



**Kerr-McGee Oil & Gas Onshore LP**

**Transportation Plan**

**BERRY FARMS 8-8HZ - WELLS  
E/2 NE/4 Section 8, T3N R67W, 6<sup>th</sup> PM.**

**Weld County, Colorado**

**March 2022**

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**I. Purpose**

Kerr-McGee Oil and Gas Onshore (KMOG) 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 traffic will travel on Weld County Road (WCR) 17 to the lease access road to 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 50% from the north and 50% from the south via WCR 17.

**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 Berry Farms 8-8HZ Pad will have approximately 45,800 truck trips eliminated during the completions process by using the WOD system.

KMOG will cover trucks transporting cuttings.

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 four phases:

1. Pad Construction
2. Drilling Operations
3. Completion Operations
4. 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.

	<b>Construction Phase</b>	<b>Drilling Phase</b>	<b>Completions Phase</b>	<b>Production Facility Construction &amp; Equipment Placement Phase</b>	<b>Reclamation Phase</b>
Days	30	89	48	-	30
Pickups/Passenger Cars	221	4,397	5,472	-	451
Tandem Trucks	135	333	720	-	562
Semi and Trailer	1,973	1,352	1,824	-	605
Oversized Loads	13	82	-	-	8
Total Trips (Avg/day)	78	69	167	-	54
<b>Total</b>	<b>2,341</b>	<b>6,164</b>	<b>8,016</b>	-	<b>1,627</b>

VII. Proposed Haul Routes

