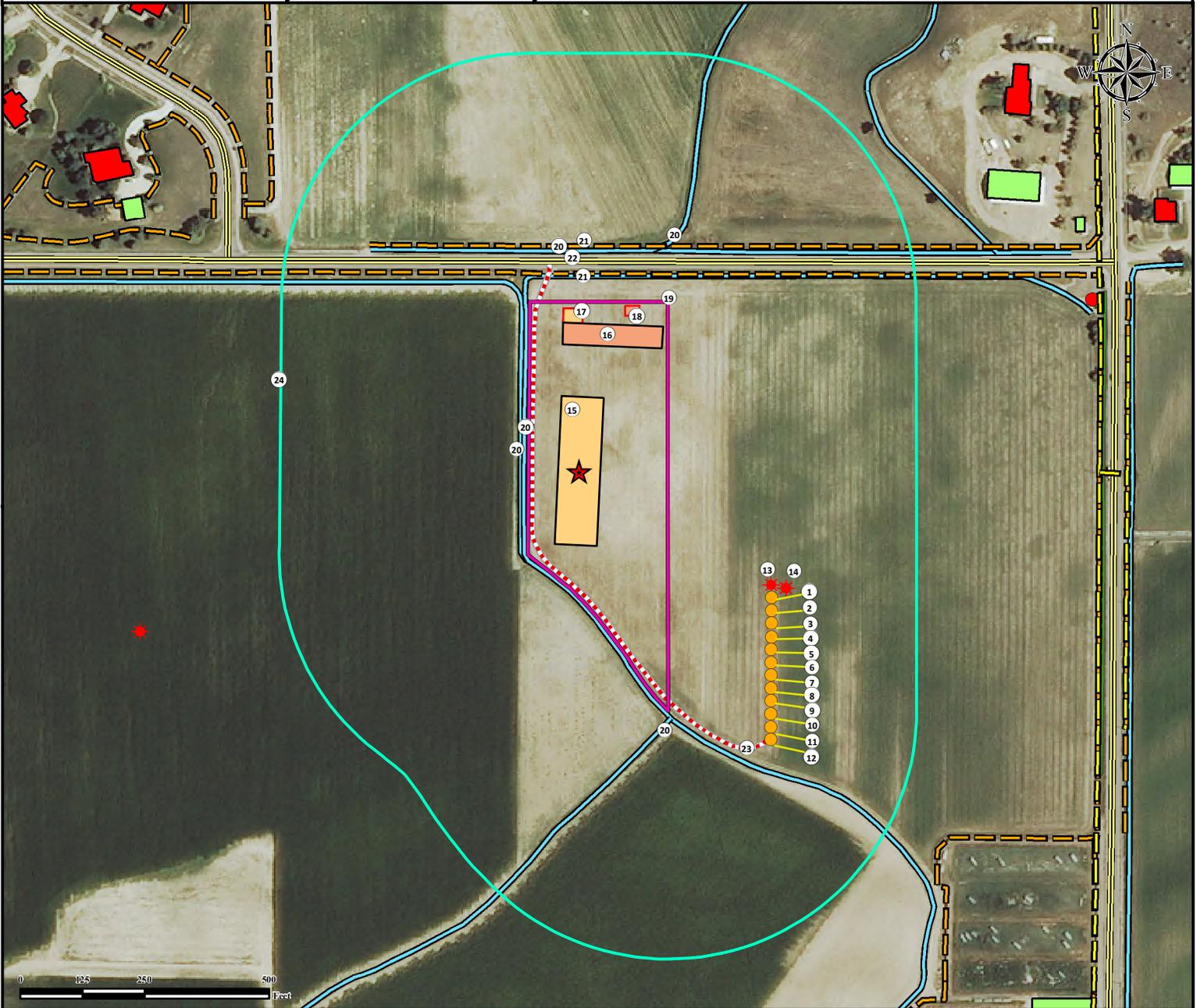


# Location Drawing

## WINDER TANK BATTERY 2 A

### MULTI WELL PAD

NE¼ NE¼ SECTION 9, TOWNSHIP 6 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN



- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>1. Proposed Well WINDER #1.</li> <li>2. Proposed Well WINDER #2.</li> <li>3. Proposed Well WINDER #3.</li> <li>4. Proposed Well WINDER #4.</li> <li>5. Proposed Well WINDER #5.</li> <li>6. Proposed Well WINDER #6.</li> <li>7. Proposed Well WINDER #7.</li> <li>8. Proposed Well WINDER #8.</li> <li>9. Proposed Well WINDER #9.</li> </ul> | <ul style="list-style-type: none"> <li>10. Proposed Well WINDER #10.</li> <li>11. Proposed Well WINDER #11.</li> <li>12. Proposed Well WINDER #12.</li> <li>13. Existing Well WINDER 9-41 is ±449' SE.</li> <li>14. Existing Well WINDER 1-9 is ±478' SE.</li> <li>15. Proposed Tank Battery.</li> <li>16. Proposed Separator Pad is to be ±253' N.</li> <li>17. Existing Tank Battery is ±297' N.</li> <li>18. Existing Separator Pad is ±326' NE.</li> </ul> | <ul style="list-style-type: none"> <li>19. Operational Disturbance Area.</li> <li>20. Ditches are ±111' W, ±117' W, ±443' N, ±467' NE, and ±530' SE.</li> <li>21. Fences are ±397' N and ±452' N.</li> <li>22. Public Road (CR 72) is ±422' N.</li> <li>23. Proposed Access Road.</li> <li>24. 500' Radius.</li> </ul> |
|---|--|--|

<b>Legend</b> <ul style="list-style-type: none"> <li><span style="color: orange;">●</span> Proposed Well</li> <li><span style="color: red;">★</span> Existing Well</li> <li><span style="color: red;">●</span> Fire Hydrant</li> <li><span style="border: 1px solid purple; display: inline-block; width: 15px; height: 10px;"></span> Disturbance Area</li> <li><span style="border: 2px solid cyan; display: inline-block; width: 15px; height: 10px;"></span> 500' Radius</li> <li><span style="background-color: orange; display: inline-block; width: 15px; height: 10px;"></span> Existing Tank Battery</li> <li><span style="background-color: yellow; display: inline-block; width: 15px; height: 10px;"></span> Proposed Tank Battery</li> <li><span style="background-color: lightcoral; display: inline-block; width: 15px; height: 10px;"></span> Existing Separator Pad</li> <li><span style="background-color: lightcoral; border: 1px solid orange; display: inline-block; width: 15px; height: 10px;"></span> Proposed Separator Pad</li> <li><span style="background-color: lightgreen; display: inline-block; width: 15px; height: 10px;"></span> Building</li> <li><span style="background-color: red; display: inline-block; width: 15px; height: 10px;"></span> Building Unit</li> <li><span style="border-bottom: 1px dashed orange; display: inline-block; width: 15px;"></span> Fence</li> <li><span style="border-bottom: 1px solid blue; display: inline-block; width: 15px;"></span> Ditch</li> <li><span style="border-bottom: 1px solid yellow; display: inline-block; width: 15px;"></span> Public Road</li> <li><span style="border-bottom: 1px solid yellow; display: inline-block; width: 15px;"></span> Powerline</li> <li><span style="border-bottom: 1px dashed red; display: inline-block; width: 15px;"></span> Proposed Access Road</li> <li><span style="border-bottom: 1px solid green; display: inline-block; width: 15px;"></span> Pipeline</li> </ul>	<b>Measured from Nearest Facility Edge</b> Building - ±700' NE Building Unit - ±809' NE <b>Measured from Reference Location</b> Public Road - (CR 72) ±422' N Prop. Line (Gander Valley Farms LTD) ±453' N Utility (Power Line) - ±1030' E Surface Water (Ditch) - ±111' W Railroad - >5280' SW Water Well - ±327' NW SWL = 0' Permit: 79151, Receipt: 0060973 Water Well - ±1145' NE SWL = 17' Permit: 118882, Receipt: 0212577	<b>Reference Location</b> ** Reference Location ★ ** Lat: 40.507850° Long: -104.892676° (NAD83) Elevation: 4867 Feet <b>Disturbance Acreage:</b> 4.18 Acres Drilling Operations 2.09 Acres Interim Reclaim Current Surface Use: Irrigated Crop Future Surface Use: Irrigated Crop Prepared for: <b>EXTRACTION</b>
	Field Date: 2/19/2014 Drafting Date: 5/05/2014 Drafter: SMG Revision:	<b>Data Sources:</b> - Aerial courtesy of NAIP (2013)