



Kerr-McGee Oil & Gas Onshore LP

Transportation Plan

FERN

**SW/4 SE/4 Section 31, T3N R66W, 6th P.M.
Weld County, Colorado**

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Contents

I. Purpose.....	2
II. Transportation Routes	2
III. The travel distribution along the identified haul routes.....	2
IV. The time of day when the highest traffic volumes are expected.....	2
V. Best Management Practices & Measures	2
VI. Vehicle Traffic Estimates.....	3
VII. Proposed Haul Routes.....	4

I. Purpose

Kerr-McGee Oil and Gas Onshore LP (KMOG) developed this Transportation Plan pursuant to Colorado Energy & Carbon Management Commission (CECMC) 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

From Highway 85 KMOG will take Weld County Road (WCR) 26 to WCR 25.5 to access 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 100% from the east via WCR 26 from HWY 85.

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 (7am to 5pm). Drilling and completion operations are both 24 hours a day, seven days a week. Highest volumes of traffic are between the hours of 6am and 7pm.

V. Best Management Practices & Measures

- A. Water-on-Demand (WOD) - Water for completions 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 101,000 truck trips eliminated during the completions process by using the WOD system.
- B. Reduced Facility Size - KMOG works hard to reduce the facility size and create compact development areas. KMOG’s production facilities are designed and constructed to eliminate oil storage 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 a smaller production facility with fewer tanks. This pipeline infrastructure mitigates truck traffic in the area, thereby significantly reducing impacts to roads, noise, and emissions.
- C. Remote monitoring reduces traffic - 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. Pad Construction
2. Drilling Operations
3. Completion Operations
4. Production Operations
5. Interim Reclamation

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 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.

	Construction Phase	Drilling Phase	Completions Phase	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	83	64	50	30
Pickups/Passenger Cars	370	2,837	370	690	993
Tandem Trucks	171	6	-	346	1,237
Semi and Trailer	1,639	1,707	16,157	346	804
Oversized Loads	29	73	-	346	18
Total Trips (Avg/day)	74	56	258	35	102
Total Avg Trips/Month	2,208	1,671	7,747	1,036	3,052
Total	2,208	4,622	16,526	1,727	3,052

VII. Proposed Haul Routes

