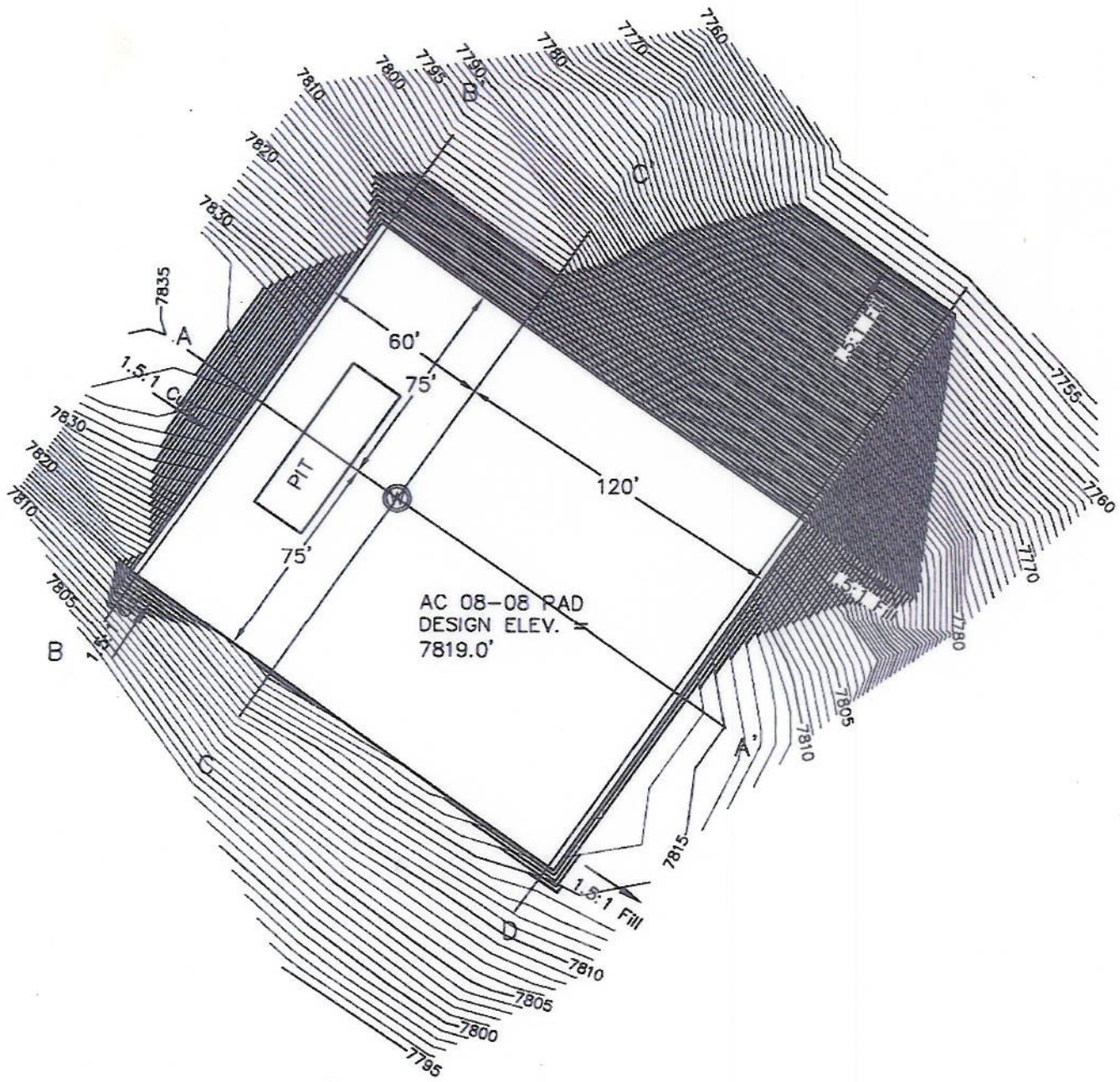
