

From: Richard Kahn <[REDACTED]>
To: Jeffrey Epstein <jeevacation@gmail.com>
Subject: Fwd: LSJ asphalt project
Date: Thu, 13 Sep 2018 12:57:09 +0000
Attachments: RubbleWaterway.pdf

attached is from VI paving in June 2017 and highlights swales..

Richard Kahn
HBRK Associates Inc.
575 Lexington Avenue, 4th Floor
New York, NY 10022
tel [REDACTED]
fax [REDACTED]
cel [REDACTED]

Begin forwarded message:

From: Ann Rodriquez <[REDACTED]>
Subject: Fwd: LSJ asphalt project
Date: June 15, 2017 at 2:03:19 PM EDT
To: Rich Kahn <[REDACTED]>

Ann R.

Begin forwarded message:

From: Ken Floyd <[REDACTED]>
Date: June 15, 2017 at 1:49:31 PM AST
To: Ann Rodriquez <[REDACTED]>
Subject: Re: LSJ asphalt project

Dear Ms. Rodriquez:

Here is a list of activities needed, in order to produce a quality job.

The concrete rubble swales are essentially concrete 2-3' wide with a concave shape and exposed 6" stones or other rubble like beach coral, to slow down the water and for aesthetic purposes as a plus. I have attached a copy of the spec's for rubble waterway.

The low water crossings consist of approximately 10' wide concrete crossings with a low center perpendicular to the traveled way where the water flows across the road in the low spots. I would recommend small holding ponds at the outflow of these crossings; where feasible.

Below is a list of item in order of installation or production.

EFTA01023330

- Shaping the roadway surface for proper drainage
- Excavate for concrete rubble swales
- Install swales.
- Compact roadway and any subsurface course of aggregate base
- Place the base course of asphalt
- Install low water crossings
- Place the surface course of asphalt.

The reason for the Volumetric Batching truck is the ability to carry enough material to mix 10 cubic yards of concrete anywhere it is needed. Ofttimes we will only need 4 or 5 yards to pour a swale prior to installing the base asphalt. One of the risks of forming for a swale is the necessity of it being where the water flows when it rains. If we can pour the amount formed daily, we can limit risks.

The job will be performed in leapfrog fashion, in the order above. To move the fastest will require a concrete crew and a roadwork crew, one following the other.

The asphalt product I wish to use for your project is what is called "Warm Mix Asphalt". It is gaining widespread use on the continent and the Federal Government is specifying its use on more and more projects. This is due to its lower mixing and placing temperature, which releases less of the volatiles in the asphalt binder.

Our plant on St. Croix is set up to manufacture this type of mix and the quarry there has a much better quality stone. We barged over 250 tons to overlay a portion of an ongoing project on St. Thomas, just recently.

I will be happy to answer any other questions or address any concerns.

Sincerely,
Ken Floyd

On Thu, Jun 15, 2017 at 12:43 PM, Ann Rodriquez <[REDACTED]> wrote:

I'm aware of that but I would really like to show him something right away. He's on Island at the moment and we would like to review your itemized list before he depart. After our review I might be able to get permission for both items.

I would not ask him to purchase something that's worth thousands of dollars without reviewing why it's needed

Please advise,
Ann R.

On Jun 15, 2017, at 11:11 AM, Ken Floyd <[REDACTED]> wrote:

Ann,
Good day

I am asking these questions to determine the final list. By bringing asphalt from STX I can provide a better mix than is available through STT. The stone and type of asphalt is much better for this project. If we can batch concrete on the island, we can deal with fresher and better concrete as we need it.

Sincerely,
Ken Floyd

On Thu, Jun 15, 2017 at 10:52 AM, Ann Rodriquez <[REDACTED]> wrote:

We will provide all Barge Runs. I'll check on the STX to LSJ runs versus STT to LSJ

I will also look into purchasing the batching truck. Please include everything needed in your itemized list to get the

Thank you,
Ann R.

On Jun 14, 2017, at 8:26 AM, Ken Floyd [REDACTED] wrote:

Good morning, Ann

I have 2 questions for you.

What are you going to use for a barge and will it go from STX to LSJ?

