



Kerr-McGee Oil & Gas Onshore LP

Transportation Plan

MESQUITE HZ Pad

SW/4 NW/4 Section 31, T2N R63W 6th P.M.

Weld County, Colorado

December 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) 14 to the intersection of WCR 14 and WCR 61, then turn north onto the lease access road.

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 west via WCR 14.

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” 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 150,280 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.

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 Operations
5. Production Facility Construction (Equipment placement)
6. 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.

	Construction	Surface Drilling	Drilling	Completions	Production Facility Construction & Equipment Placement	Interim Reclamation
Days	45	16	98	110	50	30
Pickups/Passenger Cars	194	264	3,708	660	707	902
Tandem Trucks	171	-	-	-	334	1,125
Semi and Trailer	3,044	361	2,508	23,174	453	1,362
Oversized Loads	15	26	184	-	71	16
Total Trips (Avg/day)	114	27	58	278	31	113
Total Avg Trips/Month	3,424	434	1,752	8,353	939	3,405
Total	3,424	651	6,400	23,834	1,566	3,405

VII. Proposed Haul Routes

