

NACE News



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PRESIDENT'S REPORT

Susan G. Miller, P.E., County Engineer, Freeborn County, MN

If ever there was a time in our generation of road managers to be excited, it is now. Economic stimulus is the buzz word of the 110th Congress and roads and bridges are front and center. While the primary goal is job creation, the primary benefactor will be our infrastructure. Not since the WPA days has there been so much enthusiasm for safe roads and bridges and other fundamental infrastructure elements serving the public need. Two challenges emerge for the county road manager...to what extent will the local system benefit; and will there be a sustainable transportation funding policy that keeps people working, promotes our homegrown ingenuity and renews America's foundation for a strong economy.

I recently had the honor of attending the County Engineers Association of California's winter conference where economic stimulus was the hot topic. San Diego in December for this Minnesotan was a hot topic too. My husband, Joe, and I experienced a 75 degree



CEAC meeting: Tony Giancola, NACE Executive Director, Patrick DeChallis, Deputy PW Director LA County and CEAC incoming President-elect, Sue Miller, NACE President, Peter Rei, PW Director Tuloumne County and Incoming President CEAC, George Johnson, PW Director Riverside County and President CEAC.

temperature change which was great going, but much tougher coming home to the frozen tundra. The amazing weather paled in comparison to the warm hospitality we were shown. Joe had a great time trying to con-

vince the PAC 10 that the BIG 10 is the superior conference, that is until one CEAC President-Elect confronted him on the Rose Bowl historical tally over the last decade. I enjoyed the tradition of the California conference and was thrilled to be a part of a new tradition as CEAC elected its first female officer. Congratulations to Julie Bueren of Contra Costa County. Outgoing President and NACE State Director, George Johnson, was a wonderful host and incoming President, Peter Rei, is one of the most well spoken representatives who will dance his way through this challenging leadership role. Our many thanks to all the Californians who hosted the NACE delegation.

As the weeks unfold and the dollars fall where they may, my only New Year's resolution I haven't broken yet is to continue promoting the work you all do every day, come rain or shine, flood or blizzard, rescissions or stimulus.



DALE WEGNER, ELECTED NEW NACE WESTERN REGION VICE PRESIDENT

Congratulations to Dale Wegner, County Engineer, Coconino County, Arizona who was recently elected by the Western Region State Directors to complete the term of the former Western Region Vice President, Phil Demery, who is now NACE Secretary-Treasurer. Dale is a former NACE State Director representing Arizona and a Past President of the Arizona Association of County Engineers.

FREE ONE-DAY SAFETY WORKSHOP WILL BE HELD AT NACE 2009: DEVELOPING COUNTY SOLUTIONS TO IMPROVE RURAL ROAD SAFETY

This free one-day peer to peer workshop will be held on Thursday April 23, 2009 from 9:30 am to 5:00 pm at the Hotel Pere Marquette, Peoria IL. Co-sponsored by the National Association of Counties, FHWA and NACE its goal is to present best practices in safety programs currently being accomplished nationwide at the county level and teaming county elected and professional officials who want to improve their safety programs. Registration is free but limited. To register for this workshop contact James Davenport, National Association of Counties at jdavenport@naco.org or Tony Giancola, NACE Executive Director at agiancol@naco.org.

SENATE APPROPRIATIONS COMMITTEE ADDRESSES TRANSPORTATION INFRASTRUCTURE STIMULUS

Transportation: For full bill provisions visit: <http://appropriations.senate.gov/News/2009/01/27/SenateAppropriationsCommitteeApprovesAmericanRecoveryandReinvestmentPlan> (CFID=296601&CFOKEN=226198)

• Highways: \$27 billion is included for highway investments. The vast majority of this funding will be distributed as grants using a formula set in current highway authorization law. The funding can be used on activities eligible under Federal-aid Highway Program's Surface Transportation Program. Eligible activities could also include rail and port infrastructure activities at the discretion of the states. The grants will be provided in two parts:

See "Senate Stimulus" on page 2.

