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Municipal Boundary Review
Wisconsin Dept. of Administration

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**LEGAL DESCRIPTION FOR THE
CITY OF EAGLE RIVER
(Corporate Boundaries)
(Revised, December, 2022)**

The following described lands being a part of the following Sections:

Section 4, T 39 N, R 10 E: Gov't. Lot 2, the NW1/4-NE1/4 and the SW1/4-NE1/4.

Section 16, T 40 N, R 10 E: The SW1/4-SE1/4, the NW1/4-SE1/4, the NE1/4-SW1/4, the SE1/4-SW1/4, and the SW1/4-SW1/4.

Section 20, T 40 N, R 10 E: Gov't. Lots 4, 5, 6, 9, the SE1/4-SE1/4 and the SW1/4-SE1/4.

Section 21, T 40 N, R 10 E: Gov't. Lots 3 and 4, the SW1/4-NE1/4, the NW1/4-NE1/4, the NE1/4-NW1/4, the NW1/4-NW1/4, the SE1/4-NW1/4, the SW1/4-NW1/4, the NE1/4-SW1/4, the NW1/4-SW1/4, the SW1/4-SW1/4, the SE1/4-SW1/4, the NW1/4-SE1/4, and the SW1/4-SE1/4.

Section 27, T 40 N, R 10 E: Gov't. Lots 2, 4, and the SE1/4-SW1/4.

Section 28, T 40 N, R 10 E: Gov't. Lots 2, 3, 4, 5, 6, 7, 8, 9, the NE1/4-NW1/4, the NW1/4-NW1/4, the SE1/4-NW1/4, the SW1/4-NW1/4, and the SW1/4-SE1/4.

Section 29, T 40 N, R 10 E: Gov't. Lots 2, 6, 7 and 8, the NE1/4-NE1/4, the NW1/4-NE1/4, the SE1/4-NE1/4, the SW1/4-NE1/4, the NE1/4-NW1/4, the SE1/4-NW1/4, the SW1/4-NW1/4, the NW1/4-SW1/4, and the NE1/4-SE1/4.

Section 30, T 40 N, R 10 E: Gov't. Lots 6, 7, and the NE1/4-SE1/4.

Section 32, T 40 N, R 10 E: Gov't. Lots 1, 2, 4, the SE1/4-NE1/4, the SW1/4-NE1/4, and the SE1/4-NW1/4.

Section 33, T 40 N, R 10 E: The NE1/4-NE1/4, the NW1/4-NE1/4, the SE1/4-NE1/4, the SW1/4-NE1/4, the NE1/4-NW1/4, the NW1/4-NW1/4, the SE1/4-NW1/4, the SW1/4-NW1/4, the NW1/4-SE1/4, the SW1/4-SE1/4, the NE1/4-SW1/4, and the SE1/4-SE1/4.

Section 34, T 40 N, R 10 E: The NW1/4-NE1/4, the SW1/4-NE1/4, the NE1/4-NW1/4, the NW1/4-NW1/4, the SE1/4-NW1/4, and the SW1/4-NW1/4.

all located in Vilas County, Wisconsin; and described as follows:

Commencing at the Meander Corner on the South Bank of the Eagle River where the Section line between said Sections 28 and 29 intersects said River as the **Place of Beginning**: Thence North across said River along said Section line to the South one-eighth (1/8) corner; thence West along the South line of the NE1/4-SE1/4 of said Section 29 a distance of 50 feet; thence North parallel with the Section line between said Sections 28 and 29 a distance of 125 feet; thence West parallel with the South line of the NE1/4-SE1/4 a distance of 10.35 feet; thence North parallel to said Section line between Section 28 and Section 29 a distance of 161.55 feet; thence West parallel to the south line of the NE1/4-SE1/4 a distance of 399.34 feet; thence North parallel to the West line of the NE1/4-SE1/4 a distance of 199.71 feet; thence West parallel to the South line of the NE1/4-SE1/4 a distance of 550 feet; thence South parallel to the West line of the NE1/4-SE1/4 a distance of 500 feet to the South line of the NE1/4-SE1/4; thence West along the South line of the NE1/4-SE1/4 to the West line of the NE1/4-SE1/4; thence North on the West line of the NE1/4-SE1/4 to the East-West 1/4 line of Section 29; thence West along the said East-West 1/4 line to the NE corner of the NW1/4-SW1/4 of said Section 29; thence Southerly along the East line of the NW1/4-SW1/4 a distance of 1320 feet more or less to the SE corner of the NW1/4-SW1/4; thence Westerly along the South line of the NW1/4-SW1/4 a distance of 1320 feet more or less to the SW corner of the NW1/4-SW1/4; thence N 2°44'26" W 433.07 feet along the Section line between Sections 29 and 30; thence S 84°39'19"W 324.69 feet to an iron pipe; thence S 2°43'39"E 399.99 feet to an iron pipe on the Northerly R/W line of Illinois Road; thence S 84°39'19"W 925.32 feet along said R/W line to an iron pipe; thence N 8°29'52"W 1261.02 feet to an

