

Exhibit A

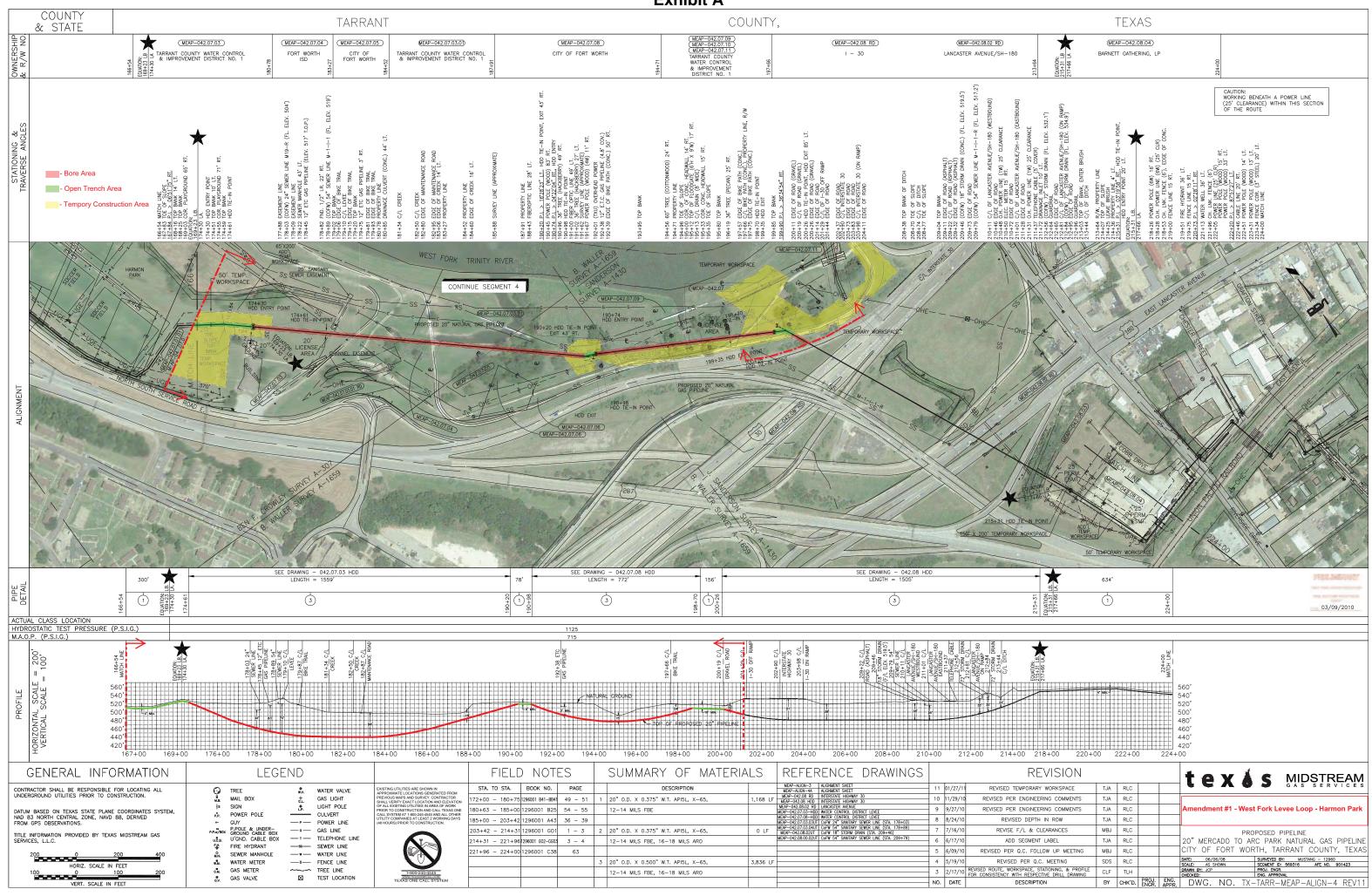
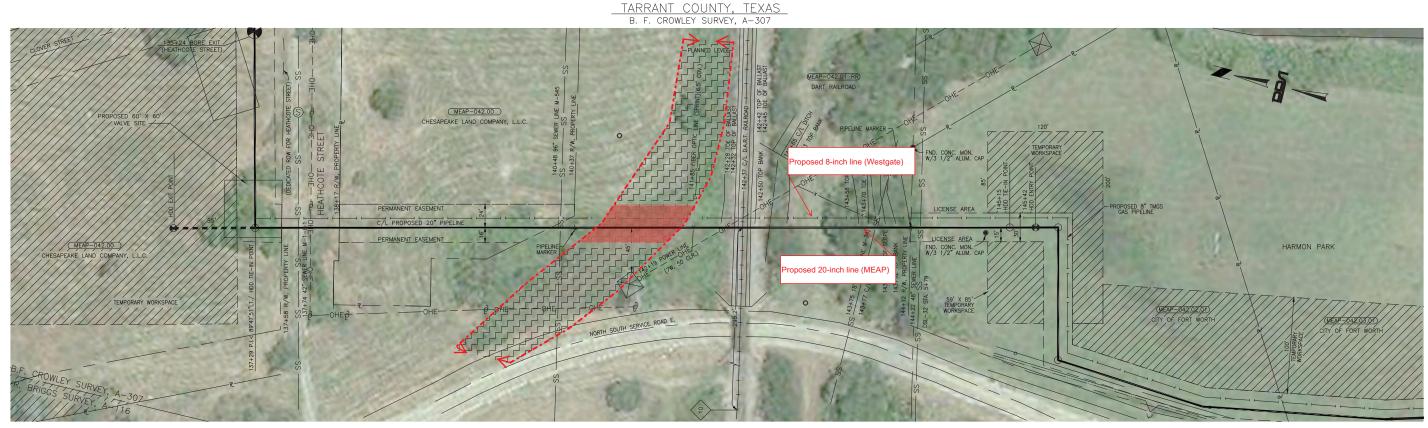
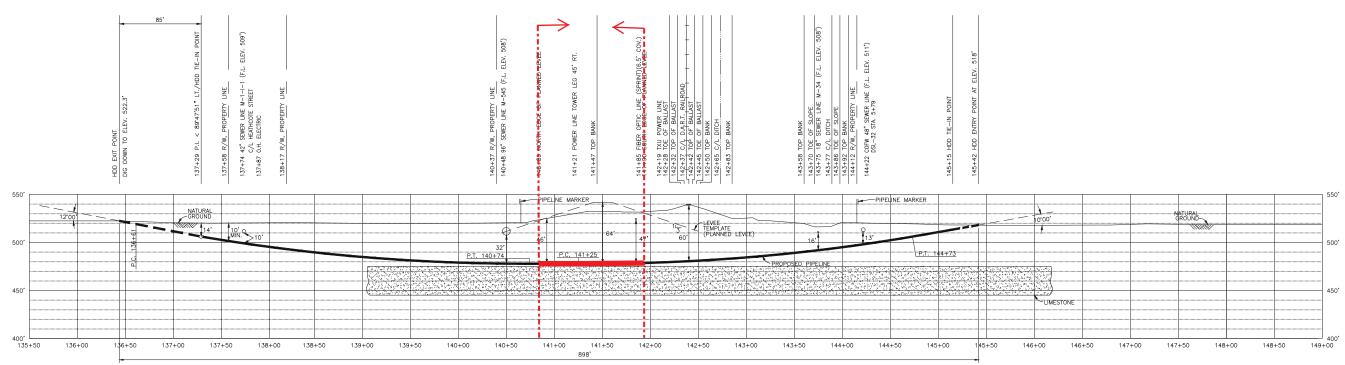


