

DEVELOPMENT PLAN.

I, Roger Schnabel sold Southeast Roadbuilder's Inc. in 2018. My 42 years as its owner, as the name indicates, was involved in civil construction building new access roads throughout Southeast Alaska, including Haines, as well as reconditioning and upgrading existing public roads. Local Construction utilized materials from the hillside directly east of this proposed road.

In the past year, I have purchased and have available to me the following equipment to construct this access road:

- 2021 Caterpillar 336 Excavator
- 2022 Caterpillar 323 Excavator
- 2018 Caterpillar 325 Excavator
- 3 ea. Volvo Articulated A40 dump trucks
- 2 ea. Caterpillar 980H loaders
- 1 ea. 2015 Caterpillar CS68B Compactor
- 1 ea. Caterpillar D6T Dozer
- 1 ea. Rock Crusher for Surfacing and Culvert Bedding Material.

The access road has been identified in the application using the services of Dave Smith, a Professional licensed land surveyor. Dave was my Construction Surveyor under Southeast Roadbuilder's.

The proposed road is located between an active material source towards the east and a previously established material source towards the west. Both sources have provided rock and aggregates for local road development from the natural talus pile formed from the mountains towards the north. There is no indication of any quarry work required, and conditions appear similar to east/west developments. Reconnaissance of the proposed road and past work in the area provides this confidence. There are two small creeks on the route which will require 24" culvert pipes to maintain existing flow. The talus type material forming the hillside appears to provide for a free draining, environmentally friendly project, no different than what I experienced in the management of the source directly east. I have also been active utilizing materials from the west source, providing me

and my family with the safety, escape, and winter access route I am attempting to gain.

We anticipate the area of disturbance to be less than 1 acre, which will not require the need of a Storm Water Pollution Plan (SWPPP), however we will provide for an Erosion and Pollution Control Plan prior to construction – I personally have written SWPPP plans and have been certified as a Supervisor.

Best Management Practices will be honored, both operationally as well as with any structures to control runoff.

This road will be built using a cut/fill approach. Heading west, the cut side will be on our right (hillside) and the cut material (excavation) will be placed on the left (embankment fill) for the establishment of a one lane road – 16 feet width with turnouts. Once a level plane has been established, I intend to cut the bank back to a 1.5:1 slope and ditch the road. Any potential surface run-off will proceed to the culverts. We anticipate the cut slopes to be stable (talus rock).

The majority of the road will progress through smaller (12"-) trees and brush, however several larger spruce trees will be encountered and need to be felled. These trees, if marketable will be salvaged for the DNR. We intend to make them available as directed by the Department, and will be decked at a reasonable place on the west end of the road for pick-up. Brush and woody debris will be burned on-site with permits provided by the local Haines Borough Fire Department.

I consider this road to be an easier build than the 50+ miles I have built for the DNR, State of Alaska in the Haines area, accessing timber for the local sawmill. I was active constructing roads during the 70's and 80's, until cancellation of the contracts between the State and local Sawmills. Past DNR area managers and field engineers will be able to verify my work.

Thanks once again for your focus on this application Quinn.

Roger Schnabel.
Operator and Applicant.