
DATE: 11/05	CHECKED BY: KAW	DATE
DRAWING NUMBER: PLOT: 1=1	345-7.3	2 REV.

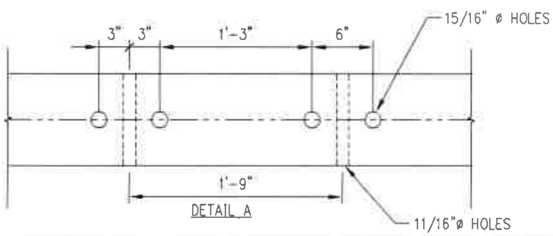
FILE:



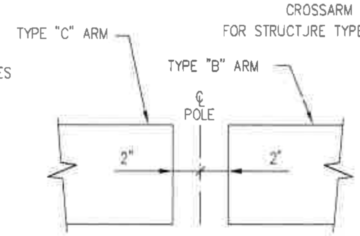
CROSSARM TYPE 'A' (A588 WEATHERING STEEL)
FOR STRUCTURE TYPE 'A' (DWG. #345-1.0)



CROSSARM TYPE 'C' & 'B'
FOR STRUCTJRE TYPE 'SA1' (DWG. #345-2.0)



DETAIL A



DETAIL C

Burns & McDonnell SINCE 1898

CONFORMED TO CONSTRUCTION RECORDS
The revision dated 01.01.08 supercedes all revisions with an earlier revision date

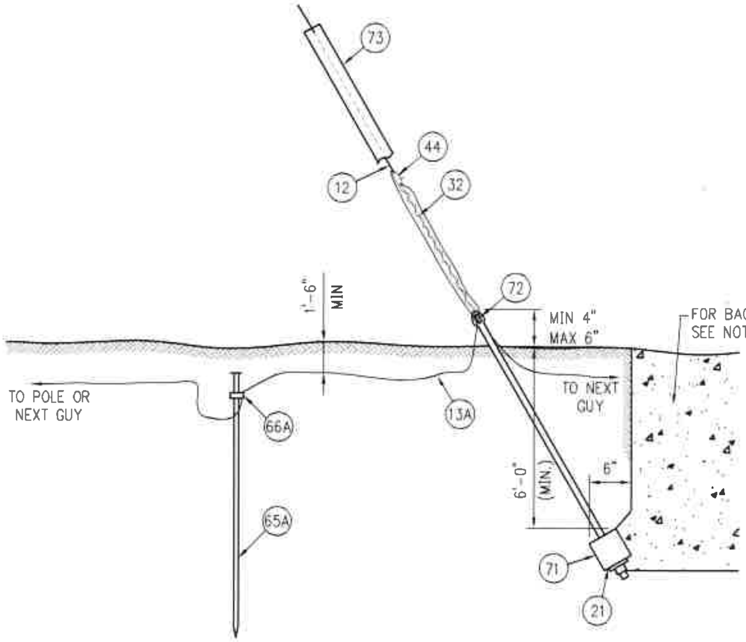
REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	JAH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO — VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

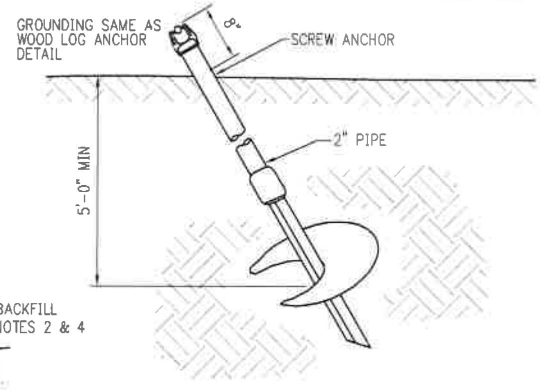
CROSSARM DETAILS

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:
DATE: 11/05	CHECKED BY: KAW	DATE
DRAWING NUMBER: PLOT: 1=1	345-9.0	REV. 1

FILE: K:\Velco\35445 WR-NH EP\Cadd\STANDARD POLES\345-9.0.dwg 02-07-2006 13:13 DSH BMcD

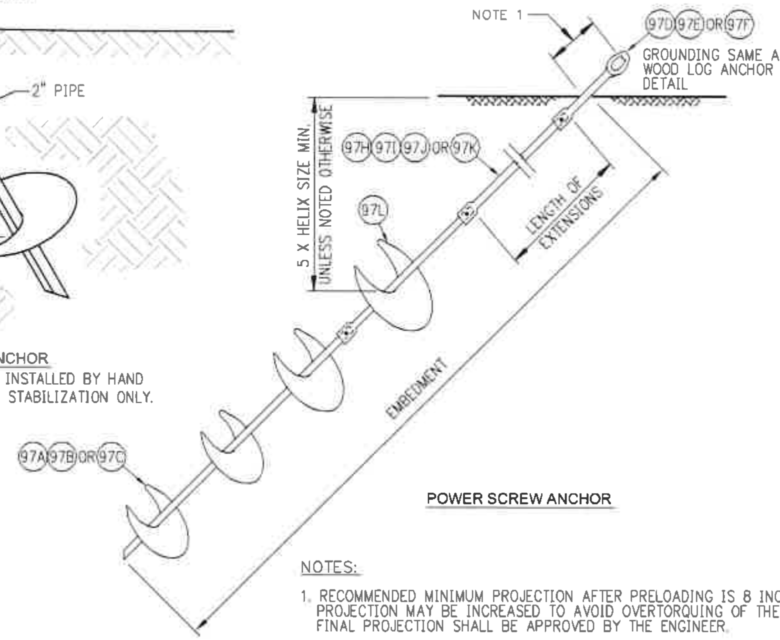


WOOD LOG ANCHOR



SWAMP ANCHOR

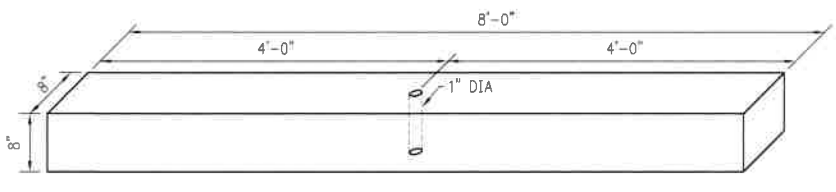
SWAMP ANCHORS TO BE INSTALLED BY HAND & USED FOR STRUCTURE STABILIZATION ONLY.



POWER SCREW ANCHOR

NOTES:

1. RECOMMENDED MINIMUM PROJECTION AFTER PRELOADING IS 8 INCHES. PROJECTION MAY BE INCREASED TO AVOID OVERTORQUING OF THE SHAFT. FINAL PROJECTION SHALL BE APPROVED BY THE ENGINEER.
2. CONTRACTOR SHALL INSTALL SCREW ANCHORS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



8" x 8" x 8'-0" (71)

NOTES:

1. FOR INDIVIDUAL STRUCTURE GUYING AND GROUNDING DETAILS, SEE DRAWINGS #345-10.2 AND #345-11.0
2. SET ANCHOR LOG FIRMLY AGAINST UNDERCUT SOIL AND COMPACT IN 8" LIFTS TO 90% OF SURROUNDING EARTH.
3. WHEN BACKFILLING ANCHOR HOLES, A 1000 LB TENSION SHALL BE MAINTAINED ON ANCHOR ROD DURING BACKFILLING OPERATION.
4. BACKFILL IN AREAS OF SOFT EARTH SHALL BE FRACTURED ROCK 6" OR OVER.
5. WHEREVER POSSIBLE, THE GROUND WIRE SHALL BE MADE CONTINUOUS THRU JOINTS.

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	JAH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO

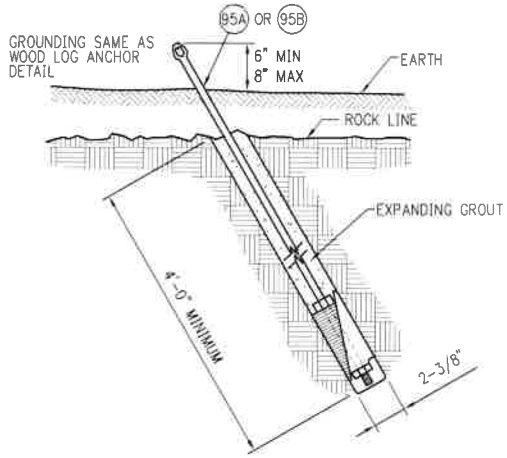
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345

ANCHOR AND GUY GROUNDING DETAILS

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:
DATE: 11/05	CHECKED BY: KAW	DATE
DRAWING NUMBER: 345–10.0 PLOT: 1=1		REV. 1

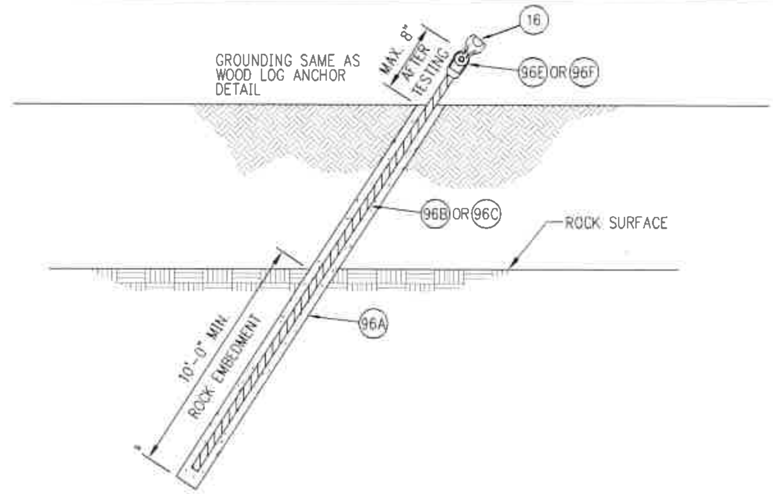
FILE: N:\Velco\36445 WR-NH EPI\Cad\STANDARD POLES\345KV\345-10.0.dwg 09-20-2005 16:27 6



EXPANDING ROCK ANCHOR

NOTES:

1. ROCK ANCHORS TO BE INSTALLED BY TWO MEN & A 4' BAR MINIMUM.
2. ALL GROUT TO BE FRESHLY MIXED APPROVED EXPANDING GROUT.
3. ALL GROUT INSTALLATION TO BE THOROUGHLY RODDED TO PREVENT VOIDS.



GROUTED ROCK ANCHOR

NOTES:

1. ANCHOR CAPACITY FOR ROCK ANCHORS WITH #6 REBAR AND #8 REBAR ARE 20 AND 40 KIPS RESPECTIVELY.
2. DRILL HOLE DIAMETER TO BE DETERMINED BY CONTRACTOR. MINIMUM BOND AREA FOR #6 REBAR AND #8 REBAR SHALL BE 10 SQUARE FEET AND 20 SQUARE FEET RESPECTIVELY.
3. ALL-THREAD RODS AND GROUT SHALL BE INSTALLED PER MANUFACTURES RECOMMENDATION.
4. WILLIAMS FORM CONTACT INFO.
   WILLIAMS FORM ENGINEERING CORP.
   280 ANN STREET
   GRAND RAPIDS, MI 49504
   PHONE : (616) 365-9220

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	JAH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS
The revision dated 01.01.08 supercedes all revisions with an earlier revision date

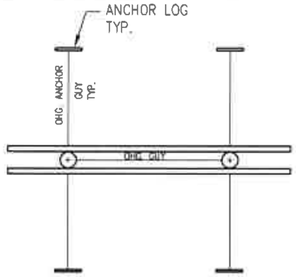
VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345KV

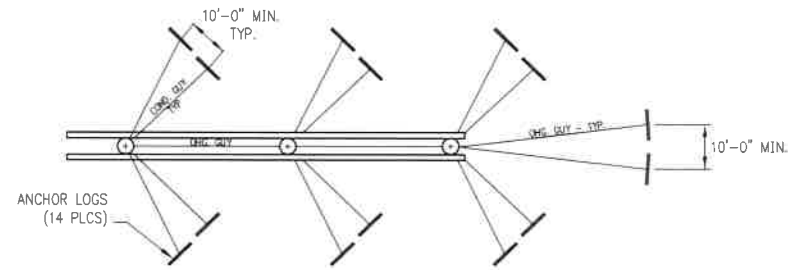
ROCK ANCHOR DETAILS

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-10.1		1 REV.

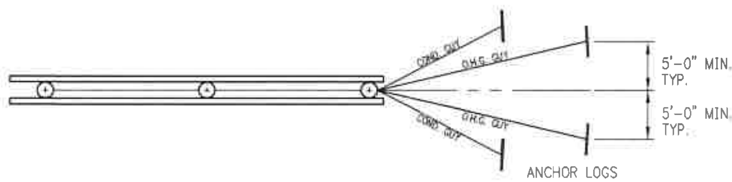
FILE: K:\Velco\38445 WR-NH EP\Cadd\STANDARD POLES\345KV\345-10.1.dwg 09-20-2005 16:27 6



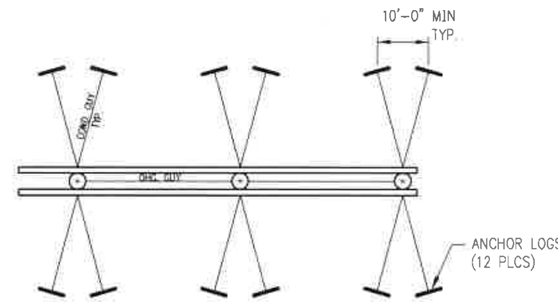
TYPE 'A' STRUCTURE (TANGENT)
WITH DEAD-END SHIELD WIRE



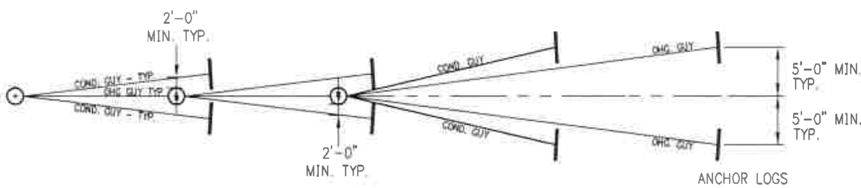
TYPE 'DE2' (35° - 55°)
TYPE 'DE3' (55° - 75°)
TYPE 'DE4' (75° - 90°)



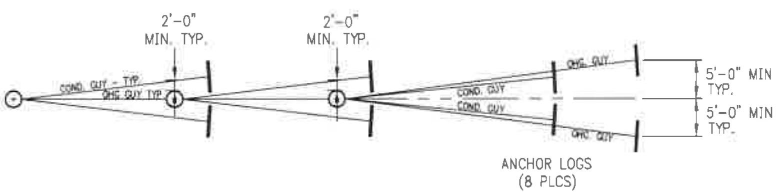
TYPE 'SA1' STRUCTURE (2 1/2° - 12°)



TYPE 'DE1' STRUCTURE (DEADEND)



TYPE 'SA2' STRUCTURE (12° - 22°)



TYPE 'SA3' STRUCTURE (22° - 35°)

NOTES:
1. FOR ANCHOR DETAILS, SEE DWG. #345-10.0 & #345-10.1
2. FOR METHOD OF GUY GROUNDING, SEE DWG. #345-11.0

Burns & McDonnell
CONFORMED TO CONSTRUCTION RECORDS
The revision dated 01.01.08 supercedes all revisions with an earlier revision date

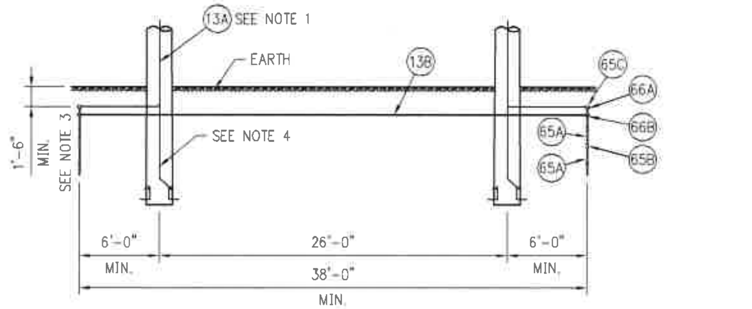
REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	JAH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND - NEW HAVEN 345 KV

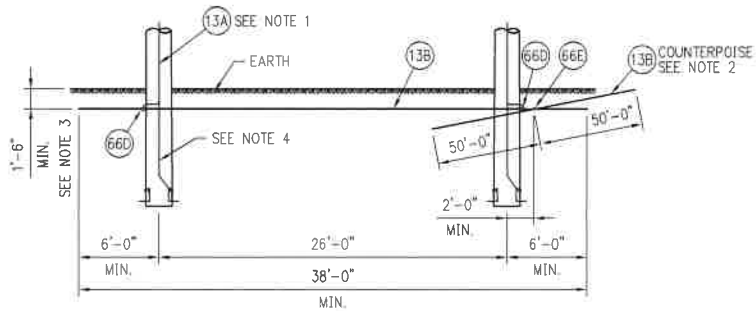
METHOD OF POLE GUYING

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:
DATE: 11/05	CHECKED BY: KAW	DATE
DRAWING NUMBER: PLOT: 1=1	345-10.2	1 REV.

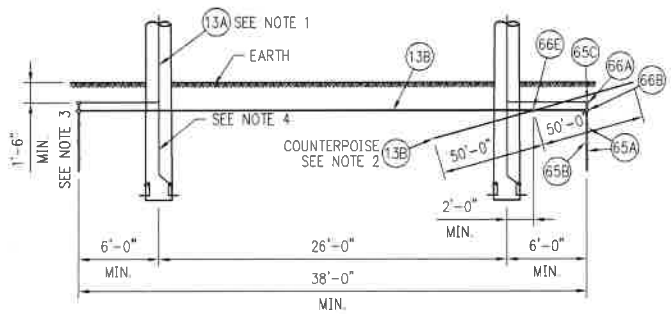
FILE: N:\Velco\3445 MM-NH EP\Cadd\STANDARD POLES\MMNH\345-10.2.dwg 02-07-2008 12:15 (CSM BMcD)



TYPE A
GROUND RODS



TYPE B
COUNTERPOISE



TYPE C
GROUND RODS & COUNTERPOISE

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURE	CATALOG NUMBER
			TYPE A		
13A		N/A	BONDING WIRE, #2 COPPER, SOLID (FT)		
13B		38	GROUND WIRE, 7 NO. 8 COPPERWELD (FT)		
65A		4	GROUND ROD, COPPER CLAD, 3/4" x 10'	BLACKBURN	7510
65B	0202330	2	COUPLER, GROUND ROD, BRONZE 3/4"	E&J DEMARK	GRC-34B
65C	0202340	AR	DRIVE HEAD, GROUND ROD, 3/4"	E&J DEMARK	DH-34
66A		2	EXOTHERMIC WELD, #2 SOLID CU TO 3/4" CU ROD	ERICO/CADWELD	
66B		2	EXOTHERMIC WELD, 7 NO. 8 COPPERWELD TO 3/4" CU ROD	ERICO/CADWELD	
			TYPE B		
13A		N/A	BONDING WIRE, #2 COPPER, SOLID (FT)		
13B		138	GROUND WIRE, 7 NO. 8 COPPERWELD (FT)		
66D		2	EXOTHERMIC WELD, #2 SOLID CU TO 7 NO. 8 COPPERWELD	ERICO/CADWELD	
66E		1	EXOTHERMIC WELD, 7 NO. 8 COPPERWELD TO 7 NO. 8 COPPERWELD	ERICO/CADWELD	
			TYPE C		
13A		N/A	BONDING WIRE, #2 COPPER, SOLID (FT)		
13B		138	GROUND WIRE, 7 NO. 8 COPPERWELD (FT)		
65A		4	GROUND ROD, COPPER CLAD, 3/4" x 10'	BLACKBURN	7510
65B	0202330	2	COUPLER, GROUND ROD, BRONZE 3/4"	E&J DEMARK	GRC-34B
65C	0202340	AR	DRIVE HEAD, GROUND ROD, 3/4"	E&J DEMARK	DH-34
66A		2	EXOTHERMIC WELD, #2 SOLID CU TO 3/4" CU ROD	ERICO/CADWELD	
66B		2	EXOTHERMIC WELD, 7 NO. 8 COPPERWELD TO 3/4" CU ROD	ERICO/CADWELD	
66E		1	EXOTHERMIC WELD, 7 NO. 8 COPPERWELD TO 7 NO. 8 COPPERWELD	ERICO/CADWELD	

NOTES:

1. BONDING WIRE QUANTITY FOR STRUCTURE SHALL BE AS INDICATED ON STRUCTURE DRAWING.
2. COUNTERPOISE GROUND WIRE SHALL BE 100 FOOT IN LENGTH AND SHALL BE BURIED A MINIMUM OF 1'-6" BELOW GRADE PARALLEL TO THE RIGHT-OF-WAY.
3. INCREASE DEPTH TO 3'-0" IN AREAS WHERE FARMING/PLOWING COULD OCCUR.
4. EXTEND GROUND WIRE TO BASE OF POLE AND ATTACH TO ANCHOR PLATE GROUND LUG.

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	JAH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

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VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

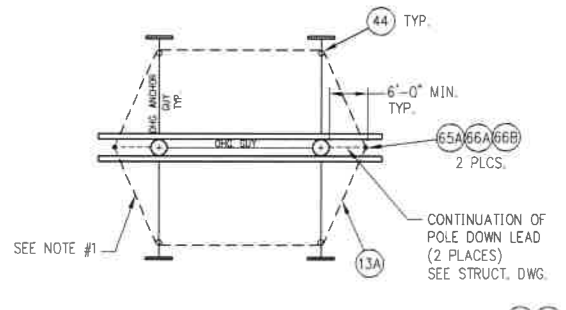
WEST RUTLAND – NEW HAVEN 345 KV

2–POLE GROUNDING DETAILS TYPE A, B & C

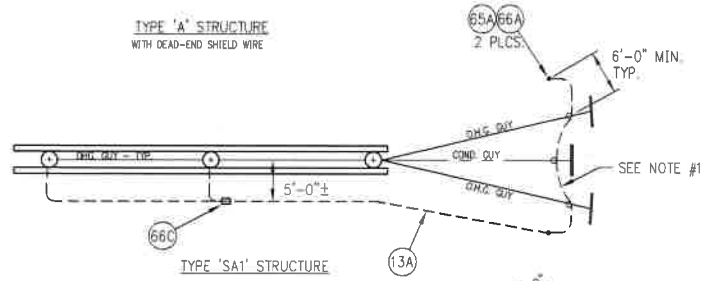
SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345–11.0		1 REV.

FILE: N:\Velco\35445 WR-NH EP\Cadd\STANDARD POLES\345KV\345-11.0.dwg 09-20-2005 16:30

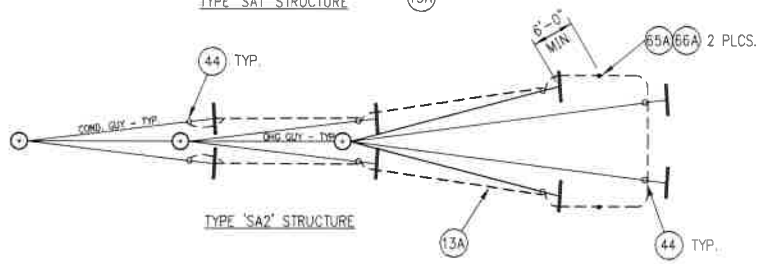
NOTES:
1. — — — DENOTES CONTINUOUS GROUNDING WIRE BURIED 1'-6" MIN. BELOW GRADE
2. GROUND RODS TO BE DRIVEN IN UNDISTURBED EARTH AT A MIN. DISTANCE OF 6'-0" FROM POLES AND ANCHORS.
3. FOR GROUNDING DETAILS, ITEM DESCRIPTION & QUANTITY SEE DWG. #345-10.0 & SPECIFIC STRUCTURE B/M.
4. LOCATION OF BURIED COUNTERPOISE TO STRUCTURE GROUND CONNECTION TO BE AS REQUIRED BY FIELD CONDITIONS.



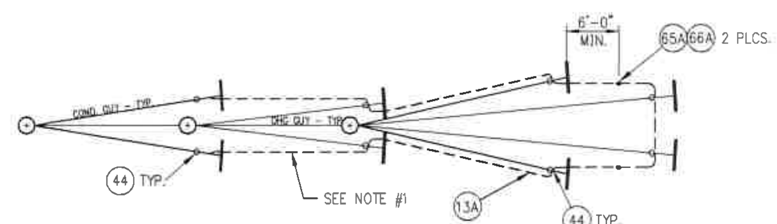
TYPE 'A' STRUCTURE
WITH DEAD-END SHIELD WIRE



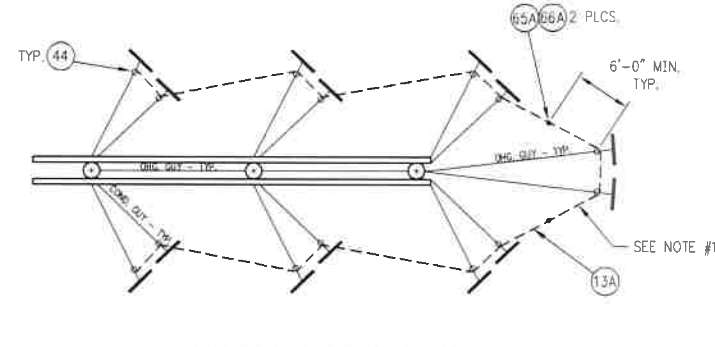
TYPE 'SA1' STRUCTURE



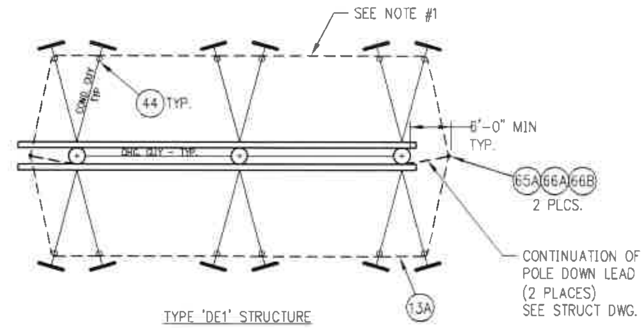
TYPE 'SA2' STRUCTURE



TYPE 'SA3' STRUCTURE



TYPE 'DE2', 'DE3', & 'DE4' STRUCTURES



TYPE 'DE1' STRUCTURE

Burns & McDonnell SINCE 1898

CONFORMED TO CONSTRUCTION RECORDS
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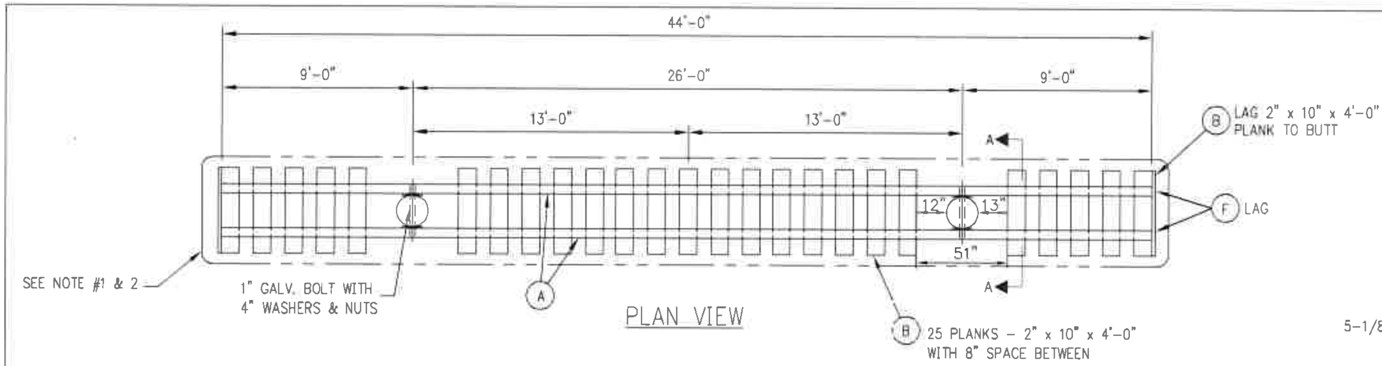
REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	JAH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
WEST RUTLAND – NEW HAVEN 345 KV

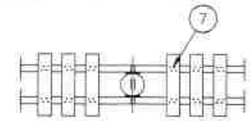
METHOD OF POLE AND GUY GROUNDING

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-11.1		1 REV.

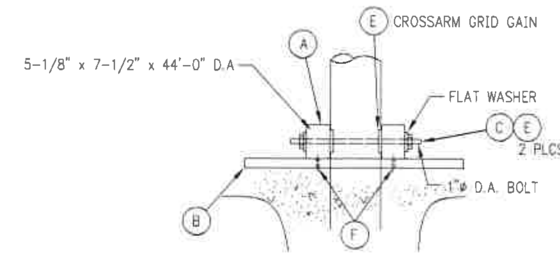
FILE:



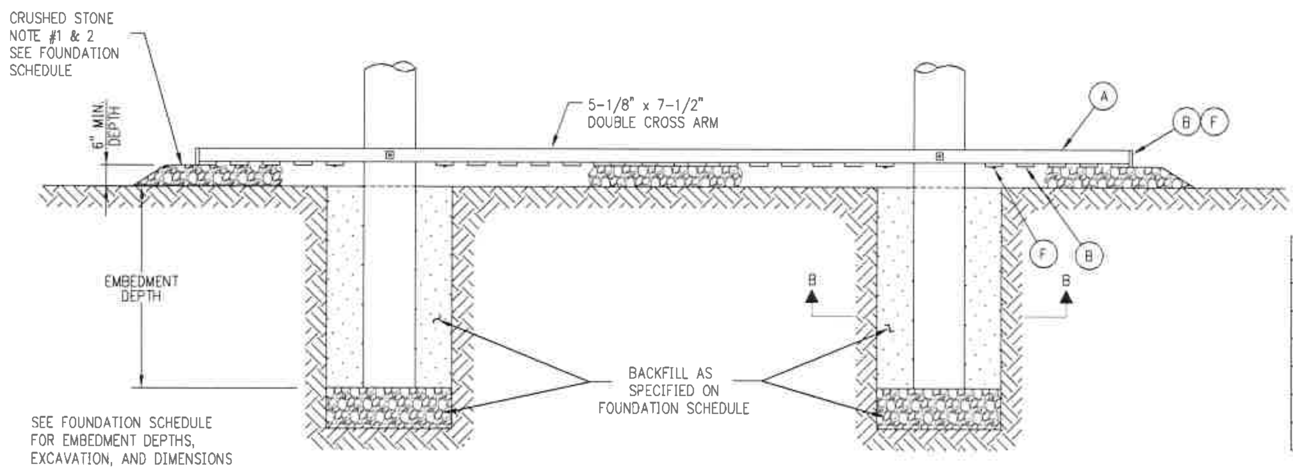
PLAN VIEW



SECTION B-B



SECT. A-A



ELEVATION VIEW

BILL OF MATERIALS

MARK	MNF	MNF #	QUAN.	DESCRIPTION
A	HUGHES		2	CROSSARM, LAMINATED, 5-1/8"x 7-1/2"x 44'-0"
B	HUGHES		27	PLANK, WOOD, 2"x 10"x 4' TREATED
C	HUGHES	TR10XX-F	2	BOLT, DBL. ARMING, 1"x XX" w/ 2 NUTS
D	HUGHES	SW4-100	4	WASHER, FLAT, SQ, 4" x 1/4" F/1" BOLT
E	HUGHES	1262-B	4	GRID GAIN, 6-3/4"x 4"x 9/16" w/ 1-1/16" HOLE
F	JOSLYN	J8723	216	LAG SCREW, 1/4"x 3", GIMLET POINT

REV	DATE	DR	CK	DESCRIPTION
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0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

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VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

FOUNDATIONS AND
BOG SHOE PLATFORM
FOR 2 POLE STRUCTURE

SCALE: NONE | DRAWN BY: BMcD | APPROVED BY:

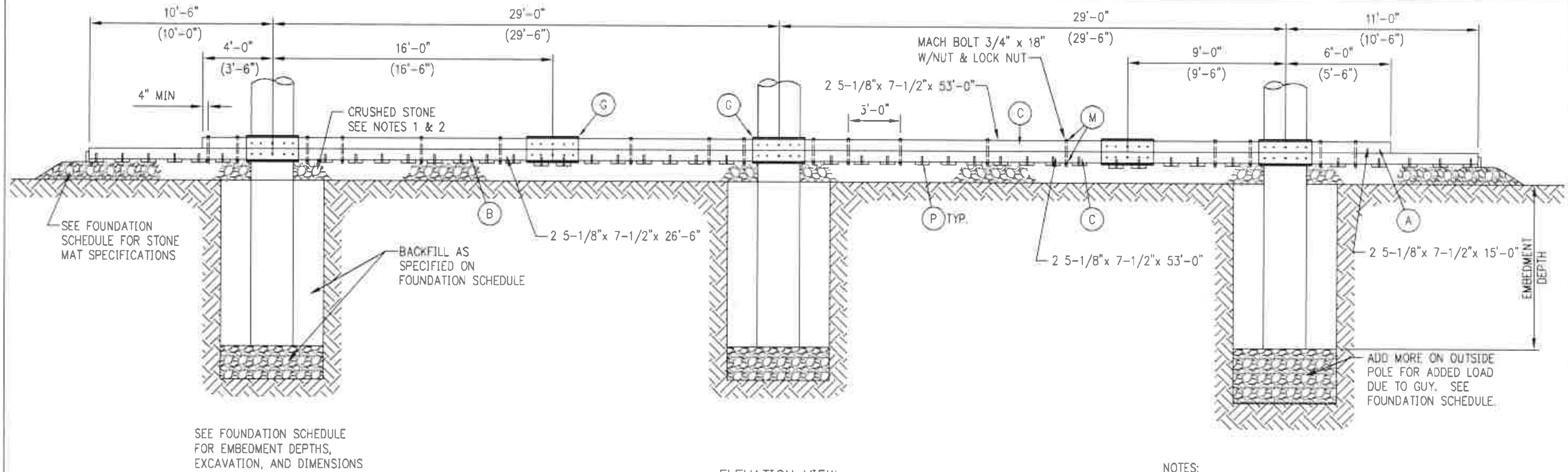
DATE: 11/05 | CHECKED BY: KAW | DATE

DRAWING NUMBER: 345-13.0 | REV 1

PLOT: 1=1

NOTES:

1. SET BOG SHOE ON TOP OF GROUND ON CRUSHED STONE MAT.
2. STONE SURFACE TO EXTEND BEYOND PLANKS.
3. CROSS MEMBERS TO BE 5-1/8" x 7-1/2" x DOUBLE CROSS ARM.
4. BOG SHOE MAY BE INSTALLED AT OR JUST BELOW GRADE IN AREAS WHERE MOWING OCCURS OR AT LAND OWNER REQUEST



ELEVATION VIEW

NOTES:

1. SET BOG SHOE ON TOP OF GROUND ON CRUSHED STONE MAT.
2. STONE SURFACE TO EXTEND BEYOND PLANKS.
3. CROSSARM MEMBERS TO BE 5-1/8" x 7-1/2" x SPECIFIED LENGTHS.
4. ALL WOOD MEMBERS TO BE DRILLED IN FIELD.
5. 5-1/8" x 7-1/2" CROSSARMS TO BE BOLTED TOGETHER WITH 3/4" BOLTS ON 4'-6" CENTERS, EXCEPT AS INDICATED.
6. DIMENSIONS IN PARENTHESES ARE FOR A 29'-6" POLE SPACING.
7. BOG SHOE MAY BE INSTALLED AT OR JUST BELOW GRADE IN AREAS WHERE MOWING OCCURS OR AT LAND OWNER REQUEST

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
A		2	CROSSARM, WOOD, LAM, 5-1/8"x7-1/2"x15'-0"	HUGHES	
B		2	CROSSARM, WOOD, LAM, 5-1/8"x7-1/2"x26'-6"	HUGHES	
C		4	CROSSARM, WOOD, LAM, 5-1/8"x7-1/2"x53'-0"	HUGHES	
D		23	PLANK, WOOD, TREATED, 2"x 10"x 5'-0"		
E		21	PLANK, WOOD, TREATED, 2"x 10"x 6'-0"		
G		10	PLATE, SPLICE & CROSSARM ATTACHMENT TO POLE, CHANNEL, STEEL, MC 18" x4" x42.7, 3'-0" LONG, WITH 8 3/4" HOLES AND 2 15/16" HOLES, PER VELCO DWG #345-14.1		
H		32	BOLT, MACHINE, GALV, 5/8" x8",	HUGHES	B68-4
I		36	BOLT, MACHINE, GALV, 3/4" x18"	HUGHES	B718-6
F		48	SCREW, LAG, 5/8" x5", FETTER DRIVE REG. POINT	JOSLYN	J8765
J		6	ROD, THREADED, GALV, 7/8" xXX", W/ 2 NUTS	HUGHES	TR8XX-F
K		12	GAIN, GRID, 6-3/4" x4", W/ HOLE F/7/8" BOLT	HUGHES	1261-A
L		32	WASHER, SQUARE, FLAT, 3"x3"x1/4", W/HOLE F/5/8" BOLT	HUGHES	SW3-60
M		72	WASHER, SQUARE, FLAT, 3"x3"x1/4", W/HOLE F/3/4" BOLT	HUGHES	SW3-70
N		32	NUT, LOCK, SQ., GALV., FOR 5/8" BOLT	HUGHES	MF60
O		12	NUT, LOCK, SQ., GALV., FOR 7/8" BOLT	HUGHES	MF80
P		352	SCREW, LAG, 1/4"x3", GIMLET POINT	JOSLYN	J8723

Burns & McDonnell

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1	1/01/08	JAH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

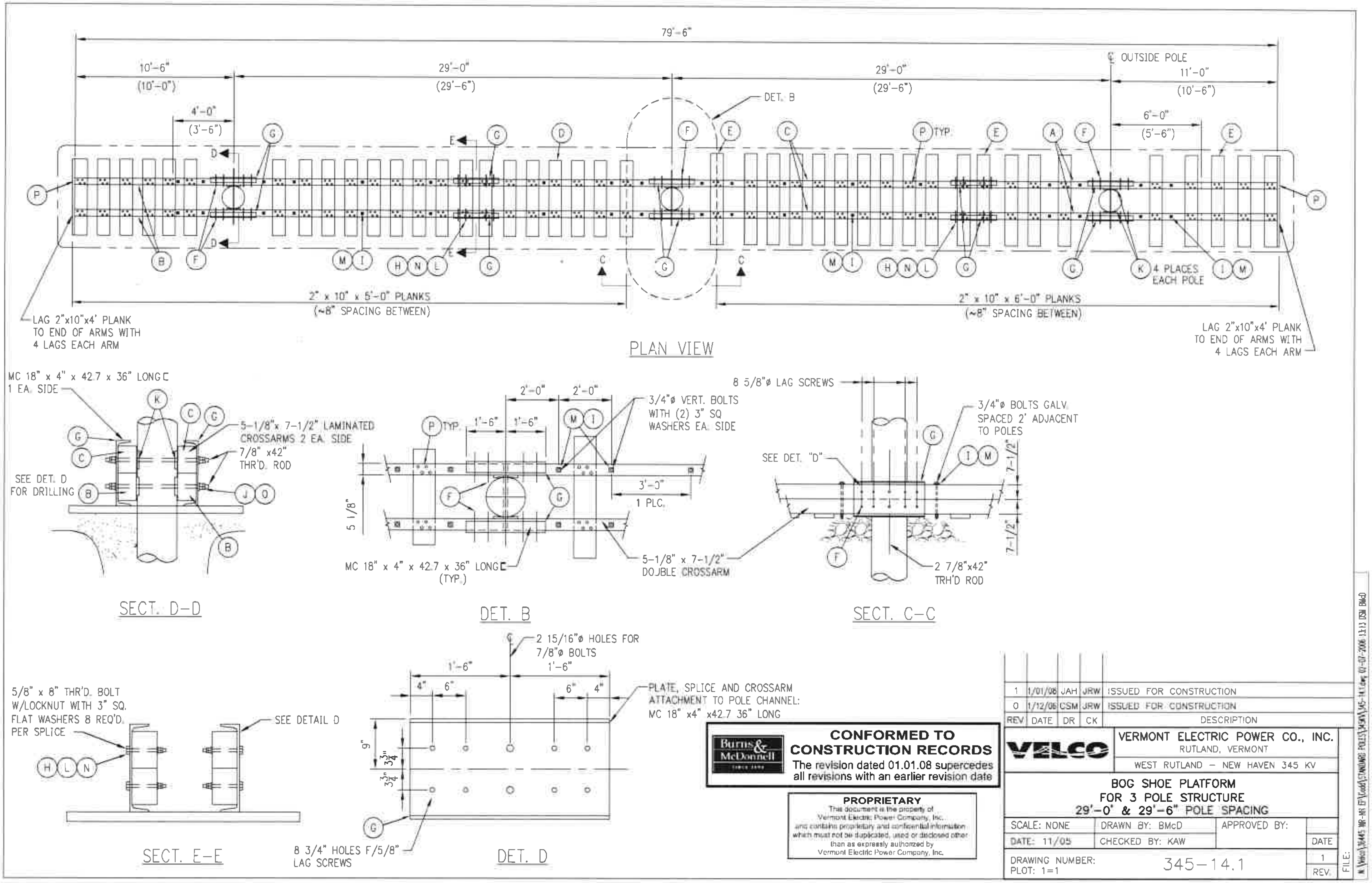
VELCO — VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN 345 KV

BOG SHOE PLATFORM FOR 3 POLE STRUCTURE 29'-0" & 29'-6" POLE SPACING

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 11/05	CHECKED BY: KAW		DATE
DRAWING NUMBER: PLOT: 1=1	345-14.0		1 REV.

