
From: Charles Parker <charles.f.parker@gmail.com>
Sent: Thursday, October 2, 2014 11:33 AM
To: Marina Lent
Subject: Fwd: Trucking and Materials Selection

Hi Marina,

Here's the other mail I sent....

I didn't cc you, as I can see from the header....

Many thanks,

Charlie

----- Forwarded message -----

From: Charles Parker <charles.f.parker@gmail.com>
Date: Tue, Sep 16, 2014 at 11:59 AM
Subject: Trucking and Materials Selection
To: Jim Malkin <jimmalkin@gmail.com>
Cc: Wendy Jeffers <wendy.jeffers@gmail.com>, Tony Orphanos <torphanos@gmail.com>, Doug Liman <doug@hypnotic.com>

Hi Jim,

We got a few questions today on trucking and on the type of materials we would recommend.

First, on trucking, according to the contractor from MV who is consulting with us, a truckload for a job like this is going to be between 20 and 22 yards, using trucks that are commonly available for jobs like this. If we assume 6500 cubic yards and 21 yards per trip, that's 310 loads of material. If we estimate the duration of the job at 30 days (6 weeks, Monday-Friday), that's approximately 10 loads per day for 6 weeks.

Second, on materials, our geologist looked at sources which are compatible with the local soils (clay, sand, gravel, composites, and cobble). The commitment in a proposal like this and the requirement of the permitting authority is to use compatible materials that match other soils in the area. While it is too early in the cycle to comment further on the exact layering of materials, we are confident that the necessary materials are available in the quantities that are required to meet the standards of the permitting authority. And, the materials are relatively inexpensive. Even if the costs were to double (highly unlikely), it would not add significantly to the overall cost of the project vs other alternatives.

Hope this helps with the discussion.

Best,

Charlie