

STATE OF MINNESOTA

MAP SHOWING REVISED NUMBERS AND MARKINGS OF THE CONSOLIDATED TRUNK HIGHWAY SYSTEM 1952

11739

I. M. J. Hoffmann as Commissioner of Highways of the State of Minnesota, pursuant to law, do hereby certify that the map attached hereto does truly and correctly show the former and the revised identifying numbers and markings of the several routes of the Trunk Highway System as revised and consolidated as of this date.

Dated April 1, 1952

I. M. J. Hoffmann
Commissioner of Highways

DEPARTMENT OF STATE DEPARTMENT OF HIGHWAYS
FILED DUPLICATE FILED

Minneapolis Secretary of State
I. M. J. Hoffmann Commissioner of Highways

Note: 1935 Route Number Changes Are As Follows

- 51 Becomes 63
- 52 Becomes 73
- 71 Becomes 59
- 84 Becomes 14
- 13 Becomes 14 From Everett To 61
- 13 Becomes 69 From South State Line To Albert Lea
- 83 Runs Over 61 From Red Wing To Lake City
- 19 Runs State, From The East At Prescott Instead Of Hudson, And Is Routed Into St. Paul Over 61

Note: 1941 Route Number Changes Are As Follows

- 23 Becomes 17 From Bemis To New London
- 17 Becomes 23 From Willmar To Marshall
- 39 Becomes 23 From Marshall To Beaver Creek

Note: 1944 Route Number Changes Are As Follows

- 16 Becomes 80 From South Of Wapato To Forestville
- 22 Becomes 123 From Sandstone To Ashov
- 62 Extended In Wisconsin From U.S. 61 To Minnesota-Vermont State Line
- 69 Becomes 23 From U.S. 61 To Ashov
- 100 Extended From Robbinston To U.S. 10 East Of New Brighton
- 59 Added From U.S. 63 In Duluth To Minnesota-Wisconsin State Line