FILE:



CONFORMED TO CONSTRUCTION RECORDS

Burns & McDonnell

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

PROPRIETARY

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	JAH	JRW	ISSUED FOR CONSTRUCTION
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

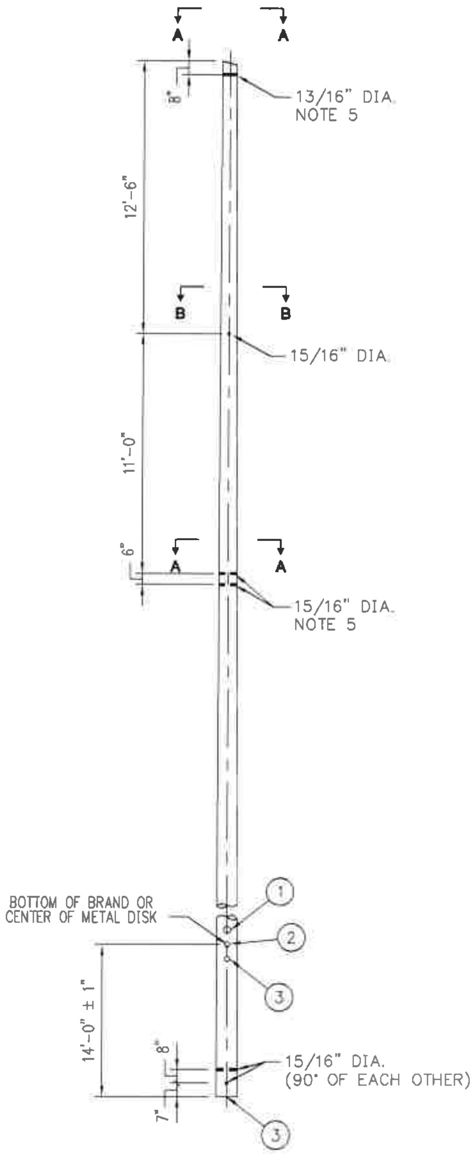
VELCO

VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

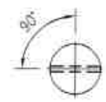
WEST RUTLAND – NEW HAVEN 345 KV

BOG SHOE PLATFORM
FOR 3 POLE STRUCTURE
29'-0" & 29'-6" POLE SPACING

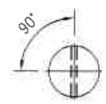
SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:
DATE: 11/05	CHECKED BY: KAW	DATE
DRAWING NUMBER: PLOT: 1=1	345-14.1	1 REV.



STRUCTURE TYPE "A"



DETAIL A



DETAIL B

NOTES:

1. POLES AND TREATMENT SHALL CONFORM TO RUS SPECIFICATIONS ON WOOD POLES.
2. ALL POLES TREATED FULL LENGTH MUST BE BORED (EXCEPT WHERE OTHERWISE SPECIFIED) AND ROOFED BEFORE TREATMENT.
3. PROVIDE SLOPED ROOFS AT AN ANGLE OF 15°.
4. POLES IN EACH STRUCTURE SHALL BE MATCHED IN SIZE, STRENGTH AND STRAIGHTNESS.
5. THRU BOLT HOLES MUST BE PARALLEL AND IN THE SAME PLANE.

(1) MANUFACTURES MARK AND DATE OF TREATMENT. (IF INSURED WARRANTED, BRAND "IW")

(2) BRAND WITH SPECIES, PRESERVATIVE CODE AND RETENTION.

(3) BRAND WITH PROPER LENGTH AND CLASS.

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

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0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO

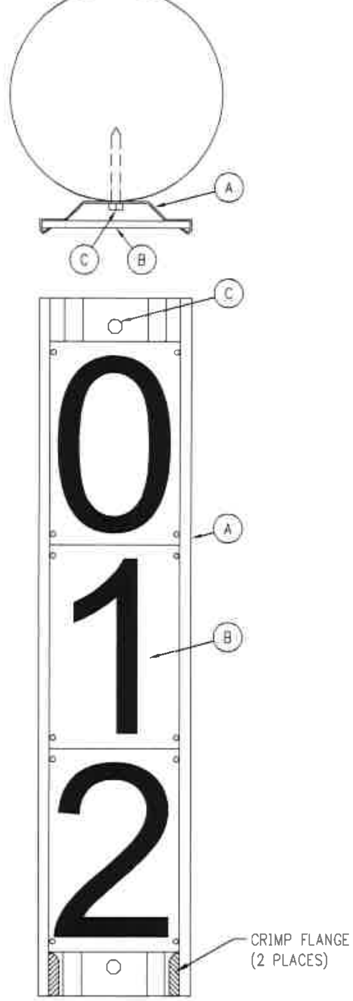
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

WEST RUTLAND – NEW HAVEN

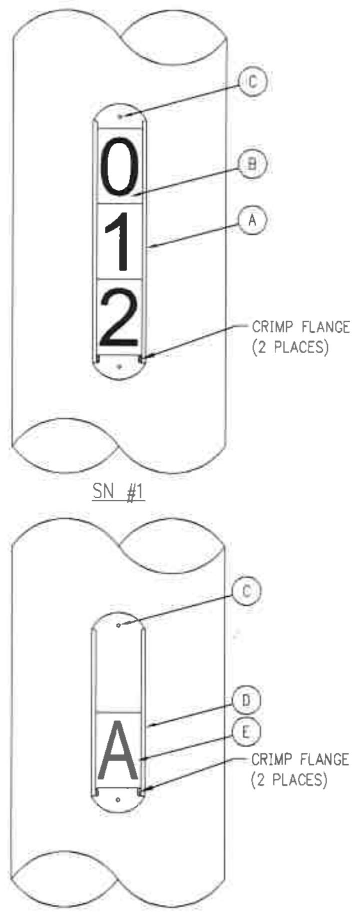
345KV STRUCTURE
POLE DRILLING GUIDE
TYPE "A"

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE:	CHECKED BY:		DATE
DRAWING NUMBER: PLOT: 1=1	345–DG		1 REV.

FILE: N:\Velco\3445 WR-NH EP\Cadd\STANDARD POLES\345KV\345-DG.dwg 02-07-2006 13:13 DSM BMcD



AERIAL PATROL SIGN



STRUCTURE NUMBER SIGNS

BILL OF MATERIALS

MARK	STOCK NO.	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER
			AERIAL PATROL SIGN		
A		2	BRACKET, SIGN MOUNTING, 3 6" CHARACTERS, VERTICAL	TECH PRODUCTS	AHE603VP
B		6	CHARACTER, NUMBER, 6", BLACK W/ YELLOW BACKGROUND	TECH PRODUCTS	EL6KYxxx
C		4	LAG SCREW, 1/4" x 2" W/ NEOPRENE BACKED STEEL WASHER	JOSLYN	J26486.1
			STRUCTURE NUMBER SIGNS		
A		1	HOLDER, TAG, ALUMINUM, 3 2" CHARACTERS, VERTICAL	TECH PRODUCTS	AH203VP
B		3	CHARACTER, NUMBER, 2" BLACK W/ YELLOW BACKGROUND	TECH PRODUCTS	EL2KYxxx
C		AR	NAIL, ALUMINUM, SPIRAL SHANK	TECH PRODUCTS	NALSP15
D		AR	HOLDER, TAG, ALUMINUM, 2 2" CHARACTERS, VERTICAL	TECH PRODUCTS	AH202VP
E		AR	CHARACTER, LETTER, 2" BLACK W/ YELLOW BACKGROUND	TECH PRODUCTS	EL2KYx

Burns & McDonnell

CONFORMED TO CONSTRUCTION RECORDS

The revision dated 01.01.08 supercedes all revisions with an earlier revision date

REV	DATE	DR	CK	DESCRIPTION
1	1/01/08	JAH	JRW	CONFORMED TO CONSTRUCTION RECORDS
0	1/12/06	CSM	JRW	ISSUED FOR CONSTRUCTION

VELCO

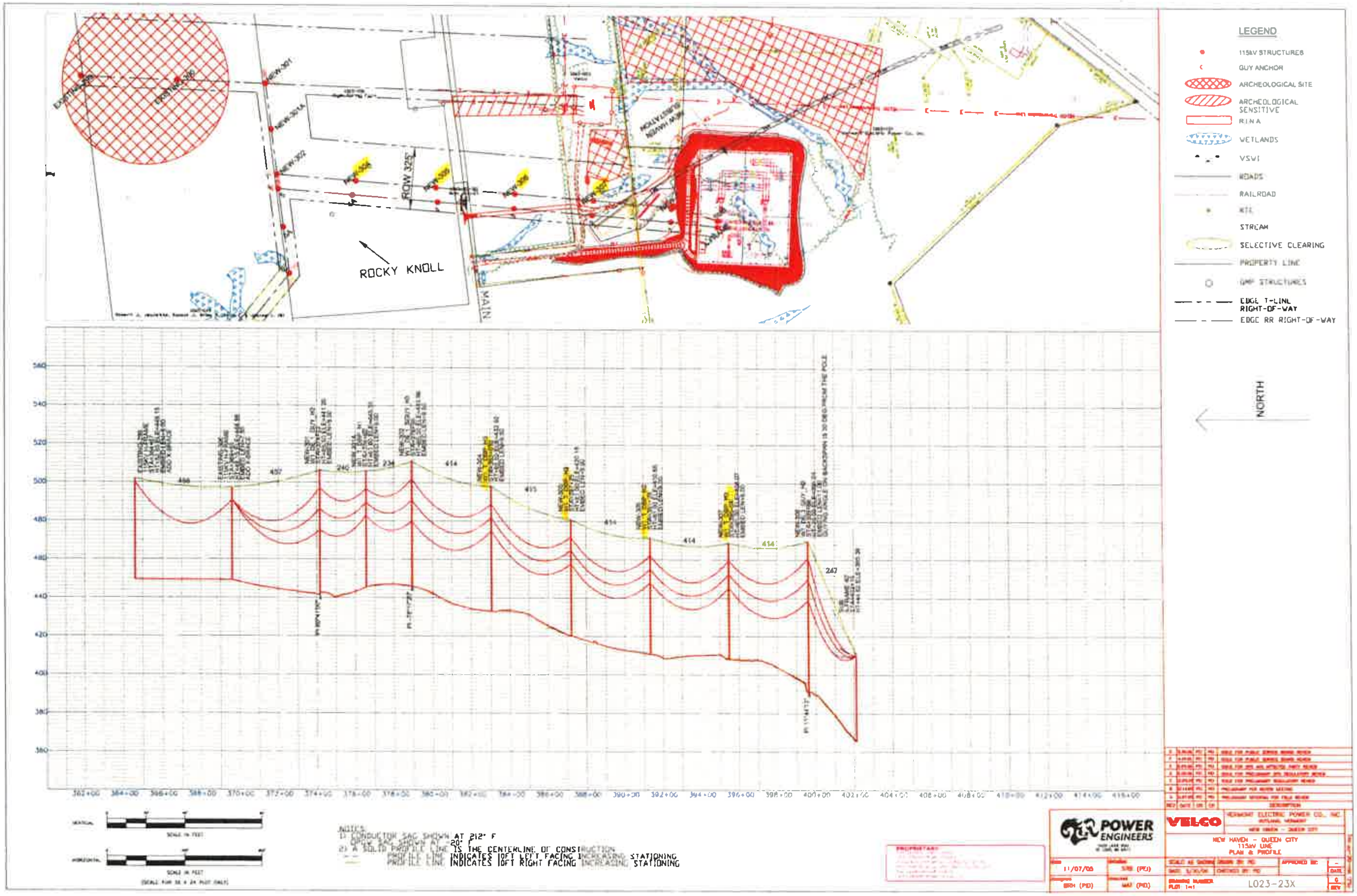
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT

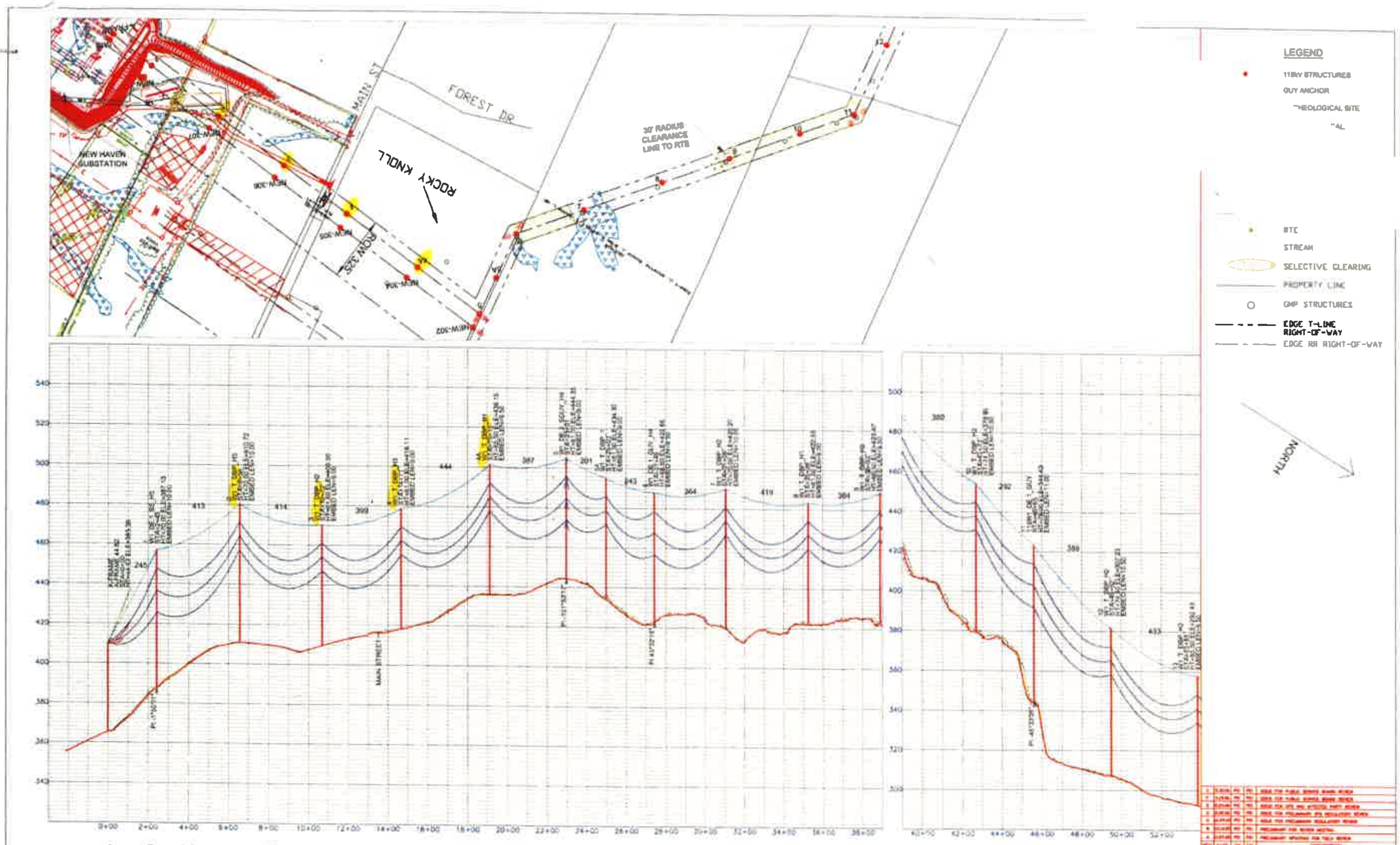
WEST RUTLAND – NEW HAVEN 345KV

AERIAL PATROL &
STRUCTURE NUMBER SIGNS

SCALE: NONE	DRAWN BY: BMcD	APPROVED BY:	
DATE: 1/06	CHECKED BY: JRW		DATE
DRAWING NUMBER: PLOT: 1=1	345–SIGN		1 REV.

FILE: K:\Velco\36445 WR-NH EP\Cadd\STANDARD POLES\345KV\345-SIGN.dwg 01-11-2006 09:22


LEGEND
115kV STRUCTURES
GUY ANCHOR
ARCHEOLOGICAL SITE
ARCHEOLOGICAL SENSITIVE
RINA
WETLANDS
VSWI
ROADS
RAILROAD
RTE
STREAM
SELECTIVE CLEARING
PROPERTY LINE
GMP STRUCTURES
EDGE T-LINE RIGHT-OF-WAY
EDGE RR RIGHT-OF-WAY
NORTH
ROCKY KNOLL
ROW 325
MAIN
NEW HAVEN SUBSTATION
NOTES:
1) CONDUCTOR SAG SHOWN AT 212° F
OPGW SAG SHOWN AT -20° F
2) A SOLID PROFILE LINE IS THE CENTERLINE OF CONSTRUCTION
PROFILE LINE INDICATES 10FT LEFT FACING INCREASING STATIONING
PROFILE LINE INDICATES 10FT RIGHT FACING INCREASING STATIONING
POWER ENGINEERS
VELCO
VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
NEW HAVEN - QUEEN CITY
NEW HAVEN - QUEEN CITY
115kV LINE
PLAN & PROFILE
11/07/05
SCALE AS SHOWN
DRAWING NUMBER
L023-23X



NOTES:
1) CONDUCTOR SAG SHOWN AT 212° F
2) A SOLID PROFILE LINE IS THE CENTERLINE OF CONSTRUCTION
PROFILE LINE INDICATES 50FT LEFT FACING INCREASING STATIONING
PROFILE LINE INDICATES 50FT RIGHT FACING INCREASING STATIONING
3) RIGHT-OF-WAY LINES ARE DISPLAYED AT 50FT RIGHT AND LEFT OF CENTERLINE, TOTALING 100FT WIDE

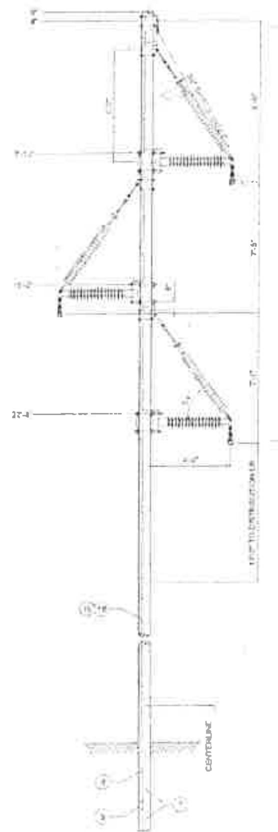
POWER ENGINEERS

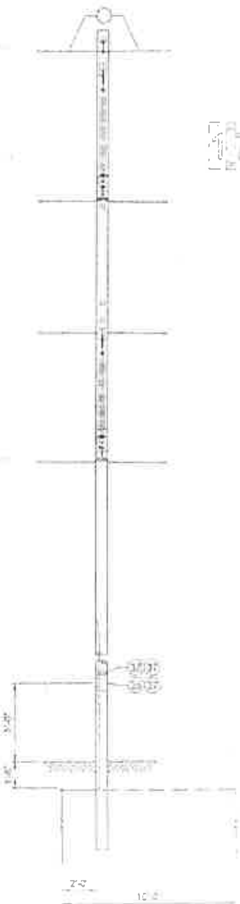
VELCO — VERMONT ELECTRIC POWER CO., INC.
RUTLAND, VERMONT
NEW HAVEN - QUEEN CITY

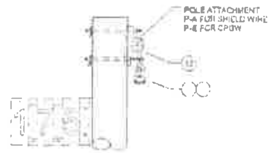
NEW HAVEN - QUEEN CITY
115kV LINE
PLAN & PROFILE

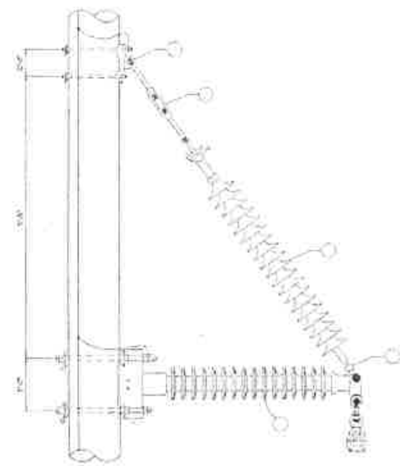
11/07/05

L050-1









POLE	1		WOOD POLE, SEE PLAN AND PROFILE	1	1
INSULATOR	2	[illegible]	[illegible]	3	3
	3	[illegible]	SHACKLE ANCHOR [illegible] GALV	6	6
	4	[illegible]	[illegible]	3	3
	5	[illegible]	[illegible]	3	3
	6	[illegible]	[illegible] SOCKET [illegible]	3	3
	7	[illegible]	[illegible]	3	3
GROUNDING	8	[illegible]	CLIP BONDING [illegible]	1	
	9	[illegible]	[illegible]	1	1
	10	[illegible]	CLIP BONDING [illegible]	6	9
	11	[illegible]	[illegible]	2	
	12	[illegible]	CONN WEDGE [illegible]	2	
	13	[illegible]	CARTRIDGE [illegible] WEDGE CONNECTOR	2	
	14	[illegible]	CONNECTOR COPPER [illegible]	4	
	15	[illegible]	CONDUCTOR COPPER [illegible]	70	70
	16	[illegible]	STAPLE [illegible]	30	30
	17	[illegible]	CLAMP GROUND ROD [illegible]	1	1
	18	[illegible]	ROD GROUND [illegible]	2	2
	19	[illegible]	COUPLING GROUND ROD [illegible]	1	1
HARDWARE	20	[illegible]	[illegible]	4	3
	21	[illegible]	SUPPORT SHIELD WIRE [illegible]	1	
	22	[illegible]	[illegible]	2	
	23	[illegible]	[illegible] GALV	1	
	24	[illegible]	NUT LOCK [illegible] GALV	1	
	25	[illegible]	BRACKET SHIELD WIRE [illegible] CLAMP		1
	26	[illegible]	BOLT MACH [illegible] GALV [illegible]		2
	27	[illegible]	NUT MACH BOLT [illegible] GALV		1
	28	[illegible]	NUT LOCK [illegible] GALV		2
	29	[illegible]	WASHER [illegible] GALV		3
	30	[illegible]	BOLT MACH [illegible] GALV [illegible] POLE	3	3
	31	[illegible]	BOLT MACH [illegible] POLE	4	4
	32	[illegible]	WASHER [illegible] GALV OR ALUM	6	6
	33	[illegible]	NUT MACH BOLT [illegible] GALV	6	6
	34	[illegible]	NUT LOCK [illegible] GALV	6	6
SIGNS	35	[illegible]	TAG POLE NUMBER [illegible]	1	1
	36	[illegible]	SIGN WARNING [illegible]	1	1
	37	[illegible]	NAIL [illegible] GALV [illegible]	3	3

*BOLT LENGTH BASED ON [illegible] POLE

SPAN LENGTH LIMITS (FT)

[illegible] CLEARANCE	1272 ACSR	1272 ACSR WITH 1/2 477 ACSR
[illegible]	[illegible]	
[illegible] SPAN	[illegible]	
INSULATOR STRENGTH [illegible]	-	
WEIGHT SPAN LIMIT	-	

*LIMITED BY SHIELD WIRE TO TOP POLE

NOTES
1) TYPICAL LAYOUT OF THE "W1-T-DBP" STRUCTURE

PRELIMINARY

ISSUED FOR REVIEW AND COMMENTS
NOT FOR CONSTRUCTION

POWER ENGINEERS

VELCO

VERMONT ELECTRIC POWER CO., INC.

115-SPSCBP-1 0

APPENDIX D –
ARK ENGINEERING DESIGN DRAWINGS

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA

CHA

VERMONT GAS SYSTEMS, INC.
ADDISON NATURAL GAS PROJECT
ZINC RIBBON INSTALLATION DRAWINGS
CHITTENDON & ADDISON COUNTIES, VERMONT

PROJECT DRAWING LISTING

DRAWING NO.	SHEETS	REV	TITLE
12144-100	1	C	COVER SHEET
12144-200	1	C	SINGLE STRAND ZINC RIBBON INSTALLATION SECTION VIEW
12144-201	1	C	SINGLE STRAND ZINC RIBBON AND SSD WIRING DETAILS
12144-202	1	C	ZINC RIBBON CROSSING PIPELINE DETAILS
12144-203	2	C	ZINC RIBBON INSTALLATION LOCATIONS
12144-204	1	C	SSD AND COUPON TEST STATION LOCATIONS
12144-300	1	C	CABLE TO PIPELINE CONNECTION DETAILS
12144-301	1	C	CABLE SPLICE INSTALLATION DETAILS
12144-302	1	C	SOLID STATE DECOUPLER (SSD) INSTALLATION DETAILS
12144-303	1	C	COUPON TEST STATION WIRING DETAILS
12144-304	1	C	CATTLE GUARD INSTALLATION DETAIL
12144-400	[illegible]	C	MATERIALS LIST

ISSUED FOR CONSTRUCTION

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

PROJECT NO. 12-E-144-AC

ARK ENGINEERING & TECHNICAL SERVICES, INC.
ARK ENGINEERING & TECH. SERVICES, INC.
639 GRANITE STREET
SUITE 200
BRAINTREE MA
02184 U.S.A.

TITLE: COVER SHEET

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-100	C

APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
RFA	5/16/16	NTS	12144-100-1-RC	1 OF 1

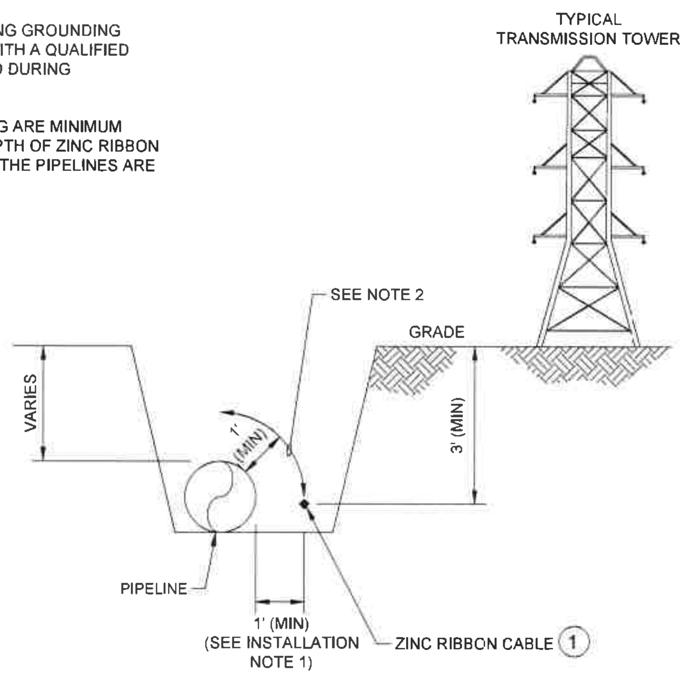
REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA

SAFETY NOTES:

1. THE PIPELINE AND APPURTENANCES AT OR NEAR THESE LOCATIONS CAN POSSESS POTENTIALLY LETHAL ELECTRICAL SHOCK HAZARDS UNTIL ALL GROUNDING IS INSTALLED.
2. PROCEDURES FOR CONSTRUCTING GROUNDING SYSTEMS SHALL BE REVIEWED WITH A QUALIFIED SAFETY ENGINEER PRIOR TO AND DURING CONSTRUCTION ACTIVITIES.
3. ZINC RIBBON DEPTH AND SPACING ARE MINIMUM REQUIREMENTS. ADDITIONAL DEPTH OF ZINC RIBBON AND ADDITIONAL SPACING FROM THE PIPELINES ARE ACCEPTABLE.

INSTALLATION NOTES:

1. HORIZONTAL DISTANCE FROM PIPELINE TO ZINC RIBBON CAN VARY BETWEEN 1' AND 25' FOR SAME TRENCH INSTALLATION.
2. ZINC RIBBON CAN BE INSTALLED BETWEEN 12:00 O'CLOCK AND 3:00 O'CLOCK AT A MINIMUM OF 1' SEPARATION FROM THE PIPELINE.



CROSS SECTION 'B'

ZINC RIBBON CABLE INSTALLATION
SINGLE STRAND
IN SAME TRENCH

CAUTION:
ZINC RIBBON MUST NOT TOUCH PIPE.

ISSUED FOR CONSTRUCTION

CLIENT: CHA

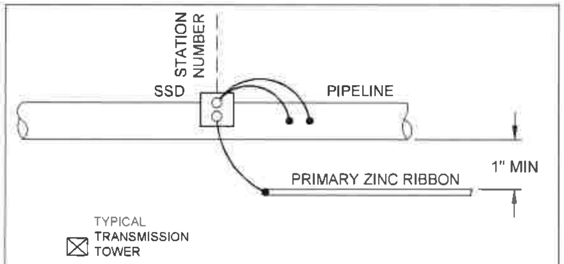
SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

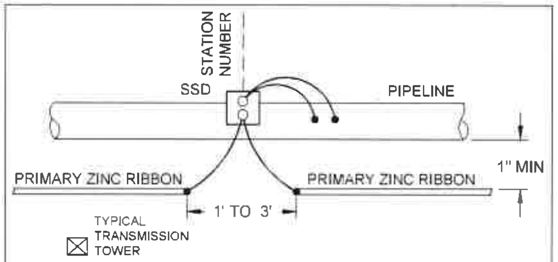
TITLE: SINGLE STRAND ZINC RIBBON INSTALLATION SECTION VIEW

PROJECT NO.	DRAWN BY	DATE	SIZE	DWG. NO.	REV
12-E-144-AC	JRW	6/18/13	B	12144-200	C
	APPROVED BY: RFA	DATE: 5/16/16	SCALE: NTS	CAD FILE NAME: 12144-200-1-RC	SHEET 1 OF 1

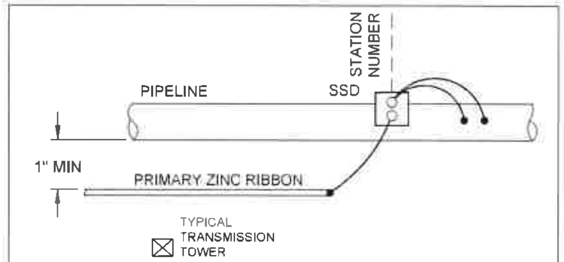
REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA



ZINC RIBBON INSTALLATION PLAN VIEW Zn-1A
SINGLE STRAND WIRING DETAIL



ZINC RIBBON INSTALLATION PLAN VIEW Zn-1B
SINGLE STRAND WIRING DETAIL



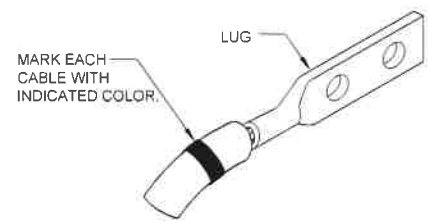
ZINC RIBBON INSTALLATION PLAN VIEW Zn-1C
SINGLE STRAND WIRING DETAIL

SOLID STATE DECOUPLER (SSD) WIRING AND LABELING SCHEDULE

CONNECTIONS TO	CABLE SIZE & INSULATION	SSD TERMINAL	LOCATION	TAPE COLOR
PRIMARY DOWNSTREAM ZINC RIBBON	#2 AWG HMWPE	POSITIVE	BETWEEN TRANSMISSION TOWER & PIPE	RED
PRIMARY UPSTREAM ZINC RIBBON	#2 AWG HMWPE	POSITIVE	BETWEEN TRANSMISSION TOWER & PIPE	GREEN
PIPE	#6 AWG HMWPE	NEGATIVE	TOP	NONE
PIPE	#6 AWG HMWPE	NEGATIVE	TOP	NONE

NOTES:

1. INSTALL SSD'S AT STATION NUMBERS INDICATED IN TABLE ON DRAWING 12144-204.
2. INSTALL ZINC RIBBON CABLE WITH ENDS AT STATION NUMBERS INDICATED IN TABLE ON DRAWING 12144-203. REFERENCE DRAWINGS 12144-300 & 301 FOR WELD DETAILS
3. INSTALL PRIMARY ZINC RIBBON CABLE BETWEEN PIPELINE AND TRANSMISSION TOWER.
4. LABEL #2 AWG CABLE WITH TAPE COLOR SHOWN IN TABLE. WRAP TAPE WITHIN 6" OF LUG.
5. REFERENCE DRAWING 12144-202 FOR ALL FOREIGN PIPELINE AND FOREIGN UTILITY CROSSINGS.



CABLE TAPE DETAIL

CAUTION:
ZINC RIBBON MUST NOT TOUCH PIPE.

ISSUED FOR CONSTRUCTION

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

PROJECT NO. 12-E-144-AC

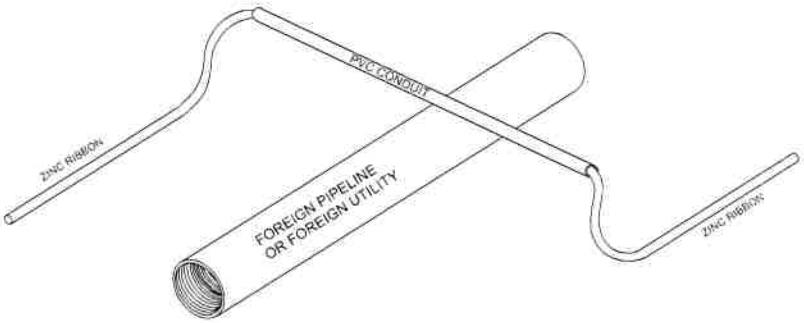
ARK ENGINEERING & TECH. SERVICES, INC.
639 GRANITE STREET
SUITE 200
BRAINTREE, MA
02184 U.S.A.

TITLE: SINGLE STRAND ZINC RIBBON AND SSD WIRING DETAILS

DRAWN BY	DATE	SIZE	DWG. NO	REV
JRW	6/18/13	B	12144-201	C

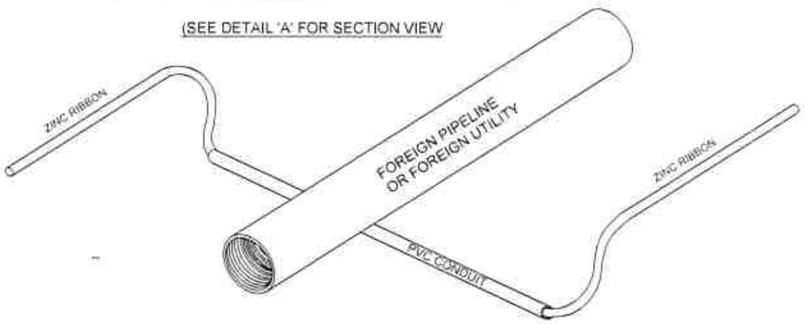
APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
RFA	5/16/16	NTS	12144-201-1-RC	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA



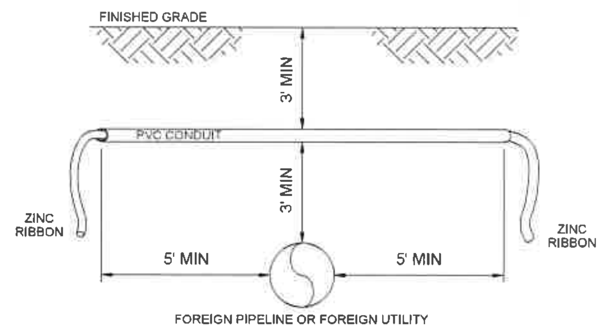
ZINC RIBBON CROSSING ABOVE FOREIGN PIPELINE OR FOREIGN UTILITY

(SEE DETAIL 'A' FOR SECTION VIEW)

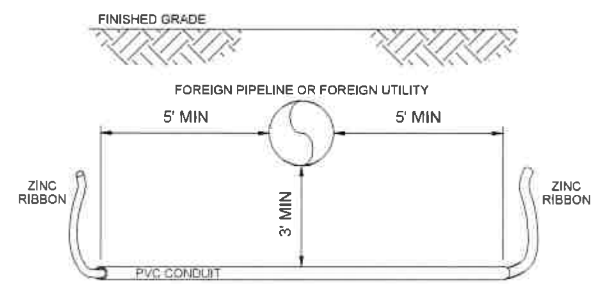


ZINC RIBBON CROSSING BELOW FOREIGN PIPELINE OR FOREIGN UTILITY

(SEE DETAIL 'B' FOR SECTION VIEW)



DETAIL 'A'



DETAIL 'B'

NOTES:

1. WHERE ZINC RIBBON CROSSES A FOREIGN PIPELINE OR FOREIGN UTILITY INSTALL ZINC RIBBON IN 2" PVC CONDUIT FOR A MINIMUM OF 5' ON BOTH SIDES OF THE CROSSING.
2. AT ALL FOREIGN PIPELINE AND FOREIGN UTILITY CROSSINGS, MAINTAIN A MINIMUM OF 3' SEPARATION BETWEEN ZINC RIBBON AND UTILITY, AND A MINIMUM OF 3' BETWEEN ZINC RIBBON AND FINISHED GRADE WHERE NECESSARY, INSTALL ZINC RIBBON BELOW UTILITY TO MAINTAIN CLEARANCES.
3. PRIMARY ZINC RIBBON SHOULD BE INSTALLED BETWEEN TRANSMISSION TOWER AND PIPELINE.
4. ZINC RIBBON TO REMAIN CONTINUOUS THROUGH PVC PIPING.

CAUTION:
ZINC RIBBON MUST NOT TOUCH PIPE.

ISSUED FOR CONSTRUCTION

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

ARK ENGINEERING & TECHNICAL SERVICES, INC.
ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE MA 02184 U.S.A.

TITLE: ZINC RIBBON CROSSING PIPELINE DETAILS

DRAWN BY	DATE	SIZE	DWG. NO	REV
JRW	6/18/13	B	12144-202	C

PROJECT NO.	APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
12-E-144-AC	RFA	5/16/16	NTS	12144-202-1-RC	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA

ZINC RIBBON INSTALLATION LOCATION AND REQUIRED MATERIALS

SECTION NO.	STATION NO. START	STATION NO. END	DISTANCE FROM START TO END (FT)	NUMBER OF STRANDS	TOTAL LENGTH OF ZINC RIBBON (FT)	NUMBER OF SSD'S	#2 AWG COPPER CABLE SSD TO ZINC RIBBON (FT)	#6 AWG COPPER CABLE SSD TO PIPE (FT)	#6 AWG CABLE TO PIPELINE EXOTHERMIC WELD CONNECTIONS	ZINC RIBBON TO #2 COPPER EXOTHERMIC WELD CONNECTIONS	SSD PEDESTALS
3	451+25	457+05	580	1	580	2	50	200	4	2	2
4	612+60	623+60	1,100	1	1,100	2	50	200	4	2	2
5	700+68	718+87	1,790	1	1,790	2	50	200	4	2	2
6	801+10	819+83	1,860	1	1,860	2	50	200	4	2	2
7	847+85	863+75	1,590	1	1,590	2	50	200	4	2	2
8	888+00	892+75	475	1	475	2	50	200	4	2	2
8A	893+75	906+82	1,425	1	1,425	2	50	200	4	2	2
9A	1040+90	1046+50	560	1	560	2	50	200	4	2	2
9B	1048+70	1063+10	1,440	1	1,440	2	50	200	4	2	2
10	1258+00	1267+25	925	1	925	2	50	200	4	2	2
11	1308+00	1320+40	1,240	1	1,240	2	50	200	4	2	2
12	1379+00	1390+10	1,110	1	1,110	2	50	200	4	2	2
13	1424+50	1437+00	1,250	1	1,250	2	50	200	4	2	2
14	1477+40	1490+73	770	1	770	2	50	200	4	2	2
15	1517+95	1551+35	3,340	1	3,340	3	100	300	6	4	3
17	1580+00	1588+00	800	1	800	2	50	200	4	2	2
18	1641+60	1656+70	1,510	1	1,510	2	50	200	4	2	2

ZINC RIBBON CABLE BASED ON 2,000 FOOT REEL. REFERENCE DRAWING 12144-301 DETAIL B FOR ZINC RIBBON TO ZINC RIBBON EXOTHERMIC WELD WHERE ZINC RIBBON MUST BE SPLICED.

NOTES:

1. NOTE EQUATION CHANGE: 715 71BK 716 00AHD FOR SECTION 5.
2. NOTE EQUATION CHANGE: 812 83BK 812 96AHD FOR SECTION 6.
3. NOTE EQUATION CHANGE: 896 87BK 896 97AHD FOR SECTION 8A.
4. NOTE EQUATION CHANGE: 903 06BK 901 77AHD FOR SECTION 8A.
5. NOTE EQUATION CHANGE: 1478 87BK 1484 50AHD FOR SECTION 14.

ISSUED FOR CONSTRUCTION

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

ARK ENGINEERING & TECHNICAL SERVICES, INC.
ARK ENGINEERING & TECH. SERVICES, INC.
639 GRANITE STREET
SUITE 200
BRAINTREE, MA
02184 U.S.A.

TITLE: ZINC RIBBON INSTALLATION LOCATIONS

PROJECT NO.	DRAWN BY	DATE	SIZE	DWG. NO.	REV
12-E-144-AC	JRW	6/18/13	B	12144-203	C

APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
RFA	5/16/16	NTS	12144-203-1-RC	1 OF 2

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA

ZINC RIBBON INSTALLATION LOCATION AND REQUIRED MATERIALS

SECTION NO.	STATION NO. START	STATION NO. END	DISTANCE FROM START TO END (FT)	NUMBER OF STRANDS	TOTAL LENGTH OF ZINC RIBBON (FT)	NUMBER OF SSD'S	#2 AWG COPPER CABLE SSD TO ZINC RIBBON (FT)	#6 AWG COPPER CABLE SSD TO PIPE (FT)	#6 AWG CABLE TO PIPELINE EXOTHERMIC WELD CONNECTIONS	ZINC RIBBON TO #2 COPPER EXOTHERMIC WELD CONNECTIONS	SSD PEDESTALS
19	1712+80	1718+00	520	1	520	2	50	200	4	2	2
20	1718+59	1724+01	580	1	580	2	50	200	4	2	2
21	1798+60	1846+00	4,740	1	4,740	4	150	400	8	6	4
22	1873+25	1881+00	775	1	775	2	50	200	4	2	2
22A	1882+75	1888+85	610	1	610	2	50	200	4	2	2
23	1918+11	1939+29	2,118	1	2,118	3	100	300	6	4	3
24	1976+29	1985+59	930	1	930	2	50	200	4	2	2
25	2080+10	2126+90	4,690	1	4,690	4	150	400	8	6	4
26	2129+05	2132+90	385	1	385	2	50	200	4	2	2
				TOTAL	37,113	58	1,600	5,800	116	64	58

ZINC RIBBON CABLE BASED ON 2,000 FOOT REEL. REFERENCE DRAWING 12144-301 DETAIL B FOR ZINC RIBBON TO ZINC RIBBON EXOTHERMIC WELD WHERE ZINC RIBBON MUST BE SPLICED.

