

| RIGHT - OF - WAY       |   | CROSSING          |        |        |                   |        |                   |                   |        |                      |        |                   |                      |                   |                      |        |                   |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |
|------------------------|---|-------------------|--------|--------|-------------------|--------|-------------------|-------------------|--------|----------------------|--------|-------------------|----------------------|-------------------|----------------------|--------|-------------------|--------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--------|
| TRACT NUMBERS          |   | CCL-FL-CI-029.000 |        |        | CCL-FL-CI-030.000 |        | CCL-FL-CI-031.000 | CCL-FL-CI-032.000 |        | CCL-FL-CI-033.500.CR |        | CCL-FL-CI-034.000 | CCL-FL-CI-034.500.CR | CCL-FL-CI-035.000 | CCL-FL-CI-035.500.CR |        | CCL-FL-CI-036.000 |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |
| RODDAGE                |   | 371+00            | 374+03 | 375+00 | 382+47            | 382+47 | 382+47            | 382+47            | 382+47 | 382+47               | 382+47 | 382+47            | 382+47               | 382+47            | 382+47               | 382+47 | 382+47            | 424+00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |
|                        |   | 18.4              | 5.9    |        | 64.7              |        | 10.5              | 7.7               | 3.6    |                      | 34.4   |                   | 6.1                  | 35.4              |                      | 34.2   |                   | 132.2  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |
| SURVEY DATA            | <p>SURVEY COMPANY:</p> <p>FIELD BOOK:</p> <p>PAGES:</p>   |                   |        |        |                   |        |                   |                   |        |                      |        |                   |                      |                   |                      |        |                   |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |
| CLASS LOCATION         | <p>CLASS 3</p> <p>378+84</p> <p>CLASS 2</p>   |                   |        |        |                   |        |                   |                   |        |                      |        |                   |                      |                   |                      |        |                   |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |
| MINIMUM DEPTH OF COVER | <p>3</p> <p>5</p>   |                   |        |        |                   |        |                   |                   |        |                      |        |                   |                      |                   |                      |        |                   |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |
| PIPE MATERIAL          | <p>SR</p> <p>MLV</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>26</p> <p>27</p> <p>28</p> <p>29</p> <p>30</p> <p>31</p> <p>32</p> <p>33</p> <p>34</p> <p>35</p> <p>36</p> <p>37</p> <p>38</p> <p>39</p> <p>40</p> <p>41</p> <p>42</p> <p>43</p> <p>44</p> <p>45</p> <p>46</p> <p>47</p> <p>48</p> <p>49</p> <p>50</p> <p>51</p> <p>52</p> <p>53</p> <p>54</p> <p>55</p> <p>56</p> <p>57</p> <p>58</p> <p>59</p> <p>60</p> <p>61</p> <p>62</p> <p>63</p> <p>64</p> <p>65</p> <p>66</p> <p>67</p> <p>68</p> <p>69</p> <p>70</p> <p>71</p> <p>72</p> <p>73</p> <p>74</p> <p>75</p> <p>76</p> <p>77</p> <p>78</p> <p>79</p> <p>80</p> <p>81</p> <p>82</p> <p>83</p> <p>84</p> <p>85</p> <p>86</p> <p>87</p> <p>88</p> <p>89</p> <p>90</p> <p>91</p> <p>92</p> <p>93</p> <p>94</p> <p>95</p> <p>96</p> <p>97</p> <p>98</p> <p>99</p> <p>100</p> <p>101</p> <p>102</p> <p>103</p> <p>104</p> <p>105</p> <p>106</p> <p>107</p> <p>108</p> <p>109</p> <p>110</p> <p>111</p> <p>112</p> <p>113</p> <p>114</p> <p>115</p> <p>116</p> <p>117</p> <p>118</p> <p>119</p> <p>120</p> <p>121</p> <p>122</p> <p>123</p> <p>124</p> <p>125</p> <p>126</p> <p>127</p> <p>128</p> <p>129</p> <p>130</p> <p>131</p> <p>132</p> <p>133</p> <p>134</p> <p>135</p> <p>136</p> <p>137</p> <p>138</p> <p>139</p> <p>140</p> <p>141</p> <p>142</p> <p>143</p> <p>144</p> <p>145</p> <p>146</p> <p>147</p> <p>148</p> <p>149</p> <p>150</p> |                   |        |        |                   |        |                   |                   |        |                      |        |                   |                      |                   |                      |        |                   |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |
|                        | <p>371+00</p>   |                   |        |        |                   |        |                   |                   |        |                      |        |                   |                      |                   |                      |        |                   |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 424+00 |

