

- Legend**
- - - Proposed Access Road
 - Proposed Working Pad Surface
 - · · Proposed Daylight Line
 - - - Proposed Oil & Gas Location (LOD)
 - ▨ Aquatic Sportfish Management Water
 - Existing Intermittent Stream
 - 2,000' Buffer (WPS & Access Road)
 - Parcel Ownership
 - Existing Pad
 - Existing Lease Road
 - Existing County Road

- Notes:**
- 1) All Building Units/High Occupancy Building Units have been verified by using one or more of the following data sources: County Data, Aerial Imagery, and/or Field Verification. No building units were identified within 2000' of the access road.
 - 2) All Waters of the State have been verified by using one or more of the following data sources: USGS Hydrological Data and/or the National Wetlands Inventory Data. There are no access road impacts to WoUS/WoS. USACE Section 404 permits are not required for the proposed project.
 - 3) A Rio Blanco County Special Use Building Permit (SUBP) and a Driveway Permit will be submitted for the project.

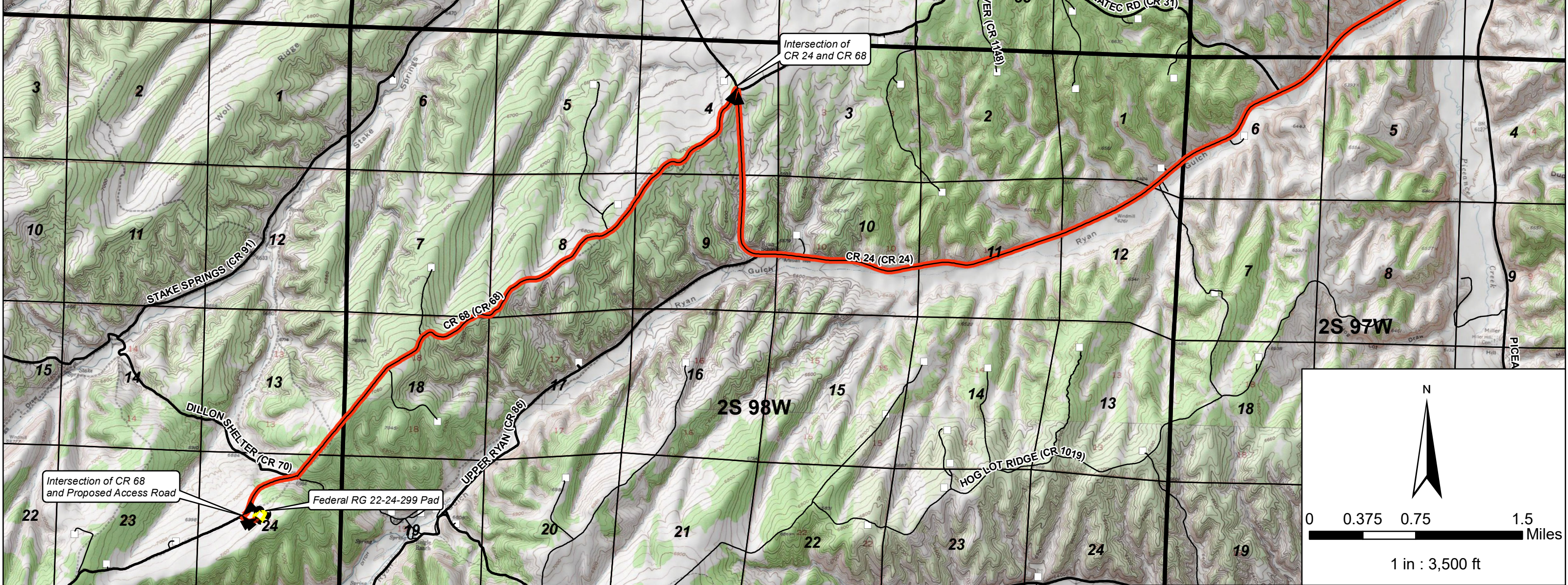
**Federal RG 22-24-299 Pad
Access Road Map**

TEP ROCKY MOUNTAIN, LLC
Exhibit prepared by: JN
Date prepared: January 24, 2023



Name	Surfacing	Length (mi.)
County Road 24	Pavement	7.1
County Road 68	Gravel	4.9
Existing Lease Road	Gravel	0.13

Estimated Truck Trips per Phase			
Development Phase	Number of Semi-Trucks	Number of Pickup Trucks	Total Truck Trips
Construction	131	240	371
Drilling	188	640	828
Completions	495	240	735
Interim Reclamation	17	42	59
Production (1YR Only)	12	208	220
Total	843	1370	2213



- Legend**
- Haul Route
 - Proposed Working Pad Surface
 - Proposed Oil and Gas Location
 - Existing Access Road
 - Existing County Road
 - Existing Oil and Gas Location (TEP)

**Federal RG 22-24-299 Pad
Haul Route Map from CR5**

TEP ROCKY MOUNTAIN, LLC
 Exhibit prepared by: JN
 Date prepared: January 24, 2023



