

Yolo Cafe
PW 071017

ITEM 3

The Yolo café had gotten approval from the DRC for outdoor seating back in April. However, they were denied their Privilege agreement at PW as it was not clear what their business model was, and if it included food sales.

They made some changes to their business to be able to serve sandwiches, and will not offer the Hookah outside.

An inspection of the facility has found that some additional work needs to be completed.

They have submitted new pictures of their proposed outdoor seating, including the outdoor couches. DRC has approved the proposed design for the outside seating at their 062817 meeting.

They have stated that they intend to reduce the size of the area they will use for seating for 2017. Seating will be limited to directly in front of the Yolo café. The previous seating diagram has been included at this time, an updated seating diagram has been requested but has not been received at this time.

Approval of this agreement should be contingent on passing a final building inspection.

Chris Tollaksen
City of Wisconsin Dells

**City of Wisconsin Dells-Yolo Café
Accommodation Agreement**

This Accommodation Agreement is by and between the City of Wisconsin Dells (“City”), and Yolo Café (“Yolo”).

Recitals :

- A. Yolo will lease commercial space on the second level of the Chalet building located at 404 ½ Broadway.
- B. Yolo will use and occupy the elevated area over the Broadway sidewalk and right-of-way as an outdoor seating and dining area associated with its café.
- C. Yolo has requested the City’s consent to Yolo’s use and occupancy of the elevated commercial space.
- D. This Agreement set forth the conditions of the City’s consent.

Agreement

- 1. The City and Yolo acknowledge that the elevated deck/patio is in the highway right-of-way jurisdiction of the State of Wisconsin.
- 2. The City does not assert authority to permit the presence of the structure in the state right-of-way. However, the City asserts and Yolo acknowledges the City’s interest in regulating outdoor commercial activities conducted on public property in the downtown business district.
- 3. The City has licensed private uses of public space and imposed a fee. As an accommodation to the City and the City’s interest in treating similar activities evenly, Yolo will pay an annual fee of \$_____. The payment shall be made on or before July 1 annually and shall be paid to the City’s general fund.

4. As a further accommodation to the City and its interests, Yolo agree as follows with respect to the elevated area over the public right-of-way:
 - a. The structure over the sidewalk will be maintained in structurally safe condition and comply with applicable codes and rules.
 - b. Plastic serving products and utensils will be used.
 - c. No smoking; including no hookah use.
 - d. No interference with signage on adjacent buildings.
 - e. Monitor customer behavior and activities to prevent interference in the sidewalk and street below; including installation of equipment and fixtures to prevent falling objects.
 - f. No additional improvement to the structure, including sides or roof, without City approval.
5. Yolo will be responsible for all damages to persons or property by reason of or connected to the deck/patio and shall indemnify, defend and hold harmless the City and provide proof of insurance as set forth in Exhibit A attached.
6. This agreement and use will be reviewed annually by the City which may terminate this agreement and use at any time the City determines, in its sole discretion, that the City's necessity and convenience require termination.
7. This agreement will terminate if the State of Wisconsin requires termination of the use and occupancy of the State right-of way by Yolo.
8. This agreement constitutes an Accommodation Agreement by and between the City and

Yolo and does not create or confer upon Yolo any property rights; or entitle Yolo to any compensation for the termination of this agreement.

9. Yolo may not assign or transfer this agreement without the City's consent.
10. Bernard Gussell, Jr., Chalet Associates LLC is the owner of the Chalet premises leased by Yolo and consents and agrees to the terms of this agreement and will be bound by them without reservation.

CITY OF WISCONSIN DELLS

Date: _____

By: _____
Brian Landers, Mayor

Date: _____

By: _____
Nancy Holzem, Clerk/Administrative
Coordinator

YOLO CAFÉ

Date: _____

By: _____

CHALET ASSOCIATES LLC

Date: _____

By: _____
Bernard Gussell, Jr., Owner

Documented drafted by:
Joseph J. Hasler
LAROWE GERLACH TAGGART LLP
Post Office Box 231
Reedsburg, Wisconsin 53959
(608) 524-8231

