

March 27, 2014 Gas Drilling Review Committee Meeting Notes



GAS DRILLING REVIEW COMMITTEE MINUTES

March 27, 2014

3:00 p.m.

Council Chambers- City Hall

1000 Throckmorton Street

1. Introduction to City Staff

Rick Trice, Planning and Development, Chair	Present
Eric Fladager, Planning and Development	Absent
Jerry Simons, TPW	Present
John Lopez, Water	Present
Madelyn Gibbs, Planning and Development	Absent
Christa Reynolds, Legal	Absent
Cornell Gordon, PACS	Present
Sheila Hill, Park Board Member	Absent

2. Overview of GDRC Agenda. Full Transcription of recorded meeting is below:

1. Quicksilver Resources – Alliance TMS C (Transportation Route)

I am Tami Humphrey with Quicksilver Resources, 801 Cherry Street 76102. Here today for our Alliance TMS C transportation route which is utilizing I-35 North to Dale Earnhardt Way which then becomes Victory Circle then turns right into our pad site.

Rick Trice – I guess the Sports Authority has reviewed this and are fine with it?

Tami – Yes, as a matter of fact the road right next to it, Allison Avenue, which is right there on the west side of our pad site, they will not let us use that road so that is why we made the entry right there off of Victory Circle.

Rick – Any questions for Ms. Humphrey?

John Lopez – You might want to coordinate with TXDOT, which I know you are, for the future extension.

Tami – Okay, certainly.

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Rick – Okay, thank you

Tami – Thank you

Rick – You are approved

Citizen Comments

No citizens appeared on this item.

2. XTO Energy – Hayco D and Hayco E Pad Sites (Transportation Routes)

My name is Will Winston I am here on behalf of XTO Energy 810 Houston Street 76102. This is a revised transportation route for our Hayco D and E pads. We are changing the route late after the fact the developer has gone and removed our existing transportation route. This route was established back in 2003 prior to a lot of checks and balances being in place. We would come down Bob Hanger to Center Hill and the developer has put a curb cut there on the east side of Center Hill that allows us to travel across about 300 meters to the existing lease road that's running north/south; what is not shown right there is the road running north/south, existing lease road, that ran all the way up to that Hayco B pad. I believe that is the section that has been removed because of the Marine Creek Phase 7 is now under construction.

Rick Trice – What was the transportation route before?

Will – We came straight off of Cromwell Marine Creek down to the Hayco B pad and then from the Hayco B pad the lease road extended from the south side of the Hayco B pad and tied back into the existing lease road that you see shown on the plat there.

Tom Edwards – The original was from Bowman Roberts that went all the way to Marine Creek and then south.

Will – Yes and went into the TXU easement that runs along the south.

Rick – Is the preliminary plat for that surrounding both those pad sites today?

Will – What the developer gave us showed us this route here and I believe when he went in on his preliminary they went in and starting building that section that is on the east side of the existing subdivision that is there now north of Center Hill which is the east/west road there. And this section that he is building is between that point and the Hayco B pad.

Rick – I guess you have a scheme when he actually builds out to continue to have access?

Will – Yes, we are getting ready to plug and abandoned everything on the B pad; I think we might have already plugged the B pad out. But our lease requires that we work with the surface owner on the transportation routes as he provides us access. This is one where I think he had his precon meeting with the City and then showed us the route that we were going to be using. I think what really brought it up is that there is a storm water line that runs on the east side of the developed lots that you see there north and south of Center Hill and there is an outfall just on the south side of where the lease road is projected to extend out. The developer said that he had shown this and discussed it with the City at the time, but I am not sure how much detailed he went into about that he was relocated our entrance.

Rick – Do we have any questions for Mr. Winston?

Jerry Simons – I would just like to say that there are stubbed out streets and utilities in that area. You will need to protect those with some type of permanent drive. Approach at the end and then maintain the barricade somewhat.

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Will – Okay, maintain the barricade there at the end?

Jerry – Yes, because you will get people off in there.

Will – We have installed a barricade before at the end of Everman Parkway where it just stops dead end. I forget it is part of the traffic manual; we worked with gates that swing out that have the markings, is that the type of barricade you are talking about?

