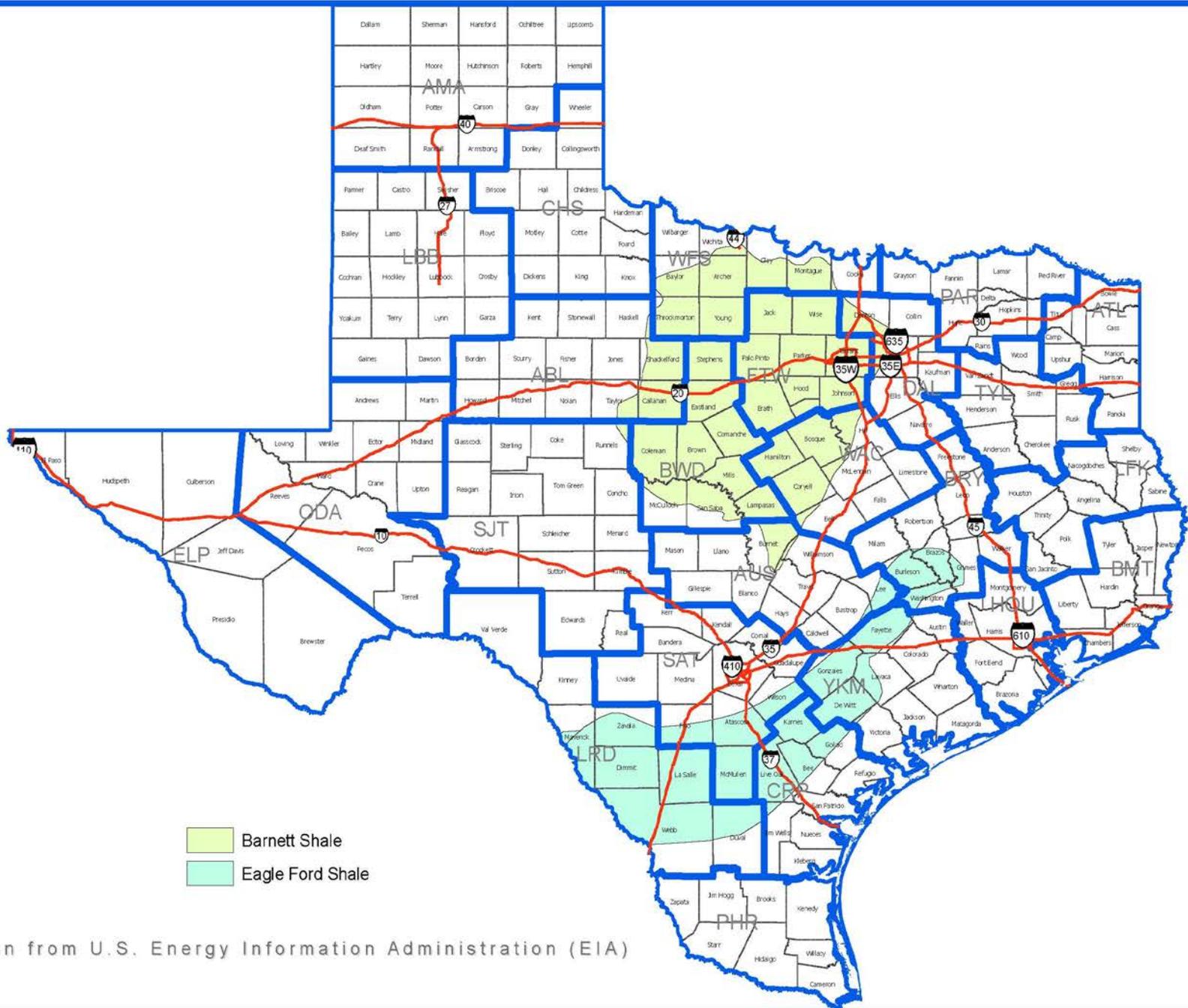


Eagle Ford and Barnett Shale Activities

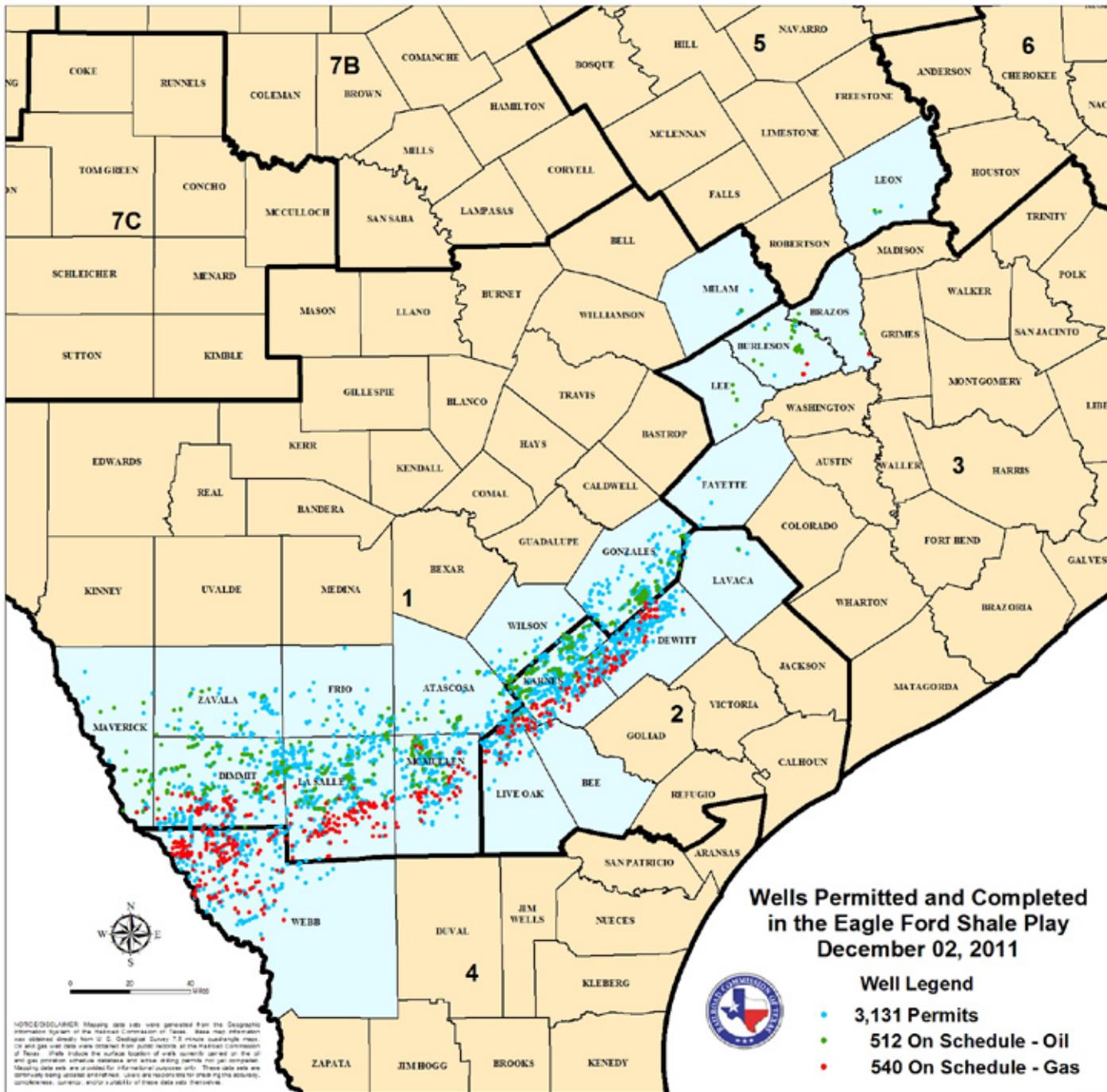
Impacts to the Transportation
System

TxDOT Task Force

- Toribio Garza, Maintenance Division
- Larry Tegtmeyer, Wichita Falls District
- Lonnie Gregorcyk, Yoakum District
- John Casey, Corpus Christi District
- Rick Collins, Research and Technology Implementation Office
- Dan Paschal, Commissioner Underwood



Information from U.S. Energy Information Administration (EIA)



The Magnitude of the Matter

- The energy sector is of tremendous value to our state
- This issue will occur in other areas of the state in the future
- It will require a cooperative effort among a large group of interests to address the issue
- There are immediate, mid-term and long-term concerns to address

The Magnitude of the Matter (cont.)

- This issue will persist for 20 – 40 years or longer
- We must be proactive in addressing this issue
- Creative and innovative solutions will be required
- Strategic and holistic planning will be required
- Current research efforts need to be expanded
- Time is of the essence

Loaded Trucks Per Gas Well

(Based on Information from Fort Worth)

- 1,184 loaded trucks to bring one gas well into Production, plus
- 353 loaded trucks per year to maintain, plus
- 997 loaded trucks every 5 Years to re-frac the well

This is equivalent to roughly 8 Million cars plus an additional 2 Million cars per year to maintain

Impacts to the System

Research has determined that the service life on IH, US, SH, and FM highways is reduced:

- Due to truck traffic associated with natural gas well operations alone between:
 - 1% and 16% for rig movements
 - 1% and 34% for the saltwater disposal traffic
 - 4% and 53% for construction traffic
 - Overall Impact (Average) 30%

Impacts to the System (Cont.)

- Due to truck traffic associated with crude oil well operations alone between:
 - 1% and 3% for construction traffic
 - 2% and 16% for the production traffic
 - Overall impact (Average) 16%

