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AGENDA NOTICE (6/24/2026)

THE PLANNING COMMISSION OF THE CITY OF EAGLE RIVER WILL HOLD A MEETING ON THURSDAY, JULY 2, 2026, AT 5:00 P.M. AT CITY HALL, 525 E. MAPLE STREET IN EAGLE RIVER.

Notice is hereby given that a majority of the City Council of the City of Eagle River may be attending scheduled Planning Commission meetings either in person or via zoom. This constitutes a meeting of the City Council pursuant to State ex rel. Badke v. Greendale Village Bd., 173 Wis. 2d 553, 494 N.W.2d 409 (1993), and must be noticed as such, although the Council will not take any formal action at these meetings.

This meeting will be available by Zoom at the following link:

<https://us06web.zoom.us/j/85111695208?pwd=x5pMv8crrbsPuYwefObTYbJG0m83b3.1>

Meeting ID: 851 1169 5208

Passcode: 963936

- 1) Call to Order.
- 2) Roll Call.
- 3) Approval of minutes.
- 4) Public Hearings, discussion and possible action on the following agenda item(s):
 - a) **Conditional Use Permit Public Hearing - Continuation:** Request by Amerco Real Estate Company/U-Haul for a conditional use permit to construct two (2) self-storage units totaling 51,977 square feet at 1100 N. Railroad Street, Eagle River, computer number 221-1019-06, in accordance with Chapter 106, Article VI, Division 7, Sec 106-473 Uses permitted by conditional grant, (8) Storage buildings not used for habitation – human or animal.
 - b) **Conditional Use Permit Public Hearing:** The Vilas County Fair Board has submitted a request for a conditional use permit to allow camping by circus workers at the Vilas County Fairgrounds, July 13-15, 2026. The Vilas County Fairgrounds property, Parcel 221-182, 133 South Forrest Street, is described as Sect. 32, T40N,R10E, MILL LOT 1 COUNTY CLERK'S PLAT GOVT LOT 1 & PRT SE NE EXC 23-382,196-598,580174, 584885 RESOLUTION 441482.
 - c) **Conditional Use Permit Public Hearing:** The Vilas County Fair Board has submitted a request for a conditional use permit to allow camping by carnival workers at the Vilas County Fairgrounds during the County Fair, August 13-16, 2026, with additional shoulder dates as required for set-up/tear-down of the fair attractions. The Vilas County Fairgrounds property, Parcel 221-182, 133 South Forrest Street, is described as Sect. 32, T40N,R10E, MILL LOT 1 COUNTY CLERK'S PLAT GOVT LOT 1 & PRT SE NE EXC 23-382,196-598,580174, 584885 RESOLUTION 441482.
 - d) **Rezoning Public Hearing:** Resolution to consider the rezoning and subsequent change to the Comprehensive Plan of the City of Eagle River, for Elm Drive properties listed below from Parks/Recreation to Office/Residential zoning classification:
 - i) **Tuff:** Parcel #221-1058-5801, 1020 Elm Drive, SE-SE,Sect. 33, T40N,R10E, PRT SE SE. Full description in tax roll.
 - ii) **Hom:** Parcel #221-1058-6012, SE-SE,Sect. 33, T40N,R10E, LOT 3 22CS212 CSM 5874 PRT SE SE. Full description in the tax roll.
 - iii) **Buskager:** Parcel #221-1058-6011, 1025 Elm Drive, SE-SE,Sect. 33, T40N,R10E, LOT 2 22CS212 CSM 5874 FKA PRT SE SE EXC 540834.
 - e) **Information Only - Meadows** – Withdrawal of request to purchase City-Owned Parcel Adjacent to 655 N Bond.
- 5) Adjournment.

Robin Ginner, City Administrator

June 4, 2026

A meeting of the Plan Commission of the City of Eagle River was called to order at 5:00pm by Mayor Deb Brown.

Roll Call: Alex Forer, Mary Horant, Brad Adamovich, Adam Grassl, John Hletko, Kim Schaffer and Deb Brown. Also in attendance Robin Ginner and Becky Bolte.

Motion by Horant, 2nd by Hletko to approve the minutes of the 5-7-2026 meeting. Carried, all.

a) Conditional Use Permit Public Hearing Continuation: Request by Amerco Real Estate Company/U-Haul for a conditional use permit to construct two (2) self-storage units totaling 51,977 square feet at 1100 N. Railroad Street, EagleRiver, computer number 221-1019-06, in accordance with Chapter 106, Article VI, Division 7, Sec 106-473Uses permitted by conditional grant, (8) Storage buildings not used for habitation – human or animal. Shawn Odden, representative for U-Haul Company of WI, was present. Ginner reported that updated engineering plans by Vreeland Associates Land Surveyors and Engineers had been supplied to the city. Justin Vreeland answered questions regarding the updated plans. Erosion Control/Storm Water Management/Maintenance/Operation plan, landscaping plan, lighting and siding samples were presented. Mayor Brown opened the floor for public comments at 5:20PM with two minute time limits for public comments. The public hearing included extensive testimony from approximately 16 residents and business owners who opposed the project, citing concerns about aesthetics, impact on local businesses, and potential flooding issues. Mayor Brown closed the public comments portion of the public hearing at 5:45PM. Discussion on key concerns raised included the storage units' impact on property values, visual appearance conflicting with the Northwoods aesthetic, and potential infrastructure damage from removing 6 feet of fill material during construction. Vreeland explained their stormwater management plan involving infiltration basins and ditches. MSA Engineering has not had ample time to review the engineering plans for the city. The commission discussed the constraints of Wisconsin Act 67, which put limitations on denying conditional use permits. Bluebird Road business owners, including Jay Stock from Tribute Brewing Company and Jay Johnstone and Vito Bortolotti from Bortolotti's Cin Cin, requested additional time to obtain property appraisals to assess the financial impact on their businesses. The commission acknowledged the strong public opposition but noted the legal constraints around denying permits based on aesthetics/opinions alone, while expressing concerns about the project's impact on local businesses in the BID district and the need for proper stormwater management. Discussion. *Motion by Hletko, 2nd by Horant to schedule a special Planning Commission meeting on June 17, 2026, to give business owners and city engineers time to do due diligence. Carried on a roll call vote, all.*

b) Final Plan Review – Bike/Pedestrian crossing at Bridge & Spruce Streets (GHT & ERRP) Laura VanValkenberg, President of Great Headwaters Trails Foundation, and JoAnn Simmons, Executive Director of Eagle River Revitalization Program presented DOT ready plans set for submission as drawn by Becher Hoppe. Aaron Wallner of Becher Hoppe was available via zoom for questions. Discussion. *Motion by Grassl, 2nd by Forer to recommend final plan review approval to City Council for the bike/pedestrian crossing at Bridge and Spruce Steets pending timing of the construction is coordinated with the city, any alteration or destruction of existing sidewalks along Railroad St is coordinated with the city, and push button assemblies be installed on both the east and west side of Hwy 45 crossing as well as in the median. Carried on a roll call vote. 4/2 Ayes: Grassl, Forer, Adamovich, Hletko Nays: Horant, Schaffer*

c) Dennis Meadows, Formal Request: Purchase of City-Owned Parcel Adjacent to 655 N Bond: Meadows has requested to purchase 60' of frontage at the T-docks of city owned land directly across from his family owned parcel at 655 N Bond. Meadows presented an affidavit from 1944 regarding the Lake Park Addition and parties M.D. Hirzel and G.F. Bond. Discussion with petitioner Dennis Meadows, Commission, and the public. Ginner reported that Attorney Garbowicz has advised the city not to sell requested parcel

and that adverse possession does not apply to a municipality. *Motion by Grassl, 2nd by Hletko to postpone until Meadows can provide the Commission with a full title search and the City Attorney is able to provide legal opinion on chain of title with the information provided in the full title search. Carried on a roll call vote, all.*

d) Comprehensive Plan - Scheduling of future comprehensive plan sessions as stand-alone meetings. Discussion. Commission to suspend the sessions for the summer and to resume Comprehensive Plan Update meetings beginning September 17, 2026, at 5:00PM with a set two hour time limit.

e) Discussion Only on Sponsor/off-site signage displayed year-round at local facilities (ie: Snowmobile Derby Track, Vilas County Fairgrounds) Ginner presented that there is currently no distinction in city code between off premise signs and sponsorship signs. Ginner to research options to bring back to the Commission.

Motion by Horant, 2nd by Forer to adjourn at 8:03PM. Carried, all.

DRAFT

Legal Notice

Publish twice, beginning June 15, 2026 – Affidavit requested

NOTICE OF PUBLIC HEARING CITY OF EAGLE RIVER PLANNING COMMISSION

Amerco Real Estate Company/U-Haul is requesting a conditional use permit to construct two (2) self-storage units totaling 51,977 square feet at 1100 N. Railroad Street, Eagle River, computer number 221-1019-06, in accordance with Chapter 106, Article VI, Division 7, Sec 106-473 Uses permitted by conditional grant, (8) Storage buildings not used for habitation – human or animal. The property, zoned as Highway Commercial, is described as: Sec. 28, T40N, R10E PRT NW NW. Complete legal in tax roll.

The City of Eagle River Planning Commission has scheduled a public hearing for **Thursday, July 2, 2026 at 5 pm**, located in the Eagle River Common Council Chambers, 525 E. Maple Street, Eagle River, WI 54521.

Comments can be made in person at the public hearing or by mail to City Administrator, PO. Box 1269, Eagle River, WI 54521; by phone (715) 479-8682 x227 or email rcginner@eagleriverwi.gov. Documents will be available for review at City Hall. PETITIONERS, OR THEIR REPRESENTATIVES, SHALL BE PRESENT.

