



October 10, 2023

Edward Coffland, P.E., Public Facilities Director
Haines Borough
PO Box 1209
Haines, AK 99827

RE: DR-4585 PW 13 - FEMA Questions for Porcupine Road (EHP RFI)
Response to 9/20/2023 Request for Information

Dear Mr. Coffland,

This correspondence is in response to the FEMA RFI submitted via email to State of Alaska on September 20, 2023, for PW 13 Porcupine Trail Road under the DEC 2020 Storm Event 4585DR-AK. Included below is a copy of the questions and statements included in the subject RFI, with Responses specific to each with references to attachments containing photos, plans, daily reports, permits, and other documents of note. Additionally, we have also included information we believed would be of interest to FEMA EHP based on the nature of the issues at hand and questions raised.

If more clarification or supporting documentation is required, including field measurement of specific areas of interest, please let me know.

Sincerely,

Garret K. Gladsjo, P.E.
proHNS LLC Principal Engineer

Att: Attachment A – Start/Stop GPS Points for Third-Party and Porcupine Trail Road Phase I Work
Attachment B – Phase I Plans, Phase I Specification Section 303, and Bidder Q&A History
Attachment C – Existing Road Photos, Third-Party Site Photos, Third-Party Work Plans & Scope
Attachment D – Phase I Inspector Daily Reports and Third-Party Work Schedule Email
Attachment E – Photos of Phase I Work at Herman Creek Crossing
Attachment F – Photos/GPS Locations of Points of Interest along Porcupine Trail Road
Attachment G – Photos/GPS Locations of Material Sources
Attachment H - Permits FH22-I-0089 and FH22-I-0090, Scope of Work Email, & Site Photos
Attachment I – Phase II & III Scope of Work Email Between FEMA and Applicant

Cc: Annette Kreitzer, Haines Borough Manager
Annelise Silk, Haines Borough Grants & Contracts Administrator
Jenny Belanger, State of Alaska DMVA, DHS&EM
Mike Macans, State of Alaska DMVA, DHS&EM
Alan Cavallo, State of Alaska DMVA, DHS&EM
Ethan Roemeling, P.E., proHNS LLC Civil Engineer

Completed Work, Phase I (Scope of Work Details):

- 1) Please provide start and stop GPS points for each section of road the 3rd party completed with authorization from the applicant and sections of road repaired that will be paid for under the subject FEMA grant.

Response: Refer to Attachment A containing photos and GPS coordinates for requested locations. Of note, there are three third-party work sites (Site 1, 2 & 3) described in Attachment A. The third-party work plans submitted to the Haines Borough, and approved by the Manager on April 11, 2023, describe two sites as "First Road Lift" and "Second Road Lift" (see Attachment C). Second Road Lift is represented by photos in Attachment A denoted as third-party work Site 1. First Road Lift is represented by photos in Attachment A denoted as third-party work Site 2 and Site 3. Sites 2 and 3 are within the limits described as First Road Lift and are separated by approximately 300' of Phase I work. In lieu of placing 3' of fill for entirety of originally proposed First Road Lift work limits, third-party elected to break this segment into two smaller portions, separated by Phase I work and described in Attachment A as Site 2 and Site 3.

- 2) Please identify the SOW for the sections that were completed for the Phase I (City and 3rd party) and any modifications for the approved scope of work (22-foot, with ditch repairs).

Response: Refer to Attachment B for copy of Haines Borough FEMA-funded Phase I project plans, as well as an excerpt containing Specification Section 303 Reconditioning. A complete copy of the Phase I contract, including specifications, can be furnished upon request. There were no Borough-directed modifications to the Phase I approved scope of work during or prior to construction that resulted in changes to the width of roadway surfacing, reconditioning of ditches and shoulders, or limits of anticipated disturbance. A bidder question was posed on 6/29/2022 (during public advertisement of the construction contract) regarding the 22' width called for in the plans, and fact the existing roadway width varied, questioning what finished width requirement was to be followed. The Haines Borough responded the same day, stating "Our intent is for the reconditioned road surface to match the existing road surface up to 22 feet wide. Where the existing road surface is less than 22 feet wide, we do not intent to widen the, but recondition to match the narrower road." See Attachment B for Q&A History from bidding process, which contains the exchange noted herein.

The document that you (Jenny) provided via email yesterday noted that road sections were raised by the 3rd party. Inherently, raising sections of road would result in a wider road prism, please identify sections of road were raised, and the resulting width and disturbance: Where the width of the road/ditch/disturbance was increased beyond the pre-disaster limits.

Response: Refer to Attachment C for Third-Party Plans and Scope of Work Narrative. The only modification to Third-Party scope of work we are aware of was the separating of First Road Lift work limits into two segments (see response to Item 1 above). The existing, pre-disaster roadway was not 22' wide over its' entire 7.5-mile length; roadway widths varied throughout the corridor, both wider and narrower than the Phase I proposed 22' driving surface width. The Phase I as-built width of driving surfaces on Porcupine Trail Road is actually less than 22' wide in many locations, and wider in some, as was documented during the 8/31/23 site visit by FEMA EHP representatives. This condition is restated to emphasize that constructing a finished 22'-wide top driving surface over a 3' thick fill will not necessarily result in widening the existing road or disturbing areas outside of the existing right of way/roadway prism.

The contractor for Third-Party Work described their operations as placing the toe of their 3' fill at the edge of the existing roadway shoulders, then building up from there to end up with whatever top width was left – their scope of work did not include establishing any prescribed driving surface width, 22' or otherwise. If the edge-to-edge measurement of the existing roadway shoulders was 28', then placing 3' of fill with 1:1 sloped embankment on both sides would result in a 22'-wide top driving surface. It is possible to raise the road grade without widening or impacting areas outside of the existing roadway prism/right-of-way. Refer to Attachment C for photos of existing, undisturbed roadway widths (outside of Phase I and Third-Party Work) and Third-Party work sites/fill placement.

- 3) Based on the attached (see Site reports), site inspections with photos were completed for Phase I work. Please provide site inspection reports and associated photos to support the above request. Based on these photos, native ground disturbance occurred outside of the prior constructed road prism/develop road-right-of way(?).

Response: Refer to Attachment D for Inspector Daily Reports generated for Haines Borough Phase I construction. We have no daily records for Third-Party work to furnish, however, we have included an email from the third-party work contractor outlining how their work was completed before Phase I work began; see Attachment D.

- 4) During the 8/31 site inspection, work was noted to be completed by the 3rd party associated with a culvert that conveys flows of Herman Creek, and fill might have been placed in the creek beyond the road prism? (if applicable, see permitting compliance below: USACE 404/Alaska Dept. Fish and Game habitat permit).

Response: This question/statement is incorrect; there was no third-party work performed where Porcupine Trail Road crosses Herman Creek. During the 8/31 site inspection, the Engineer mentioned there may have been prior maintenance activities by others (not the third-party in question) that entailed grading and blading of the roadway and shoulders, including over the Herman Creek culverts. There was no work performed under Phase I, or by the third-party in question, that resulted in disturbances to or placement of fill in Herman Creek.

Phase I work did include the placement of gravel surfacing to the width of the existing roadway over top of the Herman Creek culverts, the width of which was documented by FEMA EHP representatives during the 8/31 site visit. Phase I work in this area also included ditch reconditioning, which was stopped 50' either side of Herman Creek to ensure there were no undue impacts to this waterway. See Attachment E photos of Phase I work near Herman Creek crossing for additional clarity.

- 5) Related to the above, please identify any areas and limits where clearing/grading occurred in non-developed right-of way for any project actions, staging, construction, etc.

Response: Attachment F includes photos/GPS of all areas of interest and potential disturbances along the Porcupine Trail Road corridor that was associated with Phase I or third-party work. All of these areas are within the existing, pre-disaster roadway corridor. Some of these areas, such as the alleged ground disturbance outside of the roadway prism in Item 3), does not represent clearing and grubbing activities but rather the placement of ditch spoils per Note 4 on Phase I plan sheet C02 (see Attachment B). Spoils from ditch or roadway conditioning were to be placed along the roadway corridor at the edges of shoulders or backs of ditches per the Phase I scope of work.

6) Please identify the source/location for the road repair material.

Response: Attachment G includes photos/GPS of Phase I and third-party material sources.

Environmental/Historic and Permitting Compliance:

- Any work, dredge or fill (work in water/bank repairs), in waters of the US (rivers, wetland, etc) require 404 permitting from the USACE. Please contact the USACE regarding : <https://www.poa.usace.army.mil/Missions/Regulatory/Permits/>

Response: We are familiar with USACE 404 permitting requirements and anticipate obtaining 404 permit authorization for Phase II work. However, none of the Porcupine Trail Road Phase I or Third-Party work in question required USACE 404 permitting or consultation. Notably, much of the work on Porcupine Trail Road would fall under Nationwide Permits (NWP) that do not require Pre-Construction Notification to USACE, such as NWP 3 – Maintenance and NWP 41 – Reshaping Existing Drainage and Irrigation Ditches.

- Per Alaska Statutes, all activities within or across a specified anadromous waterbody require approval from the Habitat Section (Alaska Department of Fish and Game, habitat permit), including road crossings, gravel removal, mining, water withdrawals, the use of vehicles or equipment in the waterway, stream realignment or diversion, bank stabilization, and the placement, excavation, deposition, or removal of any material. Please obtain permits for any work that affects (affected) anadromous waters. Rivers and streams in the project area are Essential Fish Habitat (EFH) for salmonids and are subject to ADFG fish habitat permits: <https://www.adfg.alaska.gov/index.cfm?adfg=uselicense.main> Please contact ADFG to obtain a permit for work that affects EFH waters.

Response: We are familiar with ADFG permitting requirements and anticipate obtaining Fish Habitat permitting for Phase II work. However, none of the Phase I or Third-Party work in question has required ADFG permitting.

- Please provide permits for any completed work that affected waters or EFH.

Response: See Attachment H for Fish Habitat Permit FH22-I-0090, and emails between 8/26 and 9/9/2022 describing the scope of work. Also included are current site photos for emergency repair work/berm construction performed in 2022 by Haines Borough.

Work to be completed:

As we discussed, FEMA will need to review Phase I, II, and III as “one project”—evaluate all phases of the project as one action for environmental and historic preservation.

Response: Acknowledged and understood.

- Any work that will affect “Waters of the US and EFH will require USACE 404 and ADFG permits (see above, Env. permitting).

Response: Acknowledged and understood.

- Because waters in the project area are EFH, the actions are subject to the Magnuson–Stevens Fishery Conservation and Management Act, and FEMA may need to consult with the National Marine Fisheries Service (NMFS). The need for consultation will be based on the project’s final design and design elements, and potential effects to EFH. FEMA will evaluate the need to consult with NMFS once detailed plans and a scope of work is provided. Alternatively, this evaluation and consultation may be completed by the USACE under a 404 permit.

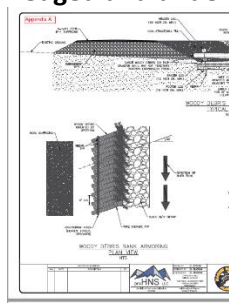
Response: Acknowledged and understood.

- NEPA: FEMA will evaluate the entire project under NEPA, and will attempt to utilize FEMA’s Categorical Exclusions. Regarding portions of the project that will affect stream and rivers, such as riverbank repairs, the applicable Categorical Exclusion includes the following:

Cat ExN4 Federal Assistance for Actions Involving Stream Work and Modification and Floodways. Federal assistance for repair and restoration actions, hazard mitigation actions other than flood control, or the new construction of facilities that are functionally dependent or facilitate open space use, when the actions are within or affect regulatory floodways, streams, and stream banks and that a) Involve ground disturbance of less than one-half acre, b) Involve stream bank work or alteration of less than 300 linear feet, c) Do not involve hardening or armoring of the stream banks **unless the project uses stream or stream bank bioengineering techniques**, d) Do not result in adverse flood risk effects to downstream communities...”

- Note that riverbank repairs might be authorized beyond 300 feet, if the subject bank repair is authorized under a USACE 404 permit. FEMA will review once the project scope of work is provided and USACE permit submitted.
- Bank Bioengineering techniques have been highlighted, because they are required for application of the CatEx, and the 2022 Design Report (December 2022, HNS) identified that these techniques would be included for the Scope of work-See Appendix A of the project design report that was provided to FEMA (portion of plan typical based below).
- If the project cannot meet a CatEx, an environmental assessment would be required.

Response: Acknowledged and understood.



- NHPA (National Historic Preservation Act)- Any disturbance to native ground (non-developed road right of way) will need to be evaluated for compliance with NHPA. Consultation with SHPO and Tribes on NHPA might be required or any native ground disturbance (outside pre-existing developed road right of way).

Response: Acknowledged and understood.

- EO 11988/11990-Floodplain and Wetland Review (<https://www.ecfr.gov/current/title-44/chapter-I/subchapter-A/part-9>): Federally funded activities in or affecting floodplain and wetland (mapped or unmapped) are regulated under noted Executive Order (EO). This EO encompasses all permanent construction and other activities, including debris, roads, bridges, culverts, etc. Whenever a proposed project is located in or may affect a floodplain/wetland, FEMA follows an 8-step process to evaluate, eliminate or at least minimize adverse impacts to floodplain function and value to comply with EO 11988. The key to the process is the analysis of alternatives to locating a project in the floodplain. If a project is located in or may affect the floodplain, it is critical to identify, develop, and evaluate alternate projects that could eliminate or minimize impacts to the floodplain, including a “No Action” alternative. Some proposed projects are location dependent in the floodplain, i.e. bridge repair, marina, stormwater outfalls, and do not lend themselves to alternatives outside the floodplain. However, alternative methods of design, construction or materials should be considered if they have the potential of lessening the impacts on the floodplain.
 - The 2022 design report noted alternative actions that would reduce or avoid impacts to floodplain and wetland (sunshine road upgrade, bypass road, etc.). Please provide a written alternative analysis identifying the projects preferred alternative, and rationale why this preferred option is the only practical alternative. Please also describe the road use. Is this a recreation road or does the road support facilities owned by the City or residential areas? This type of information can be used to support the alternative analysis.

Response: Porcupine Trail Road is a Haines Borough maintained and operated facility as public roadway within their jurisdiction. The Haines Borough does not have a recreational road designation; however, the roadway is used by the public and Haines residents to access recreational opportunities and points of interest. The roadway accesses both publicly and privately owned lands within the Haines Borough General Use Planning/Zoning District, which allows the broadest range of land uses possible within Haines Borough Code (HBC), including residential uses. Refer to HBC 18.70.030.D.

Per the Attachment I email correspondence between FEMA and Applicant representatives, from 8/10/23 to 8/16/23, the Haines Borough has previously concurred with FEMA CRC’s recommendation to proceed with the least cost alternative for Phase II repairs, which was outlined as Alternative 1A/1B – bank stabilization and repair of the existing roadway alignment. The Haines Borough does not intend to move forward with design of alternative roadway alignments for Phase II, based on the recommendations of FEMA CRC. There were no alternatives proposed for Phase I and III scopes of work. The 2022 design report noted herein was solely focused on the scope of work for Phase II.

Project site plans:

FEMA will need site plans detailed enough to evaluate project compliance and complete any needed consultations. For upland areas, road width and construction/project disturbance limits is sufficient. For work in or adjacent to rivers and streams, more detailed plans will need to be provided on the method of repair. As an example, we will need similar type plans to the bio-Engineering site plan that was provided in the 2022 Project Design Report. These type plans will also be required for the USACE 404 permit.

Response: Agreed, however detailed project site plans have not yet been prepared as we were awaiting FEMA confirmation of applicant scope of work change requests for Phase II and III. Once permit level plans have been prepared, they will be used to obtain required permit authorizations. We anticipate the final plan will include bio-engineering solutions.

Lastly, you were asking about emergency work and permitting. Both USACE and ADFG have provisions for emergency permitting (for 404 and the Fish Habitat Permit). Each agency has their own criteria for emergency work. Please make sure the applicant contacts these agencies prior to completing work and please have them provide permits for any work that affected Waters of the US and EFH.

Response: Acknowledged and understood.

Also, in grants portal/REC—these were the EHP conditions that date back to the original A and E.

Response: Applicant would like to clarify the list of EHP Conditions below is a much longer and a more complete list of conditions that was added after the original Project was created. For example, the condition requiring coordination with Takshanuk Watershed Council and ADFG to ensure suitable alternatives for proposed design concepts including bioengineering, was not created until after the November/December 2022 Design Concept Report for Porcupine Trail Road Phase II was published. This condition was added after Phase I scope of work had been approved and obligated, and the applicant understood these new conditions below to apply to Phase II and III work that was yet to be approved and obligated. This is important to denote, as it would be unfair and incorrect to allege the Applicant did not meet the EHP conditions below when performing Phase I work, as these conditions did not exist at the time Phase I scope of work was approved and obligated.

EHP Conditions

- Any change to the approved scope of work will require re-evaluation for compliance with NEPA and other Laws and Executive Orders.
- This review does not address all federal, state and local requirements. Acceptance of federal funding requires recipient to comply with all federal, state and local laws. Failure to obtain all appropriate federal, state and local environmental permits and clearances may jeopardize funding.
- If ground disturbing activities occur during construction, applicant will monitor ground disturbance and if any potential archaeological resources are discovered, will immediately cease construction in that area and notify the State and FEMA.
- VO reviewed 2/4/22 - The approval of this project is to provide the applicant with funding for Architect & Engineering costs in order to determine the method of repair and potential Hazard Mitigation Proposal design. The version approval will require a detailed scope of work proposal including intended method of repair and will require Environmental & Historic Preservation project compliance review.
- Once proposed designs are completed, applicant should work with their floodplain coordinator for any needed permits. The preliminary Engineering Analysis should evaluate project alternatives, including at least one alternative that evaluates complete or partial road relocation.
- The Applicant is responsible for obtaining any required federal, state, or local wetland permits prior to initiating work in subsequent construction phases. The sub-grantee shall comply with all conditions of the required permits.
- Applicant should contact and work with USACE regarding permitting once the preferred alternative and conceptual designs are developed. Applicant should be aware that USACE permits typically require 60 percent designs.
- Applicant to work with Takshanuk Watershed Council and ADFG to ensure suitable alternatives are considered and that proposed concept designs include bioengineering. Applicant should include at least one alternative that assesses if feasible to relocate portions of Porcupine Trail Rd.
- Applicant should be aware that if substantial additional vegetation clearing is proposed as part of the project, then additional steps will need to be implemented such as confirming no active nests are within the work zone or working with USFWS if active nests need to be removed.
- NEPA Conditions: All borrow or fill material must come from pre-existing stockpiles, material reclaimed from maintained roadside ditches (provided the designed width or depth of the ditch is not increased), or commercially procured material from a source existing prior to the event. For any FEMA-funded project requiring the use of a non-commercial source or a commercial source that was not permitted to operate prior to the event (e.g. a new pit, agricultural fields, road ROWs, etc.) in whole or in part, regardless of cost, the Applicant must notify FEMA and the Recipient prior to extracting material. FEMA must review the source for compliance with all applicable federal environmental planning and historic preservation laws and executive orders prior to a subrecipient or their contractor commencing borrow extraction. Consultation and regulatory permitting may be required. Non-compliance with this requirement may jeopardize receipt of federal funding. Documentation of borrow sources utilized is required at closeout.

Attachment A – Start/Stop GPS Points for Third-Party and Porcupine Trail Road Phase I Work



Figure A.1 – Porcupine Trail Road Phase I start of work, photo facing end of road. **Begin Phase I project.**

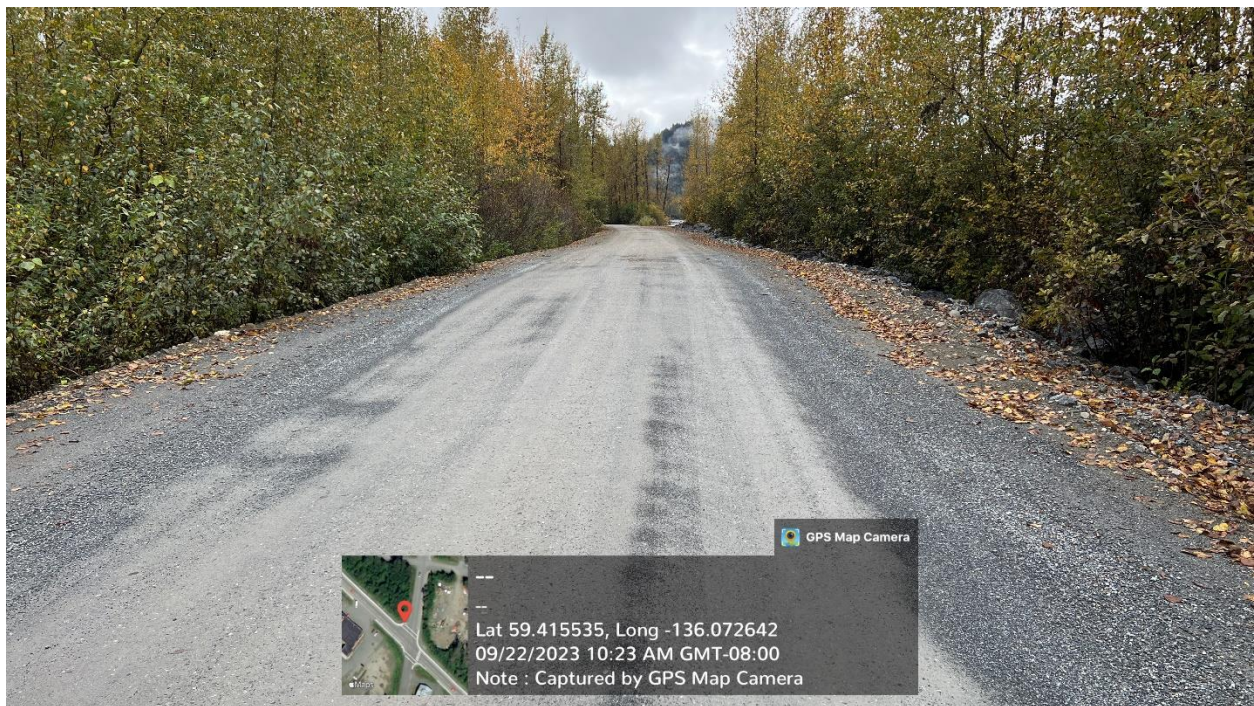


Figure A.2 – Porcupine Trail Road Phase I stop of work, photo facing end of road. Also shown is the start of third-party Site 1 work. Note the stop of Phase I surfacing material placement and start of third-party 3' fill placement. No Phase I ditch reconditioning performed adjacent to, or surfacing material placed over third-party fill section.

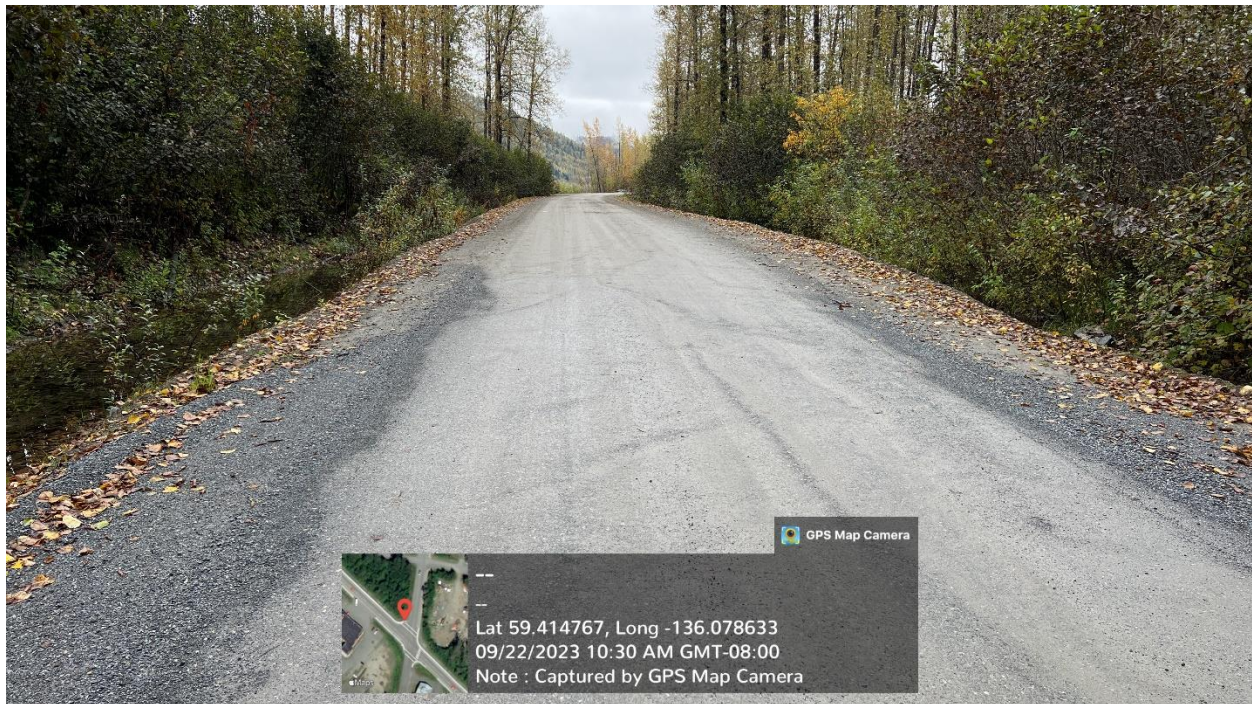


Figure A.3 – Third-party stop of work for Site 1, photo facing beginning of road. Porcupine Trail Road Phase I start of work limits. Note the start of Phase I surfacing material placement in foreground and end of third-party 3' fill placement in background. **Begin third-party project.**

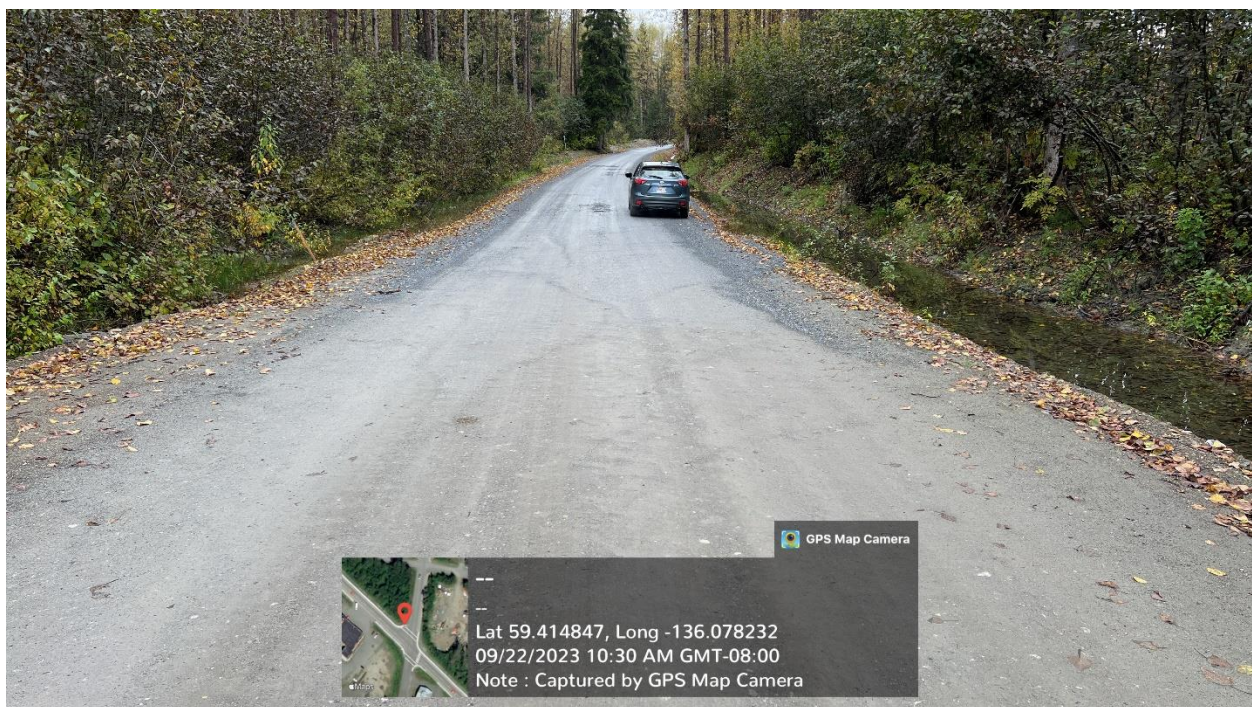


Figure A.4 – Same location as Figure A.3. Third-party stop of work for Site 1, photo facing end of road. Porcupine Trail Road Phase I start of work limits near vehicle in background. Note the change in surfacing.