NOTES:

6. NOTE EQUATION CHANGE: 1713 29BK 1713 00AHD FOR SECTION 19.
7. NOTE EQUATION CHANGE: 1719 72BK 1719 34AHD FOR SECTION 20.
8. NOTE EQUATION CHANGE: 1830 30BK 1830 44AHD FOR SECTION 21.
9. NOTE EQUATION CHANGE: 1877 11BK 1877 27AHD FOR SECTION 22.
10. NOTE EQUATION CHANGE: 2087 93BK 2088 03AHD FOR SECTION 25.

ISSUED FOR CONSTRUCTION

ARK	SIZE B	DWG. NO. 12144-203	REV C
	SCALE NTS	CAD FILE NAME 12144-203-2-RC	SHEET 2 OF 2

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/14	RFA
C	CLIENT REVISIONS	5/16/16	RFA

CATTLE GUARD REQUIRED AT THIS LOCATION

SSD LOCATIONS

SECTION NO.	SSD STATION NO.	SSD WIRING DETAIL
3	451+25	ZN-1A
	457+05	ZN-1C
4	612+60	ZN-1A
	623+60	ZN-1C
5	700+68	ZN-1A
	718+87	ZN-1C
6	801+10	ZN-1A
	819+83	ZN-1C
7	847+85	ZN-1A
	863+75	ZN-1C
8	888+00	ZN-1A
	892+75	ZN-1C
8A	893+75	ZN-1A
	906+82	ZN-1C
9A	1040+90	ZN-1A
	1046+50	ZN-1C
9B	1048+70	ZN-1A
	1063+10	ZN-1C
10	1258+00	ZN-1A
	1267+25	ZN-1C
11	1308+00	ZN-1A
	1320+40	ZN-1C
12	1379+00	ZN-1A
	1390+10	ZN-1C
13	1424+50	ZN-1A
	1437+00	ZN-1C
14	1477+40	ZN-1A
	1490+73	ZN-1C
15	1517+95	ZN-1A
	1531+50	ZN-1B
	1551+35	ZN-1C

SSD LOCATIONS

SECTION NO.	SSD STATION NO.	SSD WIRING DETAIL
17	1580+00	ZN-1A
	1588+00	ZN-1C
18	1641+60	ZN-1A
	1656+70	ZN-1C
19	1712+80	ZN-1A
	1718+00	ZN-1C
20	1718+59	ZN-1A
	1724+01	ZN-1C
21	1798+60	ZN-1A
	1816+50	ZN-1B
	1831+50	ZN-1B
	1846+00	ZN-1C
22	1873+25	ZN-1A
	1881+00	ZN-1C
22A	1882+75	ZN-1A
	1888+85	ZN-1C
23	1918+11	ZN-1A
	1928+70	ZN-1B
	1939+29	ZN-1C
24	1976+29	ZN-1A
	1985+59	ZN-1C
25	2080+10	ZN-1A
	2095+80	ZN-1B
	2111+40	ZN-1B
	2126+90	ZN-1C
26	2129+05	ZN-1A
	2132+90	ZN-1C

COUPON TEST STATION LOCATIONS

COUPON TEST STATION NO.	STATION NO.
1	67+40
2	1071+00
3	1513+10
4	1568+00
5	1916+00
6	1940+00
7	1970+00
8	2172+50

ISSUED FOR CONSTRUCTION

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

TITLE: SSD LOCATIONS

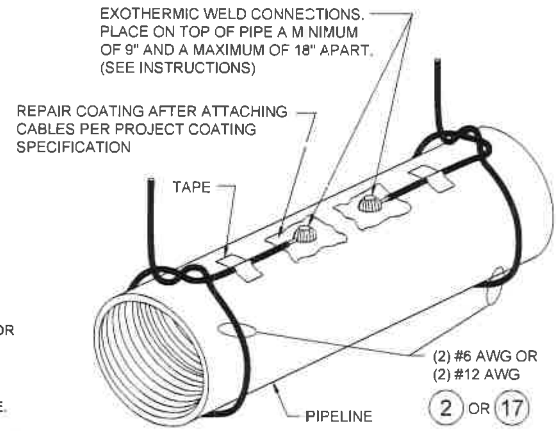
DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-204	C

PROJECT NO. 12-E-144-AC | APPROVED BY RFA | DATE 5/16/16 | SCALE NTS | CAD FILE NAME 12144-204-1-RC | SHEET 1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA

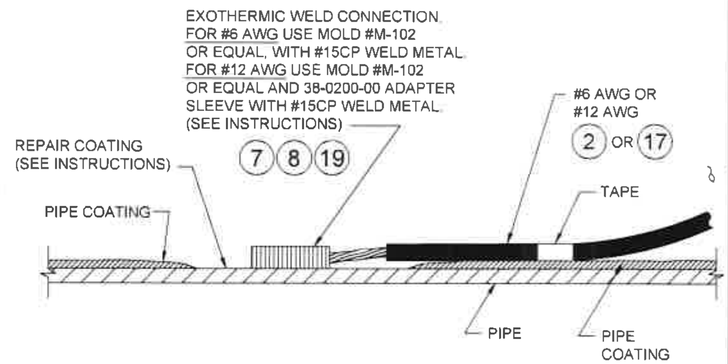
EXOTHERMIC WELD INSTRUCTIONS:

1. FIRST DETERMINE IF THE PIPELINE IS SUITABLE FOR EXOTHERMIC WELDING BY CONDUCTING THE FOLLOWING TESTS:
   A) DETERMINE THAT THE PIPELINE SMYS (SPECIFIED MINIMUM YIELD STRENGTH) IS 80,000 PSI.
   B) DETERMINE THAT PIPELINE WALL THICKNESS IS ⅛" (0.125") OR GREATER.
   C) PERFORM ULTRASONIC TESTING TO PIPELINE TO DETERMINE THAT NO SURFACE OR INTERNAL DEFECTS EXIST.
2. FOR EACH CABLE TO PIPELINE CONNECTION (EXOTHERMIC WELD), REMOVE A 3"X3" MAX AREA OF PIPELINE COATING AT THE 12:00 O'CLOCK POSITION ON THE PIPELINE AND BRUSH UNTIL SHINY. ANY ADJACENT CABLE CONNECTIONS SHALL BE NO CLOSER THAN 9" AND NO FURTHER THAN 18".
3. PREPARE PIPELINE SURFACE AS SPECIFIED BY PIPELINE COATING MANUFACTURER.
4. DETAIL "A" SHOWS POSSIBLE METHOD OF CABLE STRAIN RELIEF FOR NEW PIPE INSTALLATIONS. THIS METHOD IS NOT A REQUIREMENT. OTHER MEANS OF STRAIN RELIEF MAY BE USED.
5. STRIP BACK ANY CABLE INSULATION 1"-2" AND TAPE CABLE TO PIPE.
6. ENSURE THAT THE PIPELINE WELD AREA AND CABLE ARE CLEAN AND DRY PRIOR TO WELDING.
7. USE SPECIFIC WELD MOLD AND WELD METAL AS INDICATED IN DRAWING MATERIALS LIST.
8. IF INDICATED, USE COPPER HEAT SLEEVE ON CABLE END TO BE WELDED.
9. USE ONLY A 15 GRAM MELDING CHARGE. DO NOT EXCEED.
10. PLACE THE METAL RETAINER DISK IN THE SPECIFIED WELD MOLD AND DUMP (DO NOT POUR) WELD METAL POWDER ONTO THE DISK. MAKE SURE THAT ALL OF THE FINE STARTING POWDER IS IN THE MOLD. IF ANY POWDER REMAINS IN THE CARTRIDGE BOTTOM, SQUEEZE OUT INTO MOLD AND BREAK UP.
11. CLOSE MOLD LID.
12. REPLACE CAP ON EMPTY WELD METAL CARTRIDGE AND PLACE BACK INTO CARTRIDGE PACK BOX UPSIDE DOWN TO KEEP THE REMAINING CARTRIDGES UPRIGHT.
13. LAY THE CABLE END ON THE PREPARED PIPE SURFACE USING A SPRING LOADED CHAIN CLAMP TO HOLD CRUCIBLE TIGHT TO PIPELINE.
14. USING EYE AND HAND PROTECTION, STAND ON THE OPPOSITE SIDE OF THE CRUCIBLE FROM THE TOUCH HOLE AND IGNITE POWDER WITH SPARK FROM FLINT GUN. CAUTION: POWDER WILL FLASH WHEN IGNITED.

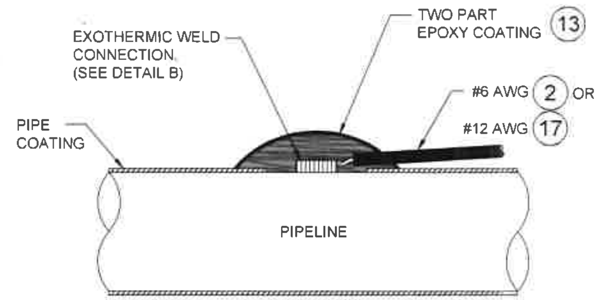


DETAIL 'A'
CABLE TO PIPELINE ATTACHMENT DETAIL

15. WHEN WELD HAS SET, REMOVE WELD MOLD AND TEST CONNECTION BY RAPPING SHARPLY WITH A SLAG HAMMER. IF THERE IS ANY INDICATION THAT A COMPLETE WELD HAS NOT BEEN ACHIEVED, REMOVE THE WELD AND RE-APPLY.
16. IF WELD IS GOOD, REMOVE ANY SLAG WITH HAMMER AND CLEAN USING A WIRE BRUSH.
17. AFTER COMPLETING THE EXOTHERMIC WELD CONNECTION TO THE PIPELINE, ALL COATING DAMAGE IS TO BE CLEANED AND COATED WITH 20 MILS MINIMUM OF TWO PART EPOXY COATING OR VERMONT GAS APPROVED EQUAL.
18. REFER TO VERMONT GAS REPAIR SPECIFICATIONS AND PRODUCT DATA SHEET TO DETERMINE IF REPAIR IS ACCEPTABLE.



DETAIL 'B'
EXOTHERMIC WELD CONNECTION



DETAIL 'C'
CORROSION PROTECTION SEAL

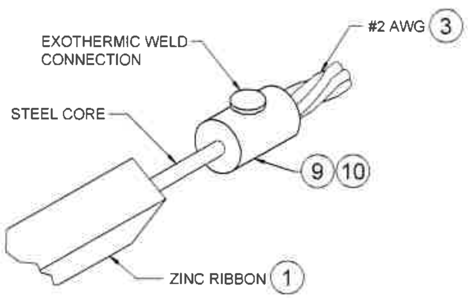
ISSUED FOR CONSTRUCTION

CLIENT: CHA SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT	ARK ENGINEERING & TECHNICAL SERVICES, INC. ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.	TITLE: CABLE TO PIPELINE CONNECTION DETAILS

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-300	C

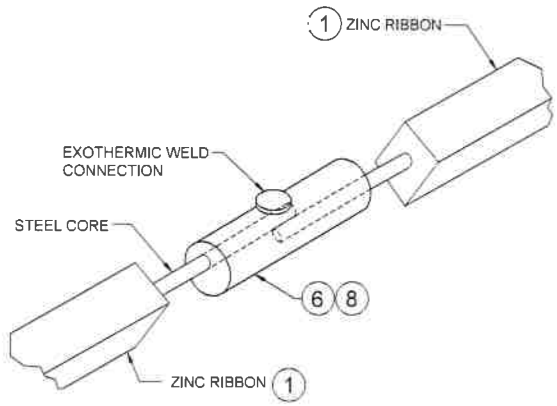
PROJECT NO.	APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
12-E-144-AC	RFA	5/16/16	NTS	12144-300-1-RC	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA



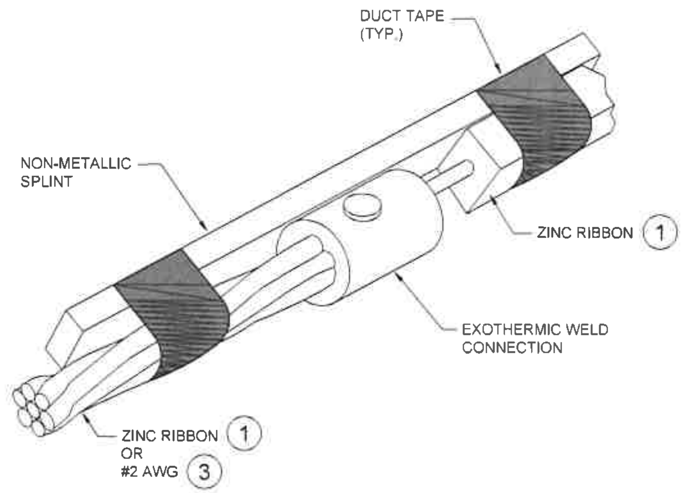
DETAIL 'A'

ZINC RIBBON CABLE TO #2 AWG STRANDED COPPER CABLE EXOTHERMIC WELD INSTALLATION



DETAIL 'B'

ZINC RIBBON CABLE TO ZINC RIBBON CABLE IN-LINE EXOTHERMIC WELD INSTALLATION



DETAIL 'C'

NON-METALLIC SPLINT INSTALLATION

DETAIL	MOLD	WELD METAL
'A'	M-11638	32CP
'B'	M-7233	15CP

NOTES:

1. ALL EXOTHERMIC WELD CONNECTIONS ARE TO BE SEALED WITH ROYSTON "SPLICE RIGHT" SPLICE KIT (ITEM #14), OR VERMONT GAS APPROVED ALTERNATIVE.
2. FOR ALL ZINC RIBBON EXOTHERMIC WELD CONNECTIONS, USE A NON-METALLIC SPLINT TO REINFORCE WELD. WRAP DUCT TAPE AROUND SPLINT AND ZINC RIBBON FOR ADDED SUPPORT. (SEE DETAIL C)
3. INSTALL ZINC RIBBON FROM STATION NO. START TO STATION NO. END. REFERENCE DRAWINGS 12144-201 FOR SSD WIRING AND TAPING DETAILS.
4. ZINC RIBBON BASED ON 2,000 FOOT REEL. REFERENCE DETAIL B FOR ZINC RIBBON TO ZINC RIBBON EXOTHERMIC WELD WHERE ZINC RIBBON MUST BE SPLICED.

ISSUED FOR CONSTRUCTION

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

PROJECT NO. 12-E-144-AC

ARK ENGINEERING & TECHNICAL SERVICES, INC.

ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

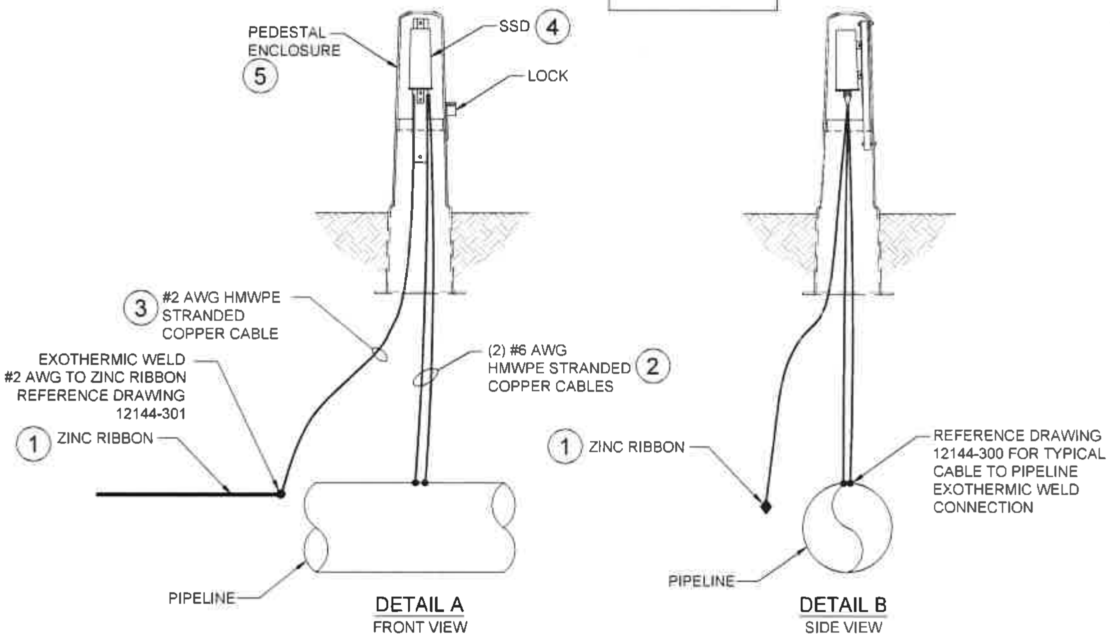
TITLE: CABLE SPLICE INSTALLATION DETAILS

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-301	C

APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
RFA	5/16/16	NTS	12144-301-1-RC	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA

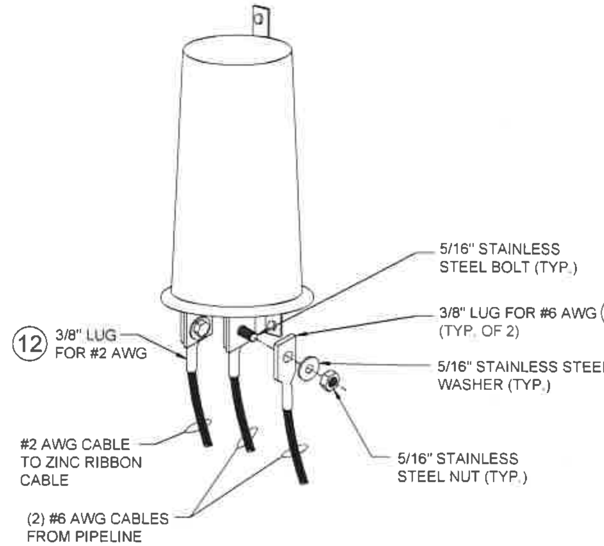
SSD POLARITY:
NEG: PIPELINE
POS: ZINC RIBBON



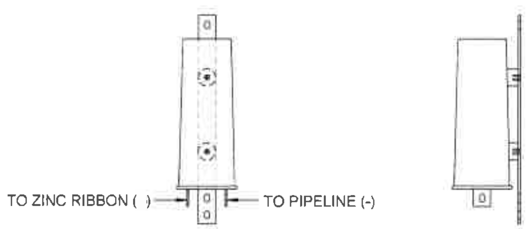
DETAIL A
FRONT VIEW

DETAIL B
SIDE VIEW

SSD INSTALLATION DETAILS



CABLE TO SSD TERMINAL CONNECTION DETAIL



FRONT VIEW

SIDE VIEW

SOLID STATE DECOUPLING DEVICE (SSD)

NOTES:

1. SSD IS TO BE MOUNTED INSIDE THE FIBERGLASS PEDESTAL. ALL COPPER CABLES ARE TO PASS THROUGH BOTTOM OF PEDESTAL.
2. INSTALL PEDESTAL AS CLOSE AS POSSIBLE TO PIPING CONNECTIONS TO REDUCE LEAD LENGTHS.
3. WIRING ON THIS SHEET DEPICTS Zn-1C CONFIGURATION. REFERENCE DRAWING 12144-201 FOR SPECIFIC WIRING DETAILS.

ISSUED FOR CONSTRUCTION

CLIENT: GHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

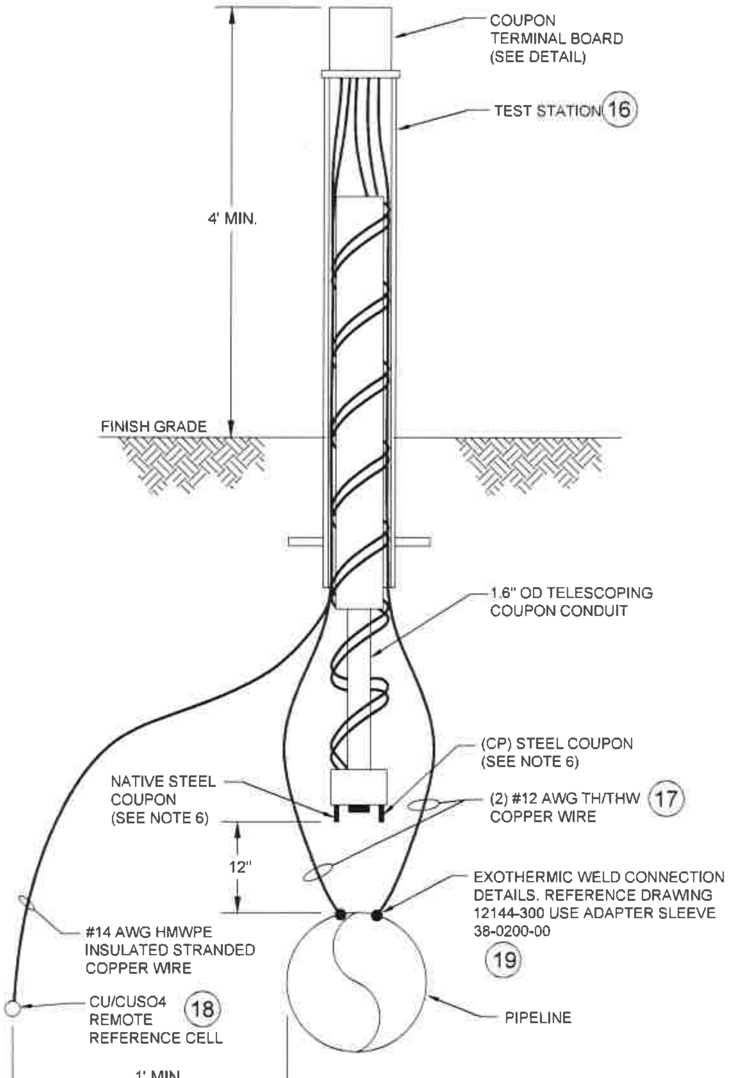
ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

TITLE: SOLID STATE DECOUPLER (SSD) INSTALLATION DETAILS

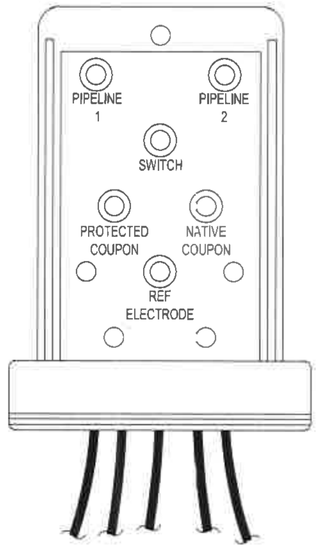
PROJECT NO.	DRAWN BY	DATE	SIZE	DWG. NO.	REV
12-E-144-AC	JRW	6/18/13	B	12144-302	C

APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
RFA	5/16/16	NTS	12144-302-1-RC	1 OF 1

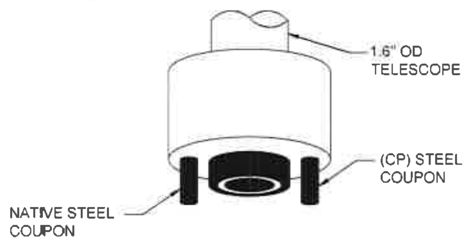
REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA



COUPON TEST STATION
INSTALLATION DETAIL



COUPON TEST STATION
TERMINAL BOARD



AC COUPON DETAIL

NOTES:

1. TEST STATION TO BE INSTALLED DIRECTLY ABOVE BURIED PIPE. COUPON TO BE 12" FROM TOP OF PIPE.
2. COUPON TEST STATION INCLUDES TERMINAL BOARD, COVER, TELESCOPING BODY, TWO COUPONS AND INTERNAL WIRING. (ITEM 15)
3. INSTALL CU/CUS04 PERMANENT REMOTE REFERENCE ELECTRODE HORIZONTALLY A MINIMUM OF 1 FOOT AND A MAXIMUM OF 5 FEET FROM THE PIPE AT THE 9 O'CLOCK POSITION.
4. COUPONS TO HAVE 1.44 SQUARE INCH SURFACE AREA.
5. REFERENCE DRAWING 12144-204 FOR TEST STATION LOCATIONS.
6. SOIL PLACED AROUND AND BENEATH COUPON SHOULD BE NATIVE AND FREE OF FOREIGN MATERIAL AND ROCKS.
7. REFERENCE CP SYSTEM DESIGN DRAWINGS FOR COUPON TEST STATION LOCATIONS.

CONNECTIONS:		QUANTITY	CABLE/WIRE SIZE	COLOR
TEST STATION	PIPE/DEVICE			
PIPELINE 1	PIPELINE	1	#12	BLACK
PIPELINE 2	PIPELINE	1	#12	BLACK
NATIVE COUPON	NATIVE COUPON	1	#12	ORANGE
PROTECTED COUPON	CP COUPON	1	#12	BLUE
REFERENCE ELECTRODE	PERMANENT REFERENCE ELECTRODE	1	#14	YELLOW

ISSUED FOR CONSTRUCTION

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

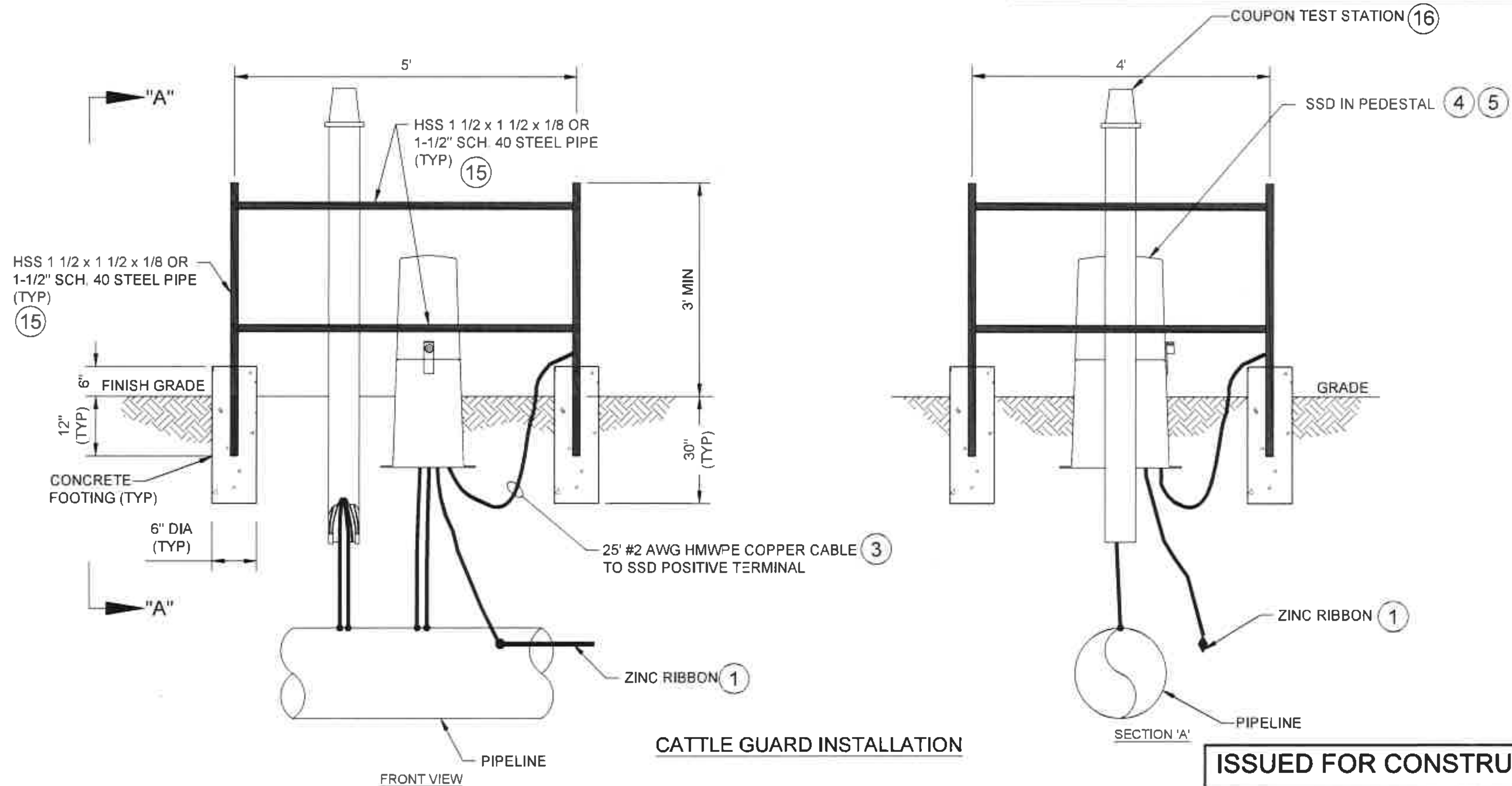
ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

ENGINEERING & TECHNICAL SERVICES, INC.

TITLE: COUPON TEST STATION WIRING DETAILS

PROJECT NO.	DRAWN BY	DATE	SIZE	DWG. NO.	REV
12-E-144-AC	JRW	6/18/13	B	12144-303	C
	APPROVED BY: RFA	DATE: 5/16/16	SCALE: NTS	CAD FILE NAME: 12144-303-1-RC	SHEET: 1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA



CATTLE GUARD INSTALLATION

ISSUED FOR CONSTRUCTION

NOTES:

1. REFERENCE DRAWING 12144-201 & 303 FOR WIRING DETAILS.
2. VERMONT GAS TO DETERMINE SSD AND COUPON TEST STATION LOCATIONS REQUIRING CATTLE GUARD. CATTLE GUARD TO PROTECT SSD AND COUPON TEST STATION.

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

ARK ENGINEERING & TECHNICAL SERVICES, INC
ARK ENGINEERING & TECH. SERVICES, INC
639 GRANITE STREET
SUITE 200
BRAINTREE, MA
02184 U.S.A.

TITLE: CATTLE GUARD INSTALLATION DETAIL

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-304	C

PROJECT NO.	APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
12-E-144-AC	RFA	5/16/16	NTS	12144-304-1-RC	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/1/15	RFA
C	CLIENT REVISIONS	5/16/16	RFA

ITEM	QUANTITY	DESCRIPTION
1	37,200'	ZINC RIBBON ANODE, HIGH GRADE ELECTROLYTIC ZINC, 99 99% PURE CONFORMS IN COMPOSITION TO ASTM B-418-73 TYPE II; 5/8" X 7/8" CROSS SECTION WITH 0 135" DIAMETER GALVANIZED STEEL CORE CABLE; NOMINAL WEIGHT OF 1 2 POUNDS PER FOOT PLATT BROS PP2, 1-1017P
2	5,000'	#6 AWG HMWPE INSULATED STRANDED COPPER CABLE SOFT-DRAWN, COMMERCIALLY PURE COPPER, ASTM B8, CLASS B STRANDING
3	1,600'	#2 AWG HMWPE INSULATED STRANDED COPPER CABLE SOFT-DRAWN, COMMERCIALLY PURE COPPER, ASTM B8, CLASS B STRANDING
4	58	SSD (SOLID STATE DECOUPLER), -3V/+1V BLOCKING VOLTAGE, 5KA FAULT CURRENT RATING (30 CYCLES) AT 50/60HZ, 100KA LIGHTNING SURGE CURRENT RATING (4 X 10 WAVEFORM) DAIRYLAND ELECTRICAL INDUSTRIES, P/N SSD-3/1-5 0-100
5	58	SSD PEDESTAL, FIBERGLASS CASE 6" X 6" X 42" HIGH, WITH STAINLESS STEEL BACK-PLATES FOR MOUNTING THE SOLID STATE DECOUPLING DEVICE DAIRYLAND ELECTRICAL INDUSTRIES P/N PEDESTAL - 42"
6	1	EXOTHERMIC WELD MOLD, THERMOWELD P/N M-7233 HANDLE CLAMP AND FLINT IGNITOR ARE INCLUDED. USED FOR ZINC RIBBON TO ZINC RIBBON IN-LINE SPLICE CONNECTIONS USE #15CP WELD METAL
7	3	EXOTHERMIC WELD MOLD, THERMOWELD P/N M102 HANDLE CLAMP AND FLINT IGNITOR ARE INCLUDED USED FOR EXOTHERMIC WELD CONNECTION OF #6 & #12 AWG STRANDED CABLE TO PIPE USES 15CP WELD METAL
8	7 BOXES	EXOTHERMIC WELD METAL, THERMOWELD P/N #15CP BONDS #6 AND #12 AWG CABLE TO PIPELINE ALSO USED FOR ZINC RIBBON TO ZINC RIBBON 20 SHOTS PER BOX
9	2	EXOTHERMIC WELD MOLD, THERMOWELD P/N M-11638 HANDLE CLAMP AND FLINT IGNITOR ARE INCLUDED. USED FOR IN-LINE SPLICE OF ZINC RIBBON TO #2 AWG CABLE USE #32CP WELD METAL
10	7 BOXES	EXOTHERMIC WELD METAL, THERMOWELD P/N #32CP USED FOR #2 AWG CABLE TO ZINC RIBBON CONNECTIONS 10 SHOTS PER BOX
11	116	BURNDY YAZ6C-TC38 COMPRESSION LUG THESE LUGS WILL CONNECT THE #6 AWG COPPER CABLE TO THE SOLID STATE DECOUPLING DEVICES TWO LUGS PER SSD
12	64	BURNDY YAZ2C-TC38 COMPRESSION LUG THESE LUGS WILL CONNECT THE #2 AWG COPPER CABLE TO THE SOLID STATE DECOUPLING DEVICES ONE OR TWO LUGS PER SSD
13	58 TUBES	TWO PART EPOXY: SPECIALTY POLYMER COATINGS, INC SP-2888 (OR APPROVED EQUAL) USED FOR REPAIRING PIPE COATING AT #6 AWG CONNECTIONS TO PIPE APPLY 20 MILS THICK MIN 50ML TUBE WILL REPAIR TWO #6 EXOTHERMIC WELDS TO PIPE
14	85 KITS	ROYSTON SPLICE RIGHT KIT (OR APPROVED EQUAL) INSULATION KIT FOR EXOTHERMIC WELD SPLICE CONNECTIONS
15	4 (MIN)	CATTLE GUARD, 5' X 4' X 3' MIN ABOVE GRADE CONSTRUCTED OF HOLLOW STEEL SECTION (HSS) 1 1/2 x 1 1/2 x 1/8 THICK OR 1 5" DIAMETER SCH 40 STEEL PIPE, ANCHORED AT ALL FOUR CORNERS 30" DEEP X 6" DIAMETER CONCRETE FOOTINGS CATTLE GUARD TO BE COATED WITH 6 MIL OF YELLOW POWDER COAT PER MANUFACTURER SPECIFICATION
16	8	TEST STATION, DUAL COUPON (STEEL PIN) ON TELESCOPING 7' YELLOW CONDUIT BINGHAM AND TAYLOR P/N CTS 1.4 COUPON SURFACE AREA OF 1.44 SQUARE INCHES
17	400'	COPPER CABLE #12 AWG STRANDED, BLACK PVC INSULATED, TYPE TW/THW, 600V RATED, SUITABLE FOR WET OR DRY LOCATIONS, TEMP RANGE -25°C TO 75°C. ASTM B-1, B-3 & B-8 COMPLIANT FOR COPPER CONDUCTORS RCHS COMPLIANT USED FOR CONNECTIONS FROM TEST STATIONS TO PIPE
18	8	PERMANENT REFERENCE ELECTRODE (CU/CUS04) FOR REMOTE USE AT COUPON TEST STATIONS ELECTROCHEMICAL DEVICES INC P/N: MODEL UL-CUG-SW. INCLUDES 50 FT OF #14 AWG YELLOW HMWPE WIRE PREPACKAGED REFERENCE ELECTRODE
19	20	ADAPTER SLEEVE FOR USE WITH THERMOWELD TYPE CS-32, MOLD # M-102 (THERMOWELD OR EQUAL) P/N 38-0200-00 (THERMOWELD OR EQUAL) USED FOR EXOTHERMIC WELD CONNECTION OF #12 AWG STRANDED COPPER CABLE TO PIPE

NOTE:

ARK ENGINEERING CAN PROVIDE ALL MATERIALS LISTED ABOVE AND INSTALLATION SERVICES. PLEASE CALL 1-800-469-3436 FOR A MATERIAL OR INSTALLATION QUOTATION.

ISSUED FOR CONSTRUCTION

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

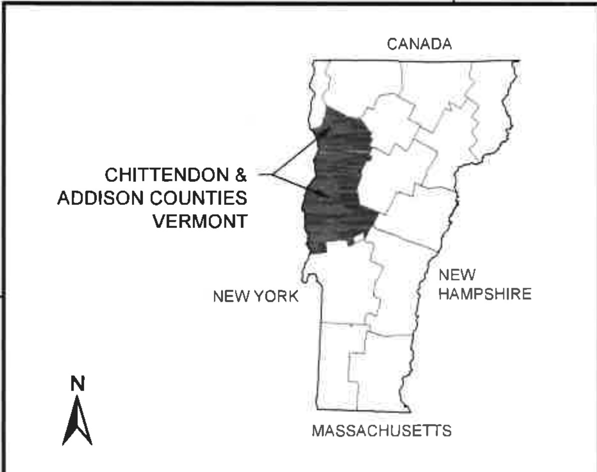
ARK ENGINEERING & TECH SERVICES, INC
639 GRANITE STREET
SUITE 200
BRAINTREE, MA
02184 U.S.A.

TITLE: MATERIALS LIST

PROJECT NO.	DRAWN BY	DATE	SIZE	DWG. NO.	REV
12-E-144-AC	JRW	6/18/13	B	12144-400	C

APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
RFA	5/16/16	NTS	12144-400-1-RC	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/3/15	RFA



CHA

VERMONT GAS SYSTEMS, INC.
ADDISON NATURAL GAS PROJECT
VALVES: WILLISTON M & R
MLV-2, MLV-3, MLV-4,
MLV-5/ PLANK ROAD M & R, MLV-6,
COLCHESTER LAUNCHER,
MIDDLEBURY M & R
AC MITIGATION SYSTEM DESIGN
VALVE SITE GROUNDING INSTALLATION DRAWINGS
CHITTENDON & ADDISON COUNTIES, VERMONT

PROJECT DRAWING LISTING

DRAWING NO.	SHEETS	REV	TITLE
12144-101	1	B	COVER SHEET
12144-205	1	A	GROUNDING PLAN - WILLISTON M & R
12144-206	1	A	GROUNDING PLAN - MLV-2
12144-207	1	B	GROUNDING PLAN - MLV-3
12144-208	1	A	GROUNDING PLAN - MLV-4
12144-209	1	A	GROUNDING PLAN - MLV-5/PLANK ROAD M & R
12144-210	1	A	GROUNDING PLAN - MLV-6
12144-211	1	A	GROUNDING PLAN - COLCHESTER LAUNCHER
12144-212	1	A	GROUNDING PLAN - MIDDLEBURY M & R
12144-305	1	A	GROUND LOOP SPLICE CONNECTION DETAILS
12144-306	1	A	CABLE TO PIPELINE CONNECTION DETAILS
12144-307	1	A	SOLID STATE DECOUPLER (SSD) INSTALLATION DETAILS
12144-308	1	A	FENCE & GATE CLAMP CONNECTION DETAILS
12144-309	1	A	GROUND ROD INSTALLATION DETAILS - DRILL PROCEDURE
12144-401	2	B	MATERIALS LIST

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

PROJECT NO. 12-E-144-AC

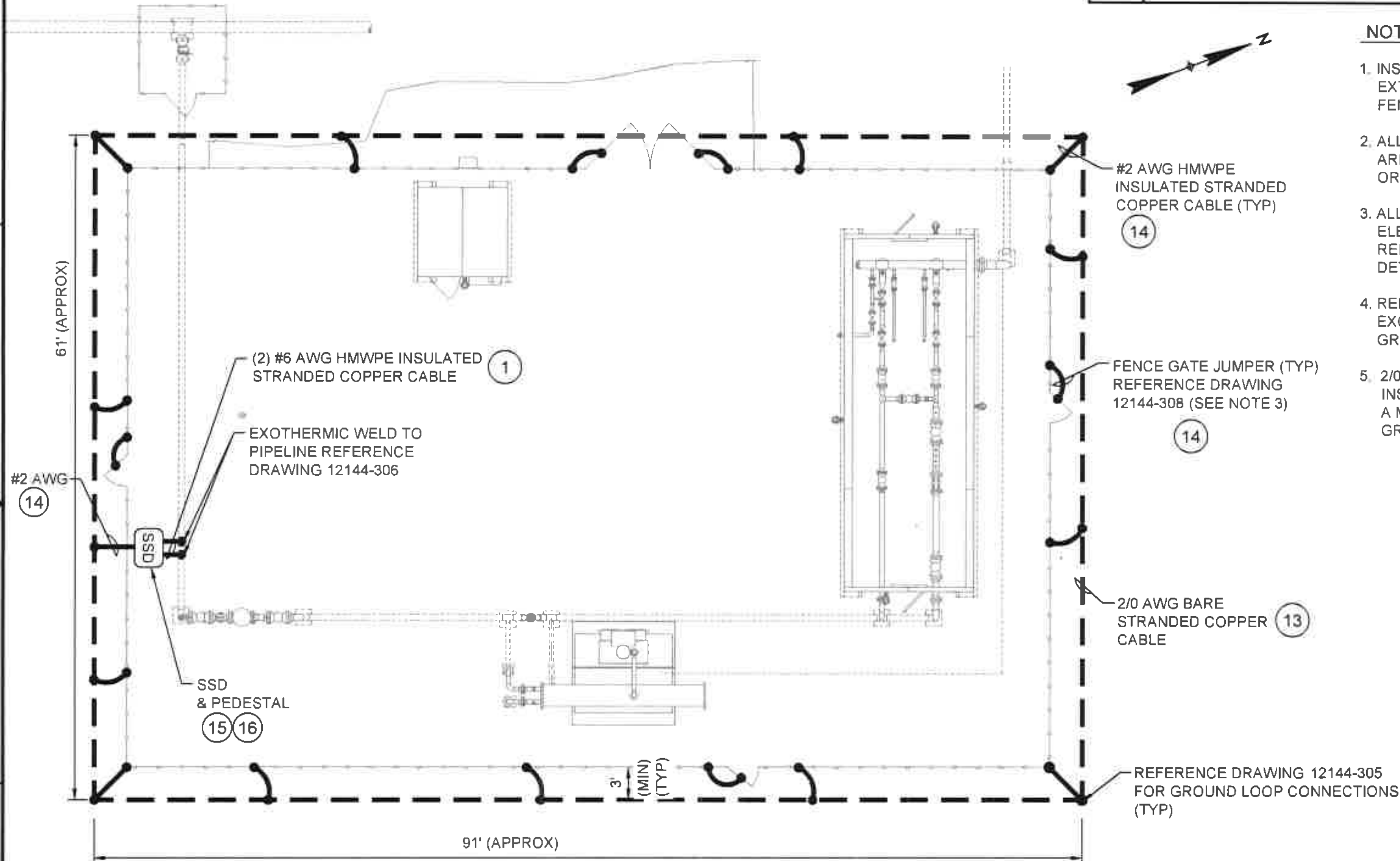
ARK ENGINEERING & TECHNICAL SERVICES, INC

ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

TITLE: COVER SHEET

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-101	B
APPROVED BY JM	DATE 9/30/13	SCALE NTS	CAD FILE NAME 12144-101-1-RB	SHEET 1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



NOTES:

1. INSTALL 6" LAYER OF CRUSHED ROCK EXTENDING 4' OUTSIDE OF PERIMETER FENCE AND GATE SWING AREAS.
2. ALL PIPING LOCATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD VERIFY BEFORE ORDERING MATERIALS.
3. ALL FENCE GATES ARE TO BE ELECTRICALLY BONDED TO FENCE POST. REFERENCE DRAWING 12144-308 FOR DETAILS.
4. REFERENCE DRAWING 12144-305 FOR EXOTHERMIC WELDS TO COPPER CABLE GROUND LOOP.
5. 2/0 BARE COPPER GROUND LOOP TO BE INSTALLED 3' OUTSIDE PERIMETER FENCE A MINIMUM OF 18" DEEP BELOW NATURAL GRADE.

