

---

**From:** Arthur Collier <acollier@mountpolley.com>  
**Sent:** Tuesday, July 12, 2011 8:51 PM  
**To:** Ostritchenko, Dmitri  
**Cc:** Luke Moger; Erin Quon  
**Subject:** RE: Daily Construction Report  
**Attachments:** CT11-07-12.xlsx; TSF11-07-12.pdf

Hi Dmitri,

For the compaction lift thickness' that appear to be too thick, I think it may just be that the existing ground level ("958.0") is not perfectly at that level but was built a bit over last year so it appears that the lifts are too large. I mark up 30cm from existing ground level for the first 2 lifts, and mark the difference to the correct height on the 3<sup>rd</sup>. I will continue to monitor the construction to make sure that this is the actual case, and the lifts are not being constructed too high though I believe they have all been constructed properly so far.

As for the missing data, I have recorded all the testing I have done after you left.

For the max density column, I am not sure where to find where it tells me. I did a 2 stage test yesterday and there was nothing about a max density that I could see, however I will try again to find it.

I will re-send you a copy of the compaction sheet with the northings and eastings that are missing, and named in the correct format.

---

**From:** Ostritchenko, Dmitri [<mailto:Dmitri.Ostritchenko@amec.com>]  
**Sent:** Tuesday, July 12, 2011 11:59 AM  
**To:** Luke Moger  
**Cc:** Erin Quon; Arthur Collier  
**Subject:** RE: Daily Construction Report

Hi All,

Please ignore my last compaction excel sheet, I modified it a bit more, and corrected the lifts, and added a few columns. See attached

The reason I did that was to check on the lift thicknesses. There are a lot of places that the lift thickness is borderline ok and a few that is unacceptable. The specification for placement of Zone S (Till) is 300 mm **loose**.

By my understanding the MDI would work similar to the ND and it only computes the depth to where the pins are inserted thus 200mm below surface. Compaction efforts act from top to bottom and the compaction is averaged through the entire depth of the probe, thus to establish the actual compaction for lift thicknesses over the probe depth material should be removed and another test should be done.

That said I do not think we are at that point yet, and I am confident that the compactions are being met, however we need to remind Peterson that the lift thicknesses should be (**300mm loose**), and anything thicker is unacceptable.

Also please follow naming convention for files being emailed to me below:

VW Readings – "VW11-07-12.xlsx" (substitute with the actual date)

SI Readings – "SI11-07-12" (substitute with the actual date, and no file extension)

Daily Reports – "TSF11-07-12.pdf" (substitute with actual date)

Compaction Tests – "CT11-07-12.xlsx" (substitute with actual date, I will maintain an up to date, and overall file, but I still need some of the earlier tests inputted)

Material Testing – "MT11-07-12.xlsx" (substitute with actual date) I still do not have any material testing that MPMC did for the QC control.

**Dmitri Ostritchenko, EIT**  
**Geotechnical Engineer**  
AMEC - Earth & Environmental

---

**From:** Arthur Collier [<mailto:acollier@mountpolley.com>]  
**Sent:** Monday, July 11, 2011 6:16 PM  
**To:** Ostritchenko, Dmitri  
**Cc:** Luke Moger; Erin Quon  
**Subject:** Daily Construction Report

Hey Dmitri,

The other batteries for the VW reader did not work either so I just have it all unplugged now.

---

The information contained in this e-mail is intended only for the individual or entity to whom it is addressed.  
Its contents (including any attachments) may contain confidential and/or privileged information.  
If you are not an intended recipient you must not use, disclose, disseminate, copy or print its contents.  
If you receive this e-mail in error, please notify the sender by reply e-mail and delete and destroy the message.