Robin Ginner

From: Robin Ginner
Sent: Thursday, June 18, 2026 3:48 PM
To: vicwash@sbcglobal.net; COER Mayor
Subject: FW: City of Eagle River Proposed U-Haul Facility Stormwater Review
Attachments: WinSLAMM v10_UHaul_Inputs.pdf; WinSLAMM v10_UHaul_Outputs.pdf; Hauling on substandard road research and experience.pdf; Research Summary_ Limiting Pavement Damage from Detours _ MnDOT Digital Library.pdf; COUNTY ROAD UPGRADE AND MAINTENANCE AGREEMENT.pdf; 6-18-26_ESTIMATE OF PROBABLY COSTS - Pulverize and overlay option.pdf; 6-18-26_ESTIMATE OF PROBABLY COSTS - Base Replacement option.pdf; 00088145 U-Haul Plan Review Memo.pdf

See attached and below for the recommendations from MSA on stormwater mitigation.

Thanks,

Robin

Robin Ginner
City Administrator
City of Eagle River

[Note my new email address: rcginner@eagleriverwi.gov](mailto:rcginner@eagleriverwi.gov)

Elected Officials and Members of City Committees: In order to comply with Open Meetings Act Requirements, please limit any reply to only the sender of this electronic communication. Please be aware that written communication, emails and faxes are generally considered open public records.

From: John Promer <jpromer@msa-ps.com>
Sent: Thursday, June 18, 2026 3:17 PM
To: Robin Ginner <rcginner@eagleriverwi.gov>
Subject: City of Eagle River Proposed U-Haul Facility Stormwater Review

Hello Robin,

We have completed reviewing the U-Haul Stormwater plans and have several observations and recommendations we outline in the attached technical memo and supporting reference attachments.

I reached out to our stormwater experts for additional input.

The basic highlights from the review are:

Is that design does meet current code (NR 151) for 1 & 2 year stormwater events, meets the infiltration and suspended solids requirements; and is therefore sufficient.

Some of their stormwater modeling shows outputs that differ from other modeling, report, and the plans. As a result it should be updated and results further explained.

We recommend adding the bio-filtration areas to the sides of the basins in addition to the bottoms of the basins.

We recommend adding an equalization culvert under one of the entrances.

We recommend adding fractured rip rap at the ends of culverts.

We recommend the biofiltration area at the bottom of the basins be extended to include the sides of the infiltration basins. As well as adding note that the detail applies to all of the infiltration basins.

We recommend adding a fence around the infiltration basins to protect from public's entry.

Properties to the west of Bluebird road are at or below the road's current elevation.

Regrading and or a combination of grading and infiltration basins are recommended on these properties.

Further mitigation of stormwater onto these properties could include adding curb and gutter and associated storm sewer to the streets.

Would you be able to share the time for the meeting discussing this on July 2nd ? 5pm?

If you have additional questions, please let us know.

Have a great rest of the day,

John



John Promer, P.E. | Project Engineer, Public Works

Licensed in WI & MI

MSA Professional Services, Inc.

100% Employee Owned

+1 (715) 304-0415



To: City Of Eagle River
From: John Promer - MSA Professional Services Inc.
Subject: U-Haul Storm Water Management Review
Date: June 17, 2026

MSA has recently been retained by the City of Eagle River to provide Stormwater Management plan review for the planned U-Haul Development along North Bluebird Road and Airport Road located within the City of Eagle River.

The recommended materials and design considerations outlined in this memorandum are based on the exhibits provided to MSA on May 29, 2026. This document is intended to serve as a general guide and standard for use during the design phase of the project. Final design details, specifications, and construction methods will be subject to review and approval by the City of Eagle River and applicable regulatory agencies.

Recommended Erosion Control Materials:

- Erosion Control Blanket: (Class 1 Type B, Urban)
 - For 4:1 or Steeper Slopes that are to be mowed.
 - Bio-Degradeable double netting.
 - Bio-Degradeable Stakes/Staples.
 - Erosion blanket shall be from the DOT Erosion Control PAL acceptability list.

Observations & Recommendations:

- It was observed that there is no rip rap shown at the ends of culverts.
 - It would be recommended to use 100% fractured rip rap at a 6inch minus gradation.
- It was observed from proposed site plan that the basins are approximately 4feet deep and that there is no fencing around the infiltration basins to protect them.
 - It is recommended that a fence be installed around the infiltration basins to protect public safety and to discourage unauthorized public access to the infiltration basins. This is particularly from adjacent roadways and the nearby snowmobile/ATV trail.
- It was observed that there is no equalization culvert under the southern most entrance.
 - It is recommended that a properly sized culvert be added.
- It was observed in the Stormwater Management Plan that the current analysis indicates a pre-development 100-year peak discharge of 1.04 cfs, while the post-development 100-year peak discharge from the report is 4.26 cfs peak.

MEMO

June 17, 2026

- As noted above, the report includes the 100-yr post-development flow as 4.26 cfs. However, the HydroCAD report indicated the outlet flow is 7.30 cfs for the 100-yr event. Please update the report or provide justification for the 4.26 cfs result.
- Additional stormwater management measures should be evaluated to further attenuate peak flows and minimize the increase in 100-yr discharge from the site to the maximum extent practical.
- Vilas County does not have additional post-construction requirements from NR 151. Therefore, only the 1-yr 24-hr and 2-yr 24-hr storm events are regulated. Given the HSG A soils at the site, meeting the 100-yr 24-hr pre- vs post-construction flows is difficult. The proposed basins total area is greater than the required 2% of the project site. Therefore, the design is sufficient to meet NR 151 requirements if additional measures are not feasible.
- It is unclear what mitigation factors are to be used after the infiltration basins overflow as shown in detail on sheet C7 of the proposed stormwater plan and detail.
 - It is recommended to add clarity and further address the overflow discharge.
 - Include the location of the emergency overflows on the plans, including dimensions and elevations. Indicate overtopping flow paths or entrance points to municipal systems. Weir velocities shown in HydroCAD do not exceed 2 fps during the 100-yr storm, so vegetated or paved flow paths will be sufficient.
- WinSLAMM inputs do not match HydroCAD or the plans. See the attached WinSLAMM output for correct inputs. The solution shows a TSS reduction of 93.01% and infiltration of 92.20%. Therefore, the design is sufficient. Please update the results in the report accordingly.
- Update the plans to note that the infiltration basin detail is for all basins, or provide details for all. Include a separate detail for basins P3 and P4, to show the shared overflow spillway between.

Observations Regarding Adjoining properties to the West of the proposed U-Haul Development

- Properties to the west of the proposed development along Bluebird road are at or below the existing road elevation.
 - Additional stormwater management measures are recommended to prevent additional runoff impacts
 - Such as recommend regrading areas, Infiltration Basins, and/or adding additional stormwater management features to the properties to the west of Bluebird Road and to the proposed development.
 - Additional features for stormwater control before it enters the properties could include regrading road for addition of curb and gutter, and storm sewer.



John Promer P.E.
Project Engineer
MSA Professional Services, Inc.

Data file name: C:\Users\mamundson\OneDrive - MSA Professional Services, Inc\Desktop\Offline Projects\Eagle River UHaul Review\UHaul\WaterQuality.mdb
WinSLAMM Version 10.4.1
Rain file name: C:\WinSLAMM Files\Rain Files\WI_Multi_rain\GreenBay\WisReg - Green Bay WI Annual 1969.ran
Particulate Solids Concentration file name: C:\WinSLAMM Files\v10.1 WI_AVG01.pscx
Runoff Coefficient file name: C:\WinSLAMM Files\WI_SL06 Dec06.rsvx
Residential Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std
Institutional Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std
Commercial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std
Industrial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std
Other Urban Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std
Freeway Street Delivery file name: C:\WinSLAMM Files\Freeway Dec06.std
Apply Street Delivery Files to Adjust the After Event Load Street Dirt Mass Balance: False
Pollutant Relative Concentration file name: C:\WinSLAMM Files\WI_GEO03.ppdx
Source Area PSD and Peak to Average Flow Ratio File: C:\WinSLAMM Files\NURP Source Area PSD Files.csv
Cost Data file name:
If Other Device Pollutant Load Reduction Values = 1, Off-site Pollutant Loads are Removed from Pollutant Load % Reduction calculations
Seed for random number generator: -42
Study period starting date: 01/02/69 Study period ending date: 12/28/69
Start of Winter Season: 12/02 End of Winter Season: 03/12
Date: 06-17-2026 Time: 16:28:01
Site information:

LU# 1 - Commercial: Commercial 1 Total area (ac): 0.421
1 - Roofs 1: 0.268 ac. Pitched Connected PSD File: C:\WinSLAMM Files\NURP.cpz
13 - Paved Parking 1: 0.110 ac. Connected PSD File: C:\WinSLAMM Files\NURP.cpz
51 - Small Landscaped Areas 1: 0.042 ac. Normal Sandy PSD File: C:\WinSLAMM Files\NURP.cpz
70 - Water Body Areas: 0.001 ac. PSD File:

LU# 2 - Commercial: Commercial 2 Total area (ac): 0.934
1 - Roofs 1: 0.333 ac. Pitched Connected PSD File: C:\WinSLAMM Files\NURP.cpz
13 - Paved Parking 1: 0.387 ac. Connected PSD File: C:\WinSLAMM Files\NURP.cpz
51 - Small Landscaped Areas 1: 0.200 ac. Normal Sandy PSD File: C:\WinSLAMM Files\NURP.cpz
70 - Water Body Areas: 0.014 ac. PSD File:

LU# 3 - Commercial: Commercial 3 Total area (ac): 0.081
1 - Roofs 1: 0.021 ac. Pitched Connected PSD File: C:\WinSLAMM Files\NURP.cpz
13 - Paved Parking 1: 0.007 ac. Connected PSD File: C:\WinSLAMM Files\NURP.cpz
51 - Small Landscaped Areas 1: 0.049 ac. Normal Sandy PSD File: C:\WinSLAMM Files\NURP.cpz
70 - Water Body Areas: 0.004 ac. PSD File:

LU# 4 - Commercial: Commercial 4 Total area (ac): 0.119
1 - Roofs 1: 0.034 ac. Pitched Connected PSD File: C:\WinSLAMM Files\NURP.cpz
51 - Small Landscaped Areas 1: 0.078 ac. Normal Sandy PSD File: C:\WinSLAMM Files\NURP.cpz
70 - Water Body Areas: 0.007 ac. PSD File:

LU# 5 - Commercial: Commercial 5 Total area (ac): 0.975
1 - Roofs 1: 0.513 ac. Pitched Connected PSD File: C:\WinSLAMM Files\NURP.cpz
13 - Paved Parking 1: 0.331 ac. Connected PSD File: C:\WinSLAMM Files\NURP.cpz
51 - Small Landscaped Areas 1: 0.105 ac. Normal Sandy PSD File: C:\WinSLAMM Files\NURP.cpz
70 - Water Body Areas: 0.026 ac. PSD File:

LU# 6 - Commercial: Commercial 6 Total area (ac): 0.180
51 - Small Landscaped Areas 1: 0.180 ac. Normal Sandy PSD File: C:\WinSLAMM Files\NURP.cpz

Control Practice 1: Biofilter CP# 1 (DS) - DS Biofilters # 1

1. Top area (square feet) = 810
2. Bottom area (square feet) = 1
3. Depth (ft): 6
4. Biofilter width (ft) - for Cost Purposes Only: 10
5. Infiltration rate (in/hr) = 8
6. Random infiltration rate generation? No
7. Infiltration rate fraction (side): 1
8. Infiltration rate fraction (bottom): 1
9. Depth of biofilter that is rock filled (ft) 0
10. Porosity of rock filled volume = 0
11. Engineered soil infiltration rate: 13
12. Engineered soil depth (ft) = 2
13. Engineered soil porosity = 0.43
14. Percent solids reduction due to flow through engineered soil = 80
15. Biofilter peak to average flow ratio = 3.8
16. Number of biofiltration control devices = 1
17. Particle size distribution file: Not needed - calculated by program
18. Initial water surface elevation (ft): 0

Soil Data Soil Type Fraction in Eng. Soil

User-Defined Soil Type 1.000
Saturation water content percent (Porosity) = 0
Field capacity (%) = 0
Permanent Wilting Point (%) = 0
Infiltration rate (in/hr) = 13

Biofilter Outlet/Discharge Characteristics:

Outlet type: Broad Crested Weir

1. Weir crest length (ft): 5
2. Weir crest width (ft): 5
3. Height of datum to bottom of weir opening: 5

Outlet type: Surface Discharge Pipe

1. Surface discharge pipe outlet diameter (ft): 0.67
2. Pipe invert elevation above datum (ft): 3.15
3. Number of surface pipe outlets: 1

Control Practice 2: Biofilter CP# 2 (DS) - DS Biofilters # 2

1. Top area (square feet) = 6100
2. Bottom area (square feet) = 500
3. Depth (ft): 6
4. Biofilter width (ft) - for Cost Purposes Only: 10
5. Infiltration rate (in/hr) = 8
6. Random infiltration rate generation? No
7. Infiltration rate fraction (side): 1
8. Infiltration rate fraction (bottom): 1
9. Depth of biofilter that is rock filled (ft) 0
10. Porosity of rock filled volume = 0
11. Engineered soil infiltration rate: 13
12. Engineered soil depth (ft) = 2
13. Engineered soil porosity = 0.43
14. Percent solids reduction due to flow through engineered soil = 80
15. Biofilter peak to average flow ratio = 3.8
16. Number of biofiltration control devices = 1
17. Particle size distribution file: Not needed - calculated by program
18. Initial water surface elevation (ft): 0

Soil Data Soil Type Fraction in Eng. Soil

User-Defined Soil Type 1.000
Saturation water content percent (Porosity) = 0
Field capacity (%) = 0
Permanent Wilting Point (%) = 0
Infiltration rate (in/hr) = 13

Biofilter Outlet/Discharge Characteristics:

Outlet type: Broad Crested Weir

1. Weir crest length (ft): 10
2. Weir crest width (ft): 5
3. Height of datum to bottom of weir opening: 4.5

Outlet type: Surface Discharge Pipe

1. Surface discharge pipe outlet diameter (ft): 1
2. Pipe invert elevation above datum (ft): 4.15
3. Number of surface pipe outlets: 1

Control Practice 3: Biofilter CP# 3 (DS) - DS Biofilters # 3

1. Top area (square feet) = 5000
2. Bottom area (square feet) = 460
3. Depth (ft): 4
4. Biofilter width (ft) - for Cost Purposes Only: 10
5. Infiltration rate (in/hr) = 8
6. Random infiltration rate generation? No
7. Infiltration rate fraction (side): 1
8. Infiltration rate fraction (bottom): 1
9. Depth of biofilter that is rock filled (ft) 0
10. Porosity of rock filled volume = 0
11. Engineered soil infiltration rate: 13
12. Engineered soil depth (ft) = 2
13. Engineered soil porosity = 0.43
14. Percent solids reduction due to flow through engineered soil = 80
15. Biofilter peak to average flow ratio = 3.8
16. Number of biofiltration control devices = 1
17. Particle size distribution file: Not needed - calculated by program
18. Initial water surface elevation (ft): 0

Soil Data Soil Type Fraction in Eng. Soil

User-Defined Soil Type 1.000
Saturation water content percent (Porosity) = 0
Field capacity (%) = 0
Permanent Wilting Point (%) = 0
Infiltration rate (in/hr) = 13

Biofilter Outlet/Discharge Characteristics:

Outlet type: Sharp Crested Weir

1. Weir length (ft): 10
2. Invert elevation above datum (ft): 3.5

Outlet type: Broad Crested Weir

1. Weir crest length (ft): 5
2. Weir crest width (ft): 4
3. Height of datum to bottom of weir opening: 3

Control Practice 4: Biofilter CP# 4 (DS) - DS Biofilters # 4

1. Top area (square feet) = 5000
2. Bottom area (square feet) = 800
3. Depth (ft): 4
4. Biofilter width (ft) - for Cost Purposes Only: 10
5. Infiltration rate (in/hr) = 8
6. Random infiltration rate generation? No
7. Infiltration rate fraction (side): 1
8. Infiltration rate fraction (bottom): 1
9. Depth of biofilter that is rock filled (ft) 0
10. Porosity of rock filled volume = 0
11. Engineered soil infiltration rate: 13
12. Engineered soil depth (ft) = 2
13. Engineered soil porosity = 0.43
14. Percent solids reduction due to flow through engineered soil = 80
15. Biofilter peak to average flow ratio = 3.8
16. Number of biofiltration control devices = 1
17. Particle size distribution file: Not needed - calculated by program
18. Initial water surface elevation (ft): 0

Soil Data Soil Type Fraction in Eng. Soil

User-Defined Soil Type 1.000
Saturation water content percent (Porosity) = 0
Field capacity (%) = 0
Permanent Wilting Point (%) = 0
Infiltration rate (in/hr) = 13

Biofilter Outlet/Discharge Characteristics:

Outlet type: Broad Crested Weir

1. Weir crest length (ft): 10
2. Weir crest width (ft): 4
3. Height of datum to bottom of weir opening: 3.5

Control Practice 5: Biofilter CP# 5 (DS) - DS Biofilters # 5

1. Top area (square feet) = 2000
2. Bottom area (square feet) = 1140
3. Depth (ft): 7
4. Biofilter width (ft) - for Cost Purposes Only: 10
5. Infiltration rate (in/hr) = 8
6. Random infiltration rate generation? No
7. Infiltration rate fraction (side): 1
8. Infiltration rate fraction (bottom): 1
9. Depth of biofilter that is rock filled (ft) 0
10. Porosity of rock filled volume = 0
11. Engineered soil infiltration rate: 13
12. Engineered soil depth (ft) = 2
13. Engineered soil porosity = 0.43
14. Percent solids reduction due to flow through engineered soil = 80
15. Biofilter peak to average flow ratio = 3.8
16. Number of biofiltration control devices = 1
17. Particle size distribution file: Not needed - calculated by program
18. Initial water surface elevation (ft): 0

Soil Data Soil Type Fraction in Eng. Soil

User-Defined Soil Type 1.000
Saturation water content percent (Porosity) = 0
Field capacity (%) = 0
Permanent Wilting Point (%) = 0
Infiltration rate (in/hr) = 13

Biofilter Outlet/Discharge Characteristics:

Outlet type: Broad Crested Weir

1. Weir crest length (ft): 10
2. Weir crest width (ft): 4
3. Height of datum to bottom of weir opening: 4.75

SLAMM for Windows Version 10.4.1

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Data file name: C:\Users\mamundson\OneDrive - MSA Professional Services, Inc\Desktop\Offline Projects\Eagle River UHaul Review\UhaulWaterQuality.mdb

Data file description:

Rain file name: C:\WinSLAMM Files\Rain Files\WI_Multi_rain\GreenBay\WisReg - Green Bay WI Annual 1969.ran

Particulate Solids Concentration file name: C:\WinSLAMM Files\v10.1 WI_AVG01.pscx