iron rebar on the East-West 1/4 line of said Section 30; thence S 83°28'32"W 749.56 feet along said 1/4 line to an iron rebar; thence N 38°19'07"E 32.24 feet to an iron pipe; thence N 52°23'36"E 108.07 feet to an iron pipe; thence N 60°51'18"E 310.58 feet to an iron pipe; thence N 69°38'56"E 359.77 feet to an iron pipe; thence N 54°07'45"E 119.42 feet to a concrete monument, thence N 54°24'08"E 1525.57 feet to an iron rebar on the East line of said Section 30; thence S 3°18'34"E 389.09 feet along the line between Section 29 and 30 to an iron pipe; thence N 45°27' E parallel to and 750 feet from, measured at right angle, from the centerline of runway 4-22, a distance of 2138 feet more or less to a point on the East line of Gov't. Lot 2 from previous survey of record; thence North along the East line of Gov't. Lot 2 to Section line between Section 20 and 29; thence West along said Section line to the Wisconsin River; thence meandering Northerly, Northeasterly, and Easterly along the Wisconsin River to the centerline of "old" County Trunk "G"; thence Easterly along centerline of said Highway to the Section line between Section 20 and 21; thence South on said Section line to a point on the Section line that is 629.22 feet North of the West 1/4 corner of Section 21; thence S 89°32' E a distance of 327.43 feet; thence N 0°37'15"W a distance of 266.07 feet; thence N 3°49'34" E a distance of 418.46 feet to a point the on Southerly R/W line of CTH "G"; thence Easterly along the Southerly R/W of CTH "G" a distance of 395.38 feet to the Westerly R/W line of the abandoned C & NW Railroad; thence Northeasterly crossing said CTH "G" and along the Westerly R/W line of the abandoned C & NW Railroad to the Northerly R/W line of CTH "G"; thence N 13°28'11"E 2633.18 feet along the said Westerly Railroad R/W line to an iron pipe on the North line of the SE1/4-SW1/4 of said Section 16; thence S 86°03'24"E 101.40 feet along said North line to the Easterly Railroad R/W line; thence N 13°28'16"E 1352.10 feet along said Easterly Railroad R/W line to an iron pipe on the East-West 1/4 line of said Section 16; thence along said East-West 1/4 line S 86°27'36"E a distance of 442.62 feet to the Center 1/4 of said Section 16 marked by an iron pipe; thence continuing along said East-West 1/4 line S 86°27'01"E a distance of 204.00 feet to an iron pipe; thence S 13°30'41"E a distance of 2505.89 feet to an iron pipe on the Northwesterly R/W line of USH "45", STH "17" & "32"; thence along said R/W line as follows: Southwesterly following the arc of a 2964.79 foot radius curve to the Left a distance of 167.41 feet to a point, the chord of which bears S 51°46'16"W 167.39 feet; thence S 2°01'38"E along said R/W line 50.78 feet; thence continuing along said R/W line following the arc of a 2924.79 foot radius curve to the Left a distance of 116.25 feet to a point, the chord of which bears S 48°20'25"W 116.24 feet to an iron pipe; thence continuing along said R/W line following the arc of a 2924.79 foot radius curve to the Left a distance of 59.06 feet to a point, the chord of which bears S 46°40'14"W 59.06 feet to an iron pipe; thence N 85°27'22"W along said R/W line a distance of 53.19 feet to an iron pipe; thence continuing along said R/W line following the arc of a 2964.79 foot radius curve to the Left a distance of 222.38 feet to a point, the chord of which bears S 43°15'25"W 222.32 feet; thence S 41°06'32"W along said R/W line 282.00 feet to an iron pipe; thence S 40°28'58"W 670.23 feet along said R/W line to an iron rod; thence N 13°08'04"W 249.91 feet to an iron rod; thence S 40°44'05"W 329.80 feet to an iron pipe; thence S 13°08'16"E 250.58 feet to an iron pipe on the Northwesterly R/W line of USH "45", STH "17" & "32"; thence along said R/W line S 41°07'26"W 318.78 feet to an iron pipe on the Northerly R/W line of CTH "G"; thence N 59°18'12"W 116.40 feet along said Northerly R/W line; thence continuing along said R/W line following the arc of a 1005.40 foot radius curve to the Left a distance of 327.40 feet to a point, the chord of which bears N 69°18'25"W 325.96 feet; thence continuing along said R/W line N 78°38'09"W 244.82 feet to an iron pipe on the Easterly R/W line of the abandoned C & NW Railroad; thence crossing said CTH "G" Southwesterly to an aforementioned point on the Westerly R/W line of the abandoned C & NW Railroad and the Southerly R/W line of CTH "G"; thence S 13°36'30" W a distance of 669.15 feet and S 11°33'36" W a distance of 405.91 feet along the Westerly R/W of said abandoned C & NW Railroad; thence N 89°14' W a distance of 200 feet; thence S 8°33' W a distance of 200 feet to a point on the