Wisconsin Dells - Yolo

Exhibit A to
Accommodation Agreement

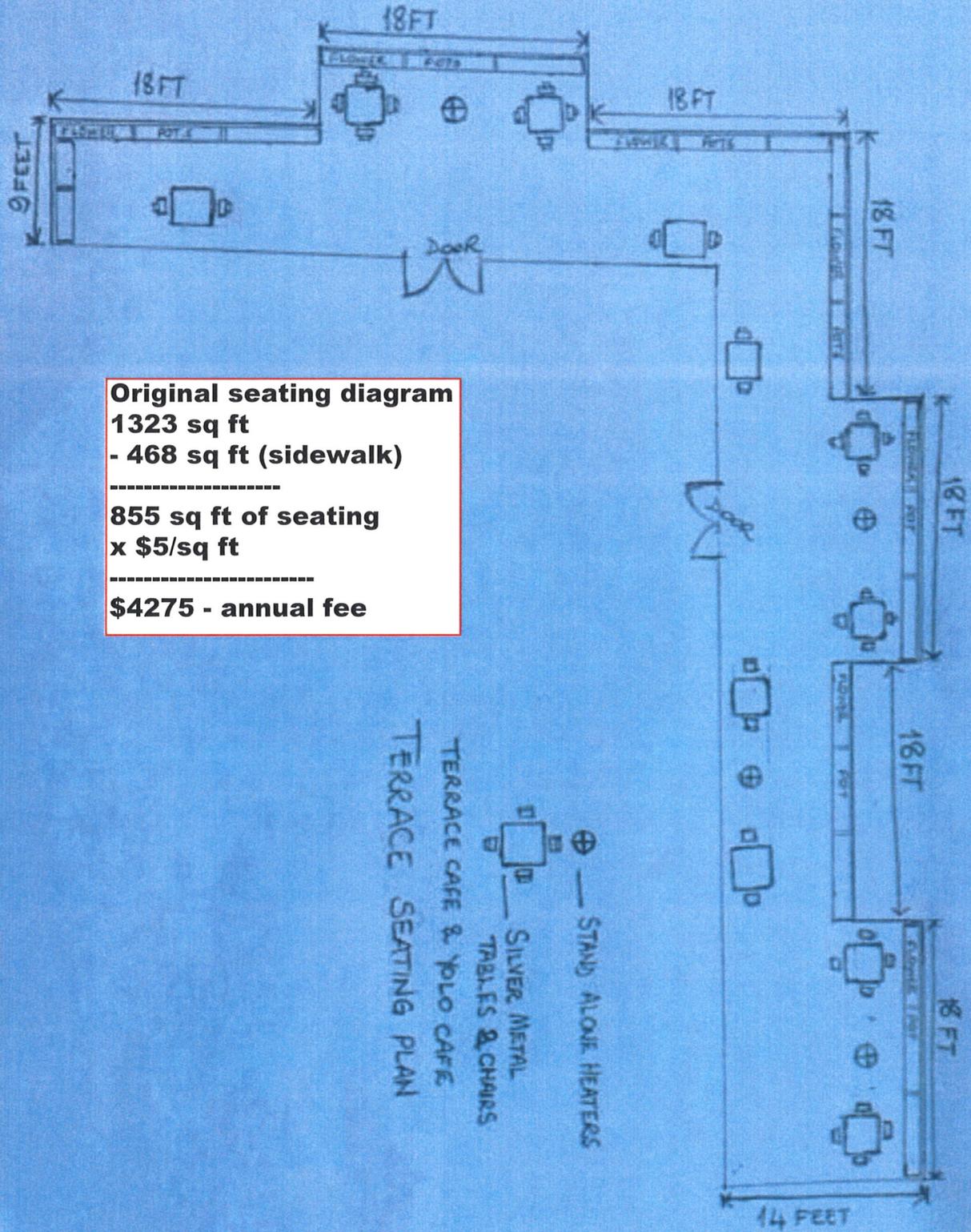
RISK MANAGEMENT

1. INSURANCE.

- A. Yolo will carry, at its own cost and expense, the following insurance: (i) worker's compensation insurance as required by law; (ii) commercial general liability (CGL) insurance with respect to its activities on the Property, such insurance to afford protection of up to Five Hundred Thousand (\$500,000.00), per occurrence and One Million Dollars (\$1,000,000.00) general aggregate, based on Insurance Services Office (ISO) Form CG 00 01 or a substitute form providing substantially equivalent coverage.
- B. Yolo's CGL insurance shall be issued by an insurer authorized to issue CGL insurance policies in the State of Wisconsin and shall contain a provision including the City as an additional insured.
- C. Yolo shall file with the City a Certificate of Insurance signed by the insurer's representative evidencing the required coverage. The evidence shall include an additional insured endorsement.

2. INDEMNIFICATION.

Except for the negligent acts or willful misconduct of City's agents or employees, Yolo agrees to indemnify, defend, and hold harmless the City and its elected officials, officers, employees, agents, and representatives, from and against any and all claims, costs, losses, expenses, demands, actions, or causes of action, including reasonable attorney's fees and other costs and expenses of litigation, which may be asserted against or incurred by City or for which City may be held liable, which arise from the negligence, willful misconduct, or other fault of Yolo or its employees, agents, or subcontractors in the performance of this Lease and Agreement.



Original seating diagram
 1323 sq ft
 - 468 sq ft (sidewalk)

855 sq ft of seating
 x \$5/sq ft

\$4275 - annual fee

⊕ — STAND ALONG HEATERS
 — SILVER METAL
 TABLES & CHAIRS
 TERRACE SEATING PLAN

Original Coffee Shop Proposal

EXECUTIVE SUMMARY

- 1) Our mission is to will provide a friendly, comfortable atmosphere where the customers can receive quality food, drinks, and service at a reasonable price.
- 2) Terrace café will offer a variety of choices to the customers. Cappuccinos, lattes, espressos, smoothies, regular coffee, soft drinks, and tea of all sorts will be available.
- 3) The café will also serve deli-style breakfast sandwiches with the freshest ingredients
- 4) Coffee Spot Café will be open from 8:30 A.M. to 9:00 P.M. Monday-Sunday.

GOALS AND STRATEGIES

- 1) Use the quality of our service and advertising to soon become well-known throughout Wisconsin Dells.
- 2) Work hard to have the best-tasting coffee, treats, and service in town and surrounding areas.



Download from





PROFESSIONAL SERVICES

Memo

To: David Holzem, Director of Public Works – City of Wisconsin Dells
From: Chad Wagner, P.E., and Kevin Ruhland, P.E., MSA
Subject: Woodside Dells Sports Complex Traffic Counts
Date: July 5, 2017

The City of Wisconsin Dells has been coordinating with the Wisconsin DOT regarding an improved intersection at the primary street connection to the Woodside Dells Sports Complex on WIS 13. Traffic counts have been collected on different occasions in an attempt to assess the “typical” conditions at the site. At this point WisDOT believes an improved stop controlled intersection is sufficient, while the City may be interested in alternative designs that include more control on WIS 13.

In an attempt to rectify any differences in traffic data, the potential to install a continuous counting device was discussed at the May Public Works Meeting. It was requested that MSA review the options and cost for potential devices to collect this data. There are several products on the market to collect data however the following are the most prudent for this application.

GRIDSMART Camera:

GRIDSMART is a single camera with dual purpose; data collection and intersection detection. The immediate use of the camera would be providing turning movement counts. A single camera captures the entire intersection with one unit collecting turning movement counts, speed, and vehicle classification. All of the information collected is stored on the GRIDSMART Cloud for up to one year where the data can be extracted at any time.

