



**INTRODUCTIONS**

**FEDERAL, STATE, AND  
COUNTY ROAD & BRIDGE AIDE  
PROGRAMS**

**PROJECT & CULVERT  
ESTIMATES**

**SHOP SERVICES**

**LUNCH**

**PAVEMENT MAINTENANCE**

**VEGETATION MANAGEMENT**

**ROUND TABLE**

**APRIL 29, 2025  
LOCAL ROADS FORUM**



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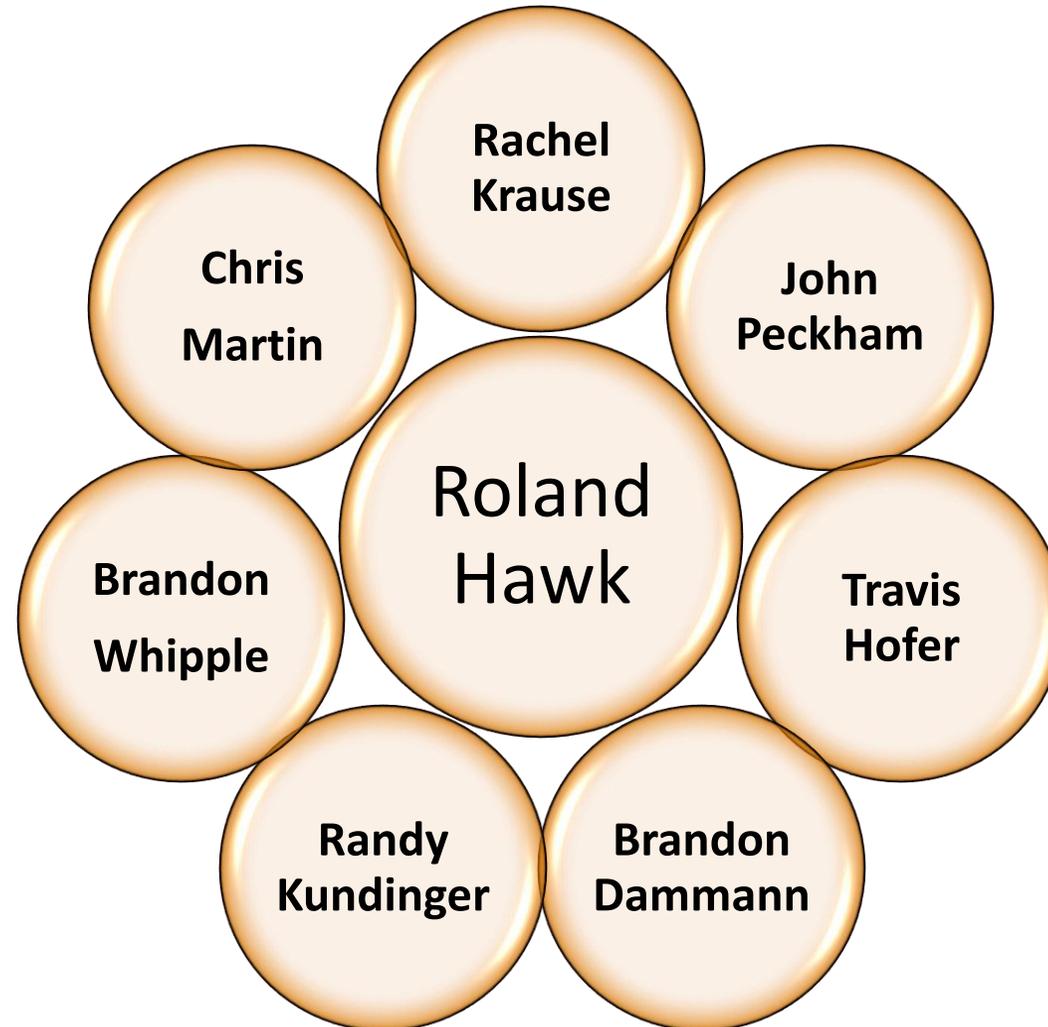
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# Introduction of Highway Dept Staff



John Peckham

- Accounting Supervisor

Rachel Krause

- Program Assistant

Travis Hofer

- Accounting Technician



Brandon Dammann

- Highway Patrol Superintendent

Randy Kunder

- Highway Patrol Superintendent

Chris Martin

- Shop Supervisor

Brandon Whipple

- Highway Engineer





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# Programs for Municipalities/Towns

- County Aid Road & County Aid Bridge 50/50 Program
  - Road Aid 50/50 up to amount secured by petition (100% after)
  - \$5,000 / yr
  - Unlimited amount of years to save
  - County does the work
  
- Bridge Aid is 50/50 for entire project costs
- Requires County Commissioner or PE Stamped plan/permits
- No limit to number of Bridge Aid projects
- If petition is filed in advance, billed 50% of cost
- If emergency/late filing petition, billed 100%, refunded 50% following year



# Programs for Municipalities/Towns

- Local Roads Improvement Program (LRIP)
  - LRIP Entitlement – has maximum 50/50 cost share up to cap, 100% after
    - Town Road Improvement, TRI
    - Municipal Street Improvement, MSI
    - County Highway Improvement, CHI
  - LRIP Discretionary - has a maximum 50/50 cost share
    - TRID (min \$100K), MSID (min \$250K), CHID
  - LRIP Supplemental - has a maximum 90/10 cost share
    - TRIS (min \$100K), MSIS (min \$250K), CHIS
  - ARIP (Agricultural Road Improvement Program)
  - **Proposed LRIP Bridge (under 20 foot)**



# Programs for Municipalities/Towns

## ARIP (Agricultural Road Improvement Program)

- Roadway must be functionally classified as local road or minor collector
- Project solely for improvement of bridge, culvert or roadway
- Provide access to agricultural lands or facilities used for production of agricultural goods or forest products
- Roadway is designated Class B or subject to posted weight limitations at least one month during previous year
- After completion, the roadway will not be designated Class B and will not be subject to posted weight limits other than extraordinary circumstances
- 2025-2027 Proposed Budget includes \$50 million

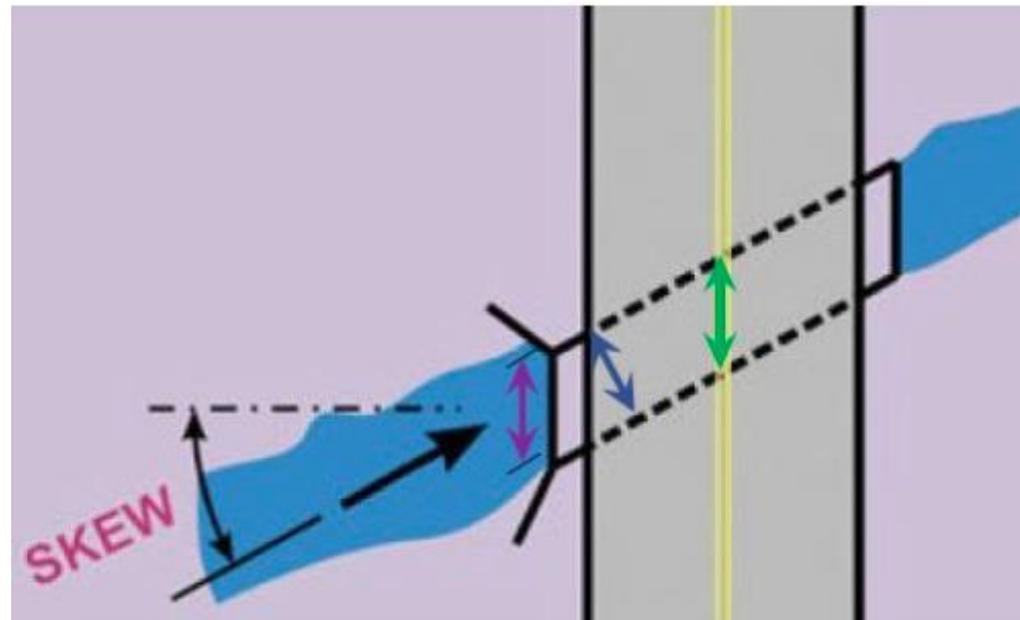


# Local Structures 6-20ft Program

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Program covers any structure 20 feet or less in length but greater than 6 feet in length (6'1" to 19' 9")

- Measured at center of the roadway (Green) or measure the width of the structure between the inside of the exterior outermost walls parallel to the roadway centerline (Purple)



# Local Structures 6-20ft Program

## Phase 1: Inventory

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Inventory of all pipes in Wood County was Completed by December 31, 2024



# Local Structures 6-20ft Program Inventory Examples



Steel Pipe



Steel Pipe Arch



Multiple Pipe Culvert  
Or  
"Culvert Nest"



# Local Structures 6-20ft Program Inventory Examples



Single Concrete Box Culvert Pipe



Double Barrel (multicell) Box Culvert



# Local Structures 6-20ft Program

## Phase 2: Inspection

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Inspections to be completed by December 31, 2025

Assessments (Inspections) must be completed by December 31, 2025, preferably sooner.

- All Town, Village & City structures will be inspected by a consultant
- No cost to the municipality

# Local Programs for Municipalities/Towns

- Surface Transportation Program – (STP)
  - **Rural – STP** allocates funds for improvements to federal-aid-eligible rural highway (primarily county & town arterial & major collectors).
  - **Urban – STP** allocates funds to complete improvements to federal-aid-eligible roads, streets and other projects in urban areas.
  - **Bridge – STP Federal Aid** over 20 foot
  - **Local – STP New in 2023**
    - Min \$250K – Max \$500K
    - Design 100% locally funded
    - No R/W, RR, Environmental Issues or Significant Utility Conflicts



# Programs for Municipalities/Towns

- **Local Bridge Assistance Improvement**
  - Federal Funded
  - State Statutes 84.18 and Administrative Rule Trans 213
  - Bridge must have 20-foot opening between abutments
  - SR<80 for Rehabilitation, SR<50 for Replacement
  - County Commissioner establishes priority w/i their county
  - Initially 80/20 matching funds
  - **100% funded in 2023 & 2024**
  - Will require Structural Engineer Stamped Plan
  - Run through WisDOT Letting Process
  - **Potential waiver for Rehab Study in March/future BIL Local Bridge Apps**
  - **Senate Bill 753 (now Wisconsin ACT 162)**



# Local Programs for Municipalities/Towns

## New **Local** STP Component

- BIL allows WisDOT to allocate a portion of STP funding to adjusted census defined areas with populations of 50K and lower.
- May be utilized on roads functionally classified as minor collectors and local roads

## Roadway Functional Classification: STP Eligibility

| Roadway Functional Classifications |                 |                 |
|------------------------------------|-----------------|-----------------|
| Arterial                           | Principal       | Interstate      |
|                                    |                 | Expressway      |
|                                    |                 | Other Principal |
|                                    | Minor Arterial  |                 |
| Collector                          | Major Collector |                 |
|                                    | Minor Collector |                 |
| Local Roads                        |                 |                 |

STP-Urban & STP-Rural

STP-Local (NEW)



# Local Programs for Municipalities/Towns

## New **Local** STP Component

- BIL allows WisDOT to allocate a portion of STP funding to adjusted census defined areas with populations of 50K and lower.
- May be utilized on roads functionally classified as minor collectors and local roads

<https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=0c12fe578f204941b3b677b118598005>



# Local Programs for Municipalities/Towns

## New Local STP Component

- FFY2025 STP-Local solicitation is for one year of funding totaling \$2M
- For construction only projects.
- Design activities will be 100% local funded.
- Projects are capped at \$500,000 federal funds
- Minimum of \$250,000 federal funds.
- Projects will be simple, non-controversial projects that have no apparent environmental issues.
- There will be no R/W, utility or railroad conflicts.





