



BLEHM 18-I PAD DUST MITIGATION PLAN

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Article I. Introduction

Location Information

This document provides site-specific information for the Blehm 18-I Pad Form 2A as the Blehm 18-I Pad OGDP. The information in this document relates specifically to the time during the construction, drilling, completion, and production of the twenty-four (24) proposed horizontal wells on this location.

The proposed location is Dry Land Crop located South of Hwy 14 between WCR 25 and WCR 27 with an access directly onto Highway 14. The Pad will be in Lot 3 Section 18, Township 7 North, Range 66 West zoned AG within Weld County's Near-Urban Planning Area. A 1041 WOGLA was filed as 1041WOGLA20-0083 on 12/3/2020 and approved at hearing on 1/21/2021.

The proposed Pad will be approximately 11.7 acres, reduced to 9.2 acres after interim reclamation. The working pad surface will be 7.2 acres. The Pad is on Parcels 070718000051 and 070718300004 owned by the Linda D Blehm Trust and David L Drake Trust. The location is currently used for farming.

The proposed production facility equipment for the Blehm 18-I Pad will be located within the Working Pad Surface adjacent to the wells and will consist of 10 oil tanks, 2 water tanks, 2 multi-use tanks, 26 separators, 1 Injection Manifold, 4 Meters, 1 Instrument Air System, 1 gas lift compressor, 4 electric compressors, 5 enclosed combustion devices (ECD), 2 LACT Units, 8 Scrubbers, 2 Sumps, 1 Water Transfer Skid, and proposed electrical and/or solar equipment.

Phase	Duration (days)	Estimated Start Date
Construction	30	3 rd Quarter (Sept) 2021
Drilling	150	3 rd Quarter (Oct) 2021
Completion	180	2 nd Quarter (March) 2022
Flowback	60	3 rd Quarter (Sept) 2022
Production	25 Years	3 rd Quarter (Nov) 2022
Interim Reclamation	10	2 nd Quarter (May) 2023

Article II. Dust Mitigation Plan Specific Data

Soil type(s): Olney fine sandy loam, 1 to 3 percent slopes, Olney fine sandy loam, 3 to 5 percent slopes

Total area of soil disturbance in acres including accesses: approximately 14.4 acres.
(11.7 pad disturbance + 2.1 acres new access road + .6 acres existing access road)

The Haul Route is directly onto paved Highway 14 as depicted on the Haul Route Map.

Truck Traffic

The estimated duration of drilling and completion activity at this site is estimated to be between 15-20 months and will range from passenger cars and pickups to semi-truck/trailers and tandem truck vehicles.



During the move in and move out of the actual drilling rig equipment, the expected number of per day roundtrips is estimated to be approximately 30 passenger cars/pickups and 40 semi-truck/trailers. For the other days during the drilling phase of the operation, the roundtrip numbers should be reduced to 15 trips/day for passenger cars/pickups and 20 semi-truck/trailer or tandem trucks.

During the move in and move out of the actual hydraulic fracturing completion equipment, the expected number of per day roundtrips is estimated to be approximately 40 passenger cars/pickups and 120 semi-truck/trailers. For the other days during the completion phase of the operation, the roundtrip numbers are estimated to be 25 passenger cars/pickups and 100 semi-truck/trailers.

During the drillout and flowback operations, the expected number of per day roundtrips is estimated to be approximately 20 light duty vehicles and 80 heavy duty trucks mostly associated with hauling produced water. Once the wells are on production it is estimated there will be 90 truck trips per month to the site for daily operations.

Estimated Pad Traffic	24 Wells		
	Daily Heavy	Daily Light	Days
Pad Construction	20	5	5
MIRU & RDMO Rig	40	30	6
Drilling Operations	15	20	192
Completion Operations	100	25	144
Drill Outs & Flowback	80	20	72
Battery Construction	5	15	60
Pad Trip Totals	23,680	9,985	479
Per Well Totals	987	416	20
Average per day	49	21	

Article III. Mitigation Measures and Best Management Practices

Operator shall employ practices for control of fugitive dust caused by their operations. Such practices shall include but are not limited to the use of speed restrictions, automation of wells and production facilities, regular road maintenance, restriction of construction activity during high-wind days, and silica dust controls when handling sand used in hydraulic fracturing operations. Bayswater additionally has implemented the use of traffic signs when leaving the location to remind drivers of specific routes to utilize.

Operator will stabilize the topsoil stockpiles utilizing vehicle tracking perpendicular to slope angle for short term stabilization and drill seed/crimped straw mulch application for longer term stabilization measures to suppress fugitive dust caused solely by wind.

Operator will minimize the amount of fugitive dust through the use of speed restrictions. All vehicles will be subject to a speed limit of 15 MPH on all lease roads to minimize dust.



