



Board of County Commissioners Agenda Request

6B

Agenda Item #

Requested Meeting Date: 12-16-25**Title of Item:** Resolutions to Change Roadway Designations

<input checked="" type="checkbox"/> REGULAR AGENDA <input type="checkbox"/> CONSENT AGENDA <input type="checkbox"/> INFORMATION ONLY	Action Requested: <input type="checkbox"/> Approve/Deny Motion <input checked="" type="checkbox"/> Adopt Resolution (attach draft) <i>*provide copy of hearing notice that was published</i>	<input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item <input type="checkbox"/> Hold Public Hearing*
Submitted by: John Welle		Department: Highway
Presenter (Name and Title): John Welle, Aitkin County Engineer		Estimated Time Needed: 15 minutes
Summary of Issue: <p>At the October 28, 2025 Board of Commissioners Meeting, there was discussion about changing road designations as outlined on the attachment. A Public Informational meeting was held on November 25, 2025 to receive public input.</p> <p>Resolutions are attached to complete the designation changes numbered 1 through 12 on the attached map.</p>		
Alternatives, Options, Effects on Others/Comments:		
Recommended Action/Motion: Adopt resolutions.		
Financial Impact: <p>Is there a cost associated with this request? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>What is the total cost, with tax and shipping? \$</p> <p>Is this budgeted? <input type="checkbox"/> Yes <input type="checkbox"/> No Please Explain:</p>		

Proposed Changes to Roadway Designations

There are three systems of Roads Maintained by Aitkin County:

1. County State-Aid Highway (CSAH)
 - 382 miles
 - i. 250 miles paved
 - ii. 132 miles gravel-surfaced
 - Generally higher traffic
 - Secondary roads that connect other secondary roads and major highway corridors
2. County Roads (CR)
 - 135 miles
 - i. 27 miles paved
 - ii. 108 miles gravel-surfaced
 - Generally lower traffic
 - Secondary roads that connect other secondary roads and major highway corridors
3. Unorganized Township Roads
 - 38 miles, all gravel-surfaced
 - Generally local, very low volume roads that are used primarily for local traffic
 - Often are dead-end roads

Change the Designation of CSAH and CR Routes

There are two main reasons for the proposal to change the designation of CSAH and CR routes at this time. First, in the coming years, CSAH 5 through the Kimberly area will be improved to a paved route with a sequence of projects in 2026 and 2028. When completed, the continuous improved route between CSAH 4 and TH 210 will consist of 3.1 miles of CR 53 and 4.7 miles of CSAH 5. For route continuity, CSAH 5 should follow the improved route to/from CSAH 4 rather than meandering through 6 miles of graveled surface road between CR 53 and State Highway 47. Upon the changed designation, CSAH 5 would be a continuous paved route between CSAH 4 and State Highway 210. The existing segment of CSAH 5 from CR 53 to TH 47 would become a county road. This change would result in a net reduction of 3.6 miles to our CSAH system

The second reason involves CR 51, which is a 4.9 mile segment of gravel surfaced road between TH 18 in Wealthwood and CSAH 28. It's likely that the first phase of construction to improve this segment to a paved road will be included in our 5-year Capital Road Improvement Plan within the next two years. If this route were to remain as a county

road designation, the two-phase, \$6 million project would require either an extended period of time to pay for it with local levy funds or a significant increase to the \$740,000 that we levy annually for county road improvements. Changing this route to a CSAH route and being able to utilize CSAH funding will allow the improvement of this segment to be completed sooner and at a lower cost to Aitkin County property owners. Because of its location on the highway system in that area, it fits very well on the CSAH system. Changing this 4.9-mile route to a CSAH route, combined with the 3.6-mile reduction from CSAH 5 as outlined previously would result in a net 1.3-mile addition to our CSAH system.