South line of the SW1/4-NW1/4 of Section 21; thence S 89°14' E along the South line of the SW1/4-NW1/4 a distance of 200 feet to the Westerly Right-of-Way line of said abandoned C & NW Railroad; thence along the Westerly Right-of-Way of said abandoned C & NW Railroad S 6°11'54" W 316.86 feet, S 3°02'22" W 296.76 feet, S 0°23'40" E 394.09 feet to an iron pipe, and S 2°56'02"E 132.52 feet to an iron pipe; thence N 89°00'00"W 383.13 feet to an iron pipe on the Easterly R/W line of Adams Road, thence N 0°06'22"W 132.24 feet along said Easterly R/W line to an iron pipe, thence N 89°00'00"W 33.00 feet to a point on the West line of Section 21; thence S 0°32'00"E 477.7 feet on the Section line between Sections 20 & 21; thence East 33 feet to an iron pipe on the Easterly R/W line of Adams Road; thence S 88°50'44"E 242.11 feet to an iron pipe; thence S 8°39'51"E 107.66 feet to an iron pipe; thence S 8°39'48"E 147.67 feet to an iron pipe; thence N 88°57'14"W 309.39 feet to the Section line between Sections 20 & 21; thence S 0°32'00"E 637.70 feet along said Section line to a mag nail, thence N 89°57'33"E 569.90 feet parallel with and 300 feet North of the South line of Section 21 to an iron pipe on the Westerly Right-of-Way line of the abandoned C & NW Railroad; thence S 8°56'44"E 303.66 feet along said Westerly Right-of-Way line to a mag nail on the South line of said Section 21; thence East on the Section line between Section 21 and Section 28 to a point where said Section line intersects the Westerly R/W line of USH "45", STH "17" & "32", thence Southerly along said Westerly R/W line to the North 1/8 line of Section 28; thence East along said North 1/8 line to the centerline of U.S. Highway 45; thence North along the centerline of said Highway to a point that is 519.44 feet Southerly from the North line of the NW1/4-NW1/4 measured along the centerline; thence Easterly at right angle to the East Right-of-Way line of said Highway; thence East parallel to the North line of the NW1/4-NW1/4 a distance of 300 feet to an iron pipe; thence N 8°49'06"W 198.95 feet to an iron pipe; thence S 89°48'07"E 394.86 feet to an iron pipe; thence N 0°11'53"E 315.49 feet to an iron pipe on the North line of Section 28; thence N 89°52'50"W 716.10 feet along said North Section line to an iron pipe on the Easterly R/W line of said U.S. Highway 45; thence North along said Easterly R/W line to an iron pipe on the Northerly R/W line of Pleasure Island Road; thence N 8°53'49"W 172.85 feet along said Easterly R/W line to an iron pipe; thence N 81°06'11" E 132.62 feet to an iron pipe; thence N 39°26'11"E 90.20 feet to an iron pipe; thence N 8°53'49"W 140.00 feet to an iron pipe; thence S 81°06'11"W 200.00 feet to an iron pipe on the Easterly R/W line of said Highway 45; thence N 8°53'49"W 706.20 feet along said Easterly R/W line to the beginning of a curve to the right; thence N 6°46'57"W 176.02 feet along the chord of said curve (176.03 feet along the arc) to an iron pipe; thence N 1°21'E 205.22 feet along the chord of a 1°12' curve to an iron pipe; thence S 83°10'E 66.10 feet to an iron pipe marking the Southwest corner of that Parcel of land described in Vol. 260, Page 614 of Deeds; thence N 3°45'12"E 199.80 feet along the Easterly R/W line of Agof Road, a 66' wide frontage road to a P.K. nail in the pavement of the entrance to a parking lot; thence S 83°12'18"E 293.00 feet to an iron pipe; thence N 88°07'29"E 197.92 feet to an iron pipe; thence S 3°58'16"E 155.98 feet to an iron pipe, thence S 89°49'27"E 86.20 feet to an iron pipe on the Westerly R/W line of Pleasure Island Road; thence along said Westerly R/W line as follows: N 10°15'30"E 162.62 feet to an iron pipe; N 14°33'00"E 226.99 feet to an iron pipe; N 13°42'30"E 172.42 feet to an iron pipe; N 10°04'00"E 173.00 feet to an iron pipe; N 10°14'30"E 151.07 feet to an iron pipe; N 11°55'00"E 102.61 feet to an iron pipe; N 14°46'30"E 103.70 feet to an iron pipe; N 18°20'00"E 96.65 feet to an iron pipe; N 22°51'05"E 302.27 feet to an iron pipe; N 22°54'50"E 100.33 feet to an iron pipe; N 23°39'47"E 100.26 feet to an iron pipe; N 23°13'42"E 96.25 feet, N 48°43'50"W 293.87 feet to the Southeasterly R/W line of a frontage road adjacent to USH "45", thence N 41°16'10"E 259.73 feet along said R/W line to an iron pipe, thence S 48°43'50"E 209.28 feet to an iron pipe on the Westerly R/W line of said Pleasure Island Road, thence along said Westerly R/W line N 23°13'42"E 521.15 feet to an iron pipe; N 16°22'40"E 89.88 feet to an iron pipe; N 11°21'45"W 46.66 feet; and N 39°01'30"W 39.41 feet to the Easterly R/W line of U.S. Hwy. 45; thence N 41°16'10"E 66.96 feet along said Easterly R/W line to an iron pipe on

