

In The Matter Of:
Delaware Department of Transportation
Contract No. T201330009.01

Industrial Track Greenway Phase III
February 24, 2016

Wilcox & Fetzer, Ltd.
1330 King Street
Wilmington, DE 19801
email: depos@wilfet.com, web: www.wilfet.com
phone: 302-655-0477, fax: 302-655-0497



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

IN RE:)
)
Pre-Bid Meeting for)
Contract T201330009.01,)
Industrial Track Greenway)
Phase III)

Department of Transportation
Administration Building
800 Bay Road
Dover, Delaware

Wednesday, February 24, 2016
2:00 p.m.

BEFORE:

ROBERT A. KOVACS,
DelDOT, Competitively Bid Contracts
Coordinator

JEFF NIEZGODA,
DelDOT, Project Manager

ANTHONY D. DiLORETO, PE
Whitman, Requardt & Associates

DAVID A. DUSZAK, PE
Whitman, Requardt & Associates

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1 BEFORE: (Continued)

2 WILLIAM A. GESCHREI, PE
Whitman, Requardt & Associates

3 JEFFREY R. RIEGNER, PE
4 Whitman, Requardt & Associates

5
6
7 ALSO PRESENT:

8 JONNY HOAK,
Wheeler Bridge

9 CHRIS GEIGER,
10 Tetra Tech

11 MELODY PETERS,
DelDOT, Hazmat

12 TOM HUTT,
13 JJID

14 BRANDON McCLINTOCK
Geo-Technology Associates

15 EDWIN WILLIAMS,
16 Geo-Technology Associates

17 DANNY HANNA,
A-Del Construction

18 JOHN KELBLE,
19 Corman Construction

20 JAKE LEWKOWSKI,
IEW Construction

21 JEFF NORMAN,
22 George & Lynch

23 JONATHAN LEDGER,
24 Del-DOT Construction



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1 MR. KOVACS: Good afternoon,
2 everyone. My name is Bob Kovacs. I'm a
3 Contracts Coordinator here with DelDOT.

4 This is a pre-bid meeting, and
5 this is for Contract No. T201330009.01. This
6 is the Industrial Track Greenway Phase III
7 project, New Castle County.

8 Everyone in this room has signed
9 in. Is that correct? I just want to make sure
10 everyone is on my sign-in sheet.

11 If you have any questions that
12 come up afterwards, and I'm sure you will, I
13 ask that you send them to our dot-ask e-mail
14 address. I have that up here if you don't
15 already have it, and then that way we can
16 answer that question as quick as possible; post
17 it on the Web for everybody to actually read
18 the question and the answer itself.

19 So before I hand it over to the
20 project manager, there's just a few things I
21 want to go over real quick regarding the
22 contract aspect of this.

23 Our bidders' notes, I just want
24 to reiterate we have a new drug testing policy



1 and I'll just read it here real quick. It's
2 Regulation 4104.

3 "The state Office of Management
4 and Budget has developed regulations that
5 require Contractors and Subcontractors to
6 implement a program of mandatory drug testing
7 for employees who work on Large Public Works
8 Contracts funded all or in part with public
9 funds." It goes into greater detail in the
10 proposal itself.

11 We also have a drug affidavit
12 form in there that needs to be filled out,
13 notarized and submitted with your bid.

14 This project, I believe, has two
15 separate breakout sheets, and just as a
16 reminder, all breakout sheets must be submitted
17 either with your bid or seven calendar days
18 following the bid due date. So you have that
19 choice.

20 For those of you not familiar
21 with our process, this particular project has
22 a DBE goal of three percent, and you're going
23 to see that verbiage in our proposal, as well
24 as on our certification page. It will be at



1 the bottom. So that's just a reminder of
2 filling it out completely. And on the second
3 page, there's an area three-quarters of the way
4 down that talks about bidders acknowledging all
5 the addendums that we do for the projects, as
6 well as questions and answers. So we have that
7 because we want you to obviously be checking
8 that Web site daily. And anytime there's an
9 addendum, you're going to read it and you're
10 going to acknowledge it by putting the addendum
11 number and the date of that particular addendum
12 on this paperwork, and if there's three, four,
13 five or six addendums, you'll annotate that
14 accordingly. And then you must insert the date
15 of the final questions and answers on this form
16 as well, and that tells us that you've read
17 obviously the latest questions and answers.
18 That form also has to be filled out, notarized
19 as well, and the last page is our bid bond
20 which is pretty self-explanatory. But I just
21 want to remind everybody to fill out all the
22 forms completely and as neat as you can.

