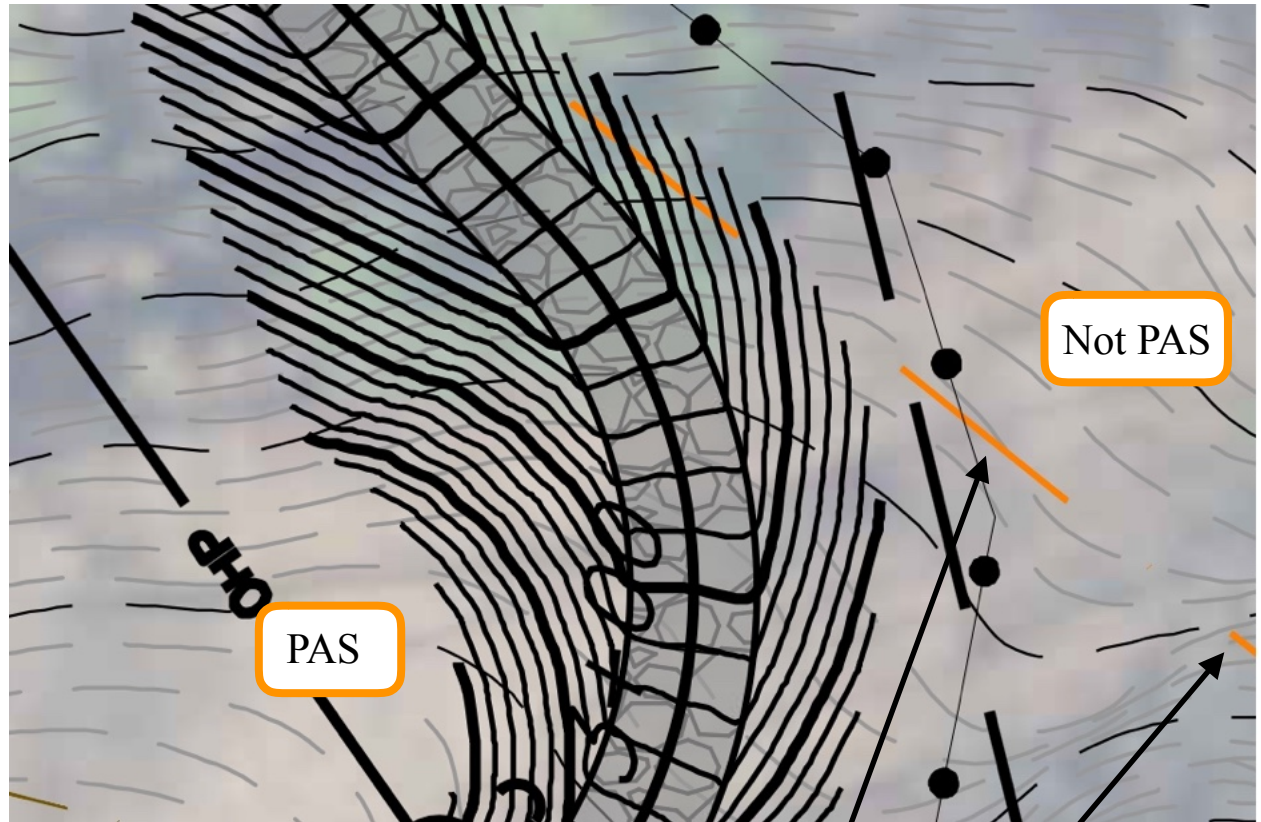
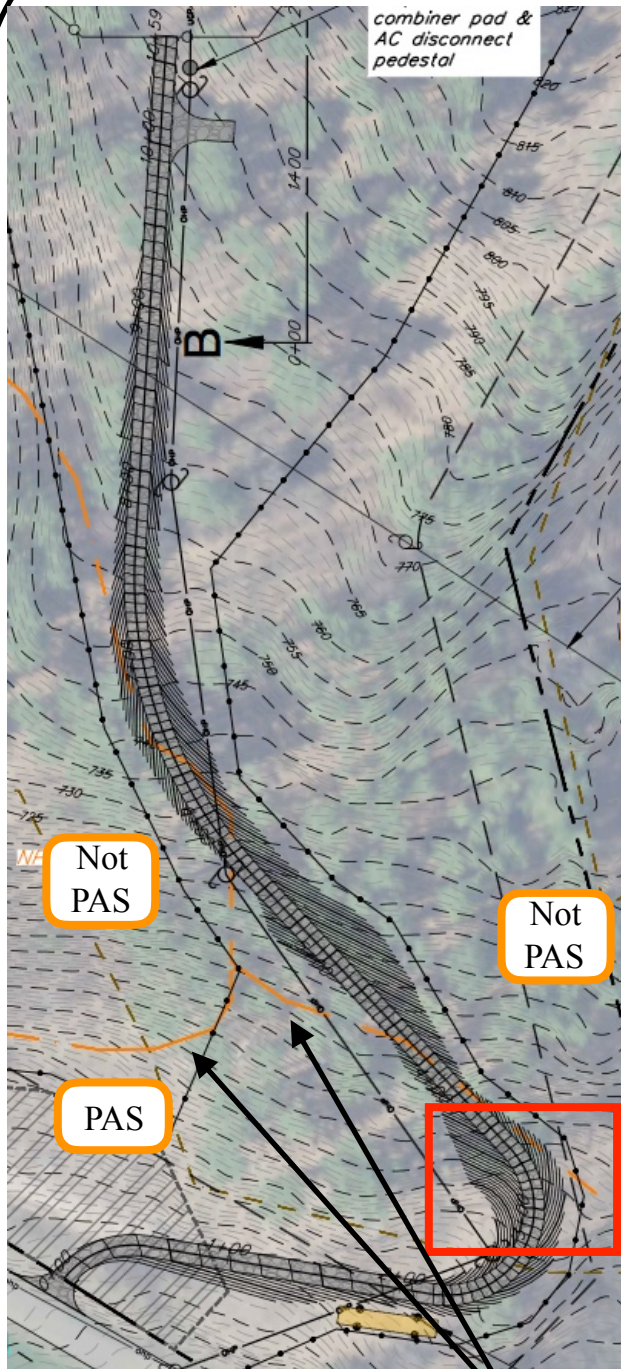


Exhibit MB-50

These clippings are from the first and second Site Plans (these are the only site plans with 1 ft minor contours)