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC.
ADDISON NATURAL GAS PROJECT

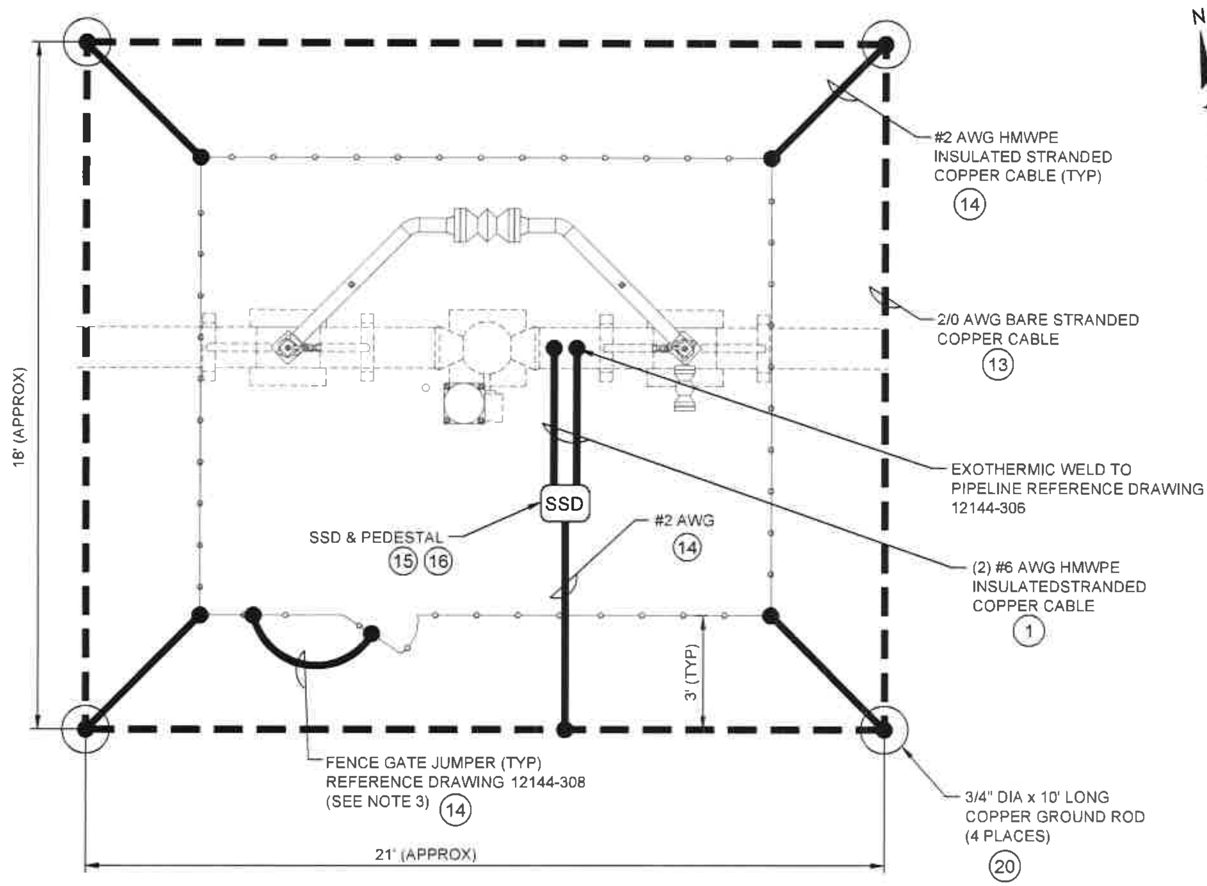
ARK ENGINEERING & TECH. SERVICES, INC
639 GRANITE STREET
SUITE 200
BRAINTREE, MA
02184 U.S.A.

TITLE: GROUNDING PLAN - WILLISTON M & R

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-205	A

PROJECT NO.	APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
12-E-144-AC	JM	9/30/13	NTS	12144-205-1-RA	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



NOTES:

1. INSTALL 6" LAYER OF CRUSHED ROCK EXTENDING 4' OUTSIDE OF PERIMETER FENCE AND GATE SWING AREAS.
2. ALL PIPING LOCATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD VERIFY BEFORE ORDERING MATERIALS.
3. ALL FENCE GATES ARE TO BE ELECTRICALLY BONDED TO FENCE POST. REFERENCE DRAWING 12144-308 FOR DETAILS.
4. REFERENCE DRAWING 12144-305 FOR EXOTHERMIC WELDS TO COPPER CABLE GROUND LOOP.
5. 2/0 BARE COPPER GROUND LOOP TO BE INSTALLED 3' OUTSIDE PERIMETER FENCE A MINUMUM OF 18" BELOW NATURAL GRADE.
6. IF GROUND RODS REQUIRE DRILLING, REFERENCE DWG. 12144-309 FOR DRILLING PROCEDURE.
7. GROUND RODS TO BE INSTALLED AT EACH CORNER OF GROUND LOOP.

LEGEND

(•) GROUND ROD

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

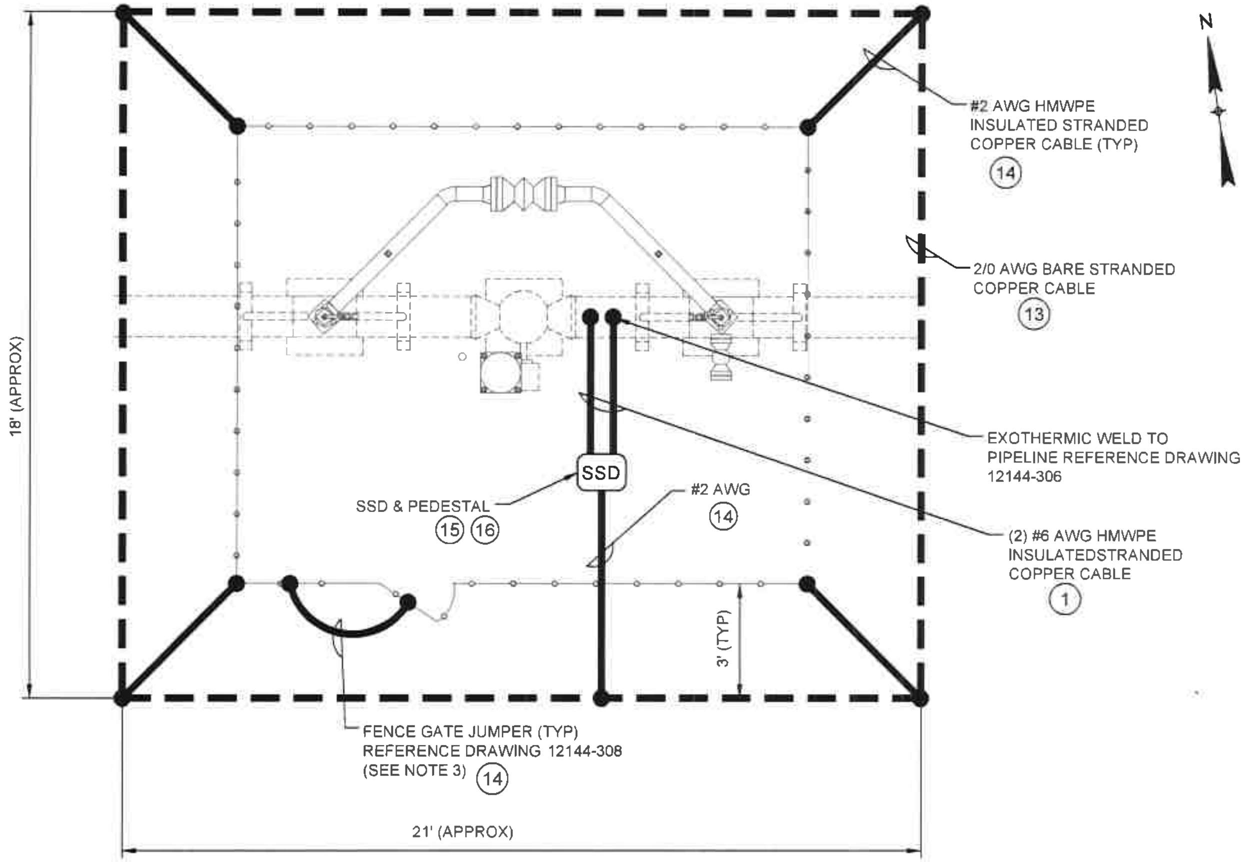
ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

TITLE: GROUNDING PLAN - MLV-2

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-206	A

PROJECT NO.	APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
12-E-144-AC	JM	9/30/13	NTS	12144-206-1-RA	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/3/15	RFA



NOTES:

1. INSTALL 6" LAYER OF CRUSHED ROCK EXTENDING 4' OUTSIDE OF PERIMETER FENCE AND GATE SWING AREAS.
2. ALL PIPING LOCATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD VERIFY BEFORE ORDERING MATERIALS.
3. ALL FENCE GATES ARE TO BE ELECTRICALLY BONDED TO FENCE POST. REFERENCE DRAWING 12144-308 FOR DETAILS.
4. REFERENCE DRAWING 12144-305 FOR EXOTHERMIC WELDS TO COPPER CABLE GROUND LOOP.
5. 2/0 BARE COPPER GROUND LOOP TO BE INSTALLED 3' OUTSIDE PERIMETER FENCE A MINUMUM OF 18" BELOW NATURAL GRADE.

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

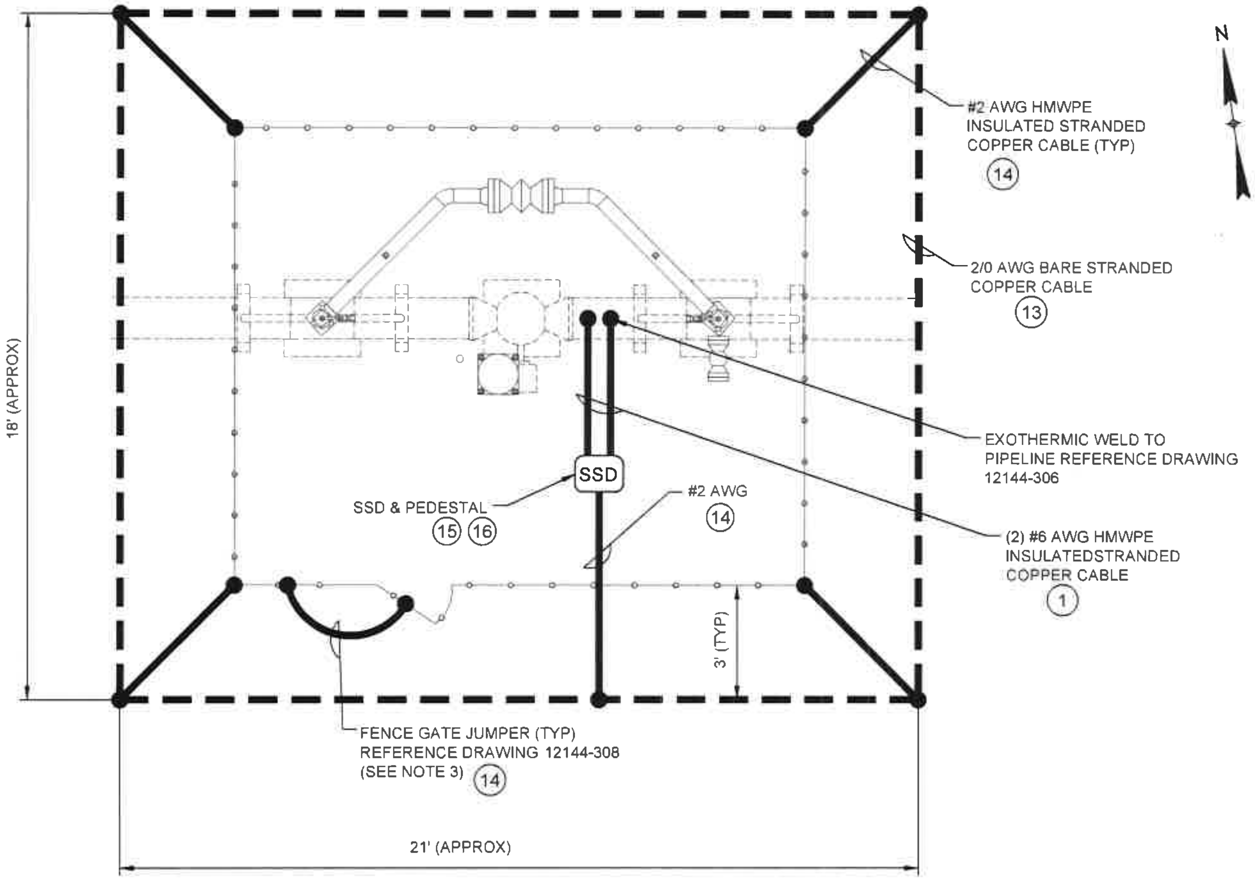
ARK Engineering & Technical Services, Inc.

TITLE: GROUNDING PLAN - MLV-3

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-207	B

PROJECT NO.	APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
12-E-144-AC	JM	9/30/13	NTS	12144-207-1-RB	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



NOTES:

1. INSTALL 6" LAYER OF CRUSHED ROCK EXTENDING 4' OUTSIDE OF PERIMETER FENCE AND GATE SWING AREAS.
2. ALL PIPING LOCATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD VERIFY BEFORE ORDERING MATERIALS.
3. ALL FENCE GATES ARE TO BE ELECTRICALLY BONDED TO FENCE POST. REFERENCE DRAWING 12144-308 FOR DETAILS.
4. REFERENCE DRAWING 12144-305 FOR EXOTHERMIC WELDS TO COPPER CABLE GROUND LOOP.
5. 2/0 BARE COPPER GROUND LOOP TO BE INSTALLED 3' OUTSIDE PERIMETER FENCE A MINUMUM OF 18" BELOW NATURAL GRADE.

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

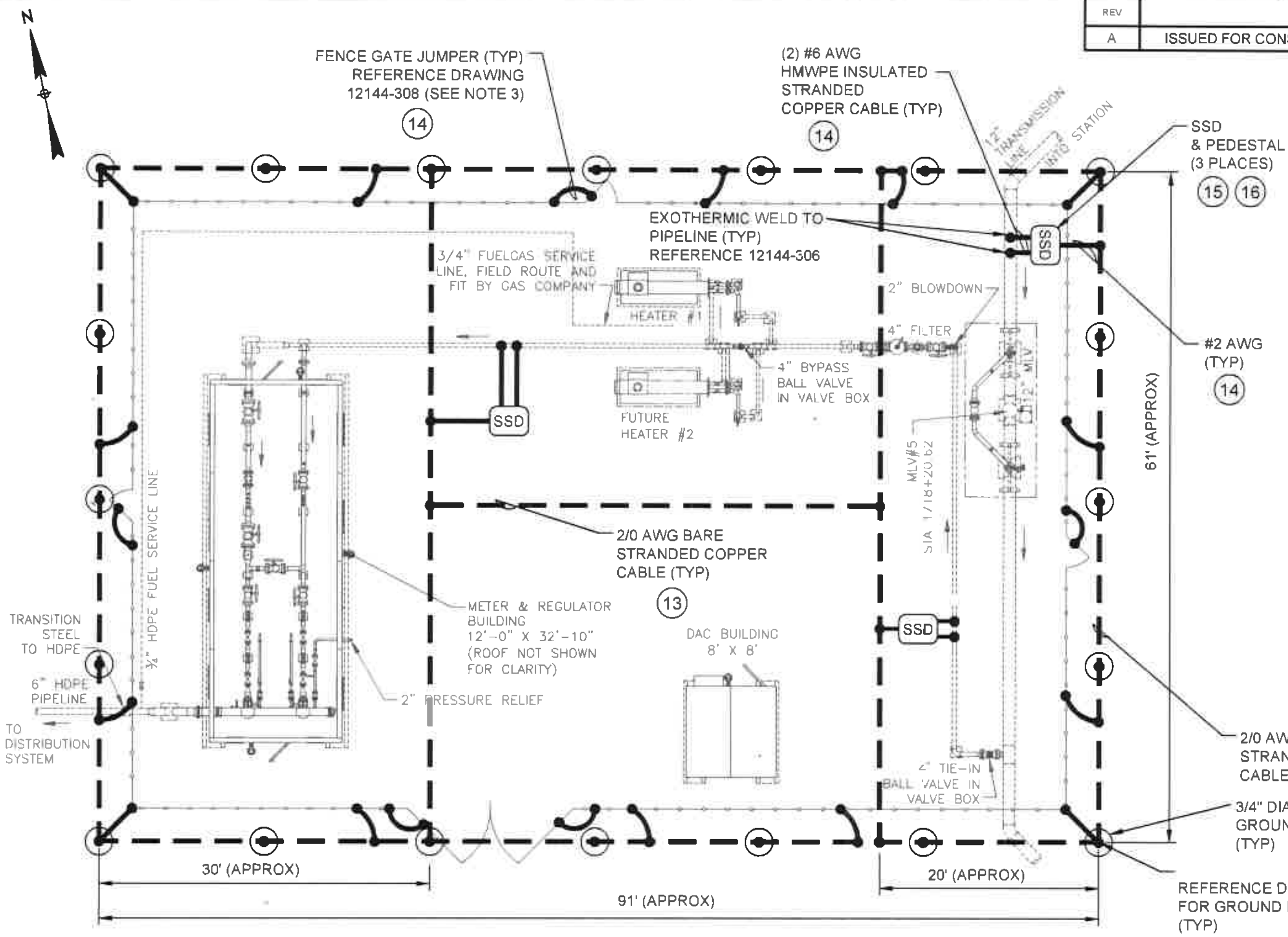
ARK ENGINEERING & TECHNICAL SERVICES, INC.
ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

TITLE: GROUNDING PLAN - MLV-4

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-208	A

PROJECT NO.	APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
12-E-144-AC	JM	9/30/13	NTS	12144-208-1-RA	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



NOTES:

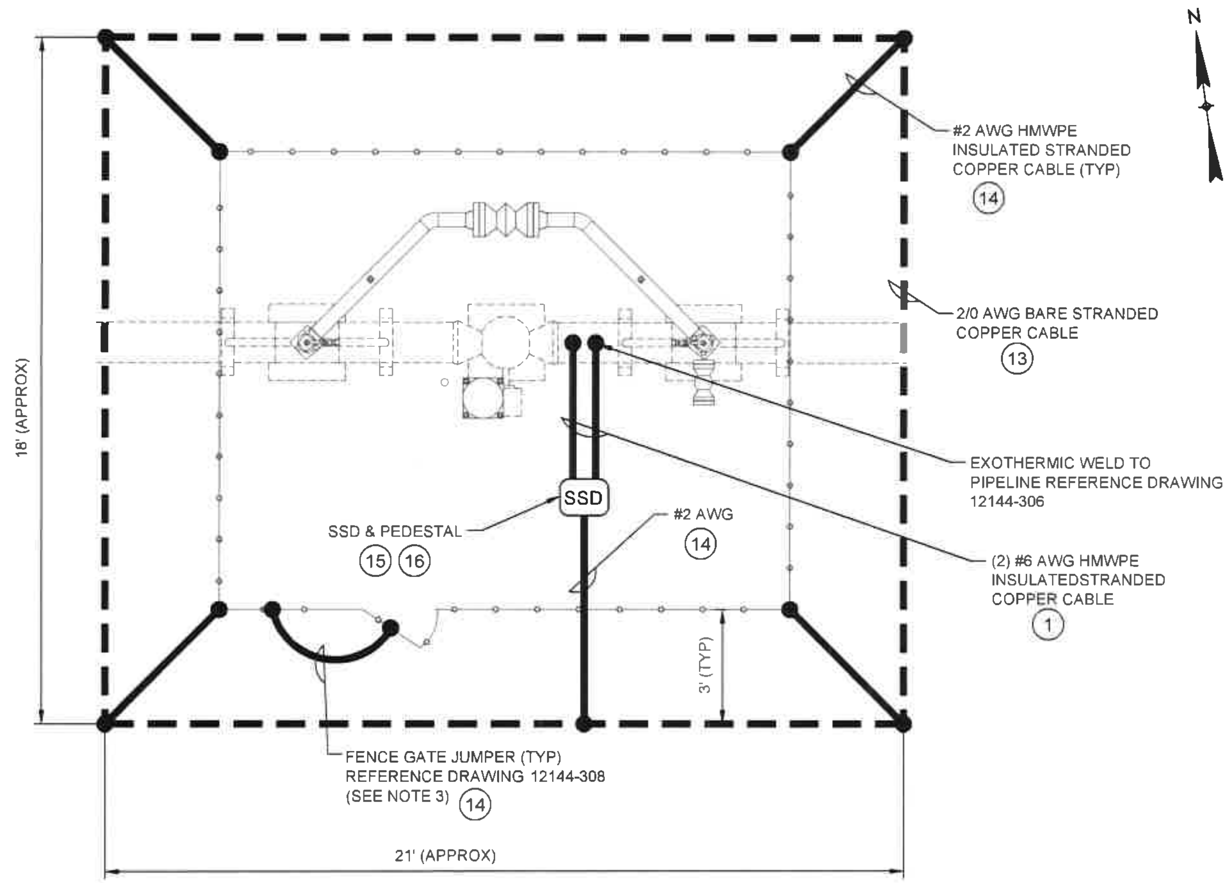
1. INSTALL 6" LAYER OF CRUSHED ROCK EXTENDING 4' OUTSIDE OF PERIMETER FENCE AND GATE SWING AREAS.
2. ALL PIPING LOCATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD VERIFY BEFORE ORDERING MATERIALS.
3. ALL FENCE GATES ARE TO BE ELECTRICALLY BONDED TO FENCE POST. REFERENCE DRAWING 12144-308 FOR DETAILS.
4. REFERENCE DRAWING 12144-305 FOR EXOTHERMIC WELDS TO COPPER CABLE GROUND LOOP.
5. 2/0 BARE COPPER GROUND LOOP TO BE INSTALLED 3' OUTSIDE PERIMETER FENCE A MINIMUM OF 18" DEEP BELOW NATURAL GRADE.
6. IF GROUND RODS REQUIRE DRILLING, REFERENCE DRAWING 12144-309 FOR DRILLING PROCEDURE.
7. GROUND RODS TO BE INSTALLED EVERY 15' ON OUTER GROUND LOOP.

LEGEND

⊙ GROUND ROD

CLIENT: GHA	ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.	TITLE: GROUNDING PLAN - MLV-5/PLANK ROAD M & R
SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT	DRAWN BY: JRW; DATE: 6/18/13; SIZE: B	DWG. NO.: 12144-209; REV: A
PROJECT NO.: 12-E-144-AC	APPROVED BY: JM; DATE: 9/30/13; SCALE: NTS	CAD FILE NAME: 12144-209-1-RA; SHEET: 1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



NOTES:

1. INSTALL 6" LAYER OF CRUSHED ROCK EXTENDING 4' OUTSIDE OF PERIMETER FENCE AND GATE SWING AREAS.
2. ALL PIPING LOCATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD VERIFY BEFORE ORDERING MATERIALS.
3. ALL FENCE GATES ARE TO BE ELECTRICALLY BONDED TO FENCE POST. REFERENCE DRAWING 12144-308 FOR DETAILS.
4. REFERENCE DRAWING 12144-305 FOR EXOTHERMIC WELDS TO COPPER CABLE GROUND LOOP.
5. 2/0 BARE COPPER GROUND LOOP TO BE INSTALLED 3' OUTSIDE PERIMETER FENCE A MINUMUM OF 18" BELOW NATURAL GRADE.

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

PROJECT NO. 12-E-144-AC

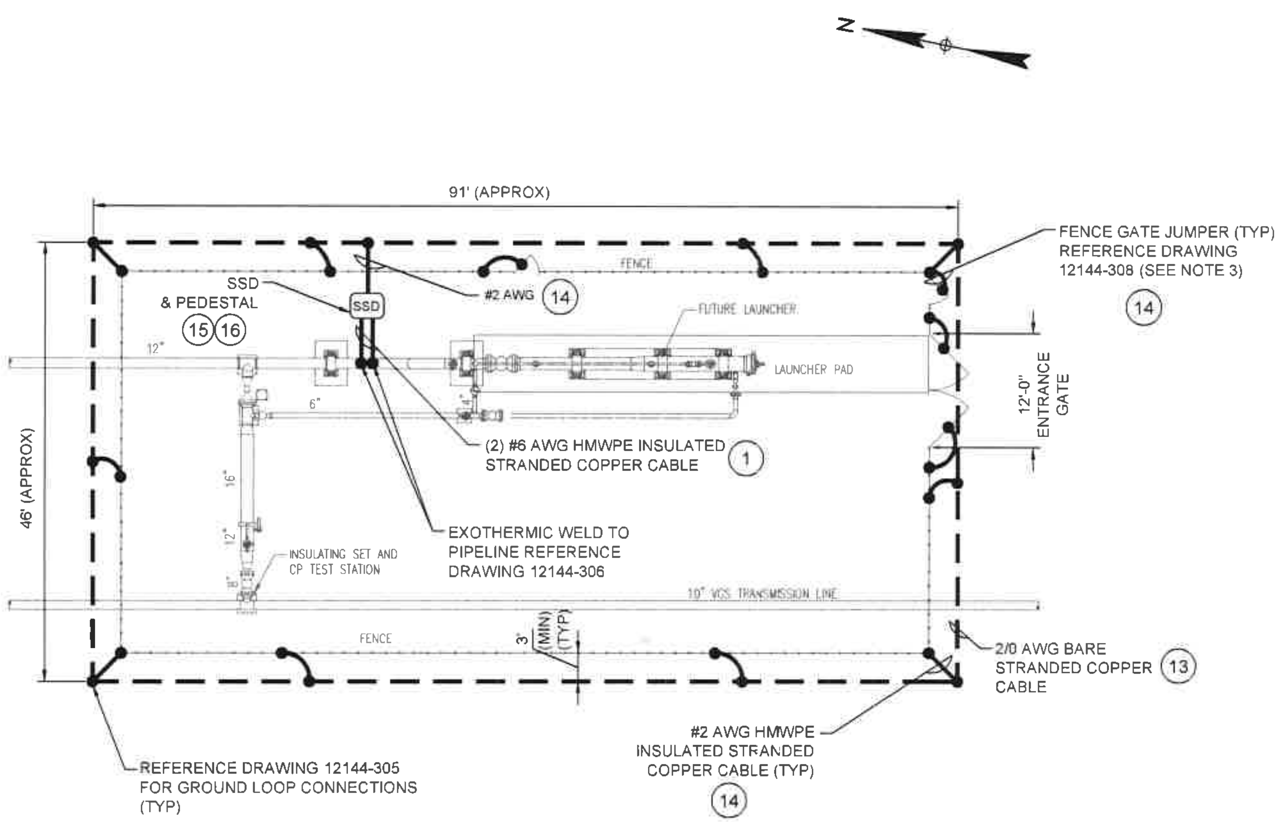
ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

TITLE: GROUNDING PLAN - MLV-6

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-210	A

APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
JM	9/30/13	NTS	12144-210-1-RA	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



NOTES:

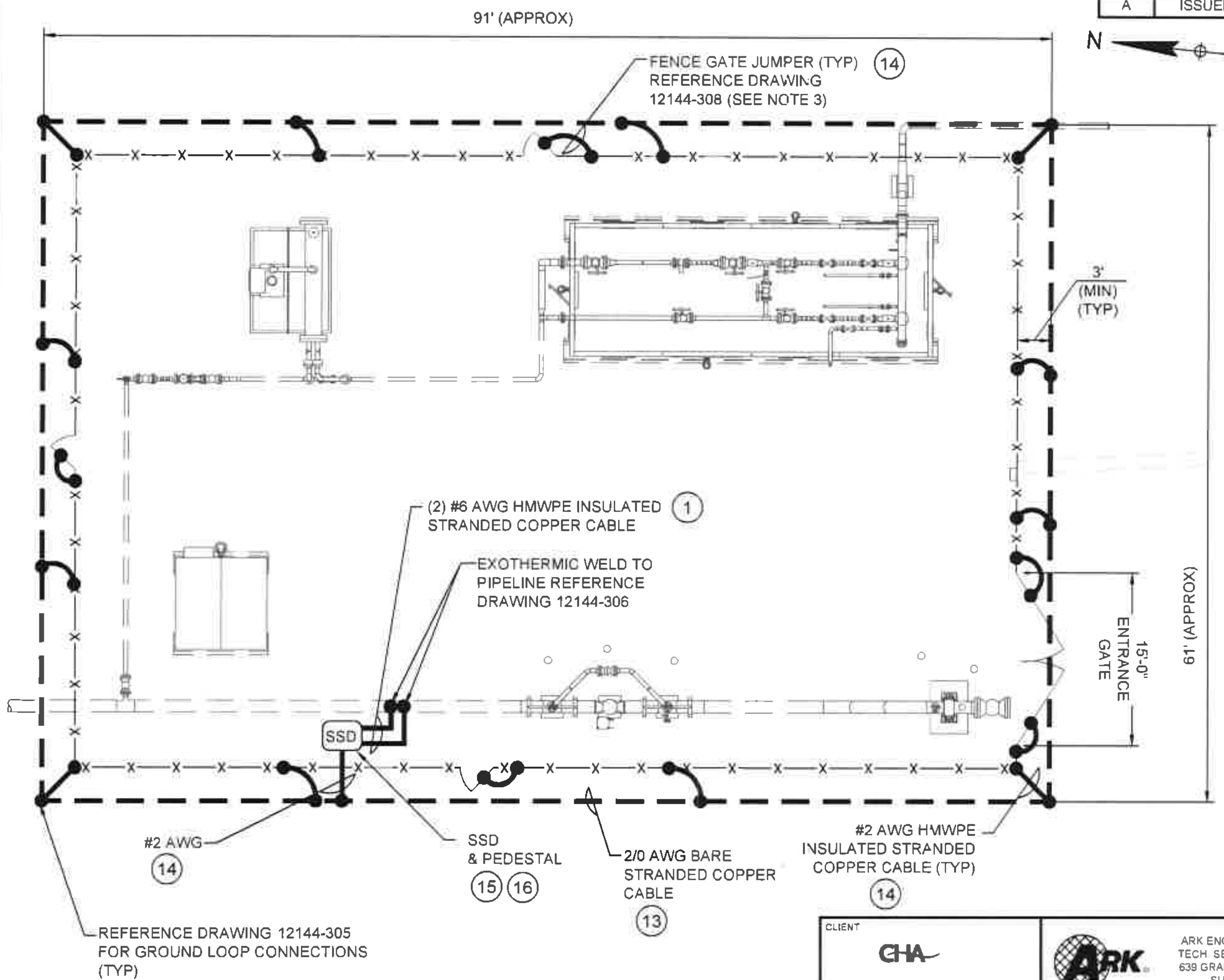
1. INSTALL 6" LAYER OF CRUSHED ROCK EXTENDING 4' OUTSIDE OF PERIMETER FENCE AND GATE SWING AREAS.
2. ALL PIPING LOCATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD VERIFY BEFORE ORDERING MATERIALS.
3. ALL FENCE GATES ARE TO BE ELECTRICALLY BONDED TO FENCE POST. REFERENCE DRAWING 12144-308 FOR DETAILS.
4. REFERENCE DRAWING 12144-305 FOR EXOTHERMIC WELDS TO COPPER CABLE GROUND LOOP.
5. 2/0 BARE COPPER GROUND LOOP TO BE INSTALLED 3' OUTSIDE PERIMETER FENCE A MINIMUM OF 18" DEEP BELOW NATURAL GRADE.

CLIENT: CHA SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT	ARK ENGINEERING & TECHNICAL SERVICES, INC ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.	TITLE: GROUNDING PLAN - COLCHESTER LAUNCHER

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-211	A

PROJECT NO.	APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
12-E-144-AC	JM	9/30/13	NTS	12144-211-1-RA	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



NOTES:

1. INSTALL 6" LAYER OF CRUSHED ROCK EXTENDING 4' OUTSIDE OF PERIMETER FENCE AND GATE SWING AREAS.
2. ALL PIPING LOCATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD VERIFY BEFORE ORDERING MATERIALS.
3. ALL FENCE GATES ARE TO BE ELECTRICALLY BONDED TO FENCE POST. REFERENCE DRAWING 12144-308 FOR DETAILS.
4. REFERENCE DRAWING 12144-305 FOR EXOTHERMIC WELDS TO COPPER CABLE GROUND LOOP.
5. 2/0 BARE COPPER GROUND LOOP TO BE INSTALLED 3' OUTSIDE PERIMETER FENCE A MINIMUM OF 18" DEEP BELOW NATURAL GRADE.

CLIENT: CHA

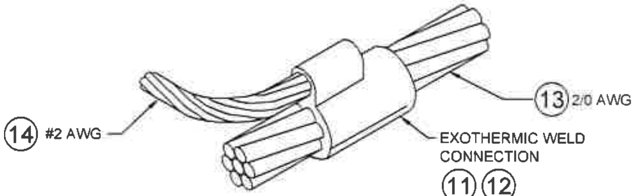
SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

ARK ENGINEERING & TECH SERVICES INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

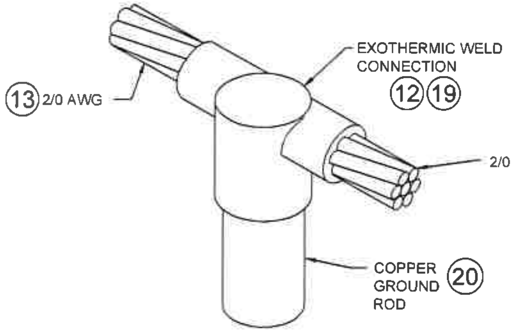
TITLE: GROUNDING PLAN - MIDDLEBURY M & R

PROJECT NO.	DRAWN BY	DATE	SIZE	DWG. NO.	REV
12-E-144-AC	JRW	6/18/13	B	12144-212	A
	APPROVED BY: JM	DATE: 9/30/13	SCALE: NTS	CAD FILE NAME: 12144-212-1-RA	SHEET 1 OF 1

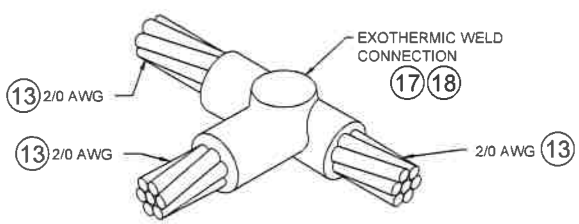
REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



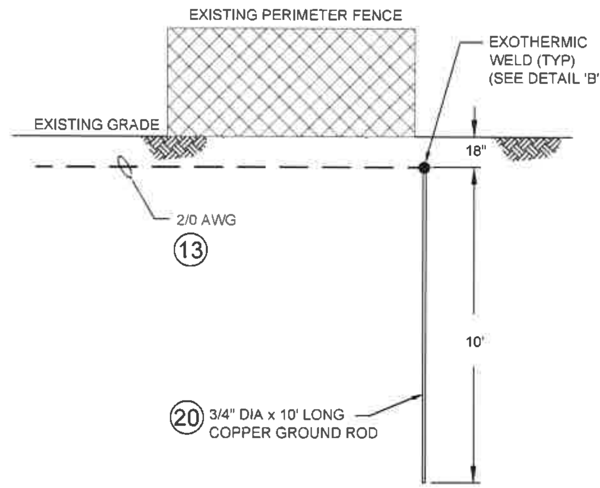
DETAIL 'A'
BARE 2/0 AWG STRANDED COPPER CABLE TO
#2 AWG STRANDED COPPER CABLE
EXOTHERMIC WELD INSTALLATION



DETAIL 'B'
BARE 2/0 AWG STRANDED COPPER CABLE TO
COPPER GROUND ROD
EXOTHERMIC WELD INSTALLATION



DETAIL 'C'
BARE 2/0 AWG STRANDED COPPER CABLE RUN
WITH BARE 2/0 AWG STRANDED COPPER CABLE TAP
EXOTHERMIC WELD INSTALLATION



GROUND ROD
CONNECTIONS DETAIL
SIDE VIEW

NOTES:

1. ALL EXOTHERMIC WELD CONNECTIONS ARE TO BE SEALED WITH ROYSTON "SPLICE RIGHT" SPLICE KIT, OR VERMONT GAS APPROVED ALTERNATIVE.
2. REFERENCE DRAWING 12144-206, -207 & -209 FOR LOCATIONS AND QUANTITIES OF GROUND RODS.
3. IF GROUND RODS REQUIRE DRILLING, REFERENCE DRAWING 12144-309 FOR DRILLING PROCEDURE.

NOTES - 2/0 AWG COPPER CABLE TO COPPER GROUND ROD EXOTHERMIC WELD:

1. SEAL BOTTOM OF EXOTHERMIC WELD MOLD WITH WELD PUTTY PRIOR TO EXOTHERMIC WELD PROCESS TO PREVENT LEAKAGE.
2. IF GROUND ROD END IS MUSHROOMED DURING INSTALLATION AND CANNOT ACCEPT THE EXOTHERMIC MOLD, THE END MAY REQUIRE REMOVAL PRIOR TO EXOTHERMIC WELD PROCESS.
3. GROUND RODS MUST BE CLEAN, SHINY AND DRY TO HELP ENSURE A GOOD WELD.
4. INSTALL ROYSTON SPLICE RIGHT KIT ON 2/0 AWG COPPER CABLE TO GROUND ROD EXOTHERMIC CONNECTION.

DETAIL	MOLD	WELD METAL
'A'	TYPE CC-6 M-8306	(2) #45
'B'	TYPE CR-2 M2005	(2) #45
'C'	TYPE CC-2 M-232	#90

CLIENT: CHA
SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

ARK ENGINEERING & TECH. SERVICES, INC.
639 GRANITE STREET
SUITE 200
BRAINTREE, MA
02184 U.S.A.

TITLE: GROUND LOOP SPLICE CONNECTION DETAILS

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-305	A

PROJECT NO.	APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
12-E-144-AC	JM	9/30/13	NTS	12144-305-1-RA	1 OF 1

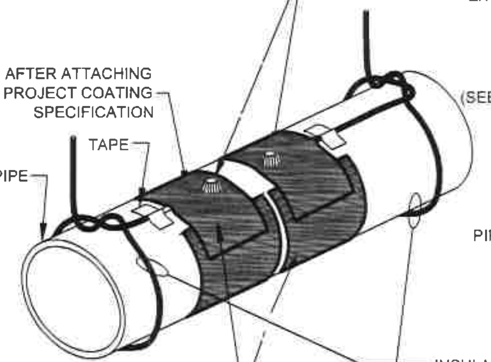
REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM

EXOTHERMIC WELD INSTRUCTIONS

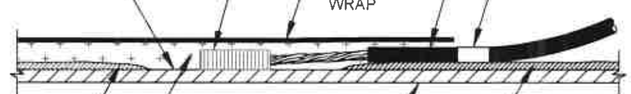
1. FIRST DETERMINE IF THE PIPELINE IS SUITABLE FOR EXOTHERMIC WELDING BY CONDUCTING THE FOLLOWING TESTS:

   A) DETERMINE THAT THE PIPELINE SYMS (SPECIFIED MINIMUM YIELD STRENGTH) IS 80,000 PSI.
   B) DETERMINE THAT PIPELINE WALL THICKNESS IS ⅛" (0.125") OR GREATER.
   C) PERFORM ULTRASONIC TESTING TO PIPELINE TO DETERMINE THAT NO SURFACE OR INTERNAL DEFECTS EXIST.