Jerry – No, I am just saying something minimal. I don't even know if there is one out there; just a guardrail type thing, something like that.

Will – We will do a locked gate. I haven't been to the site and I am not sure, but I thought it was a circle like a cul-de-sac.

Jerry – It might be a turn-a-around.

Will – Do you want just an old concrete approach?

Jerry – Yes, no matter if there is hot mix out there that edge will still be hanging out there. Because that hot mix will be settled out and then you will have that edge.

Will – Okay, we can do that.

Jerry – That is what we usually do when you turn off perpendicular off the road.

Will – Right, I think he just put a curb cut approach and we will extend that back and then put a barricade on the end of that so our trucks can get out of traffic. Okay, we can do that.

Rick – Alright, I guess you are approved subject to that.

Tom – Rick, do you want to read this letter from Pamela Osborn?

Rick – We did have a discussion and TPW indicates that that intersection will have to be warranted whether or not there will be stop sign or other traffic control there. Let's talk about the speed limit for a second. I am not sure if we can post a 20 mile an hour speed limit, but If you could advise your trucks to adhere to that standard?

Will – There is no reason.

John Lopez – I am not recommending a study, but some type from your stand point, some field data, to see what is safe with the trucks you are bringing down to address that particular issue. I would like to see something like that.

Will – Really the only two trucks you are going to find normal well site trucks as we don't have any plans on drilling in here any time soon that I am aware of. Could be a work over rig or something like that and maintaining the 20 mile an hour speed limit.

Rick – I think the work over rigs and the water trucks.

Will – We can advise our water trucks that they need to travel 20 miles an hour, that won't be an issue. And that is what the speed limit is, 20 miles an hour?

Jerry – That is what we would ask you to try to do.

Will – We can tell our drivers, we can definitely tell our drivers.

Jerry – We don't just arbitrarily set speed limits other than by ordinance. We just understand that there are 30 miles an hour in a residential area. School zone we knock it back and neighborhood groups request it and we will allow that.

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Will – There is no reason why we can't say, hey once you turn off of Hanger knock it down to 20 miles per hour. Typically speaking on the lease roads we get down to 10-20 miles an hour, so we can just say, consider Center Hill a lease road and don't exceed 20 miles per hour. We can do that.

Jerry – After you are rolling in there we may have Traffic Engineering do a study.

Will – And we can tell them to treat the intersection at Center Hill and El Capitan to stop on a cross street like that when they go into that pad. I think that is what she is looking for. If they don't acknowledge it, if they can give us a call and tell us the time and the date we can tell the driver to treat this as a four way stop.

Jerry – Anything you can do to help the situation.

Will – I don't see why we can't do that.

Rick – Okay, thanks.

Citizen Comments

No citizens appeared to speak on this item.

Meeting adjourned.

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ALLIANCE TMS "C" PADSITE TRANSPORTATION ROUTE



0 320 640 1,280 1,920 2,560 Feet

From N I-35W take Exit 70 and follow the access road 1.05 miles.
Turn left onto Dale Earnhardt Way and drive 0.68 miles.
Merge with Victor Circle and continue for 0.46 miles. Turn left onto pad site.



