

2003 DRAFTING REQUEST

Bill

Received: **06/13/2003**

Received By: **agary**

Wanted: **As time permits**

Identical to LRB:

For: **Roger Breske (608) 266-2509**

By/Representing: **Beth Piliouras (aide)**

This file may be shown to any legislator: **NO**

Drafter: **agary**

May Contact:

Addl. Drafters:

Subject: **Transportation - veh reg/filing**

Extra Copies: **TNF, PJH**

Submit via email: **YES**

Requester's email: **Sen.Breske@legis.state.wi.us**

Carbon copy (CC:) to:

Pre Topic:

No specific pre topic given

Topic:

Consecutive monthly registration for salt trucks

Instructions:

Wants to allow salt trucks to have consecutive monthly registration under 341.305 (2). Wants it drafted very specifically.

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/?							S&L
/P1	agary 07/29/2003	kgilfoy 08/22/2003	rschluet 08/25/2003		sbasford 08/25/2003		S&L
/P2	agary	kgilfoy	rschluet		lemery		S&L

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	09/03/2003	09/03/2003	09/03/2003	_____	09/03/2003		
/1	agary 09/22/2003	kgilfoy 09/22/2003	jfrantze 09/23/2003	_____ _____	sbasford 09/23/2003	sbasford 09/23/2003	

FE Sent For: *at intro*
10/21

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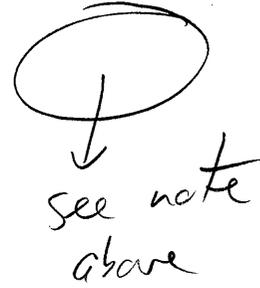
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*1-9/3
KMG*

[Signature]
9-3-3

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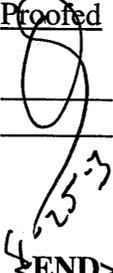
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1/?	agary	1/Pl-8/22 kmg		 8-25-03			

FE Sent For:

<END>

ROGER BRESKE

STATE SENATOR

12th District

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Sen.Breske@legis.state.wi.us

MEMORANDUM

June 12, 2003

TO: Aaron Gary, Drafting Attorney
Legislative Reference Bureau
FR: Elizabeth Piliouras for
Senator Roger Breske
RE: s.341.305(2); "Consecutive Monthly Registration"

Roger would like legislation drafted that would allow a salt truck to take advantage of consecutive monthly registration under §341.305(2). Enclosed, please find additional information.

As always, please feel free to give me a call if you have any questions or concerns regarding this request.

Piliouras, Elizabeth

From: Frazier, Carson
Sent: Tuesday, June 10, 2003 1:05 PM
To: Piliouras, Elizabeth
Cc: Romanski, Randy; Baetsen, Karen; Klein, Rose
Subject: RE: Breske Constituent - Matteson, Floyd

Hi Beth. When you say "monthly basis" I am assuming you mean the registration type called "consecutive monthly registration" that is available for certain uses only. I mention this because we would absolutely oppose any type of true "monthly" registration, in which a person could register for one month at a time. Not only would that create monstrous administrative problems, but also it would be a veritable invitation to cheating (we know that some people risk operating without registration, believing that the risk and cost of getting caught is less than the cost of registering).

Quarterly registration, which is what your constituent is eligible for, is set by calendar quarters (January - March, April - June, July - September, and October - December). I am gathering that your constituent wishes to register June - October. I believe the use of calendar quarters began many years ago, as a way to manage the workload of registration and renewal.

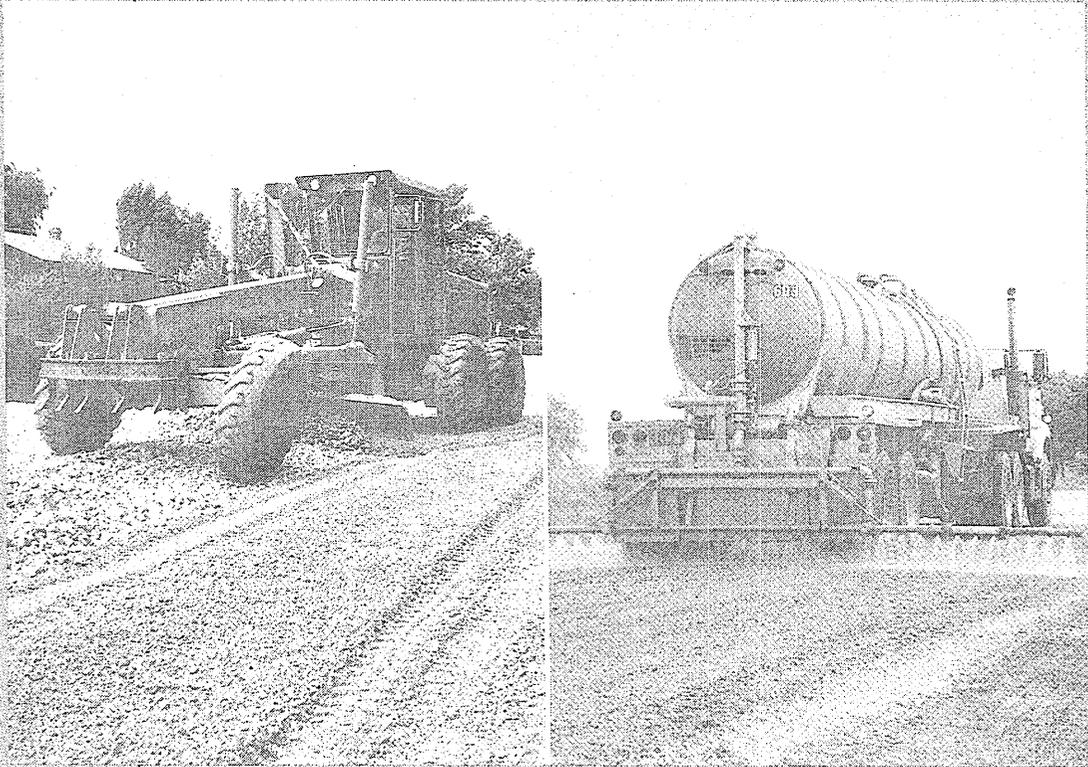
"Consecutive monthly registration" this is a type of registration that allows registering for at least 3 consecutive months, with the opportunity to add one month. This type of registration is available only to certain statutorily enumerated uses, which are seasonal activity. These uses are enumerated in S.341.305(2). This registration was developed around 1980 to recognize truly seasonal industries. As you could see from the statute, in order to obtain consecutive monthly registration, a vehicle must be dedicated exclusively to the enumerated use.