Simply adding mileage to our CSAH system is not a feasible option, as state-aid rules require a process whereby the County Engineers Screening Board scrutinizes any mileage request. Being granted an additional 1.2 miles is extremely unlikely since Aitkin County already has a large CSAH system compared to the size of our CR system. Therefore, additional changes would be needed to achieve a zero net gain of CSAH mileage. The proposal to accomplish this with further changing the designation of CSAH 26, CR 75, and CR 81, is outlined as follows:

Change 15.8 miles from CSAH to CR:

- a. 5.7 miles of CSAH 5 to CR 55
- b. 1.0 mile of CSAH 5 to CR 50
- c. 9.1 miles of CSAH 26 to CR 51

Change 15.8 miles from CR to CSAH:

- a. 3.1 miles of CR 53 to CSAH 5
- b. 4.9 miles of CR 51 to CSAH 42
- c. 6.8 miles of CR 75 to CSAH 27
- d. 1.0 miles of CR 81 to CSAH 43

The attached map shows these changed designations. Note that the 4.2 mile segment of CSAH 34 from CSAH 2 to CR 75 would also be re-numbered to CSAH 27 for continuity.

Change the Designation of CR and Unorganized Township Routes

There are two unorganized township routes in Unorganized Townships 52-24 and 52-27 that carry significant volumes of thru-traffic and connect secondary roads and major highway corridors. Both of these routes need significant gravel road improvements that are difficult to complete with very limited unorganized township funds.

There are also two segments of CR 68 in Unorganized Townships 50-26 and 50-27 that are dead-end local routes and carry primarily local traffic. Both of these routes would

be more appropriately designated as unorganized township roads. Note that the middle portion of CR 68 from State Highway 169 to CSAH 29 would remain as a CR.

The proposed changes to the CR and Unorganized Township road systems are summarized as follows:

Change 4.0 miles from Unorganized Township to CR:

- a. 2 miles of 420th Avenue (Miller Road) from CR 67 to State Highway 200 in Unorganized Township 52-27 to CR 52
- b. 2 miles of 250th Avenue (Rabey road) from State Highway 200 to Itasca CR 448 in Unorganized Township 52-24 to CR 53

Change 3.2 miles from CR to Unorganized Township:

- a. 2 miles of CR 68 (540th Lane) from CSAH 29 to 410th Lane in Unorganized Township 50-27
- b. 1.2 miles of CR 68 (540th Lane) from US Hwy 169 to end of road in Unorganized Township 50-26

The attached map shows these system revisions.

Addition of CR route

Access to our Gun Lake Pit includes an 0.6-mile segment of 439th Lane from 309th Place to CH 5. Much of this road has an extensive history dating back to 1988 of easements being granted, a cartway being established by Fleming Township, and recent court action to grant legal access to properties on the north side of Wilkins Lake. Ongoing maintenance of this road is a combination of work done by Aitkin County as a pit access road, with other private individuals also performing various maintenance activities. To clarify access to the Gun Lake Pit and to allow maintenance of this road by Aitkin County, designation of this 0.6 mile segment as a county road is being requested.

Designate 0.6 mile of private road to CR:

- a. 0.6 miles of private road from 309th Place to CSAH 5 as CR 78

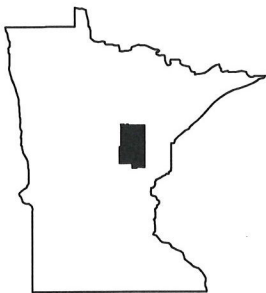
The attached map shows this system revision.