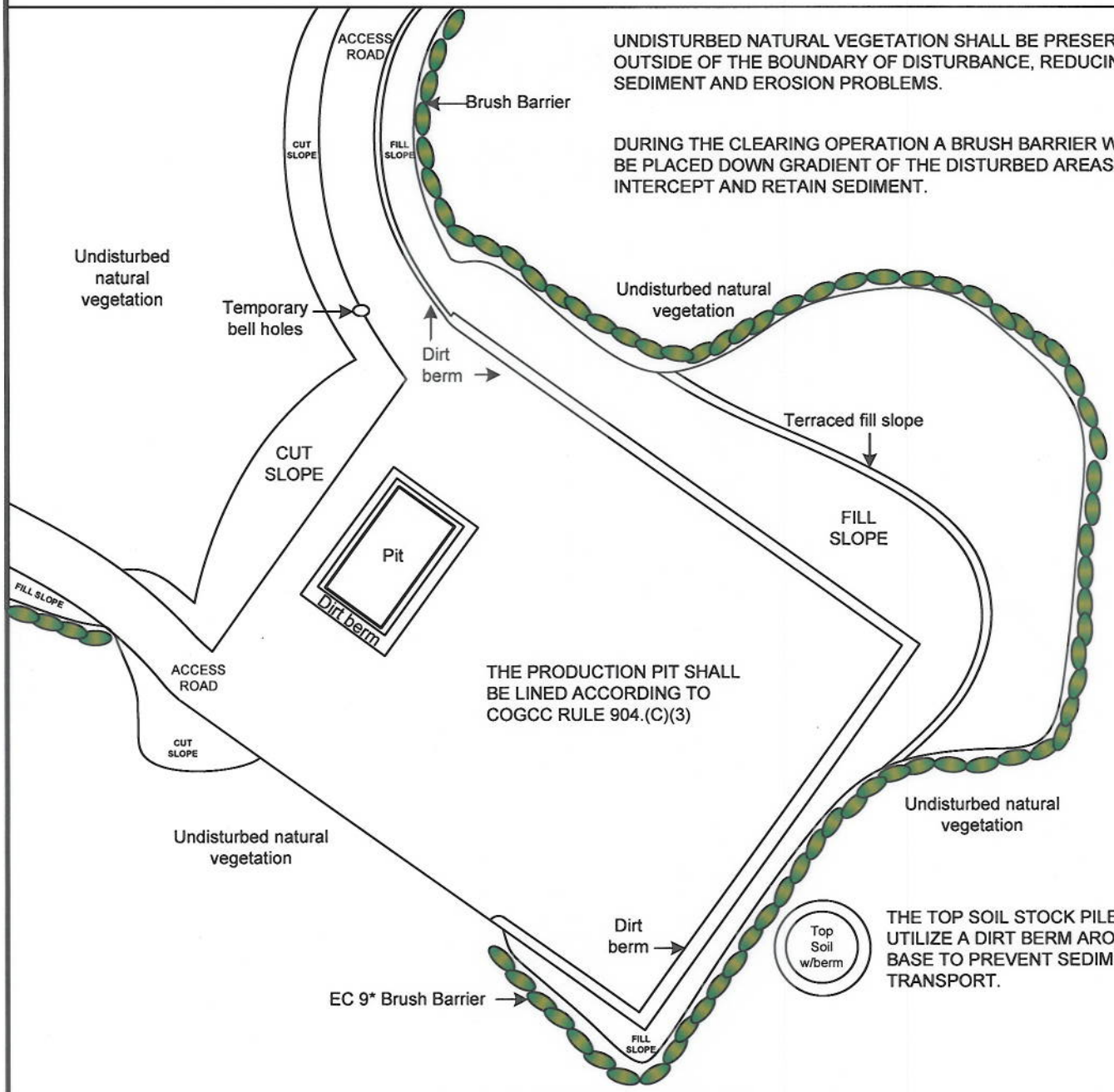
ELEVATIONS OF WELL PAD