Lessons Already Learned

- Extensive coordination and cooperation is necessary
- Some counties have worked with industry to assist with roadway maintenance costs
- Law Enforcement assisted with additional enforcement
- All players have a vested interest in finding a way to lessen the impacts

Planned Actions Moving Forward

- Within the next 90 days we will convene an executive level meeting of the following to assess impacts and coordinate efforts:
 - Local governments and law enforcement groups
 - Texas Department of Public Safety
 - Texas Department of Motor Vehicles
 - Texas Railroad Commission
 - Energy Industry Leaders
 - TxDOT

Planned Actions Moving Forward (Cont.)

- Continued strategically focused research
- Continued data gathering and sharing
- Identify future energy developments
- Identify and strategize use of new technology
- Identify and discuss potential legislative issues
- Develop funding strategies and plans
- Routinely monitor, evaluate and revise plans

The Immediate Need

- Focus on **SAFETY**
- Generally Narrow roads
- Consistency is important



















FM1171
RM562 TO RM 567
DENTON COUNTY

02/06/2012

Current Needs

- 13 Districts Located Within Eagle Ford and Barnett Shales
- Potentially \$40 Million available that could be used to assist these districts with the immediate needs
- More needs than that identified – most critical (safety) needs will be addressed first

Center for Transportation Research

report conclusions

- Current situation is not sustainable.
- Growth in the energy sector contributes to state's economic prosperity, but impacts service life of pavements.
- Adequate funding sources needed to maintain infrastructure and ensure transportation system can serve energy sector in the future.

Closing Comments

- This is an critical issue requiring thoughtful planning
- A cooperative, multi-entity partnership is needed
- TxDOT leadership has placed this as a top priority
- More details will be forthcoming as these plans develop