2025 PROPOSED ROAD DESIGNATION CHANGES

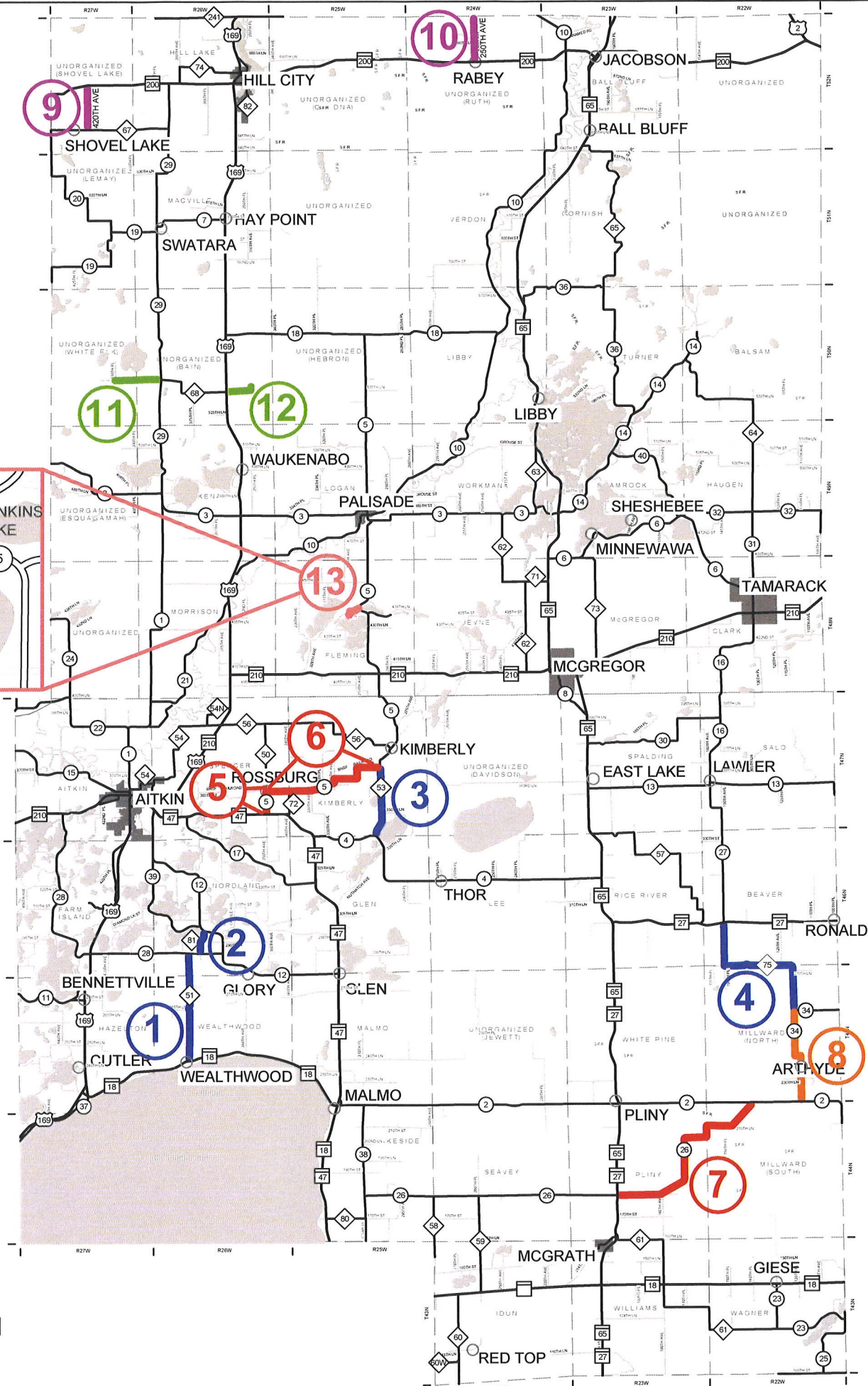
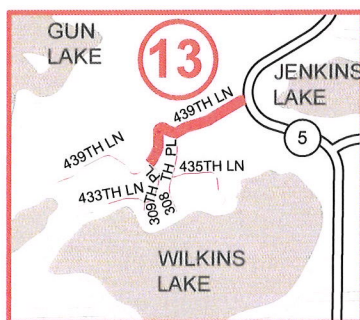
—	COUNTY ROAD TO COUNTY STATE AID HIGHWAY
—	COUNTY STATE AID HIGHWAY TO COUNTY ROAD
—	COUNTY STATE AID HIGHWAY NUMBER CHANGE
—	UNORGANIZED TOWNSHIP ROAD TO COUNTY ROAD
—	COUNTY ROAD TO UNORGANIZED TOWNSHIP ROAD
—	PRIVATE ROAD TO COUNTY ROAD

