

BMSA Oil and Gas Committee Meeting with Antero on 9/02/2009

Members in Attendance: Chairman Bill Nelson, Chuck Hall, Robert McCurdy, Don Mumma, Frances Rose and Lynn Shore.

Antero Representatives: Vice President Robert Mueller, Operations Manager Jon Black, Kelly Bruchez and Brian Wade.

Garfield County Representatives: Road & Bridge Director, Marvin Stephens, Jake Mall and Wyatt Keesberry.

Also in Attendance: Approximately forty members of the Battlement Mesa Community

Topic of Meeting: Antero Traffic Management Plan

The Antero representatives pointed out that to minimize the impact of their activities on the residents is a commonality between the community and Antero. Traffic patterns, is one specific area where Antero will take into account community comments, concerns and questions when they meet with the County.

There will be a traffic study with the County before finalizing the heavy haul and other routes to Antero well pad sites. This study will cover daily traffic counts on major roadways. The eight roadways identified – inside and outside of the PUD – are Una Bridge, Parachute Interchange, Stone Quarry Road, County Roads 300, 307, 308, 323 and US 6-west of Parachute. Traffic counters consist of black rubber strips and vehicle types such as light duty and heavy duty will be in the count. There will then be an evaluation of the adequacy of roads to handle the increase in traffic and any potential road improvements that may be required

The Traffic Management Plan will be a key part of the Garfield County permitting process and COGCC Comprehensive Development Plan. Antero will try to keep all of its heavy haul traffic over the Una Bridge and through Rulison. The company aims to avoid the I-70 interchange at Mile Marker 75 and over the Colorado River Bridge.

Access to pads will be by using a minimal impact approach. The impacts being considered are distance covered by heavy vehicles per route; utilizing existing heavy vehicle routes where possible; route exposure to residences; slope and aspect of roads which results in the gearing of contractors' trucks; doing forward planning and scheduling of heavy vehicle movements. Where practical, Antero Resources will allow forward scheduling and planning to arrange equipment deliveries to occur during a specific time frame, thereby reducing impacts to residents by having scheduled movements of heavy vehicles during working hours with the exclusion of school bus operating hours.

Control measures to minimize the impact of the drilling on the community will be the implementation of GPS motion logging technology; this will help in controlling traffic. Antero contractors will be asked to have this system in their vehicles. This will allow

them to regulate traffic problems in real time. Antero will coordinate with GarCo Roads and Bridges on everything from mag-chloride to snowplowing. They will implement dust/mud mitigations; a road sweeper will be constantly on site to be used every 12 hours.

Antero Resources employees and contractors shall adhere to speed limits set by state, federal and county jurisdictions. Heavy vehicle operators, upon a heavy vehicle route, shall be monitored via Driver Reconnaissance Technology (like a GPS). Heavy vehicles shall have fitted Jake brake mufflers per Federal Regulation. Routes and loads will be determined to travel at an appropriate speed and gear ratio to limit the use of the GPS device. Antero continually engages with County Roads and Bridges, during the freeze-thaw periods to monitor road conditions and/or potential deterioration of road surfaces.

During the Question and Answer period, many community residents asked for clarification on many of the points covered by the presentation. In relation to one question concerning truck traffic carrying water, Mr. Black stated that Antero had today received word that CMD will provide water via “top of ground” pipes to the first two well pads. This will reduce the amount of heavy haul traffic on the roads.

There was a question pertaining to traffic halts due to digging trenches for pipelines, either for gas or for water, crossing the roads. People were reassured that the roads would not be dug up, but that the pipelines would go under the roads via boring.

A representative of the County answered the query as to why permits are given for large loads if there is a load weight limit. The response was that it is against the law to keep companies/people from using a roadway paid for with public funds. The cost of permits helps to mitigate the cost of repairing any damage that may occur.

When asked “who will be paying for the cost of improving roads to handle the substantial amount of heavyweight traffic?” Mr. Black answered “Antero will be contributing.”

Attendees were invited to examine large maps showing areas of projected drilling activities in the community. Antero representatives made themselves available to answer any pertinent questions.