Road Runner
Planning and Consulting

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On behalf of Road Runner Planning & Consulting (RRPC), I would like to thank the sub-committee for the opportunity to share our experience and knowledge gained from consulting on the installation of the four mile Permanent Vehicle Barrier (PVB) project in both Yuma, AZ and Columbus, NM. Road Runner is a consultant to the contractor that is doing the actual installation work along the border.

As a consultant, we have been deeply involved in the implementation of this innovative approach which has allowed this four mile section to be completed in record time and in a cost competitive manner. We have also been involved in looking at new and innovative ways to expedite the installation of the three-layer fence system proposed for strategic locations along the border.

We have had a first hand opportunity to visit many locations along the border that have major environmental issues, limited access and wash-out areas that have created easy access into the United States. During those visits, we evaluated the location from a constructability standpoint--considering the accessibility, soil conditions, topography, equipment needs, raw material delivery challenges and comprehensive rate of production. At all times we viewed the overall proposed project from a common sense feasibility perspective.

During our observations, we were extremely sensitive to the environmental issues surrounding PVB installation and this proposed fence project. We had an opportunity to meet with some of the wildlife officials to discuss ways to limit equipment and manpower. This approach did and would lessen the total foot-print needed for construction and thus reduce the overall environmental impact during the course of installing PVB's and fencing. By using a commonsense, innovative approach and available technology, the government can accomplish this necessary project with minimal environmental impact.

A specific example of the attention given to the environment during construction was the monitoring plan which was put in place to protect the Flat-Tailed Horned Lizard during installation in Yuma, AZ. This plan included awareness training of installation crews to increase their consciousness, understanding and knowledge of the species and the continued effort to stay inside of the designated work areas. This approach was enhanced, and enforced, by a "Flat-tailed Horned Lizard Biological Monitor." This individual was on site daily and worked just in front of the installation crews.

I would like to expand a moment on each of the previously mentioned areas we evaluated.

ACCESS:
In many cases, access roads are underdeveloped and are usually impassable. The building of access roads to facilitate the movement of equipment and construction process would be costly. The Army Corp of Engineers has identified a system which utilizes specialized equipment to install the PVB System in a time-effective manner. This provides the ability for the rapid deployment of the proposed fence and would eliminate the need, and cost, to develop access roads to these locations. This would allow the deployment of the PVB system and three-layered fence system in the most remote areas of the Southwestern border in the most cost effective and environmentally friendly manner.

SOIL CONDITIONS:
We have found a wide range of soil conditions from silky sand to caliche rock. Whatever system is used, it must have the flexibility to be installed in these wide ranges of soils. The variations in soil types may be the most significant challenge this project faces, as it pertains to constructability. The Army Corps has utilized a system that will work in any and all soil conditions along the Southwest border.

TOPOGRAPHY:
The topography of this region is extremely diverse and, as a result, creates a huge challenge. Wash-out areas also create significant construction challenges. We are researching methods which may be used to permanently fill these wash-out areas and eliminate the potential for future wash-outs. For such a solution to be economically feasible and practical, it would have to lend itself to the creation of a road for Border Patrol personnel to travel along and also allow for the construction/installation of the Border Fence and PVB in concurrent lines rather than the huge drive-arounds which are presently under consideration.

EQUIPMENT NEEDS:
The method of installation will determine how much and what type of equipment is needed to complete this project. Road Runner recommends that each area be evaluated for the most feasible application and ability to address the access problems. Further, the solution with the smallest foot-print and the ability to address access should be the deciding factors.

RAW MATERIAL DELIVERY CHALLENGES:
The delivery of raw material to the most remote areas will also be challenging. The areas we visited such as Ajo and Why, AZ are mountainous and have limited road access. It's anticipated that the process used in these types of areas must be self-contained and only need limited resources to install the PVB's, fence and fill mentioned for the wash-outs.

It is my hope that I have shared with you some of my experience as it pertains to the construction options and strategic placement of the PVB's and fences.

I am open for questions.

Don Williams