Exhibit B



PLAN



- 1. All welds are 100% X-Rayed. (Per AREMA 5.1.6.3)
- 2. All welded joints are sandblasted, heated to 160 degrees & the matching epoxy kit, per factory pipe coating, is applied.
- 3. The pipe is electrically tested "jeeped" for coating imperfections.
- Two types of factory coating are used in the industry.

 1. F.B.E. "Fusion Bonded Epoxy" is used on open ditch applications. This coating is very durable but pliable.

 2. ARO coating is used in H.D.D. "Horizontal Directional Drill applications. The pipe is first coated with F.B.E. and then coated with ARO, which makes the coating pliable but impervious to scraps and scratches caused by rocks.
- s. After the pipeline section is assembled, test heads are welded on both ends and hydrostatically tested to 1.5 times the M.A.O.P., Maximum Allowable Operating Pressure, for 8 hours with a "Deadweight Chart Recorder". The chart is then filed in the "Closing Package" of that project. (Per AREMA 5.1.6.3)
- Sacrificial anodes are used for temporary cathodic protection until the completed pipeline system is engineered for a rectified, 24 volt D.C. system with anode beds. D.O.T. requires an annual inspection of pipeline cathodic protection systems, but TMGS inspection requirements are bi—annual. No Dart above ground facilities are in the area. (Per AREMA 5.1.6b)
- b. Per the DART railroad and TMGS pipeline, hydrostatic testing exceptions will be made to insure the safety of the DART railway system. The working pressure of this pipeline system is estimated to be 325 psig to 550 psig when the system is flowing to the Arc Park Compressor Facility. TMGS will set their hydrostatic test M.A.O.P. at 715 psig thus making the actual maximum testing pressure 1,125. (Per AREMA 5.1.6.3)
- 9. The pipe to be installed under said DART project is 20" 0.D., 0.500" wall thickness, X-65 yield strength, 2,600 psi mill tested and 100% SMYS is 65,000 psi.

PROFILE

DATUM BASED ON TEXAS STATE PLANE COORDINATES SYSTEM, NAD 83 NORTH CENTRAL ZONE, NAVD 88, ELEVATIONS MSL, DERIVED FROM GPS OBSERVATIONS.

CURVE DATA (ENTRY)

D = 10'00'00"

R = 2000'
L = 349.00'
T = 175.00'



20" HDD under Ham Branch Levee, Lower West Fork (MEAP) 'HDD under Ham Branch Levee, Lower West Fork (Westgate)

(parallel pipelines, lateral spacing approx 20')

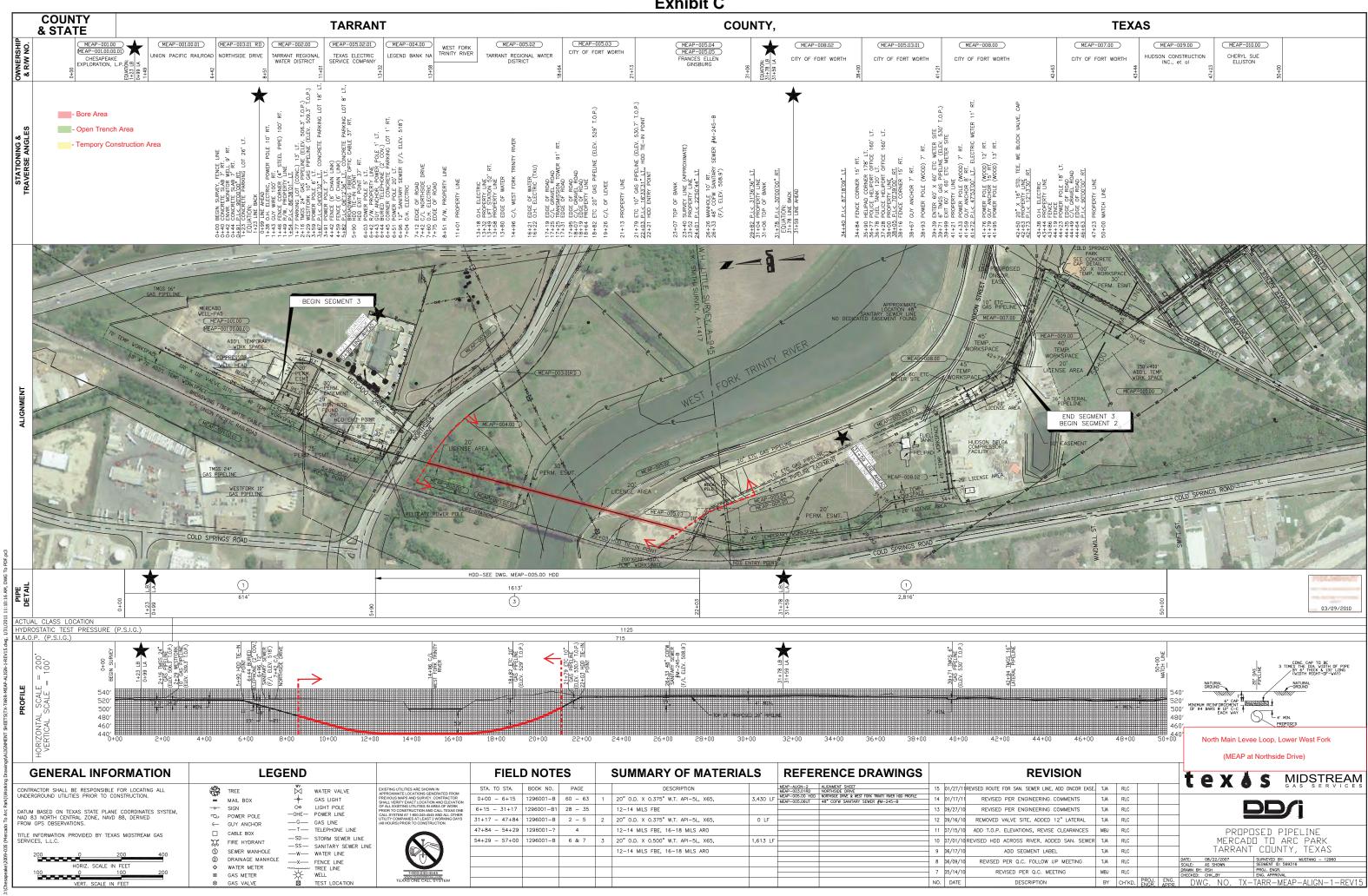
REVISED WORKSPACE RLC 10 01/26/11 TJA REVISED WORKSPACE, HDD ENTRY/EXIT RLC 9 12/30/10 TJA