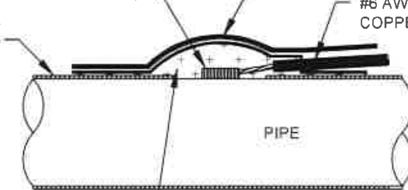
2. FOR EACH CABLE TO PIPELINE CONNECTION (EXOTHERMIC WELD), REMOVE A 3"X3" MAX AREA OF PIPELINE COATING AT THE 12:00 O'CLOCK POSITION ON THE PIPELINE AND BRUSH UNTIL SHINY. ANY ADJACENT CABLE CONNECTIONS SHALL BE NO CLOSER THAN 9" AND NO FURTHER THAN 18".
3. USING A FILE, PREPARE A CROSSHATCH PATTERN IN THE AREA WHERE THE WELD CONNECTION WILL SIT.
4. PROVIDE CABLE STRAIN RELIEF BY WRAPPING CABLE ONCE AROUND THE PIPE AS SHOWN IN CABLE CONNECTION DETAIL. (SEE ABOVE)
5. STRIP BACK ANY CABLE INSULATION 1"-2" AND TAPE CABLE TO PIPE.
6. ENSURE THAT THE PIPELINE WELD AREA AND CABLE ARE CLEAN AND DRY PRIOR TO WELDING.
7. USE SPECIFIC WELD MOLD AND WELD METAL AS INDICATED IN DRAWING MATERIAL LIST.
8. IF INDICATED, USE COPPER HEAT SLEEVE ON CABLE END TO BE WELDED.
9. USE ONLY A 15 GRAM MELDING CHARGE. DO NOT EXCEED.
10. PLACE THE METAL RETAINER DISK IN THE SPECIFIED WELD MOLD AND DUMP (DO NOT POUR) WELD METAL POWDER ONTO THE DISK. MAKE SURE THAT ALL OF THE FINE STARTING POWDER IS IN THE MOLD. IF ANY POWDER REMAINS IN THE CARTRIDGE BOTTOM, SQUEEZE OUT INTO MOLD AND BREAK UP.
11. CLOSE MOLD LID.
12. REPLACE CAP ON EMPTY WELD METAL CARTRIDGE AND PLACE BACK INTO CARTRIDGE PACK BOX UPSIDE DOWN TO KEEP THE REMAINING CARTRIDGES UPRIGHT.
13. LAY THE CABLE END ON THE CROSSHATCHED PIPE SURFACE USING A SPRING LOADED CHAIN CLAMP TO HOLD CRUCIBLE TIGHT TO PIPELINE.
14. USING EYE AND HAND PROTECTION, STAND ON THE OPPOSITE SIDE OF THE CRUCIBLE FROM THE TOUCH HOLE AND IGNITE POWDER WITH SPARK FROM FLINT GUN. CAUTION: POWDER WILL FLASH WHEN IGNITED.
15. WHEN WELD HAS SET, REMOVE WELD MOLD AND TEST CONNECTION BY RAPPING SHARPLY WITH A SLAG HAMMER. IF THERE IS ANY INDICATION THAT A COMPLETE WELD HAS NOT BEEN ACHIEVED REMOVE THE WELD AND RE-APPLY.
16. IF WELD IS GOOD, REMOVE ANY SLAG WITH HAMMER AND CLEAN USING A WIRE BRUSH.
17. ONCE THE WELD CONNECTION AND AREA HAVE BEEN CLEANED REPAIR WITH FULL CIRCUMFERENCE CUNUSA WRAP REFER TO VERMONT GAS SPECIFICATIONS TO DETERMINE IF REPAIR IS ACCEPTABLE.



CABLE TO PIPELINE ATTACHMENT DETAIL



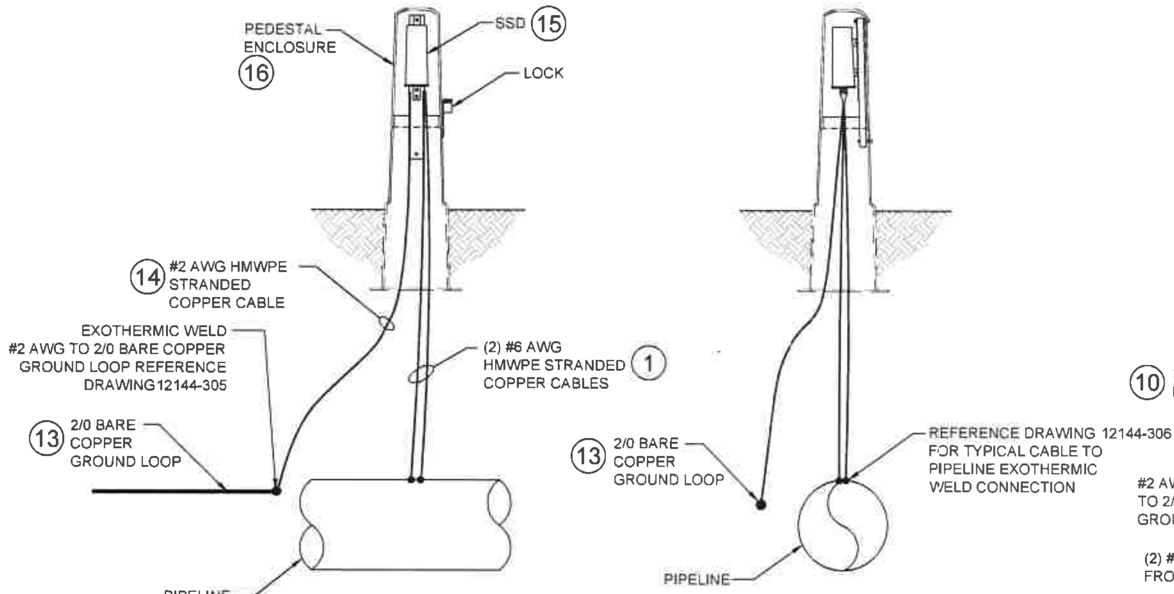
EXOTHERMIC WELD CONNECTION



CORROSION PROTECTION SEAL

CLIENT: GHA SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT	ARK ENGINEERING & TECHNICAL SERVICES, INC. — ARK ENGINEERING & TECH. SERVICES INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.	TITLE: CABLE TO PIPELINE CONNECTION DETAILS
PROJECT NO. 12-E-144-AC	DRAWN BY JRW; DATE 6/18/13; SIZE B; APPROVED BY JM; DATE 9/30/13; SCALE NTS	DWG. NO. 12144-306; REV A; CAD FILE NAME 12144-306-1-RA; SHEET 1 OF 1

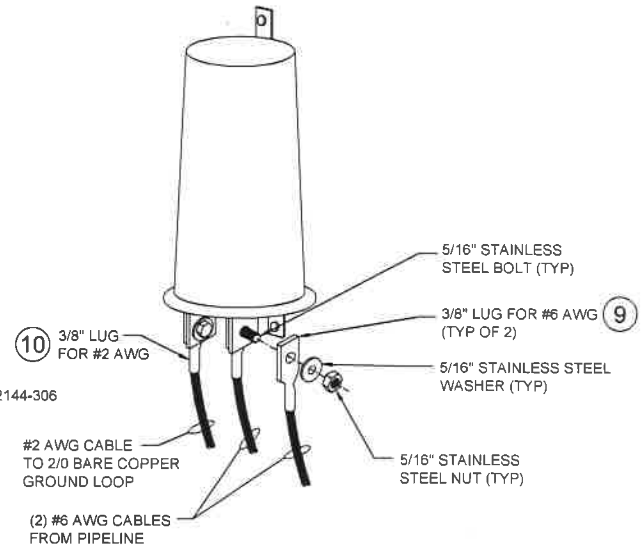
REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



DETAIL A
FRONT VIEW

DETAIL B
SIDE VIEW

SSD INSTALLATION DETAILS



CABLE TO SSD TERMINAL CONNECTION DETAIL

NOTES:

1. SSD IS TO BE MOUNTED INSIDE THE FIBERGLASS PEDESTAL. ALL COPPER CABLES ARE TO PASS THROUGH BOTTOM OF PEDESTAL.
2. INSTALL PEDESTAL AS CLOSE AS POSSIBLE TO PIPING CONNECTIONS TO REDUCE LEAD LENGTHS.
3. LOCATE SSD & PEDESTAL IN A SERVICEABLE LOCATION. COORDINATE WITH VERMONT GAS PERSONNEL.

CLIENT: CHA

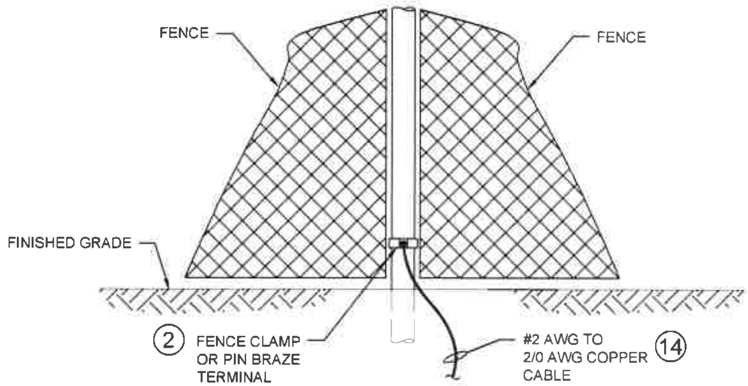
SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

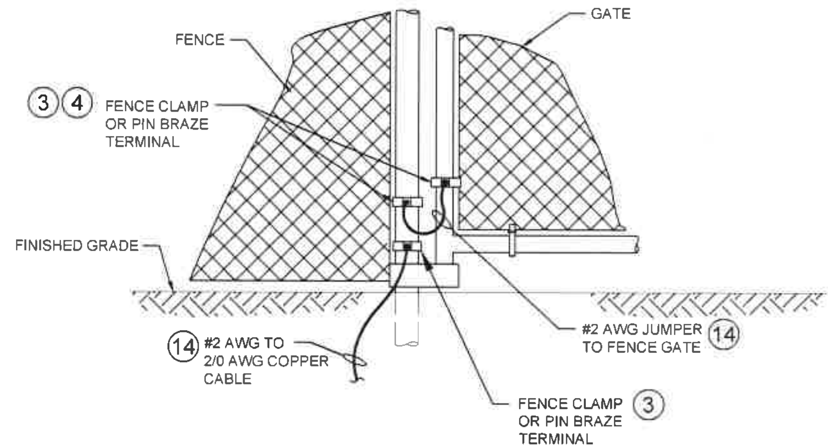
TITLE: SOLID STATE DECOUPLER (SSD) INSTALLATION DETAILS

PROJECT NO.	DRAWN BY	DATE	SIZE	DWG. NO.	REV
12-E-144-AC	JRW	6/18/13	B	12144-307	A
	APPROVED BY JM	DATE 9/30/13	SCALE NTS	CAD FILE NAME 12144-307-1-RA	SHEET 1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



DETAIL 'A'
FENCE TO GROUND LOOP



DETAIL 'B'
FENCE AND GATE TO GROUND LOOP

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

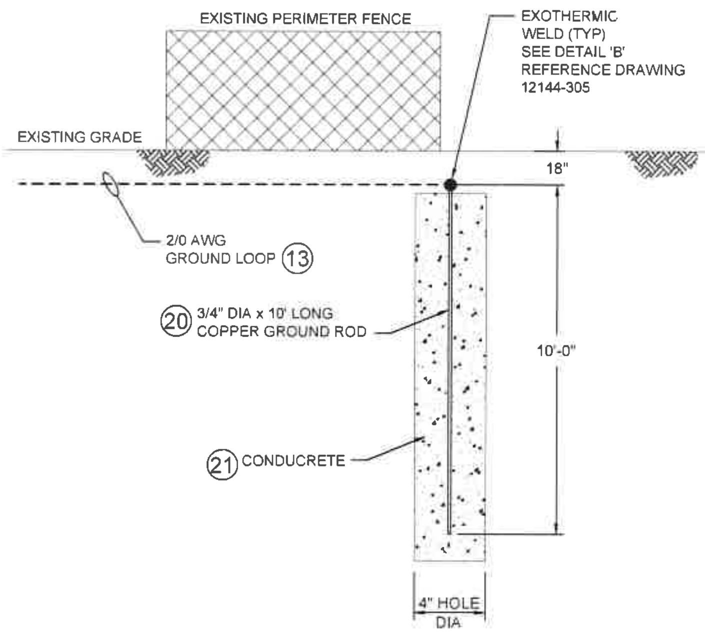
ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

TITLE: FENCE AND GATE CLAMP CONNECTION DETAILS

PROJECT NO.	DRAWN BY	DATE	SIZE	DWG. NO.	REV
12-E-144-AC	JRW	6/18/13	B	12144-308	A

APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
JM	9/30/13	NTS	12144-308-1-RA	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM



ALTERNATE GROUND ROD INSTALLATION - DRILL PROCEDURE SIDE VIEW

BARE 2/0 AWG STRANDED COPPER GROUND LOOP & 10' COPPER GROUND ROD CONNECTIONS

NOTES - GROUND ROD:

1. IF GROUND RODS ARE POINTED AT ONE END AND MISSHAPEN, CUT OFF 1/2" OF GROUND ROD, FILE SMOOTH TO PREVENT CRACKING.
2. DRILL HOLE NOT BE MORE THAN 11.5' DEEP TO PREVENT GROUND ROD FROM SINKING AND STRAINING CONNECTION TO GROUND LOOP.
3. IF HOLE IS DRY, BACK FILL WITH DRY CONDUCRETE. TWO (2) 55 LB. BAGS OF DM-100 REQUIRED PER HOLE.
4. IF HOLE IS WET, CONDUCRETE MUST BE PUMPED INTO HOLE WITH TREMIE PIPE. CONDUCRETE IS TO BE MIXED AT A RATIO 4.2 GALLONS PER 55 LB. BAG OF CONDUCRETE. TWO (2) 55 LB. BAGS OF DM-100 REQUIRED PER HOLE.
5. CONDUCRETE QUANTITY TO BE DETERMINED BASED ON NUMBER OF HOLES REQUIRING DRILLING.

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

TITLE: GROUND ROD INSTALLATION DETAILS DRILL PROCEDURE

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-309	A

PROJECT NO.	APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
12-E-144-AC	JM	9/30/13	NTS	12144-309-1-RA	1 OF 1

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/3/15	RFA

ITEM	WILLISTON M&R	MLV-2	MLV-3	MLV-4	MLV-5/ PLANK RD. M&R	MLV-6	COLCHESTER LAUNCHER	MIDDLEBURY M&R	TOTAL	DESCRIPTION
1	50'	50'	50'	50'	150'	50'	50'	50'	500'	#6 AWG HMWPE INSULATED STRANDED COPPER CABLE. SOFT-DRAWN, COMMERCIALLY PURE COPPER, ASTM B8, CLASS B STD.
2	13	4	4	4	14	4	10	12	65	FENCE CLAMP, LINE POST TO #2 AWG STRANDED CABLE. CONTRACTOR TO COORDINATE WITH FENCE CONTRACTOR ON POST SIZE. (TYPICALLY 2 1/2" DIAMETER.)
3	6	1	1	1	5	1	4	5	24	FENCE CLAMP, DRIVE GATE POST TO #2 AWG STRANDED CABLE. CONTRACTOR TO COORDINATE WITH FENCE CONTRACTOR ON POST SIZE. (TYPICALLY 4" DIAMETER.)
4	6	1	1	1	5	1	4	5	24	FENCE CLAMP, GATE SUPPORT POST TO #2 AWG CABLE JUMPER. CONTRACTOR TO COORDINATE WITH FENCE CONTRACTOR ON POST SIZE. (TYPICALLY 2" DIAMETER.)
5	1	1	1	1	1	1	1	1	8	EXOTHERMIC WELD MOLD, THERMOWELD P/N TYPE CS-32, M-102 (OR EQUAL). HANDLE CLAMP AND FLINT IGNITOR ARE INCLUDED. USED FOR EXOTHERMIC WELD CONNECTION OF #6 AWG STRANDED COPPER CABLE TO PIPELINE. USE 15CP WELD METAL.
6	1 BOX	1 BOX	1 BOX	1 BOX	1 BOX	1 BOX	1 BOX	1 BOX	8 BOXES	EXOTHERMIC WELD METAL, THERMOWELD P/N 15CP (OR EQUAL). BONDS #6 AWG STRANDED COPPER CABLE TO PIPELINE. 20 SHOTS PER BOX.
7	A/R	A/R	A/R	A/R	A/R	A/R	A/R	A/R	1 ROLL	PIPELINE COATING REPAIR: COVER EXOTHERMIC WELD WITH F124 MASTIC FILLER PRIOR TO WRAPPING PIPE WITH CANUSA WRAP P/N CPS K60 OR APPROVED EQUAL. USED FOR REPAIRING PIPE COATING AT #6 AWG CONNECTIONS TO PIPE.
8	15	6	6	6	40	6	12	13	108	ROYSTON SPLICERIGHT KIT (OR APPROVED EQUAL). INSULATION KIT FOR EXOTHERMIC WELD SPLICE CONNECTIONS.
9	2	2	2	2	6	2	2	2	20	BURNDY YAZ6C-TC38 COMPRESSION LUG. THESE LUGS WILL CONNECT THE #6 AWG COPPER CABLE TO THE SOLID STATE DECOUPLING DEVICES. TWO LUGS PER SSD.
10	1	1	1	1	3	1	1	1	10	BURNDY YAZ2C-TC38 COMPRESSION LUG. THESE LUGS WILL CONNECT THE #2 AWG COPPER CABLE TO THE SOLID STATE DECOUPLING DEVICES. ONE OR TWO LUGS PER SSD.
11	1	1	1	1	1	1	1	1	8	EXOTHERMIC WELD MOLD, THERMOWELD TYPE CC-6, MOLD# M-8306 (OR EQUAL). HANDLE CLAMP AND FLINT IGNITOR ARE INCLUDED. USED FOR EXOTHERMIC WELD CONNECTION OF 2/0 AWG COPPER GROUND LOOP TO #2 AWG STRANDED COPPER CABLE. USE TWO (2) #45 SHOTS
12	2 BOXES	1 BOX	1 BOX	1 BOX	4 BOXES	1 BOX	2 BOXES	2 BOXES	15 BOXES	EXOTHERMIC WELD METAL, THERMOWELD P/N 45 (OR EQUAL). BONDS 2/0 AWG COPPER GROUND LOOP TO #2 AWG STRANDED COPPER CABLE OR TO GROUND RODS. 20 SHOTS PER BOX.
13	315'	90'	90'	90'	475'	90'	300'	325'	1,795'	2/0 AWG BARE STRANDED COPPER CABLE. THE CABLE WILL BE BURIED IN A LOOP AROUND THE BOUNDARY FENCE.

NOTE:

ARK ENGINEERING CAN PROVIDE ALL MATERIALS LISTED ABOVE AND INSTALLATION SERVICES. PLEASE CALL 1-800-469-3436 FOR A MATERIAL OR INSTALLATION QUOTATION.

CLIENT: CHA

SITE: VERMONT GAS SYSTEMS, INC. ADDISON NATURAL GAS PROJECT

ARK ENGINEERING & TECH. SERVICES, INC. 639 GRANITE STREET SUITE 200 BRAINTREE, MA 02184 U.S.A.

TITLE: MATERIALS LIST

DRAWN BY	DATE	SIZE	DWG. NO.	REV
JRW	6/18/13	B	12144-401	B

PROJECT NO.	APPROVED BY	DATE	SCALE	CAD FILE NAME	SHEET
12-E-144-AC	JM	9/30/13	NTS	12144-401-1-RB	1 OF 2

REV	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CONSTRUCTION - ECO 2014-025	6/27/14	JM
B	REVISED PER ECO 2015-017	4/3/15	RFA

ITEM	WILLISTON M&R	MLV-2	MLV-3	MLV-4	MLV-5/ PLANK RD. M&R	MLV-6	COLCHESTER LAUNCHER	MIDDLEBURY M&R	TOTAL	DESCRIPTION
14	155'	45'	45'	45'	175'	45'	100'	125'	735'	COPPER CABLE, #2 AWG HMWPE INSULATED, STRANDED, SOFT-DRAWN COMMERCIALLY PURE COPPER, ASTM B8, CLASS B STD. USED FOR CONNECTIONS TO GROUND LOOP AND FENCE GATE JUMPERS.
15	1	1	1	1	3	1	1	1	10	SSD (SOLID STATE DECOUPLER), SYMETRICAL BLOCKING VOLTAGE, 2KA FAULT CURRENT RATING (30 CYCLES) AT 50/60HZ, 100KA LIGHTNING SURGE CURRENT RATING (4 X 10 WAVEFORM). DAIRYLAND ELECTRICAL INDUSTRIES, P/N SSD-2/2-2.0-100.
16	1	1	1	1	3	1	1	1	10	SSD PEDESTAL, FIBERGLASS CASE: 6" X 6" X 42" HIGH, WITH STAINLESS STEEL BACK-PLATES FOR MOUNTING THE SOLID STATE DECOUPLING DEVICE. DAIRYLAND ELECTRICAL INDUSTRIES. P/N PEDESTAL - 42".
17	-	-	-	-	1	-	-	-	2	EXOTHERMIC WELD MOLD. THERMOWELD TYPE CC-2, MOLD# M-232 (OR EQUAL). USED FOR 2/0 AWG STRANDED COPPER CABLE TO 2/0 AWG STRANDED COPPER CABLE 'T' SPLICE.
18	-	-	-	-	1 BOX	-	-	-	2 BOXES	EXOTHERMIC WELD METAL, THERMOWELD P/N 90 (OR EQUAL). BONDS 2/0 AWG 2/0 AWG STRANDED COPPER CABLE TO 2/0 AWG STRANDED COPPER CABLE. 10 SHOTS PER BOX.
19	-	1	-	-	1	-	-	-	3	EXOTHERMIC WELD MOLD. THERMOWELD TYPE CR-2, MOLD# M-2005 (OR EQUAL). USED FOR 2/0 AWG STRANDED COPPER CABLE TO 3/4" DIAMETER COPPER GROUND ROD. USE TWO (2) #45 SHOTS.
20	-	4	-	-	20	-	-	-	28	COPPER GROUND RODS - 3/4" DIAMETER x 10' LONG P/N 7510 (GALVIN INDUSTRIES). ONE ROD WILL BE ATTACHED AND DRIVEN AT THE LOCATION SPECIFIED. THEY WILL EACH BE ATTACHED TO THE GROUND LOOP CABLE.
21	-	TBD	-	-	TBD	-	-	-	TBD	DM100 CONDUCRETE - 55 POUND BAGS. FOUR (4) BAGS PER DRILLED HOLE. TOTAL QUANTITY TO BE DETERMINED BASED ON NUMBER OF GROUND RODS REQUIRING DRILLING.

ARK ENGINEERING & TECHNICAL SERVICES, INC.

SIZE	DWG. NO.	REV
B	12144-401	B

SCALE NTS | CAD FILE NAME 12144-401-2-RB | SHEET 2 OF 2

STATE OF VERMONT
PUBLIC UTILITY COMMISSION

Investigation Pursuant to 30 V.S.A. §§ 30 and 209 regarding the alleged failure of Vermont Gas Systems, Inc., to comply with the certificate of public good in docket 7970 by burying the pipeline at less than required depth in New Haven, Vermont) Docket No. 17-3550-INV

30(b)(6) DEPOSITION
- of -
MICHELS CORPORATION,
BY AND THROUGH ITS CORPORATE DESIGNEE,
CARL BUBOLZ

taken on behalf of the Intervenors on Tuesday, December 19, 2017, at the offices of Vermont Department of Public Service, 112 State Street, Montpelier, Vermont, commencing at 10:04 AM.

COURT REPORTER: JOHANNA MASSÉ, RMR, CRR

APPEARANCES:

ON BEHALF OF THE INTERVENORS:
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Law Office of James A. Dumont, P.C.
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Bristol, Vermont 05443
(802) 453-7011 | jim@dumontlawvt.com

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Sheehey, Furlong & Behm, P.C.
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Gateway Square
Burlington, Vermont 05402-0066
(802) 864-9891 | dbouffard@sheeheyvt.com

ON BEHALF OF VERMONT DEPARTMENT OF PUBLIC SERVICE:
JACOB CLARK, ESQUIRE
Vermont Department of Public Service
112 State Street, 2nd Floor
Montpelier, Vermont 05620-2601
(802) 828-3785 | jake.clark@vermont.gov

ON BEHALF OF THE WITNESS (VIA TELEPHONE):
ANDREW SIMON, ESQUIRE
Michels Corporation
817 Main Street, P. O. Box 128
Brownsville, Wisconsin 53006
(920) 583-1461 | asimon@michels.us

ALSO PRESENT:
LISA BARRETT
JANE PALMER
RACHEL SMOLKER
JOHN ST. HILAIRE

I N D E X

E X H I B I T S

(The original exhibits were included with the original transcript.)

TUESDAY, DECEMBER 19, 2017

10:04 AM

(Deposition Exhibit No. 1 was marked for identification prior to the commencement of the proceedings.)

MR. DUMONT: Why don't we go around and say who's in the room. At this end, myself, James Dumont, present for intervenors in Docket No. 17-3550-INV. With me are Lisa Barrett, Jane Palmer, and Rachel Smolker.

And we'll turn to you next, Mr. Clark.

MR. CLARK: This is Jacob Clark on behalf of the Department of Public Service.

MS. BOUFFARD: I'm Debra Bouffard for Vermont Gas Systems, Incorporated, and here with me today is John St. Hilaire.

MR. DUMONT: And our court reporter is Johanna Massé, M-A-S-S-E.

So who do you have in the room at that end?

MR. SIMON: This is Andrew Simon, corporate counsel for Michels Corporation.

And, Carl, do you want to introduce yourself?

THE WITNESS: Carl Bubolz.

MR. DUMONT: And do we have a notary present?

MR. SIMON: Yes. I'm a notary.
MR. DUMONT: Okay. Is there anybody else present in the room?
MR. SIMON: No, sir.
MR. DUMONT: Okay.
MR. SIMON: If anyone steps in, of course I'll announce it, but right now no one's here. We expect perhaps Matt Westphal, one of our vice presidents, may or may not stop.
MR. DUMONT: So why don't we start by spelling Mr. Bubolz's last name and placing him under oath.

MICHELS CORPORATION,
by and through its corporate designee,
CARL BUBOLZ,
appearing via telephone and having been first duly
sworn by Attorney Simon, testified as follows:

MR. SIMON: Spell your last name.
THE WITNESS: My last name is B-u-b-o-l-z.

EXAMINATION

BY MR. DUMONT:
Q. And how do you pronounce your last name?
A. "Boo-boles."
Q. Okay. Thank you. What's your position within the Michels Corporation?
A. I am a superintendent.

Q. What are your duties? What are your duties?
A. Generally over -- over the project.
Q. I'm sorry. Could you speak a little slower? Could you repeat that?
A. My duties would be the overall -- over the project I'm assigned to.
Q. And how long have you been a superintendent at the Michels Corporation?
A. I believe 11 years.
Q. Have you ever been in a deposition before?
A. Yes.
Q. How many times?
A. One.
Q. And what was that about?
A. It was an incident with a crane.
Q. What do you mean, "an incident with a crane"?
A. We -- there was an incident with a crane that -- that tipped on our project in 2007.
Q. So why was your deposition taken?
A. Because I was a superintendent on that project.
Q. And was there a workers' comp claim or a personal injury claim or some other claim?
A. It was a -- there was no injury. It was more of an other claim.

Q. Who made the claim?
A. The crane company.
Q. And who were you testifying on behalf of?
A. Michels.
Q. And had someone -- had Michels brought suit or had Michels been sued?
A. I believe -- I don't know. What does "brought suit" mean?
Q. So you're asking Mr. Simon a question. So that causes me to let you know that under the rules of our depositions you are the only person under oath, Mr. Bubolz. It's not appropriate for you to communicate in answering a question with anyone present in the room. I'm here --
A. Understood.
MR. SIMON: I think he was asking you a question.
A. I was. What does -- what does "brought suit" mean?
Q. Your question is what does "brought suit" mean?
A. Yes.
Q. Had Michels filed a lawsuit or had Michels had a lawsuit filed against it?
A. I believe they had a lawsuit against them.

Q. Michels had a lawsuit against Michels?
A. No. The crane company had a lawsuit against Michels.
Q. Okay. And that's -- you were a witness in the lawsuit between the crane company and Michels?
A. Yes.
Q. All right. Are you presently the sup- -- supervisor or superintendent -- is your title supervisor or superintendent?
A. Superintendent.
Q. Are you presently the superintendent of any project?
A. We are just finishing up a project, but every project I go on, I'm superintendent.
Q. What's the project you're superintendent of now?
A. We're working on a project for Enbridge.
Q. Where?
A. Superior, Wisconsin.
Q. How long have you been a superintendent for the Michels Corporation?
A. Eleven years.
Q. Okay. You were superintendent the entire time?
A. In the beginning I believe my title would have

been assistant superintendent on and off depending on the workload.

Q. So have you been with the Michels Corporation more than 11 years?

A. Yes.

Q. So before 11 years ago, what was your function? What was your title?

A. I've had several titles. When I started, I was a laborer.

Q. And then what?

A. Then I was an equipment operator. Then I was a foreman.

Q. What year did you start work for Michels?

A. 1996.

Q. What was your employment before that?

A. I started right out of high school.

Q. Where did you go to high school?

A. Horace Mann High School.

Q. Where is that?

A. North Fond du Lac.

Q. Can you spell that? Can you spell that town, please?

A. North Fond du Lac?

Q. Yes.

A. N-o-r-t-h F-o-n-d d-u L-a-c.

Q. Is that in Wisconsin?
A. Yes.
Q. Thank you. Do you have any education beyond high school?
A. I started with Michels right out of high school. I did not take any further education.
Q. Thank you. Have you looked at the subpoena that was served in this case?
A. Yes.
Q. Do you have a copy with you?
A. Yes.
Q. I'm treating the subpoena as Exhibit 1.
(Deposition Exhibit No. 1 was marked for identification.)
BY MR. DUMONT:
Q. The first part of the subpoena commands the presence of designated representative knowledgeable about (a) The identity and current telephone numbers, work addresses, and home addresses of each person who was present in or on September 19th, 2016, or September 20, 2016, on behalf of Michels Corporation as an employee, officer, agent, or contractee to install, construct, bury, supervise, or inspect the Vermont Gas Systems pipeline -- gas pipeline in the wetland or swamp area, or the wetland buffer area, in New Haven,

Vermont, nearby to the Monkton town line.

Does Michels keep records indicating -- including the home addresses of its employees?

A. I would be certain they did.

Q. Okay. Has that been provided to us?

A. Yes.

Q. In fact, I will represent -- have you seen the documents that were provided to us Bates stamped 1 through 32?

MR. SIMON: We have the documents printed. They're in front of the witness.

Q. For numerous employees on pages 1, 2, and 22, have the home addresses been withheld?

A. I see the last known addresses are listed.

Q. Is your last known address "Please contact" -- care of Mary Chevalier, 27554 390th Street?

A. No. That -- that says "Please contact through Michels."

Q. Is your home address 817 West Main Street, Brownsville?

A. No.

Q. The next person listed is Jolene Bubolz. What's her relation to you?

A. Jolene is my wife.

Q. Is her -- is her home address or -- last known address or home address present on the discovery -- on the subpoena response?

A. The Michels last known address is on here, yes.

Q. Is that care of Mary Chevalier, 27554 390th Street?

A. Yes. That's what's listed on the page.

Q. Is that in fact her -- her home address, or is that a Michels address?

A. That was the last known Michels address. That is not her home address.

Q. So that's an address for -- Mary Chevalier works for Michels, correct?

A. No.

Q. Who is Mary Chevalier?

A. That would be my mother-in-law. That is where Jolene was having her mail sent.

Q. Okay. Do you know who was actually present at the site that's the subject of the subpoena on the 19th and the 20th of September?

A. I do from the time sheets listed.

Q. Other than the time sheets, is there any way to ascertain that?

A. No.

Q. Paragraph 1(b) of the subpoena states, "The depth of the trench in which the Vermont Gas Systems pipeline was buried in the wetland or swamp area, or the wetland buffer area, of New Haven, Vermont, nearby to the Monkton town line." That's paragraph 1(b).

And paragraph 2 commands production of each of the documents listed in paragraph 1 or which contain evidence of the matters set forth in paragraphs 1(a) through 1(j).

So what documents in 2016 -- in September of 2016 did the Michels Corporation possess or did the Michels Corporation or its employees create with regard to the depth of the trench in which the pipeline was buried?

A. We would have not created any documents in regards to the depth of the trench.

Q. Would you have possessed -- you or your employees possessed any documents as to the depth of the trench?

A. Well, the time sheets have some notes about depth, and that is all.

Q. Were you present on the work site in New Haven on September 19th or 20th, 2016?

A. I visited the site frequently, but I -- I could not tell you the exact dates.

Q. Do you possess records or does the company

possess records that would tell us the exact date you were present?
A. No.
Q. Does the company possess records which tell us roughly the date you were present?
A. No.
Q. Does -- does --
A. I was on -- I was on-site all the time, but there were many crews working that I was tending to.
Q. How do you define "site" when you say you were on-site all of the time?
A. The project as a whole.
Q. All 41 miles?
A. Correct.
Q. Are there any documents that would show you were ever at the New Haven wetlands site?
A. I don't think so.
Q. What's your best recollection of the dates or date you were present at the New Haven site?
A. The recollection of the dates?
Q. Yes.
A. I could not tell you the exact dates I was present.
Q. Were you there in 2014?
A. Are you saying the year 2014?

Q. Yes.
A. No.
Q. Were you present in the year 2015?
A. No.
Q. Were you present in the year 2016?
A. Yes.
Q. Do you recall what month you were there?
A. Are you referring to only the New Haven site that we're talking about or the project as a whole?
Q. The New Haven site.
A. We were working at that site in September.
Q. Do you have any recollection what month you were present at the New Haven site in 2016?
A. I was definitely there in September.
Q. Would you have been there in October?
A. I don't recall.
Q. How many times were you present at the New Haven site where there was a wetland near the Monkton town line?
A. Many.
Q. And why were you there many times?
A. Because I was overseeing the project.
Q. What was it that you were overseeing at this particular site?
A. The work being performed.

Q. What aspect of the work?
A. All of it.
Q. So you told me a few minutes ago that the company possesses no records as to the depth of the trench in which the pipeline was buried. Was it part of your duties to oversee the depth of the trench in which the pipeline was buried?
A. Yes.
Q. How could you oversee that without creating any records?
A. It wasn't our responsibility to create records for the depth.
Q. Whose -- whose was it?
A. There was an on-site survey crew.
Q. Who was that?
A. I don't recall their name.
Q. Was that true for the entire 41-mile length of the pipeline construction?
A. Yes.
Q. Do you recall the name of any person, corporation, or entity that in your opinion had the responsibility to determine the depth of the trench along the entire pipeline?
A. I do not recall any of the names of the surveyor or their -- or the name of the company.

Q. Okay. You said you did not -- the company did not possess any records, if I heard you correctly. So if I understand what you're saying, you're saying another company had the responsibility to determine the depth of the trench, number one; number two, you were overseeing the depth of the trench, but you never saw the records that the surveyors created? Is that what you're saying?

A. Yes.

Q. So how could you oversee the depth of the trench if you didn't see the records that were being created by the surveyors whose job it was to determine the depth of the trench?

A. We didn't have to see the records to know that we had our coverage there because the surveyor was on-site and he would tell us that it was either good or not good.

Q. Was this true along the entire length of the pipeline that the Michels Corporation obtained no documentation of the depth of the trench?

MR. SIMON: Hold on. Object. That's beyond the scope of the subpoena. I'd encourage you to look back at the subpoena. We've already agreed to limit the scope of the questioning today to the specific area nearby the Monkton town line. We've been flexible in allowing some broader questions, but on this one we're looking just at that area and encourage you to answer with regard to that area.

MR. DUMONT: Attorney Simon, you've chosen not to retain Vermont counsel. That's your choice. Michels Corporation is not an indigent litigant who doesn't have the ability to hire in-state counsel. For whatever reason you've chosen not to. You are not counsel of record for Michels in this proceeding.

Are you instructing the witness not to answer the question?

MR. SIMON: I'm instructing you to follow the scope of the subpoena.

MR. DUMONT: I've asked the question. The witness is under oath. I want an answer.

MR. SIMON: Can you repeat the question?

MR. DUMONT: Sure. I'm going to ask Ms. Massé to read it back.

(The record was read as follows: "Was this true along the entire length of the pipeline that the Michels Corporation obtained no documentation of the depth of the trench?")

BY MR. DUMONT:

Q. Please answer that.

A. I've only been looking at records for the --

for the swamp area.

Q. Is it your testimony you do not know whether the Michels Corporation obtained records of the depth of the trench along the entire length of the pipeline?

MS. BOUFFARD: Objection.

MR. DUMONT: Your objection's noted.

Q. Please answer.

A. That's correct.

Q. Who would know that?

A. There's none that I am aware of.

Q. Were you the superintendent -- were you the superintendent for the entire 41-mile-long project?

A. Yes.

Q. And there are none you're aware of?

A. That is correct.

Q. Paragraph 1(c) and 2 called for documents evidencing "The presence or absence of backfill or padding under the pipeline in the wetland or swamp area, or the wetland buffer area, of New Haven, Vermont, nearby to the Monkton town line."

So was the presence or absence of backfill within the scope of your duties as the superintendent?

A. Yes.

Q. Are there any records that were created at that time governing or pertaining to the presence or

absence of backfill or padding under the pipeline?
MS. BOUFFARD: I'm going to object to the form of the question just to make sure it's -- we're clear here what you mean by "at that time."
MR. DUMONT: In September of 2016.
MR. SIMON: Do you need the question repeated?
THE WITNESS: Yes.
A. Please repeat the question.
Q. Are there any records that were created in September of 2016 pertaining to the presence or absence of backfill or padding under the pipeline in the wetland or swamp area, or the wetland buffer area, of New Haven, Vermont, nearby to the Monkton town line?
A. No.
Q. You've been in this business a long time. When you hear the word "backfill," what does that mean to you?
A. Material that was excavated that will return to the trench.
Q. And what does "padding" mean to you?
A. Padding would be material free of rocks.
Q. Free of -- I think I heard what you said, but if you could repeat that, please.
A. I said rocks.
Q. Okay. Free of rocks. Okay. I thought that's

what you said, but I want to make sure we have a clear record.

In September of 2016, how did the Michels Corporation determine whether there was proper backfill or padding under the pipeline in the wetland or swamp area, or the wetland buffer area, of New Haven nearby to the Monkton town line?

A. It was visual.
Q. Visual by who?
A. By the crew on-site --
Q. Okay.
A. -- and the inspector on-site.
Q. Who was the inspector on-site?
A. I believe his name was Gordon.
Q. Gordon what?
A. He's got a last name I cannot pronounce.
Q. Give it your best shot.
A. Brushare [phonetic].
Q. Was he a Michels employee?
A. No.
Q. Who was -- who did he work for?
A. He worked for the inspection company.
Q. What was -- who was the -- what was the inspection company?
A. I believe it was Hatch Mott.

Q. Can you spell that?
A. No.
Q. Hatch Mott? Would it have been Mott MacDonald?
A. I could not answer that question. I don't know.
Q. Did the -- did the inspector provide any records to you?
A. No.
Q. So you said you were their superintendent for the entire 41-mile distance of the pipeline. As the superintendent, how did you determine that standards were satisfied as to the presence or absence of backfill or padding under the pipeline in the wetland or swamp area, or the wetland buffer area, of New Haven nearby to the Monkton town line?
A. Visual.
Q. But were you there? Did you -- did you do the visual inspection yourself?
A. I did look at the material. I was there. But not full time.
Q. So did you make any record when you were there?
A. No.
Q. When you were not there, how did you as

superintendent determine that the standards were satisfied?

A. There was a third-party inspector on-site full time that was there to make sure the standards were satisfied.

Q. I thought you said you were overseeing the project on behalf of Michels.

A. That's correct.

Q. How did you -- how did you determine that the standards were satisfied on behalf of your employer, Michels?

A. Visual.

Q. How did you determine them when you were not personally present?

A. Visual. It was a visual with the foreman on-site and the inspector on-site.

Q. Who was the foreman on-site?

A. Her name was Jolene.

Q. Your wife?

A. That is correct.

Q. How did she determine that the standards as to presence or absence of backfill or padding were satisfied?

A. Visual.

Q. Did she make any record that she provided to you?

A. Only what's on the foreman sheet that was provided to you.

Q. And that's -- that's a sheet -- why don't we turn to that right now. And tell us what sheet you're referring to. And these have been numbered, so I'm treating this package that starts with Bates stamp Michels 0003 and ending with Bates stamp Michels 0032 as our Exhibit 2. We'll put a sticker on it later.

(Deposition Exhibit No. 2 was marked for identification.)

BY MR. DUMONT:

Q. Using the Michels Bates stamp number, what page number are you looking at?

A. 00819 -- or 0819. I apologize.

Q. 819. Ours are not numbered in that way. Ours are --

MR. SIMON: Hold on. I think he's looking at 0019.

A. Okay. 0019.

Q. 0019. And that is a page that in the right-hand corner it says "Monday," and the date appears -- is very small print, but I believe that is the 19th. Can you read that?

A. Yes.

Q. So if we're all on the same page, literally, what on this page relates to presence or absence of backfill or padding under the pipeline in the wetland or swamp area, or the wetland buffer area, of New Haven, Vermont, nearby to the Monkton town line?
A. I see nothing.
Q. Can you tell me, referring to the same exhibit, whose handwriting is on the exhibit?
A. The handwriting should be Jolene's.
Q. Do you recognize your wife's handwriting?
A. Yes.
Q. Is that true all the way down to where it's signed Jolene Bubolz, foreman?
A. Yes.
Q. Do you see a signature beneath that, it says M. Reagan, R-e-a-g-e-n?
A. Yes.
Q. 9/21/16. Do you know who Mr. Reagan is?
A. Yes.
Q. Was he on the site in New Haven?
A. I don't recall. I could not tell you.
Q. Isn't it true he stayed in Williston?
A. I do not know where he stayed.
Q. Did you ever see him on the work site?
A. Yes.