23 Let's see. The other thing I
24 wanted to go over is our bid pages. I just



1 want to remind everybody that on our bid pages
2 not to leave the bid amount column blank.
3 Don't leave it blank and don't put a zero in
4 that column. Put a 1 or a number greater than
5 1, because I don't want any of your bids not to
6 count. So please fill that out completely.
7 And as a reminder, everything on those bid
8 pages must be typewritten. You requested
9 information from us. It's all on a CD.
10 There's what we call an EBS file on that CD.
11 Just go into that EBS file. That's where
12 you're going to put in all your bid
13 information. And then when you print that out,
14 it will obviously come out as typewritten and
15 legible for us.

16 MR. KELBLE: John Kelble with
17 Corman Construction.

18 Are we allowed to have one or two
19 items at the end not typewritten? Last minute
20 changes.

21 MR. KOVACS: Like on your end?

22 MR. KELBLE: Uh-huh.

23 MR. KOVACS: No. Whatever is on
24 that bid page. If you have questions,



1 though -- if you have a question at that time,
2 send it to our e-mail address.

3 MR. KELBLE: On the day of the
4 bid?

5 MR. KOVACS: On the day of the
6 bid whatever -- no. When you submit your
7 paperwork you mean? I would be submitting just
8 those bid pages.

9 MR. KELBLE: It all has to be
10 typewritten you said?

11 MR. KOVACS: Yeah, it all has to
12 be typewritten. But also what I'm saying is,
13 when you go into that EBS file on that disk and
14 put in all your bid information and print it
15 out, it's all going to come out, you know.
16 You'll be fine. And if you're having a problem
17 with that file, call us.

18 MR. KELBLE: We ask this all the
19 time.

20 MR. KOVACS: You get problems
21 with it all the time?

22 MR. KELBLE: No, we just would
23 like to have the option of being able to have
24 one item at the end if we can leave the change



1 for last minute cuts.

2 MR. KOVACS: I mean, you're going
3 to do what you're going to do. I would
4 recommend --

5 MR. KELBLE: I'm trying to make
6 it clear.

7 MR. KOVACS: If not, then it will
8 go up and it will be reviewed and a decision
9 will be made.

10 MR. KELBLE: Understood. Thank
11 you.

12 MR. KOVACS: You're welcome, sir.
13 Yes, sir.

14 MR. HUTT: Tom Hutt with JJID.
15 Have you done away with the
16 strike-out situation where you strike out the
17 item that's been printed by the EBS file and
18 write that in in longhand like this gentleman
19 is referring to?

20 MR. KOVACS: Are you referring
21 to -- we had a problem with that once on a
22 project where that EBS file wasn't working
23 properly.

24 MR. HUTT: I'm talking about



1 making a last minute change. I think your
2 standard specifications allow a strike-out and
3 a figure written in or put in in figures with
4 black ink.

5 MR. KOVACS: The only reason I
6 bring it up is because we had somebody
7 handwrite on a previous project.

8 Have you done that in the past?

9 MR. KELBLE: John with Corman.
10 With every other jurisdiction we
11 have.

12 MR. KOVACS: Have you done it in
13 the past with us?

14 MR. KELBLE: No, but it's very
15 difficult and you guys haven't gotten the
16 benefit of last minute cuts.

17 MR. KOVACS: What I would do then
18 is ask that question. Normally I could get an
19 answer for you today, but I'm not going to be
20 able to get you one today. But if you ask that
21 question and send it, that might make it easier
22 for you. Does that sound fair?

23 MR. KELBLE: Yes.

24 MR. KOVACS: And the last thing I



1 have is, all the pictures you see around you,
2 I'm going to be posting to the Web, so you will
3 have access to that electronically.

4 That's all I have for now, so
5 I'll turn it over to Mr. Jeff Niezgoda, the
6 project manager.

7 MR. NIEZGODA: I just want to
8 thank you guys for taking time out of your day
9 to come out.

10 My name is Jeff Niezgoda. I'm an
11 Assistant Director here in our Division of
12 Planning, and also the Project Manager for this
13 particular project.