If salt trucks were to be added to the eligible vehicles for consecutive monthly registration, it would be extremely important to define the use very narrowly. Several reasons: one, the revenue loss would of course be determined by the definition of eligible vehicles. Two, narrow and very clear definition is necessary for enforcement. And finally a major major consideration in our mind is the "slippery slope" danger. There must be some compelling reason that salt trucks deserve this kind of registration exception, that will not lead others to want the concession also. As you can imagine, we are very reluctant to open up in any way that would encourage imitation, leading to a potential drain on the Transportation Fund revenues.

Of course we can't say how we'd view such a proposal, without seeing the details and discussing it with Randy. I can say we're very leery of anything that might open the door to more attempts for special treatment and for non-compliance with registration statutes.



Dust Control and
Base Stabilization with
LIQUIDOW Calcium
Chloride



Floyd Matheson

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About This Brochure

This brochure reviews the basic guidelines for applying calcium chloride to any unpaved surfaces in order to achieve dust control or base stabilization. It also recommends procedures for bringing an unpaved surface up to standard, as well as converting unpaved surfaces from petroleum- or lignin-based products to calcium chloride.

Keep in mind, however, this brochure is intended as a guide only. Varying factors such as local traffic patterns, soil conditions, and weather may indicate the need for increased or decreased application rates or different work procedures.

Of course if you have any questions, feel free to contact your distributor or nearby Dow sales office listed on the back cover. Both are well versed in dustlaying and stabilization practices with calcium chloride. And if they can't answer your questions, one of Dow's technical service staff members most likely can.

Before reviewing the details of calcium chloride applications and maintenance procedures, it may be helpful to provide a brief refresher on what the chemical does and how it does it.

How calcium chloride controls dust

Calcium chloride helps control dust because it is a hygroscopic material. This means it attracts moisture from the atmosphere and environment. When calcium chloride is spread on an unpaved surface, it keeps it damp and dust down.

What's more, calcium chloride resists evaporation. This means it continues drawing moisture from its surroundings – and to keep dust down – for long periods – even on hot, dry days.

How calcium chloride provides base stabilization

In addition to being hygroscopic and resisting evaporation, calcium chloride also has a strong moisture film, high surface tension, low vapor pressure, and low freezing point.

When mixed with aggregate before blading and shaping, calcium chloride helps retain moisture and bind the dust particles together. This is critical because it means during compaction maximum density can be achieved with less compactive effort. And because of the chemical's low freezing point, it helps protect the unpaved surface against frost heave in winter.

It should also be noted that a continual practice of dust control with calcium chloride will provide base stabilization. That's because the chemical will work its way through the surface over time and into the base several inches to consolidate the soil.

The results of a successful program

No matter whether you choose to only control dust or to provide base stabilization as well, you're on your way to a better unpaved surface that will remain hard, smooth, and dust-free for a longer time. And it will be very inexpensive to maintain.

That's because surfaces which once required weekly or semi-weekly bladings typically will now need bladings only once every eight to twelve weeks.

What's more, when you choose to provide dust control *and* base stabilization, you take a big step toward lower construction costs later. That's because by improving surface and base quality, calcium chloride will help reduce the amount of preparation needed when the surface is ready for paving.

In short, calcium chloride is not only a step up in unpaved road quality, it's a step toward lower total maintenance and construction costs, too.

It should be noted, however, that calcium chloride cannot make a bad road good. Therefore, the recommendations shown on the following page should be followed to assure best results.

General Maintenance Guidelines and Procedures

It should be noted that local conditions will affect construction and maintenance procedures to a great degree. Any dust control or stabilization technique that's recommended must be reviewed while taking these conditions into account. But as a first step, here are general guidelines for construction practices when using calcium chloride.

Drainage and shaping

Adequate drainage is very important. Ditches and culverts should be reshaped and cleaned or replaced where necessary. Shoulders should be bladed down so water can't be trapped. Remove all sod berms and grass which prevent free drainage. Final surface shaping should be in a manner which will permit water to drain off it properly and thereby eliminate ponding. Final road shaping should follow a modified "A" type crown with a slope of at least 1/2" per linear foot.

Aggregate selection

To achieve the best dust control and stabilization results, it is suggested the average gradation mix be used as a guide. See chart at above right. The material specified should contain sufficient moisture to ensure compaction to design density. And when needed, incorporate any fines from the shoulder into the road mixture.