TEP Rocky Mountain LLC

FEDERAL RG 22-24-299 PAD

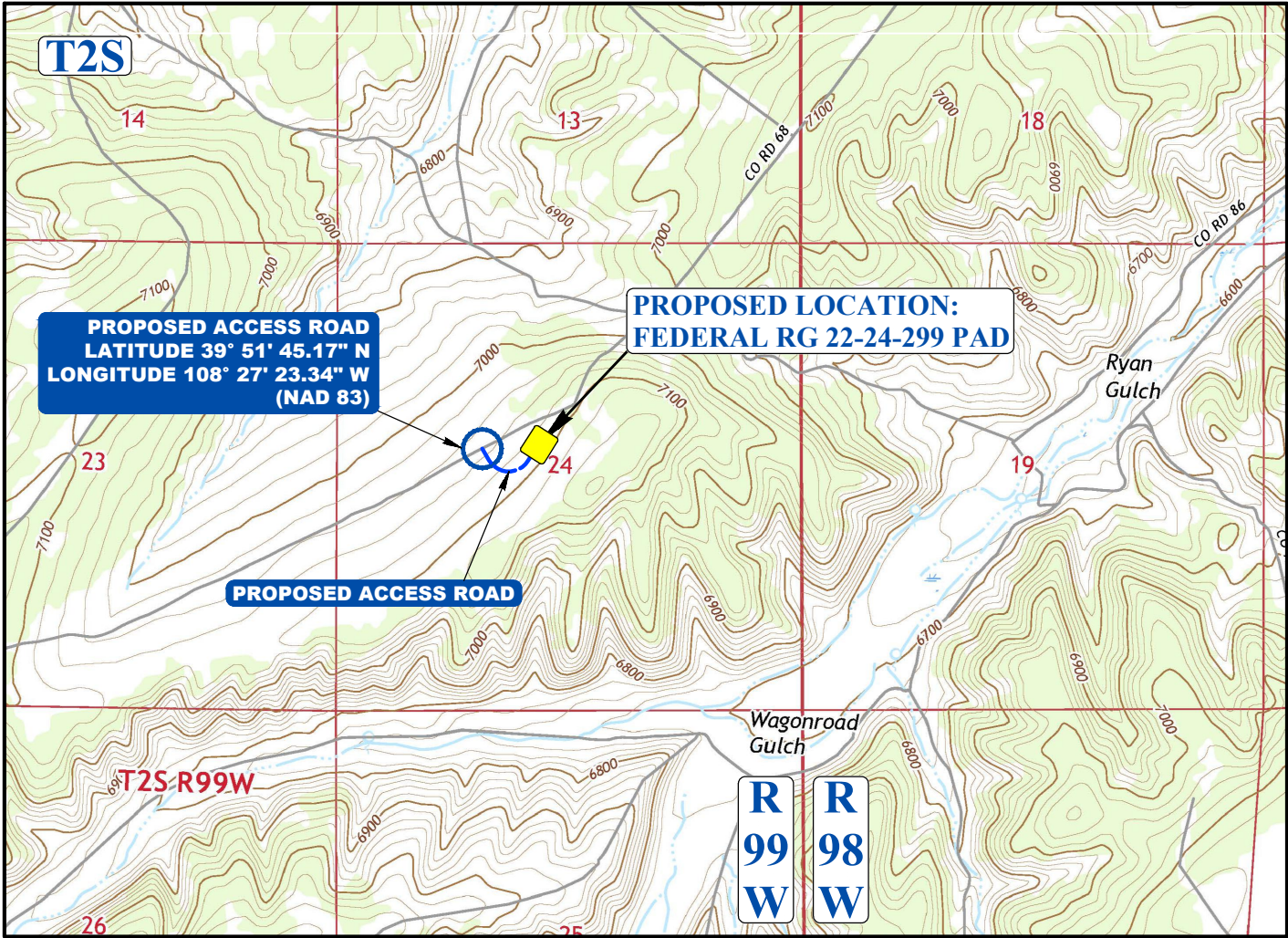
PROPOSED ACCESS ROAD

LOCATED IN:
SEC. 24, T2S, R99W, 6TH P.M.
RIO BLANCO COUNTY, COLORADO

INDEX OF SHEETS	
No.	SHEET DESCRIPTION
1	Title Sheet
2	General Notes & Geometric Standards Sheet
3	Culvert Installation Details Sheet
P1	Plan & Profile Sheet

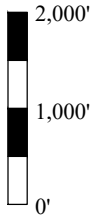
Uintah Engineering and Land Surveying assumes no liability written or implied as to the location of pipelines or cable lines in the vicinity of this pipeline bore road crossing. Utility Notification Center of Colorado, (Public lines) and the owner of any transmission lines (Private/Corporate lines) must be contacted for identification and location before construction begins. Transmission lines that may be identified on these plans may not be the only transmission lines in the vicinity of the pipeline bore road crossing. These plans are not intended to be used to identify the location of transmission lines. Extreme caution shall be used when constructing the pipeline bore road crossing near or over transmission lines.