### ALIGNMENT DETAIL

PROPOSED PIPELINE

PROPOSED PERMANENT EASEMENT

TEMP WORKSPACE

ADD. TEMP. WORKSPACE

EASEMENT LINE

CL STREAM/CREEK/DITCH

EDGE OF WATER

CL LEVEE

FIELD DELINEATED WETLAND

STREAM/DRAIN/WATERBODY BNDRY

CL ROAD

EDGE OF ROAD/PAVEMENT/CURB

CL CULVERT

CL RAILROAD

ACCESS ROAD (PAR/TAR)

STRUCTURE

CONTOUR MAJOR (EVERY 10')

CONTOUR MINOR (EVERY 2')

PIPELINE MILEPOST

PIPELINE MILEPOST 10TH

PROPERTY LINE

UNDERGROUND WATERLINE

UNDERGROUND COM. CABLE

UNDERGROUND POWERLINE

UNDERGROUND SANITARY SEWER

OVERHEAD POWERLINE

OVERHEAD TELEPHONE

VERIFIED PIPELINE

FENCE

TOP / TOE

TRANS. TOWER

GUY ANCHOR

HDD ENTRY/EXIT

FIRE HYDRANT

UTILITY POLE

AERIAL MARKER

ELEC. WATER, SAN. SEWER, GAS TELE. & STORM DRAIN MANHOLES

WELL

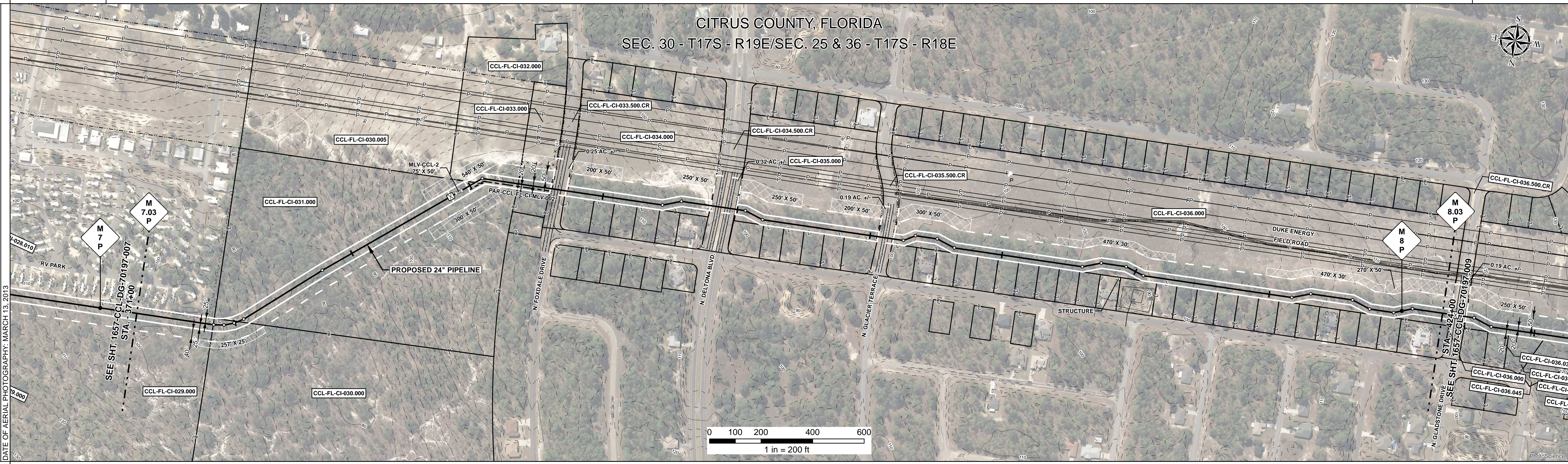
SEPTIC

VALVE

METER

SPREAD BREAK

DATE OF AERIAL PHOTOGRAPHY: MARCH 13, 2013



### PROFILE

SCALE: HORIZONTAL: 1" = 200'

VERTICAL: 1" = 200'

THE LOCATION OF TRENCH PLUGS AND SLOPE BREAKERS ARE INTENDED TO BE USED AS A GUIDELINE ONLY. EXACT LOCATION TO BE DETERMINED IN THE FIELD AS DIRECTED BY THE CHIEF INSPECTOR.

