



PTD INC.

ARCHITECTURE DESIGN PLANNING

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July 29, 1998

Calumet County Court House
206 Court Street
Chilton, WI 53014

ATTN: Mr. Ken Draheim
Calumet County Board

RE: Addition and Remodeling
Calumet County Highway Garage

Dear Mr. Draheim:

Enclosed is a copy of floor and site plans, as well as several single line perspectives of the addition and remodeling to the Calumet County Highway Garage.

As you know, we have been meeting with the Calumet County Highway Committee for several months, and have explored various alternatives to upgrade highway department facilities to meet ADA compliance requirements, add required space for administrative and employee areas, and investigate shortcomings in the existing storage and repair garages.

As you are aware, there are a number of limitations in the existing facility, that, while large enough, prevents the full array of equipment that is owned by Calumet County from being properly serviced or maneuvered within the facility. These shortcomings include lack of proper width and height of overhead doors for access, lack of proper width within existing bays to accommodate various functions for both repair and maintenance of vehicles, and lack of space to properly turn vehicles without continual maneuvering to reach either storage or service positions.

The main additions to the garage include a new wash bay, as well as a pit access repair bay. Each bay is approximately 30 feet in width. They're sized to accommodate virtually any vehicle that is in Calumet County's inventory. The anticipated use of the pit bay will not negate the use of the hydraulic hoist that is presently positioned in the repair bay and which can continue to be used for smaller vehicles.

We anticipate that the development of the pit bay would be similar to contemporary lube centers that are accessible by stairs, with the ability of personnel to access vehicles via raised island below.

The positioning of the stock room is also one that is under the control of the administration area of the building. The new employee meeting room and toilet and locker areas, as well as administration and office areas for the highway garage, are positioned so that these areas are centrally located between storage and repair bays, as opposed to their present location at the east end of the building.

During the course of the investigation of various alternatives, it became more cost effective to build new space on grade to meet compliance requirements for internal accessibility and ADA compliance, than to add on to the existing office areas and employee areas in the lower level. Additions here would require the installation of an elevator and likely additional stair exits to meet these requirements.

It is anticipated that the sign department on the second floor of the facility would be relocated to the first floor and be attached to the present stock room for continuation of that use at a more accessible level.

In addition, a drive-thru bay is accomplished by providing an overhead door on the north side of the building that will allow truck access through the building and under the crane bay for easy loading and unloading. This would also permit relatively easy access to the sign department.

The addition to the facility would relocate the main public pedestrian entrance of the building to the southwest side. An auto parking lot, separate from highway department vehicles, is included in the site planning.

Discussed with the committee, as well, is the possible option of closing access to Highway 57, 32 (Chestnut Street) at the curve, and to reposition all ingress and egress by all vehicles off Calumet and Park Streets. Plans provide for a paved area about the north and east sides of the building connecting the present parking lot with the north parking lot. This will allow free access about the building by all vehicles.

We have not attempted, at this point, to design the exterior of the building, or become specific about mechanical systems. We would recommend that construction type of the building would likely be a masonry exterior with structural steel, metal deck, and membrane type roof overhead. Attachment to the building will require modification of the drainage of the main roof of the original facility over the bow truss areas.

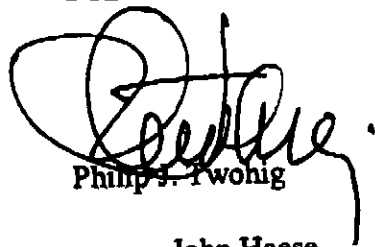
As we have indicated to the Highway Committee, the project is at a point where we feel a scope estimate for construction, based upon cost estimates for like kind of construction of approximately 8,000 square foot would be in the neighborhood of \$700,000. We would recommend adding to that an additional 10% for contingency, and an additional 10% for soft costs including fees, soil analysis, document reproduction cost, etc. Purely from a scope basis then, the total for the facility as indicated would be approximately \$850,000.

As mentioned to the Highway Committee, we plan on being in attendance at your Property Committee Meeting on August 3rd at approximately 9:00.

