



**Kerr-McGee Oil & Gas Onshore LP**

**Transportation Plan**

**Parsnip Fed HZ Pad**

**NWSW Section 20, T1N R66W 6<sup>th</sup> P.M.**

**Weld County, Colorado**

**November 2024**

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**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) 8 to WCR 27 aka S. Denver Ave. 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 north via WCR 27 aka S. Denver Ave

**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 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 149,240 truck trips eliminated during the completions process by using the WOD system.

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. As a result of piping oil away from the location KMOG will eliminate 84,045 truck trips. At the Parsnip Fed HZ location, KMOG intends to pipe produced water away from the location, saving 10,001 truck trips.

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 six phases:

1. Pad Construction
2. Surface Drilling Operations
3. Horizontal Drilling Operations
4. Completion & Recycling Operations
5. Production Facility Construction (Equipment placement)
6. Reclamation (Interim)

The estimated time periods for these phases is 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.

	Construction Phase	Surface Drilling	Drilling Phase	Completions Phase	Recycling	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	30	111	95	124	50	30
Pickups/Passenger Cars	194	330	3,772	660	1,024	827	902
Tandem Trucks	171	-	-	-	24	364	1,125
Semi and Trailer	1,922	387	2,540	25,550	7,040	603	1,362
Oversized Loads	15	26	186	-	-	77	16
Total Trips (Avg/day)	<b>77</b>	<b>25</b>	<b>58</b>	<b>277</b>	<b>65</b>	<b>37</b>	<b>113</b>
Total Avg Trips/Month	<b>2,302</b>	<b>744</b>	<b>1,750</b>	<b>8,312</b>	<b>1,957</b>	<b>1,123</b>	<b>3,405</b>
<b>Total</b>	<b>2,302</b>	<b>744</b>	<b>6,497</b>	<b>26,210</b>	<b>8,088</b>	<b>1,871</b>	<b>3,405</b>

VII. Proposed Haul Routes

