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RULE 304.e. SUBSTANTIALLY EQUIVALENT INFORMATION COVER SHEET

Dorado 36 Oil and Gas Development Plan

Dorado 36 Pad: SENW Section 36, Township 7 North, Range 63 West

Form 2A Doc #403716841

Weld County, Colorado

The attached 1041 WOGLA Application document is being submitted as a substantially equivalent document to the Dust Mitigation Plan required by ECMC Rule 304.c.(3).

This document was developed for the Weld County 1041 WOGLA.

This document does not conform to ECMC rules or guidance in the following ways:

None.

This document should be accepted as substantially equivalent:

The attached Dust Plan within the 1041 WOGLA Application 1041WOGLA24-0006 contains all of the substantially equivalent information required as an equivalent dust plan document pursuant to Rule 304.c. and Rule 427.a.



BISON IV OPERATING, LLC

DORADO 36 OGD

DORADO 36 PAD

DUST MITIGATION PLAN



Bison IV Operating, LLC
DORADO 36 PAD DUST MITIGATION PLAN

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Article I. Introduction

Location Information

This document provides site-specific information for the Dorado 36 Pad within the Dorado 36 OGD. The information in this document relates specifically to the time during the construction, drilling, completion, interim reclamation, and production of the ten (10) proposed horizontal wells on this location.

The Dorado 36 Pad will utilize an existing access point approximately 0.80 miles east of the intersection of County Road 74 and County Road 74 on the north side of the road. The Dorado 36 Pad will be in the SENW of Section 36, Township 7 North, Range 63 West, and is located on parcel 071336000008 owned by the State of Colorado. The Dorado 36 Pad is zoned Agricultural within Weld County’s Ag-Rural planning area and is currently being used for livestock grazing. A 1041WOGLA is being filed with the OGD application as 1041WOGLA24-0006.

Construction of the proposed Location, with associated cut and fill slopes, would initially disturb approximately 16.6 acres. During the construction phase, the working pad surface (WPS) will be 9.2 acres. Following the interim reclamation of 4.1 acres, the total Dorado 36 Location residual surface disturbance will be reduced to approximately 12.5 acres. The total residual surface disturbance of 12.5 acres includes the production pad working surface, seeded topsoil pile, and seeded detention pond area. The long-term permanent disturbance area for the Production Facility will be 5.3 acres.

The proposed production facility equipment for the Dorado 36 Pad will be located within the Working Pad Surface adjacent to the wells and will consist of oil tanks, produced water tanks, separators, a vapor recovery tower (VRT), oil polishers, gas lift compressors, vapor recovery units (VRU), oil and water LACTs, pigging stations, scrubbers, knockouts, a blower/oxygen destructor, instrument air skids, gas lift meters, sales gas meters, electrical skids, electrical generators, emission control devices (ECD), and a recycle pump.

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

Phase	Duration (days)	Estimated Start Date
Construction	+/- 30 days	3 rd Quarter 2025
Drilling	+/- 60 days	3 rd Quarter 2025
Completion	+/- 45 days	4 th Quarter 2025
Flowback	+/- 10 days	1 st Quarter 2026
Production	Ongoing +/- 30 years	1 st Quarter 2026
Interim Reclamation	+/- 30 days	2 nd Quarter 2026*

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

Article II. Dust Mitigation Plan Specific Data

Soils

Well Pad and Access Road Soil type(s): 63 – Tassel Loamy fine sand, 5 to 20 percent slopes
 72 – Vona loamy sand, 3 to 9 percent slopes
 74 – Vona sandy loam, 3 to 9 percent slopes

Total area of new soil disturbance including accesses in acres: approximately 17.0 acres. *(16.6 acres pad disturbance + 0.4 acres of new access road)*

The Haul Route is directly onto WCR 74 which is a maintained gravel county road as depicted on the Haul Route Map.



Truck Traffic

The duration of drilling and completion activity at this site is estimated to be between 2-4 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.

All ten (10) wells will be drilled consecutively during one occupation (no demobilization and remobilizations of drill rigs).

