

An official publication of the Asphalt Contractors Association of Florida

Florida **ASPHALT**

Vol. 12 No. 2 Fall 2013



2013 ACAF Pavement *Awards*

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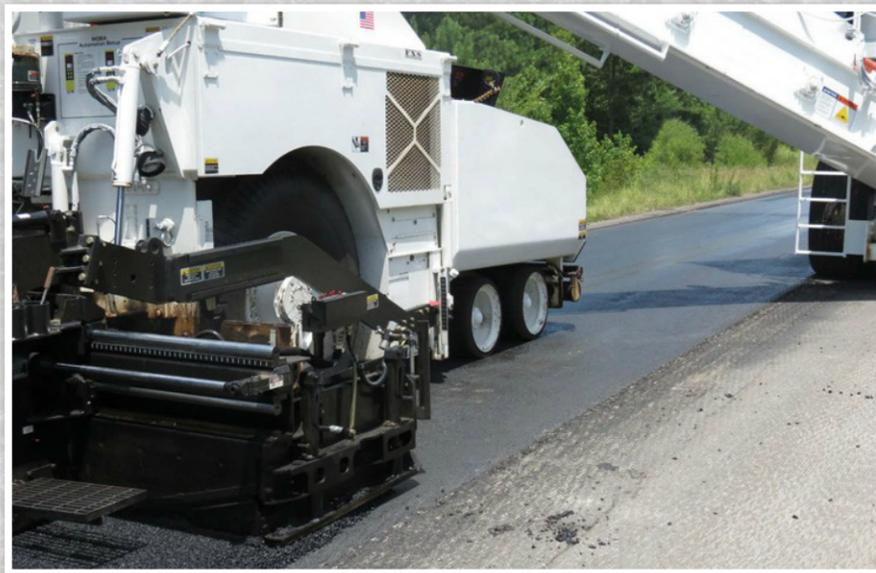
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Florida Asphalt

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ABOUT THE COVER: The 2013 District 7 winner in the A.P. Bolton category was Ajax Paving Industries, for their project on north of SR 672 to Gibson Road, Road SR43/US301 from M.P. 9.532 and ending at M.P. 15.687.



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Looking Forward

Bob Pereira, Middlesex Asphalt, 2013-2014 ACAF President

I am looking forward to serving you as President of ACAF. Our past President, Larry Dale (Dickerson), has done a great job guiding us over the past two years through difficult times of reduced budgets and a straining economy. Since we adopted a change in our bylaws I will have the pleasure of serving you for the next year.

Looking forward, we have some great news and some challenges ahead of us.

We are very fortunate as an industry to have a very pro-business government led by Governor Scott and supported by legislators such as Speaker Weatherford and Senate President Gaetz. In the most recent budget, the transportation industry was treated very fairly, with a \$9.5 billion outlay. We also maintained our commitment to NO SWEEP of the Transportation Trust Fund. Moving forward, we must continue to support these great public officials as an industry in the upcoming election cycles and throughout the upcoming legislative sessions. If we do that, our industry is well positioned to solidify and improve our funding over the long term, by having the opportunity to have long-term policies put in place that will outlast election cycles.

Florida has a robust transportation program led by Secretary Ananth Prasad, who recently committed approximately \$8.6 billion of the budget directly to projects. This is great news for all contractors. But the biggest message in this budget is that our state is investing in infrastructure that will promote growth of jobs and attract business to Florida. As businesses invest in Florida, the private construction market will improve as well. We are all looking forward to better days and hopefully they are not that far away.

With all this good news, why are our businesses still suffering? Construction is what is known as a “trailing industry” in the economy. This means we take longer, for example, to feel the impact of a recession. This was good for us at the beginning (remember that we were able to live off of our backlog for a little while after the crash in 2008). Well, those days are long gone, and we are well entrenched in very aggressively priced work.

Of course, our industry also takes longer to feel the impact of a rising economy. This means that even though we see the stock market rising, we’re

still waiting for an uptick in new work. What we do see is that although we have a larger budgets in place, we won’t feel the effects for a while. So remember the next job you bid will not be the last job that is ever bid! There is more work coming!

