

# MULTI-POINT SURFACE USE AND OPERATIONS PLAN

Durham, Inc.  
N.N.G.-M Federal Com. No. 1  
660' FSL and 1980' FEL  
Section 25, T-15-S, R-26-E  
Chaves County, New Mexico  
(Development Well)

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JUL 6 1979  
U.S. GEOLOGICAL SURVEY  
ARTESIA, NEW MEXICO

This plan is submitted with Form 9-331C, Application for Permit to Drill, covering the above described well. The purpose of this plan is to describe the location of the proposed well, the proposed construction activities and operations plan, the magnitude of necessary surface disturbance involved, and the procedures to be followed in rehabilitating the surface after completion of the operations, so that a complete appraisal can be made of the environmental effects associated with the operation.

## 1. EXISTING ROADS.

A. Exhibit "A" is a portion of the topographic map on a scale of 1" = 1,000' showing the location of the proposed well site with detailed access road shown in red. Exhibit "C" is a schematic of the pad area and pits. Exhibit "B" is a portion of a BLM quad-color map on a scale of 1" = 2 miles. The proposed location is situated approximately 5 miles east of Lake Arthur, New Mexico, via the access road shown in red on Exhibits "A" and "B".

- (1) Starting at the intersection of highways 285 and 507, in Lake Arthur, go east on highway 507 2.6 miles.
- (2) At this point, turn left (east) onto an unnumbered caliche road.
- (3) After leaving highway 507, continue east for a total distance of approximately 2.0 miles. At this point, turn right onto another caliche road. Continue in a southeasterly direction approximately .4 mile down this road, then turn right on an existing ranch road and proceed west .2 mile. The proposed new access road will begin at the ranch road (the existing ranch road will be improved).

## 2. PLANNED ACCESS ROAD.

- A. The proposed new access road will be approximately .4 mile in length from point of origin to the southeast corner of the drilling pad. The proposed road will run in a southwesterly direction as shown on Exhibit "A".
- B. The new road will be 12 feet in width (driving surface) and will require no cattleguards or culverts.