

KEYSTONE XL PIPELINE PROJECT - STEELE CITY SEGMENT PIPELINE ROUTE VARIATION FORM			
1	VARIATION TYPE:		
	Refinement: <input type="text"/>	Reroute: <input checked="" type="checkbox"/>	
	Centerline: <input checked="" type="checkbox"/>	Valve Site: <input type="text"/>	Pump Station: <input type="text"/>
2	LOCATION:		
	Sketch: <input type="text" value="Attached"/>	Pictures: <input type="text" value="See attached"/>	
	State: <input type="text" value="SD"/>	County: <input type="text" value="Haakon"/>	Quad Map: <input type="text" value="N/A"/>
	Township: <input type="text" value="1N"/>	Range: <input type="text" value="25E"/>	Aerial Map: <input type="text" value="See attached map sheet"/>
	Section: <input type="text" value="3,4"/>	Centerline: <input type="text" value="11/18/2010"/>	MP: <input type="text" value="483.55"/> to <input type="text" value="484.13"/>
3	REASON FOR ROUTE VARIATION (Please include reason for route variation):		
<p>The primary reason for this reroute is to accommodate a horizontal directional drill (HDD) crossing of the Bad River. Bad River Road and a Railroad (Dakota, Minnesota & Eastern) near MP 481.1 also fall in the horizontal directional drill section. The proposed reroute straightens out the alignment to accommodate this HDD. This is the same alignment proposed in RV 0066-SD-P2-481.0-481.5-S</p> <p>The use of an HDD is required at the Bad River due to an environmental construction constraint that would prohibit conventional construction activities at the location until after August. The scour analysis performed on the river show the pipeline installation depth had to be 20 ft or more.</p> <p>This reroute is proposed based on a combination of Flyover video of Centerline, LIDAR data, Pictometry and other aeriels.</p>			
DETAIL ROUTE VARIATION (Please describe route variation in detail):			
<p>The proposed reroute starts at ~MP 483.55 where it ties in to the end of RV-0215-03 and continues its direction for ~271 ft. Then turns slightly south and continues in the southeast direction with the same alignment of RV-066. It crosses the Bad River Road and the Dakota, Minnesota & Eastern (DM&E) railroad approximately at MP 483.70 and 483.72 respectively. The proposed reroute continues for ~2,739 ft and rejoins the current line near MP 484.1.</p> <p>From the end point of the reroute, the current centerline deviates slightly east, hence there is a need for extended additional temporary workspace (false ROW) to prepare the pullback section of pipe for the HDD and maintain a straight path. The proposed false ROW continues along the direction of the reroute for another ~553 ft. Then it parallels the current centerline for ~419 ft and then turns west and away from centerline for ~1,347 ft. The width of the false ROW required to handle horizontal directional drill pipe is 60 ft.</p>			
ADDITIONAL IMPACTS (Please include any additional impacts which may affect cost; crossings, induction bends, etc.):			
<ul style="list-style-type: none"> - The proposed reroute is ~84 ft shorter than the original route, and there is a reduction of bore length (Bad River Road and the railroad) since these crossings lie inside the HDD section. - The preliminary length of the horizontal directional drill estimated at ~2,050 ft and estimated to cost approximately \$1,100,000. The approximate estimate for the false ROW is \$4,100. - The banks of the Bad River at this location are high and unstable. The savings from the river crossing (scour) are approximately ~\$500,000. - The conventional construction and reclamation costs would be very substantial (estimate of ~\$300,000). 			
Is there an increase/decrease in the number of crossings? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>			
If yes, please list: <input type="text" value="Reduces the crossing of a road and a railroad."/>			
COST ANALYSIS (costs incurred or saved from the route variation)			
Additional length of route realignment:	<input type="text" value="-84"/>	ft.	\$ (30,153.31) \$ 360/ft
Additional length of side-hill construction:	<input type="text"/>	ft.	\$ - \$ 19/ft
Additional length of wetland construction:	<input type="text"/>	ft.	\$ - \$ 195/ft
Additional bore length (Road, RR):	<input type="text" value="-230"/>	ft.	\$ (124,200.00) \$ 540/ft
Additional foreign line/pipeline crossings:	<input type="text"/>	EA	\$ - \$ 30,000/EA
Additional water body crossing (streams, ponds, etc.):			
	35 - 65' +	<input type="text" value="-1"/>	EA \$ (185,000.00) \$ 185,000/EA
	10' - 19'	<input type="text" value="0"/>	EA \$ - \$ 77,250/EA
	Less than 10'	<input type="text"/>	EA \$ - \$ 32,500/EA
Additional survey required:			
	Civil: (Incl. false ROW)	<input type="text" value="0.57"/>	mile \$ 2,849.37 \$ 5,000/mile
	Cultural: (False ROW)	<input type="text" value="0.57"/>	mile \$ 1,424.69 \$ 2,500/mile
	Biological: (False ROW)	<input type="text" value="0.57"/>	mile \$ 1,595.65 \$ 2,800/mile
Miscellaneous costs saved or added due to route variation from ADDITIONAL IMPACTS listed above:			\$ 304,100
Overall estimated costs of the route variation:			\$ (29,383.60) (See "Additional Impacts" above)