In the future, the camera can be reused at any signalized intersection as a vehicle detection system. This is the same detection system currently used on the downtown traffic signals by WisDOT, and replaces the need for in-pavement loop detection. The future installation will also produce traffic data collection reports and has the capability to create historical reporting on performance data including intersection delays and cycle lengths. Repurposing the camera would be a cost savings to any proposed signalized intersection as in-pavement loops would not need to be cut or sawed into the existing pavement.

Total Cost for GRIDSMART Unit: \$16,636.00 plus pole and labor to install

2901 International Lane, Suite 300, Madison, WI 53704-3133
(608) 242-7779 (800) 446-0679
FAX: (608) 242-5664 WEB ADDRESS: www.msa-ps.com

MEMO

June 30, 2017

For an additional cost, this unit has the ability to provide a live video feed of the intersection, which can be viewed remotely or via a mobile device using a cellular connection. The camera allows for pan-tilt-zoom (PTZ) options to configure the view and manage the intersection. This may allow police or other City staff to keep watch on the delays/queues and monitor the area more closely. An additional cost to provide a cellular data connection would need to be verified if the City is interested in this feature.

Armadillo Tracker Stats Collector:

The Armadillo Tracker uses radar to detect individual time stamped vehicle counts, speeds, and class per direction with up to 97% accuracy. Unlike the GRIDSMART camera, the Armadillo collects ADT data rather than turning movement counts. The Armadillo includes on-board memory storage for up to 300,000+ individual vehicles and battery life for up to two weeks of run time. Data can be received either via direct connection to the unit or Bluetooth. Installation is a simple point and go setup; however, mounting height is 8-12 feet to clear parked vehicles. The unit can be banded to almost any pole up to 12 feet from the edge of traveled way.

One unit could be installed on the access to the Woodside Dells Sports Complex to get directional volume entering and leaving the site. An additional collector could be installed on WIS 13 to collect real time speed, class, and ADT data. Included with the unit, Windows Traffic Statistics Analysis software generates reports and graphs on counts and 50th and 85th percentile speeds. While this unit does not output the desired turning movement counts, this speed and ADT data could be used to supplement a case for traffic control at a less expensive price tag than the GRIDSMART camera.

In the future, because the unit can be banded to almost any pole within 12 feet of the edge of traveled lane, the Armadillo could be reused throughout the City as a means of collecting ADT, speed, and vehicle class data. It cannot be used at traffic signals to replace in pavement detection.

Cost for a single Armadillo Unit: \$2,865.00 plus pole and labor to install.

Add-on options for additional costs include a 5W solar panel to provide full autonomy and avoid battery recharging. Additionally, real time data could be collected via a 3G GSM modem as an alternative to the Bluetooth or direct connection, eliminating the need to visit the site to obtain the counts.

Summary:

From an upfront cost standpoint, the Armadillo provides useful total volume data for a lower cost than the GRIDSMART camera. However, the preferred data to support a case for alternative traffic control would be collecting intersection turning movement counts. In talking with the Armadillo vendor, a solar panel and wireless modem option is available. Their units are typically used for quick setup/takedown utilizing the internal battery and direct plug-in data retrieval. Given this information, the GRIDSMART camera is recommended if the City chooses to proceed with the data collection. It provides both the preferred type of data for the Woodside application and could be repurposed as the likely WisDOT required vehicle detection type should a signal go in at Eddy Street, or any other intersection in the future, making the equipment cost more nominal due to the repurposing of the device in the future.

