

The Kinder Morgan Traffic and Road use plan for the CNE-4, CN-2 and the CN-4 CO2 well development projects

This traffic plan covers the drilling of 3 CO2 wells in the new Kinder Morgan (KM) project area to be called Cow Canyon. This area is located approximately 9 to 14 miles west of Pleasant View and extends approximately 11 miles south on CR 10 on Cahone Mesa.

Road use for these 3 wells will include county roads, CC, 9, 8 and possibly several more as this project expands.

KM representative Bob Clayton has met with County Road Department's Dean Roundtree to discuss the use of CR. CC during heavy truck traffic times due to the safety concerns of the turn onto and off of the normal truck route use of CR. BB. This use has been approved by both Dean and the MC-BOCC. The use of BB during heavy truck traffic times brings great concerns for the safety of our contractors and the public due to several accidents that have already taken place at this intersection on Hwy. 491. KM also doubts that CDOT will issue a MHT for this intersection due to the same concerns and has therefore applied for a MHT (Method of Handling Traffic) Plan for CR. CC thru C-Dot for their approval. Bob Clayton has also met or talked to every resident along CR. CC to explain the future use of this road for KM's truck route and has not encountered interference from any of the residents. KM is aware of the school location along this route and will schedule trucks during the hours that children will be in the building and set a 5 MPH policy in this area. Bob has taken the time to meet with Mr. Porter, school principle, where he also received support for KM's use.

CR. CC is located in the small town of Pleasant View where the speed limit is reduced to 50 MPH and also offers 2 north and south bound lanes allowing passing during truck turns. The use of CC will be; turning west off of Hwy. 491 and proceeding to Cr. 9 where turning south for ½ mile will provide access to the first well CNE-4. For access to wells CN-2 and CN-4, one would continue west on CR. CC turn north onto CR. 8, and continue for ½ mile to access both of these wells.

During location construction for each of these wells, with the exception of the initial mobilization of the construction equipment, which takes about 7 equipment transport loads, the brunt of the truck use will consist of approximately 500 belly dump loads of gravel for access road and location surface all weathering. This process will be intermittent as one location will be built at a time. The belly dumps will actually consist of 150+ loads per location with approximately 3-4 weeks in between heavy use times. The construction equipment will remain in the area until all locations are built. This will be followed by a rig move consisting of approximately 45 rig move trucks. The rig will also remain in the area until all wells have been drilled. There is a strong possibility that more locations will be permitted during this time, which will extend the time that the drill rig and construction equipment will remain in the area. After this initial surge of trucks, daily trips will mostly consist of cars and pickup trucks, which will be using the BB route off of the highway. There will continue to be truck use of CC for the occasional water, fuel and drill pipe deliveries during these projects. KM policy requires all large

trucks to obey a 25 MPH speed (and further reduced limit in the school zone), to come to complete stops at all controlled intersections, to not use engine brakes between the hours of 7PM to 7AM and to show courtesy to our neighbors. These rules are strictly enforced and offenders are only given 2 strikes prior to removal from the project. Road use will be monitored by KM personnel and, if necessary, the MC Sheriff Deputies. New truck route signs will be placed at the start using CR. CC and at all turns off of CR. CC into project areas.

The extent of graveled surface needed to improve CR. 8 will be determined by the County Road and Bridge Dept. Currently this road is a narrow dirt road.

KM will also work with the County R&B Dept. for arranging all necessary road repairs and dust control.

Driveway permits are all in process and may already be approved prior to the P&Z meeting.

Bob Clayton