

GOLDEN EAGLE 28-07 API# 05-071-07778 – TIMBER CREEK OPERATING
OGCC OPERATOR NUMBER 10672 - DATE: APRIL 09, 2021
CORRECTIVE ACTIONS COMPLETED REGARDING COGCC FIR DOCUMENT # 690200646



PHOTO 1: THE ROAD SURFACE WAS CROWNED TO CREATE SHEET FLOW AND ELIMINATE THE TIRE RUTS AND SURFACE EROSION. ADDITIONAL GRAVEL WAS ADDED TO THE ROADWAY SURFACE FOR STABILIZATION UP TO THE HIWAY 12 FACING SWITCH BACK. THE BAR DITCH WAS RECONFIGURED TO ELIMINATE THE EROSION.

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PHOTO 2: THE SEDIMENT ACCUMULATION WAS REMOVED FROM THE CULVERT INLET THAT INTERCEPTS THE AROYO ON THE CUT SLOPE AND IS UP GRADIENT OF THE INTERSECTION BELOW. THE BAR DITCH WAS DOMINATED TO DIRECT RUN OFF FROM THE LEASE ROAD TOWARD THE CULVERT INLET.

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PHOTO 3: FACING BACK DOWN THE LEASE ROAD TO THE INTERSECTION IN LOPEZ CANYON.

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PHOTO 4: THE EROSION ON THE CULVERT OUTLET WAS CORRECTED AND ARMOR WAS INSTALLED FOR EROSION CONTROL.

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PHOTO 5: THE SEDIMENT ACCUMULATION WAS REMOVED FROM THE CULVERT INLET

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PHOTO 6: THE ROAD SURFACE WAS CROWNED TO CREATE SHEET FLOW. ADDITIONAL GRAVEL WAS ADDED TO THE ROADWAY SURFACE FOR STABILIZATION. THE BAR DITCH WAS DOMINATED TO DIRECT STORMWATER TO THE CULVERT INLET

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PHOTO 7: THE SEDIMENT ACCUMULATION WAS REMOVED FROM THE CULVERT INLET

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PHOTO 8: THE ROAD SURFACE WAS CROWNED TO CREATE SHEET FLOW. ADDITIONAL GRAVEL WAS ADDED TO THE ROADWAY SURFACE FOR STABILIZATION. THE BAR DITCH WAS DOMINATED TO DIRECT STORMWATER TO THE CULVERT INLET

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PHOTO 9: THE SEDIMENT ACCUMULATION WAS REMOVED FROM THE CULVERT INLET

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PHOTO 10: THE BAR DITCH WAS DOMINATED TO RECEIVE STORMWATER RUN OFF FROM THE LEASE ROAD.