# Road and Bridge Aid Programs

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OVERVIEW OF FUNDING AND  
ELIGIBILITY

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## **Purpose:**

Support municipalities with road and bridge construction costs

# Road Aid Program – Overview

---

Annual Petition: Due by July 1

County sets aside \$5,000 per municipality for next budget year

No cap on accumulated funds

County pays 50% of project cost up to available County Portion

Excess costs borne by municipality

Work must be performed by County Highway Department

# Road Aid Eligibility

Eligible Projects extend road life >4 years, improve safety/capacity

- 
- Sealcoating
  - Overlays
  - Recycling
  - Reconstruction
  - New Construction
  - Shouldering (with construction)
  - Major Drainage
  - Re-graveling (min. 3” thickness)
  - Engineering

# Road Aid Eligibility

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## Ineligible Projects:

Routine Maintenance

Crack Filling

Roadside Maintenance

Patching

Winter Maintenance

Culvert Work (standalone)

Matching State/Federal Programs

# Bridge Aid Program – Overview

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Due by July 1 for current or next year projects

Valid for two years

County pays 50% of project cost

Current year: Municipality pays full cost, reimbursed the next March

Next year: Municipality invoiced for 50% only

Work done by County forces or private contractors

- Municipality covers engineering/permits for private work

# Bridge Aid Eligibility

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## Definition of Bridge:

- Culvert  $\geq 48''$  or equivalent flow rate
- Structures crossing waterways, highways, or railroads

## Restrictions:

- No combination with state/federal funding
- **Construction only, not maintenance**

Petition with good faith cost estimate

Reference: Wisconsin Statutes 82.08

# Programs for Municipalities/Towns

- Can the County Build this Project for us?
  - County 50/50 Road & Bridge – YES
  - TRI, TRID, TRIS – If County Estimate <10% - YES
  - ARIP – NOT Sure?
  - STP Local, Rural, Urban, Bridge – NO
  - No State or Federal/Over \$25K - YES





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# Wood County Engineering Department

Estimates, Culverts, Aluminum Bottomless Arches



# Resources for Municipalities

## *Estimates for Municipalities*

- Road Reconstruction
- Overlays/Patches
- Mill and Paving
- Pulverizing and Paving
- Culvert Replacement
- Aluminum Bottomless Arch Installation
- Discuss Options
- DNR Permitting
  - NHI ER Review
  - Flood Plain Permits
  - General DNR Coordination

## *LRIP Applications*

- Estimates
- Project Narratives
- Application

# Estimates

- All estimates are time and material
  - Will only be billed for Final Project Cost
- Try to be as accurate as possible
  - Anticipate worst case scenario
- If municipality advertises for bids Wood County will not touch the project for a year.





# LRIP Estimates

- According to State Statutes 86.31(6) Local Roads Improvement Program,
  - **(h)** Subject to s. [59.52 \(30\)](#), criteria and procedures for contracting with a county for a town road improvement that includes at least all of the following:
    1. A requirement that a written and sealed estimate of the cost of the improvement that includes the source of the estimate be prepared prior to the time set for the opening of bids for the improvement and not be opened until after the opening of all bids.
    2. A requirement that all bids may be rejected and the contract awarded to a county for the improvement if the lowest bid exceeds the cost estimate under subd. [1.](#) by at least 10 percent and the town board notifies the 2 lowest bidders or, if only one bid was received, the bidder to provide information on the accuracy of the cost estimate under subd. [1.](#)
    3. A requirement that the amount of the contract with a county for the improvement be at least 10 percent below the lowest bid received for the improvement.
    4. A provision that permits rebidding if the amount of the proposed contract with a county for the improvement is less than 10 percent below the lowest bid received for the improvement.

# Joint Projects

- Any project involving two municipalities
- Only one municipality will be direct billed
  - The billed municipality will be tasked with charging the other municipality
- Helps with confusion during billing process



# Culverts

- Culvert Replacement
  - Replace anything from 12"-60"
  - All replacements are Dual Wall HDPE smooth bore pipe
  - Can also look at upsizing culverts as needed
- Contact
  - Brandon Whipple
  - Randy Kunding



Town of Rudolph – Twin 60" metal culverts to be replaced with 60" plastic



# Aluminum Bottomless Arch Culverts

- 8 bottomless arches installed in 2024
  - CTH F and Engel Road – 21' wide, 6' tall, 78' long
  - Parks Department – Powers Bluff Walking Trail – 13'3" wide, 6'9" tall, 31'6" long
  - Town of Auburndale – Pleasant Hill Road – 11'4" wide, 7'2" tall, 54' long
  - CTH T
    - 12'11" wide, 6' tall, 54' long
    - 16'6" wide, 6'8" tall, 49'6" long
    - 16'6" wide, 6'8" tall, 45' long
  - Town of Rock – Eagle Road – 20'3" wide, 8'5" tall, 49'6" long
  - Town of Port Edwards – South Section Street – 15'6" wide, 7'3" tall, 45' long



# Aluminum Bottomless Arch Culverts

- Many size options
  - Width, heights, lengths
  - Different weight loadings
- Typical timeline
  - 8 weeks from order to delivery
  - 1 week start to finish
    - 1-2 days assembly
    - 2 days excavation/invert prep
    - 2 days backfill/invert armoring
- All permitting will be taken care of by Highway Department



CTH F & Engel Road



COMPOST  
SITE  
←

9690444 1/104 34  
1/105-34













COMPOST SITE

# Town of Port Edwards – South Section Street



# Town of Auburndale – Pleasant Hill Road



# Questions, Contact



- Brandon Whipple
- Highway Engineer
- Wood County Highway Department
- 715-421-8875 – Office
- 715-421-9039 – Cell
- [Brandon.Whipple@woodcountywi.gov](mailto:Brandon.Whipple@woodcountywi.gov)



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# Consider the Highway Maintenance Shop for your equipment repairs and service!

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*Chris Martin, Shop Supervisor*





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# Pavement Preservation

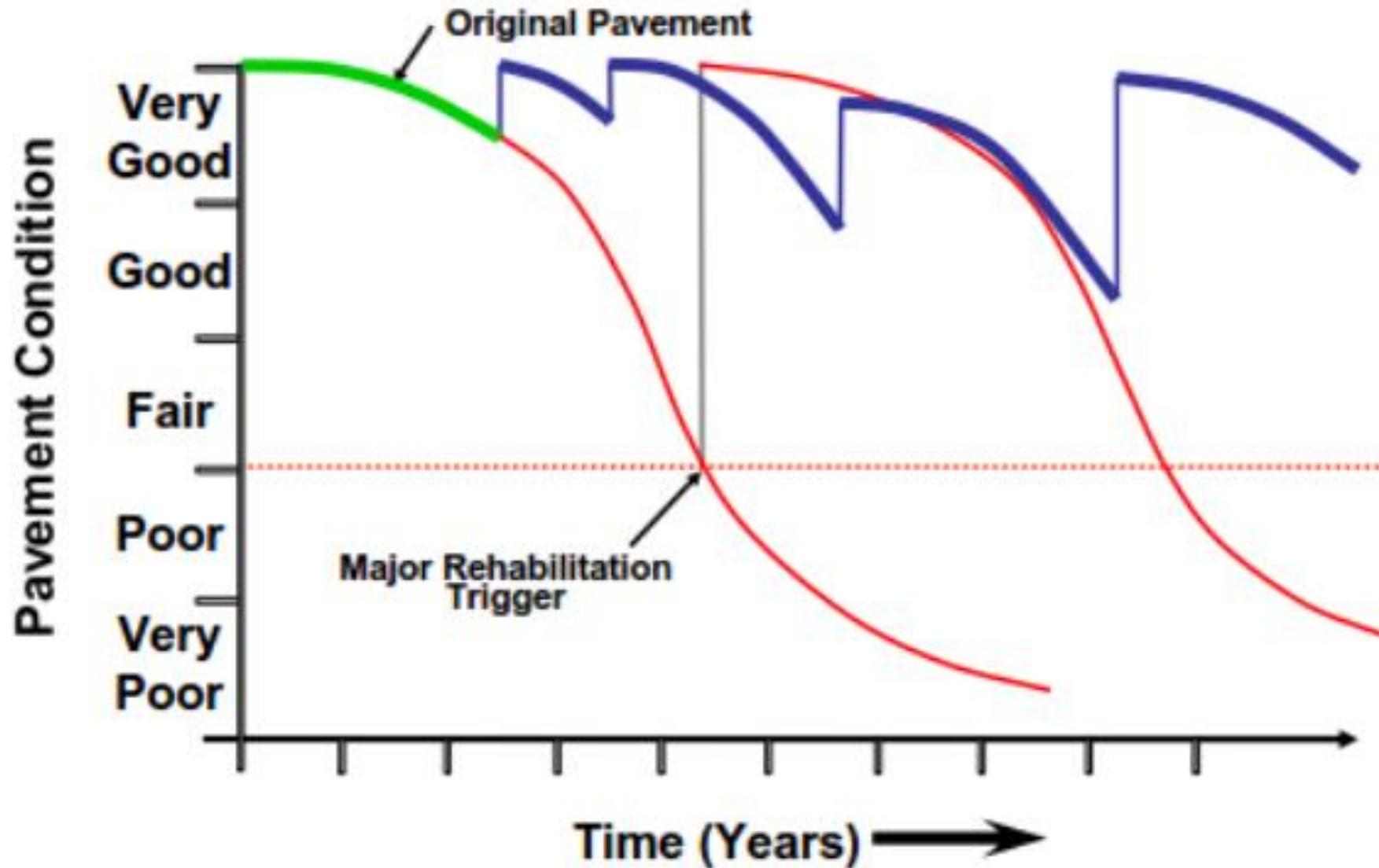
MAXIMIZING THE INVESTMENT IN THE ROAD

# Why is pavement preservation important?

- ▶ Every pothole begins as a crack or raveling
- ▶ Keep the water out and draining off the road
- ▶ Preventatively addressing deterioration before it starts
- ▶ Oxidation of Asphaltic Cement is most severe in the first 2-4 years