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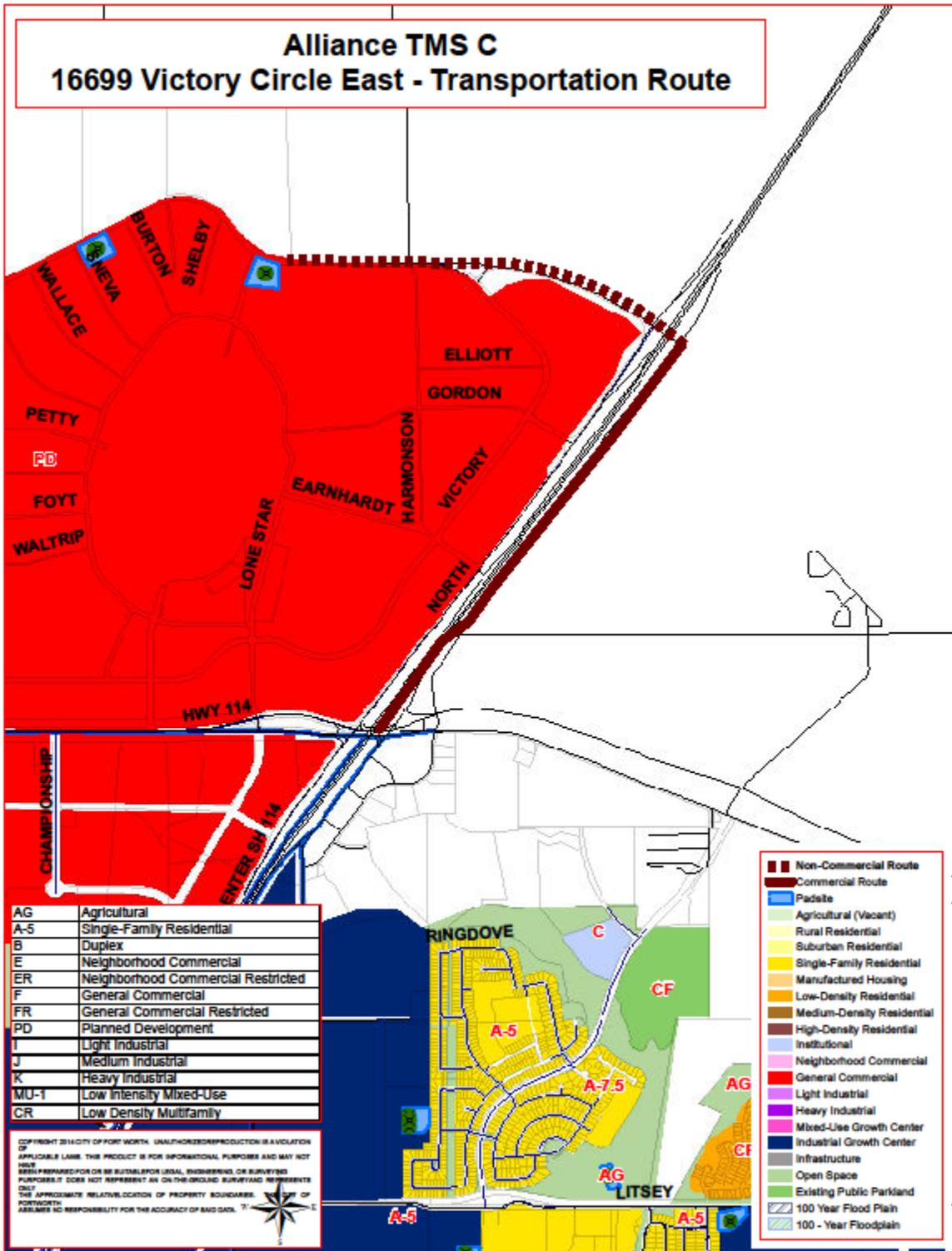
