



BISON IV OPERATING, LLC

REMORA OGD

TRANSPORTATION PLAN



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Article I. Introduction

Location Information

This document provides site-specific information for the Remora 6 Pad within the Remora OGD. 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 6th 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 OGD 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 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).

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

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

Article II. Plan Purpose and Scope

Purpose

The purpose of this Transportation Plan is to satisfy the requirements of Colorado Energy and Carbon Management Commission (ECMC) Rule 304.c.(6), which states information regarding haul routes, traffic volumes, and Best Management Practices may be required if the local governing agency does not require a transportation plan or equivalent traffic planning document. Arapahoe County requires a traffic survey in conjunction with the development of an oil and gas location, but the primary purpose of the traffic survey is to determine the impact to county-maintained roads. This Transportation Plan document will specifically focus on addressing the items listed in ECMC Rule 304.c.(6) and satisfies the Transportation Plan requirements of the ECMC.



SCOPE

This Transportation Plan will be applicable to all Bison personnel and facilities within Arapahoe County. The plan will provide a description of the vehicles that will access the oil and gas location during construction, drilling, completions, production, and interim reclamation. The plan will also provide a list of general and site-specific transportation Best Management Practices (BMPs) that are planned for the Remora 6 Pad project.

The Transportation Plan will include the following details:

- The number of vehicle roundtrips per day (roundtrip = 1 trip in and 1 trip out) expected for each kind of vehicle (type, size, weight).
- The expected haul routes vehicles will travel.
- The travel distribution along the identified haul routes (e.g. 50% of traffic will come from the east).
- The time of day when the highest traffic volumes are expected.
- BMPs and Site-specific traffic reduction measures that will be utilized.

Article III. Site-Specific Transportation Information

All the oil and gas development associated with the Remora 6 Pad will be located on a single multi-purpose pad. The production facility and all sixteen (16) wells will be located on the same pad. The duration of drilling and completion activity at this site is estimated to be between 5-6 months and vehicles will range from passenger cars and pickups (i.e., passenger vehicles), to tandem trucks (i.e., single unit vehicles), and semi-truck/trailers (i.e., multiple unit trucks). Multiple occupations are anticipated to drill all the Remora wells, but the projected traffic volumes shown below in Table 1 are based on the expected volumes associated with all sixteen (16) wells.



TABLE 1

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

⁽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.*

Haul Routes

The proposed access point for the Remora 6 Pad is located at the north side of the intersection of E 6th Ave and Schumaker Road. There are two proposed haul routes for ingress to the pad. The first haul route is from I-70 and Manila Road, continuing south approximately 1.0 miles, and east to the access point at E 6th Ave and Schumaker Road. The second haul route is from I-70 and Converse Road, continue west 1.0 mile along the I-70 frontage



road, turn south on N Brick Center Road for 1.0 mile, then continue west on E 6th Ave to the access point on Schumaker Road. The haul route maps for the Remora 6 Pad location are included in Exhibit 1, for reference.

Travel Distribution

Travel to the site is expected to utilize the proposed haul routes both east and west along E 6th Ave. Travel distribution is expected to be 50% of traffic coming from the east on E 6th Ave and 50% of traffic coming from the west on E 6th Ave.

Traffic Volumes

The highest traffic volumes are expected during the first two days of and the last two days of both drilling and completions operations. Traffic will intentionally be highest during daylight hours to mitigate noise and dust during non-working hours. During well completion operations, sand delivery via the Sand Box system will be fairly continuous through the 24-hour day. Best Management Practices will be employed to limit traffic during peak commuting hours and times when school buses are commonly present.

BMPs

Bison will employ the following practices to reduce traffic and impacts associated with operations at the Remora location:

- Utilization of a freshwater supply nearby that will be piped to the location.
- Tracking control will be utilized to minimize tracking dirt, mud, and debris onto public roads.
- A crude oil pipeline, produced water pipeline, and natural gas gathering line will be used to remove produced hydrocarbons and water from the facility via pipelines as opposed to being transported by truck.
- The Location will include an automation system that can turn wells and equipment on and off, measure tank levels, and verify pressures and temperatures. Automation provides the ability to monitor the site and complete basic tasks remotely instead of a physical trip to the site.
- Bison makes efforts to coordinate production, maintenance, and other tasks to be scheduled and accomplished concurrently so multiple tasks can be accomplished in a single site visit instead of separate trips to the site.
- Bison uses traffic signs when leaving the location to remind drivers of specific routes to utilize.
- Traffic will be limited during peak commuting hours and times when school buses are commonly present.
- Bison will minimize the amount of fugitive dust caused by traffic through the use of speed restrictions while on gravel roads, armoring lease roads and working surfaces with road base, properly maintaining gravel lease roads, and conducting dust suppression activities when needed.

Article IV. Exhibits/References/Appendices

Exhibit 1 – Haul Routes

EXHIBIT 1
Haul Routes