4
LAND / UNIVERSAL FIELD *Doug Reichley*

a) Is a new landowner affected by the proposed variation? Yes No

b) Is proposed realignment outside the easement/workspace? Yes No

c) Is realignment proposed to satisfy landowner request? Yes No

-If yes, name of landowner(s)/track number(s):

d) Has all the evaluation criteria been examined/provided for this specific discipline? Yes No

If no, please explain why:

5
ENGINEERING/CONSTRUCTION / STATE PM *Meera Kothari*

a) Maximum deviation perpendicular to proposed alignment: ft.

b) Has the centerline been staked for construction? Yes No

c) Does route variation affect HDD crossing alignment? Yes No

d) Is realignment proposed for engineering/construction reasons? Yes No

e) Will the route variation require the relocation of a pump station? Yes No

f) Has all the evaluation criteria been examined/provided for this specific discipline? Yes No

If no, please explain why:

6
ENVIRONMENTAL / exp *Jonathan Minton*

a) Has the corridor been environmentally surveyed? Yes No

b) Has the proposed variation been environmentally surveyed? Yes No

c) Was variation proposed to satisfy environmental issues? Yes No

d) Was realignment proposed to satisfy agency request? Yes No

-If yes, name of agency(s):

e) Environmental features:

Added (+): Subtracted (-):

Wetland ID # for newly impacted wetlands:

f) Has all the evaluation criteria been examined/provided for this specific discipline? Yes No

If no, please explain why:

7
ENGINEERING / FACILITIES AND HYDRAULICS (if applicable) *Sandra Gigovic*

a) Will the route variation require the relocation of a pump station? Yes No

b) Will route variation impact hydraulics? Yes No

c) Are additional valves required at HCA's or water crossing? Yes No

d) Has all the evaluation criteria been examined/provided for this specific discipline? Yes No

If no, please explain why:

8
STAKEHOLDER RELATIONS / TCPL (if applicable) *Bud Andersen*

a) Does the variation result in any new stakeholders? Yes No

b) Does the variation require follow-up with specific stakeholder groups? Yes No

c) Was the variation proposed to satisfy stakeholder request? Yes No

-If yes, please specify issue type (as it aligns to stakeholder database):

d) Has all the evaluation criteria been examined/provided for this specific discipline? Yes No

If no, please explain why:

9
 Originator:

Date:

10
 Received by:

Date:

Fax to: ?

11
 Assigned Tracking Number:

12
 Filed by:

Date:

Fax to: ?

