



**Bison IV Operating, LLC  
REMORA OGDG DUST MITIGATION PLAN**

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**Article I. Introduction**

*Location Information*

This document provides site-specific information for the Remora 6 Pad within the Remora OGDP. The information in this document relates specifically to the time during the construction, drilling, completion, production, and interim reclamation of the sixteen (16) proposed horizontal wells on this location.

The proposed location is approximately 0.4 miles north of the intersection of E 6<sup>th</sup> Ave and Schumaker Rd. The Pad will be in the SWNW of Section 6, Township 4 South, Range 63 West, zoned Agricultural within Arapahoe County. An Administrative Use by Special Review with Arapahoe County will be filed with the OGDP application.

Total initial area of disturbance is planned to be 20.0 acres. Bison IV Operating, LLC (Bison) plans to reclaim 10.48 acres, leaving 9.52 acres of well pad disturbance for the life of production. The Pad is located on Parcel 1981-00-0-00-244 owned by AJS Management Co LLC. The location is currently used for agriculture.

The proposed production facility equipment for the Remora 6 Pad will be located within the Working Pad Surface adjacent to the wells and will consist of oil tanks, water tanks, vapor recovery towers (VRT), separators, oil polishers, surge vessels, gas lift compressors, vapor recovery units (VRU), oil and water LACTs, scrubbers, blower/oxygen destructors, instrument air skids, gas lift meters, sales gas meters, electrical skids, and emission control devices (ECD).

Pending approval from Arapahoe County and the ECOM, the project schedule is as follows:

<b>Phase</b>	<b>Duration (days)</b>	<b>Estimated Start Date</b>
Construction	+/- 35 days	3 <sup>rd</sup> Quarter 2024
Drilling	+/- 104 days	4 <sup>th</sup> Quarter (December) 2024
Completion	+/- 60 days	1 <sup>st</sup> Quarter (March) 2025
Flowback	+/- 10 days	2 <sup>nd</sup> Quarter (May) 2025
Production	Ongoing +/- 30 years	2 <sup>nd</sup> Quarter (June) 2025
Interim Reclamation	+/- 30 days	2 <sup>nd</sup> Quarter (June) 2025*

*\*or the first favorable weather/growing season.*

**Article II. Dust Mitigation Plan Specific Data**

*Soils*

Well Pad and Access Road Soil type(s): NrB – Nunn-Bresser-Ascalon complex, 0 to 3 percent slopes  
 Southern portion of Access Road Soil type: BvC – Bresser-Truckton sandy loams, 3-5 percent slopes

Total area of soil disturbance including access in acres: approximately 22.3 acres. **(20.0 acres pad disturbance + ~2.3 acres access road)**

The Haul Route is directly onto paved E 6<sup>th</sup> Ave as depicted on the Access Road Map.



### Truck Traffic

The duration of drilling and completion activity at this site is estimated to be between 5-6 months and will range from passenger cars and pickups to semi-truck/trailers and tandem truck vehicles. A detailed description of anticipated vehicle traffic is included in the table below.

During the construction phase, the expected number of per day roundtrips is estimated to be approximately 14 passenger cars/pickups and 34 - 40 semi-truck/trailers.

During the drilling phase, the expected number of per day roundtrips is estimated to be approximately 10 passenger cars/pickups and 10 semi-truck/trailers.

During the completion phase, the expected number of per day roundtrips is estimated to be approximately 27 passenger cars/pickups and 27 - 200 semi-truck/trailers.

There are anticipated to be 0 annual truck trips during the life of production for this location, which is estimated to last for 30 years. This location will be tied into a distribution/collection system resulting in no truck trips.