If there are any additions or corrections to any of this submittal, please contact me.

Very truly yours,

PTD INC.

A handwritten signature in black ink, appearing to read "Philip F. Twonig", written over a printed name.

Philip F. Twonig

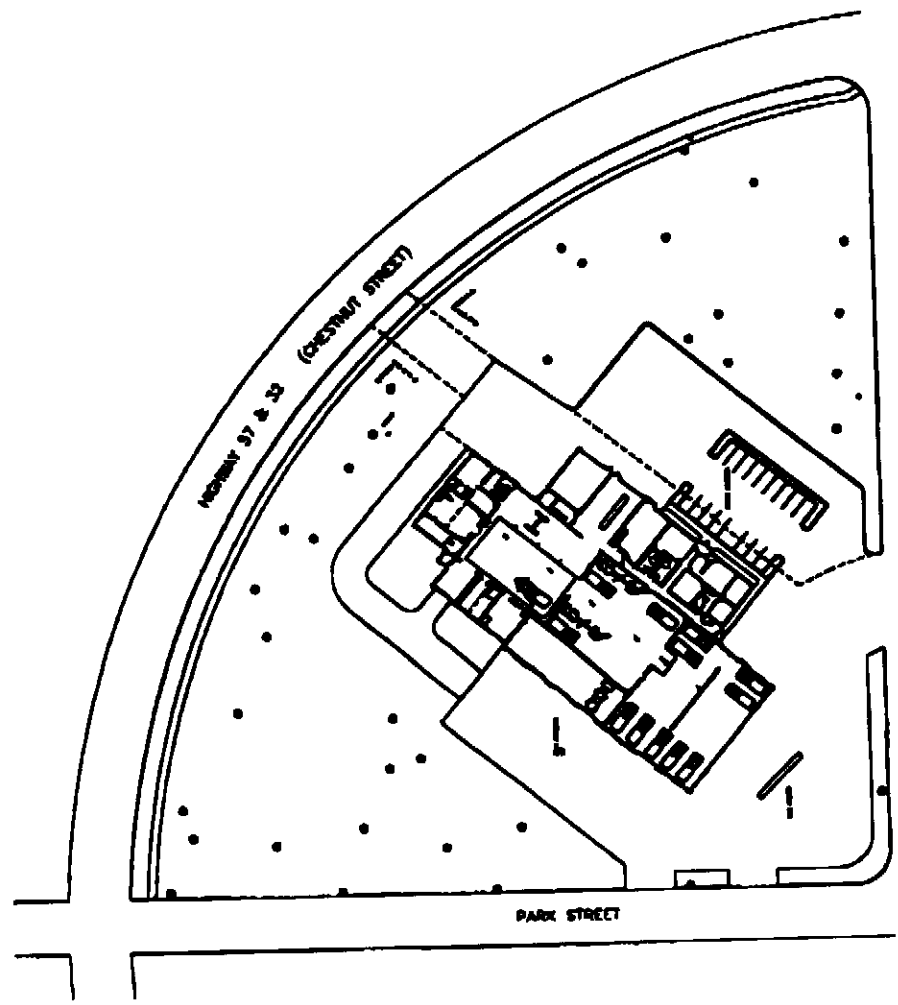
cc: John Haese

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<input type="checkbox"/>	REVISIONS
<input type="checkbox"/>	CONTRACTS
<input type="checkbox"/>	NOTED
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ADDITION TO CALUMNET
COUNTY HEALTH & GAZON
COMMUNITY DEVELOPMENT
CITY OF CHICAGO

DATE: 7/29/98
DRAWN BY: LBC
CHECKED BY: T1
SCALE: 1" = 10'