0220-SD-P2-483.5-484.1-S

KEYSTONE PIPELINE PROJECT - U.S. PHASE IV (STEELE CITY SEGMENT)

0220-SD-P2-483.5-484.1-S

KEYSTONE PIPELINE PROJECT - U.S. PHASE IV (STEELE CITY SEGMENT) ROUTE VARIATION AUTHORIZATION FORM			
Date:	8/9/2011	Tracking Number:	0220-SD-P2-483.5-484.1-S
Description:	Reroute is to accommodate a horizontal directional drill (HDD) crossing of the Bad River	MP:	483.5 to 484.1
		Originated By:	Engineering
		Variation Form Attached:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Universal Field - Land	Doug Reichley	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:		Date:	8/10/2011
		If Rejected Why?	
TransCanada- Engineering	Meera Kothari	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:		Date:	8/10/2011
		If Rejected Why?	
Exp - Engineering	Butch Wallace	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:	Not Present.	Date:	8/10/2011
		If Rejected Why?	
TransCanada - Construction	Bobby Curbow	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:		Date:	8/10/2011
		If Rejected Why?	
Exp - Environmental	Jonathan Minton	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:	False ROW needs environmental field survey.	Date:	8/10/2011
		If Rejected Why?	
AECOM - Risk Assesment	Heidi Tillquist	Variation:	Approved <input type="checkbox"/> Rejected <input type="checkbox"/>
Comments:	N/A.	Date:	
		If Rejected Why?	
Exp - Safety	Jason Millenbruch	Variation:	Approved <input type="checkbox"/> Rejected <input type="checkbox"/>
Comments:	N/A.	Date:	
		If Rejected Why?	
Facilities:	Sandra Gigovic	Variation:	Approved <input type="checkbox"/> Rejected <input type="checkbox"/>
Comments:	N/A. Does not affect facilities	Date:	
		If Rejected Why?	
TransCanada - Senior PM	Alan Lietz	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:		Date:	8/10/2011
		If Rejected Why?	
TransCanada - Manager	Steve Marr	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:		Date:	8/10/2011
		If Rejected Why?	
Forward to:	Doug Reichley <input checked="" type="checkbox"/>	Jonathan Minton <input checked="" type="checkbox"/>	Alan Lietz <input checked="" type="checkbox"/>
	Meera Kothari <input checked="" type="checkbox"/>	Heidi Tillquist <input checked="" type="checkbox"/>	Steve Marr <input checked="" type="checkbox"/>
	Butch Wallace <input checked="" type="checkbox"/>	Jason Millenbruch <input checked="" type="checkbox"/>	
	Bobby Curbow <input checked="" type="checkbox"/>	Sandra Gigovic <input checked="" type="checkbox"/>	

KEYSTONE PIPELINE PROJECT - U.S. PHASE IV (STEELE CITY SEGMENT)

KEYSTONE XL PIPELINE PROJECT - STEELE CITY SEGMENT
PIPELINE ROUTE VARIATION FORM

RV-0194-0197, RV-0199-0200, RV-0209, RV-0213-0217, RV-0219-0220, RV-0224, RV-0227-0230

1 **VARIATION TYPE:** Refinement: Reroute: Centerline: Valve Site: Pump Station:

2 **LOCATION:** Sketch: Attached Pictures: See attached
State: Multiple County: Multiple Quad Map: N/A
Township: Multiple Range: Multiple Aerial Map: See attached map sheet
Section: Multiple Centerline: 11/18/2010 MP: XXX.X to XXX.X

3 **REASON FOR ROUTE VARIATION** (Please include reason for route variation):
The Reason for each Route Variation (RV) is given with the respective RV file.
These reroutes are proposed based on aerial/pictometry/Lydar/flyover analysis of current line through Montana, South Dakota, and Nebraska.