Q. Did you ever see him in New Haven?
A. I do not recall.
Q. So going back to the subpoena, paragraph 1(d) and paragraph 2, the subpoena addressed "Whether the materials under the pipeline in the wetland or swamp area, or the wetland buffer area, of New Haven, Vermont, nearby to the Monkton town line were inspected for rocks or clods greater than 3 inches in greatest dimension."
Did -- in September of 2016, did the Michels Corporation generate or possess any records that would provide evidence about this subject matter?
A. None that I'm aware of.
Q. In fact, were the materials under the pipeline in the wetland or swamp area, or the wetland buffer area, of New Haven, Vermont, nearby to the Monkton town line inspected for rocks or clods greater than three inches in greatest dimension?
A. Yes.
Q. How do you know that?
A. I know that because if there -- I know that they -- the on-site inspector was watching and the crew was watching as we were digging and backfilling.
Q. So when you say "watching," what do you mean by that?

A. There was an inspector watching the backfill activities for rocks.
Q. Was that Michels Corporation's obligation under its contract with Vermont Gas to inspect this, or was it somebody else's obligation?
A. It was our obligation to ensure there was no rocks. It was the inspector's obligation to inspect it.
Q. What did the Michels Corporation do in September of 2016 when working to install the pipeline in the wetland or swamp area, or the wetland buffer area, of New Haven nearby to the Monkton town line to ensure that no rocks or clods greater than three inches in greatest dimension were under the pipeline?
A. We did a visual inspection.
Q. Tell me how you did the visual inspection.
A. We could see that there were no rocks in the soil.
Q. How do you see what's underneath a pipeline?
A. We could see the bottom of the ditch.
Q. Before the pipeline was placed on it; is that what you're saying?
A. Yes.
Q. In fact, how was this pipeline installed in the wetland or swamp area, or the wetland buffer area,

of New Haven, Vermont, in September of 2016? Was a trench dug and then the pipeline was laid down in the trench? Is that what you're testifying?
A. Yes.
Q. You were present, and that's your sworn testimony?
A. Yes. I know the process.
Q. I'm not asking for your general knowledge. I'm asking whether in fact you know that's the process that was used in the wetland or swamp area, or the wetland buffer area, of New Haven, Vermont, nearby to the Monkton town line.
A. The trench was dug and the pipeline was put in it. Correct.
Q. And it's your testimony that the standard procedure for Michels would be to inspect the trench before the pipeline is placed in it?
A. Yes.
Q. Was any other method of construction used at this location other than the one you've just described?
A. Yes.
Q. Tell us what the other method was.
A. We dug a shallow trench and then dug the pipeline down as we went.
Q. Please explain what you mean by "dug the

pipeline down as we went."

A. We dug next to the pipe that was there to get the pipeline where it ultimately had enough cover.

Q. So in fact what you did was not to lay the pipeline in an open trench; you dug on either side of it and the weight of the pipeline between the two trenches sank it down into the wetland, correct?

A. First we dug the trench and put the pipeline in it.

Q. How deep was that trench?

A. Roughly two to three feet.

Q. How do you know that?

A. Because that's what we did.

Q. Were you there at all times?

A. No, I was not there at all times.

Q. On what did you base your testimony that the trench that was dug was two to three feet?

A. Because that's how we decided we were going to install the pipe.

Q. Okay. How do you know that that's what was done since you weren't there?

A. I -- I visited the site frequently.

Q. Okay. How did you determine the depth of the trench? Did you measure it with a yardstick or did you use the surveyor's data? How did you know?

A. I seen it. When the pipeline was lowered beneath the ground level, we dug a two- to three-foot trench and placed the pipe in it first. I guess two to three feet would be an estimate. I do not have an exact depth of the first time we dug it.

Q. Does Michels have any data showing the exact depth of the trench that was dug?

A. No.

Q. Does anyone else, to your knowledge? Does the surveyor? Does Vermont Gas? Does the Department of Public Service? Does anybody know the exact depth of the trench that was dug?

A. No. The initial trench that we dug was not important at the time. It was not our final product.

Q. Okay. So when I asked you just a few minutes ago how you knew that there were no materials -- no rocks or clods greater than three inches in greatest dimension, you testified that you inspected the trench before the pipe was placed in it, correct?

A. That's correct.

Q. Well, now you've just told me that that's not how this pipe was actually installed, correct?

A. We dug another trench next to the pipe. We could see that trench as well.

Q. And what did you do -- what did you do to inspect the soils, the ground between the two trenches; in other words, the soil underneath the pipeline?

A. We could see it. It was visual.

Q. Did someone get down into the trench that was alongside it and look along the -- look sideways inside that trench?

A. No. Nobody could go in the trench, but it was very easy to see.

Q. Wasn't the trench filled with water?

A. No.

Q. Wasn't the trench occupied by water to some depth?

A. There was presence of water, but it was not full of water at all the time.

Q. How deep was the water?

A. I do not recall.

Q. Did you measure how deep the water was?

A. No.

Q. Am I correct the water was present at all times inside both of the two trenches on either side of the pipeline?

A. No.

Q. Were you ever personally present when both trenches were not filled with water?

A. Yes.

Q. Were you personally present when neither trench had any water in it?
A. Yes.
Q. How many times would you think you were present at this site in September?
A. I couldn't even guess. I was there frequently.
Q. Were you there on the 19th of September?
A. I -- I did not keep records of every place I visited and when. I assume I was, but I could not tell you that for a fact.
Q. Well, if we look at page 19 of the exhibit, does it not list every person present at the work site?
A. 19? That list is a time sheet for the workers present. It does not list everybody present.
Q. So tell me -- we're talking about a pipeline in this area that's 2,500 feet -- approximately 2,500 feet long, correct?
A. Correct.
Q. Is it your testimony that Michels Corporation inspected all 2500 feet visually to make sure there were no rocks or clods greater than three inches in dimension underneath the pipeline?
A. Yes.
Q. And they did so without creating any record of

doing so, correct?

A. Correct.

Q. Is that standard practice in -- for Michels at all sites in the country? Not to make any record is what I'm asking. Is it standard practice not to make any record of inspections of the materials on which a pipeline is being placed?

A. Oftentimes, yeah, we do not keep record of that, no.

Q. Paragraph 1(e) and 2 pertain to "The depth of burial of the pipeline in the wetland or swamp area, or the wetland buffer area, of New Haven, Vermont, nearby to the Monkton town line."

So we're not talking about the depth of the trench. We're talking about the depth of the pipeline. Did the Michels Corporation possess or create any records in September 2016 pertaining to the depth of burial of the pipeline in the wetland or swamp area, or the wetland buffer area, of New Haven, Vermont, nearby to the Monkton town line?

A. The only thing that Michels would have records of is on the time sheets provided to you.

Q. So if we turn to -- back to page 19, that's the record you're referring to?

A. That's -- that's correct.

Q. That's the only document that exists that Michel had -- that Michels possessed in September of 2016, correct, that relates to this subject?

MS. BOUFFARD: Objection.

MR. DUMONT: If I'm asking a poor question, I'd be happy to amend it. What would you like me to clarify?

MS. BOUFFARD: You -- you said this is the only document, and his -- his response to you was that there were time sheets.

MR. DUMONT: I think this is a time sheet, but let's clarify that.

Q. Is this the time sheet that you're referring to?

A. What are you looking at again?

Q. Page 19 of -- of this exhibit that says "Daily Time Report" on the top.

A. Yes.

Q. This -- when you said "time sheet," you mean this page, correct?

A. Correct.

Q. So I'm going to ask you to read all of the narrative on the page. I assume your copy is better than my copy. And also I assume you can read your wife's handwriting better than I can. So why don't we

start with -- it says "2 lab" on the left. What does that mean?
A. Two laborers.
Q. Okay. "2 laborers went to," and then in parentheses "Jeff Nighburg," N-i-g-h-b-u-r-g, end parentheses. What does that mean?
A. That's another foreman.
Q. What does that mean, "2 laborers went to (Jeff Nighburg)"?
A. It means two of her crew members went to a different crew that day.
Q. Not working on this site, in other words, on this particular site?
A. For that particular day.
Q. For that day. Okay. So it says "2 laborers went to (Jeff Nighburg) for the day and tomorrow but will be back with me." Did I read that correctly?
A. Yes.
Q. Okay. What does that mean, "but will be back with me"?
A. I think it's pretty clear. They'll be back.
Q. On this -- "with me" means on this site in the New Haven wetlands? Is that what it means?
A. I would assume so.
Q. And we're talking about September 19th,

correct?

A. Yes.

Q. And the next day is September 20th, correct?

A. Yes.

Q. So she's saying two laborers went to Jeff Nighburg for the day, the 19th, and tomorrow, the 20th, but will be back with me after the 20th. That's what it means, correct?

A. Yes.

Q. Okay. Next -- maybe if you could just read it, because it's a little hard for me to read. I see "worked through lunch." Why don't you read all of it.

A. It says, "Worked through lunch because we are in the clay planes swamp."

Q. Then what does it say?

A. "Very hard to get ditch and cover."

Q. Then what does it say?

A. "Worked in clay planes swamp from 1645+87 to 1649+75."

Q. And then?

A. It says, "We" -- I think that says located 9 welds starting with only three foot of cover. By the end of the day had 3.9. And this says "Getting Deeper."

Q. I think you may have missed some words. It

says, "Started with only 3 feet cover. By end of day number 9 weld had 3.9." Correct?
A. Okay.
Q. There were nine welds. One of them had 3.9 feet of cover. Correct?
A. Correct.
Q. The other eight did not, correct?
MS. BOUFFARD: Object to the form of the question.
Q. Am I correct?
A. It does not say that the other eight does not.
Q. Okay. So it says, "Started with only 3 feet of cover. By end of day number 9 weld had 3.9" feet. Correct?
A. That's what it says, yes.
Q. Is there any record other than this time sheet of the depth of cover for the other eight welds?
MR. SIMON: Can you clarify? Which time period are you talking about?
Q. September -- September 19th, 2016.
A. Not that I am in possession of.
Q. Did any such record exist on September 19th, 2016?
A. There was a survey crew on-site that would have the records for the depths of the welds.

Q. Did you have access -- did you actually see those records on the 19th?

A. No.

Q. Do you know if Jolene saw that record on the 19th when she wrote this time sheet?

A. No.

Q. After the words 3.9 -- or the number 3.9, it says "Getting Deeper," capital G, "Getting Deeper," capital D, "Deeper," and then period. Did I read that correctly?

A. Yes.

Q. Do you know what that means?

A. It means they were continuing to work on that area.

Q. Based on your years of experience in the field and your knowledge of the site, how were they getting the pipeline deeper?

A. They were digging another trench along the side of it.

Q. Mr. Bubolz, as the superintendent of this project, did you ever look at the specifications provided by Clough Harbour & Associates, CHA, for how to construct each portion of the project, including this portion?

A. I would be certain I did, but I don't really recall.

Q. Well, if Michels Corporation had those specifications in 2016, would they have them now?

A. The specifications?

Q. Yes.

A. I would believe so.

Q. Okay. So those specifications relate to the depth of burial of the pipeline, correct? They set forth the depth of burial of the pipeline, correct?

A. Correct.

Q. And those specifications from Clough Harbour set forth how the pipeline was to be constructed, how the trenches were to be dug, correct?

A. Correct.

Q. And you were familiar with those? You had seen them, correct?

A. As I said, I would be certain I did, but I do not recall the details.

MR. DUMONT: So for Mr. Simon, the specifications for this portion of the pipeline clearly fall within the subpoena and have not been produced, so that's something we can work on after the deposition.

MR. SIMON: I would encourage you to look at the documents entitled -- numbered Michels 8 through 11.

MR. DUMONT: Well, I tried to, but they weren't legible. Too small. Couldn't read them.

MR. SIMON: I can clearly see them on my computer, but I sent you a native version as well shortly before this deposition, so feel free to take a look at those, and if you'd like, we can --

(Interruption by the reporter.)

MR. SIMON: The documents that were produced, Michels document number 8 through 11, in their original format -- granted they were Bates stamped. I sent the non-Bates stamped version of the same document. If that's any clearer, great. I don't have any problems with -- with the clarity of the document that was produced on my end, but of course I'm not seeing what you're seeing, right? So take a look at those, and if you'd like to pause for a minute and look at them in greater detail or you have specific questions, we're glad to answer them. I would suspect these documents should already be in your records, right? I assume they've been produced, but of course I don't know what you received.

MR. DUMONT: Mr. Simon, we went through this last week. I needed the documents by the close of business Friday so I could prepare for the deposition. They weren't produced Friday. They weren't produced

Saturday. They weren't produced yesterday. Apparently they were produced while I was driving to Montpelier today.

MR. SIMON: They were produced last night. You saw them. Apparently you can't see -- for some reason the version you have is blurry. The version I have is not. Again, like I said, I'm not sitting on your end, so I can't see what you see. If they're blurry, I believe you. Now, I did send the original native version un-Bates stamped, the exact same document. They look the same on my computer. If it's for some reason clearer on yours, great. I have no idea why it would be blurry on your end, right? But the document was originally produced in PDF. It has been produced to you. I produced all the documents in my possession last Friday. I didn't have these documents. Meeting with Carl yesterday, we discovered a few additional documents, not many. There were I believe 30 in total, and those were sent to you. These are four of those documents.

MR. DUMONT: The ones that you sent us which we're now discussing that are legible were received 6:30 PM Eastern time after I'd left work. I went back to my office last night to look at them, and they were not legible on the computer. I printed them. They're not legible printed. I enlarged them on the computer, and because of the nature of the PDF, you could not read anything when they were enlarged because they were blurry. Now you said you sent me a legible copy sometime this morning.

If we have time permitting, I will ask the Department of Public Service to let me have access to their Internet so I can read them. I am not an employee of the Department of Public Service. I don't have Internet access right now, and I can't interrupt the deposition to find the documents and peruse them to prepare for the deposition.

MR. SIMON: I think I've made my position clear. Have you not received these documents before previously in this proceeding?

MR. DUMONT: So I will need to return to the subject after I read a legible copy of those documents, but let me return to Mr. Bubolz.

BY MR. DUMONT:

Q. Mr. Bubolz, do you agree with me that the method you've been describing for sinking the pipeline down deeper than the trench that was dug is not set forth in any of the Clough Harbour specifications that the Michels Corporation was given? Am I correct?

A. I would believe so.

Q. Thank you. Do you recall any discussions on September 19th with anyone from Clough Harbour, from Vermont Gas, from the Department of Public Service, from Mott MacDonald, with any employee or officer of any other company, as to whether it was permissible to use a pipeline construction method that wasn't set forth in the Clough Harbour specifications?
A. Not on September 19th, no.
Q. How about same question at any other date?
A. Yes.
Q. Tell me about that conversation.
A. The conversation? We talked about how we were going to install the pipe in this area, and we all determined that this was the best method.
Q. Who was part of that -- who was present for that conversation?
A. Myself, Danny Vincent, Mike Reagan, and Darrel Crandall.
Q. Who is Mr. Vincent?
A. Danny Vincent was the -- our eastern division manager. Danny was my boss.
Q. Okay. You mentioned a second person, Mike Reagan. Tell us --
A. That's correct.
Q. -- who Mike Reagan was.

A. Mike Reagan was the construction manager for Hatch Mott MacDonald.

Q. Who is Danny Crandall?

A. Darrel Crandall --

Q. Darrel Crandall. Thank you.

A. -- was the chief inspector.

Q. Who did he work for?

A. I do not know. I believe it was Hatch Mott, but I could not tell you for certain.

Q. When did this conversation occur?

A. This conversation occurred in the planning stages for when -- before we started to work in this swamp. I do not know the date.

Q. That was on September 12th, correct?

A. No. We talked about this before September 12th.

Q. Okay. How long before September 12th did you talk about it?

A. I do not know the dates.

Q. If you return to Michels 0003, that's a document that has a title "Job #61103 Vermont Gas." And what was sent to us was a three-page -- four-page document -- five-page document. I'm sorry. Five-page document. What is this document, five pages long, with the caption "Job #61103 Vermont Gas"?

A. Those are the notes I made for the project.

Q. And how did you make these notes? On a hand-held device, a laptop? Are they handwritten?

A. This was on a laptop.

Q. Can you read the entry for September 12th?

A. Yes. Talked with Joey, Darrel, and Mike Reagan about clay plains. Made it clear our two options were to let the dirt fall off the right-of-way or to sheet the entire thing. The answer was to get it done and make good later [sic].

Q. What does it mean to sheet the entire thing?

A. Sheet piling would be a method of driving steel plates in along both sides of our excavation before we dig as a way of shoring and holding our banks.

Q. Okay. What does it mean to let the dirt fall off the right-of-way?

A. The concern was the width of the right-of-way.

Q. What does it mean --

A. And --

Q. Go ahead.

A. The -- there would not be enough room for all the spoils.

Q. So when you state, Talked with Joey, Darrel, and Mike Reagan about clay plains, what is it you

talked to them about? Was there a problem you were addressing?
A. We suggested the use of sheet piling.
Q. Why?
A. Because of the conditions and of the room we had.
Q. What were the condition -- what were the conditions?
A. Well, it was a swamp.
Q. There were numerous other swamps along the pipeline's 41-mile length, correct?
A. Yes.
Q. Had you had similar discussions about the other locations?
A. We used sheet piling in one or two other locations, yes.
Q. Which locations?
A. I -- I do not recall.
Q. So reading still the entry for Monday, September 12, you just read what's captioned "Daily Activities," and then it says Issues/Comments [sic]. As I read it -- it's tiny, but as I read it, it says -- it says, Danny suggested leaving swamp pipe on ditch line and digging it down as we went, space space, Great idea, space space, Inspection thought so too.

Did I read that correctly?
A. Yes.
Q. Can you explain that?
MS. BOUFFARD: I think it actually says, Danny suggested laying the swamp pipe. It's tiny, but I think it's the word "laying," not "leaving."
MR. DUMONT: Oh, I think you're right. I think it says "laying."
Q. "Danny suggested laying swamp pipe on ditch line and digging it down as we went." What does that mean?
A. That means exactly what I told you before about the method of installation we used.
Q. Okay. And then it says -- there's another caption that says "don holly ROW." What does "don holly ROW" mean?
A. Don Holly was a foreman of our right-of-way crew. That was one crew.
Q. And he reported to you?
A. That's correct.
Q. Okay. And what's the entry under Don Holly right-of-way for September 12?
A. It says, Met with Wayne from the Town of Monkton.
Q. Did you meet with Wayne from the Town of

Monkton?

A. Yes.

Q. Is that -- did that meeting have anything to do with the clay plains problem?

A. No. I believe it was roads that I met with him with.

Q. So did someone discuss on September 12th whether or not Michels or Hatch Mott MacDonald or someone else needed to get permission from Vermont Gas to depart from Clough Harbour's plans?

A. That I do not know.

Q. Who would know that if you don't?

A. It would be either Mike Reagan or Darrel Crandall.

Q. As I recall, you said you actually discussed this method of construction prior to September 12th. Is that right?

A. I don't know that. The way I wrote it down there, it looks like September 12th is the first time it was discussed.

Q. Under "Issues/Concerns" are the words "Great idea" that -- I read those words earlier. Who said great idea or whose thought was it, great idea?

A. Those are my notes that I thought it was a great idea.

Q. Are there any other notes in your -- your own log that are marked Michels 3, 4, 5, 6, 7 that relate to the clay plains swamp or the buffer area in New Haven?
A. I'm certain there is.
Q. Okay.
A. I would have to read through them all.
Q. A question for you just about formatting. Michels 003, looking at that and Michels 004, is Michels 004 an extension to the right of Michels 003, or is it a whole new page?
A. Extension to the right.
Q. Okay. So to continue understanding the entry for Monday, September 12th, we have to go on to the next page?
A. That is correct.
Q. So on the next page it says "jolene Tie In." What does "jolene Tie In" mean?
A. Jolene's crew was a tie-in crew.
Q. What is a tie-in crew?
A. A crew that would come back and do the small pieces and put the ends together after the line crews went through.
Q. So is the entry for Monday, September 12th, "jolene Tie In," or is the entry "tied in off of the

little otter creek bore"?
A. That September 12th is "tied in off of the little otter creek bore."
Q. Okay. What does that mean?
A. It means she made the tie-in off of the Little Otter Creek bore.
Q. And what is the Little Otter Creek bore?
A. It was a bore under the Little Otter Creek.
Q. So in English, when someone ties in off of the Little Otter Creek bore, what does that mean?
A. It means she put the pipe together after the bore crew had left.
Q. Was this aboveground, in the ditch, in the -- in the wetland? Where -- where does this happen?
A. This was in the ditch.
Q. Before the ditches were dug on either side to get it deeper? We're still on September 12th.
A. Well, no. This instance she was making a tie-in off of a bore, so the method of construction was not used. And this -- and when they were making the tie-in, they were not digging pipe down on either side.
Q. So what does -- what does it mean to tie in?
A. I would have to describe the process of building a pipeline pretty much, but in essence you would have a mainline ditch crew that would dig the

mainline ditch through larger stretches and put the pipe in the ground, and then you would have a bore crew that would bore places like the Little Otter Creek, and then you have another tie-in crew that would put the two ends together and make the pipeline whole.

Q. Thank you. So if we could continue across the September 12th entry going from right -- left to right, what's the next entry for that date?

A. We're going left to right? That would be "brandon duffy."

Q. What does that -- can you read what it says under "brandon duffy" or as part of that entry, the whole entry for the 9 -- for 9/12.

A. Hit rock by power pole coming around hill. Went back and set up six-inch pumps for dewatering and New Haven River drill.

Q. Now, is this -- does this pertain to work in the clay plains swamp or other work?

A. This is other locations. Another foreman working in a different area.

Q. Next entry to the right, still for September 12th, I read finished stringing in the New Haven swamp. Did I read that correctly?

A. Yes.

Q. What does it say above that? What's the

caption? I can't read that.
A. It says Roy stringing.
Q. Roy stringing. Okay. So Roy is a person's name?
A. Roy is a person's name, and stringing is misspelled.
Q. Okay. What does "stringing" mean?
A. Stringing is a crew that lays down the pipe from the pipe yard to the right-of-way.
Q. Is welding done as part of stringing?
A. No.
Q. It's done afterwards?
A. That is correct.
Q. All right. So when it says finished stringing in the New Haven swamp, what does that mean?
A. It means he finished placing the pipe in the New Haven swamp.
Q. Was it placed in the trench that we discussed earlier?
A. No. This was placed aboveground.
Q. Was it placed on any kind of bedding?
A. No. This was placed on skids in preparation for welding.
Q. What is a skid?
A. A piece of wood approximately four foot long

used as cribbing to elevate the pipe off the ground.

Q. Thank you. On the 12th, next entry to the right, it says, Finished at Monkton Road. Moved to Plank Road. Dug up bore end south of Plank. Took down fence. Moved last two hoes and dozer at the end of the day to Plank.

Did I read that correctly?

A. Yes.

Q. And the caption on the top of that column is "Dave Hemphill/tie in." So what does that -- the entry that I read, what does it mean?

A. It describes what Dave Hemphill tie-in crew did for the day.

Q. So when it says he finished at Monkton Road, what does that mean? What did he finish?

A. He finished his tie-ins.

Q. Okay. And when it says moved to Plank Road, that just means he moved his -- his equipment to Plank Road?

A. That's correct.

Q. And then it says, Dug up bore end south of Plank.

What does that mean?

A. There's no other way to describe it besides he dug up the bore end south of Plank.

Q. Okay. But I thought the pipeline was on skids. Right?
A. What you're -- you're -- no. The pipeline is not on skids on this tie-in. He dug up the end of a bore and that bore is in the ground.
Q. So different section. Further south is already in the ground?
A. Correct.
Q. So south of the clay plains swamp and north of the clay plains swamp, the pipeline is in the ground as of September 19th?
A. There's pieces, yes.
Q. Okay. Continuing to Michels Bates stamp 0005, is this still a continuation of the entry from September 12th?
A. Yes.
Q. Okay. Does any of the rest of the entry for September 12th pertain to the clay plains swamp area just south of the Monkton town line?
A. No.
Q. Same question about Michels 0006, the entry for September 12th. Does any of that pertain to the area we've been discussing?
A. Actually, yes, it does.
Q. Okay. Tell me about that.

A. I see there's a coating crew that was working at the clay plains swamp.

Q. It says "Matt Wagner coating": Worked on jeeping and rock-shielding clay plains. Then it's either a period or a comma; it's hard to read. Sent half of crew to finish pre jeeping, j-e-e-p-i-n-g, Hunt Road, 53 jeeps on last section.

What does that mean?

A. A jeep would be a small void in the coating.

Q. So when you're jeeping, you're checking for voids?

A. That's correct.

Q. What is rock -- when it says "rock shielding clay plains," what does that mean?

A. Rock shield is something you would put over pipe to protect it.

Q. What distance of pipeline in the clay plain was rock-shielded?

A. I honestly do not remember.

Q. Is there any document that would answer that?

A. No.

Q. How was the pipeline in the clay plains swamp rock-shielded?

A. I would assume it would only be the welds that we would have put rock shield on because the rest of the pipe in the clay plains had a concrete coating on it already.

Q. How did you rock-shield -- what's your understanding of how the welds were rock-shielded?

A. It would be the voids in between the concrete.

Q. What -- how does one rock-shield the void between the concrete?

A. We would wrap the material in the void between the concrete.

Q. Wrap it with what?

A. The rock shield.

Q. And what does -- what does the rock shield consist of?

A. It would be like a plastic mesh.

Q. Now, you've stated that the pipeline aside from the welds -- welding areas already had a concrete coating. How do you know that?

A. Because all of the pipe through that swamp had a concrete coating on it.

Q. You recall that from being on-site and seeing it, correct?

A. From memory, correct.

Q. Was the concrete coating 1-1/2 inches thick?

A. We did not do the concrete coating. I believe so.

Q. Who did the concrete coating?
A. The crew the previous year before we arrived.
Q. So this is a 12.75 outer diameter steel pipeline, correct?
A. That is correct.
Q. And you're adding three inches of concrete to it, 1-1/2 inch -- it's a 1-1/2-inch coating, so the overall diameter is now 15.75 inches, correct?
A. That sounds logical.
Q. If you could look further on the same page 006 under "Matt Wagner coating," there's a later entry. It looks like it might be the 17th?
MS. BARRETT: 21st.
Q. Or the 16th.
MS. BARRETT: 21st, I think.
Q. It's hard for me -- you have to go all the way to the first page to get the date, but it says under "Matt Wagner coating," Began coating in Maine Drilling and Blasting -- began coating -- maybe you can read that. It has to do with coating.
A. Began coating in Maine Drilling and Blasting and stayed late to prejeep the last section for Jeff.
Q. Then above that it says -- actually, starting right below where we first read, Working on jeeping and rock-shielding, the next entry says, Coated pipe on

Drinkwater today.
That's a different site. That's not the clay plains, correct?
A. That is correct.
Q. And then underneath that it says, Coated concrete pipe at Rotax Road. Finished jeeping Rotax. Helped with removal of concrete barriers.
That's a different site, correct?
A. Correct.
Q. And then what we just read, Began coating in Maine Drilling and Blasting, is that this site in the clay plains swamp, or is that a different site?
A. That's a different site.
Q. Okay. And then it says -- next entry below that, "coating concrete," do you know where that pertains to?
A. I would believe it would pertain to the New Haven swamp.
Q. And what, if you --
A. A different site.
Q. Different site of the New Haven swamp but still the New Haven swamp?
A. The New Haven swamp would be a different site than the clay plains.
Q. Okay. What's -- in your mind what's the

difference?
A. Excuse me?
Q. What's the difference between the clay plains swamp and the New Haven swamp?
A. It's a different site.
Q. Physically what -- or geographically what's the difference?
A. New Haven swamp was south of the clay plains swamp.
Q. Do you know the station numbers or the distance south from the clay plains swamp?
A. I -- I do not right offhand.
Q. Has all your testimony up until now been just about the clay plains swamp?
A. Yes.
Q. Okay. So further on the same page, 0006, below what we read, it now says "coating across swamp." It doesn't say which swamp. What -- do you have any way of knowing which swamp that is?
A. It would be the New Haven swamp. I can tell by the -- the first entry of Maine Drilling and Blasting, that was the beginning of the New Haven swamp there and our access to it.
Q. Okay. While we're on your entries from 0- -- Mitchell's -- Michels 03 to 07, are there any other

entries that relate to the clay plains swamp area or the New Haven swamp area -- well, let me -- let me withdraw that.

So we're clear, was the method of construction you discussed earlier where you dig a trench on either side of the pipeline and then it sinks down between the trenches, is it your understanding that was used only in the clay plains swamp, or was it also used in the New Haven swamp?

A. I don't recall.

Q. Are there any records that would answer that question that Michels maintained in September of 2016?

A. No.

Q. Are there any records that you could turn to now, whether they're created by Michels, by Clough Harbour, by Hatch Mott MacDonald, anything you know of as someone who's been working in this field for a long time, that would answer that question?

A. I could not tell you that. I do not have access to their records.

Q. Okay. Thank you. So while we're on 03 through 007, so we don't have to come back to it, could you just look at that and see if there are any other entries that relate to how the pipeline was constructed in the clay plains swamp or in what you call the New

Haven swamp?

A. Can you repeat the question?

Q. Yes. And feel free to take a break to do this, but we've been going through Michels 03 through Michels 008 -- sorry, 007, and it's very difficult for me to read because the print is so small, so while we're on this, I'm asking Mr. Bubolz if there are any other entries that relate to how the pipeline was installed/constructed in the clay plains swamp or what he calls the New Haven swamp. It's obvious to me there are many entries here that have nothing to do with either area, which I'm not really interested in.

A. Most of the clay plains swamp activity was done by Jolene's tie-in crew, and they would be listed under that column.

Q. Okay. So that's on Michels 0004.

A. That's correct. The first column.

Q. Okay. You want to read through that for us and tell us what each entry means? We start off with, Tied in off of the Little Otter Creek bore.

What's the next entry below that, and what's the date of the entry?

A. On the 13th it says, Dug in and tied in last mainline piece before swamp.

Q. Okay. Next?

A. On the 14th it says, Prepping swamp. Dug two-foot ditch and set mats for dirt. Lowered in pipe to trench and began digging at 3. 700 foot by the end of the day.

MR. SIMON: Hold on one second.

MR. DUMONT: Sure.

MR. SIMON: All right. Sorry about that. There was someone at the door. Continue.

MR. DUMONT: Okay. Thank you.

Q. So next entry, give us the date and what it says and what it means.

A. The date would be the 15th. It says, Hit terrible spot in swamp. Cleanup hoe slid off of mats at the end of the day.

Q. What does that mean? In terrible spot in swamp, and then what does it mean, cleanup -- cleanup hoe slid off of mats at end of the day?

A. On that particular day the material got poor, and at the end of the day a machine slid off of the matting underneath it and got stuck in the mud.

Q. And this is the 15th?

A. Yes.

Q. Okay. What does it mean to you when you wrote -- well, let me back up.

You wrote these entries, correct?

A. That's correct.
Q. And it said "hit terrible spot in swamp." What did you mean by that?
A. It means the conditions were terrible.
Q. You probably know what that means because you've been in this business a long time, but how would you explain that to a layperson?
A. I would tell them that the -- the ground was not stable, they were having a hard time holding their excavation, and the mud was really bad.
Q. Okay. What's the next entry about the clay plains swamp or the New Haven swamp?
A. It says "digging" -- on the 16th it says, Digging through bad spot in swamp. Taking time.
Q. Now, do you recall what the digging was that was occurring on that day?
A. Say that again.
Q. Yes. Do you recall what the digging was that was occurring on that day? Was this digging the initial trench or digging the two trenches on either side of the pipeline?
A. This would be digging the trench on the side of the pipeline.
Q. So when did the process of digging the trench on the side of the pipeline start?

A. 3 o'clock on the 14th.
Q. And -- and that's what Jolene was referring to as they got 700 feet done by the end of that day?
A. That is correct.
Q. Okay. Thank you. What's the next entry relating to the clay plains swamp or the New Haven swamp?
A. It would be on the 19th. It says, 400 more foot through the swamp. It got worse, then better.
Q. Is this one trench to the side of the pipeline, or is this trenches on both sides of the pipeline?
A. It's one trench on the side of the pipeline.
Q. Okay. What's the next entry?
A. The 20th says, Out of bad area. Got our five foot of cover on Hurlburt property. Made tie-in weld on north side of the swamp.
Q. And again, that is which day?
A. I believe it's the 20th.
Q. I am sorry if this is repetitive, but what is a tie-in weld?
A. A tie-in weld would be putting the swamp piece that they dug in and connecting it to the mainline piece that was on the other side of the swamp.
Q. North of the swamp?

A. North of the swamp.

Q. Who did the welding?

A. I would have to refer back to the time sheet and see who the welder was.

Q. All right. Why don't you do that. Are you looking at page Michels 0021?

A. Yes. The welder was Brian Foster.

Q. Okay. Thank you. Was other welding -- when was the other welding performed on the -- in the clay plains swamp, welding other than the tie-in to the section to the north?

A. Other than the tie-in?

Q. Yes.

A. I do not know. I don't have it in front of me.

Q. Is there a record that would tell us when the welds were done and who did them?

A. Only in my notes.

Q. So you told us that there's a -- a coating -- rock coating that's done where the welds are because where the welds are, there's no concrete coating around the pipeline. So can you -- from looking at your notes, can you reconstruct when the welds were performed that were later covered with rock shielding within the clay plains swamp or the New Haven swamp?

MR. SIMON: Give us a minute. Carl's looking through his notes right now.

MR. DUMONT: Sure.

MR. SIMON: He can't see.

A. It would be August 29th and 30th.

Q. And how did you figure that out?

A. I looked at the rest of my notes.

MR. SIMON: And we will certainly produce -- there's one additional day. We had originally produced one day -- or one week on either side when we were in the clay plains. That's what we're looking through right now in the record. Looking at the notes in their entirety, apparently this one particular crew had moved in in August, and of course I'll produce those days.

MR. DUMONT: Okay. Thank you.

MR. SIMON: Let me make a note quick so I don't forget.

Q. So, Mr. Bubolz, the notes you looked back on were the ones from your laptop from earlier in the year?

A. That is correct.

Q. Okay. Is there a separate set of records that just pertain to who did a weld or when it was done or whether the weld was tested?

A. Of who did the welds?

Q. Who the welder was, when the weld was performed, and whether the weld was tested. Are there records other than your laptop notes that we have in front of us that would --
A. I do not possess them records at all.
Q. Did Michels create or possess such records back in August and September of 2016?
A. I do not believe so. I believe that was tracked by the x-ray company.
Q. The -- you said the x-ray company?
A. That is correct.
Q. What -- tell us what you mean by that.
A. There's a crew that x-rays the welds for defects after they're welded.
Q. So that crew wouldn't know who the welder was, would it?
A. I could not tell you that.
Q. Do you know who -- what company had performed those x-ray checks?
A. I do not remember that, either, offhand.
Q. Were those x-ray checks provided to you as the superintendent of the Michels -- for the Michels Corporation?
A. No.
Q. Were the welders Michels employees?

A. Yes.

Q. Returning to Michels 004, you were reading under "jolene Tie In." I think when we stopped, it said, Out of bad area. Got our five feet of cover on Hurlburt property. Made tie-in weld on north side of swamp.

The next entry below that says, Moved equipment around swamp and began installing pipe out of the other side of swamp section.

Did I read that correctly?

A. Yes.

Q. And what does that mean? And also, sorry, what date was that?

A. It was the 21st.

Q. Okay. And what does that mean?

A. And they moved their equipment around to the south side of the swamp to tie the end in from the swamp section to the mainline section.

Q. So that's tying into the mainline section that had already been constructed south of the swamp?

A. Correct.

Q. And when you're referring to south of the swamp here, do you recall whether you're referring to south of the clay plains swamp or today what you've called the New Haven swamp?

A. This crew is working in the clay plains swamp.

Q. Okay. So it would be -- even further south than where they tied in would be what you refer to as the New Haven swamp?

A. The New Haven swamp is a whole nother location.

Q. Okay. Next entry below that one, could you read that to us.

A. Next three-joint section in off of PI swamp section. Had to dump truck mud back. Ugly ditch.

Q. What is the PI swamp section?

A. PI would be point of intersection. That's where we would have a bend in the pipe, either a fitting or a field bend.

Q. What does it mean -- what's the reference to the dump truck?

A. They had to dump truck their mud away to -- to another -- further down the right-of-way.

Q. What does it mean to dump truck the mud away?

A. They had to haul it.

Q. These are your notes. Can you recall why they had to haul it?

A. No. I don't recall.

Q. Do you know where they hauled it to?

A. More than likely they just hauled it down to a right-of-way -- down the right-of-way to where there was either an area already constructed or where there was more room.

Q. Why would you have to haul mud away?

A. Because they ran out of room.

Q. So it's after it's excavated; they just ran out of room to store it?

A. Yes.

Q. Okay. Next entry under that is for the 24th, I -- if I'm reading this correctly?

MS. BARRETT: 23rd.

Q. 23rd? Yes, 23rd. It says "2 welds left thru wetland." Then I can't read the next word.

A. Says "rain out."

Q. "Rain out." Okay. What does "2 welds left thru wetland" mean?

A. They -- it seems like they had two welds left to go before they moved out of that area.

Q. And is this what you're referring to as the clay plains area or another area?

A. The clay plains area. I believe this work would be out of the swamp itself, but I still referred to it as the wetland in general.

Q. What does "rain out" mean?

A. It means that it rained that day and the crew went home.

Q. Can you explain why two welds were left in the wetland? I thought that all the welds had been done in August.

A. They didn't leave them. There was two left to go. They needed to be completed before they were done in that area.

Q. Okay. So can you explain why two welds needed to be done? I thought the welds had been done in August.

A. These are tie-in welds. Putting the sections together after the crews went through.

Q. Okay. The next entry on this page, I believe this one is Saturday, September 24th. Can you read that one?

A. It says, Dug out four-joint wetland/arc site section. Need to x-ray and coat welds.

Q. What does that mean?

A. It means they dug out a four-joint section. It seems to me that they got the weld done but ran out of time in the day to both x-ray and coat them.

Q. And is this the clay plains swamp area?

A. This would all be in that area, correct.

Q. So the pipe is in the ground. How is the welding done -- go ahead. If I understand, the pipe has already been laid down. This is the 24th. How was the welding done?

A. We would dig a bell hole, which is an excavation sloped so somebody can get in it, and the weld is done underground in the ditch.

Q. You used a word I'm not sure we caught. What kind of hole? A barrel hole?

A. A bell hole.

Q. Bell hole. Like b-e-l-l?

A. That is correct.

Q. Okay. So it's bell shaped?

A. Yes.

Q. How did it come to pass that four welds had to be dug out and rewelded? How did that come to pass?

A. That's not what it says.

Q. Okay. What is --

A. They're not -- there was a four-joint -- a four-joint section. That means there was four pieces of pipe up on the ground welded together at a section, and they dug the ditch for that and installed that pipe.

Q. Okay. So the welding was done aboveground?

A. A portion of it.

Q. Okay. So I am quite confused. I thought the entire pipeline in the clay plains area was already in the ground.

A. This is outside of the swamp area.

Q. Okay.

A. Working on the south side of the swamp. Everything in the swamp was already in the ground.

Q. So I don't know whether you answer this by looking at 003 through 007 or back to the time sheets, but I haven't -- so far I haven't seen a record that describes the process of covering up the pipeline. When did that happen; how was that done? Are there any records that discuss that?

A. No.

Q. Were there any records in September of 2016 that documented the process of covering up the pipeline, who did it, how it was done, that kind of thing?

A. No.

Q. My very poor comprehension of all these plans and specifications is that part of the process of burying the pipeline had to wait until there was a zinc ribbon that was attached along the pipeline. Are you familiar with the zinc ribbon?

A. Yes.

Q. Is there any record of the zinc ribbon being placed down before the pipeline was covered up?

A. No.
Q. Whose responsibility was it, Michels or Clough Harbour or somebody else, to install the zinc ribbon?
A. We actually had another crew that went in afterwards to install the zinc ribbon.
Q. After the pipeline was covered up?
A. That is correct.
Q. What was -- do you know what the name of that crew was or who the crew leader was?
A. Dave Prokosch was his name.
Q. What was his first name?
A. I did not keep a record of him. He does not have a column in my notes.
Q. What was Mr. Prokosch's first name?
A. Dave.
Q. Dave, like David?
A. Yes.
Q. Okay. David Prokosch. P-r-o-k-o-s-h, maybe?
A. That sounds pretty close.
Q. And he was a Michels employee?
A. That is correct.
Q. Do you know whether Mr. Prokosch kept his own records that would show that the zinc ribbon was put down and who put it down and when it was put down?
A. He would have had a time sheet, and I -- I

don't believe we've ever seen it. That is something I'll have to look into.

Q. Okay. Thank you. So going back to Jolene's notes from Monday, the 19th, which are Bates stamp page 0018, having gone back through your notes from your laptop, looking back at Jolene's notes from the 19th, are there any other records we haven't talked about that would tell the Department of Public Service, the Public Utilities Commission, or my clients the details of how the pipe was installed, how it was inspected, the depth of burial, the backfill, any records we haven't talked about yet --

MS. BOUFFARD: Objection.

Q. -- pertaining -- pertaining to the 19th?

A. Not that I can think of that Michels would have.

Q. Okay.

A. There would be inspection records from the inspection company, and there would be what survey had, but we don't have access to any of that.

Q. Okay. Turning to 0020 and 0021, can you tell me what those are?

A. These are the time sheets for the overhead of the project. This would include the safety guys and assistant superintendent, project manager, people like that.

Q. So your wife's signature isn't on this page 20, correct?

A. Correct. My signature.

Q. That's yours on the bottom right? Looks like CLZ?

A. That is my signature, correct.

Q. Okay. The thing that starts with a C is you?

A. Yes.

Q. Yeah. All right. And so this is -- the purpose of 0020 is not -- actually it says time record, but it's not to keep track of time; it's for some other purpose?

A. Well, it's to keep track of time as well for the people that did not necessarily fall into a crew.

Q. I see. Okay. So the corresponding sheet for the 19th is sheet 18?

A. That's correct.

Q. All right. If we can move to sheet 21, daily time report, is this again in Jolene's handwriting?

A. Yes.

Q. It says "worked till 7 PM," and it says "finished clay planes 885 feet."

"885 feet" is circled and it's highlighted in yellow. Do you know who circled it and who highlighted it?