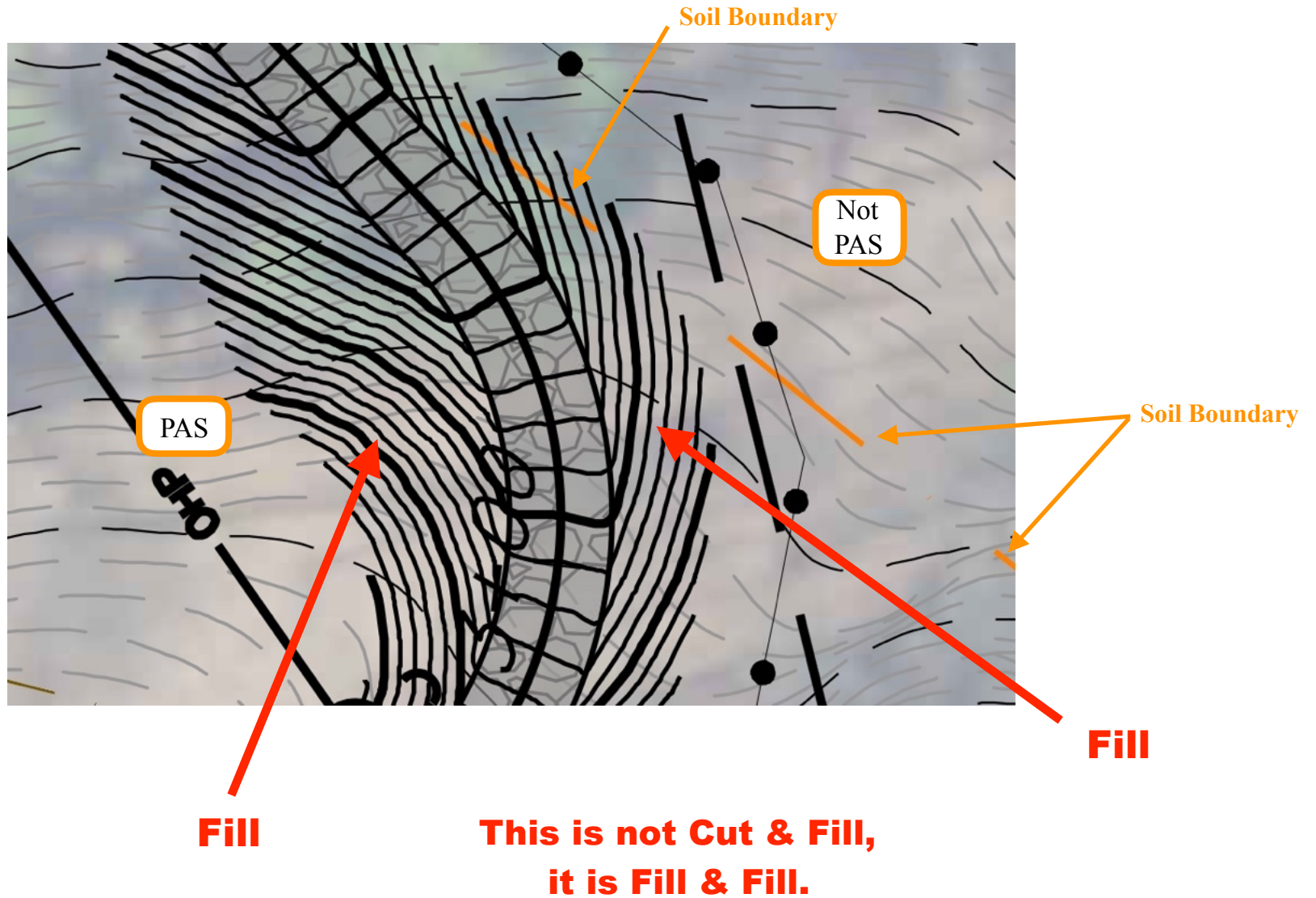


This stretch of the Access Road is on PAS

The soil boundaries are Orange Dashed Lines

None of the PAS from this stretch of the access road is excavated.

This section of the road is built up with fill.