DETAIL ROUTE VARIATION (Please describe route variation in detail):
See respective Route Variation Files. No new landowners were affected by the proposed route variations.
RVs included:
Discussed prior to 6/20/2011:
Western Prairie Fringe Orchid Reroute (RV-0194)
John Harter Reroute (RV-0195)
Buzek Reroute (RV-0197)
Discussed during 6/20/2011 Meeting:
Reroute away from sidehill (SOM Land) (RV-0209)
Discussed during 6/21/2011 Meeting:
Reroutes to avoid creek Crossings (RV-0199)
MP 475 Reroute (RV-0200)
Reroutes to lessen/reduce PIs (RV-0213)
Reroutes to avoid waterwell; fence (RV-0214)
Reroutes to avoid creeks, dropoffs, wetlands, etc. (RV-0215)
Reroutes to avoid sideslopes/hills (RV-0216)
Reroutes to avoid pivot centers (RV-0217)
Discussed during 8/10/2011 Meeting:
HWY 73 Reroute (RV-0196)
HWY 56 Reroute (RV-0219)
Bad River HDD realignment reroute (RV-0220)
MP 396 Reroute (RV-0224)
Yellowstone River HDD Entry Pt (RV-0227)
PI Breakdowns of all previous RV's for new CL (RV-0228 and RV-0229)
CK-MLV-06 and CK-11 Valves relocation (RV-0230)

ADDITIONAL IMPACTS (Please include any additional impacts which may affect cost; crossings, induction bends, etc.):

Is there an increase/decrease in the number of crossings? Yes No
If yes, please list:

9 Originator: Multiple Date: 8/12/2011

10 Received by: Date: 8/12/2011 Fax to: ?

11 Assigned Tracking Number: RV-0194-0197, RV-0199-0200, RV-0209, RV-0213-0217, RV-0219-0220, RV-0224, RV-0227-0230

12 Filed by: Date: Fax to: ?

RV-0194-0197, RV-0199-0200, RV-0209, RV-0213-0217, RV-0219-0220, RV-0224, RV-0227-0230

KEYSTONE PIPELINE PROJECT - U.S. PHASE IV (STEELE CITY SEGMENT)

KEYSTONE PIPELINE PROJECT - U.S. PHASE IV (STEELE CITY SEGMENT) ROUTE VARIATION AUTHORIZATION FORM			
Date:	8/12/2011	Tracking Number:	RV-0194-0197, RV-0199-0200, RV-0209, RV-0213-0217, RV-0219-0220, RV-0224, RV-0227-0230
Description:	Western Prairie Fringe Orchid Reroute (RV-0194) John Harter Reroute (RV-0195) Buzek Reroute (RV-0197) Reroute away from sidehill (SOM Land) (RV-0209)	MP: XXXX to XXXX	Originated By: Multiple
Universal Field - Land	Doug Reichley	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:	<i>Pending civil survey</i>	Date:	6/20, 6/21, & 8/10/11
		If Rejected Why?	<i>By S. King 10/5/11</i>
TransCanada - Engineering	Meera Kothari	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:	and by David Gulen on the 6/20 and 6/21 meetings.	Date:	6/20, 6/21, & 8/10/11
		If Rejected Why?	
Exp - Engineering	Butch Wallace	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:		Date:	6/20, 6/21, & 8/10/11
		If Rejected Why?	
TransCanada - Construction	Bobby Curbow	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:		Date:	6/20, 6/21, & 8/10/11
		If Rejected Why?	
Exp - Environmental	Jonathan Minton	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:		Date:	6/20, 6/21, & 8/10/11
		If Rejected Why?	
AECOM - Risk Assessment	Heidi Tillquist	Variation:	Approved <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:	N/A.	Date:	
		If Rejected Why?	
Facilities	Sandra Gigovic	Variation:	Approved <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:	N/A. Does not affect Facilities.	Date:	
		If Rejected Why?	
TransCanada - PM (NE)	Robert Bradley	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:		Date:	8/10/2011
		If Rejected Why?	
TransCanada - Senior PM	Alan Lietz	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:	<i>conditional approvals pending appropriate regulatory approvals</i>	Date:	6/20, 6/21, & 8/10/11
		If Rejected Why?	
TransCanada - Manager	Steve Marr	Variation:	Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Comments:		Date:	8/9/11
		If Rejected Why?	
Forward to:	Doug Reichley <input checked="" type="checkbox"/>	Jonathan Minton <input checked="" type="checkbox"/>	Alan Lietz <input checked="" type="checkbox"/>
	Meera Kothari <input checked="" type="checkbox"/>	Heidi Tillquist <input checked="" type="checkbox"/>	Steve Marr <input checked="" type="checkbox"/>
	Butch Wallace <input checked="" type="checkbox"/>	Robert Bradley <input checked="" type="checkbox"/>	
	Bobby Curbow <input checked="" type="checkbox"/>	Sandra Gigovic <input type="checkbox"/>	