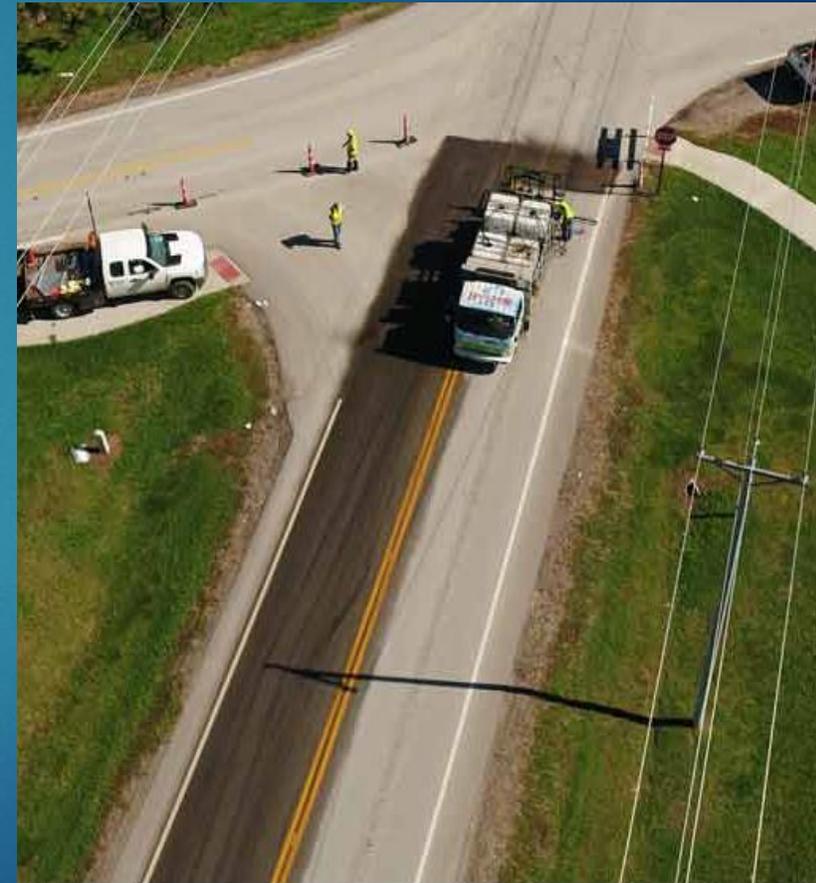
# The Pavement Preservation Concept



# Fog seal Products

- ▶ RPE Rapid Penetrating Emulsion (apply before it is open to traffic)
- ▶ RPE-R Rapid Penetration Emulsion Rejuvenator (apply 1-3 years old)
- ▶ Replay (apply 1-5 years old)
- ▶ Biorestor (apply 1-5 years old)

All these products claim to penetrate into the asphalt, seal air voids, and have a rejuvenator in them.



# Rapid Penetrating Emulsion (RPE)

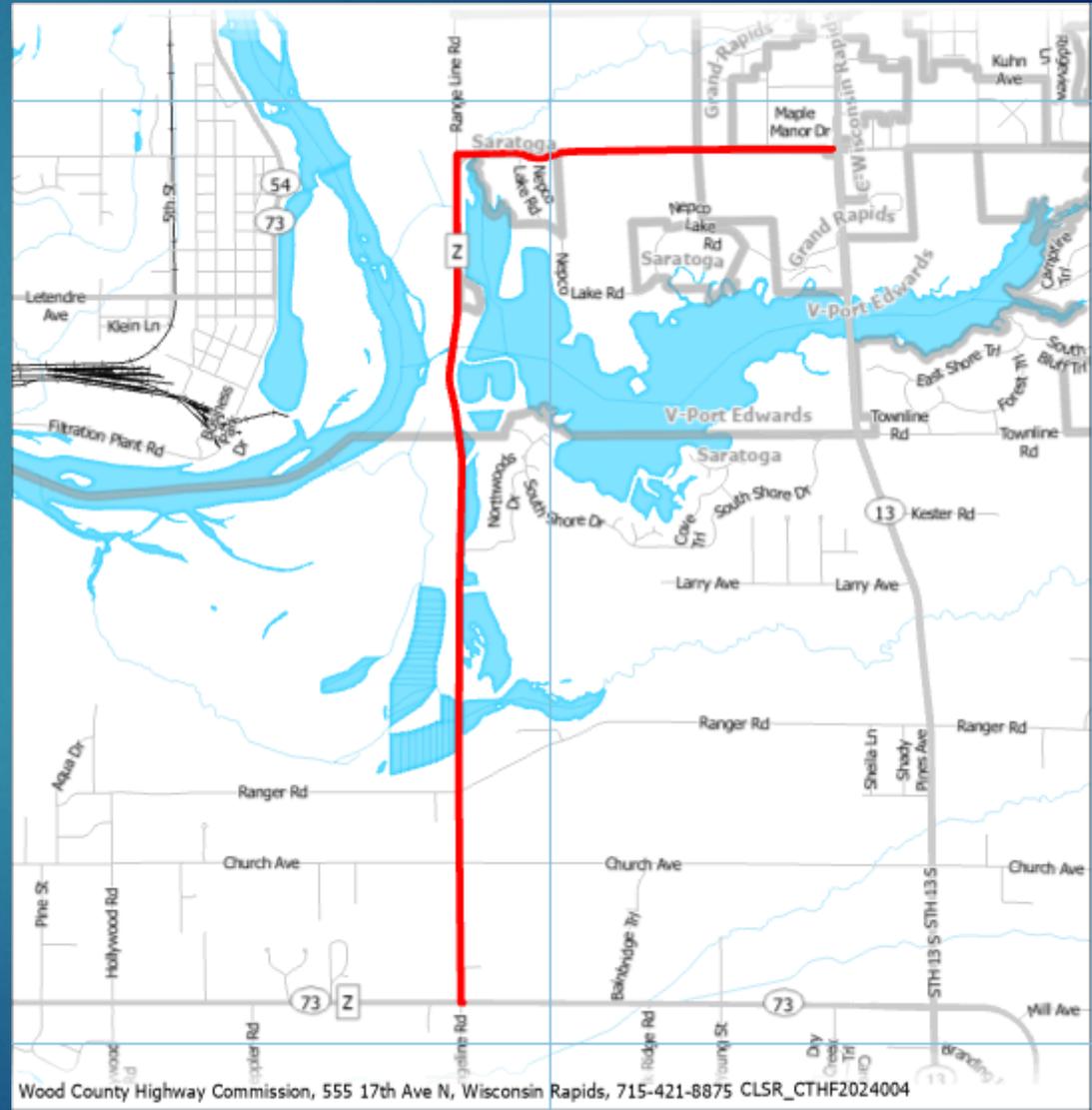
- ▶ RPE is an asphalt emulsion designed to penetrate a bituminous pavement and be resistant to water in a short amount of time. The key part of what makes RPE effective is its penetrating, air-void filling capability.



# RAPID PENETRATING EMULSION (RPE)

## CTH Z (STH 73-STH 13)

- Paved in 2024
- RPE Applied to 82,257.78 sq. yards
- Application rate of .07 gal/sq. yd
- Applied prior to opening the road



RAPID PENETRATING EMULSION (RPE)

CTH Z (STH 73-STH 13)



# Rapid Penetrating emulsion – rejuvenator (RPE-R)

- ▶ RPE-R is a bio based, spray-on asphalt rejuvenator used to combat early-life aging and oxidation of asphalt pavement. Formulated using the proven “Rapid Penetrating Emulsion” chemistry allows RPE-R to penetrate pavement surfaces and deliver rejuvenator deeper into the pavement. RPE-R offsets the asphalt binder aging gradient at the surface of pavement layers and seals out water, extending pavement life cycle and delaying the time until more extensive treatments are required. RPE-R maintains pavement macro –texture and offers quick water resistance.



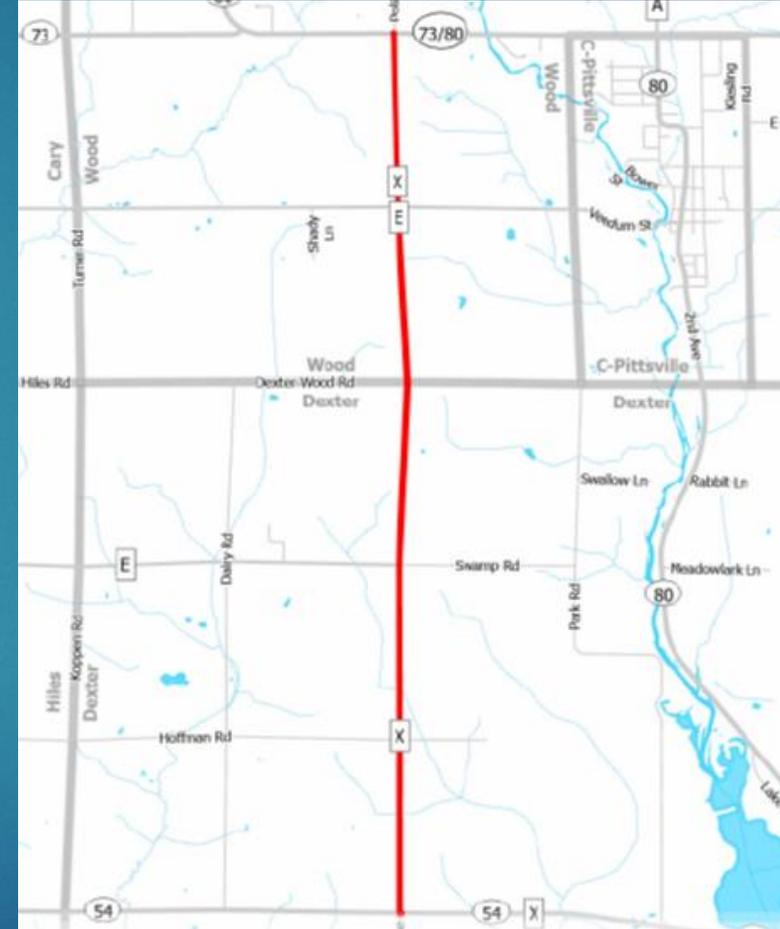
# Rapid Penetrating Emulsion- Rejuvenator (RPE-R)

- ▶ \$1.20 per square yard in 2024 (does not include Traffic Control)
  - ▶ Town Road 1 mile (22' x 5280') = \$15,488
  - ▶ County Road 1 mile (24' x 5280') = \$16,896
- ▶ Cure rate of 1 hour In ideal conditions (sunny, low humidity)
- ▶ Applied at a rate of .055 gallons/sq. yrd.