Aggregate Gradation

Sieve Designation	Percent Passing	
	Wearing Course ¹	Base Course ²
1"	100	100
3/4"	85-100	70-100
3/8"	65-100	50-80
#4	55-85	35-65
#10	40-70	25-50
#40	25-45	15-30
#200	10-25	5-15

1. The fraction passing the #200 sieve shall not be greater than two-thirds of the fraction passing the #40 sieve.
The fraction passing the #40 sieve shall have a plasticity index of not less than 4 or more than 9. The liquid limit of the fraction passing the #40 sieve shall not exceed 35. If the course is to be used as a base within one year, the plasticity index shall not exceed 6, and the liquid limit shall not exceed 25.
2. The fraction passing the #200 sieve shall not be greater than two-thirds of the fraction passing the #40 sieve.
The fraction passing the #40 sieve shall have a liquid limit not greater than 25 and a plasticity index not greater than 6.

Methods of testing and sampling aggregate.

Sampling and testing shall be in accordance with the following standard methods of the American Society for Testing Materials (ASTM).

Sampling	D-75
Sieve Analysis	C-136
Material finer than #200 Sieve	C-117
Surveying and Sampling Soils for Highway Subgrades	D-420
Preparing Samples	D-421
Liquid Limit	D-423
Plastic Limit and Plasticity Index	D-424

Aggregate placement

Aggregate material should be distributed evenly from a moving truck spreader box or a powered spreading machine. Do not dump aggregate material upon the surface. If the material is placed in windrows, spread by blading.

Recommendations for Using Calcium Chloride

What form of calcium chloride to use

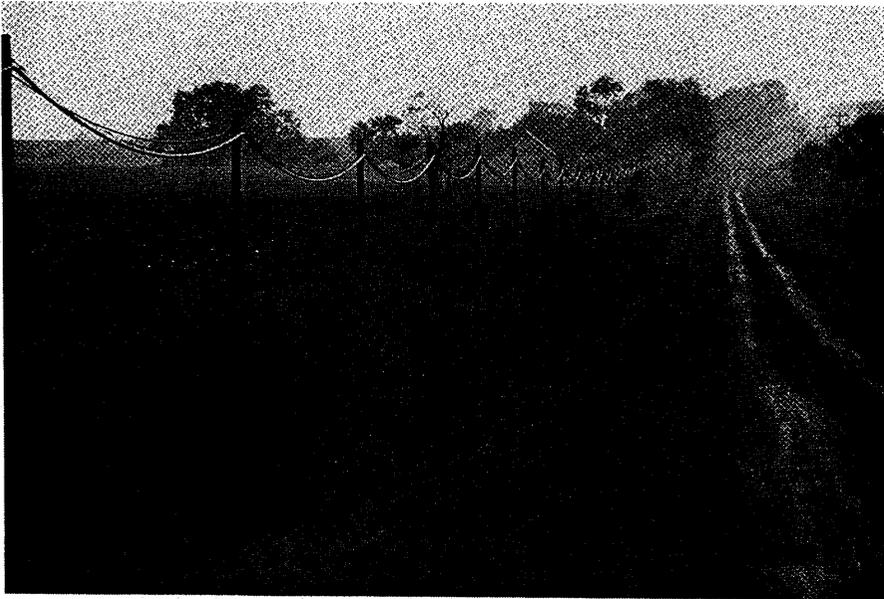
The decision to use liquid or dry calcium chloride is usually based on economic considerations and the type of storage, mixing, and application equipment available.

Liquid calcium chloride is the preferred product because you're better assured of more even distribution of the chemical. LIQUIDOW* brand liquid calcium chloride can be purchased in a 30-42% solution or users can sparge (mix with water) DOWFLAKE* or PELADOW* brand solid calcium chloride products on location to produce a liquid.

DOWFLAKE or PELADOW calcium chloride can also be spread directly onto unpaved surfaces without first being put into solution. Special consideration must be taken to make sure adequate moisture is available to the dry calcium chloride. This is usually accomplished by adding water to the unpaved surface, before or after the calcium chloride has been applied.

When to use it

Unpaved surfaces should normally be treated with calcium chloride during the spring after seasonal rains, and while moisture still remains in the ground. However, applications should not be started during a heavy rainfall or if rain is threatening. A light mist is helpful, provided the moisture can soak into the ground and not run off.



*Trademark of The Dow Chemical Company

Unpaved Roads

As a rule of thumb, one car making one pass on one mile of untreated unpaved road every day can generate one ton of dust in one year. When this road is treated with calcium chloride, however, it will retain a high percentage of the fines it would otherwise lose.

The calcium chloride application rates shown below for both dust control and base stabilization are standard. For heavily traveled roads, you may want to increase these rates slightly. Your distributor or Dow representative will be happy to assist you in determining the ideal application rates for your roads.

Dust Control

1. Blade and shape the surface to a straight line slope of $\frac{1}{2}$ " to 12" – a type "A" crown. This will permit water to drain off it properly and thereby eliminate ponding.
2. Apply a 38% solution of LIQUIDOW calcium chloride to the road surface at the rate of 0.27 gallons per square yard. Or apply 1.54 pounds of DOWFLAKE or 1.32 pounds of PELADOW per square yard.
3. Dust control is usually maintained throughout the summer with minimal attention. However, for best results a second treatment is recommended in late summer or early fall. Follow the application rates given in Step 2.

Reblade, if necessary, according to Step 1.

