

In This Issue

- Welcome New Members
- Calendar of Events
- SHA Overlay Demo
- Concrete for Maryland
- Green Links
- MD Construction and Materials Conference
- Government Affairs-Maryland, Inc. - 2010 Legislative Session Wrap-Up
- Concrete Parking Lot Seminar
- Concrete Parking Lot Sales - A Lesson Learned
- Because Good Business Should Mean Better Government
- Maryland Quality Initiative's Construction & Engineering Career Day
- MD Chapter ACI Awards of Excellence
- 2010 Elections

Welcome New Members

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Calendar

- July 15 - Non-Building (Concrete Paving) Committee Meeting, Ellicott City
- July 14 - ACI Field Grade 1 Review
- July 21 - ACI Field Grade 1 Exam
- July 22 - ACI Board Meeting, Frederick
- July 22 - Technical Committee Meeting
- August 11 - ACI Field Grade 1 Review, Frederick
- August 18 - ACI Field Grade 1 Exam, Frederick
- August 18 - 21 - MACo, Ocean City
- September 9 - Architects & Engineers Golf Outing
- September 8 - ACI Field Grade 1 Review, Frederick
- September 15 - ACI Field Grade 1 Exam, Crofton
- October 11 - Showcase of Concrete Networking Reception
- October 12 - Showcase of Concrete Construction
- October 13 - ACI Field Grade 1 Review, Frederick
- October 20 - ACI Field Grade 1 Exam, Frederick
- October 19 - Construction Career Day
- October (TBD) - MRMCA Annual Meeting
- November 10 - ACI Field Grade 1 Review, Frederick
- November 17 - ACI Field Grade 1 Exam, Crofton

January 26-27, 2011 - MdQI Conference

March 22, 2011 - Concrete Conference

SHA Overlay Demo

click here to view time lapse video of May 8th Demo:

<http://www.concreteformaryland.com/index.cfm?go=main.photos>

In May of 2010, the Maryland Ready Mix Concrete Association, the American Concrete Pavement Association, dozens of member suppliers and contractors and the Maryland SHA, combined efforts to demonstrate fast track concrete overlay construction of asphalt pavements, also known as whitetopping. The demonstration was performed at the Benfield Blvd Park and Ride in Millersville, Maryland where highway traffic conditions affecting construction operations could be simulated in an existing asphalt paved parking lot.

Lane closures and road construction can create costly delays to the traveling public. Additionally, environmental and economic pressures are increasing, giving concrete paving an opportunity to prove its ability to meet traffic and sustainability needs.

The area to be paved was laid out as two, 170 foot long, 12-foot wide adjacent lanes. Using typical safety procedures, lane one was closed to simulated traffic. Construction began at 5:30 am with milling the existing asphalt to a depth of only three inches needed for this demonstration, while in other applications more depth may be required.

Once the milling was complete, the exposed asphalt was cleaned to provide a surface to allow proper bonding of the new concrete. As with most concrete overlays, no bonding agent was needed.

Within an hour and fifty minutes of closure and preparation, concrete was delivered to the project.

A 3D laser screed was used to screed the concrete in lane one followed by a burlap drag finish. A membrane curing compound was used to retain moisture in the pavement surface.

Within an hour and forty minutes after placement, the concrete developed sufficient strength to begin saw cutting joints in the concrete. The sawed joints created 3 foot by 3 foot panels.

The concrete mix developed a compressive strength of 2,000 psi in 4 hours. This high-performance mix was designed by the Maryland Ready Mix Concrete Association's Technical Committee and the State Highway Administration. Ambient temperature and match cure temperature cylinders were molded. Compression testing was performed on site to facilitate fast-track construction.

Only 7 hours and 45 minutes after closure, lane one was re-opened to simulated traffic. The construction of lane two began immediately, repeating the milling and cleaning of the asphalt.

Once lane two was prepared, concrete was delivered via lane one. 70,000 pound mixer trucks successfully drove over the newly constructed concrete overlay pavement.

In contrast to methods used on lane one, a roller screed was used in lane two with similar results. Seven hours after lane two closure, match cure compression test specimens developed over 2,000 psi and the lane was re-opened to simulated traffic.

