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For details and specs on Winnebago County's anti-icing truck, contact Tim Barnick at 920-232-1721 or tbarnick@co.winnebago.wi.us



New "super tanker" truck works hard all year

WHEN Tim Barnick started as Winnebago County's Highway Equipment Superintendent last April, he had a couple different problems. The existing 750 gallon anti-icing tanks were too small for the increased number of lane miles they must cover. Trucks returned to fill up 3-4 times a night. At the same time, the 20-year-old equipment for thawing and clearing culverts was decrepit.

"I sat down with the patrol superintendents and we did some brainstorming," Barnick says. "We came up with the idea of a 4000 gallon truck that could be used

for many different kinds of jobs." With the help of their vendor, Casper Truck in Appleton, they designed a "super tanker." The truck arrived in September and they have kept it busy ever since.

Starting with a 2000 Sterling Chassis tri-axle truck from their plow fleet, they removed the winter equipment and outfitted it with the tank, a hot water pressure system, and a Flink 3-lane anti-ice system. It also includes an equipment hitch and a gravity-feed water bar for dust control and compaction on gravel. The total cost was \$38,000.

"It's worked great this winter," says Barnick. "It goes out and does the anti-icing and can stay out until it's done. Also we can use it to fill the pre-wetting tanks on our plow trucks." The tanker drives to each truck so they don't have to wait in line, and the high pressure pump fills the tanks fast.

In addition they have ordered for 2005 a "jetter" for cleaning



Flink anti-icing system mounted on back of tanker.

out catch basins and culverts as well as pressure washing bridge decks. "With 3000 psi at 40 gallons a minute, that thing will clean culverts in 30 minutes," says Barnick. Come summer, if it's dry the anti-ice system can water newly planted seed and vegetation after ditching projects.

"Instead of having expensive equipment sitting idle a lot of the time, we can use this truck 12 months out of the year," says Barnick. When Winnebago isn't keeping it busy, they will make it available to nearby communities.



"When you compare them, an old High Intensity sign seems brighter than a new Engineer Grade sign."

Stop signs upgraded in Portage County

STOP SIGNS are probably the most important sign for driver safety. Making sure they are visible, especially at night, should be a top priority for local streets and highway crews. Portage County is nearly finished with a seven year program to convert all 900 of its Stop signs to High Intensity sheeting.

"You can definitely tell the difference," says Dale Petersen, Portage County Highway Department state superintendent. "When you compare them, an old High Intensity sign seems to be brighter than a new Engineer Grade sign."

For many years the county used High Intensity sheeting on problem intersection stop signs. It worked well. By 1999 the durability was significantly improved. "By then we felt comfortable that we would get the projected 12 year life span out of it, compared

to the 7 years for Engineer Grade," says Petersen. They also tried Diamond Grade sheeting for a year but decided that the difference in reflectivity wasn't worth the extra \$10 per sign face. "The lifespan was the same, and it was so bright that the words tended to blur." High Intensity sheeting is pricey: nearly \$27 per sign face on the last bid, compared to just over \$11 for Engineer Grade. With the different life spans, the cost works out to about \$2 per year for either sheeting. Once the changeover is complete, the county expects to save money.

"We expect to save on labor and machinery charges by replacing the signs less often," Petersen says. "More importantly, we're providing a better service to the public. The brilliance of the High Intensity signs really highlights an intersection."

The county has signs on 430 miles of roadway. It tracks them by township on paper gas tax maps. Crews inspect all the signs every year, recording the location, type, and size of bad signs on the maps. Every other year they inspect at night.

"For us it's probably a two week process a year," says Petersen. "It's time consuming, but we're looking not only at liability but the general safety of the public." The annual inspection and replacement lets them keep the costs more or less steady from year to year. "We do it on a maintenance basis so we don't get caught with high costs in one year which you'd really feel with these tight budgets," he says.

For more information contact Dale Petersen at 715-345-5230.