We should all be very proud to say that we pave roads in the state of Florida. We consistently rank in the top five nationwide for the quality of our roadways, and this is a testament to our conscious efforts as asphalt contractors to put a quality product in place every day we work.

Keep up the good work! Remember that every day you are paving a roadway in Florida, you are not only putting your company name on it, you are representing our industry and our state. Over 90 million out-of-staters visit Florida every year. That is a lot of folks looking at our work and judging how well we do it versus how they see things getting done in their hometowns.

We have another battle within our state: our ongoing fight against concrete paving. We already know that asphalt is the more economical option for the paving of our roadways. It has been proven time and again at the bidding table. Every time there is an alternate presented between asphalt and concrete, asphalt wins. We know that asphalt is the smoother and quieter ride and we know that asphalt construction is much faster and has a much less impact on traffic. So why do we continue to lose market share to concrete? The concrete industry dedicates significant resources in promoting their product to the

Department of Transportation and legislators; this is a battle that we are losing. As an industry we need to be very conscious of this battle each time we interact with the Department and our legislators. We are cheaper, smoother, quieter and quicker to construct, please pass that message along.

In closing I want to thank Ken Murphy for his commitment and dedication to our great industry.

Over the course of Ken’s 50+ year career, he has proven that the DOT and contractors can work together to face the challenges of our industry. Ken has been a great representative both for the DOT and for Asphalt Technologies. His calm demeanor and positive attitude toward work each day will be missed. Enjoy your retirement. **A**

Thank you, Ken!





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The Cowboy Code

Jim Warren, ACAF Executive Director

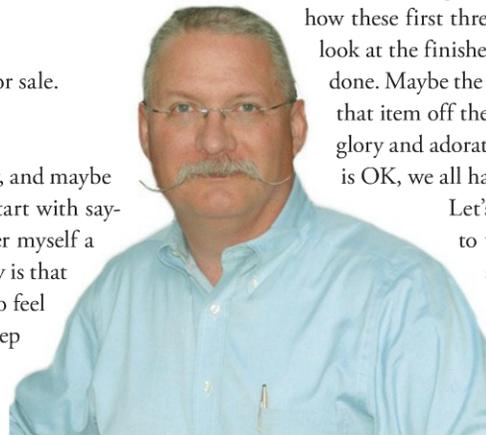
There is a bumper sticker on my wall that says, “Don’t Mess with Texas.” I picked it up at a welcome station along US 20 just across the Louisiana-Texas line. It really is a beautiful welcome station: clean, neat, well-staffed, with has isles of brochures from all the regions of the state promoting the best places to see and visit. It’s the first thing visitors see when they cross the border, and that seems to carry across the land. No offense to Florida, but there is a unique attitude in Texas that I have seen for decades that is different from every other state I have lived in or visited. The term is pride: State Pride. It’s not a better than you attitude, not boastful, not braggadocio, but it’s a underlying theme that I see in many parts of the State: *a quiet confidence and taking pride in what you do and where you are from*. I don’t have any problem with taking some pride in what one does, regardless of the color of collar or the type of shoes one wears. Some folks carry a quiet confidence and you can see it in how they act and perform, some don’t. The Bible discusses what happens when pride consumes a person in Proverbs 16:18 (spoiler alert: it’s not good), but like everything in life there is a balance. Too much of near anything is bad for you.

There is another saying on my wall—something that serves as a constant reminder as I work through the day:

The Cowboy Code

1. Live each day with courage.
2. Take pride in your work.
3. Always finish what you start.
4. Do what has to be done.
5. Be tough, but fair.
6. When you make a promise, keep it.
7. Ride for the brand.
8. Talk less and say more.
9. Remember that some things aren’t for sale.
10. Know where to draw the line.

Let’s just look at a couple of these today, and maybe we’ll tackle some of the others later. I’ll start with saying I have not mastered these but consider myself a work in progress on all of them. The reality is that I have failed badly in many of these and so feel compelled to encourage myself daily to keep moving and keep trying as they are important and worthy of the effort, regardless of the setbacks. Ok, let’s get started.



1. Live each day with courage. Some days it takes a lot to just get out of bed. It’s harder when times are tough, competition is fierce, you feel like you’ve been taken advantage of, or your plans aren’t working the way you dreamed or intended. Courage means forging ahead when the path is unknown. Sometimes the right way is neither the easy way nor the popular way, and it takes courage to go it alone and lead through the darkness. Keep on the path, encourage the others behind you, and ever forward.