The results provided the Maryland State Highway Administration with a more environmentally-friendly and cost-effective paving option that can also meet the need for short lane closure times and diminish the impact to the traveling public in high traffic areas. Where lane closures are not as great a concern, more cost-effective concrete overlay options should be considered. As other

states have proved, the value to the Maryland taxpayer will endure for generations as concrete pavements and overlays last decades longer, reduce the urban heat island effect, require 30% less lighting and are 4% to 7% more fuel efficient to drive on.

Thanks to all who participated in this successful event.

Concrete for Maryland

Many of you have heard about the new coalition called Concrete for Maryland. Concrete for Maryland is a coalition of Maryland associations and companies promoting awareness of the benefits of using **Concrete for Paving** (new road construction, resurfacing and parking lots) in Maryland. Already in just a few short months, the coalition is beginning to make waves. Just this past week, the Maryland Ready Mix Concrete Association was invited to participate in the 1st Annual Green Business night with other green organizations by the Maryland Environmental Matters Committee in Annapolis.

We need your help!

There is great strength in numbers and the concrete industry needs to come together on this. There are four easy things that you can do *today* to keep the coalition progress marching forward:

1. Visit the Concrete for Maryland web site and become a coalition member for free (<http://www.concreteformaryland.com/index.cfm?go=main.joinus>). While you are there, check things out and let us know what you think.
2. Check us out on facebook at <http://www.facebook.com/pages/Concrete-for-Maryland/310483758941?ref=ts>. From there you can become a fan of Concrete for Maryland. When you become a fan, we encourage you to share that with your connections and help them become fans too.
3. Check us out on Twitter at <http://twitter.com/concrete4MD> and follow us.
4. Visit <http://www.concreteformaryland.com/> to download a handout and send it to everyone you can think of that would benefit from knowing more about the benefits of concrete paving.

If you are interested in doing more, contact Tom Evans at 877-222-6199. We need ideas, participation and energy to turn things around.

Thank you for your help and we look forward to paving our way out of the recession!

Green Links

Attention MRMCA Members:

FREE SEMINAR ON CONCRETE & SUSTAINABILITY

Your sustainability focus group is offering a free seminar on the subject of concrete and green building for any interested member. Please contact Mindy Green to schedule this one hour seminar for your company.

Do yourself a favor and visit these links for useful information:

<http://www.greenconcrete.info/>
<http://www.concretethinker.com/>
<http://www.cement.org/Briefingkit/index.asp>
<http://www.sustainableconcrete.org/>
<http://www.concretepromotion.org/downloads.htm>
<http://concreteparking.org/environmental.htm>

Maryland Chapter ACI Newsletter:

<http://www.concrete.org/CHAPTERS/newsletter.asp?cid=c050>

Maryland Construction and Materials Conference

Thanks to all who participated in the 2010 MD Construction and Materials Conference. The conference was attended by more than 175 of our members, guests and speakers; including Honorable Former Governor Robert Ehrlich, Jr. Mr. Ehrlich, our guest speaker the banquet, received one of the highest scores amongst our speakers at the conference.

We would like to send a special Thank You to the following conference sponsors:

Aggregate Industries, Akens Engineering Associates, Inc., BP Castrol, Bitumar USA, Central Atlantic Precast Concrete Association, Corman Construction, Inc., Grace Construction Products, Hammaker East Limited, Holcim (US), Lafarge North America, L.S. Lee, Inc., Maryland Paving, Inc., McNeilus Truck & Mfg., Midasco, LLC, Propex Concrete Solutions, Rockville Fuel & Feed Co., Rummel, Klepper & Kahl, LLP, S & G Concrete, Slurry Pavers, Inc., Vulcan Materials Co. and York Building Products.

We would also like to thank our Table Top Exhibitors, which included: Specialized Engineering, Commonwealth Equipment Corp., Dimensional Products, Inc., Hammaker East Limited, Meeker Equipment Co., Inc., Mettler Toledo, Slurry Pavers and Smith Midland.

Thank you to again to all who made this a successful conference.

Government Affairs-Maryland, Inc. - 2010 Legislative Session Wrap-Up by Dennis McCoy and Kim Burns, June 15, 2010

With the adjournment of the 2010 Maryland's Legislative Session on April 12th, over 800 bills were enacted out of 2,700 considered. Strangely, there were over 1,100 bills introduced in the Senate but only about 1,500 introduced in the House, even though the House has three times the number of members as the Senate. This unusual apportionment of the bills probably relates more to the fact that the entire membership of both the House and the Senate are scheduled for re-election in November and the fact that the fiscal situation of the State continues to be dire.