14 The project title is the
15 Industrial Track Greenway Phase III. So we're
16 going to break this up into four parts. We're
17 just going to give you a general overview of
18 the project and the expected start work date.
19 We're going to talk about -- we're going to
20 give you an overview of the three structures
21 and the elevated boardwalk. We're going to
22 talk about utility coordination and the
23 location information that we have. And then
24 fourthly, we're going to talk about



1 construction access. And then afterwards if
2 you have any questions that you feel are
3 important enough to have answered today, we'll
4 do the best that we can. If we can't answer
5 the question with confidence on our part, we
6 will definitely follow it up as part of the
7 addendum package for the transcript to the
8 meeting.

9 Over here is the board of the
10 locational map. Just to give you a reference,
11 the Wilmington Riverfront is, of course, down
12 this way. This is the DuPont Environmental
13 Center. This is accessible by car. You can
14 park here. This is a publicly accessible
15 building. You can get up in the building and
16 take a really good look down through the marshy
17 area here. I wouldn't suggest walking down it
18 all the way, especially on a day like today,
19 but you do have a very good view of the site
20 from this location here.

21 So the I-95 is right here. This
22 is, of course, the south side of the Christina
23 River. This is an existing trail that
24 currently is in place. There will be a bridge



1 structure -- the picture is over here --
2 crossing the Christina River, and that grade
3 trail section meandering through the uplands,
4 and then approximately like right here at this
5 particular location, the rest of the trail
6 other than a bridge structure at Little Mill
7 Creek, and then a structure you see over here
8 leading up to the DuPont Environmental Center,
9 this whole section of trail is on an elevated
10 boardwalk structure. And the gentlemen up here
11 will talk about that.

12 The first picture over here is
13 the Newport Boat Ramp, and we have acquired
14 rights to utilize that facility. One of our
15 speakers up here will be talking a little bit
16 more about that later on. But like we said,
17 all of these renderings that you see around
18 here will be part of the addendum package
19 submitted.

20 I think at this time I'm going to
21 turn it over to Bill.

22 MR. GESCHREI: Thanks, Jeff.
23 Good afternoon. I'm Bill Geschrei with
24 Whitman, Requardt.



1 As Jeff mentioned, there are
2 several structures in this contract. Going
3 over to this board, the first structure I want
4 to talk about is over the Christina River, and
5 this board on the far right, this is a -- the
6 main span you see here is a glue laminated
7 timber arch supported on concrete piers in the
8 water. These concrete piers have H pile
9 foundations. On either side of the arch, we
10 have designed a timber glue laminated approach
11 span. The approach spans are resting on
12 mechanically stabilized earth abutments. Those
13 abutments are also on H piles.

14 The total length of the structure
15 is approximately 760 feet. The approach
16 structure, it's a mechanically stabilized earth
17 wall, it's actually a wire faced wall. You see
18 here it looks in the graphic like there's some
19 type of precast panel as you might have seen,
20 we're actually calling for a wire faced wall
21 finish, so to speak. So when you see these
22 drawings in the addendum, that is not a precast
23 panel, it is going to be a wire faced wall.

24 The second structure -- moving



1 all the way to the end of the project site, the
2 second structure ties into the environmental
3 center. It is roughly 770 feet long. The
4 majority of the structure is a steel beam
5 approach spans supported by steel pipe piles.

6 One thing you'll notice in this
7 drawing here on the left is, this structure is
8 designed to look similar to what's out there
9 today. So if you go out to the site, you'll
10 see an existing truss, you'll see some existing
11 piers. Our proposed structure will look very
12 similar to that.

13 The main feature is a 185 foot
14 long steel truss. And then there's a third
15 structure which, Anthony, do you want to talk
16 about that? There's a third structure that
17 kind of spans through the wetland area, the
18 elevated boardwalk.

19 MR. DiLORETO: I'm Anthony
20 DiLoreto. I'm with Whitman, Requardt &
21 Associates.

22 To further on what Bill had said,
23 starting with that deep structure, the
24 supporting substructure for the prefabricated



1 truss are actually concrete column bents
2 supported on H piles.