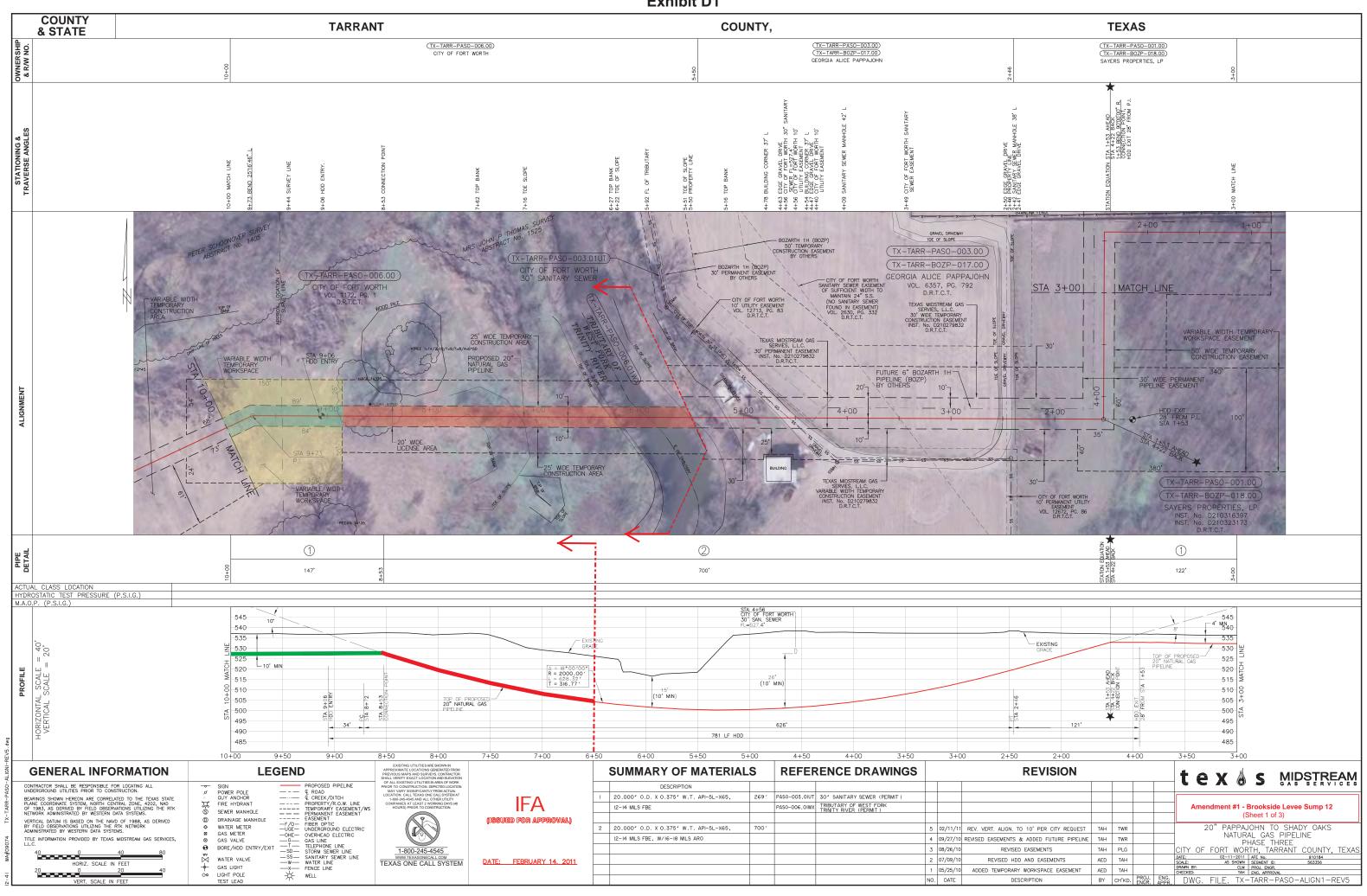
9	12/30/10	IJA	REVISE PER ENGINEERING MARKUP	RLC				
8	09/27/10	TJA	REVISE PER ENGINEERING COMMENTS	RLC				
7	07/16/10	MBJ	REVISE HDD PROFILE	RLC				Tage (p)
6	06/17/10	TJA	ADD SEGMENT NAME	RLC				\vee
5	05/18/10	HLM	REVISED PER Q.C. MEETING/ADD LEVEE TEMPLATE	RLC				1-800-245
4	03/09/10	TJA	REVISED STATIONING	RLC				WWW.TEXASONE
REV	DATE	BY	DESCRIPTION	CHK	ENGR	APPR	CLIENT	TEXAS ONE CA