From a courts and judicial proceedings perspective, there were a number of bills relating to domestic violence and marriage relationships, as well as, the expansion of various related criminal offenses. Most notably, legislation addressing the issue of marriage being a relationship between a man and a woman failed, but the regulation of marriage brokering was enacted and signed by the Governor. There was significant legislation passed expanding the post conviction regulation of sex offenders and addressing the issue of human trafficking and gangs.

From the perspective of business and economic development, there were bills passed which presumably will have a positive effect on business development and some that will have an obviously negative impact. Most notably, changes were made in the Unemployment Insurance Trust Fund which will allow the state to avail itself of approximately \$126 million dollars in Federal funding. Unfortunately, that legislation included long-

term changes which will cost Maryland businesses additional money in the future. In the area of business regulation, administration legislation requiring an increase in the amount of electricity generated by suppliers from solar sources was enacted but other legislation having to do with other generating capacity was not enacted. Legislation addressing the issue of the relationship between employers and employees, after removing certain categories of businesses, was passed and requires shift breaks for certain employees.

In the area of environmental and natural resource legislation, there were multiple proposals attempting to address storm water management and the negative impact of our ever-growing population on the environment. These bills generally increased the environmental constraints and required additional recycling and limited the disposal of 2 waste products. These constraints will have a long-term negative impact on the ability of business to function in this state by requiring additional permits and adding additional layers of government to any attempt to construct and reconstruct almost any facility in the state.

Certainly not least significant, were the various bills having to do with the continuing and worsening fiscal impact of a deteriorating economy on the state budget. This year the state budget totaled approximately \$32 billion dollars which represented approximately \$300 million in reductions from prior years but included some increases in education, medical assistance and tax credits. The Legislature actually eliminated almost 600 positions and dictated no cost of living or other pay increases for state employees. The Legislature did enact a job creation and recovery tax credit of \$5000 for each unemployed person hired with a limit of a total not to exceed \$20 million dollars.

Finally, in the area of transportation, one important enactment was the passage of legislation which prohibits the use of cell phones, video equipment and texting while operating a motor vehicle. This may have a negative impact on business generally but seems to be widely accepted by most parties. Additionally, the minimum coverage for motor vehicle liability insurance was increased from \$20,000 to \$30,000 per individual and \$40,000 to \$50,000 for multiple individuals.

In a final analysis, the Legislative Session was extremely difficult because of the limited and shrinking revenue. Most knowledgeable fiscal experts expect that this condition will continue for at least several years and that there will be tax increases and other revenue enhancements in the years to come.

We thank you for the continuing privilege of representing you in Annapolis.

Concrete Parking Lot Seminar for Engineers

FREE SEMINAR ON CONCRETE PARKING LOTS DESIGN

Your non building committee (paving) is offering a free seminar on the subject of proper design for interested engineering firms. Please contact Mindy Green to schedule this one hour seminar for an interested company.

Concrete Parking Lot Sales: A Lesson Learned by James Murray, Chaney Enterprises

A year's worth of work to convert an asphalt parking lot to concrete, and all we have to show for it is "great effort?" Hardly! As difficult as it may be to believe, this has been the most rewarding experience of my sales career.

As a ready-mix supplier, we at Rowe Materials felt we made all the right moves-- we presented the decision makers with all of the information available to make an "apples-to-apples" comparison. To begin with, we presented the customer with a personal demonstration of pervious concrete. We had the design firm at the presentation as well. When pervious concrete was not designed into the project, we immediately shifted our focus to standard gray concrete. We gave a personal presentation of the Concrete Paving Analyst (CPA) software for conversions along with a Green Building/LEED presentation to the county administrator and county engineer. We were well received and were asked to continue with the conversion. With the help of the VRMCA and Ohio Ready-Mix Concrete Association-for FREE-we redesigned the 66,000-square-foot parking lot and had drawings printed for all parties included in the decision making. The engineering firm signed off on the design and signed off on the use of recycled concrete to replace #57 Stone as the substrate.

Shew!!!! We were golden!! Not so fast there young man. . . What is this going to cost? Do you mean today? Or over the life cycle of the pavement, I asked? Well today of course; we have a budget to keep to on this project.

Hm-mm, I thought. The read-mix industry can provide a product that removes maintenance expenses for fifteen years, (\$110,000 net savings) and the biggest concern is an annual budget? And I haven't even spoken about the savings in electricity usage over the same fifteen years, which in this project is \$5,100 annually or \$76,500 over fifteen years. And we still want to talk about this project's budget?