**Early Bird Discount extended for NACE 2009 conference:
New Deadline: February 13th (from January 30th)
For more info see: www.countyengineers.org**

"Senate Stimulus" continued from page 1.

o The first half of the funding will be provided to state governments, and must be obligated within 180 days of the grants' distribution. Any funds left unobligated by the states after 180 days will be reallocated by the Federal Highway Administration among the other states.

o The second half of the funding will be available for obligation for a full year from the date of enactment. Of that funding 20 percent will be distributed to states and 80 percent will be distributed to local governments. Any unobligated balances remaining after one year will be transferred to the competitive grants program discussed below.

o Taken together, roughly 60 percent of the formula funding provided for highway investments will be directed to states while 40 percent will be sub-allocated to local governments.

- Within the \$27 billion for highways, the bill includes the following set-asides:

o \$320 million for grants to Indian tribes for transportation investments.

o \$180 million for transportation improvements at national parks, forests, and wildlife refuges

• **Competitive Grants for Transportation:** The bill includes \$5.5 billion for competitive grants to state and local governments for transportation investments. These grants will go to a many different kinds of transportation investments – including highway, transit, rail, or port infrastructure – but the bill requires that projects must have a significant impact on the nation, a region, or a metropolitan area. Grants for this funding will be made from the \$5.5 billion appropriated directly to the program, as well as any amounts transferred as a result of the “use-it-or-lose-it” provisions applied to the highway and transit formula grants.

HOUSE COMMITTEES PASS STIMULUS PACKAGE

The House Appropriations, Energy and Commerce and Ways and Means Committees passed their corresponding sections of American Recovery and Reinvestment Act (ARRA, H.R. 1). Many of the bill's provisions remained unchanged from the package, but there were some significant amendments and further clarifications which are below. The package is expected to go to the House floor.

Transportation: In response to some concern about the timing requirements for the spending of highway and transit stimulus funds, the Appropriations Committee amended the bill. Rather than giving states 120 days and local governments 90 days to spend the first 50 percent of highway and transit stimulus funds or face losing any unspent funds, the period was extended to 180 days for the states and 150 days for local governments. The committee also substituted the determination of whether the funds were spent in a timely manner from “based on awarded contracts” language to the standard term “obligated.” Contact: Bob Fogel 202/942-4217; bfogel@naco.org

SENATE CONFIRMS LAHOOD AS U.S. TRANSPORTATION SECRETARY

The Senate unanimously confirmed Ray LaHood as U.S. transportation secretary, allowing the former seven-term Republican representative from Illinois to begin his new job. LaHood was sworn on January 23rd in a ceremony at U.S. DOT headquarters in Washington. Climate Change, CAFE, Transit, and Amtrak high on Committee's List for LaHood's attention. During his opening statement, LaHood – one of two Republicans selected for Obama's cabinet – emphasized that the country's transportation system and the development it enables must be sustainable. LaHood's full opening statement is available at http://commerce.senate.gov/public/_files/LaHoodTestimony12109FINAL.pdf