Figure A.5 - Porcupine Trail Road Phase I stop of work, photo facing end of road. Also shown is start of third-party Site 2 work. This location is near the start of yet to be designed Phase II work.



Figure A.6 - Third-party stop of work for Site 2, photo facing end of road. Also shown is start of a short section of Porcupine Trail Road Phase I work, approximately 300' segment between end of third-party Site 2 work (foreground) and beginning of third-party Site 3 work (distant background).

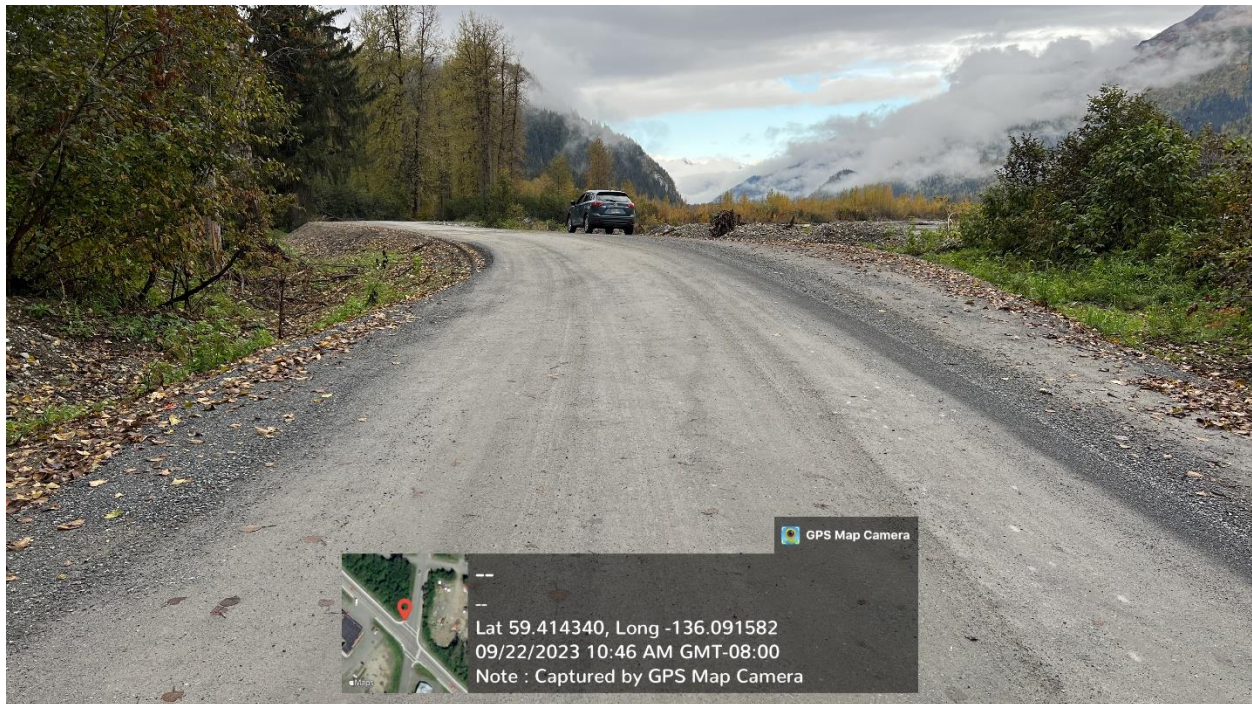


Figure A.7 - Porcupine Trail Road Phase I stop of work, photo facing end of road. Also shown is start of third-party Site 3 work.

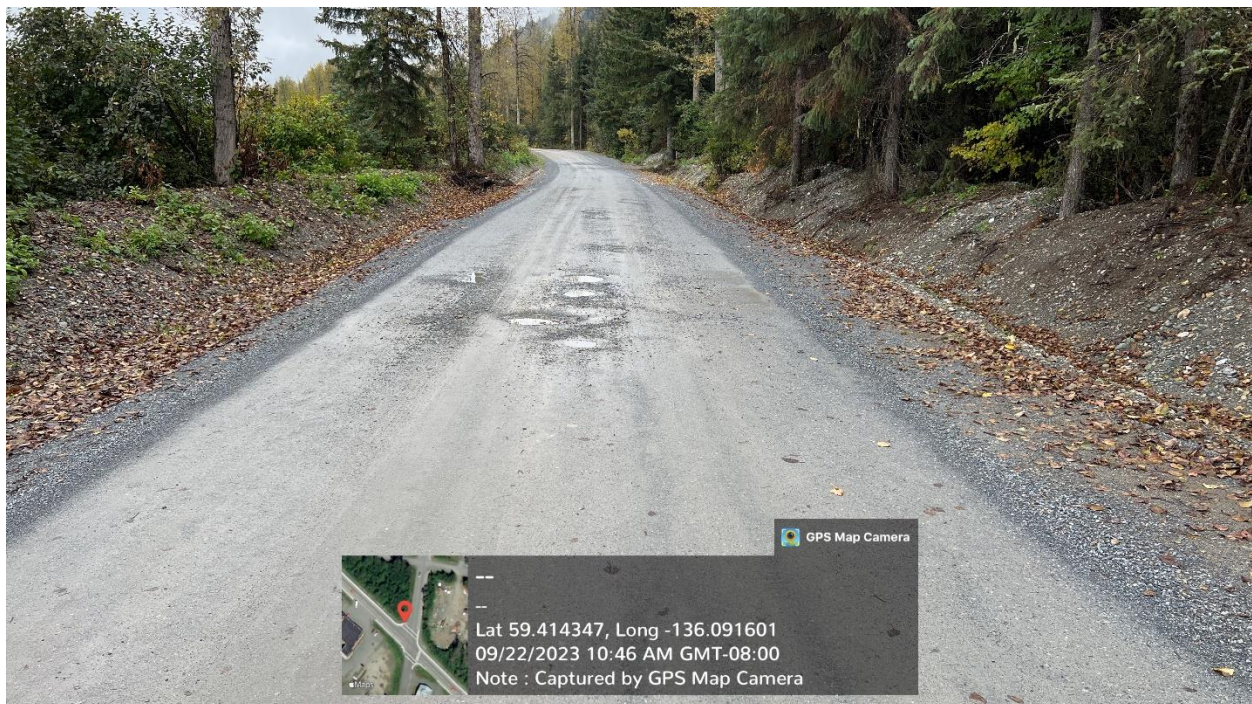


Figure A.8 – Third-party start of work for Site 3, photo facing beginning of road. Porcupine Trail Road Phase I stop of work limits. Note this is opposite end of short Phase I segment shown in Figure A.6.

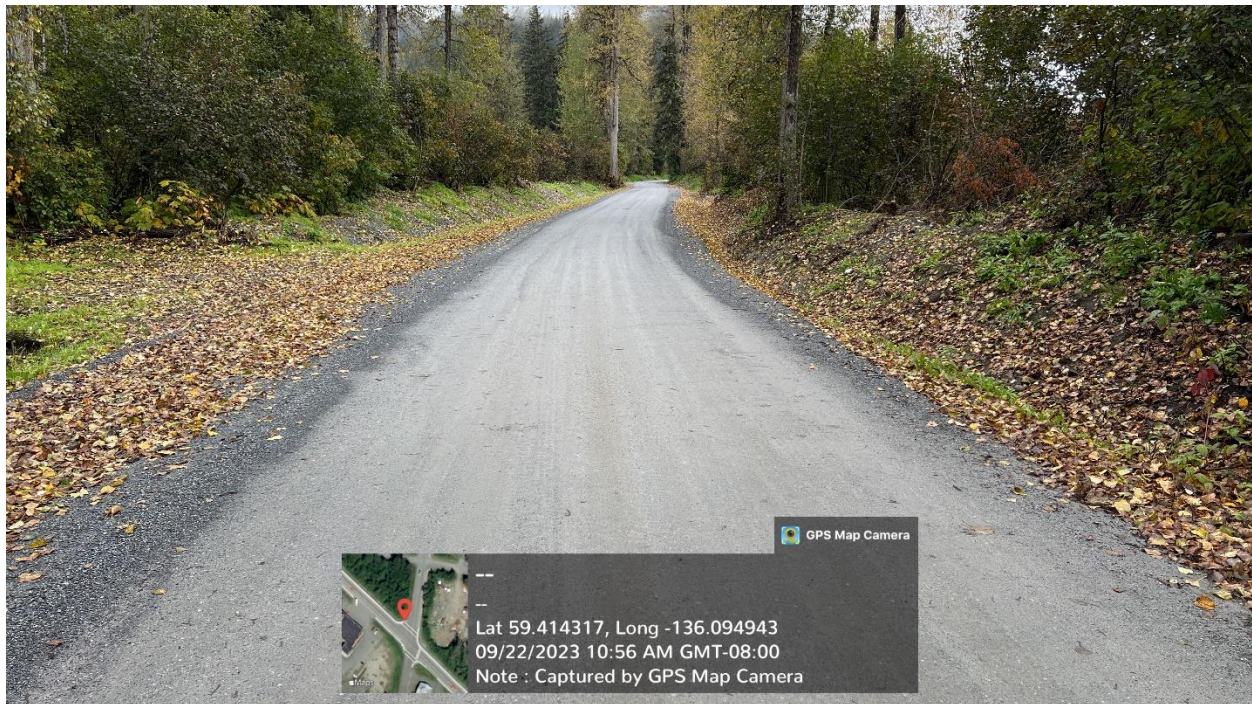


Figure A.9 - Third-party stop of work for Site 3, photo facing end of road. Also shown is start of Porcupine Trail Road Phase I work. Note the start of Phase I ditch reconditioning in background.

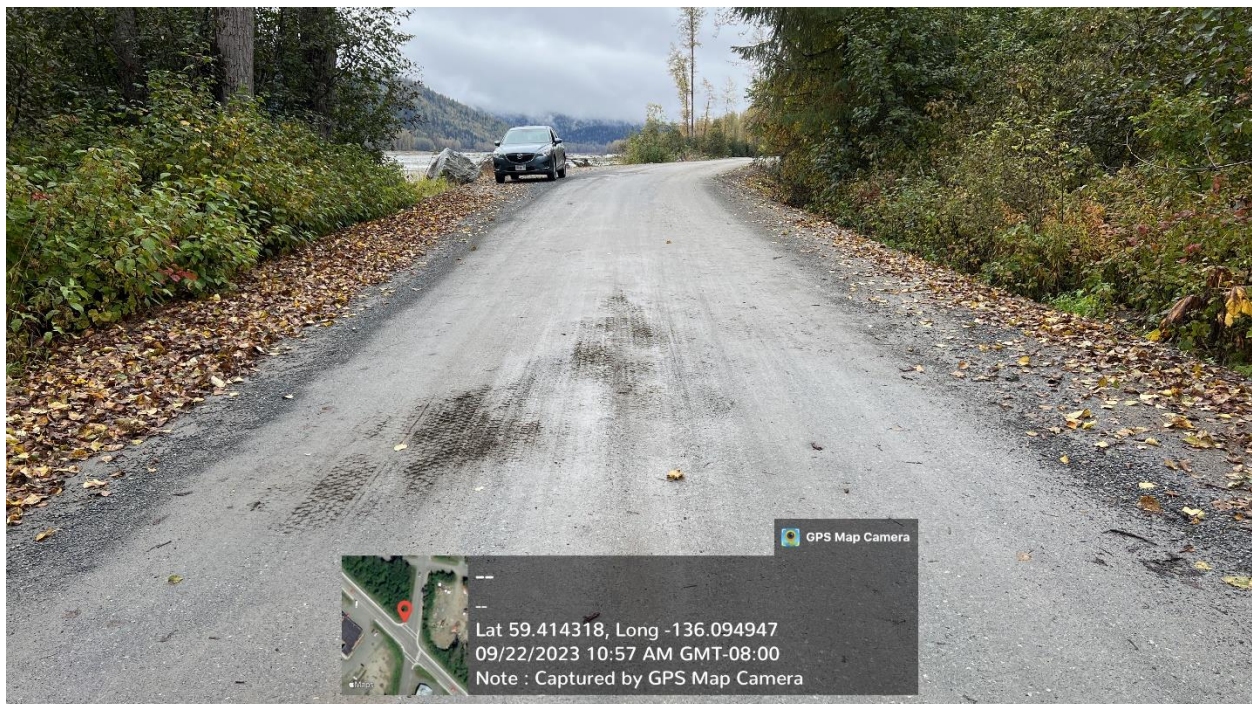


Figure A.10 – Same location as Figure A.9. Third-party stop of work, photo facing beginning of road. Porcupine Trail Road Phase I start of work shown in Figure A.9. Note the end of third-party 3' fill placement in background near vehicle shown. **End third-party project.**

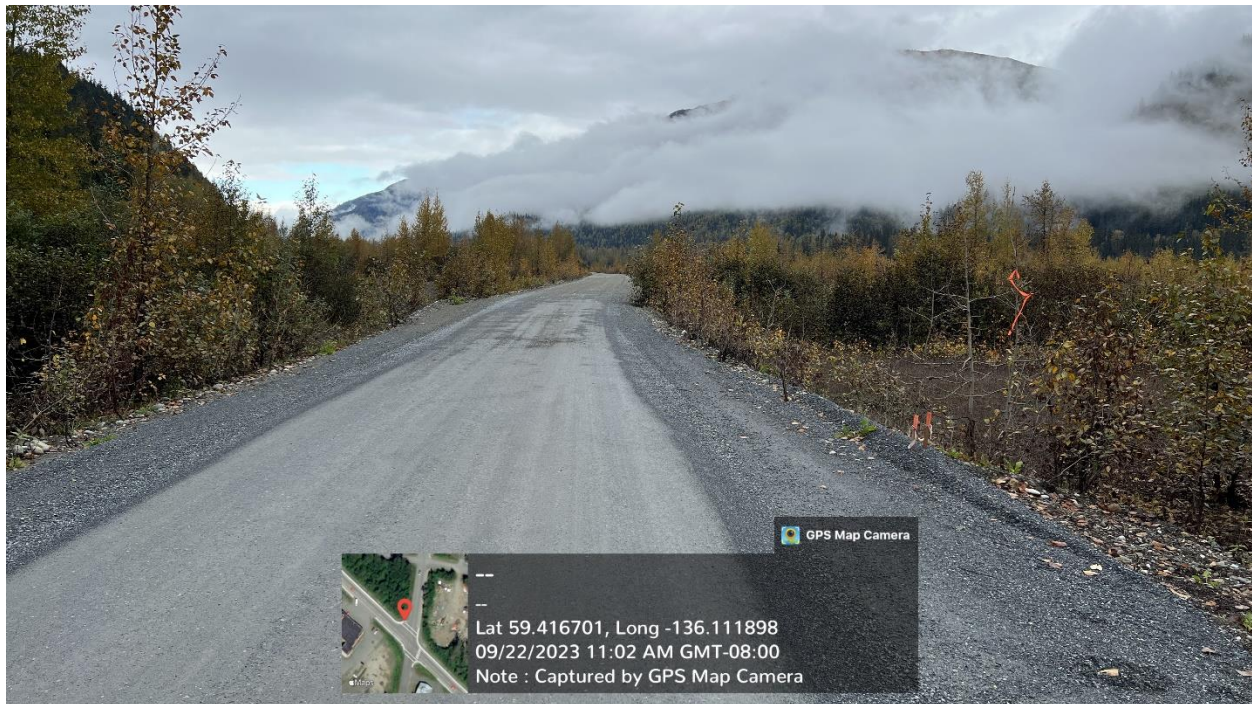


Figure A.11 - Porcupine Trail Road Phase I stop of work, photo facing end of road. Note the transition from new surfacing material to existing surfacing material.

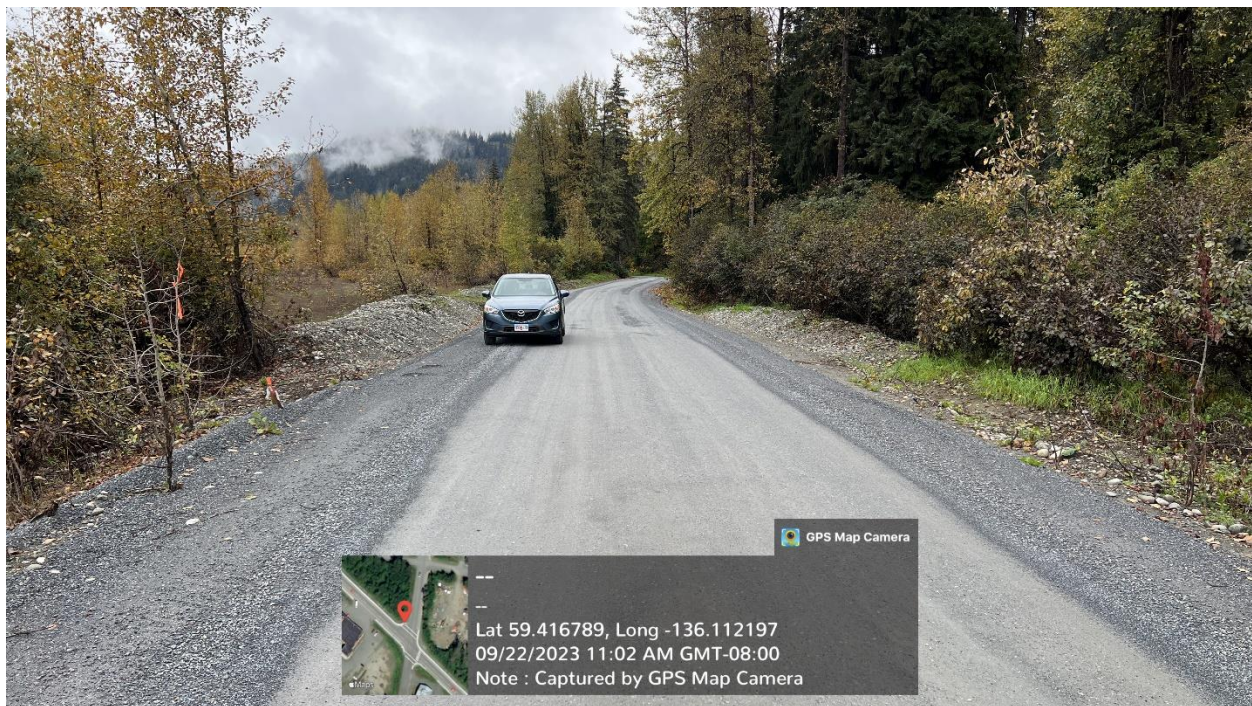


Figure A.12 - Porcupine Trail Road Phase I stop of work, photo facing beginning of road. Same location as Figure A.11.

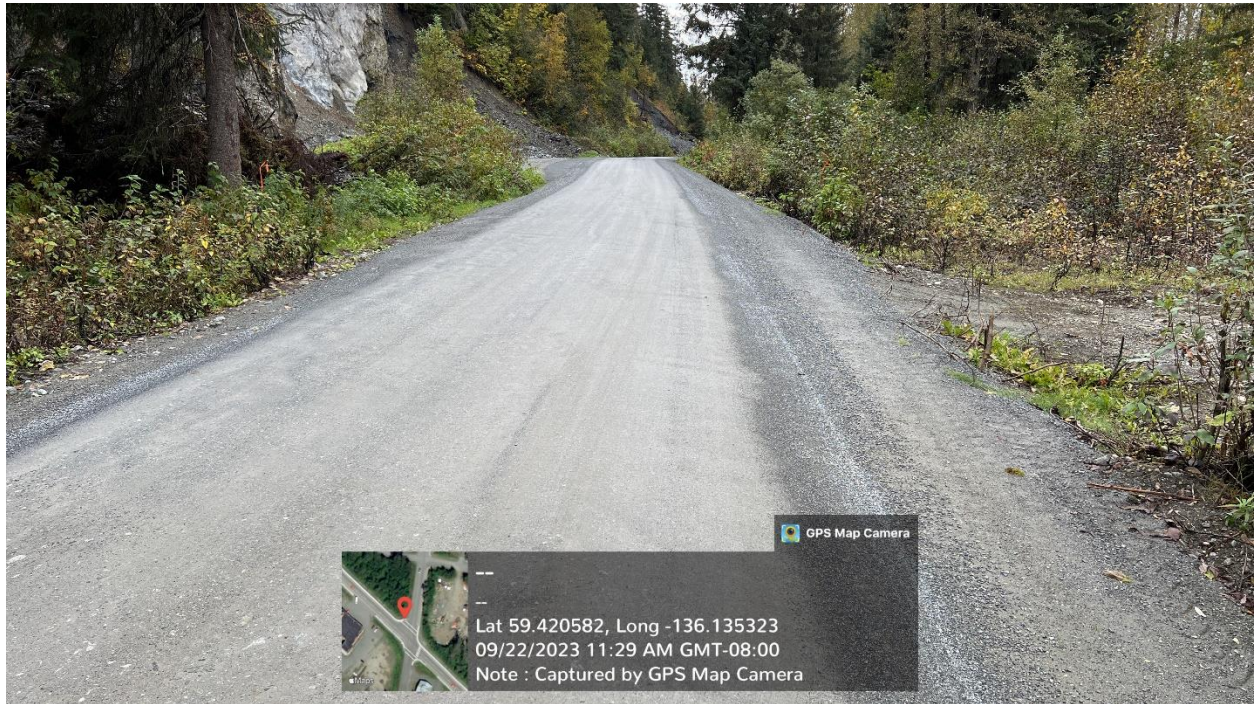


Figure A.13 - Porcupine Trail Road Phase I start of work, photo facing end of road.

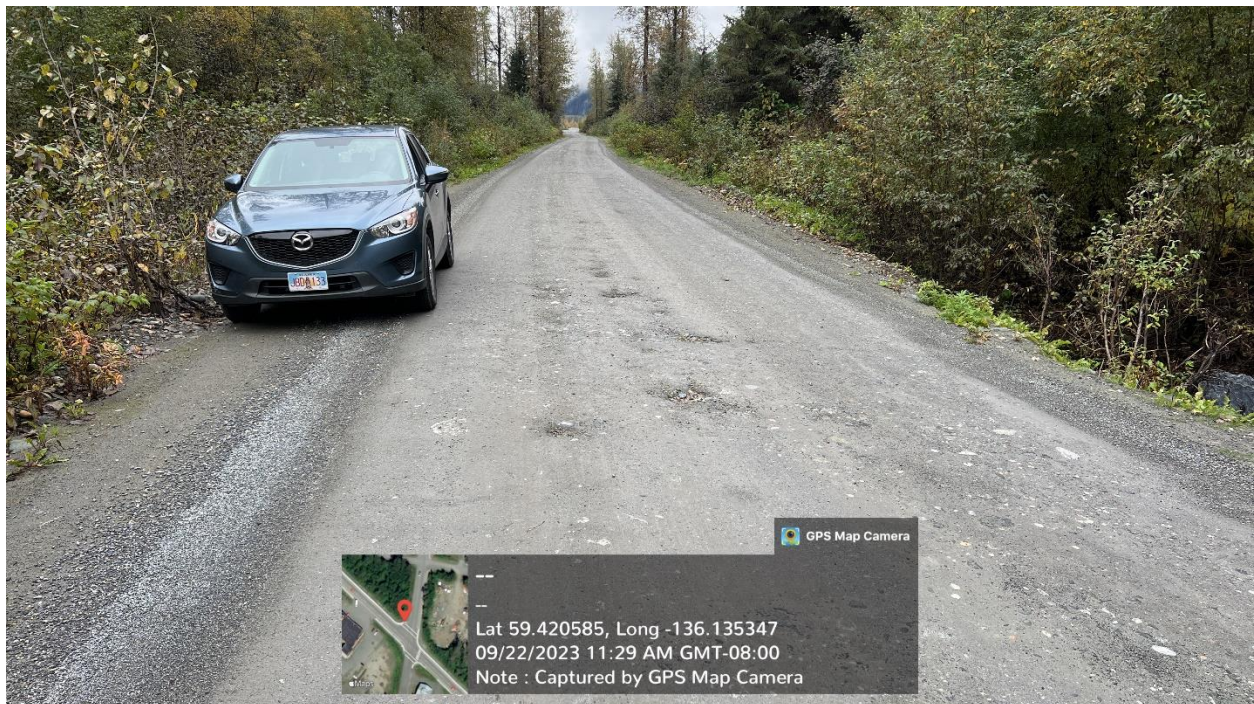


Figure A.14 - Porcupine Trail Road Phase I start of work, photo facing beginning of road. Same location as figure A.13.

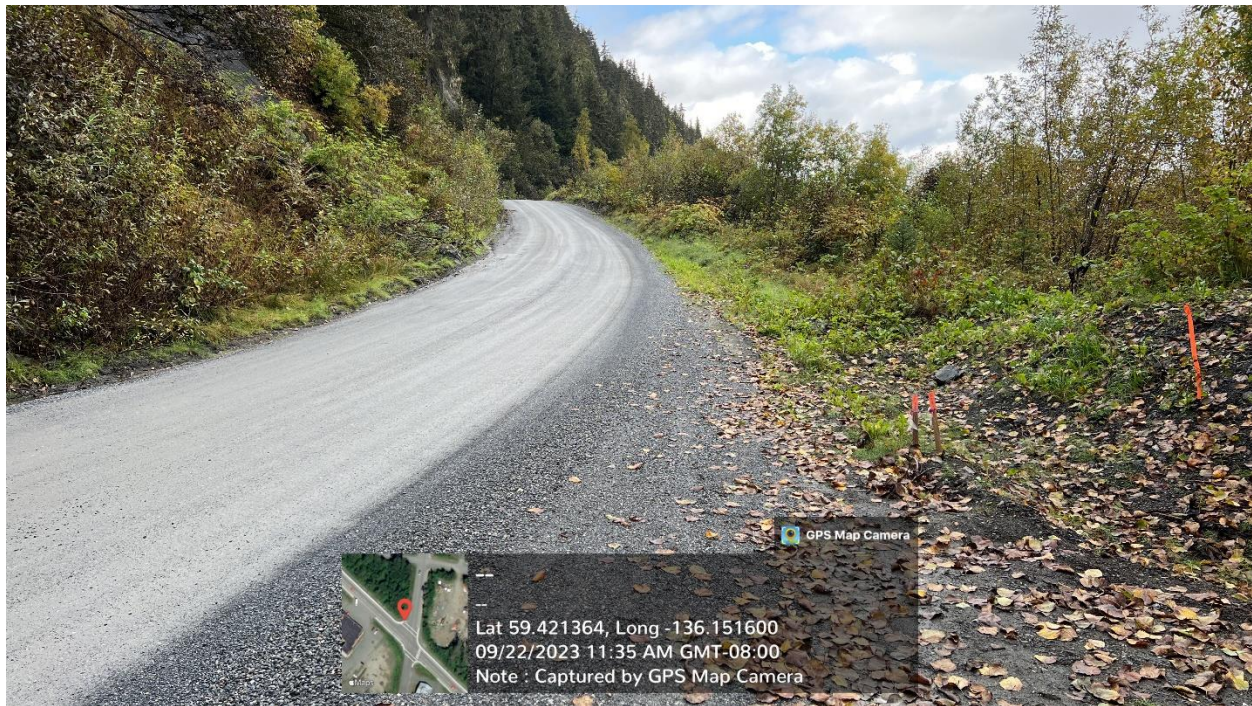


Figure A.15 - Porcupine Trail Road Phase I stop of work, photo facing end of road.