# RAPID PENETRATING EMULSION-REJUVINATOR (RPE-R)

## CTH X (STH 54 – STH 73/80)

- Paved in 2022
- RPE-R Applied to 77,000 sq. yards
- Application rate of 0.055 gal/sq. yd
- Applied in 2023



# RAPID PENETRATING EMULSION-REJUVINATOR (RPE-R)

CTH X (STH 54 – STH 73/80)



# Replay

- ▶ RePlay is an agricultural oil seal and preservation agent that extends the life of paved asphalt surfaces when applied every 3-5 years. RePlay is 88% bio-based solution that is easily applied. RePlay penetrates pavement an average of .75 to 1.25 inches deep.



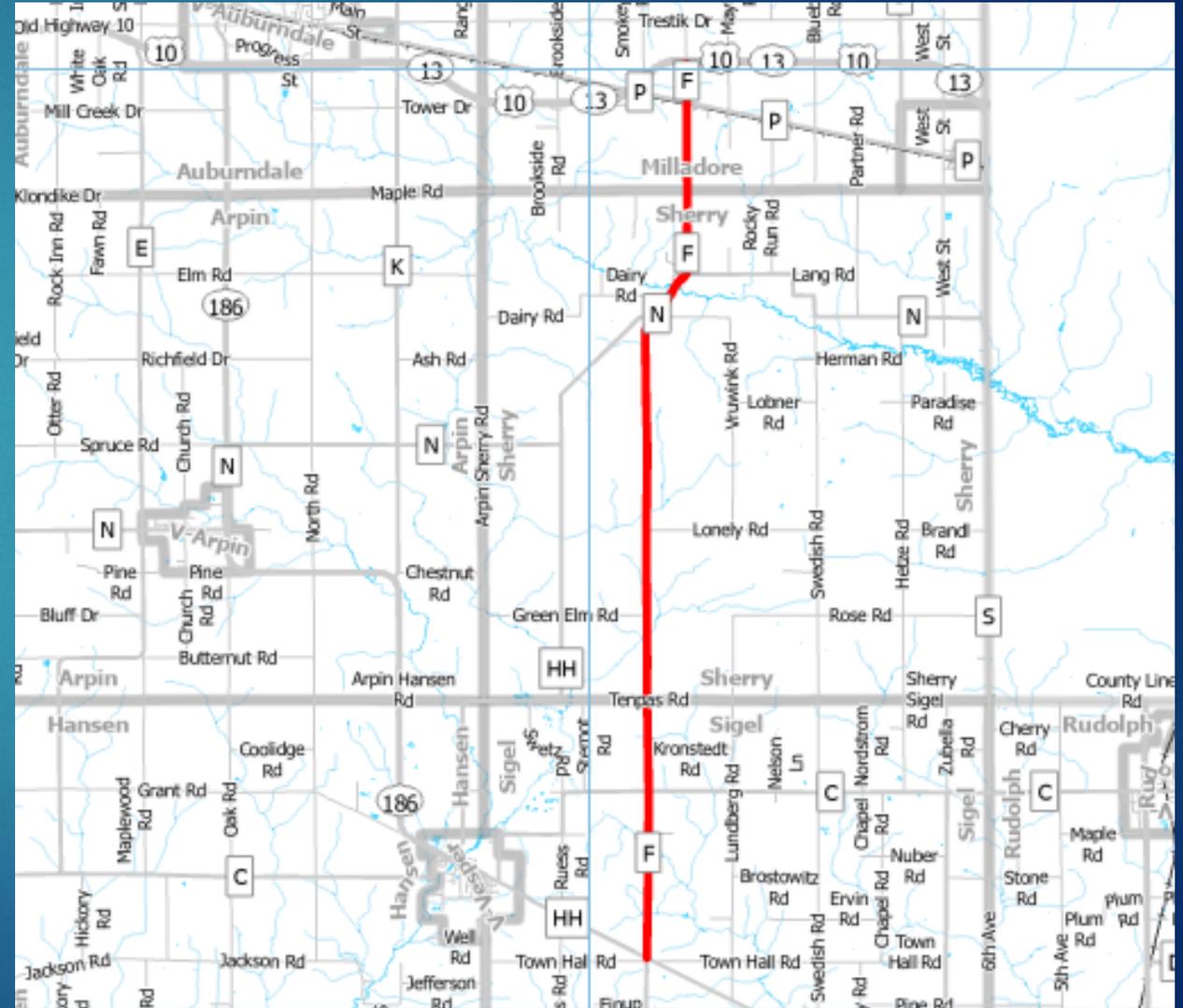
# RePlay

- ▶ \$1.84 per square yard applied at 0.020 gal/SY in 2024(does not include Traffic Control)
  - ▶ Town Road 1 mile (22' x 5280') = \$23,750
  - ▶ County Road 1 mile (24' x 5280') = \$25,910
- ▶ \$2.03 per square yard applied at 0.025 gal/SY in 2024(does not include Traffic Control)
  - ▶ Town Road 1 mile (22' x 5280') = \$26,200
  - ▶ County Road 1 mile (24' x 5280') = \$28,585
- ▶ Cure rate of 45min-1 hr. In ideal conditions (sunny, low humidity)
- ▶ Applied at a rate of 0.020 gal/SY or 0.025 gal/SY
- ▶ Don't need to re-paint, cures clear

# REPLAY

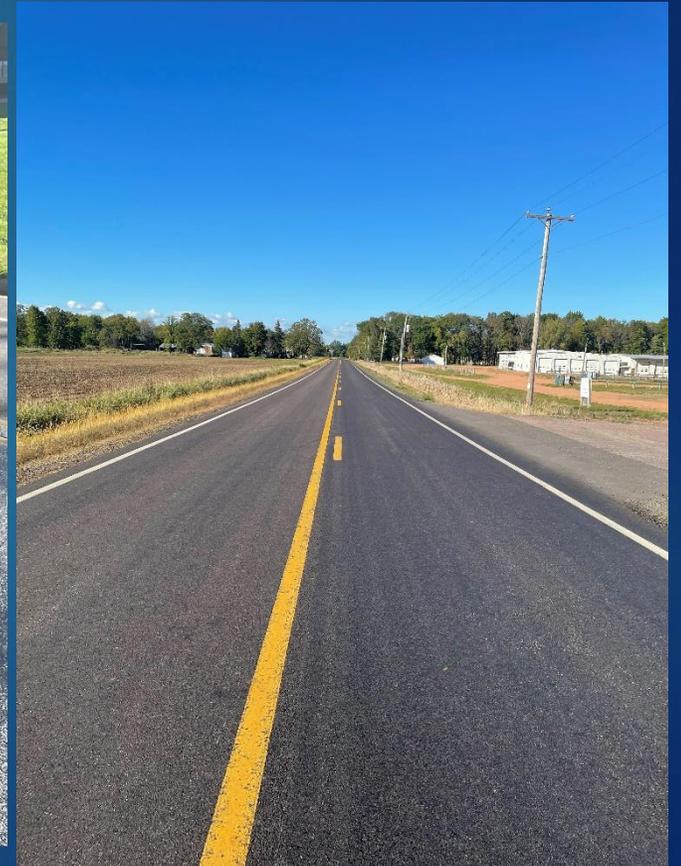
## CTH F (Lonely Rd- CTH P)

- Paved in 2023
- Replay Applied to 82,706 sq. yards
- Application rate of .02 gal/sq. yd Lonely Rd – CTH N east
- Application rate of .025 gal/sq. yd CTH N east to CTH P



REPLAY

# CTH F (Lonely Rd.-CTH P)



# Gilsonite Products

- ▶ Gilsonite is a naturally occurring, solid, black, and brittle hydrocarbon resin, essentially a form of asphaltite. It's known for its high solubility in organic solvents and its ability to harden softer petroleum products
- ▶ Modifies asphalt for increased durability and resistance to weather, UV, and oxidation
- ▶ GSB 88 (apply 3-7 years old)
- ▶ GPS Gilsonite Preservation Seal (apply 3-7 years old)

Road has a black finish and penetrates into the surface



# GSB-88

- emulsion-based restorative and protective sealer brought to market in 1988
- Penetrate to enhance it from the inside, or seal to protect it from the outside.
- becomes part of the surface matrix to restore, restructure, strengthen, and protect the aging pavement
- Emulsified Sealer/Binder is a chemically engineered asphalt preservation product comprised of a cationic emulsion with Gilsonite, rejuvenators and specially selected plasticizers.
- Application rate can vary from 0.08 to 0.15 gallons per square yard
- Expected cure times with proper applications should generally range from 2-4 hours depending upon local climatic conditions ie humidity and surface temperature

# GSB-88

## 2020

- CTH N (STH 186 – Arpin Richfield Rd)
  - Gee Asphalt (Proprietary)
- CTH N (Arpin Richfield Rd – CTH A)
  - Gee Asphalt
- CTH Z (Adams County Line – STH 73)
  - Fharner Asphalt
- CTH P (USH 10 – ½ mi west of CTH K)
  - Fharner Asphalt

## 2021

- CTH C (STH 186 – 4,000 FT WEST)
  - FHARNER ASPHALT
- CTH P (CTH S – CTH N)
  - FHARNER ASPHALT
- CTH AA (PLANK HILL AND CITY OF NEKOOSA – LYNN HILL RD)
  - FHARNER ASPHALT

## 2022

- CTH H (LINCOLN AVE – CLARK CO LINE)
  - FHARNER ASPHALT

# Gilsonite Preservation Seal (GPS)

- ▶ GPS is a stable asphalt emulsion with a residue consisting of Gilsonite, a unique, high-performing type of asphalt, asphalt cement, and rejuvenating additives. GPS is a pavement preservation product designed to protect asphalt pavements from oxidation and aging, providing a durable, rich-in-color, age-resistant seal. It fully bonds with the pavement, sealing and protecting the asphalt from the further harmful effects of the elements.



