

August 28, 2014 Gas Drilling Review Committee Meeting Notes



GAS DRILLING REVIEW COMMITTEE MINUTES

August 28, 2014

3:00 p.m.

Council Chambers- City Hall

1000 Throckmorton Street

1. Introduction to City Staff

Allison Gray, Planning and Development, Chair	Present
Eric Fladager, Planning and Development	Absent
Jerry Simons, TPW	Absent
John Lopez, Water	Present
Michelle Gutt, Planning and Development	Absent
Christa Reynolds, Legal	Present
Cornell Gordon, PACS	Present
Sheila Hill, Park Board Member	Absent

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

I want to welcome you to our August GDRC meeting, it is 3:00 o'clock and we will go ahead and get started. We had a request to move one of the Devon transportation routes up before their other routes so we will make that slight deviation from the agenda, but otherwise we will start with XTO; the Moore transportation route which was rescheduled from last month.

1. XTO Energy – Moore (Transportation Route-Reschedule from last month)

Good afternoon, I am Bob Manthei with XTO Energy and what you have today is our transportation route for our Moore pad. This drill site was established in 2005 and had not been to GDRC since. We are proposing to drill a new well off of this pad so that is the reason we are here on the transportation route. The proposed transportation route will come off Business 287 and it will come down Dick Price Road and come across over County Road 2051 and then pick up Anglin Drive and then Anglin Court. That is where the entrance is off of Anglin Court there at the curve to the lease road that we have now.

Allison – Is the same transportation route from 2005?

Bob – It is a little bit different. What I changed on it is, before in 2005 what they did is they came straight down Anglin and this portion of Anglin is in Forest Hill and there are some questions and issues about Lone Zone Bridge in this area. We have had some issues with Forest Hill before

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concerning that when we actually drilled this pad site right here which is our Kates which is part of the City now; we since then have tried to bring stuff in and around. They only other transportation route that is close to this one is when we have City of Everman in which actually comes in on Everman Parkway, stays on Everman Parkway which turns into Shelby goes down to the county road and comes back up into Enon Road which you can't see on this map. That is Enon Road there and Shelby comes on down and over; that would be the only other route that we have used in the past for accessing sites in this area. But this route that we have today, this portion here is to access several pad sites, this is our Richmond pad site which is in the city and also our City of Fort Worth south unit locations which we use to access it too. A portion of that route had been used for other operations in the past. We do have a driveway permit for the construction of the driveway, that's not a hard driveway, that's in the process of being constructed. We have the design which Water has looked at it and John is aware of it and so that should be constructed in the next couple of weeks.

Allison – I am not aware of any objections so I guess you should be fine.

Bob – Thank you

Citizen Comments

No citizens appeared on this item.

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

Hello, I am Tami Humphrey with Quicksilver Resources. This is a request for an additional transportation route to the one we currently have. The same route was approved for a pad that is just about a quarter mile down the way last time and the reason for that is for all the congestion and traffic delays on 35. This route will only be used during fracking when they are aware of congestion and delays and to divert the trucks to go this additional route. Because sometime they can get so backed up and the trucks get stuck on 35 and aren't able to get very much done at all during the day. That is the request for the additional route or the reason for it and the same route was approved for the TMS B pad previously. Actually the map you have, that is my fault on the one I originally submitted, it doesn't accurately show what the additional route is. The additional route would be going from 820 to 156 and then taking 156 all the way up there to Petty Place and you can see from there. And the folks there from TMS absolutely agree and approve this route as well to have that option for us.

Allison – Is there anyone here with concerns about this route? If there aren't any concerns then it is approved.

Tami – Thank you.

Citizen Comments

No citizens appeared on this item.

3. Devon Energy – Egelston (Transportation Route)

I am Laura Anderson with Devon Energy and before you is the transportation route for the Egelston #1. There is only one well existing on this pad site at this time and we are applying for a pad site permit therefore this route has not been previously approved and that is the reason we are here today. Access to the site will be from I-35 and you turn onto that Westport Parkway also known as the Keller Haslet Road, you go down about two tenths take a right, follow that road about four tenths of a mile down, then you turn left onto the lease road and follow the lease road onto the pad site. There is one approved gas well on this site at this time.

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Allison – When you turn off of Westport Parkway, is that a private lease road?

Laura – It is a lease road, but it is currently shared with the back of the hotel which is at that corner. It is a route that we both share at this time.

Allison – So it also serves as a hotel driveway for the first couple hundred feet?

Laura – Yes, very short distance there.

Allison – Is it also residential driveways as it looks like there are a couple of properties off that.

Laura – There is, but that has been purchased by the developer and they will be moving soon.

Allison – Ok, thank you. Is there anyone here to speak in favor of the transportation route; anyone speaking in opposition of the route? There not being any opposition, then it's good.

Laura – Thank you.

Citizen Comments

John and Pam Stanford signed in, but did not address the Gas Drilling Review Committee.

4. Devon Energy – Payton A, Payton C and Russell B (Transportation Route)

My name is Wendy Wharton with Devon Energy. Before you are two Payton pads and a Russell pad; I would like to go over all of those at the same time simply because they all use the same transportation route and the same entrance. So when I speak about these I am speaking for all three pads. I am not exactly sure why the Woodside Drive addresses were assigned because those are new addresses because the other pad sites were drilled prior to the 911's being assigned. The Payton Pad C and Russell Pad B the access route was off of Sam Reynolds Road and with the expansion of Burlington Northern Santa Fe Railway they took out a bridge that we used to access that. Since we were already using the route from 156 down to Cardinas Road, travel up to Ivey Road, follow that all the way around which turns into J. Cheshier Road and currently at the end of that neighborhood there is a gate that is a Devon gate and we will go through and it is at that point we enter Harriet Creek Ranch Subdivision and immediately take a right onto the lease road. All three pads will be utilizing the same route.

Allison – So we have the two Payton sites shown here and then we also have a Russell site shown here too.

Wendy – They actually are all three shown here. Woodside is very close to the Payton 3 and 4 which is pad C and the Russell pad B, but we don't access from that road.

Allison – So you don't drive on Woodside at all; it is entirely lease road once you leave J Cheshier?

Wendy – Correct.

Allison – Is there anyone here that needs to speak in regards to any of these three pads?

John Lopez – I see the existing access road crossing Burlington Northern at the north.

Wendy – Crossing what, I am sorry.

John – On the Payton site, where is says 3H and number 4H?

Wendy – Yes

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John – At that point, you are crossing an existing access road that is crossing Burlington Northern, is that going to be utilized?

Wendy – No. We are not utilizing any of the neighborhood roads.

John – No, it's a lease road that I guess you all built.

Tom Edwards – Where you cross the railroad track.

Wendy – We don't do that anymore. We don't use that because BNSF took the bridge out.

John – Okay, that was where the bridge was.

Wendy – Yes.

Allison – Anyone else?

Wendy – I do have one more question. Will the address for the Payton A and Russell B change to be the same as 2033 J. Cheshier Road?

Tom – If that is the entrance that makes sense to access those sites because that's generally what the Fire Department does is they are addressing the entrance to the well site not the well site per se. With that request and some of those other we talked about, just send that request to Cecilia and we will forward those on to the Fire Department to adjust those.

Wendy – Ok.

Allison – Wendy, have you made an assessment of those county roads that you will be using now, the Cardinas Road and J. Cheshier, do you know what condition they are in?

Wendy – They are in fairly good condition, there are no huge pot holes.

Allison – They are residential roads, right?

Wendy – Yes they are.

Allison – Asphalt or concrete?

Wendy – Asphalt.

Allison – Do you know if the residents along those roads where notified about the change in the transportation route?

Wendy – No, not by Devon. I am not sure what the requirements are for the City to notify everyone along the route, it made be a certain distance. Tom maybe you can answer that.