<u>SEGMENT</u>	<u>CURRENT</u>	<u>PROPOSED</u>	<u>REASON FOR CHANGED DESIGNATION</u>
1	CR 51	CSAH 42	FACILITATE FUTURE PAVED ROAD IMPROVEMENTS
2	CR 81	CSAH 43	SEE NOTE A BELOW
3	CR 53	CSAH 5	PAVED ROUTE CONTINUITY FROM CSAH 4 TO TH 210
4	CR 75	CSAH 27	SEE NOTE A BELOW
5	CSAH 5	CR 50	REDESIGNATING CSAH 5 ALONG IMPROVED ROUTE
6	CSAH 5	CR 55	REDESIGNATING CSAH 5 ALONG IMPROVED ROUTE
7	CSAH 26	CR 51	SEE NOTE A BELOW
8	CSAH 34	CSAH 27	CSAH 27 ROUTE CONTINUITY FROM CSAH 2 TO TH 27
9	UT-600	CR 52	FACILITATE FUTURE GRAVEL ROAD IMPROVEMENTS
10	UT-551	CR 53	FACILITATE FUTURE GRAVEL ROAD IMPROVEMENTS
11	CR 68	UT-600	REDESIGNATING DEAD-END SEGMENT AS TOWNSHIP ROAD
12	CR 68	UT-551	REDESIGNATING DEAD-END SEGMENT AS TOWNSHIP ROAD
13	PRIVATE	CR 78	FACILITATE FUTURE GRAVEL ROAD IMPROVEMENTS

NOTE A: REDESIGNATION ON SEGMENTS 1-7 RESULTS IN 15.8 MILES OF CR BECOMING CSAH AND 15.8 MILES OF CSAH BECOMING CR. THESE CHANGES CAN ONLY BE DONE TOGETHER TO ACHIEVE NO NET INCREASE OF CSAH MILEAGE.



Aitkin County, MN



Aitkin County, MN

2025 PROPOSED ROAD DESIGNATION CHANGES

0 3 6 12
MILES

Resolution #20251216-xxx County State-Aid Highway and County Road Designation Changes

WHEREAS, proposed changes to county state-aid highway and county road designations have been presented to the Aitkin County Board of Commissioners, and

WHEREAS, the proposed changes include redesignating 15.8 miles of county state-aid highway to county road, redesignating 15.8 miles of county road to county state-aid highway, and renumbering 4.3 miles of county state-aid highway, and

WHEREAS, a public informational meeting was conducted on November 25, 2025 to receive public input on the proposed changes.

NOW THEREFORE BE IT RESOLVED, that County Road 51 is hereby redesignated as County State-Aid Highway 42, described as follows:

Beginning at a point at the junction of Trunk Highway 18, said junction being at or near the Northeast Corner of Govt. Lot 3, Section 20, Township 45 North, Range 26 West; thence along the established center line of the public road as follows: From said point of beginning thence northerly along or near the north-south quarter line of said Section 20 and Sections 17, 8, and 5, Township 45 North, Range 26 West; and Section 32, Township 46 North, Range 26 West, to a junction with County State-Aid Highway 28, said junction being at or near the North Quarter Corner of said Section 32, and there terminating.

BE IT FURTHER RESOLVED, that County Road 81 is hereby redesignated as County State-Aid Highway 43, described as follows:

Beginning at a point at the junction of County State-Aid Highway 28, said junction being at or near the Southwest Corner of Section 28, Township 46 North, Range 26 West; thence along the established center line of the public road as follows: From said point of beginning thence northerly along or near the west line of the Southwest Quarter of said Section 28; thence northerly through the west half of the Northwest Quarter of said Section 28 along the centerline of the "street" of the plat of Morningside, to a junction with County State-Aid Highway 12, said junction being approximately 1850 feet west of and 200 feet north of the Northeast Corner of the Northeast Quarter of the Northwest Quarter of said Section 28, and there terminating.

