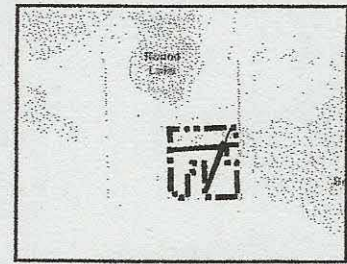
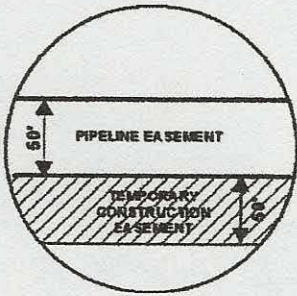


Attachment No. 14

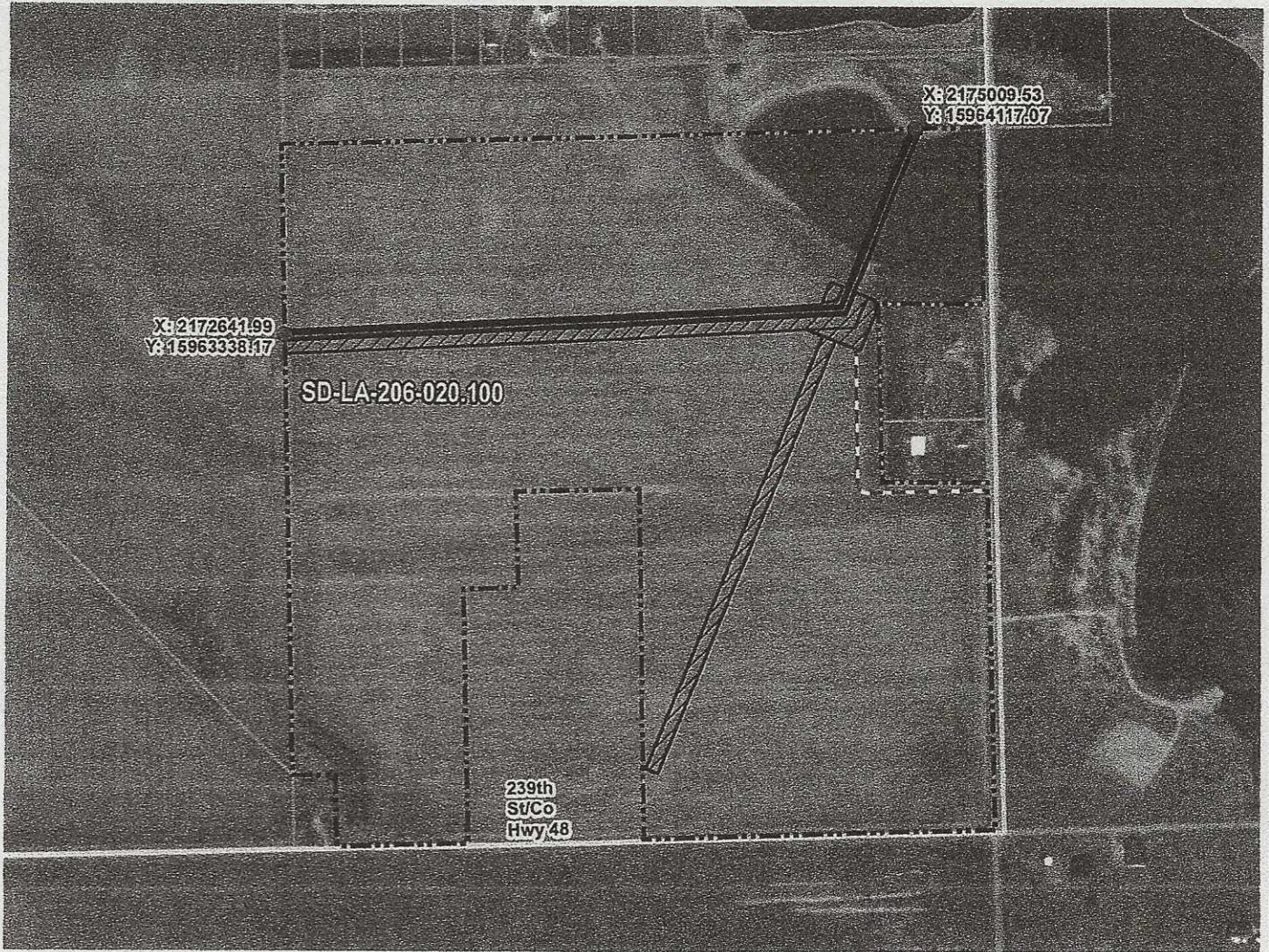


EXHIBIT "B"
PRELIMINARY ROUTE
LAKE COUNTY, SOUTH DAKOTA



VICINITY MAP
 N.T.S.

SEC. 05 T105N R51W



ROUTING LENGTH = 2826.105 FT +/- / ACCESS EASEMENT LENGTH = 1006.683 FT +/-
 IMPACTS: PIPELINE EASEMENT = 3.243 AC. +/- / TEMPORARY CONSTRUCTION EASEMENT = 5.035 AC. +/-

Legend

- PROPOSED ROUTE
- - - ACCESS EASEMENT
- ▨ PARCEL BOUNDARY
- ▭ ADJACENT PROPERTIES
- PIPELINE EASEMENT
- ▨ TEMPORARY CONSTRUCTION EASEMENT
- ▭ SECTION BOUNDARY
- ▭ COUNTY BOUNDARY

NOTES:

1. THIS IS A PRELIMINARY DOCUMENT AND IS INTENDED TO DEPICT THE APPROXIMATE LOCATION OF A PROPOSED PIPELINE EASEMENT.
