

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Georgia IM Culvert(25)

502 Hearing

December 17, 2014

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Georgia, Vermont

REPORTED BY:

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1 MS. BELL: Good evening everyone. Thanks for coming
2 out on this fine foggy night to join us here in Georgia
3 to talk about the culvert project on the interstate. My
4 name is Amy Bell. I'm one of the Planning Coordinators
5 for the Agency of Transportation, and I'm simply your
6 moderator tonight. I don't have the technical details,
7 but these gentlemen over here and right here, Todd
8 Sumner, Aaron Guyette and Scott Burbank, have all of the
9 technical details in their heads, so they're the ones who
10 will be answering those kind of questions. I'm simply
11 here to moderate. Sadly I have a script that I have to
12 read because there's a process we have to go through, so
13 pardon me while I look down and make sure I cover
14 everything.

15 So we are here tonight for this public hearing to
16 discuss, and this is the project number, Georgia IM
17 CULV(25) is the project number, and the project is on
18 Interstate 89 just over the Georgia/Milton line. This
19 project begins on I-89 at a point approximately .4 miles
20 north of the Milton/Georgia line and 1.1 miles south of
21 Exit 18. The total length of the project is 250 feet,
22 excluding traffic control, and encompasses both the north
23 and southbound lanes of I-89.

24 The purpose of this project is to provide a safe
25 highway crossing on I-89 over the unnamed tributary to

1 the Stone Bridge Brook that is capable of supporting all
2 anticipated vehicular loads on the interstate.

3 As you can see we're using a court reporter to take
4 a transcription of this hearing tonight. There will be
5 an opportunity for you to share your comments or ask
6 questions. We ask that when you speak, you identify
7 yourself and your affiliation for the record, and please
8 speak loudly enough so that Tari can hear and everyone in
9 the room will know who you are.

10 As I mentioned before there are some formalities we
11 have to go through in this, and this is the beginning of
12 it.

13 This is referred to as a 502 hearing. It's required
14 under Section 502 of Title 19 of the Vermont Statutes
15 Annotated because certain lands and rights within the
16 Town of Georgia may be affected and their acquisition may
17 be necessary for the project.

18 The hearing is part of the design process of a
19 project, the design phase of a project, and tonight we
20 will hear a description of the proposed project, the
21 design under consideration, as well as receive your
22 comments, suggestions and recommendations.

23 For your information concerning right of way issues
24 we are providing some information about the procedures
25 which are mandated under the Uniform Relocation

1 Assistance and Land Acquisition Policies Act of 1970.
2 There are acquisition procedures and relocation brochures
3 available. Please see Andrea Proulx from our Right of
4 Way Section, and she's here tonight to answer any
5 questions you may have about that aspect of the process.
6 You may also contact the Agency of Transportation at the
7 phone number and address on the back page of the hearing
8 hand-out which you received, I believe, in the mail.
9 Both of you got it through the mail.

10 Now I have a statement concerning the environmental
11 impacts. Under the National Environmental Policy Act the
12 Agency of Transportation and the Federal Highway
13 Administration are responsible for determining the
14 environmental impact resulting from this project. This
15 will be done with consideration given to such issues as
16 historic resources, archeological sites, wildlife
17 habitat, wetlands, agricultural land, land use and social
18 impacts, air quality, noise impacts, flood plains,
19 hazardous waste and water quality. The Least
20 Environmentally Damaging Practical Alternative has been
21 considered during the scoping process and no significant
22 environmental impacts are anticipated for this project,
23 and for this reason the Agency of Transportation
24 anticipates recommending to the Federal Highway
25 Administration that this project be classified as a

1 categorical exclusion.

2 After our hearing tonight the Agency will have a
3 meeting to review the comments and discussions of this
4 hearing, and then the Agency intends to report to the
5 Town Selectboard within 30 days on the status of this
6 project. The transcript of this meeting can be requested
7 by contacting VTrans at the address provided on your
8 hearing hand-out, and the transcripts are usually
9 available within two weeks from the hearing date.

10 All information developed in conjunction with this
11 project is available to the public for inspection and
12 copying at the Structures Section of the Project Delivery
13 Bureau at their offices at the Agency of Transportation
14 in Montpelier. And again, the mailing address and
15 location is included in your hearing hand-out.