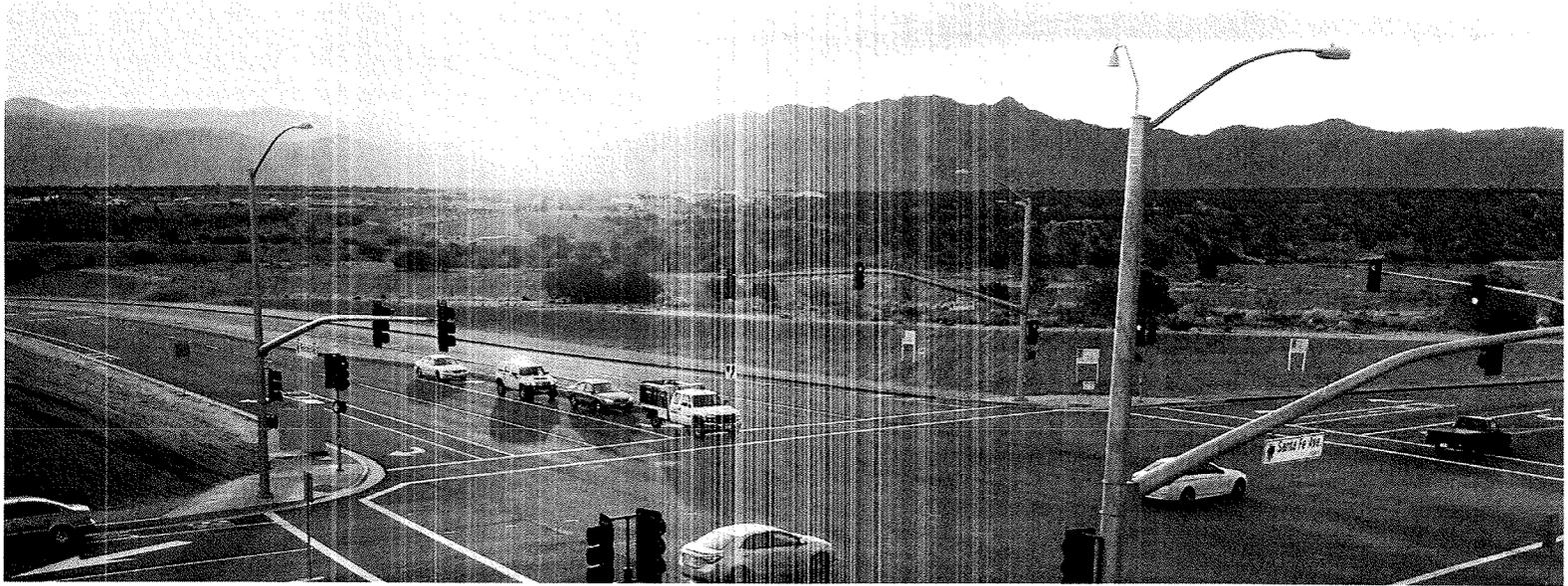
MEMO

June 30, 2017

In addition to the equipment setup and data storage, if the City requests MSA's assistance in reviewing or downloading the data, MSA proposes an initial \$3,500 estimated fee not to exceed to assist with the GRIDSMAART system. This effort could include assistance with the installation, initial download of data, and regular review of the system data as needed. Limited, if any, onsite assistance is anticipated since all data is directly uploaded into the GRIDSMAART Cloud. Costs to assist with the Armadillo are anticipated to be higher due to the potential for multiple units, the need to collect the data from the site (without add-ons) and the need to provide additional data interpretation since the Armadillo units only provide directional volume, and not the more detail turning movements.

GRIDSMART®

GRIDSMART IS THE WORLD'S ONLY SINGLE CAMERA SOLUTION FOR INTERSECTION ACTUATION, TRAFFIC DATA COLLECTION, AND SITUATIONAL AWARENESS.



Built on uncompromising core principles - Simple, Flexible, and Transparent - GRIDSMART delivers intersection and highway solutions using three components: the iconic Bell Camera, the GS2 Processor powering vision-based tracking algorithms, and GRIDSMART Client software to configure and view your sites.

THE SIMPLE GRIDSMART INSTALLATION IS COMPLETED IN THREE HOURS OR LESS FROM START TO FINISH.

Hang your Power over Ethernet Camera, no focusing or aiming necessary. Connect the Camera to the GS2 with a single wire, no cards, no racks required. Configure with the GRIDSMART Client. If you know traffic, you can learn the Client in 30 minutes or less.

Once the Camera is in place, take advantage of GRIDSMART features like a virtual DVR, so you can see how your system performs, or access an open API to integrate GRIDSMART with any system you wish. Add modules that provide real time counts, performance data, and even email alerts to help analyze evolving traffic patterns.

**ICONIC
BELL CAMERA**

+



**POWERFUL
GS₂ PROCESSOR**

+



**FLEXIBLE
GRIDSMART CLIENT**

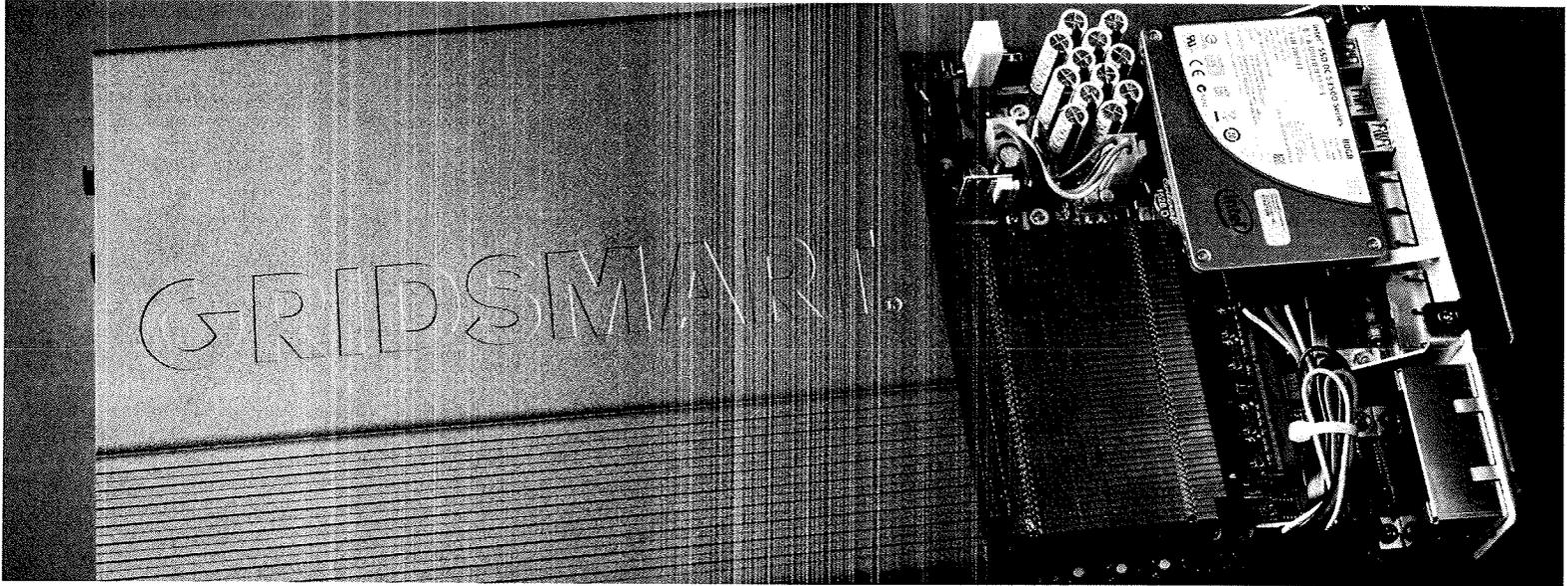
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**GRIDSMART
SYSTEM**

CAMERA

GRIDSMART's iconic Bell Camera delivers the industry's only horizon to horizon view that includes the center of the intersection, where vehicles, bicycles, and pedestrians actually cross paths.

The familiar GRIDSMART Bell is rugged and tough, milled out of ¼ thick aluminum protecting the downward facing optics from the elements. Virtual pan-tilt-zoom of the camera is a click away in the Client where you can customize up to four different views, changing anytime you wish. No matter where you look, the camera still sees horizon to horizon. It is a view you just cannot get with first generation video.