2. THIS DOCUMENT DOES NOT REPRESENT A LAND SURVEY AND IS NOT INTENDED TO DEPICT THE FINAL ALIGNMENT
3. COORDINATE SYSTEM: UTM ZONE 14 NORTH, NAD83, US SURVEY FEET



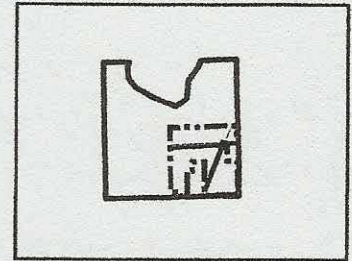
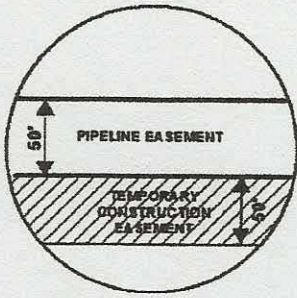
SUMMIT CARBON SOLUTIONS

PRELIMINARY PIPELINE ROUTE

DRAWN BY: AC		SUMMIT CARBON SOLUTIONS MIDWEST CARBON EXPRESS ALAN & RITA BROWN LIVING TRUST, DATE APRIL 29, 2008 TAX ID: 010001055105420 TRACT NUMBER: SD-LA-206-020.100
CHECKED BY: JW		
MAP DATE: 11/30/2021		
SCALE: 1 inch = 611'		
REV NO.	DATE	DESCRIPTION
H	10/3/2022	REVISED PARCEL BOUNDARY
J	12/2/2022	REVISED PARCEL BOUNDARY