2. Take pride in your work. Best instilled when young, taking pride in all the things of life, whether important or mundane, is a key character trait important in those who you trust to get the job done. Emptying the trash and picking up the little pieces that fall to the side, proof-reading or rechecking the numbers in your letter/bid/presentation a third time before sending it, putting the tools back when you finish a task, going the extra mile to help someone, working for the 105 percent CPF, laying a blemish-free mat, or leaving an area cleaner than when you found it are examples. It tells volumes about who you are and what you are made of. I don’t care what your background is; everyone should strive to take pride in what your work is.

3. Always finish what you start. Be honest. Look around at your desk or home and answer the question, How many projects have you started and not finished? How many books are half read? How many relationships suffer from lack of attention? Finishing what you start is important. Feeling overwhelmed? Start small, make a list on an index card of things to do and take some encouragement when you mark them off. Get some small victories. Small wins lead to big wins. Sometimes it’s just forcing yourself to get the last little bit done to complete the task—it’s worth the extra effort to finish it so don’t give up. This process can help you to take pride in your work and give you the courage to keep on trying. See how these first three codes build together? Stand back and look at the finished project and it should feel good to be done. Maybe the only satisfaction you get is crossing out that item off the to-do list, but no one promised great glory and adoration for doing the little things of life. It is OK, we all have to. Finish what you start.

Let’s challenge ourselves and each other to work on these first three codes in all aspects of our lives.

Ever forward and gitty up! Jim **A**



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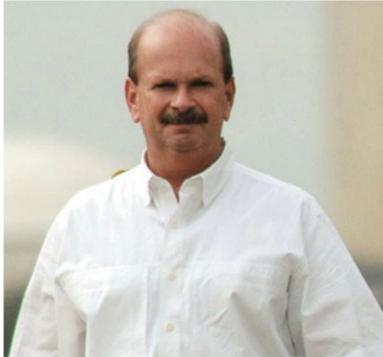


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The Legs of the Stool

Jim Cordero, ACAF Director of Government Affairs



This past legislative session the Florida transportation construction program came away in the best financial situation we have been in a long time. There were no sweeps, cutbacks in construction programs, or serious declines in gas tax revenues. It was a “good” session; the current legislature has looked favorably on Governor Scott’s program of economic development, which includes a strong and safe state infrastructure and fully funded it.

Such a transportation program is not unlike the stool that is used for various work purposes. It must be built with strong legs to handle the weight it must bear; if not it will not hold up to the task. Likewise, if anyone of its legs is shortened, it will not sit evenly and will place additional strain on the remaining legs, unbalancing and weakening the purpose for which the stool is intended

to be used. Our transportation program can be viewed as a stool with each of its legs can be viewed as funding sources; State gas taxes, tolling revenue, bonding and federal revenue. If you cut back one of those funding legs, the stool becomes immediately uneven. If left that way the stool never will function properly for its intended purpose.

Now my point is that one of those legs is our federal transportation program currently referred to as MAP-21. Congress is in the process of a reauthorization cycle of the program which will expire 2014. The current projections of revenue to fund the transportation program which appears of have support will not be adequate to fully fund it. The Congressional Budget Office in a report to U.S. House members states, “The current trajectory of the (federal) Highway Trust Fund is unsustainable.”

And temporary stop gap funding does nothing to resolve the long-term viability of the program. In other words the federal leg of the stool will become the shorter, much shorter, unbalancing the stool. The Florida transportation work program currently receives approximately 31 percent of its funding from federal sources. If this source is “shortened,” we will have a much more difficult time keeping up with our transportation infrastructure needs. That is why all of us in our industry must take some time to contact their local member of Congress from Florida to let them know the state and its citizens will

suffer from this potential negative impact to the transportation program. The links below will assist you in determining your member of Congress and also a link to information on the reauthorization effort. We have all seen and felt the negative impact to the slowdown in the economy and previous cuts to the program over these past years, so it’s not just a hypothetical exercise. It’s real!