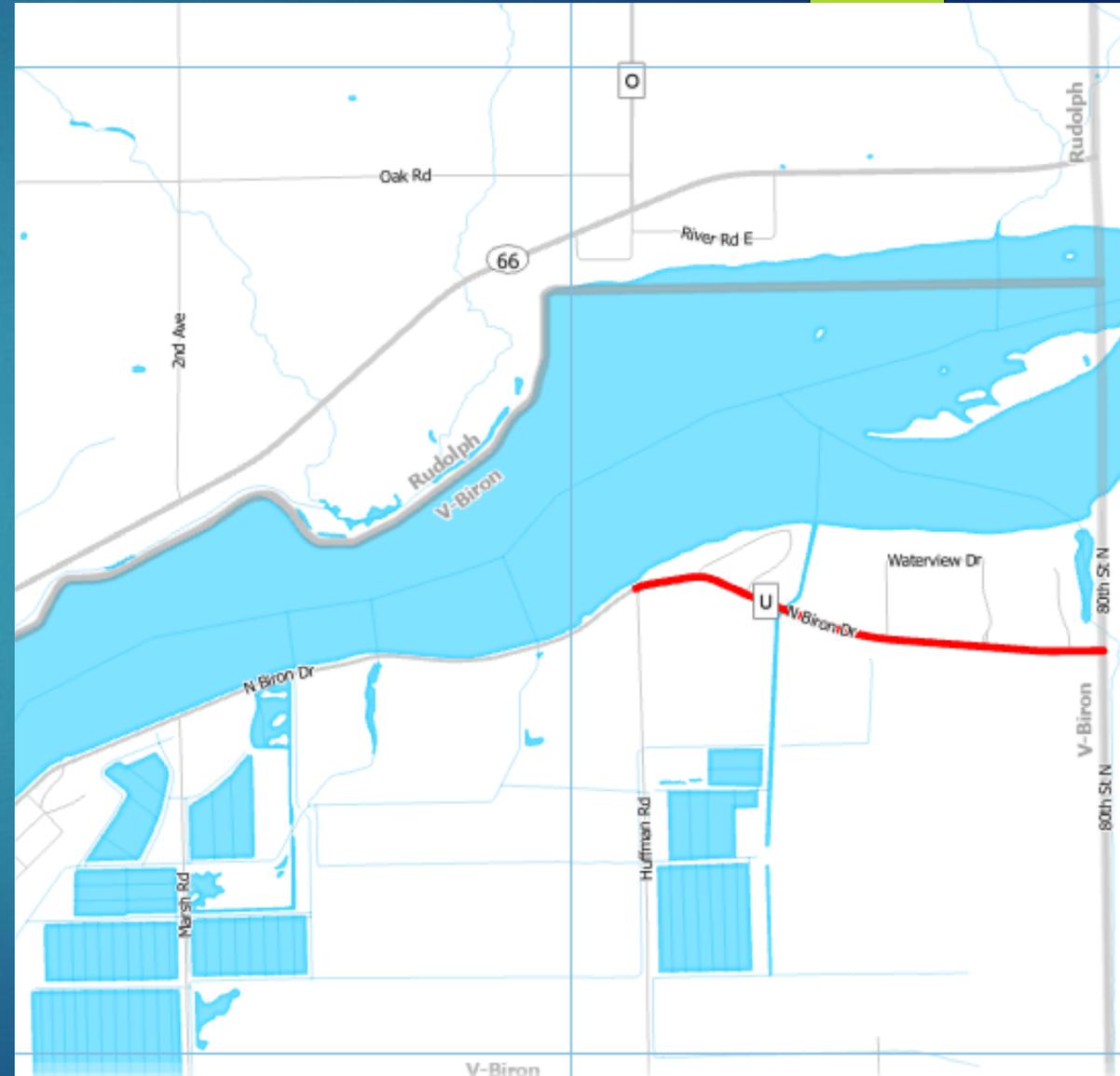
# Gilsonite preservation seal (GPS)

- ▶ \$1.20 per square yard in 2024 (does not include Traffic Control)
  - ▶ Town Road 1 mile (22' x 5280') = \$15,488
  - ▶ County Road 1 mile (24' x 5280') = \$16,896
- ▶ Cure rate of 45min-1 hr. In ideal conditions (sunny, low humidity)
- ▶ Applied at a rate of .095 gallons/sq. yrd.

# GILSONITE PRESERVATION SEAL

## CTH U (Huffman Rd-80<sup>th</sup> St.)

- Paved in 2018
- GPS Applied to 17,111 sq. yards
- Application rate of .10 gal/sq. yd





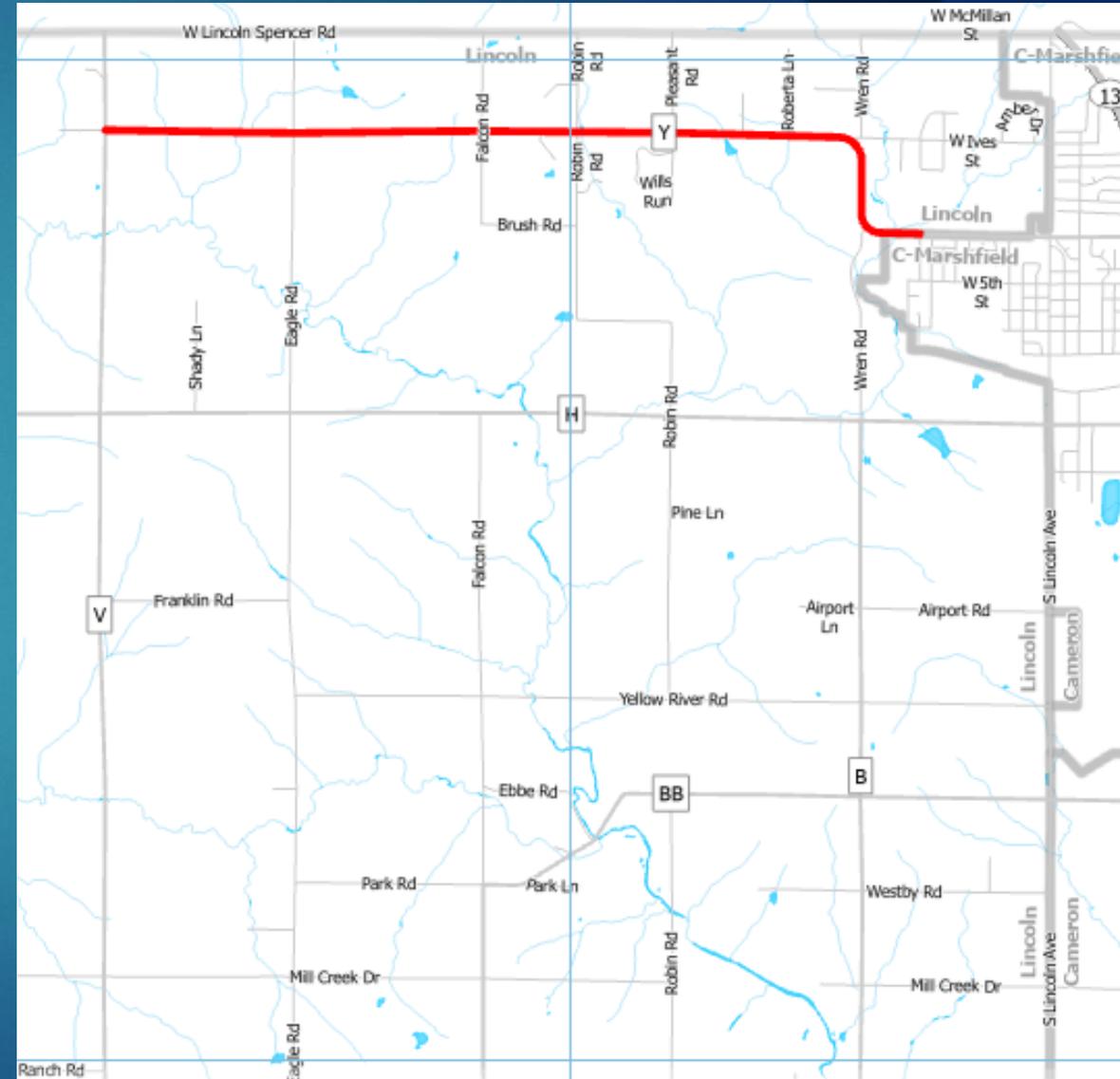
# CTH U (Huffman Rd-80<sup>th</sup> St.)

GILSONITE PRESERVATION SEAL

# GILSONITE PRESERVATION SEAL

## CTH Y (CTH V - Concrete)

- Paved in 2020
- GPS Applied to 87,299 sq. yards
- Application rate of .10 gal/sq. yd





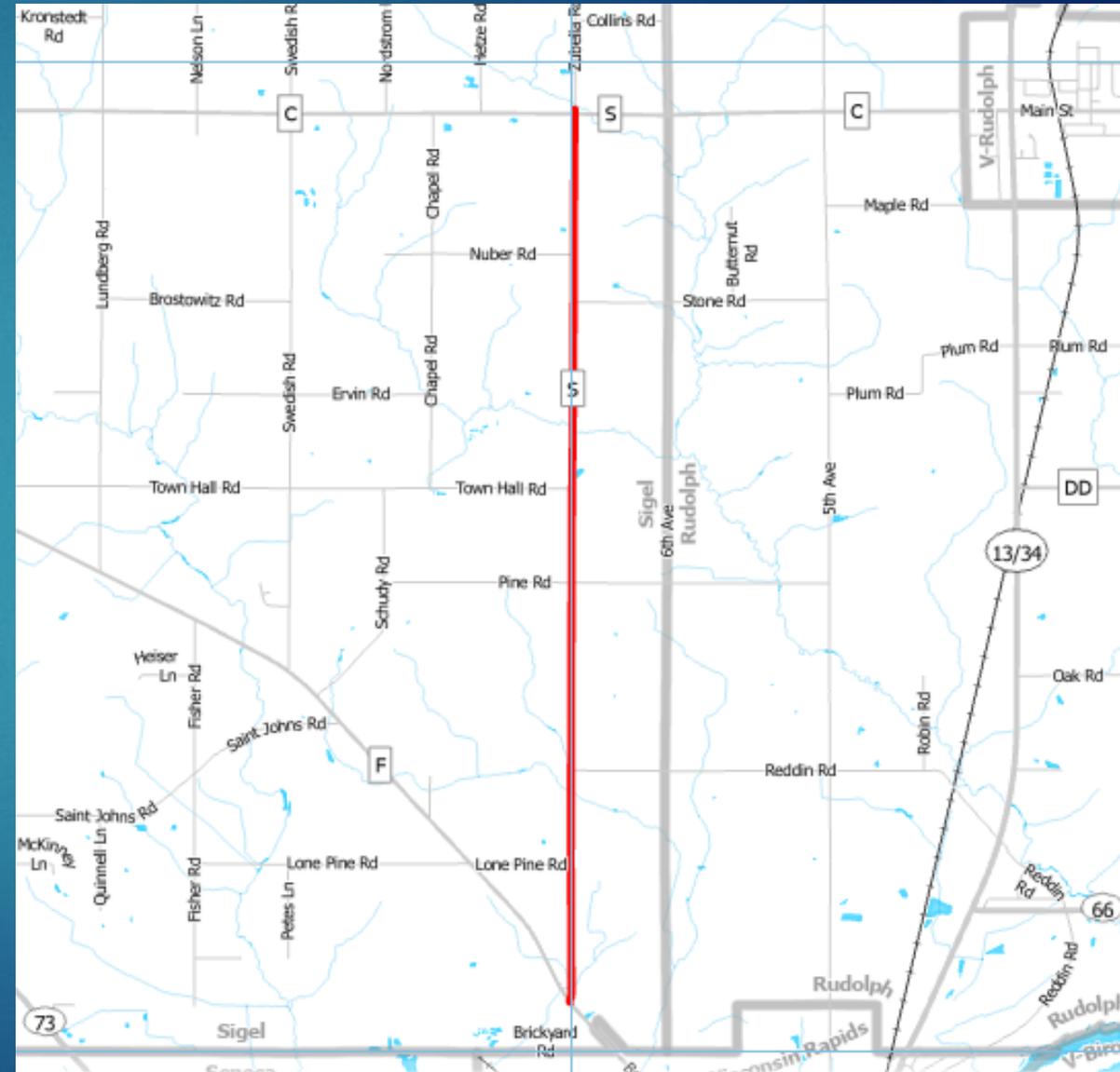
# CTH Y (CTH V - Concrete)