Runoff Coefficient file name: C:\WinSLAMM Files\WI_SLO6 Dec06.rsvx

Pollutant Relative Concentration file name: C:\WinSLAMM Files\WI_GE003.ppdX

Residential Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std

Institutional Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Commercial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Industrial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Other Urban Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std

Freeway Street Delivery file name: C:\WinSLAMM Files\Freeway Dec06.std

Apply Street Delivery Files to Adjust the After Event Load Street Dirt Mass Balance: False
Source Area PSD and Peak to Average Flow Ratio File: C:\WinSLAMM Files\NURP Source Area PSD Files.csv

Cost Data file name:

If Other Device Pollutant Load Reduction Values = 1, Off-site Pollutant Loads are Removed from Pollutant Load % Reduction calculations

Seed for random number generator: -42

Start of Winter Season: 12/02 End of Winter Season: 03/12

Model Run Start Date: 01/02/69 Model Run End Date: 12/28/69

Date of run: 06-17-2026 Time of run: 16:34:30

Total Area Modeled (acres): 2.710

Years in Model Run: 0.99

Particulate	Percent	Runoff	Percent Particulate
Solids	Particulate	Volume	Solids
Yield	Solids	(cu ft)	Conc.
(lbs)	Reduction	Reduction	(mg/L)
Total of all Land Uses without Controls:		146332	65.79
601.0	-		
Outfall Total with Controls:		11421	58.90
42.00	93.01%	92.20%	
Annualized Total After Outfall Controls:		11579	
42.58			

JANUARY 2026



Limiting Pavement Damage from Detours

Detours for highway construction projects direct heavy freight vehicles onto local roads that were not designed to accommodate the frequency of heavy loads. Detours to these local roads often accelerate pavement deterioration that shortens their service life and requires additional repair. This project examined the structural and economic impacts of detours on local roads to develop a framework for optimizing detour routes that limit pavement damage while maintaining traffic mobility.

What Was the Need?

Highway detours route heavy trucks onto local roads that were designed to support only a limited number of these heavy loads over their service life. Consequently, accelerated pavement damage occurs, and reimbursements to counties are often not enough to restore the roads to their pre-detour service life. Designing detour routes that direct heavy trucks away from the most vulnerable local roads could mitigate the negative impacts.

This project developed methods and a framework for quantifying detour-related consumption and optimizing detour routes to minimize long-term impacts on Minnesota's road network. The results could offer insight to state and local traffic engineers as they design future detour routes.

What Did We Do?

A literature review evaluated current approaches for estimating pavement consumption costs. Investigators reviewed processes for assessing pavement structural damage using nondestructive testing (NDT) methods, including a falling weight deflectometer and ground-penetrating radar. They also calculated the remaining service life (RSL) for numerous detour and haul road sites in Minnesota.

A multiclass traffic assignment model integrated with MnDOT's CUBE framework was developed to predict changes in car and truck traffic patterns caused by construction-related closures. The model provided insights into congestion, rerouting behavior and increased truck flows on local roads.

“This framework represents a promising starting point to map detour routes that will minimize pavement consumption on the available local network.”

—TIM ANDERSEN, PAVEMENT DESIGN ENGINEER,
MnDOT OFFICE OF MATERIALS AND ROAD RESEARCH

Pavement performance curves were used to assess the reduction in RSL, and loss of effective service area was used to assess pavement performance curves that estimated detour-related consumption. Investigators then coupled these estimates with traffic pattern predictions to develop an optimization algorithm that would map detour routes to minimize truck-related pavement consumption and still consider efficient travel routes for vehicles.

Investigators synthesized the project’s findings into a framework that allows MnDOT and local agencies to quantify pavement consumption and optimize detour planning and routing. This framework integrates pavement condition data, NDT results, performance curves and traffic pattern predictions with map optimization tools.

What Did We Learn?

Pavement consumption assessment results demonstrated the significant impact of detours on local roads. For example, a case study of a road in Goodhue County found that a three-month detour due to rehabilitation activities on U.S. Highway 61 reduced the adjacent local road’s service life by more than two years and decreased the effective service area by more than 25%.

To mitigate these negative impacts, investigators developed a detour route optimization tool to identify locations for detour signs. Simulations

using the optimization tool designed detour routes with significant reductions in truck flows on vulnerable roads that maintained network efficiency.

The proposed framework has five steps:

1. Collect essential network data such as rehabilitation history, pavement layer thickness and precalibrated performance curves.
2. Quantify pavement consumption by using the RSL or loss of area under the performance curve methodology.
3. Optimize a detour routing tool that incorporates traffic assignment model predictions for truck miles on restricted roads for a given detour.
4. Execute an algorithm that identifies optimal detour signage through simulation testing.
5. Validate and compare proposed routes using truck flow reductions on critical routes, RSL consumption assessments and other metrics.

Additional practical recommendations stemming from the project include the adoption of performance curve-based evaluations, standardized NDT protocols and the use of traffic modeling for detour planning.

What’s Next?

This project provides analytical tools for data-driven outputs when estimating pavement consumption and mapping detour routes. The framework for designing detour routes balances the mitigation of infrastructure damage with mobility and overall network efficiency.

However, the outputs are based on many assumptions, and better-quality data for local roads is required for more accurate assessments of pavement condition and traffic patterns used to model and optimize routing decisions. For example, future validations should use field-measured performance curves and real-time traffic feedback.

This work is an effective starting point to better assess pavement consumption and routing detours. Future field studies will help to refine the process for determining pavement consumption assessments and detour routing used by municipal and state transportation agencies.

About This Project

REPORT 2026-06

“Haul Road and Detour Maintenance.”

Find it at mdl.mndot.gov.

CONTACT

research.dot@state.mn.us.

TECHNICAL LIAISON

Timothy Andersen, MnDOT

Timothy.Lee.Andersen@state.mn.us

INVESTIGATOR

Mihai Marasteanu,

University of Minnesota

Maras002@umn.edu

PROJECT COST

\$153,003

www.mndot.gov/research

WisDOT has a standard bid item for haul road maintenance which includes travel on public roadways. That is similar to what would be required below. In that bid item, the contractor is responsible for any damage to area roadways that are affected by the Work.

For your project, the municipality has every right to restrict loads on their roadways. The roadway should be posted to officially limit traffic. It could be posted as a Class B highway or other restrictions for reduced axle loads. An ordinance is required along with signs posted in order for the weight limits to be enforced by local law enforcement.

A few MSA Experiences from over the years

1. In a municipal client community 8 years ago, a contractor working for the local school district hauled many hundreds of fully loaded vehicles on a roadway with very little pavement and base. The roadway was damaged in many areas including huge ruts and base course pumping through the asphalt. So yes, this happens. The City claimed the roadway was not a truck route and not designed to handle heavy loads. The contractor agreed to contribute many thousands of dollars to the City to repave the roadway. This was after the fact though.
2. On another project 6 years ago where a PW/City contractor was hauling excavated material to a remote waste site off a town road. We monitored the roadway (took photos and videos, preconstruction) and wrote some special procedures about existing roadway maintenance. The contractor did a good job of hauling only at certain times (this was a winter project, so hauling at night or early morning when frozen). There was limited damage to the roadway during construction and the contractor did agreement to repair minor sections of the town road.

After the experiences noted above, it can be worth adding a bid item to certain projects where the local roads are needed for hauling material and equipment. This would be one method to basically require the contractor to review roadways and repair damaged pavement. Documentation of existing road conditions prior to hauling on the road(s) would be a crucial aspect of the method.

TEMPLATE

TOWN ROAD UPGRADE AND MAINTENANCE AGREEMENT

This TOWN ROAD UPGRADE AND MAINTENANCE AGREEMENT (this “Agreement”) is made and entered into this ___ day of _____, 20___ by and between the Town of Holland (the “Town”), and _____ (the “Operator”).

RECITALS

WHEREAS, [insert appropriate language describing the operation such as mining, manure hauling, timber sales, etc.] [In the case of a mining operation: *Operator is in the business of mining and production of silica sand, and is in the process of constructing, developing, operating, maintaining and reclaiming a non-metallic mining facility (the “Project”) in the Town of Holland, Wisconsin, and has submitted an application for a Non-metallic Mining Reclamation Permit for the Project with the County of La Crosse in accordance with the Non-metallic Mining Reclamation Ordinance of La Crosse County, and]*

WHEREAS, in connection with the construction, development, operation, maintenance and reclamation of the Project, the Parties desire to address certain issues relating to the roads owned, operated and maintained by the Town (collectively, the “Town Roads”) over which it will be necessary for Operator and Operator’s Representatives to, among other things, transport heavy equipment and certain locally sourced materials, [*including, but not limited to, silica sand,*] over certain Town Roads, which may in certain cases be in excess of the design limits of the Town Roads; and both parties acknowledge that certain of the Town Roads may not be constructed to withstand the frequency and weight of shipments necessary for the Operator to transport its products and equipment.

WHEREAS, Wis. Stat. §349.16(1)(c) authorizes the Town Board to enter into an agreement with any owner or operator of any vehicle being operated on a highway maintained by the Town that provides that the Town will be reimbursed for any damage done to the highway, and

WHEREAS, Operator has provided to Town a site layout plan for the Project that shows the access road entrances, a copy of which is attached as Exhibit A (the “Plan”), and

WHEREAS, Operator and Town wish to set forth their understanding and agreement as to the road issues relating to the construction, development, operation, maintenance and reclamation of the Project, and

WHEREAS, this Agreement shall apply to those Town Roads listed on the attached Exhibit B and, subject to Section 4.B. herein, any other Town Road(s) used by Operator or Operator’s Representatives in direct support of the construction, development, operation, maintenance and reclamation of the Project.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises and covenants herein set forth, the parties, intending to be legally bound, agree as follows:

Section 1. Term of Agreement.