LOCATION MAP



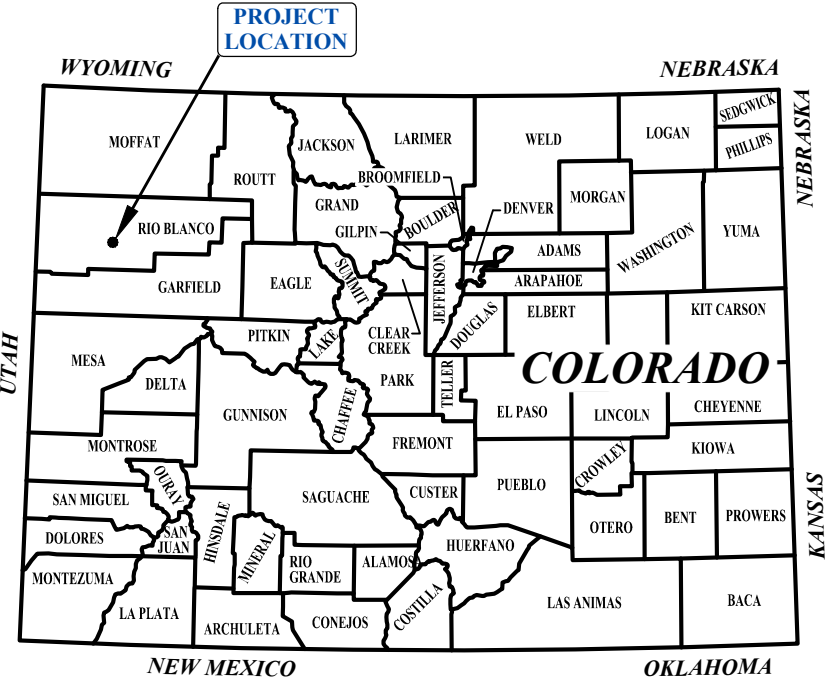
SOURCE: 7.5 MIN TOPOGRAPHIC MAP, YANKEE GULCH, CO (U.S.G.S., 2016) & WOLF RIDGE, CO (U.S.G.S., 2016)

SCALE: 1:24,000 (1"=2,000')



RESPONSIBLE ENGINEER

BASIS OF BEARINGS
 BASIS OF BEARINGS IS THE WEST LINE OF THE NW 1/4 OF SEC. 24, T2S, R99W, 6TH P.M. WHICH WAS ASSUMED TO BEAR N00°16'30"W FOR 2665.54'.



UELS, LLC
 Corporate Office * 85 South 200 East
 Vernal, UT 84078 * (435) 789-1017

DATE	BY	REVISIONS
11-15-22	SLW	UPDATED ROAD LOCATION COMING ONTO PAD
11-28-22	SLW	PAD NAME CHANGE
12-22-22	SLW	ADDED L.O.D.

SCALE: As Shown
DRAWN BY: SLW
E-FILE: \FED 22-24_RD_12-21-22.dwg
PROJECT NO: TER02-22-0007
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TEP ROCKY MOUNTAIN LLC

FEDERAL RG 22-24-299 PAD
PROPOSED ACCESS ROAD

ACCESS ROAD	1
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All materials for construction of the complete project including but not limited to rip-rap, water for dust control and compaction, culverts, bedding materials for culverts, surface course gravel, signs, etc. are to be provided by the contractor at his bid price unless other arrangements are made.

Construction of the approach from County Road 68 must conform to current AASHTO and Rio Blanco County standards. An access permit must be obtained for this approach prior to beginning construction. During construction, the contractor will follow all signing and flagging requirements as stated in the Manual of Uniform Traffic Control Devices latest edition. The road shall include a 50' minimum flare at the point where the road accesses the highway.

Uintah Engineering and Land Surveying assumes no liability written or implied as to the location of pipelines or cable lines in the vicinity of this road design. Utility Notification Center of Colorado (public lines) and or the owner of the transportation line (Private/Corporate lines) must be contacted for identification and location before construction begins. Transportation lines that may be identified on these plans may not be the only transportation lines in the vicinity of the road. These plans are not intended to be used to identify the location of transportation lines. Extreme caution shall be used when constructing road near or over transportation lines.

EXPLANATIONS:

PLAN & PROFILE SHEETS

Plan & Profile sheets show the horizontal and vertical alignment of the road, sign placement if any, turnout placement if any, estimated culvert placements and sizes, estimated wing ditches, horizontal and vertical curve data, and the percent super for construction of horizontal curves.