RV-0194-0197, RV-0199-0200, RV-0209, RV-0213-0217, RV-0219-0220, RV-0224, RV-0227-0230

RV-0196, RV-0219-0220, RV-0224, RV-0227-0230

**KEYSTONE XL PIPELINE PROJECT - STEELE CITY SEGMENT
PIPELINE ROUTE VARIATION FORM**

1 **VARIATION TYPE:** Refinement: Reroute:
 Centerline: Valve Site: Pump Station:

2 **LOCATION:** Sketch: Attached Pictures: See attached
 State: Multiple County: Multiple Quad Map: N/A
 Township: Multiple Range: Multiple Aerial Map: See attached map sheet
 Section: Multiple Centerline: 11/18/2010 MP: XXX.X to XXX.X

3 **REASON FOR ROUTE VARIATION** (Please include reason for route variation):
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DETAIL ROUTE VARIATION (Please describe route variation in detail):
 See respective Route Variation Files. No new landowners were affected by the proposed route variations.
 RVs included:
 Discussed during 8/10/2011 Meeting:
HWY 73 Reroute (RV-0196)
HWY 56 Reroute (RV-0219)
Bad River HDD realignment reroute (RV-0220)
MP 396 Reroute (RV-0224)
Yellowstone River HDD Entry Pt (RV-0227)
PI Breakdowns of all previous RV's for new CL (RV-0228 and RV-0229)
CK-MLV-06 and CK-11 Valves relocation (RV-0230)

ADDITIONAL IMPACTS (Please include any additional impacts which may affect cost; crossings, induction bends, etc.):

Is there an increase/decrease in the number of crossings? Yes No
 If yes, please list:

9 Originator: Multiple
 Date: 8/12/2011

10 Received by:
 Date: 8/12/2011
 Fax to: ?

11 Assigned Tracking Number: RV-0196, RV-0219-0220, RV-0224, RV-0227-0230

12 Filed by:
 Date:
 Fax to: ?

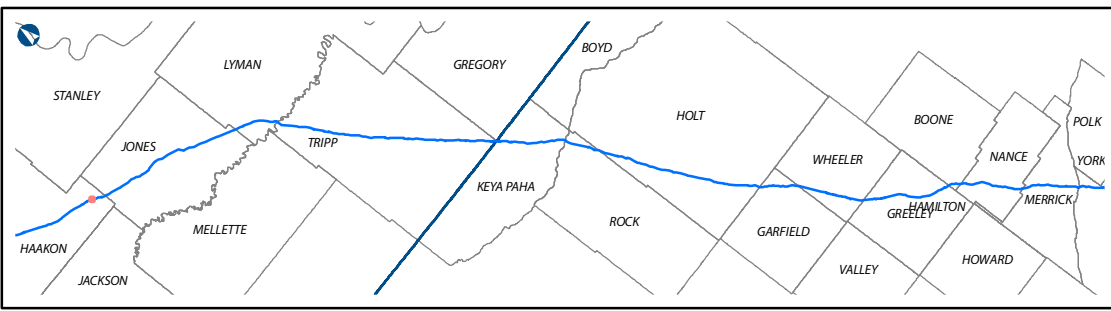
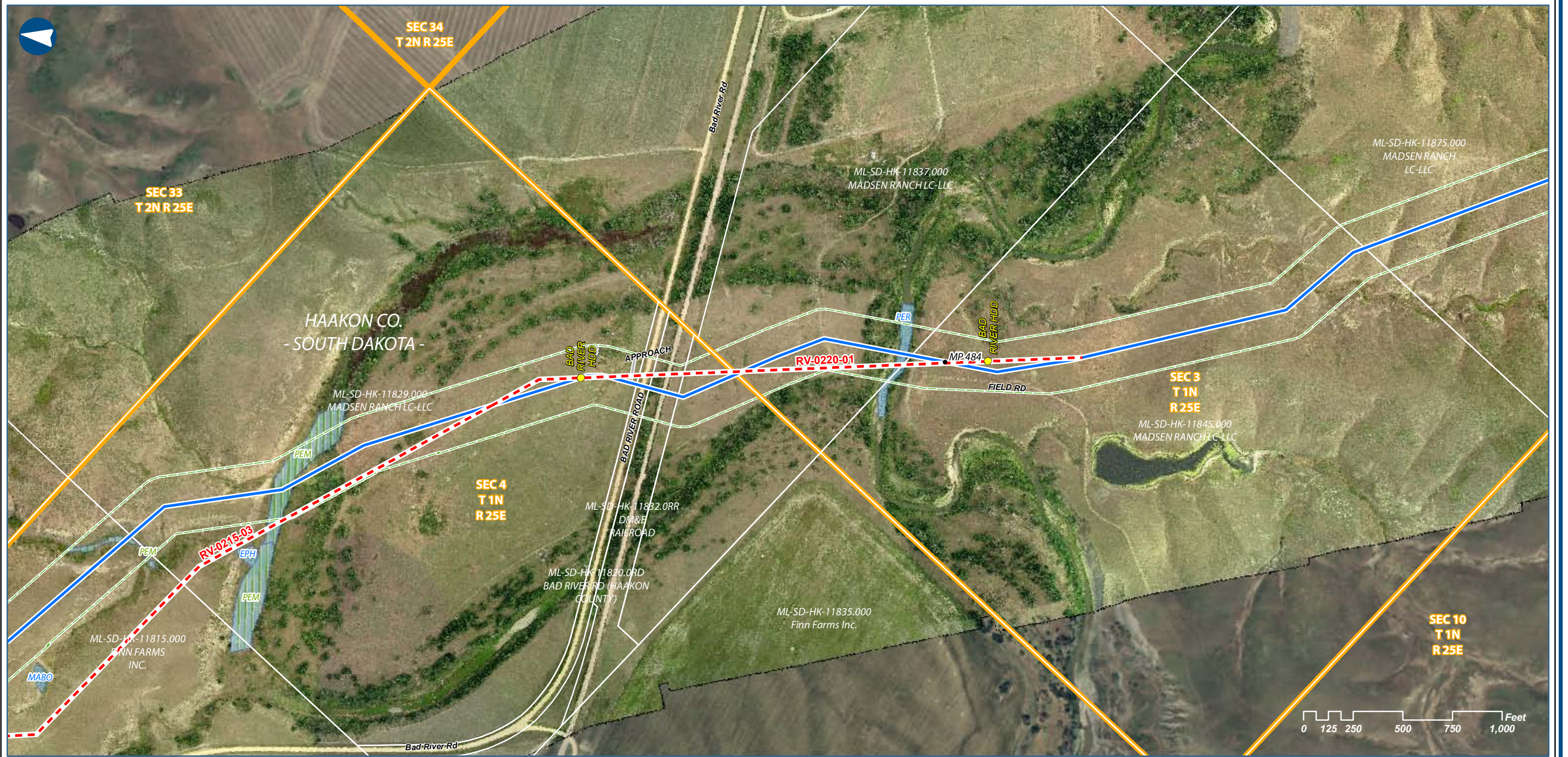
RV-0196, RV-0219-0220, RV-0224, RV-0227-0230

KEYSTONE PIPELINE PROJECT - U.S. PHASE IV (STEELE CITY SEGMENT)