Please keep involved with your federal, state and local elected officials; let them know you are local, you care and that everyone is impacted by what they may do. Keep the stool level and strong so it will fulfill the purpose for which it was built. **A**



FOR MORE INFO

Florida U.S. House

[www.house.gov/
representatives/#state_fl](http://www.house.gov/representatives/#state_fl)

Florida U.S. Senate

[www.senate.gov/general/
contact_information/
senators_cfm.cfm?State=FL](http://www.senate.gov/general/contact_information/senators_cfm.cfm?State=FL)

Reauthorization Info

[www.asphaltpavement.org/
index.php?option=com_content&
view=article&id=488&Itemid=1053](http://www.asphaltpavement.org/index.php?option=com_content&view=article&id=488&Itemid=1053)

2013 ACAF Pavement Awards

Congratulations to our 2013 ACAF Pavement Award winners. These projects undergo a vigorous rating procedure and we are pleased to present the results.

ROADS AND STREETS - FDOT CATEGORY

District Winners



District 2: **V.E. Whitehurst & Sons, Inc.**, for their project on SR 24 in Archer from the Levy County Line to SR 45.



District 4: **General Asphalt**, for their project on SR 834 (Sample Road) from west of NW 54 Ave to east of Tradewinds Park.



District 5: **The Middlesex Corporation**, for their project on SR 500/600 US441 Orange Blossom Trail from Oakridge Road to south of I-4.



STATEWIDE and District 2: **APAC-Southeast, Inc.**, for their project on CR 235 from CR 241 east to SR 121.

RESURFACING - RURAL CATEGORY

District Winners



District 7: **DAB Constructors, Inc.**, for their project on SR 93 (I-75) from Lockhard Road to Withlacoochee River Bridge.



District 3: **C.W. Roberts Contracting, Inc.**, for their project approximately 1.5 miles east of the intersection of SR22 and US98 and ended 10.9 miles east on SR22.

RESURFACING – URBAN CATEGORY

District Winners



District 4: **Ranger Construction**, for their project on SR 5 north of Glades Road to south of Yamato Road in Boca Raton.



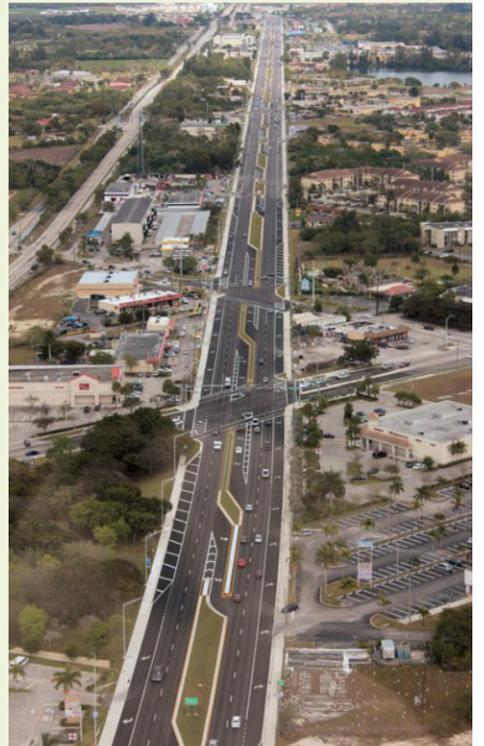
District 2: **APAC- Southeast, Inc.**, for their project on SR 24 (Archer Road, Gainesville) West of I-75 from SW 44th Street to 600' west of SW 78th Street.



District 7: **D.A.B. Constructors, Inc.**, for their project on (US 19) SR55 from CR 578 to Toucan Trail Spring Hill.



STATEWIDE and District 5: **Lane Construction**, for their project on SR 530 (US 192) from East of Reedy Creek to west of I-4.



District 6: **Ranger Construction, Inc.**, for their project on SR 5/ US 1 from 400 south of S.W. 284th Street to 340' north of S.W. 266th Street.



STATEWIDE and District 2: **APAC- Southeast, Inc.**, for their project on I-10/SR 8 from US 90 to US 129, ramps at US 90 and US 129 Interchanges and US 90 under I-90 overpass.

A.P. BOLTON CATEGORY

District Winners



District 3: **Anderson Columbia Co., Inc.**, for their project on SR 20 from 127+58.21 to 789+6.57.