During the construction phase, the expected number of per day roundtrips is estimated to be approximately 9 passenger cars/pickups, 2 single unit trucks, and 21 - 25 semi-truck/trailers.

During the drilling phase, the expected number of per day roundtrips is estimated to be approximately 6 passenger cars/pickups, 3 single unit trucks, and 6 semi-truck/trailers.

During the completion phase, the expected number of per day roundtrips is estimated to be approximately 17 passenger cars/pickups, 2-3 single unit trucks, and 17 - 125 semi-truck/trailers.

During the flowback phase, the expected number of per day roundtrips is estimated to be approximately 5 passenger cars/pickups, 2 single unit trucks, and 3 semi-truck/trailers.

During the interim reclamation phase, the expected number of per day roundtrips is estimated to be approximately 5 passenger cars/pickups, 0 single unit trucks, and 0 semi-truck/trailers.

During the production phase, the expected number of per day roundtrips is estimated to be approximately 2 passenger cars/pickups, 0 single unit trucks, and 0 semi-truck/trailer trips during the life of production for this location. This location will be tied into a distribution/collection system resulting in no truck trips.



Phase of Development	# of Vehicle Roundtrips (per day)	Passenger car equivalent roundtrips (per day)
Construction Phase: earthwork of pad/facility & access road (30 days +/-)		
Passenger Vehicles ⁽¹⁾	9	9
Single Unit Trucks ⁽²⁾	2	4
Multiple Unit Trucks ⁽³⁾	21 – 25	75
TOTAL roundtrips per day =	36	88
Drilling Phase (60 - 100 days +/-, ~6 - 10 days/well)		
Passenger Vehicles ⁽¹⁾	6	6
Single Unit Trucks ⁽²⁾	3	5
Multiple Unit Trucks ⁽³⁾	6	18
TOTAL roundtrips per day =	15	29
Completion Phase (45 days +/-, ~15 days/4-well zipper frac)		
Passenger Vehicles ⁽¹⁾	17	17
Single Unit Trucks ⁽²⁾	2 – 3	5
Multiple Unit Trucks ⁽³⁾	17-125 ⁽⁴⁾	50 – 375
TOTAL roundtrips per day =	36 – 145	72 – 397
Flowback Phase (5 – 10 days +/-)		
Passenger Vehicles ⁽¹⁾	5	5
Single Unit Trucks ⁽²⁾	2	4
Multiple Unit Trucks ⁽³⁾	3	8
TOTAL roundtrips per day =	10	17
Interim Reclamation (30 days +/-)		
Passenger Vehicles ⁽¹⁾	5	5
Single Unit Trucks ⁽²⁾	0	0
Multiple Unit Trucks ⁽³⁾	0	0
TOTAL roundtrips per day =	5	5
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.**



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.
- Automation of the wells and production facilities provides the ability to monitor the site and complete basic tasks remotely instead of a physical trip to the site.
- 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 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.
- Bison will work diligently to ensure all disturbed surfaces due to oil and gas operations are properly stabilized to minimize any 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, in some situations, chemical-based palliatives may be considered as a necessary long-term dust mitigation solution. 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.

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 attached Haul Route Map.

