



Kerr-McGee Oil & Gas Onshore LP

Transportation Plan

Colt OGD

Includes the following five pads:

Hi Chapparal 15-23HZ	SW4 SE4 & SE4 SW4 Sec 23 - T3N - R63W
East Street 14-22HZ	SW4 SE4 & SE4 SW4 Sec 22 - T3N - R63W
Roan Angel 5-23HZ	W2 NW4 Sec 23- T3N - R63W
Daniel Boone 8-15HZ	E2 NE4 Sec 15 - T3N - R63W
Hickory Miguel 8-10HZ	SE4 NE4 Section 10 - T3N - R63W

Weld County, Colorado

July 2023

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I. Purpose

Kerr-McGee Oil & Gas Onshore LP (KMOG) developed this transportation plan pursuant to COGCC 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 OGD will include the five southern pads, the Colt OGD. The second OGD will include the four northern pads, the Filly OGD.

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 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 Colt OGD (including five pads) will have approximately 595,380 truck trips eliminated during the completions process by using the WOD system.

KMOG plans to pipe all produced water from each pad within the Colt OGD. 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 Colt OGD (including five pads) will have approximately 30,168 truck trips eliminated during the life of the wells.

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, 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 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.

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 five phases:

1. Pad Construction
2. Drilling Operations
3. Completion Operations
4. Production Facility Construction (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 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.

East Street 14-22HZ Pad

	Construction Phase	Drilling Phase	Completions Phase	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	101	64	30	30
Pickups/Passenger Cars	342	3,471	330	228	880
Tandem Trucks	100	6	-	55	1,121
Semi and Trailer	1,263	2,024	16,157	55	337
Oversized Loads	29	139	-	55	18
Total Trips (Avg/day)	58	56	258	13	79
Total Avg Trips/Day (rounded)	56	54	256	12	78
Total	1,733	5,639	16,487	393	2,355

Hi Chapparal 15-23HZ Pad

	Construction Phase	Drilling Phase	Completions Phase	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	83	52	30	30
Pickups/Passenger Cars	320	2,837	330	184	880
Tandem Trucks	100	6	-	44	1,121
Semi and Trailer	1,269	1,707	12,989	44	337
Oversized Loads	29	119	-	44	18
Total Trips (Avg/day)	57	56	256	11	79
Total Avg Trips/Day (rounded)	56	56	256	10	78
Total	1,718	4,668	13,319	316	2,355

Roan Angel 5-23HZ Pad

	Construction Phase	Drilling Phase	Completions Phase	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	117	78	30	30
Pickups/Passenger Cars	386	4,034	330	316	880
Tandem Trucks	100	6	-	77	1,121
Semi and Trailer	1,725	2,306	19,853	77	337
Oversized Loads	29	156	-	77	18
Total Trips (Avg/day)	75	56	259	18	79
Total Avg Trips/Day (rounded)	74	54	258	18	78
Total	2,240	6,501	20,183	547	2,355

Daniel Boone 8-15HZ Pad

	Construction Phase	Drilling Phase	Completions Phase	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	153	102	30	30
Pickups/Passenger Cars	430	5,301	330	404	880
Tandem Trucks	100	6	-	99	1,121
Semi and Trailer	1,365	2,939	26,189	99	337
Oversized Loads	29	196	-	99	18
Total Trips (Avg/day)	64	55	260	23	79
Total Avg Trips/Day (rounded)	64	54	258	22	78
Total	1,923	8,441	26,519	701	2,355

Hickory Miguel 8-10HZ Pad

	Construction Phase	Drilling Phase	Completions Phase	Production Facility Construction & Equipment Placement Phase	Interim Reclamation Phase
Days	30	146	97	30	30
Pickups/Passenger Cars	419	5,055	330	382	880
Tandem Trucks	100	6	-	94	1,121
Semi and Trailer	1,747	2,816	24,869	94	337
Oversized Loads	29	188	-	94	18
Total Trips (Avg/day)	76	55	260	22	79
Total Avg Trips/Day (rounded)	76	54	258	22	78
Total	2,295	8,064	25,199	662	2,355

VII. Proposed Haul Routes –

All five pads in the Colt OGDP are accessed from one lease access road via Highway 34.