SPECIAL PROJECTS CATEGORY



District 2: **Duval Asphalt Products, Inc.**, for their project on rehabilitation of NE Apron and Taxi lane at Herlong Airport in Jacksonville, FL.



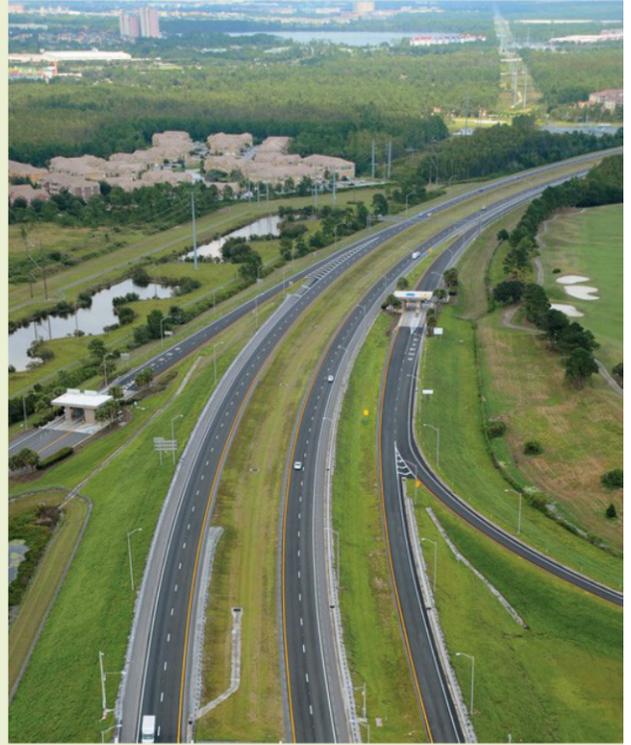
District 5: **Community Asphalt**, for their project on Runway 11/29 Patrick Air Force Base.



District 1: **Lane Construction**, for their project on SR 35/700 (US 98) from south of Manor Drive to north of CR540A.



District 7: **Ajax Paving Industries**, for their project on SR43/US301 from north of SR 672 to Gibson Road.



District 5: **The Middlesex Corporation**, for their project on SR 417 Southern Connector MP 0 to MP 4.761.



District 5: **Ranger Construction, Inc.**, for their project on SR 400 West bound Sta 14+57.00 – 47+68.41 (Gore of WB I-4 off ramp to Fairbanks Ave. – 777' West of Lee Rd. on Ramp Gore).



District 3: **Anderson Columbia Company**, for their project on Bob Sikes Airport (CEW) Crestview, FL.



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Smother rides for Florida's traveling public

Jean Feingold

The Florida Department of Transportation (FDOT) wants travelers on the state's roads to have smoother rides.

Toward that end, it has "formed, jointly with the paving industry, a smoothness task team to develop and implement a profile based construction smoothness specification," said Charles Holzschuher, P.E., FDOT state pavement evaluation engineer. Research has shown that smooth roads cost less in maintenance both for road owners and road users and can extend pavement performance up to 50 percent longer.

"FDOT has established smoothness standards relating to ride quality using the International Roughness Index (IRI)," Holzschuher said. "Based on the current development specification, it establishes thresholds to include incentive, disincentive, no-pay and remove and replace options based on IRI." Nine pilot projects are being tested now by FDOT using this new development smoothness specification.

Profiler and Operator Certification

Part of the long-term success of these smoothness specifications will depend on successful implementation of the FDOT Profiler Certification Program (FPCP). Standardized procedures to verify the operational accuracy and repeatability of all profiling equipment used on FDOT projects will be developed, including a certification process for profiler operators. A certification track will be built at the Williston Airport in Levy County; it should be completed by summer 2014.

FDOT has been meeting with paving contractors and suppliers of high speed inertial profilers (HSIP) to prepare for implementation of the certification program. An HSIP, which is mounted on a vehicle, consists of an accelerometer, a laser height sensor and a distance measuring instrument (DMI). "The accelerometer establishes inertial reference that defines the instant height of the accelerometer in the host vehicle," Holzschuher said. "The relative height is measured by a non-contact laser sensor. The longitudinal traveled distance is usually measured by a DMI mounted on the profiler." By combining these measurements, a pavement profile is seen as a sequence of elevation points. These elevation changes in the profile are processed to quantify the ride quality (its IRI), showing how smooth the roadway is.