the Easterly R/W line of said Pleasure Island Road; thence along the Easterly R/W line of said Pleasure Island Road as follows: S 39°01'30"E 66.95 feet to an iron pipe; S 11°21'45"E 79.21 feet to an iron pipe; S 16°22'40"W 110.13 feet to an iron pipe; S 23°13'42"W 895.12 feet to an iron pipe; S 23°39'47"W 100.08 feet to an iron pipe; S 22°54'50"W 99.86 feet to an iron pipe; and S 22°51'05"W 161.39 feet to an iron pipe, thence leaving said R/W line S 89°05'41"E 2165.56 feet to an iron pipe; thence S 1°23'10"W 167.57 feet (S 1°18'W of record) to an iron pipe; thence S 89°05'41"E 48.61 feet (S 89°09'E of record) to an iron pipe; thence S 5°53'14"E 85.44 feet (S 6°02'E 85.41 feet of record) to an iron pipe; thence S 5°58'20"E 162.98 feet (S 6°02'E 163.00 feet of record) to an iron pipe; thence N 90°00'00"W 439.65 feet (440.00 feet of record) to an iron pipe; thence S 5°59'22"E 941.77 feet (S 6°02'E of record) to an iron pipe; thence S 89°57'47"E 439.63 feet (East 440.0 feet of record) to an iron pipe on the Westerly R/W line of said McKinley Boulevard; thence S 5°57'21"E 66.43 feet (S 6°02'E 66.37 feet of record) along said Westerly R/W line to an iron pipe; thence leaving said R/W line N 89°56'41"W 439.53 feet (West 440.0 feet of record) to an iron pipe; thence S 0°43'56"W 93.00 feet (S 1°41'W of record) to an iron pipe; thence S 0°41'W 57.0 feet; thence S 1°48'00"W 1229.84 feet to the South line of Section 21; thence East on Section line between Sections 21 & 28 to the centerline of McKinley Blvd.; thence South on the centerline of McKinley Blvd. to the North 1/8 line of Section 28; thence East on said North 1/8 line to a concrete monument on the East R/W line of McKinley Blvd.; thence S 89°45'08"E 60.00 feet along the South line of Lot 73 of Oliver Park Subdivision to an iron pipe; thence N 33°03'34"E 109.14 feet to an iron pipe on the South line of Lot 72 of Oliver Park Subdivision; thence N 2°44'53"E 87.33 feet to an iron pipe on the North line of said Lot 72; thence S 84°35'42"E 163.43 feet to an iron pipe; thence S 75°24'56"E 145.22 feet to an iron pipe on the Shore of Yellow Birch Lake; thence along said Shore S 47°40'34"W 63.25 feet and S 42°04'53"W 114.80 feet to a concrete monument on the North 1/8 line; thence East on said North 1/8 line into the Lake to the Section line between Sections 27 & 28; thence South on said Section line to the Meander Corner on the South Shore of Yellow Birch Lake; thence continuing South on said Section line a distance of 436.65 feet; thence N 87°37'02"E a distance of 93.48 feet; thence S 2°40'E a distance 89.76 feet; thence S 11°06'E a distance of 132.32 feet, thence S 4°26'W a distance of 109.75 feet; thence S 88°04'W a distance of 100.00 feet to the Section line between Sections 27 & 28; thence South on said Section line to the centerline of Lake Shore Drive, (Morey Road); thence Easterly along the centerline of Morey Road to a point located as follows: (Commencing at Meander Corner where East-West 1/4 line of Section 27 intersects North Shore of Silver Lake; thence West along the Shore a distance of 23 feet; thence N 20°W to center of Morey Road, which is said point); thence S 20°E to the Shore of Silver Lake, thence Southeasterly across said Silver Lake to the Northeast corner of Gov't. Lot 4, Section 27; thence South 452 feet on the East line of Gov't. Lot 4, Section 27, to a brass capped concrete monument marking the Southwest 1/16 corner of said Section 27 on the North R/W line of Indiana Street and the West R/W line of Capich Drive, thence S 44°56'23"E 88.89 feet to an iron pipe marking the Northwest corner of Lot 17 of Capich Park Subdivision on the South R/W line of Indiana Drive and the East R/W line of Capich Drive, thence S 87°23'35"E 150.06 feet along said South R/W line to an iron pipe marking the Northeast corner of said Lot 17, thence S 2°29'12"E 120.58 feet along the East line of said Lot 17 to an iron pipe marking the Southeast corner of said Lot 17, thence N 87°41'12"W 150.00 feet along the South line of said Lot 17 to an iron pipe on the East R/W line of Capich Drive, thence N 2°29'12"W 121.35 feet along said East R/W line to the aforementioned iron pipe marking the Northwest corner of said Lot 17, thence N 44°56'23"W 88.89 feet to the aforementioned brass capped concrete monument marking the SW1/6 corner of said Section 27; thence South 2°29'12"E 1351.81 feet along the East line of said Gov't. Lot 4 to a concrete monument marking the Southeast corner of said Gov't. Lot 4; thence S 87°56'12"E 60.32 feet along the South line of said Section 27 to an iron pipe on the Easterly R/W line of Capich Road; thence N 2°29'12"W 59.44 feet to an iron pipe on the North line

