

# January 30, 2014 Gas Drilling Review Committee Meeting Notes



## **GAS DRILLING REVIEW COMMITTEE MINUTES**

**January 30, 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	Absent
John Lopez, Water	Present
Madelyn Gibbs, Planning and Development	Absent
Christa Reynolds, Legal	Present
Cornell Gordon, PACS	Present
Sheila Hill, Park Board Member	Present

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

I want to welcome everyone to the January meeting of the Gas Drilling and Review Committee. The committee members are: I am Rick Trice the Assistant Director of Planning and Development over Gas Wells and Leasing, John Lopez with the Water Department is to my left at the end, Christa Reynolds is our Legal Counsel from the Law Department, Cornell Gordon is from Parks and Community Services, and then we are honored today to have the Park Board Member, Sheila Hill.

Today's agenda is only a couple of transportation routes to wells sites on the east side of Fort Worth. It's the responsibility of the committee to approve or deny the transportation route and the approval or denial will stop with this committee with the recommendation to the Gas Inspector. So what is being presented today doesn't go to the City Council or any other body for ramification or approval.

Both of these transportation routes are by Quicksilver and I will ask the Quicksilver rep to come up and introduce herself and tell us what is going on. We will consider them both at the same time since they are in the same area of town.

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## 1. Quicksilver – Blair Pad Site and Exelon South Pad Site (Transportation Routes)

I am Tami Humphrey with Quicksilver Resources here in Fort Worth, 801 Cherry Street. I am here for both of these transportation routes actually today are due to a closure at South Cravens. Which both of our normal transportation routes go down South Cravens along to the pad sites avoiding Willard Road. From what I understand, the closure is through June, I believe, it started just a couple of weeks ago. The information that I have received so far is that it goes through June and as soon as that is finished then we will go back to our normal transportation routes.

Rick – And just for information, if you are not aware of what has been approved, these are snap shots of the existing transportation routes which avoid Willard, go down Cravens and access the two sites to the south. Who is doing the construction or what type of construction is on Cravens?

Tami – To be honest I am not sure, I just know some of our operations team were out and they saw the street closure signs and Tom told us that it what just that small portion there. We are certainly open to another route if there is one available. We were having trouble finding another solution, but we are certainly open to that if you can recommend one.

Rick – I am sorry, but we are having a conversation up here.

Cornell Gordon – I thought the construction work was south of your drilling site on Cravens where the bridge crossing is; working on that bridge currently?

Tami – Okay, I am not sure as I have not been out to the site myself. Tom drove it when this initially happened, he said it would be good it was just that first portion there once you exit and then south on Cravens; just that first little portion from what I understood is what was closed or under construction.

Rick – I wonder how those businesses are getting access off of Cravens today with the closure. It appears to be their only access.

Tami – Right, I actually wondered the same thing; I am not familiar with what type of truck activity they have going in and out of there, but regardless some type of access.

Rick – So you don't know? John was saying that it is probably just no through traffic; are you sure it is closed for access?

Tami – I am not sure about that. Again, going simply off of the signs that they saw; the operations guys saw the signs that just said street closure. If there is no through traffic, does that include us and our trucks, would we still have access?

Rick – If the purpose of the closure is the bridge to the south then yes, I think you would be allowed access with your existing transportation route, but I guess we need to verify that. In the interim though to keep us from coming back, first of all I am going to let the community speak on the item and then we can talk a little more about it. I guess, Maudia Hamilton

### **Citizen Comments**

Good afternoon, my name is Maudia Hamilton and I live on the route at 6320 Willard Road. Now, I am very concerned about the traffic that is going to be generated on Willard Road. Normally, I was just told that this is not the right meeting, but I am at the right place at the wrong time, but this is great for me. I am just concerned with the traffic coming down Willard Road which is extremely narrow and is not conducive for an 18-wheeler or 18-wheelers. In the last four years we have had that road worked on and each time that they work on that road, it caves in. It has caved in three times and last week they were back again patching it up which I guess they are trying to prepare for the up event with