HSIPs are the right tool for this purpose. Their results are highly accurate, repeatable and reproducible while the units themselves are versatile, easy and quick to use. They can survey the surface condition of pavement sections while operating at highway speed, minimizing the exposure of the operator to roadway safety issues and without impact on the traveling public.

Selecting Equipment

Once the FPCP is implemented, paving companies will be required to hire a certified profile service provider or purchase or lease their own HSIP equipment to collect the necessary profile information. The HSIP manufacturers listed below are certified by the Texas Transportation Institute and are expected to apply for Florida certification when it becomes available. Before use, each HSIP unit must be individually

certified; operator certification will also be required.

These suppliers offer equipment for sale and/or lease. Many will be available to do the testing for contractors on a per job basis by supplying certified HSIPs along with a trained, certified operator. Paving contractors should evaluate how often they will need to use HSIPs before deciding whether to buy, get certified, and maintain their own equipment and have a certified operator on their staff. Smaller contractors may find it more affordable to outsource HSIP testing. However, one large road construction contract of one million dollars or more would justify the expense of buying an HSIP, particularly if the contractor already has a quality control lab.

HSIPs have uses beyond meeting the soon to be FDOT requirements which will increase their value to paving contractors. "Contractors can use the high speed profiler as a tool throughout the project," Dennis Scott of Surface Systems & Instruments, Inc. (SSI) pointed out. They can test the original surface before bidding to understand the existing roughness to determine how hard it will be to achieve the bid-specified smoothness. They can test intermediate rehabilitation methods and make adjustments based on the profile or test closer to the paving operation to make adjustments if the paving is not producing an adequately smooth profile.

HSIP Choices

Here are some of the vendors offering HSIPs. All of the products listed here are capable of effectively measuring IRI. Some offer additional features.



Asphalt Transports



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Asphalt Distributors



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The Ames Engineering High Speed Profiler Model 8200 is portable, comes with a Toughbook laptop computer, and can be easily moved from vehicle to vehicle. While taking the profile, it also collects GPS data which DOT can use to make sure the profile was collected on the right road, Jon Klatt of Ames Engineering noted. Using the GPS data, this HSIP can generate a file that can be opened with Google Earth, enabling the viewing of a satellite image of the road overlaid with a colored bar graph of its roughness values.

Dynatest's Road Service Profilometer (RSP) offers a feature called Stop and Go. This feature is useful especially when working in urban environments for network level data collection because it allows accurate IRI measurement even in stop and go traffic, explained Dave Morrow of Dynatest. It uses a special filter technique to minimize the distortion of the profile and any adverse effects on IRI when the vehicle is moving slowly or is stopped.

Fugro Roadware's ARAN (Automatic Road Analyzer) 7000 is a portable HSIP equipped with roughness lasers. The system can accommodate GPS, cameras and up to nine point or line laser sensors while taking roughness, rutting or texture measurements, noted Damion Orsi of Fugro Roadware. The portable system's rugged dirt and water tight weather resistant carrying case allows its use in many weather conditions and is easily moved between vehicles. Its easy to use operator interface features attractive graphics and is touch-screen ready for use with tablet computers.

The P3 (for portable, precision, profiler) is made by International Cybernetics Corporation. The unit supports several features including integrated 3-D laser scanning cameras, GPS, cross slope, digital imaging, distress and rutting, said Rob Olenoski of ICC. All raw data from the sensors are saved so users can process it at their offices in any preferred manner. This feature also allows ICC to do remote troubleshooting via an Internet connection to determine whether a component has failed. When combined with a gyroscope, this technology gives the contractor a true terrain model of the road's full width.

SSI produces the CS9300 portable, the CS9100 mid-vehicle and the CS9200 trailer mounted profiling systems. The portable and mid-mounts can be shared among multiple vehicles with minimal additional components for each vehicle, noted Scott. The costliest components can be removed and stored off the vehicle when not in use, minimizing the risk of damage, theft or vandalism. Options include GPS and technology in partnership with Topcon Positioning Systems, allowing use of the HSIP as a 3-D surveying device to

generate surface topographies in CAD formats for road design and machine control. The Topcon RTP-300 (Real Time Profiler) is a hybrid SSI Profiler with Topcon RTK GPS incorporated and is also offered by the Lengemann Corporation.