GS₂

GS₂ is housed in an artisan-forged, single-piece, GRIDSMART-tough enclosure. Built with flexibility in mind, the 1U-high Processor can be rack-mounted, lie horizontally, or stand vertically. The GS₂ front panel shows phases, calls, and status with bright, multi-color LEDs.

The powerful GS₂ Processor runs the GRIDSMART Engine, a suite of vision-tracking algorithms that build a 3-dimensional model on objects approaching the intersection. The object trajectories are tracked through user defined zones through the center of the intersection and to each objects ultimate exit, delivering unmatched accuracy. It is hard to count what your camera can't see or track. GRIDSMART exclusively delivers enter to exit tracking.

CLIENT

Your GRIDSMART system is managed by the intuitive GRIDSMART Client software running on a laptop or at your Traffic Management Center. The Client empowers you to set up detection and counting zones, view intersections and highways, and even generate performance reports. Use the history functionality to revert between configurations or go back to a set-up you liked better. When linked to GRIDSMART Cloud, the Client will back up your site configurations securely online at no cost.



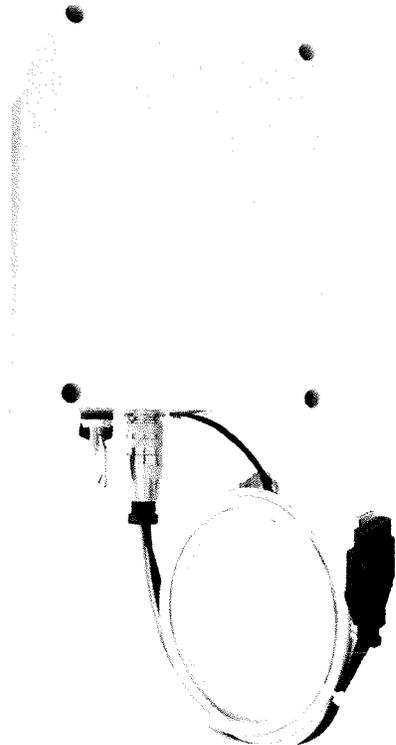
HOUSTON RADAR

ARMADILLO TRACKER STATS COLLECTOR

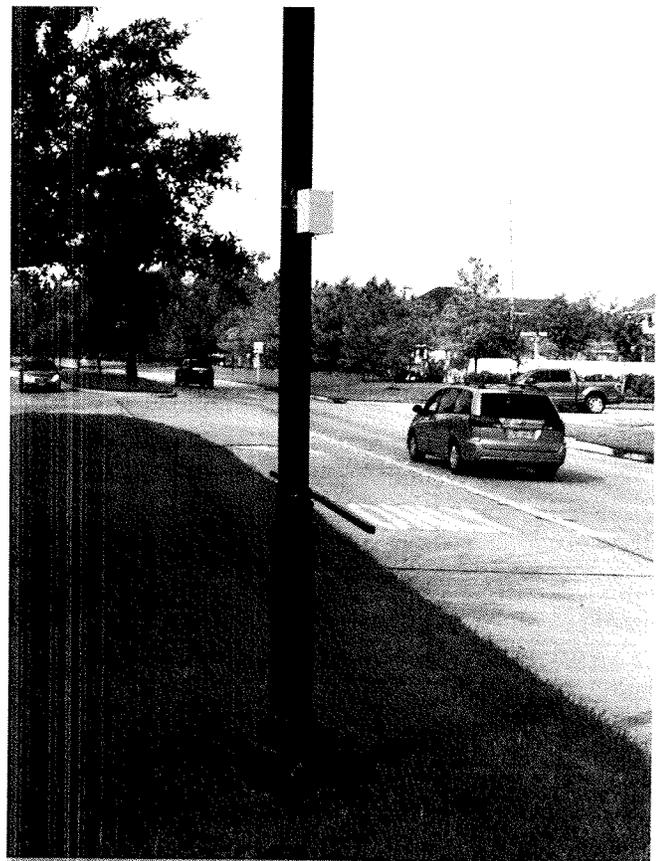
Armadillo Tracker is a fully integrated multi-lane bidirectional traffic statistics gathering device. Featuring small size and no-hassle field setup, it is the leading non-intrusive real-time and archiving statistics collector in the world.

Features and Benefits

- World's smallest radar-based stats collection box with target tracking, multi-lane and bi-directional capabilities
- Ultra-low power consumption allows **2 weeks of run time** on built-in batteries and full autonomy with a small 5W solar panel
- Collects **individual time stamped** vehicle counts, speeds and class (up to 3) per direction in up to 2+2 lanes making it a perfect fit for traffic monitoring and speed study applications
- Computes real-time, per direction **average speed** for incident detection applications
- Simple "point and go" installation. No measurements, no trigonometric computations, no computer required on the road
- Weatherproof security switch for turning unit on and off
- Beeper to indicate passing vehicles during setup facilitates high-confidence deployment
- Best-in-class 0.4% speed accuracy and up to 97% count accuracy
- Vehicle classification in up to 3 factory set size classes
- On-board memory to store **300,000+** individual vehicles
- High performance LiFePO4 rechargeable battery pack operates in wide temperature range and allows over 2000 recharge cycles
- High speed AC charger for a 3.5hr charge cycle or a standard USB charger for convenient 12VDC car plug or computer charging
- USB, long range (1000'+, line of sight) Bluetooth and RS232 interfaces
- Optional **GPS** for geo-tagging of collected data
- Optional high performance integrated **solar charger** with maximum power point (MPPT) technology and 5W **solar panel kit**
- **Optional 3G GSM modem for remote access to data/real time speeds**
- Certified for license free worldwide operation
- Windows Traffic Statistics Analysis program to generate reports and graphs of vehicle counts, averages and 85th percentile speeds
- Designed and manufactured in the USA at an ISO9001 certified facility