You bet they did. We worked diligently with the General Contractor and Sub-contractor to make the numbers work as best we could and produced an "apples-to-apples" comparison. And here is the lesson learned: we are NOT "apples-to-apples" with asphalt; we are *better*, much better and *worth the difference*

in cost. Clients would prefer "apples-to-apples" in cost only. Concrete by its nature cannot be designed to the low structural numbers commonly used when specifying asphalt.

As difficult as it may be, I learned we must sell our product for what it is, *the most sustainable building product known to man*. We may not win every battle as happened here, but with persistence, education and promotion, we will win the war.

Because Good Business Should Mean Better Government

Election 2010

By: Former Maryland Governor Marvin Mandel and Ambassador Ellen Sauerbrey, Co-chairs, Maryland Business for Responsive Government.

Celebrating its 25th year of rating Maryland lawmakers, Maryland Business for Responsive Government (MBRG)'s annual publication Roll Call scores Maryland legislators on their pro-business voting records during each 90-day session in Annapolis. The 2010 scores were just released earlier this month rating this year's session.

Votes that are scored are carefully selected after the session adjourns from the roughly 2,000-3,000 pieces of legislation the Maryland General Assembly considers each year. A committee of pro-business interests representing diverse business interests selects the votes to be included.

"Roll Call is a quick and accurate litmus test to gauge how pro-business a legislator really is," said MBRG co-chair and former U.S. Ambassador Ellen R. Sauerbrey. "Many legislators will say they are 'pro-business', but Roll Call is the measure to see if they truly are."

Roll Call scores the legislators by district, county and chamber and is easily accessible on-line at www.mbrg.org.

is an unbiased, non-partisan tool for every Maryland businessperson—from employees, to Senior Executives to CEOs—to hold Maryland legislators accountable for their votes on issues vitally important to growing Maryland's economy, providing jobs and putting Maryland back to work, especially in an election year," said Governor Mandel, Democratic Co-Chairman of MBRG.

"Any business person who makes a decision to support a legislator without looking at the individual's MBRG score is making the decision with less than complete information," said Mandel, "And I always like to make investment decisions with the most accurate and complete picture possible," said Maryland's former Chief Executive.

To read 2010 Roll Call, please go to MBRG's website at <http://www.mbrg.org/>.

Maryland Quality Initiative's Construction & Engineering Career Day

Dan Cheng, MdQI Co-Chairman and Greg Welker, MdQI Co-Chairman are pleased to announce that MdQI's 7th Highway Construction and Engineering Career Day will be held on October 19, 2010 in Frederick. A number of local material producers have expressed interest in hosting the event, and potentially have tours of their facilities. We are pleased that so many of our industry partners have embraced the event over the years, and continue to reach out to us to be a part of this worthwhile effort by making their facilities available. Alban Tractor, Aggregate Industries, and Chaney Enterprises have been hosts in recent years. Having the event at a construction facility makes this a memorable experience for each of the participants, and that has been documented in the student surveys and verbal and written accolades received over the last few years.

FrederickCountySchool representatives are participating on the planning team this year. They will be taking the necessary steps to invite specific high school students who are genuinely interested in career information on civil engineering and related fields, or construction trades and heavy equipment maintenance.

The Construction Trades area will have opportunities for hands-on activities; and students, their teachers, and councilors will have the opportunity to tour the on-site operations. The Engineering area will contain timed, interactive presentations on each phase of the project development process (planning, surveying, design, structures, traffic, geotech, etc.) related to the recent and current I-70/MD 355 projects. Local firms, contractors, material producers, suppliers, SHA, and FHWA personnel will have the opportunity to serve as presenters at the presentation stations. Due to space limitations, we will not offer company-sponsored booths.

If you would like to participate in this event as a presenter, event sponsor, or if you need additional information, please contact Barry Catterton via e-mail at bcatterton@sha.state.md.us or at 443-572-5051. Sponsors will be recognized at the event, in distributed materials, as well as on the MdQI website.