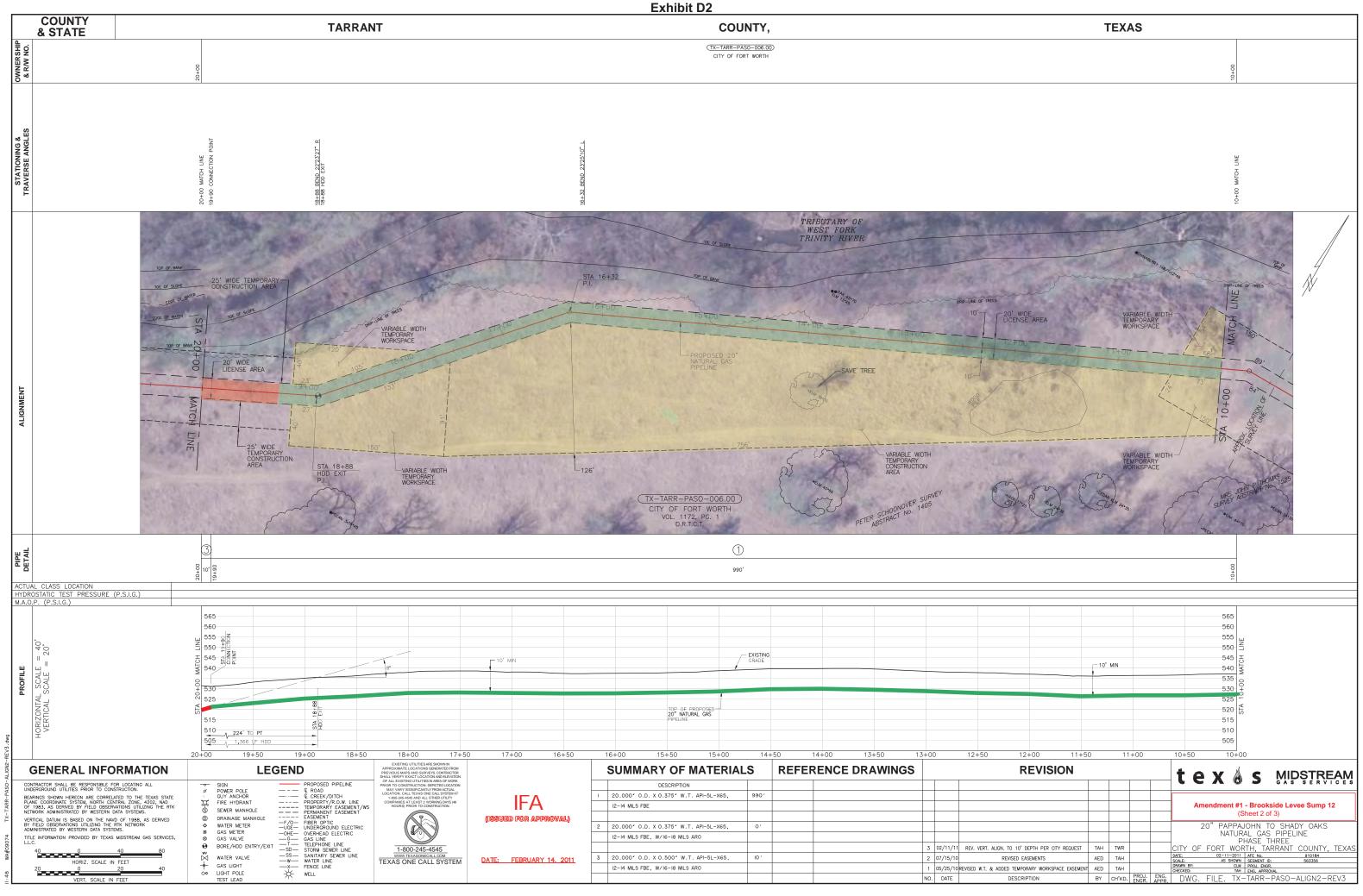
	1-800-245-4545	
	WWW.TEXASONECALL.COM	
TEY	AS ONE CALL SYSTE	

PROJECT NO.	12960	SEGMENT ID:	569316		PROPOSED MERCADO TO ARC PARK SEGMENT 4 - 4TH ST. C.F. TO ALVA
DESIGNED BY				3	HDD PLAN & PROFILE
DRAWN BY		RSH	03/07/08		DART RAILROAD
CHECKED BY		CPD	07/03/08		TARRANT COUNTY, TEXAS
APPROVED BY					
SCALE		1"= 50'	DATE	DWG. NO.	TX-TARR-MEAP-042.01 HDD

MIDSTREAM G A S S E R V I C E S PROPOSED MERCADO TO ARC PARK PIPELINE SEGMENT 4 - 4TH ST. C.F. TO ALVARADO V.S. HDD PLAN & PROFILE DART RAILROAD TARRANT COUNTY, TEXAS REV. 11 **Exhibit C**