A. I would assume Jolene did, but I couldn't tell you that.

Q. I want to see if you can help me with the math a little bit. It looks like on the 21st 885 feet was completed, and if we go back to the day before, which is page 18, how many feet were completed?

A. You mean page 19?

Q. Sorry. Yes. I'm sorry. I misled you. 19, not 18.

A. I would have to do the math here.

Q. Yeah. Take your time. So you're looking at 1645+87 running up to 1649+75.

A. 388.

Q. All right. So the 388 from the 19th, and we've got 885 from the 20th. That's less than 1200 feet. It's about 1200 feet.

A. I apologize. My math was wrong. I must have hit the wrong button.

Q. Okay.

A. Okay. I see what -- we have 1273 is the total.

Q. 1273. Okay. So the --

MS. BARRETT: No, it's not. Yes, it is. Okay.

Q. Why don't you tell us -- tell us just so the record's clear how you figured that out so we are all on the same figurative page.

A. Took 885 --

Q. Um-hum.

A. -- plus the last total I gave you, the 388, equals 1273.

Q. Okay. And 388 is the distance from 1645+87 to 1649+75?

A. Correct.

Q. Okay. So the information provided to us by the company is that we're looking at a much longer distance, roughly 2500 feet, that is an area of concern. So the other 1300 feet that had areas that involved construction in wetland, do you think that would be in the area you're calling the New Haven swamp?

A. No. There were two separate swamps.

Q. Okay. All right. Well, let's continue on Exhibit -- page 0021. It says, Finished clay plains 885 feet.

Why don't you read the rest, because I'm not sure I can read it.

A. It says, "made 1 weld and 1 cut. Coming in side is tied-in."

Q. All right. What does that mean?
A. It means they tied the -- I believe the north end in.
Q. What does "1 cut" mean?
A. Well, when you make a tie-in, you have -- you have a lap and you would have to cut the excess off to make it fit.
Q. So you're saying that the two sections of pipe overlap so you have to cut off part of one?
A. You have to cut them off and put them together, correct.
Q. What does it mean to say "coming in side is" -- well, I'm not sure what -- read that last line. "Coming in" --
A. "Side is tied-in."
Q. Oh, "coming in side is tied-in." What does that mean?
A. It would be the direction we're working on the project. So if this was -- if we were working north to south, which I believe we were, this would be the north side tied in.
Q. So let me ask you a big-picture question about the 20th the same as I asked you about the 19th. Are there any documents other than the one in front of us, page 21, and your laptop notes that are pages 3 through

7 that were created in September of 2016, that would document the depth of the trench, the depth of the pipeline, presence or absence of backfill, whether there was inspection underneath the pipe, the presence or absence of stones underneath the pipe, checking for welds, who did the welds, whether the welds were inspected? Are there any other documents other than the ones in front of us that would answer those questions?

MS. BOUFFARD: Object to the form of the question.

A. Not that we possess.

Q. Okay. And do you think such documents existed back in September of 2016 regardless of whether you possess them now?

A. No. It would be by -- it would -- the only other place I could think would be the inspector's notes, and we do not have access to them.

Q. Okay. Thank you. Paragraph 1(f) of the subpoena and paragraph 2 related to whether -- "Whether compacted backfill was placed around the pipeline in the wetland or swamp area, or the wetland buffer area, of New Haven, Vermont, nearby to the Monkton town line."

I haven't asked you compaction questions. Do you know whether or not compacted backfill was placed around the pipeline in the wetland or swamp area or the wetland buffer area?

A. We did not compact the backfill.

Q. And is there a reason that you recall?

A. Yes. It was not compactible backfill. It was muck. I do believe there was an agreement with VELCO before we started about compaction.

Q. Did you ever see the agreement?

A. No. I don't believe so.

Q. Paragraph 1(g) and 2 relate to the following: "The earliest date on which Michels Corporation, or any officer, employee, agent or contractee of Michels Corporation, first communicated with Vermont Gas Systems about the need or potential need to bury the gas pipeline less than four feet below the surface of the ground within the VELCO right of way in New Haven, Vermont; and also the nature and manner of the communication."

So let me ask you, are there any documents that would tell us the earliest date of that communication?

A. I do not have any documents.

Q. When you say "I," you mean the Michels Corporation?

A. Correct.
Q. Did the Michels Corporation have any such documents in September of 2016 or at any time in 2016?
A. No.
Q. Was there any verbal communication between the Michels Corporation and Vermont Gas about the need or potential need to bury the gas pipeline less than four feet below the surface of the ground within the VELCO right-of-way in New Haven?
A. Yes.
Q. And tell me what you know about that.
A. I had conversations with Mike Reagan and Darrel Crandall about -- about that.
Q. When do you -- go ahead. Sorry.
And --
A. I was done.
Q. What was the -- what was the earliest date on which you had such a conversation?
A. I do not know.
Q. Now, you've told us your notes, which are page 003, refer to a conversation on September 12. Is that --
A. I believe that conversation --
Q. Go ahead.
A. -- referred to the sheeting issue.

Q. Okay. So that's different than the depth issue?
A. Essentially.
Q. Okay. When is the first -- the earliest date on which the Michels Corporation became aware that the pipeline might be buried or potentially would have to be buried less than four feet below the surface within the VELCO right-of-way in New Haven?
A. It would have been as we were constructing when we realized how bad the conditions really were.
Q. And looking through your notes that we've been just looking through, what date was that?
A. My -- let me take a look at my notes.
MR. SIMON: We're looking for them.
MR. DUMONT: Yup.
A. My guess would be the 15th.
Q. Okay. What is it about your notes that suggest it was the 15th?
MR. SIMON: Could you -- could you repeat the question?
Q. Yes. What is it in your notes that suggests it was the 15th of September?
A. It said the machine -- or it said hit the terrible spot in the swamp and the machine slid off the mats at the end of the day.

Q. Okay. Do you recall speaking to Darrel, Michael, or anyone at Vermont Gas on the 15th?
A. Yes.
Q. Tell me what you recall.
A. I remember we talked about the -- the troubles we were having there and the conditions.
Q. Had Michels --
A. What our op- --
Q. Go ahead. Sorry.
A. And what our options would be.
Q. At other locations along the pipeline, had you personally been aware of a similar problem, meaning a need to burial less than -- need to bury less than four feet within the VELCO right-of-way?
A. I honestly don't remember.
Q. If you had used sheeting in the clay plains swamp, could you have achieved four feet depth of burial?
A. I believe so.
Q. Do you remember any communications you had with any employee of Vermont Gas, not Hatch Mott MacDonald or Clough Harbour but Vermont Gas, about the depth of burial that we've been discussing?
A. I do not remember. The construction manager and the chief inspector were my points of contact.

Q. Mr. Reagan and Mr. Crandall?
A. Correct.
Q. Did you ever learn that Vermont Gas had approved of burial less than four feet deep within the VELCO right-of-way in New Haven?
A. In the clay plains --
Q. Yes.
A. -- you mean?
Q. Yes, I do.
A. Yes.
Q. How did that come to your attention?
A. It was verbal from Mr. Crandall.
Q. Tell me what you remember him saying.
A. I remember him saying it got approved.
Q. Approved by whom?
A. I believe it was VELCO.
Q. Do you remember when that conversation happened?
A. I -- I honestly cannot pinpoint the exact date. I do not know. It would have been somewhere between the 12th and the -- and the 22nd.
Q. We've been given a document showing that Mott MacDonald did engineering studies to analyze whether it would be safe to bury the pipeline less than four feet deep within the VELCO right-of-way much earlier in

2016. The study was done in May of 2016, not September. Do you recall any issues pertaining to depth of burial less than four feet earlier in 2016 than the discussions we've had, whether it's at the New Haven site or any other site?

MS. BOUFFARD: Objection.

Q. Go ahead.

A. I do not recall. I know the swamp was talked about and we talked about it a lot in planning to get in there, but I do not recall the dates, who, when, and where.

Q. Tell me about that discussion. Who was part of the discussion?

A. It would have been Mike Reagan, Darrel Crandall, and I believe Joey Wilson was involved in several of them.

Q. Do you remember where you were when you had the discussion?

A. It would have been in Mike and Darrel's office.

Q. Where was that?

A. At our construction yard in Williston.

Q. Do you think that could have been in the spring of 2016?

A. It very well could have been. I -- I don't know.

Q. How did the subject come up?

A. When we were talking about the -- the width of the right-of-way in this location and the concerns we had.

Q. "At this location" meaning the clay plains swamp?

A. That is correct.

Q. Who first raised concerns about construction in the clay plains swamp? Was it you on behalf of Michels or Mr. Crandall or Mr. Reagan?

A. I believe it was me.

Q. Why did you have concerns?

A. Because of the width of our right-of-way. It was extremely narrow.

Q. How wide was it?

A. I don't remember exactly. I believe it was 30 or 40 feet.

Q. Why was that -- why did that seem narrow to you?

A. Because that is not typical at all. Thirty feet is extremely narrow.

Q. What's typical in your business?

A. Seventy-five to a hundred.

Q. Tell me the connection between your concern about the narrowness of the right -- of the construction corridor and depth of burial.

A. In 30 feet, especially in the conditions we had, you don't have enough room to get your dirt away from you.

Q. In other work -- at other work sites have you worked in a wetland with only a 30-foot-wide corridor to work in before this one?

A. I do not -- I do not recall any time where we only had a 30-foot corridor.

Q. And this is in your entire career at Michels?

A. From what I can remember.

Q. And do you mean -- I want to be clear. You mean a 30-foot corridor in a wetland or a 30-foot corridor in any area?

A. I believe we've worked in a 30-foot corridor in -- a narrow one, anyways, in other areas, but not in a wetland.

Q. This will be obvious to you, but can you explain to me why it's a particular problem in a wetland?

A. Because the dirt is not solid and it don't stack. It's just muck, and you can't -- you can't do anything with it.

Q. Is this a problem just because there's not room to store it or because you just can't dig deep enough in -- in a mucky area if you only have 30 feet to work in?

A. Both.

Q. Both. Okay. So tell me anything -- anything more you remember about this discussion you had back at the office in Williston which started with your concern about the narrowness of the right-of-way.

A. I really don't remember details of -- of exactly what we talked about.

Q. Did Mr. Reagan or Mr. Crandall say don't worry about it, it's a problem, or did they say we'll get back to you, or did -- was there some other resolution?

A. There were many options and solutions proposed, if I remember right, and it's something we talked about for some time.

Q. What were the other possible solutions?

A. Well, acquiring more right-of-way would be the first solution, and I don't think that was possible there. The second would be to sheet it.

Q. Any other options?

A. There would have been an option to directional drill it.

Q. Was that directional drilling discussed between you and Mr. Reagan and Mr. Crandall?

A. I believe only briefly.
Q. What did they say about directional drilling?
A. I do not recall, but we did not do that.
Q. Did you discuss that directional drilling is much more expensive?
A. I do not recall.
Q. At any time did Reagan or Crandall say directional drilling is off the table because it's too expensive?
A. Again, I'm sorry, I do not recall the exact conversation. I would not be able to answer it correctly.
Q. Okay. Do you recall any discussion at all about the cost of the alternative ways of dealing with the concern you had raised?
A. I know there was a large cost in sheeting as well as drilling, but like I said, I don't -- I don't remember exactly what was said.
Q. Okay. Now, I'm going to compliment you and say I know you're not a lawyer. That's intended as a compliment. Having said that, do you know whether or not the contract between Michels and Vermont Gas would have imposed the cost of directional drilling on Michels or on Vermont Gas?
A. It would have been all on how we would have

made the agreement.

Q. So do you recall -- did you know at the time in 2016 whose cost that would have been?

A. Again, if the decision would have been to drill, there would have had to have been agreement made between Michels and Vermont Gas and hash out whose cost it would be.

Q. Okay. Do you know if that discussion ever happened?

A. I do not believe it happened. I do not believe it ever happened, no.

Q. Thank you. During the entire time you were working for Michels in Vermont, did any -- let me back up.

This relates to question on the subpoena 1(i) and 2. I'll read 1(i) and then I'll ask you a question about it: "Whether any Michels Corporation employee, officer, agent or contractee expressed concern, or knows of any other person who expressed concern, about failure to properly bury the pipeline in any respect (including but not limited to improper depth of trench, failure to use backfill beneath pipe, failure to inspect material beneath pipe, failure to use compacted backfill around pipe, improper depth of burial of the pipeline, et cetera), at any location."

So the question I have for you is, During the time you worked for Michels, are you aware of any concerns that any Michels employee, officer, agent, or contractee or any other person expressed about failure to properly bury the pipeline in any respect?

A. Nope.

Q. Does Michels have any kind of in-house whistle-blowing or similar policy?

A. Of course.

Q. Briefly, what is the policy?

A. I could not tell you the policy off the top of my head.

Q. Okay. But if, say, one of your workers had said, you know, I have a concern about this, I'm not sure this is safe, that employee would have been protected against any retaliation?

A. Yes.

Q. Okay. You've been very helpful and I know you're trying really hard to listen to my questions and answer them as best you can. A question that I still have is this: You've described to me based on Jolene's time sheets and your own laptop notes that first a trench was dug, then the pipe was put in and a second trench was dug alongside of it to try and get the -- the pipeline deeper. Isn't it true that there were trenches dug on both sides of the pipeline so that it would sink deeper?

A. You know, it could be. I do not recall.

Q. Have you seen any of the photographs that were taken by Joey Wilson?

A. I don't believe so.

Q. Of this site, to be clear. You don't think so?

Have you seen the photographs that some of my clients took of the site on the 19th of September?

A. I don't know. I don't -- I don't believe so.

Q. Okay. Did Michels take any photographs of the New Haven swamp or the clay plains swamp before, during, or after construction?

A. I took photos after construction, and I sent what I had.

Q. That's in the package we got last night?

A. Yes.

Q. And the date -- do you know how long after construction those were taken?

A. These were taken in November.

Q. Of what year?

A. 2016.

Q. Do you know who took the photographs?

A. I did.

Q. And why did you take them?
A. We had some depth-of-cover issues at the end of the project. Most of it was contouring and sunken ditch, and this area in particular is -- is settlement, and I took them to show the settlement areas.
Q. Was any change made to these -- the sites shown in the photographs after the photographs were taken?
A. No.
Q. So if I were to go there today, the depth of cover would be the same as it was in November of 2016?
A. That is correct.
MR. SIMON: For the sake of clarity, Attorney Dumont, let me clarify those two questions. You're saying by Michels Corporation?
MR. DUMONT: Yes. Thank you. By Michels Corporation. Thank you.
Q. That's what you meant, correct?
A. Yes.
Q. Have you looked at the time sheets for the dates you've been discussing about with relation to Michels 003, 004, 005 -- let me rephrase that.
In what we were sent last night, we have the time sheets for the 19th and the 20th, but not the time sheets for, for example, the 12th or the 15th, which is

when you believe the equipment fell off the matting and into the swamp. Have you looked at the time sheets for dates other than the 19th and the 20th?

A. Not recently. Not since the dates they were written and I signed them.

MR. SIMON: Want to take a look through your records?

A. No, I did not.

Q. Okay. So I have one we obtained from Vermont Gas. It's a daily time report -- I'm sorry. I'm not going to go there.

Let me ask -- go back to the photographs. Why is it that you took photographs in November of 2016 but none during construction or before construction?

A. I don't know.

Q. Did anyone ask you to take photographs in November of 2016?

A. No. No. I did this on my own because it was an issue.

Q. How did this issue come to your attention?

A. There was an e-mail sent that showed the depths of cover after the project was completed.

Q. Sent by who?

A. Vermont Gas. I don't know the exact person.

Q. Do you still have that e-mail?

A. It was the depth of cover chart that -- that was 0012.

Q. Oh. So it's in this package?

A. Yes.

Q. Okay. In the package that was sent, this is Michels 0012, so you're saying this was sent to you by e-mail?

A. Yes.

Q. In the package that's been prepared to us, we don't have any cover -- any cover e-mail. What we have is just this depth-of-cover table. When -- when this -- how do you know this arrived by e-mail?

A. I had this saved in my files. I will have to check and see if I have those e-mails still.

Q. This chart, as far as I can see, doesn't have any date on it. Are you saying this is -- was taken -- what's your -- what's your understanding of the date this was provided to Michels?

A. This was in November, I believe.

Q. Was Michels asked to do anything about the insufficient depth of cover?

A. The issue we have with this is that dirt has more than likely squished out on the sides where you cannot import material into a wetland and bring in other material to fill with, and if it was a simple regrading, we would -- we would have put a machine in there and regraded it, but there really was no material to regrade with, and that's why I took the pictures.

Q. If I look at Michels 0015, I see numbers on the left, 1905 running through 1940. What are those numbers?

A. I believe those are weld numbers.

Q. And then there's a black rectangle. What -- on my copy it's black. What is that? Is that material that's been redacted, or was that in the original?

A. That's material that's been redacted.

Q. Who redacted it?

MR. SIMON: That was redacted by me in our production. This is Andrew speaking.

MR. DUMONT: So let me stick with the witness.

Q. Mr. Bubolz, in the copy you received from Vermont Gas, nothing was redacted, correct?

A. Correct.

MR. DUMONT: So, Mr. Simon, how could a communication from Vermont Gas, a regulated Vermont utility, to a contractee working on a pipeline be covered by attorney-client privilege? Explain that to me, please.

MR. SIMON: It's not attorney-client privilege. It was redacted for reasons of confidentiality.

And, Debra, if you would like to explain your reasoning, I'm glad to allow you to do so.

MR. DUMONT: I'm sorry. I didn't catch that. Could you say that a little slowly -- more slowly?

MR. SIMON: It's not attorney-client privilege. It was for reasons of confidentiality and public safety.

And, Debra, if you would like to elaborate further, I'm glad to allow you to do so.

MS. BOUFFARD: The information that was redacted had more specific -- specific location detail in there that -- that hasn't been included in other submissions and wouldn't be information that we would make publicly available in terms of the specific coordinates of where the pipe is.

MR. DUMONT: In other dockets, material -- information covered by the federal statute has been provided to the parties. The parties signed a protective agreement, and it has never been the practice of the Public Utilities Commission to allow one party to unilaterally decide that information is confidential and just withhold it.

MS. BOUFFARD: If you want to talk about a protective agreement and entering into that, we can certainly do that, and -- and for today this facilitated getting the discovery here to you, but we can absolutely talk about that.

BY MR. DUMONT:

Q. The third column has some numbers starting with 254.9 and ending at 255.5. Do you know what those numbers are?

MR. SIMON: Can we hold on one sec? The witness needs to utilize the lavatory, so can we take five minutes?

MR. DUMONT: Sure.

(A recess was taken.)

BY MR. DUMONT:

Q. So this is Jim again. Mr. Bubolz, I'm wondering if you could give us sort of a big picture. We've been going through lots of details, and I'm afraid I've missed the big picture, which is I'd like you to describe for me in your own words in a narrative fashion the process by which the pipeline was laid down -- the trench was dug, the pipeline was laid down, it was buried, and then the project was finished in the clay plains swamp. So if you could just give us -- spend a couple minutes and describe what the whole -- how the process happened from start to finish.

A. Certainly. First off, the reason for having to do it this way was in the 30-foot right-of-way, when you dig your ditch -- and it's going to be a very wide ditch, and then next to that ditch is going to be a pile of slop spoil. We could not -- there was going to be no road to carry the pipe in and set it in place. That was our biggest obstacle. There's no room. You can't drive on the muck to carry the pipe into place. It would be a safety hazard. The matting underneath you, you wouldn't be able to see it and it would be a really, really bad deal. So we decided to bury the pipe only a foot or two -- two to three feet deep before the ditch turned bad and install the pipe partway and then our excavator could dig alongside of it and lower it down as we went, and that would eliminate the need to have to carry in sections of pipe in the conditions that would not allow it.

Q. So there's a -- I believe there's a 2500-foot-long section of pipe that was concrete coated. Is that your understanding?

A. That is correct.

Q. How was that brought onto the site?

A. It was brought on by trucks.

Q. And how large were the sections that were brought over -- brought to the site?

A. They were 60 foot long.

Q. And so those are assembled on the site, correct?

A. Yes.

Q. They're connected up. And what equipment is used to connect them up?

A. It would be a pipe layer.

Q. What is a pipe layer?

A. It would be a Caterpillar-type machine with a boom that hangs over the side for -- for laying pipe.

Q. Okay. So the concrete-coated pipe is now lying on the ground, and then the sections are then connected together after they're laid on the ground; is that right?

A. Yes.

Q. And this is before any trench has been dug, correct?

A. That is correct.

Q. Is this what's known as stringing the pipe?

A. That is correct.

Q. So the pipe was strung -- a 2500-foot length of pipe was strung, and after that's completed, the trench -- the initial trench was excavated, correct?

A. Yes.

Q. Now, what use of the wooden matting was made up until this point -- let me -- up to the point that the stringing is completed, were you using wooden matting?

A. Yes.

Q. So, now, we've got the matting now. Does it stay down before -- while the trench is dug, or do you lift -- was it lifted up to dig the trench?

A. The matting stays down.

Q. And is the trench dug to the side of the matting or in some other way?

A. To the side of the matting. Correct.

Q. How was the 2500 foot of pipe then laid into the ditch?

A. We dug a partial ditch over the top of the ditch line first, and we only excavated the topsoil, which was the first two or three feet, and then we placed that pipe in that partial ditch before we started digging and dirt was an issue.

Q. So I'm thinking 2500 foot of concrete-coated pipe is extremely heavy. What was the process that you picked this up and put it in the ditch?

A. It is heavy, but you do not pick up the whole thing at one time. It's also more flexible than you would think, and four or five machines could pick it up and place it in and move along and place it versus picking up the entire section.

Q. Were you there when that was done?
A. I do not believe so.
Q. Is there any record of how the -- what you've just described; that is, how the concrete-coated pipe was picked up and put into the initial trench?
A. Only what's on Jolene's time sheet. It was put in the trench the same way that all pipe is put in the trench. It's a very standard procedure.
Q. Is there any record of what the concrete-coated pipeline was resting on before it was placed in the trench?
A. It would have been resting on the wooden skids that I mentioned earlier.
Q. And you say that because that's standard practice?
A. Yes.
Q. Is there any record that wooden skids were used in this --
A. No.
Q. -- in the clay plains swamp?
A. No.
Q. If we were to look on the time sheets, would Jolene have indicated that skids were used?
A. No. Skids are used everywhere that you assemble pipe to elevate it off the ground for the

welders to weld it.

Q. The initial two- to three-foot trench was excavated. Where was the materials that was -- materials that were removed from the trench placed after the trench was excavated?

A. I believe that was put on the tree line side as topsoil.

Q. What do you mean by "the tree line side"?

A. It would be the other side of the ditch, not where the mat road was but on the other side. I don't have my directions right to tell you north, south, east, or west.

Q. Okay. So the mats were on one side and the fill -- I'm sorry, the excavated material was placed on the other side?

A. Only for the first couple feet.

Q. And after that, what was the process?

A. Then the excavated material was placed on the matting.

Q. And why was that?

A. It was -- one, it was a requirement; two is it was the only room we would have to place it on the matting. It was too narrow next to the -- the narrower side of the right-of-way to store any more than just topsoil. That was all the room we had.

Q. Did anyone -- and this may be repetitious, but I'm trying to put all the pieces together here. When the two- to three-foot trench was finished and you had put the excavated material on the other side of the trench, was any survey taken of the depth of that temporary trench?

A. No. No survey was required. We knew the process and we knew we planned on digging it deeper after that. It was irrelevant.

Q. Was any record made of the nature of the materials that were excavated when you were digging the two- to three-foot trench?

A. In my notes it says the materials were terrible. I believe in Jolene's time sheets, it says there were bad conditions. And that's all I know of.

Q. And when you say "terrible" or "bad," you mean very wet?

A. It wasn't even that wet. It wasn't like we were digging in water. The material was -- it was just like an ooze.

Q. I think you need to explain that for me. You said it wasn't very wet but it was an ooze. I don't -- I can't comprehend the distinction. What do you mean?

A. It -- it was just muck. There -- there wasn't standing -- a ton of standing water in the ditch. It was -- it was just -- it would just ooze in on you. Every time you took a bucket out, more would come in. It would -- it wasn't stable whatsoever. It wouldn't stay in a pile after you set it on the matting, and it would not hold ditch. No matter what you did or how you tried, it would just keep coming in.

Q. In your experience working for the Michels Corporation, had you ever encountered conditions such as this or similar to this?

A. I would have to say that's one of the worst ones I've ever seen.

Q. All right. So going forward with the narrative, you've got the trench -- the initial trench dug. You've got the material removed from the trench on the other side of the trench from where the equipment is. The equipment is operating on top of wooden mats, correct?

A. That is correct.

Q. The equipment that -- what equipment is then used to move the pipeline into the trench? Is that what's called -- is that an excavator, or was that the pipe-laying equipment?

A. An excavator. When we dug, there was no road along the side of the trench any longer. You could not put any kind of weight there whatsoever. It was an ooze.

Q. And I'm sorry. I forgot the name of the pipe-laying equipment that you used initially. What was that called? A pipe layer? Is that what you said?

A. A pipe layer, correct.

Q. And what do those look like?

A. It's a Caterpillar-type machine.

Q. Um-hum.

A. Like a -- like a bulldozer but without a blade, and it would have an A-frame structure hanging off the side of it to be able to -- somewhat of a crane off the side that you could pick and move forward and backwards off the side of the machine.

Q. And were those used to place the pipeline into the trench?

A. No. We used excavators to place the pipeline into the trench.

Q. Okay. And how does an excavator with a blade move a concrete-coated pipeline?

A. The excavator does not have a blade. It has a bucket. A bucket has a lifting ring in which you can hang a hook off of, and you can -- you can not only dig but pick and move things with it.

Q. So what -- did the hook -- was the hook placed underneath the pipeline to place it in the trench?

A. No. We would have used lifting slings for that.

Q. Okay. What's a lifting sling?

A. It would be a nylon rope sling that would be rated for such poundage that you would use to actually lift the pipe without putting any kind of hook or anything on it. You would hook the sling into the hook.

Q. And what was the spacing between the slings?

A. I could not tell you.

Q. Was there any record made of the spacing between the slings?

A. No.

Q. So now we have the pipeline in this trench. What happened next?

A. We went to dig it down. We dug a ditch alongside the pipe, deeper than the pipe itself, and it fell down. It wasn't like the materials underneath it stayed. I mean, it was ooze where the pipe would just kind of settle down as we dug. And that spoil would go on the mat side or the road side of the right-of-way.

Q. Did placement of the spoil on the mats prevent your equipment from traveling on the mats?

A. Yes. Absolutely.

Q. So --

A. We did not have the ability to put any additional weight on that side on the mats or it would ring our -- everything we were working on, it would push that ooze back into our trench.

Q. Were different sections of the 2500-foot concrete pipeline lowered in the manner you've described by digging a trench next to it at one time, or was it one section at a time?

A. It was -- what we ended up having was one machine digging from one end to the other, and the rest of the equipment would -- the machine would take its dirt and put it next to it on the mats. We had another machine that would take the dirt and relay it behind because we didn't have enough room for that spoil, so we would take it and fill it behind us.

Q. So you had -- you did the entire length basically foot by foot --

A. With one machine.

Q. -- with one machine foot by foot from start to -- from one end to the other?

A. That is correct.

Q. How long did that take?

A. I would have to refer to the time sheets again -- or the notes --

Q. Sure.

A. -- and when they started.
Q. Why don't you do that.
A. I believe it was September 14th through the 20th. Six days, five days.
Q. Now, you've told me quite clearly that this was muck, it was ooze. I'm not saying this should or shouldn't have happened, but I have to ask: Did anybody get out of -- off of the heavy equipment and stand -- get into the trench next to the pipeline and look at what was underneath the pipeline?
A. Well, we -- we dug deeper than the pipeline was going to end up going originally, so you could see all the material on the bottom. Nobody -- we -- nobody could get in the trench that we dug. It was not a safe trench to be in.
Q. Right. I mean, that's why I prefaced my question the way I did. I would imagine there would be major OSHA or just common-sense safety concerns about getting into that trench. Do you agree?
A. Yes, sir.
Q. And you've said you knew you were dealing with muck and ooze because you were pulling it out from next to the pipeline, but I'm left with this question: The pipeline ended up at a final resting depth, correct?
A. Yes.

Q. And underneath that pipeline was material that had never been seen by anybody, correct?
A. We overdug that ditch quite a bit where we could clearly see all the material. There were no rocks or anything present. It was nothing but muck.
Q. But again, when you're done, it's down as far as it's going to go; you've dug next to it, but you haven't dug underneath it, correct?
A. We didn't have to dig underneath it. It was ooze. It would just come out from underneath it automatically when we dug next to it.
Q. Do wetlands sometimes sit on rock, in your experience, if you know?
A. I really don't know. I would assume eventually it does.
Q. So you could have a layer of clay that traps water and keeps the water near the surface or you could have rock, and do you know if the rock sometimes fractures and enters the wetland soils?
A. I don't recall ever seeing any of -- any rock whatsoever. Again, it was all ooze.
Q. All right. So we've gotten to the point where the construction crew believes the pipeline is deep enough. Who would have made that decision?
A. It would have been the on-site survey crew.

Q. And how did they -- were you ever there when they were doing their surveying?
A. They were -- that survey crew I believe was there all the time.
Q. Okay. So how did they do the surveying?
A. They would take a shot on undisturbed virgin ground and then take a shot on top of our pipeline.
Q. And a shot being a GPS reading?
A. That is correct.
Q. Did they provide any -- to you any piece of paper saying at this station number or this location of the pipeline you were at X number of feet, or was it just verbal, it's okay?
A. It was all verbal. We would dig until they said it was deep enough.
Q. At that point, when you received the okay it was deep enough, then what happened?
A. The operator would move another set and continue digging.
Q. All right. And then when that process was finished, all 2500 feet, then what happened?
A. The tie-in crew would proceed to put the ends together.
Q. Okay. So by the time the person -- by the time you're done and you've got sign-off from the

surveyor, the pipeline is at -- according to what you've been told, is at the right depth of burial and it's immediately covered with the material that had been removed not long before; is that correct?

A. That is correct.

Q. So that by the time you were at the very last section and the surveyor says deep enough, if you were to look back, it would all be covered behind you, correct?

A. Yes.

Q. Okay. And then you said after that there's a tie-in that's done. I think I know what you mean, but just describe that.

A. The pipeline is put together in sections. Sections are installed in the ditch, and after they're installed, then the ends get put together to make the pipeline whole.

Q. And that's what you were telling me about in connection with Michels 0021 where it said "made 1 weld and 1 cut. Coming in side is tied-in"?

A. Yes.

Q. Then what happened to all those mats?

A. The mats were removed.

Q. Are they removed as you're filling in behind the pipeline, or are they removed all at one time at the end?

A. They're removed all at one time at the end.

Q. And then you put them on a truck and they go to the next location?

A. Correct.

Q. Thank you. I have a couple questions about the materials that were sent to us last night.

MR. DUMONT: And, Attorney Simon, I just want him to identify some of the documents that I can't read so at least I know what they are, and then when I have a chance, I'll look at the larger version that you sent earlier today and I may need to ask Mr. Bubolz some questions about them, but I just want to identify what they are for now.

MR. SIMON: Understood. And let me clarify. It's not a larger version. It's a native version. It should be the same size.

MR. DUMONT: Okay. Well, shall we say a legible version.

Q. Michels 008, what is that?

A. That is a depth-of-cover table that was included in our drawings.

Q. So when -- when did you get these -- this -- I'm sorry. When did you get this?

A. This was -- I received the drawings in the beginning of the project.

Q. When would that have been? 2016, 2015?

A. 2016 for me.

Q. Had -- had Michels started work on this gas project before you came to Vermont?

A. Yes.

Q. So whenever Michels started work, it had 00- -- 0008 to work from?

A. I believe this was another phase of the project. I don't know that this information was included in the 2015 work or not.

Q. Okay.

A. I doubt they would have had this.

Q. And I have to ask you questions about this blind because I can't read any of it. Why do you doubt that they would have had this at the beginning?

A. Because it was another phase of the project. The drawings were for a different location.

Q. I see. So just -- it wasn't time for Michels to work on this segment of the project yet, so these drawings might not have been made available yet?

A. Yes.

Q. Okay. And what is 0009?

A. That is a page out of the drawings. The hatched area would be the new -- would be the -- the

clay plains swamp we're referencing.
Q. Okay. With my old eyes, I don't see any hatched area. What do you mean by "hatched area"?
A. You can see a hatched area on the right side of the drawings.
Q. I see a dark area. Okay.
A. Yup.
Q. It says "Town of New Haven, Addison County." And it's a rectangle there. Is the dark area beneath where it says "Town of New Haven, Addison County"?
A. Yes.
Q. Okay. And what did this sheet tell you?
A. This was the drawings. This sheet pretty much showed us the station numbers and where the swamp started and stopped.
Q. Okay. I can't see what they are, but I see there are little circles. If you go directly underneath "Town of New Haven, Addison County," then there's a dark area and then there's some dashed and broken lines that lead down to a chart that says "Profile." Way over on the left, it says "Profile."
A. Okay.
Q. But between the broken lines and the profile, there's something in circles. What's in those little circles? A number or letter?

A. Are you looking above the dashed-dotted line or below it?
Q. Below the dotted-dashed lines but above where the profile starts.
A. Okay.
Q. Some little circles. Looks like maybe one of them says W.
A. Okay. Yeah. I can see W. Looks like a T.
Q. Do you know what those refer to?
A. I believe they refer to a chart in the beginning of the prints. They show construction type.
MR. DUMONT: So I have seen CHA drawings before, though not this exact drawing, and that's what I was guessing, because I've seen construction types indicated in those little circles in other drawings, so, Attorney Simon, I think it would be useful if you were able to send us the whole set of drawings, because this refers to other pages that you didn't provide. I understand you were trying to get this done at the last minute, but just so we know what these things all refer to, we probably need the whole set.
Q. Mr. Bubolz, when you got this, did you look at those other pages that it referred to?
A. Yes, I did.
Q. Okay. So we don't have them in front of us

now, but whatever they told us these abbreviations meant, you went and read that?

A. Yes.

Q. Okay. What's the next page? It's 0010.

A. That refers to a creek crossing that is not involved in -- directly in this wetland.

Q. Okay. Do you know where the creek is?

A. Yes. It is -- on page 0009, it would be left of the hatched area, kind of in the center of the page.

Q. I see. Okay. There's more dark area in the middle of the page.

A. Correct.

Q. Okay. Great. Thank you. And what is 0011?

A. It would be the other half of the drawings for the clay plains swamp that you're referring to.

Q. Okay. Now, turning to 11 -- turning to 12, 13, 14, 15, which are the depth-of-cover data that you were sent by Vermont Gas, is there any way to correlate the depth of cover shown in this chart with what you've just shown us on Michels 9 and 11?

A. I am fairly certain that it is on page 0015, and you would be able to correlate it with the station numbers that are on there.

Q. So in this -- on 9 and 11, I can't -- I'll have to take your word for it. Are there station

numbers shown?
A. Yes, there are station numbers shown. I believe the pink area on page 0015 represents that swamp.
Q. Okay. Starting with -- on 0009, on what part of the page are the station numbers shown?
A. 0009?
Q. Yeah. Is it in the "Profile" section?
A. Yes. On the "Profile" section on the bottom --
Q. Okay.
A. -- you can see the station numbers.
Q. All right. And in the middle of 0015 are shown the station numbers?
A. Yes.
Q. Okay. So that's how we figure it out. Okay. Thank you.
The process you and I have just gone through of identifying particular locations by station number, is that something you do or your crews do when they were on the site doing the construction?
A. They would track footage by station number, yes.
Q. So are station numbers shown on the ground? If you were there, could you say, Oh, look, there's a

stake here showing what station number I am -- I'm at?
A. Yes.
Q. Okay.
A. Station numbers are typically referenced on the right-of-way stake.
Q. Were -- going back to your meeting in Williston with Mr. Reagan, Mr. Crandall, were there any other construction techniques discussed for this site other than use of sheeting, use of HDD, or the method that you ended up using?
A. I do not recall.
Q. You may have told me this, and I'm sorry if you did. Have you used sheeting in other wetland areas in your career?
A. Yes.
Q. How did it work?
A. Very good.
Q. When you're dealing with the muck that you have described as ugly and terrible, did you ever contact Reagan or Crandall or Vermont Gas and say, We need to stop; we need to use the sheeting?
A. Once we committed to digging, we were pretty much committed to the process we had. The sheeting would have had to have been done initially.
Q. Explain that to me. Why -- why did it have to

be done initially?

A. Well, because we -- we dug the ditch already in them areas and it took all the material that was underneath the mat road and pushed it into the ditch, even just with the weight of the spoil on it, and in essence there was no getting back through that area with anything anymore.

Q. So you couldn't have gone back in to put in sheeting because it would have been impossible to do at that point?

A. Sheeting requires some very heavy equipment. I don't think after the fact it would have been a good idea.

Q. And this will seem like a really dumb question, but when you put in sheeting, does it stay in afterwards, or do you pull it out when the construction's done?

A. It gets pulled out afterwards.

Q. A few more questions about Michels 003 through 007. There's a column that says "environmental," and I wanted to ask you about that. What does that mean?

A. We have an environmental crew that is -- their tasks are to do environmental work, such as soil stabilization, silt fence, cleanup as far as seeding and all them things.

Q. Who -- do you know who was on the environmental crew for the clay plains site?
A. So the environmental crew would go through initially and install all the erosion controls, and then they wouldn't be back until they -- unless they needed to stabilize soil or things like that. There was not an environmental crew present when this was being performed. You couldn't walk in this area on the right-of-way. The mud would be to your waist.
Q. According to some documents that we don't have with us today, because they didn't come from Michels, after construction was completed in September of 2016, months later, Mr. St. Hilaire, who's with us today, notified VELCO that there were additional sites that were not -- at which the pipeline had not been buried four feet deep in New Haven. Do you know how those were discovered?
A. No.
Q. Were those ever brought to Michels' attention?
A. Yes.
Q. How were they brought to your attention?
A. In document 0012.
Q. 0012. Okay. I thought you told me you got this document in November of 2016.
A. I did.

Q. The information we have is that -- well, go ahead. Tell me your answer why -- why you think 0012 answers the question.
A. 0012 incorporates all the places that we -- we did not have cover at the end.
Q. Okay. You mean 12 through 17?
A. Yes.
Q. Okay.
A. For this area.
Q. So to your knowledge, as of November, when you received this document, all the known sites had been disclosed, and that's still true today? The known sites where it wasn't four feet deep in the VELCO right-of-way?
MS. BOUFFARD: Objection.
A. Yes.
MS. BOUFFARD: I don't understand the question myself.
Q. All right. Let me ask it over. As of November of 2016, when you received 12 through 17, all of the locations in New Haven in the clay plain wetland and surrounding buffer where the four-foot standard wasn't met were known and were set forth in this document?
A. I believe so.

Q. And you haven't learned anything afterwards saying there were additional locations?
A. No.
Q. Okay. Have you ever been interviewed by anyone on behalf of Vermont Gas Systems about the same issues you and I have been talking about today?
A. Yes.
Q. When did that happen?
A. Sometime this summer we had a conference call.
Q. Who was on the call?
A. It was the attorney for Vermont Gas; John St. Hilaire; Matthew Westphal, who is a Michels vice president; Danny Vincent, who is the East Coast manager; myself; and Nick Pfundheller.
Q. Can you spell --
A. And also Andrew Simon was on the call.
Q. Victor -- what was the last name?
A. Nick.
Q. Oh. Nick. And the last name was?
A. Pfundheller.
Q. Pfundheller.
A. No, sir, I cannot spell it.
Q. All right. And what did they -- were there any documents discussed at that meeting that we haven't discussed today?

A. Not that I can recall.
Q. Was that meeting -- do you recall what month it was, that teleconference, what month it was?
A. I do not.
Q. Was it before or after the gas company filed a motion with the Public Service Board for a non-substantial change ruling?
A. I do not know when they filed.
Q. Did you disclose to them that -- the details of the meeting that happened in Williston with Mr. Crandall and Mr. Reagan which ADD -- HDD, directional drilling, was proposed and rejected?
A. There was nothing official on that. It was just verbal.
Q. Right. But in the conference you just said you had with lawyers from Vermont Gas, Mr. St. Hilaire, and others, did you disclose to them what you disclosed to me earlier today, that you had a meeting with Mr. Reagan and Mr. Crandall early on where you raised your concern that the right-of-way was too narrow, you discussed using sheeting or HDD instead of the method that you did use? Did you share any information about that meeting with the gas company or its lawyers?
A. I would be certain I did. I just don't recall any details.

Q. Okay. That's fair. You're saying you can't remember exactly what you told them but you know it came up?

A. Yes.

Q. Okay.

A. We also spoke with Vermont Gas representation and Mr. St. Hilaire yesterday.

Q. Thank you. Did you learn anything yesterday that you hadn't known -- had not known before?

A. It was generally the same conversation as today.

Q. At the -- during the conference that happened over the summer, did you learn anything from anyone else, or were you the source of all the information?

A. I don't understand your question.

Q. Sure. Were you being questioned and were you the source of information that was shared with that group on the phone?

A. I believe so. Again, I don't have exact details. I know I had concerns and we were looking for a solution.

Q. You're talking about the meeting you had in Williston; you had concerns and you were looking for solutions?

A. Yes.

Q. And as far -- what about the meeting on the telephone with Vermont Gas's lawyers? Were you the only person providing factual information, or were others providing factual information?

MS. BARRETT: Which conversation?

A. I believe I was the only person providing information.

Q. Again, this is during the telephone conference sometime over the summer, correct? Summer of this year, correct?

A. I thought you were talking about yesterday.

Q. Oh, okay. Well, thanks for clarifying that. So what about the conference -- the teleconference that happened over the summer of 2017? Were you the only one providing information, or was someone else providing factual information?

A. I believe I was the only one.

Q. Do you recall whether or not you told Mr. St. Hilaire at any time that a trench was dug on both sides of where the pipeline was resting?