SLOPE BREAKERS/ARROW INDICATES DIRECTION

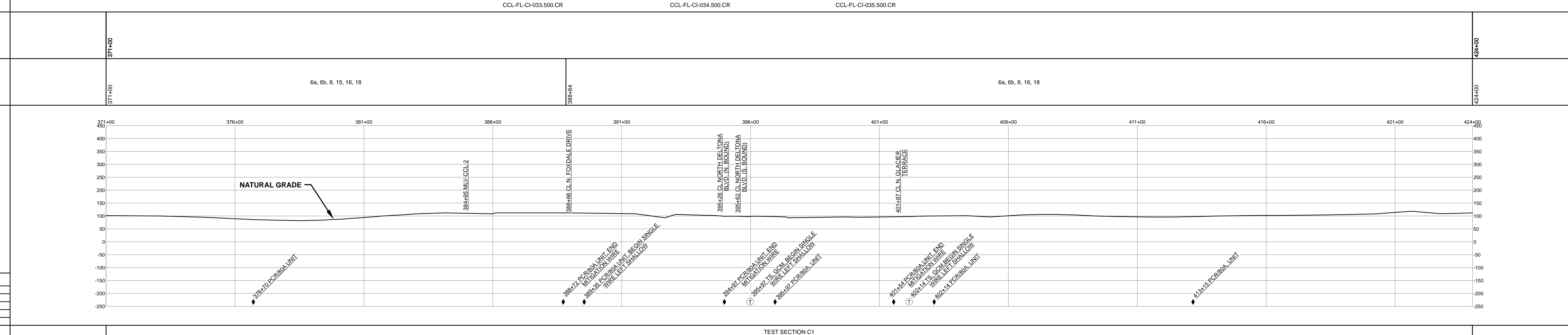
TRENCH PLUG

CP TEST STATION

RECTIFIER

DECOUPLER

| SLOPE BREAKER & TRENCH PLUG SPACING |          |              |
|-------------------------------------|----------|--------------|
| CODE                                | % SLOPE  | SPACING      |
| A                                   | < 5%     | NO STRUCTURE |
| B                                   | 5 - 15%  | 300 FT       |
| C                                   | 15 - 30% | 200 FT       |
| D                                   | > 30%    | 100 FT       |



### HYDROSTATIC TEST SECTION

| REFERENCE DRAWINGS |  | REVISIONS |     |            |                         | MATERIALS |   |         |
|--------------------|--|-----------|-----|------------|-------------------------|-----------|---|---------|
| DWG. NO.           | DESCRIPTION                              | REV       | DRN | DATE       | DESCRIPTION             | ITEM NO.  | DESCRIPTION   | QTY     |
| 1B-G-1000-MLV2     | PLOT PLAN - 24" MAINLINE VALVE CCL NO. 2 | 0         |     | 06/29/2015 | ISSUED FOR BID          | 11        | 24" O.D. x 0.416" W.T., API 5L X70, FBE 16 MILS w/I.D. EPOXY 1.7 MILS               | 3624 LF |
|                    |  | 1         |     | 03/14/2016 | ISSUED FOR CONSTRUCTION | 12        | 24" O.D. x 0.500" W.T., API 5L X70, FBE 16 MILS w/I.D. EPOXY 1.7 MILS               | 1367 LF |
|                    |  |           |     |            |                         | 13        | 24" O.D. x 0.500" W.T., API 5L X70, FBE 16 MILS, ARO 24 MILS, w/I.D. EPOXY 1.7 MILS | 253 LF  |
|                    |  |           |     |            |                         | MLV       | MAINLINE VALVE ASSEMBLY   | 56 LF   |
|                    |  |           |     |            |                         | 3R        | 3R ELBOW, HIGH STRENGTH WROUGHT BUTT-WELDED FITTING, 24" O.D.                       | 3 EA    |

### TEST SECTION C1

| ENGINEERING APPROVALS |           |              |            |
|-----------------------|-----------|--------------|------------|
| BID                   |           | CONSTRUCTION |            |
| TITLE                 | SIGNATURE | DATE         | DATE       |
| DRAWN BY: GIE         | FSR       | 06/29/2015   | 03/14/2016 |
| DRN. DATE: 01/04/2016 |           |              |            |
| CHECKED BY: GIE       | DRS       | 06/29/2015   | JC         |
| CHK. DATE:            |           |              |            |

SABAL TRAIL PROJECT  
PROPOSED 24" CITRUS CO. PIPELINE  
STA. 371+00 TO STA. 424+00  
ALIGNMENT SHEET

LOC. CITRUS COUNTY, FLORIDA

YEAR: 2017 SHEET: 8 OF 22 SCALE: 1" = 200' DWG. 1657-CCL-DG-70197-008 REV. 1