Base Stabilization

1. Base stabilization requires a total of 0.6 gallons of liquid calcium chloride per square yard: 0.4 gallons are used for stabilization; 0.2 gallons are used as a top dressing. Scarify the road surface to a depth that will remove all potholes and other irregularities – a minimum of 6".
2. If it is necessary to add aggregate to improve the soil gradation, a combination of materials that is comparable to those already in place should be used. If the materials will be road mixed at the work site, the new material should be placed on the roadway before applying the calcium chloride. No more than six inches of loose aggregate should be placed in a layer.
3. If it is unnecessary to add aggregate, a 38% solution of LIQUIDOW calcium chloride should be applied uniformly to the scarified material at a rate of 0.4 gallons per square yard. Or apply 2.27 pounds of DOWFLAKE or 1.95 pounds of PELADOW per square yard.
4. Uniformly mix the soil, new aggregate (if added), and calcium chloride, plus water (if necessary). Mixing should begin as soon as possible after the calcium chloride is applied. The mix depth is the same as the scarification depth. When road mixing, the materials can be mixed by blading.

If a traveling rotary mixer is used, it should be able to separate the soil particles without fracturing them and, at the same time, disperse the calcium chloride evenly. An alternative method to road mixing is plant mixing. Plant mixing the materials assures a more uniformly blended mixture and less chance for material segregation. After the material is thoroughly mixed, it can be hauled to the site and placed on the roadway using a mechanical spreader.

5. Blade, shape, and compact the surface to a straight line slope of $\frac{1}{2}$ " to 12" – a type "A" crown. This will permit water to drain off it properly and thereby eliminate ponding.
6. Top dress the road by applying a 38% solution of LIQUIDOW calcium chloride to the road surface at the rate of 0.2 gallons per square yard. Or apply 1.14 pounds of DOWFLAKE or 0.97 pounds of PELADOW per square yard.
7. Once the road is stabilized, dust control is usually maintained throughout the summer with minimal attention. However, for best results a second top dressing is recommended in late summer or early fall.

Apply a 38% solution of LIQUIDOW calcium chloride to the road surface at the rate of 0.27 gallons per square yard. Or apply 1.54 pounds of DOWFLAKE or 1.32 pounds of PELADOW per square yard.

Reblade, if necessary, according to Step 5.

Mining Haul Roads, Logging Roads, and Other Heavy Industrial Roads

Perhaps no other roads take more of a pounding than logging and mining haul roads. Heavily loaded trucks traveling at high rates of speed can tear apart these roads, leading to frequent maintenance and high costs.

Therefore, it's recommended that the application rate of calcium chloride be increased over the standard rate of 0.27 gallons per square yard when practicing dust control, as shown below. Also, you may want to compact the aggregate more firmly on curves to help keep the material in place.

Dust Control

1. Blade and shape the surface to a straight line slope of $\frac{1}{2}$ " to 12" – a type "A" crown. This will permit water to drain off it properly and thereby eliminate ponding.
2. Apply a 38% solution of LIQUIDOW calcium chloride to the road surface in two passes so that the total rate applied to the road is 0.35 gallons per square yard. Or apply 2.0 pounds of DOWFLAKE or 1.71 pounds of PELADOW per square yard.
3. Dust control is usually maintained throughout the summer with minimal attention. However, for best results a second treatment is recommended in late summer or early fall.

Apply a 38% solution of LIQUIDOW calcium chloride to the road surface at the rate of 0.27 gallons per square yard. Or apply 1.54 pounds of DOWFLAKE or 1.32 pounds of PELADOW per square yard.

Reblade, if necessary, according to Step 1.

Base Stabilization

1. Base stabilization requires a total of 0.6 gallons of liquid calcium chloride per square yard: 0.4 gallons are used for stabilization; 0.2 gallons are used as a top dressing. Scarify the road surface to a depth that will remove all potholes and other surface irregularities – a minimum of 6".
2. If it is necessary to add aggregate to improve the soil gradation, a combination of materials that is comparable to those already in place should be used. If the materials will be road mixed at the work site, the new materials should be placed on the roadway before applying the calcium chloride. No more than six inches of loose aggregate should be placed in a layer.
3. If it is unnecessary to add aggregate, a 38% solution of LIQUIDOW calcium chloride should be applied uniformly to the scarified material at a rate of 0.4 gallons per square yard. Or apply 2.27 pounds of DOWFLAKE or 1.95 pounds of PELADOW per square yard.
4. Uniformly mix the soil, new aggregate (if added), and calcium chloride, plus water (if necessary). Mixing should begin as soon as possible after the calcium chloride is applied. The mix depth is the same as the scarification depth. When road mixing, the materials can be mixed by blading.

If a traveling rotary mixer is used, it should be able to separate the soil particles without fracturing them and, at the same time, disperse the calcium chloride evenly. An alternative method to road mixing is plant mixing. Plant mixing the materials assures a more uniformly blended mixture and less chance for material segregation. After the material is thoroughly mixed, it can be hauled to the site and placed on the roadway using a mechanical spreader.

5. Blade, shape and compact the surface to a straight line slope of $\frac{1}{2}$ " to 12" – a type "A" crown. This will permit water to drain off it properly and thereby eliminate ponding.
6. Top dress the road by applying a 38% solution of LIQUIDOW calcium chloride to the surface at the rate of 0.2 gallons per square yard. Or apply 1.14 pounds of DOWFLAKE or 0.97 pounds of PELADOW per square yard.
7. Once the road is stabilized, dust control is usually maintained throughout the summer with minimal attention. However, for best results a second top dressing is recommended in late summer or early fall.