Allison – Okay, thank you. Does anyone else have additional concerns/questions? Thank you Wendy.

Citizen Comments

No citizens appeared on this item.

5. Devon Energy - Villa Blakley P (Transportation Route)

Wendy – This is the Villa Blakley Pad P. The first well on that site was permitted in 2005 at that time we used a transportation route off of John Day Road through the Blakley property and it connected off of what is Zanna Grace Way right now. I guess maybe four or five years ago, when the development started that access was closed off so we re-routed all of our trucks off of Avondale Haslet Road down Sendera Ranch Boulevard all the way to the well site because the well site is located on Sendera

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Ranch Boulevard. We have been actually using that route for about four years now; four or five years whenever the other access was closed.

Allison – Anyone in the audience have any questions for the Blakley transportation route? Okay.

Citizen Comments

No citizens appeared on this item.

6. Devon Energy – Cranz B and Cranz C (Transportation Route)

We initially had three pads on the Cranz site, two of them were accessed off of Business 287 (Saginaw Boulevard) and the third one was accessed off Wagley Robertson. Several years ago the railroad requested due to safety issues because they did not feel comfortable with us going over the railroad track, they asked us to re-route. So we re-routed to the existing transportation route that we already had off of Wagley Robertson Road; those wells were drilled in 2003.

John – Do we have a site plan for the Cranz 1 well pad?

Wendy – To be honest with you, that well has been plugged.

John – Good. We do have a 36 inch water main line running to the north of it. If it is plugged then there is no traffic running over it.

Wendy – No there isn't, we stop at the 2H pad. I can double check that for you John when I get back and send you an email.

John – Sure.

Allison – Anyone in the audience would like to speak regarding the Cranz well site transportation route? Okay Wendy.

Wendy – Thank you.

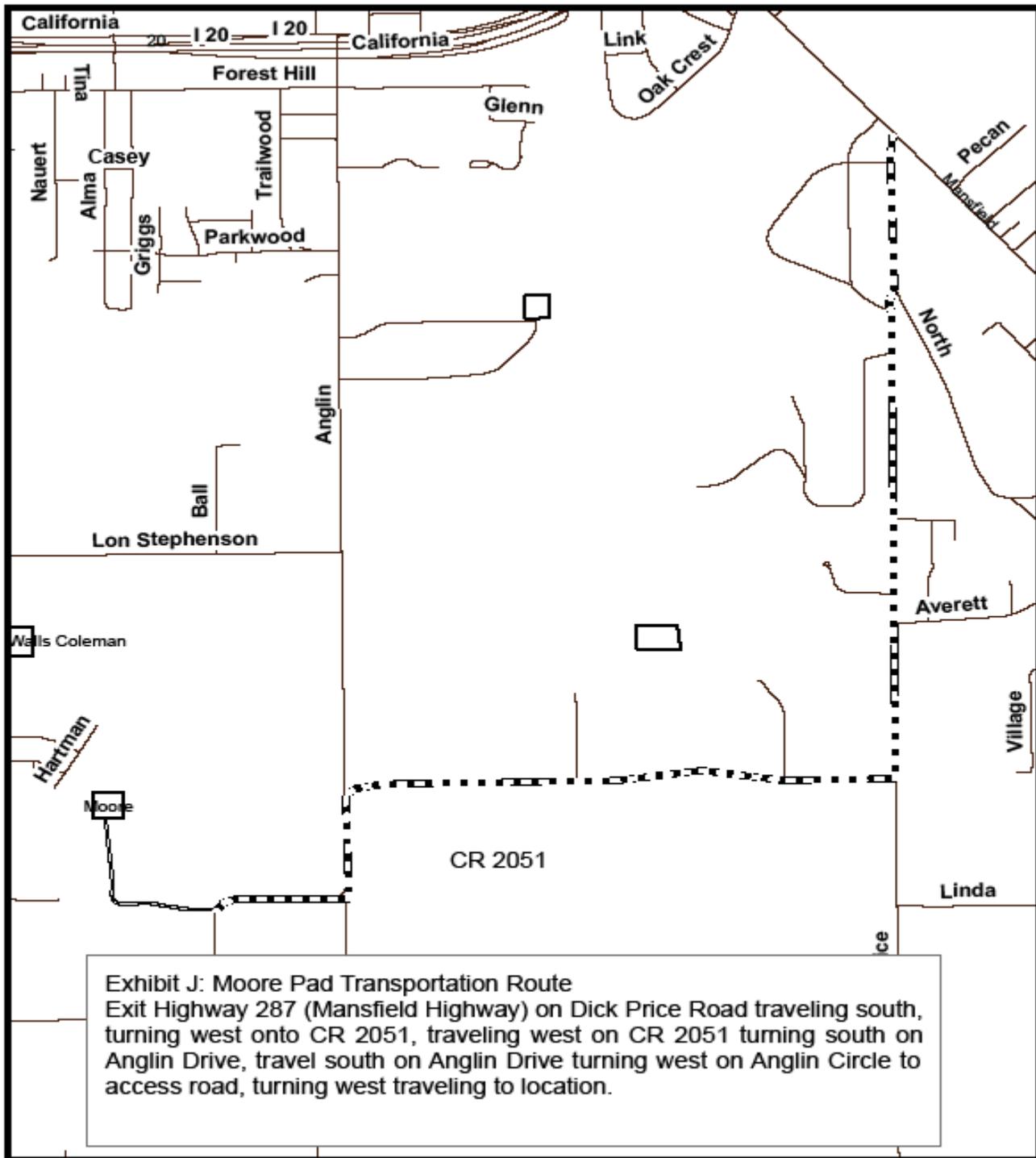
Citizen Comments

No citizens appeared on this item.

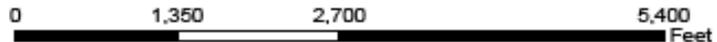
Allison – That concludes the transportation routes that we have to review for today. Do we have any other business that needs to be attended to? Thank you all and we will be adjourned.

Meeting adjourned.