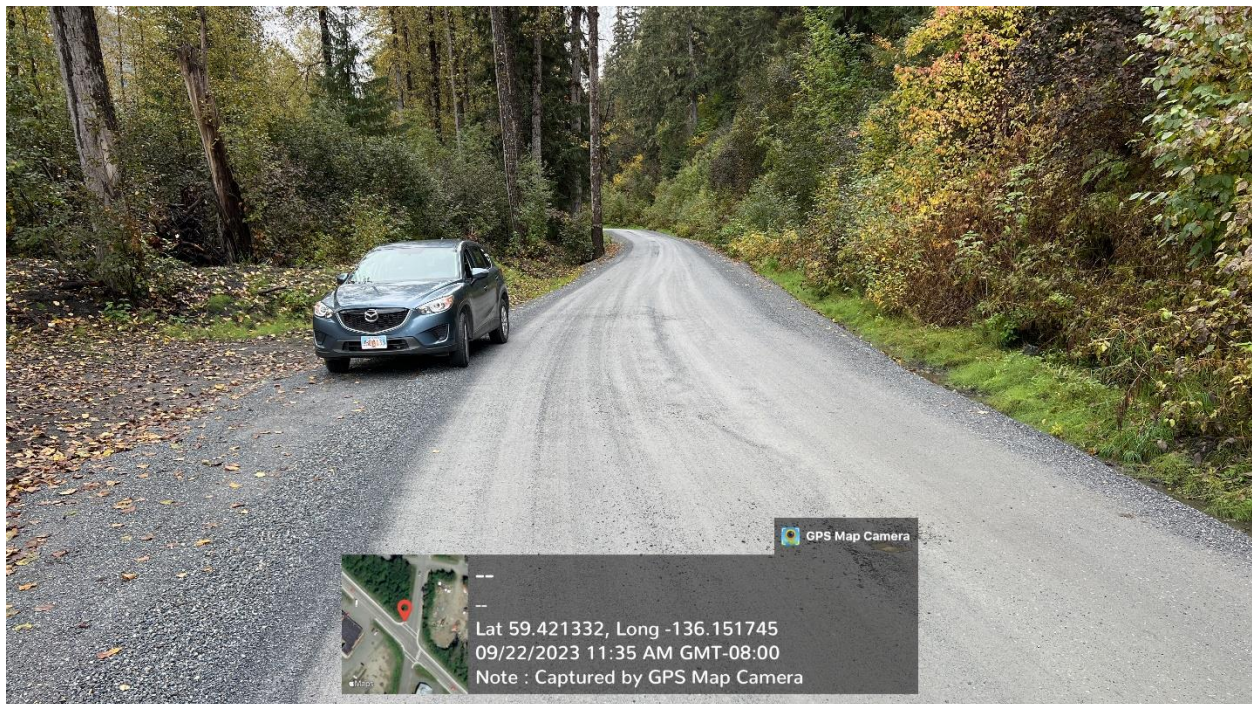


Figure A.16 – Porcupine Trail Road Phase I stop of work, photo facing beginning of road. Same location as Figure A.15.

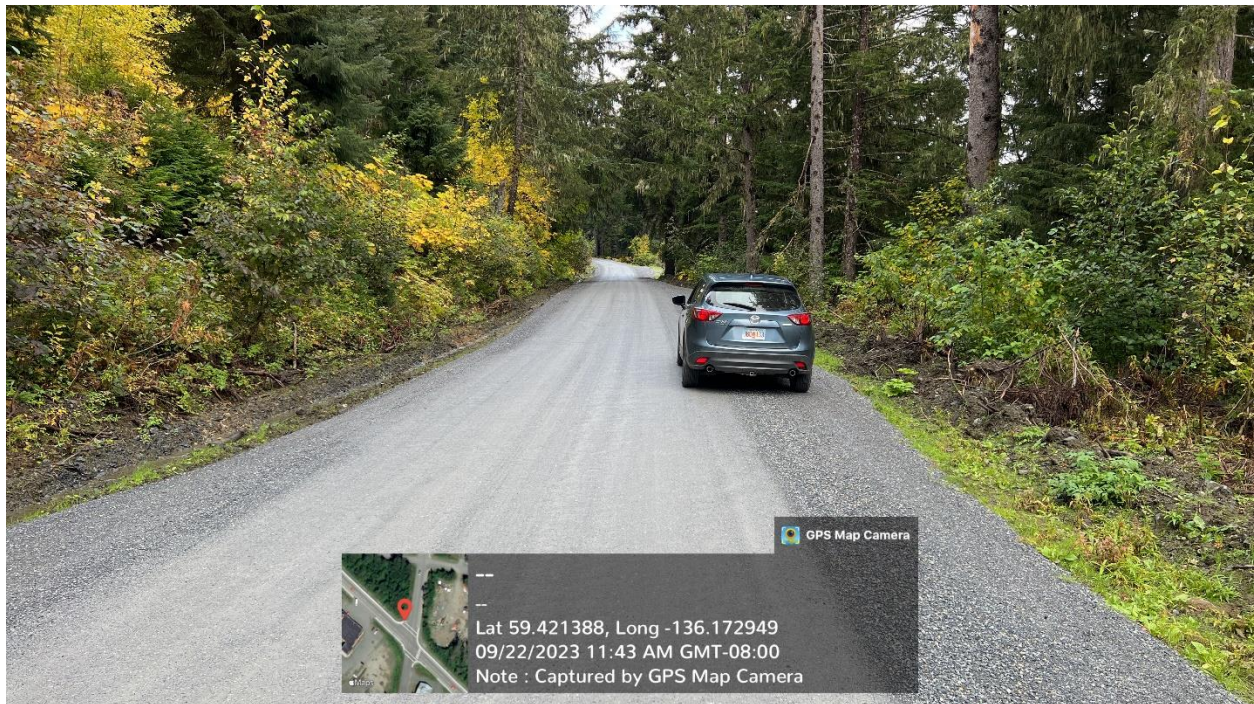


Figure A.17 - Porcupine Trail Road Phase I start of work, photo facing end of road.

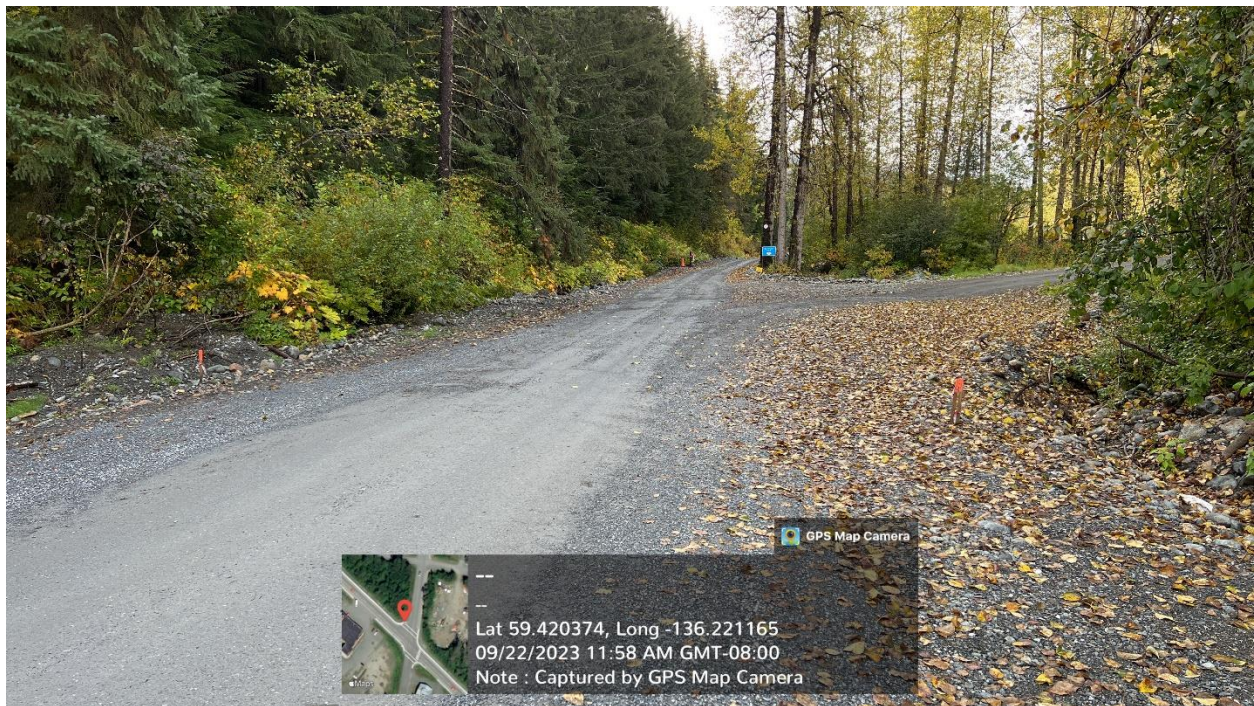


Figure A.18 - Porcupine Trail Road Phase I stop of work, photo facing end of road.

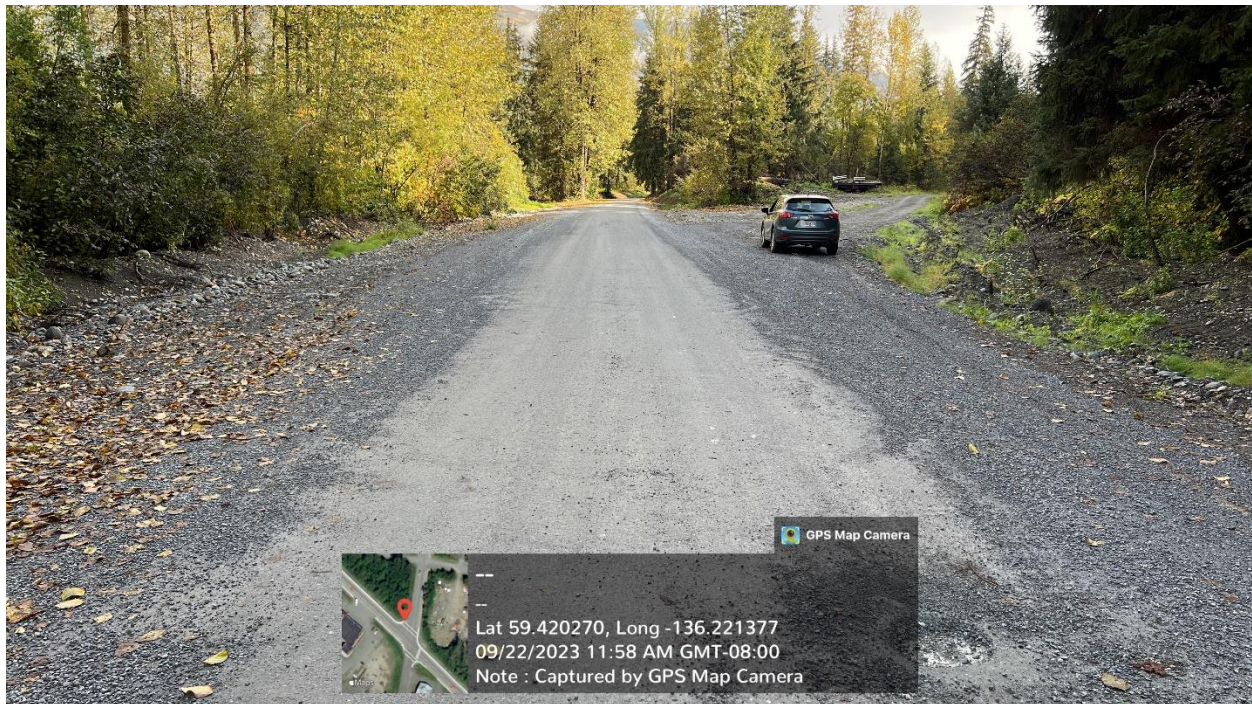
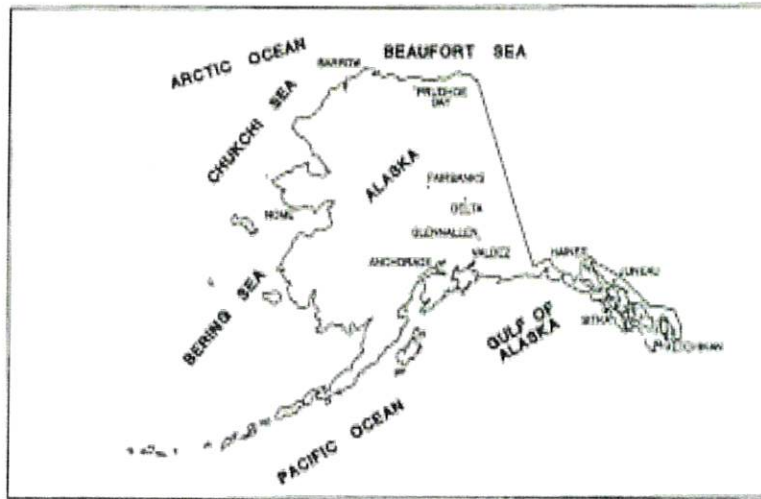
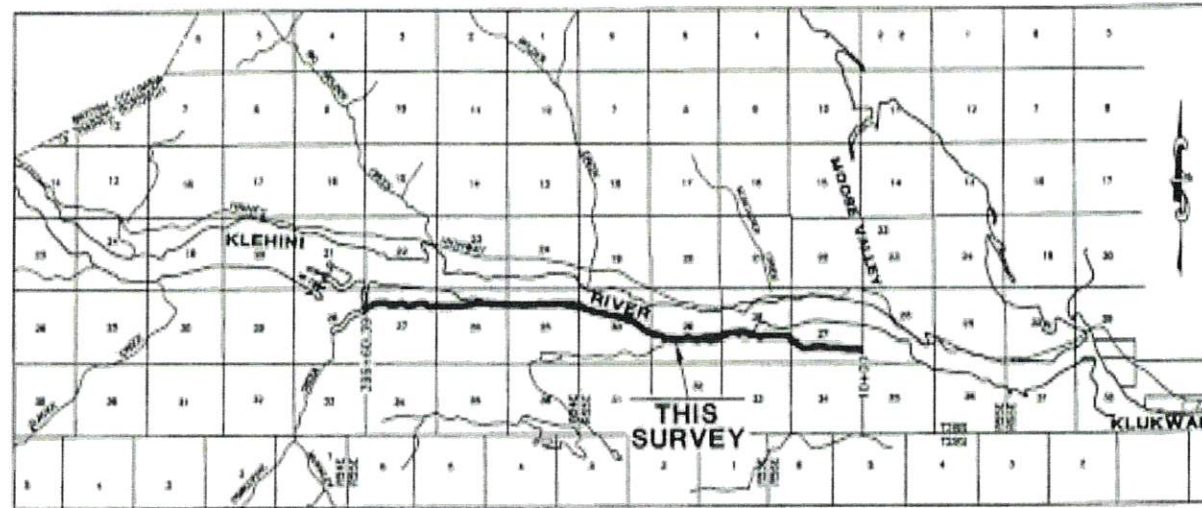


Figure A.19 - Porcupine Trail Road Phase I stop of work, photo facing beginning of road. **End of Phase I project.**

Attachment B – Phase I Plans, Phase I Specification Section 303, and Bidder Q&A History



STATE OF ALASKA
N.T.S.



VICINITY MAP

SOURCE: U.S.G.S. QUADS "SNAGWAY (B-3 & B-4), 1954, ALASKA" SCALE: 1" = 2 MILES

**A CENTERLINE OF
PROCUPINE ROAD
WITHIN HAINES BOROUGH, ALASKA**
HAINES RECORDING DISTRICT - HAINES, ALASKA

LEGEND

- ⊕ G.L.O./B.L.M. 2-1/2" BRASS MONUMENT RECOVERED THIS SURVEY
- ⊙ PRIMARY MONUMENT RECOVERED THIS SURVEY



Haines Borough
PO Box 1209
Haines, Alaska 99827

Tel: (907)766-6400



REVISION

REV	DATE	DESCRIPTION	DWN	CKD
A	MAY 22	ISSUED FOR BIDS	EGC	EGC

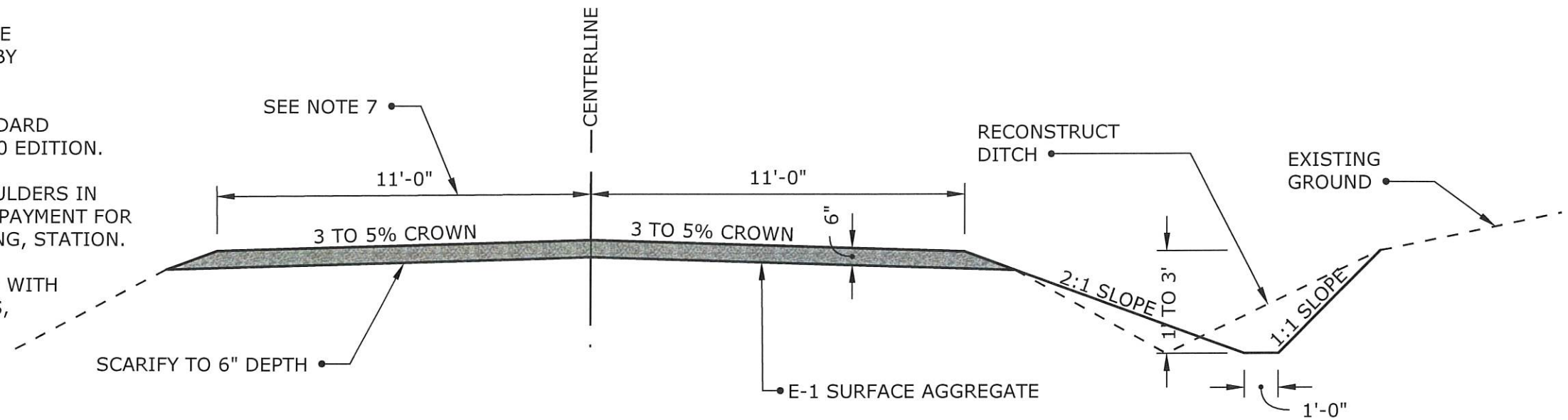
**HAINES BOROUGH
PORCUPINE TRAIL ROAD, PHASE 1
PROJECT 00013(435787),
SITES 1 & 2**

**PROJECT
LOCATION**

C01

NOTES:

1. THIS WORK INCLUDES UP TO 5 MILES OF SURFACE RECONDITIONING AND UP TO 6.5 MILES OF DITCH RECONDITIONING. AREAS OF PORCUPINE ROAD TO BE RECONDITIONED WILL BE MARKED ON THE GROUND BY THE OWNER WITH SURVEY LATHE AND RIBBON.
2. WORK SHALL COMPLY WITH ALASKA DOT&PF STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2020 EDITION.
3. RECONDITION EXISTING ROAD SURFACE AND SHOULDERS IN ACCORDANCE WITH SECTION 303 RECONDITIONING. PAYMENT FOR THIS WORK SHALL BE 303.0002.0001 RECONDITIONING, STATION.
4. RECONDITION EXISTING DITCHES IN ACCORDANCE WITH SECTION 303 RECONDITIONING. PLACE DITCH SPOILS, NOT TO EXCEED 2' IN HEIGHT BACK OF DITCH. DITCH CLEARING AND GRUBBING IS INCIDENTAL TO THIS WORK. PAYMENT FOR THIS WORK SHALL BE 303.0002.0002 RECONDITIONING, STATION.
5. AGGREGATE SURFACE COURSE SHALL CONFORM WITH SECTION 301 - AGGREGATE BASE AND SURFACE COURSE. PAYMENT SHALL BE 301.0003.0001, TON.
6. AGGREGATE SHALL CONFORM TO SECTION 703-2.03 AGGREGATES. GRADATION SHALL BE TABLE 703-2, SURFACE COURSE, E-1.
7. EXISTING ROAD WIDTH VARIES. TOP OF SURFACEING SHALL BE 22' WIDE.
8. COMPACT E-1 SURFACE COURSE UNTIL IT DOES NOT YIELD MORE THAN 1/2" IN THE WHEEL PATH OF A LOADED 10-YARD DUMPTRUCK.
9. APPLY FIRST AND SECOND APPLICATION OF CALCIUM CHLORIDE IN ACCORDANCE WITH SECTION 624. PAYMENT SHALL BE 624.0001.0001, CALCIUM CHLORIDE, TON.



PORCUPINE TRAIL ROAD
TYPICAL ROAD SECTION

SCALE: 1/4" = 1' - 0"



Haines Borough
PO Box 1209
Haines, Alaska 99827

Tel: (907)766-6400

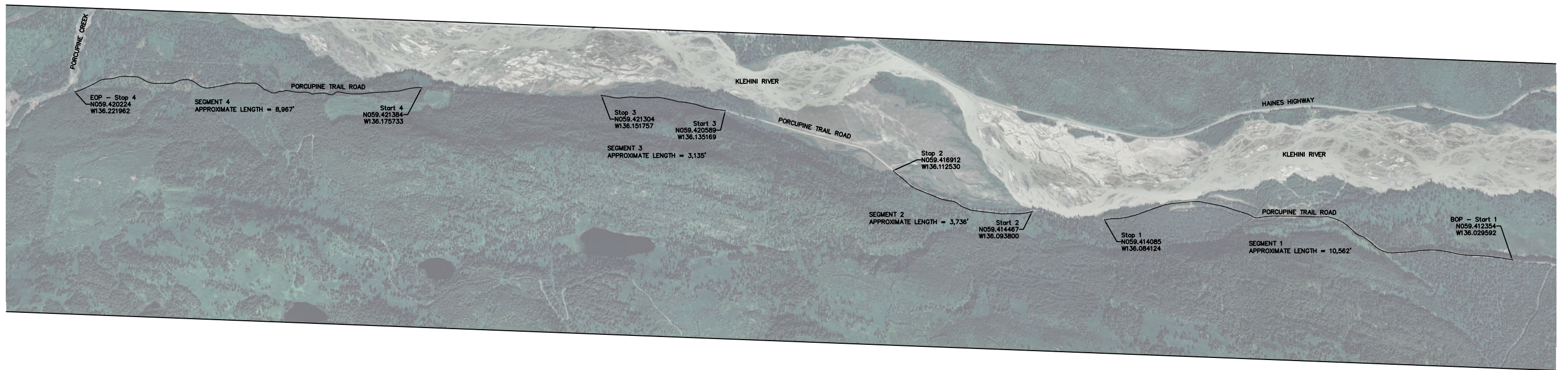


REVISION				
REV	DATE	DESCRIPTION	DWN	CKD
A	MAY 22	ISSUED FOR BIDS	EGC	EGC

**HAINES BOROUGH
PORCUPINE TRAIL ROAD, PHASE 1
PROJECT 00013(435787),
SITES 1 & 2**

**TYPICAL
SECTION**

C02



**SECTION 303
RECONDITIONING**

303-1.01 DESCRIPTION. Recondition the surface of an existing roadbed, clean and recondition the ditches, and shape the shoulders.

303-2.01 MATERIALS. None.

303-3.01 CONSTRUCTION REQUIREMENTS. Scarify the existing surface to the depth shown on the Plans. Pulverize material to 2 inches or smaller.

Clean and recondition the ditches and shape the shoulders as shown on the Plans.

Spread surface material to line and grade and compact uniformly as specified in Subsection 203-3.04. Compact pulverized asphalt using alternate method acceptable to the Engineer.

The reconditioned surface will be tested using a 10-foot straightedge at selected locations. Limit surface deviations to 1 inch prior to placement of a base course or 3/8 inch prior to placement of a surface course, as measured from the testing edge of the straightedge between two contacts with the surface.

Maintain the surface satisfactorily until the base or surface course has been placed. Apply additional water, as required.

303-4.01 METHOD OF MEASUREMENT. See Section 109.

303-5.01 BASIS OF PAYMENT. Water required for compaction and maintenance is subsidiary.

Payment will be made under:

PAY ITEM		
Item Number	Item Description	Unit
303.0001.	Reconditioning	STA
303.0002.	Reconditioning	MILE
303.0003.	Reconditioning	LS

SPECIAL PROVISIONS

**SECTION 303
RECONDITIONING**

SPECIAL PROVISIONS

303-1.01 DESCRIPTION. Add the following to the end of this subsection:

Work under this section includes restoring all areas disturbed by the work, such as ditches, drainage ways, shoulders, yards, and similar, to match pre-construction slopes, grades, and general site topography.

Work under this section includes prepping and grading roadway shoulders and ditch reconditioning where shown in the Drawings prior to placement of shouldering materials.

Work under this section includes the excavation and shaping of ditches as shown in the Drawings.

303-2.01 MATERIALS. Delete this subsection in its entirety and replace with the following:

Per the Drawings or other specifications, unless otherwise approved by the Engineer.

Use all suitable material from excavation prior to using material from another source, unless otherwise shown in the Drawings.

Native material from excavation is considered suitable if it meets the requirements of Selected Material, Type C (703-2.07).

Do not use excavated native material from excavation if it does not meet the requirements of Selected Material, Type C (703-2.07), unless otherwise approved by the Engineer.

303-4.01 METHOD OF MEASUREMENT. Delete this subsection in its entirety and replace with the following:

Reconditioning, Ditches. Measured along the flow line of the ditch.

Reconditioning, Roadbeds and Shoulders. Measured along the centerline of the roadway.

303-5.01 BASIS OF PAYMENT. Add the following:

Use all suitable material from excavation for backfill prior to using material from another source, unless otherwise shown in the Drawings.

Payment will be made under:

PAY ITEM		
Item Number	Item Description	Unit
303.0002._____	Reconditioning, Roadbeds and Shoulders	STA
303.0002._____	Reconditioning, Ditches	STA

SPECIAL PROVISIONS

**SECTION 303
RECONDITIONING**

SPECIAL PROVISIONS

303-1.01 DESCRIPTION. Add the following to the end of this subsection:

Work under this section includes restoring all areas disturbed by the work, such as ditches, drainage ways, shoulders, yards, and similar, to match pre-construction slopes, grades, and general site topography.

Work under this section includes prepping and grading roadway shoulders and ditch reconditioning where shown in the Drawings prior to placement of shouldering materials.

Work under this section includes the excavation and shaping of ditches as shown in the Drawings.

303-2.01 MATERIALS. Delete this subsection in its entirety and replace with the following:

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Native material from excavation is considered suitable if it meets the requirements of Selected Material, Type C (703-2.07).

Do not use excavated native material from excavation if it does not meet the requirements of Selected Material, Type C (703-2.07), unless otherwise approved by the Engineer.