Phase of Development	# of Vehicle Roundtrips ( <i>per day</i> )	Passenger car equivalent roundtrips ( <i>per day</i> )
<b><i>Construction Phase: earthwork of pad/facility &amp; access road (30 days +/-)</i></b>		
Passenger Vehicles <sup>(1)</sup>	14	14
Single Unit Trucks <sup>(2)</sup>	3	6
Multiple Unit Trucks <sup>(3)</sup>	34 – 40	120
<b>TOTAL roundtrips per day =</b>	<b>57</b>	<b>140</b>
<b><i>Drilling Phase (96 - 160 days +/-, ~6 - 10 days/well)</i></b>		
Passenger Vehicles <sup>(1)</sup>	10	10
Single Unit Trucks <sup>(2)</sup>	4	8
Multiple Unit Trucks <sup>(3)</sup>	10	1428
<b>TOTAL roundtrips per day =</b>	<b>24</b>	<b>46</b>
<b><i>Completion Phase (60 days +/-, ~15 days/4-well zipper frac)</i></b>		
Passenger Vehicles <sup>(1)</sup>	27	27
Single Unit Trucks <sup>(2)</sup>	3 – 4	8
Multiple Unit Trucks <sup>(3)</sup>	27 - 200 <sup>(4)</sup>	80 – 600
<b>TOTAL roundtrips per day =</b>	<b>57 – 231</b>	<b>115 – 635</b>
<b><i>Flowback Phase (5 – 10 days +/-)</i></b>		
Passenger Vehicles <sup>(1)</sup>	7	7
Single Unit Trucks <sup>(2)</sup>	3	6
Multiple Unit Trucks <sup>(3)</sup>	4	12
<b>TOTAL roundtrips per day =</b>	<b>14</b>	<b>25</b>
<b><i>Production/Operations Phase (ongoing for life of well, assuming facility is tied-in to distribution/collection system)</i></b>		
Passenger Vehicles <sup>(1)</sup>	2	2
Single Unit Trucks <sup>(2)</sup>	0	0
Multiple Unit Trucks <sup>(3)</sup>	0	0
<b>TOTAL roundtrips per day =</b>	<b>2</b>	<b>2</b>



- (1) **Passenger Vehicle:** < 20'; gross vehicle weight: 4,500 – 8,500 lbs (Source: CDOT State Highway Access Code [SHAC]), includes standard pickup trucks
- (2) **Single Unit Truck:** 20' – 40'; gross vehicle weight: 10,000 – 20,000 lbs; = 2 passenger car equivalents (CDOT SHAC)
- (3) **Multiple Unit Truck:** >40'; gross vehicle weight: 50,000 – 70,000 lbs; = 3 passenger car equivalents (CDOT SHAC)
- (4) *Multiple unit truck volume during the completion phase dependent upon water transport options, i.e., temporary layflat line vs. trucking water to location.*

### **Article III. Best Management Practices**

Bison will employ the following practices for control of fugitive dust caused by their operations:

- Bison 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.
- Bison uses traffic signs when leaving the location to remind drivers of specific routes to utilize.
- Bison will armor the 0.6 miles of proposed access – road that heads north at the intersection of E County Road 6 and S Schumaker Road (see Access Road map) with road base during access road construction (3<sup>rd</sup> Quarter of 2024).
- Automation of the wells and production facilities reduced the number of production phase vehicle trips and therefore reduces project related dust.
- Restriction of construction activity during high-wind days.
- Silica dust from handling sand used in hydraulic fracturing operations will be mitigated by utilization of the enclosed Sand Box type sand delivery method.
- Bison will stabilize the topsoil stockpiles utilizing 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.
- Bison will work diligently to ensure disturbed surfaces due to oil and gas operations are properly stabilized to minimize dust migration.
- Bison will primarily utilize water and/or commercial dust suppressants to limit and creation and spread of fugitive dust on access road and pad locations. While Bison plans to use freshwater for dust suppression efforts, chemical-based palliatives may be considered as a necessary long-term dust mitigation solution in some situations. Should chemical soil binding compounds such as magnesium chloride or similar products be used, Bison will maintain the requisite safety data sheets (SDS) and make said SDS documentation available to state and local government officials.
- Bison 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.
- Per the Surface Use Agreement with the landowner (attached to Form 2A), Bison will maintain all access roads in good repair and condition in accordance with ECOMC regulations, state laws, and other applicable regulatory or statutory frameworks. The SUA also mandates that Bison is responsible for maintenance of all new roads at their sole cost and expense.