SCOPE OF WORK:

SHAPING THE ROADWAY

The roadway is to be shaped to the dimensions shown on the typical cross section included in this document. Care shall be given to insure that the travel-way width is not less or significantly more than the dimensions given on the typical cross section. Where turnouts are indicated, the typical section widths shown on the typical cross section will need to be modified by the amounts shown on the typical turn-out. Where there are horizontal curves, super-elevations will be constructed to the percentages shown on the plan and profile sheets. One-third of the super transition occurs on the curve and two-thirds on the tangent.

Top soil will be handled in the manner agreed upon and stated within the APD and the conditions of approval. If top soil is to be moved; Top soil will be peeled back during construction. Some over-excavation of cut slopes and bar ditches will provide needed material for road construction. Top soil will then be spread back over the cut and fill slopes and bar ditches.

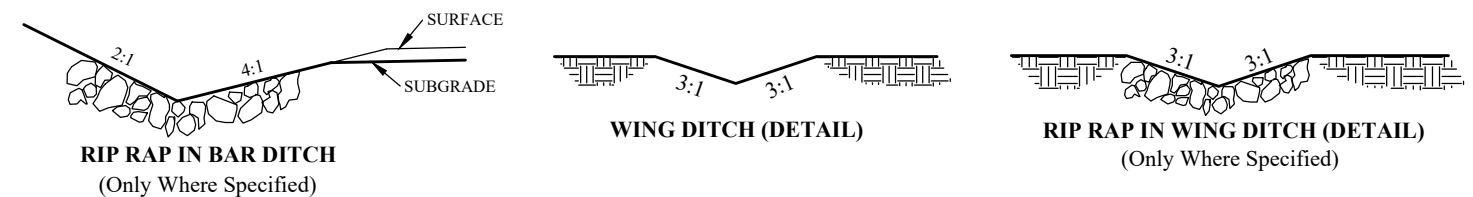
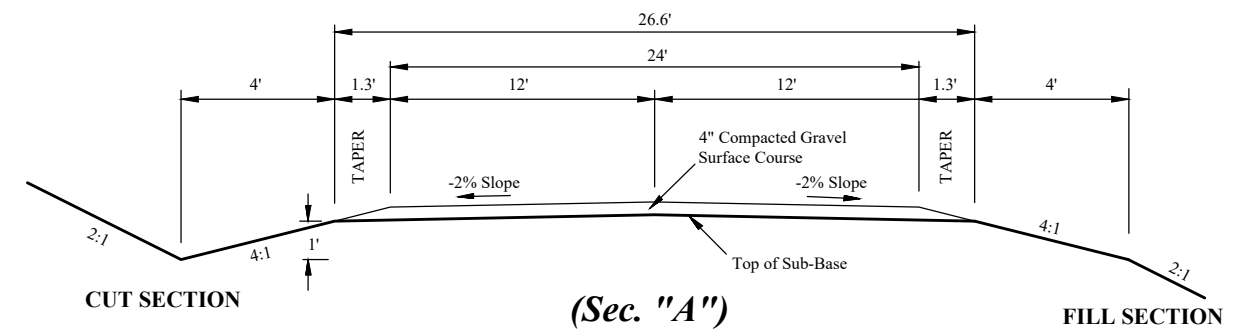
The road shall have a crown as shown on the typical cross section to insure that water will drain off of the travel-way surface.

GEOMETRIC SPECIFICATIONS

GRAVEL SPECIFICATION:
3" minus pit run gravel (AASHTO M145-49 A-1-a Soil)
Do not place gravel on road until Inspector/Engineer has approved the sub-grade.
Place gravel to full widened width on turnouts, curve widening, and intersection flares.

TYPICAL CROSS SECTIONS

(for Proposed Access Road)



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TEP ROCKY MOUNTAIN LLC

**FEDERAL RG 22-24-299 PAD
 PROPOSED ACCESS ROAD**

**GENERAL NOTES &
 GEOMETRIC STANDARDS**

2

THE PLANS SHOW AN ESTIMATE OF THE NUMBER AND THE SIZE OF THE CULVERTS TO BE PLACED ON THE ROAD. THERE MAY NEED TO BE SOME FIELD ADJUSTMENTS MADE BY THE CONTRACTOR, AND/OR INSPECTOR/ENGINEER TO THE PLACEMENT AND LENGTH OF THE CULVERTS AND WING DITCHES.