16 The Agency will consider all comments received, both
17 oral or in writing, prior to advancing the design of the
18 project or initiating proceedings to acquire any lands or
19 rights. Written comments are encouraged and will be
20 included as a part of the formal record of this meeting.
21 And again, on the last page of your hand-out is all the
22 necessary contact information if you desire to submit any
23 comments after tonight's meeting. If you choose to
24 submit handwritten comments, we'd appreciate those being
25 sent in within 10 days of this hearing.

1 At this time I'd like to introduce the following
2 people to you. We've got Todd Sumner who is from the
3 VTrans Structures Section, and he is the Project Manager,
4 sort of, for this project. And then we've got I
5 mentioned Andrea Proulx from our Right of Way Section.
6 And then we have Aaron Guyette and Scott Burbank from the
7 consulting firm of VHB, and they're the consulting firm
8 that's actually working on this project.

9 Now what we're going to do is we're simply going to
10 hand it on over to Aaron, and he's just going to give you
11 an overview of the project, what we're doing, why, and
12 the specifics of the design. And then once he's done
13 we'll just open up the floor for any comments, questions
14 that folks might have.

15 Take it away, Aaron.

16 MR. GUYETTE: Quick question, Amy. As we're going
17 through, can folks ask questions?

18 MS. BELL: They certainly can.

19 MR. GUYETTE: Okay. So feel free. You've probably
20 seen most of this already when we met with you at your
21 house, but feel free to jump in.

22 Mehendra Thilliyar couldn't be here tonight. He's
23 the Project Manager. He works for Todd at the Agency of
24 Transportation. And then Scott and myself. So just a
25 quick overview. We'll go through the existing conditions

1 of the culvert, how the project is being developed, what
2 we're calling the base technical concept, it goes with
3 the RFP as part of the design build project, the
4 construction methods that we're anticipating as part of
5 that base technical concept, the schedule, anticipated
6 schedule for development of the RFP, as well as the
7 construction of the project. But feel free to jump in
8 with any questions or comments.

9 The project location, I think everybody is familiar,
10 Exit 18 to the north Interstate 89. These are culverts
11 number 83(1) north and south. Adjacent to the interstate
12 to the east is Old Stage Road. And then Bridge 8 is --
13 sorry, 84 to the north over Ballad Road.

14 So the existing conditions, the interstate, the
15 constructed in this section of the interstate was 1967.
16 These were galvanized steel plate culverts.
17 Traditionally they typically have a 50 year service life,
18 so these are right at the end of that service life, and
19 they're starting to deteriorate. 83(1) north is the
20 northbound barrel. It is 176 feet long, six foot
21 diameter culvert, 25 degree skew. It's skewed to the
22 interstate. And it's got a rating of 3 out of a possible
23 10, which is serious condition. And it's on a yearly
24 inspection frequency. Typically a culvert that's in good
25 shape would be on a five year inspection frequency.

1 Just a couple of shots, one from inside the culvert.
2 You can see some of the rusting and deterioration along
3 the sides. So what'll happen is that culvert will rust,
4 that section will become weaker and weaker, and it'll
5 make the culvert susceptible to failure. Cracking on the
6 surface of the interstate over the culvert. And then
7 just a shot of the northbound lane there.

8 83(1) south, 214 foot long, a little bit longer,
9 still same six foot span, 25 degree skew, and it also has
10 a rating of 3, serious condition. And it's also on that
11 yearly inspection frequency. Again, you can see the
12 deterioration on the inside. Over time the culvert will
13 start to deform and again be susceptible to failure.
14 Again, cracking the surface of the interstate, you can
15 see in the bottom right. And then just a shot of the
16 southbound of the interstate.

17 So the project development. I'm going to go through
18 quickly what a design bid build is and what design build
19 is, just those differences. And then we've done some
20 regional outreach already, and we've got some regional
21 considerations. So traditionally over the past history
22 of VTrans construction projects, they've traditionally
23 gone out at design bid build, which is the projects are
24 designed completely, contract documents are developed,
25 then it goes out to bid to a construction contractor,

1 contractor bids on those plans, the documents, and it's a
2 low bid construction, and then the contractor constructs
3 it. So design, then construction, then -- and there's
4 not much overlap between that design and construction.
5 So that project definition and design is typically in the
6 two to five year range. And then the construction,
7 depending on the size of the project, one to three years.