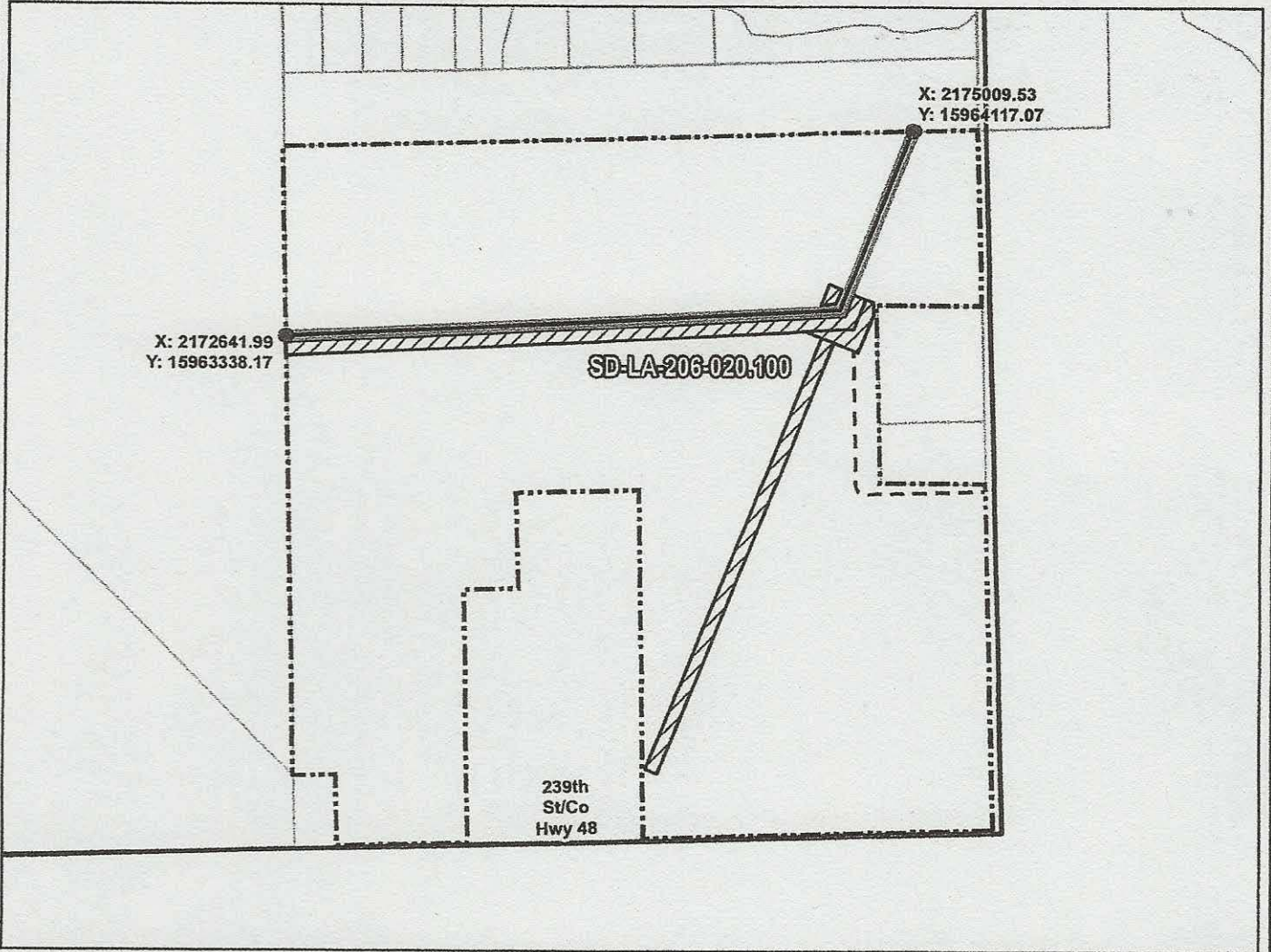
DRAWING NO. C-MCE-ACC-SD-LA-206-020.100 PROJECT NO. 20220001 SHEET NO. 01 OF 01

EXHIBIT "B" PRELIMINARY ROUTE LAKE COUNTY, SOUTH DAKOTA



VICINITY MAP
N.T.S.

SEC. 05 T105N R51W



ROUTING LENGTH = 2825.105 FT +/- / ACCESS EASEMENT LENGTH = 1006.683 FT +/-
 IMPACTS: PIPELINE EASEMENT = 3.243 AC. +/- / TEMPORARY CONSTRUCTION EASEMENT = 5.035 AC. +/-