BE IT FURTHER RESOLVED, that County Road 53 is hereby redesignated as County State-Aid Highway 5, described as follows:

Beginning at a point at the junction of County State-Aid Highway 4, said junction being approximately 1000 feet east of and 100 feet south of the South Quarter Corner of Section 34, Township 47 North, Range 25 West; thence along the established center line of the public road as follows: From said point of beginning thence northeasterly through the east half of said Section 34 to a point at or near the Southeast Corner of the Northeast Quarter of the Northeast Quarter of said Section 34; thence northerly along or near the east section line of said Section 34 and Sections 27 and 22, Township 47 North, Range 25 West to a point at or near the Northeast Corner of said Section 22 and there terminating.

BE IT FURTHER RESOLVED, that County Road 75 is hereby redesignated as County State-Aid Highway 27, described as follows:

Beginning at a point at the junction of County State-Aid Highway 34, said junction being at or near the Southwest Corner of Section 11, Township 45 North, Range 22 West; thence along the established center line of the public road as follows: From said point of beginning thence northerly along or near the west line of Section 11 and 2, Township 45 North, Range 22 West, to a point near the Northwest Corner of said Section 2; thence curving westerly and continuing along or near the north line of Section 3, 4 and 5, Township 45 North, Range 22 West to a point at or near the northwest corner of said Section 5; thence northerly along or near the west line of Section 32 and 29, Township 46 North, Range 22 West to a junction with Trunk Highway 27, said junction being approximately 480 feet south of the Northwest Corner of said Section 29, and there terminating.

BE IT FURTHER RESOLVED, that a portion of County State-Aid Highway 34 is hereby redesignated as County State-Aid Highway 27, described as follows:

Beginning at a point at the junction of County State-Aid Highway 2, said junction being at or near the Southeast Corner of the Southwest Quarter of the Southwest Quarter of Section 35, Township 45 North, Range 22 West; thence along the established center line of the public road as follows: From said point of beginning thence northerly through the west half of said Section 35 and 26, Township 45 North, Range 22 West to a point at or near the Northeast Corner of the Northwest Quarter of the Northwest Quarter of said Section 26; thence westerly along the north line of said Section 26 to a point at or near the Northwest Corner of said Section 26, thence northerly along or near the west line of Section 23 and 14, Township 45 North, Range 22 West to a point at or near the Northwest Corner of said Section 14, and there terminating.

BE IT FURTHER RESOLVED, that a portion of County State-Aid Highway 5 is hereby redesignated as County Road 50, described as follows:

Beginning at a point at the junction of Trunk Highway No. 47, said junction being at or near the southwest corner of Section 25, Township 47 North, Range 26 West; thence along the established center line of the public road as follows: From said point of beginning thence northerly along or near the west line of said Section 25 to a point at or near the northwest corner of said Section 25, and there terminating.

BE IT FURTHER RESOLVED, that a portion of County State-Aid Highway 5 is hereby redesignated as County Road 55, described as follows:

Beginning at a point at the junction of County Road 50, said junction being at or near the Northwest Corner of Section 25, Township 47 North, Range 26 West; thence along the established center line of the public road as follows: From said point of beginning thence easterly along or near the north line of said Section 25, and Section 30, Township 47 North, Range 25 West, to a point at or near the Northeast Corner of said Section 30; thence northeasterly across the south half of Section 20, Township 47 North, Range 25 West to a point at or near the East Quarter Corner of said Section 20; thence easterly along or near the north line of the South Half of Section 21, Township 47 North,

Range 25 West to a point at or near the East Quarter Corner of said Section 21; thence northerly along or near the east line of the Northeast Quarter of said Section 21 to a point at or near the Northwest Corner of Section 22, Township 47 North, Range 25 West; thence easterly along or near the north line of said Section 22 to the junction of County State-Aid Highway 5, said junction being at or near the Northeast Corner of said Section 22, and there terminating.