8 With the design build project VTrans is looking to
9 combine that design phase and that construction phase
10 into a single contract, an engineer and a contractor
11 working together. Ultimately it saves time, it saves
12 money, and it promotes innovation and ingenuity in that
13 design and that construction. For this design build
14 project we're doing what's called a two step procurement,
15 so there's a Request For Proposals that goes out --
16 sorry, Request For Qualifications, and it's strictly
17 qualifications from that engineering team and the
18 contractor based upon the scope of the project. We have
19 already completed that step, and there are teams that are
20 short-listed for this project. There's two teams that
21 are short-listed. And we are now preparing the Request
22 For Proposals to go out, which will be those short-listed
23 teams will each get the proposal, be invited to submit a
24 proposal, which has a technical concept for heir proposal
25 to meet the scope of the project, as well as a price

1 component that goes along with what they're submitting.

2 So phase A is the project definition and the
3 procurement of the project. We're in that now. It's
4 typically about 6 to 12 months. It includes all the data
5 collection, the survey, the environmental resource ID,
6 it's all the scoping level, design, the NEPA permitting,
7 which Amy talked about, and it's a public outreach,
8 fulfilling the public process, development of a base
9 technical concept, and the design build procurement
10 documents that RFP. The base technical concept, we'll
11 get into that a little bit further, but that's -- when an
12 RFP goes out in a design build project it goes out with a
13 set of plans that is about at a 30 percent design, and it
14 basically defines for the contractor what the Agency
15 wants to see for the project, and those plans can be as
16 detailed or they can be as vague as the Agency sees fit.
17 And then into Phase B and C is the design and the
18 construction. Typically a project team would start
19 design, design a piece, and then start constructing that
20 piece while they're finishing the design for the entire
21 project.

22 So the project development, we've identified some
23 regional stakeholders, we've met with the Regional
24 Planning Commission, we've talked to the municipalities.
25 And then still on the list is getting in touch with

1 emergency services once the project becomes a little more
2 into focus, talking with schools, talking with public
3 transit. Although I don't think we're really going to
4 interrupt school buses, emergency services or public
5 transit with what we're proposing. It's good to be aware
6 though.

7 The regional considerations. What we're looking at
8 in Vermont is, you know, increased traffic during foliage
9 season, increased traffic during ski season, certainly
10 summer tourism and Lake Champlain, being close to the
11 lake here. Also increase in traffic holidays and local
12 and regional events, anything that would spike the
13 traffic.

14 So this base technical concept which I was just
15 telling you about is that conceptual design is about 30
16 percent, and it's the minimum design and construction
17 parameters, it's pulled together so that VTrans can
18 convey to that design build team the parameters in which
19 they need to present their concept. There's some parts
20 that are really specific, such as we're saying that it's
21 got to be a concrete buried structure, and then there are
22 some parts that are not so specific, and those are parts
23 where the contractor can put their ingenuity into it and
24 come up with their innovate solutions. They are allowed
25 to -- the design build team is allowed to submit

1 alternative technical concepts during the procurement
2 phase. Once that proposal goes out a design build team
3 could say, "Well, we've got an idea that might be a
4 little bit outside the realm of the parameters in the RFP
5 or in the base technical concept," there's a way, there's
6 a process for interaction with the Agency on if that
7 alternative technical concept will be allowed. And then
8 so potentially they could come up with a concept that's a
9 little bit different than what's shown in that base
10 technical concept. That's important to understand
11 because we're showing you and presenting what the base
12 technical concept is, but there could be some variations
13 once it's finally designed and constructed.

14 So our base technical concept, it looks like a
15 regular plan set, it's got the structure concept in
16 there, the roadway geometry pretty much stays the same,
17 any traffic control that we're considering. We're also
18 incorporating a critical path schedule. And there's
19 three documents that are required even to advertise this
20 project. So utilities have to be cleared, there has to
21 been a plan. If there's any utility conflicts, we need
22 to figure out how those are dealt with. Any right of way
23 issues need to be cleared and settled. And then the NEPA
24 document needs to be secured before the project is sent
25 out and advertised. So we've done some utility

1 coordination. There's really not much here. There are a
2 few utilities along Old Stage Road which we're aware of,
3 and not really anticipating any issues there. But we do
4 look at existing utilities, and we look at how our
5 concept may interact with them, and we look at any
6 possible proposed utilities in the future and how the
7 project may interact with those.

