
Chevron



Transportation Plan

Date: 5/15/2025

Location: Brahman OGD / Bodacious State F33-10 Pad

Legal Description: NWSE Section 33, Township 5 North, Range 65 West, 6th P.M., Weld County, Colorado

Location Details

Noble has initiated the 1041WOGLA process with Weld County for the Bodacious State F33-10 Pad (Bodacious Pad), and a pre-application meeting was held on 3/19/2025. During the pre-application meeting, Noble provided access routes and other pertinent information related to traffic and transportation to Weld County and other participants (ECMC and CDPHE) and those routes and information have been the subject of continued consultation with Weld County. As a result of these consultations, the Haul Route map attached to the Form 2A has been proposed as a viable option. Specific details are as follows:

- From the location, traffic will travel east on the proposed access road for 0.5 miles and then south 3.4 miles on WCR 43 to the intersection of WCR 44 and WCR 43. Traffic will be equally distributed east and west on WCR 44.

Weld County Substantially Equivalent Traffic Information

This section is based on Section D of the Required Information section of the Weld County 1041 WOGLA Application and is being submitted as substantially equivalent information to satisfy the requirements of ECMC Rule 304.c.(6) Transportation Plan.

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.**

The daily number of trips will typically be split evenly amongst each day of an operation's duration. The initial and final days of an operational phase typically are comprised of trips for mobilization while the trips during the normal days of operation will mostly be comprised of regular material deliveries. The production phase trips will encompass regular operations and maintenance over a period of 30 years.

The following table provides an estimate of the traffic associated with the various phases of development for the Bodacious Pad and Brahman OGD in its entirety. The estimated distribution of this traffic is indicated on the enclosed Haul Route Map.

Bodacious Pad Baseline Traffic Summary			
Phase	Heavy Truck Trips per Location	Light Truck Trips per Location	Brahman OGDG Cumulative Trips
Construction	2,408	2,093	10,688
Drilling	3,024	9,288	24,624
Completions	11,470	3,700	30,340
Interim Reclamation	766	98	2,694
Production ¹	0	10,950	12,030

¹ Production trips will be combined for multiple locations within Brahman OGDG whenever possible.

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.

From the location, traffic will travel east on the proposed access road for 0.5 miles and then south 3.4 miles on WCR 43 to the intersection of WCR 44 and WCR 43. Traffic will be equally distributed east and west on WCR 44.

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.).

- 50% of traffic will be distributed east on WCR 44
- 50% of traffic will be distributed west on WCR 44

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

Traffic volumes during pre-production operations will likely be the highest in the first few and last few daytime hours because of limiting personnel and equipment transfer during nighttime hours. During production operations, traffic will primarily consist of light vehicle traffic due to all liquids and natural gas being piped from the location. This light vehicle traffic will occur mostly during daylight hours.

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

During drilling and completion operations, the majority of personnel working on-site will carpool or utilize shared transportation provided by contractors.

BMPs:

- At the time of construction, all leasehold roads shall be constructed to accommodate local emergency vehicle access requirements and shall be maintained in a reasonable condition.
- Well pads will be constructed in a sequential fashion; as one location is completed, the construction team will move to the next location.
- Temporary surface pipelines will be used to deliver water for completions operations, thereby eliminating the truck traffic associated with water hauling as detailed in the site-specific water plan.
- Flowlines from the well pad to the proposed Maximus State G04-11 Multi will be constructed prior to starting flowback operations to eliminate truck traffic associated with flowback and production.
- Production operations are continuously monitored remotely from Noble's Integrated Operational Center (IOC) to minimize the need for personnel to drive to the well pad.
- A speed limit of 20 MPH will be enforced on the unpaved private roads.
- Noble will employ practices for control of fugitive dust caused by operations, including speed restrictions, regular road maintenance, restriction of construction activity during high wind days, and silica dust controls when handling sand used in hydraulic fracturing operations. Additional management practices such as road surfacing, wind breaks and barriers, or automation to reduce truck traffic may also be used to minimize fugitive dust emissions.
- A sign will be prominently displayed at all approved access/egress locations with the following information:
 - Company name:
Noble Energy
 - Contact information:
907-304-5000