303-4.01 METHOD OF MEASUREMENT. Delete this subsection in its entirety and replace with the following:

Reconditioning, Ditches. Measured along the flow line of the ditch.

Reconditioning, Roadbeds and Shoulders. Measured along the centerline of the roadway.

303-5.01 BASIS OF PAYMENT. Add the following:

Use all suitable material from excavation for backfill prior to using material from another source, unless otherwise shown in the Drawings.

Payment will be made under:

PAY ITEM		
Item Number	Item Description	Unit
303.0002._____	Reconditioning, Roadbeds and Shoulders	STA
303.0002._____	Reconditioning, Ditches	STA

Q & A History

Deadline

06/30/2022 09:00 PM EDT

Remarks

All questions regarding this project must be posted on the Bid Express Platform. No in person, phone, or email questions will be answered.

| *Published*

Q.

Mobilization-Fixed costs on this project are substantial - Crusher mobilization/set-up - trucks-grader-compact and support gear. The again with demobilization. - Project overhead and incidentals also make up this item. Allocating these fixed costs into unit bid items is challenging and suggest a mob item be included.
TY

Asked By: Glacier Construction, Inc. dba Southeast Road Builders on 06/25/2022 06:26 PM EDT

Published By: Ed Coffland on 06/27/2022 12:02 PM EDT

A.

We will send an addendum to add a new pay item 640.0001.01 Mobilization and Demobilization. The pay item unit will be LS.

Answered By: Ed Coffland on 06/27/2022 12:02 PM EDT

Published By: Ed Coffland on 06/27/2022 12:02 PM EDT

| *Published*

Q.

Addendum 1, Item 5 states "To ensure compliance with AS 23.20.265, the Contractor shall complete a 'Tax Clearance Request Form for Contractors' and submit to (ADL&WD). Completed Tax form shall be uploaded to the Bid Express Platform with your bid."

Is the contractor to provide a copy of the approved form from ADL&WD as part of it's bid, or is the owner requiring a returned form from ADL&WD showing tax clearance is granted? Providing a completed form from ADL&WD may take time that would conflict with the bid due date. How should the contractor complete the "Specific time period a tax clearance is being requested for" on the form?

Asked By: Glacier Construction, Inc. dba Southeast Road Builders on 06/29/2022 04:16 PM EDT

Published By: Carolann Wooton on 06/29/2022 05:21 PM EDT

A.

No, we are just requiring the completed form, not the approved form, with your bid. We will submit it to DOL and get the clearance back before the final payment for the project is awarded.

Answered By: Carolann Wooton on 06/29/2022 05:21 PM EDT

Published By: Carolann Wooton on 06/29/2022 05:21 PM EDT

| *Published*

Q.

noted excavation and embankment is deleted and all required is subsidiary. Per note #7, existing road width varies, however top surfacing shall be 22 ft. in width.

It appears, without complete survey prior to bid, some areas may be less than the 22 ft. requirement. Additionally, some areas may take some unknown quantity to comply. Is it the intent of the contract for all excavation/embankment to be subsidiary to comply with the 22 ft requirement? If so please provide us with an estimate of excavation/embankment quantities to comply - TY

Asked By: Glacier Construction, Inc. dba Southeast Road Builders on 06/29/2022 04:45 PM EDT

Published By: Ed Coffland on 06/29/2022 06:33 PM EDT

A.

Our intent is for the reconditioned road surface to match the existing road surface up to 22 feet wide. Where the existing road surface is less than 22 feet wide, we do not intend to widen the, but recondition to match the narrower road.

Answered By: Ed Coffland on 06/29/2022 06:33 PM EDT

Published By: Ed Coffland on 06/29/2022 06:33 PM EDT

Attachment C – Existing Road Photos, Third-Party Site Photos, Third-Party Work Plans & Scope

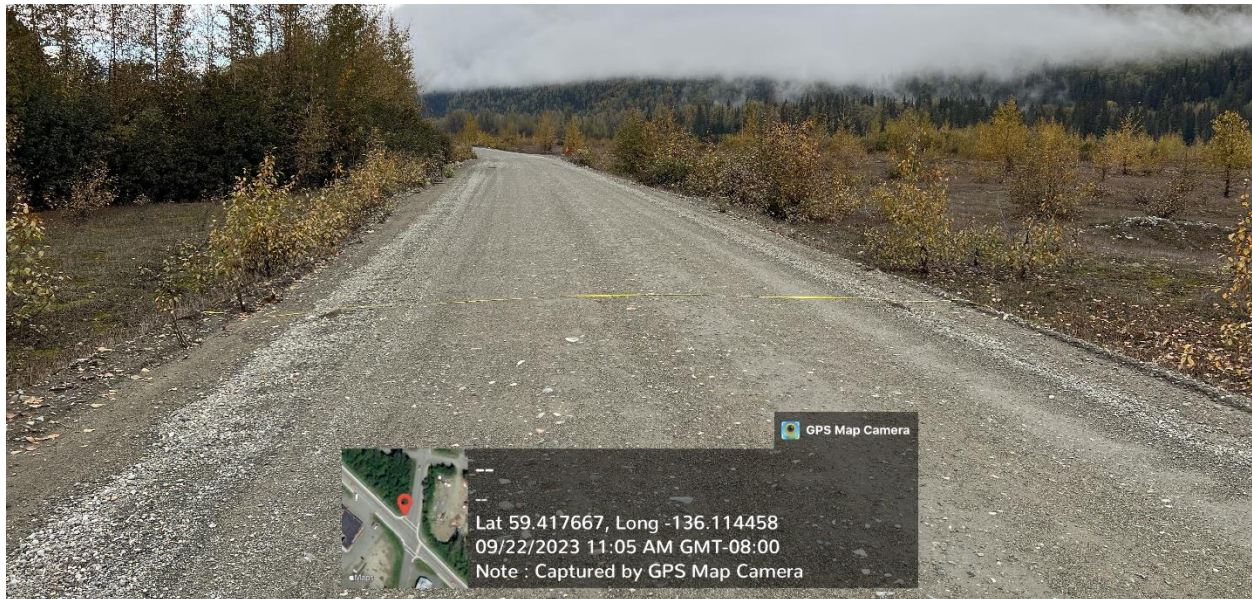


Figure C.1 – Existing, pre-disaster condition of Porcupine Trail Road outside of Phase I and Third-Party work limits. Edge of shoulder to edge of shoulder width is 28’ at this location, and width to outside edges of travel lanes (driving surface) is 20’. Theoretically, a 3’ deep section of fill with 1:1 sloped embankment could be placed here and still achieve a 22’-wide top driving surface. Photos of measurements can be provided upon request.

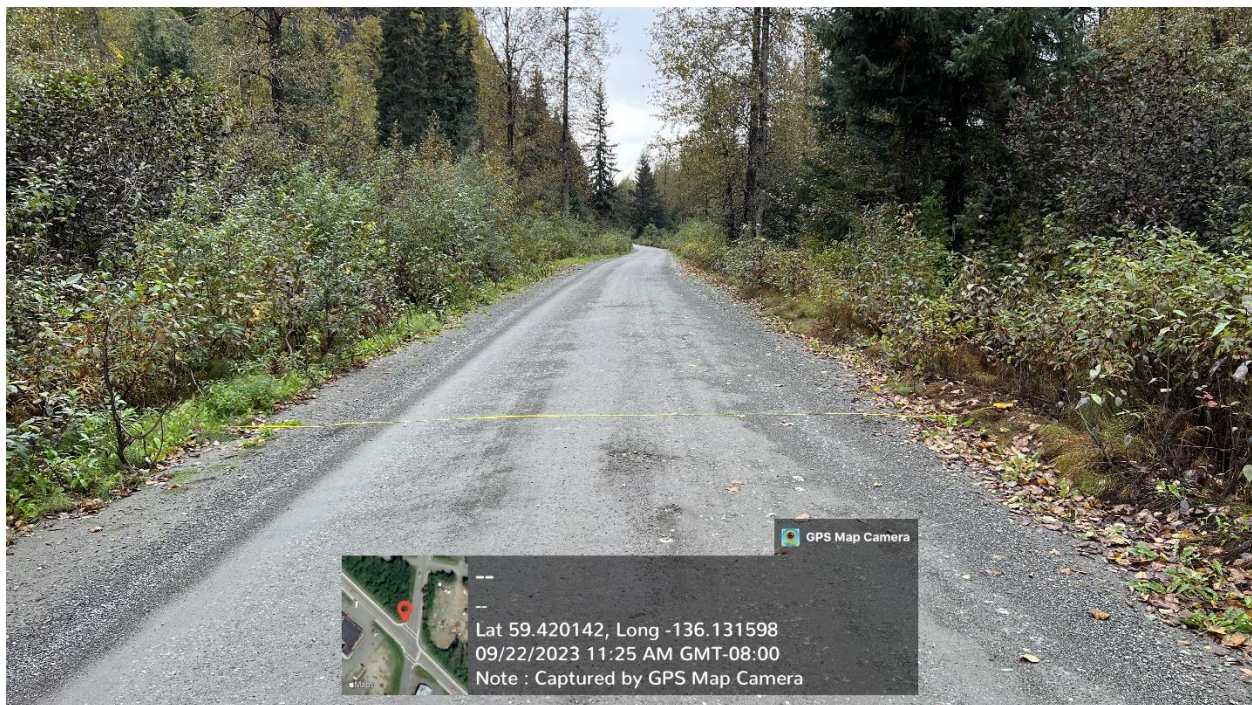


Figure C.2 – Another example of existing, pre-disaster condition of Porcupine Trail Road outside of Phase I and Third-Party work limits. Edge of shoulder to edge of shoulder width is 24’ at this location, and width to outside edges of travel lanes (driving surface) is 16.4’. Adjacent existing ditches are not included in these measurements. Photos of measurements can be provided upon request.

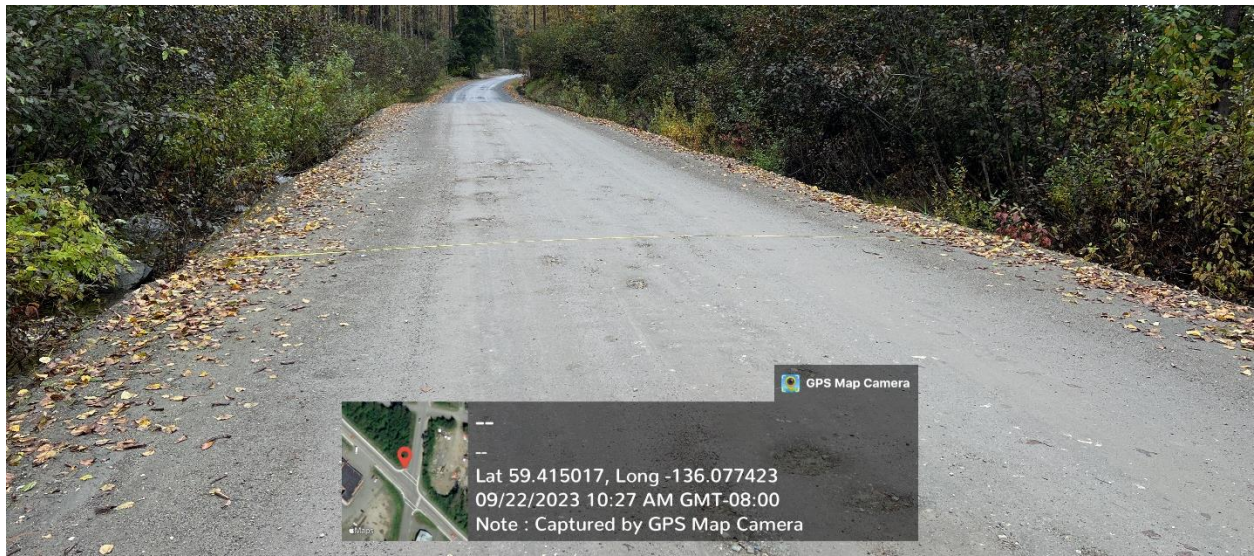
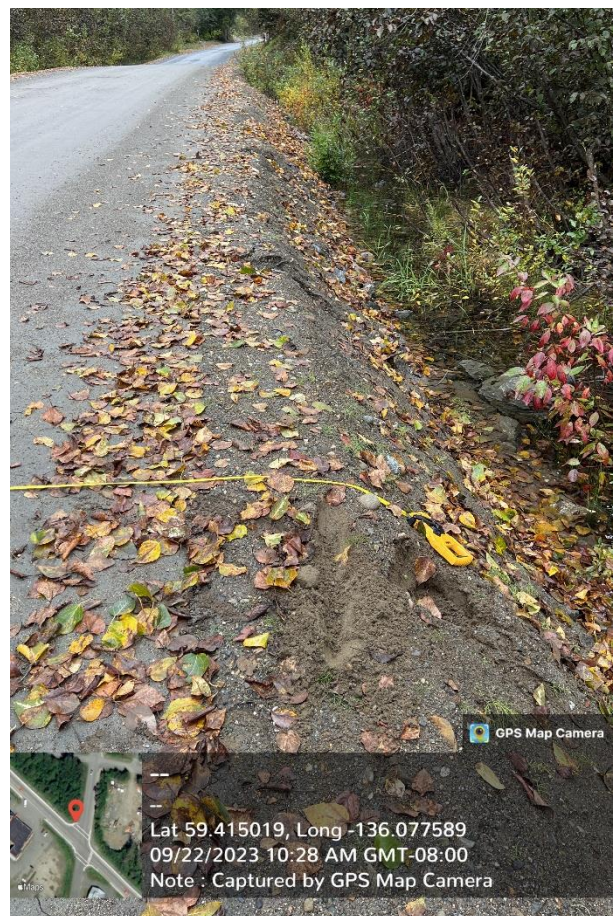


Figure C.3 – Cross section of third-party work site 1 fill area on Porcupine Trail Road, outside of Phase I work limits. Edge of shoulder to edge of shoulder width is 28’ at this location, and width to outside edges of travel lanes (driving surface) is 19’. Third-party work at this site was placement of 3’ fill only – no gravel surfacing or riprap materials were placed. Photos of measurements can be provided upon request.



Figures C.4 (LT) and C.5 (RT) – 1:1 sloped embankment for 3’ fill at third-party work site 1 fill area. Note the toe of fill has been placed at the edge of the existing roadway, leaving the existing ditches on the left and right side of photos untouched.



Figure C.6 – Cross section of third-party work site 2 fill area on Porcupine Trail Road, outside of Phase I work limits. Edge of shoulder to edge of shoulder width is 28' at this location (including pullout), and width to outside edges of travel lanes (driving surface) is 16'. Third-party work at this site was placement of 3' fill only – no gravel surfacing or riprap materials were placed. Fill was placed within the limits of the existing roadway corridor shoulders/berms. Photos of measurements can be provided upon request.



Figure C.7 – Cross section of third-party work site 3 fill area on Porcupine Trail Road, outside of Phase I work limits. Edge of shoulder to edge of shoulder width is 28' at this location (including pullout), and width to outside edges of travel lanes (driving surface) is 15.7'. Third-party work at this site was placement of 3' fill and some riprap above ordinary high water – no gravel surfacing materials were placed. Fill was placed within the limits of the existing roadway corridor shoulders/berms. Photos of measurements can be provided upon request.

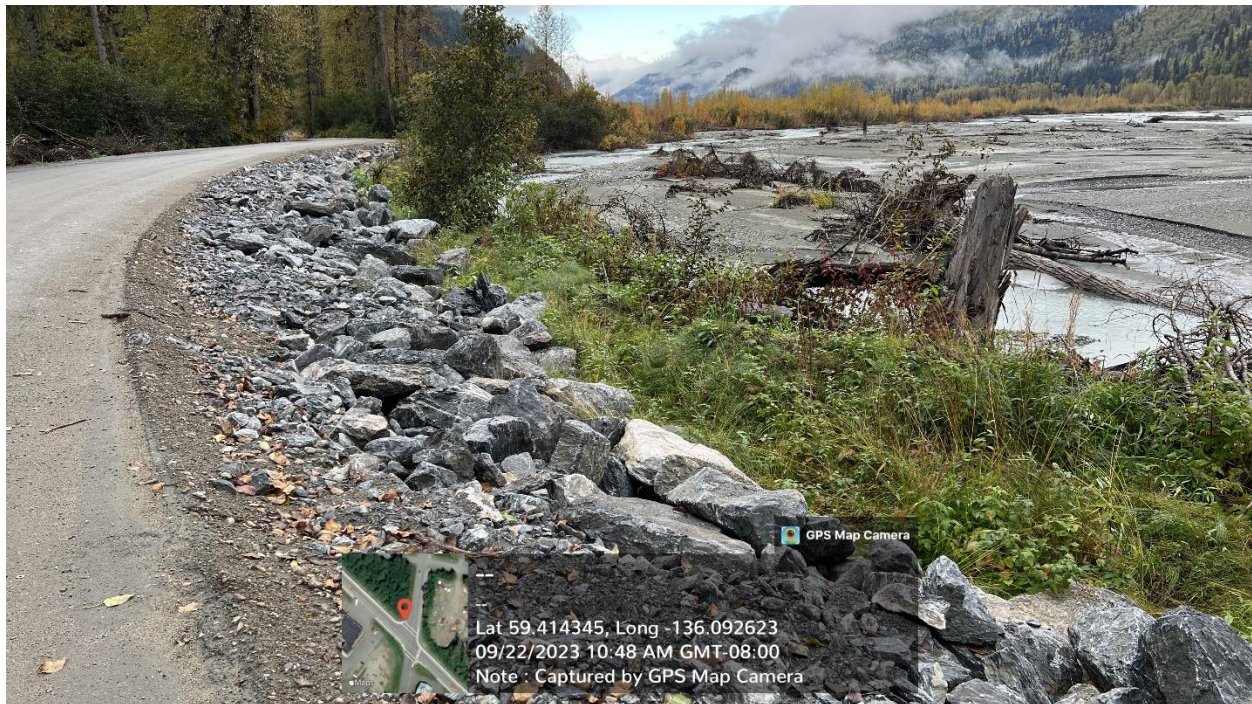


Figure C.8 – Riprap placed at third-party work site 3 on Klehini River side of roadway fill slope above ordinary high water. Note the presence of existing uplands vegetation between toe of fill and river.

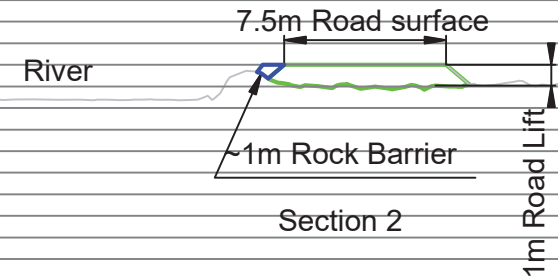


Figure C.9 – Riprap placed at third-party work site 3 on Klehini River side of roadway fill slope above ordinary high water. Note the presence of existing uplands vegetation between toe of fill and river, as well as the existing undisturbed roadway grade at toe of fill in foreground.

Klehini River

Fill : 3.2K m3

Section 2



Drawn By: D. Orr

28 Feb 2023

Revision: 1

Scale : 1:3,000

Road Length - 387 m
Fill : 3,200 m3
Fill height - 1m
Gradient = +- 5%
All Slope - 40 degrees

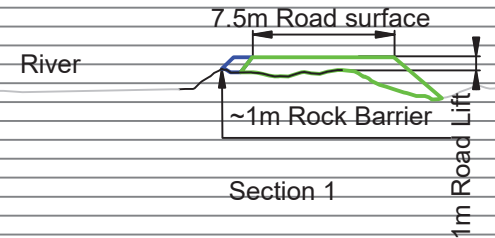
Title:
First road lift, Porcupine Road



Klehini River

Fill : 4.7K m3

Section 1



Drawn By: D. Orr

28 Feb 2023

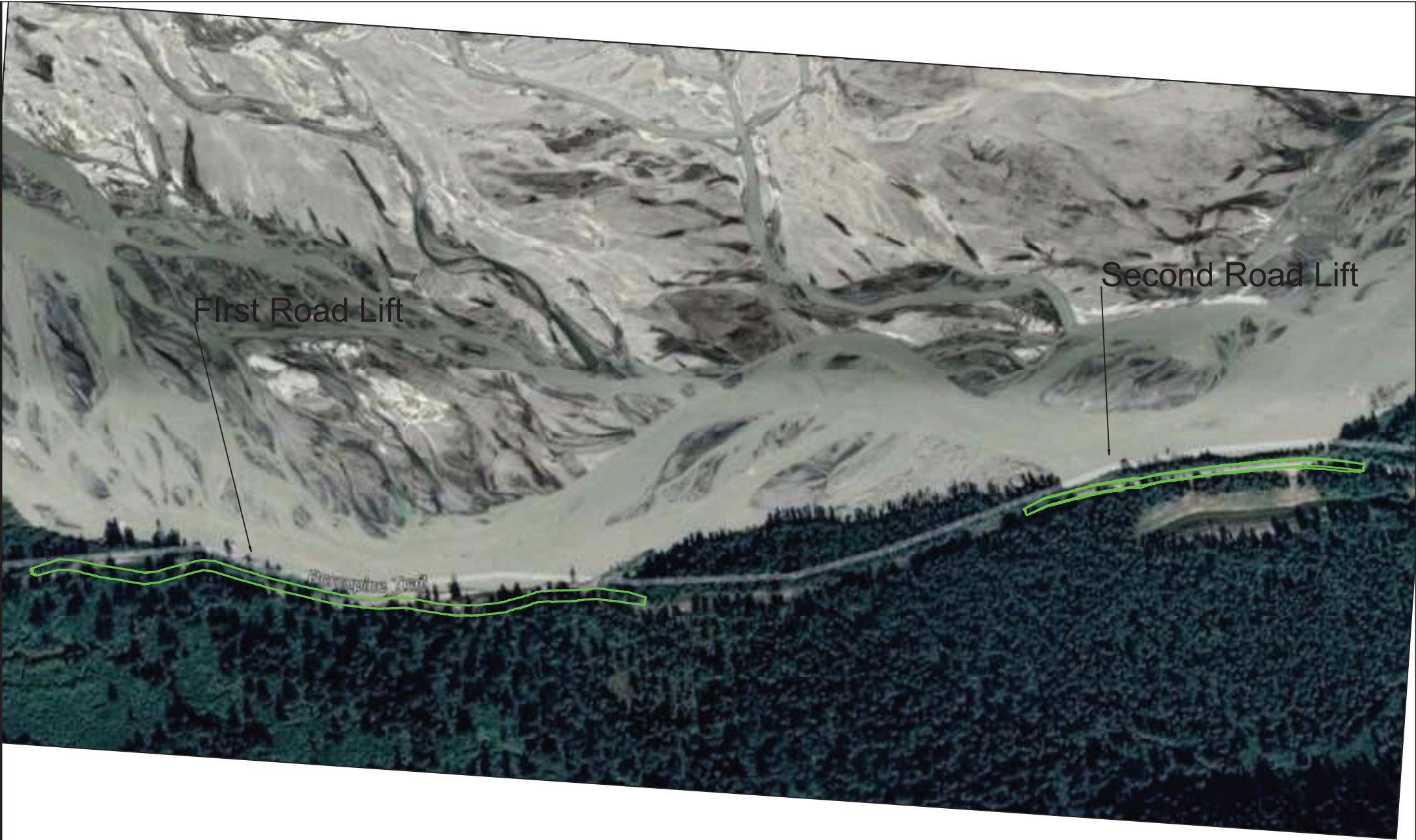
Revision: 1


Scale : 1:3,000

Road Length - 585 m
Fill : 4,700 m3
Fill height - 1m
Gradient = +- 5%
All Slope - 40 degrees

Title:
Second road lift, Porcupine Road





Drawn By: D. Orr	28 Feb 2023	Revision: 1	Scale: 1mm :5500mm
Fill height - 1m Gradient = +/- 5% All Slope - 40 degrees	Title: Porcupine Road, Road Lifts 1 and 2		 CONSTANTINE MINING

From: [Annette Kreitzer](#)
To: [Garret Gladsjo](#)
Subject: FW: 2 Mile Porcupine proposal
Date: Monday, September 18, 2023 1:12:22 PM

From: Liz Cornejo <liz.cornejo@dowa.ca>
Sent: Tuesday, April 11, 2023 4:52 PM
To: Annette Kreitzer <akreitzer@haines.ak.us>
Cc: Edward Coffland <ecoffland@haines.ak.us>; Ernie Siemoneit <ernie@constantinemetals.com>
Subject: Re: 2 Mile Porcupine proposal

EXTERNAL EMAIL: Do not open links or attachments unless you recognize the sender and know the content is safe.

Annette,

Thank you very much for your work on this matter.

Have a great night,
Liz

Liz Cornejo
907-314-2505

Sent from my iPhone

On Apr 11, 2023, at 4:15 PM, Annette Kreitzer <akreitzer@haines.ak.us> wrote:

Liz:

I have consulted with our Borough attorney and HBC 12.08.170 applies in this situation. The work is subject to Public Facilities Director Ed Coffland's approval of the fill material – the work should meet the standard that the Borough would normally meet if we were to do the work. Constantine is authorized to proceed as described in the April 6 email attached below.

*12.08.170 Construction by parties other than the borough.
Construction of streets, alleys, sidewalks, curbs, and other parts of such streets and alleys, exclusive of any utility lines, may be constructed by persons or corporations other than the borough at the owner's expense or with borough contribution to the cost thereof as agreed by the assembly. All such construction must be in accordance with the requirements and specifications established by the manager, who shall put the same in writing at the request of any such builder. (Ord. 08-03-180)*

Best regards,
ak

From: Liz Cornejo <liz.cornejo@dowa.ca>
Sent: Thursday, April 6, 2023 5:07 PM
To: Annette Kreitzer <akreitzer@haines.ak.us>; Edward Coffland <ecoffland@haines.ak.us>
Cc: 'Ernie Siemoneit' <ernie@constantinemetals.com>
Subject: 2 Mile Porcupine proposal

EXTERNAL EMAIL: Do not open links or attachments unless you recognize the sender and know the content is safe.

Annette,

Below is an outline of the road fill proposal for the 2 Mile washout area of Porcupine Road. The proposal is designed as a temporary fix and in-kind contribution from Constantine to support effective use of the road until funding for a more permanent fix is available. The purpose of the road fill is to stabilize the existing roadbed and raise the driving surface above river water flood levels experienced multiple times in 2022. This raised surface will enhance safety by providing a visible driving surface and view of the river's cut bank edge during high water. The work is located in the Borough's Phase 2 area (not yet funded by FEMA). There is no overlap with current FEMA funded projects.

Proposal details:

1. Private contract (and funding) between Constantine and Southeast Roadbuilders, the same contractor as is already working on Porcupine surfacing for FEMA.
2. Approximately 3 ft of fill over two separate segments 875 feet and 1,150 feet on Porcupine Road located past the 2-mile marker.
3. Material to be placed on the existing road and protection layer next to new fill (no in-river work).
4. Fill to be sourced along the Porcupine right-of-way or University lands (as approved by landowner).
5. Compacted fill will meet general quality requirements of the Haines Borough to provide a stable base.

Thank you for your consideration and we appreciate your feedback. The work could begin as early as late April if weather conditions and contractor schedule allow.

Sincerely,
Liz Cornejo

Liz Cornejo, M.Sc., Vice President
Dowa Metals & Mining Alaska Ltd.
907-314-2505

Public Records Law Disclosure: This e-mail may be considered a public record and be subject to public disclosure. **Confidentiality Notice:** This e-mail may contain confidential or privileged information. It is intended only for the use of the recipient named above. If you believe you have received this message in error, please notify me immediately by reply email, delete the message from your computer, and destroy any paper copies.