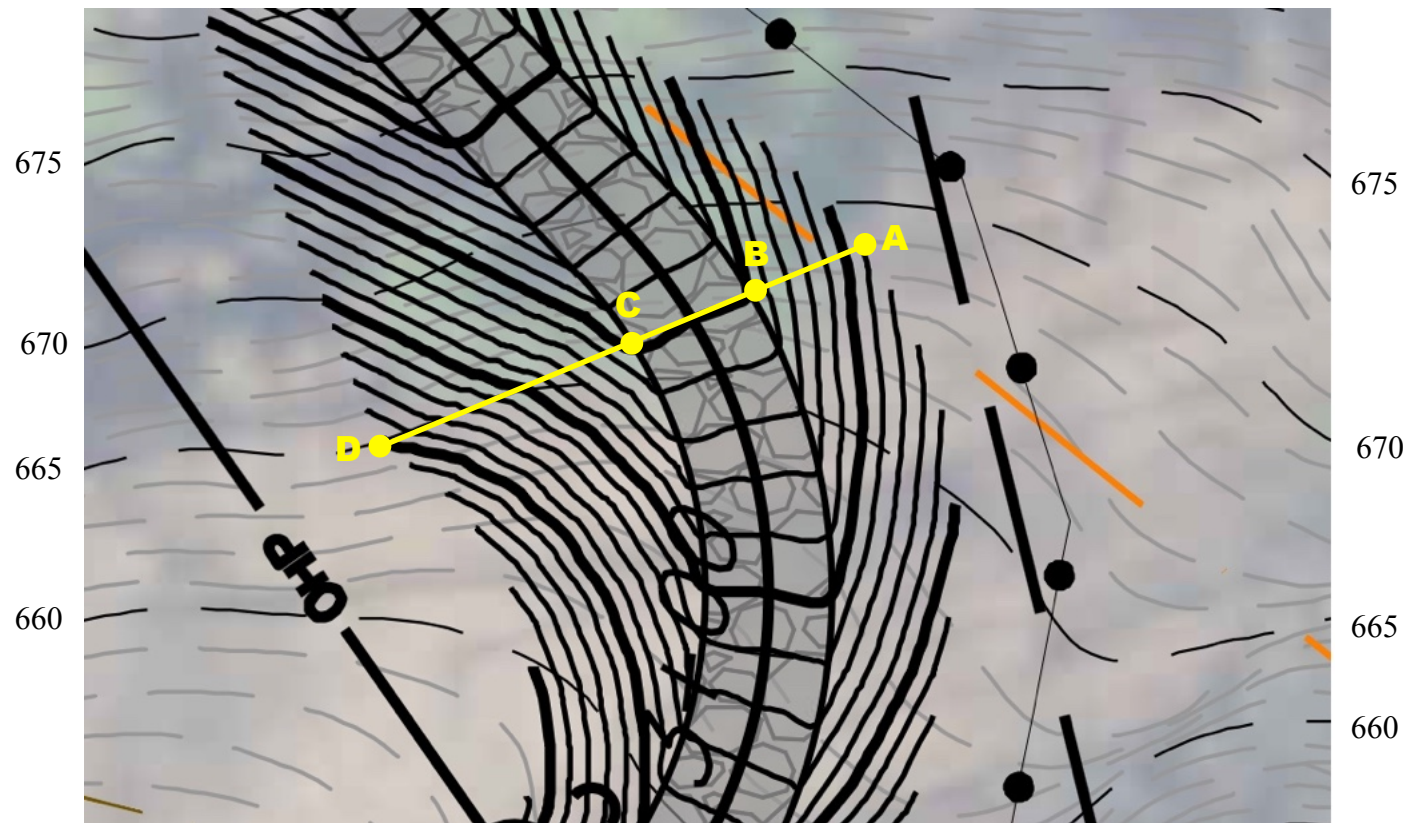
The roadbed is on the top of a Berm

Pre-construction of the road: If you walk from A to B, you would descend 2 ft (from 669 to 667).

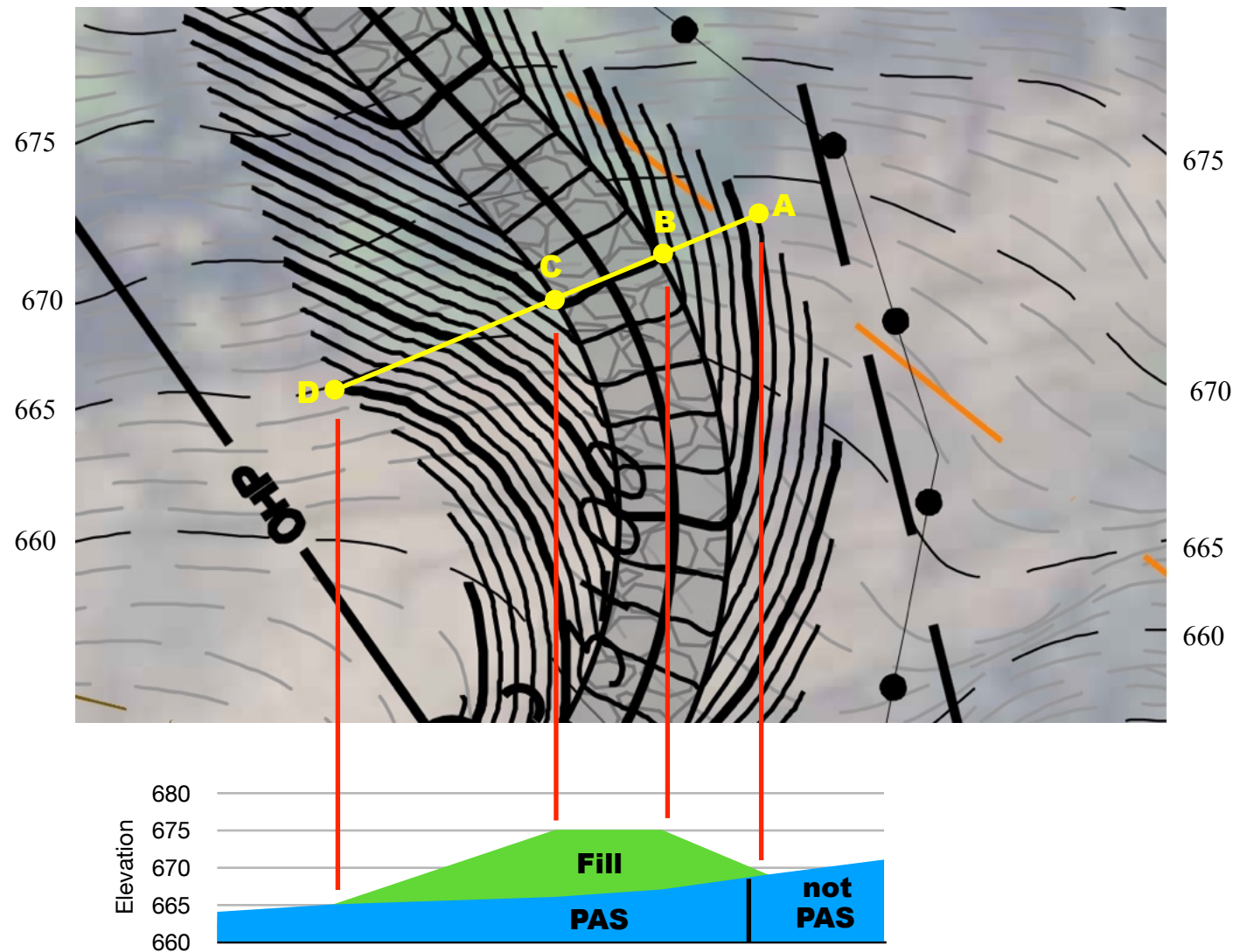
Post-construction of the road: If you walk from A to B, you would gain 6 ft (from 669 to 675).

Post-construction of the road: If you stand at B, your feet are 8 ft above the original elevation.

Post-construction of the road: If you stand at C, your feet are 9 ft above the original elevation.

