



Traffic Plan

De Nova Project
Washington County, Colorado

February 2022

PRESENTED TO

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1.0 INTRODUCTION

Applicant wishes to locate and drill a stratigraphic test well to obtain geologic samples to evaluate the suitability of deep formations for injection and sequestration of CO₂. The well is anticipated to be located approximately nine miles southwest of Yuma, Colorado, in rural, grazing lands on vegetated sand dunes of Washington County. The Project construction will occur off state- or county-owned road right-of-way and will consist of drilling a stratigraphy well with intentions of storing carbon dioxide gas byproduct. Estimated ground disturbances are located in Table 1 below. Caution and safety signage as appropriate have been prepared and are included in Appendix A. The Project will be owned and operated by Carbon America (Owner).

Table 1. Project Disturbance Areas

Project Component	Disturbance Area (Acres)
Existing Road	4.63
New Road	3.43
Well Pad	2.57
TOTAL	10.63

1.1 PURPOSE AND SCOPE

Tetra Tech, Inc. prepared this construction Traffic Plan to support safe and efficient transportation practices during the development of the proposed Project. It also serves to mitigate potential adverse impacts to safety, property, and the environment that may result from Project construction traffic. This plan has been created with input from the Washington County, Road and Bridge Department.

2.0 TRAFFIC ROUTING, SPEED LIMITS AND SIGNAGE

Project traffic routing and signage is subject to change for temporary changes in access or unforeseen events or if safety concerns arise. There are two possible access routes to the Project location, both of which originate in Fort Morgan, Colorado for the purposes of this plan. Only the access route through Yuma, Colorado, will be described since this route contains mostly paved state roads, and the other route involves long treks down county gravel roads. This access route begins by leaving Fort Morgan to the east on Interstate 76 for 10.9 miles, then heading south on business Interstate 76 to U.S. Highway 34 East. After traveling on U.S. Highway 34 East for 49 miles, the route turns south on Colorado State Highway 59 and continues for 8 miles before turning west on County Road 30 for 7.5 miles to the Project site. This route is shown in Appendix B.

2.1 CONSTRUCTION

Project traffic shall obey posted speed limits on all roads utilized for access and delivery. Since the construction takes place on private property, there will be no work zone speed limit signage.

The entrance to the private property from County Road 30 will need to be modified to allow semi-truck and trailer equipment and material delivery. A turning movement analysis was conducted using the AASHTO turning template for a 62-foot wheelbase semi-truck and trailer at the private property entrance. This analysis was conducted, assuming that construction traffic will enter and exit the site from the east as described in the access route plan. The result of the analysis resulted in a requirement to expand the driveway width to 60 feet at County Road 30. If a culvert is present beneath the driveway, the culvert will also be extended. Details of the required entrance changes are shown in Appendix C.

2.2 WORKERS

Workers are anticipated to use the same route and arrive at the construction site each morning. Workers will drive conventional passenger vehicles and will not require special accommodation for traffic control and planning because the routes in use are not high volume. .

2.3 EQUIPMENT AND MATERIALS

Equipment and materials will be delivered to the Project site via the access route described in this same section. Most deliveries are anticipated to occur at the beginning of construction. The location is rural, and the local transportation network does not have typical morning and evening commuter traffic. The only peak traffic will be one created temporarily by the commuting Project workers.

All materials and equipment will be delivered by way of standard five-axle semi-trucks. No unusual or oversized loads are anticipated be used. If oversized loads are required, any delays and permits shall be coordinated with local traffic authorities in advance. Use of flaggers for traffic signalization is not anticipated as there will be no road or right-of-way work. Additionally, the commuter hour construction traffic may experience slowdowns near the site since they are all going to the same location. However, the Project site is

very rural and existing traffic is below the road capacity, thus there is no need for temporary flagging to improve operations during the commuting hour.

2.4 CONSTRUCTION SIGNAGE

The construction process will be conducted outside of public road right-of-way. No work on paved roads or right-of-way is anticipated. No lane closures are anticipated. Details of construction signage can be found in Appendix B.

The construction signage shown in the Transportation Control Plan Drawings are not exclusive of all the signs that will be present onsite. The drawings depict the minimum construction sign layout recommended for safety and to caution motorists to the presence of construction traffic in the area. There are many additional signs that could be useful such as “NO CELL PHONE USE WHILE IN VEHICLE” or “SLOW DOWN” that may be used in addition to the signs specified. This plan does not include consideration of non-transportation-related construction signage such as hard hat area signs etc.

3.0 SAFETY AND REPORTING OF HAZARDS

If traffic accidents occur onsite, or by site personnel entering or exiting the site, the appropriate emergency services shall be notified. Emergency services shall always have access to the site. No changes to infrastructure are anticipated that would impede access at any time during construction. Incidents that occur onsite will warrant an evaluation of what happened and include an analysis of what if any additional safety signs or protocols should be in place to prevent incidents.