Apply a 38% solution of LIQUIDOW calcium chloride to the road surface at the rate of 0.27 gallons per square yard. Or apply 1.54 pounds of DOWFLAKE or 1.32 pounds of PELADOW per square yard.

Reblade, if necessary, according to Step 5.

Trucking Terminals and Parking Lots

Because drivers frequently make sharp turns and turn-arounds in parking lots and particularly trucking terminals, you may want to increase the standard application rate of 0.27 gallons of calcium chloride per square yard when practicing dust control, as shown below.

Dust Control

1. Blade and shape the surface in a manner that will permit water to drain off it properly and thereby eliminate ponding.
2. Apply a 38% solution of LIQUIDOW calcium chloride to the surface at a rate of 0.3 gallons per square yard. Or apply 1.7 pounds of DOWFLAKE or 1.46 pounds of PELADOW per square yard.
3. Dust control is usually maintained throughout the summer with minimal attention. However, for best results a second treatment is recommended in late summer or early fall.
Apply a 38% solution of LIQUIDOW calcium chloride to the unpaved surface at the rate of 0.27 gallons per square yard. Or apply 1.54 pounds of DOWFLAKE or 1.32 pounds of PELADOW per square yard.
Reblade, if necessary, according to Step 1.

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4. Uniformly mix the soil, new aggregate (if added), and calcium chloride, plus water (if necessary). Mixing should begin as soon as possible after the calcium chloride is applied. The mix depth is the same as the scarification depth. When site mixing, the materials can be mixed by blading.

5. Blade, shape and compact the surface in a manner that will permit water to drain off it properly and thereby eliminate ponding.
6. Top dress the road by applying a 38% solution of LIQUIDOW calcium chloride to the surface at the rate of 0.2 gallons per square yard. Or apply 1.14 pounds of DOWFLAKE or 0.97 pounds of PELADOW per square yard.
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Reblade, if necessary, according to Step 5.

Shoulders, Construction Sites, Rail Yards, Landfills, and Other Unpaved Surfaces

Besides being a nuisance, dust can reduce visibility and create hazardous conditions for vehicle and equipment operators. This, of course, can increase the chance for accidents. Dust is probably responsible for more vehicle maintenance and machine breakdowns than is often realized, too. What's more, it can also be the cause of higher cleaning and maintenance costs both inside and outside of buildings.

In other words, dust can be costly. But controlling it with calcium chloride really isn't. And when you stabilize the base courses with calcium chloride, you're really investing in lower total maintenance and construction costs while providing better quality unpaved surfaces.

Dust Control

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2. Apply a 38% solution of LIQUIDOW calcium chloride to the surface at a rate of 0.27 gallons per square yard. Or apply 1.54 pounds of DOWFLAKE or 1.32 pounds of PELADOW per square yard.

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Base Stabilization

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6. Top dress the surface by applying a 38% solution of LIQUIDOW calcium chloride to the surface at the rate of 0.2 gallons per square yard. Or apply 1.14 pounds of DOWFLAKE or 0.97 pounds of PELADOW per square yard.

7. Once the surface is stabilized, dust control is usually maintained throughout the summer with minimal attention. However, for best results a second top dressing is recommended in late summer or early fall.

Apply a 38% solution of LIQUIDOW calcium chloride to the unpaved surface at the rate of 0.27 gallons per square yard. Or apply 1.54 pounds of DOWFLAKE or 1.32 pounds of PELADOW per square yard.

Reblade, if necessary, according to Step 5.

Converting Unpaved Surfaces from Petroleum- or Lignin-Based Products to Calcium Chloride

Calcium chloride does not mix with petroleum- or lignin-based products just as water does not. So unpaved surfaces treated with these materials require special considerations.

It is strongly recommended that the stabilization guidelines presented at below right are followed in order to increase surface life as well as control dust.

Dust Control

1. Scarify the surface to a depth sufficient to break up the petroleum- or lignin-impregnated crust as well as to bring the untreated soil to the surface. Typically this will be 6".
2. Windrow or pulverize the soil to break up any large lumps of crusted material and to provide a thorough mix.
3. Blade, shape, and compact the surface in a manner that will permit water to drain off it properly and thereby eliminate ponding. For unpaved roads, this will generally be a straight line slope of $\frac{1}{2}$ " to 12" – a type "A" crown.

4. Apply a 38% solution of LIQUIDOW calcium chloride to the surface at the rate of 0.27 gallons per square yard. Or apply 1.54 pounds of DOWFLAKE or 1.32 pounds of PELADOW per square yard.

5. Dust control is usually maintained throughout the summer with minimal attention. However, for best results a second treatment is recommended in late summer or early fall. Follow the application rates given in Step 4.

Reblade, if necessary, according to Step 3.

Base Stabilization

1. Base stabilization requires a total of 0.6 gallons of liquid calcium chloride per square yard: 0.4 gallons are used for stabilization; 0.2 gallons are used as a top dressing. Scarify the unpaved surface to a depth sufficient to break up the petroleum- or lignin-impregnated crust as well as bring untreated soil to the surface. Typically this will be 6".

2. Uniformly apply a 38% solution of LIQUIDOW calcium chloride to the scarified surface at a rate of 0.4 gallons per square yard. Or apply 2.27 pounds of DOWFLAKE or 1.95 pounds of PELADOW per square yard.

