Uintah County
Plan of Development
#160701 and #16701B Road Corridors

Prepared for: Bureau of Land Management, Green River District - Vernal Field Office
170 South 500 East
Vernal, UT 84078

Uintah County
150 E 100 N
Vernal, UT 84078

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Proposed Action

Uintah County and Bill Barrett Corporation (BBC) proposes to upgrade and utilize portions of the existing Uintah County Class "D" #160701 and #16701B roads with associated infrastructure, and hereby makes application for a Title V right-of-way authorization. The access road corridor proposal would consist of upgrade segments (minor road widening, crowning and ditching) where environmental clearance is in place and "as-is where-is" segments (no upgrade proposed) along the two roads; 1) the #160701 road (2,160 feet or 0.41 miles) to a 20 foot wide travel surface road within a 30 foot wide disturbed area within a 40 foot wide road right-of-way (ROW) and, 2) the #160701B road (1,449 feet or .47 miles) to a 20 foot wide travel surface within a 30 foot wide disturbed width within a 40 foot wide road ROW. The two road segments upgrade approximately .88 miles of road on federal surface managed by the Bureau of Land Management (BLM) as shown on the attached plat **(Figure 1)**.

Proposed upgrade and utilization of the #160701 road segment would cross 3,143 feet (0.6 miles) of federal surface and a 791 foot (0.1 mile) segment of private surface. The #160701 segment would begin at an existing Pelican Lake Road within the SW/4 NW/4, Section 29, T7S, R20E, SLB&M and end where BBC surface begins at the south line of Section 29, T7S, R20E, SLB&M. The #160701 segment would consist of a 2,160 feet (0.41 miles) segment to be upgraded (segment north of 160701B intersection) with a remaining 983 feet (0.19 miles) remaining "as-is where-is" (18 ft. disturbance width 2002 GIS data).

Proposed upgrade and utilization of the #160701B segment would cross 5,596 feet (1.06 miles) of federal surface and provide access to a submitted Bill Barrett Corporation proposed federal ROW that would continue an additional 375 feet to private surface (Bill Barrett Corporation). The #160701B segment would begin at the north line of the SW/4 SE/4, Section 29, T7S, R20E, SLB&M and end at the west line of Section 31, T7S, R20E, SLB&M. The #160701B segment would consist of a 1,449 feet (0.27 miles) segment to be upgraded (segment west of 160701 intersection) with the remaining 4,147 feet (0.79 miles) "as-is where-is" (18 ft. disturbance width 2002 GIS data). The upgraded corridors would provide improved long-term access to the area for existing ranching, recreation and the oil and gas activities proposed by Bill Barrett Corporation and other operators with interests in the area while minimizing impacts to natural resources and making the best use of existing disturbance in the area. An associated parallel Bill Barrett Corporation pipeline corridor may be applied for in the future under a separate pipeline corridor application. The pipeline application would parallel the segments of road proposed for upgrade.

Appropriate low-water crossings and culverts are anticipated as the proposed road corridor crosses minor drainages in the area. The entire travel surface would be graveled to maintain integrity and gravel would be obtained from SITLA materials permits or from private sources and not from federal lands. No gates cattle guards are anticipated at this time. Details of the access road are reflected below.

Table 1 – Proposed Action Summary

Road Segment	Surface Owner	Length (ft)	Additional Distrubance[1] (acres)	Right-of-Way (acres)
#160701	Federal	3,143	1.59	2.89
	Private	791	0.40	0.73
#160701B	Federal	5,596	2.83	5.14
	Private	-	-	
GRAND TOTAL FEDERAL		***8,739***	***4.42***	***8.03***
GRAND TOTAL PRIVATE		***791***	***0.40***	***0.73***

Source: Bill Barrett Corporation working data.
1 Based on 22-ft of upgraded road disturbance (existing road disturbance is 8-ft), 40-ft total right-of-way.

The upgrades have been proposed to make the best use of existing disturbance and utilize existing Class "D" county roads in their entirety. The road installation would involve a total additional federal surface disturbance of approximately 4.42 acres (30-ft total disturbed width) within a 8.03 acre (40 foot width) permanent authorization across federal lands under the management of the Bureau of Land Management (BLM) – Vernal Field Office.

The proposed surface disturbance and vehicular travel would be limited to existing access roads and ROW corridor.

Construction Operations

All project activities in the area would follow procedures specified by the BLM – Vernal Field Office and according to Best Management Practices (BMPs). Upgrade of the proposed roads is expected to take approximately 2 to 3 working days to complete. Multiple construction crews would work to achieve this schedule. Members of the project workforce would commute from surrounding towns and cities.

Equipment needed to construct the access corridor would include a backhoe, motor grader, dozer, water truck, gravel trucks and pick-up trucks. Vehicle traffic during the construction period would include the transportation of materials and heavy equipment, the commuting of the workforce, and the daily operation of the construction equipment.

Additional Components of the Right of Way

Associated infrastructure for the roads would include traffic control signs, drainage structures (culverts and low-water crossings) and gravel that would be installed, as needed, along the access road corridor. The entire road would be widened to a 20 foot wide travel surface within a 30 foot wide disturbed width to accommodate crowning and ditching of the access road.

Government Agencies Involved

The proposed right-of-way is located on federal and private surface under the management of the BLM and private landowners. Surface use with the private landowners is being completed at this time. No additional agency would be applied to in association with this application. The proposed corridor would connect to numerous pending existing lease rights federal authorizations for the access road corridors to oil and gas wells proposed by Bill Barrett Corporation. Bill Barrett Corporation will secure a road agreement with Uintah County.

Additional Details

1. Appropriate erosion and sedimentation control structures would be incorporated into the road.
2. Dust control measures would be implemented as necessary.
3. To reduce the likelihood of the introduction of noxious and invasive weed species via project-related vehicles and equipment into the area, the following measures would be implemented:
    a. All construction equipment and vehicles would be power washed prior to the start of construction. Any vehicles traveling between the project location and outside areas would be power-washed on a weekly basis.
    b. An intensive weed control program beginning the first growing season after project completion. Weed control would be conducted through an Approved Pesticide Use and Weed Control Plan from the BLM.
4. Trash containers and a portable toilet would be located on the construction site during construction. Upon completion of construction, the toilet and its contents would be transported to Vernal, Utah's municipal sewage facility in accordance with applicable rules and regulations regarding sewage treatment and disposal. Accumulated trash

and nonflammable waste materials would be hauled to the Uintah County landfills. All debris and waste materials not contained in the trash containers would be cleaned up, removed, and disposed of at the landfill. No potentially harmful materials or substances would be left in the area. Vehicle traffic during the construction phase would include the transportation of materials and heavy equipment, the commuting of the workforce, and the daily operation of the construction equipment.

5. A Class III archaeological clearance has been previously completed for this project with cover page attached.
6. A paleontological clearance has been previously completed for this project with cover page attached.
7. A threatened, endangered and sensitive species clearance and habitat delineation has been previously completed for this project with cover page attached.
8. Appropriate signage would be placed along the roadway identifying where upgrade of the road is to begin and end to minimize the opportunity for trespass upgrade along the "as-is where-is" segments of the road authorization.

Reclamation

Incidental disturbance resulting from road upgrade will be completed according to BLM specifications. No Reclamation to the roads is necessary since they are part of Uintah County's Transportation System Map.

Operations and Maintenance

All maintenance activities would be confined to the existing disturbed width/requested right-of-way.

Representatives for BLM

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