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1 inch = 1,320 feet



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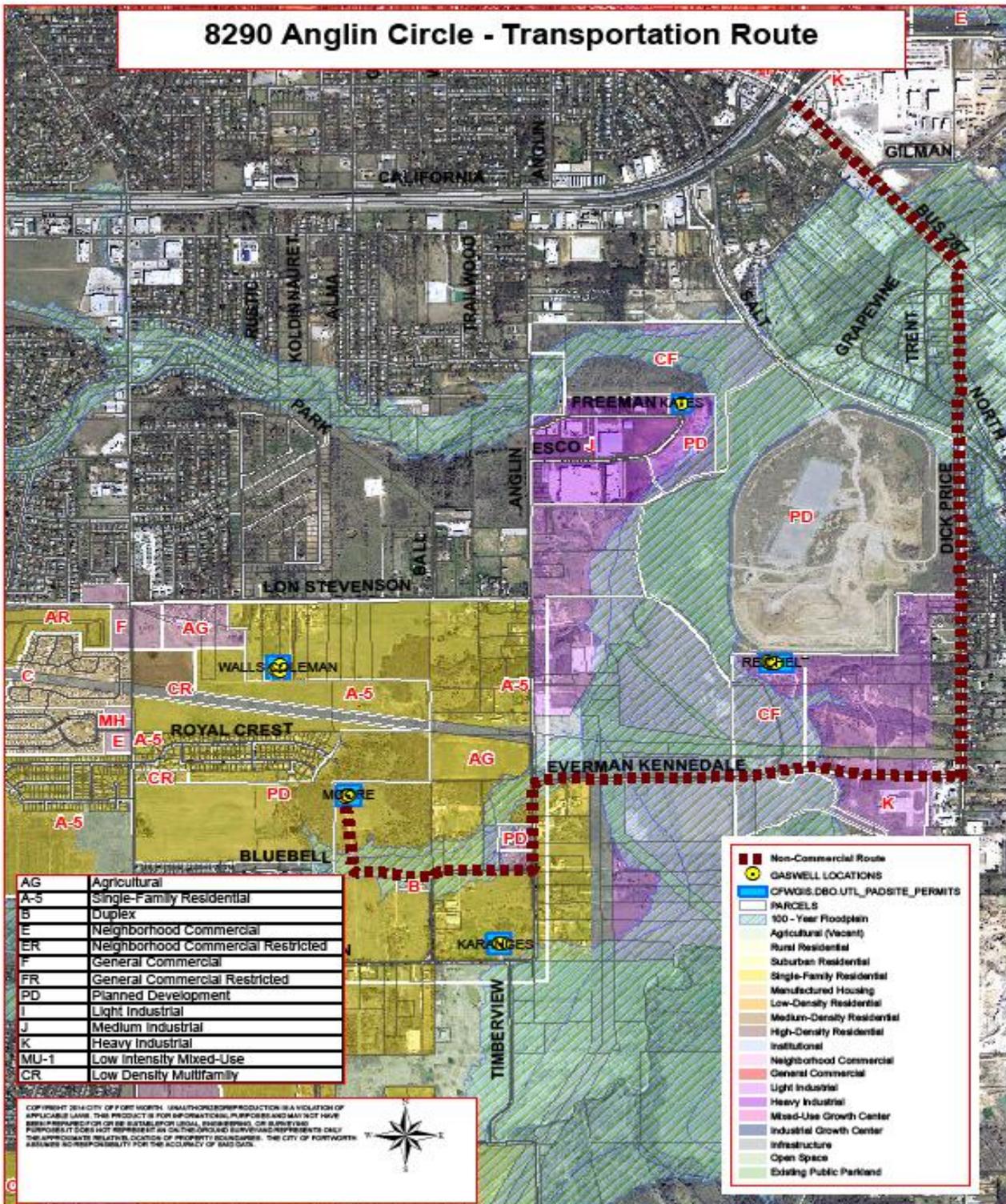
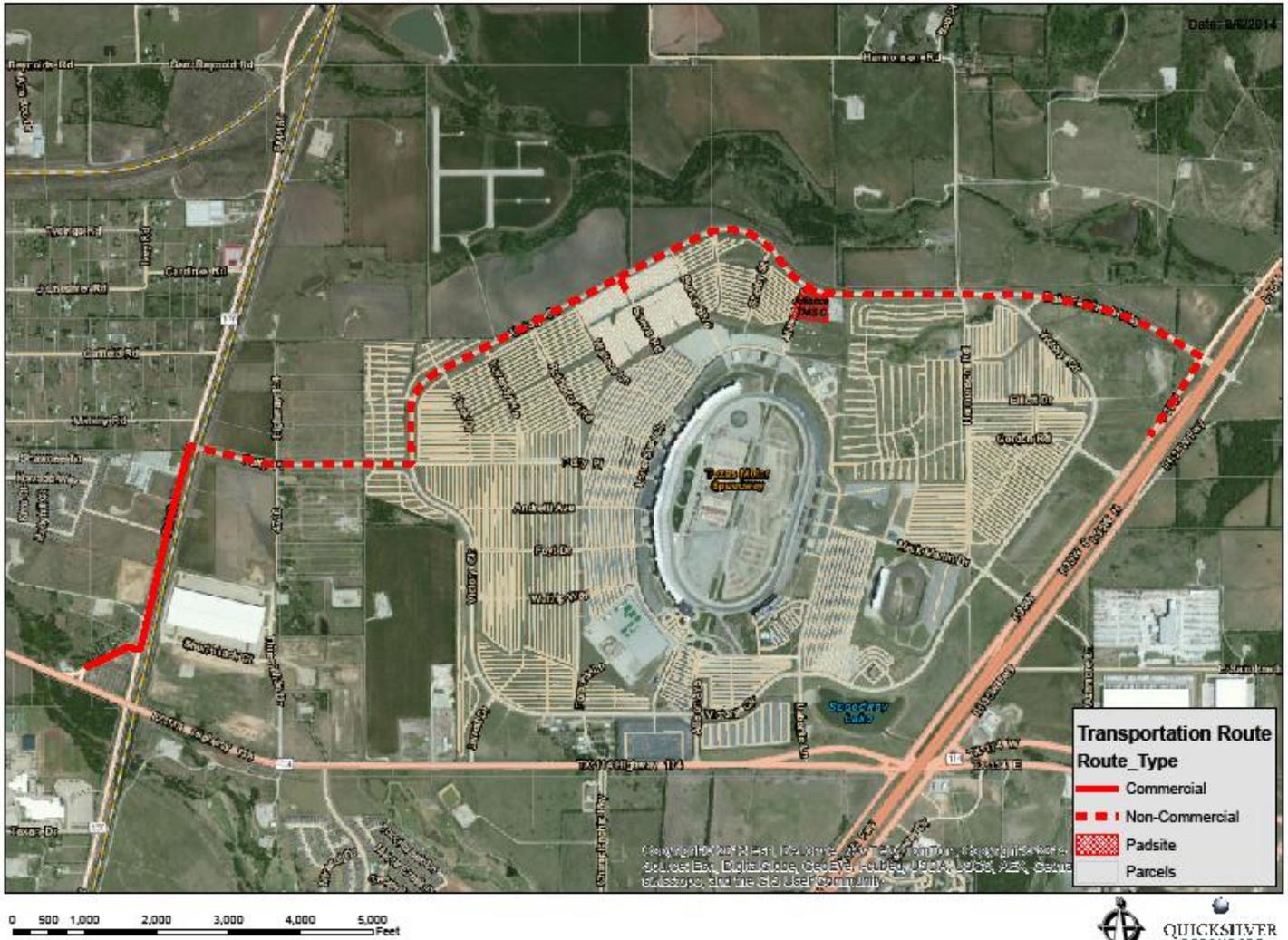


Exhibit 2

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TMS C ADDITIONAL TRANSPORTATION ROUTE



