

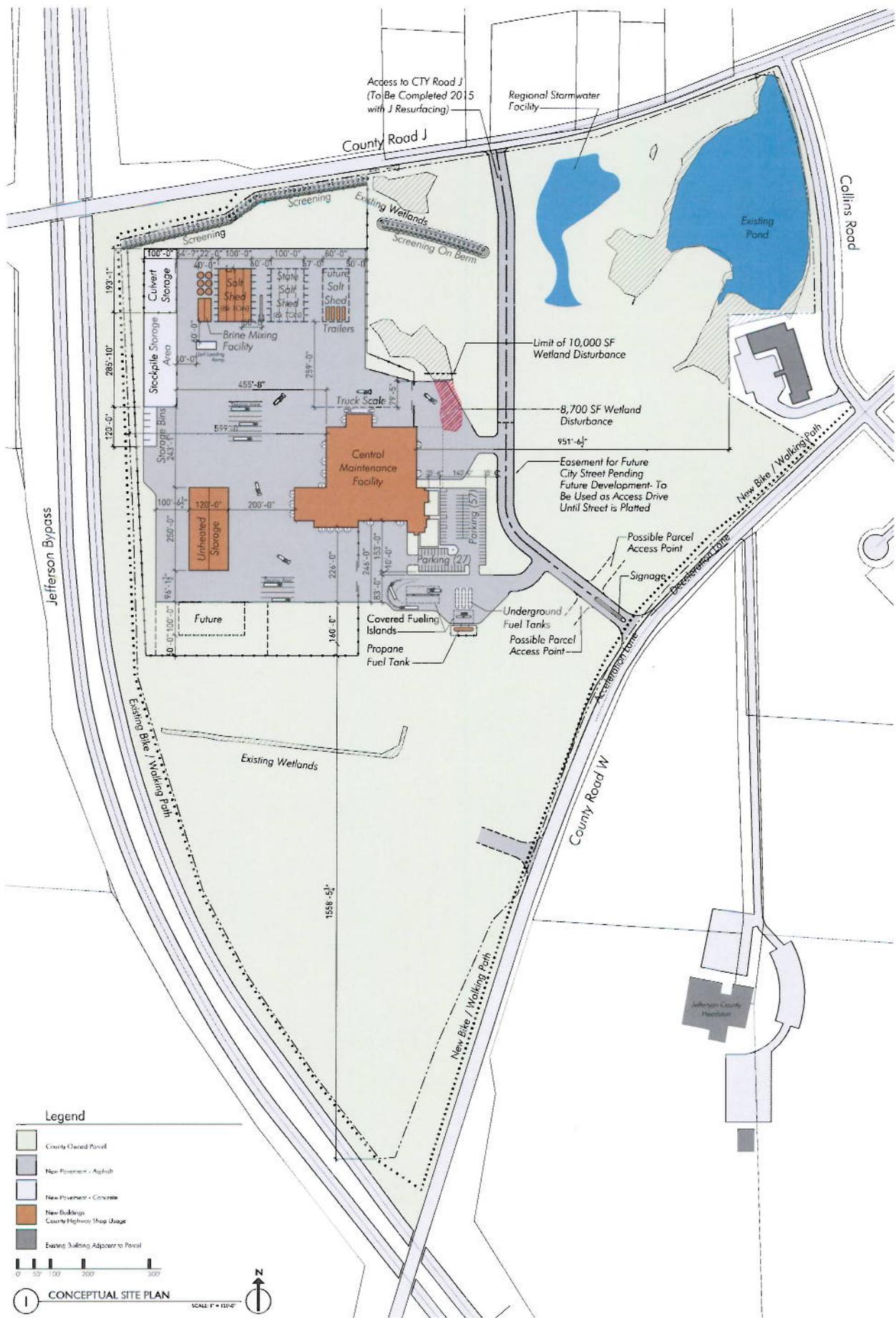
SUGGESTIVE CONCEPTS ON REDUCING SIZE/COST OF PROPOSED HIGHWAY SHOP FACILITY

Suggestion #1 - The proposed size of "lunchroom", "training room", "lockers, totalling 5000 square feet and then , yet, another 5300 square feet for "administrative area" is way too expansive. In conversation with Mr. Kern, he emphasized that acoustics are a problem in conducting large-group meeting in shop area. I had earlier suggested backing out a few trucks and setting up folding chairs for such meetings. He stated that that is the way they are doing it now and it is unsatisfactory, but it seems an enhanced speaker system would be far more cost-effective than dedicating such large square footage to these single -purpose, lightly-used purposes. Of course, there are counter-comments to justify the multiple uses to which these feet could be used for, but are those additional purposes really needed or just justifications for the huge size ?? CONCLUSION: cut size in half and create space that accomplishes multiplicity of function. EXAMPLE : Part of lunchroom could be locker room., administrative area need not contain duplicity of facilities found adjacently in locker room, offices are unnecessarily large .

Suggestion # 2 - The automatic truck wash can be made to sound so cost-reducing that many will be attracted to it, but caution needs to be exercised in support of such expense (probably \$250,000 as initial input). Recalling comments at Wyocena stop(Columbia county) on investigative tour in June, spokesperson there, stating their affection for automatic washing "--- once we got the bugs worked out" and " the soap to run this things is very expensive". Eventual decision- makers need to imagine the amount of time involved in "getting the bugs worked out" as an offset of the concept that hours for truck clean-up will produce thousands of dollars of savings --- and also remembering that electronic breakdowns of such corrosive-prone machinery are going to be more common than driver-breakdown. It is very unrealistic , in producing a balance sheet to describe pros and cons of something , to count only the anticipated labor saving and not make a real attempt to anticipate the many years of maintainence costs.

Suggestion #3 - More than a suggestion is the following reflection: Jefferson County Highway Committee and Jefferson County Board majorities have supported the idea that the department should end up owning 23 tri-axle trucks. They are big machines, for which architect has allocated 15'x 42' parking space for each vehicle in heated garage. Obviously, bigger trucks take more parking space than smaller ones. Neither Waukesha county, nor Walworth county, nor Green county have ANY tri-axle trucks. Is it reasonable that Jefferson county should have so many of that which adjoining counties have none?? It is, obviously, too late to not buy the big trucks, but it is also obvious that we are building a bigger building than we would be building if we did not have so many of the big trucks. How did we get to this wasteful point ?? Another example of previous decisions causing unforeseen additional cost in future.

From Carl Zentgraf



**JEFFERSON COUNTY HIGHWAY DEPARTMENT
CENTRAL MAINTENANCE SHOP SITE PLANNING**



Friday, September 6, 2013