VMT DECLINE NOT MAJOR FACTOR IN HIGHWAY TRUST FUND REVENUE DROP, ARTBA CONTENTS

The Highway Trust Fund's Highway Account collected \$3 billion less in revenue in Fiscal Year 2008 than the prior fiscal year mostly because of a huge drop in retail sales of new heavy trucks and an accounting change dealing with sales of kerosene, according to analysis by the American Road & Transportation Builders Association (ARTBA) released Dec. 19. A memo to congressional staff and the media pointed out that a drop in vehicle miles traveled is not the prime reason for sinking Highway Trust Fund revenues, as the U.S. Department of Transportation has recently contended. William Buechner, ARTBA's vice president of economics and research, wrote in the memo that the U.S. DOT “seriously distorts the facts” when it argues that the gas tax is no longer a sustainable method for funding transportation projects. “Revenues from the federal excise tax on gasoline in FY 2008 were, in fact, almost unchanged from FY 2007,” Buechner wrote. “While revenues did slip during the second half of the fiscal year with the decline in VMT, the federal gasoline tax actually generated \$20.98 billion for the Highway Account in FY 2008, down only \$70 million or 0.3 percent from \$21.05 billion in FY 2007. This accounted for just 2 percent of the \$3 billion decline in HA revenues.” The ARTBA memo points out that total revenue from federal excise taxes on motor fuel were actually \$185 million higher in FY 2008 than in FY 2007 because diesel-fuel-tax collections rose \$256 million, offsetting the slight decline in gas-tax revenues. “The real reason for the \$3 billion decline is that revenues from taxes on heavy trucks, mainly the 12 percent tax on retail sales of trucks and trailers, were down more than \$2.4 billion in FY 2008,” Buechner wrote. “This accounted for 80 percent of the revenue decline and is consistent with reports that sales of new heavy trucks plummeted in 2008.”

Have you registered for NACE 2009? Get PDF file of brochure or register on-line at: www.countyengineers.org



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Michigan Tech Transportation Institute (NACE 2009 Expo, booth 39)

www.RoadSoft.org

STATES IDENTIFY THEIR “READY TO GO” PROJECTS THAT COULD BENEFIT FROM STIMULUS DOLLARS

American Association of State Highway and Transportation Officials (AASHTO) has compiled a list of some 5,150 projects worth more than \$64 billion that state transportation departments have ready to go within six months of funding obligation. Several states have recently released detailed information concerning their projects. AASHTO has placed these items on its economic recovery website at www.tinyurl.com/StateExamples. John Horsley, AASHTO's executive director, has dismissed the restrictions that smart-growth groups are seeking on highway funds as unnecessary. Growing states might well need to build more roads, he argues. “Voters and elected officials know better their special circumstances community by community than these self-appointed folks back here in Washington who are trying to decide things for them,” Horsley said. Declining tax revenue as a result of the economic recession has led at least six states to postpone transportation projects. The New York Times reported last week. California has ceased \$4 billion worth of highway, school, and bridge construction projects because of its budget and credit woes. Gov. Arnold Schwarzenegger warned the state is “on a track toward disaster.” Fixing bridges, expanding highways, and other infrastructure projects are increasingly facing the same budget ax as government entitlement programs, state jobs, and other services. Problems in the credit markets have exacerbated the problem as there has been very little interest among institutional investors in municipal bonds since the financial markets began to collapse this past fall. States have to rely on individual investors – far less plentiful and less reliable than institutional investors – to buy bonds.

10TH INTERNATIONAL CONFERENCE ON LOW-VOLUME ROADS

TRB is sponsoring the 10th International Conference on Low-Volume Roads on July 24-27, 2011, in Lake Buena Vista (Orlando), Florida. The conference, held every four years, will explore the latest information on low-volume road management, design, construction, safety, maintenance, and many other related topics. Please send an e-mail to LVR@nas.edu to receive the Preliminary Conference Program and registration materials.

We want to hear from you!
Send us your comments about a NACE News article, time/money saving tip or news to share.
Email us at: nace@naco.org

CALIFORNIA'S BUDGET CRISIS

By Phillip M. Demery, P.E., Public Works Director, Sonoma County, CA and NACE Secretary-Treasurer

California is one of only three states that requires 2/3 majority for passage of a budget by its legislators and neither party has the requisite votes within the Senate or Assembly. Republicans within the California State Legislature have steadfastly rejected new taxes as a mechanism to balance a budget while the Democrats have refused to adopt a budget based solely on expenditure cuts. As a result, the State's FY 08/09 budget was adopted nearly three months late with \$9 billion of the \$17.2 billion deficit made up through expenditure cuts and the remaining deficit addressed with revenue gimmicks – accelerating business estimated tax payments, elimination of net operating loss deductions for businesses and a tax amnesty program for cheaters. These gimmicks merely postponed the inevitable leaving the State to deal with the budget crisis in FY 09/10.