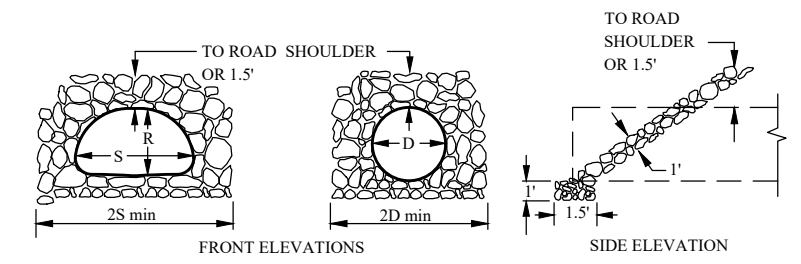
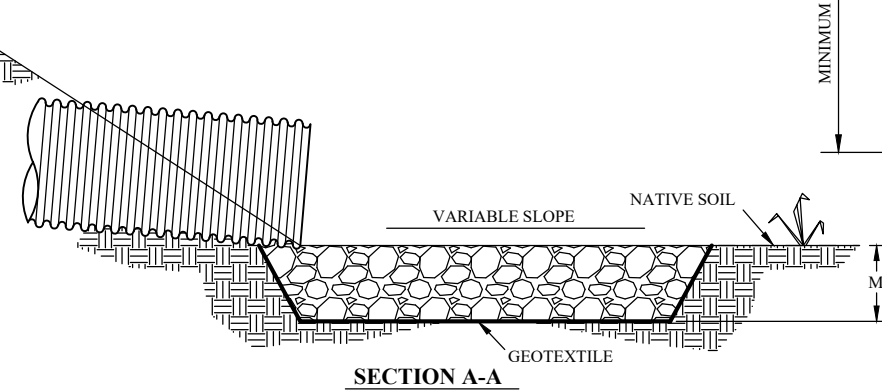
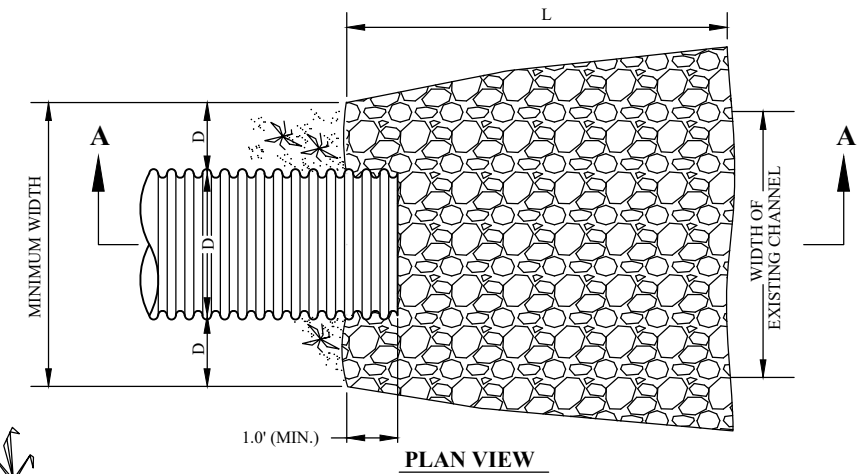
CULVERT INGRESS AND EGRESS DITCH LENGTHS ARE TO BE DETERMINED DURING CONSTRUCTION. ALL DITCHES ARE TO BE CONSTRUCTED WITH SUFFICIENT SLOPE SO THAT WATER WILL EXIT THE DOWNSTREAM SIDE AND NOT POND IN THE DITCH.

ALL CULVERTS SHALL BE OF SUFFICIENT STRENGTH TO SUPPORT AN HS-20 LOADING OR HEAVIER. CHECK WITH MANUFACTURER FOR INFORMATION ABOUT MINIMUM COVER AND LOAD RATINGS. IN NO CASE SHALL COVER OVER CULVERTS BE LESS THAN 1'. CULVERT LENGTHS ARE ESTIMATED ON THE PLANS BUT THERE MAY NEED TO BE SOME ADJUSTMENTS MADE TO THE LENGTHS OF THE CULVERTS DURING CONSTRUCTION.

RIP-RAP WILL BE PLACED AT CULVERT INLETS AND OUTLETS WHERE SPECIFIED ON THE PLAN & PROFILE SHEETS. RIP-RAP WILL BE SIZED DEPENDENT UPON PIPE DIAMETER AS SHOWN. RIP RAP SHALL BE WELL GRADED WITH A SUFFICIENT AMOUNT OF SMALLER STONES UNIFORMLY DISTRIBUTED THROUGHOUT.

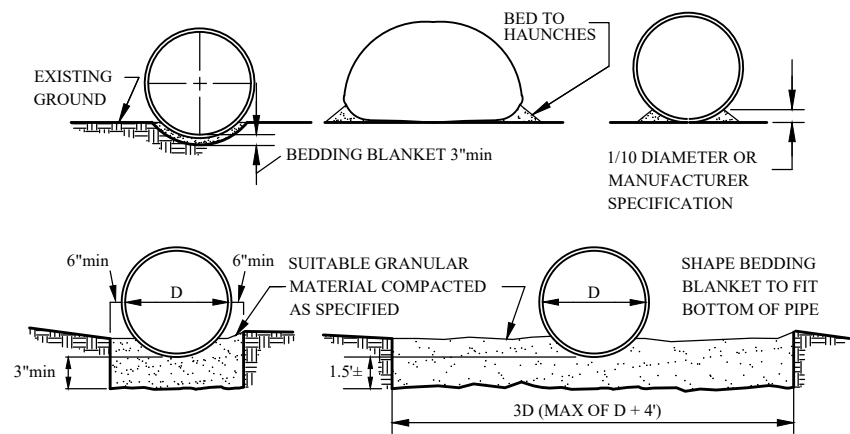
PIPE DIAM.-D	RIP-RAP SIZE	L	M	YARDAGE
0"-24"	60% shall be 8" in diameter or larger	5'	12"	±1 cyds
25"-48"	60% shall be 12" in diameter or larger	10'	18"	±6 cyds
49"-72"	60% shall be 18" in diameter or larger	15'	24"	±19 cyds

*Larger than 72", consult engineer.