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these trucks I guess. And then Tuesday I heard one of them creeping through there at 6:22 Tuesday morning and then I said, "No, they are not getting ready to come back through here again!" Another thing, I spoke with someone from Quicksilver, I don't have his name here, but he was saying that any activity for trucks coming through here, he said to locate him and talk to him about it. So, that is exactly what I did and he said that there was no activity with trucks coming up and down the road. I said there is, there has been as my mother saw three and my husband saw one, but I am going to put it down as three because my husband could have seen one of three that had gone by. Now, you don't have a clue how much dust those trucks accumulate coming down that road. It's so much dust that you have to dust every day or start a garden inside the house. I am just trying to tell you that it is not conducive for the trucks to come down Willard Road and the safety aspect of it. Now, there are children down that road and they come through so fast that they even honk the kids out of the way if the kids are walking down the street. When the trucks are coming through the kids have to walk in the ditch or walk close to the side and they is not even properly done. My mom has been there since '65 and we moved down there in '79 and all that time we have not had any improvements on that road. I don't think that this is a good time for you all to be coming through there with these trucks. I think it is awfully dangerous because Willard Road is caving in and people have to drive in the middle of the road to keep from driving where the road is tearing apart. Sometimes when you come through there, cracks can be as big as this wide. We have already had an accident and they ran into my fence and tore up my fence and barbeque pit up because someone was coming through there so fast and the road is so uneven that they turned over and destroyed my property. Do you all have any comments, questions, or criticism that you need to ask me?

Rick – I do have one, as we look at the route that is proposed, the temporary route, do you see another alternative for them to be able to get to their site?

Maudia – If you answer this question for me, what is the name of the property where they are trying to get to?

Rick – The Exelon South pad site.

Maudia – Isn't that a road that is coming right in front, what is that? Is that not a road? Whatever it is, it has been traveled pretty good. It's about as big as ours so why can't they go that way? Do you see what I am talking about? And that is probably coming from near that power plant off of 303 or Rosedale.

Rick – It is, I don't know how they would get access to that road from the north. You can see that at the north end of this picture, there is a more dense residential area.

Maudia – Not on this side, you see where the dot stops here and the residential area is north of those dots. But I am talking about the roadway over here where the site is.

Rick – Yes. What I am trying to say is that at some point they have to get from the freeway to that road and I don't know how they do that.

Maudia – That would be the Rosedale exit.

Rick – Does Rosedale intersect with that road?

Maudia – No, what I am saying is someone is using that road and they are getting to it some kind of way.

John Lopez – Yes that is for the power plant.

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Maudia – The power plant is not on this diagram, but the power plant is north of where this stops.

John – You are correct that is for the power plant, but if it even sprinkles or the water level is up from the lake, that road is not accessible.

Maudia – So when the water is up it is not accessible at this point where that bridge is because the water backs up all the way to Henco sometimes when it really rains so that road is not conducive for anybody to go through.

John – Yes and then Quail Road is accessible for portions of it and then there are sections that are not really ideal for heavy traffic.

Rick – Do you know whether or not if Cravens Road is totally blocked off for all through traffic or is it just local traffic only? Our preference is for them to keep their existing route, access from the freeway and go south on Cravens and avoid Willard all together. That is our preference and that is what was approved originally. They have been forced to look at an alternative route because of that closure so the first question is whether or not they can continue to use that route and can vehicles used that road?

Maudia – I traveled that way just the other day, but I don't know how long ago it has been closed off. It wasn't closed off when I went down Elizabeth.

Sheila Hill – On Willard Road are there sidewalks?

Maudia – No.

Sheila – And there is a school right there?

Maudia – Yes, it is a high school and there are several schools there MM Walters, Sunrise, Dunbar Middle School and Dunbar High School. Some of the children walk from school to home, I guess some of their homes are in that particular area. We have never had sidewalks as I guess our taxes are just not enough to put sidewalks. I feel that as long as we have been paying taxes on Willard Road since '65 and '79, we probably could have gotten some independent people to fix the road or put some sidewalks for as much as we have paid. We can't even get anyone to listen to us to do that kind of stuff. I don't know why it has never been improved. That's just too long to go without improvements.