KEYSTONE PIPELINE PROJECT - U.S. PHASE IV (STEELE CITY SEGMENT) ROUTE VARIATION AUTHORIZATION FORM		
Date: 8/12/2011	Tracking Number: RV-0196, RV-0219-0220, RV-0224, RV-0227-0230	MP: XXX.X to XXX.X
Description: HWY 73 Reroute (RV-0196) ; HWY 56 Reroute (RV-0219) ; Bad River HDD realignment reroute (RV-0220); MP 396 Reroute (RV-0224); Yellowstone River HDD Entry Pt (RV-0227); PI Breakdowns of all previous RVs for new CL (RV-0228 and RV-0229); CK-MLV-08 and CK-11 Valves relocation (RV-0230)	Originated By: Multiple	Variation Form Attached: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Universal Field - Land Doug Reichley	Variation: Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>	Date: 8/10/2011
Comments: Pending Civil Survey	If Rejected Why? Doug Reichley 8/5/11	
TransCanada - Engineering Meera Kothari	Variation: Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>	Date: 8/10/2011
Comments: [Signature]	If Rejected Why?	
Exp - Engineering Butch Wallace	Variation: Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>	Date: 8/10/2011
Comments:	If Rejected Why?	
TransCanada - Construction Bobby Curbow	Variation: Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>	Date: 8/10/2011
Comments: BAD RIVER REVIEW COMPLETE!	If Rejected Why?	
Exp - Environmental Jonathan Minton	Variation: Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>	Date: 8/10/2011
Comments: Pending Survey Completion	If Rejected Why?	
TransCanada - Environmental Stephen Craycroft	Variation: Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>	Date: 8/10/2011
Comments: N/A.	If Rejected Why? ASSUMING LEGAL AND ENV REVIEW COMPLETE.	
Facilities: Sandra Gligovic	Variation: Approved <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>	Date: <input type="text"/>
Comments: N/A. Does not affect Facilities.	If Rejected Why?	
TransCanada - PM (NE) Robert Bradley	Variation: Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>	Date: 8/10/2011
Comments:	If Rejected Why?	
TransCanada - Senior PM Alan Lietz	Variation: Approved <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>	Date: 8/10/2011
Comments: Each row / approval / review / appropriate / Regulation / approvals.	If Rejected Why?	
TransCanada - Manager Steve Marr	Variation: Approved <input type="checkbox"/> Rejected <input type="checkbox"/>	Date: <input type="text"/>
Comments:	If Rejected Why?	
Forward to:	<input checked="" type="checkbox"/> Doug Reichley	<input checked="" type="checkbox"/> Jonathan Minton
	<input checked="" type="checkbox"/> Meera Kothari	<input checked="" type="checkbox"/> Stephen Craycroft
	<input checked="" type="checkbox"/> Butch Wallace	<input checked="" type="checkbox"/> Robert Bradley
	<input checked="" type="checkbox"/> Bobby Curbow	<input type="checkbox"/> Sandra Gligovic
	<input type="checkbox"/> Alan Lietz	<input checked="" type="checkbox"/> Steve Marr

RV-0196, RV-0219-0220, RV-0224, RV-0227-0230

10-10-11
 ASSUMING LEGAL AND ENV REVIEW COMPLETE.
 0219
 HWY 56
 RE ROUTE
 ONLY



LEGEND

- MILEPOST
- PHASE IV CL (2010-11-18)
- - - PROPOSED ROUTE VARIATION
- ▭ SECTION LINE
- ACCESS ROAD
- ⊙ PUMP STATION
- ⊙ VALVE SITE
- ▭ 300 FT CORRIDOR
- ▭ PROPERTY PARCEL
- ▭ CULTURAL SITE
- ▭ WETLAND
- ▭ WATERBODY
- HORIZONTAL DIRECTIONAL DRILL

KEYSTONE PHASE IV, US
Proposed Route Variation 0220-01

COUNTY:	HAAKON	DRAWN BY:	PD
STATE:	SD	CHECKED BY:	JP
REV. NO.:	REVISION	DATE	
0	ISSUED FOR REVIEW.	2011-07-15	
PRELIMINARY			
DATE:	2011-07-15	PROJECTION:	NAD83 UTM14 N

PREPARED BY:
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• INDUSTRIAL • INFRASTRUCTURE • SUSTAINABILITY •

DWG: XL-00-P-9184 SHEET: 1