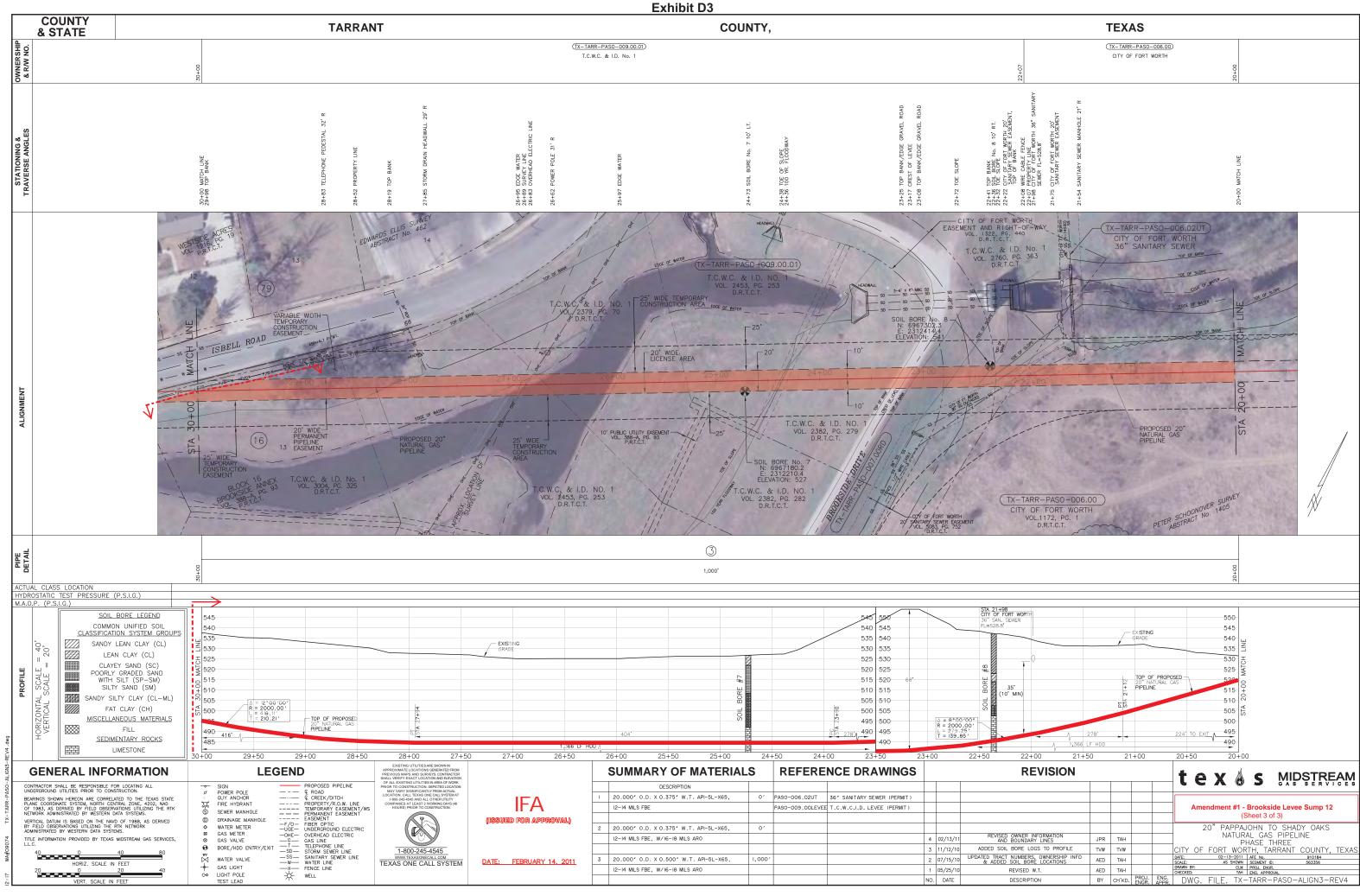
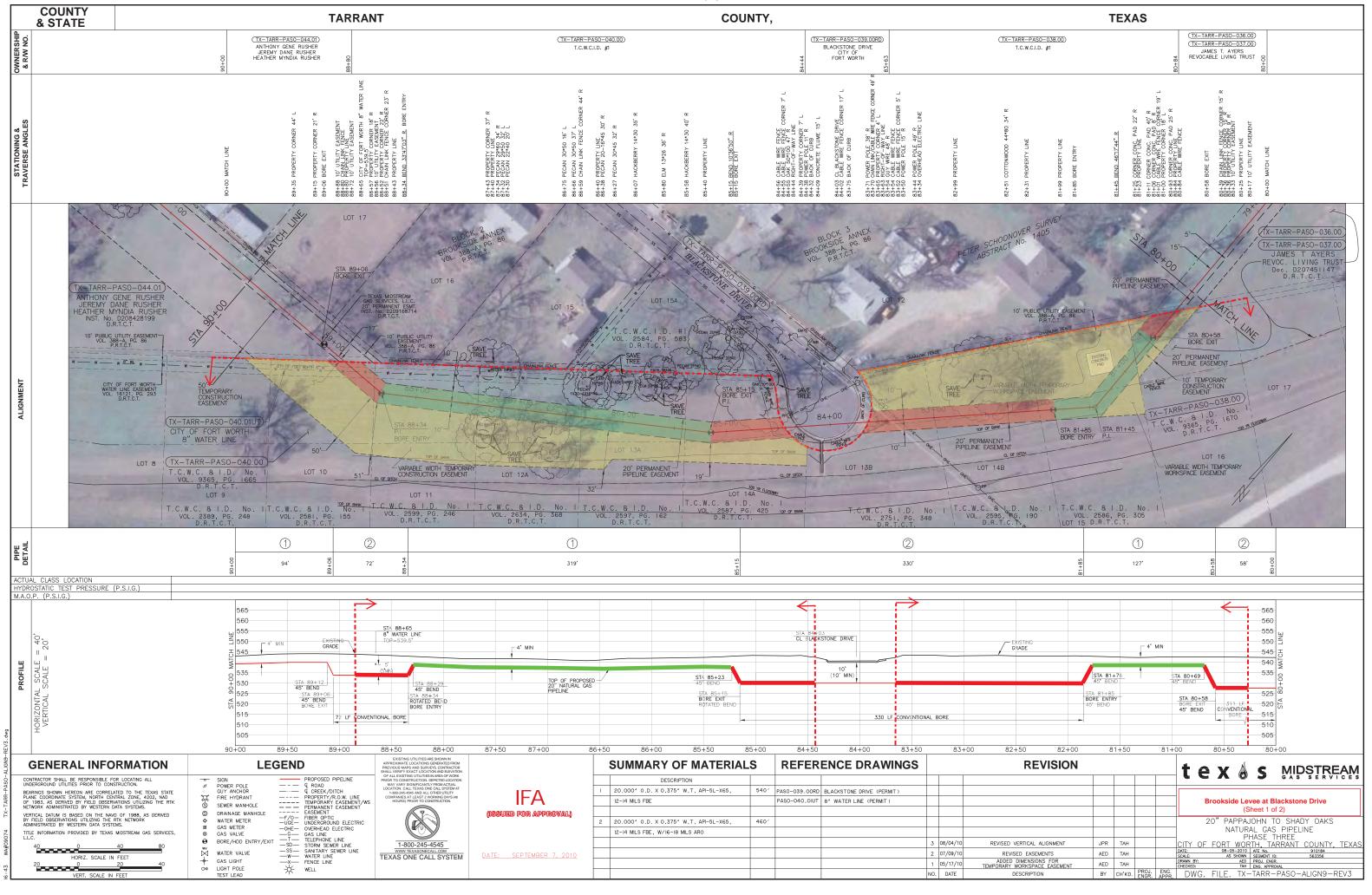