Sheila – So your concern is basically the big water trucks and all the traffic coming down this street?

Maudia – Yes and if you decide to walk through there yourself, if someone is coming you will have to stop and wait until they pass and then you get back on the road.

Sheila – Are there cars parked on either side of that road?

Maudia – Now I have seen someone parking down the road from us, but generally the people park in their driveways. I have seen people park on the side of the road and that makes it even worse because it makes it even narrower.

Sheila – That's what I was getting at.

Maudia – I don't think anyone would want 18-wheelers coming up and down their roads 24/7.

Rick – I agree and again, that is why the approved transportation route directed south towards the industrial area away from the residential and away from Willard Road. We just find ourselves in a difficult position that we may have to allow that route temporarily, but I think we have to have some more homework before we allow that to happen. Unless you have other comments I am going to allow someone else to get up and speak and then we can talk about it.

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Maudia – I just want to thank you so much for listening to me and I appreciate you all for being so sweet and so wonderful and so kind. So thank you so much.

Rick – Trust me, we share your concerns, that's why we are here; Cleveland Harris.

Cleveland Harris – Good afternoon, my name is Cleveland Harris and I own property at 6421 Willard Road. If you can look at what has been handed to you, this road was constructed back in 1959 and so everything is outdated. And if you look at the other sheet that I gave you, this is what we go through all the time. Every time they change the data, you look at this and you see that there was some work done on the 20<sup>th</sup>, but this is what we get all the time. The road itself is actually outdated in so many ways as in comparison to Anderson Street.

Rick – Believe me, we are aware of the condition of Willard Road.

Cleveland – What we are saying is that we are not for sure what is going on. Are you saying that they are doing construction on Quail?

Rick – Cravens from my understanding. I have not verified so I am speaking from hear say that they are doing bridge construction on Cravens to the south, but maybe you can shed some light.

Cleveland – I have not seen any construction work because I drove around the area yesterday.

Rick – You didn't see any barricades?

Cleveland – There is nothing there unless they started putting up stuff like today; it would be shocking to me because that is one of the things I did.

Rick – At the bottom of the picture you can see the creek coming across Cravens, the wooded area there. It is my understanding that is the work they are doing.

Cleveland – If they are doing work on the bridge, then there is no way with construction happening, you would have to go north, but there is no barricade or anything showing that work is going to be done.

Rick – I disagree with you there, if that's the bridge where the wooded area is then they can continue to use the route that is approved today which is this route and avoid Willard. And that is what has been approved up until today. That's what we would prefer that they continue to use this route, but we need to make sure that they can get to whatever east/west street that is.

Cleveland – I drove around and there is no sign and nothing going on. We are outdated on what is going on; we don't get letters to what is going on. It's the seriousness of the whole area really does need some construction done, but Willard if you look at the second page, there are cars in the ditch and on the first page there is a SUV in the ditch. These people park there every night and regardless at what time in the morning or in the afternoon, these trucks drive down and this will always be a hazard. This SUV which is in the ditch is only 17 feet wide and the rest is dirt. When you actually go down that street, you are facing getting hit some form or fashion as I have had to pull over the side of the road and actually ride some of that ditch to avoid oncoming traffic. It's outdated, it's deteriorating, the City keeps on patching it and unless they were to do some mass construction, we are going to be faced with this problem from here on out. Kids do walk down the street coming from school and they are walking in the ditch.

Rick – Wait a minute I want to confirm something here; maybe we can shortcut this thing. So the construction is down here?

Tom Edwards – Yes south.

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Rick – So they can continue to use this route if they can get through the barricade right? Because, how did these business get there?

Tom – Okay, this is the old one?

Rick – This is the old route and Cravens is the one that is suppose to be shut down.

