

APPENDIX I

December 13, 2006

Conditions of Approval For Table Top Wells #3, #4, #5, and #6

- 1) Install a 12-inch diameter culvert in the draw on the Main Fork road immediately to the west of the proposed well pad access road. The draw should be filled in to a height of 6 to 8 feet above current grade. This will form a small sediment trap for runoff from the slopes west of the well pad. To make the trap function, the culvert will need to have a 4 to 6 foot tall riser and grate installed on the inlet end of the pipe. There should be no less than 2 feet of freeboard between the top of the riser grate and the elevation of the surface of the road fill.
- 2) Install a 12-inch diameter culvert in the draw on the Main Fork Road immediately to the east of the proposed well pad access road. The draw should be filled in to a height of 6 to 8 feet above current grade. Construct a small sediment basin for runoff from the slopes south of the well pad. To make the basin function, the culvert immediately to the east of the proposed well pad access road will need to have a 4 to 6 foot tall riser and grate installed on the inlet end of the pipe. There should be no less than 2 feet of freeboard between the top of the riser grate and the elevation of the surface of the road fill. With this sediment basin in place, the entire well pad surface may be outsloped in that direction if desired.
- 3) Install a cutoff/diversion trench to intercept snowmelt runoff from the three ephemeral draws along the south side of the proposed well pad. This trench can be installed just south (upslope) of the proposed topsoil stockpile location, and should route overland flow to the draw and detention basin along the east side of the proposed pad.
- 4) All trees removed as result of the construction of the well pad will be cut, limbed, removed and decked at the gravel pit located at T1N, R10E, section 8.
- 5) The following will be complied with if the northern goshawk nest in T1N, R10E, Section 5, is occupied or as deemed necessary by the Forest Service Wildlife Biologist from April to August.

- a. All heavy equipment hauled through the post-fledging area will be brought in during mid-day (10AM-3PM).
 - b. Wellsite personnel will minimize traffic to the wellsite by carpooling.
 - c. All vehicles will be kept under 20 mph and no engine brakes will be used in the PFA.
 - d. Vehicles will not be allowed to stop within the nest area, except in emergencies.
 - e. Vegetation removed in road re-construction within the nest area will be kept to a minimum and within the existing road prism.
 - f. Other measures determined to be necessary by a Forest Service Wildlife Biologist to protect Goshawks and their habitat.
- 6) Construction activities on the lease will be delayed until July 1 or when construction can commence without causing resource damage due to wet soil conditions, and to minimize effects on wildlife in the area. Construction will not be permitted when the soil is frozen.
- 7) Double Eagle will schedule and attend a preconstruction conference with the Authorized Forest Officer and his/her representative prior to commencing construction activities. Double Eagle representatives and all contractors or agents involved with the construction will attend the conference. Double Eagle will contact the Authorized Forest Officer or his/her representative at least 10 working days (two weeks) prior to the anticipated start of construction to schedule the conference. Double Eagle will continue to monitor the water quality of the Main Fork and springs, which supply domestic water to the Christmas Meadows summer homes on a regular basis, before, during and after construction. Appropriate actions will be taken to correct changes in water quality, if any, caused by project activities. In the event water quality monitoring detects water quality to be below State and Federal standards an immediate investigation to identify the source will occur. Measures will be taken to localize the source including shutting down the drilling operation if necessary.
- 8) All available topsoil at the well pad, will be removed and stockpiled for later use in reclamation.
- 9) Double Eagle will be responsible for preventative and corrective road maintenance needed throughout the project. Maintenance responsibilities include, but are not limited to, replacing or supplementing gravel, cleaning ditches and other drainage facilities, and dust abatement.

- 10) Once construction is completed, all vehicles will be restricted to the newly constructed well pad and existing roads. No off road travel will be allowed.
- 11) The well pad will incorporate berms and ditches to retain sediment from runoff onsite. The gravel pad will be covered with a four-inch gravel surface.
- 12) No holes, pits, equipment or unnecessary facilities, which could harm or otherwise endanger human life, wildlife, or livestock, will remain onsite (after drilling) during production or termination of the project.
- 13) All toxic and/or hazardous substances will be controlled to prevent discharge into surface or subsurface waters. Notice of any spill or leakage of materials in violation of 43 CFR 110.5 will be given immediately by Double Eagle to the Authorized Forest Officer or his/her representative and other Federal and State officials as required by law. Oral notice will be confirmed in writing within 72 hours of an incident.
- 14) Appropriate precautions and tools will be employed at all times to prevent wildfires. The operator will be responsible for fire-suppression costs for any fires on National Forest lands caused by the negligence of employees, contractors, or subcontractors.
- 15) The mitigation measures identified in the 1994 Record of Decision for the Table Top Exploratory Oil Well Environmental Impact Statement and the Final Supplement will be incorporated as conditions of approval.
- 16) All activities will be conducted in compliance with the Standards and Guidelines contained in the 2003 Revised Forest Plan.
- 17) The Reserve pit will be lined with an artificial liner with burst strength of 450 PSI to prevent infiltration into the ground.