Exhibit E1



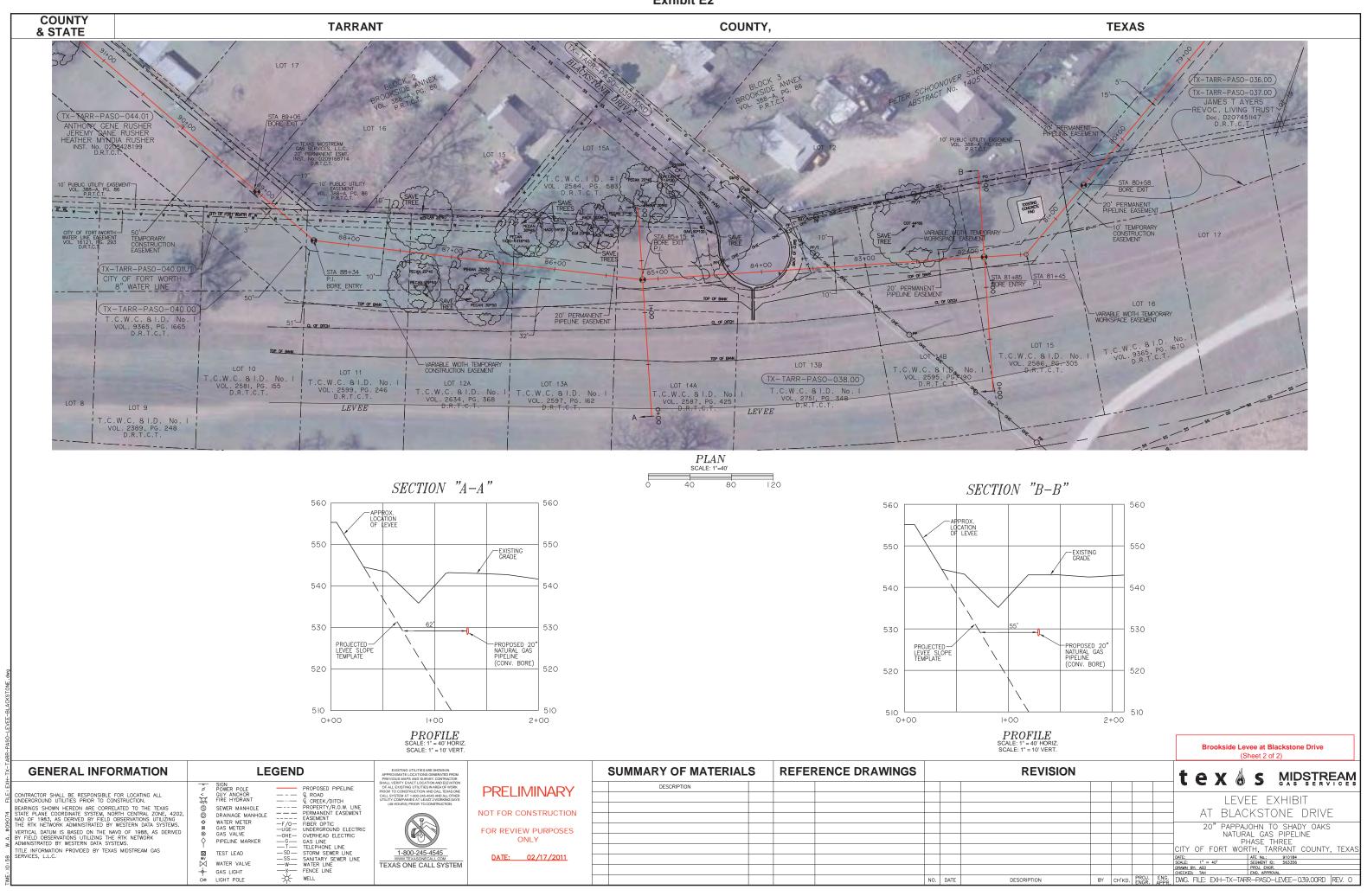
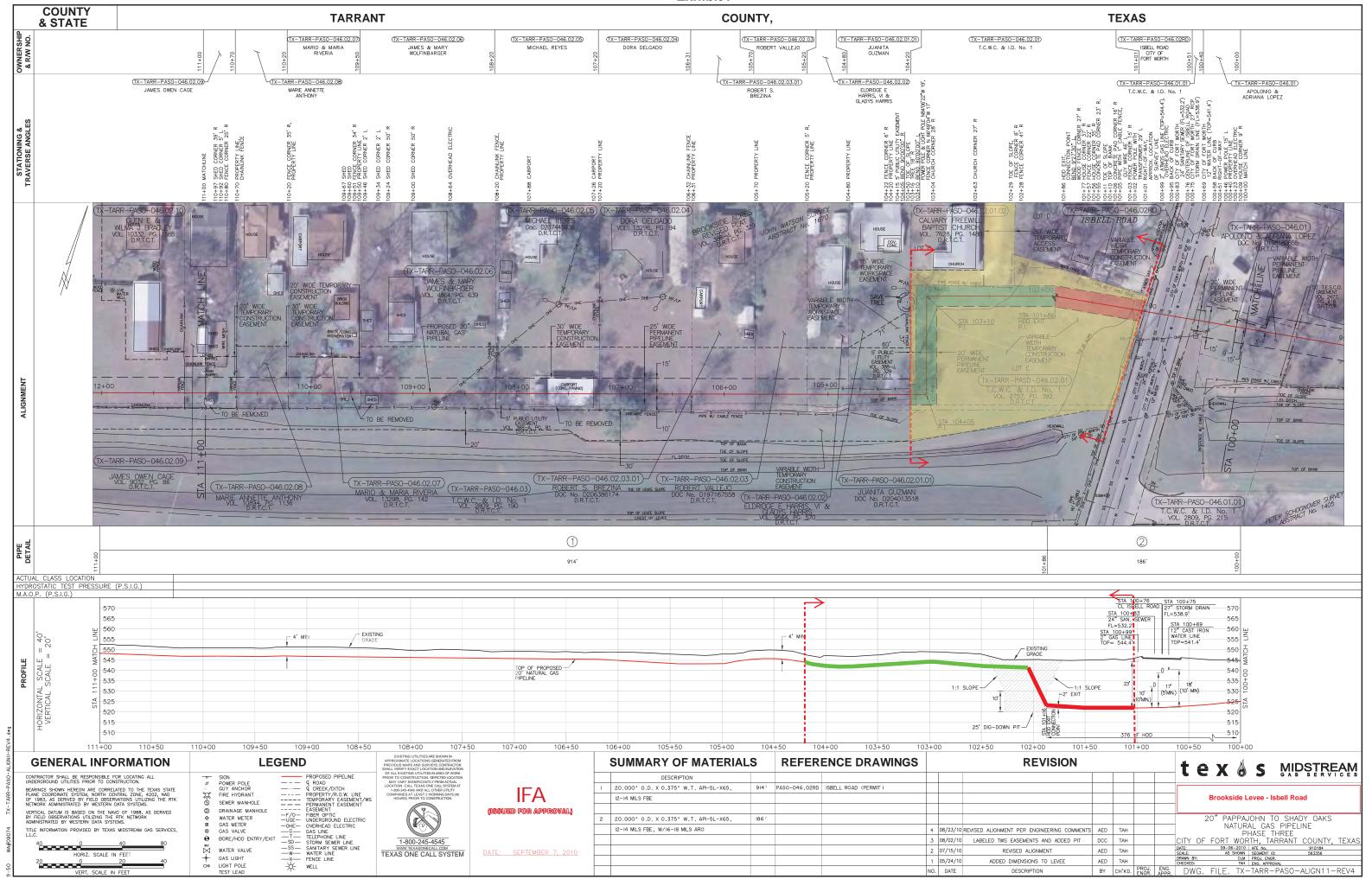