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DR-4585 PW 13 - FEMA Questions for Porcupine Road (EHP RFI)
Response to 9/20/2023 Request for Information

10/10/23

Attachment D – Phase I Inspector Daily Reports and Third-Party Work Schedule Email



1945 Alex Holden Way #101
219 Main Street #13

Juneau, AK 99801
Haines, AK 99827

907-780-4004
907-419-6070

solutions@proHNS.com
www.proHNS.com

INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>6/15/2023</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>54 degrees, scattered clouds</u>	
Contractor: <u>SERB Secon Subcontractor</u>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
Cat 335 Excavator	
Cat 325 Excavator	

Contractor's Work Force
2 operators Jeff Brown, Chris Hitchcock
1 Mechanic Tony

Construction Activities

- Jeff/335 is on his 2nd day on project, working on the left side Ditch Reconditioning. By 11:30 am, he had reached the 1 mi. marker.
- Chris/325 is working on the rt. side, first day Ditch Reconditioning.

Project Schedule

- Monday – Saturday, 6am-4pm

Discussions

- None of note.

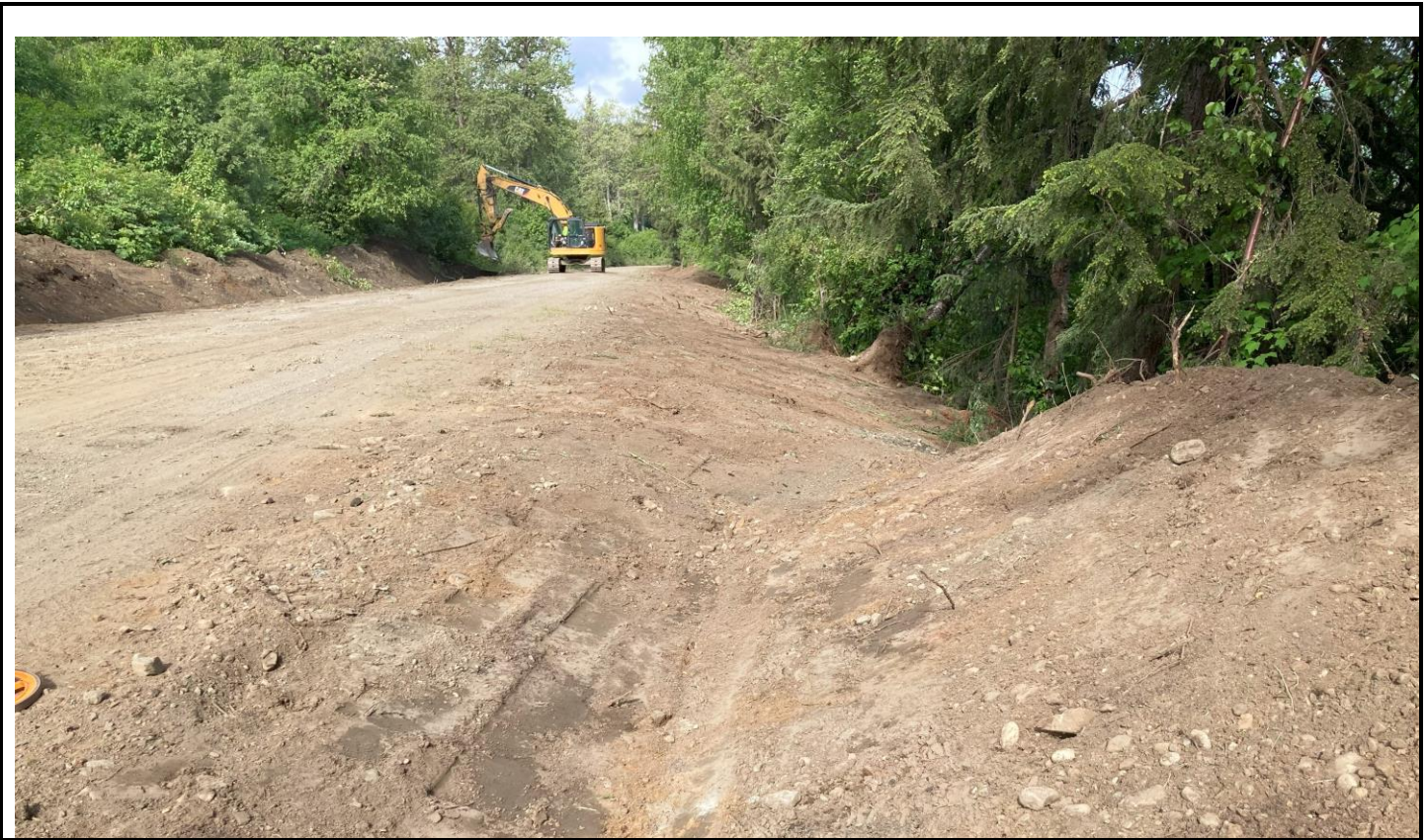
Construction/Design Issues/Concerns

- None of note.

Inspector On-Site

Mary Stickler 7am-noon

INSPECTION PHOTOS







1945 Alex Holden Way #101
219 Main Street #13

Juneau, AK 99801
Haines, AK 99827

907-780-4004
907-419-6070

solutions@proHNS.com
www.proHNS.com





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219 Main Street #13

Juneau, AK 99801
Haines, AK 99827

907-780-4004
907-419-6070

solutions@proHNS.com
www.proHNS.com

INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>6/16/2023</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>55 degrees, rain</u>	
Contractor: <u>SERB Secon Subcontractor</u>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
Cat 335 Excavator	
Cat 325 Excavator	

Contractor's Work Force
Secon Superintendent Steve
Steve Segars
2 operators

Construction Activities

- Jeff/335 is on lt. and Chris/325 is working the rt. The two continue to work on Ditch Reconditioning.
- Crusher is running E1 material.

Project Schedule

- Monday – Saturday, 6am-4pm

Discussions

- Steve, Jeff and I talked about the limits for Ditch Reconditioning.
- Jeff and I agreed on meeting up next week to run a couple trucks over the scales and place material. We plan to weigh prior to placement, and then again for a spot check.

Construction/Design Issues/Concerns

- None.

Inspector On-Site

Mary Stickler 8:30-11:30

INSPECTION PHOTOS





1945 Alex Holden Way #101
219 Main Street #13

Juneau, AK 99801
Haines, AK 99827

907-780-4004
907-419-6070

solutions@proHNS.com
www.proHNS.com

INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase 1</u>	Date: <u>6/17/2022</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>62 degrees scattered clouds</u>	
Contractor: <u>SERB/Secon Subcontractor</u>	Lead Inspector: <u>Mary Stickler</u>	

Equipment on Site	
Cat 335 Excavator	
Cat 312 Excavator	
Cat 325 Excavator	
Cat 14 Grader	Reconditioning Ditches
Cat C574B Roller	Reconditioning Roadway

Contractor's Work Force
Secon Superintendent Steve
5 operators

Construction Activities

- 3 Excavators reconditioning ditches.
- Grader and roller working in unison on roadbed. 24' width basically, for the 22' laydown. 3:5 crown.

Project Schedule

- Monday – Saturday, 6am to 4pm

Discussions

- None

Construction/Design Issues/Concerns

- None

Inspector On-Site

Mary Stickler 10:30am – 2:30pm

INSPECTION PHOTOS



E1 material production



Grader on project today



1945 Alex Holden Way #101
219 Main Street #13

Juneau, AK 99801
Haines, AK 99827

907-780-4004
907-419-6070

solutions@proHNS.com
www.proHNS.com

INSPECTOR'S DAILY REPORT

Project Name: Porcupine Trail Road Phase I Date: 6/19/2023 Location: NS Borough
 Project No.: 0001343577 Weather: 73 degrees, blue sky
 Contractor: SERB/ Secon Subcontractor Lead Inspector: M. Stickler

Equipment on Site	
Cat 335 Excaator	Water Truck
Cat 325 Excaator	
Cat 312 Excaator standby	
Cat 14 Grader	Reconditioning Ditches 162 sta.
Cat C574B Roller	Reconditioning Roadbed

Contractor's Work Force
Secon Superintendent Stee
4 operators
1 Driver

Construction Activities

- 2 Excaator cleaning ditches.
- Grader and roller working together on roadbed.
- Water truck through project. Stee said that it would again in the afternoon.
- Measured 59 sta. Reconditioning Ditch completed on lt and 103 sta. on the rt. completed.

Project Schedule

- Monday – Saturday, 6am-4pm

Discussions

- none

Construction/Design Issues/Concerns

- Because of 2 hot days, there is much water on the right side of the project. 2 areas had water above the cleaned ditch line.

Inspector On-Site
 Mary Stickler 7:15am-10:15am

INSPECTION PHOTOS







Water from the warm days



Water coming into the cleaned ditches



overflow



E1 pile at the pit

SECON SOUTH EAST ALASKA A Division of		Project Name		Project Number		Item Number	
Date Sampled		6/14/23		Quantity Represented		Sample Number	
Time Sampled		11:15 A		Material		E-1	
Sampled By		F.S		Material Source		Sunshine P.F	
Gradation - ATM 304 (WAQTC FOP T27 / T11 - Method C)							
Original Wet Mass (A)		7505.6		% Moisture $M = \frac{A-B}{B} \times 100$		2.6	
Original Dry Mass Before Sieving (B)		7315.9					
Dry Mass AFTER Sieving (C)		7310.1					
Sieve	Increment 1 (D)	Increment 2 (E)	Cumulative Mass Retained (F)	Reported % Retained (G) $\frac{(F)}{(C)} \times 100$	Reported % Passing = 100-G	Specs	
3"							
2 1/2"							
2"							
1 1/2"							
1"	0			0	100	100	
3/4"	0			0	100	100	
1/2"	791.0			10.8	89	70	
3/8"	1990.9			27.2	73	50	
1/4"							
#4	4100.5			56.0	44	35	
Pan	3209.6			0.1	43.95	65	
				CA Check Sum = 206	Calculated % Passing #4 (P) = $100 - \frac{(D+E)}{(B)} \times 100$		
Sieve	Cumulative Mass Retained (I)	Calc'd Cumulative % Retained (J) $\frac{(I)}{(B)} \times 100$	Calculated % Passing (K) = $100 - J$	Reported % Passing = (K*P)/100	Specs		
#8	2482.5	29.5	71.5	31	20		
#10							
#16							
#30							
#60	554.7	63.7	36.3	16	15		
#100	615.1	70.6	29.4	13	15		
#200	672.4	71.8	28.2	10.0	15		
Cumulative Pan	710.0				Date		
Total Mass After Weigh (L)	710.0			FS	6/14/23		
Total Mass Before Weigh (M)	871.0						
Moisture Content - ATM 202 (WAQTC FOP for T255/ T265)		Wet Mass - ATM 205 (WAQTC FOP for T 110)		LIQUID / PLASTIC LIMIT - ATM 304/205 (WAQTC FOP for T 88/ T 90)			
Container	Constant Mass	Procedure Mass	1236.5	N	Number of Blows	LL	PL
Moist Mass		Questionable Mass		C	Container		
Wet Mass		Unfractured Mass		A	Mold Mass + Container		
Dry Mass + Container		% Fracture		M	Mold Mass - AC		
Dry Mass + Container		% Questionable		S	Dry Mass + Container		
% Moisture	% Change			Md	Dry Mass - AC		
Remarks				W	Wet Mass - AC		
				LL	W x (N/200-0.01)		
					Plastic Index LI - PI		
					Tested By / Date		

Seccon QC
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Juneau, Alaska 99801

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Revised 4/13/2022

E1 Gradation



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INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>6/20/2023</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>69 degrees, blue sky</u>	
Contractor: <u>SERB Secor Subcontractor</u>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
Cat 335 Excavator	Water Truck
Cat 325 Excavator	
Cat 312 Excavator standby	
Cat 14 Grader	Reconditioning Ditches 220 sta.
Cat C574B Roller	Reconditioning Roadbed 2 mi.

Contractor's Work Force
4 operators
1 Driver

Construction Activities

- Jeff/335 completed the right side, first segment Ditch. I wheeled 132 stations. Jeff works back on left side.
- Ron/325 cleans ditches on the left side. 9 stations completed.
- Grader and roller work behind Ron. By 11:00, they had completed 2 miles.
- Water truck through project and expected again this afternoon.
- Crusher plant happy with material and progress.

Project Schedule

- Monday – Saturday, 6am-4pm

Discussions

- None of note

Construction/Design Issues/Concerns

- The water in ditches is less today, though temperatures remain high. In 1 area, water exceeds ditch line.

Inspector On-Site

Mary Stickler 8:00am-11:30am

INSPECTION PHOTOS



The one area today that overflow exceeded ditch line



Jeff/335 left ditch line, working back towards Ron.



The drop in waterline, from yesterday, can be seen in ditch



Ron/325 working on left side



Water level down in ditch, from yesterday



Gary/14 Grader working behind the 325



2 mi. marker ditch line with water



Water line from yesterday



Water flow above the right ditch



E1 Stockpile



INSPECTOR'S DAILY REPORT

Project Name: Porcupine Trail Road- Phase I Date: 6/21/2023 Location: HNS Borough
 Project No.: 00013(435787) Weather: 68 degrees, scattered high clouds
 Contractor: SERB & Secon (Subcontractor) Lead Inspector: M. Stickler

Equipment on Site	
Cat 335F Excavator	Water Truck
Cat 325F Excavator	Belly Dump
Cat 312 Excavator	Aggregate Surface Course
Cat 14H Grader	Reconditioning Ditches
Cat C574B Roller	Reconditioning Roadbed

Contractor's Work Force
Secon Superintendent- Steve Stichler
5 Operators
1 Driver for water truck and belly dump

Construction Activities:

- Jeff/335F cleaning ditches 4th Segment.
- Ron/325F cleaning ditches 3rd Segment.
- Chris/312 cleaning ditches 2nd Segment. The 312 then moved to pit on standby.
- Grader and roller working behind Chris.
- Water truck through project and expected again this afternoon. I was told that the water truck goes through project 3x per day.
- Steve and I got together to weigh 3 belly dump loads. Average weight calculated with 3 scoops, at **27.09 tons**. Material is dry. Tests reports show moisture about at 2.4%. 2 of the 3 full loads dumped on BOP.

Project Schedule:

- Monday – Saturday, 6am-4pm
- Steve expects Reconditioning Ditches completed tomorrow end of shift.
- Haul of E-1 material expected this Friday or Saturday.

Discussions:

- Once the haul begins, Steve will have the drivers tare in each day in case we want to grab a random weight.
- Steve's and my Ditch Reconditioning numbers are very close. We are going to remeasure together after this item is completed.

Construction/Design Issues/Concerns:

- None

Inspector On-Site:
 Mary Stickler 8:00am-noon on project, 1:00-2:00 and 2:30-3:30 at 5-mile Pit.

INSPECTION PHOTOS



Roller Operator, Veronica, Segment 2



Gary/Grader Segment 2



Ron/325F 3rd Segment



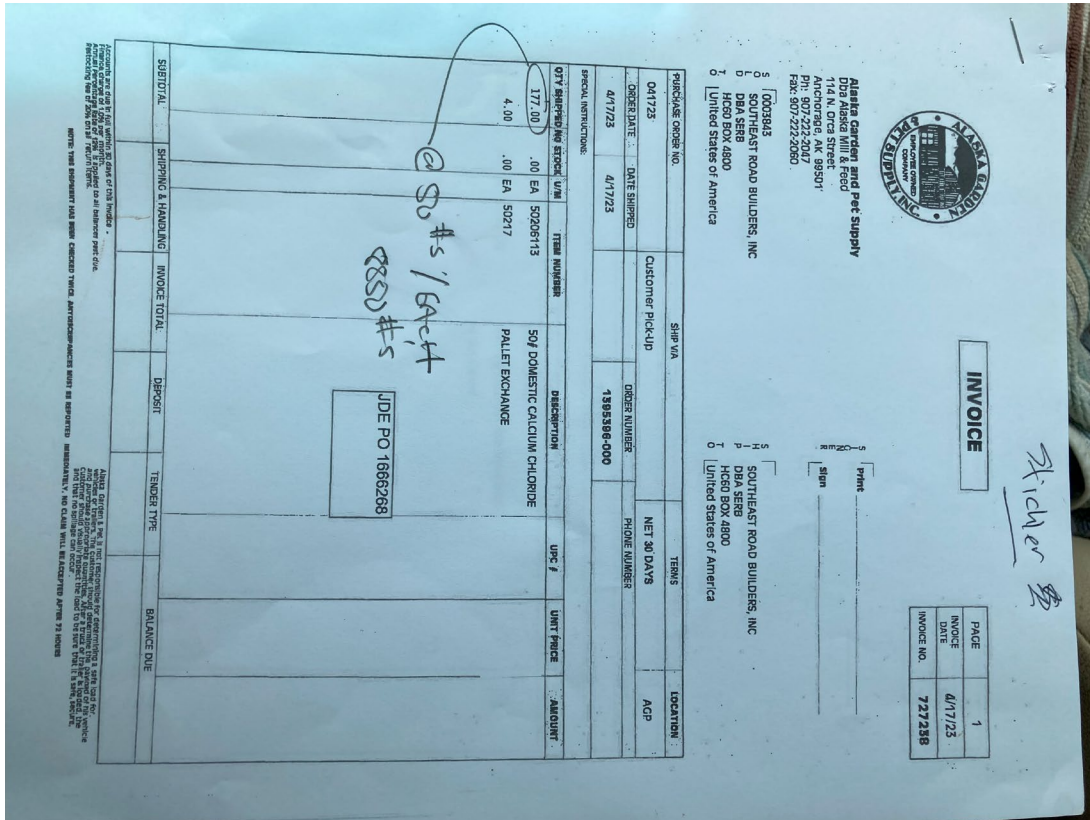
Jeff/335F 4th Segment



Loading belly dump for weight estimate



50 tons of Calcium Chloride.



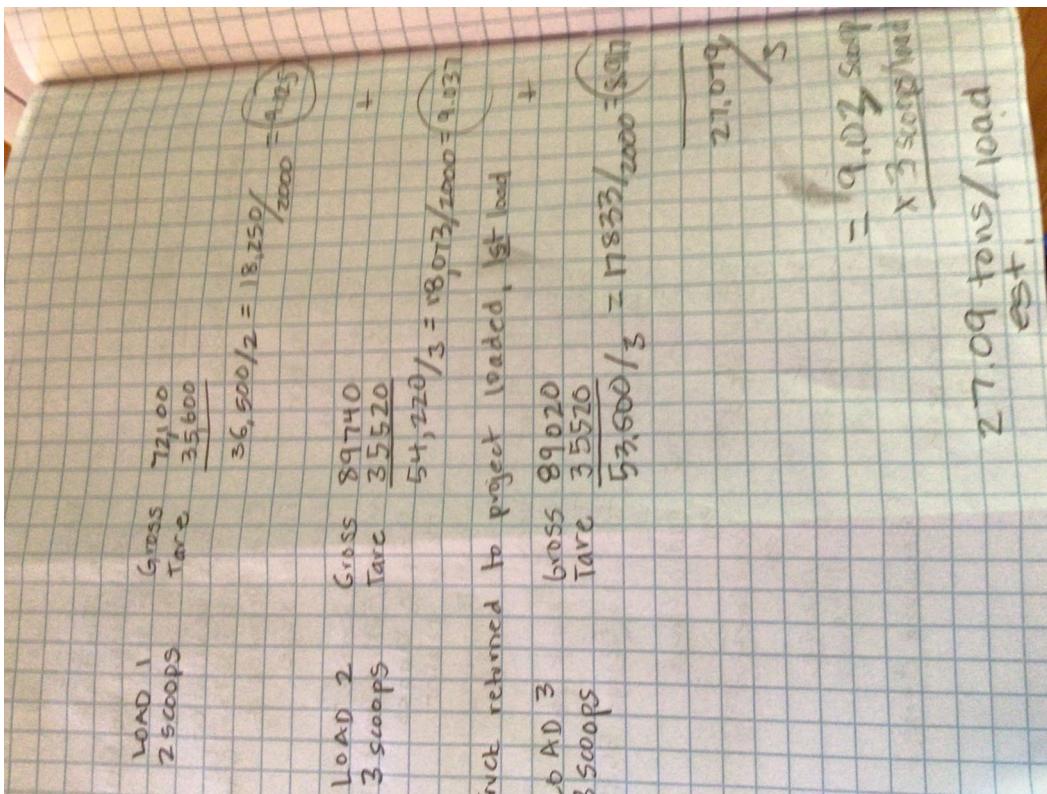
Calcium Chloride Invoice



Weight of one super sack of Calcium Chloride



Andrew/Belly Dump at 5 mile weigh station



E-1 belly dump weight hand calculation



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INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>6/22/2023</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>62 degrees, overcast</u>	
Contractor: <u>SERB</u> <input type="checkbox"/> Secon <input type="checkbox"/> Subcontractor <input type="checkbox"/>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
Cat 335 Exca	
Cat 325 Exca	
Cat C574B Roller	
Cat 14 Grader	Reconditioning Ditches
SERB Grader mob'd on project	Reconditioning Roadbed

Contractor's Work Force
4 operators

Construction Activities

- Jeff/335 and Ron/325 finishing up on ditches.
- Grader and roller working 5.4 mi. in from B.P.

Project Schedule

- Monday – Saturday, 6am-4pm
- Reconditioning Ditches expected to be completed at the end of shift today.
- Haul of E material planned for tomorrow.

Discussions

- none

Construction/Design Issues/Concerns

- None

Inspector On-Site
Mary Stickler 7:15am-10:15am

INSPECTION PHOTOS



Two loads of E1 placed on project yesterday



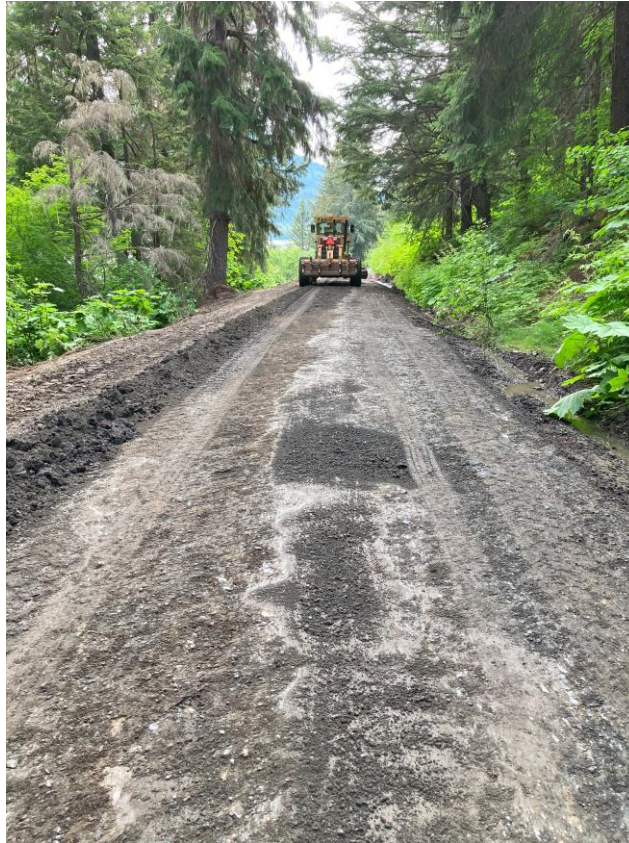
Water remains within the road 2mi. in from B□P



Roller/Veronica 4.1mi. in from BOP



Grader/Gary 5.4mi. from BOP



5mi. from B□P narrow area □ 17' width



Rob/325 □ 6.4mi. from B□P



eff/335 6.9mi. from B P



Rob/325 looking other direction



Crusher plant



E1 stockpile. 3 samples taken/day off the belt



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INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>6/23/2023</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>67 degrees, overcast to sunshine</u>	
Contractor: <u>SERB Secon Subcontractor</u>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
Cat 335 Excavator	5 Belly dumps
Cat Roller CS663E	Water truck
Cat C574B Roller	Agg Surface Course E-1
Cat 14 Grader	Reconditioning, Ditches
Cat SERB Grader	Reconditioning, Roadbed

Contractor's Work Force
Secon Superintendent <u>Steve Stichler</u>
4 Operators
5 Drivers

Construction Activities

- Exc/335 finishing up on ditches.
- Grader and roller working together mile 6.5 from B.P.
- E1 haul began. 5 trucks running. Approx. 20 min. turn arounds. Each load about 60' for the 4" depth of first lift.
- The pit loader operator, Ray, is using full 3 buckets to fill trucks.
- Very dusty and water truck must go through project several times today.

Project Schedule

- Monday – Saturday, 6am-4pm
- Reconditioning Ditches expected to be completed today not yesterday.
- Haul of E1 material planned for today and tomorrow and then again Wednesday-Friday.
- 4 days off for the 4th of July.

Discussions

- none

Construction/Design Issues/Concerns

- None

Inspector On-Site
Mary Stickler 7:00am-10:00am, 2pm-3pm

INSPECTION PHOTOS



E1 haul began. Water truck needed several times



Road Reconditioning continues. 6.5 mile from B1P



14 Grader at 6.5 from B P, Road Reconditioning



Last day of Reconditioning of Ditches



5 haul trucks, 20 min. turnaround



SERB Grader/Steiner placing E1 material



3 full loads of E1 in each truck



Full load of E1 material

Porcupine Trail Rd

Date: 6/23 Truck Number:

Check Box for Material Type:
 Virgin E-1
 E-1/Calcium Chloride Blend

Driver: *MAT MATHING*

Load Number (Checkmark)	Time of Day (00:00 AM/PM)
1 ✓	6:14
2 ✓	6:38
3 ✓	7:08
4 ✓	7:23
5 ✓	7:41
6 ✓	8:00
7 ✓	8:20
8 ✓	8:38
9 ✓	8:58
10	
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29	
30	
31	
32	

Truck driver load count sheet



Another full bucket photo



INSPECTOR'S DAILY REPORT

Project Name: Porcupine Trail Road- Phase I Date: 6/24/2023 Location: HNS Borough
 Project No.: 00013(435787) Weather: 64 degrees, overcast
 Contractor: SERB & Secon (Subcontractor) Lead Inspector: M. Stickler

Equipment on Site	
5 Belly dumps	Water truck
Cat Roller CS-663E	
Cat C574B Roller	Agg Surface Course E-1
Cat 14H Grader	Reconditioning, Roadbed
Cat SERB Grader	

Contractor's Work Force
Secon Superintendent- Steve Stichler
3 Operators
5 Drivers

Construction Activities:

- Reconditioning, Ditches was completed yesterday and measured today at planned quantity.
- Grader and roller working together for Reconditioning, Roadbed and Shoulders.
- E-1 haul set back 2 miles to BOP. Load count yesterday was 125 for the 2 miles. More material will be placed to obtain the 4"-4 1/2" depth.
- At 3pm E-1 haul was 4mi. in from BOP.
- One haul truck was sent to town for a load weight- 28.72 tons. It had a full tank of fuel. The average of 3 loads 6/21/2023 was 27.08.
- The pit loader operator, Ray, is using full 3 buckets to fill trucks.
- Water truck is used for dust control.

Project Schedule:

- Monday – Saturday, 6am-4pm
- Reconditioning of Roadbed and Shoulders completed today.
- Haul of E-1 material planned for today and then again Wednesday-Friday.
- 4 days off for the 4th of July.