3. Windrow or pulverize the soil to further break up the petroleum or lignin crust and mix in the calcium chloride.

4. Blade, shape, and compact the surface in a manner that will permit water to drain off it properly and thereby eliminate ponding. For unpaved roads, this will generally be a straight line slope of $\frac{1}{2}$ " to 12" – a type "A" crown.

5. Top dress the surface by applying a 38% solution of LIQUIDOW calcium chloride to the surface at a rate of 0.2 gallons per square yard. Or apply 1.14 pounds of DOWFLAKE or 0.97 pounds of PELADOW per square yard.

6. Once the surface is stabilized, dust control is usually maintained throughout the summer with minimal attention. However, for best results a second top dressing is recommended in late summer or early fall.

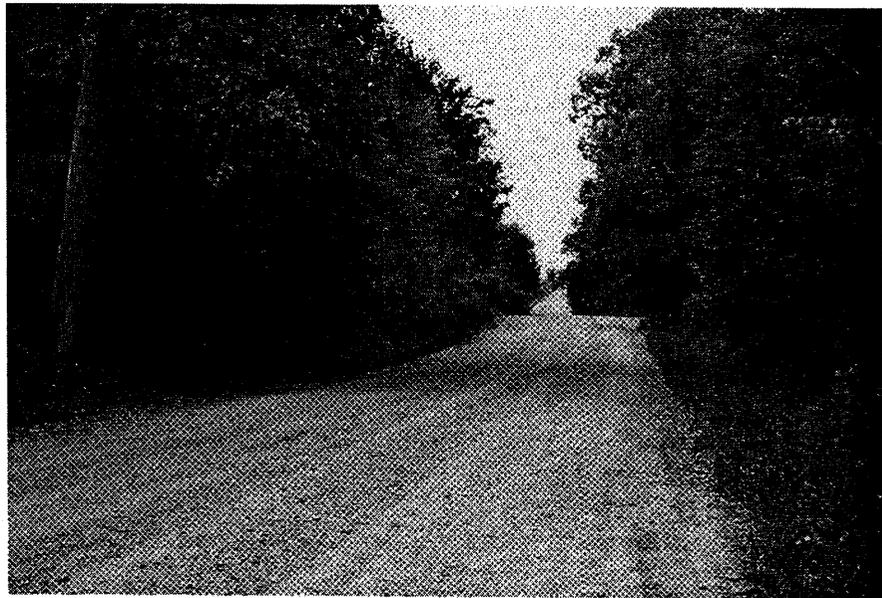
Apply a 38% solution of LIQUIDOW calcium chloride to the unpaved surface at the rate of 0.27 gallons per square yard. Or apply 1.54 pounds of DOWFLAKE or 1.32 pounds of PELADOW per square yard.

Reblade, if necessary, according to Step 4.

Your Next Step

Of course there's much more to learn about calcium chloride and how your overall road program can benefit from this versatile chemical. A good example is its use for snow and ice control. You can get the details by contacting your nearest Dow sales office listed on the back cover.

In fact, why not call your Dow representative now? It will be a major step toward better, safer roads that cost less to maintain.





DOW CHEMICAL U.S.A.
 AN OPERATING UNIT OF THE DOW CHEMICAL COMPANY

SPECIALTY CHEMICALS DEPARTMENT
 MIDLAND, MICHIGAN 48674

AREA HEADQUARTERS OF THE DOW CHEMICAL COMPANY

DOW CHEMICAL U.S.A.	MIDLAND, Michigan 48674
DOW CHEMICAL LATIN AMERICA	CORAL GABLES, Florida 33134
DOW CHEMICAL EUROPE, S.A.	8810 HORGEN, Switzerland
DOW CHEMICAL PACIFIC	P.O. Box 711, HONG KONG
DOW CHEMICAL CANADA INC.	SARNIA, Ontario N7T 7K7
DOW QUIMICA, S.A.	SAO PAULO, Brazil

SALES OFFICES OF DOW CHEMICAL U.S.A.