Armadillo Tracker Radar Stats Collector



Armadillo mounted on light pole collecting data



HOUSTON RADAR

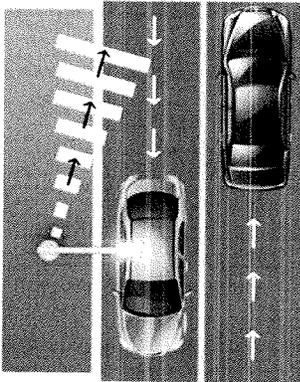
© 2005 to 2014 Houston Radar LLC
12818 Century Drive, Stafford, TX 77477
<http://Houston-radar.com>
Toll Free: 1-888-602-3111

Typical Counting, Average Speed and 85 th Percentile Measurement Accuracy				
Radar Installation Location	Number of Incoming Lanes	Number of Outgoing Lanes	Typical Direction Count Accuracy	Average Speed and 85 th Percentile Accuracy
On Side of incoming lane	1	1	97+%	+/- 0.6 mph +/- 1 km/h
On Side of incoming lane	2	X	93+%	+/- 0.6 mph +/- 1 km/h
Median between two directions	1	1	97+%	+/- 0.6 mph +/- 1 km/h
Median between two directions	2	2	93+%	+/- 0.6 mph +/- 1 km/h

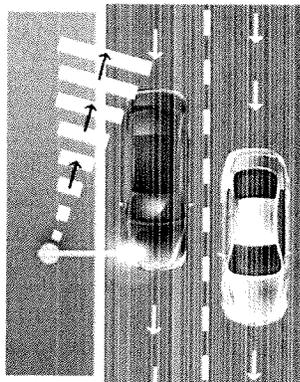
Notes:

1. Accuracy numbers are listed for typical free flowing traffic. Stop and go traffic will have worse accuracy that will depend on actual traffic conditions
2. Armadillo radar may be mounted with 0 to 12 feet offset to the side of the road or in middle of median that is no more than 12 feet wide
3. Armadillo radar is installed per suggested instructions in the installation manual

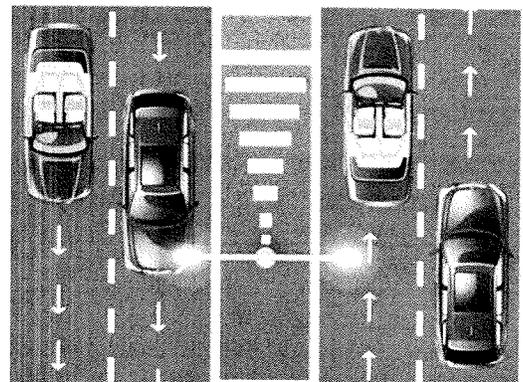
Three Possible Road Installation Options for the Armadillo Tracker



Armadillo on the side with 1 lane each direction



Armadillo on the side with 2 lanes incoming. No outgoing lanes can be detected



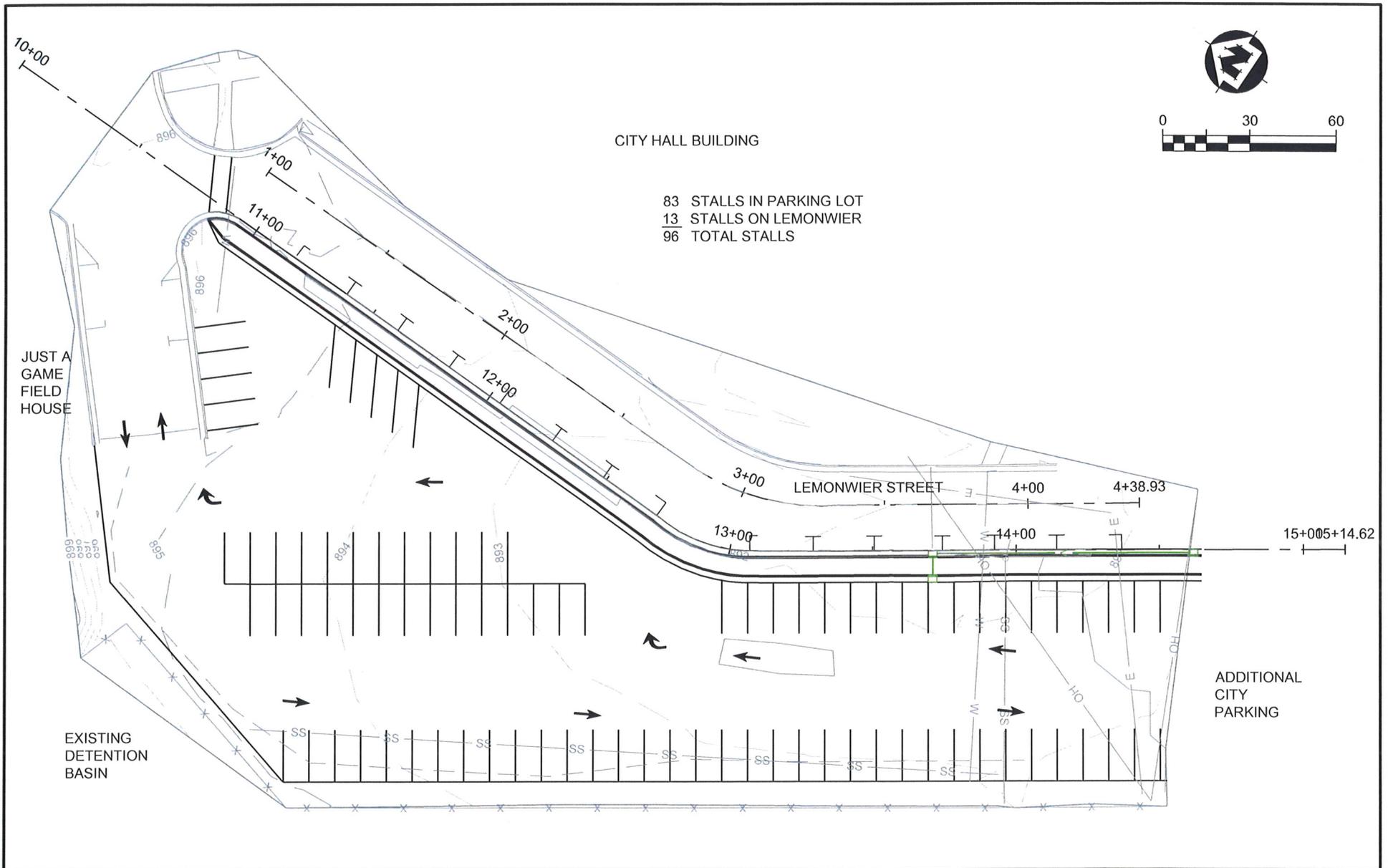
Armadillo on a single lane median with up to 2 lanes on each side



