

Exhibit 7

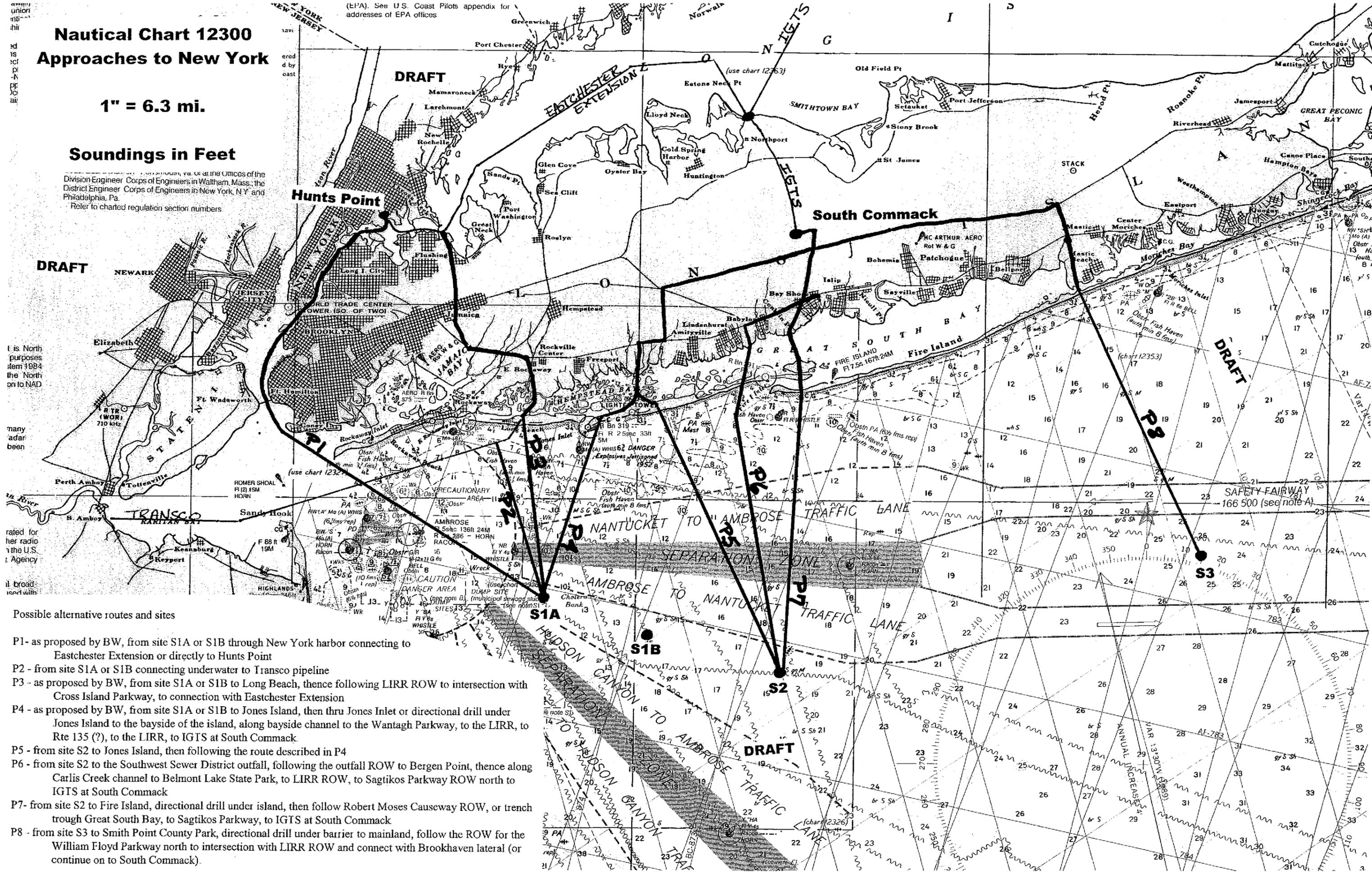
Nautical Chart 12300

Approaches to New York

1" = 6.3 mi.

Soundings in Feet

Division Engineer Corps of Engineers in Waltham, Mass., the District Engineer Corps of Engineers in New York, N.Y. and Philadelphia, Pa.
Refer to charted regulation section numbers.



Possible alternative routes and sites

- P1 - as proposed by BW, from site S1A or S1B through New York harbor connecting to Eastchester Extension or directly to Hunts Point
- P2 - from site S1A or S1B connecting underwater to Transco pipeline
- P3 - as proposed by BW, from site S1A or S1B to Long Beach, thence following LIRR ROW to intersection with Cross Island Parkway, to connection with Eastchester Extension
- P4 - as proposed by BW, from site S1A or S1B to Jones Island, then thru Jones Inlet or directional drill under Jones Island to the bayside of the island, along bayside channel to the Wantagh Parkway, to the LIRR, to Rte 135 (?), to the LIRR, to IGTS at South Commack.
- P5 - from site S2 to Jones Island, then following the route described in P4
- P6 - from site S2 to the Southwest Sewer District outfall, following the outfall ROW to Bergen Point, thence along Carlis Creek channel to Belmont Lake State Park, to LIRR ROW, to Sagtikos Parkway ROW north to IGTS at South Commack
- P7 - from site S2 to Fire Island, directional drill under island, then follow Robert Moses Causeway ROW, or trench through Great South Bay, to Sagtikos Parkway, to IGTS at South Commack
- P8 - from site S3 to Smith Point County Park, directional drill under barrier to mainland, follow the ROW for the William Floyd Parkway north to intersection with LIRR ROW and connect with Brookhaven lateral (or continue on to South Commack).