of Outlot 1 of Capich Park Subdivision; thence S 87°41'12"E 600.04 feet along the North line of said Outlot 1 to an iron pipe marking the Northeast corner of said Outlot 1; thence S 2°29'12"E 56.81 feet along the East line of said Outlot 1 to an iron pipe on the South line of said Section 27; thence S 87°56'12"E 77.59 feet along the South line of said Section 27; thence S 8°23'35"W 30.40 feet; thence S 89°07'45"E 120.04 feet; thence N 8°23'35"E 30 feet more or less to the North line of Section 34; thence S 87°56'12"E 253 feet more or less along the North line of said Section 34 to a brass capped iron pipe monument; thence S 9°41'44"W 428.22 feet to the North R/W line of Wall Street extended; thence S 89°02'30"E 200.06 feet along said North R/W line to an iron pipe on the Westerly R/W line of White Pine Drive; thence S 8°30'00"W 184.57 feet along said Westerly R/W line to an iron pipe on the Northerly R/W line of Wall Street; thence S 53°30'07"E 79.27 feet to the Easterly R/W line of White Pine Drive and Northeasterly R/W line of Wall Street, thence N 7°59'27"E 276.40 feet along said Easterly R/W line to an iron pipe; thence S 84°01'15"E 296.48 feet to an iron pipe; thence N 8°23'45"E 51.76 feet to an iron pipe; thence S 88°19'E 988.90 feet to an iron pipe; thence S 8°22'58"W 723.20 feet parallel to the East line of the NW1/4-NE1/4 of Section 34 and 20.00 feet therefrom, to an iron pipe; thence N 88°19'W 748.53 feet to an iron pipe; thence S 13°00'E 232.4 feet to an iron pipe on the Northerly R/W line of State Hwy. 70; thence South approximately 100 feet to the Northwest corner of the East 1/2 of the SW1/4-NE1/4 of said Section 34; thence S 87°43'07"E approximately 571.4 feet along the North line of said SW1/4-NE1/4 to a point which lies 100.00 feet West of the Northeast corner of said SW1/4-NE1/4; thence S 8°59'02"W 430.00 feet parallel with the East line of said SW1/4-NE1/4 to an iron rebar; thence N 87°43'08"W 441.46 feet to an iron rebar on the Easterly R/W line of U.S. Hwy. 45; thence N 17°45'38"W 286.83 feet along the Easterly R/W line of U.S. Hwy. 45 to the Southeast corner of Outlot 1 of Certified Survey Map No. 3406; thence N 8°59'22"E 127.97 feet to an iron rebar marking the Northeast corner of Outlot 1 of Certified Survey Map No. 3406; thence continuing N 8°59'22"E 30.74 feet along the West line of the East 1/2 of said SW1/4-NE1/4 to the Northwest corner of the East 1/2 of said SW1/4-NE1/4; thence North approximately 100 feet to the aforementioned iron pipe on the Northerly R/W line of State Hwy. 70; thence West along said Northerly R/W line 106.4 feet to the Easterly R/W line of Wall Street; thence Northwesterly along the Easterly R/W line of Wall Street 244.5 feet to an iron pipe; thence continuing along the Easterly R/W line of Wall Street N 37°49'05"W 536.98 feet along the chord of a curve to the Left, to an aforementioned iron pipe on the Easterly R/W line of White Pine Drive; thence N 53°30'07"W 79.27 feet to an aforementioned iron pipe on the Westerly R/W line of White Pine Drive and the Northerly R/W line of Wall Street; thence Northwesterly along said Northerly R/W line 244.32 feet along the arc of a 1205.916 foot radius curve to the Left (chord bearing N 60°31'37"W 243.90 feet) to an iron pipe on the Southerly R/W line of said East-West Town Road; thence S 89°02'30"E 229.73 feet along said Southerly R/W line to an iron pipe on the Westerly R/W line of White Pine Drive; thence N 8°30'00"E 66.58 feet to the aforementioned iron pipe on the Westerly R/W line of White Pine Drive and the North R/W line of Wall Street extended, thence N 89°02'30"W 200.06 feet along said North R/W line to an aforementioned iron pipe; thence N 89°59'05"W 683.17 feet along the North R/W line of Wall Street and Wall Street extended to an iron pipe; thence N 5°09'00"E 423.27 feet to an iron pipe on the North line of Section 34; thence N 87°56'12"W 150.03 feet along the North line of said Section 34 to an iron pipe; thence S 5°09'00"W 422.90 feet to an iron pipe on the North R/W line of Wall Street; thence N 89°59'05"W 189.91 feet along the North R/W line of Wall Street to the East R/W line of Capich Road; thence N 5°09'00"E 422.44 feet along the East R/W line of Capich Road to an aforementioned iron pipe on the North line of Section 34; thence N 87°56'12"W 60.32 feet along the North line of Section 34 to the Northeast corner of the NW1/4-NW1/4 of Section 34; thence South on the East line of the NW1/4-NW1/4, Section 34, to the centerline of Wall Street; thence continuing South on the East line of the NW1/4-NW1/4 S 4°05'32"W 330.00 feet to an iron pipe; thence N 89°53'20"W 150.00 feet to an iron