GILSONITE PRESERVATION SEAL

# GILSONITE PRESERVATION SEAL

## CTH S (CTH F – CTH C)

- Paved in 2019
- GPS Applied to 66,880 sq. yards
- Application rate of .10 gal/sq. yd





# CTH S (CTH F – CTH C)

GILSONITE PRESERVATION SEAL

# Town of Cranmoor Elm Lake Rd. and School Rd

- Paved in ???
- GPS Applied to 2,304 sq. yards on School Rd. and 3,680 on Elm Lake Rd.
- Application rate of .10 gal/sq. yd





Elm Lake Rd



School Rd

# TOWN OF CRANMOOR

GILSONITE PRESERVATION SEAL

# Chip Seal

Tork Quarry Chips



Recycle Chips

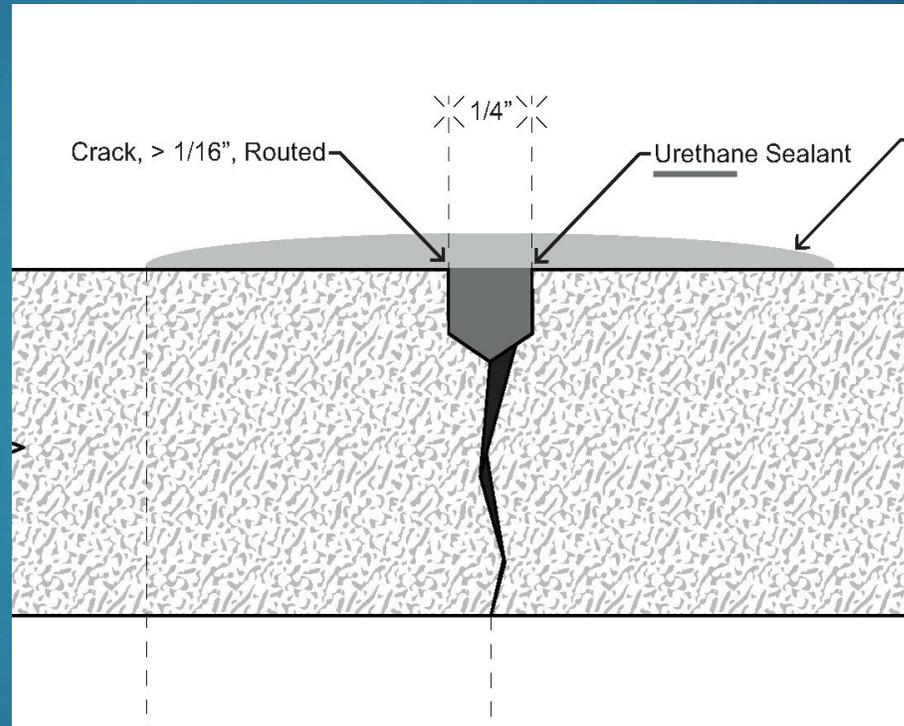


Cepress Quarry Chips



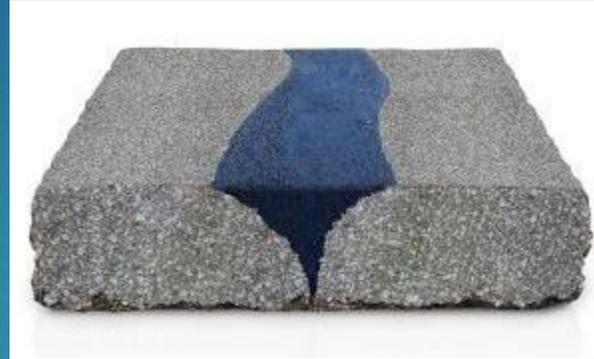
# Crack Fill

- ▶ Keeps water out
- ▶ Route
  - ▶ Rubber reservoir for better adhesion
  - ▶ Rubber
- ▶ No Router
  - ▶ Overband
  - ▶ Rubber with fiber



# Mastic

- ▶ Bridges
- ▶ More permeant patch



## Uses

- ▶ Wide Cracks
- ▶ Bridge approaches
- ▶ Depressed cracks



# Consider the Highway Services and Experience for your pavement and R/W Maintenance!

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*Brandon Dammann & Randy Kunding, Patrol Supervisors*





**INTRODUCTIONS**

**FEDERAL, STATE, AND  
COUNTY ROAD & BRIDGE AIDE  
PROGRAMS**

**PROJECT & CULVERT  
ESTIMATES**

**SHOP SERVICES**

**LUNCH**

**PAVEMENT MAINTENANCE**

**VEGETATION MANAGEMENT**

**ROUND TABLE**

**APRIL 29, 2025  
LOCAL ROADS FORUM**



# Wood County Invasives and Spraying



Wisconsin Statute Section 23.22 (1)  
(c) defines invasive species as  
"nonindigenous species whose  
introduction causes or is likely to  
cause economic or environmental  
harm or harm to human health."

# Invasives found in Right of Ways in Wood County

1. JAPANESE  
KNOTWEED
2. GARLIC MUSTARD
3. PHRAGMITES
4. PURPLE  
LOOSESTRIFE
5. TEASEL
6. WILD PARSNIP



# Japanese Knotweed



# Garlic Mustard

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# Phragmites

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# Purple Loosestrife

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Purple Loosestrife



# Teasel

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Wild Parsnip



# Wild Parsnip

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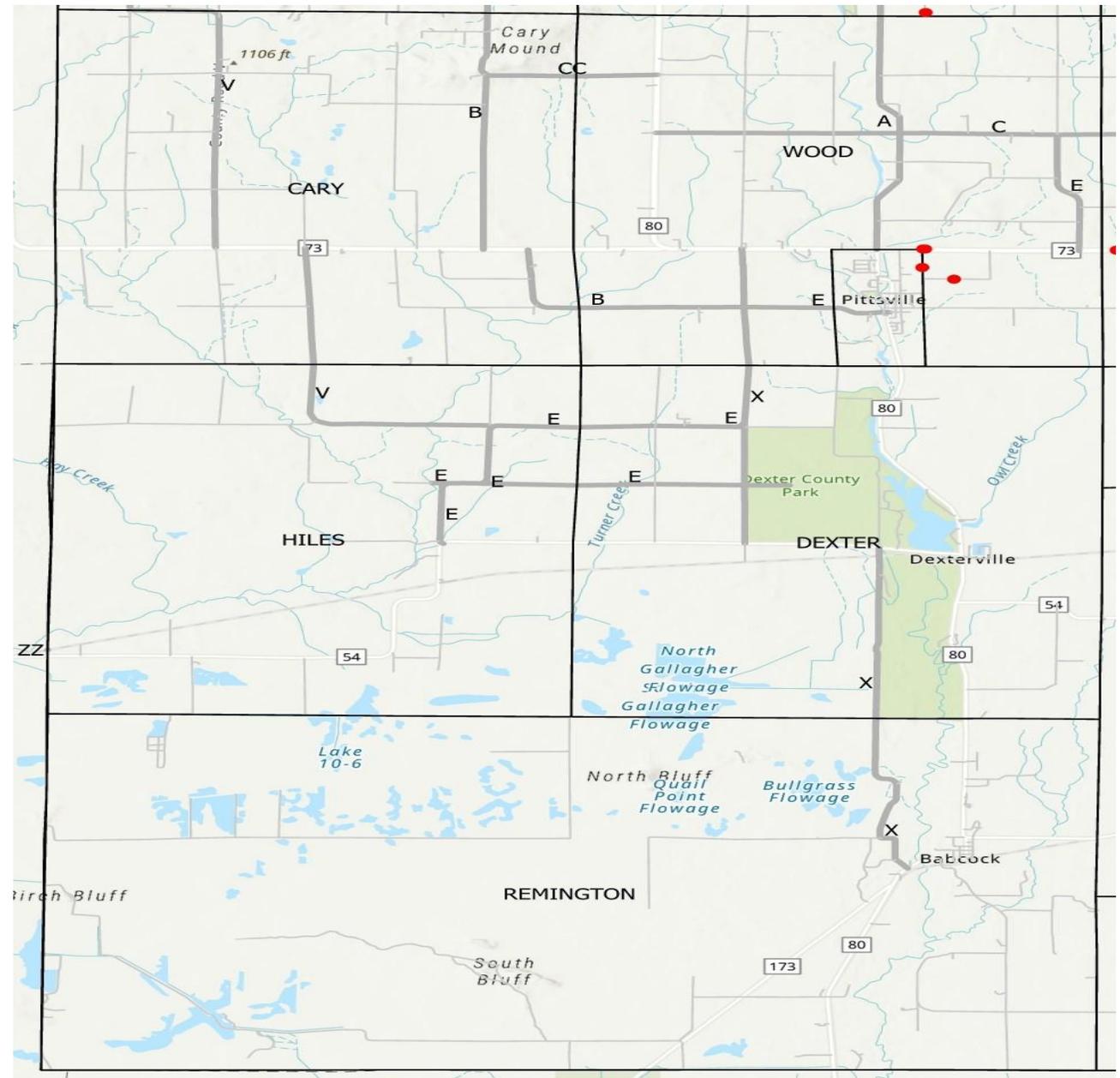
Wild Parsnip Health Hazards