This Agreement shall commence upon the date indicated above (the “Effective Date”) and shall continue in full force and effect until [*Operator’s Non-metallic Mining Reclamation*] Permit has expired, has been terminated, or until Operator has fully discontinued its construction, development, operation, maintenance and reclamation of the Project and any and all transportation activities related thereto on the Town Roads listed on Exhibit B, whichever occurs later.

The Operator shall notify the Town in writing of the designated haul route at least three weeks before hauling materials over a Town road. The Town or its representative will subsequently survey the existing condition of that haul route to establish a baseline for assessing damage that the Operator’s hauling operation might cause. The process of surveying the route will incorporate but is not limited to, previous PASER rating logs, video recording, soil borings and structure evaluations.

Section 2. Operator, in respect to the Project constructed, developed, operated, maintained and reclaimed by it, acknowledges and agrees the Project may require Town to undertake the following activities in order to preserve Town Roads and that the Operator shall be financially responsible for the costs of said activities to the extent provided for under the terms of this Agreement:

- A. The cost of upgrading pavement sections on Town Roads to withstand the hauling of products and equipment that are necessary for the Project shall be done to standards in accordance with the appropriate/applicable sections of the WIDOT, Facilities Development Manual, and in accordance with Chapter 82 of the State Stats and TRANS 204 of the Administrative Code.

- B. The cost of upgrading the geometric design of the Town Roads that will safely and efficiently accommodate the traffic that Operator has indicated the Project will generate; including improvements at entrances, intersections and to the typical cross-section, shall be done to a standard as directed by the WIDOT, Facilities Development Manual and in accordance with Chapter 82 of the State Stats and TRANS 204 of the Administrative Code. Geometric improvements shall also include any improvements to Structures and Culverts necessary to accommodate the increased traffic from the Project.

Structures already programmed for replacement or reconstruction in the Wisconsin Department of Transportation Bridge Program will not be subject to cost share. During the replacement of a WIDOT programmed structure, the Town will work with the Operator to ensure that the structure is replaced as quickly as possible so as not to inconvenience the operator, however, there may be periods of time that an alternate route shall be designated and that route may be subject to load posting or hauling permits.

- C. The cost for providing Engineering Plans for all improvements needed under Sections 2.A. and 2.B. above, including any Right-of-Way needed.
- D. Operator shall be responsible for all exceptional maintenance costs, above normal maintenance requirements, that are attributable to damage to Town Roads from the hauling of products and equipment related to the Project. Said maintenance cost may occur either before or after any of the improvements to Town Roads indicated in Sections 2.A., 2.B. and 2.C. above are made. Town shall inform Operator if it has a good faith basis to believe any exceptional maintenance costs become necessary and provide a good faith estimate of costs to Operator prior to commencing work.

Town will invoice the Operator for exceptional maintenance costs incurred as the work is completed. Operator shall have thirty (30) days from the date of invoicing to make payment to Town.

- E. In order to compensate Town for repairs needed as a result of Operator's use and to accomplish the work indicated in Sections 2.A., 2.B. and 2.C. above, Operator shall make a payment to Town of _____ Dollars (\$ _____) at the time of execution of this Agreement. Based on the construction plans provided by the Operator and cost estimate agreed upon by both parties, the payment amount should be sufficient for Town to make needed improvements to the Haul Route.

Notwithstanding the above, Operator acknowledges that conditions may be encountered or additional requirements imposed by the WIDOT or other regulatory agency that require additional work by the Town and that the cost of all additional work is the responsibility of the Operator. When improvements are complete the Town will invoice the Operator for any additional costs incurred. Operator shall have thirty (30) days from the date of invoicing to make payment to Town.

After construction of the improvements is complete any remaining funds will be returned to Operator within thirty (30) days of project audit by Town.

- F. At the discretion of the Town, a bond may be required to insure against costs associated with excessive wear and tear on Town Roads.

Section 3. Town, in accordance with the terms of this Agreement, agrees to:

- A. Review for approval all access points to the Town Road system by giving consideration to sight distances, drainage and proximity to other entrances, in a reasonable manner, and in accordance with accepted engineering practices;
- B. Review for approval permits for all utility encroachments on Town rights-of-way in a reasonable manner, and in accordance with accepted engineering practices;
- C. Coordinate with Operator and Operator's Representatives so as to minimize the impact of their use of the Town Road system;
- D. Perform all maintenance and construction of all improvements pursuant to this Agreement on the Town Roads used for the construction, development, operation, maintenance and reclamation of the Project.
- E. Keep those Town Roads listed on the attached Exhibit B of this Agreement open to Operator to haul products and equipment related to the Project for the entire term of this Agreement without further restrictions, other than those indicated in this Agreement, for all vehicles meeting statutory requirements for weight, width, height and length. Town shall retain the right and its authority to establish and set traffic speed limits in accordance with generally accepted highway standards and safety practices.

Section 4. Road Inventory.

- A. Routing and Access Approval.

This Agreement applies only to the Town Roads listed on the attached Exhibit B of this Agreement. If conditions or circumstances change and Operator desires to change haul routes, it must first request authorization from the Town. All expenses for additional haul routes are not part of this Agreement and shall be negotiated by the Operator and Town in a separate agreement in the event any changes are requested.

- B. Incidental Use

The Parties recognize that the Project traffic may, either through mistake or with the consent of Town, use Town Roads other than those listed on Exhibit B of this Agreement. Repairs for damage caused by Operator or Operator's Representatives during such mistaken or permitted use shall be treated as exceptional maintenance under Section 2.D. above.

Section 5. Construction Cooperation.

A. Operator.

Operator shall submit to Town a schedule with planned activities that affect the Town Roads. Said Schedule shall reasonably indicate the estimated number of trucks that will be hauling products and equipment and daily hours of operation. Operator shall submit the Schedule to Town within two (2) weeks of execution of this Agreement. Operator shall further provide Town with an updated Schedule within two (2) weeks of any material changes being made with the Project. Operator understands that Town Road construction and maintenance activities will be on-going while Project hauling is occurring, and that while Town Roads will be open to traffic, Operator acknowledges that these activities may slow hauling operations.

B. Town:

During the term of this Agreement, Town and Operator shall meet as needed to discuss Project activities and Town Road construction and maintenance schedules. Town agrees to keep those Town Roads specified in Exhibit B open to Project traffic during Town Road construction and maintenance activities, except that Town may temporarily close any of the Town Roads specified in Exhibit B for replacement of a culvert, structure or due to an emergency. Town will provide a temporary alternate haul route when reasonably practicable. Annual seasonal weight limitations shall apply to all haul routes in Exhibit B and to any alternate routes approved by Town.

Town agrees to exclusively use any payments received from Operator as part of 2(E) of this Agreement on Town Roads used as haul routes by the Operator.

C. Emergency Actions.

Notwithstanding the foregoing, in the event Operator or Operator's Representatives have caused damage to Town Roads of a magnitude sufficiently great to create a hazard to the motoring public, which in Town's opinion warrants an immediate repair or Town Road closing, Town may unilaterally close those Town Road(s) affected and make or authorize repair, with the reasonable, documented costs thereof paid for by Operator.

Both Parties acknowledge that while Town is the Jurisdictional Authority for those Town Roads listed in Exhibit B, certain emergency situations may arise that fall under law enforcement, fire district or emergency

management control. In such situations the road may be closed to traffic, including traffic from the Project, outside the control of Town. Town shall not be responsible for any harm to Operator, Operator's Representatives or the Project that may result from Town Road closings that occur due to such emergencies.

Section 6. Indemnification/Hold Harmless and Liability Insurance Provisions.

A. Indemnification by Operator. Operator hereby releases and agrees to indemnify and hold harmless Town and its respective officers, employees, elected or appointed officials, and agents, and their respective heirs, executors, administrators, successors and assigns (hereinafter collectively "Town Releasees") from any and all third party actions, causes of action, suits, claims, expenses (including reasonable attorney's fees) and demands against Town Releasees arising out of or relating to the performance by Operator of its obligations under this Agreement. More particularly, but without in any way limiting the foregoing, Operator hereby releases Town Releasees and agrees to indemnify and hold harmless Town Releasees from any and all third party actions, causes of action, suits, claims, expenses (including reasonable attorney's fees) and demands arising directly or indirectly from any personal injury, death or property damage arising out of the use by Operator or Operator's Representatives of any Town Road subject to this Agreement.

1. Limitations of Liability. In no event shall Town or any of their Board, officers, elected or appointed officials, agents, investors, principals, shareholders, members or employees be liable (in contract or in tort, involving negligence, strict liability, or otherwise) to the Operator or its contractors, suppliers, employees, members and shareholders for indirect, incidental, consequential or punitive damages resulting from the performance, non-performance or delay in performance under this Agreement.

2. Required Insurance. Operator shall at all times throughout the term of this Agreement maintain in full force and effect commercial general liability insurance, naming Town, its Board, officers, elected or appointed officials, agents and employees as an additional insured, in the aggregate amount equal to _____ dollars (\$ _____) of primary and/or excess insurance to satisfy this requirement.

Or

Required Escrow. Operator shall at all times throughout the term of this Agreement establish and maintain in full force and effect an escrow account in the amount of _____ dollars (\$ _____) to cover performance of this Agreement.

Section 7. Remedies and Enforcement.

Each of the Parties hereto covenant and agree that in the event of default of any of the terms, provisions or conditions of this Agreement by any party (the “Defaulting Party”), which default is not caused by the party seeking to enforce said provisions (the “Non-Defaulting Party”) and after notice and reasonable opportunity to cure has been provided to the Defaulting Party, then in such an event, the Non-Defaulting Party shall have the right of specific performance. The remedy of specific performance and injunctive relief shall not be exclusive of any other remedy available at law or in equity.