Operator will mitigate the creation of fugitive dust through regular road maintenance as coordinated through agreements with Relevant Local Governments or Agencies with road jurisdiction. The access road will be covered with a minimum of 2" of road base material for stabilization and to mitigate dust. Per the approved 1041WOGLA, water or magnesium chloride will be used to mitigate dust impacts during initial construction of the drill site and may be restricted or limited during high-wind days.

Operator will minimize fugitive dust caused by their operations, or dust originating from areas disturbed by their Oil and Gas Operations that becomes windborne.

Operators will not use any of the following fluids for dust suppression:

- Produced water
- E&P Waste or hazardous waste
- Crude oil or any oil not specifically designed for road maintenance
- Solvents
- Any process Fluids

Operator will use only fresh water (potable or non-potable) to conduct dust suppression activities within 300 feet of the ordinary high-water mark of any water body.

Access road will be watered or treated with a commercial dust suppressant if necessary.

Silica dust from handling sand used in hydraulic fracturing operations will be mitigated by utilization of the enclosed Sand Box type sand delivery method.

Operator will maintain safety data sheets ("SDS") for any chemical-based dust suppressant and make the SDS available immediately upon request to the Director and to the Local Government. Operators will maintain SDS for any chemical-based dust suppressant until the site passes final site Reclamation and transfer the records upon transfer of property ownership.

Article IV. Cumulative Dust Impacts

The estimated number of anticipated truck trips for the Oil and Gas Facility seeking Commission approval combined with the number of anticipated truck trips at any other Oil and Gas Locations within a 1-mile radius during the same time period is below, calculated with as locations with anticipated construction, drilling, and completion dates between Q2 2021 and Q2 2022.

There are no sites with construction dates within the proposed time frame. During the move in and move out of the actual drilling rig equipment, the expected number of per day roundtrips is estimated to be approximately 30 passenger cars/pickups and 40 semi-truck/trailers. For the other days during the drilling phase of the operation, the roundtrip numbers should be reduced to 15 trips/day for passenger cars/pickups and 20 semi-truck/trailer or tandem trucks. This estimates out to 70 trips per day during MIRU and RDMO operations and 35 trips per day during actual drilling operations.



There is one site consisting of 16 wells anticipated to be completed within the proposed time frame. During the move in and move out of the actual hydraulic fracturing completion equipment, the expected number of per day roundtrips is estimated to be approximately 40 passenger cars/pickups and 25 semi-truck/ trailers. For the other days during the completion phase of the operation, the roundtrip numbers are estimated to be 25 passenger cars/pickups and 100 semi-truck/trailers per site. This estimates out to 130 trips per day during MIRU and RDMO operations if started and finished on the exact same days which is not likely. If both pads have overlapping frac days there could be up to 250 trips per day during that time frame from the two sites combined. Again, unlikely that both sites will have all completion operations at the exact same time.