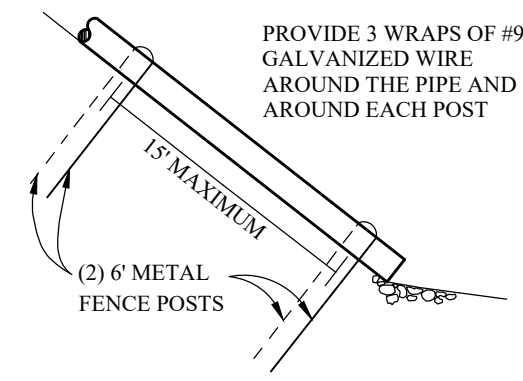


IN NARROW CHANNELS ADJUST RIPRAP TO FIT ORIGINAL STREAM BANKS.

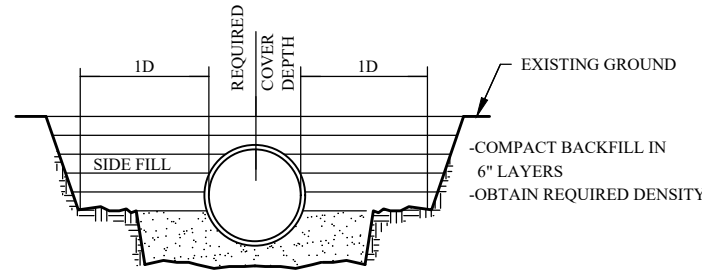
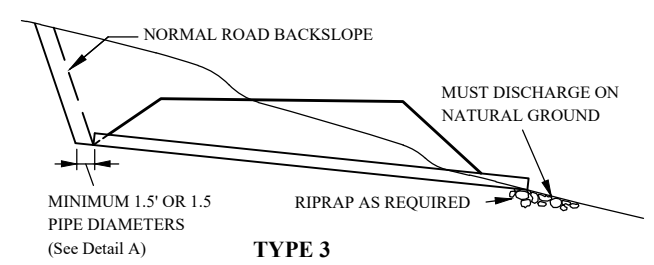
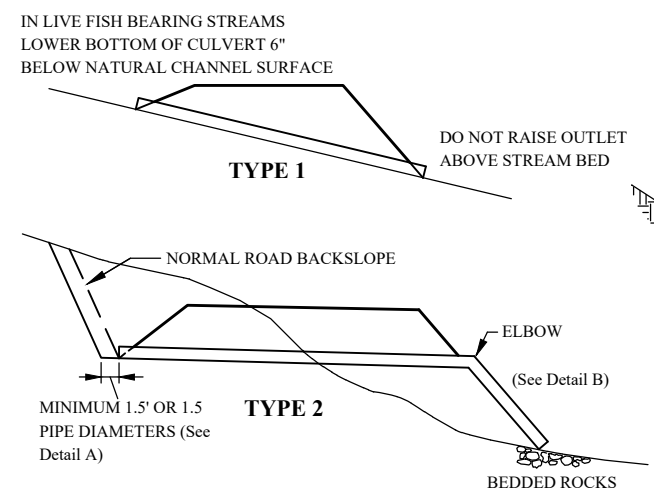
RIP RAP DETAILS