Are you willing to purchase a used Volumetric Concrete Batching truck? This will allow us to mix concrete directly on the island and be used on both islands. There is one on St. Croix we are thinking of purchasing.

Thank you,
Ken

On Mon, Jun 12, 2017 at 8:40 AM, Ken Floyd [REDACTED] wrote:

Good morning, Ann:
I will get the list and timeline to you ASAP. It will take a few days.
Sincerely,
Ken

On Fri, Jun 9, 2017 at 9:42 PM, Ann Rodriguez <[REDACTED]> wrote:

Hi Mr. Floyd,

The Owner would like to proceed with LSJ paving asap. Can you please send me an itemized list with pricing and a timeline from start to finish?

Thank you,
Ann R.

On Jun 9, 2017, at 11:28 AM, Ken Floyd [REDACTED] wrote:

Good Morning, Ann,
Please do not take offense at anything I am writing here, as you asked me to put down my issues in an email. Primarily, because we could not have a correspondence call via phone.
It appears we are again at the same place, at a different time.
The only difference is the idea of, "Economy of scale", by holding out the possibility of doing GSG as a reason to give a lower price.
The idea behind a better price due to increased quantities is logical; if the extra work is included in the schedule of values and Schedule of work.
It appears the viability of the project hinges on the ability of the owner to maintain a location of privacy, a position of which I respect and am totally committed.
However, requirements such as these do not mix well with expedition and even more important to me, quality.
In Civil work, especially involving a product such as asphalt, which needs to be protected from fast running water and standing water in order to last, the underlying surface and water travel need to be addressed prior to application of the final surface course. The roads on both Islands were not cut with that in mind and need some intense mitigation. From the formation of retention ponds to swales and low-water crossings.
All of the items will be outlined and a unit cost applied to each activity, which will make any approved changes transparent regarding cost. This will be in our,
Speed and Quality come together at a premium and I cannot put together a price based on Speed, Quality, Economy of Scale and maintaining privacy for a project in a piecemeal fashion.
I take great pride in performing our work in the best quality possible.
If we perform this work, it will be after an approved price and Project Schedule. In order to provide you with these items, I need to know what issues I will be faced with and the issues which are not negotiable.
I have no idea of how often or how much notice is or can be provided regarding when privacy is necessary, but it would be productive to stop work on one island while performing work on the one next door. This is just one proposal.

I am going to have to finish up due to other appointments.

I hope I did not give the impression I don't want to do your project. The opposite is the truth. Want to do an organized, clean and quality job, nothing less.

Sincerely,
Ken Floyd

On Wed, Jun 7, 2017 at 2:47 PM, Ann Rodriguez <[REDACTED]> wrote:

Hi Ken,

The owner would like to see the turn out of LSJ "Road Paving" before we proceed with GSJ

We would like to start LSJ asap. Can you please revisit your bid and give us the best deal possible as we would also like to proceed with GSJ right after our LSJ paving project.

Please advise,
Ann R.
340-642-2587

On Jun 7, 2017, at 12:33 PM, Ken Floyd <[REDACTED]> wrote:

Good Afternoon,

Both of these sketches are labeled LSG, which I take to mean they are not of GSG. Could I get a scale drawing of the Topo for GSG?

Thank you very much,
Ken Floyd

On Wed, Jun 7, 2017 at 12:11 PM, Jermaine Ruan <[REDACTED]> wrote:

|

--

With Respect,
Kenneth Floyd, Virgin Islands Paving
General Manager, STT

Cell: [REDACTED]
Off : [REDACTED]

--

With Respect,
Kenneth Floyd, Virgin Islands Paving
General Manager, STT

Cell: [REDACTED]
Off : [REDACTED]

--

With Respect,
Kenneth Floyd, Virgin Islands Paving
General Manager, STT

Cell:
Off :



--

With Respect,
Kenneth Floyd, Virgin Islands Paving
General Manager, STT

Cell:
Off :



--

With Respect,
Kenneth Floyd, Virgin Islands Paving
General Manager, STT

Cell:
Off :



-

--

With Respect,
Kenneth Floyd, Virgin Islands Paving
General Manager, STT

Cell:
Off :