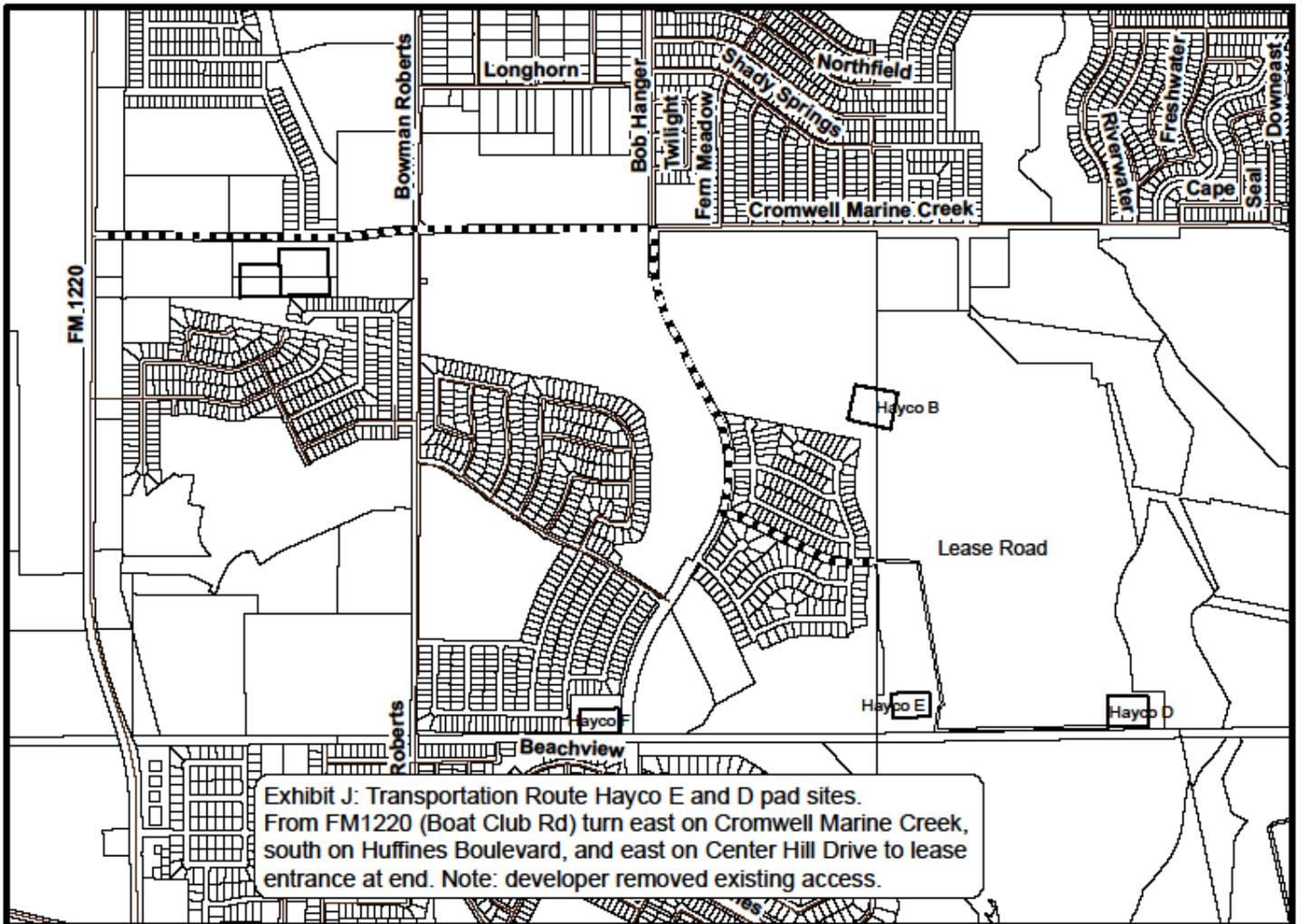
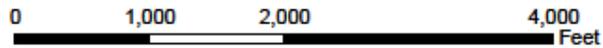


