



Kerr-McGee Oil & Gas Onshore LP

Transportation Plan

**CHARLENE NELSON12-34HZ Well Pad and Facility
NW/4 SW/4 Section 34, 5N 67W**

Weld County, Colorado

September 2021

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I. Purpose

Kerr-McGee Oil and Gas Onshore developed this transportation plan pursuant to COGCC Rule 304.c.(6). This plan is consistent with the plans submitted to Weld County for the Weld County Oil and Gas Location assessment (WOGLA) application and approval. This plan does not include adding turn lanes, rights-of-way or widening of existing roads.

II. Transportation Routes

KMOG will take Weld County Road 52 to the access road to access the pad.

III. The travel distribution along the identified haul routes

The travel distribution to the proposed oil and gas location is expected to be 100% using Weld County Road 52.

IV. The time of day when the highest traffic volumes are expected.

The highest traffic volumes from construction of the oil and gas location are during normal business hours (7 am to 5 pm). Drilling and completion operations are both 24 hours a day, seven days a week. Highest volumes of traffic are between the hours of 6 am and 7 pm.

V. Best Management Practices & Measures

Water for use in completion operations will be secured by KMOG through its own “Water On Demand” (WOD) system, or from a water supplier in the immediate area of the drill site. This WOD system is a network of over 180 miles of underground pipeline that stretches the length of the 20-mile by 30-mile field to source and transport water to completions crews. This system eliminates more than 2,000 truck trips per day field-wide, while also reducing associated impacts of traffic, noise, emissions, and dust. KMOG anticipates the Charlene Nelson 12-34HZ Pad will have approximately 23,150 truck trips eliminated during the completions process by using the WOD system.

KMOG works hard to reduce the facility size and create compact development areas. KMOG’s production facilities are designed and constructed to eliminate oil storage tanks and the associated emissions and traffic associated with trucking oil. KMOG intends to utilize a comprehensive below ground oil and gas pipeline system to transport produced oil and gas to central processing facilities, resulting in a smaller production facility with fewer tanks. This pipeline infrastructure mitigates truck traffic in the area, thereby significantly reducing impacts to roads, noise, and emissions.

In addition, all new well sites are remotely monitored 24 hours a day, seven day a week by representatives in KMOG’s Integrated Operations Center (IOC). This monitoring also helps reduce traffic to well sites. From the IOC, KMOG personnel can turn wells and equipment on and off, measure at tank levels, verify pressures and temperatures. This remote monitoring reduces daily traffic to the location.

VI. Vehicle Traffic Estimates

The development of this pad will occur in five phases:

1. Pad Construction
2. Drilling Operations
3. Completion Operations
4. Production Facility Construction (Equipment placement)
5. Reclamation (Interim)

The estimated time periods for these phases is listed in the truck traffic table below. It is KMOG’s intention to drill all the wells at one time and then complete all the wells at one time. While KMOG plans development in a phased approach, there may be delays between these phases due to unforeseen circumstances and/or economic conditions.

	Construction Phase	Drilling Phase	Completions Phase	Production Facility Construction & Equipment Placement Phase	Reclamation Phase
Days	30	68	36	60	30
Pickups/Passenger Cars	426	3,326	4,104	717	902
Tandem Trucks	266	249	540	416	1,125
Semi and Trailer	3,501	1,016	1,368	21	915
Oversized Loads	26	61	-	82	16
Total Trips (Avg/day)	141	68	167	21	99
Total	4,219	4,652	6,012	1,236	2,958

VII. Proposed Haul Routes