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

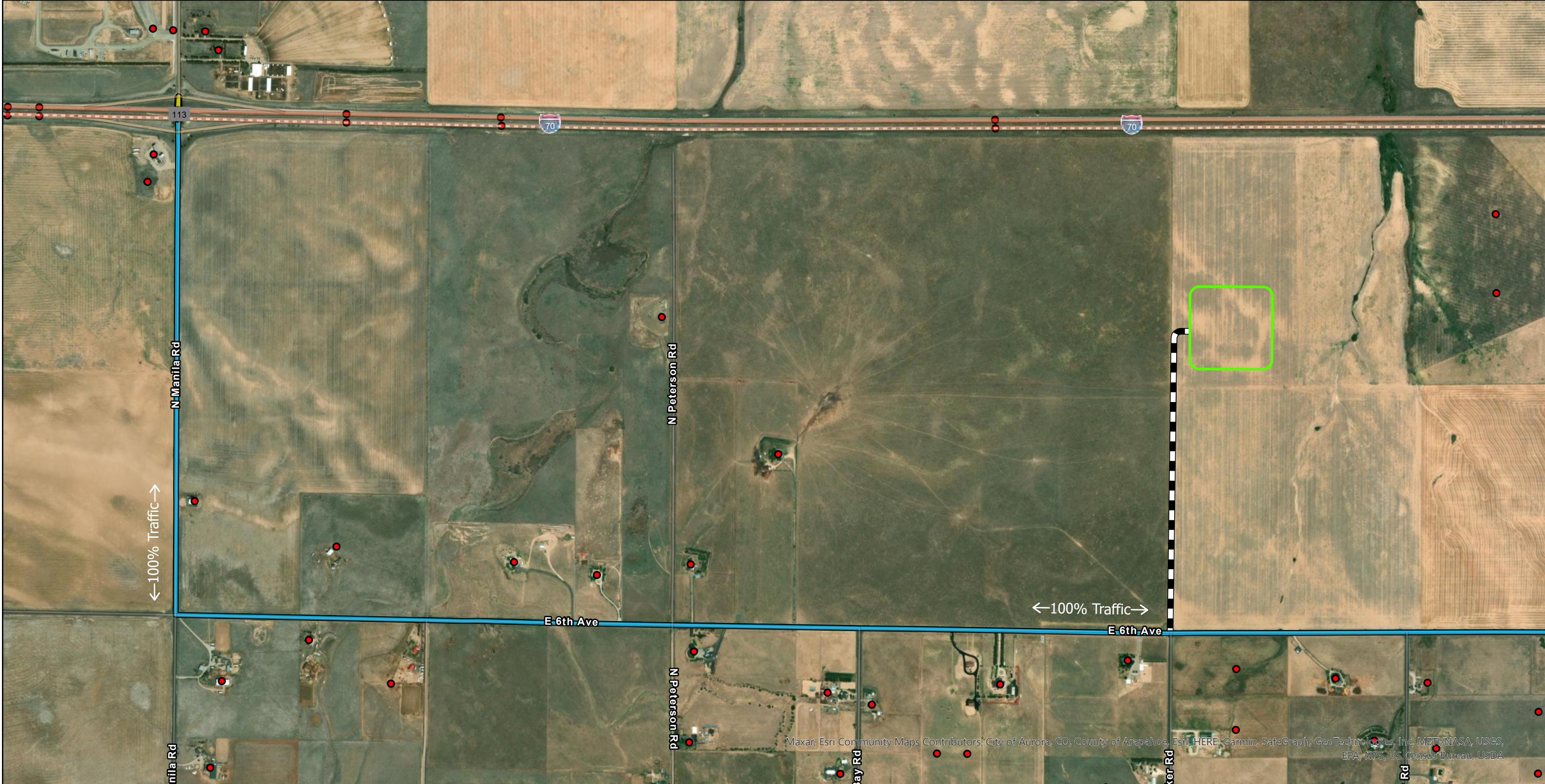
- Produced water
- E&P Waste or hazardous waste
- Crude oil or any oil not specifically designed for road maintenance.
- Solvents
- Any process fluids

**Article IV. Cumulative Dust Impacts**

Where circumstances dictate, Bison will work to minimize cumulative dust impacts resulting from site operations. Such situations may include nearby oil and gas truck traffic, sharing of unpaved roads, as well as other major sources of dust in the area which may or may not be derived from oil and gas activities. As necessary, Bison will work with offset operators and any other dust source activities within a reasonable proximity to actively manage cumulative dust impacts.

**Article V. Exhibits**

Please see Haul Route Maps for the haul routes.



Map Location: C:\Users\ybeam\Documents\ArcGIS\Projects\Bison 4\Bashor 28-29\_HaulRouteMap\_230803.aprx

Maxar, Esri Community Maps Contributors, City of Aurora, CO, County of Arapahoe, Esri, HERE, Garmin, SafeGraph, GeoTechnology, Inc., METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