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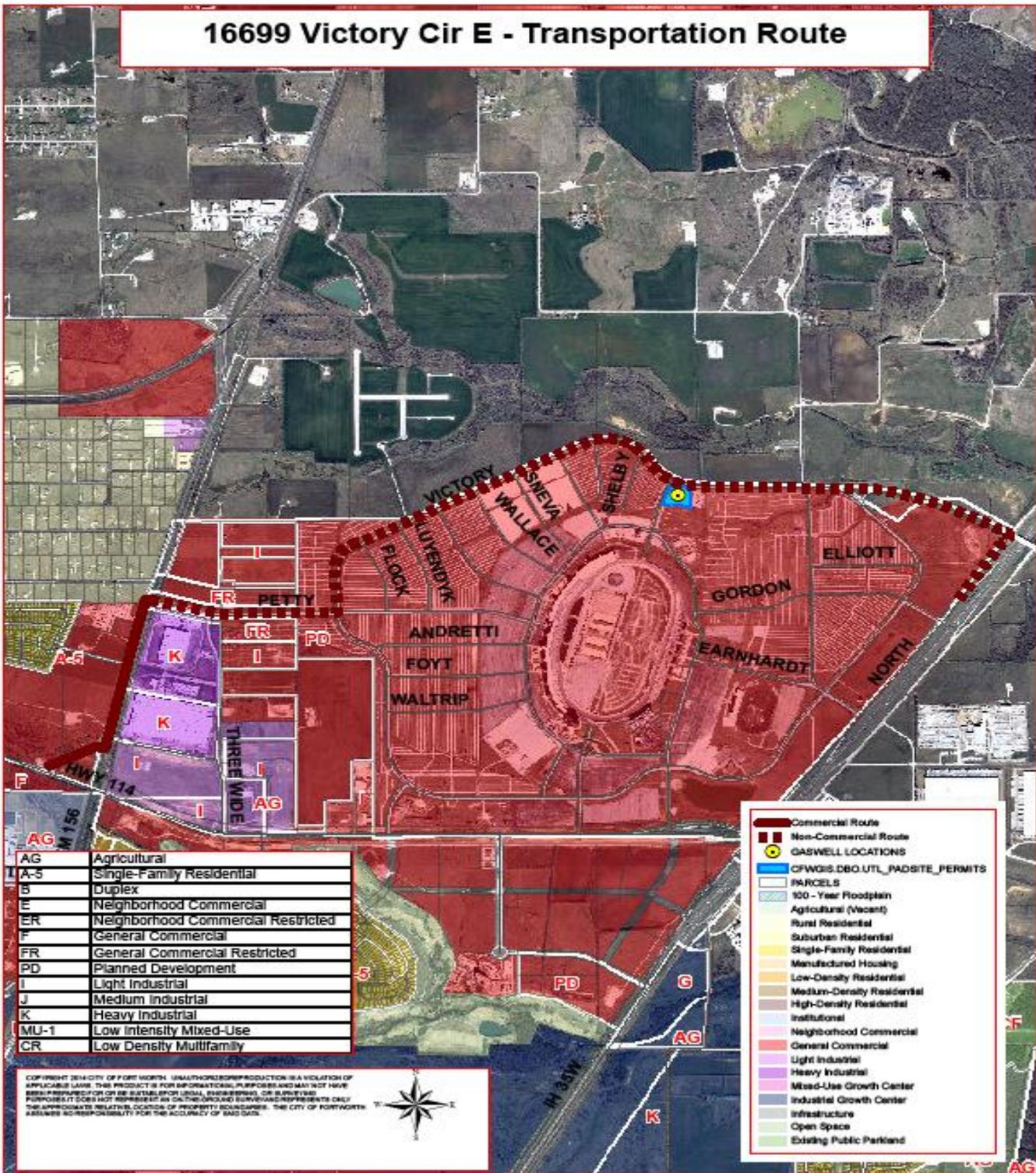


Exhibit 4

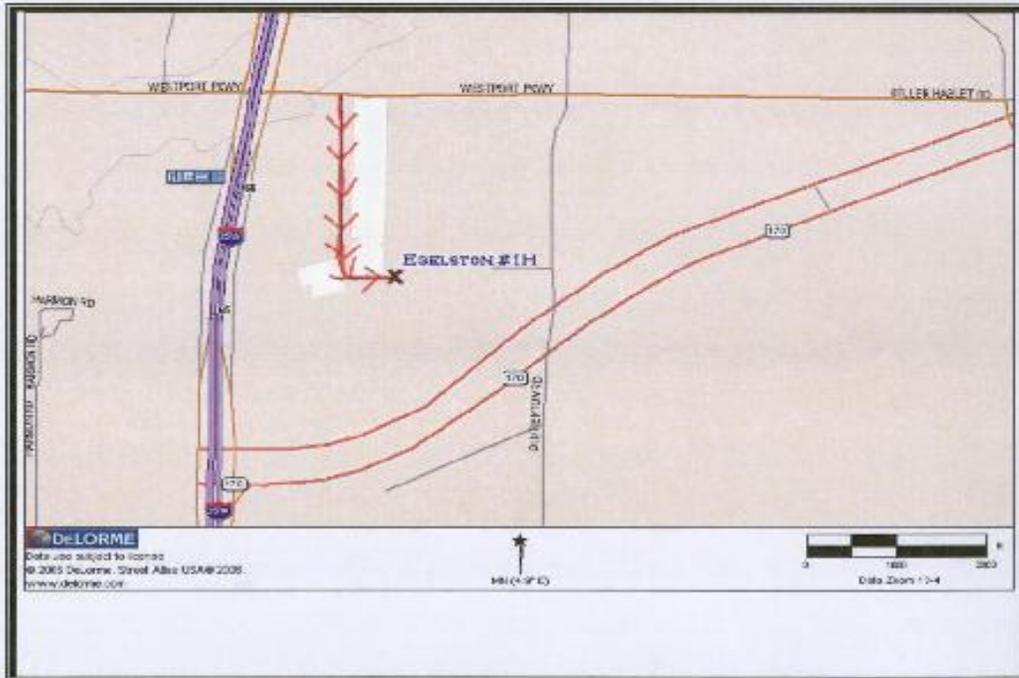
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"REVISED" EGELSTON #1H

Area: A2- Dick Lunsford, Tarrant County, TX

Nearest City:	Alliance, TX
Nearest Intersection:	I35 W and 2450 Westport Parkway/Keller Haslet Rd.
Dig Tess #:	060900400 3-31-06 and 060900909 3-31-06

Driving Directions starting from the above intersection.....I35W and 2450 Westport Parkway/Keller Haslet Rd, go 2/10 mile east and turn right (south). Go south 4/10 mile on roadway and take the "Y" to the left through the cattleguard and double gate. Go another 300 ft south and turn east on lease road .14 mile to the location pad, Egelston #1H.



Drive To Map Template
Updated September 2005

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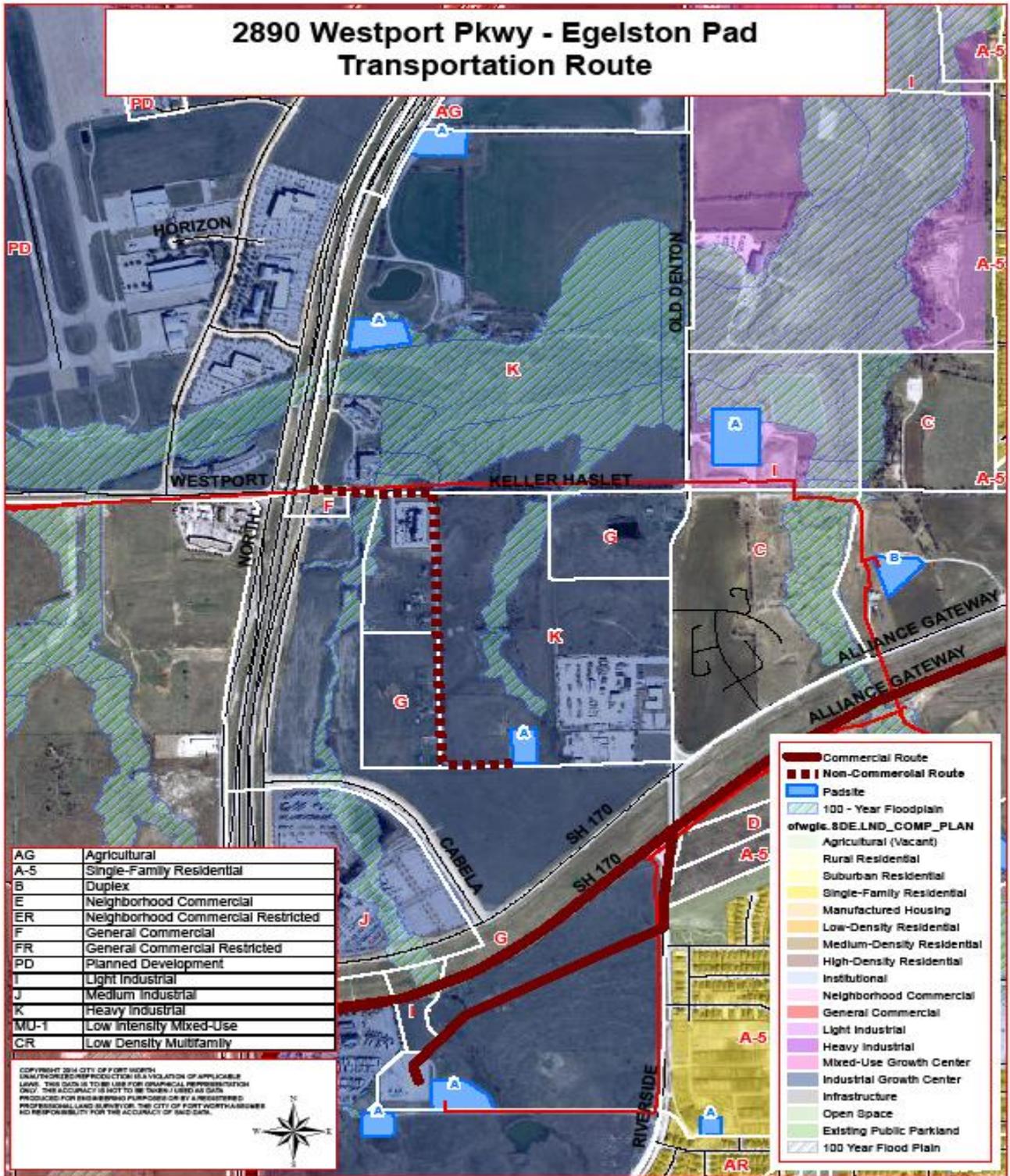