3 The supporting structure for the
4 185 foot truss, there are three piers
5 consisting of concrete column bents supported
6 on H piles. They are slightly different than
7 the lead-up piers.

8 Bill had wanted me to talk about
9 the main long span. It's a 2700 foot timber
10 boardwalk. It's 164 spans, 20 of which are
11 designed to be 30 foot long glue laminated
12 timber beam spans. The remaining spans are
13 about 15 feet sawn timber, all of which are
14 supported on helical and micropile bents.

15 The decking would just be
16 involved with normal treated timber decking on
17 that structure. It differs from the deep
18 bridge, the area that leads up to the existing
19 deep structure which would be an Ipe-type
20 decking. With that I'll turn it over to Dave.

21 MR. GESCHREI: Bill Geschrei.

22 Just one comment about the
23 facility. All the structures are 14 foot wide
24 clear. That includes all the aerial



1 structures, and I believe the path is 10 feet.
2 So just be mindful of that. All the structures
3 are 14 foot clear.

4 The Department has also required
5 that the design of all the structures meets a
6 requirement for either 90 pounds per square
7 foot for pedestrian load or an H-10 loading;
8 H-10 relates to a 20,000 pound vehicle. So any
9 structure that's designed has to at least have
10 those minimum requirements. It's on the plans.
11 We just want to make sure we mention that
12 today.

13 MR. HOAK: Jonny from Wheeler
14 Bridge.

15 A question on the species. I
16 know you guys have spec'd southern yellow pine
17 for the glue lam bridge one, the Christina
18 River, as well as the wetland boardwalk. I
19 didn't know if other species would be as an
20 alternative or do you just want strictly
21 southern yellow pine quoted for that?

22 MR. GESCHREI: I would go ahead
23 and ask the question to the "ask DelDOT" site.

24 MR. DUSZAK: Good afternoon. My



1 name is David Duszak. I work at Whitman,
2 Reuardt & Associates.

3 I'm going to review the utilities
4 in the area, our coordination to date, and the
5 location of utilities in general.

6 Referring to the overall
7 industrial track alignment map, Delmarva Power
8 & Light owns a gas main through the area. It's
9 a 12-inch gas main. In general, it runs in the
10 east-west direction from close to I-95 towards
11 the DuPont Center, and it's between the
12 railroad and the trail alignment.

13 The paved trail section of the
14 trail does cross over the gas main only within
15 the paved area. As the paved area ends at the
16 eastern portion, the gas main goes in the
17 northeast direction away from the boardwalk.
18 So there are no direct conflicts with the
19 boardwalk and the gas main.

20 Delmarva Power also owns
21 transmission facilities in the project area.
22 These facilities, in general, run in the
23 north-south direction east of the proposed
24 bridge over the Christina River. They do cross



1 over the paved portion of the trail. After
2 they cross the paved portion of the trail, they
3 continue in the eastern direction between the
4 railroad and the trail alignment.

5 The power transmission lines are
6 in the vicinity of the construction at the
7 DuPont Center at the eastern project limits,
8 and Delmarva Power is requiring a 20-foot
9 offset at all times for all equipment from
10 these wires.

11 There is a billboard in the
12 project site on the northern banks of the
13 Christina River to the west of the north
14 approach. The poles and wires that power the
15 billboard will be relocated prior to the
16 contract. Currently they run from close to
17 I-95 overpass to the railroad down south
18 towards the river, and the poles are currently
19 in the trail alignment, and they will be
20 shifted off the alignment prior to the
21 contract.

22 And finally, New Castle County
23 owns a 78-inch force main in the project
24 limits. In general, this force main runs



1 between the railroad and the trail alignment in
2 the east to west direction from I-95 to the
3 DuPont Environmental Center. The protection of
4 this utility is critical to the project. We've
5 been in coordination with the county and
6 they're on board with the project.

7 Please refer to the item number
8 in your plans. Item No. 763620, protection of
9 existing utility by contractor for detail of
10 requirements to protect this sewer during
11 construction.

12 We have located the sewer line
13 with great detail where the sewer does cross
14 the trail alignment at the ramp close to the
15 DuPont Center. So that information is on your
16 plan set.