Within weeks of the adoption of the budget it became apparent that actual revenues were far lower than the rosy projections used for budget adoption. Furthermore, new concerns were raised regarding the State's short-term cash needs. Upon declaration of a fiscal emergency, the Governor called the legislators back to Sacramento to work on necessary budget revisions.

With both political parties unwilling to make concessions, the Democrats delivered a complex and controversial budget package to the Governor in December, 2008. The package consisted of elimination of both the existing 18 cents per Gallon State Excise Gas Tax and the State Sales Tax on gasoline and then replacing and redirecting these revenues to the State's General Fund in the form of a new sales tax, and new income and oil extraction taxes. A new “user fee” would be established initially at 39 cents per Gallon of gas and then indexed in future years to replace the lost transportation funding. By imposing a “user fee” rather than a “tax”, it is alleged that a 2/3 vote would not be required. If this were to be the case, the Democrats budget package would effectively repeal the 2/3 legislative vote barrier that has presented such an obstacle to sound budget development.

Initially the Governor seemed supportive of the proposed budget package, but he ultimately vetoed the proposal as the package did not include enough cuts to placate his fellow Republican Legislators. Various tax opponent groups and represented employee groups have threatened to litigate a number of budget proposals making the likelihood of swift budget action remote. Recent projections indicate that the State's budget deficit

could grow to an estimated \$42 billion over the next 18 months. Additionally, the State is expected to run out of cash in February, 2009. To maintain cash flow, the Governor announced that he plans to borrow \$23.3 billion from future State Lottery earnings and new infrastructure bonds, as well as other short-term borrowing schemes. However, the turbulent credit markets and the low level of confidence investors have in the California Legislators' ability to fix the State's fiscal problems will be difficult if not impossible to borrow such amounts.

Without the ability to make significant budget revisions and without the ability to borrow substantial amounts of money, the state will have no other option but to defer or suspend revenues provided to the California Counties. Unfortunately, the State has the ability to take virtually all of the Counties' transportation revenues in any given year. Upon a declared financial emergency, State Gas Tax allocations to California Counties can be suspended for up to three years and the State is allowed to repay the money interest free. The State can also borrow County allocated sales tax on fuels two out of every ten years but would have to pay interest on the amounts borrowed. Thus the State can take both the Counties' State Gas Tax and Sales Tax revenues on fuels within the same year.

Like most Counties throughout the United States, we have had to make significant budget reductions in these economic times but in California we are waiting for the State's shoe to drop wondering just how much that shoe will weigh.

Upgrade your signs with help from NACE and 3M

Grant period extended to June 30, 2009!

Details about a grant opportunity are available by logging into the “Members Only” area of the NACE web site.

For more information about the FHWA Minimum Levels of Retroreflectivity Ruling, check out www.minimumreflectivity.org.

100TH ANNIVERSARY CELEBRATION PLANNED FOR SARATOGA SPRINGS

Reprinted from "The County Highway Times" as published by the New York State County Highway Superintendents Association

Plans are well underway for the New York State County Highway Superintendents Association, Inc. (NYSCHSA) 100 year celebration slated for August 30-September 2, 2009 in Saratoga Springs, NY. It was nearly 100 years ago that Superintendents and Commissioners from across the state gathered for the first time in Saratoga Springs at The Worden Hotel.

In 1909, a group of County Highway Superintendents met in Saratoga Springs, New York. Their intent: to form a close-knit organization that would support and inform its members and help them to do their jobs in a more efficient manner. For over 98 years, members of the New York State County Highway Superintendents Association (NYSCHSA) have gathered together to share their knowledge, experience, and each other's company. A non-profit organization, the Association promotes the construction and maintenance of a safe and modern system of county roads and other allied transportation infrastructure maintained by county government. It's an important mission: there are more than 20,400 miles of county highways and over 9,000 local bridges in New York State

Today, the Association continues in its important work with 57 of the state's county commissioners of public works and highway superintendents, and over 125 industry members, actively involved.

