

State of Colorado  
Energy & Carbon Management Commission

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Document Number:

404123547

Date Received:

03/11/2025

## FIR RESOLUTION FORM

**Overall Status:**

CA Summary:

1 of 1 CAs from the FIR responded to on this Form

1 CA Completed  
0 Factual Review Request

### OPERATOR INFORMATION

ECMC Operator Number: 96850

Name of Operator: TEP ROCKY MOUNTAIN LLC

Address: 1058 COUNTY ROAD 215

City: PARACHUTE State: CO Zip: 81635

Contact Name and Telephone:

Name: \_\_\_\_\_

Phone: ( ) Fax: ( )

Email: \_\_\_\_\_

Additional Operator Contact:

Contact Name

Phone

Email

Toews, Wesley

wtoews@blm.gov

COGCCInspectionReports@terraep.com

### ECMC INSPECTION SUMMARY:

FIR Document Number: 696205661

Inspection Date: 03/06/2024

FIR Submit Date: 03/08/2024

FIR Status: \_\_\_\_\_

### Inspected Operator Information:

Company Name: TEP ROCKY MOUNTAIN LLC

Company Number: 96850

Address: 1058 COUNTY ROAD 215

City: PARACHUTE State: CO Zip: 81635

### LOCATION - Location ID: 311663

Location Name: FEDERAL-66S94W Number: 9SWSW County: \_\_\_\_\_

Qtrqtr: SWS Sec: 9 Twp: 6S Range: 94W Meridian: 6

Latitude: 39.534158 Longitude: -107.898646

### FACILITY - API Number: 05-045- -00 Facility ID: 311663

Facility Name: FEDERAL-66S94W Number: 9SWSW

Qtrqtr: SWS Sec: 9 Twp: 6S Range: 94W Meridian: 6

Latitude: 39.534158 Longitude: -107.898646

### CORRECTIVE ACTIONS:

1 CA# 192866

Corrective Action: Corrective action per inspection #696205531: Comply with Rule 1002.f- install or repair required stormwater and erosion control measures in accordance with good engineering practices to minimize erosion, degradation and off-site sediment transport; maintain BMPs in proper functioning condition.

Corrective Action per this inspection, regarding the stream crossing: Comply with 1002 Rules.

Date: \_\_\_\_\_

Operator  
Comment:

Additional information is being provided to FIRR doc #404100102.

TEP has installed an engineered concrete pad in the bottom of the low water crossing located adjacent to the TEP RWF 324-9 well pad (location ID #311663). The concrete pan was installed as a mono-slab pour that is reinforced with rebar. In addition to the mono-slab concrete pad, the design included two buried wing walls that extend from the upgradient edge and corners of the pad at an angle of approximately 30-degrees. The wing-walls extend a length of approximately 8 feet beyond each of the upgradient corners and will serve to anchor the mono-slab during the intense scouring and erosive forces that will be encountered during periods of high water and debris flow. Pouring the slab and the wing-walls as a mono-slab structure, and reinforcing with rebar greatly enhances the structural stability of the pan, and will help minimize the possibility of cracking, under-cutting, and other damage that may occur during high flow conditions. In addition to the concrete pan and wing-walls, approximately 50 cubic yards of 2-inch (minus) crushed hard aggregate was added to each side of the low-water crossing to serve as a tracking pad to further eliminate the possibility of tracking sediment into / out of the crossing itself. The rock tracking pads extend a distance of approximately 60 feet from the edge of the concrete pad along the access road in both directions. Large boulders (3-ft+) were also strategically installed along both the upgradient and downgradient corners of the concrete pan to further protect the mono-slab and the rock tracking pads from high water and scouring.

Given the highly erosive soils that are pervasive throughout this entire area, and the intensity of snow melt runoff / storm conditions that are common to this region, it is anticipated that this concrete low-water crossing will be buried by several inches (possibly feet) of mud, boulders, and organic debris that are routinely transported down this channel. This natural phenomenon will necessitate periodic clearing and removing of mud, rock, and debris from this crossing just as we have done at this location for many years.

Installation of the concrete low-water crossing and the rock tracking pads on both approaches to the crossing was completed on March 7, 2025. See attached pics. This corrective action is complete.

ECMC Decision:

ECMC  
Representative:OPERATOR COMMENT AND SUBMITTAL

Comment: Additional information is being provided to FIRR doc #404100102.

TEP has installed an engineered concrete pad in the bottom of the low water crossing located adjacent to the TEP RWF 324-9 well pad (location ID #311663). The concrete pan was installed as a mono-slab pour that is reinforced with rebar. In addition to the mono-slab concrete pad, the design included two buried wing walls that extend from the upgradient edge and corners of the pad at an angle of approximately 30-degrees. The wing-walls extend a length of approximately 8 feet beyond each of the upgradient corners and will serve to anchor the mono-slab during the intense scouring and erosive forces that will be encountered during periods of high water and debris flow. Pouring the slab and the wing-walls as a mono-slab structure, and reinforcing with rebar greatly enhances the structural stability of the pan, and will help minimize the possibility of cracking, under-cutting, and other damage that may occur during high flow conditions. In addition to the concrete pan and wing-walls, approximately 50 cubic yards of 2-inch (minus) crushed hard aggregate was added to each side of the low-water crossing to serve as a tracking pad to further eliminate the possibility of tracking sediment into / out of the crossing itself. The rock tracking pads extend a distance of approximately 60 feet from the edge of the concrete pad along the access road in both directions. Large boulders (3-ft+) were also strategically installed along both the upgradient and downgradient corners of the concrete pan to further protect the mono-slab and the rock tracking pads from high water and scouring.

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Installation of the concrete low-water crossing and the rock tracking pads on both approaches to the crossing was completed on March 7, 2025. See attached pics.

This corrective action is complete.

I hereby certify that the statements made in this form are, to the best of my knowledge, true, correct, and complete.

Print Name: Michael Gardner

Signed:

Title: TEP Environmental Lead

Date: 3/11/2025 5:35:18 PM

## ATTACHMENT LIST

View Attachments in Imaged Documents on ECMC website (<http://ecmcweblink.state.co.us/>) - Search by Document Number.

<u>Document Number</u>	<u>Description</u>
404123547	FIR RESOLUTION SUBMITTED
404123670	Photo: View NE
404123671	Photo: New concrete pan installed. Note naturally sediment-laden water coming from upstream
404123672	Photo: New concrete pan installed. View is SE
404123674	Photo: Close up view of crushed aggregate tracking pad on north side of the low-water crossing
404123676	Photo: New mono-slab at low-water crossing. Note large 3-ft+ boulders at all corners of mono-slab.
404123680	Photo: Close up view of crushed aggregate tracking pad on south side of the low-water crossing
404123694	Photo: View is to the south. Note large 3-ft+ boulders installed at all corners of the mono-slab.

Total Attach: 8 Files