17 MR. RIEGNER: My name is Jeff
18 Riegner. I'm also with Whitman, Requardt.

19 Finally, I'm going to talk about
20 construction access. The project team has gone
21 to great lengths to find appropriate means to
22 access the site. Those of you who are familiar
23 with the area, as Jeff mentioned, there really
24 is only one place that you can view the site



1 that's publicly accessible today. We will have
2 other access points that are available to the
3 contractor to be able to build the project, and
4 I'll go through each of those in detail now.

5 The first is what was previously
6 mentioned, the Industrial Track Trail Phase II,
7 which picks up from Baylor Boulevard just south
8 of the Delaware State Hospital, continues up
9 past the Baylor Women's Correctional
10 Institution, and extends all the way to the
11 south bank of the Christina River.

12 We will be issuing an addendum to
13 address the specifics of restoration of that
14 trail after it's used for construction access.
15 So please look for that. But that access is
16 available to build the south abutment and
17 approach for the bridge. And as Bill
18 mentioned, the loading for the bridge is H-10,
19 a 20,000 pound limit. So within those
20 parameters, the completed bridge could be used
21 for access to continue north, depending on your
22 construction phase.

23 The second access is by water,
24 and there are two different ways that that can



1 be accomplished. One of them is at the Newport
2 Boat Ramp, and you'll see a detailed drawing
3 that will be provided as part of the bid
4 documents.

5 The Newport Boat Ramp is just off
6 of Water Street. It's a current facility for
7 loading small boats into the river; generally
8 not construction size vessels, but smaller
9 boats. What we have done is set-aside the loop
10 at the end of the parking area for construction
11 staging to allow contractors to lift
12 construction equipment, materials, what have
13 you, into barges to be floated downstream to
14 the project site. So that allows -- that
15 provides you the opportunity to have river
16 access.

17 I'll also add from a water access
18 standpoint, we've done soundings within Little
19 Mill Creek which extends from the Christina
20 River all the way up to the center portion of
21 the boardwalk, and there is sufficient depth at
22 high tide to be able to bring a barge in at
23 that location to facilitate construction.

24 And then the final access point,



1 we are finalizing an agreement with Norfolk
2 Southern to allow access across their Shellpot
3 Secondary rail line immediately adjacent to the
4 DuPont Environmental Education Center. There's
5 a driveway that you can see there, and we're
6 working with them to ensure that there is
7 access available across that track to build the
8 east end of the structure.

9 MR. DUSZAK: I have one comment
10 to note about timing of construction. There's
11 a restriction for in-water work between March
12 15th and June 30th. Work is not allowed in the
13 water, and this applies to both Little Mill
14 Creek and the Christina River.

15 MR. NIEZGODA: And then lastly, I
16 forgot to mention the expected start date. So
17 with that timing in mind, we're anticipating
18 the construction activities to start around the
19 1st of July of this year, and it is, as
20 advertised, a 16-month contract. So the only
21 time that that time restriction would come into
22 play would be the following year.

23 That's all we have at this point.
24 Again, if there are any questions that could be



1 asked right now, we'll do our best to answer
2 them. If not, they will be included in the
3 addendum.

4 Yes.

5 MR. KELBLE: John with Corman.

6 You had mentioned the access
7 right now from looking at the job, there is
8 only one place. So you're telling me that we
9 shouldn't bother trying to snake our way down
10 any of these access roads that are out there,
11 like for the billboard and the transmission
12 lines we're not allowed to go on them?

13 MR. RIEGNER: Various access
14 roads have various ownership. They are not
15 owned and controlled by the State of Delaware.
16 So any access along them would be at the
17 discretion of the property owner.

18 You can reach the south bank of
19 the Christina River by using that Industrial
20 Track Trail Phase II.

21 MR. KELBLE: I have one more
22 question.

23 All the pile items are by the
24 linear foot except for the helical piles. Is



1 there any reason for that?

