

**PUBLIC HEARING  
COUNTY ROAD TURNBACK  
KRATKA TOWN HALL  
NOVEMBER 17, 2025, 4:00 P.M.**

Present: Commissioners Nelson, Lawrence, Sourdif, Sorenson, Peterson, County Engineer Mike Flaagan, County Coordinator Kevin Erickson, Interim County Attorney Nathan Haase, Tim Mickelson, Josh Tharaldson, Ashley Horachek, Randel Downs, Jerry Parnow, Brad Barth.

Roy Sourdif called the Public Hearing to order at 4:00 p.m. and introductions were made.

County Engineer Mike Flaagan noted the purpose of the meeting is to discuss the potential turnback of specific County Road miles to Kratka Township, and MN Statute requires a Public Hearing in the township prior to the Town Board taking any action.

Mr. Flaagan discussed the road miles being proposed by the County for potential turnback:

County Road 60 (Between Sections 9/16 and 10/15)  
County Road 57 (Between Sections 27/34, 26/35, and 25/36)  
County Road 90 (Between Sections 23/24)  
County Road 58 (Between Sections 21/28)  
County Road 88 (Between Sections 27/28)  
County Road 89 (Between Sections 34/35)

Mr. Flaagan stated that it costs the County about \$3,200 per mile to maintain a County Road versus \$2,041 for the township, which is based on the Town Road & Bridge levy of \$20,000, the Town Road funding of \$13,173, and the 16.25 miles of certified Kratka Town roads in 2024.

Mr. Flaagan discussed the distribution of Town Road Account money, which is based on population and road miles, stating that Townships receive State funding for their township road miles; the County does not receive such funding for the maintenance of County Roads.

Mr. Flaagan discussed the various sections of roads proposed for turnback, noting items such as low traffic on County Road #90 and County Road #57 becoming a Town road in Highlanding Township. He stated there are a lot of inefficiencies in the county's road system grid, with a given road often maintained by both the County and Township, making maintenance complicated, inconsistent, and more costly. Potential turnbacks of some roads to Townships can correct these issues and lower costs.

Mr. Flaagan discussed the graveling completed by the County in 2025. He noted that the township receives about \$800 per mile in funding to maintain their town roads. If the Township were to approve the proposed turnback of miles, the full process takes two years.

Ms. Horachek questioned how the proposed turnbacks would affect landowner taxes. Mr. Flaagan said there would be less cost to the County since they would have less roads to maintain, and that could lead to lower county property taxes. He noted that the township would receive

higher gas tax funds if they take on additional road miles. Mr. Downs commented on how quickly the County grades, maintains, and plows the roads versus private work. Mr. Flaagan said the County can continue to do the snowplowing if needed, many townships contract with the county for that service. Mr. Downs said he personally would like to see County Road #90 remain as is.

Mr. Flaagan stated the County's proposed turnback totals approximately 9 miles versus the Township's request of two miles. Discussion was held on the proposed roads that border other townships, namely County Road #62 that borders Cloverleaf Township. Members of the Kratka Town Board stated they will need to discuss the proposed roads with their private contractor to see if he has the capacity to maintain 9 additional miles of road.

Discussion was held on the two-year process for the turnbacks if so approved. Ms. Horachek asked if the turnbacks result in a County benefit, to which Engineer Flaagan stated that equipment, employee salaries, and employee benefits account for a majority of costs, and these could be reduced if the Township takes back some County roads. Commissioner Neil Peterson commented on the increase in gas tax to the township should they take over such roads, whereas the county must use real estate taxes to maintain the County roads. Mr. Flaagan noted a total of roughly 380 Town Road miles in Pennington County and nearly the same amount of County Road miles. However, in most MN counties the split on Town road to County road miles is 80% to 20%, respectively. He stated that about half of the County's townships contract with the County for snowplowing. Townships can maintain roads cheaper than the county as they only pay for week as needed, versus the County must pay for equipment everyday as well as labor costs. The Township stated they estimate their maintenance costs at about \$600 per mile. Ms. Horachek questioned Engineer Flaagan if his goal is for the townships to take over all the roads. He said that would be a big challenge for townships, but that would result in significant changes in county costs.

Engineer Flaagan stated that the proposed turnback of County Road miles to the Townships is up to the Township and asked that they consider it and get back to him.

Mr. Barth questioned the CSAH #22 project slated for 2027. Mr. Flaagan noted that the project has been submitted for a grant and he is planning for full-depth reclamation, culvert replacement, and asphalt paving. Total cost is estimated at \$3.7 million. He thinks there is a good chance the grant will be approved due to the river crossing. It was questioned if, when, and which culverts would be replaced as part of the project. Mr. Flaagan stated it depends on if the grant is approved. If not, some culverts may have to be replaced in future years. He noted the project would go out for bids in the spring of 2027. Plans call for the road to be improved from 7-ton to 10-ton and road shouldering will remain at just over 3 feet.

Hearing no further comments or discussion, the Hearing was closed at 4:51 p.m.

ATTEST:

Kevin Erickson, Coordinator  
Pennington County

Mike Flaagan, Engineer  
Pennington County