Exhibit F



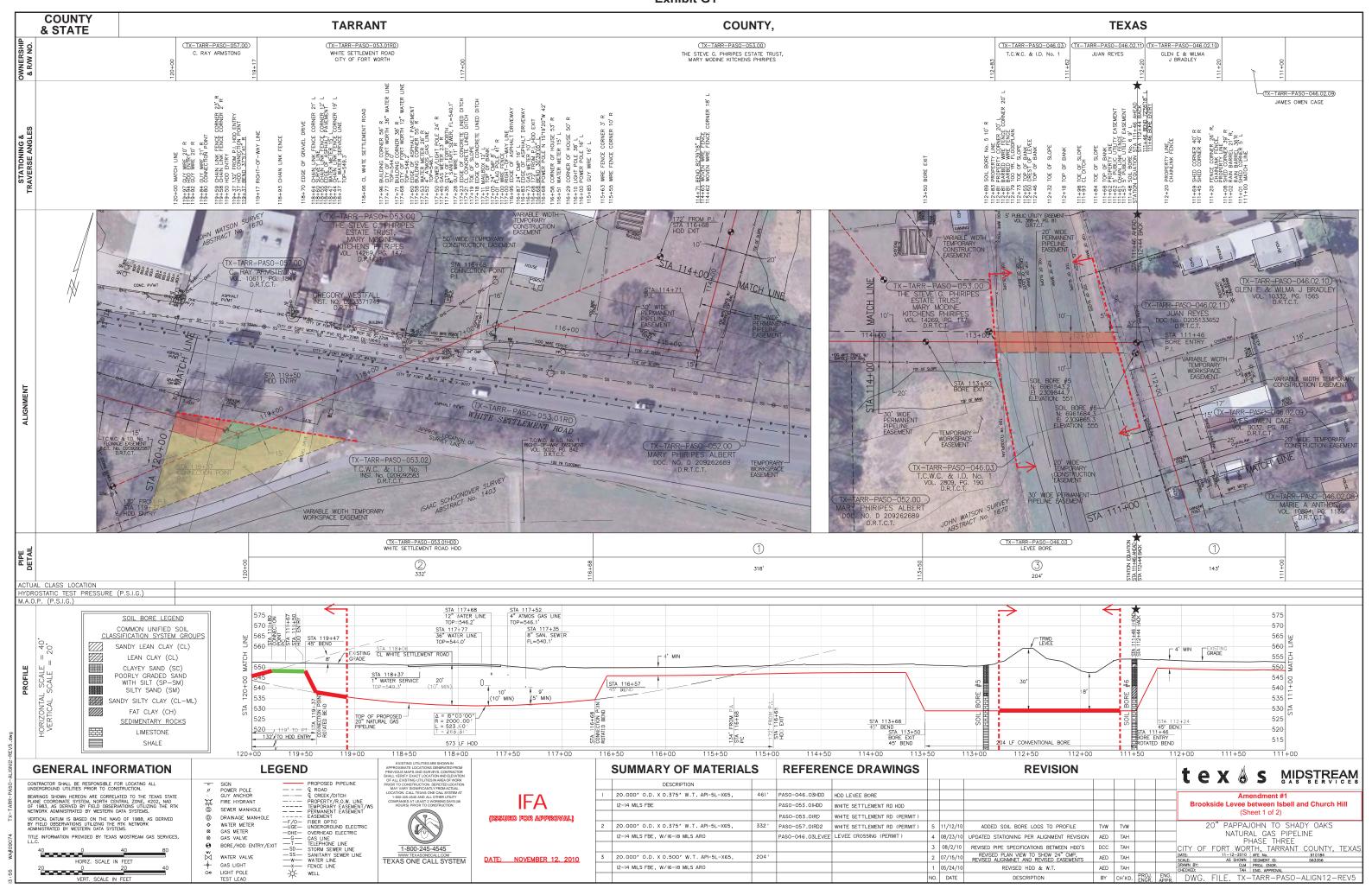


Exhibit G2

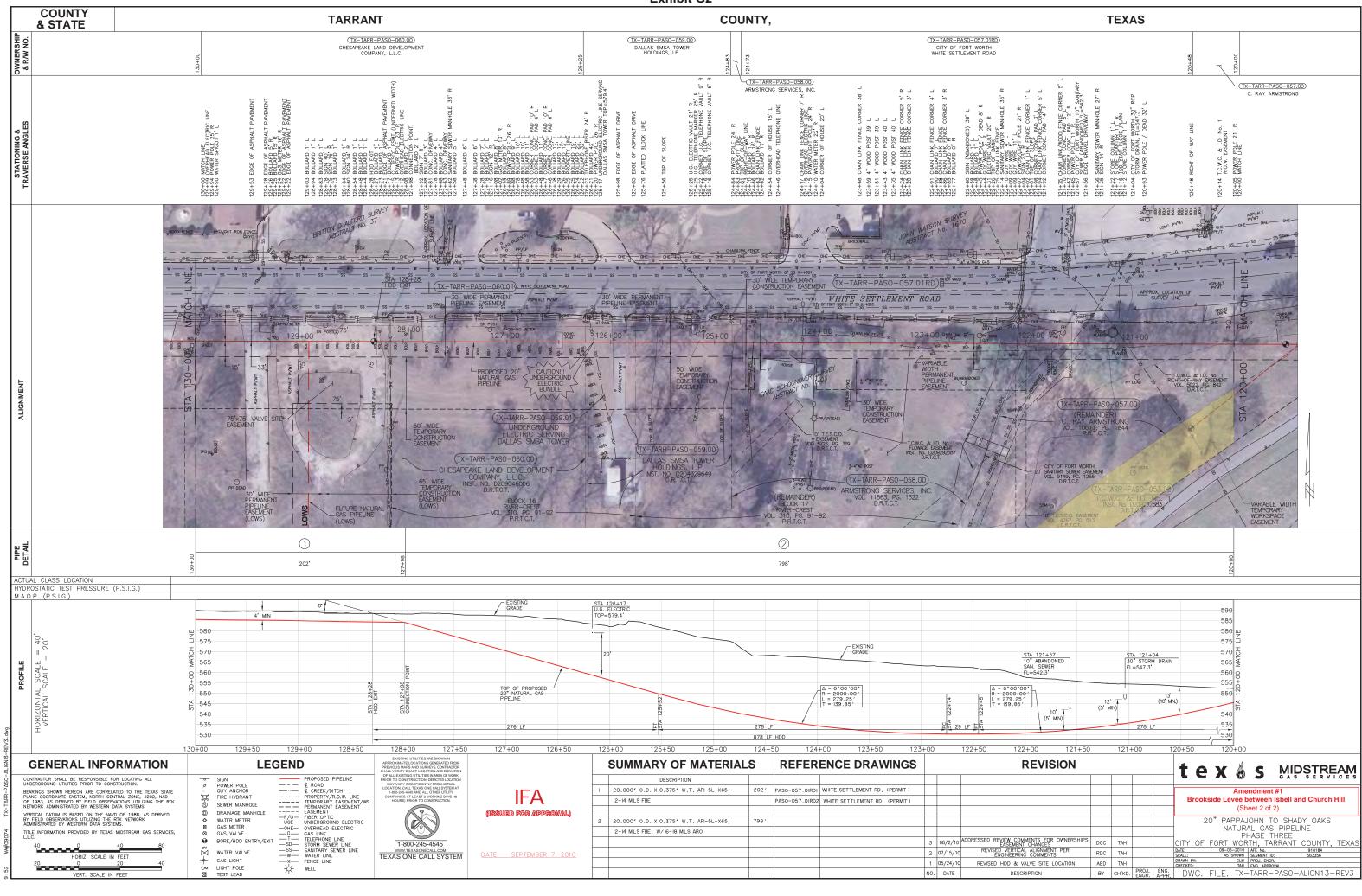