Discussions:

- none

Construction/Design Issues/Concerns:

- None

Inspector On-Site:
 Mary Stickler 5:30am-8:30, 2:00pm-3pm

INSPECTION PHOTOS



Last day of Reconditioning, Roadbed and Shoulders



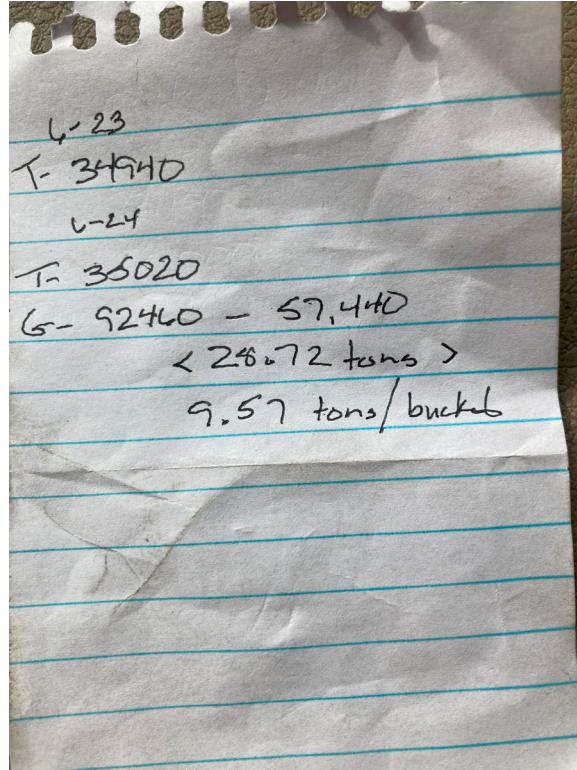
E-1 haul set back to BOP for more material



E-1 haul, 20 min. turnaround time



E-1 stockpile



1 belly dump sent in to 5 mile for E-1 load weight



E-1 haul



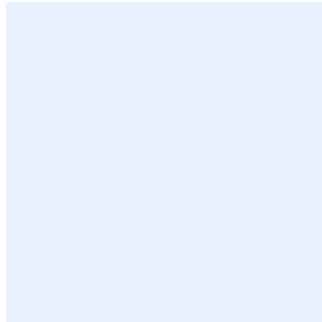
E-1 laydown



E-1 laydown



E-1 laydown





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INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>6/26/2023</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>60 degrees, overcast with light rain</u>	
Contractor: <u>SERB</u> <input type="checkbox"/> Secon <input type="checkbox"/> Subcontractor <input type="checkbox"/>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
5 Belly dumps	
Cat Roller CS663E	
Cat 12 Grader	Agg Surface Course E-1
Water truck	

Contractor's Work Force
Secon Superintendent <input type="checkbox"/> Steve Stichler
2 Operators
5 Drivers

Construction Activities

- Reconditioning, Roadbed and Shoulders completed on Saturday.
- 220 loads of E1 completed as of Saturday end of shift.
- E1 haul continues. Haul set back a bit to add more material, but basically hauling from 4 mile from BOP out.
- At noon, Grader had reached 5.5 miles from BOP.
- The pit loader operator, Teri, is loading trucks today.
- Light rain last night and light rain today, but the water truck is required for dust control.

Project Schedule

- Monday – Saturday, 6am-4pm
- The haul of E1 material tomorrow is dependent on paving/weather for other Contractor's jobs.
- 4 days off for the 4th of July.

Discussions

- none

Construction/Design Issues/Concerns

- None

Inspector On-Site

Mary Stickler 6:30-9:15am, 11:15am-12:30pm

INSPECTION PHOTOS



Pit today. Teri loading trucks



Additional material needed today around 4 miles from B□P



Cat 12 Grader/Steer



E1 haul



E1 haul



E1 haul



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INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>6/27/2023</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>60 degrees, sun trying to come out</u>	
Contractor: <u>SERB Secon Subcontractor</u>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
4 Belly dumps	
Cat Roller CS663E	
Cat 12 Grader/Dillon	Agg Surface Course E-1
Cat 14 Grader/Gary	

Contractor's Work Force
Secon Superintendent Steve Stichler
3 Operators
4 Drivers

Construction Activities

- 66 loads hauled yesterday. TTD of 26 loads.
- Yesterday a truck ran to 5 mile for a weight 56,100 lbs., giving the average truckload at 27.60 tons.
- E1 haul continues from 6.2 mile from BOP out. 1 mile to go for first lift.
- 14 Grader is maintaining road surface, working with the haul crew.
- 4 trucks hauling, 40 min. turnaround time.
- The pit loader operator, Teri, is loading trucks today. 2nd day that they are not making material to pull material down from above and for maintenance. They think 2 more days of making E1 and then 3 to 4 days to make the E1 with Calcium Chloride.

Project Schedule

- Monday – Saturday, 6am-4pm
- The crew will move off the project today at noon to pause other projects.
- I think 2 more workdays on first lift and then 2 more days on 2nd then a day on clean up.
- 4 days off for the 4th of July.

Discussions

- none

Construction/Design Issues/Concerns

- None

Inspector On-Site
Mary Stickler 7:00-10:00am

INSPECTION PHOTOS



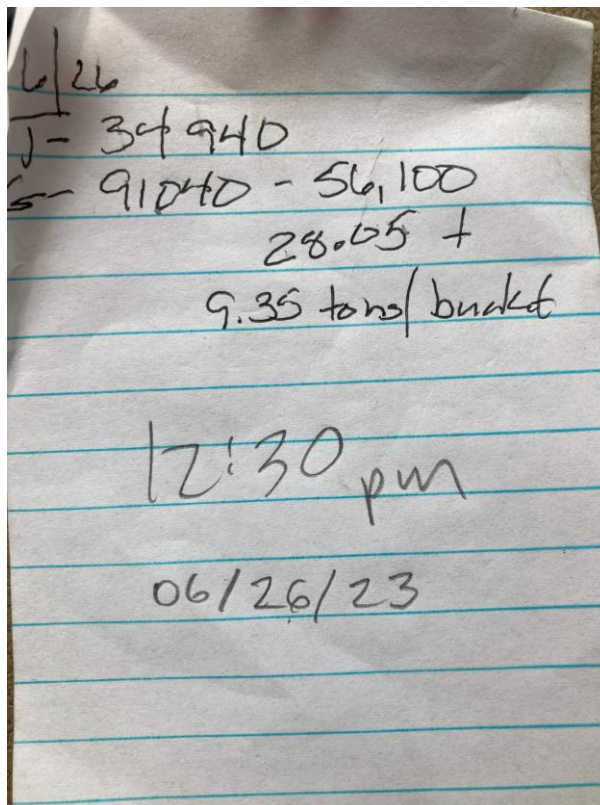
E1 haul, 6.2 miles from B1P



Cat Grader 121 E1 laydwn



E1 haul 1.2 miles from B1P



Truck weight yesterday



E1 Stockpile and Loading



At the pit, pulling material down

TRUCK LOAD WEIGHTS

6/2	54,750	← 2 scoops converted to 3 1 DAY
	54,220	
	53,500	
6/2A	57,440	
6/26	56,100	

$276,010 / 5 = 55,202 = 27.601 \text{ TONS Ave.}$

E1 Tonnage

Fri	6/23	126 loads
Sat	6/24	94
Mon	6/26	66

286 loads @ 27.601 tons

= 17,893 tons E-1 ^{4"}

est. 12,116 tons for 1st lift

4222 more tons

= 152 more trucks

+/- 2 days 1st lift

E1 □ aul



INSPECTOR'S DAILY REPORT

Project Name: Porcupine Trail Road Phase I Date: 6/29/2023 Location: NS Borough
 Project No.: 0001343577 Weather: 60 degrees, light rain
 Contractor: SERB Secon Subcontractor Lead Inspector: M. Stickler

Equipment on Site	
4 then 6 Belly dumps	
Cat 12M Grader	
Cat CS663E Roller	Agg Surface Course E-1

Contractor's Work Force
Secon Superintendent <u>Steve Stichler</u>
2 Operators
4 then 6 Drivers

Construction Activities

- 39 loads hauled Tuesday TTD is 34 loads beginning of shift.
- Estimate of 86 loads left for this first 4" lift.
- 4 trucks hauling and 2 more are expected this afternoon. At 10am, 32 loads were out.
- Calcium Chloride material is starting to be produced. Mechanical problems being fixed at plant.
- 1 Super Sack of Calcium Chloride per hour at full production. 4 days expected.
- The pit loader operator, Ray, is using full 3 buckets to fill trucks.
- Water truck was not needed with the light rain weather.

Project Schedule

- Monday – Saturday, 6am-4pm
- 4 days off for the 4th of July. A crew rumor is that they may take 5 days off.

Discussions

- none

Construction/Design Issues/Concerns

- None

Inspector On-Site
 Mary Stickler 7am-10:30

INSPECTION PHOTOS



E1 laydown



E1 haul. 30 minute turnaround



E1 laydown



E1 laydown



E1 haul



Project ditches, roadway



E1 haul



Area that water exceeded ditches



Calcium Chloride added to belt through screw feeder



10 am E1 stockpile with Calcium Chloride



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INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>6/30/2023</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>5 degrees, scattered clouds</u>	
Contractor: <u>SERB Secon Subcontractor</u>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
5 Belly dumps	
Cat 12M Grader	
Cat CS663E Roller	Agg Surface Course E-1
Water Truck	Calcium Chloride

Contractor's Work Force
Secon Superintendent <u>Steve Stichler</u>
2 Operators
6 Drivers

Construction Activities

- 7 loads hauled yesterday.
- loads completed the E haul first lift today at 6:45am. A total of 436 total loads for first lift.
- The crew set back to the beginning of the last section which is 1. miles in length. They started, day 1 of hauling the E with Calcium Chloride.
- After belly dump, the water truck hea ily sprays, then the grader and then roller.
- The pit loader operator, Ray, is using full 3 buckets to fill trucks.

Project Schedule

- Monday – Saturday, 5:30am 4pm
- After this Saturday, 4 days off for the 4th of July.

Discussions

- none

Construction/Design Issues/Concerns

- None

Inspector On-Site
Mary Stickler 6:00am 9:30

INSPECTION PHOTOS



loading the Calcium Chloride in to screw feeder



Calcium Chloride and the E material, coming off the belt



Most of Calcium Chloride in super sacks, but some in 50lb. bags



Calcium Chloride fed on to belt



Cat 663E Roller finishing up the first lift of E1



Cat 12 Grader set back to beginning of last section to start the 2nd lift with Calcium Chloride



Water truck heavily waters the E1 with Calcium Chloride



Belly dump haul



Roller on 2nd lift





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INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>7/1/2023</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>56 degrees, overcast</u>	
Contractor: <u>SERB Secor Subcontractor</u>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
4 Belly dumps	
Cat 12M Grader	
Cat CS663E Roller	Agg Surface Course E-1
Cat 14 Grader	Calcium Chloride

Contractor's Work Force
Secor Superintendent <u>Steve Stichler</u>
3 Operators
4 Drivers

Construction Activities

- loads of E and 64 loads of Calcium Chloride hauled yesterday.
- 12M Grader/Calcium Chloride material haul to the 1. miles section completed and then moved to the center section 9am. That section is .57 miles and will require 24 loads.
- 14 Grader back on project working from the E-P section finish blading.
- The stockpile and production of the Calcium Chloride material is not keeping up with haul but will get the crew through today.
- The pit loader operator, Ray, is using full 3 buckets to fill trucks.

Project Schedule

- Monday – Saturday, 5:30am-4pm
- 4 days off for the 4th of July. Returning to project on Thursday 6th.
- 2 additional work days required to make the Calcium Chloride Material.

Discussions

- none

Construction/Design Issues/Concerns

- None

Inspector On-Site
Mary Stickler 6:10am-10:30

INSPECTION PHOTOS



5.9 mile from B□P Calcium Chloride material haul



CS74B Roller at 6.5 miles from B□P



12M Grader at 6.7 miles from B□P



12M Grader 6.7 miles from B□P



Calcium Chloride material stockpile is running low.



4.1 Miles from B□P □aul



4.2 miles from B□P haul



Cat 14G Grader started finish grading. 6.3 miles from B□P



Grader at 6.5 miles from B-P



Roller working with the 14G Grader.



INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>7/6/2023</u>	Location: <u>Juneau Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>75 degrees, clear</u>	
Contractor: <u>SERB Secon Subcontractor</u>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
4 Belly dumps	Water truck
Cat 12M Grader	
Cat CS74B Roller	Agg Surface Course E-1
Cat 14 Grader	Calcium Chloride
Cat CS663E Roller	

Contractor's Work Force
Secon Superintendent <u>Steve Stichler</u>
4 Operators
5 Drivers

Construction Activities

- 12M Grader, roller, 4 belly dumps and the water truck continue haul. It's the last section to be done but is the first section of project. Approximately 6 loads are required to finish last lift.
- 14 Grader and roller are set back finish blading.
- Clumps of material from outside of stockpile set up. Clumps are bladed out but are easily broken up.
- Beginning of shift, the pit foreman said that 14 hours more are required to finish the production of the material. The haul crew will break away once they have exceeded production and continue tomorrow.
- 2 haul trucks were run to 5 Mile to be weighed. They are the first two that have the Calcium Chloride, and the weights are more than the 6 weights without.

Project Schedule

- Monday – Saturday, 6am-4pm
- Tomorrow they may be able to complete the haul.

Discussions

- none

Construction/Design Issues/Concerns

- None

Inspector On-Site
Mary Stickler 6am-11:00

INSPECTION PHOTOS



14 Grader finish blading 4.5 miles from B-P



Roller working with finish Grader 4.3 miles from B-P



Finish Roller 5.3 miles from BOP



Roller working with the laydown crew 2.3 miles from BOP



Stockpile production behind haul



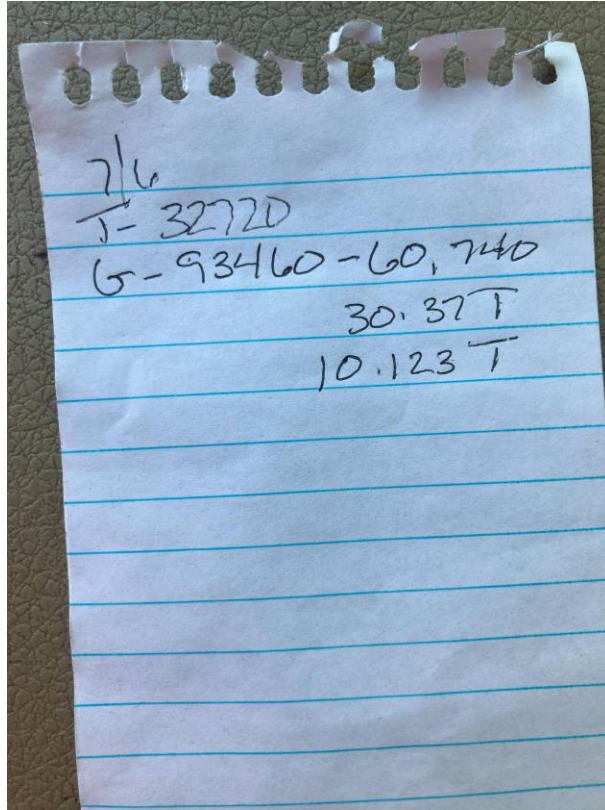
Water truck .3 miles from B□P



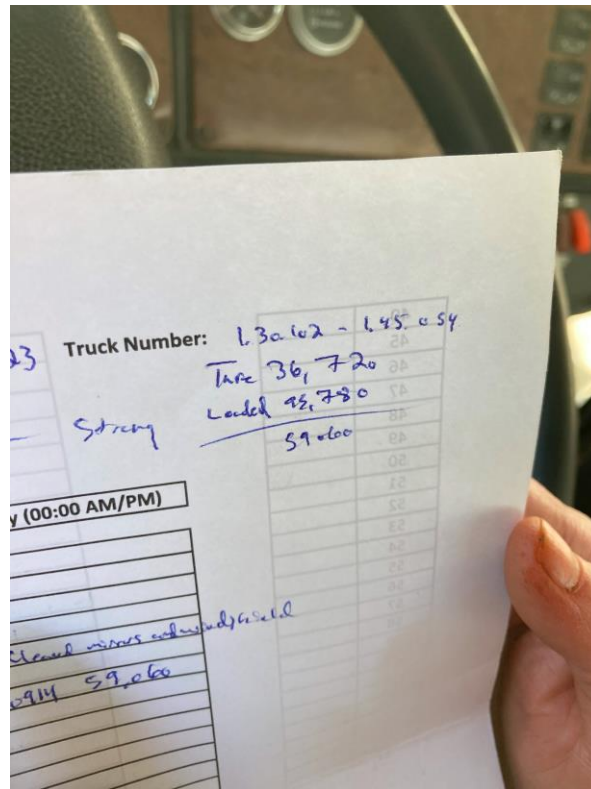
Gravel haul near B-P



Worst of the clumps of Calcium Chloride



Truck weight Andrew



Truck weight asper



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INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>7/7/2023</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>5 degrees, clear</u>	
Contractor: <u>SERB Secon Subcontractor</u>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
4 Belly dumps	
Cat 14 Grader	
Cat CS 663E Roller	Agg Surface Course E-1
Water truck	Calcium Chloride

Contractor's Work Force
Secon Superintendent <u>Steve Stichler</u>
2 Operators
5 Drivers

Construction Activities

- late start 9:30am so production of the Calcium Chloride Material could catch up to the haul.
- Grader, roller and 4 belly dumps continue the haul until finished, most likely around 1:30 today.
- Grader and roller will continue until the end of shift and then tomorrow to finish.
- All bags of Calcium Chloride were used by end of production.
- Steve and I each used the average of the 6 first truck weights to estimate quantities. The second two weights were higher and too late to determine quantities. The moisture from lab tests appeared to run around 2.3 to 3.0 percent during the 6 weights. The moisture during the two high weights were roughly 9.00 , and again 9.00 .

Project Schedule

- Monday – Saturday, 6am-4pm
- Tomorrow most likely will be the last day. Finish grade and clean up.

Discussions

- none

Construction/Design Issues/Concerns

- None

Inspector On-Site
Mary Stickler 7:30am-11:30, 10:15-1:00

INSPECTION PHOTOS



Finishing up haul 0.7 mile from BOP



Miscellaneous photos of grade and activity









1945 Alex Holden Way #101
219 Main Street #13

Juneau, AK 99801
Haines, AK 99827

907-780-4004
907-419-6070

solutions@proHNS.com
www.proHNS.com

INSPECTOR'S DAILY REPORT

Project Name: <u>Porcupine Trail Road Phase I</u>	Date: <u>7/7/2023</u>	Location: <u>NS Borough</u>
Project No.: <u>0001343577</u>	Weather: <u>60 degrees, clear</u>	
Contractor: <u>SERB Secon Subcontractor</u>	Lead Inspector: <u>M. Stickler</u>	

Equipment on Site	
Cat 14 Grader	
Cat CS74B Roller	Project completion
Water truck	

Contractor's Work Force
Secon Superintendent <u>Steve Stichler</u>
2 operators
1 driver

Construction Activities

- Grader, roller and water truck finish grading project.
- Pit clean up.

Project Schedule

- Monday demobilization completion.

Discussions

- none

Construction/Design Issues/Concerns

- None

Inspector On-Site
Mary Stickler 7:00am-10am

INSPECTION PHOTOS



14 Grader finish grading 1.3 miles from B P



CS74 B Roller 1.7 miles from B P



1.7 mile from B□P



1.1 mile from B□P



2.5 mile from B□P



2.5 miles from B□P



2.6 miles from BOP



0.9 miles from BOP



Sticky/soapy Calcium Chloride



Pit final clean up.

From: [SEGARS, Liz \(JUNSC\)](#)
To: [Garret Gladsjo](#)
Cc: [STICHLER, Steve \(JUNSC\)](#)
Subject: RE: Dates of Third Party Work on Porcupine Trail Road?
Date: Wednesday, September 20, 2023 5:54:17 PM
Attachments: [image001.png](#)

Hi Garret,

The third party work that you are referring to which was performed by SERB began on 5/31/23 and ended 6/13/23. I confirmed this with the crew's timecards.

The first day with any time charged to the Porcupine Trail Rd Ph 1 project was a partial day of mobilization on 6/12/23, with the first day of dirt work being 6/14/23 and not being a full day. I also have 7/8/23 being the last day of any material work, with some additional demobilization occurring after that periodically. Do you need the exact dates of the demobilization? I am happy to help in any way I can.

I am sorry to hear that the site visit did not completely subside FEMA's concerns. Please let me know if you have any other questions.

Thanks Garret,

Liz Segars
Secon / Southeast Roadbuilders
907-314-3002
lsegars1@colaska.com

From: Garret Gladsjo <garret@prohns.com>
Sent: Wednesday, September 20, 2023 5:02 PM
To: SEGARS, Liz (JUNSC) <lsegars1@colaska.com>; STICHLER, Steve (JUNSC) <SStichler@COLASKA.com>
Subject: Dates of Third Party Work on Porcupine Trail Road?

Message sent from Internet with garret@prohns.com email address

Security warning : Do not click on the links or attachments contained in this message unless you are sure of the sender's address.

Good Evening Liz & Steve,

I'm still trying to resolve complaints filed with FEMA as discussed previously. One of FEMA's concerns is the third-party work you performed to raise Porcupine Trail Road in those couple sections along the river was performed concurrently with the Borough's Phase I project. Our inspection reports for the Phase I work show it was performed between 6/15 and 7/08. My understanding was the third-party work SERB performed occurred prior to our Phase I work on Porcupine Trail Road. Can you please confirm this by providing the dates, or the date range, SERB

performed the third party work on Porcupine Trail Road?

Please feel free to contact me directly if you have any questions regarding this request. I will be providing this information and your response to FEMA.

Thank you,

Garret K. Gladsjo, PE

Principal Engineer

o: (907) 780-4004

garret@proHNS.com

www.proHNS.com



Attachment E – Photos of Phase I Work at Herman Creek Crossing



Figure E.1 – Phase I gravel surfacing work at Herman Creek, culvert crossing at photo center, photo facing end of road.

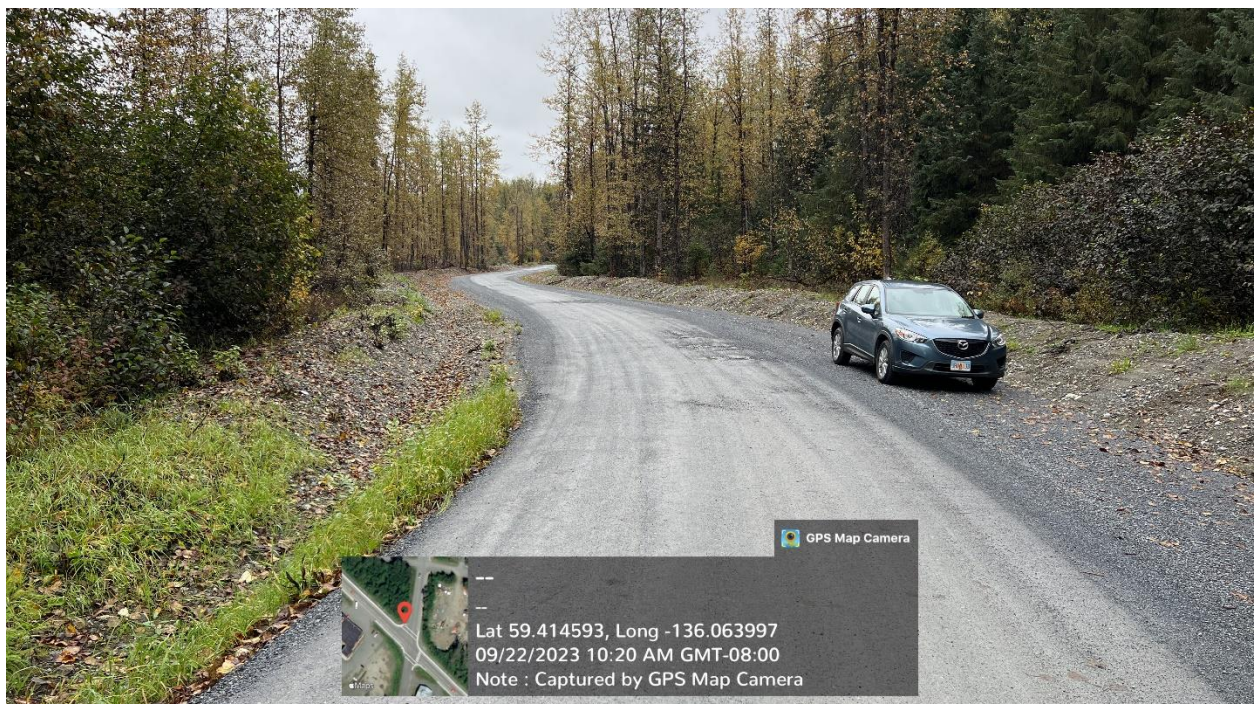


Figure E.2 – Phase 1 gravel surfacing and end of ditch reconditioning work prior to Herman Creek, photo facing towards beginning of road.



Figure E.3 – Porcupine Trail Road crossing at Herman Creek, photo facing downstream.

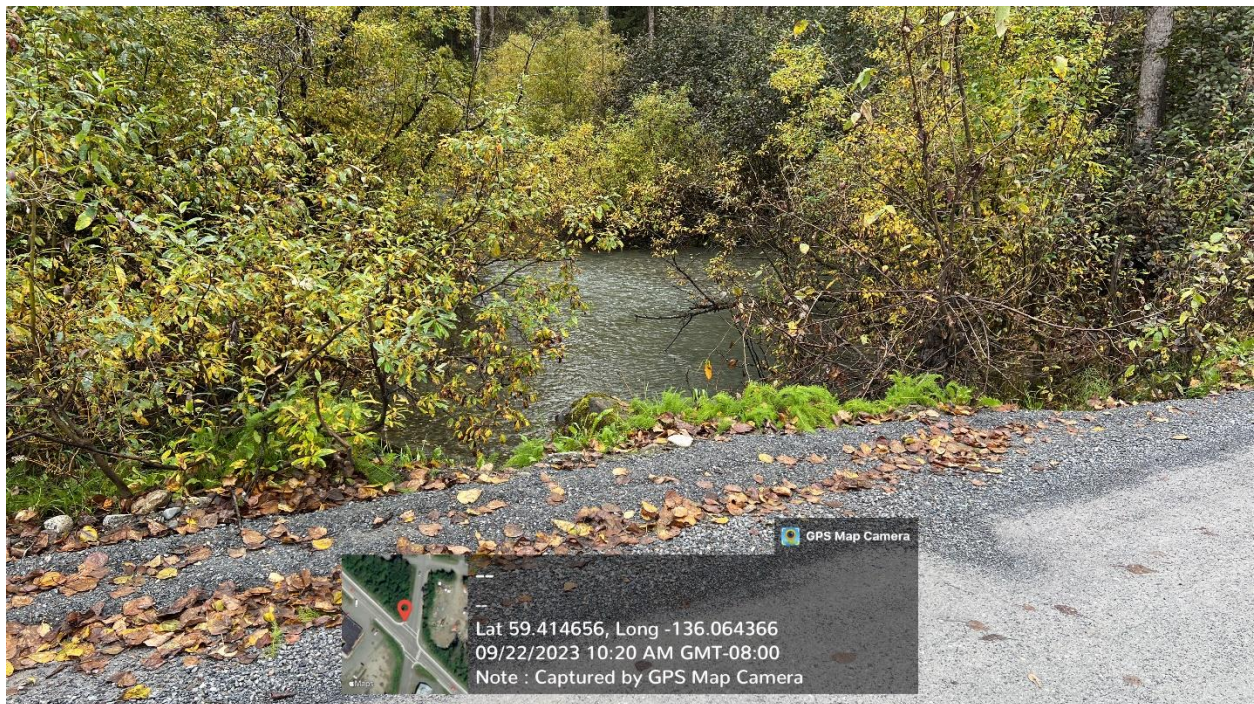


Figure E.4 – Porcupine Trail Road crossing at Herman Creek, photo facing upstream.