BE IT FURTHER RESOLVED, that a portion of County State-Aid Highway 26 is hereby redesignated as County Road 51, described as follows:

Beginning at a point at the junction of Trunk Highway 65 / Trunk Highway 27, said junction being at or near the Northwest Corner of Section 28, Township 44 North, Range 23 West; thence along the established center line of the public road as follows: From said point of beginning thence easterly along or near the north line of said Section 28 and Section 27, Township 44 North, Range 23 West to a point at or near the north line of said Section 27, said point being approximately 560 feet west of the Northeast Corner of said Section 27; thence northeasterly through the Southeast Quarter of the Southeast Quarter of Section 22, Township 44 North, Range 23 West; thence northeasterly through Section 23, Township 44 North, Range 23 West, to a point at or near the east line of said Section 23, said point being approximately 1850 feet south of the Northeast Corner of said Section 23; thence northerly along or near the east line of said Sections 23 and Sections 14 and 11, Township 44 North, Range 23 West, to a point at or near the East Quarter Corner of said Section 11; thence easterly along the north line of the South Half of Section 12, Township 44 North, Range 23 West, to a point at or near the East Quarter Corner of said Section 12; thence northerly along the east line of said Section 12 to a point at or near the Northeast Corner of said Section 12; thence easterly along the north line of Section 7, Township 44 North, Range 22 West, to a point at or near the Northeast Corner of said Section 7; thence northeasterly through Section 5 and 4, Township 44 North, Range 22 West, to the junction with County State-Aid Highway 2, said junction being approximately 700 feet east of the Northeast Corner of said Section 5, and there terminating.

Adopted this 16th Day of December, 2025 By The Aitkin County Board of Commissioners.

Attest:

J. Mark Wedel
County Board Chair

David J. Minke, County Administrator
Clerk to the County Board

**STATE OF MINNESOTA}
COUNTY OF AITKIN}**

**Resolution #20251216-xxx County Road and Unorganized Township Road Designation
Changes**

WHEREAS, proposed changes to county road and unorganized township road designations have been presented to the Aitkin County Board of Commissioners, and

WHEREAS, the proposed changes include redesignating 3.2 miles of county road to unorganized township road and redesignating 4.0 miles of unorganized township road to county road, and

WHEREAS, a public informational meeting was conducted on November 25, 2025 to receive public input on the proposed changes.

NOW THEREFORE BE IT RESOLVED, that the following segment of County Road 68 is hereby revoked and redesignated as Unorganized Township Road UT 551, described as follows:

Beginning at a point at the junction of US Highway 169, said junction being at or near the West Quarter Corner of Section 26, Township 50 North, Range 26 West; thence along the established center line of the public road as follows: From said point of beginning thence easterly along or near the east west one quarter line of said Section 26 to a point at or near the East Quarter Corner of said Section 26; thence northerly along the east line of said Section 26 to the Plat of Bain, and there terminating.

BE IT FURTHER RESOLVED, that the following segment of County Road 68 is hereby revoked and redesignated as Unorganized Township Road UT 600, described as follows:

Beginning at a point at the junction of Unorganized Township Road UT 598 (410th Place), said junction being at or near the Northwest Corner of Section 25, Township 50 North, Range 27 West; thence along the established center line of the public road as follows: From said point of beginning thence easterly along the north line of said Section 25 and Section 30, Township 50 N, Range 26 W to the junction with County State-Aid Highway 29, said junction at or near the Northeast Corner of said Section 30, and there terminating.