The Association is the only organization in New York State dedicated to meeting the needs of County Highway Superintendents and Commissioners of Public Works. To meet the goals of supporting its members' professional development and representing the entire membership, the Association:

- Provides opportunities for Association members to meet and share information.
- Sponsors and promotes the transfer of the latest technology and information regarding transportation and public works in New York State.
- Provides information — on such topics as legal issues, new maintenance and construction methods, and management skills — that aids members in the operation of their departments.
- Informs the State Legislature of County positions on proposed legislation involving highways and public works and proposes legislation which is in the best interest of com-

munities throughout New York State.

Over the years, the Association has established positive working relationships with the Governor's Office, both houses of the State Legislature and the New York Department of Transportation. In addition, the Association continues to educate state representatives of the importance of state highway and bridge aid to local governments. For example, the Association has been instrumental in promoting the safety and economic benefits of the Consolidated Highway Improvement Program, which has provided hundreds of millions of dollars to more than 1,600 local governments in New York State

Please join us in August of 2009 in Saratoga Springs — our goal is to have 100% county participation as well as welcoming as many past Presidents, retired superintendents and commissioners and our current and past business partners **and friends from NACE** as we celebrate 100 years excellence in the highway and bridge industry of New York State. Check out the centennial website at http://www.countyhwys.org/Centennial/2009_centennial.html for a great slideshow of historical association photos.

NATIONAL WORK ZONE AWARENESS WEEK: APRIL 6 – 10, 2009

Help bring awareness to work zone safety by purchasing commemorative T-shirts and display package through NACE partner, ATSSA. See: <http://www.atssa.com/galleries/rsti/NWZAWWeek%202009%20tshirt%20order%20form.pdf> for the order form or call the Training and Products Department at (877) 642-4637. All orders must be prepaid and received no later than **February 22, 2009** to ensure timely delivery.

CORPORATE MEMBER SPOTLIGHT: TEAM LAB CHEMICAL CORP.

NACE is pleased to have Team Laboratory Chemical Corp. as a NACE Corporate member since 2005.


Team Lab was established in Bismarck, ND in 1977 by Gary and Dianne Sullivan. Gary wanted the customer and the company to work together as a team, which is represented in the Team Lab horse logo. In 2003, Team Lab was bought and moved to Detroit Lakes, MN by Terry Maier (with Team Lab since 1984) and his wife Michelle. Terry still follows Gary's philosophy of teamwork today, solving your everyday problems with "Innovative Solutions".

Team Laboratory Chemical Corp. is a recognized leader in the chemical business that through years of research and experience, developed systems in nine specific areas of expertise: TeamTreat™, TeamTurf™, TeamClean™, TeamBoilers™, TeamShop™, TeamPool™, TeamFire™, TeamWinter™, and TeamStreet™ with exclusive product lines.


Of particular interest to NACE members, their TeamStreet™ line offers an inexpensive liquid aggregate stabilizer which is applied with water — BASE ONE® can be used to stabilize your aggregate base in a variety of road building projects such as new construction, reconstruction and under a thin layer of oil and rock (chip seal) and full depth reclamation. BASE ONE® increases the base strength, reduces maintenance and preserves the base preparation work prior to the overlay process. BASE ONE® is also used to stabilize your aggregate surface roadways. BASE ONE® is safe to handle and safe for the environment.

See "Corporate Spotlight" on page 6.