8 Right of way coordination, we look at how our
9 project interacts with the right of way that the State
10 already has, and how it may interact with private
11 property as well. And then based upon our conceptual
12 drawings we work with the Right of Way Section at VTrans
13 to develop right of way plans and work on the
14 acquisition. And once that's done, then there's a right
15 of way clear certificate that's issued.

16 And then the environmental and NEPA coordination.
17 One of the things we do at the beginning of the project
18 is we look at all the biological, the historical,
19 archeological, any cultural resources that are part of
20 the project area that's spanning much beyond our proposed
21 disturbances. And then once we get to looking at our
22 disturbances we figure out the interaction between what
23 we're proposing versus what may be there for resources.
24 And being an interstate corridor, a lot of it was
25 disturbed in the past, and so archeological, historical

1 may not be as prevalent. Biological is scrutinized
2 pretty good though for rare, threatened and endangered
3 species. And I believe we've already got the NEPA
4 document for this document, right?

5 MR. SUMNER: Yes.

6 MR. GUYETTE: So that NEPA documentation is
7 already completed. So construction. Our structure
8 concept is a pre-cast concrete box culvert, and it's
9 constructed, or it's designed here based upon the VTrans
10 Hydraulics Manual as well as guidelines from the Agency
11 of Natural Resources Natural Stream Design. And what
12 we're showing here is the culvert that accommodates a
13 natural bottom, it's filled with stream bed material and
14 boulders to create roughness, and it simulates a natural
15 stream. It is fully contained within that concrete box.
16 So we're looking at about a 12 foot bank full width,
17 that's determined based upon field investigation, as well
18 as the size of the water shed. So a water shed of that
19 size will typically have about a 12 foot bank full width,
20 and then a depth of about -- it looks like about a foot.

21 One of the requirements of the RFP is that the
22 project be designed and constructed with the goal of 100
23 year service life. And so that's a big reason why we've
24 chosen the pre-cast concrete, it's very durable, very
25 maintenance friendly. Whereas we talked about the clay

1 culverts have about a 50 year service life.

2 So the actual -- the structure in this project is
3 actually the easy part. The difficult part is dealing
4 with the traffic. And we've got about 1900 vehicles per
5 hour. That's our design hourly volume. And through some
6 national trends and through what VTrans has observed on
7 their own construction projects, once the traffic gets to
8 about 15 or 1600 vehicles per hour, you really have to
9 have two lanes to be able to accommodate that or else you
10 start to really get cuing, backing up on the interstate.
11 So we knew right away we needed to maintain two lanes of
12 traffic during those peak hours. So southbound in the
13 morning, northbound in the evening. The geometry of the
14 roadway there and the location of the bridges to the
15 north and the width of the bridges to the north kind of
16 precluded us from even looking at any kind of
17 cross-overs, and so we looked toward trenchless
18 construction. And then some limited short-term lane
19 closures for some of the final treatments of the project.

20 So from a trenchless construction standpoint the
21 concept that we pulled together and is in our base
22 technical concept is creating what's called a jacking pit
23 on the west side of the interstate, and then there's a
24 jacking slash receiving pit in the median, and then a
25 receiving pit on the eastern side. And so the jacking

1 pits are a little bit bigger to be able to have a little
2 bit of a staging area, and the idea is that this concrete
3 box culvert comes in sections, it's dropped into this
4 jacking pit, and there's a hydraulic ramp in there, and
5 it pushes that section into the embankment of the
6 interstate. And it's a very, very slow incremental
7 process. It's excavate a little bit, push a little bit
8 further, excavate, push a little bit. And as you push
9 the culvert sections into the interstate, then you put
10 another section in, and you continue to push it. And so
11 we're anticipating that the contractor would push from
12 the west side to the median, and then reset up, and then
13 push again from the median to the east side. So that
14 excavation is very, very small. It's like six inches at
15 a time, and maybe a foot, but it's some hand excavation
16 with kind of hand-controlled tools, small Bobcat,
17 walk-behind Bobcats, whatnot, within the front face. And
18 then we'd like ideally to jack that culvert upstream so
19 that the water can -- any ground water can flow back out.
20 We talked about the locations of the jacking pits. And
21 then the big advantage here is that traffic is maintained
22 on the interstate, two lanes basically at all times.