While waiting for the FPCP to begin, paving contractors may wish to begin researching which HSIP would best suit their needs in light of the nature of the projects they normally do. More information on compliance will be available once the program begins. **A**

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Gary Fore

Operating close to traffic, often at night, around complex machines with limited sight lines is an inherently dangerous situation. Across the United States, more than 600 people die in accidents at road construction sites in the average year, according to the National Highway Traffic Safety Administration (NHTSA).

To help address this crisis, the Roadway Construction Safety Consortium is distributing the most widely vetted and comprehensive roadway safety construction training program in the industry: Roadway Safety+. Founded in 1999 by the National Asphalt Pavement Association (NAPA), American Road and Transportation Builders Association (ARTBA), the Laborers International Union of North America, and the International Union of Operating Engineers, the consortium has a simple goal: Reduce fatalities and injuries in roadway construction through a dedicated safety training effort.

Since its founding, the consortium has steadily grown to include numerous representatives from the public sector, higher education, and trade association.

With grants from the Federal Highway Administration (FHWA) and the U.S. Occupational Safety and Health Administration (OSHA), the consortium

has invested thousands of hours in the development of the Roadway Safety+ training program and materials. The latest Version 11 of the program was released in May 2012.

The program is delivered as an interactive instructional DVD, available for free. Thirty-three modules cover everything from night work, runovers and backovers, and flagging hazards to worker safety strategies and equipment blind spots. Trainee booklets, instructor guide, toolbox pamphlets, a flip book of toolbox talks, and guidance documents are provided, with the DVD. Materials and modules are available in English, Spanish, and Portuguese.

The consortium is also able to provide on-site classes, including instructors and all training materials, at no cost to host organizations. Most important, the training is customized to host needs. A range of options are available from basic awareness and train-the-trainer instruction to worker training. Host organizations need to provide attendee recruitment and a location for the training. Host centers cannot charge for the course as instruction is provided under federal grant assistance, but the training can be held in conjunction with other, paid-for training workshops.

Classroom instruction is available on a first-come, first-served basis. Program



hosts can design their own program, choosing which modules they wish to be presented, as well as length of the course. Courses can be taught in English and/or Spanish. The consortium does request a minimum class size of 25 to 30 people.

With proper training and awareness, roadway workzones can be made even safer for workers and the traveling public. **A**

This article is reprinted by permission from the January/February 2013 issue of Asphalt Pavement magazine. For information about the possibility for customized on-site training, contact Gary Fore at 410-279-8040 or gfore@asphaltEHS.biz.

MORE ONLINE

More information and free downloads about Roadway Safety+ is available at:
www.WorkZoneSafety.org



ACAF 2013-14 CALENDAR OF EVENTS

JULY 2013

July 24-26
ARTBA P3 Conference
Washington, DC

July 31
FDOT Central Letting

July 31-August 2
FICE Annual Conference
Palm Beach, FL

AUGUST 2013

August 8-11
2013 FTBA Convention
Orlando, FL

August 24-28
2013 SASHTO Conference
Asheville, NC

August 28
FDOT Central Letting

SEPTEMBER 2013

September 9-10
37th Annual Asphalt Conference
Orlando, FL

September 11-12
NAPA Fly-In
Washington, DC

September 25
FDOT Central Letting

OCTOBER 2013

October 8
District 4, 6 and Turnpike
Contractors Meeting

October 9
District 1 Contractors Meeting

October 15
District 7 Contractors Meeting

October 17
District 5 Contractors Meeting

October 23
District 3 Contractors Meeting

October 24
District 2 Contractors Meeting

October 30
FDOT Central Letting

NOVEMBER 2013

November 11-14
Southeast Asphalt User Producer
Group Annual Meeting
Baton Rouge, LA