pipe; thence N 4°05'28"E 330.00 feet to the centerline of said Wall Street; thence West along the centerline of Wall Street to a point on the centerline of Wall Street that is 1020 feet East of the Section line between Section 33 & 34; thence South on a line parallel to the Section line between Sections 33 & 34 a distance of 420 feet to an iron rod at the Northeasterly end of East Tuss Street; thence S 0°42'17"W 484.05 feet to an iron pipe on the Northerly R/W line of the Hwy. 45 and 70 By-Pass and on the South line of the NW1/4-NW1/4 of said Section 34; thence East along the South line of the NW1/4-NW1/4 and South line of the NE1/4-NW1/4 to the Southwest corner of Thompson's Subdivision in the Town of Lincoln (said point is 462 feet more or less from the East R/W line of Bloom Road); thence in a Northeasterly direction to a point on the East R/W line of Bloom Road that is 33 feet North of the South line of NE1/4-NW1/4; thence South along the East R/W of Bloom Road a distance of 133 feet; thence West parallel to and 100 feet South of the South line of the NE1/4-NW1/4 and South line of the NW1/4-NW1/4 to a point that is 656.4 feet East of the Section line between Sections 33 & 34; thence Northwesterly to the Southeast corner of the NE1/4-NE1/4 of said Section 33; thence South along the East line of the SE1/4-NE1/4 of said Section 33 to the Southeast corner of said SE1/4-NE1/4; thence West along the South line of said SE1/4-NE1/4 to the Southwest corner of said SE1/4-NE1/4; thence North along the West line of said SE1/4-NE1/4 to the Northwest corner of said SE1/4-NE1/4; thence West on the North 1/8 line of said Section 33 to an iron pipe on the North 1/8 line that is 305 feet East of the Northwest corner of the SW1/4-NE1/4 of said Section 33; thence S 3°17'57"W 330.11 feet to an iron pipe; thence N 86°39'11"W 280.00 feet parallel with the North line of said SW1/4-NE1/4 to an iron pipe; thence N 87°49'14"W 328 feet more or less parallel with the North line of the SE1/4-NW1/4 of said Section 33 to an iron pipe on the East Right-of-Way of abandoned C & NW Railway; thence Southeasterly along the East Right-of-Way of said abandoned railway to the South line of Gov't. Lot 2, Section 4, T 39 N, R 10 E; thence West along the South line of said Gov't. Lot 2 a distance of approximately 100 feet to the West Right-of-Way line said abandoned railway; thence Northwesterly along the West Right-of-Way line of said railway to the South line of the SE1/4-NW1/4 of Section 33; thence West along the South line of said SE1/4-NW1/4 a distance of 1148.78 feet to the Southwest corner of said SE1/4-NW1/4; thence N 85°55'16"W 468.70 feet along the South line of the SW1/4-NW1/4 of Section 33 to an iron pipe; thence N 51°52'33"W 355.53 feet to an iron pipe; thence N 85°55'15"W 96.18 feet to an iron pipe; thence N 85°49'34"W 153.82 feet to an iron pipe; thence N 1°32'20"W 509.91 feet to an iron pipe; thence N 85°40'31"E 74.98 feet to an iron pipe; thence N 2°51'18"W 396.56 to an iron pipe; thence S 79°01'11"W 113.02 feet to an iron pipe; thence S 87°09'24"W 28.85 feet to an iron pipe; thence thence S 1°27'00"E 7.87 feet; thence S 87°43'07"W 129.40 feet to an iron pipe on the East R/W line of Sundstein Road; thence North along the East boundary of Sundstein Road a distance of 130 feet more or less to the South line of Outlots 4, 5 and 6 of the County Clerk's Plat extended Easterly; thence West along the Easterly extension of the South line of said Outlots 4, 5 and 6 and along the South line of said Outlots 4, 5 and 6 a distance of 495.22 feet to an iron pipe marking the Southwest corner of said Outlot 4; thence North parallel to the Section line between Sections 32 & 33 a distance of 24.04 feet to an iron pipe on the platted record North 1/8 line of Section 32; thence S 87°36'16"W 240.32 feet along said North 1/8 line to an iron pipe; thence S 1°53'00"E 600.00 feet to an iron pipe; thence S 87°36'07"W 661.85 feet to an iron pipe on the West line of the SE1/4-NE1/4 of said Section 32; thence N 2°30'55"W 600.03 feet along said West line to an iron pipe at the Southeast corner of Gov't. Lot 2 of said Section 32; thence S 88°44'58"W 293.53 feet along the South line of said Gov't. Lot 2 to an iron pipe: thence S 2°30'55"E 300.05 feet to an iron pipe; thence S 88°44'44"W 1041.91 feet (S 88°36'40"W of record) to an iron pipe on the Easterly R/W line of Oak Drive; thence S 88°44'44"W 60.04 feet to the Westerly R/W line of Oak Drive; thence N 3°21'11"W 301.43 feet along said Westerly R/W line to an iron pipe marking the Southeast corner of Lot 10 of Sanborn Company Subdivision; thence N 85°40'28"W 322.32 feet along the Southerly line