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ATTENDING THE NACE CONFERENCE AS A NEW NACE MEMBER

Reprinted from: Report To Cook County Commissioners: Summary of NACE Annual Conference, April 2008 Portland, Oregon

By Shae Kosmalski, P.E., Cook County Highway Engineer, MN (edited by NACE)

Providing an unparalleled opportunity to learn and collaborate among the companionship of County Engineers from all over the country, this opportunity also allowed me to stand proud with my Minnesota County Engineer colleagues as one of our own – Susan G. Miller, Freeborn County Engineer - was inducted in as this year's President of NACE. Sue is also the first woman to hold that illustrious title.

Last January I was delighted by the support and friendship shown me by my new comrades at our MCEA Annual Conference. This week I felt honored to be counted among my peers as I learned Minnesota usually has one of the strongest delegations at NACE conferences, and is reputed as a friendly, tight and extremely supportive group. This was evident all week long as several of the MCEA engineers I met briefly in January once again made that special effort to make me feel welcome and included, and offered their continued support as I climb the learning curve of County Engineering. The culmination of this supportive group came at the banquet as I joined ranks with these fine engineers to give round after round of applause for Sue Miller that night as NACE's new president.

The continuing education began with numerous transportation officials at the national level providing synopses of current issues, strategies and courses of action "at the top". More interaction with County government, as well as a call for easier processes to bring funds down to the local level were two areas that NACE was encouraging Federal Highways to pursue. Bridge management and inspection was a hot topic, and we had opportunity to see the results of an analysis of Europe's bridge inspection processes in several countries there. We can learn from their processes and with our recent tragedy in Minnesota, I would not be surprised to see our already efficient bridge inspection system raise the bar higher. Our own Julie Skallman of MNDOT gave an excellent presentation concerning the I35W tragedy, emergency response, demolition and reconstruction, as well as the ongoing investigation. Fast acceleration by a competent contractor should have the new bridge open this fall, months ahead of schedule.

Road Safety was also a hot topic and numerous presentations were given. It was reiterated in these presentations that 50-70% of fatalities and life-changing accidents occur on

rural roads, Nationwide is 50%; Minnesota is 72%. Sue Miller, moderator for one of these sessions, said it best – "every trip begins and ends on a local road". Al Forsberg of Blue Earth County described how having road safety audits done on their county roads helped them strategize safety improvements – both short and long-term. Increases in federal funding for safety improvements and proposed improvements/streamlining of those processes will hopefully open up new opportunities for funding for our county. Much of this information I gathered will be incorporated into the Highway Department's program as I focus on developing a safety culture within our organization – both with staff and out on our roads. The information I gathered has helped me pull together a thorough (but rough) strategy to bring us to that end. An excellent presentation of equipment and operator safety gave me the format to establish a good program for the road crew.

A discussion on asset management of paved roads provided me with information to help with my attempts to kick off the same effort within my department (the sign inventory is well under way). Asset management is one of the hottest topics out there right now and I will be pushing for a committee to streamline efforts throughout our Minnesota County Highway Departments. No sense in each of us reinventing the wheel as we move towards the same goal.

Retroreflectivity of signs is another hot topic. New federal requirements to ensure signs stay reflective (an unfunded mandate) had us sweating at the potential cost of replacing signs to meet this requirement and on how to afford the "reflectometer" used for measuring, not to mention the overtime to have staff out at night to collect this data. The conference sessions explained how NACE successfully lobbied for other effective means to meet the standard. In addition, an Oregon county proactive in this new standard provided an excellent discussion on how, over the last five years, they've developed an effective and more economically gentle means of meeting the standard. My plans to incorporate their successes and lessons learned as I develop our own strategy will help minimize budget impacts from my original estimations.

