

HILL RANCH 27-07 API# 05-071-08793 – TIMBER CREEK OPERATING
OGCC OPERATOR NUMBER 10672 - DATE: APRIL 10, 2020
CORRECTIVE ACTIONS COMPLETED REGARDING COGCC FIR DOCUMENT # 689901894



PHOTO 1: THE BAR DITCH WAS BACK FILLED AND THE SOIL WAS COMPACTED WITH THE TIRE OF THE BACKHOE FOR SOIL STABILIZATION AND TO ELIMINATED THE DITCH CUTTING ALONG THE MAIN ROAD. THE SNOW COVER HAS MELTED AND THE CULVERT INLET DOES HAVE FLOW.

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PHOTO 2: THE EROSION ON THE SAME CULVERT OUTLET ON THE MAIN ROAD WAS REPAIRED AND STABILIZED WITH RIP RAP FOR EROSION CONTROL.

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PHOTO 3: THE LEASE ROAD WAS SURFACE CROWNED TO ESTABLISH SHEET FLOW DURING RUN OFF. THIS ELIMINATED THE CONCENTRATED FLOW FOUND IN THE TIRE RUTS.

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PHOTO 4: THE EROSION ON TOP OF THE CULVERT OUTLET WAS BACK FILLED. THE DISTURBANCE WAS SEEDED WITH AN APPROVED HILL RANCH SEED MIX AND EROSION CONTROL BLANKETS WERE INSTALLED TO STABILIZE THE SOIL. THE EROSION PARALLEL TO THE LEASE ROAD WAS STABILIZED WITH RIP-RAP.

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PHOTO 5: THE ACCESS ROAD TO THE LOCATION WAS SURFACE CROWNED TO ESTABLISH SHEET FLOW DURING RUN OFF. THIS ELIMINATED THE TIRE RUTS. THE BAR DITCH ON BOTH SIDES OF THE ACCESS ROAD WERE BACK FILLED AND THE SOIL WAS COMPACTED WITH THE TIRE OF THE BACKHOE FOR SOIL STABILIZATION AND TO ELIMINATED THE DITCH CUTTING.

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PHOTO 6: ROCK- SOCK CHECK DAMS WERE PLACED IN THE BAR DITCH ON BOTH SIDES OF THE ACCESS ROAD.

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PHOTO 7: THE BAR DITCH WAS BACK FILLED AND THE SOIL WAS COMPACTED WITH BACK HOE TIRE TO ELIMINATED THE DITCH CUTTING ALONG THE MAIN ROAD.

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PHOTO 8: THE SEDIMENT ON THE CULVERT INLET ALONG THE MAIN ROAD TOWARD HILL RANCH 1 COMPRESSOR STATION WAS REMOVED.

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PHOTO 9: THE SEDIMENT ON THE CULVERT INLET ALONG THE MAIN ROAD TOWARD HILL RANCH 1 COMPRESSOR STATION WAS REMOVED.