



RUBY 7-J PAD DUST MITIGATION PLAN

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Article I. Introduction

Location Information

This document provides site-specific information for the Ruby 7-J Pad Form 2A as the Ruby 7-J Pad OGD. The information in this document relates specifically to the time during the construction, drilling, completion, and production of the thirty-two (32) proposed horizontal wells on this location.

The proposed location is Irrigated Crop located North of Hwy 14 between WCR 37 and WCR 39 with an access directly onto Highway 14. The pad will be in the NESW of Section 7, Township 7 North, Range 65 West zoned AG within Weld County's Near-Urban Planning Area. A 1041 WOGLA was filed as 1041WOGLA20-0073 on 10/20/2020 approved on 1/7/2021.

The proposed Pad oil and gas location disturbance will be approximately 13.9 acres, reduced to 11.2 acres after interim reclamation. The working pad surface will be 10.1 acres. The Pad is on Parcels 070907200002 and 070907000037 owned by the City of Thornton. The location is currently used for farming.

The proposed production facility equipment for the Ruby 7-J Pad will be located within the Working Pad Surface adjacent to the wells and will consist of oil tanks, water tanks, multi-use tanks, separators, gas lift manifold(s), Meters, Instrument Air System(s), vapor recovery units (VRU), enclosed combustion devices (ECD), gas compressors, LACT Units, Scrubbers, Sumps, and proposed electrical and/or solar equipment.

Phase	Duration (days)	Estimated Start Date
Construction	30	1 st Quarter (January) 2022
Drilling	240	1 st Quarter (February) 2022
Completion	230	4 th Quarter (October) 2022
Flowback	90	2 nd Quarter (June) 2023
Production	25 Years	3 rd Quarter (September) 2023
Interim Reclamation	10	1 st Quarter (January) 2024*

*or the first favorable growing season.

Article II. Dust Mitigation Plan Specific Data

Soil type(s):

Well Pad: 32 - Kim loam, 1 to 3 percent slopes, 53 - Otero sandy loam, 5 to 9 percent slopes
Access Road**: 21 - Dacono clay loam, 0 to 1 percent slopes, 24 - Fort Collins loam, 1 to 3 percent slopes

**NRCS Web Soil Survey is not accurate at scale to capture access road soil types. Data provided by COGCC staff.

Total area of soil disturbance in acres including accesses: approximately 15.1 acres.

(13.9 pad disturbance + 1.2 acres new access road)

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

Truck Traffic



The estimated duration of drilling and completion activity at this site is estimated to be between 12-18 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 semitruck/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 semitruck/trailers.

Estimated Pad Traffic 32 2.0 mile Wells			
Ruby 7-J Pad			
	Daily Heavy	Daily Light	Days
Pad Construction	20	5	5
MIRU & RDMO Rig	40	30	6
Drilling Operations	15	20	240
Completion Operations	100	25	128
Drill Outs & Flowback	80	20	64
Battery Construction	5	15	60
Pad Trip Totals	22,160	10,385	503
Per Well Totals	693	325	16
Average per day	44	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

1041WOGA, 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 all locations with anticipated construction, drilling, and completion dates between Q1 2022 and Q1 2024

There are 2 sites consisting of 32 wells with “possible” 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 per location 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 from each site. This estimates out to 135 trips per day from all three sites if all sites had drilling operations on the same days.

Oil & Gas Locations within 1 mile:

Topaz 6-I Pad (Loc ID 478999):

24 wells (20 XX Status, 4 not yet permitted), 10 Oil Tanks, 2 Water Tanks, 0 Condensate Tanks/Pits

Market 7N65W18 1-8 Pad (Loc ID 474266):

8 Wells (7 XX Status, 1 not permitted), 10 Oil tanks, 0 water tanks/ Condensate Tanks/Pits

East Ault 18-C Pad (Loc ID 455456):

16 wells (DG Status), 18 Oil Tanks, 5 water tanks, 0 Condensate Tanks/Pits



There are 2 sites consisting of 32 wells anticipated to “possibly” 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 120 semi-truck/trailers per site. 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. This estimates out to 375 trips per day from all three sites if all sites had completion operations on the same days.

No other Oil and Gas Facility seeking Commission approval is anticipated to use the unpaved access road into the proposed Ruby 7-J Pad location. All other truck traffic from the other proposed Oil & Gas Locations noted above have access points directly on to paved roads and not on to any public gravel roads.

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.

Article V. Exhibits/References/Appendices

Please see Access Road Map for haul route.

RUBY 7-J PAD ACCESS ROAD MAP



Note: Traffic distribution is 50% West, 50% East on Hwy 14.
Traffic will be directed to enter from the East and exit to the West
for safest ingress and egress.

RESIDENTIAL BUILDING UNITS: (WITHIN 2000' ACCESS ROAD BUFFER)	
RESIDENTIAL BUILDING UNITS:	3
HIGH OCCUPANCY BUILDING UNITS:	0
SCHOOLS:	0
CHILD CARE CENTERS:	0

ACCESS ROAD LENGTH:	
PROPOSED ACCESS ROAD LENGTH:	±2126'

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.



FIELD DATE: 04-27-20
DRAWING DATE: 05-24-21
DRAWN BY: JW
CHECKED BY: IJM

SITE NAME:
RUBY 7-J PAD
SURFACE LOCATION:
NE 1/4 SW 1/4 SEC. 7, T7N, R65W, 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 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