23 Just a couple of pictures of kind of sample culvert
24 jacking. You can see on the left here, it's a culvert,
25 basically with the jacks on the bottom right, and it just

1 applies force and pushes it forward as the excavation is
2 occurring. On the right here, same thing, jacks on the
3 kind of the four corners. This one you can also see
4 there's kind of a track set up on the bottom right, and a
5 lot of times as the culvert gets longer and longer,
6 they'll have some kind of a cart to get the excavation
7 spoils back out. And then on the roadway, the surface of
8 the interstate, very minor. Probably just cold planing
9 and some surface paving just in the location of those
10 culverts.

11 Traffic control we're also expecting to be pretty
12 minor. Because of the nature of the construction we'll
13 maintain those two lanes during the peak hours,
14 southbound in the morning, northbound in the evening. We
15 probably will reduce the speed down to 55 just for worker
16 safety, anybody in the area. And the design build team
17 will be required as well to submit a Transportation
18 Management Plan basically that says how they're going to
19 deal with traffic, how they're going to phase any type of
20 lanes, the emergency contacts. It's all a congruent plan
21 there. And we will require the contractor to have a
22 Smart Work zone as well, so if there is something that
23 happens, there will be message boards set up probably to
24 the north at least at Exit 18, to the south Exit 17, to
25 be able to notify motorists if there is any kind of

1 emergency or any kind of cuing.

2 So schedule just really briefly. Project
3 definition. A lot of this is complete and/or in
4 progress. The procurement documents, the RFP, we are
5 actually in the process of editing those and developing a
6 final draft. The base technical concept is almost
7 complete. I think later this week or next week we'll
8 have that completed. The right of way and utility
9 clearances, that's actually in progress, but we
10 anticipate utility clearances in the winter of 2015, and
11 the right of way in the late winter after we get through
12 the right of way process. And then procurement actually
13 starting in the spring of 2015. And then that process is
14 probably -- it's about a three month process, so into the
15 summer and probably fall before there's a design build
16 team on board.

17 And then this is just a little bit more detail, the
18 RFQ was actually advertised in the spring of 2014, the
19 short list was developed this past summer. We're
20 developing that RFP now, and then it's going to be
21 released in the spring. Best value team determined in
22 the summer, probably not on board until the fall. And
23 then the design and construction contract award in that
24 summer, fall time frame. The design build team does have
25 some up-front work to do. They've got what's called

1 administrative submittals to complete before they can
2 even start on some design, or even construction.
3 Administrative submittals include their schedule, their
4 Transportation Management Plan, and quality plans. So
5 that construction anticipated probably beginning late in
6 2015, so mobilization to the site, traffic control,
7 erosion control. And then the real construction
8 happening in the 2016 season.

9 MS. BELL: Is that it for you? There you go.
10 Any questions for Aaron? Comments? You guys are going
11 to make this easy.

12 MR. GONYEAU: No, I won't. Don't worry. Just
13 easy here.

14 MS. BELL: Just easy here. Okay. All right.
15 If nobody has any comments, then we just want to remind
16 you that if you have any written comments, to get them
17 into us within the next 10 days. And again, the form is
18 on the back of the hand-out that you have. And as I
19 mentioned previously, we will review the comments and the
20 record of tonight's session, and report back to the
21 Georgia Selectboard within 30 days. We'll now close the
22 hearing. Thanks for coming.

23

24 (Hearing concluded at 7:00 p.m.)