ATLANTA	Suite 2005, 20 Perimeter Center East, Atlanta, GA	30346	• 404-394-4141
BATON ROUGE	Suite 400, 2900 West Fork Drive, Baton Rouge, LA	70827	• 504-293-2222
BOSTON	Westborough Office Park, 1800 West Park Drive, Westborough, MA	01581	• 617-898-3720
CHARLOTTE	Suite 200, 5727 West Park Dr., Charlotte, NC	28210	• 704-525-9030
CHICAGO	Suite 800, 10 Gould Center, 2850 Golf Rd., Rolling Meadows, IL	60008	• 312-228-2700
CINCINNATI	Northmark Business Center, 10123 Alliance Rd., Cincinnati, OH	45242	• 513-793-6200
CLEVELAND	14955 Sprague Rd., P.O. Box 8800, Strongsville, OH	44136	• 216-826-6000
DALLAS	Suite 1025—Lock Box 18, One Galleria Tower, 13355 Noel Rd., Dallas, TX	75240-6604	• 214-387-2211
DENVER	Suite 310, 6025 South Quebec, Englewood, CO	80111	• 303-740-9300
DETROIT	Suite 415, Travelers Tower, 26555 Evergreen Rd., Southfield, MI	48076	• 313-358-1300
GRAND RAPIDS	Suite 301, 2100 Raybrook, S.E., Grand Rapids, MI	49506	• 616-949-9000
HOUSTON	400 West Belt South, Houston, TX	77042	• 713-978-3700
INDIANAPOLIS	9550 N. Zionsville Rd., Indianapolis, IN	46268	• 317-873-7000
KANSAS CITY	Suite 160, Corporate Woods, 10890 Benson Dr., Shawnee Mission, KS	66210	• 913-451-2000
LOS ANGELES	Suite 110, 17870 Castleton St., City of Industry, CA	91748	• 818-810-8050
MEMPHIS	Suite 330, 6055 Primacy Pkwy., Memphis, TN	38119	• 901-767-5000
MINNEAPOLIS	11100 Bren Rd. West, Minnetonka, MN	55343	• 612-938-4300
NEW YORK	Park 80 Plaza East, Saddle Brook, NJ	07662	• 201-845-5000
PHILADELPHIA	505 S. Lenola Rd., Moorestown, NJ	08057	• 609-234-0400
PITTSBURGH	Room 1313, Four Gateway Center, Pittsburgh, PA	15222	• 412-281-3030
RICHMOND	Suite 415, 8002 Discovery Dr., Richmond, VA	23288	• 804-288-1601
ROCHESTER	400 Perinton Hills Office Park, Fairport, NY	14450	• 716-425-1200
ST. LOUIS	450 University Club Tower, 1034 S. Brentwood Blvd., St. Louis, MO	63117	• 314-726-5000
SAN FRANCISCO	2800 Mitchell Dr., Walnut Creek, CA	94598	• 415-944-2000
SEATTLE	Suite 522, 600—108th, N.E., Bellevue, WA	98009	• 206-455-7250
TAMPA	Suite 450, 5100 W. Kennedy Blvd., Tampa, FL	33609	• 813-877-8300

NOTICE: Dow believes the information and recommendations contained herein to be accurate and reliable as of April, 1987. However, since any assistance furnished by Dow with reference to the proper use and disposal of its products is provided without charge, and since use conditions and disposal are not within its control, Dow assumes no obligation or liability for such assistance and does not guarantee results from use of such products or other information contained herein. No warranty, express or implied, is given nor is freedom from any patent owned by Dow or others to be inferred. Information contained herein concerning laws and regulations is based on U.S. federal laws and regulations except where specific reference is made to those of other jurisdictions. Since use conditions and governmental regulations may differ from one location to another and may change with time, it is the Buyer's responsibility to determine whether Dow's products are appropriate for Buyer's use, and to assure Buyer's workplace and disposal practices are in compliance with laws, regulations, ordinances, and other governmental enactments applicable in the jurisdiction(s) having authority over Buyer's operations.



PRELIMINARY DRAFT - NOT READY FOR INTRODUCTION

D-1164

Gen. Act

1 AN ACT ~~relating to~~; relating to: consecutive monthly registration of certain vehicles used
2 exclusively to transport salt.

Analysis by the Legislative Reference Bureau three

Under current law, certain types of vehicles may be registered for a period of consecutive months instead of for an annual or quarterly registration period. Consecutive monthly registration is for a minimum of 3 months, plus as many additional consecutive months as requested, plus up to one additional non-consecutive month per calendar year. Vehicles that may be registered on a consecutive monthly basis include motor trucks, trailers, and truck tractors used exclusively to transport concrete pipe or block, recycled metal salvage materials, logs or pulpwood, dirt, fill, or aggregates, or fresh milk. The fee for this type of registration is one-twelfth of the regular annual fee for the vehicle times the number of months for which the vehicle will be registered, plus a \$15 application charge.

This bill permits consecutive monthly registration of a motor truck, trailer, or truck tractor used exclusively to transport salt.

For further information see the *state and local* fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

3 SECTION 1. 341.305 (2) (a) of the statutes is amended to read:

**DRAFTER'S NOTE
FROM THE
LEGISLATIVE REFERENCE BUREAU**

LRB-2847/P1dn

ARG: ^{1.2...}
king

ATTN: Beth Piliouras

The drafting instructions specified that the bill should be drafted narrowly, which I have attempted to do. It is my understanding that the type of "salt trucks" contemplated for the draft are not limited to vehicles transporting salt for highway maintenance, and would include vehicles used to apply salt for purposes of dust control. If I am mistaken, the draft could be narrowed further to cover only specified vehicles transporting "highway salt," as defined in s. 85.17 (1) (a), or specified vehicles transporting "salt for highway winter maintenance" (see s. 348.175). Also, are the specified vehicles (a "motor truck or a trailer or a truck tractor") okay, or do you want to limit the draft to a "motor truck"?

Please let me know if you would like any changes made to the attached draft. If the attached draft meets with your approval, please let me know and I will convert it to an introducible "/1" draft.

Aaron R. Gary
Legislative Attorney
Phone: (608) 261-6926
E-mail: aaron.gary@legis.state.wi.us

DRAFTER'S NOTE
FROM THE
LEGISLATIVE REFERENCE BUREAU

LRB-2847/P1dn
ARG:kmg:rs

August 25, 2003

ATTN: Beth Piliouras

The drafting instructions specified that the bill should be drafted narrowly, which I have attempted to do. It is my understanding that the type of "salt trucks" contemplated for the draft are not limited to vehicles transporting salt for highway maintenance, and would include vehicles used to apply salt for purposes of dust control. If I am mistaken, the draft could be narrowed further to cover only specified vehicles transporting "highway salt," as defined in s. 85.17 (1) (a), or specified vehicles transporting "salt for highway winter maintenance" (*see* s. 348.175). Also, are the specified vehicles (a "motor truck or a trailer or a truck tractor") okay, or do you want to limit the draft to a "motor truck"?

