

JTI000039

From: McConnell, Wayne
Sent: Monday, June 02, 2008 3:20 PM
To: Nance, Steve
Subject: RE: Emailing: www.phoenixcrane.com.htm For FYI& File-----WRM
Attachments: image002.gif

No one has said anything to me. [REDACTED] Seems to me that SCN would assist us in discussions with Army Corp and the powers to be; Is your 1st module scheduled on site [REDACTED] and also check the DOR for Vogtle; [REDACTED] The outcome of the survey would be essential to determine the needed dredging. a burst of water from the Clark Hill dam would may get you through the tight spots North of the 301 bridge it should be good up to the SRS / Barnwell landing ? We had to blast the river a couple of time during construction and actually raise the river level 2ft for 12 hrs during construction, of course we know it is not that simple but hopefully it may not be that bad either. Light the fire under that River survey additionally get the biggest shallow draft survey boat you can schedule lots of soundings from the Carolina shore to the Georgia shore you would be surprised what a good prop washing can do on a river that runs 6 knots And I would also make sure to inspect and refurbish all the navigational markers from Savannah to Vogtle the key is get some big boat traffic on that river, that does not need permitting, run dozen team recon trips up the river from Savannah and back with a couple of rented shrimp boats, they have tunnel hauls with 4 and 5 foot props. With times being like they are I guarantee you will have some takers from that Savannah Fleet, for the cost of fuel and a meager fee you could turn that river into a African queen flotilla excursion for a couple grand and purge that river and have a ball ;"For a Few Dollars More" those shrimper's would probably drag out some snags for you on the way out they all have winches. You should seriously consider scheduling construction supply delivery from Savannah via the river to site to maintain the channel, its been done before start little and progressively get bigger on the sly. Back in the day, during construction Fuel Oil was shipped by barge daily from Savannah to Augusta but the locks at Silver Bluff were fully functional and maintained by the Corp then. I will call Jeff Neubert tomorrow and see Where & What the WEC Transportation Grps. position is. ---WRM

From: Nance, Steve
Sent: Monday, June 02, 2008 3:12 PM
To: McConnell, Wayne
Subject: RE: Emailing: www.phoenixcrane.com.htm For FYI& File-----WRM

Has anyone talked to you about this whole barging [REDACTED] option for Vogtle? Glen and I met with the Corps last week and it turns out that there's no way the river will be dredged and snagged by [REDACTED]. As a result we either have to do it ourselves, which is a pain due to the EIS, or come up with another option.

We're going to do a detailed survey of the river next month to see how bad it is, but we need to look [REDACTED]

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From: McConnell, Wayne
Sent: Monday, June 02, 2008 2:43 PM
To: Rutherford, Michael; Nance, Steve
Subject: Emailing: www.phoenixcrane.com.htm For FYI& File-----WRM

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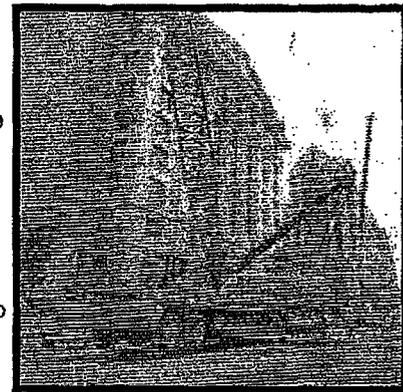
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Phoenix Crane is committed to achieve consistent, reliable service through a climate of absolute integrity, excellence, and the treatment of others with dignity and respect.

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- Full Time Safety Director
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- Company awarded *Superior Safety Award* by the Associated Builders & Contractors (ABC)
- Company awarded *Certificate of Commendation for Safety Excellence* by the AGC

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- Company awarded *Award of Excellence for Safety* by the Georgia Department of Labor
- 100% Certified Drug-Free Workforce
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