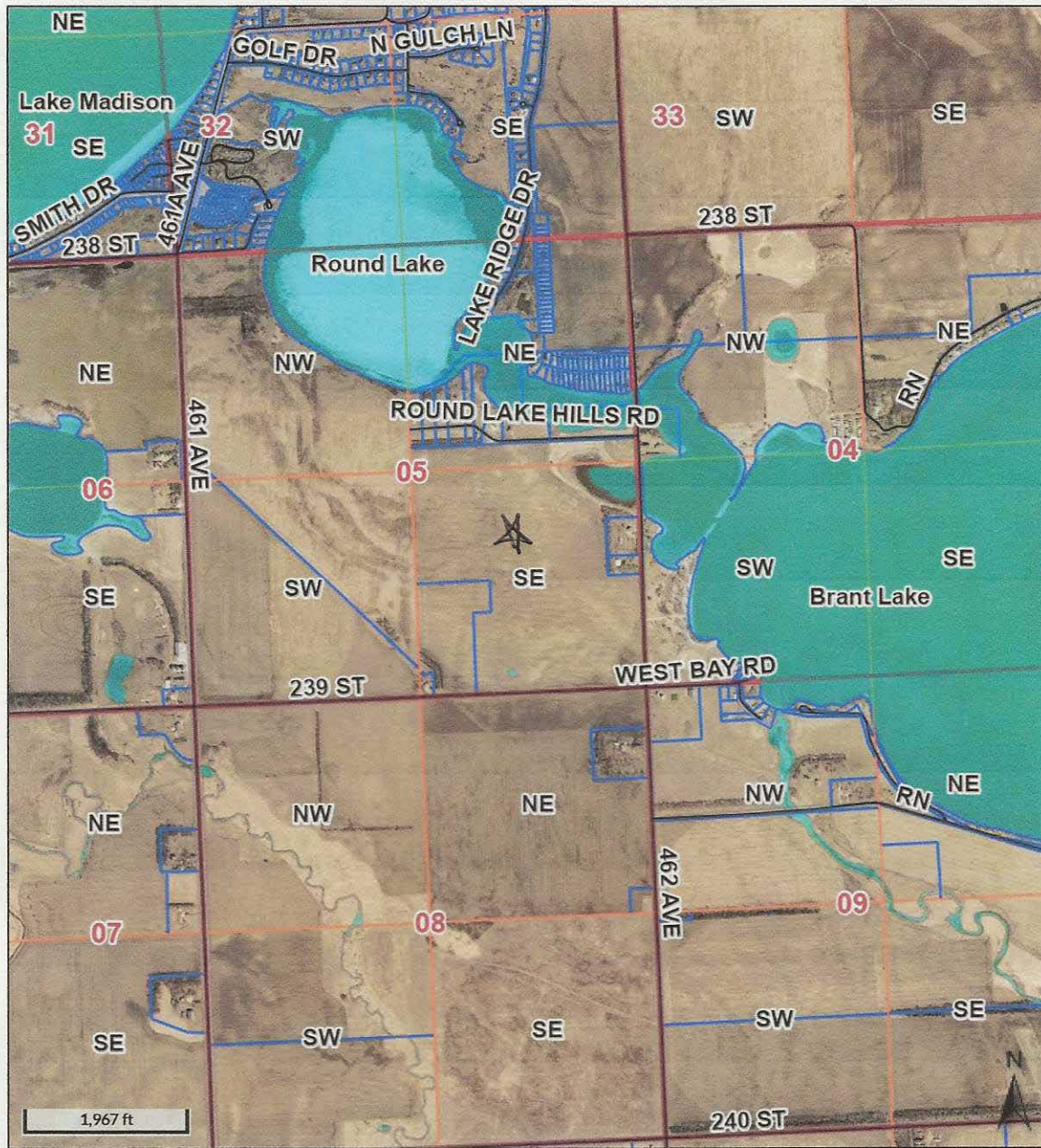
- Legend**
- PROPOSED ROUTE
 - - - ACCESS EASEMENT
 - ROADS
 - ▭ PARCEL BOUNDARY
 - ▭ ADJACENT PROPERTIES
 - ▨ PIPELINE EASEMENT
 - ▨ TEMPORARY CONSTRUCTION EASEMENT
 - ▭ SECTION BOUNDARY
 - ▭ COUNTY BOUNDARY

- NOTES:**
1. THIS IS A PRELIMINARY DOCUMENT AND IS INTENDED TO DEPICT THE APPROXIMATE LOCATION OF A PROPOSED PIPELINE EASEMENT.
 2. THIS DOCUMENT DOES NOT REPRESENT A LAND SURVEY AND IS NOT INTENDED TO DEPICT THE FINAL ALIGNMENT
 3. COORDINATE SYSTEM: UTM ZONE 14 NORTH, NAD83, US SURVEY FEET