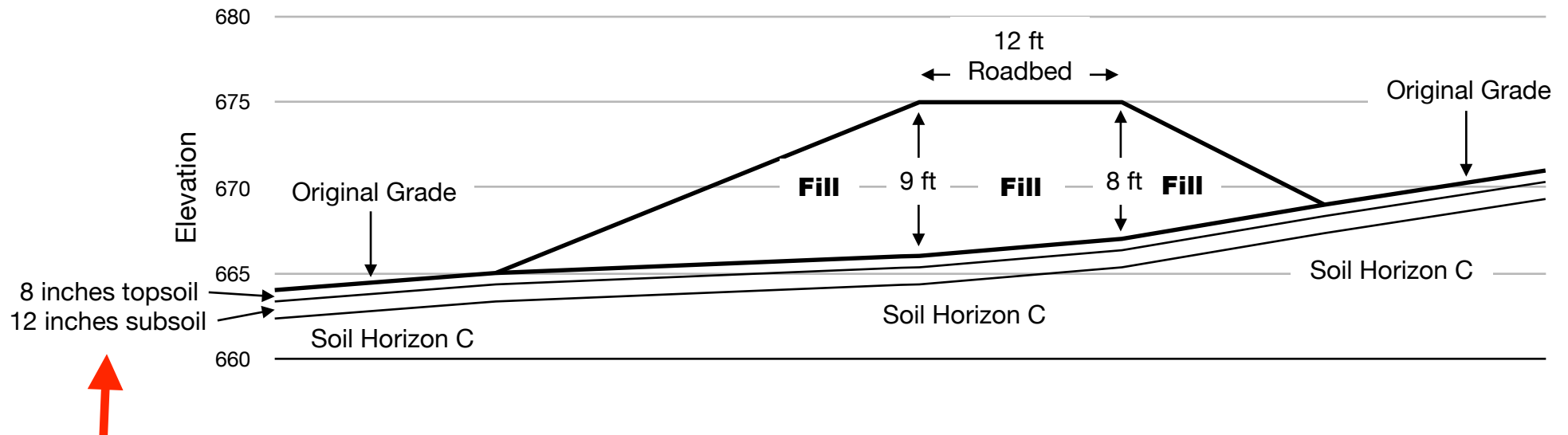


Next page: An Elevation Drawing



Fill is used to create a Berm on top of PAS

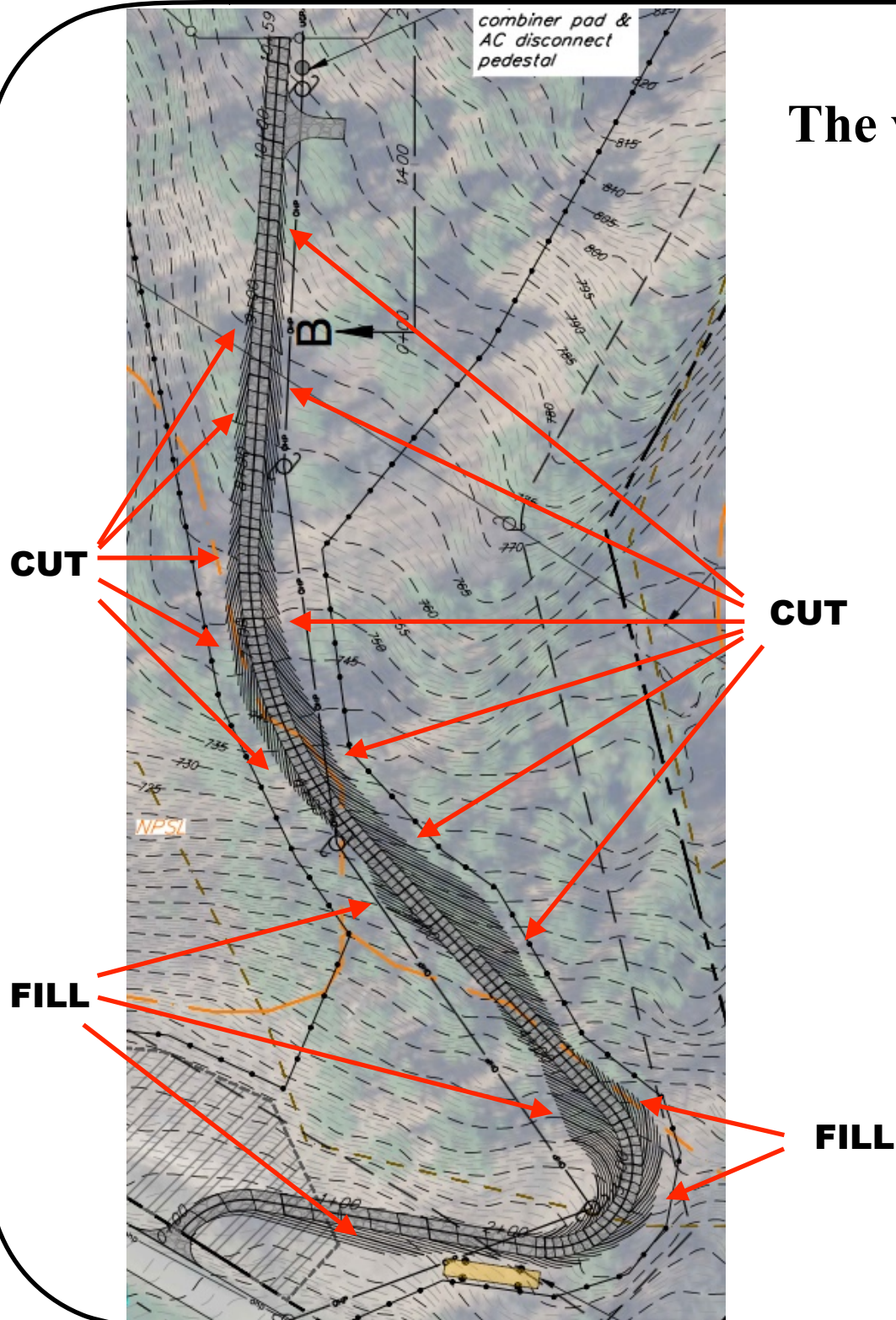
A bit more detail showing PAS Topsoil and Subsoil buried under fill.

