Substantially Equivalent Transportation Plan

This document is being submitted as a substantially equivalent Transportation plan for the Wade 8-59 17 Pad Form 2A. This transportation plan was developed as a part of the Weld County 1041 WOGLA process. This document complies with all requirements outlined in Colorado Oil and Gas Conservation Commission Rule 304.c.(6). For this reason, Civitas North, LLC believes this meets the substantially equivalent information standard and requests that it is accepted accordingly.

D – Please provide a description of the kind of vehicles (type, size, weight) that will access the Oil and Gas Location during drilling and completion operations and define the haul route. This description shall include the following information:

1. **The number of round trips/day (Round trip = 1 trip in and 1 trip out) expected for each vehicle (type, size, weight) passenger cars/pickups, tandem trucks, semi-truck/trailer/RV.**

   See attached Trip Generator Table.

2. **The routes vehicles will travel from the access of the Oil and Gas Location to the nearest county designated arterial or collector roadway or state highway.**

   All vehicles will travel west from the location and south on CR 390, until reaching HWY 14.

3. **The travel distribution along the identified haul routes (e.g. 50% of traffic will come from the north, 20%from the south, 30% from the east, etc.).**

   All travel should be coming from southwest of the location, along CR 390, originating/terminating at HWY 14 likely in a 50/50 split from New Raymer to the East and Briggsdale to the West.

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

   The highest traffic volumes are expected during the first two days and the last two days of both the Drilling and Completions Operators (30-45 days). Traffic will intentionally be highest during daylight hours to mitigate noise during non-working hours.

5. **Describe site-specific traffic reduction measures that will utilized.**

   Operator will utilize temporary lay flat lines to transport fresh water to the location during drilling and completions operations, as well as install a LACT unit for standard production phase, both of which greatly limit the amount of daily truck traffic.

Trip Generator*

Average Daily Roundtrip Activity							
	Pad Construction	**Facility Construction**	**Drilling**	**Completions**	**Flowback**	**Interim Reclamation**	**On Going Production**
Duration	20	60	74.5	83	8	20	On Going
Operating Hours	Daylight Hours	Daylight Hours	24 hours	24 hours	24 hours	Daylight	24 hours
Truck Traffic	6	1	5	54	5	6	1
Employee Traffic	5	5	18	15	4	5	4

*Please note this information was updated with the local government after the original approval to more accurately reflect the traffic impacts resulting from this development.