Tom – Right, Cravens didn't shut down until down here where the creek is.

Rick – Then they can continue to use this route.

Tom – This is to the Blair site.

Rick – It's for this one too, here is the other site. That's the Blair East there and there is Cravens so the construction is down here. So they can continue to use that route.

Tom – I think we are trying to keep them off Willard.

Rick – Yes, but that is the proposal temporary down Willard.

Tom – Semis can't make that right hand turn on the exit.

Rick – They couldn't before?

Tom – See this turn right here, they can as long as they drive over this curb.

Christa – Can't you just take the curb away?

Rick – What is on this site? Is that a vacant lot?

Tom – Well actually where the turn around is right there. I thought you were asking about the Blair site.

Rick – Either way. So the issue is that turn right there? Tami, is the real issue that your truck can't make that turn onto Cravens? Or is the issue is that it has been barricaded?

Tami – No, we have been using these two approved routes that you see for several years for each site. No one has mentioned about that being an issued.

Tom – I know back when it was drilling rigs, the drilling rigs could never make that right hand turn because basically it had to make a U-turn right there.

Tami – That might have been with the drilling rigs, but we are not drilling any wells.

Tom – Water trucks can probably do that and they are still going to run over that curb, but they can do that because there is that big crane facility and they make that turn.

Rick – Yes a rig would not be able to make that one.

John – That is going to be TXDOT once you get off there and then it is City of Fort Worth/TPW.

Rick – If there is no rigs then they can still make the turn and so it's mute so we will keep the same route.

Tami – Do you all know if that is the only portion of Cravens that is planned for closure at all?

Rick – We can confirm that.

Tom – From what I understood Tami is that it's going to be closed from just south of Dowdell where that bridge is. It's only about 200 feet up from that creek. They have excavated and cleared everything on either side so from where there are those signs are. I don't know if you went out there or Kelly.

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Tami – That would be fantastic if we can continue to use that route. I was under the impression that the closure would make it inaccessible.

Rick – With the committee's concurrence, we will continue this for 30 days except with this condition, if access is available to Cravens to Dowdell to get to your site then we will maintain the currently approved transportation route. If we find out that there is no access to Cravens then we will send out another notice and we will be considering the Willard as a temporary until June. If you don't get a notice then that means we will continue to go south and everything will be good. But if you do get a notice, then that means we had problems with Cravens and we will probably have to use Willard. Having said that, we can do some things to help the community by restricting access hours and having some enhanced maintenance on Willard, but I don't think TPW will rebuild the road unless it is in the next bond program. I think that should be good news for the community, I hope and good news for Quicksilver.

Sheila – Can I add something? There will be some concerns if they have to use Willard so we will have to talk about that.

Tami – I agree.

Rick – So does everyone understand how we are leaving this; that we are going to continue to take Cravens to the south and avoid Willard, but if you get a notice in the mail for next month for this meeting, then that means we are going to have to revisit this route, the Willard route. Hopefully that won't happen.

Maudia – Let me ask this question, when they were making that site they went through there with some big pipes so they made a road that went straight to that, can they not go back and address that road that they initially had when they were putting the pipes through there? It went right straight through Dowdell.

Rick – Mr. Lopez talked about that earlier, I know you have concerns about the condition of Willard and we agree that it is in bad shape and needs reconstruction, but the roads to the east are in worst condition than Willard. If you are looking to provide safe access, it is the lesser of two evils. The problem is it is a public right-of-way and we have to grant them access some how and so our goal is to minimize the impact to citizens so for example one alternative would be to go all the way up to Ramey and make a right and you can see that on Ramey there is a house every 50 feet on both sides of the street; more citizens are impacted. I am not diminishing you or your neighbors, that's the kind of thing we look at when trying to provide them access to their site, which we have to provide. If you had a business, the City would have to grant you access to a public right-of-way. I hope that what we have done today is good news to you. Thanks for coming.