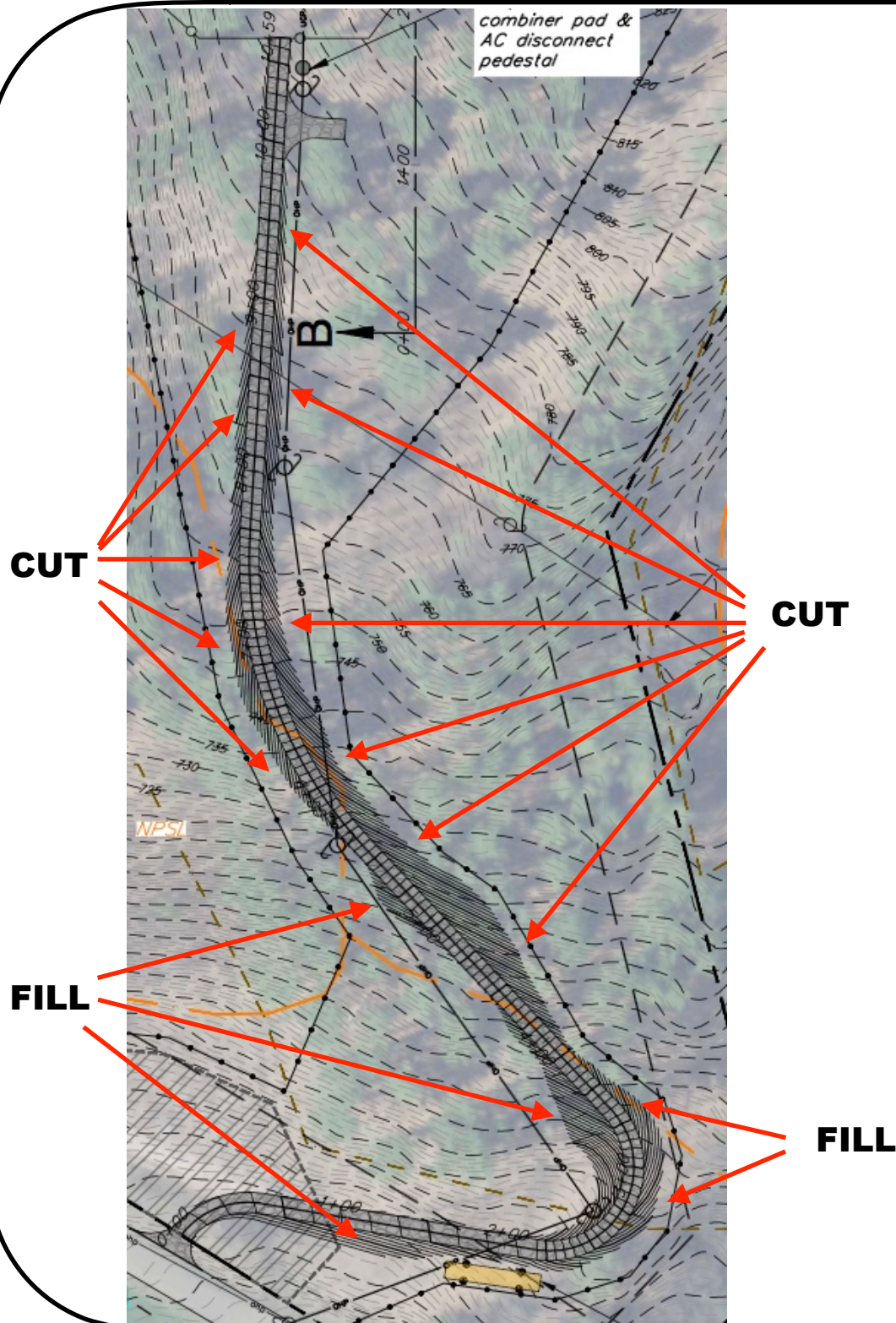


Horizons A and B are typically 20 inches deep on Buckland PAS.

If the PAS topsoil and subsoil under the berm were to be stockpiled, the PAS storage area (as drawn on the Site Plan) would be undersized by about two orders of magnitude.

Next page: Where does all the Fill come from?