Exhibit 2

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1 inch = 1,000 feet



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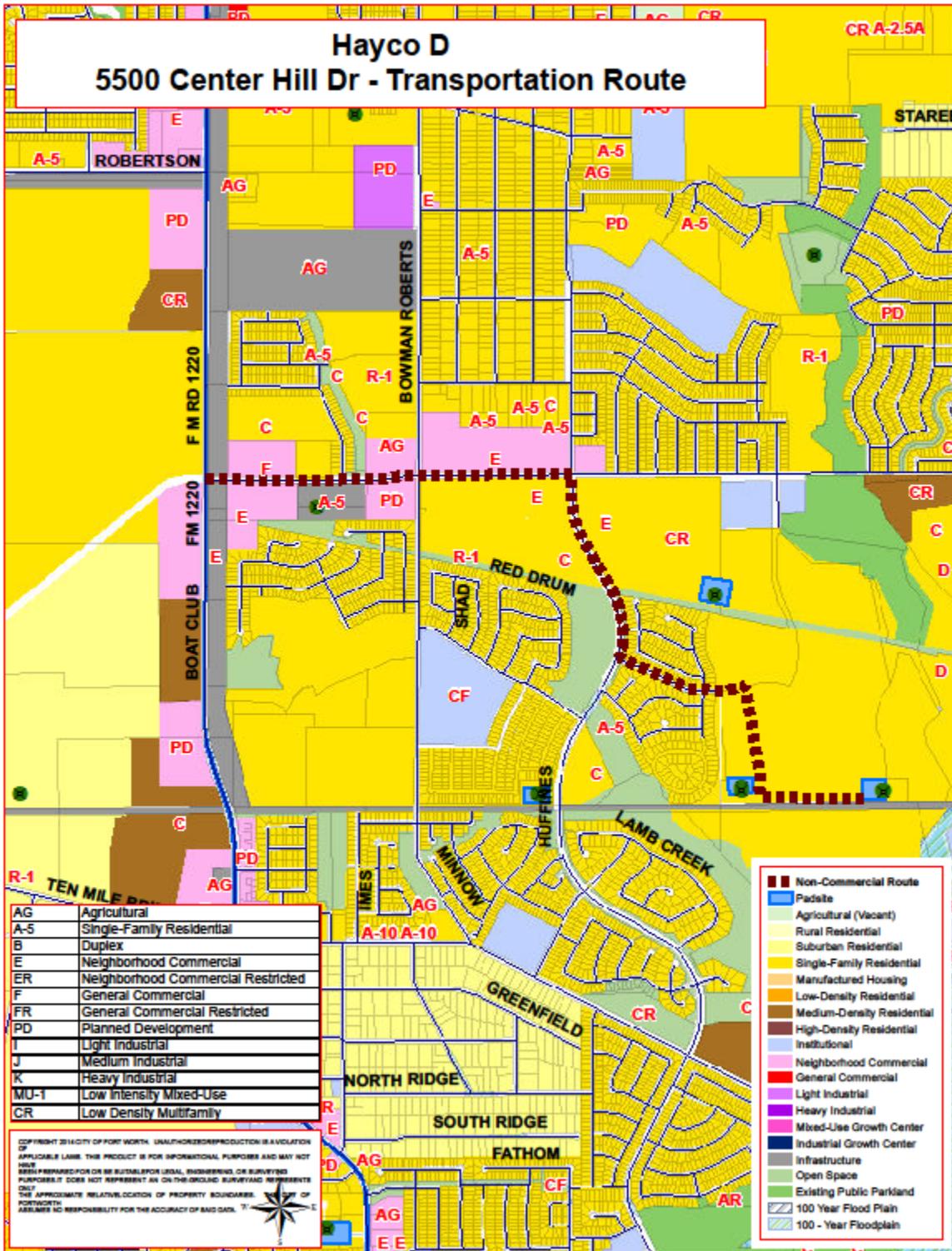


