



BISON IV OPERATING, LLC

FRIENDLY SKIES OGD

747 PAD

DUST MITIGATION PLAN



**Bison IV Operating, LLC
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Article I. Introduction

Location Information

This document provides site-specific information for the 747 Pad within the Friendly Skies OGD. The information in this document relates specifically to the time during the construction, drilling, completion, interim reclamation, and production of the eighteen (18) proposed horizontal wells on this location.

The 747 Pad will utilize an access point approximately 0.2 miles south of the intersection of E 64th Ave and Jackson Gap Street, on the west side of the road. The 747 Pad will be in the W2NW of Section 8, Township 3 South, Range 65 West, and is located on parcel 0181908200014 owned by ACP DIA 1287 Investors, LLC. The 747 Pad is in a zoned Airport District with the City of Aurora and is currently used for agriculture. A permit with the City of Aurora will be obtained for the 747 Pad.

Construction of the proposed 747 Location, with associated cut and fill slopes, would initially disturb approximately 18.24 acres. Following interim reclamation, working pad disturbance would be reduced to approximately 7.04 acres.

The proposed production facility equipment for the 747 Pad will be located within the Working Pad Surface adjacent to the wells and will consist of separators, oil polishers, produced water tanks, oil surge vessels, produced water surge vessels, blowers, scrubbers, vapor recovery units (VRU), oil and produced water LACTs, instrument air skids, compressors, meter skids, knockouts, emission control devices (ECDs), an electrical skid, product coolers, and pumps.

Pending approval from the City of Auroa and the ECMC, the project schedule is as follows:

Phase	Duration (days)	Estimated Start Date
Construction	+/- 30 days	2 nd Quarter 2026
Drilling	+/- 108 days	2 nd Quarter 2026
Completion	+/- 75 days	3 rd Quarter 2026
Flowback	+/- 10 days	1 st Quarter 2027
Production	Ongoing +/- 30 years	1 st Quarter 2027
Interim Reclamation	+/- 30 days	2 nd Quarter 2027*

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

Article II. Dust Mitigation Plan Specific Data

Soils

Well Pad and Access Road Soil type(s): PIB – Platner loam, 0 to 3 percent slopes
 WmB – Weld loam, 1 to 3 percent slopes
 WuE – Wiley-Adena-Renohill complex, 3 to 20 percent slopes

Total area of soil disturbance including accesses in acres: approximately 19.16 acres. *(18.24 acres pad disturbance + 0.92 acres access road)*

The Haul Route is onto Jackson Gap Street which is a paved road as depicted on the Access Road Map.



Truck Traffic

The duration of drilling and completion activity at this site is estimated to be between 6-7 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 eighteen (18) 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 15 passenger cars/pickups, 3 single-unit trucks, and 38 - 45 semi-truck/trailers.

During the drilling phase, the expected number of per day roundtrips is estimated to be approximately 11 passenger cars/pickups, 5 single-unit trucks, and 11 semi-truck/trailers.

During the completion phase, the expected number of per day roundtrips is estimated to be approximately 31 passenger cars/pickups, 4-5 single-unit trucks, and 31 - 225 semi-truck/trailers.

During the flowback phase, the expected number of per day roundtrips is estimated to be approximately 8 passenger cars/pickups, 4 single-unit trucks, and 12 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 1 semi-truck/trailer trip during the life of production for this location. This location will be tied into a distribution/collection system for oil and gas resulting in a significant reduction of truck trips.



TRAFFIC ESTIMATE TABLE

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⁾	15	15
Single Unit Trucks ⁽²⁾	3	6
Multiple Unit Trucks ⁽³⁾	38 – 45	135
TOTAL roundtrips per day =	63	156
Drilling Phase (108 - 180 days +/-, ~6 - 10 days/well)		
Passenger Vehicles ⁽¹⁾	11	11
Single Unit Trucks ⁽²⁾	5	9
Multiple Unit Trucks ⁽³⁾	11	32
TOTAL roundtrips per day =	27	52
Completion Phase (75 days +/-, ~15 days/4-well zipper frac)		
Passenger Vehicles ⁽¹⁾	31	31
Single Unit Trucks ⁽²⁾	4 – 5	9
Multiple Unit Trucks ⁽³⁾	31 - 225 ⁽⁴⁾	90 – 675
TOTAL roundtrips per day =	66 – 261	130 – 715
Flowback Phase (10 days +/-)		
Passenger Vehicles ⁽¹⁾	8	8
Single Unit Trucks ⁽²⁾	4	6
Multiple Unit Trucks ⁽³⁾	12	32
TOTAL roundtrips per day =	24	46
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⁾	1	2
TOTAL roundtrips per day =	3	4

(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 which 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. This will include armoring surface areas needed for ongoing operations to enhance stability, reduce dust generation, and minimize erosion caused by vehicle traffic and environmental factors.
- Bison will primarily utilize water and/or commercial dust suppressants to limit and creation and spread of fugitive dust on the 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.
- Approximately 680 linear feet of 32-foot-tall sound wall will be installed along the east edge of the well pad during the drilling and completion phases. In addition to mitigating noise, the sound wall will serve as a barrier to reduce wind-driven dust migration, vehicle-generated dust, and shield nearby structures to the east from dust exposure.



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 Access Road Map