Section 8. Savings/Severability.

It is mutually agreed by the Parties that in the event any provision of this Agreement is determined by any court of law of competent jurisdiction to be unconstitutional, invalid, illegal or unenforceable in any respect, it is the intention of the parties that such unconstitutionality, invalidity, illegality or unenforceability shall not affect the other provisions, and the Agreement shall be construed as if such unconstitutional, invalid, illegal or unenforceable provision had never been contained in this Agreement.

Section 9. Entire Agreement.

This Agreement and the exhibits attached thereto constitute the entire agreement among the Parties hereto with respect to the subject matter hereof, and supersede any prior understandings or written or oral agreements between the parties with respect to the subject matter of this Agreement. No amendment, modification, cancellation or alteration of the terms of this Agreement shall be binding on any party hereto unless the same is in writing, dated subsequent to the date hereof and is duly authorized and executed by the Parties hereto.

Section 10. Designated Representative.

FOR TOWN:
David Carlson, Chair
Town of Holland
W7937 County Road MH
Holmen, WI 54636

FOR OPERATOR:

Section 11. Notices.

All notices to be given under the terms of this Agreement shall be in writing and signed by the person serving the notice and shall be sent via registered or certified mail, return receipt requested, postage prepaid, or hand delivered to the addresses of the parties listed below. Notice shall be deemed to have been received on the date of receipt as shown on the return receipt or other written evidence of receipt.

Section 12. Assignability/Consent.

This Agreement shall be binding on the Parties hereto, their respective heirs, devisees and successors. Except as otherwise provided herein, or except as may be hereafter determined by the Parties, Operator may not sell, assign or transfer its interest in this Agreement, or any of its rights, duties or obligations hereunder, without the prior written consent of Town. Whenever the consent or the approval of Town is required herein, Town shall not unreasonably withhold, delay or deny such consent or approval.

Section 13. Choice of Law and Forum Selection.

This Agreement shall be governed by, and construed, interpreted and enforced in accordance with the laws of the State of Wisconsin. The Parties agree, for any claim or suit or other dispute relating to this Agreement that cannot be mutually resolved, the venue shall be in the Circuit Court of La Crosse County, and the parties further agree to submit themselves to the jurisdiction of said court, to the exclusion of any other judicial district that may have jurisdiction over such a dispute according to any law.

Section 14. Waiver of Terms and Conditions.

The failure of a Party to enforce or insist upon compliance with any of the terms or conditions of this Agreement shall not constitute a general waiver or relinquishment of any such terms or conditions, but the same shall be and remain at all times in full force and effect.

Section 15. Cooperation.

The Parties agree to cooperate with each other in addressing any unforeseen or extraordinary events caused by Operator's activity that would result in significant impacts to the Town Roads. The parties further agree to cooperate with each other in addressing any unforeseen impact to Operator's ability to utilize the haul route or any alternative route provided for in this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the
day and year first written above.

OPERATOR:

_____.

By: _____
Its _____

TOWN:

By: David Carlson
Chairman, Town of Holland

EXHIBIT A

The Plan

EXHIBIT B

Haul Routes

ESTIMATE OF PROBABLE COSTS

N BLUEBIRD ROAD & AIRPORT ROAD PAVEMENT REPLACEMENT

BASE REPLACEMENT OPTION
CITY OF EAGLE RIVER

DATE: 6/18/2026

ESTIMATE YEAR: **2026**
CONSTRUCTION YEAR: **2026**

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
GENERAL					
1	Mobilization, Bonds, & Insurance	1	L.S.	\$ 40,000.00	\$ 40,000
2	Erosion and Sedimentation Control	1	L.S.	\$ 5,000.00	\$ 5,000
3	Traffic Control	1	L.S.	\$ 5,000.00	\$ 5,000
4	Turf Restoration	1	L.S.	\$ 10,000.00	\$ 10,000
5	Adjust Manhole Casting	2	EA.	\$ 2,000.00	\$ 4,000
6	Adjust Water Valve Box	2	EA.	\$ 500.00	\$ 1,000
ROADWAY - North Bluebird Rd.					
7	Unclassified Excavation (Includes Removals)	1	L.S.	\$ 15,000	\$ 15,000
8	Furnish and install 10 Inch Thick Aggregate Base Course, 1 1/4 -inch	2,400	S.Y.	\$ 28	\$ 67,200
9	Excavation Below Subgrade	30	C.Y.	\$ 25	\$ 750
10	Furnish & Install Granular Borrow	30	C.Y.	\$ 25	\$ 750
11	Gravel Shoulder, 3-Inch Thick	200	S.Y.	\$ 25	\$ 5,000
12	Furnish & Install 3-Inch Thick Asphaltic Pavement	2,200	S.Y.	\$ 27	\$ 59,400
13	Sawcut Asphalt Pavement	200	L.F.	\$ 6	\$ 1,200
ROADWAY - Airport Rd.					
14	Unclassified Excavation (Includes Removals)	1	L.S.	\$ 10,000	\$ 10,000
15	Furnish and install 10 Inch Thick Aggregate Base Course, 1 1/4 -inch	1,200	S.Y.	\$ 28	\$ 33,600
16	Excavation Below Subgrade	30	C.Y.	\$ 25	\$ 750
17	Furnish & Install Granular Borrow	30	C.Y.	\$ 25	\$ 750
18	Gravel Shoulder, 3-Inch Thick	100	S.Y.	\$ 25	\$ 2,500
19	Furnish & Install 3-Inch Thick Asphaltic Pavement	1,100	S.Y.	\$ 27	\$ 29,700
20	Sawcut Asphalt Pavement	200	L.F.	\$ 6	\$ 1,200
ESTIMATED CONSTRUCTION SUBTOTAL					\$ 292,800
Contingency 15%					\$ 43,920
ESTIMATED CONSTRUCTION COST(2026)					\$ 336,720
Design Engineering 10%					\$ 33,700
Construction Engineering 10%					\$ 33,700
TOTAL ESTIMATED PROJECT COST:					\$ 404,120

Disclaimers & Assumptions

- 1 This estimate of probable cost is approximate. Actual construction bids may vary significantly from this estimate due to timing of bids, constructural schedule restraints, labor rate increases, material increases, or other factors beyond the control of the estimator.
- 2 2-12' Lanes with 2' shoulders N. Bluebird 800 Ft Long
- 3 2-12' Lanes 150 ft taper to 2-15' lanes 175ft with 2' shoulders airport road (325 Ft Long)
- 4 10inch Thick base aggregate replacement
- 5 3in asphalt pavement
- 6 this estimate assumes that the existing pavement depth is equal to the proposed depth

ESTIMATE OF PROBABLE COSTS

N BLUEBIRD ROAD & AIRPORT ROAD PAVEMENT REPLACEMENT PULVERISE AND OVERLAY OPTION CITY OF EAGLE RIVER

DATE: 6/18/2026

ESTIMATE YEAR: **2026**
CONSTRUCTION YEAR: **2026**

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
GENERAL					
1	Mobilization, Bonds, & Insurance	1	L.S.	\$ 25,000.00	\$ 25,000
2	Erosion and Sedimentation Control	1	L.S.	\$ 5,000.00	\$ 5,000
3	Traffic Control	1	L.S.	\$ 5,000.00	\$ 5,000
4	Turf Restoration	1	L.S.	\$ 10,000.00	\$ 10,000
5	Adjust Manhole Casting	2	EA.	\$ 2,000.00	\$ 4,000
6	Adjust Water Valve Box	2	EA.	\$ 500.00	\$ 1,000
ROADWAY - North Bluebird Rd.					
7	Pulverize Existing Pavement and Shape N. Bluebird Rd. South 750 FT from Airport Rd.	2,200	S.Y.	\$ 5.00	\$ 11,000
8	Unclassified Excavation (Includes Removals)	1	L.S.	\$ 5,000	\$ 5,000
9	Gravel Shoulder, 3-Inch Thick	200	S.Y.	\$ 25	\$ 5,000
10	Furnish & Install 3-Inch Thick Asphaltic Pavement	2,200	S.Y.	\$ 27	\$ 59,400
11	Sawcut Asphalt Pavement	200	L.F.	\$ 6	\$ 1,200
ROADWAY - Airport Rd.					
12	Pulverize Existing Pavement and Shape Airport Rd. West 325 FT from N. Railroad St.	1,000	S.Y.	\$ 5.00	\$ 5,000
13	Unclassified Excavation (Includes Removals)	1	L.S.	\$ 5,000	\$ 5,000
14	Gravel Shoulder, 3-Inch Thick	100	S.Y.	\$ 25	\$ 2,500
15	Furnish & Install 3-Inch Thick Asphaltic Pavement	1,000	S.Y.	\$ 27	\$ 27,000
16	Sawcut Asphalt Pavement	200	L.F.	\$ 6	\$ 1,200
<i>ESTIMATED CONSTRUCTION SUBTOTAL</i>					\$ 172,300
Contingency 15%					\$ 25,845
<i>ESTIMATED CONSTRUCTION COST(2026)</i>					\$ 198,145
Design Engineering 10%					\$ 19,900
Construction Engineering 10%					\$ 19,900
TOTAL ESTIMATED PROJECT COST:					\$ 237,945

Disclaimers & Assumptions

- 1 This estimate of probable cost is approximate. Actual construction bids may vary significantly from this estimate due to timing of bids, constructural schedule restraints, labor rate increases, material increases, or other factors beyond the control of the estimator.
- 2 2-12' Lanes with 2' shoulders N. Bluebird 800 Ft Long
- 3 2-12' Lanes 150 ft taper to 2-15' lanes 175ft with 2' shoulders airport road (325 Ft Long)
- 4 3in asphalt pavement
- 5 this estimate assumes that the existing pavement depth is equal to the proposed depth
- 6 Assumes a pulverize and overly option

CITY OF
EAGLE RIVER
Wisconsin

Application for a Hearing before Planning Commission

Applicant **MUST** provide the following information:

Name Agricultural Society / Vilas Co. Fair Board Phone 715-479-2057

Mailing Address 164 Forrest Street/Vilas County Fairgrounds

Interest in the Property Leasee

Name of Property Owner Vilas County

Mailing Address 164 Forrest Street, Eagle River

The above signed applicant does petition the City Council as follows:

Amend the Zoning Classification or Boundaries of a District

Change may only be initiated by the City Council, Plan Commission or a petition by one or more of the owners or lessees of the property proposed to be changed.