Exhibit 4

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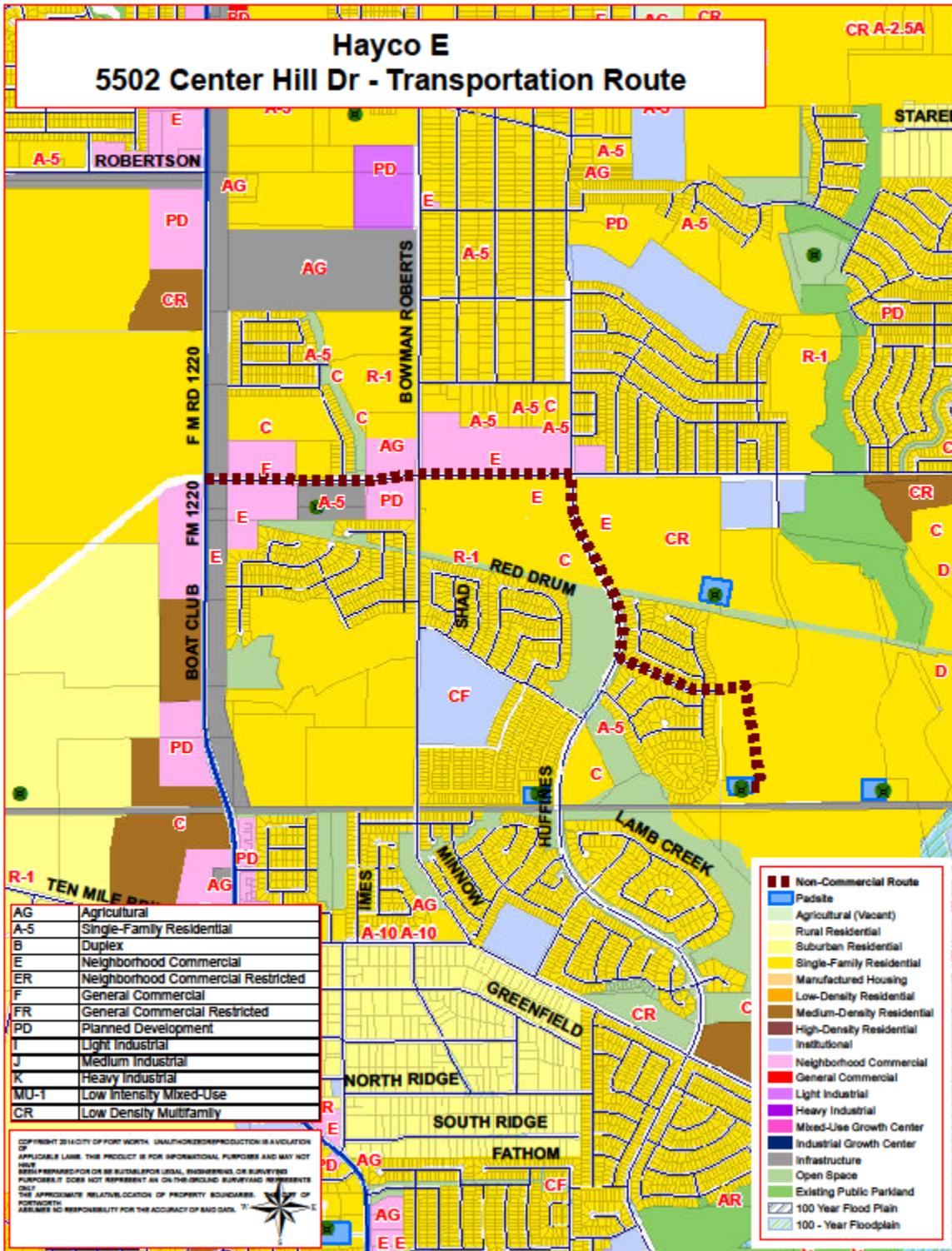