SITE PLAN

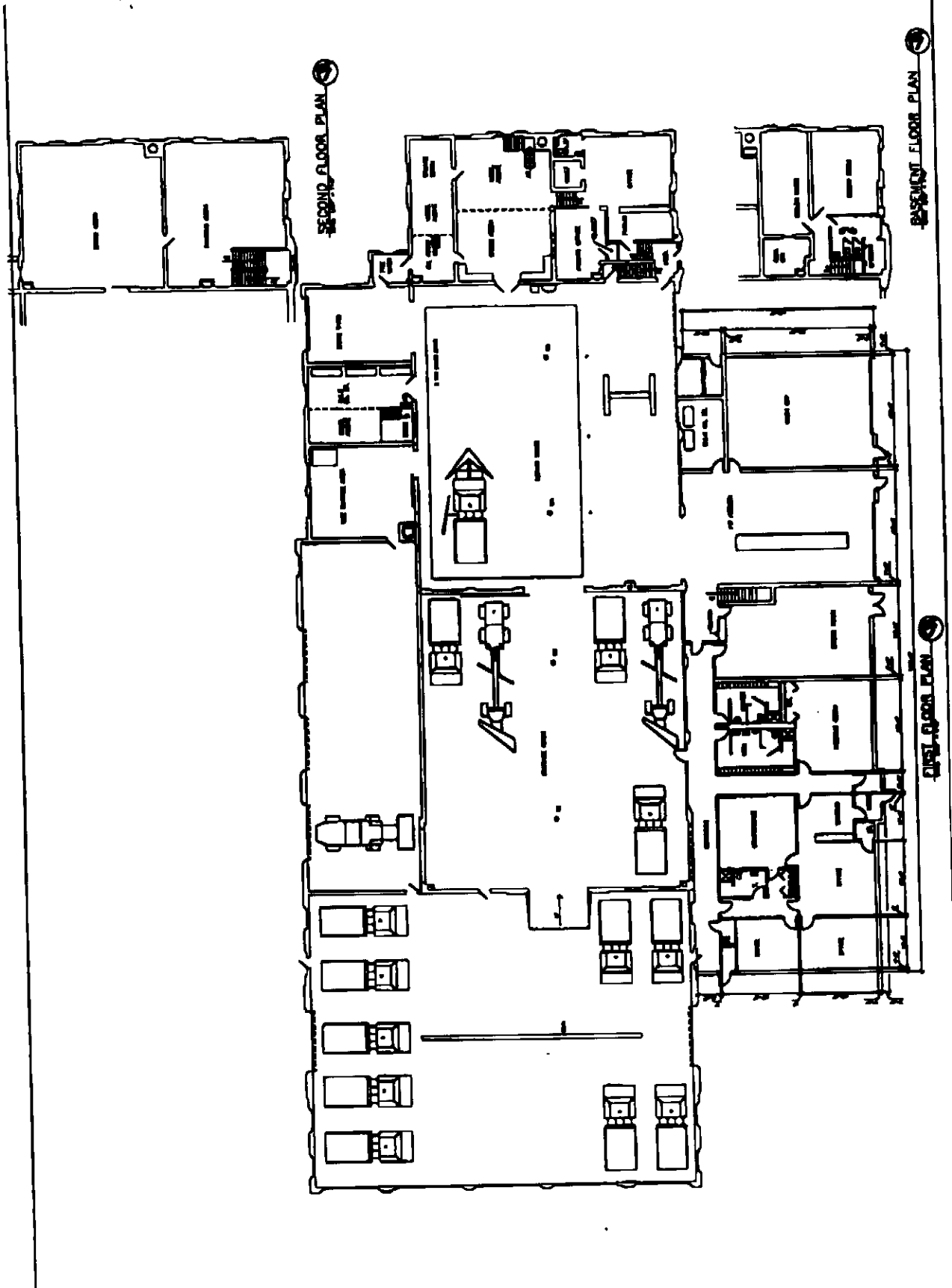
PROJECT NAME

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ADDITION TO CALYBEST
 CHARTER SCHOOL
 10000 W. 10TH AVE.
 DENVER, CO 80231

PROJECT NO. B01
 SHEET NO.