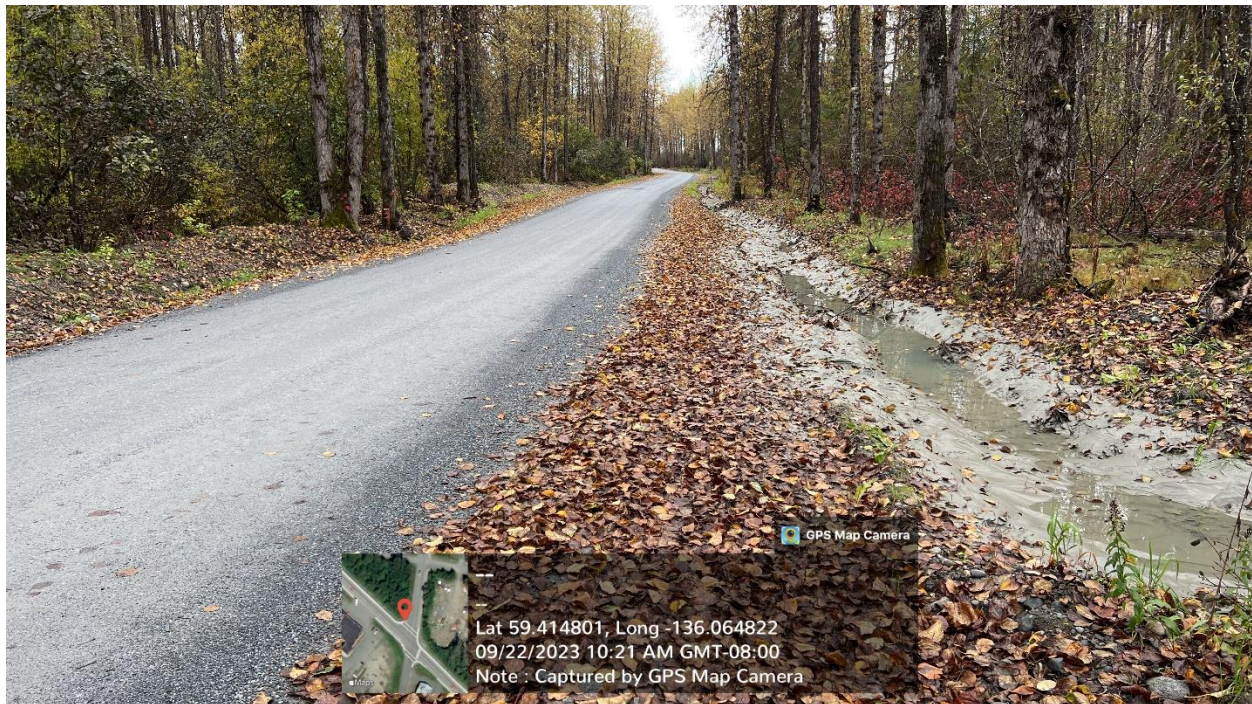


Figure E.5 – Phase 1 gravel surfacing and beginning of ditch reconditioning work after Herman Creek crossing, photo facing towards end of road.

Attachment F – Photos/GPS Locations of Points of Interest along Porcupine Trail Road



Figure F.1 – Performed as part of Phase I work, ditch and roadway reconditioning spoils were placed on the downslope side of the existing Porcupine Trail Road corridor to facilitate positive drainage from roadway surface and ditch in background of photo. Roadway reconditioning removed an existing berm along the edge of the road which blocked surface drainage and spread it downslope as shown.



Figure F.2 – Typical existing pullout on Porcupine Trail Road within the Phase I work limits where gravel surfacing was placed per Plan and did not extend to the limits of the existing roadway.

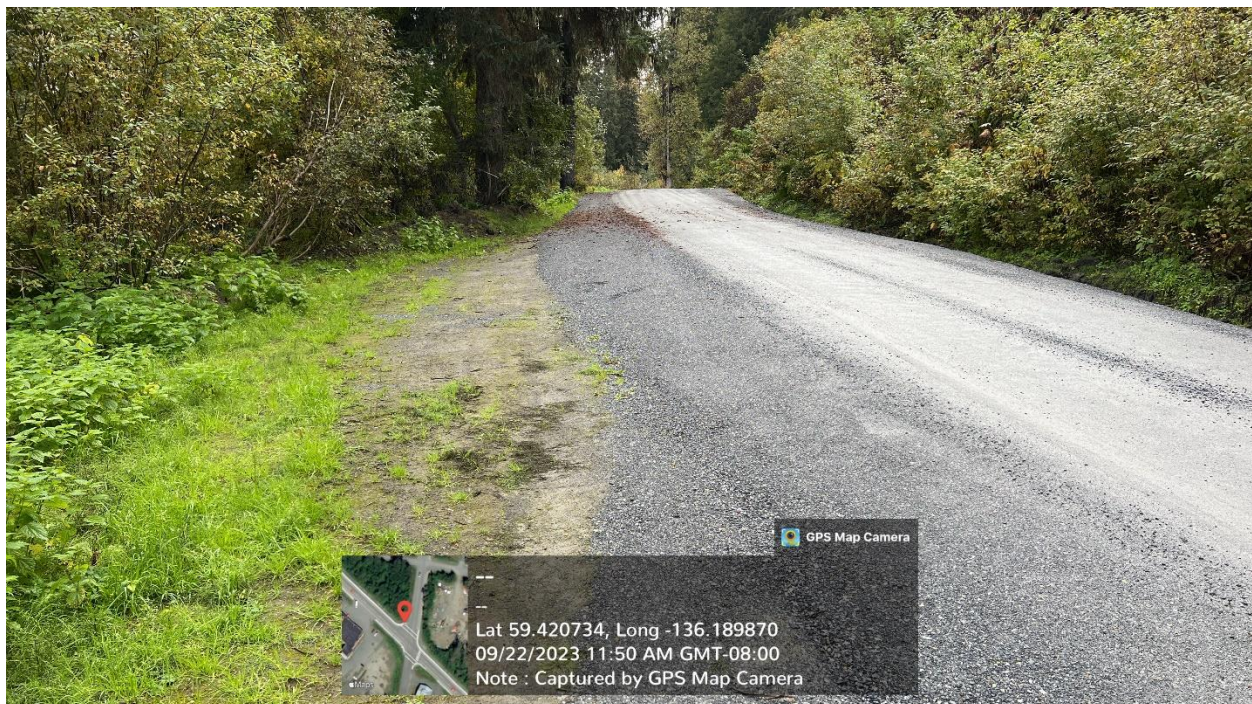
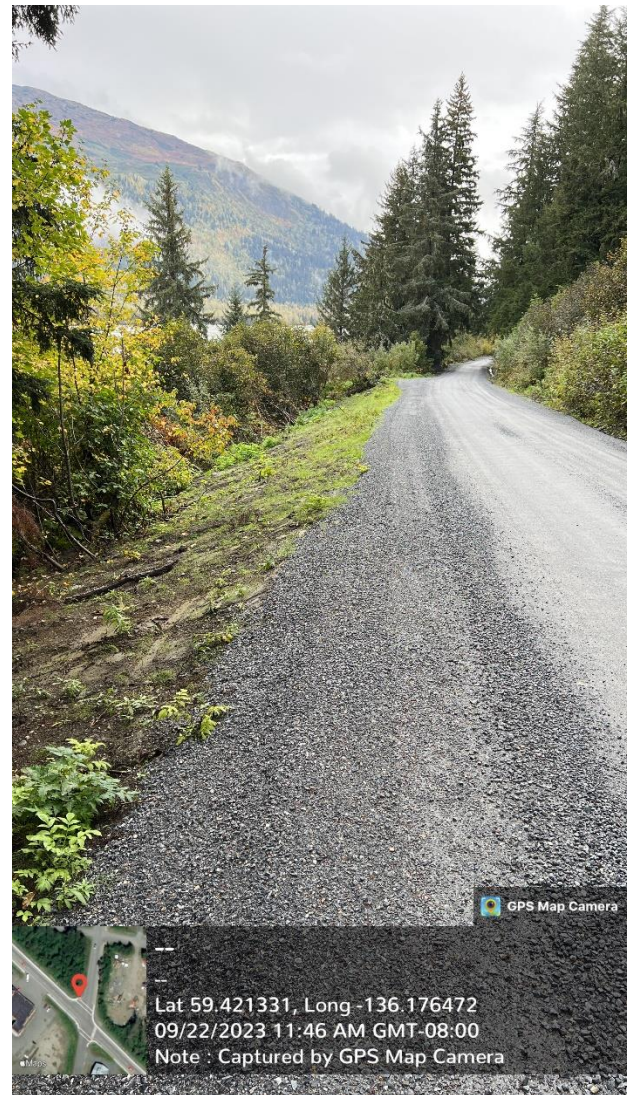
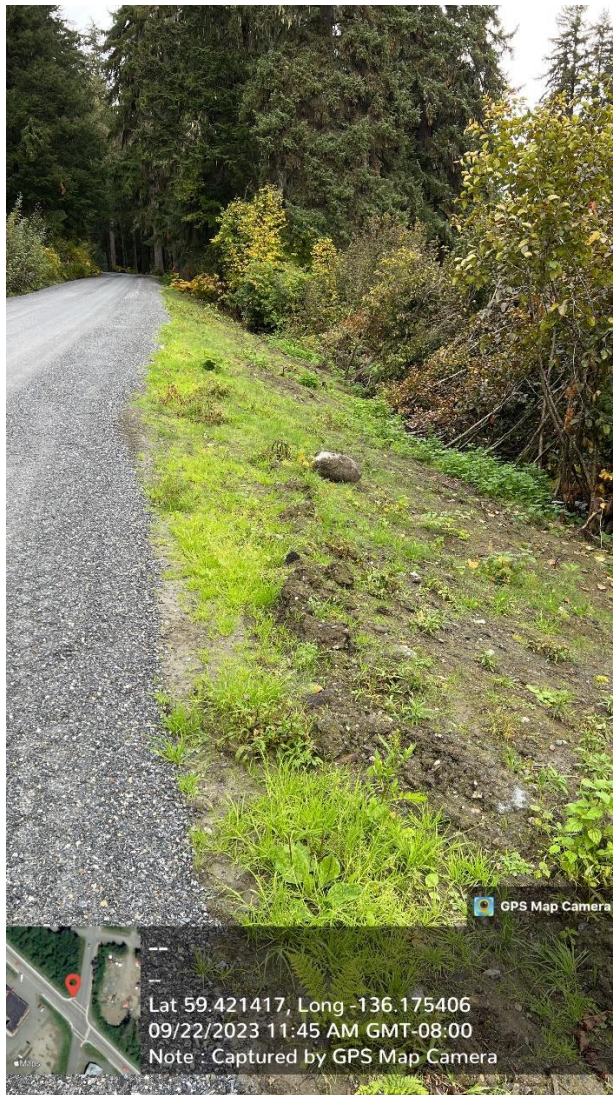


Figure F.3 – Another example of an existing pullout on Porcupine Trail Road within the Phase I work limits where gravel surfacing was placed per Plan and did not extend to the limits of the existing roadway.



Figures F.4 (LT) and F.5 (RT) – Performed as part of Phase I work, roadway reconditioning spoils were placed on the downslope side of the existing Porcupine Trail Road corridor to facilitate positive drainage from roadway surface. Roadway reconditioning removed an existing berm along the edge of the road which blocked surface drainage and spread it downslope as shown. Figure F.4 on left, facing towards end of road, represents beginning of spoils placement. Figure F.5 on right, facing towards beginning of road, represents end of spoils placement.

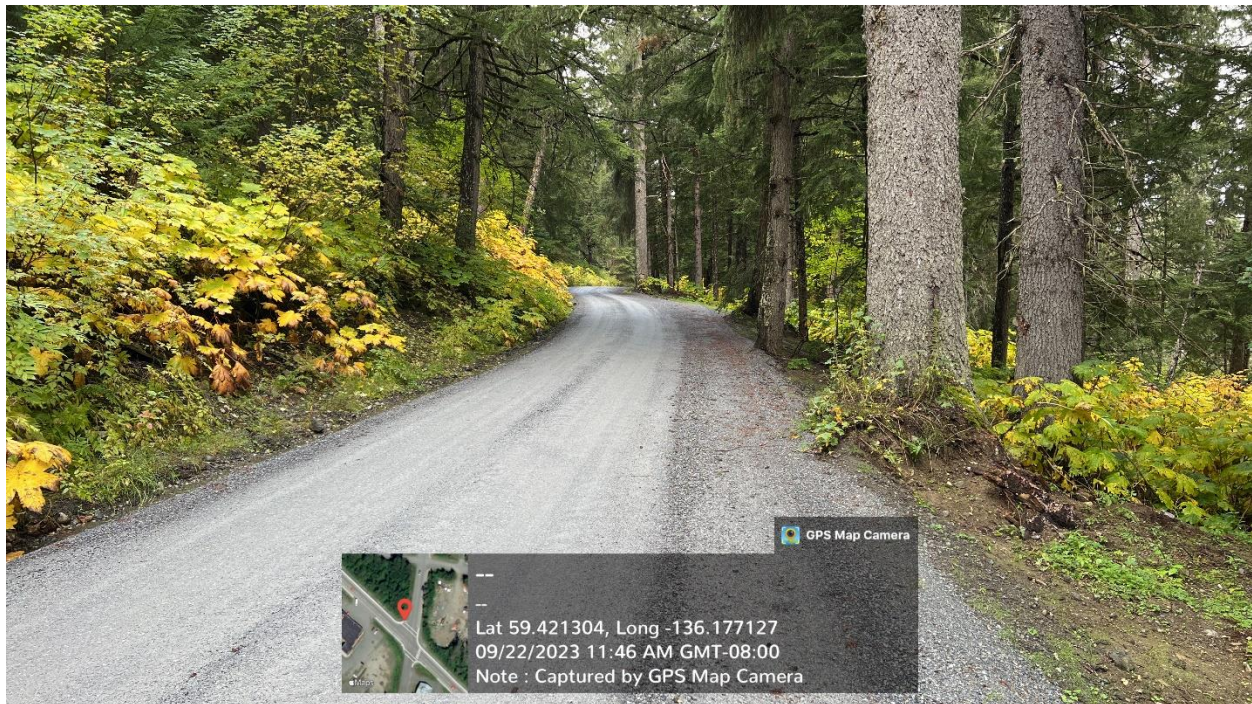
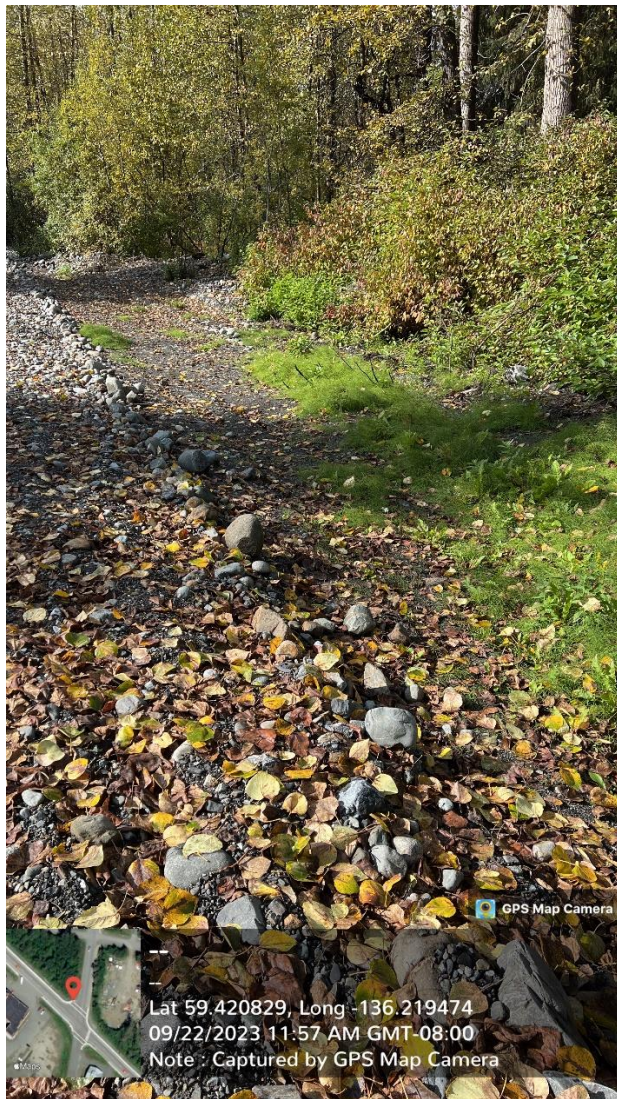


Figure F.6 – Performed as part of Phase I work, roadway reconditioning spoils were placed on the downslope side of the existing Porcupine Trail Road corridor to facilitate positive drainage from roadway surface. Roadway reconditioning removed an existing berm along the edge of the road which blocked surface drainage and spread it downslope as shown.



Figure F.7 – Unrelated resource extraction operation adjacent to Porcupine Trail Road corridor. Have included documentation to make clear decked timber and disturbances in daily reports for this area of project was performed by Others outside the Phase I project limits for unrelated purposes.



Figures F.8 (LT) and F.9 (RT) – Adjacent to and at the end of Phase I work limits, the disturbances shown here are the deposition of gravel and debris following a 2022 flood event on Porcupine Creek (which is outside our Phase I work limits). Have included photos here to clarify this is not material that was placed by Phase I or Third-Party projects.

Attachment G – Photos/GPS Locations of Material Sources

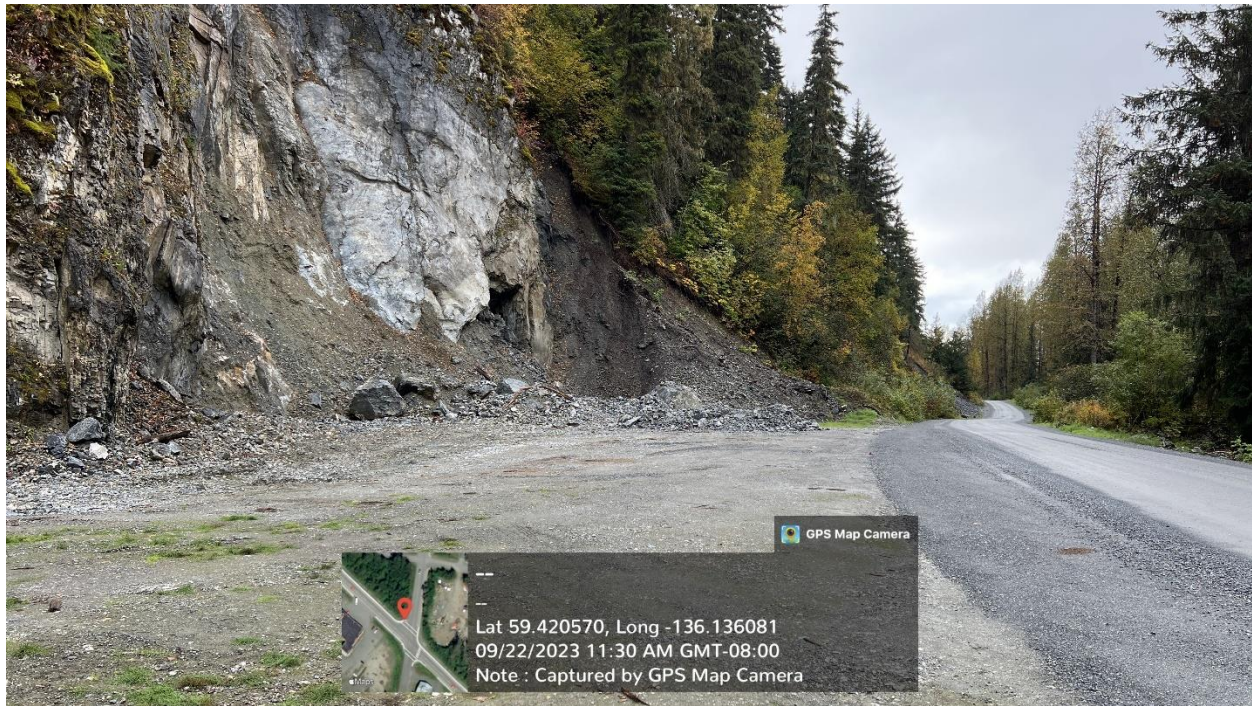


Figure G.1 – This existing material source on Porcupine Trail Road was not used for either Phase I or Third-Party work.



Figure G.2 – This existing material source at Sunshine Mountain was used to produce gravel surfacing for Phase I work, and riprap for Third-Party work site #3. This is also the source for materials used as part of emergency repair and protection work summarized in Attachment I. Additional photos are available.



Figures G.3 (LT) and G.4 (RT) – Source of Third-Party work fill material for sites 1-3. Contractor sourced native material for fill, with approval from Alaska DNR, from existing slope adjacent to Porcupine Trail Road near Milepost 1. No other material was sourced from this location, which is within the roadway right-of-way.

Attachment H – Fish Habitat Permit FH22-I-0090, Scope of Work Email, & Site Photos



Figure H.1 – Riprap on left was placed in 2022 as described in FH22-I-0090. This is the same location as 2023 Third-Party Work Site 1. Third-party work placed 3’ of road fill up against backside of riprap berm placed in 2022.



Figure H.2 – Berm on right was placed in 2022 as described in FH22-I-0090. This is the same location as 2023 Third-Party Work Site 2. Third-party work placed 3’ of road fill up against backside of berm placed in 2022.



Figures H.3 (LT) and H.4 (RT) – Berms in background of photo at left, and riprap in photo at right, were placed in 2022 as described in FH22-I-0090. This is the same location as 2023 Third-Party Work Site 2. Third-party work placed 3' of road fill up against backside of riprap and berms placed in 2022. Figure H.3 on left shows elevation of existing road grade at backside of berms prior to 3' fill placement.



Figure H.5 – Area adjacent to Porcupine Trail Road and Third-Party Work Site 2 where a significant amount of gravel and debris were deposited during flood events. Area appears to be disturbed because it was used as a source of material to construct gravel/debris berms described herein and FH22-I-0090.



Figure H.6 – Berm on right was placed in 2022 as described in FH22-I-0090. This is the same location as 2023 Third-Party Work Site 3. Third-party work placed 3' of road fill up against backside of berm placed in 2022. Riprap placement above ordinary high water by third-party work in 2023 can be seen beyond front of vehicle in this photo (refer to Figures C.8 and C.9).



FISH HABITAT PERMIT FH22-I-0090

ISSUED: December 9, 2022

Haines Borough
ATTN: Ed Coffland, Public Facilities Director
PO Box 1209
Haines, AK 99827

RE: Klehini River Bank Stabilization
Stream Number 115-32-10250-2077
Section 28, T 28S, R 55E, CRM (Skagway B-3)
Location: 59.41539 N, 136.07594 W (WGS 84)

Dear Ed Coffland:

Pursuant to the Anadromous Fish Act at AS 16.05.871(b) and AS 16.05.891, the Alaska Department of Fish and Game (ADF&G) Habitat Section reviewed your proposals to construct several berms along the Porcupine Road to direct highwater flow back into the Klehini River during the fall 2022 flood season.

Project Description

On August 24, September 27, and October 2, 2022, ADF&G Habitat Section staff verbally approved^a you constructing berms along the Porcupine Road to direct streamflow back into the Klehini River, reducing streamflow down the road and into clear-water Herman Creek spawning channel #1 (Stream No. 115-32-10250-2077-3061-4004). During highwater events from August 25 through November 2, you used heavy equipment to construct several berms using streambank cobble, gravel, and overburden on the Klehini River streambank. You also moved riprap and woody debris in the Klehini River that was directing flow at the road increasing erosion. All work was complete by November 2 and additional work is not authorized under this permit.

Anadromous Fish Act

Stream Number 115-32-10250-2077 has been specified as being important for the spawning, rearing, or migration of anadromous fishes pursuant to AS 16.05.871(a). The water body provides habitat for Chinook, chum, coho, pink, and sockeye salmon, Dolly Varden char, and cutthroat trout.

^a In the event of a weather or stream flow related emergency, AS 16.05.891 authorizes the Commissioner's delegate to verbally approve work to remove obstructions or repair existing structures.

In accordance with AS 16.05.871(d), your project is approved subject to the project description and permit terms.

Permit Terms

This letter constitutes a permit issued under the authority of AS 16.05.871 and AS 16.05.891 and must be retained on site. Please be advised that this determination applies only to Habitat Section regulated activities; other agencies also may have jurisdiction under their respective authorities. This determination does not relieve you of your responsibility to secure other state, federal, or local permits. You are still required to comply with all other applicable laws.

You are responsible for the actions of contractors, agents, or other persons who perform work to accomplish the approved project. Prior to engaging in any activity that significantly deviates from the approved plan, you shall notify the Habitat Section and obtain written approval in the form of a permit amendment. Any action that increases the project's overall scope or that negates, alters, or minimizes the intent or effectiveness of any provision contained in this permit will be deemed a significant deviation from the approved plan. The final determination as to the significance of any deviation and the need for a permit amendment is a Habitat Section responsibility. Therefore, it is recommended the Habitat Section be consulted immediately when a deviation from the approved plan is being considered.

You shall give an authorized representative of the state free and unobstructed access to the permit site, at safe and reasonable times, for the purpose of inspecting or monitoring compliance with any provision of this permit. You shall furnish whatever assistance and information the authorized representative reasonably requires for monitoring and inspection purposes.

In addition to the penalties provided by law, this permit may be terminated or revoked for failure to comply with its provisions or failure to comply with applicable statutes and regulations. You shall mitigate any adverse effect upon fish or wildlife, their habitats, or any restriction or interference with public use that the commissioner determines was a direct result of your failure to comply with this permit or any applicable law.

You shall indemnify, save harmless, and defend the department, its agents, and its employees from any and all claims, actions, or liabilities for injuries or damages sustained by any person or property arising directly or indirectly from permitted activities or your performance under this permit. However, this provision has no effect if, and only if, the sole proximate cause of the injury is the department's negligence.

You may appeal this permit decision relating to AS 16.05.871 in accordance with the provisions of AS 44.62.330–630.

Please direct questions about this permit to Habitat Biologist Jesse Lindgren at (907) 465-1635 or jesse.lindgren@alaska.gov.