of Lots 10 and 11 of said Sanborn Company Subdivision to an iron pipe marking the Southwest corner of said Lot 11; thence N 2°26'30"W 614.50 feet along the West line of said Lot 11 to an iron pipe marking the Northwest corner of said Lot 11 on the Southerly R/W line of State Hwy. 17 and 70; thence S 85°36'03"E 322.34 feet along said Southerly R/W line to an iron pipe marking the Northeast corner of said Lot 10 on the Westerly R/W line of Oak Drive; thence S 86°27'58"E 60.44 feet to the Easterly R/W line of Oak Drive and the Southerly R/W line of State Hwy. 17 & 70; thence S 86°27'58"E 92.05 feet along said Southerly R/W line to an iron pipe; thence S 86°27'58"E 394.15 feet along said Southerly R/W line to a point; thence N 3°32'02"E 66 feet more or less crossing State Hwy. 17 and 70 to an iron pipe on the Northerly R/W line; thence N 2°13'W 150.00 feet to an iron pipe; thence N 85°22'27"W 25.00 feet to an iron pipe; thence N 2°13'W 448.44 feet to an iron pipe on the Shore of the Eagle River (N 2°13'W is parallel to the West line of said Gov't. Lot 2); thence along said Shore S 57°49'35"E 131.65 feet to an iron pipe, S 3°41'41"E 105.38 feet to an iron pipe, S 16°37'18"E 121.37 feet to an iron pipe, S 55°03'33"E 104.12 feet to an iron pipe, S 81°10'58"E 175.93 feet to an iron pipe, and N 76°17'17"E 75.14 feet to an iron pipe; thence leaving said Shore S 0°50'04"E 275.38 feet to an iron pipe on the North R/W line of State Highways 17 & 70; thence N 85°22'27"W 442.53 feet along said R/W line to an aforementioned iron pipe; thence S 3°32'02"W 66 feet more or less crossing said State Hwy. 17 and 70 to an aforementioned point on the Southerly R/W line; thence S 86°27'58"E 175.13 feet along said Southerly R/W line to an iron pipe; thence continuing along said Southerly R/W line S 86°30'38"E 319.66 feet (S 86°38'E 320.00 feet of record) to an iron pipe; thence continuing along said Southerly R/W line S 86°25'05"E 209.99 feet (S 86°37'02"E 210.00 feet of record) to an iron pipe; thence continuing along said Southerly R/W line Easterly 90 feet more or less to a point 66 feet West of the East line of said Gov't. Lot 2; thence North parallel with the East line of said Gov't. Lot 2 to the Northerly right-of-way of said State Trunk Highway 70 and 17; thence North parallel to the East line of said Gov't. Lot 2 to the Eagle River; thence Easterly along the Eagle River to the Section line between Sections 28 & 29 which is also the **Place of Beginning**.