Sponsorship levels are as follows:
Lunch Sponsor (First to respond): \$3,000
Gold Level: \$1,000
Bus Sponsor: \$500
Silver Level: \$500

Please send checks, addressed to and made payable to the MD Transportation Builders and Materials Association (MTBMA), to 2408-F Peppermill Drive, Glen Burnie, MD 21061. Please not on the check that it is for "Career Day". We also provide a hard hat for each of the 500 students who attend the event, so if you'd like to donate some hard hats (with your company name on them), please call Shelly at MTBMA to let her know how many you'll be sending. She can be reached at 410-760-9505. Other giveaways promoting your company can be sent to Barry Catterton, MD SHA/OMT, 7450 Traffic Drive, Hanover, MD 21076.

We thank you for your support of this event, which allows us to continue to promote the great career opportunities available in highway construction and civil engineering. The young people who attend this event may be willing to work in our industry as early as May or June, or they may decide to study civil engineering because of this real world experience that other industries do not provide. Everyone would agree that we are facing some very challenging economic times; your continued support at a level that is feasible will pay off for our industry in the years ahead when we overcome these current challenges.

Hot Weather Concrete...from a Producer's Point of View

By Fernando Rodriguez, Staff Engineer, Rowen Concrete

As ready mix concrete producers, we have all had our share of headaches during the summer months. Summers in the Washington, D.C./Baltimore area can be very harsh. Unfortunately for us, temperature specification violations are the easiest reason a load of concrete can be rejected prior to placement.

In this area, there are several ways we can cool a concrete mix down to the appropriate temperature; ice, chilled water, or ice and chilled water. Sometimes we will batch concrete in the very early morning, hoping that the aggregates have cooled down enough so that chilled water will be enough to lower the overall temperature of the concrete.

Another method used to lower the temperature of the concrete is by "soaking" the coarse aggregate with water overnight. However, moisture contents must be calculated in order to compensate for all of the water that has been added.

One of the challenges that we as ready mix producers encounter in the summer, is that the ice inventory is perishable. Each time we add a block of ice, we have to ask, does it really weigh 300 pounds? It may also take a few minutes for the ice to melt and for the temperature in the batch to stabilize. A sample taken at the plant may not truly represent the temperature measured at the project by the concrete technicians

However, the most difficult challenge that we have to contend with is the non-calibrated or defective thermometer. The liquid-in-glass thermometers are the most accurate and maintain their calibration unless the thermometer is broken. The laser thermometers only measure the surface temperature of a sample of concrete. According to ASTM C1064, in order to obtain an accurate temperature of the concrete sample, the temperature measuring device must be submerged a minimum of 3 inches, and it must remain in the sample for at least 2 minutes. The thermometer is the least expensive piece of equipment that a technician uses, but it can cause the most number of rejected loads during a day's production.

During a pre-pour meeting, the ready mix producer and the testing laboratory should not only discuss the proper method of curing test specimens, but should also talk about the type of thermometer that is going to be used and the date of the last calibration. A simple check of the thermometers, against a reference thermometer, can save a lot of headaches and heart break in the duration of the project.

Excellence in Concrete Awards

On May 27, recognition was given to concrete projects constructed in Maryland, completed between January 1, 2009 and December 31, 2009, whose design and construction represents the best in concept, originality and applicability of concrete. Many colleagues were in attendance as we celebrated excellence in concrete construction.

MD Chapter ACI Excellence in Concrete Awards Program
is pleased to announce the Award Winning Projects:

SUSTAINABILITY

Peninsula Regional Medical Center
Salisbury, MD

PUBLIC BUILDING

Edward T. Hall Aquatic Center
Prince Frederick, MD

COMMERCIAL BUILDING

Four Seasons/Legg Mason Towers
Baltimore, MD

TILT-UP BUILDING

Fed Ex Freight
Williamsport, MD

HEAVY CONSTRUCTION

I-95 / I-695 Interchange, Contract 1
Baltimore, MD

PARKING STRUCTURE

Carroll Hospital Center Parking Garage
Westminster, MD

RESIDENTIAL BUILDING

Merryman Residence
Cockeysville, MD

REHABILITATION

Chesapeake Bay Bridge Replace and Rehab
Westbound Over the Bay

ARCHITECTURAL / DECORATIVE

Annapolis Recreation Center
Annapolis, MD

MISCELLANEOUS

Loyola University in Maryland Athletic Complex
Baltimore, MD

A special thank you goes out to our Excellence in Concrete Awards Sponsors:

American Bridge Co.
Maryland Ready Mix Concrete Association

A. Morton Thomas & Associates, Inc.
Belfast Valley Contractors, Inc.
S & G Concrete Co., Inc.
Schuster Concrete Construction
Whiting-Turner
2007 GL East LLC
Bartley Corporation
Scheibel Construction
Thomas, Bennett & Hunter, Inc.