NOTES:
1. UNGRADED ELEVATION AT WELLHEAD: 7833'
2. GRADED ELEVATION AT WELLHEAD: 7819.0'

B.M.P. IMPLEMENTATION DURING CLEARING AND WELL PAD/ACCESS ROAD DEVELOPMENT



DURING THE ACCESS ROAD DEVELOPMENT SOIL SHALL BE SEPARATED FROM SOLID ROCK. SOME OF THE ROCK WILL BE STORED FOR STABILIZATION PURPOSES AS NEEDED. THE SOIL WILL BE USED TO CREATE A TEMPORARY DIRT BERM UP GRADIENT OF THE FILL SLOPE TO PREVENT EROSION OF THE FILL SLOPE.

TEMPORARY BELL HOLES SHALL BE PLACED BELOW THE CUT SLOPE ADJACENT TO THE ACCESS ROAD TO INTERCEPT AND RETAIN SEDIMENT.

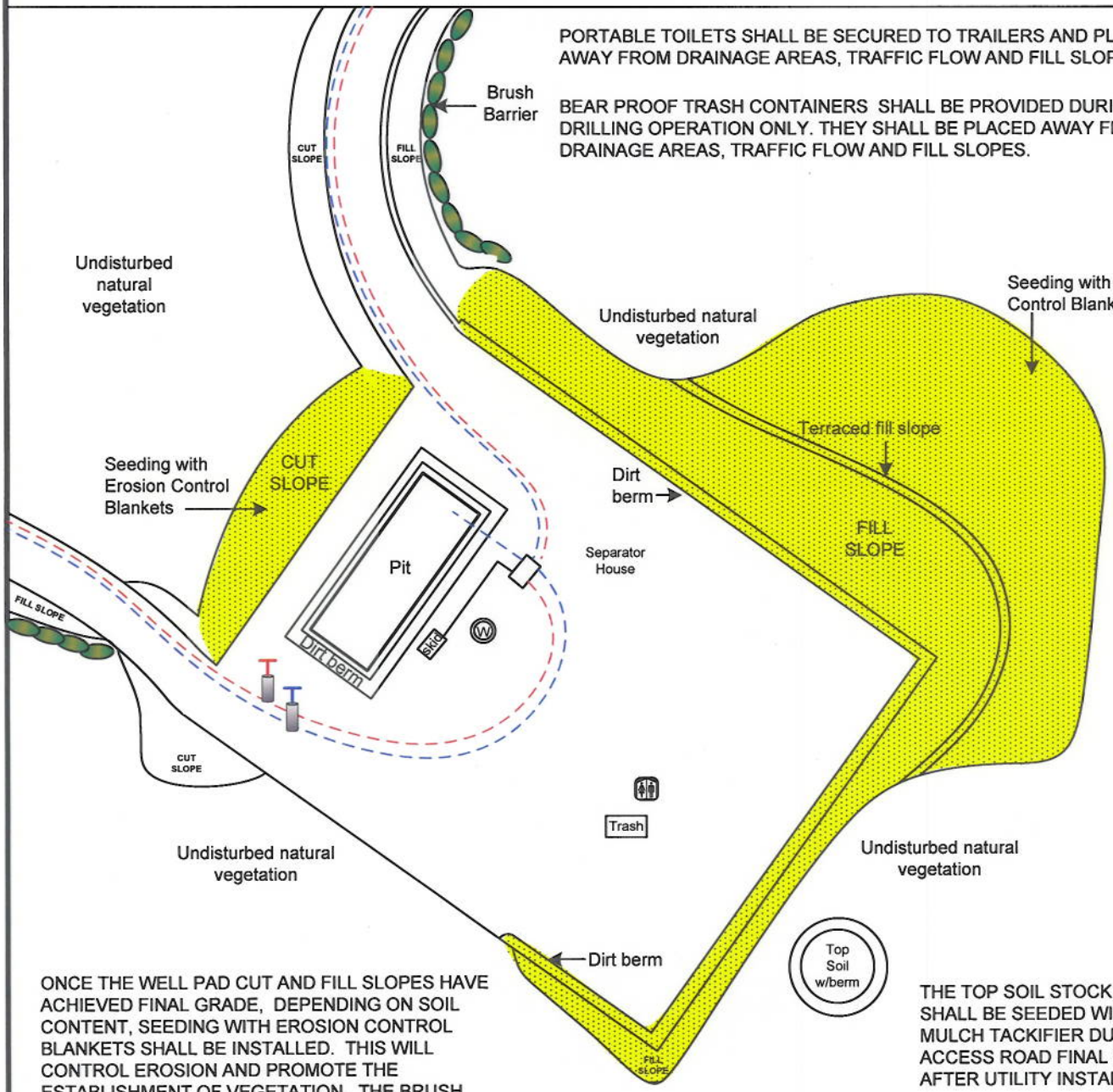
THE NORTH FILL SLOPE WILL UTILIZE A TERRACE TO BREAK UP THE LENGTH OF THE FILL SLOPE REDUCING EROSION PROBLEMS.