# Southwest Wood County

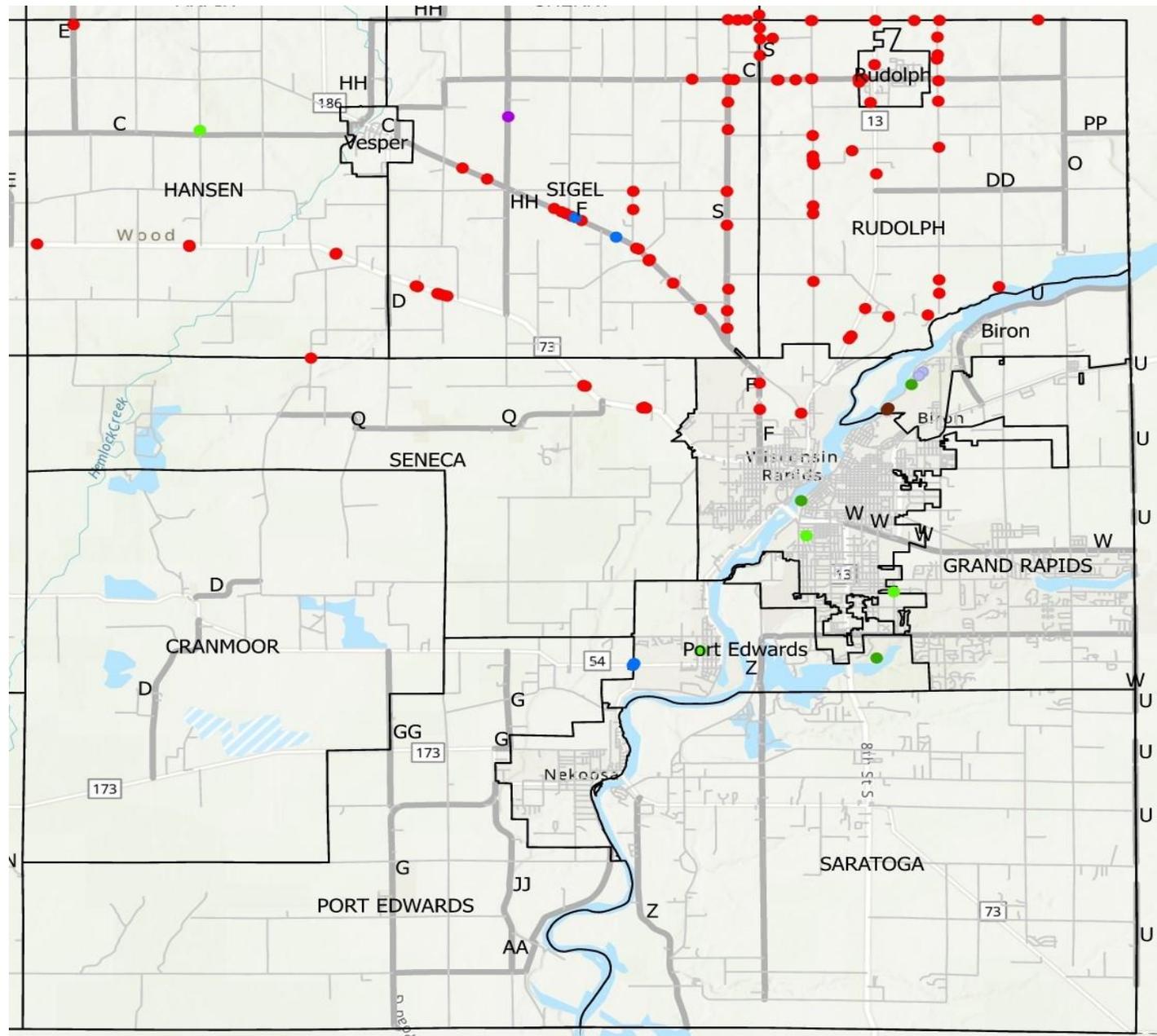
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- Phragmites
- Wild Parsnip
- Narrow Leaf Cattail
- Teasel
- Giant Hogweed
- Japanese Knotweed
- Garlic Mustard
- Japanese Barberry
- Purple Loosestrife



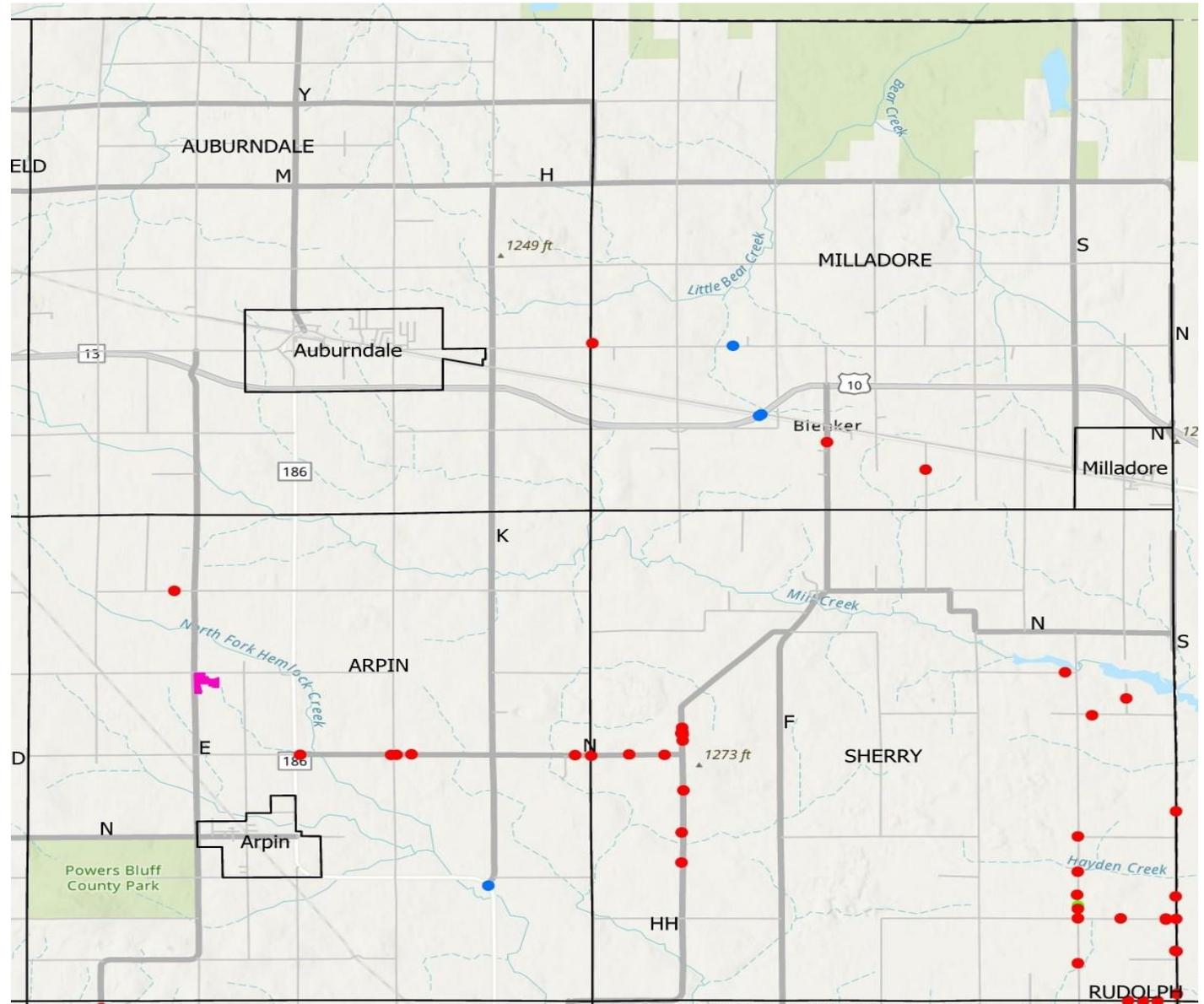
# Southeast Wood County

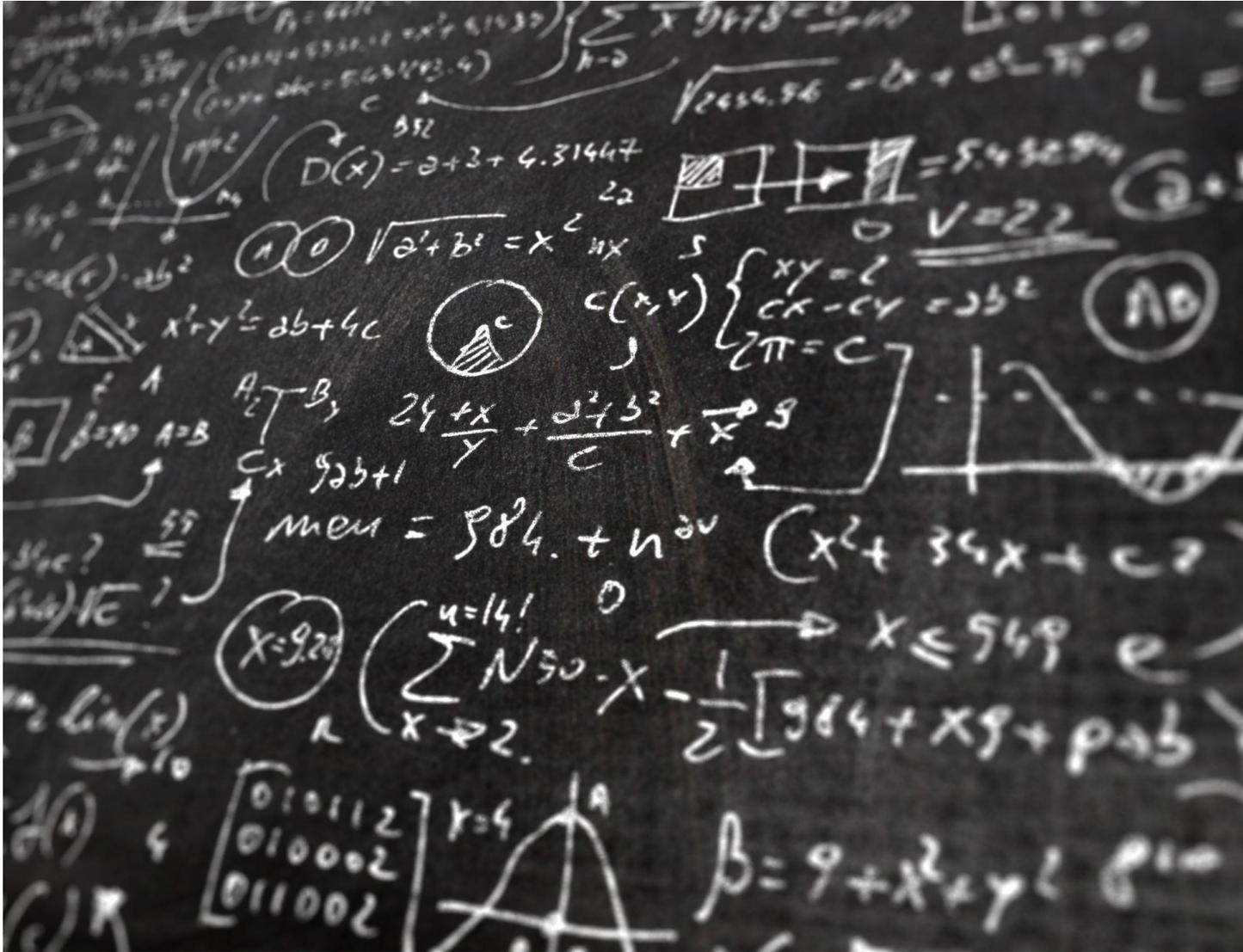
- Phragmites
- Wild Parsnip
- Narrow Leaf Cattail
- Teasel
- Giant Hogweed
- Japanese Knotweed
- Garlic Mustard
- Japanese Barberry
- Purple Loosestrife



# Northeast Wood County

- Phragmites
- Wild Parsnip
- Narrow Leaf Cattail
- Teasel
- Giant Hogweed
- Japanese Knotweed
- Garlic Mustard
- Japanese Barberry
- Purple Loosestrife





# Methods of Control

2 MOST COMMON METHODS OF CONTROL

MOWING

SPRAYING



# Wisconsin DOT mowing Policy

## Rural policy

Mowing is an effective, simple, and cost effective tool for maintaining safety and controlling unwanted vegetation within budget expectations. These are the key points of the rural mowing policy.