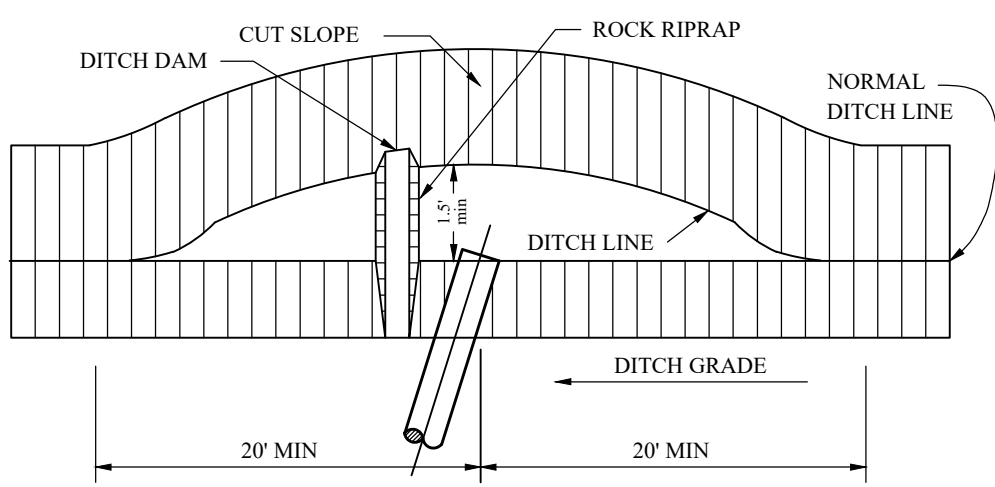
BEDDING DETAILS



DETAIL B



BACKFILL DETAIL



DETAIL A



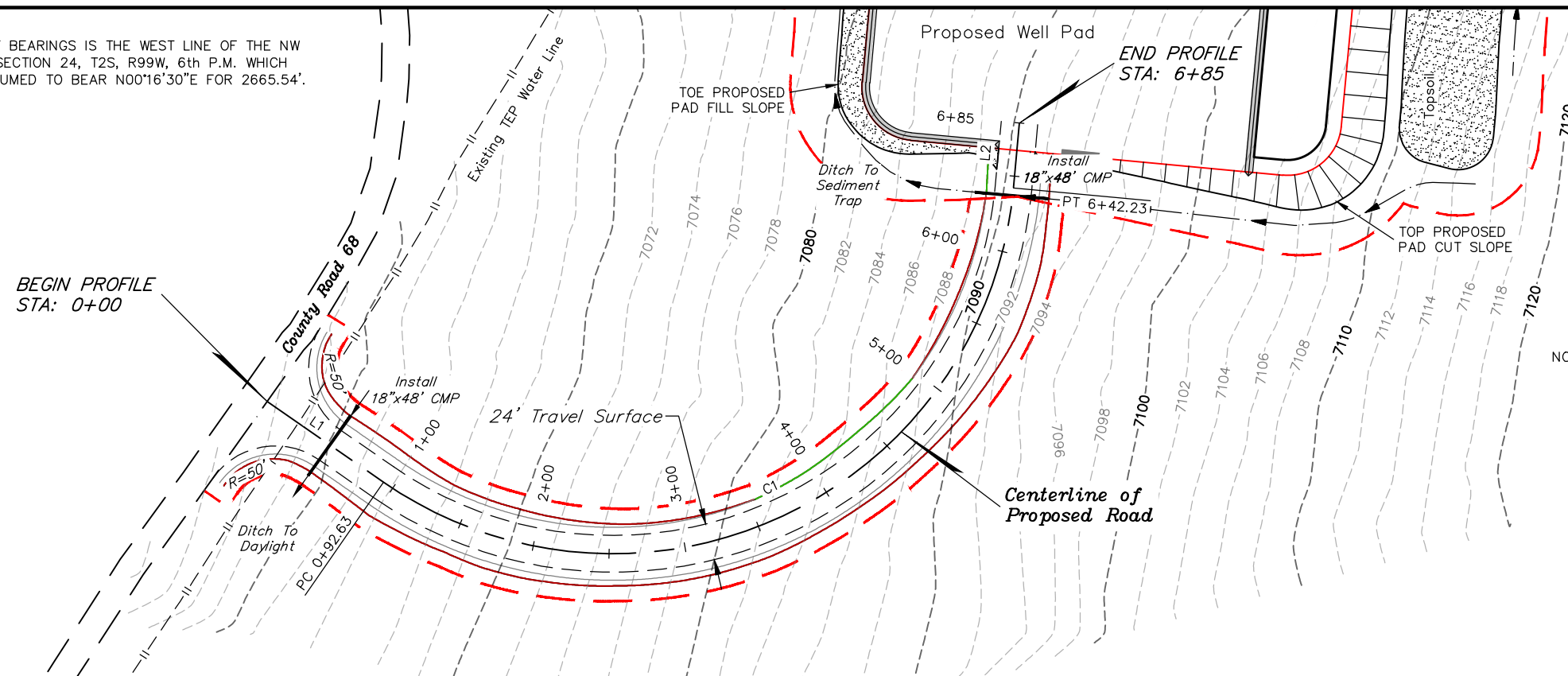
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FEDERAL RG 22-24-299 PAD
PROPOSED ACCESS ROAD
CULVERT INSTALLATION DETAILS **3**

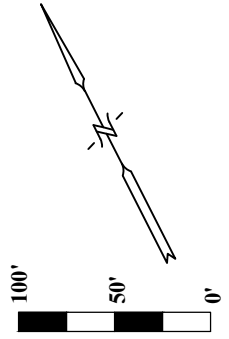
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LINE	LENGTH	DIRECTION	CURVE	RADIUS	LENGTH	DELTA ANGLE
L1	92.63'	S28°22'00"E	C1	263.61'	549.61'	119°27'18.39"
L2	42.77'	N32°10'41"E				