ONCE THE FILL SLOPES OF THE WELL PAD HAVE BEEN CONSTRUCTED, A DIRT BERM SHALL BE UTILIZED UP GRADIENT TO PREVENT EROSION OF THE FILL SLOPE AND DIRECT RUN OFF TO A DESIRED LOCATION.

B.M.P. IMPLEMENTATION DURING UTILITY INSTALLATION. BEGIN FINAL GRADE/STABILIZATION

PORTABLE TOILETS SHALL BE SECURED TO TRAILERS AND PLACED AWAY FROM DRAINAGE AREAS, TRAFFIC FLOW AND FILL SLOPES.

BEAR PROOF TRASH CONTAINERS SHALL BE PROVIDED DURING THE DRILLING OPERATION ONLY. THEY SHALL BE PLACED AWAY FROM DRAINAGE AREAS, TRAFFIC FLOW AND FILL SLOPES.



ONCE THE WELL PAD CUT AND FILL SLOPES HAVE ACHIEVED FINAL GRADE, DEPENDING ON SOIL CONTENT, SEEDING WITH EROSION CONTROL BLANKETS SHALL BE INSTALLED. THIS WILL CONTROL EROSION AND PROMOTE THE ESTABLISHMENT OF VEGETATION. THE BRUSH BARRIER WILL BE REMOVED AT THIS TIME.

THE TOP SOIL STOCK PILE SHALL BE SEEDED WITH A MULCH TACKIFIER DURING THE ACCESS ROAD FINAL GRADE AFTER UTILITY INSTALLATION.

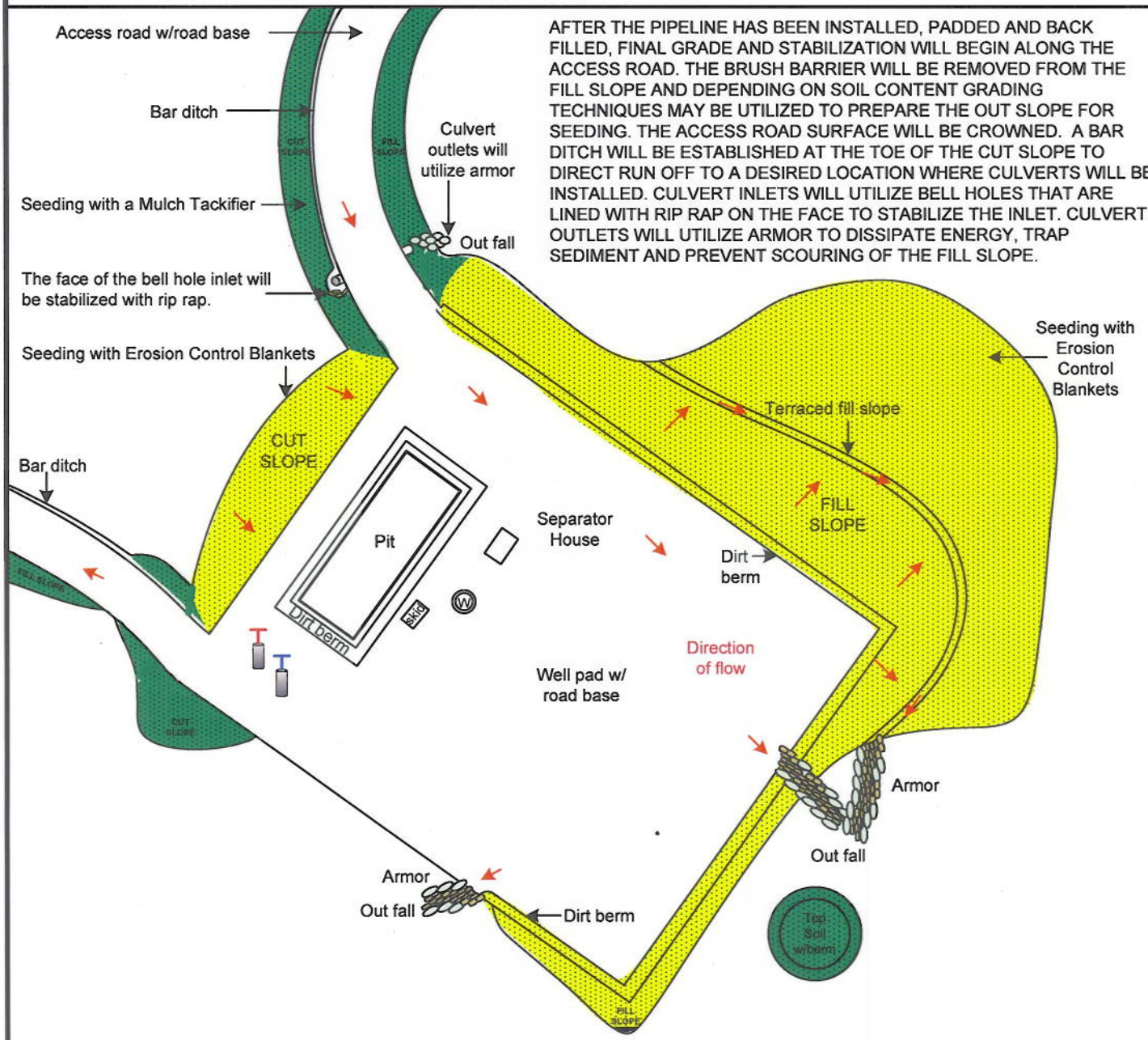
FOR FILL SLOPES THAT CONSIST PRIMARILY OF ROCK, SEEDING WITH A MULCH TACKIFIER WILL BE UTILIZED WHICH WILL OCCUR AFTER ACCESS ROAD FINAL GRADE. USED TO ADHERE THE SEED TO THE SOIL AND PROMOTE THE ESTABLISHMENT OF VEGETATION.