Exhibit 5

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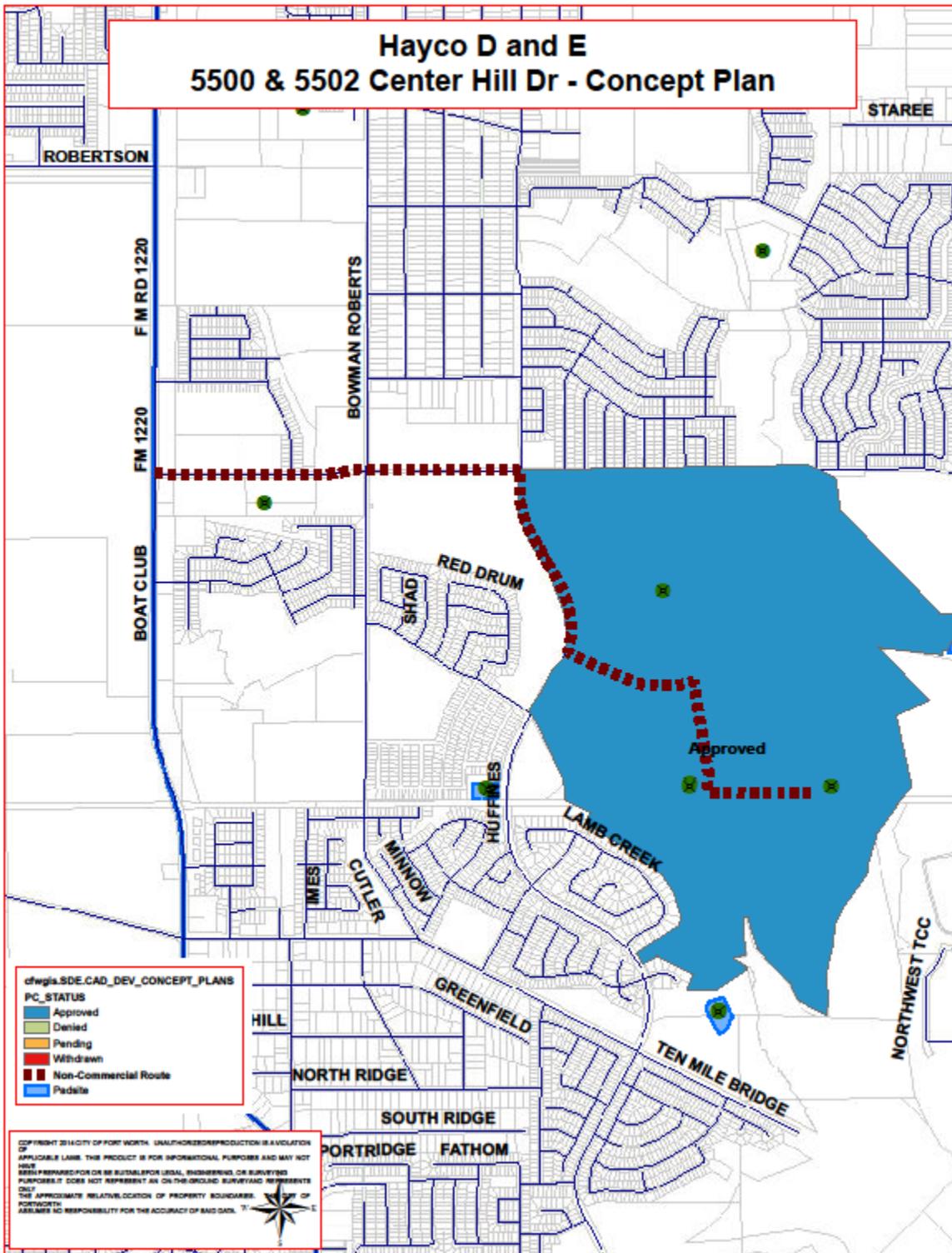


Exhibit 6

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Leyba, Cecilia

From: Pamela Osburn [POsburn@enxp.com]
Sent: Tuesday, March 25, 2014 8:44 AM
To: Leyba, Cecilia
Cc: District2; Wiersig, Doug
Subject: GDRC HEARING
Importance: High

Dear Sir/Madam:

I received a letter about the GDRC hearing scheduled for March 27, 2014 concerning the new transportation route for 2 XTO wells. I live at the corner of El Capitan and Willis Creek Lane, only 2 blocks from the proposed new route located on Center Hill Drive and El Capitan. This is a busy intersection with a lot of traffic. There are NO stop signs at this intersection and no posted speed limit signs on Center Hill. As I see it this intersection could be a potential disaster. I know how many times in a 24 hour period water hauling trucks come and go to the 2 well sites. This truck traffic, even though no houses exist on Center Hill, is a danger to not only vehicles traveling this route but also for children in this area. The previous location of the entrance to this lease was on a street that does not run through the middle of a neighborhood, therefore it did not pose a huge problem. But this new location has totally different surroundings.

Unfortunately I cannot make the meeting on March 27th but I would like to request that the GDRC commit to having a 4 way stop at the intersection of Center Hill Dr. and El Capitan St. and that a 20 mph speed limit be enforced. The installation of stop signs is the highest priority and I hope GDRC and the City of Fort Worth will approve the placement of these signs.

I'm not sure but I believe this new route is already being used since all the required signage for these wells has been moved to the new gate. I was under the impression that a new route could not be used until it has been approved by the GDRC.

I am sending a copy of this message to my District 2 Representative Sal Espino and Doug Wiersig, Director of TP&W. I hope they will take an active part in working towards a reasonable solution to this issue.

I look forward to receiving your responses soon.

Thank you and best regards,

Pamela Osburn
Sr. Regulatory Analyst



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03/25/2014

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