

VEGETATION MAINTENANCE

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ientation session, spray crews take their trucks into the field to calibrate the spraying equipment. We believe the difference between a good and bad residual program is proper calibration.

The soil residual program is divided into two phases. There is the initial spraying of road areas to be sprayed for the first time. And their trucks into the field to calibrate the areas which has been previously sprayed, each requiring special consideration of the formulation to be used. The cost for initial spraying in 1972 was \$80.15 per mile or \$26.72 per acre. The cost of maintenance spraying is \$57.48 per mile or \$19.19 per acre. In 1972, 39.6 miles or 118.8 acres received initial treatment while 637.0 miles or 1,911 acres were sprayed for maintenance.

Approximately 80 per cent of all maintenance activities involves the maintenance of proper drainage facilities. Three distinct types of drainage which must be considered are:

Roadside drainage: This involves maintaining adequate ditches parallel to the roadways. A good, well-timed soil residual program can save a county highway department money. Here is a comparison of costs for a spraying program versus county maintenance crews. It costs \$381.00 per year to reshape and clean slopes and ditches. The cost of a spraying program is \$68.76 per mile per year. The latter program eliminates the periodical cleaning of ponded or standing water. This water eventually saturates the subgrade of the roadway causing pavement settlement, slides and other undesirable conditions that cause considerable hazards to the motorist.

Road surface drainage: This consists of maintaining an adequate crown or transverse slope on the travelled way and shoulder areas. Surface areas which do not drain properly result in potholding, traffic safety hazards, and pavement breaking at the shoulder joint.

Cross drainage: This is provided by means of culverts and bridges and must be kept clear to provide protection to adjacent properties as well as the roadbed itself. The cost of a bridge and culvert soil residual program is .54¢ per structure versus hand cleaning of structures at \$3.87 per structure. Plugged culverts can very easily result in loss of large roadbed sections.

Inadequate maintenance of drainage results in abnormal maintenance costs, traffic hazards and short life

for road facilities.

Proper and economical maintenance begins during the location, design and construction stages of any highway. Curvature, gradient, drainage, base and surfacing, when adequately designed, result in maintenance economy. Highways constructed to proper specifications by following acceptable construction practices, result in low maintenance costs and longer life for the roadways. A roadbed and surface will be stable if proper drainage is supplied

maps of Lane County using a map legend with colored pins. This shows the progression of the spraying program.

The Lane County spraying program has the full co-operation and support of the Board of County Commissioners: Al Driver, director of Public Works; Charles E. Angermayer, operations superintendent as well as the Oregon State University farm crops department, chemical industries and many other related agencies.□

INITIAL APPLICATION

Krovar I	80W,	6 pounds,	plus 6 ounces X-77 Surfactant/per acre
Karmex	80W,	9 pounds,	plus 6 ounces X-77 Surfactant/per acre
Hyvar-X	80W,	4 pounds,	plus 6 ounces X-77 Surfactant/per acre
Princep	80W,	9 pounds,	plus 6 ounces X-77 Surfactant/per acre
AAtrex	80W,	9 pounds,	plus 6 ounces X-77 Surfactant/per acre
Atratul	80W,	9 pounds,	plus 6 ounces X-77 Surfactant/per acre

If there is foliage within the area to be treated, two-thirds gallons Amitrol-T is added per acre.

MAINTENANCE APPLICATION

AAtrex	80W,	12 pounds,	plus 6 ounces X-77 Surfactant/per acre
Princep	80W,	12 pounds,	plus 6 ounces X-77 Surfactant/per acre
Atratul	80W,	12 pounds,	plus 6 ounces X-77 Surfactant/per acre
Karmex	80W,	12 pounds,	plus 6 ounces X-77 Surfactant/per acre
Hyvar-X	80W,	6 pounds,	plus 6 ounces X-77 Surfactant/per acre
Krovar I	80W,	9 pounds,	plus 6 ounces X-77 Surfactant/per acre

If there is foliage within the area to be treated, one gallon of Amitrol-T is added per acre.

and compaction of materials is sufficient during construction.

A sound highway maintenance and soil residual program will result in better and safer roadways at a minimum cost, improved public relations and public acceptance of your road program.

The following soil residual formulations are used in the proportions shown below:

All of the above soil residual formulations are used in combinations and are used separately. Weather, soil and type of foliage within the area to be sprayed are factors which determine whether combinations or single products are used.

Keeping good records on all roads and County-owned lands is very important for a successful spraying program. It furnishes the statistics needed to analyze the cost benefits ratio, estimating cost and establishing budgets as well as permanent records for the data processing program for future reference. Records of all pesticides sprayed on county-owned lands are kept. The pesticide records have also proved beneficial in establishing responsibility in courts of claim.

In addition to this, there are two

WSSA Assoc. Membership Is Now Available

Specialized information on weed problems and their control is now available to associate members of the Weed Science Society of America.

This new membership classification is designed for anyone in applied weed control—chemical dealers or distributors, custom applicators, grounds maintenance managers, agri-fieldmen, regulatory officials, extension agents, farm managers and others.

Associate membership in WSSA will help those interested in practical and scientific aspects of weed control through the exchange of current information on new products and scientific developments.

Until now, only Regular Membership was available in WSSA. This category is open to anyone interested in weed control, but is primarily designed for research-oriented personnel.

Membership application forms and more details are available from the WSSA Special Office, 3123 Ligon Road, Raleigh, N.C. 27607.