Exhibit H1

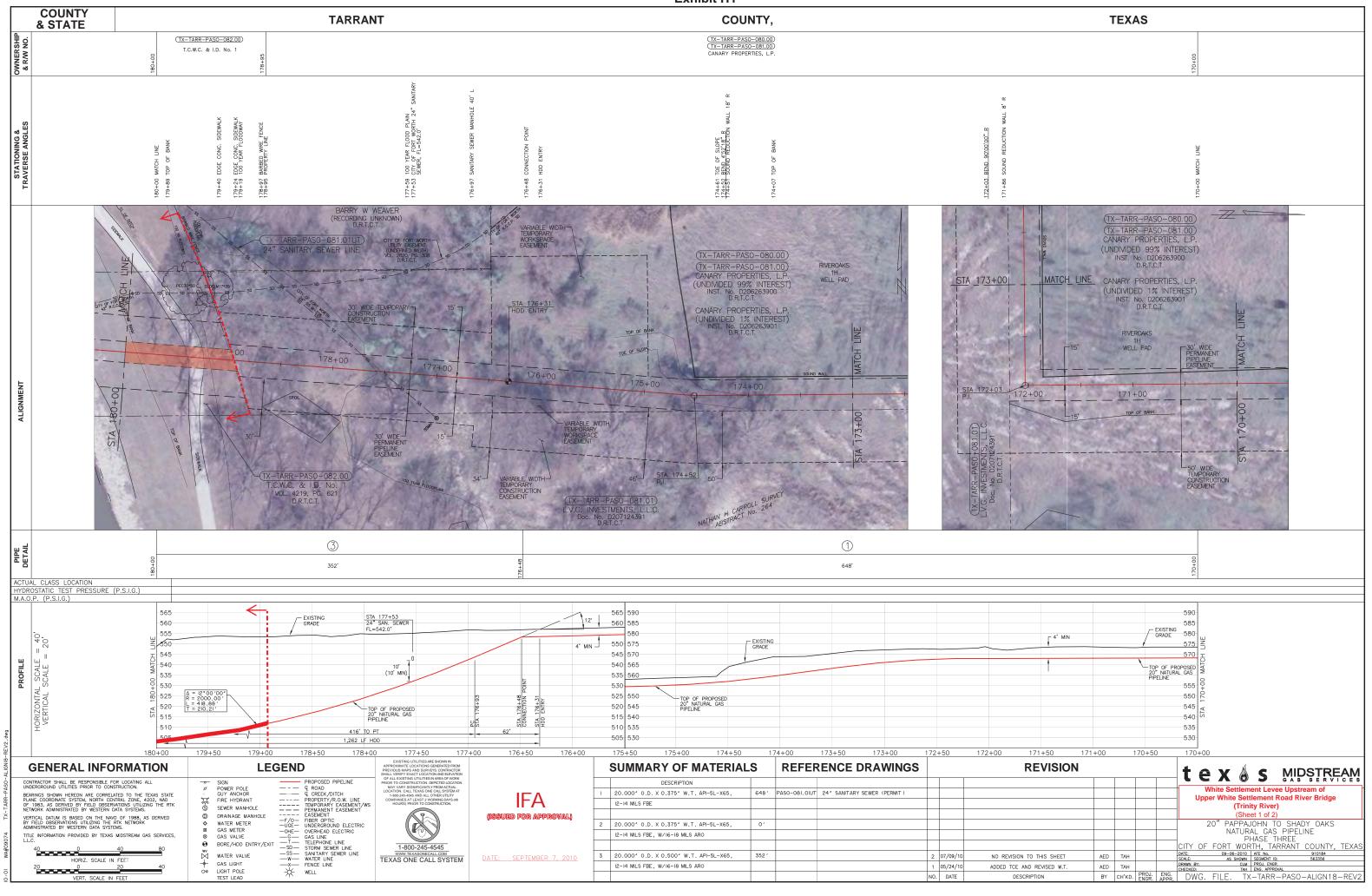


Exhibit H2