3.1 LOCAL TRAFFIC

Considering the low volume of construction traffic and the rural area of the Project, local traffic and transportation should be mostly unaffected by the Project. It is the goal of this plan, the signage specified, and the procedures employed for construction to not affect local traffic in an adverse manner. Adjacent properties will have access throughout the construction process. If unforeseen circumstances require temporarily limiting access to an adjacent property, the Owner or Contractor will notify the landowner in advance of work and ensure that the work is done as quickly as possible.

Pedestrian and bike traffic is almost nonexistent in the area, but they will continue to have access to county roads as they typically would. No sidewalks or bike paths are present in the area.

3.2 COORDINATION, UPDATES, AND REPORTING

Updates to the management of construction traffic may be required to accommodate changes in the methods of construction, exceptional circumstances, safety, or other concerns. This document is not intended to be the summary of traffic planning for the construction process. It is rather a starting point to understand and initiate construction of the Project in a safe and thoughtful manor with the basic and important safety considerations accounted for. It is the responsibility of the Construction Manager or designated onsite safety personnel to address any concerns should they arise. This plan may be updated with those changes if it is beneficial to the organizational procedures onsite

APPENDIX A: CONSTRUCTION TRAFFIC CONTROL PLAN DRAWINGS

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Co Rd Xx




Carbon America
Denova Project

Sign Placement

SW4NW4 SEC 27; NE4, SE4NW4, NE4SW4,
NW4SE4 SEC 28; T1N R49W of the 6th PM,
Washington County, CO

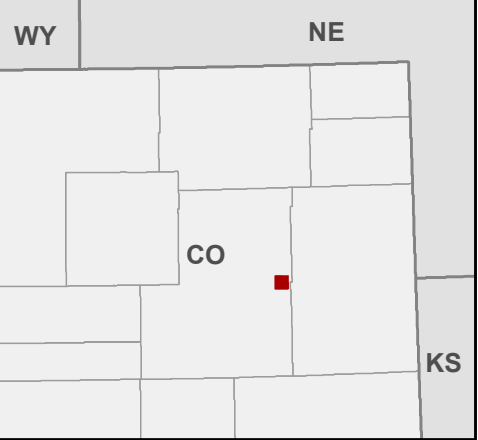
Project Features

 Improved Driveway



NOT FOR CONSTRUCTION

Reference Map



1:1,000

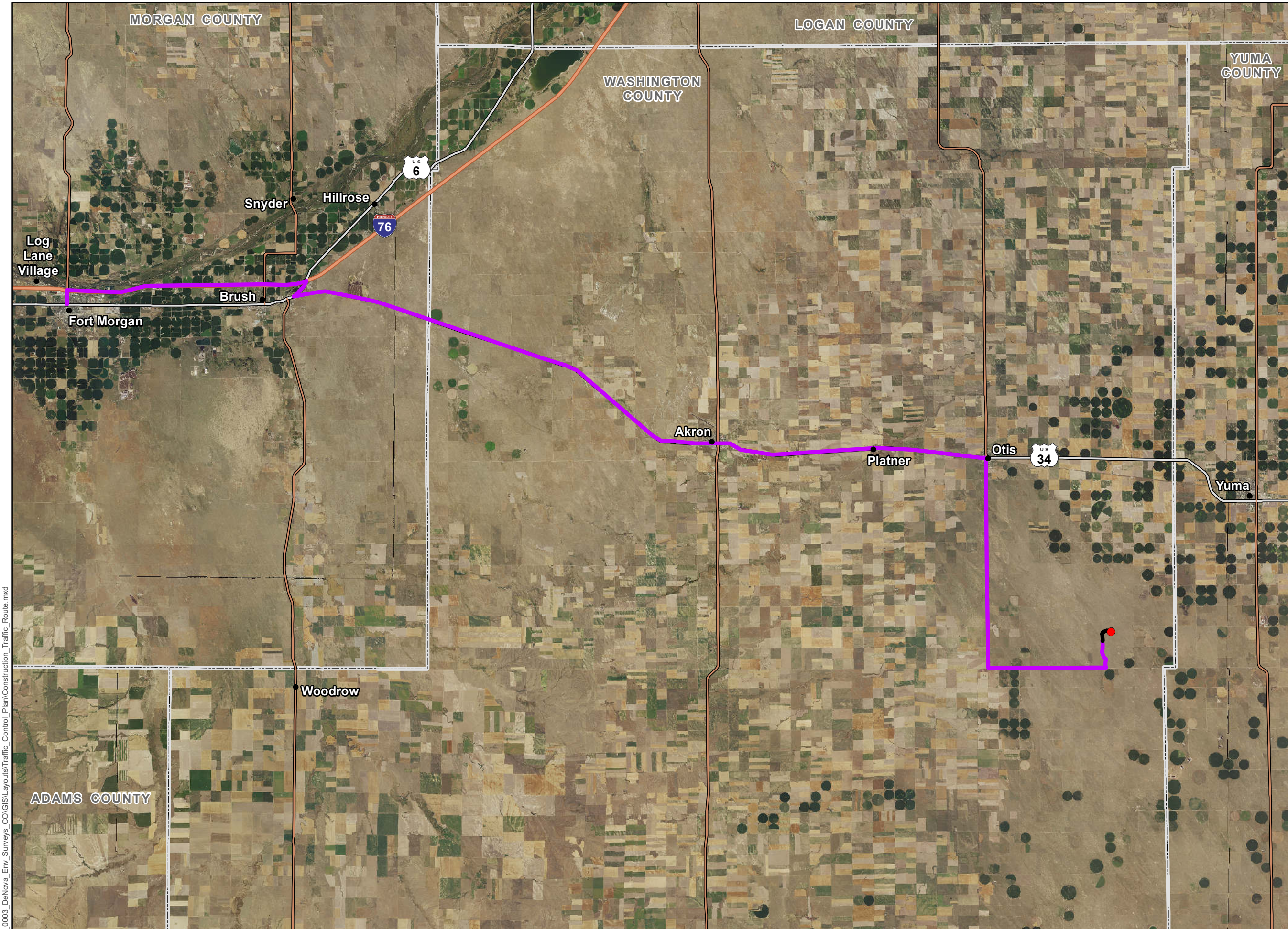
NAD 1983 StatePlane Colorado North FIPS 0501 Feet