THE PIPELINE WILL BE INSTALLED IN SMALL INCREMENTS TO LIMIT THE TIME OF THE DISTURBED SOIL EXPOSURE TO THE ELEMENTS. SPOILS SHALL BE PLACED UP GRADIENT OF THE TRENCH, UTILIZING THE TRENCH AND THE DIRT BERM OF THE ACCESS ROAD TO PREVENT OFF SITE SEDIMENT TRANSPORT.

- GAS LINE
- WATER LINE
- FUEL LINE
- PORTABLE TOILET
- Trash — BEAR PROOF TRASH CONTAINER

B.M.P. IMPLEMENTATION DURING FINAL STABILIZATION

AFTER THE PIPELINE HAS BEEN INSTALLED, PADDED AND BACK FILLED, FINAL GRADE AND STABILIZATION WILL BEGIN ALONG THE ACCESS ROAD. THE BRUSH BARRIER WILL BE REMOVED FROM THE FILL SLOPE AND DEPENDING ON SOIL CONTENT GRADING TECHNIQUES MAY BE UTILIZED TO PREPARE THE OUT SLOPE FOR SEEDING. THE ACCESS ROAD SURFACE WILL BE CROWNED. A BAR DITCH WILL BE ESTABLISHED AT THE TOE OF THE CUT SLOPE TO DIRECT RUN OFF TO A DESIRED LOCATION WHERE CULVERTS WILL BE INSTALLED. CULVERT INLETS WILL UTILIZE BELL HOLES THAT ARE LINED WITH RIP RAP ON THE FACE TO STABILIZE THE INLET. CULVERT OUTLETS WILL UTILIZE ARMOR TO DISSIPATE ENERGY, TRAP SEDIMENT AND PREVENT SCOURING OF THE FILL SLOPE.



AFTER THE CULVERTS HAVE BEEN INSTALLED, ROAD BASE WILL BE UTILIZED ON THE ACCESS ROAD TO STABILIZE THE ROAD SURFACE AND PREVENT OFF SITE VEHICLE TRACKING. THE WELL WILL BE STABILIZED WITH ROAD BASE INSIDE THE DEAD MAN ANCHORS.

THE CUT AND FILL SLOPES OF THE ACCESS ROAD SHALL BE SEEDED WITH A MULCH TACKIFIER TO ADHERE SEED TO THE SOIL AND PROMOTE THE ESTABLISHMENT OF VEGETATION.

THE TOP SOIL STOCK PILE SHALL BE SEEDED WITH A MULCH TACKIFIER TO FACILITATE PLANT ESTABLISHMENT AND MINIMIZE SOIL EROSION.

A DIRT BERM SHALL BE UTILIZED ON THE WELL PAD PERIMETER TO DIRECT RUN OFF TO A DESIRED LOCATION. THESE LOCATIONS WILL BE ARMORED TO DISSIPATE ENERGY, TRAP SEDIMENT AND PREVENT EROSION AS RUN OFF EXITS THE SITE.