Sincerely,
Doug Vincent-Lang
Commissioner



By: Kate Kanouse
Regional Supervisor

Email cc:

Al Ott, ADF&G Habitat, Fairbanks
ADF&G Habitat Staff, Douglas
Rich Chapell, ADF&G SF, Haines
Nicole Zeiser, ADF&G CF, Haines
Roy Churchwell, ADF&G WC, Douglas
Greg Palmieri, DOF, Haines
Ben Soiseth, USACE, Soldotna
Andy Stevens, USFWS, Anchorage
Habitat Conservation Division, NMFS, Juneau
State Trooper Colin Nemec, DPS/AWT, Haines
Ernie Siemoneit, Constantine, Haines

From: [Edward Coffland](#)
To: [Garret Gladsjo](#)
Cc: [Annelise Fullerton](#)
Subject: FW: Klehini River and Porcupine Creek Haines flood repair status
Date: Monday, September 18, 2023 10:27:03 AM
Attachments: [image001.png](#)
[image002.png](#)

Edward Coffland, PE
Public Works Director
Haines Borough
(907)314-0648

From: Kanouse, Kate M (DFG) <kate.kanouse@alaska.gov>
Sent: Friday, September 9, 2022 12:21 PM
To: Carolann Wooton <cwooton@haines.ak.us>; Greg Palmieri <greg.palmieri@alaska.gov>
Cc: Annette Kreitzer <akreitzer@haines.ak.us>; Allegra Cairns <allegra@constantinemetals.com>; Edward Coffland <ecoffland@haines.ak.us>; Ernie Siemoneit <ernie@constantinemetals.com>
Subject: Re: Klehini River and Porcupine Creek Haines flood repair status

EXTERNAL EMAIL: Do not open links or attachments unless you recognize the sender and know the content is safe.

Hi Carolann and Greg,

I am meeting Allegra Cairns of Constantine at the Porcupine Road 2 mile washout site at 11:00. I would appreciate Haines Borough and DNR Forestry folks joining us. The purpose of our visit is to observe recent work completed, and explore ideas for long-term solutions for streambank stability and maintaining road access. We will also visit the Porcupine bridge where bedload management (such as seasonal dredging) may be desirable to direct streamflow and encourage sediment deposition below the bridge, and the material could be used to raise adjacent roads (per our recent discussion, Greg). Please let me know if you're able to join us.

Thank you,
Kate

From: Carolann Wooton <cwooton@haines.ak.us>
Sent: Thursday, September 8, 2022 4:39 PM
To: Lindgren, Jesse W (DFG) <jesse.lindgren@alaska.gov>; Ernie Siemoneit <ernie@constantinemetals.com>; Edward Coffland <ecoffland@haines.ak.us>
Cc: Annette Kreitzer <akreitzer@haines.ak.us>; Allegra Cairns <allegra@constantinemetals.com>; Kanouse, Kate M (DFG) <kate.kanouse@alaska.gov>
Subject: RE: Klehini River and Porcupine Creek Haines flood repair status

You don't often get email from cwooton@haines.ak.us. [Learn why this is important](#)

Thank you Jesse,

We will keep you informed of our activities.

Carolann Wooton

Contracts and Grant Administrator
Emergency Operations IC
Haines Borough
907-766-6409
907-314-2241 cell

From: Lindgren, Jesse W (DFG) <jesse.lindgren@alaska.gov>
Sent: Thursday, September 8, 2022 4:04 PM
To: Ernie Siemoneit <ernie@constantinemetals.com>; Edward Coffland <ecoffland@haines.ak.us>; Carolann Wooton <cwooton@haines.ak.us>
Cc: Annette Kreitzer <akreitzer@haines.ak.us>; Allegra Cairns <allegra@constantinemetals.com>; Kanouse, Kate M (DFG) <kate.kanouse@alaska.gov>
Subject: RE: Klehini River and Porcupine Creek Haines flood repair status

EXTERNAL EMAIL: Do not open links or attachments unless you recognize the sender and know the content is safe.

Hi Carolann,

Starting on August 24th, 2022, under emergency authority at AS 16.05.891, I authorize Haines Borough to complete work along the Porcupine Road in cataloged anadromous fish streams Porcupine Creek and the Klehini River. You will construct and maintain berms by the Porcupine Creek bridge and at 2 mile on the Porcupine Road along the Klehini River to divert high water from recent storms off the road and back into the cataloged streams. This emergency authorization will extend through September 11, 2022 in preparation for the next storm. If more work is required, please provide a description of the work performed at each site and on what dates. ADF&G reserves the right to require site modifications for ensuring fish habitat stability. Once low water starts let's begin discussions on more permanent solutions for high water at these sites.

Kate will be in Haines on 9/11 and 9/12 and wants to do a site visit to see current conditions. Ernie if you can make a time on Tuesday work I think it would be beneficial to meet up with Kate out there as well as anyone with the Haines Borough.

Thanks,

Jesse Lindgren
ADF&G Habitat Biologist
802 3rd St
Douglas, AK 99824
907-465-1635

From: Ernie Siemoneit <ernie@constantinemetals.com>
Sent: Thursday, September 8, 2022 9:00 AM
To: Lindgren, Jesse W (DFG) <jesse.lindgren@alaska.gov>; Kanouse, Kate M (DFG) <kate.kanouse@alaska.gov>
Cc: Annette Kreitzer <akreitzer@haines.ak.us>; Carolann Wooton <cwooton@haines.ak.us>; Allegra Cairns <allegra@constantinemetals.com>; Edward Coffland <ecoffland@haines.ak.us>
Subject: Re: Klehini River and Porcupine Creek Haines flood repair status

Hi Kate and Jesse:

I had a conversation with Carolann and understand an option is to keep emergency repair permission open for both our two recent problem areas (Porcupine Creek bridge area and 2-mile area on Porcupine Road).

We are expecting rain on Friday, so I wanted to repair the berms as was done last week in preparation for possible higher water. The water levels are now much lower and there is currently no Klehini River water overflowing into Herman Creek. I want to be sure we have authorization to dig debris and transported material to repair berms at Porcupine bridge area and Porcupine 2 mile area.

Please let me know your comments or concerns.

Thank you,

Ernie

Ernie Siemoneit

Manager/Senior Engineer

Palmer Project

Constantine Mining LLC

120 2nd Ave North | P.O. Box 315 | Haines, Alaska 99827

cell 907 750 0719

ernie@constantinemetals.com

www.constantinemetals.com

From: Ernie Siemoneit <ernie@constantinemetals.com>
Sent: Sunday, September 4, 2022 6:33 PM
To: Lindgren, Jesse W (DFG) <jesse.lindgren@alaska.gov>; Kate Kanouse <kate.kanouse@alaska.gov>
Cc: Darsie Culbeck <darsie@constantinemetals.com>; Edward Coffland <ecoffland@haines.ak.us>; Annette Kreitzer <akreitzer@haines.ak.us>; Carolann Wooton <cwooton@haines.ak.us>; Allegra Cairns <allegra@constantinemetals.com>
Subject: Re: Klehini River and Porcupine Creek Haines flood repair status

Hi Kate and Jesse:

On behalf of Haines Burrough I am asking for a emergency repair authorization or for the one you have in process for Klehini River bank to be continued.

Our latest heavy rains near Haines that ended morning of September 3rd will require additional repair at Klehini River area at mile 1.9-mile Porcupine road.

This is the same area that was repaired temporarily last week. As I wrote last week, we are organizing a proper plan with Haines Burrough for building the road surface higher and

armoring and road at rivers edge. This plan for real long-term protection requires material we do not have available at this time.

Our quick repair essentially builds a berm on top of existing road surface and new river cut bank to create a dike to minimize water on the road surface. Future rebuild will likely require road surface being built 2-3 feet higher. During flood conditions Klehini water surface behind present berm is higher than the road.

I have pasted several photos below of approximate location, problem spot and overflow to Herman Creek. FYI Chum Salmon are continuing up Herman Creek through the silty river water and spawning in the clean water (last photo).

Please use Carolann Wooton with borough as your primary contact. Carolann and I have spoken by phone concerning explanation above this weekend.

Thank you,
Ernie

Ernie Siemoneit

Manager/Senior Engineer

Palmer Project

Constantine Mining LLC

120 2nd Ave North | P.O. Box 315 | Haines, Alaska 99827

cell 907 750 0719

ernie@constantinemetals.com

www.constantinemetals.com

Overflow area and Herman Creek (090322 inset)
road (water level ~2 ft lower than flood)

Eroded Road edge looking east down

4:58



< Back

Map

Grid

Adjust



Show Nearby Photos





River water flowing into Herman Creek



From: Ernie Siemoneit <ernie@constantinemetals.com>
Sent: Friday, September 2, 2022 1:08 PM
To: Lindgren, Jesse W (DFG) <jesse.lindgren@alaska.gov>; Carolann Wooton <cwooton@haines.ak.us>; Annette Kreitzer <akreitzer@haines.ak.us>
Cc: Darsie Culbeck <darsie@constantinemetals.com>; Edward Coffland <ecoffland@haines.ak.us>
Subject: Re: Klehini River and Porcupine Creek Haines flood repair status

Hi Jesse:
Your dates below are correct.
We have not done desired step of any rip rap installation at Klehini river problem areas (near 2 mile Porcupine) since no rock is available in easy haul distance.
We are working on some options for getting rock and possibly tree stumps for proper repair.

Thank you,
Ernie

Ernie Siemoneit
Manager/Senior Engineer
Palmer Project
Constantine Mining LLC
120 2nd Ave North | P.O. Box 315 | Haines, Alaska 99827
cell 907 750 0719
ernie@constantinemetals.com
www.constantinemetals.com

From: Lindgren, Jesse W (DFG) <jesse.lindgren@alaska.gov>
Sent: Friday, September 2, 2022 1:01 PM
To: Carolann Wooton <cwooton@haines.ak.us>; Annette Kreitzer <akreitzer@haines.ak.us>; Ernie Siemoneit <ernie@constantinemetals.com>
Cc: Darsie Culbeck <darsie@constantinemetals.com>; Edward Coffland <ecoffland@haines.ak.us>
Subject: RE: Klehini River and Porcupine Creek Haines flood repair status

Hi Carolann,

I don't think I need any additional details from the Haines Borough, is PO Box 1209 the correct mailing address? Please send along any photos from your site visit so I can take a look. I should be headed up to Haines mid September to look at culverts so I will plan some time to drive out there.

Ernie can you confirm you finished construction of the berm on Porcupine Creek 8/25 and finished the Klehini road section 8/29 to move the riprap, but made the road drivable on 8/25 as well. Let me know if those are not the correct dates.

Thanks,

Jesse Lindgren
ADF&G Habitat Biologist
802 3rd St
Douglas, AK 99824
907-465-1635

From: Carolann Wooton <cwooton@haines.ak.us>
Sent: Friday, September 2, 2022 8:21 AM
To: Annette Kreitzer <akreitzer@haines.ak.us>; Lindgren, Jesse W (DFG) <jesse.lindgren@alaska.gov>; Ernie Siemoneit <ernie@constantinemetals.com>
Cc: Darsie Culbeck <darsie@constantinemetals.com>; Edward Coffland <ecoffland@haines.ak.us>
Subject: RE: Klehini River and Porcupine Creek Haines flood repair status

Hi Jesse,

Is there anything you need from the Haines Borough? I am not sure we are done, heavy rainfall is anticipated this weekend (raining now). I am planning on going out to the site today to see what is happening and can give you a better sense after this weekend.

Thanks

Carolann Wooton
Contracts and Grant Administrator
Emergency Operations IC

Haines Borough
907-766-6409
907-314-2241 cell

From: Annette Kreitzer <akreitzer@haines.ak.us>
Sent: Thursday, September 1, 2022 5:07 PM
To: Lindgren, Jesse W (DFG) <jesse.lindgren@alaska.gov>; Ernie Siemoneit <ernie@constantinemetals.com>
Cc: Carolann Wooton <cwooton@haines.ak.us>; Darsie Culbeck <darsie@constantinemetals.com>; Edward Coffland <ecoffland@haines.ak.us>
Subject: RE: Klehini River and Porcupine Creek Haines flood repair status

Jesse:

Please address the permits to Carolann Wooton, Grants & Contracts Administrator and Ed Coffland, Public Facilities Director.

ak

From: Lindgren, Jesse W (DFG) <jesse.lindgren@alaska.gov>
Sent: Thursday, September 1, 2022 2:51 PM
To: Ernie Siemoneit <ernie@constantinemetals.com>
Cc: Carolann Wooton <cwooton@haines.ak.us>; Darsie Culbeck <darsie@constantinemetals.com>; Edward Coffland <ecoffland@haines.ak.us>; Annette Kreitzer <akreitzer@haines.ak.us>
Subject: RE: Klehini River and Porcupine Creek Haines flood repair status

EXTERNAL EMAIL: Do not open links or attachments unless you recognize the sender and know the content is safe.

Hello Ernie,

Has all the worked been wrapped up or is there still effort to try and move some of that riprap towards the bank to stop pushing flow at the road. I have the fish habitat permits drafted up and they will get reviewed and sent out soon.

Who from the Haines Borough should I address the permits too, probably someone on this email, but just wanted to confirm and if you could please respond with your name, title, and address that would be appreciated.

Thanks,

Jesse Lindgren
ADF&G Habitat Biologist
802 3rd St
Douglas, AK 99824

907-465-1635

From: Ernie Siemoneit <ernie@constantinemetals.com>

Sent: Friday, August 26, 2022 8:42 PM

To: Lindgren, Jesse W (DFG) <jesse.lindgren@alaska.gov>; Kanouse, Kate M (DFG) <kate.kanouse@alaska.gov>

Cc: Carolann Wooton <cwooton@haines.ak.us>; Darsie Culbeck <darsie@constantinemetals.com>; Krull, Dylan P (DFG) <dylan.krull@alaska.gov>; Edward Coffland <ecoffland@haines.ak.us>; Annette Kreitzer <akreitzer@haines.ak.us>

Subject: Klehini River and Porcupine Creek Haines flood repair status

Some people who received this message don't often get email from ernie@constantinemetals.com. [Learn why this is important](#)

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Hi Jesse:

I am supporting communications due to lack of ability to access flood locations by Haines Borough staff. Could you write emergency repair permit documents in name of Haines Borough as has been done in past for Porcupine Road activity?

Below are status descriptions of flooding emergency repairs that were authorized on August 24.

The Porcupine bridge area repair has been completed. Photos are attached. Photo titled *Porcupine Bridge Repair Berm from Bridge* shows gravel and cobble berm we dredged out of Creek edge in middle of photo to right side. Photo titled *Porcupine Bridge Repair Berm* shows gravel berm from upstream looking toward bridge.

Work involved pulling approximately 50 cubic yards of gravel with cobbles up out of overtopping creek edge to reestablish normal flow direction of Porcupine Creek. This activity was at NAD83 GPS location N59.420648 deg_W136.224173 deg .

Repair has been started at Klehini River that placed fill at edge of river to reestablish road edge and stop water that was making road impassible and flowing into Herman Creek spawning area.

I have attached aerial views from August 24 of river overflowing onto and down roadway as well as silty water flowing into Herman Creek. Repair activity placed about 100 cubic yards of rocky material on the edge of a cut bank and on the road surface (photo attached) . We made the road safe to travel and stopped water running into Herman Creek on August 25.

I think there is a berm of large former protection rock under river surface that is directing water toward road as water flows past. We are organizing a large excavator to pull this rip rap rock that is under river whitewater 10-15 feet from repaired edge up to bank to help protect road edge longer term.

I will give you GPS data and a report when we finalize this last activity of repair - estimated early next week.

Thank you,
Ernie

Ernie Siemoneit

Manager/Senior Engineer

Palmer ProjectConstantine Mining LLC

120 2nd Ave North | P.O. Box 315 | Haines, Alaska 99827

cell 907 750 0719

ernie@constantinemetals.com

www.constantinemetals.com

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DR-4585 PW 13 - FEMA Questions for Porcupine Road (EHP RFI)
Response to 9/20/2023 Request for Information

10/10/23

Attachment I – Phase II & III Scope of Work Email Between FEMA and Applicant

Ethan Roemeling

From: Belanger, Jenny R (MVA) <jenny.belanger@alaska.gov>
Sent: Wednesday, August 16, 2023 4:57 PM
To: Zeppa, Jonathan D (MVA); Rose, Karen; Ethan Roemeling
Cc: Macans, Mike B (MVA); Michaels, Steven; Garret Gladsjo; Edward Coffland
Subject: RE: DR-4413- AK PW 13 Porcupine Road CRC Report Out
Attachments: CEF_Design and Engineering.pdf; CEF Instructional Guide.pdf

Ethan,

I'm sharing the Cost Estimating Format (CEF) Guide and I found in the Design and Engineering attachment it specifies that construction inspection is eligible for reimbursement. Section H.2 of the project CEF gives 3 options - the basic construction inspection services provides the least amount of funding for design and engineering and the above average complexity provides the highest percentage in FEMA's project cost estimating.

As the project moves through FEMA review we will want to make sure mitigation is included in addition to the proposed method of repair for Phases 2 & 3.

Please let me know if you have additional questions.

Thank you,

Jenny Belanger, Emergency Management Specialist II
Department of Military and Veterans Affairs
Division of Homeland Security & Emergency Management
Disaster Assistance
907-428-7036 or 1-800-478-2337
907-428-7009 (Fax)

State of Alaska, Division of Homeland Security and Emergency Management is committed to providing access, equal opportunity and reasonable accommodation in its services, programs, activities, education and employment for individuals with disabilities. To request a disability accommodation contact me at least five working days in advance at 907-428-7036 or jenny.belanger@alaska.gov

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From: Zeppa, Jonathan D (MVA) <jonathan.zeppa@alaska.gov>
Sent: Wednesday, August 16, 2023 10:26 AM
To: Rose, Karen <karen.rose@fema.dhs.gov>; Ethan Roemeling <ethan@prohns.com>
Cc: Macans, Mike B (MVA) <mike.macans@alaska.gov>; Michaels, Steven <Steven.Michaels@fema.dhs.gov>; Garret Gladsjo <garret@prohns.com>; Edward Coffland <ecoffland@haines.ak.us>; Belanger, Jenny R (MVA) <jenny.belanger@alaska.gov>
Subject: RE: DR-4413- AK PW 13 Porcupine Road CRC Report Out

Karen,

I believe the issue is not that CRC changed the Design curve but that they didn't check the Inspection Services "box" and as a result, inspection services costs will not be built into Project SOW. This could become an issue at closeout.

Sincerely,

Jonathan Zeppa
Emergency Management Specialist III
Division of Homeland Security and Emergency Management
Direct: 1 (907) 428-7052
Fax: 1 (907) 428-7009
Email: jonathan.zeppa@alaska.gov



From: Rose, Karen <karen.rose@fema.dhs.gov>
Sent: Wednesday, August 16, 2023 10:22 AM
To: Ethan Roemeling <ethan@prohns.com>
Cc: Zeppa, Jonathan D (MVA) <jonathan.zeppa@alaska.gov>; Macans, Mike B (MVA) <mike.macans@alaska.gov>; Michaels, Steven <Steven.Michaels@fema.dhs.gov>; Garret Gladsjo <garret@prohns.com>; Edward Coffland <ecoffland@haines.ak.us>; Belanger, Jenny R (MVA) <jenny.belanger@alaska.gov>
Subject: RE: DR-4413- AK PW 13 Porcupine Road CRC Report Out

Hey Ethan,

I understand the request was for inspection services. The CRC and A&E team determined the best way to add the additional expense was to change the curve. I can ask why they chose to add the cost in that manner instead. Just let me know.

Respectfully,

Kari

Karen “Kari” Rose
Emergency Response Specialist | Recovery Division | Region 10
Mobile: (202) 709-2896
Karen.Rose@fema.dhs.gov

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FEMA

From: Ethan Roemeling <ethan@prohns.com>
Sent: Wednesday, August 16, 2023 9:31 AM
To: Rose, Karen <karen.rose@fema.dhs.gov>
Cc: Zeppa, Jonathan D (MVA) <jonathan.zeppa@alaska.gov>; Macans, Mike B (MVA) <mike.macans@alaska.gov>; Michaels, Steven <Steven.Michaels@fema.dhs.gov>; Garret Gladsjo <garret@prohns.com>; Edward Coffland <ecoffland@haines.ak.us>; Belanger, Jenny R (MVA) <jenny.belanger@alaska.gov>
Subject: RE: DR-4413- AK PW 13 Porcupine Road CRC Report Out

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Kari,

We are agreeable to changing from Curve B to Curve A as these will likely be above average complexity projects. However the request I was making was for the inclusion of the "Basic Construction Inspection Services" (see snip below).

Table with 2 main sections: 'A/E Design Contract Applicability' and 'A/E Design Contract Cost'. The first section shows percentages for Curve A, Curve B, and Basic Construction Inspection Services. The second section shows dollar amounts for the same categories. A red circle highlights the 'Basic Construction Inspection Services' row in the applicability section.

Thanks,

Ethan Roemeling, P.E.
Project Engineer

proHNS, LLC
Cell: 907-957-6109
Office: 907-780-4004

From: Rose, Karen <karen.rose@fema.dhs.gov>
Sent: Wednesday, August 16, 2023 8:24 AM
To: Ethan Roemeling <ethan@prohns.com>
Cc: Zeppa, Jonathan D (MVA) <jonathan.zeppa@alaska.gov>; Macans, Mike B (MVA) <mike.macans@alaska.gov>; Michaels, Steven <Steven.Michaels@fema.dhs.gov>; Garret Gladsjo <garret@prohns.com>; Edward Coffland <ecoffland@haines.ak.us>; Belanger, Jenny R (MVA) <jenny.belanger@alaska.gov>
Subject: RE: DR-4413- AK PW 13 Porcupine Road CRC Report Out

Good morning, Ethan,

The CRC will adjust the A/E Design section from Curve B to Curve A – which will add about 4% to Phase II and Phase III – before moving the project forward. Hopefully this resolves your request.

Respectfully,

Kari

Karen “Kari” Rose
Emergency Response Specialist | Recovery Division | Region 10
Mobile: (202) 709-2896
Karen.Rose@fema.dhs.gov

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From: Ethan Roemeling <ethan@prohns.com>
Sent: Tuesday, August 15, 2023 11:34 AM
To: Rose, Karen <karen.rose@fema.dhs.gov>
Cc: Zeppa, Jonathan D (MVA) <jonathan.zeppa@alaska.gov>; Macans, Mike B (MVA) <mike.macans@alaska.gov>; Michaels, Steven <Steven.Michaels@fema.dhs.gov>; Garret Gladsjo <garret@prohns.com>; Edward Coffland <ecoffland@haines.ak.us>; Belanger, Jenny R (MVA) <jenny.belanger@alaska.gov>
Subject: RE: DR-4413- AK PW 13 Porcupine Road CRC Report Out

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Kari,

With one exception these estimates look close enough for us to feel comfortable with moving the projects forward.

Please include the 3.0% Basic Construction Inspection Services for both Phase II and Phase III.

Thank you,

Ethan Roemeling, P.E.
Project Engineer

proHNS, LLC
Cell: 907-957-6109

Office: 907-780-4004

From: Rose, Karen <karen.rose@fema.dhs.gov>

Sent: Friday, August 11, 2023 1:30 PM

To: Ethan Roemeling <ethan@prohns.com>; Belanger, Jenny R (MVA) <jenny.belanger@alaska.gov>

Cc: Zeppa, Jonathan D (MVA) <jonathan.zeppa@alaska.gov>; Macans, Mike B (MVA) <mike.macans@alaska.gov>; Michaels, Steven <Steven.Michaels@fema.dhs.gov>; Garret Gladsjo <garret@prohns.com>; Edward Coffland <ecoffland@haines.ak.us>

Subject: RE: DR-4413- AK PW 13 Porcupine Road CRC Report Out

You don't often get email from karen.rose@fema.dhs.gov. [Learn why this is important](#)

Hello all,

Attached, please find the CRC Cost Estimate for Porcupine Road. Once confirmed, the CRC will move the project forward. Many thanks.

Respectfully,

Kari

Karen "Kari" Rose
Emergency Response Specialist | Recovery Division | Region 10
Mobile: (202) 709-2896
Karen.Rose@fema.dhs.gov

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From: Ethan Roemeling <ethan@prohns.com>

Sent: Friday, August 11, 2023 9:42 AM

To: Belanger, Jenny R (MVA) <jenny.belanger@alaska.gov>

Cc: Zeppa, Jonathan D (MVA) <jonathan.zeppa@alaska.gov>; Macans, Mike B (MVA) <mike.macans@alaska.gov>; Rose, Karen <karen.rose@fema.dhs.gov>; Michaels, Steven <Steven.Michaels@fema.dhs.gov>; Garret Gladsjo <garret@prohns.com>; Edward Coffland <ecoffland@haines.ak.us>

Subject: RE: DR-4413- AK PW 13 Porcupine Road CRC Report Out

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Jenny,

After reviewing the findings below they appear to be reasonable. Prior to providing confirmation we would like to see copies of the CRC estimates for both phase II and III.

Thanks,

Ethan Roemeling, P.E.
Project Engineer

proHNS, LLC
Cell: 907-957-6109
Office: 907-780-4004

From: Belanger, Jenny R (MVA) <jenny.belanger@alaska.gov>
Sent: Thursday, August 10, 2023 4:12 PM
To: Ethan Roemeling <ethan@prohns.com>; Garret Gladsjo <garret@prohns.com>; Edward Coffland <ecoffland@haines.ak.us>
Cc: Zeppa, Jonathan D (MVA) <jonathan.zeppa@alaska.gov>; Macans, Mike B (MVA) <mike.macans@alaska.gov>; Karen Rose <karen.rose@fema.dhs.gov>; Steven Michaels <Steven.Michaels@fema.dhs.gov>
Subject: Fwd: DR-4413- AK PW 13 Porcupine Road CRC Report Out

Good Afternoon,

Please see FEMA's review findings and request below for Porcupine Trail Road.

If you are able to provide your response via email it will allow review by all parties prior to scheduling a meeting to discuss (if needed).

In addition, we are awaiting confirmation of availability for the FEMA EHP team to conduct a site visit for Phase I completed work. Please confirm if you still have availability on August 31st.

Thank you,
Jenny

Sent from my iPhone

Begin forwarded message:

From: "Rose, Karen" <karen.rose@fema.dhs.gov>
Date: August 10, 2023 at 1:36:55 PM EDT
To: "Belanger, Jenny R (MVA)" <jenny.belanger@alaska.gov>
Cc: "Michaels, Steven" <Steven.Michaels@fema.dhs.gov>
Subject: DR-4413- AK PW 13 Porcupine Road CRC Report Out

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Good morning, Jenny,

The CRC has indicated they are close to moving this project forward, so I want to share the following information for you to go over with Haines Borough.

Phase 1 – roadway and ditch reconditioning at Sites 1 and 2- Cost has been validated. No concerns.

Phase 3 – embankment stabilization at sites 3 through 8 – the CRC specialist said that the cost included in the ProHNS preliminary estimate needed to be adjusted to reflect the correct MSE wall square footage. He estimated the cost to be within 5% of the engineer’s adjusted number. Given the discrepancies and lump sum amounts included in the preliminary engineer estimate from ProHNS, he suggested that the CRC’s number be used. Everything else looks good.

Phase 2 – bypass road and least cost alternative. The CRC specialist reported that Alternative 2, which was recommended by the engineer, has significant unknowns as stated in the Design Concept Report on page 17 and its viability is unknown. His recommendation for the least cost alternative, which he used in his cost estimate, increases the 636 LF length of road noted in the DDD to 820 LF in order to tie the realigned road back into the existing road. He also recommends that the original 636 LF of realigned road be raised 7 feet and riprap be installed along the riverbank.

I’ve attached the provided diagram of the elevated road section and a google earth shot of the area of road the CRC Specialists considers to be the least cost alternative option.

Once we receive confirmation from the State and the Applicant, the CRC believes they can move the project forward rather quickly. Also, I’m still waiting for a response from EHP to see if August 31 works for them to conduct the site visit they requested. Let me know if you have any questions. Thank you!

Respectfully,

Kari

Karen “Kari” Rose
Emergency Response Specialist | Recovery Division | Region 10
Mobile: (202) 709-2896
Karen.Rose@fema.dhs.gov

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