Please let me know if you would like any changes made to the attached draft. If the attached draft meets with your approval, please let me know and I will convert it to an introducible "/1" draft.

Aaron R. Gary
Legislative Attorney
Phone: (608) 261-6926
E-mail: aaron.gary@legis.state.wi.us

Gary, Aaron

From: Piliouras, Elizabeth
Sent: Tuesday, September 02, 2003 4:20 PM
To: Gary, Aaron
Subject: LRB 2847/P1

Aaron:

Could you limit it to only those vehicles(motor truck, trailer, or truck tractor) carrying calcium chloride liquid? It's an industry term.

*Thanks,
Beth*

Beth Piliouras

Senator Roger Breske

soon
turned in
9/3

RMR

PRELIMINARY DRAFT - NOT READY FOR INTRODUCTION

calcium chloride liquid

1 AN ACT to amend 341.305 (2) (a) of the statutes; relating to: consecutive
2 monthly registration of certain vehicles used exclusively to transport ~~solid~~.

Analysis by the Legislative Reference Bureau

Under current law, certain types of vehicles may be registered for a period of consecutive months instead of for an annual or quarterly registration period. Consecutive monthly registration is for a minimum of three months, plus as many additional consecutive months as requested, plus up to one additional nonconsecutive month per calendar year. Vehicles that may be registered on a consecutive monthly basis include motor trucks, trailers, and truck tractors used exclusively to transport concrete pipe or block, recycled metal salvage materials, logs or pulpwood, dirt, fill, or aggregates, or fresh milk. The fee for this type of registration is one-twelfth of the regular annual fee for the vehicle times the number of months for which the vehicle will be registered, plus a \$15 application charge.

This bill permits consecutive monthly registration of a motor truck, trailer, or truck tractor used exclusively to transport ~~solid~~.

For further information see the *state and local* fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

3 SECTION 1. 341.305 (2) (a) of the statutes is amended to read:

Gary, Aaron

From: Piliouras, Elizabeth
Sent: Monday, September 22, 2003 4:20 PM
To: Gary, Aaron
Subject: RE: Draft Legislation re: Salt Trucks

sure - can you go ahead and have it jacketed?

thanks aaron

-----Original Message-----

From: Gary, Aaron
Sent: Friday, September 19, 2003 2:53 PM
To: Piliouras, Elizabeth
Subject: RE: Draft Legislation re: Salt Trucks

Hi Beth,

I'm not sure it's an error. The statute is ambiguous on this issue. I was previously unaware of DOT's administrative interpretation of this statute. I think there are arguments for and against DOT's interpretation, although I thought the specific language of the statute more reasonably led to a different conclusion than that reached by DOT. Since this issue is wholly irrelevant to the effect of the bill, I will just eliminate from the analysis the phrase "plus up to one additional nonconsecutive month per calendar year". Does that work for you? Thanks. Aaron

Aaron R. Gary
Legislative Attorney
Legislative Reference Bureau
608.261.6926 (voice)
608.264.6948 (fax)
aaron.gary@legis.state.wi.us

-----Original Message-----

From: Piliouras, Elizabeth
Sent: Friday, September 19, 2003 12:13 PM
To: Gary, Aaron
Subject: FW: Draft Legislation re: Salt Trucks

Hi Aaron:

Carson pointed out an error in the analysis? Can you change it? See below.

Thanks,

Beth

-----Original Message-----

From: Frazier, Carson
Sent: Thursday, September 18, 2003 2:44 PM
To: Piliouras, Elizabeth
Cc: Romanski, Randy; Klein, Rose; Brummond, Scott; Zarada, Jane; Baetsen, Karen
Subject: FW: Draft Legislation re: Salt Trucks

Hi Beth. We have no problem with the draft. However the analysis says that "one additional **nonconsecutive** month per calendar year" may be added, and that's actually incorrect, it's one additional **consecutive** month.

Also, we appreciate your having the bill drafted very narrowly, because that minimizes the potential revenue loss for us. But just a heads up, you may get questions from other legislators about why don't you also include trucks exclusively hauling non-liquid calcium chloride, as to what makes that any different from liquid calcium chloride.



State of Wisconsin
2003 - 2004 LEGISLATURE

soon
turned in
9/22

LRB-2847/1
ARG:kmg:rs

RMR

~~PRELIMINARY DRAFT - NOT READY FOR INTRODUCTION~~

1 AN ACT *to amend* 341.305 (2) (a) of the statutes; **relating to:** consecutive
2 monthly registration of certain vehicles used exclusively to transport calcium
3 chloride liquid.

Analysis by the Legislative Reference Bureau

>
>
Under current law, certain types of vehicles may be registered for a period of consecutive months instead of for an annual or quarterly registration period. Consecutive monthly registration is for a minimum of three months, plus as many additional consecutive months as requested, ~~plus up to one additional nonconsecutive month per calendar year.~~ Vehicles that may be registered on a consecutive monthly basis include motor trucks, trailers, and truck tractors used exclusively to transport concrete pipe or block, recycled metal salvage materials, logs or pulpwood, dirt, fill, or aggregates, or fresh milk. The fee for this type of registration is one-twelfth of the regular annual fee for the vehicle times the number of months for which the vehicle will be registered, plus a \$15 application charge.

This bill permits consecutive monthly registration of a motor truck, trailer, or truck tractor used exclusively to transport calcium chloride liquid.

For further information see the ***state and local*** fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