HOUSTON
RADAR

© 2005 to 2014 Houston Radar LLC
12818 Century Drive, Stafford, TX 77477
<http://Houston-radar.com>
Toll Free: 1-888-602-3111

All specifications are subject to change. Accuracy listed is typical and may vary with road conditions and traffic.



PROJECT NO.	PROJECT NO.	SCALE AS SHOWN	NO.	DATE	REVISION	BY:	<p>ARCHITECTURE ENGINEERING ENVIRONMENTAL PLANNING SURVEYING 1230 South Blvd Baraboo, WI 53913 (608) 556-2771 (800) 562-4505 www.msa-pe.com © 1998 MSA, Inc.</p>	<p>CITY HALL PARKING LOT - PHASE 1 CITY OF WISCONSIN DELLS COLUMBIA COUNTY</p>	<p>OVERALL PLAN VIEW</p>	FIG. NO.
PROJECT DATE	DRAWN BY:	INT.				00085081				
#:	CHECKED BY:	INT.				DATE:				
PLT DATE: 7/6/17	P:\08\91\00085081\CAD\Civil\Drawings\00085081\EXHIBIT.dwg								

City Hall Parking Lot Reconstruction - Phase 1
City of Wisconsin Dells
6-Jul-17

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1.	Common Excavation, Subgrade Preparation	550	CY	\$ 6.00	\$ 3,300.00
2.	Storm Inlet, Type III	2	Ea	\$ 1,800.00	\$ 3,600.00
3.	12-inch HDPE Storm Sewer	100	LF	\$ 35.00	\$ 3,500.00
4.	1 1/4-inch Dense Graded Base	2,500	TON	\$ 14.00	\$ 35,000.00
5.	24-inch Concrete Curb and Gutter	800	LF	\$ 12.50	\$ 10,000.00
6.	6-inch Concrete Sidewalk	2,300	SF	\$ 5.00	\$ 11,500.00
7.	3.5-inch HMA, 4 MT 58-28 S	4,800	SY	\$ 12.00	\$ 57,600.00
8.	Pavement Marking - 4-inch White Line	1,600	LF	\$ 0.80	\$ 1,280.00
9.	Pavement Marking - Directional Arrows	10	Ea	\$ 25.00	\$ 250.00
10.	Pavement Marking - Stall Identification	75	Ea	\$ 5.00	\$ 375.00
11.	Relocate/Install Payment Kiosk	1	LS	\$ 500.00	\$ 500.00
SUBTOTAL: Items #1-#11					\$ 126,905.00
5% Contingency					\$ 6,345.25
Construction Total					\$ 133,250.25
Engineering/Administration					\$ 13,325.03
Project Total					\$ 146,575.28

Assumptions:

- 24" Curb and Gutter Along Pedestrian Walkway
- Repave to Centerline of Lemonwier for Grade Correction
- Average 8" Thick CABC
- 3.5" HMA in Parking Lot and on Lemonwier St.

GIS Map



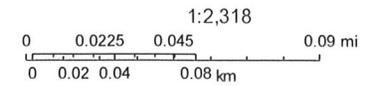
July 7, 2017

Columbia Co Properties

Final (Published)

Preliminary (Review Incomplete)

City Boundary



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Garbage Truck Vendors	2015 Quote	2017 Quote	Increase %	Existing Trucks	YR.	Model	~ HRS	Comments	Estimated Trade-in-Allowance
Bruce Municipal (Heil Body)					2003	7400 Int.	12,500	motor problems	
Mack Chassis	\$ 187,200.00							Rebuild Costs ~\$20,000	
International Chassis	\$ 181,152.00								
McNeilus					1997	4700 Int.	20,000	Been rebuilt	
Freightliner Chassis	\$ 169,612.00	\$ 174,279.00	1.56%					Less used truck	
-Less trade-in of 2007								smaller single axle	
V & H Inc.(New Way Cobra Body)									
Western Star	\$ 170,730.00	\$ 185,000.00							
Freightliner Chassis	\$ 163,000.00	\$ 175,000.00							

COST ESTIMATE - Sanitary Sewer Options, Chula Vista Employee Housing

PROJECT: Proposed Lift Stations, Chula Vista Employee Housing

	Item	No. of Units	Units	Unit Cost	Total
Option 1:					
1	Private Grinder Lift Station	1	LS	\$85,000.00	\$85,000
2	2" Forcemain Connection at River Road & Riverside Terrace	1	LS	\$15,000.00	\$15,000
3	8" Gravity Connection at River Road & Riverside Terrace	1	LS	\$15,000.00	\$15,000
4	2" Forcemain - includes trenching	1225	LF	\$25.00	\$30,625
5	2" Forcemain - Additional pipe in trench	1225	LF	\$12.00	\$14,700
6	Connect to Existing MH at Building D	1	LS	\$2,500.00	\$2,500
Subtotal					\$163,000
Contingency					10% \$16,300
Engineering, and Legal					10% \$16,300
Estimated Total					\$195,600