BE IT FURTHER RESOLVED, that the following segment of Unorganized Township Road UT 600 is hereby redesignated as County Road 52, described as follows:

Beginning at a point at the junction of County Road 67, said junction being at or near the Southeast Corner of Section 27, Township 52 North, Range 27 West; thence along the established center line of the public road as follows: From said point of beginning thence northerly along or near the east line of said Section 27 and Section 22, Township 52 North, Range 27 West, to the junction with Trunk Highway No. 200, said junction being at or near the Northeast Corner of said Section 22, and there terminating.

BE IT FURTHER RESOLVED, that the following segment of Unorganized Township Road UT 551 is hereby redesignated as County Road 53, described as follows:

Beginning at a point at the junction of Trunk Highway 200, said junction being at or near the Southeast Corner of Section 9, Township 52 North, Range 24 West; thence along the established center line of the public road as follows: From said point of beginning thence northerly along or near the east line of said Section 9 and Section 4, Township 52 North, Range 24 West, to Aitkin – Itasca County line, said point being at or near the Northeast Corner of said Section 4, and there terminating.

Adopted this 16th Day of December, 2025 By The Aitkin County Board of Commissioners.

Attest:

J. Mark Wedel
County Board Chair

David J. Minke, County Administrator
Clerk to the County Board

**STATE OF MINNESOTA}
COUNTY OF AITKIN}**

Resolution #20251216-xxx Revised County State-Aid Highway and County Road Designations

WHEREAS, changes to county state-aid highway and county road designations have been approved by the Aitkin County Board of Commissioners, and

WHEREAS, approved changes resulted in the modification of six existing county state-aid highway and county road designations, and

WHEREAS, the descriptions of these six county state-aid highway and county road designations therefore needs to be revised to encompass the entire modified route.

NOW THEREFORE BE IT RESOLVED, that the complete County State-Aid Highway 5 route description is revised as follows:

Beginning at a point at the junction of County State-Aid Highway 4, said junction being approximately 1000 feet east of and 100 feet south of the South Quarter Corner of Section 34, Township 47 North, Range 25 West; thence along the established center line of the public road as follows: From said point of beginning thence northeasterly through the east half of said Section 34 to a point at or near the Southeast Corner of the Northeast Quarter of the Northeast Quarter of said Section 34; thence northerly along or near the east section line of said Section 34 and Sections 27 and 22, Township 47 North, Range 25 West to a point at or near the Northeast Corner of said Section 22; thence in a general northerly direction through Sections 14, 11 and 2, Township 47 North, Range 25 West; thence northerly through Section 35, Township 48 North, Range 25 West to the junction with Trunk Highway No. 210, said junction being at or near the North Quarter Corner of said Section 35; thence northerly and westerly through Section 26, Township 48 North, Range 25 West; thence along or near the east line of Section 27, 22, 15, 10 and 3, Township 48 North, Range 25 West and along or near the east line of Section 34 and 27, Township 49 North, Range 25 West to the south junction of County State-Aid Highway 3, said junction being approximately 1320 feet south and 940 feet east of the Northeast Corner of said Section 27; thence continuing from the north junction of County State-Aid Highway 3, said junction being approximately 1015 feet north of and 40 feet west of the Southeast Corner of Section 22, Township 49 North, Range 25 West; thence northerly along or near the east line of Sections 22, 15, 10, and 3, Township 49 North, Range 25 West, and along or near the east line of Sections 34, 27, 22 and 15, Township 50 North, Range 25 West, to the junction with County State-Aid Highway 18, said junction being at or near the Northeast Corner of said Section 15, and there terminating.

BE IT FURTHER RESOLVED, that the complete County State-Aid Highway 26 route description is revised as follows:

Beginning at a point at the junction of County State-Aid Highway 38, said junction being at or near the Northwest Corner of Section 27, Township 44 North, Range 25 West; thence along the established center line of the public road as follows: From said point of beginning thence easterly along or near the north line of said Section 27 and Sections, 26 and 25, Township 44 North, Range 25 West and along or near the north line Sections 30, 29, 28, 27, 26, and 25, Township 44 North, Range 24 West and along or near the north line of Sections 30 and 29, Township 44 North, Range 23 West to the junction of Trunk Highway 65, said junction being at or near the Northeast Corner of said Section 29, and there terminating.

