Kerr-McGee Oil & Gas Onshore LP

Transportation Plan

TULIP Well Pad

NW/4 NE/4 Section 30, T4N R67W 6th P.M.

Weld County, Colorado

May 2024

Contents

I. Purpose

Kerr-McGee Oil and 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 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 (WCR) 13 (aka. Colorado Blvd.) to WCR 42 to access the well and facility pads.

III. The travel distribution along the identified haul routes

The travel distribution to the proposed oil and gas location is expected to be approximately 50% from the north and 50% from the south on WCR 13.

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

A. 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 location will have approximately 155,840 truck trips eliminated during the completions process by using the WOD system.

B. 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. Well Pad Construction
2. Drilling Operations
3. Completion (& Recycling) Operations
4. Production Facility Construction (and equipment placement)
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 and complete the wells in two phases. 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 (& Recycling) Phase	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	191	129	-	30
Pickups/Passenger Cars	349	6,564	795	-	662
Tandem Trucks	114	6	6	-	825
Semi and Trailer	2,812	3,934	35,598	-	1,890
Oversized Loads	28	273	-	-	12
Total Trips (Avg/day)	110	-	282		113
Total	**3,303**	**10,777**	**36,399**	**-**	**3,388**

VII. Proposed Haul Routes