195,600.-

Option 2:					
1	Private Grinder Lift Station	1	LS	\$85,000.00	\$85,000
2	Connect to Lift Station	1	LS	\$4,000.00	\$4,000
3	2" Forcemain -inside 8" Gravity Pipe	525	LF	\$18.00	\$9,450
4	2" Forcemain Connection at River Road & Riverside Terrace	1	LS	\$15,000.00	\$15,000
5	2" Forcemain - includes trenching	1225	LF	\$25.00	\$30,625
6	2" Forcemain - Additional pipe in trench	1225	LF	\$12.00	\$14,700
Subtotal					\$159,000
Contingency					10% \$15,900
Engineering, and Legal					10% \$15,900
Estimated Total					\$190,800

190,800.-

Option 3:					
1	Municipal Lift Station	1	LS	\$200,000.00	\$200,000
2	6" Forcemain -includes boring	1750	LF	\$30.00	\$52,500
3	Connect to Existing MH at Building D	1	LS	\$2,500.00	\$2,500
Subtotal					\$255,000
Contingency					10% \$25,500
Engineering, and Legal					10% \$25,500
Estimated Total					\$306,000

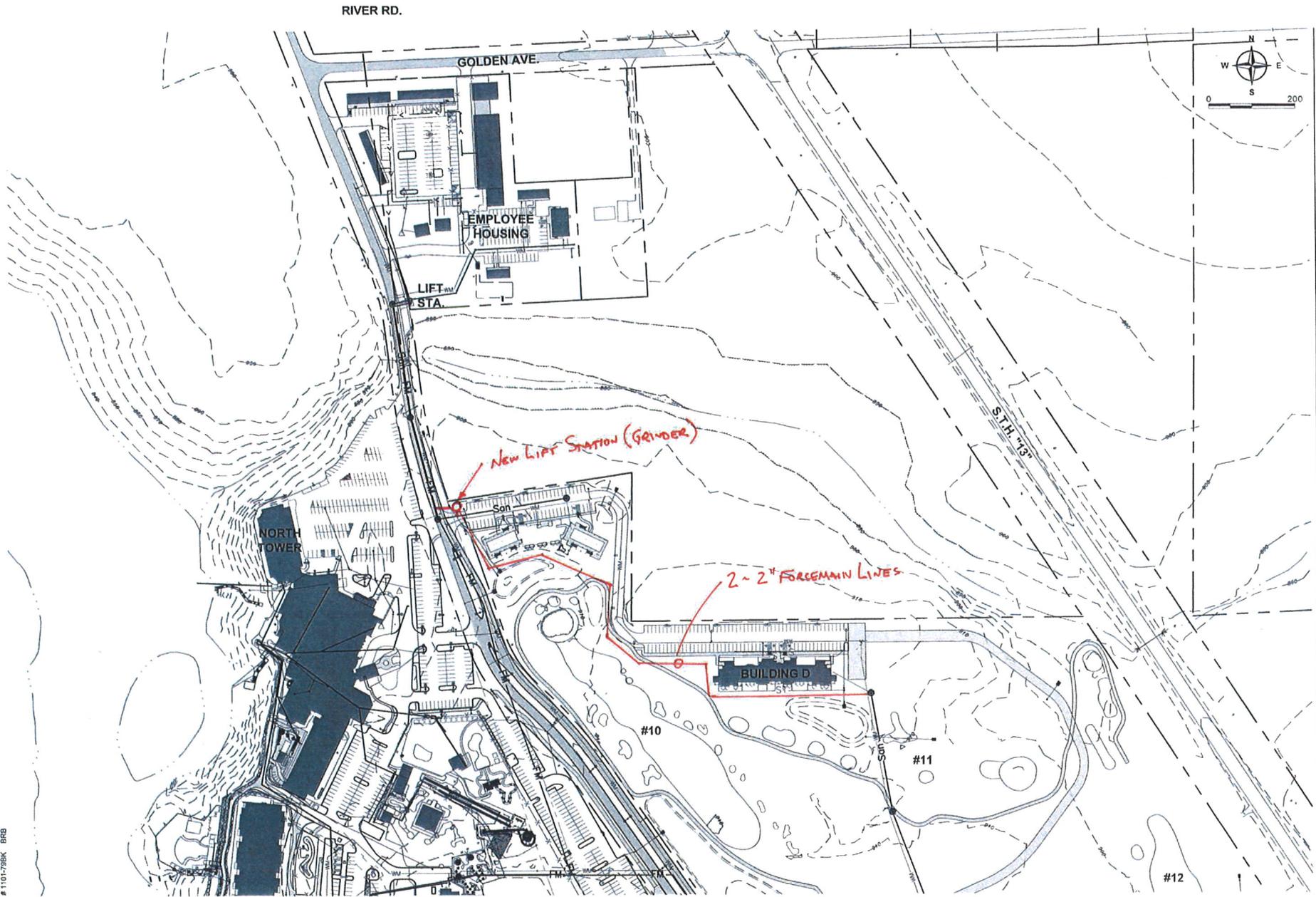
306,000.-



General Engineering Company
Portage, WI 53901
608-742-2169 (Office)
www.generalengineering.net

Engineers • Consultants • Inspectors

Subject:	Cost Estimate - Sanitary Sewer Improvements Chula Vista Resort-Employee Housing		
Date:	October 13, 2016	Engineer:	BRB
Sheet:	1 of 1	GEC No.:	1101-79BK



Option 1

Existing Site Plan
Chula Vista Resort

1.0

RIVER RD.

GOLDEN AVE.

EMPLOYEE HOUSING

LIFT STA.

New Lift Station (Municipal)

NORTH TOWER

1-6" FORCEMAIN

1-6" FORCEMAIN

#10

#11

#12



GEC

603.742.2100 | 916 Silver Lake Ct. | Rockledge, FL 32951
www.gceengineering.net

OPTION 3

Existing Site Plan
Chula Vista Resort

1.0
3

10/14/2016

City of Wisconsin Dells