2 MR. GESCHREI: No. Bid as is.

3 MR. KELBLE: So we're going to
4 drill to the depth shown and that's it.

5 MR. GESCHREI: You have to meet
6 what's in the contract documents in the special
7 provisions.

8 MR. KELBLE: Okay.

9 MR. NORMAN: Jeff Norman, George
10 & Lynch.

11 So the access to the north
12 abutment structure crossing the Christina River
13 has to be how?

14 MR. RIEGNER: I'm sorry. Can you
15 repeat that?

16 MR. NORMAN: How do I get onto
17 the north side of the Christina River?

18 MR. RIEGNER: You can access that
19 site either by water -- well, typically, it
20 would be by water.

21 MR. NORMAN: What about for the
22 paved portion of the trail; does that have to
23 come across the completed bridge?

24 MR. RIEGNER: Or again you can



1 access it by water.

2 MR. NORMAN: I'm thinking about
3 dump trucks which are full of hot mix and stone
4 and whatever else.

5 MR. NIEZGODA: As we were as
6 well, which led us to numerous meetings and
7 coordination with Amtrak who owns that
8 maintenance access point or access road that
9 comes under 95, and we were not successful in
10 obtaining entrance permits or right-of-entry
11 for that. That's through the state. So that's
12 not to say that an independent company could go
13 in there. That's entirely up to you if you
14 choose to to take that route.

15 It's a small section of pavement.
16 It's a third -- what is it? About 900 feet.

17 MR. DUSZAK: The whole road?

18 MR. NIEZGODA: No, not the whole
19 road.

20 MR. DUSZAK: The paved section is
21 ten feet wide and for about a third of a mile.

22 MR. GEIGER: Chris Geiger with
23 Tetra Tech.

24 For the soils that are coming



1 out, I guess the question is going to be for
2 these guys again is, where can they set up a
3 staging area, because there are contaminated
4 soils associated with the site. The soils have
5 been identified and we as DelDOT's
6 environmental consultant or whoever the
7 consultant is at that time will be responsible
8 for disposing of that -- sampling and disposing
9 of that material offsite.

10 The question is going to be,
11 obviously at some point we got to get other
12 soils to a staging area where we can get dump
13 trucks in from the people that are going to be
14 transporting it to the disposal facility.

15 So have you guys thought about
16 from the staging area or are we leaving that to
17 the contractor? Because you could be talking a
18 significant amount of dump trucks. If you had
19 to barge them up, I think that could be a
20 pretty big cost factor.

21 MR. RIEGNER: We have two
22 principal staging areas: One is at the curve
23 in the paved portion of the trail. So that's
24 here near I-95. And then the second is



1 adjacent to the DuPont Environmental Education
2 Center. So the primary truck access to the
3 DuPont Environmental Education Center would be
4 the at-grade crossing of Norfolk Southern rail
5 line. And the principal access from the curve
6 in the trail is going to be either, again, by
7 water or across the completed bridge, depending
8 on the timing of the construction.

9 MR. GEIGER: Chris Geiger, Tetra
10 Tech.

11 My concern is, they're going to
12 have to get that soil to a staging area that's
13 then going to have to be accessible by dump
14 trucks to then get the soil off-site.

15 So like I said, if they have to
16 barge that in and out, you know, that may have
17 an impact on the price.

18 MR. RIEGNER: That's correct.
19 That's correct.

20 MR. NIEZGODA: Are there any more
21 questions at this time? Again, like I said
22 before, the Web site is available for
23 additional questions. I think the bids are
24 taken on March 15th?



1 MR. KOVACS: Yes. That's
2 correct. And like I said, the Web address is
3 up here. So if you need it, just grab it and
4 we will answer the questions as soon as we can.

5 Does anybody else have anything?

6 MR. NIEZGODA: Thank you very
7 much for your time. I really do appreciate it.

8 (Pre-Bid meeting adjourned at
9 2:30 p.m.)

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6 CERTIFICATE OF REPORTER

7 I, Vera T. Sitze, a Notary Public and
8 Registered Professional Reporter, do hereby
9 certify that the foregoing is an true and
10 correct transcript of the proceeding held at
11 the time and place stated herein, and that the
said proceeding was taken down by me in
Stenotype notes and thereafter transcribed by
use of computer-aided transcription and
computer printer under my direction.

12 I further certify that I am not
13 counsel, attorney, or relative of either party,
14 or otherwise interested in the event of this
suit.

15 *Vera T. Sitze*
16

17 Vera T. Sitze, RPR
18
19
20
21

22 My commission expires July 31, 2016
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