- Safety mowing as necessary. This includes mowing “vision triangles” at intersections to provide motorists with clear lines of vision and enhance public safety.
- One long-line mowing along the state highway system per year, typically to a height of six inches, and 15 feet out from outside shoulders and five feet on inside shoulders (medians).
- Mowing should be timed to be done before invasive species go to seed as identified in mowing completion dates map. This completion date varies based on the growing season across the state.
- Wood County completion date is July 15



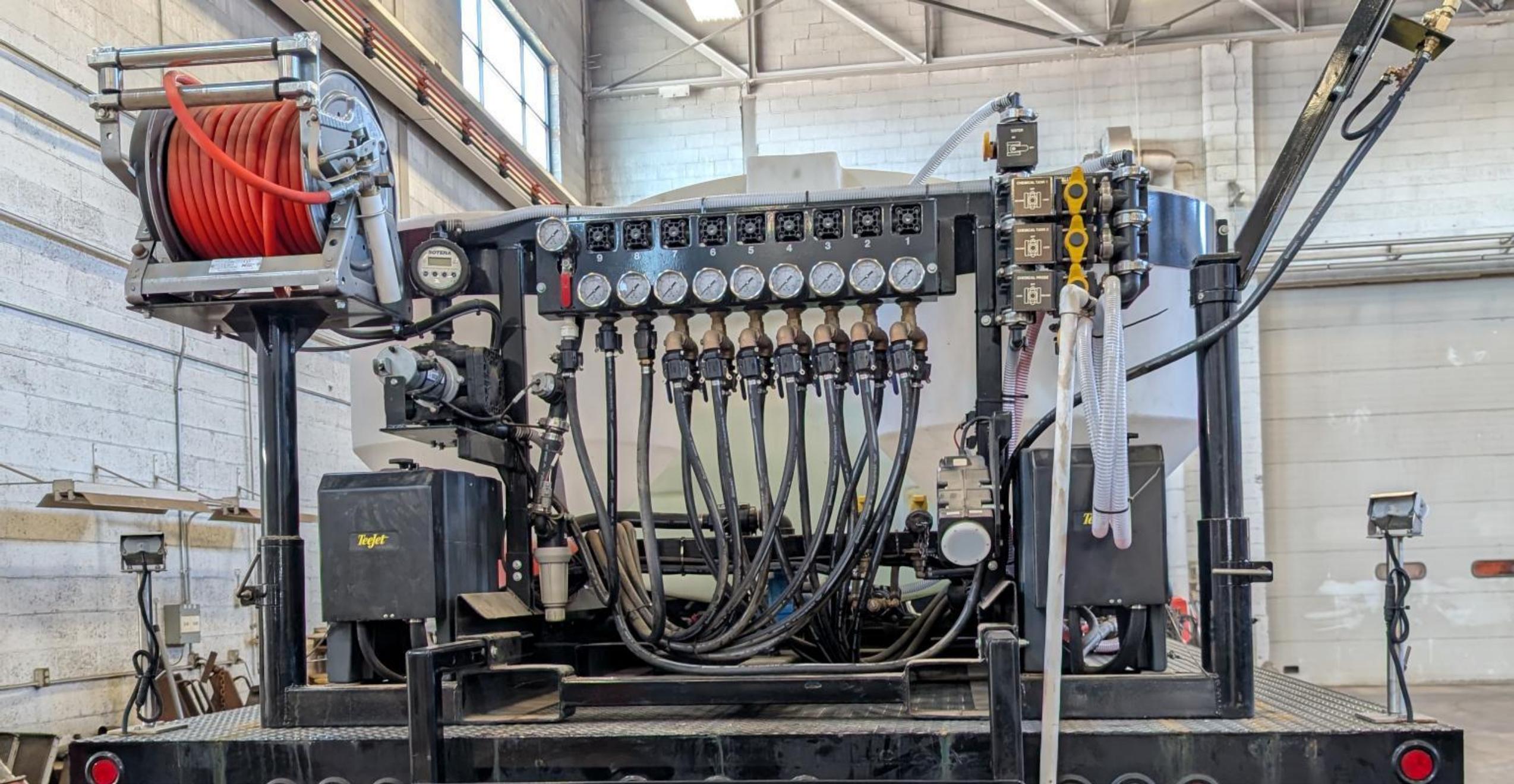
## Wood County Mowing Guidelines:

\*First mowing  
done around July  
15<sup>th</sup>

\*Second mowing  
starting around  
September 1 and  
mow back to  
Right of Way  
where possible.



Wood County's new Spray truck

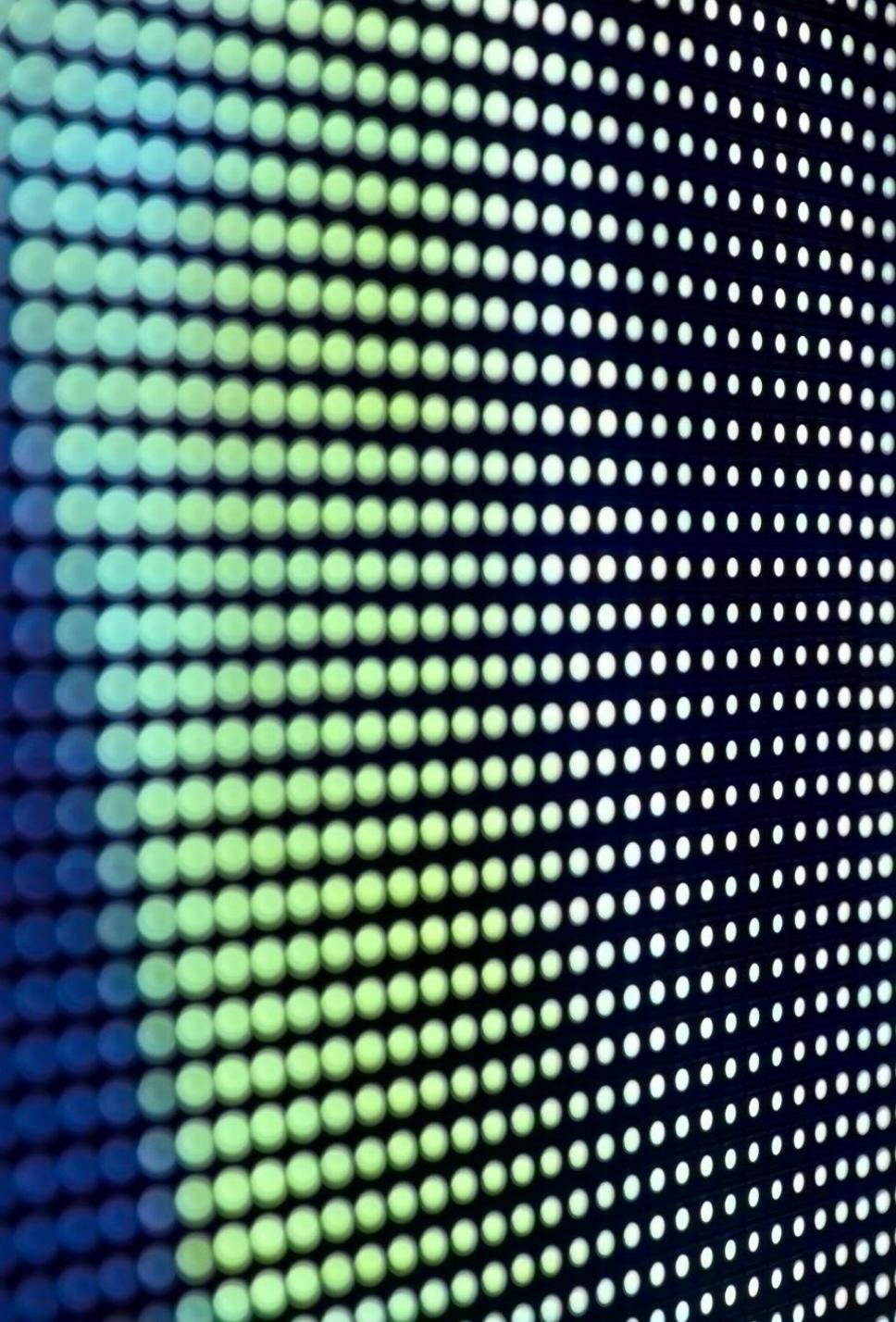


# Spray Truck controls



Roadside  
Maintenance  
Costs

|                                |           |
|--------------------------------|-----------|
| 1 <sup>ST</sup> CUT-----       | \$45,500  |
| BEFORE JULY 15TH               |           |
| 2 <sup>ND</sup> CUT -----      | \$55,500  |
| STARTING IN SEPTEMBER          |           |
| TOTAL MOWING FOR THE YEAR----- | \$101,000 |



# Projected Spraying cost per mile

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TRUCK-----\$9.04

SPRAYER-----\$4.14

OPERATOR----\$5.00

CHEMICALS---\$33.25

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TOTAL/MILE--\$51.43

TOTAL/SEASON\$16660

**WHAT TO APPLY:** Herbicides that have the active ingredient imazapic (e.g., Ethephan, Plateau, Panoramic) are critical to suppressing grass growth.



Roadside that has not been treated, showing tall grass and presence of weeds.

Photo by Brian Kelley



Grass height reduction and invasive species control 2 months after spraying.

Photo by Brian Kelley

# Advantages of Spraying over Mowing

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Cost savings



Invasives Control



Mowing at a time when  
more personal is available



# Chemicals we use and there uses

FOAM CUTTER-----ANTI FOAMING

AMS-----WATER CONDITIONER,  
ANTI DRIFT AID

ETHEPHAN-----GROWTH INHIBITOR

OPENSITE-----BROADLEAF, WOODY  
PLANTS

ESCORT XP,MSM60,PATRIOT---INVASIVES,NOXIOUS  
WEEDS

SURF-AC820-----SPREADER STICKER

# Questions, Contact



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Room 204

ANY Questions