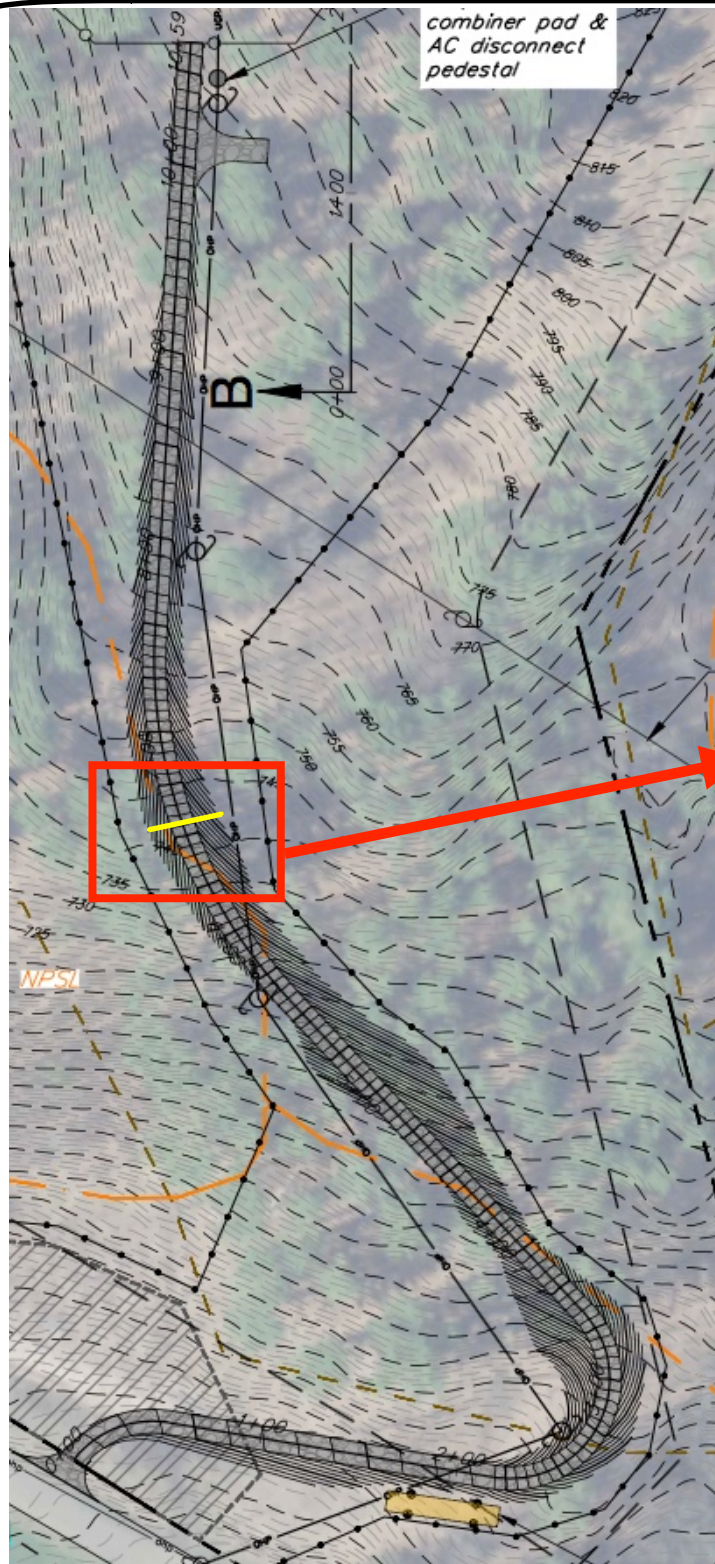




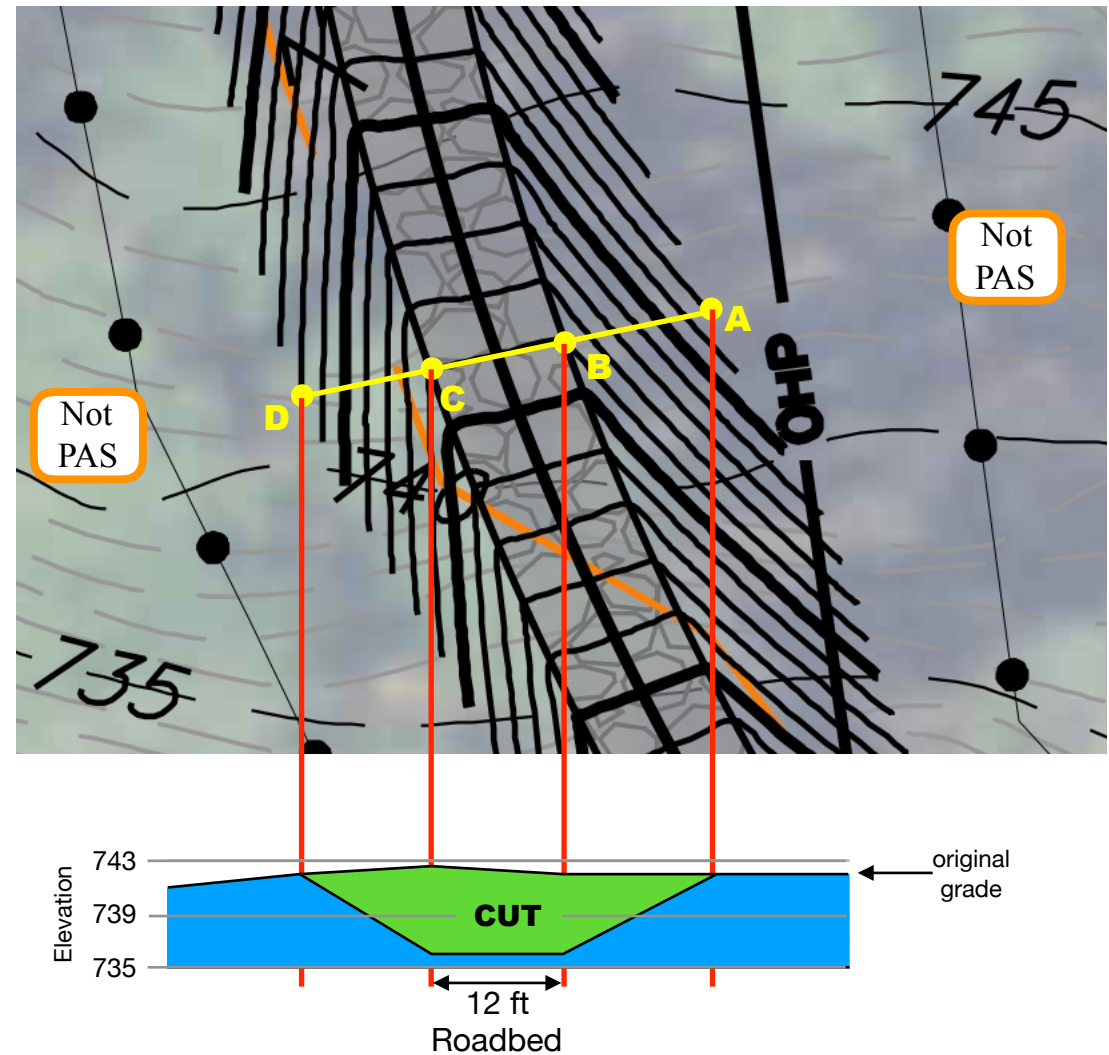
A trench is created when the fill is cut from both sides of the road.

Next page:

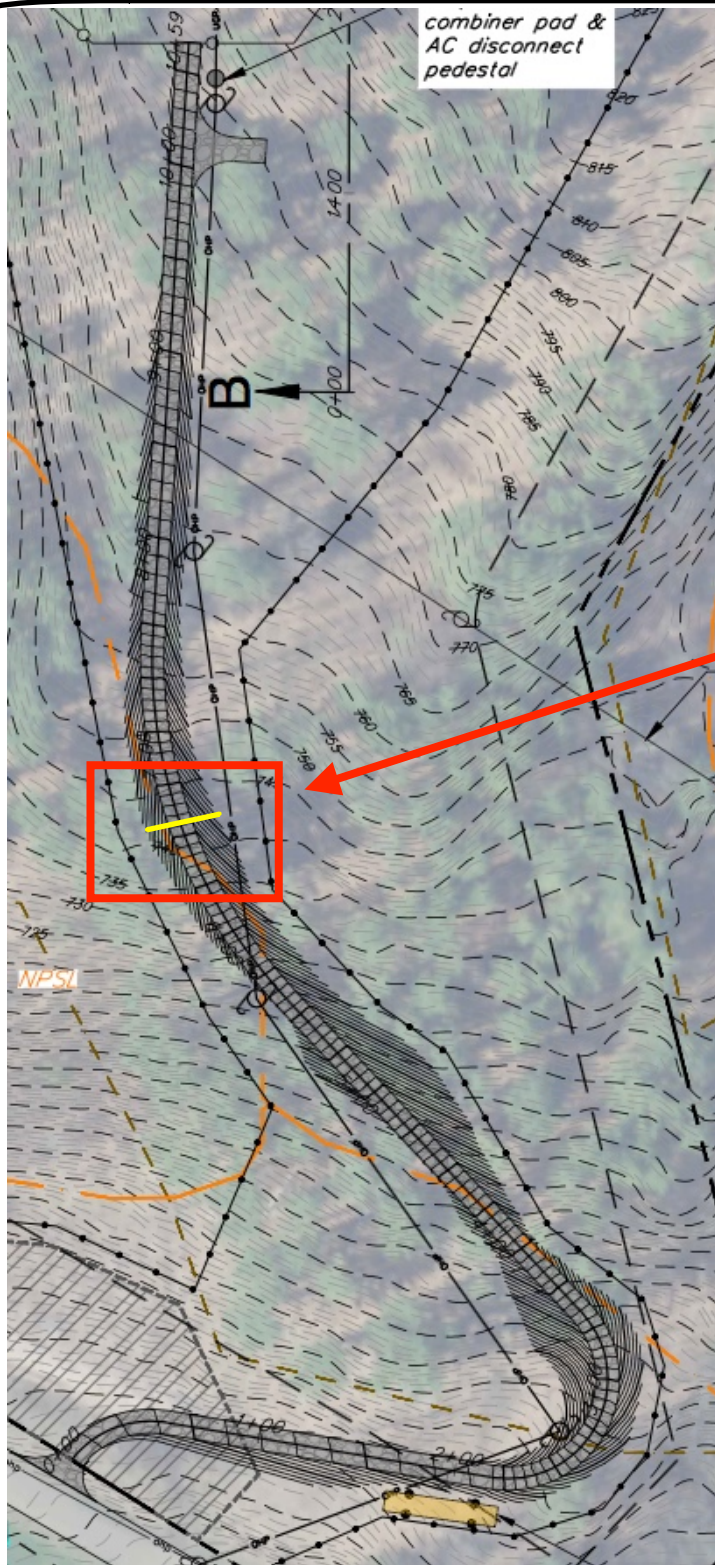
An elevation drawing of the road in a trench.