"Stream simulation" and fish passage at road crossings was also an excellent and very timely presentation. That was one of my specialties while with the Forest Service in Idaho – being at the head of salmon spawning rivers and tributaries, we were pioneers in this venue. This is becoming prevalent in Minnesota also as the DNR is requesting fish passage more and more (read: a more expensive crossing). Shortly after I started with Cook County I was asked to participate on a LRRB

TAP (Local Road Research Board - Technical Assistance Panel), to bring my expertise into play in a mostly unfamiliar area for most County Engineers. In this session, I was tickled to learn that stream simulation design has become more science-driven than it was previously, and that the Forest Service will be releasing this summer an extensive manual on stream simulation crossings. This information will prove invaluable to the LRRB TAP and our efforts to: 1.) encourage the DNR to provide consistent yet realistic requirements (the consensus now is that the requirements are haphazard and unrealistic in many cases); 2.) to provide training to county engineers on how to incorporate geomorphic (stream and landform type) parameters into bridge and culvert designs; and 3.) to provide quantitative costs to lobby FHWA for more funding to accommodate these requests/demands.

A great presentation was given on how to approach the topic of when to convert gravel roads to paved ones. The presentation focused more on the process itself and, in the future, will provide us an excellent outline on how to successfully bring an analysis group through the process to conclusion. Right now I have my hands full trying to assess what's out there, the condition it's in, and current maintenance/construction efforts – but as Cook County continues to grow and draw an ever-increasing amount of tourists to the area, it's logical to assume we'll be looking at this eventually. I also thought the process would provide an excellent guide for the establishment and successful workings of any task force and will be forwarding copies of this great reference.

Some 100 vendors were set up at the conference center the first 1-1/2 days; ranging from heavy equipment to erosion control, companies and agencies. I collected so much good information I nearly topped out the luggage scales at the airport on the return flight. Our own LRRB also had an exhibit to advertise our successful efforts at finding solutions to local transportation questions and concerns through collaboration with county, state, and university representatives.

I am sincerely grateful for the opportunity to attend this event and proud to have represented Cook County and our Minnesota County Engineer's Association. I have returned with a full arsenal of good ideas and new knowledge to help me in my efforts to rebuild the Cook County Highway Department and bring us to the forefront statewide. As initially presented, I hope to attend this conference about every two years – it has certainly proven it's worth. My deep thanks for allowing me this opportunity. I feel the County as a whole will benefit from it as I work to raise the bar and make our department and our roads safer for all.

"Corporate Spotlight" from page 4.

A resilient modulus test was independently performed in accordance with the AASHTO test method T 307-99 on one roaded aggregate base materials with BASE ONE® and one without. Material stabilized with BASE ONE® tested positive (increased psi) in all cases over the material not stabilized with BASE ONE®.

Cass County Minnesota Engineer, David Enblom, has approximately 377 miles of gravel roads to maintain and like many other rural counties in the U.S., is facing increasing costs for maintenance from grading to availability of good aggregate materials. Mr. Enblom has used BASE ONE® to stabilize gravel surfaces

and strengthen gravel road bases in Cass County. And he reports the results have been outstanding.

Mr. Enblom gives the following example: "In 1999 we applied BASE ONE® on a one mile section of our County Road 103. We applied BASE ONE® to 3" of new gravel surfacing material and since then we have not had to re-gravel this section of road. Typically similar roads would have been re-graveled twice to ensure an adequate gravel wearing surface. These savings has been approximately \$8,000 per cycle, or a total savings of \$16,000. This savings is in addition to the reduced grading costs associated with a stabilized aggregate surface. Another area where we have seen

success is the addition of BASE ONE® under thin oil-aggregate (chip seal) surfaces. The added stability that BASE ONE® provides to the base course aggregates provides for a stable platform for applying thin surface coats, which has also shown promise to extend the life of these surfaces as well. We have used BASE ONE® on approximately 30 miles of gravel roads in Cass County, with additional projects scheduled every year. Our successes using BASE ONE® will ensure that this product will be part of our maintenance toolbox for some time to come."

For more information see: <http://www.teamlab.net/index.html>

NACE 2009 Golf Outing Information and Registration Form (PDF file):

http://www.naco.org/NACETemplate.cfm?Section=NACE_Events&template=/ContentManagement/ContentDisplay.cfm&ContentID=29448

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