Exhibit 6

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J. O. Payton #3H & #4H

Area: E-3 / Tarrant County, TX.
Production Foreman: Dennis Martin

Wendy Wharton / 8-6-14

Nearest City:	Justin, TX
Nearest Intersection:	Sam Reynolds Rd. and FM156
City Limits:	Fort Worth

South of Justin from Sam Reynolds Rd. and FM156, travel south on FM156 for 0.54 mi to Cardinas Rd.; Turn on Cardinas Rd and travel west for 0.26mi to a "T"; Turn left (south) onto Ivey Rd, and then curve west onto Cheshier Rd. 0.4mi to Devon's unmarked gate (keep gate closed & locked); from gate turn immediately right (north) onto lease entrance marked J. O. Payton #1; follow lease road north approx. 0.1mi to gate marked J. O. Payton #3 & 4H; continue north approx. 0.1 to another entrance and turn left (west); follow lease road west approx. 0.5mi to location marked J. O. Payton 3 & 4H.

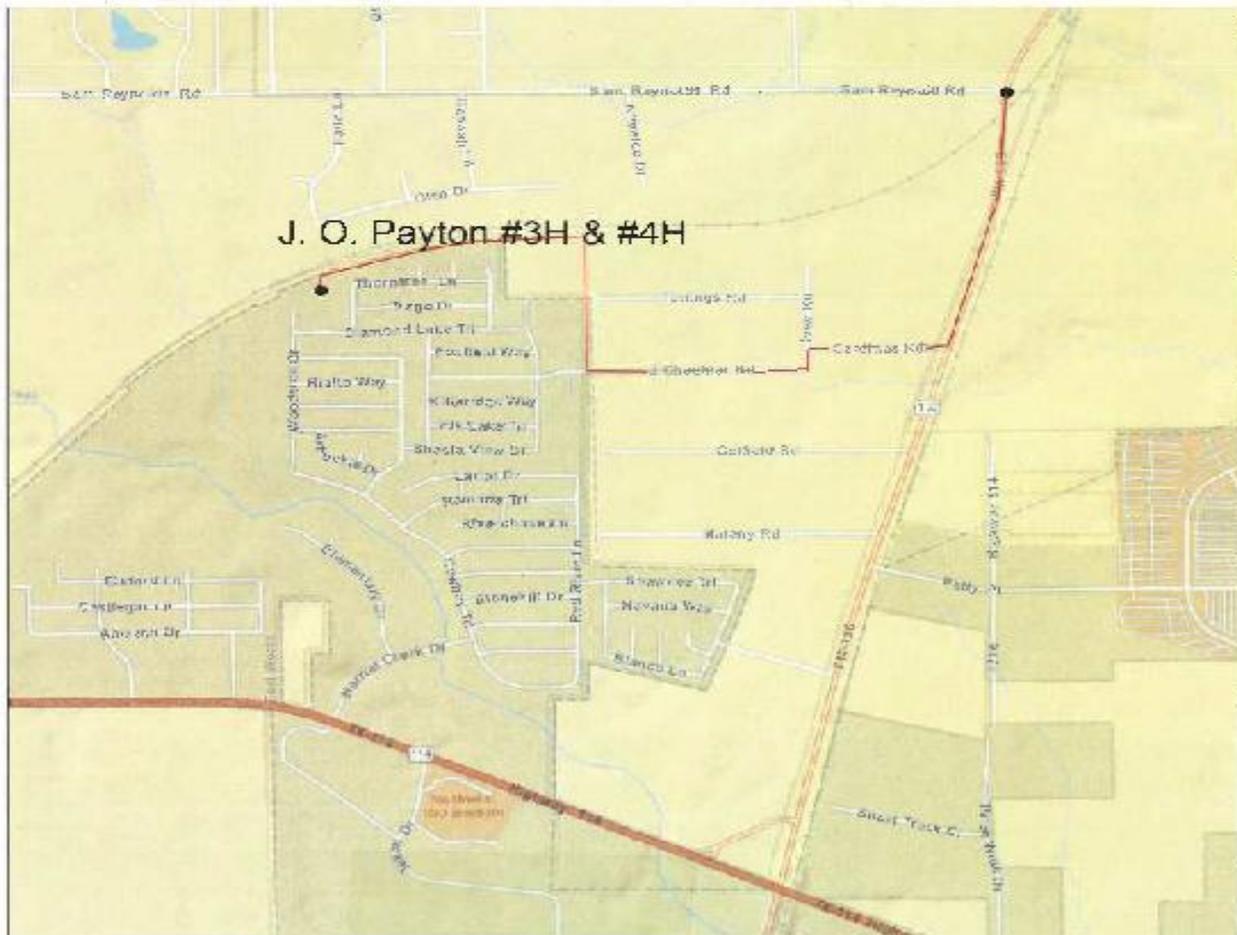


Exhibit 7

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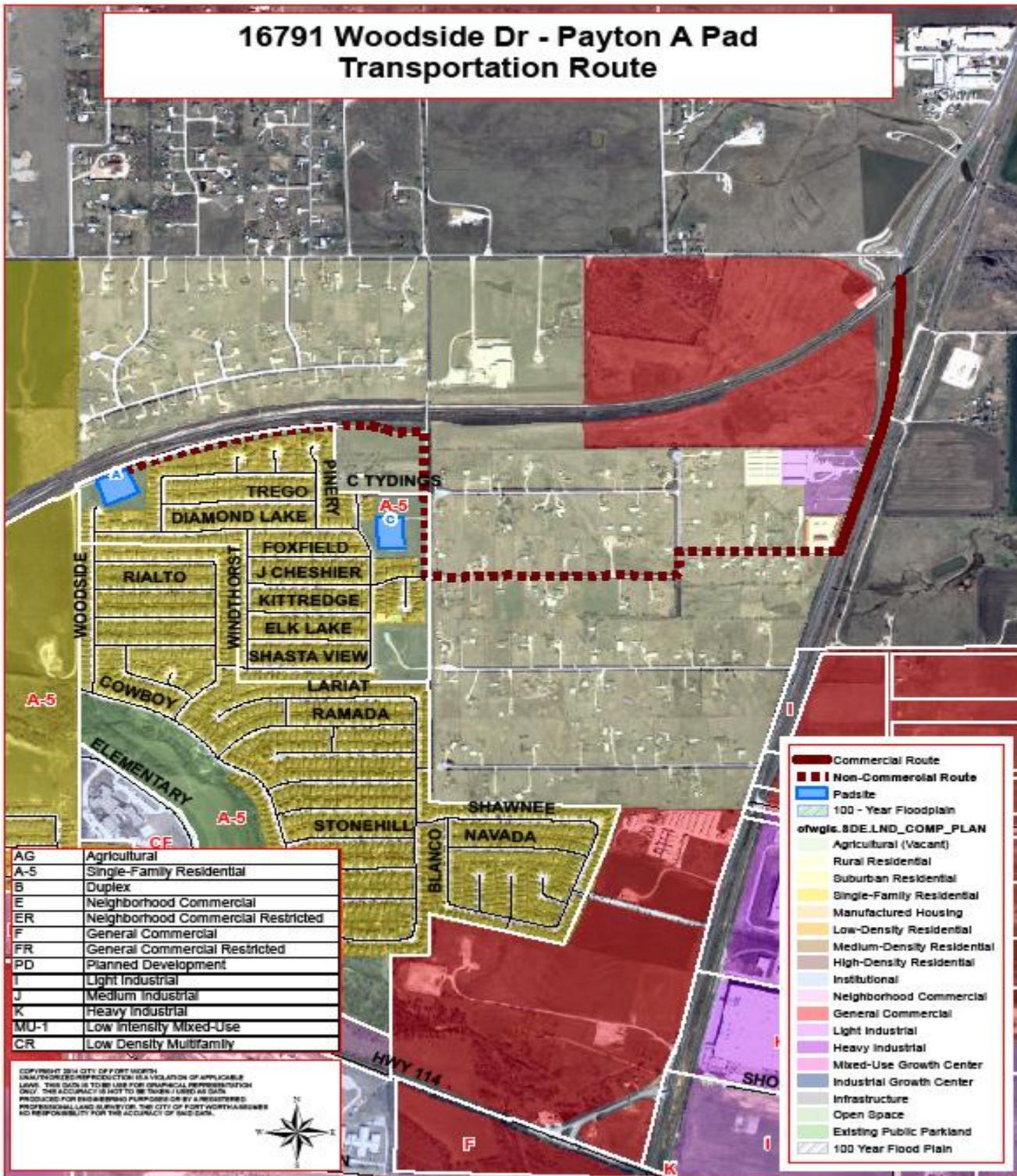


Exhibit 8

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Jerome Russell #2H

Area: E-3 / Tarrant County, TX.
Production Foreman: Dennis Martin

Wendy Wharton / 8-6-14

Nearest City:	Justin, TX
Nearest Intersection:	Sam Reynolds Rd. and FM156
City Limits:	Fort Worth

South of Justin from Sam Reynolds Rd. and FM156, travel south on FM156 for 0.54 mi to Cardinas Rd.; Turn on Cardinas Rd and travel west for 0.26mi to a "T" at Ivey Rd; Turn left (south) onto Ivey Rd. and then curve west onto Chesher Rd. for 0.4mi to Devon's (unmarked gate (keep gate closed & locked); from gate turn immediately right (north) onto lease entrance marked J. O. Payton #1; follow lease road north approx. 0.1mi to gate marked J. O. Payton #3 & #4H; continue north approx. 0.1 to another entrance and turn left (west); follow lease road west approx. 0.6mi to a gate marked Jerome Russell #2H; follow lease road south approx. 0.7mi to the pad site marked Jerome Russell #2H.

