

CH2MHILL PERSONAL COMMUNICATION FORM

Information From: John Ennis/ExxonMobil

Date: February 24, 2003

Information For: Point Thomson EIS Team

Time: 1:00 to 5:00 p.m.

Means of Communication: Point Thomson EIS Project Requests for Information Meeting

Subject: RFI 55 – Shape and Configuration of Central Well Pad

Civil: Pads

RFI 55 – Shape and Configuration of Central Well Pad

Information Needed: What is the reasoning for the shape and configuration of the Central pad? (verbal request)

- Why is it in the lake?
- Why not move it further to the Southwest?
- How far inland can it go?
- Why do we need the camp facilities there, why not at the airport?

Level of Detail: Request for verbal information on the criteria that drove the changes – what were the reasons for the changes in each instance?

Response: John Ennis (ExxonMobil) stated that the central well pad is located near the coast to maximize use of the existing gravel pad and to minimize disturbance of fragile habitat. Injection wells will parallel the coast, and the building was oriented to minimize impacts from wind. Pipe configuration was designed to minimize head loss, which is important because of the extremely high pressure of the gas. Minimum distance between the process and manifold is 650 feet, and minimum distance between the process and camp is 850 feet. Area for potential expansion of the facility was also considered in design of the central pad. Mr. Ennis stated that there is flexibility in placement of camp facilities.

John Ennis said that locating camp facilities at the airport would cause safety issues and increased traffic between the central facility and the airport. Maintaining utilities at two locations would be problematic as well.

Status: Closed.