BE IT FURTHER RESOLVED, that the complete County State-Aid Highway 27 route description is revised as follows:

Beginning at a point at the junction of County State-Aid Highway 2, said junction being at or near the Southeast Corner of the Southwest Quarter of the Southwest Quarter of Section 35, Township 45 North, Range 22 West; thence along the established center line of the public road as follows: From said point of beginning thence northerly through the west half of said Section 35 and 26, Township 45 North, Range 22 West to a point at or near the Northeast Corner of the Northwest Quarter of the Northwest Quarter of said Section 26; thence westerly along the north line of said Section 26 to a point at or near the Northwest Corner of said Section 26, thence northerly along or near the west line of Section 23, 14, 11 and 2, Township 45 North, Range 22 West, to a point near the Northwest Corner of said Section 2; thence curving westerly and continuing along or near the north line of Section 3, 4 and 5, Township 45 North, Range 22 West to a point at or near the northwest corner of said Section 5; thence northerly along or near the west line of Section 32 and 29, Township 46 North, Range 22 West to the junction with Trunk Highway 27, said junction being approximately 480 feet south of the Northwest Corner of said Section 29; thence northerly along or near the west line of Sections 29, 20, 17, 8 and 5, Township 46 North, Range 22 West and along or near the west line of Section 32, Township 47 North, Range 22 West to a point near the Northwest Corner of said Section 32; thence curving westerly and continuing along or near the north line of Section 31, Township 47 North, Range 22 West, to a curve near the North Quarter Corner of said Section 31; thence northerly at or near the west line of the East Half of Section 30, Township 47 North, Range 22 West to the junction of County State-Aid Highway 13, said junction being approximately 50 feet north of the North Quarter Corner of said Section 30, and there terminating.

BE IT FURTHER RESOLVED, that the complete County State-Aid Highway 34 route description is revised as follows:

Beginning at a point at the junction of County State-Aid Highway 27, said junction being at or near the Northwest Corner of Section 14, Township 45 North, Range 22 West; thence along the established center line of the public road as follows: From said point of beginning thence easterly along or near the north line of said Section 14 and Section 13, Township 45 North, Range 22 West to the Aitkin-Pine County Line, said point being at or near the Northeast Corner of said Section 13, and there terminating.

BE IT FURTHER RESOLVED, that the complete County Road 50 route description is revised as follows:

Beginning at a point at the junction of Trunk Highway No. 47, said junction being at or near the southwest corner of Section 25, Township 47 North, Range 26 West; thence along the established center line of the public road as follows: From said point of beginning thence northerly along or near the west line of said Section 25 and Sections 24, 13, and 12, Township 47 North, Range 26 West to the junction of County Road 56, said junction being at or near the Northwest corner of said Section 12, and there terminating.

BE IT FURTHER RESOLVED, that the complete County Road 68 route description is revised as follows:

Beginning at a point at the junction of County State-Aid Highway 29, said junction being at or near the Northwest Corner of Section 29, Township 50 North, Range 26 West; thence along the established center line of the public road as follows: From said point of beginning thence easterly along or near the north line of said Section 29 to a point at or near the Northeast Corner of said Section 29; thence southerly along or near the east line of said Section 29 to a point at or near the East Quarter Corner of said Section 29; thence easterly along the south line of the North Half of Section 28 and 27, Township 50 North, Range 26 West to the junction with US Highway 169, said junction being at or near the East Quarter Corner of said Section 27, and there terminating.

Adopted this 16th Day of December, 2025 By The Aitkin County Board of Commissioners.

Attest:

J. Mark Wedel
County Board Chair

David J. Minke, County Administrator
Clerk to the County Board

STATE OF MINNESOTA}
COUNTY OF AITKIN}