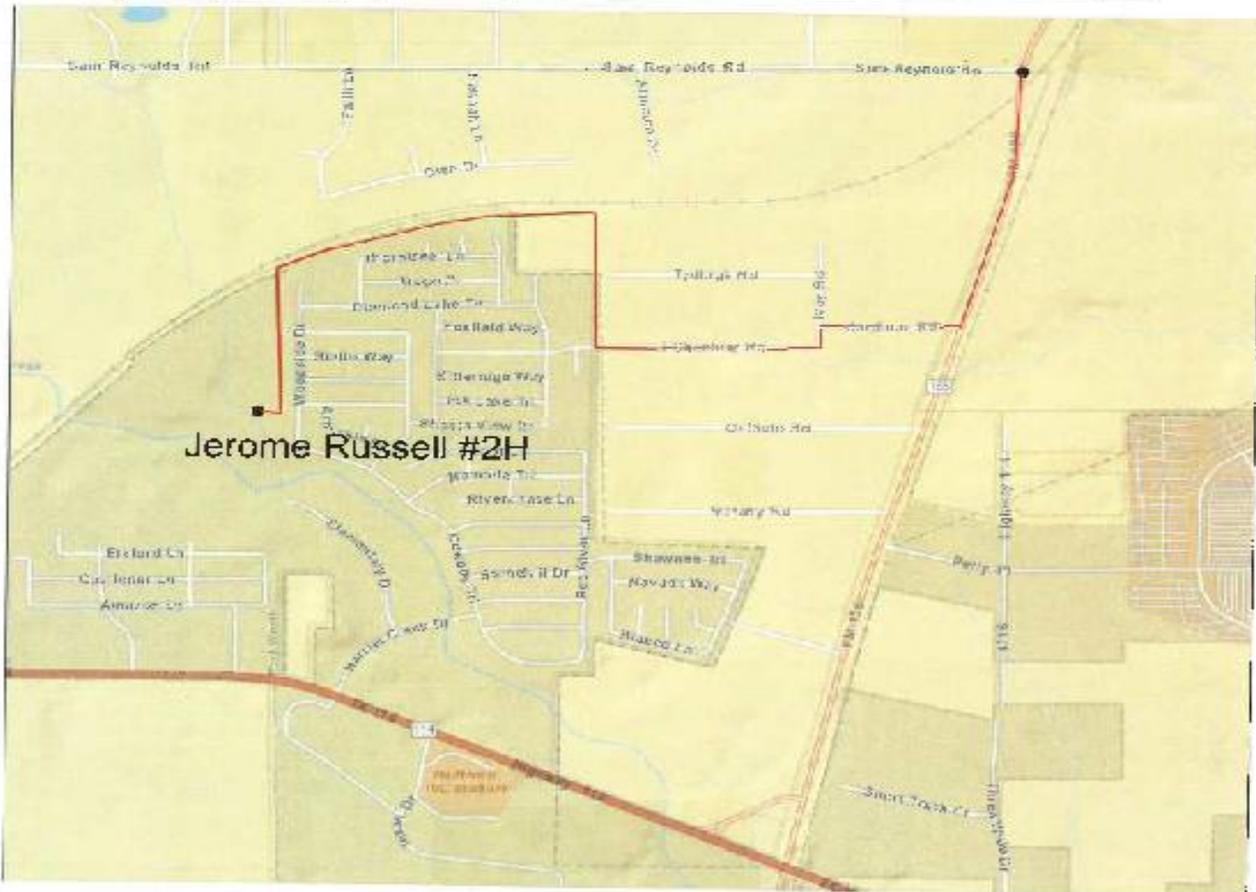


Exhibit 9

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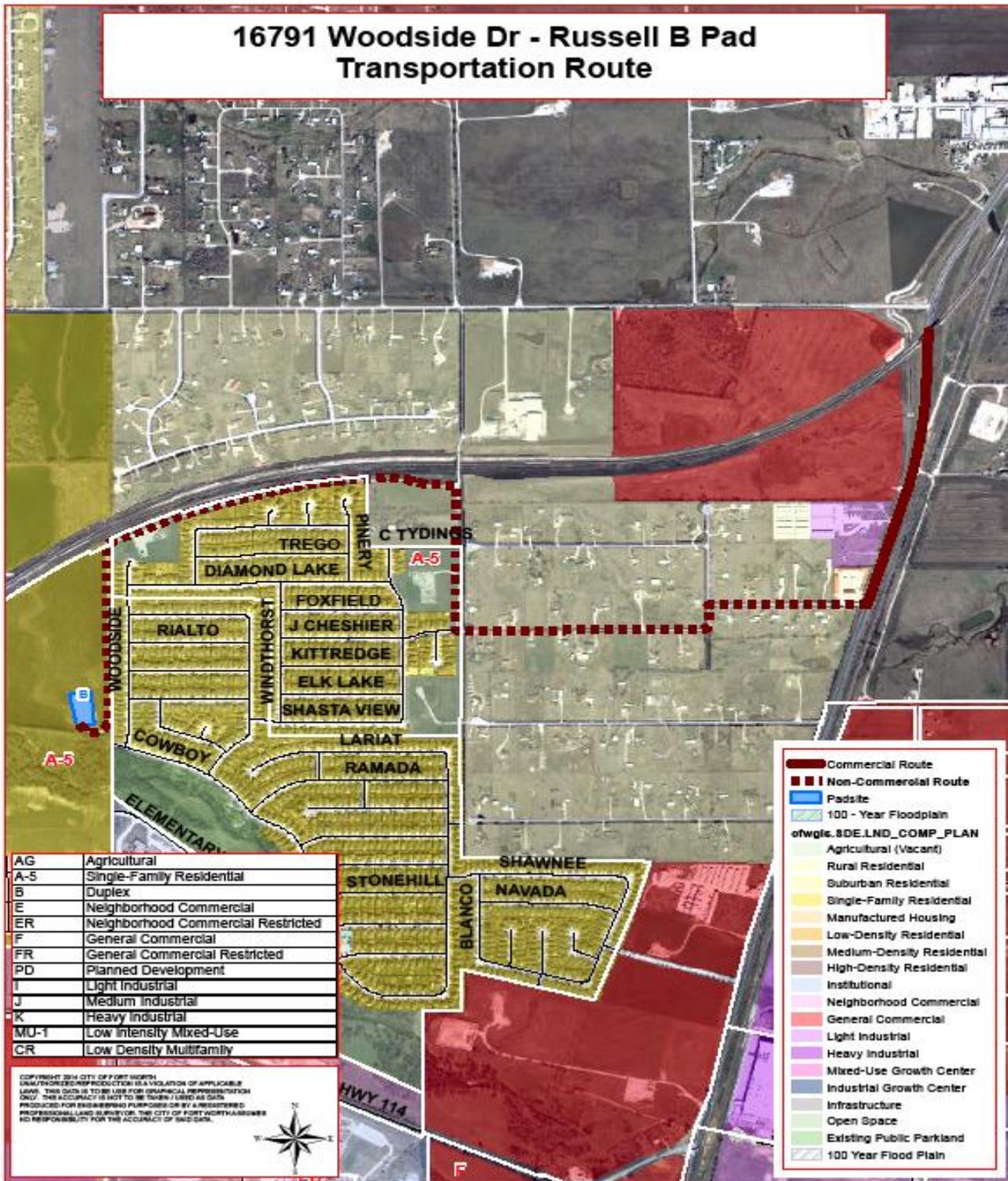


Exhibit 10

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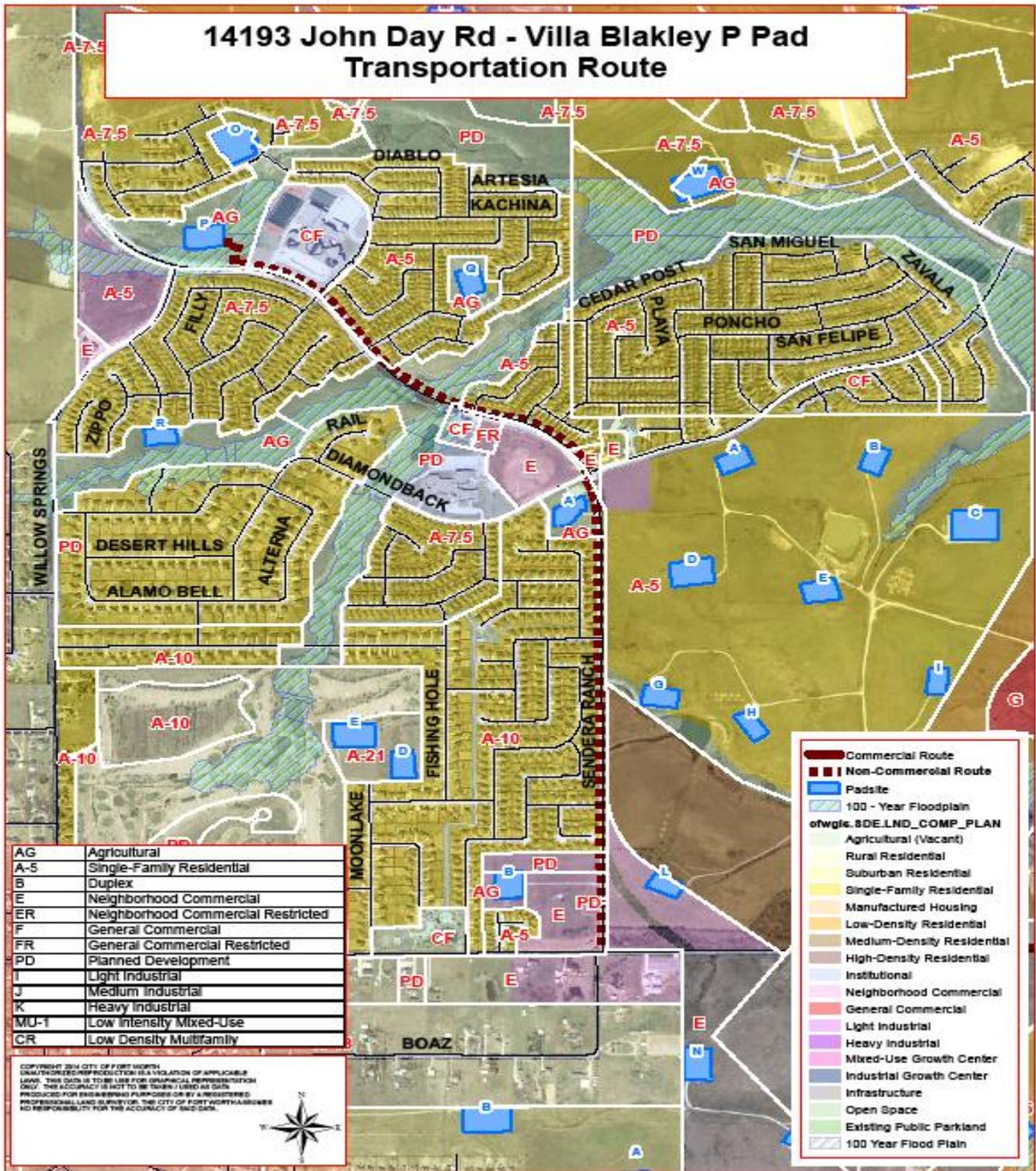


Exhibit 12

REVISED CRANZ WELLS DRIVE TO MAP

**Cranz #1, #2-H and #3-H wells
Tarrant, County**

Due to safety issues regarding the double set of RR tracks on the original Cranz Lease entrance off of Bus. Hwy 287, we will now need to enter the Cranz Lease wells from the following drive-to instructions.

From Bus. Hwy 287 and Avondale Haslet Rd. (FM 718) take Bus. Hwy 287 6.62 miles south towards Saginaw. Turn east (left) at the stop light on to E. Bailey Boswell Rd. Continue on E. Bailey Boswell Rd. for 0.53 mile. Turn north (left) on to Wagley Robertson Rd. for 0.34 mile. Turn west (left) into the Sloan GU "A" #1-H lease entrance. Follow the lease road 0.46 mile west passing thru the Sloan GU "A" #1-H pad site. Turn to the southwest (left) and follow the lease road 0.29. Turn back to the northwest (right) and follow the road for 0.26 to the Cranz #3-H. Continue another 0.39 northwest to the Cranz #2-H location. Continue on another 0.26 mile to the Cranz #1 location.