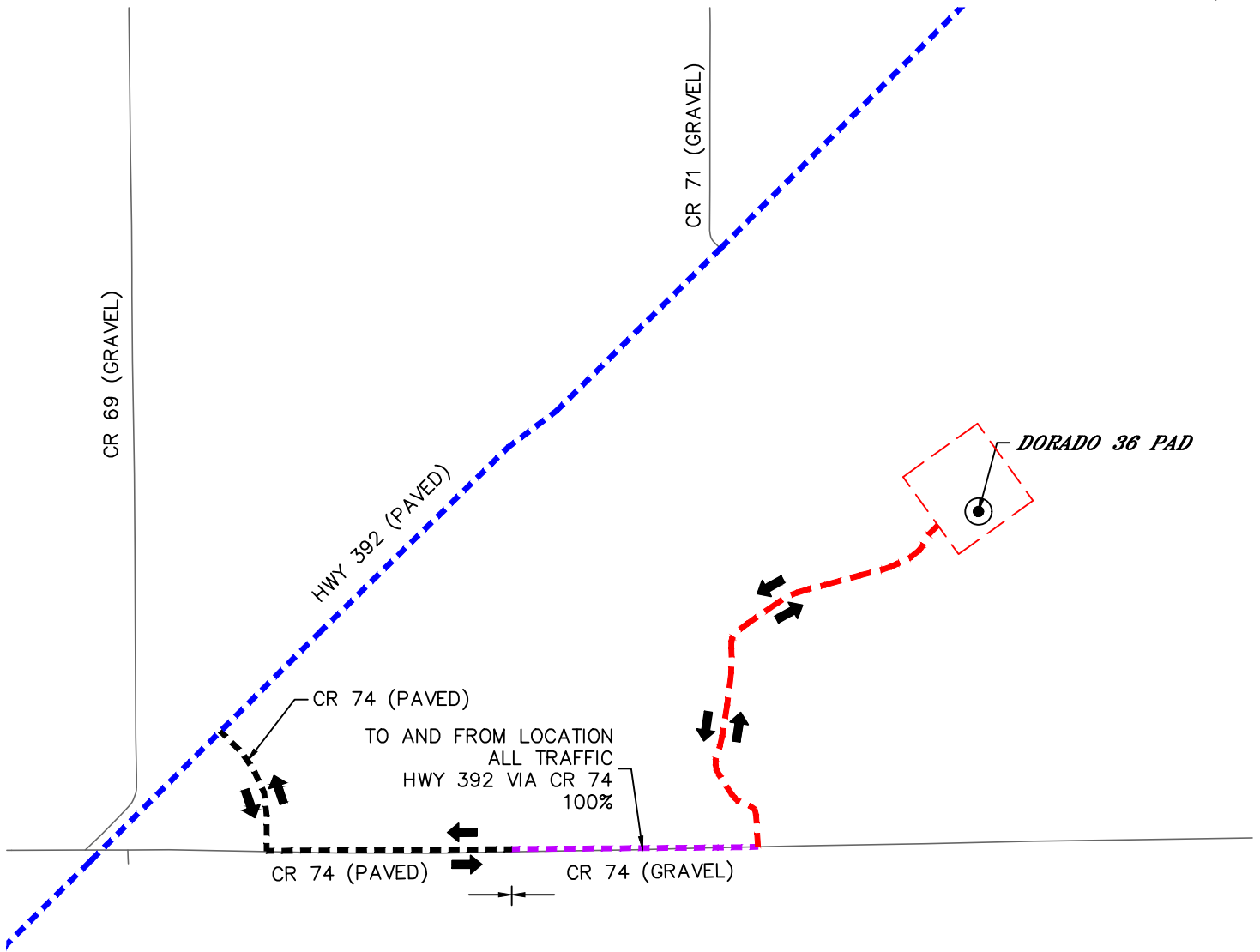


Lat40°, Inc. 6250 W. 10th Street, Unit 2, Greeley, CO 970-515-5294

HAUL ROUTE MAP

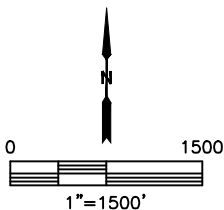
DORADO 36 PAD
BISON OIL & GAS IV

Q: SENW
SECTION: 36
TOWNSHIP: 7N
RANGE: 63W
6TH. P.M.
WELD COUNTY, CO



LEGEND

	PRIVATE LEASE ROAD
	TRAFFIC ROUTE (COUNTY MAINTAINED PAVED ROAD)
	TRAFFIC ROUTE (COUNTY MAINTAINED GRAVEL ROAD)
	STATE MAINTAINED ROAD
	TRAFFIC ROUTE DIRECTION



NO SCHOOL FACILITY, FUTURE SCHOOL FACILITY OR CHILD CARE LOCATED ALONG HAUL ROUTE.

DATE: 7/23/2024
PROJECT#: 2023151