



# **BISON IV OPERATING, LLC**

**FRIENDLY SKIES OGD**

**747 PAD**

# **TRANSPORTATION PLAN**



**Bison IV Operating, LLC**  
**FRIENDLY SKIES - 747 PAD - TRANSPORTATION PLAN**

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## Transportation Plan - Friendly Skies OGD - 747 Pad

### I. Purpose

Bison IV Operating, LLC (Bison) has developed this transportation plan to comply with Colorado Energy & Carbon Management Commission (ECMC) Rule 304.c.(6). The plan does not include proposals for adding turn lanes, rights-of-way, or widening existing public roads.

### II. Transportation Routes

The access point for the 747 Pad is located approximately 0.2 miles south of the intersection at E 64<sup>th</sup> Avenue and Jackson Gap Street in Aurora, Colorado. The access road begins on the west side of Jackson Gap Street and continues west approximately 0.2 miles into the Location.

### III. Travel Distribution Along Haul Routes

Transportation to the proposed oil and gas site is expected to follow a northbound route along Jackson Gap Street.

### IV. Peak Traffic Times

The highest traffic volumes are expected at the beginning and end of daylight hours 6-10 am and 5-8 pm. Traffic volumes related to the construction of the oil and gas site are expected during regular business hours, 7 am to 5 pm. Drilling and completion operations will be conducted 24/7.

### V. Best Management Practices & Mitigation Measures

- **Water Transportation:** Bison has access to an existing freshwater supply nearby. Where possible, fresh water will be transported via lay-flat piping, potentially reducing truck trips by approximately 67,122 during the completion phase.
- **Produced Water Disposal:** Bison cannot commit to transporting produced water from the 747 Pad via pipeline but will continue to assess opportunities for a centralized pipeline to an offsite, third-party commercial wastewater disposal facility. If feasible, a pipeline system will be used. Utilizing a pipeline for produced water transport would help reduce truck traffic over the well's lifecycle.
- **Facility Design:** Bison is committed to minimizing facility footprint and constructing compact production areas. Production facilities will be designed without oil storage tanks, reducing emissions and the need for oil transportation by truck. Oil and gas will be transported via an underground pipeline network, minimizing traffic, noise, and emissions in the area.
- **Automation and Remote Monitoring:** All new well sites are equipped with automated monitoring systems for 24/7 oversight. This allows Bison personnel to turn wells and equipment on and off, verify pressures, and assess temperatures remotely, further reducing daily site traffic.



## VI. Vehicle Traffic Estimates

Development of the pad will occur in phases. The estimated durations for each phase are detailed in the truck traffic table below. Bison aims to complete drilling and completion in a single mobilization. However, delays between phases may occur due to unforeseen circumstances or economic conditions.

### Traffic Estimates Per Phase

Phase of Development	# of Vehicle Roundtrips (per day)	Passenger car equivalent roundtrips (per day)
<b>Construction Phase: earthwork of pad/facility &amp; access road (30 days +/-)</b>		
Passenger Vehicles <sup>(1)</sup>	15	15
Single Unit Trucks <sup>(2)</sup>	3	6
Multiple Unit Trucks <sup>(3)</sup>	38 – 45	135
<b>TOTAL roundtrips per day =</b>	<b>63</b>	<b>156</b>
<b>Drilling Phase (108 - 180 days +/-, ~6 - 10 days/well)</b>		
Passenger Vehicles <sup>(1)</sup>	11	11
Single Unit Trucks <sup>(2)</sup>	5	9
Multiple Unit Trucks <sup>(3)</sup>	11	32
<b>TOTAL roundtrips per day =</b>	<b>27</b>	<b>52</b>
<b>Completion Phase (152 days +/-)</b>		
Passenger Vehicles <sup>(1)</sup>	31	12
Single Unit Trucks <sup>(2)</sup>	4 – 5	4
Multiple Unit Trucks <sup>(3)</sup>	31 - 225 <sup>(4)</sup>	35 – 263
<b>TOTAL roundtrips per day =</b>	<b>66 – 327</b>	<b>51 – 279</b>
<b>Flowback Phase (10 days +/-)</b>		
Passenger Vehicles <sup>(1)</sup>	8	8
Single Unit Trucks <sup>(2)</sup>	4	6
Multiple Unit Trucks <sup>(3)</sup>	12	32
<b>TOTAL roundtrips per day =</b>	<b>24</b>	<b>46</b>
<b>Interim Reclamation (30 days +/-)</b>		
Passenger Vehicles <sup>(1)</sup>	5	5
Single Unit Trucks <sup>(2)</sup>	0	0
Multiple Unit Trucks <sup>(3)</sup>	0	0
<b>TOTAL roundtrips per day =</b>	<b>5</b>	<b>5</b>
<b>Production/Operations Phase (ongoing for life of well, assuming facility is tied-in to distribution/collection system)</b>		
Passenger Vehicles <sup>(1)</sup>	2	2
Single Unit Trucks <sup>(2)</sup>	0	0
Multiple Unit Trucks <sup>(3)</sup>	1	2
<b>TOTAL roundtrips per day =</b>	<b>3</b>	<b>4</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.