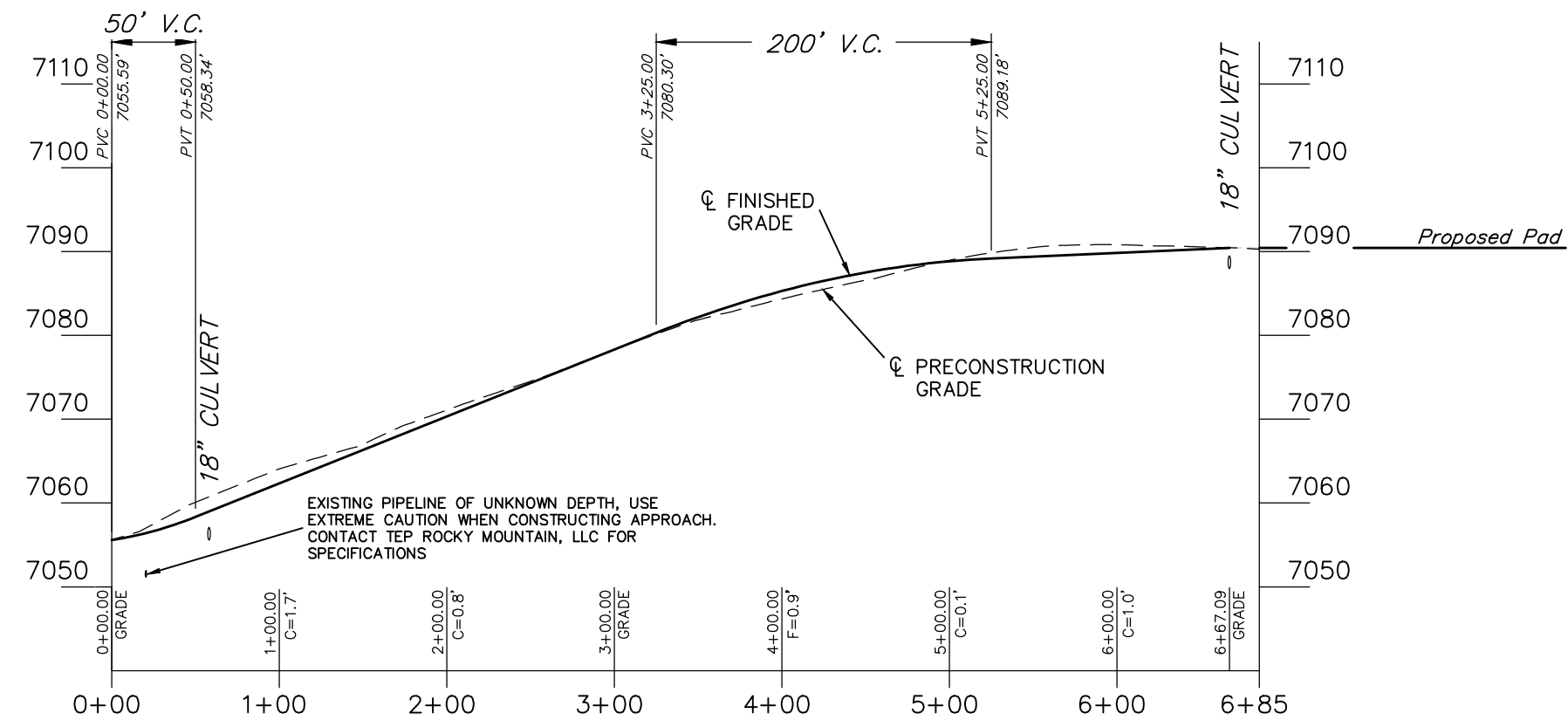
- NOTE:
- BEGIN PROFILE STATION 0+00 BEARS N79°07'57"E, 1680.65' FROM THE WEST 1/4 CORNER OF SECTION 24, T2S, R99W, 6TH P.M.
 - END PROFILE STATION 6+85 BEARS N83°16'05"E, 2187.46' FROM THE WEST 1/4 CORNER OF SECTION 24, T2S, R99W, 6TH P.M.
 - USE EXTREME CAUTION WHEN CONSTRUCTING APPROACH NEAR EXISTING PIPELINE. EXISTING PIPELINE MIGHT NEED TO BE BURIED DEEPER. CONTACT PIPELINE OWNER FOR SPECIFICATIONS.

- - - - - = Limits of Disturbance
 - - - - - = Cut Daylight Line
 - - - - - = Fill Daylight Line



GRADE %	+3.0	+8.0	+0.9
TYP. SECTION	"A"		

PROPOSED WELL PAD



APPROXIMATE YARDAGES

Earthwork Estimates for Sta. 0+00 to 6+67.09

FILL = 450 Cu. Yds.
 CUT = 450 Cu. Yds.
 Required material after 10% compaction = 0 Cu. Yds.

Topsoil Volume = 1,130 Cu. Yds.
 Calculation based on 8.75" of topsoil stripping
 Limits of Disturbance Area = 0.954 Acres



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**FEDERAL RG 22-24-299 PAD
 PROPOSED ACCESS ROAD**

PLAN & PROFILE	P1
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