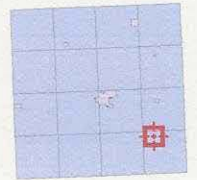
SIGNATURE: _____ DATE: _____



PRELIMINARY PIPELINE ROUTE		
DRAWN BY:	AC	SUMMIT CARBON SOLUTIONS MIDWEST CARBON EXPRESS ALAN & RITA BROWN LIVING TRUST, DATE APRIL 29, 2008 TAX ID: 010001055105420 TRACT NUMBER: SD-LA-206-020.100
CHECKED BY:	JW	
MAP DATE:	11/30/2021	
SCALE:	1 inch = 613'	
REV NO.	DATE	DESCRIPTION
H	10/3/2022	REVISED PARCEL BOUNDARY
J	12/2/2022	REVISED PARCEL BOUNDARY
DRAWING NO. BW-MCE-ACQ-SD-LA-206-020.100		PROJECT NO. 450959
		SHEET NO. 01 of 01



Overview



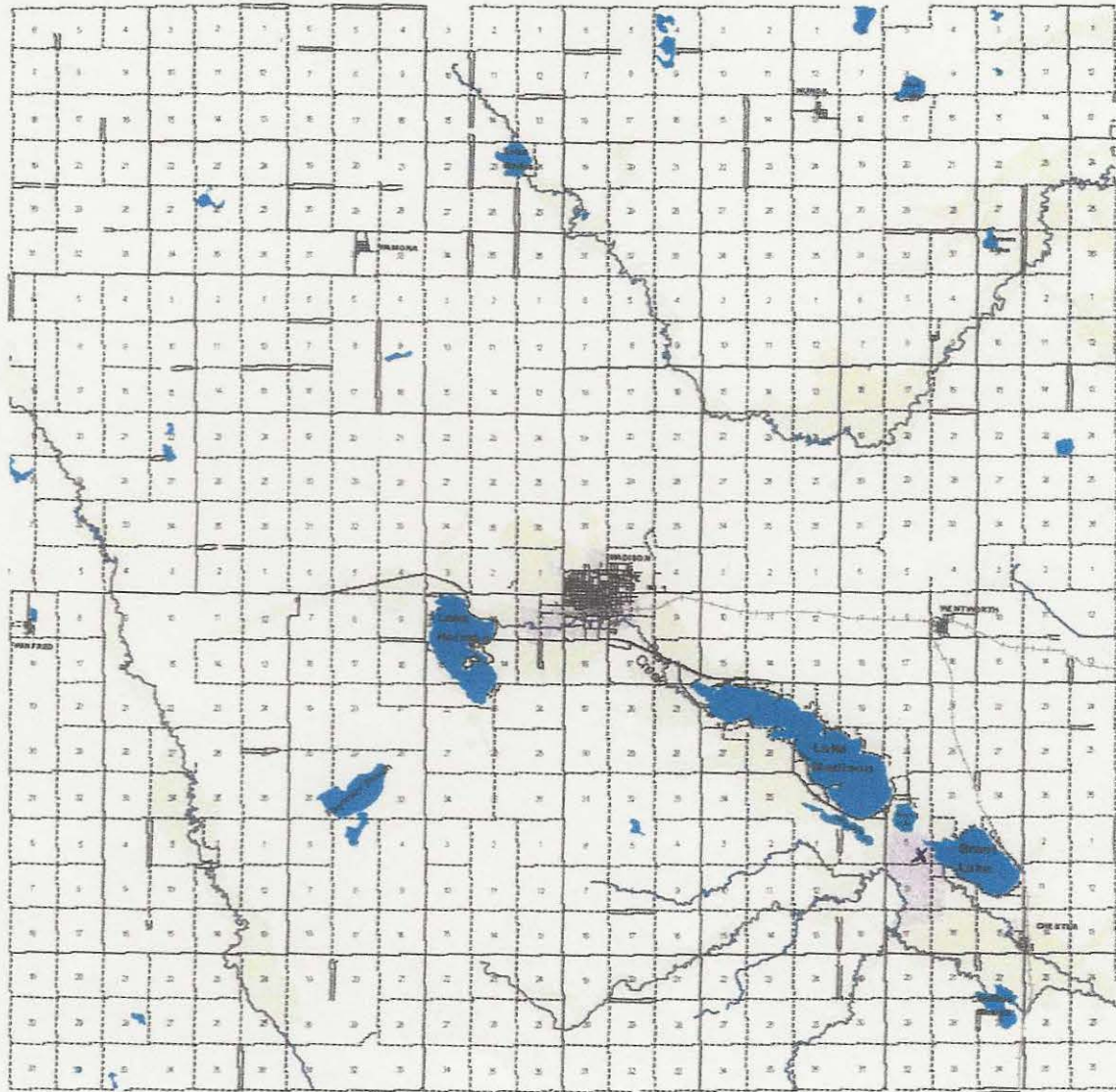
Legend

-  Parcels
-  Roads
-  Water
-  Sections
-  Quarter Sections
-  Road Rights of Wa

Big Sioux Aquifer and Water Source Protection

The County's water resources consist of surface water found in streams and lakes, and groundwater. Two rural water systems (Big Sioux and Kingbrook) and the City of Madison and Town of Ramona provide water to all rural and municipal users, excluding those with private wells.

**MAP 9
AQUIFER AND WELLHEAD PROTECTION AREA MAP**



 AQUIFER  WELLHEAD PROTECTION AREA

Exhibit 5

To: Senator Mike Rounds, Senator John Thune, Representative Dusty Johnson, Colonel Jesse T Curry, Colonel Kevin R. Golinghorst, Colonel Mark R. Himes, and Colonel Eric Swensen.

I am writing to express my strong concerns over the potential environmental impacts of the proposed Navigator Heartland Greenway Pipeline, and the Corps of Engineers' intention of issuing permits for the project without a thorough environmental review and public involvement process.

Navigator Heartland Greenway LLC is currently seeking permits from the Corps under Section 404 of the Clean Water Act and Sections 10 & 14 of the Rivers and Harbors Act for a proposed 1,350 mile carbon dioxide pipeline. If approved, the Heartland Greenway would carry high pressure carbon dioxide from industrial sources in five Midwestern states to a destination in central Illinois, where the hazardous material would be injected underground. Based on documents obtained from your agency, construction of the pipeline would require the crossing of over 1,800 surface waters and wetlands, including the Mississippi, Missouri, Illinois, Des Moines, La Moins and Spoon Rivers. Over 150 acres of wetlands would be impacted. Incredibly, Navigator has concluded, without documentation, that there will be no permanent effects.