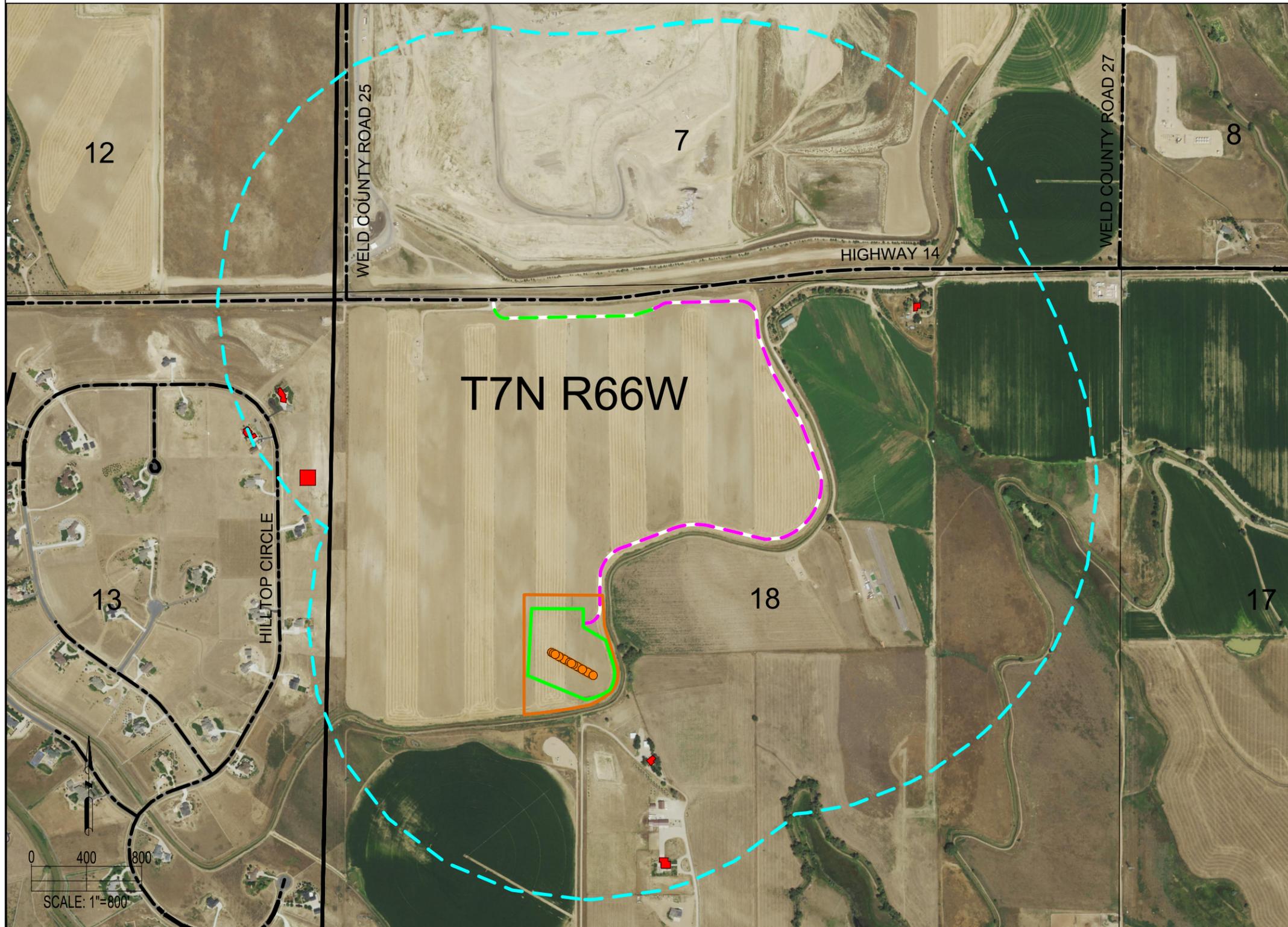
The proposed Blehm 18-I location will utilize approximately 0.25 miles of common private lease road with the PDC Energy operated Stout 7N66W18 1-16 pad, Location ID #465661, for access to the site. The private lease road exits directly on to Colorado Hwy 14 which is a paved highway so there will be very limited impact from dust associated with traffic from either site.

There are no other major sources of dust in the area which will result in the area bearing a cumulative dust risk that could harm public health, safety, welfare, the environment, or wildlife resources, including impacts to plants, such as burial or significant damage to photosynthetic processes. The Waste Management Corp. North Weld Landfill waste disposal site located directly North across Hwy 14 does however provide a source of potential trash on or near the site upon major wind events.

Article V. Exhibits/References/Appendices

Please see Access Road Map for haul route

BLEHM 18-I PAD ACCESS ROAD MAP



RESIDENTIAL BUILDING UNITS: (WITHIN 2000' ACCESS ROAD BUFFER)	
RESIDENTIAL BUILDING UNITS:	6
HIGH OCCUPANCY BUILDING UNITS:	0
SCHOOLS:	0
CHILD CARE CENTERS:	0

ACCESS ROAD LENGTH:	
PROPOSED ACCESS ROAD LENGTH:	±4,557'
EXISTING ACCESS ROAD LENGTH:	±1,224'

DISCLAIMER:
THIS PLOT DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON TO DETERMINE BOUNDARY LINES.
PROPERTY OWNERSHIP OR OTHER PROPERTY INTERESTS, PARCEL LINES, IF DEPICTED HAVE NOT BEEN FIELD VERIFIED AND MAY BE BASED
UPON PUBLICLY AVAILABLE DATA THAT ALSO HAS NOT BEEN INDEPENDENTLY VERIFIED.

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FIELD DATE: 02-20-20	DRAWING DATE: 04-22-21
DRAWN BY: CSG	CHECKED BY: IJM

SITE NAME:
BLEHM 18-I PAD
SURFACE LOCATION:
LOT 3 SEC. 18, T7N, R66W, 6TH P.M.
WELD COUNTY, COLORADO

DATA SOURCE:
AERIAL IMAGERY: NAIP 2019

PUBLICLY AVAILABLE DATA SOURCES HAVE NOT
BEEN INDEPENDENTLY VERIFIED BY ASCENT.

LEGEND:

- = PROPOSED WELL
- = PROPOSED ACCESS ROAD
- = EXISTING ACCESS ROAD
- = EXISTING PUBLIC ROAD
- = SECTION LINE
- = TOWNSHIP LINE
- = RESIDENTIAL BUILDING UNIT
- = 2000' ACCESS ROAD RADIUS
- = OIL & GAS LOCATION
- = WORKING PAD SURFACE

PREPARED FOR:

BAYSWATER
EXPLORATION & PRODUCTION, LLC