Gazing Into Our Crystal Ball: 2010 Elections

With the requisite caveats that everything is subject to change, the 2011 Maryland General Assembly seems to be shaping up as a generational turnover of epic proportions, beating the 1994 tsunami that ushered in a new generation of public servants.

With the Maryland Governor's race most notably overshadowing most district races, Democratic Governor Martin O'Malley faces an almost sure-bet nomination by his party. George Owings, former Ehrlich Veteran's Department Secretary and Democratic Delegate, the most credible of the filed challengers, was running at O'Malley from the right but dropped out of the race in earlier this month. Former Republican Governor Bob Ehrlich's primary challenger, Brian Murphy, a MontgomeryCounty businessman, is likewise running at Ehrlich from the right. Still, the battle between the two gov's looks like it is moving to November rather rapidly with both keeping an eye on, but not overly concerned about, their primary challengers. Republican Bob Ehrlich introduced his running mate, his former Secretary of State Mary D. Kane, last week. Mrs. Kane is a resident of MontgomeryCounty, seen as a "must-win" jurisdiction in the General by many political insiders. She has twice run for office unsuccessfully in her home jurisdiction before, but the Ehrlich pick seems to have galvanized at least the Republican women in this largely Democratic stronghold.

In the September primary, again, the jurisdiction at the State level to watch is MontgomeryCounty. Facing significant turnover and challenges from legislators looking to move into other offices, some of the hottest races are in the Washington 'burbs. Almost every district in MontgomeryCounty is poised for change. In three MontgomeryCounty districts, House members are challenging Senators, opening seats at the very least in the House (Districts 14, 16 and 39). One member of the House Delegation in District 15 is likely running for the County Council and there are two "unelected" members of the delegation who have been appointed during the term (Districts 16 and 18) who will likely face primary opposition.

Another hot primary state level race appears to have manifested in Prince George's County. In the balance hangs the 35 year career of veteran legislator and House Judiciary Committee chairman Joe Vallario. Vallario is facing what some insider's see as a very credible threat from active FOPer Percy Alston. Coupled with some tough issues and equally high visibility comments the longest serving chairman in the Maryland General Assembly has made recently, some say the winds of change may be 'ablowin' in District 27A.

The General election in November is when Republicans in jurisdictions other than MontgomeryCounty, BaltimoreCity or Prince George's County get to take their best shot at taking seats from the left and equalizing the 104-37 Democratic majority in the House and the veto-proof 33-14 Democratic majority in the Maryland Senate. There are several local and State races where successful general election challengers could change the face of Maryland local and State governments.

We are watching a few very telling General election races in Anne Arundel and BaltimoreCounties. A traditionally more conservative voter population in Anne Arundel is likely to put some very real and high profile races front and center in both the northern and southern part of the county. Solidly contested general election races in almost every district of the county could usher in a dramatic shift in leadership at the county and maybe even the State level. A few of the more conservative districts in BaltimoreCounty face a similar challenge.

At the local level, significant turnover in county councils in BaltimoreCounty and Anne Arundel is likely. The partisan divide of the current council (4R-3D) could very well shift, depending on races in open seats Districts 2 (Glen Burnie) and 3 (Pasadena). Anne Arundel's new council could again be faced squarely with the slots issue, depending on the outcome of an increasing (as of the writing of this article) unlikely November referendum on the current council's zoning ordinance. In BaltimoreCounty, a number of Council people are not returning, opting instead to pursue other elected offices or not run at all. District 1 (Catonsville) is arguably the most exposed for Democrats with a credible challenger in Republican Steve Whisler coupled with an overly crowded (so far) Democratic field. A number of Democrats are opting not to seek re-election. Two council (Kaminetz and Bartenfelder) are squaring off for County Executive in the Democratic primary with the victor expected to face former Republican Delegate and close Ehrlich ally Ken Holt in the general-a race that is so far not a sure win for Democrats.

This is going to be a very interesting election season. With the winds of change being fanned by vocal groups on both sides, significant changes in Maryland Early Voting law presenting new strategic opportunities to influence certain races, and a tide of anti-incumbent sentiment pervading the electorate, it's anybody's game...where both the rules and the game itself are subject to change.