Neal Starkebaum

From: Allen Moores
Sent: Wednesday, March 07, 2012 12:39 PM
To: Neal Starkebaum
Subject: Ecks & Hughes Well pad sites

Neal
This is a follow up to our discussion.
During the on site visit to the Eck's pad site it was observed that the proposed access road is close to the bottom of a large draw that runs in a northerly direction before turning east and ending at what would be considered to head of the draw. From this location the identified wetlands were not visible, and we had to walk in a north westerly direction for approximately 50 yards to the top of a rise. My best guess is that we went up in elevation about 20 vertical feet. From the top of the ridge we could then look down on the wetlands in the next draw. Although part of the pad will be constructed into the ridge we ascended, it does not appear that the cut portion of the proposed pad will break the top of the draw, onto the wetlands side of the ridge.
We then proceeded to the Hughes location.
The proposed access to this site will go in a northerly direction for about a third of a mile, then turn in a westerly direction and descend into another valley. After getting to the valley floor we crossed the bottom and went in a horseshoe curve going in a northwesterly to a south westerly direction and stopped in a relative small draw that runs from the south east to north west.
From ground level you cannot see the wetlands that are in the perimeter of concern, how ever if you was to stand on the ground you could see the drainage and the wetlands. I would estimate the rise in elevation to the change of gradient to be about 6ft in a 150 foot horizontal distance.
From my observations on the ground it is apparent that there is a definite physical barrier between each of the proposed pad sites and the wetlands of concern.
I did make the statement that this would be true if the pads were constructed exactly as shown on the plans. It is a known fact that sometimes field adjustments have to be made during construction and that is why I suggested that there be an inspection of the roads and the pads before allowing a drill rig onsite. Then if there are issues we can require that they be corrected in an appropriate manner.
Let me know if there is any more information you would need.
Allen

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