Source: ESRI, USDA NAIP, BTS, US CENSUS

APPENDIX B: TRAFFIC ACCESS ROUTE MAP

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**Carbon America
Denova Project**

Construction Traffic Route

SW4NW4 SEC 27; NE4, SE4NW4, NE4SW4,
NW4SE4 SEC 28; T1N R49W of the 6th PM,
Washington County, CO


Project Features

-  Pad Site
-  Access Road
-  Construction Traffic Route

Transportation

-  US Highway
-  State Highway

Boundaries

-  County Boundary



NOT FOR CONSTRUCTION

Reference Map



1:280,000 NAD 1983 StatePlane Colorado North FIPS 0501 Feet



Source: ESRI, USDA NAIP, BTS, US CENSUS

APPENDIX C: HICKERT RANCH ROAD DRIVEWAY IMPROVEMENT DETAILS

Improved Driveway Details

SW4NW4 SEC 27; NE4, SE4NW4, NE4SW4,
NW4SE4 SEC 28; T1N R49W of the 6th PM,
Washington County, CO

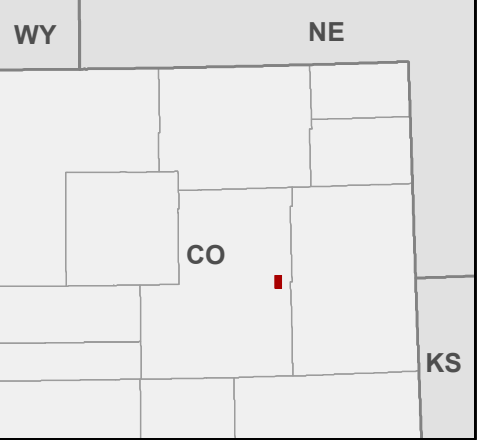
Project Features

Improved Driveway



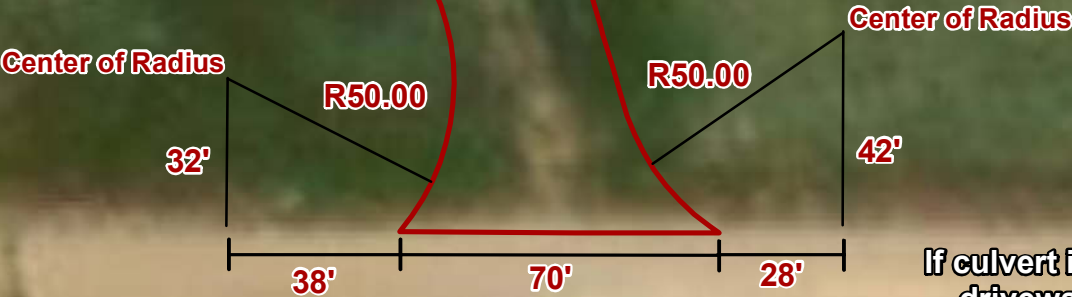
NOT FOR CONSTRUCTION

Reference Map



Taper the driveway radii into the 20' wide private roadway alignment

Co Rd 30

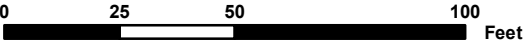


If culvert is present under existing driveway, replace culvert with equal size and of 70' length.



1:500

NAD 1983 StatePlane Colorado North FIPS 0501 Feet



Source: ESRI, USDA NAIP, BTS, US CENSUS