DECEMBER 2013

December 4
FDOT Central Letting

JANUARY 2014

January 29
FDOT Central Letting

FEBRUARY 2014

February 1-5
NAPA Annual Convention
Boca Raton, FL

February 11-12
FTBA/FDOT Statewide
Construction Conference
Orlando, FL

February 26
FDOT Central Letting

MARCH 2014

March 21-22
FICE Transportation Conference
Orlando, FL

March 26
FDOT Central Letting

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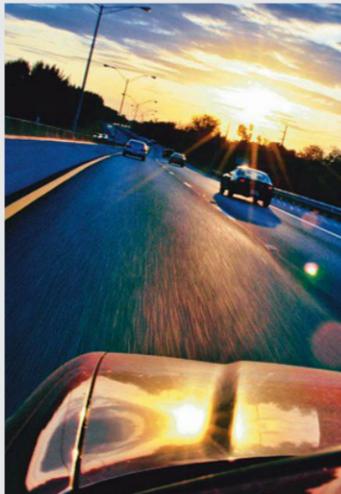
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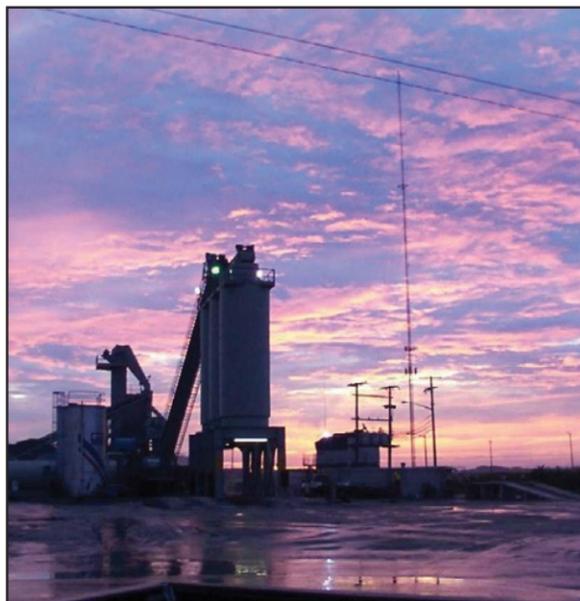
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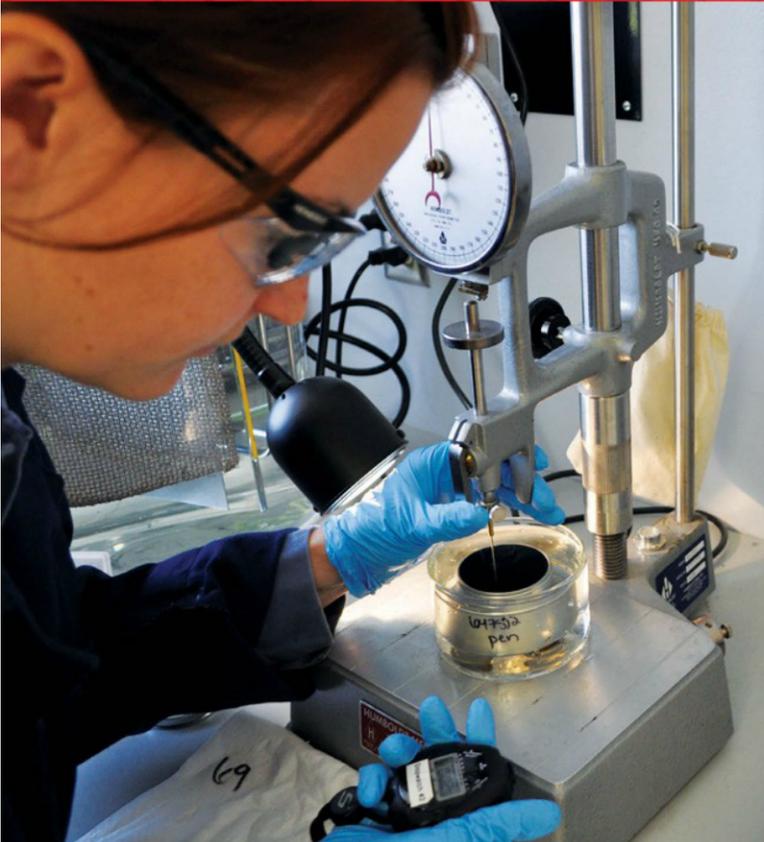
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