Given the hazardous nature of this pipeline, its length and the magnitude of cumulative social, economic and environmental impacts associated with it, this project should not be rubber stamped, but processed as an Individual Permit and given the benefit of a full Environmental Impact Statement with meaningful public involvement. Instead, the Corps is considering this 1,350 mile facility as over 1,800 separate and distinct projects under the expedited review of Nationwide Permit 58.

Although the permitting of this project as a multitude of small projects, rather than a complete facility, may be expeditious on the part of the Corps, it ignores cumulative watershed impacts and, by default, directly leads to social, economic and environmental impacts in areas between the crossings. The size of this project, both in length and number of crossings, is sufficient to raise wide public concern and should be open to public review and comment.

A CO2 pipeline of this size has never been built and the potential impacts of a CO2 pipeline rupture under a river or structure (levee) are not known. These pipelines operate at much higher pressures than oil and natural gas pipelines, and their decompression is explosive. The potential blast radius in three dimensions of an underground CO2 pipeline should be determined, since the escape of CO2 into aquatic environments could lead to acidification, cryogenics, deoxygenation, and perhaps other impacts to sensitive environments.

In short, the Heartland Greenway has the potential to affect thousands of water resources and directly lead to impacts on residents in a five state area. Therefore, I am formally requesting that the Corps of Engineers take a more comprehensive look at the project, process it as an Individual Permit and prepare an Environmental Impact Statement with appropriate public review.