Present Zoning Classification _____

Requested Zoning Classification _____

Applicant must provide the following information

- Legal description and address of the property in question.
- A sketch drawn to a scale of not less than 100 feet to the inch, showing area to be changed, its location, the location of the existing boundaries and the uses within 300 feet of the property proposed to be changed.
- Property owners names, mailing address of all property within 300 feet of the property in question.
- Present use of the property in question.
- Proposed use of the property in question.

Zoning Ordinance Amendment

Change initiated, must be initiated by Zoning Administrator.

Requested Amendment to section: _____

Conditional Use Permit

Zoning Classification of Property Parks/Recreation

List the requested conditional use, Camping for circus workers at the Vilas County fairgrounds, July 13-15, 2026,

Applicant must provide the following information:

- A legal description and address of the property where the use will take place.
- The names and mailing addresses of the abutting property owners.
- Present uses of the abutting properties.
- A site plan of the property showing distances of structures to property lines, parking areas, landscaping, lighting, traffic line of sight visibilities and any other information which will assist the Planning Commission to make a decision.

Additional information may be requested by the Eagle River Plan Commission or the Eagle River City Council to evaluate your application. The lack of information may in itself be sufficient cause to deny a petition. Failure to provide the above required information may result in additional public hearings, which additional costs will be borne by the applicant.

The completed application must be submitted to the Zoning Administrator's office no less than 30 days before the date of the Planning Commission meeting, 525 E. Maple Street, PO Box 1269, Eagle River, WI 54521.

Applicant or Owner of the property or Agent shall appear before the Planning Commission.

Dated this 9 day of June, 2026

Respectfully submitted by 

For Office Use Only:

Permit distribution: Treasurer (w/check) File Planning Commission

Payment: \$ _____ Cash Check # _____ Date: _____ Admin: _____ Date: _____



NOTICE OF PUBLIC HEARING

CITY OF EAGLE RIVER PLANNING COMMISSION

The Vilas County Fair Board has submitted a request to allow camping by circus workers at the Vilas County Fairgrounds, July 13-15, 2026. The Vilas County Fairgrounds property, Parcel 221-182, 133 South Forrest Street, is described as Sect. 32, T40N,R10E, MILL LOT 1 COUNTY CLERK'S PLAT GOVT LOT 1 & PRT SE NE EXC 23-382,196-598,580174, 584885 RESOLUTION 441482.

The City of Eagle River Planning Commission has scheduled a public hearing for **Thursday, July 2, 2026 at 5 pm**, located in the Eagle River Common Council Chambers, 525 E. Maple Street, Eagle River, WI 54521.

Comments can be made in person at the public hearing or by mail to City Administrator, PO. Box 1269, Eagle River, WI 54521; by phone (715) 479-8682 x227 or email rcginner@eagleriverwi.gov. Documents will be available for review at City Hall. PETITIONERS, OR THEIR REPRESENTATIVES, SHALL BE PRESENT.

Legal Notice

Publish twice, beginning June 15, 2026. Affidavit requested.

NOTICE OF PUBLIC HEARING - Correction
CITY OF EAGLE RIVER PLANNING COMMISSION

The Vilas County Fair Board has submitted a Conditional Use Permit request to allow camping by circus workers at the Vilas County Fairgrounds, July 13-15, 2026. The Vilas County Fairgrounds property, Parcel 221-182, 133 South Forrest Street, is described as Sect. 32, T40N,R10E, MILL LOT 1 COUNTY CLERK'S PLAT GOVT LOT 1 & PRT SE NE EXC 23-382,196-598,580174, 584885 RESOLUTION 441482.

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WEST PINE STREET LLC
2303 RIDGEVIEW DR
WAUSAU, WI 54401

THOMAS M POLLACK
PO BOX 186
EAGLE RIVER, WI 54521

STUART A LANDAU TRUST
5100 DORSET AVE CHEVY
CHASE, MD 20815

WEST PINE STREET LLC
2303 RIDGEVIEW DR
WAUSAU, WI 54401

KAP HOLDINGS LLC
PO BOX 939
EAGLE RIVER, WI 54521

SAS INCOME TRUST
PO BOX 1015
EAGLE RIVER, WI 54521

GPS II INC
PO BOX 997
EAGLE RIVER, WI 54521

THOMAS F WRANIK
PO BOX 1266
EAGLE RIVER, WI 54521

DANIEL M BAKOTIC TRUST
503 NAVAJO DR
NEW LENOX, IL 60451

EAGLE RIVER RE LLC
1209 TYLER ST NE
MINNEAPOLIS, MN 55413

THOMAS F WRANIK
PO BOX 1266
EAGLE RIVER, WI 54521

PATRICIA A LANGE
24 MEDALIST LN
ROTONDA WEST, FL 33947

BEAVERS LAND MANAGEMENT LLC
2220 6TH AVE N
ESCANABA, MI 49829

VILAS COUNTY
330 COURT ST
EAGLE RIVER, WI 54521

MATTHEW J GUTHRIE 149
FIELDSTONE LN DIXON, IL
61021

BTK GROUP LLC
4299 ISLANDVIEW RD
RHINELANDER, WI 54501

KEVIN M KADLEC
PO BOX 348
PORT CHARLOTTE, FL 33981

ELLEN S MOMMAERTS
1740 DUBLIN LN APT 73
NEENAH, WI 54956

HODAG PROPERTY HOLDINGS LLC
7500 BIRCH TREE DR
EAGLE RIVER, WI 54521

GERTA
PO Box 1714
EAGLE RIVER, WI 54521

CHARLES BURGESS
604 CEDAR LN
PFLUGERVILLE, TX 78660

VILAS COUNTY
330 COURT ST
EAGLE RIVER, WI 54521

BRIAN T WIRTH
864 STONECROP DR
HARTFORD, WI 53027

JOHN R BURCZYK TRUST
741 RIVER EDGE
EAGLE RIVER, WI 54521

KATIE L RHEINSCHMIDT
741 E RIVER EDGE RD
EAGLE RIVER, WI 54521

KENT & PATRICIA KOHN TRUST
812 RIVER EDGE
EAGLE RIVER, WI 54521

EVELYN D ABBATE TRUST
812 RIVER EDGE
EAGLE RIVER, WI 54521

MATTHEW J BROWN
N3666 TOWER RD
TIGERTON, WI 54486

DONALD L PETERSON
16804 ENNERDALE AVE
LOCKPORT, IL 60441

CITY OF
EAGLE RIVER
Wisconsin

Application for a Hearing before Planning Commission

Applicant MUST provide the following information:

Name Agricultural Society / Vilas County Fair Board Phone 715-479-2057

Mailing Address 164 Forrest Street/Vilas County Fairgrounds

Interest in the Property Leasee

Name of Property Owner Vilas County

Mailing Address 164 Forrest Street, Eagle River, WI

The above signed applicant does petition the City Council as follows:

Amend the Zoning Classification or Boundaries of a District

Change may only be initiated by the City Council, Plan Commission or a petition by one or more of the owners or lessees of the property proposed to be changed.

Present Zoning Classification _____

Requested Zoning Classification _____

Applicant must provide the following information

- Legal description and address of the property in question.
- A sketch drawn to a scale of not less than 100 feet to the inch, showing area to be changed, its location, the location of the existing boundaries and the uses within 300 feet of the property proposed to be changed.
- Property owners names, mailing address of all property within 300 feet of the property in question.
- Present use of the property in question.
- Proposed use of the property in question.

Zoning Ordinance Amendment

Change initiated, must be initiated by Zoning Administrator.

Requested Amendment to section: _____

Conditional Use Permit

Zoning Classification of Property Parks/Recreation _____

List the requested conditional use, For the agricultural board to allow camping by carnival workers at the Vilas County fairgrounds during the Vilas County fair, August 13-16, 2026, and additional shoulder dates as required for set-up/tear-down of the fair attractions.

Applicant must provide the following information:

- A legal description and address of the property where the use will take place.
- The names and mailing addresses of the abutting property owners.
- Present uses of the abutting properties.
- A site plan of the property showing distances of structures to property lines, parking areas, landscaping, lighting, traffic line of sight visibilities and any other information which will assist the Planning Commission to make a decision.

Additional information may be requested by the Eagle River Plan Commission or the Eagle River City Council to evaluate your application. The lack of information may in itself be sufficient cause to deny a petition. Failure to provide the above required information may result in additional public hearings, which additional costs will be borne by the applicant.

The completed application must be submitted to the Zoning Administrator's office no less than 30 days before the date of the Planning Commission meeting, 525 E. Maple Street, PO Box 1269, Eagle River, WI 54521.

Applicant or Owner of the property or Agent shall appear before the Planning Commission.