# HAUL ROUTE MAP

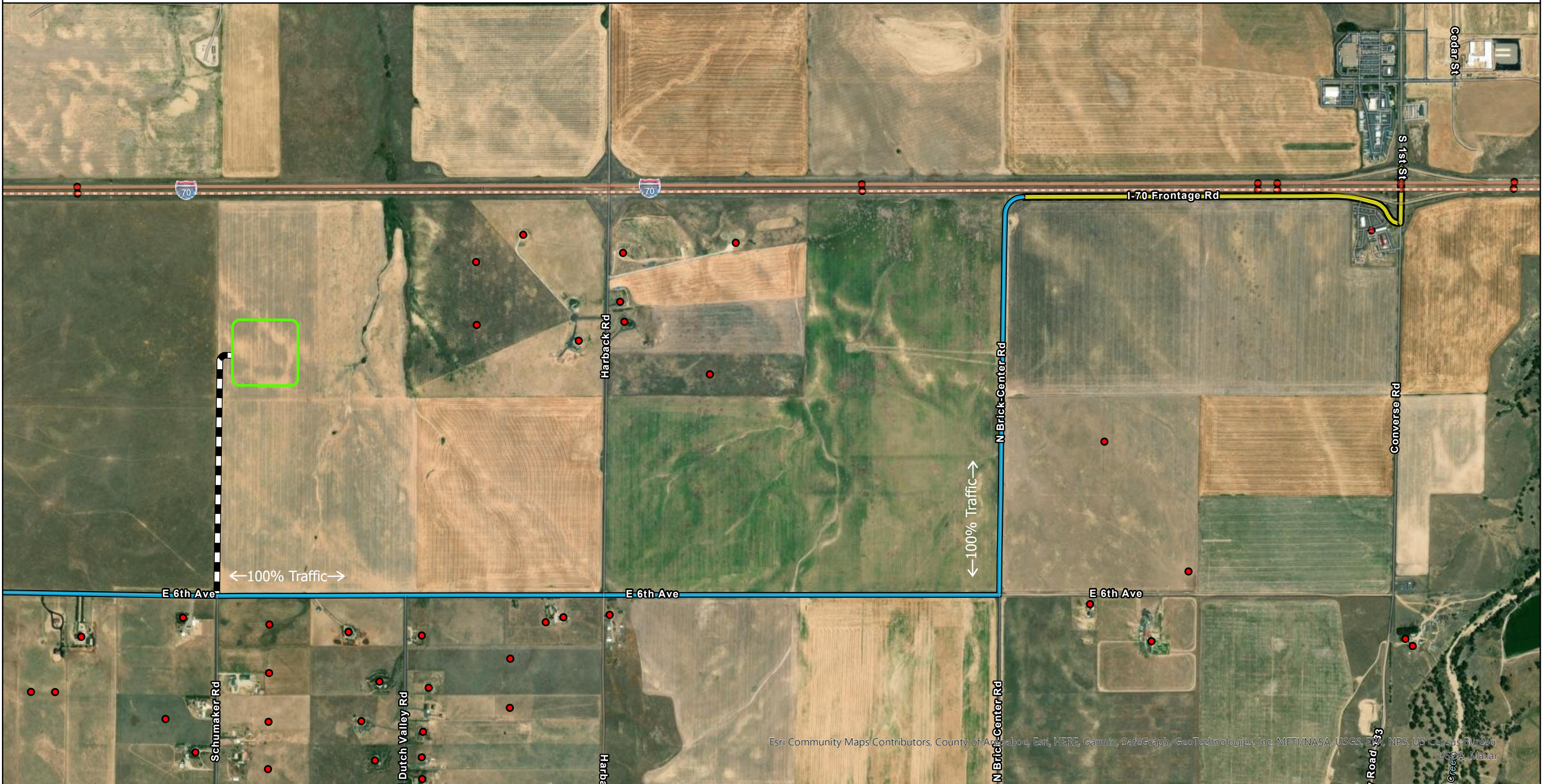
- Proposed Oil & Gas Location
- Proposed Access Road
- Address Point
- Paved Road (County)
- Arapahoe County Collector (Paved)

There are no school facilities, future school facilities, or child care centers in which the haul route passes.

Projection: WGS 1984  
 Date: 08/09/2023  
 Drafted by: RDB








1 inch equals 1,000 feet



Esri Community Maps Contributors, County of Arapahoe, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, Maxar

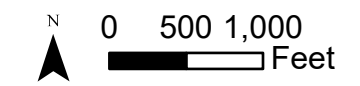
Map Location: C:\Users\ybeam\Documents\ArcGIS\Projects\Bison 4\Remora 4\Remora\_HaulRouteMap.aprx

# HAUL ROUTE MAP

-  Proposed Oil & Gas Location
-  Proposed Access Road
-  Address Point
-  Paved Road (County)
-  Arapahoe County Collector (Paved)

There are no school facilities, future school facilities, or child care centers in which the haul route passes.

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 Date: 08/09/2023  
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1 inch equals 1,250 feet