

**EUREKA TOWNSHIP**  
*Dakota County, State of Minnesota*  
**SPECIAL TOWN BOARD MEETING**  
**October 8, 2025 – 7:00 P.M.**

**Call to Order**

The Eureka Township Town Board Special Meeting was called to order at 7:00 p.m. by Chair Ceminsky and Pledge of Allegiance was given.

Supervisors Present: Mark Ceminsky, Tim Pope, Pete Storlie, Dan Ames, and Allen Novacek

Others Present: Liz Atwater, Troy Gilchrist, Todd Howard, Mike Slavik, Gary Weflen, Lou Ann Weflen, Cory Behrendt, Del Tonsager, Francie Madden, Noah and Allison Henry, Jim and Caol Cooper, Ryan Fischer, Melanie Storlie, Marty and Betty Keihm, Brian Ahern, Tim Pharis, Blake Paffendorf, Kara Behrendt, Marlyn Shirley, Glen Shirley, Denise Sheriff, Beverly Swanson, Collen Riley, Donovan Palmquist, Ann Schindeldecker, Kenny Miller.

Zoom: Julie, Ipad(3), Annika, Nancy Sauber

**Purpose of the Special Town Board Meeting**

Chair Pete Storlie stated the purpose of the meeting is to discuss and hear public comments regarding Chub Lake Road Crossing (Grenada Avenue).

Attorney Gilchrist explained the distinction between formal road actions under Minnesota Statute 164.07, such as establishing, altering, or vacating town roads, which require a public hearing, notice, and recording and the closure of roads by resolution. He noted that closing or barricading a road is solely at the discretion of the town board as the road authority, with no required public hearing or timeline. Closures may be full, partial, seasonal, or for other reasons, and the board may later amend or repeal the resolution at its discretion.

**Public Comment**

Lou Ann Weflen

Ms. Weflen expressed concern over the closure of Chub Lake Road, noting she and her family have used the road and lake for decades. She questioned the basis for the closure, including maintenance and safety issues, low traffic use, and the referenced engineering report, and suggested alternatives such as appropriate signage. She urged the Town Board to consider the impact on residents and reconsider closing Chub Lake Road.

Corey Behrendt

Mr. Behrendt spoke in opposition to the road closure, stating that he and four nearby households are directly affected due to limited access and a steep alternate route. He argued that the road's condition has remained structurally stable for decades, with the last major work occurring in 2022, and that maintenance costs have been limited. The resident identified ongoing beaver activity clogging culverts as the primary cause of recent issues, rather than road failure, and stated that when culverts are cleared, the road functions as designed. He also raised safety concerns regarding winter ice that can hinder school bus and

resident travel and provided photos and personal examples to support his position that the road remains passable and comparable to past conditions.

#### Carol Cooper

Ms. Cooper expressed concern about a lack of clarity regarding the current condition of the road. She referenced a Braun study from 2018 and questioned whether a more recent report exists, as well as whether the Board has received any cost estimates for potential repairs, which she has heard could total several million dollars. Ms. Cooper emphasized concern about the potential impact on property taxes and noted that this information would be important to Township residents, many of whom may not be aware of the issue or the meeting.

#### Vincent Mako

Mr. Mako stated that the road is currently functional and questioned the need for improvements beyond addressing the beaver-related issue. He asked whether any safety, maintenance, or cost analyses have been completed, including the cost to manage the beaver activity, ongoing maintenance comparisons, and potential liability or property value impacts if the road were closed. He also suggested that a rustic road designation be evaluated as a lower-cost alternative and requested clarification on who determined the road needs to be fixed and how long any closure would last.

#### Diane Mako

Ms. Mako stated that the closed road is in good condition and argued there is no justification for its closure. She expressed concerns that the closure creates significant safety risks and delays for emergency response, school bus travel, snowplowing, and water rescues, and increases travel time for residents and parishioners. She requested that the road be reopened for everyday use, noting its long history of public use and the lack of explanation for the closure.

#### Francie Madden

Ms. Madden stated that while she does not live on the road, she regularly uses it and is familiar with the Township budget, noting that roads comprise the majority of township expenditure. She expressed concerns that the closure increases snowplowing time and costs, sets a precedent for closing other roads rather than maintaining them, and lacks transparency and public involvement. She urged the Board to address maintenance issues proactively, consider long-term planning rather than closure, and ensure decisions are made through an open and transparent process.

#### Blake Pfaffendorf

Mr. Pfaffendorf, a Farmington resident, stated that the road closure restricts public access to Chub Lake, limiting hunting, boating, and use of the natural resource along the county boundary. He questioned the justification and documentation for the closure, noting that he could not find engineering reports or classification information available to the public and that, based on his experience, the road appears serviceable. He asked the Board to clarify the road's classification and consider designating it as a minimum-maintenance road to reduce costs and liability while restoring public access.

### Donovan Palmquist

Mr. Palmquist stated that he has used the road since 2001 and believes its condition has not significantly changed over time. He noted that funds and an insurance settlement were previously identified for repairs that were never completed and suggested that the road be managed as a minimum-maintenance road. He recommended closing the road only during seasonal flooding and reopening it when conditions improve, rather than keeping it permanently closed.

### Anne Schindeldecker

See page 5 for written comments.

### Kenny Miller

Mr. Miller provided historical context on the road's construction and maintenance, explaining that it has long been managed as a single-lane road due to deep, unstable subgrade conditions, flooding, and ongoing beaver activity. He described past efforts such as adding clean gravel lifts every four to six years, installing culverts, using stabilization materials, and accepting seasonal water flow across the road as a practical reality. Based on his experience, he cautioned that major reconstruction would be costly and likely ineffective and noted that historically the Town chose ongoing maintenance over permanent closure or full reconstruction.

### Noah Henry

Mr. Henry, a resident of Elko New Market, expressed concern that closing the road could limit public access to waterways and lands used by hunters, fishermen, and outdoor enthusiasts. He noted that seasonal flooding has historically occurred without full road closures and emphasized the practical ways people currently access the area safely with boats and equipment. He urged consideration of how closing the road might impact continued use of these natural resources.

## **DNR Comments**

### Tim Pharis

Mr. Pharis, representing the DNR, provided an update on efforts to improve Chub Lake, and working with the North Cannon River watershed, noting recent recognition of high phosphorus levels and ongoing work on an adaptive lake management plan. The plan includes a shallow lake vegetation survey, invasive species control, and potential use of the lake for walleye rearing. He emphasized that lake access through the forest or parking areas is not feasible and expressed support for maintaining the existing road to ensure access.

## **Township Attorney Comments**

Attorney Gilchrist explained the distinctions between "Rustic Roads" and "Minimal Maintenance" roads. He noted that Rustic Road designation is rarely used, requires a maximum speed of 45 mph (usually lower than default town road speeds), and limits traffic to under 150 vehicles per day, while Minimal Maintenance roads are more commonly adopted and require a formal resolution. He clarified that both options are viable but involve separate procedures.



