



Photo 1. Taken from the start (west end) of the access road. Before the first inspection 3" of topsoil was stripped from the access road and pushed to the side to be used in the v-ditches and slopes of the road. After the first inspection an additional 3" of topsoil was stripped from the road and used to topsoil the cut slopes, fill slopes, berms, and detention pond on pad.



Photo 2. Taken near the west culvert crossing (north side). There was no further topsoil to salvage from this crossing, as we had already taken it out prior to setting culverts. Topsoil was not used as backfill for culverts. Excess fill material from pad was used as backfill.



Photo 3. Taken near the west culvert crossing (south side). There was no further topsoil to salvage from this crossing, as we had already taken it out prior to setting culverts. Topsoil was not used as backfill for culverts. Excess fill material from pad was used as backfill.



Photo 4. Taken from the middle portion (between the two culverts) of the access road. Before the first inspection 3" of topsoil was stripped from the access road and pushed to the side to be used in the v-ditches and slopes of the road. After the first inspection an additional 3" of topsoil was stripped from the road and used to topsoil the cut slopes, fill slopes, berms, and detention pond on pad.



Photo 5. Taken near the east culvert crossing (south side). There was no further topsoil to salvage from this crossing, as we had already taken it out prior to setting culverts. Topsoil was not used as backfill for culverts. Excess fill material from pad was used as backfill.



Photo 6. Taken near the west culvert crossing (north side). There was no further topsoil to salvage from this crossing, as we had already taken it out prior to setting culverts. Topsoil was not used as backfill for culverts. Excess fill material from pad was used as backfill.



Photo 7. Taken near the entrance to the drilling pad and the access road. Before the first inspection 3" of topsoil was stripped from the access road and pushed to the side to be used in the v-ditches and slopes of the road. After the first inspection an additional 3" of topsoil was stripped from the road and used to topsoil the cut slopes, fill slopes, berms, and detention pond on pad.



Photo 8. Taken near the location entrance. Trash was removed throughout the location.



Photo 9. 5 gallon bucket of oil has been removed.



Photo 10. Trash was removed near the northwest corner of the location.



Photo 13. Northeast sediment trap is still under construction. Will be completed once weather permits.



Photo 14. Trash located on the eastern side of the topsoil stockpile has been removed.



Photo 16. East side of location. Bands/clips from t-post bundles were removed throughout the perimeter of the location.



Photo 17. Erosion degradation has been fixed near the southern sediment trap.



Photo 18. Erosion degradation has been fixed near the southern sediment trap. The southern sediment trap is still being constructed and will be completed once weather permits.



Photo 20. South side of location. Bands/clips from t-post bundles were removed throughout the perimeter of the location.



Photo 21. Erosion degradation has been fixed in the southwest corner of the drilling pad.



Photo 22. Erosion degradation and sediment transport has been fixed in the southwest corner of the drilling pad.



Photo 23. West side of location. Trash from fence construction has been removed throughout the perimeter of the location.