25

A	<p>answer 4:4</p> <p>answering 2:10</p> <p>anticipate 18:10</p> <p>anticipated 3:2 4:22 7:5 19:5</p> <p>anticipates 4:24</p> <p>anticipating 7:4 13:3 16:11</p> <p>anybody 17:16</p> <p>applies 17:1</p> <p>APPLY 20:16</p> <p>appreciate 5:24</p> <p>approximately 2:19</p> <p>archeological 4:16 13:19,25</p> <p>area 13:20 16:2 17:16</p> <p>aspect 4:5</p> <p>Assistance 4:1</p> <p>available 4:3 5:9 5:11</p> <p>award 18:23</p> <p>aware 11:5 13:2</p> <hr/> <p style="text-align: center;">B</p> <p>B 10:17</p> <p>back 4:7 16:19 17:7 19:18,20</p> <p>backing 15:10</p> <p>Ballad 7:13</p> <p>bank 14:16,19</p> <p>barrel 7:20</p> <p>base 7:2,5 10:8 10:10 11:14 12:5,9,11,14 15:21 18:6</p> <p>based 9:18 13:11 14:9,17</p> <p>basically 10:14 16:22,25 17:18</p> <p>bed 14:13</p> <p>beginning 3:11 13:17 19:5</p> <p>begins 2:19</p> <p>believe 4:8 14:3</p> <p>Bell 2:1,4 6:18</p>	<p>19:9,14</p> <p>best 18:21 20:9</p> <p>beyond 13:20</p> <p>bid 8:18,23,25 9:2</p> <p>bids 9:1</p> <p>big 14:23 16:21</p> <p>bigger 16:1</p> <p>biological 13:18 14:1</p> <p>bit 8:8 10:11 12:4,9 16:1,2,7 16:7,8 18:17</p> <p>board 18:16,22</p> <p>boards 17:23</p> <p>Bobcat 16:16</p> <p>Bobcats 16:17</p> <p>bottom 8:15 14:13 16:25 17:4</p> <p>boulders 14:14</p> <p>box 1:21 14:8,15 16:3</p> <p>Bridge 3:1 7:12</p> <p>bridges 15:14,15</p> <p>briefly 18:2</p> <p>brochures 4:2</p> <p>Brook 3:1</p> <p>build 7:3 8:18,18 8:23 9:8,13 10:9,12 11:18 11:25 12:2 17:16 18:15,24</p> <p>Burbank 2:8 6:6</p> <p>Bureau 5:13</p> <p>buried 11:21</p> <p>buses 11:4</p> <hr/> <p style="text-align: center;">C</p> <p>C 10:17 20:1,1</p> <p>CALEDONIA 20:2</p> <p>called 9:14 15:22 18:25</p> <p>calling 7:2</p> <p>capable 3:1</p> <p>cart 17:6</p>	<p>categorical 5:1</p> <p>cause 20:12</p> <p>certain 3:15</p> <p>certainly 6:18 11:9</p> <p>certificate 13:15</p> <p>CERTIFICA... 20:16</p> <p>certify 20:4,6,11</p> <p>CERTIFYING 20:17</p> <p>Champlain 11:10</p> <p>choose 5:23</p> <p>chosen 14:24</p> <p>classified 4:25</p> <p>clay 14:25</p> <p>clear 13:15</p> <p>clearances 18:9 18:10</p> <p>cleared 12:20,23</p> <p>close 11:10 19:21</p> <p>closures 15:19</p> <p>cold 17:8</p> <p>collection 10:5</p> <p>combine 9:9</p> <p>come 11:24 12:8</p> <p>comes 16:3</p> <p>coming 2:1 19:22</p> <p>comments 3:5 3:22 5:3,16,19 5:23,24 6:13 7:8 19:10,15 19:16,19</p> <p>Commission 10:24</p> <p>complete 18:3,7 19:1</p> <p>completed 9:19 14:7 18:8</p> <p>completely 8:24</p> <p>component 10:1</p> <p>concept 7:2,5 9:24 10:9,10 11:14,19 12:5</p>	<p>12:7,8,10,12 12:14,15 13:5 14:8 15:21,22 18:6</p> <p>concepts 12:1</p> <p>conceptual 11:15 13:11</p> <p>concerning 3:23 4:10</p> <p>concluded 19:24</p> <p>concrete 11:21 14:8,15,24 16:2</p> <p>condition 7:23 8:10</p> <p>conditions 6:25 7:14</p> <p>conflicts 12:21</p> <p>congruent 17:20</p> <p>conjunction 5:10</p> <p>consider 5:16</p> <p>consideration 3:21 4:15</p> <p>considerations 8:21 11:7</p> <p>considered 4:21</p> <p>considering 12:17</p> <p>constructed 7:15 12:13 14:9,22</p> <p>constructing 10:19</p> <p>construction 7:4 7:7 8:22,25 9:2 9:3,4,6,9,13 10:18 11:16 14:7 15:7,18 15:20 17:12 18:23 19:2,5,7</p> <p>constructs 9:2</p> <p>consulting 6:7,7</p> <p>contact 4:6 5:22</p> <p>contacting 5:7</p> <p>contacts 17:20</p> <p>contained 14:15</p> <p>continue 16:10</p>
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