Area: A-3

Production Supervisor: Dick Lunsford



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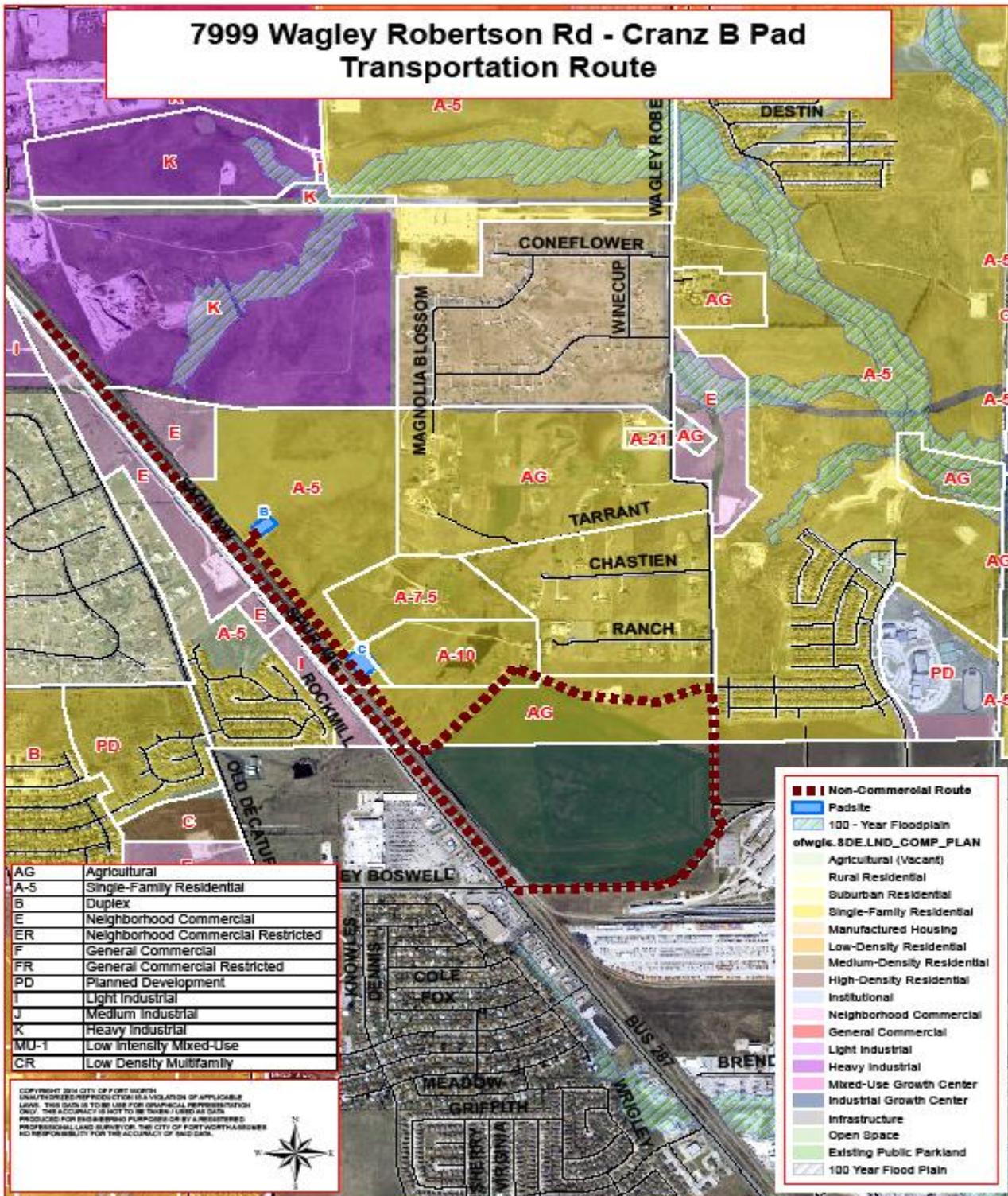


Exhibit 14

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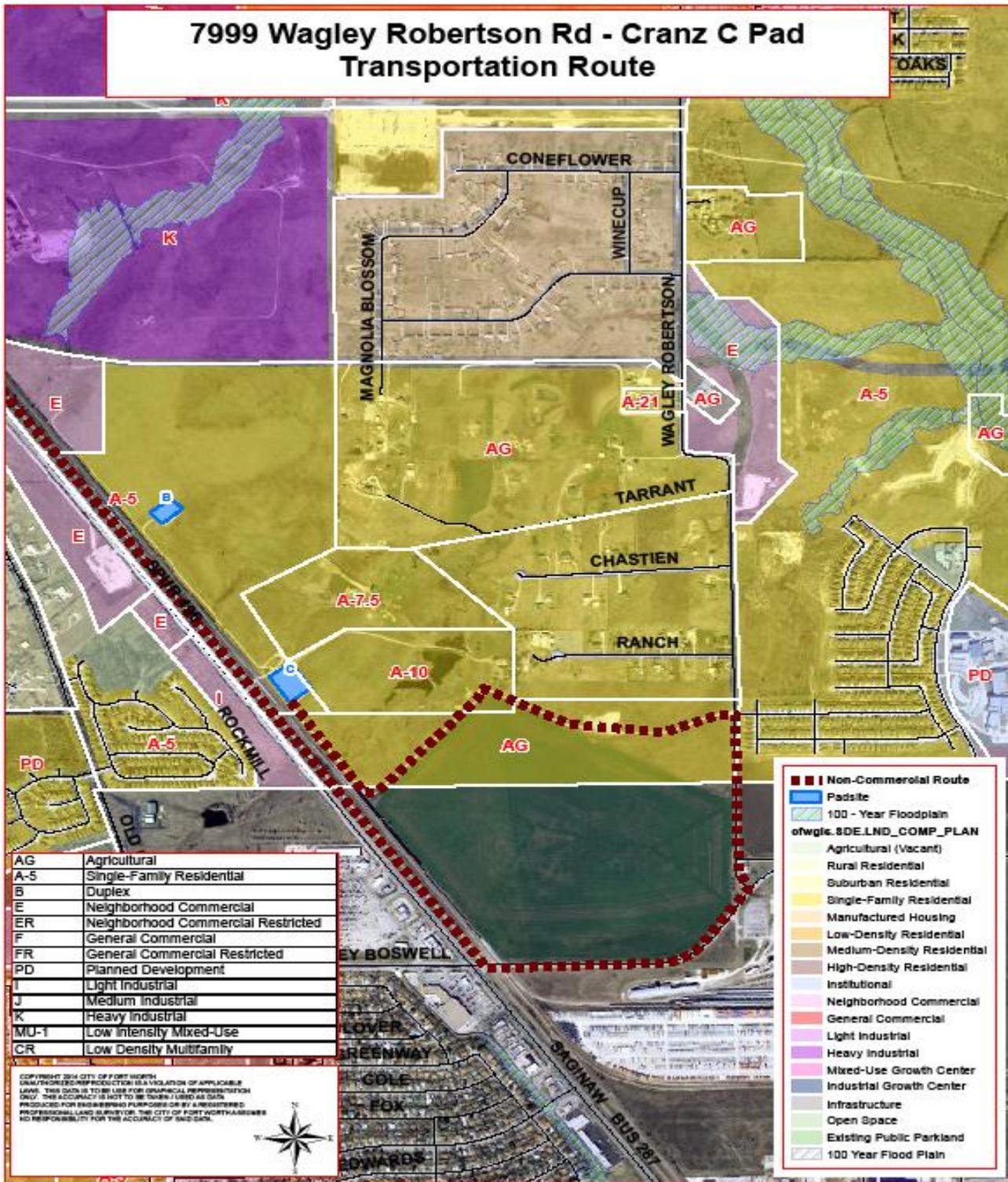


Exhibit 15