Excepting the following described parcel: A parcel of land being a part of the NE1/4-NW1/4, Section 28, T 40 N, R 10 E, Town of Lincoln, Vilas County, Wisconsin, and being more particularly described as follows:

Commencing at the West 1/4 corner of said Section 28 being marked by a Vilas County aluminum monument, thence N 0°13'00"E 1317.05 feet along the West line of said Section 28 to a concrete monument marking the North 1/16 corner of said Section 28; thence S 89°33'07"E 1315.34 feet to an iron pipe marking the Southwest corner of said NE1/4-NW1/4; thence N 0°42'03"E 60.00 feet along the West line of said NE1/4-NW1/4 to the North R/W line of Hospital Road and the **Place of Beginning**; thence continuing N 0°42'03"E 593.93 feet along the West line of said NE1/4-NW1/4 to an iron pipe; thence S 89°33'07"E 250.59 feet to an iron pipe; thence S 67°00'40"E 206.76 feet; thence S 0°26'50"W 380.70 feet to an iron pipe; thence N 89°28'21"W 399.74 feet to an iron pipe; thence S 0°29'10"W 134.03 feet to an iron pipe on the North R/W line of Hospital Road; thence along the North R/W line of Hospital Road S 89°46'48"W 44.31 feet back to the **Place of Beginning**.

Including the following described parcel: A parcel of land being all of the Southeast ¼ of the Southeast ¼ of Section 33, Town 40 North, Range 10 East, City of Eagle River, Vilas County, Wisconsin, and being more particularly described as follows:

Commencing at the Southeast corner of said Section 33 being marked by a Vilas County aluminum capped monument and the **Place of Beginning**, thence S 89°58'53"W 1332.02 feet along the South line of said Section 33 to a railroad spike in the pavement of Loon Lake Road, a Town Road marking the

Southwest corner of said SE1/4-SE1/4, thence N 2°06'38"E 1344.37 feet (N 2°06'12"E 1344.29 feet of record) along the West line of said SE1/4-SE1/4 and along said Loon Lake Road to the Northwest corner of said SE1/4-SE1/4, thence S 88°09'50"E 1337.48 feet along the North line of said SE1/4-SE1/4 to an iron pipe marking the Northeast corner of said SE1/4-SE1/4, thence S 2°23'27"W 1301.20 feet (S 1°10'40"W of record) along the East line of said Section 33 back to the **Place of Beginning**. Subject to the Town Road right-of-ways, known as Loon Lake Road and Elm Drive.

Also including the following described parcel: (Sherburn Pump House): A parcel of land being a part of Gov't. Lot 6, Section 29, Town 40 North, Range 10 East, City of Eagle River, Vilas County, Wisconsin, and being more particularly described as follows:

Commencing at the East ¼ corner of said Section 29 being marked by a magnetic P.K. Nail in the pavement of Mill Street, a City Street, thence S 30°59'58"W 2271.30 feet to an iron pipe marking the Northeast corner of Volume 221, Page 178, Vilas County records, and the **Place of Beginning**, thence S 0°08'36"W 123.37 feet (S 1°52'W 123.17 feet of record) to an iron pipe on the Northerly R/W line of Sherburn Street, a Town Road, thence S 58°06'39"W 49.82 feet (S 59°33"W 50.00 feet of record) along said Northerly R/W line to an iron pipe, thence leaving said R/W line N 0°07'38"E 149.85 feet (N 1°52'E 150.00 feet of record) to an iron pipe, thence S 89°46'36"E 42.28 feet (S 88°08'E 42.12 feet of record) back to the **Place of Beginning**.

Also including the following described parcel: Lot 1 of Certified Survey Map No. 2442 as recorded in Volume 8 Certified Surveys, pages 184 and 185, Vilas County records and located in Gov't. Lot 7, Section 29 and in Gov't. Lot 4, Section 32, Township 40 North, Range 10 East, City of Eagle River, Vilas County, Wisconsin.

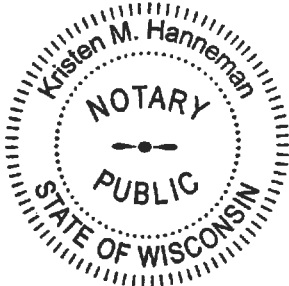
I, Becky J. Bolte, Clerk of the City of Eagle River, County of Vilas, State of Wisconsin, DO HEREBY CERTIFY that the corporate boundaries of said City have been altered within the previous 12 month period, ending November 30, 2022 and that the above description is the present corporate limits of said City as of November 30, 2022.

signed: Becky J. Bolte
Becky J. Bolte, Clerk
City of Eagle River

State of Wisconsin) ss
Vilas County)

Personally came before me this 28 day of December, 2022,
the above named Becky J. Bolte, to me known to be the person who
executed the foregoing instrument and acknowledged the same.

Kristen M. Hanneman
Notary Public, Vilas County,
My Commission 02/25/24



Drafted by Thomas A. Boettcher
Eagle Landmark Surveying, Inc.