**This is not Cut & Fill,
this is Cut & Cut.**



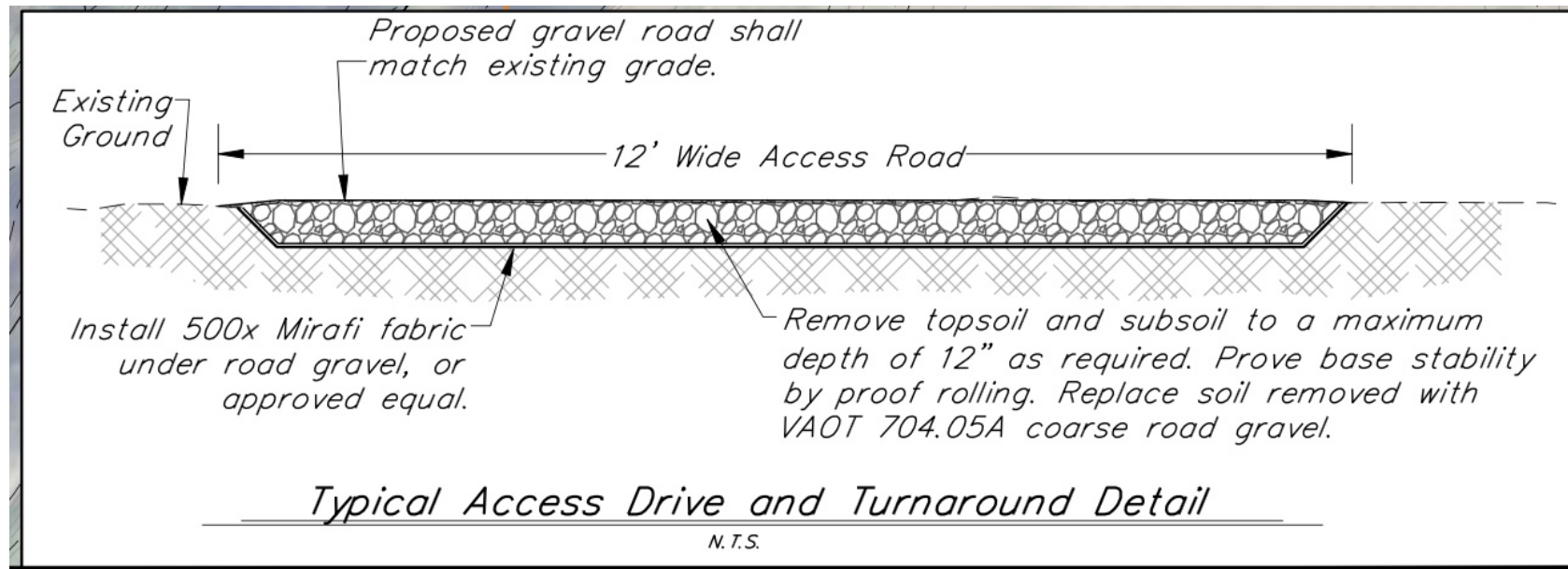
**The developer proposes to locate the
roadbed on the bottom of a trench
that is over 6 feet deep!**

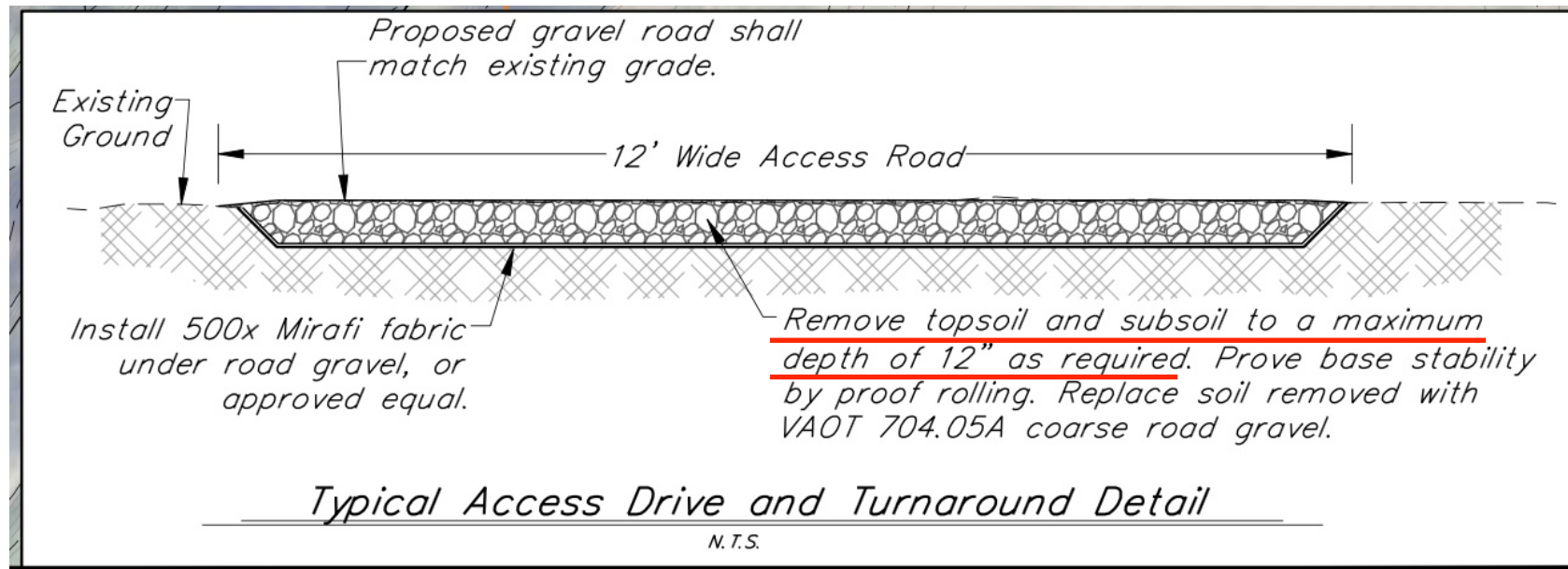


**The road at this location is
in a 6 foot deep trench
going directly uphill on a
24% grade!**

This will degrade watershed resiliency.