**Meeting adjourned**





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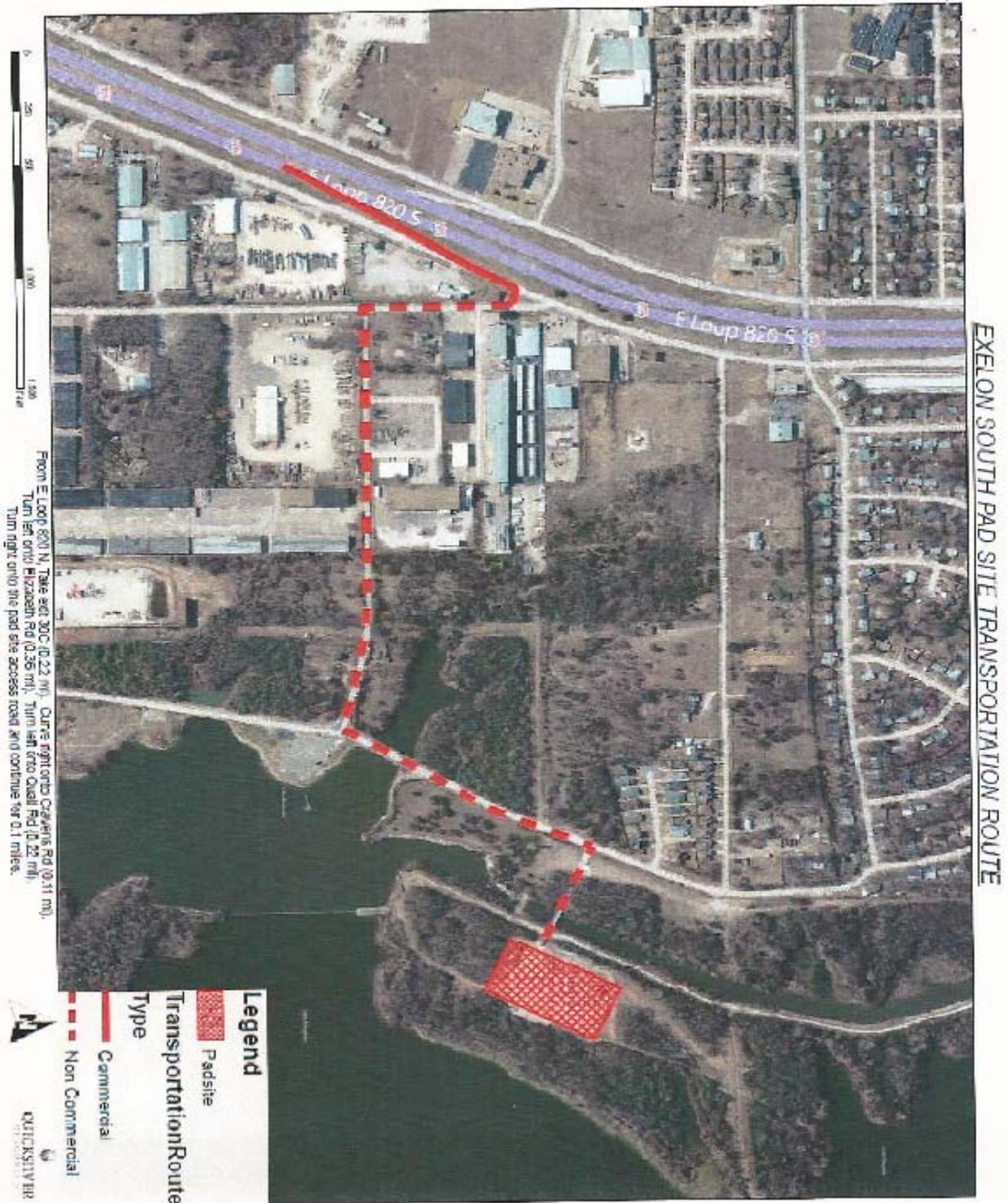


Exhibit 3

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## TEMPORARY TRANSPORTATION ROUTE - EXELON SOUTH PAD SITE