A. No, I don't recall.

Q. Is it possible you did?

A. It's -- I -- I thought we had dug on only one side, but there's a chance that we probably did dig on both sides. I really could not tell you.

Q. In preparation for that teleconference this past summer, did you do any factual research, such as contacting your wife or others who were present at the scene to ask them what had happened?

A. I was on another project at the time working. I did not do any preparation.

Q. Since then have you spoken to your wife about the same issues -- same facts I've talked with you about today?

A. Not really in detail, no. She knows that I'm here and why I'm here.

Q. Have you --

A. But we really didn't discuss anything in detail about the situation.

Q. Have you talked to anyone else who was present from September 15th through September 20th at the clay plains wetlands site in New Haven about the facts you and I have talked about today?

A. No.

MR. DUMONT: Okay. I think we're -- we're done, but let me take a break for one second and see what my clients tell me I forgot.

(There was a discussion off the record.)

BY MR. DUMONT:

Q. So my clients have some really basic questions

that I promised them I would ask and I forgot to ask.
So when you use the term "padding," what do you mean by "padding"?
A. Padding would be material free of rock.
Q. And is that the same as bedding, or is bedding different?
A. Bedding is the same. We use the same virgin material for bedding, but we would screen it for rocks at the time.
Q. So is bedding padding that has been screened?
A. Yes.
Q. Okay. What is -- in your industry what is shading?
A. Shading would mean to place the dirt over the pipe with an excavator very slowly so you can visually inspect for rocks.
Q. Do you know if shading was done for the Addison Natural Gas Pipeline, in construction of the ANGP?
A. I believe where there was rocks present we used a padding machine, I think, that actually took the rocks out of the dirt.
Q. What's the name of the machine?
A. It was called a padding machine.
Q. And how does it work?

A. It screens the soil and takes the rocks out if there's rocks present.

Q. And that was not used in the area we've been discussing today in the wetland in New Haven, correct?

A. No, sir.

Q. In the industry what does the term "trench breakers" mean?

A. Trench breakers would be a sand bag wall built inside of your trench.

Q. What's their function?

A. It would be used on hills a lot where you would have issues where water would follow the pipeline and erode, and they're also used on the edges of wetlands to keep the material separate.

Q. And what is a weld coating?

A. A weld coating would be coating that's applied after the two sections of pipe are welded together.

Q. Is that the rock shield that you and I talked about?

A. No.

Q. What's the difference?

A. The coating would be a protective barrier that would keep all -- any foreign material, debris, out.

Q. Did --

A. Water --

Q. Go ahead. Sorry.
A. Water, them kind of things. It actually seals to the pipe.
Q. Did the Michels employees not only do the welding but also apply the weld coatings?
A. Yes.
Q. Were there any specifications that were followed for weld coatings at the clay plains wetland?
A. I would be certain of it.
Q. Where would the records be of what was actually done, what the specifications were and whether they were followed? Is there a record of both of those?
A. That would come from the coating inspector that would have been on that crew.
Q. Okay. And who was the coating inspector in the clay plains wetlands?
A. I do not remember.
Q. Can we look at the exhibits and figure that out?
A. Not the ones I have in front of me. It doesn't list who the inspectors are. They're not my employees.
Q. When would that have been done during that process you've now described for us?

A. The coating would have been done after the welding was done.
Q. Before the pipe is put in the first trench?
A. That is correct.
Q. And what about the welds that were done using the bell holes?
A. That would have -- them welds would have been coated by the tie-in crew that -- that made the tie-ins, and there would have been a utility inspector on that crew that would have kept the records.
Q. Who employed the utility inspector who had those records?
A. Vermont Gas.
Q. Have you seen any as-built drawings for the clay plains swamp?
A. No.
Q. In the industry what's the practice that you're aware of for completing as-built drawings of a gas pipeline?
A. Typically the survey crew completes the as-built drawings.
Q. How long are those -- how long does it take to complete those?
A. Well, it takes the entire course of the project for certain to -- just to collect the

information, and then after that I do not know.

Q. So the survey crew that you've mentioned that was signing off on depth of burial of the pipeline, it would be the same folks that would create the as-built drawings?

A. Yes.

Q. The method of pipeline construction that you've described that was used in the clay plains swamp, have you used that anywhere else in your career?

A. No, I have not.

Q. Do you know of any -- sorry. Go ahead.

A. We've used the same technique before in -- in lowering existing lines where we dig next to them and lower them down.

Q. What's the difference between that and what happened at the clay plains swamp?

A. Really none.

Q. So where have you used that technique before?

A. I can't remember.

Q. Is it common in the industry to use the practice that you described happened in the clay plains swamp in New Haven?

A. Yes.

Q. Have you ever seen any specifications setting out how to do that and where to do that?

A. No.

Q. And you agree it was not in the specifications that you reviewed that were prepared by Clough Harbour in this case, correct?

A. Correct. I don't believe that they knew what the conditions were like when the specifications were written.

Q. Just one clarification. This technique that you've described that you've used elsewhere, have you seen it used for installing new pipe or just in situations where you're going back and adjusting the depth of burial of a preexisting pipe?

A. I personally have never seen it used for installing new pipe, but I know that it has been done that way.

Q. And the instances you know of that you mentioned earlier, was that new pipe or burying -- reburying older pipe?

A. Both.

Q. So what you're -- I think the sum and substance of what you're telling me is you've never been involved in doing it before but you're aware that other people have done it; is that right?

A. Yes.

MR. DUMONT: Okay. You've been incredibly patient with me. Thank you so much.

Mr. Simon, thanks for your help. We will follow up by looking at the more legible versions of some of the exhibits, and you're going to get me a few other pages anyway, and then we'll talk and see if we need to continue this. Thank you for your cooperation.

MS. BOUFFARD: Let me confirm that I don't -- I don't have -- we're all set. Yeah. I don't -- I don't have any follow-up, and just to the extent that you're asking to keep open the deposition, we're not going to object if we're keeping it limited to these new documents that you indicated were difficult to read, and they are, because of the size.

MR. DUMONT: Mr. Clark?

MR. CLARK: Nothing from the Department of Public Service at this point.

MR. DUMONT: Thank you. So I think the process going forward is that our stenographer will get us a written transcript, and the state of practice here is she can give me an electronic version, but she's going to prepare a paper copy that will be the original, and, Attorney Simon, I will mail the paper copy to you so that the deponent can -- has a paper copy in front of him and can read it and make any necessary corrections.

MR. SIMON: Sounds good. Feel free to e-mail it to the address in my signature block on the e-mail.

MR. DUMONT: I'll send you an e-mail copy as well, but in addition to the e-mail copy, we have to work with the paper original.

MR. SIMON: Understood.

MR. DUMONT: Great. Thank you very much.

(The deposition concluded at 1:51 PM.)

S I G N A T U R E   O F   D E P O N E N T

I, the undersigned, do hereby certify that I have read the foregoing deposition and find it to be a true and accurate transcription of my testimony, with any corrections so noted on the errata sheet.

Date: _____________ ____________________________

MICHELS CORPORATION, by and through its corporate designee, Carl Bubolz

STATE OF __________ COUNTY OF _______________________

Subscribed and sworn to before me this __________ day of _________________, 20 _______.

____

NOTARY PUBLIC

My commission expires:

C E R T I F I C A T E

I, Johanna Massé, Court Reporter, do hereby certify that the foregoing pages, numbered 4 through 136, inclusive, are a true and accurate transcription of my stenographic notes of the Deposition of Michels Corporation, by and through its corporate designee, Carl Bubolz, who was first duly sworn, taken before me on Tuesday, December 19, 2017, commencing at 10:04 AM, in the matter of Investigation Pursuant to 30 V.S.A. §§ 30 and 209 regarding the alleged failure of Vermont Gas Systems, Inc., to comply with the certificate of public good in docket 7970 by burying the pipeline at less than required depth in New Haven, Vermont, Docket No. 17-3550-INV, as to which a transcript was duly ordered.

I further certify that I am neither attorney nor counsel for, nor related to or employed by any of the parties to the action in which this transcript was produced, and further that I am not a relative or employee of any attorney or counsel employed in this case, nor am I financially interested in this action.

____

JOHANNA MASSÉ, RMR, CRR

Michels 0023


Michels 0027

Michels 0028

Michels 0029


Michels 0030


Michels 0031

Excerpts from the Engineering Weekly Reports

1/6/2015

2014 Vermont Gas Systems Addison Transmission Pipeline Project

VGS has suspended the majority of construction activities (transmission mainline construction) related to Phase I of the Addison Natural Gas Pipeline project. Pipeline installation related to horizontal directional drilling (HDD) may continue during the current so-called winter closure period. These installation activities are being performed by Engineers Construction of Williston VT and may require other pipeline construction tasks to be performed prior to the selection, by VGS, of a contractor to resume the mainline construction. (Historically the mainline contractor has provided support for HDD installations by performing welding, applying pipeline coatings, pipeline testing, etc.) VGS has informed the Department these processes are currently suspended while project specifications and procedures are being reviewed by the company. The Department has requested VGS to identify the construction processes/procedures which are planned during the winter closure period, the company's status to review those procedures and the entities that will be performing and inspecting each process.

1/14/15

Vermont Gas Systems Addison Transmission Pipeline Project

VGS is planning to perform pipeline construction limited to project areas where horizontal directional drilling (HDD) is utilized for installation during the current winter closure period (while mainline construction, by open trench, is suspended). However, recent extreme cold weather precluded field work during this report period. The company is also planning to resume, in the very near future, actions to protect and preserve pipeline segments installed during 2014. This includes utilizing devices to clean the internal pipe surfaces (cleaning pigs) and subsequently filling the pipe segments with nitrogen. The company has also retained an additional engineering firm to review its welding program and other procedures required to install and inspect pipeline facilities prior to performing further construction.

1/21/15

Vermont Gas Systems Addison Transmission Pipeline Project

Scheduled patrols have begun to monitor the security and condition of pipeline materials currently in storage during suspension of the project's main line construction. VGS will be covering the majority of stored pipe segments with tarps. Weather conditions have continued to delay completion of actions to preserve several project pipeline sections which are installed below ground in Williston, Essex and Colchester. VGS performed cleaning operations on three of these segments during this report period and continued to develop written procedures to address nitrogen injection (into a total of six sections). The company has procured nitrogen and plans to begin these injections next week. VGS is also assessing other pipeline construction processes, which are expected to be performed by VGS and Engineers Construction Inc. prior to resumption of the main line construction. Subject matter experts in quality control and pipeline construction, which were recently retained by the company, continued to develop written procedures related to these activities with particular attention to the company's welding program.

1/28/15

Vermont Gas Systems Addison Transmission Pipeline Project

VGS developed written procedures, during this report period, related to actions to preserve project pipeline sections which are installed below ground in Williston, Essex and Colchester. The procedures are intended to specify company methods to replace oxygen in pipeline segments with nitrogen. Engineering reviewed the documents and informed VGS representatives of several deficiencies related to equipment identification, prerequisite knowledge references and method descriptions required to execute the processes. The company acknowledged the deficiencies and informed Engineering the documents will be revised to address the concerns prior to performance of the procedures.

2/4/15

2015 Vermont Gas Systems Addison Transmission Pipeline Project Activity

The company has not completed actions planned to protect and preserve the pipeline segments constructed and installed during 2014. Extreme weather conditions continued to preclude field work during this report period. (The company has filled several pipe segments with nitrogen and will complete this process on the remaining segments in Colchester and Essex when weather permits.)

Vermont Gas Systems Welding Program

VGS responded to a warning letter, previously issued to the company by the Department, which described probable violations of gas pipeline safety regulations related to pipeline welding of the ANGP project during 2014. The response contains statements of recent actions taken by the company to establish the welding processes utilized on the project were performed in accordance with applicable codes and standards. The actions included specific tests performed and documented to determine the integrity of welds produced by the aforementioned procedures. The response also describes actions the company has scheduled to execute a detailed review of existing ANGP welding records, to perform a comprehensive assessment of the company welding program and to implement welding program improvements prior to resumption of mainline construction activity (which is currently suspended). The Department Gas Engineer will monitor and review these actions to verify completion

2/11/15

Vermont Gas Systems Addison Transmission Pipeline Project

VGS developed written procedures to inject nitrogen into segments of ANGP Pipeline located in Essex, Williston and Colchester. The company has been performing these injections during this report period. The company conducted a preliminary meeting on 2/9/15 to review pipeline construction processes which are expected to be performed in conjunction with horizontal directional drilling later this month. (Current forecasts indicate weather conditions will not be suitable for these activities during the next two weeks.) Subject matter experts in quality control and pipeline construction are continuing to develop the specific written procedures related to these activities. The company has scheduled a conference call on 2/11/15 with the Department Gas Engineer to review the status and ratification of these procedures.

2/18/15

2015 Vermont Gas Systems Addison Transmission Pipeline Project

VGS and Engineers Construction (ECI) of Williston VT met to review procedures necessary to install a segment of 12" diameter pipeline in Williston. ECI presented specific procedures to install approximately 700 feet of pipeline through a route which was made by directional drilling, under Redmond Road and an adjacent ravine, in 2014. VGS revised and presented procedures for several processes, including welding and coating application, required during the installation. This portion of the project is planned to be installed on the week of 2/23/15, if weather permits.

3/4/15

2015 Vermont Gas Systems Addison Transmission Pipeline Project Activity

The company covered pipe segments being stored in the Williston construction yard to protect the materials from the elements during the current suspension of the project's "mainline" construction.   One of the five pipeline segments, constructed and installed during 2014, remain to be injected with nitrogen for preservation of those facilities (located in the most northerly 15 miles of the ANGP project). Electrical construction activities were also performed at newly constructed distribution gate stations in New Haven and Middlebury during this report period.

Vermont Gas Systems welding program

VGS submitted an assessment report which addressed the specific probable violations of gas pipeline safety regulations (related to pipeline welding of the ANGP project during 2014) cited in a warning letter issued by the Department. The report was developed by an engineering firm retained by VGS and included several recommendations for remediation of the VGS welding program to avoid reoccurrence of similar violations. The report was also accompanied with a commitment from VGS for implementation of the recommendations and stated a schedule and detailed plan for implementation will be submitted to the Department later this week. The Department Gas Engineer will monitor and review these actions to verify completion.

3/18/15

2015 Vermont Gas Systems ANGP Project Activity

The Department Gas Engineer monitored installation, via directional drilling, of a transmission pipeline segment under I-89 (north and south lanes, as well as Hurricane Ln), just south of the Williston exit. Company plans to visually inspect this short length of pipeline for damage due to pulling through the drilled tunnel did not include inspection of the first welded joint and its field-applied protective coatings. These concerns were expressed to company representatives and VGS modified the applicable inspection protocol. The "first" weld joint has not yet been inspected, at the time of this report; however coating damage on the leading portion of the installation is not acceptable. The company is making plans to facilitate enhanced visual inspection via additional excavation and further pulling of the pipeline section (north to south, toward Hurricane Ln.)

3/25/15

2015 Vermont Gas Systems Addison Transmission Pipeline Project construction

Engineers Construction Inc. pulled approximately 800 feet of steel transmission pipeline under I-89, just south of the Williston exit. The VGS inspection process describes a procedure to visually inspect the leading 15' length of the pipeline segment to determine condition of the remaining buried facility. Inspection of the pipe's corrosion-protection coating in this area indicated excessive damage and was determined to be unacceptable. Subsequent to the PSD Gas Engineer expressing concern related to inadequate criteria to inspect and assess pipeline condition following installation by horizontal drilling, the company agreed to also include assessment of the protective coatings associated with a welded joint of a pipeline which has been pulled through a bored hole. The "first" weld joint was inspected, during this report period, and coating damage was also found at that location. The company is currently assessing this damage and developing a plan to access additional sample areas for further inspection and assessment.

3/31/15

2015 Vermont Gas Systems Addison Transmission Pipeline Project Construction

VGS has not yet announced the selection of contractor(s) to continue mainline construction of the Addison Natural Gas Pipeline project, Phase I. The materials for the project remain in storage yards in Swanton and Williston. The company recently informed the Department Gas Engineer that pipeline construction activities may begin in June or July. Construction activity at the site of the pipeline crossing under I-89, in Williston, continued this report period. Engineers Construction Inc. removed approximately 130 feet of pipe which exhibited unacceptable damage to its corrosion protective coating, caused during installation. VGS has not completed revisions to its inspection protocols and criteria for pipe condition following installation by horizontal directional drilling (HDD). The installation plans for Phase I of the ANGP include 15 segments to be installed by HDD. Three HDD sites have been drilled; pipe installation at one of these (under the Winooski River and Rt. 117) has been completed.

4/8/15

2015 Vermont Gas Systems Addison Transmission Pipeline Project construction

Construction activity at the site of the pipeline crossing under I-89 in Williston was suspended this report period to allow VGS and Engineers Construction Inc. to analyze pipe exhibiting damage caused during installation. VGS representatives have committed to regularly inform the Department Gas Engineer of details of a root-cause analysis and action plan(s) to address the topic, as they are developed. These findings and plans will also be applied to remaining 14 segments of ANGP pipeline to be installed by a horizontal directional drilling (HDD) procedure.

4/15/15

2015 Vermont Gas Systems Addison Transmission Pipeline Project Activity suspended

VGS has halted all construction activities related to Phase I of the Addition transmission project, including current pipeline installation by horizontal drilling in Williston. The company has informed the Department Gas Engineer that it is reorganizing its technical personnel and has entered an agreement with an established engineering firm to assume construction management following the suspension. The Gas Engineer will be meeting with VGS representatives later this week to discuss these topics further.

4/29/15

Status meeting, 2015 Vermont Gas Systems Addison Transmission Pipeline Project Activity

The Gas Engineer met with VGS representatives this week to discuss the company's schedule and prerequisites for the ANGP construction project. The company plans to complete the most-northerly 10.4 miles (between the existing transmission line in Colchester and the newly constructed Pressure Regulation Station in Williston) this year. A so-called "main line" contractor has not been selected to perform this construction; however the company is currently negotiating with three possible candidates which have indicated availability during the 2015 season. The company stated the project specifications, drawings, welding program, construction inspection program and quality management systems have all been recently revised and are expected to be completed in mid-May. The company representatives also reiterated plans to resume construction related to these items in July (although the company has agreed to hold off constructing a pipeline segment through the Rock Ridge Golf Course in St. George until November).

5/6/15

Vermont Gas Systems Addison Transmission Pipeline Project

The Gas Engineer met with VGS representatives this week to further discuss prerequisites for the ANGP construction project, which the company plans resume in July. VGS was informed that the Department expects the project specifications, construction procedures and quality management systems to be completed and submitted with adequate time for the Department to review prior to commencement of construction activity. The Gas Engineer also requested the company develop formats for the presentation of periodic reports to the Department during construction, including construction schedules, specific execution plans, construction inspection and testing results, well in advance of the initiation of construction activity.

5/13/15

2015 Vermont Gas Systems Addison Transmission Pipeline Project construction

The pipeline segment (approximately 800 feet long) which was installed by horizontal directional drill (HDD) under I-89 and Hurricane Lane in Williston, was completely removed during this report period. Prior to removal, the "leading" 15' length of the installation was cut out and returned to the mill, which had processed the pipe to apply corrosion-protection coatings, for analysis of those coatings and damage to the coatings which occurred during the installation. The Department has requested a copy of the analysis report for its review. Additional visual examinations had also occurred following excavation of earth surrounding two areas of the pipe installation near Hurricane Lane. These examinations also exhibited unacceptable damage to the coatings designed for corrosion protection. VGS, the pipe coating mill and the HDD contractor believe the coating damages were caused by insufficient pipeline installation methods. A new "string" of pipe (800') is currently being prepared for installation in the same area, contingent on a revised installation execution-plan to be submitted by the HDD contractor and approved by VGS. VGS anticipates the revised installation execution-plan to include enhancements for conditioning the bored hole, an increase of the bore hole diameter, improvements related to application of drill-fluids and installation-slurry, and utilization of a sacrificial leading pipe section during the process of pulling pipe into the bored hole.

5/27/15

Vermont Gas Systems ANGP project

VGS planned and assessed four Horizontal Directional Drill (HDD) pipeline installations within the most northerly 11 mile segment of the Addison Natural Gas Pipeline project. These include so-called trenchless-technology pipeline construction sites which cross I-89 in Williston, Redmond Rd. in Williston, Rt. 2A in Essex, and a sensitive sandplain site in Colchester. Installation of a test pipe segment into the bored hole at the Redmond Rd. site was unsuccessful due to significant pipe damage caused by underground obstruction(s). It is believed the bore-path passes through a landfill site. Following consideration of the damage and several available methods to protect pipelines installed by HDD, the company has determined to abandon the bored hole and install the segment by conventional open-trench methods. VGS and its contractor continue to prepare for HDD installation at the remaining three sites.

6/1/15

Vermont Gas Systems ANGP project

Contractors, working for VGS, are making preparations to install a new 800' long pipeline segment into a hole previously bored by Horizontal Directional Drill under I-89 in Williston. Activities to enlarge and condition the hole to avoid pipe damage, similar to an earlier installation attempt at this site, are underway.

6/10/15

Vermont Gas Systems ANGP project

Contractors are continuing to prepare to install a 12" diameter pipeline segment under Route 2A in Essex, near the north terminus of Route 289 by Horizontal Directional Drill (HDD). Installation is expected to occur next week. The contractor and VGS are developing a specific execution plan for the operation, including written installation and inspection procedures. These procedures are expected to specify a test pipe segment installation (pull-through) for inspection prior to the final installation. A pipe segment of a larger diameter (larger than 12") is also expected to lead the pipe during final installation (the pipe will be pulled into and through a 24" hole bored by HDD).

VGS informed the Department Gas Engineer it expects to announce the selection of a company to install the remaining segments of the ANGP project, by conventional open-trench methods between Colchester and Williston, later this week. VGS representatives also stated that the company will provide the Department a revised Welding program and Quality Management program for construction of the project, later this week.

6/17/15

Vermont Gas Systems ANGP project

VGS representatives informed the Department Gas Engineer that final contract negotiations with a company to install the remaining six pipeline portions of the most-northerly 11 miles of the ANGP project (in Colchester, Essex and Williston VT) are under way. VGS is also engaged in contract negotiations with a separate company to perform inspection activities during this construction. VGS plans to provide training for the contractor, related to the project design specifications, in mid-July and expects construction activity to complete the segment (now referred to as Segment One of ANGP Phase I) to occur August through October 2015. VGS has revised its Inspection Manual for the project and provided a draft to the Gas Engineer during this report period.

6/24/15

Vermont Gas Systems Addison Natural Gas Project (ANGP)

VGS continues to be engaged in contract negotiations with a company to complete construction of the most-northerly 11 miles of the ANGP (in Colchester, Essex and Williston VT). VGS has selected and completed contract negotiations with McDaniel Technical Services, Inc. to perform inspection activities during the 2015 construction season. VGS representatives reiterated plans to mobilize these contractors and equipment in mid-July and begin pipeline construction early in August.

7/1/15

Vermont Gas Systems Addison Natural Gas Project "Mainline" Construction

VGS has not yet completed a contract agreement with a company to complete the most-northerly 11 miles of the ANGP project (by open-trench methods) in Colchester, Essex and Williston VT.

Vermont Gas Systems Addison Natural Gas Project "HDD" Construction

Engineer's Construction Inc., the company retained to perform horizontal directional drill installations of the project, installed a 12" diameter pipeline segment under RT2A in Essex, near the north terminus of RT289. The leading pipeline segment, which was pulled through the bored hole, sustained damage to its corrosion protective coatings. An additional length of pipe is currently being welded to the trailing-end. This will allow additional pipe to be pulled through, exposed on the leading-end of the bored hole and inspected.

Vermont Gas Systems Welding Program and Quality Assurance Plan

VGS provided the Gas Engineer a revised welding program to address specific probable violations of gas pipeline safety regulations which were cited in a warning letter issued by the Department. The revised program includes processes to develop, test and qualify welding procedures and to test and qualify individual welders which utilize those procedures. The program is applicable to the Addison Natural Gas Project and any other welding performed during the construction, maintenance or repair of steel pipeline facilities operated by the company. The company also provided an initial Quality Assurance plan to the Department. The Gas Engineer is currently reviewing these programs.

7/8/15

Vermont Gas Systems Addison Natural Gas Project (ANGP) "Mainline" Construction

VGS has made an agreement with Michels Corporation to complete the most-northerly 11 miles of the ANGP (by open-trench methods) in Colchester, Essex and Williston VT. The final contract for this has not been completed. A comprehensive set of construction specifications, installation procedures and project requirements have not been completed. VGS representatives plan to update the Department Commissioner, PA and Engineering on construction schedules later this week.

Vermont Gas Systems ANGP project, HDD construction

Engineer's Construction Inc., continued to make provisions to pull the 12" diameter pipeline segment installed under Route 2A (in Essex near the north terminus of Route 289) further through the bored hole. The current leading pipeline segment-length, which was pulled completely through the bored hole during installation and exposed, sustained damage to its corrosion protective coatings. Similar results have been observed at two other sites of the ANGP where pipe installations by horizontal directional drilling have been attempted. The Gas Engineer reiterated concern to VGS that the company has not established adequate construction methods and inspection techniques to reliably ensure appropriate condition of all pipe installed by HDD, including segments which will not be visually assessed. This concern is amplified because the design of ANGP Phase I includes approximately 16 additional HDD installations.

Vermont Gas Systems Welding Program and Quality Assurance Plan

The Gas Engineer offered VGS a preliminary assessment of the company's revised written welding program which was recently provided to address probable violations of gas pipeline safety regulations. The Gas Engineer informed VGS of program areas which appear to require further clarification, including scope of the document, document organization, references to other documents related to welding and several specific processes included in the document. VGS also plans to review its revised quality assurance plan with the Gas Engineer in the near future (tentatively next week).

7/14/15

Vermont Gas Systems Welding Program and Quality Assurance Plan

The Gas Engineer continued assessments of the company's revised written welding program and quality assurance plan, and will meet VGS representatives responsible for these programs later this week. The company plans to present its status for implementation of management systems related to quality control, with particular focus on the ANGP project. Discussion regarding further revision of the welding program is also expected during this meeting.

7/22/15

Vermont Gas Systems Inc. ANGP Project

As of 7/21/15, VGS has not signed a contract document with the company it selected to construct the remaining "main line" portions of the Addison Natural Gas Pipeline project, Phase I. It is expected that two weeks may be required to mobilize the personnel and equipment and to initiate construction, following establishment of the contract.

VGS Welding Program, Quality Management System and Operator Qualification Program

The Gas Engineer continued to review Vermont Gas Systems (VGS) programs, plans and procedures which are necessary to ensure the ANGP facilities are constructed as designed and are compliant with the project's CPG and Vermont gas safety regulations. Previously, the Gas Engineer informed VGS representatives that critical elements were missing from each of the programs referenced above. These elements include adequate criteria for inspection of production-welding processes, method(s) to identify root-cause(s) of non-conforming conditions, methods to monitor the efficacy of corrective-actions, specific task training modules for construction personnel, and individual skill assessment verifications. The Gas Engineer reviewed these elements with VGS again during this report period, and VGS indicated these elements are not currently available.

7/29/15

Vermont Gas Systems Inc. ANGP Project

As of 7/21/15, VGS has not signed a contract document with the company it selected to construct the remaining "main line" portions of the Addison Natural Gas Pipeline project, Phase I. It is expected that two weeks may be required to mobilize the personnel and equipment and to initiate construction, following establishment of the contract.

VGS Welding Program, Quality Management System and Operator Qualification Program

The Gas Engineer continued to review Vermont Gas Systems (VGS) programs, plans and procedures which are necessary to ensure the ANGP facilities are constructed as designed and are compliant with the project's CPG and Vermont gas safety regulations. Previously, the Gas Engineer informed VGS representatives that critical elements were missing from each of the programs referenced above. These elements include adequate criteria for inspection of production-welding processes, method(s) to identify root-cause(s) of non-conforming conditions, methods to monitor the efficacy of corrective-actions, specific task training modules for construction personnel, and individual skill assessment verifications. The Gas Engineer reviewed these elements with VGS again during this report period, and VGS indicated these elements are not currently available.

8/12/15

2015 Vermont Gas Systems Addison Transmission Pipeline Construction

The Department utilized a contract Gas Pipeline Inspector to provide site inspections of the Vermont Gas System Inc., Addison Natural Gas Pipeline (ANGP) Project, during this report period. On site observations included the process for certifying individual welders to utilize specific project welding procedures, horizontal drilling in preparation for pipeline installation in the sandplains of Essex and Colchester, and pipe condition assessments in Williston.

8/19/15

Vermont Gas Systems Addison Transmission Pipeline Construction

The Engineering Division performed design review and site inspections of the Vermont Gas System Inc., Addison Natural Gas Pipeline (ANGP) Project, during this report period. Significant project activity performed by contract personnel (retained by VGS to construct the pipeline facilities) included horizontal drilling for pipeline installation in the sandplains of Essex and Colchester. Preparation activity to install a pipeline segment and mainline valve near the Chittenden Solid Waste District location, Redmond Rd. Essex also occurred. Engineering met with VGS project management personnel to review the company's status to address several items of concern. These items include details related to welding, pipeline coating, overall quality control processes and individual qualification evaluation methods. The company is addressing each area with corrective actions. The Department Pipeline Safety Program staff is monitoring the schedule, implementation and effectiveness of these actions.

8/26/15

Vermont Gas Systems Addison Transmission Pipeline Project Construction

Contract personnel, retained by VGS to construct the pipeline project via conventional open trench method, has installed approximately 750 feet of pipeline near Redmond Road, Williston and approximately 2250 feet adjacent to RT 289 in Essex since beginning these activities on 8/18/15. VGS plans to complete the so-called Segment 1 this construction season. Segment 1 is 10.4 miles long (half of the segment was installed last year by a previous contractor). To complete Segment 1, approximately 20,500 feet is planned to be installed conventionally, 4,673 feet is planned to be installed by horizontal directional drill (HDD) with an additional 229 feet planned for boring under roads which the project crosses. The "new" mainline contractor is presently utilizing two crews for construction; personnel for a third crew are currently preparing to begin construction next week. VGS has retained the company which performed HDD work last year to perform the same type of activity this year. This contractor is currently drilling two areas of a sandplain in Essex/Colchester which will become a total contiguous-length of approximately 4,100 feet. The Department continued to utilize a contract Gas Pipeline Inspector for site inspections of the project, during this report period.

9/2/15

Vermont Gas Systems Addison Transmission Pipeline Project Construction

37,560 feet (approximately 7 miles) of ANGP project facilities have been installed to date. Construction personnel installed 3754 feet (approximately ¾ of a mile) last week. The mainline contractor is utilizing three crews for construction; these crews are all currently working in separate locations adjacent to Route 289. Pipeline project protesters were present at the construction site(s) this report period, however they did not inhibit project progress. The Department continued to utilize a contract Gas Pipeline Inspector for project inspections during this report period.

9/9/15

Vermont Gas Systems Addison Transmission Pipeline Project Construction

3,962 feet of gas transmission pipe were installed by open trench last week. Approximately 7.9 miles of ANGP project facilities have been installed to date. Horizontal drilling operations are continuing to prepare for installation of approximately ¾ mile under sandplains in Colchester. The company expects to complete the pipeline segment between the existing transmission line in Colchester to the newly constructed pressure reduction station in Williston by 10/1/15. The Department continued to utilize a contract Gas Pipeline Inspector for project inspections, during this report period.

9/16/15

Vermont Gas Systems Addison Transmission Pipeline Project Construction

Installation of pipeline by horizontal directional under the Colchester Sandplains began mid-day yesterday (9/15/15). This segment is half of the Sandplains installation (total will be ¾ mile long); contract crews are currently drilling the other half. Mainline construction personnel are continuing to install pipe by open trench to complete the pipeline segment between the existing transmission line in Colchester to the newly constructed pressure reduction station in Williston. VGS refers to this first project portion as "Segment One" which is 10.65 miles long. The Department continued to utilize a contract Gas Pipeline Inspector for inspections of this project, during this report period.

9/23/15

Vermont Gas Systems Addison Transmission Pipeline Project Construction

Approximately 0.43 miles of pipeline were installed under the Colchester Sandplains last week by horizontal directional drill (HDD). Contract crews are currently drilling an additional one-third mile in this area and have encountered solid rock. Other crews installed approximately 0.35 miles of pipe by conventional open-trench method last week. Approximately 9.34 miles of "Segment One" (the 10.65 mile long pipeline segment between the existing VGS transmission line in Colchester and the newly constructed pressure reduction station in Williston) have been installed. The Department continued to utilize a contract Gas Pipeline Inspector for inspections of this project, during this report period.

9/30/15

Vermont Gas Systems Addison Transmission Pipeline Project Construction

Approximately 9.75 miles of "Segment One" (between Colchester and Williston) have been installed. The segment is currently several separate sections of pipeline and will require an additional mile of pipeline construction to become contiguous. When completed, the segment could enable near-future operation of a pressure reduction station which was recently constructed on RT 2 in Williston and provide additional gas capacity to the Greater Burlington Area distribution system. (Two similar stations were also recently constructed in New Haven and in Middlebury) Contract crews continued to drill under the Colchester Sandplains during this report period. Other crews continued to install pipe by conventional open-trench method and by drilling under RT 15 in Essex. Completion of the segment is expected in October. The Department continued to utilize a contract Gas Pipeline Inspector during this report period.

10/7/15

Construction of Vermont Gas Systems' Addison Natural Gas Pipeline (ANGP) Project
Approximately 440 feet of pipeline was installed last week. Contract crews are continuing to drill an additional one-third mile under the Colchester Sandplains. Approximately 9.83 miles of "Segment One" (the 10.65 mile long pipeline segment between the existing VGS transmission line in Colchester and the newly constructed pressure reduction station in Williston) have been installed. The Department continued to utilize a contract Gas Pipeline Inspector for inspections of this project, during this report period.

10/14/15

Vermont Gas Systems Addison Natural Gas Pipeline Project Construction
No new ANGP pipeline was installed last week. 10.2 miles of "Segment One" has been installed and is contiguous with a few exceptions. Contract crews are continuing to drill one-third mile under the Colchester Sandplains; this will also require approximately 700 feet of addition pipeline (installed by open-trench) to connect with the pipeline already installed. Several short lengths of pipeline installed during 2014 are being addressed to correct deviations from depths required by the project specifications. The Department Gas Engineer has met with VGS representatives to indicate expectations for completion of multiple items prior to Segment One gas operations. The company has committed to submitting an itemized commissioning plan for the Department's review. The Department continued to utilize a contract Gas Pipeline Inspector for inspections of the project, during this report period.

10/28/15

Vermont Gas Systems Addison Transmission Pipeline Project Construction
No new pipe was installed on the ANGP project during this report period. Contract crews are currently preparing to install pipe under the Colchester Sandplains by horizontal drilling. Completion of this, plus short lengths adjacent to it, are required to make the so-called Segment One contiguous between the existing operating transmission pipeline in Colchester and the newly-installed pressure regulation station in Williston. The Department continued to utilize a contract Gas Pipeline Inspector for inspections.

11/4/15

Vermont Gas Systems Addison Natural Gas Pipeline Project Construction
No new pipe was installed on the ANGP project during this report period. A contract crew is continuing to horizontal drill an 1800 long hole under the Colchester Sandplains. The bore is currently 1400 feet long, 10-3/4inches in diameter, and believed to be presently encountering solid quartz. Further construction to complete the so-called Segment One (10.7 miles between Colchester and Williston) cannot proceed until installation at this site is completed, estimated to be approximately in two weeks. VGS laid off the majority of inspection personnel related to this project and the Main-Line contractor has removed its construction work force from Vermont,

retaining a skeleton crew to perform a partial pipeline pressure test later this week. The Department continued to utilize a contract Gas Pipeline Inspector for inspections of this project.

Vermont Gas Systems Addison Transmission Pipeline Project Operation
Vermont Gas Systems intends to operate Segment One and the newly installed pressure regulation station in Williston this heating season. The Gas Engineer has provided VGS representatives with specific expectations, including testing, analysis and appropriate actions required to assure fitness-of-service prior to gas operations of the segment. The company has begun to submit written plans to execute these requirements to the Department; however a minority of complete plans and assurance documents have been received at this time. Consequently, the company is planning to submit each plan in a sequence similar to the activities scheduled to perform the actions. The Gas Engineer has informed the company that the Department requires these plans and documents to be submitted with adequate lead time for review prior to the execution of each. The Gas Engineer is maintaining regular and direct contact with the company to provide the status of the Department's review and acceptance of each parameter

11/11/15

Vermont Gas Systems Addison Transmission Pipeline Project Construction
No new pipe was installed on the ANGP project during this report period. Horizontal drilling is continuing at the Colchester Sandplains. A 9 mile segment, between the Sandplains and the newly constructed gate station in Williston, was successfully pressure tested on Saturday. The Department utilized a contract Gas Pipeline Inspector for inspections of this project.

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

(grey)	Sand Trench Breaker
(yellow)	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
NONE	N/A	129+15	SAND	
NONE	N/A	132+62	SAND	
NONE	N/A	144+15	SAND	
NONE	N/A	147+22	SAND	
NONE	N/A	150+10	SAND	
187+75	BENTONITE	NONE	N/A	
188+50	BENTONITE	188+78	BENTONITE	
NONE	N/A	189+14	SAND	
NONE	N/A	190+10	SAND	
190+55	BENTONITE	190+53	BENTONITE	
193+15	BENTONITE	193+56	BENTONITE	
194+55	SAND	NONE	N/A	
195+80	SAND	NONE	N/A	
197+00	SAND	NONE	N/A	
202+17	SAND	NONE	N/A	

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

(grey)	Sand Trench Breaker
(yellow)	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
202+95	SAND	NONE	N/A	
211+90	SAND	NONE	N/A	
NONE	N/A	238+79	SAND	
328+10	SAND	327+77	SAND	
328+92	SAND	328+64	SAND	
330+65	SAND	331+22	SAND	
331+40	SAND	331+66	SAND	
343+62	SAND	NONE	N/A	
344+35	SAND	344+50	SAND	
345+08	SAND	345+02	SAND	
347+42	SAND	NONE	N/A	
348+00	SAND	347+80	SAND	
348+60	SAND	NONE	SAND	
348+80	BENTONITE	348+45	BENTONITE	
349+25	BENTONITE	349+52	BENTONITE	

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

(grey)	Sand Trench Breaker
(yellow)	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
350+72	BENTONITE	350+72	BENTONITE	
351+06	BENTONITE	351+06	BENTONITE	
367+30	BENTONITE	367+40	BENTONITE	
369+12	BENTONITE	368+72	BENTONITE	
369+47	SAND	NONE	N/A	
370+45	BENTONITE	NONE	N/A	
371+10	BENTONITE	NONE	N/A	
374+22	SAND	NONE	N/A	
375+05	SAND	NONE	N/A	
380+45	SAND	NONE	N/A	
381+40	SAND	NONE	N/A	
380+75	BENTONITE	380+80	BENTONITE	
382+10	BENTONITE	NONE	N/A	
382+60	BENTONITE	NONE	N/A	
384+00	BENTONITE	NONE	N/A	

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

(grey)	Sand Trench Breaker
(yellow)	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
384+60	BENTONITE	NONE	N/A	
385+00	BENTONITE	386+12	BENTONITE	
401+49	SAND	NONE	N/A	
403+00	SAND	NONE	N/A	
404+93	SAND	NONE	N/A	
406+42	SAND	NONE	N/A	
407+96	SAND	NONE	N/A	
409+48	SAND	NONE	N/A	
411+00	SAND	NONE	N/A	
429+35	BENTONITE	429+30	BENTONITE	
429+05	BENTONITE	429+43	BENTONITE	
429+50	SAND	NONE	N/A	
430+30	SAND	NONE	N/A	
433+50	SAND	433+53	SAND	
435+00	SAND	NONE	N/A	

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

(grey)	Sand Trench Breaker
(yellow)	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
436+90	BENTONITE	436+70	BENTONITE	
NONE	N/A	437+00	BENTONITE	
437+20	BENTONITE	437+19	BENTONITE	
440+50	BENTONITE	440+22	BENTONITE	
440+70	BENTONITE	441+10	BENTONITE	
448+40	BENTONITE	447+75	BENTONITE	
449+30	BENTONITE	449+09	BENTONITE	
459+50	BENTONITE	NONE	N/A	
460+15	BENTONITE	460+09	BENTONITE	
466+05	BENTONITE	466+00	BENTONITE	
466+55	BENTONITE	466+50	BENTONITE	
468+70	BENTONITE	468+62	BENTONITE	
469+30	BENTONITE	469+35	BENTONITE	
506+45	BENTONITE	NONE	N/A	
507+30	BENTONITE	NONE	N/A	

ANGP Trench Breaker Locations As-Built 2014 (Segment 1)

NOTE: The following approximate stations are the minimum locations for both sand and bentonite trench breakers for Segment 1 (As Built 2014) of the Addison Natural Gas Project. This list was created using information from details #2 and #5 on drawing ANGP-T-G-015 Rev. 1 from the Plan Set titled "Addison Natural Gas Project Transmission Mainline" dated 04-02-15. The Construction Management Team/Inspectors should review actual field conditions and direct the Contractor to install additional trench breakers as necessary to supplement the listed areas.

LEGEND:

(grey)	Sand Trench Breaker
(yellow)	Bentonite Trench Breaker

"Theoretical Station"	Type	As-Built Station	As-Built Type	Comments
510+25	BENTONITE	509+90	BENTONITE	
511+80	BENTONITE	NONE	N/A	
514+70	BENTONITE	514+89	BENTONITE	
515+50	BENTONITE	515+45	BENTONITE	
540+35	BENTONITE	540+43	BENTONITE	
540+65	BENTONITE	537+60 (STA EQN.)	BENTONITE	
546+30	BENTONITE	546+09	BENTONITE	
547+35	BENTONITE	547+62	BENTONITE	
548+00	BENTONITE	NONE	N/A	
NONE	N/A	549+68	Unk.*	need to confirm with survey TRBKR type
551+00	BENTONITE	NONE	N/A	
552+60	BENTONITE	553+30	Unk.*	need to confirm with survey TRBKR type