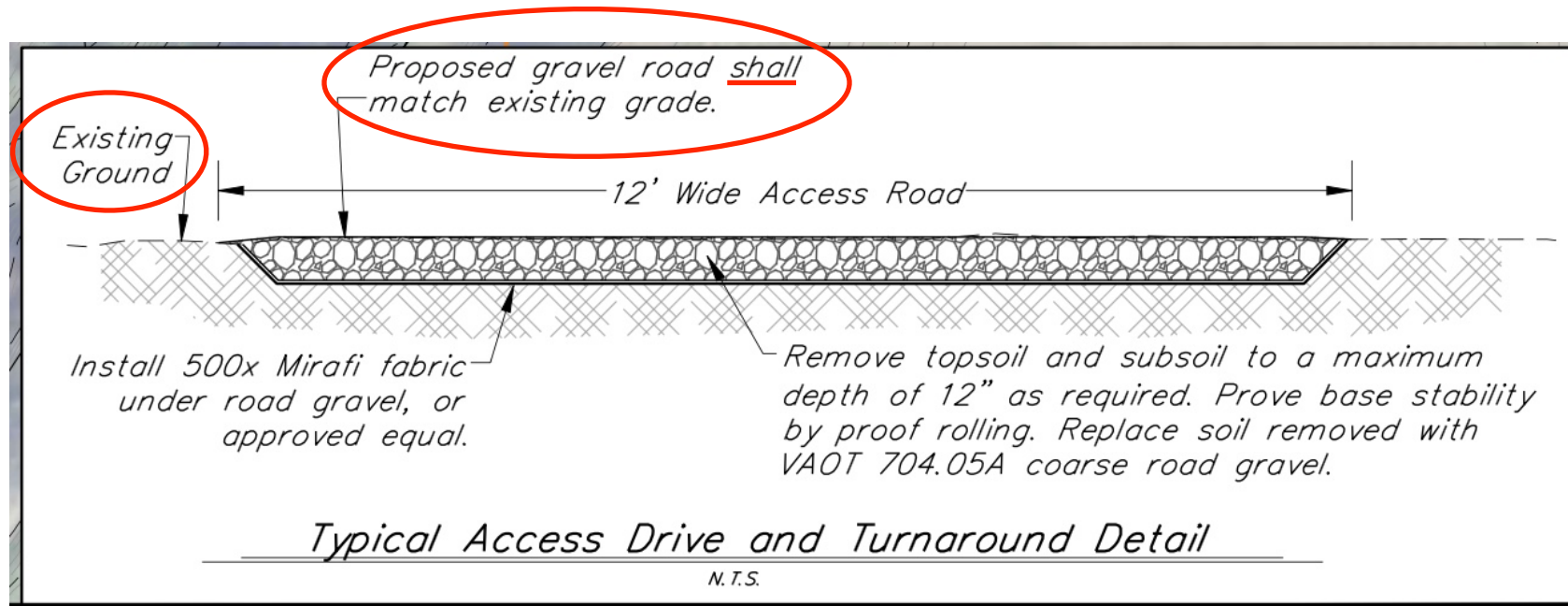
This is the cross section of the road which has remained unchanged through 6 site plans.





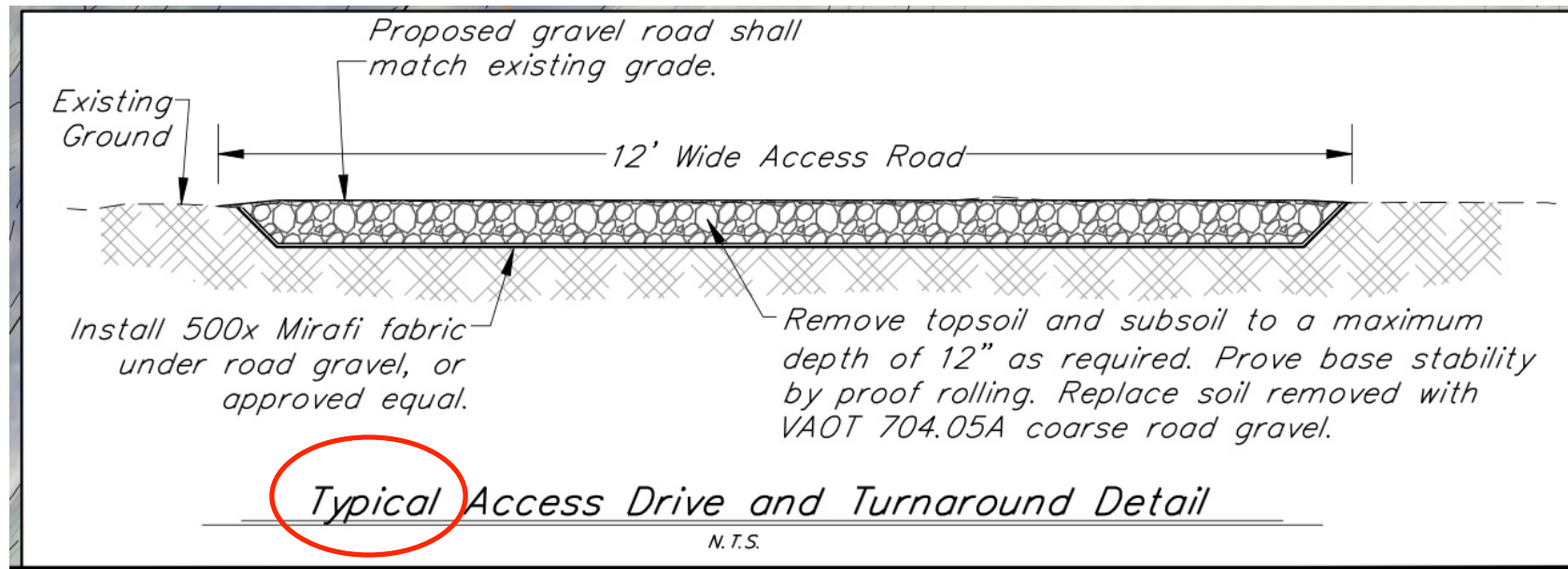
The road will end up at the bottom of a 6 foot deep trench after a maximum of 12 inches of soil is removed.

On PAS (which is supposed to be reclaimed at decommissioning), removing soil “as required” means not removing it, but instead burying it up to 9 feet deep.



Some stretches of the road apparently match the existing grade by being at the bottom of a 6 foot deep trench.

Other stretches of the road apparently match the existing grade by being at the top of a 9 foot high berm.



A novel use of the word “Typical”

From the April 15, 2022 Order Adjusting Schedule and Denying Intervenor's Motions to Dismiss or Stay: [emphasis mine]

“Rule 5.107(C)(5)(g) requires the plans of the proposed access road, including a cross section and other details. The Project's site plan contains a set of plans, including a cross section, for the proposed access. **It is clear from the Intervenor's numerous filings that the Intervenor believes these plans are inaccurate.** However, for purposes of Rule 5.107(B)(4), the Commission's determination that the application was complete is sufficient. **If, after the evidentiary hearing, the Commission determines that the Petitioner's filings are so inaccurate as to be unreliable, then the Petitioner faces the risk that they will not carry their burden of persuasion.**”

Exhibit MB-50 aTypical Road

The End