



Kerr-McGee Oil & Gas Onshore LP

Transportation Plan

Filly Oli and Gas Development Plan (OGDP)

Includes the following four pads:

Descent Fed 8-22HZ	SE4 NE4 Sec. 22 – T4N - R63W
Midnight 1-27HZ	E2 NE4 Sec. 27 – T4N - R63W
5 Minutes to Midnight 8-34HZ	NE4 SE4 & SE4 NE4 Sec. 34 - T4N - R63W
Wallstreet Fed 8-3HZ	SE4 NE4 Sec. 3 - T3N - R63W

Weld County, Colorado

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I. Purpose

Kerr-McGee Oil & Gas Onshore LP (KMOG) developed this transportation plan pursuant to Colorado Energy & Carbon Management Commission (ECMC) Rule 304.c.(6). This plan is consistent with the plans submitted to Weld County for the Weld County Comprehensive Development Plan (CDP) and future Weld County Oil and Gas Location Assessment (WOGLA) applications. This plan does not include adding turn lanes, rights-of-way or widening of existing public roads.

II. Transportation Routes

KMOG will access all nine pads within the Bronco CAP/CDP from a single existing access point from State Highway 34. The first OGDP will include the five southern pads, the Colt OGDP. The second OGDP will include the four northern pads, the Filly OGDP.

III. The travel distribution along the identified haul routes

The travel distribution to the proposed oil and gas location is expected to be 90% westbound on Highway 34 and 10 % eastbound on Highway 34.

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 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 this Filly OGDP (including four pads) will have approximately 564,112 truck trips eliminated during the completions process by using the WOD system.

KMOG plans to pipe all produced water from each pad within the Filly OGDP. This produced water will be piped off location through a centralized pipeline system to an offsite third-party commercial wastewater disposal site. This will eliminate truck traffic associated with production water significantly throughout the life of the wells. KMOG anticipates this Filly OGDP (including four pads) will have approximately 31,677 truck trips eliminated during the life of the wells.

KMOG works hard to reduce the facility size and create compact development areas. Production facilities are designed and constructed to eliminate oil storage tanks, condensate tanks and water 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 smaller production facilities 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/equipment on and off, monitor tank levels, verify pressures, and monitor 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. Production Facility Construction (Equipment placement)F
5. Reclamation (Interim)

The estimated time periods for these phases are 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.

Descent Fed 8-22HZ Pad

	Pad Construction Phase	Production Drilling Phase	Completions Phase	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	193	128	45	30
Pickups/Passenger Cars	480	6,709	392	805	993
Tandem Trucks	171	6	-	331	1,237
Semi and Trailer	2,538	3,643	33,053	331	382
Oversized Loads	29	143	-	331	18
Total Trips (Avg/day)	107	54	261	40	88
Total Avg Trips/Month	3,216	1,632	7,839	1,198	2,630
Total	3,216	10,501	33,444	1,798	2,630

Midnight 1-27HZ Pad

	Pad Construction Phase	Production Drilling Phase	Completions Phase	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	130	89	45	30
Pickups/Passenger Cars	425	4,491	330	695	993
Tandem Trucks	171	6	-	303	1,237
Semi and Trailer	2,529	2,534	22,757	303	382
Oversized Loads	29	171	-	303	18
Total Trips (Avg/day)	105	55	259	36	88
Total Avg Trips/Day (rounded)	104	54	258	34	86
Total	3,152	7,202	23,087	1,605	2,630

5 Minutes to Midnight 8-34HZ Pad

	Pad Construction Phase	Production Drilling Phase	Completions Phase	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	137	94	30	30
Pickups/Passenger Cars	436	4,738	330	404	993
Tandem Trucks	171	6	-	99	1,237
Semi and Trailer	2,354	2,658	24,077	99	382
Oversized Loads	29	178	-	99	18
Total Trips (Avg/day)	100	55	260	23	88
Total Avg Trips/Day (rounded)	98	54	258	22	86
Total	2,988	7,579	24,407	701	2,630

Wallstreet Fed 8-3HZ Pad

	Pad Construction Phase	Production Drilling Phase	Completions Phase	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	146	97	45	30
Pickups/Passenger Cars	425	5,055	330	695	993
Tandem Trucks	171	6	-	303	1,237
Semi and Trailer	2,318	2,816	24,869	303	382
Oversized Loads	29	188	-	303	18
Total Trips (Avg/day)	98	55	260	36	88
Total Avg Trips/Day (rounded)	98	54	258	34	86
Total	2,942	8,064	25,199	1,605	2,630

VII. Proposed Haul Routes –

All four pads in the Filly OGD are accessed from one lease access road via Highway 34.