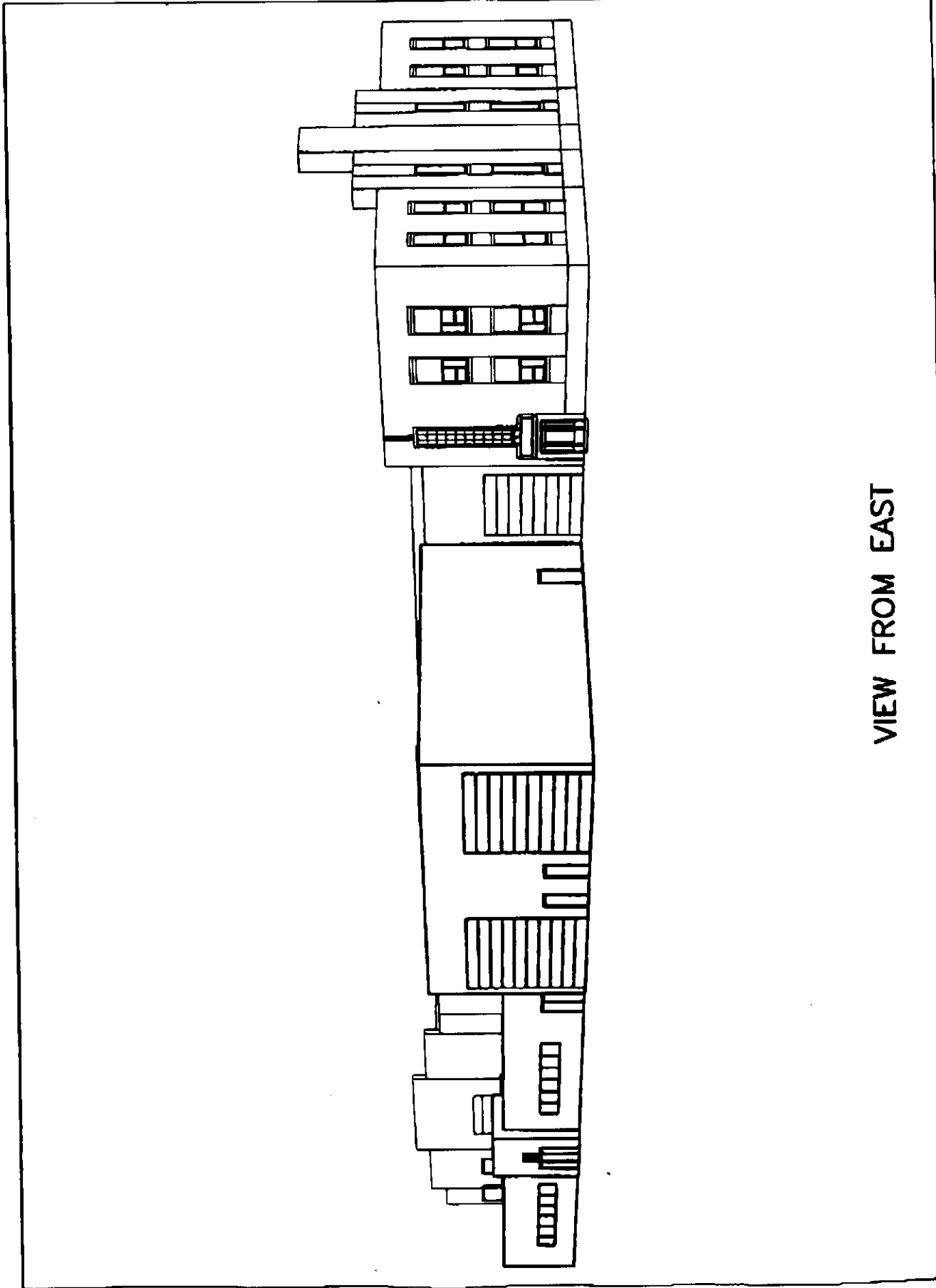


<input checked="" type="checkbox"/> PRELIMINARY
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DATE: 11/17/08
BY: [Signature]



ADDITION TO CALUMET
 COUNTY BOARD OF
 SUPERVISORS
 OFFICE BUILDING

PROJECT NO. 08-003
 SHEET NO. 08-003



VIEW FROM EAST