Dated this 8 day of June, 2026

Respectfully submitted by Dale Ayers 

<i>For Office Use Only:</i>			
Permit distribution:	<input type="checkbox"/> Treasurer (w/check)	<input type="checkbox"/> File	<input type="checkbox"/> Planning Commission
Payment: \$ _____	<input type="checkbox"/> Cash	<input type="checkbox"/> Check # _____	Date: _____ Admin: _____ Date: _____



NOTICE OF PUBLIC HEARING

CITY OF EAGLE RIVER PLANNING COMMISSION

The Vilas County Fair Board has submitted a request to allow camping by carnival workers at the Vilas County Fairgrounds during the County Fair, August 13-16, 2026, with additional shoulder dates as required for set-up/tear-down of the fair attractions. The Vilas County Fairgrounds property, Parcel 221-182, 133 South Forrest Street, is described as Sect. 32, T40N,R10E, MILL LOT 1 COUNTY CLERK'S PLAT GOVT LOT 1 & PRT SE NE EXC 23-382,196-598,580174, 584885 RESOLUTION 441482.

The City of Eagle River Planning Commission has scheduled a public hearing for **Thursday, July 2, 2026 at 5 pm**, located in the Eagle River Common Council Chambers, 525 E. Maple Street, Eagle River, WI 54521.

Comments can be made in person at the public hearing or by mail to City Administrator, PO. Box 1269, Eagle River, WI 54521; by phone (715) 479-8682 x227 or email rcginner@eagleriverwi.gov. Documents will be available for review at City Hall. PETITIONERS, OR THEIR REPRESENTATIVES, SHALL BE PRESENT.

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WAUSAU, WI 54401

THOMAS M POLLACK
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TIGERTON, WI 54486

DONALD L PETERSON
16804 ENNERDALE AVE
LOCKPORT, IL 60441

CITY OF
EAGLE RIVER
Wisconsin

Application for a Hearing before Planning Commission

Applicant **MUST** provide the following information:

Name City of Eagle River Phone 715-479-8682

Mailing Address PO Box 1269, Eagle River, WI

Interest in the Property To fix City Zoning classifications where non-conforming use exists.

Name of Property Owner Tuff, Hom and Buskager

Mailing Address n/a

The above signed applicant does petition the City Council as follows:

Amend the Zoning Classification or Boundaries of a District

Change may only be initiated by the City Council, Plan Commission or a petition by one or more of the owners or lessees of the property proposed to be changed.

Present Zoning Classification Park/Recreation

Requested Zoning Classification Office/Residential

Applicant must provide the following information

- Legal description and address of the property in question.
- A sketch drawn to a scale of not less than 100 feet to the inch, showing area to be changed, its location, the location of the existing boundaries and the uses within 300 feet of the property proposed to be changed.
- Property owners names, mailing address of all property within 300 feet of the property in question.
- Present use of the property in question.
- Proposed use of the property in question.

Zoning Ordinance Amendment

Change initiated, must be initiated by Zoning Administrator.

Requested Amendment to section: _____

Conditional Use Permit

Zoning Classification of Property _____

List the requested conditional use, _____

Applicant must provide the following information:

- A legal description and address of the property where the use will take place.
- The names and mailing addresses of the abutting property owners.
- Present uses of the abutting properties.
- A site plan of the property showing distances of structures to property lines, parking areas, landscaping, lighting, traffic line of sight visibilities and any other information which will assist the Planning Commission to make a decision.

Additional information may be requested by the Eagle River Plan Commission or the Eagle River City Council to evaluate your application. The lack of information may in itself be sufficient cause to deny a petition. Failure to provide the above required information may result in additional public hearings, which additional costs will be borne by the applicant.

The completed application must be submitted to the Zoning Administrator's office no less than 30 days before the date of the Planning Commission meeting, 525 E. Maple Street, PO Box 1269, Eagle River, WI 54521.

Applicant or Owner of the property or Agent shall appear before the Planning Commission.

Dated this 9th day of June, 2026

Respectfully submitted by _____

For Office Use Only:

Permit distribution: Treasurer (w/check) File Planning Commission

Payment: \$ _____ Cash Check # _____ Date: _____ Admin: _____ Date: _____



City Of Eagle River
Resolution No. _____

A Resolution To Amend The City Of Eagle River Comprehensive Plan Future Land Use Map And Rezone Certain Properties Located On Elm Drive From Parks/Recreation To Office/Residential

WHEREAS, the City of Eagle River has received requests to amend the Future Land Use Map of the Comprehensive Plan and to rezone certain properties located on Elm Drive; and

WHEREAS, the subject properties are currently designated and zoned as Parks/Recreation and are proposed to be redesignated and rezoned to Office/Residential; and

WHEREAS, the properties affected by this amendment and rezoning are legally described in the City tax roll and identified as follows:

1. **Tuff Property**

Parcel No. 221-1058-5801
1020 Elm Drive
SE-SE, Section 33, Township 40 North, Range 10 East, Part of SE-SE.
Full legal description on file in the tax roll.

2. **Hom Property**

Parcel No. 221-1058-6012
SE-SE, Section 33, Township 40 North, Range 10 East, Lot 3 of Certified Survey Map No. 5874, recorded as 22CS212, Part of SE-SE.
Full legal description on file in the tax roll.

3. **Buskager Property**

Parcel No. 221-1058-6011
1025 Elm Drive
SE-SE, Section 33, Township 40 North, Range 10 East, Lot 2 of Certified Survey Map No. 5874, recorded as 22CS212, formerly part of SE-SE, except Document No. 540834.
Full legal description on file in the tax roll.

WHEREAS, pursuant to Wisconsin Statutes and the City of Eagle River Zoning Ordinance, the Planning Commission conducted a public hearing on July 2, 2026, at 5:00 p.m. in the Common Council Chambers at City Hall, 525 East Maple Street, Eagle River, Wisconsin, to receive testimony and public comment regarding the proposed Comprehensive Plan amendment and rezoning; and

WHEREAS, after consideration of the public testimony, staff review, applicable ordinances, and the goals and objectives of the City’s Comprehensive Plan, the Planning Commission has recommended approval of the proposed amendments; and

WHEREAS, the Common Council finds that the proposed Future Land Use Map amendment and rezoning are consistent with the public health, safety, and welfare of the community and are in the best interests of the City of Eagle River.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Eagle River, Wisconsin, that:

Section 1. The Future Land Use Map of the City of Eagle River Comprehensive Plan is hereby amended to change the future land use designation of the properties identified above from Parks/Recreation to Office/Residential.

Section 2. The Official Zoning Map of the City of Eagle River is hereby amended to rezone the properties identified above from Parks/Recreation to Office/Residential.

Section 3. City staff are authorized and directed to make all necessary revisions to the Comprehensive Plan, Official Zoning Map, and related City records to reflect these amendments.

Section 4. This Resolution shall take effect upon its adoption and publication as required by law.

Adopted by the Common Council of the City of Eagle River, Wisconsin, this ____ day of _____, 2026.

SIGNED: _____
Debra A Brown, Mayor Date

ATTEST: _____
Becky Bolte, Clerk Date



NOTICE OF PUBLIC HEARING

CITY OF EAGLE RIVER PLANNING COMMISSION

The Planning Commission will consider the rezoning, and the subsequent change to the Comprehensive Plan of the City of Eagle River, for Elm Drive properties listed below from Parks/Recreation to Office/Residential zoning classification. The properties are described as:

- **Tuff:** Parcel #221-1058-5801, 1020 Elm Drive, SE-SE, Sect. 33, T40N, R10E, PRT SE SE. Full description in tax roll.
- **Hom:** Parcel #221-1058-6012, SE-SE, Sect. 33, T40N, R10E, LOT 3 22CS212 CSM 5874 PRT SE SE. Full description in the tax roll.
- **Buskager:** Parcel #221-1058-6011, 1025 Elm Drive, SE-SE, Sect. 33, T40N, R10E, LOT 2 22CS212 CSM 5874 FKA PRT SE SE EXC 540834

The City of Eagle River Planning Commission has scheduled a public hearing for **Thursday, July 2, 2026 at 5 pm**, located in the Eagle River Common Council Chambers, 525 E. Maple Street, Eagle River, WI 54521.

Comments can be made in person at the public hearing or by mail to City Administrator, PO. Box 1269, Eagle River, WI 54521; by phone (715) 479-8682 x227 or email rcginner@eagleriverwi.gov. Documents will be available for review at City Hall. PETITIONERS, OR THEIR REPRESENTATIVES, SHALL BE PRESENT.

RORY TUFF
1020 ELM DR
EAGLE RIVER, WI 54521

CITY OF EAGLE RIVER
PO BOX 1269
EAGLE RIVER, WI 54521

SPENCER BUSKAGER
7828 PRIMEVAL LN
ST GERMAIN, WI 54558

KATIE HOM
1005 ELM DR
EAGLE RIVER, WI 54521

Robin Ginner

From: Rick Meadows <rick_meadows@msn.com>
Sent: Thursday, June 11, 2026 3:40 PM
To: Robin Ginner
Subject: Withdrawal of Real Estate Purchase Request

Members of the Eagle River Zoning Commission,

Please accept this email as formal notice that I am withdrawing my request to purchase the strip of land adjacent to my mother's property (655 Bond Blvd) and will not be pursuing the matter further.

My parents, George and Carol Meadows, have been part of the Eagle River community for many years, and as we prepare for the sale of the property and my mother's transition to assisted living, I have decided it is best to move forward without further consideration of this request.

I appreciate the opportunity to present the matter and the professionalism shown by the Commission throughout the process.

Thank you for your time.

Respectfully,

Rick Meadows
Attorney-in-Fact for Carol Meadows