Note: 1949 Route Number Changes Are As Follows

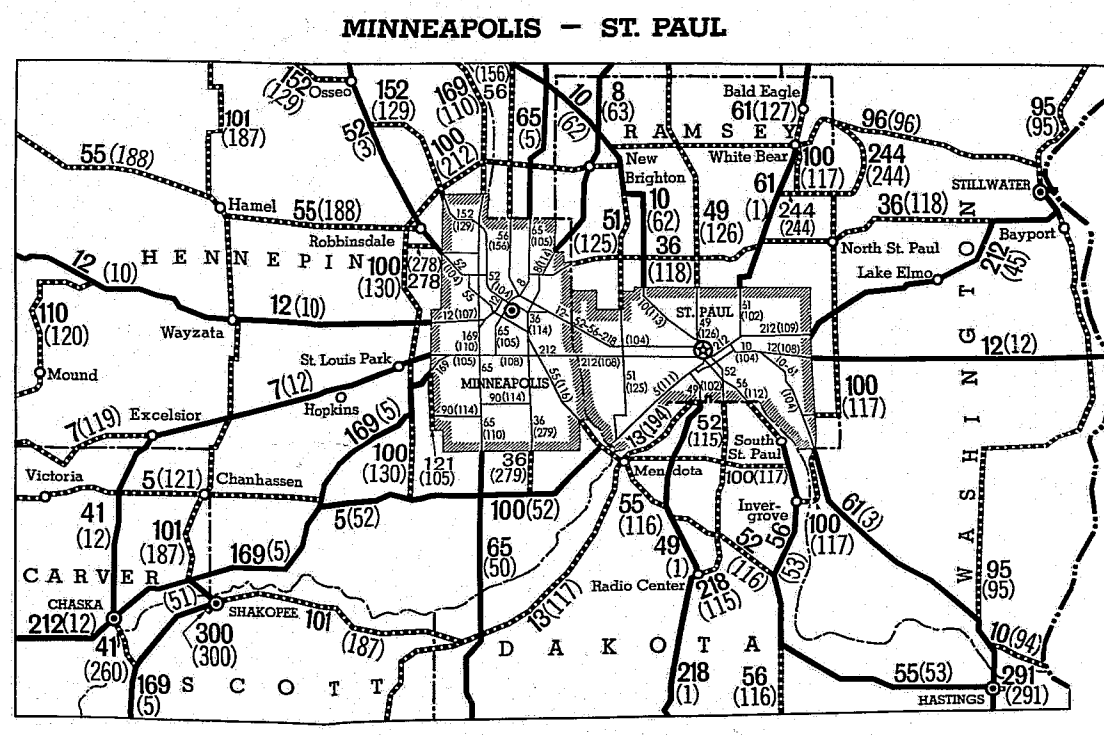
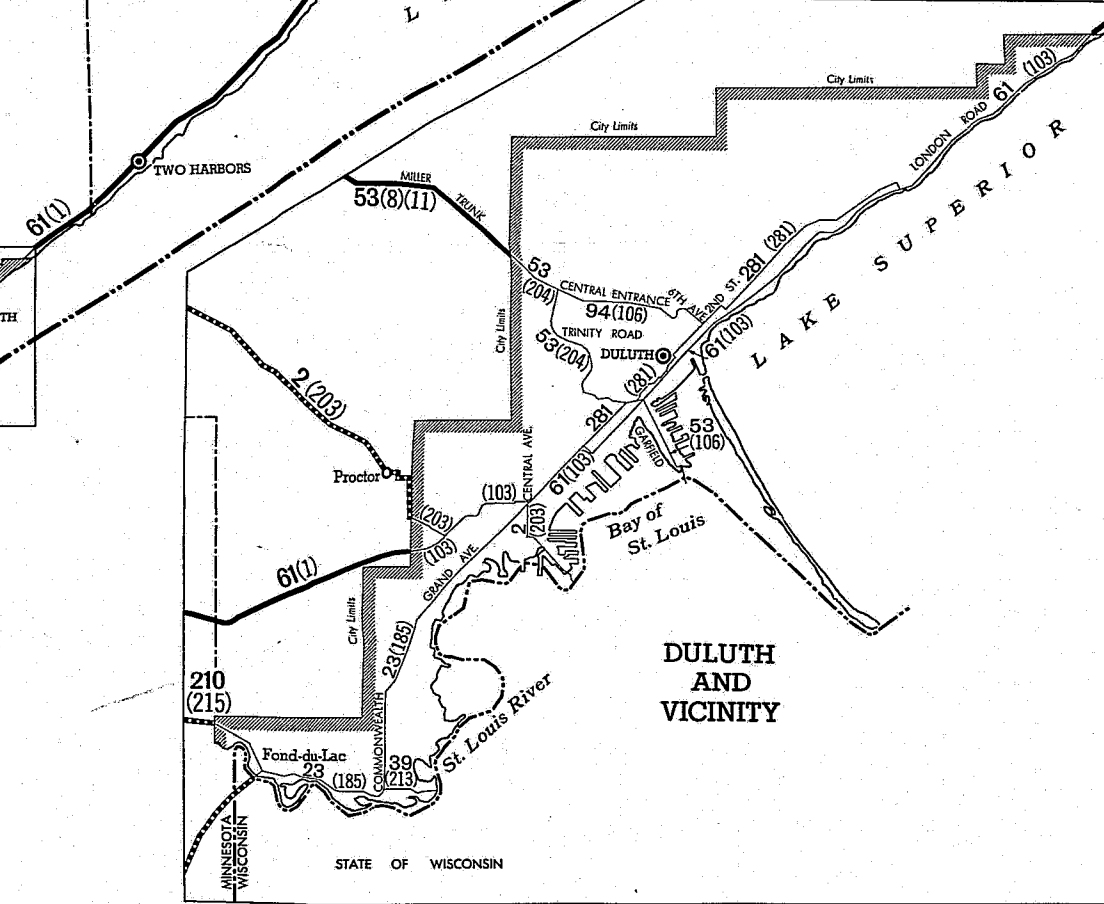
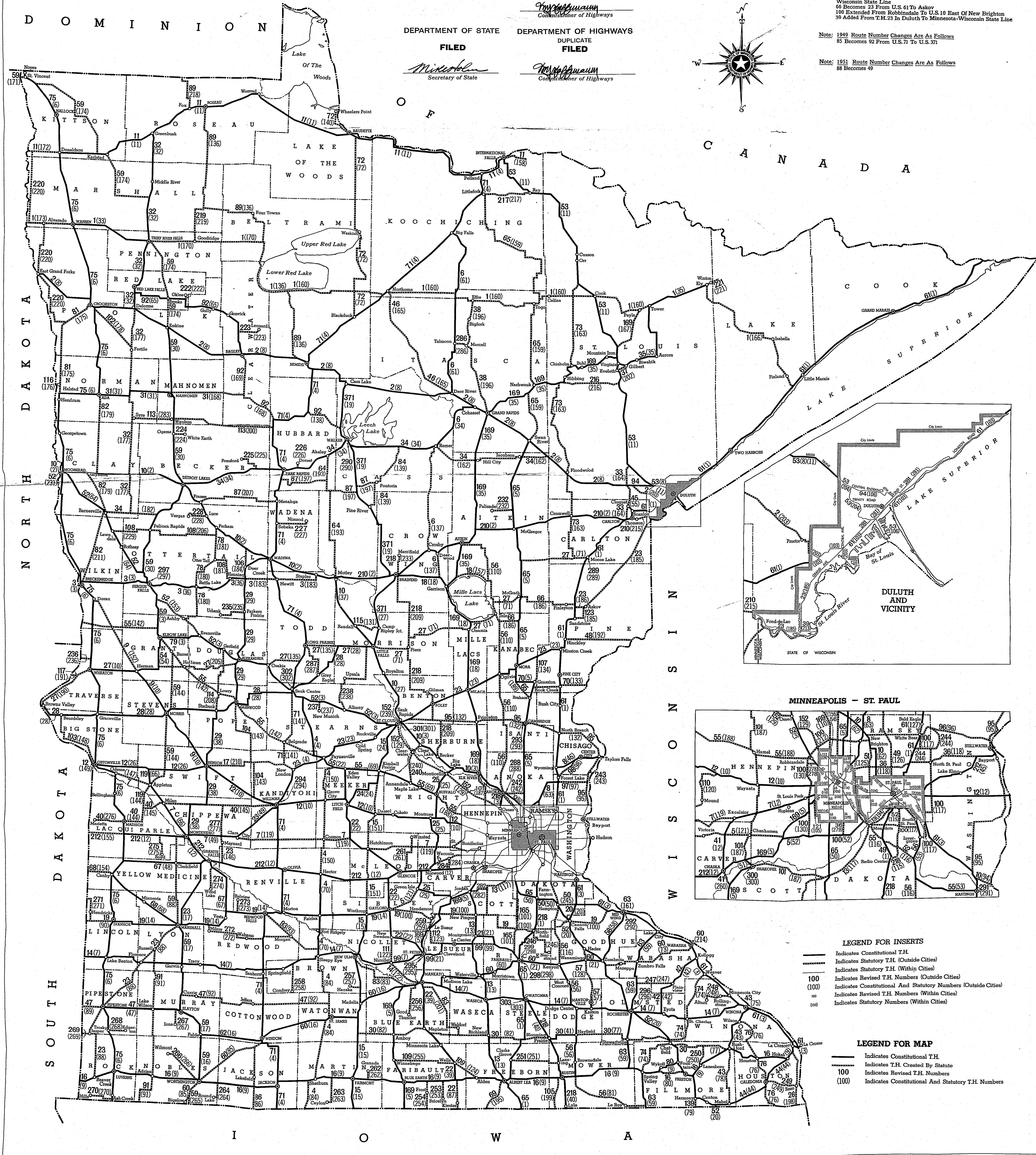
- 45 Becomes 92 From U.S. 71 To U.S. 91

Note: 1951 Route Number Changes Are As Follows

- 88 Becomes 49

REFERENCES

- STATE CONSTITUTION ARTICLE 16 ADOPTED 1920
- LAWS 1923 CHAPTER 427 AS AMENDED
- LAWS 1929 CHAPTER 86
- LAWS 1933 CHAPTER 440
- LAWS 1943 CHAPTER 324 AND 399
- LAWS 1945 CHAPTER 249
- LAWS 1949 CHAPTER 663
- LAWS 1951 CHAPTER 448



LEGEND FOR INSERTS

- Indicates Constitutional T.H.
- Indicates Statutory T.H. (Outside Cities)
- Indicates Statutory T.H. (Within Cities)
- 100 Indicates Revised T.H. Numbers (Outside Cities)
- (100) Indicates Constitutional And Statutory Numbers (Outside Cities)
- 100 Indicates Revised T.H. Numbers (Within Cities)
- (100) Indicates Statutory Numbers (Within Cities)

LEGEND FOR MAP

- Indicates Constitutional T.H.
- Indicates T.H. Created By Statute
- 100 Indicates Revised T.H. Numbers
- (100) Indicates Constitutional And Statutory T.H. Numbers

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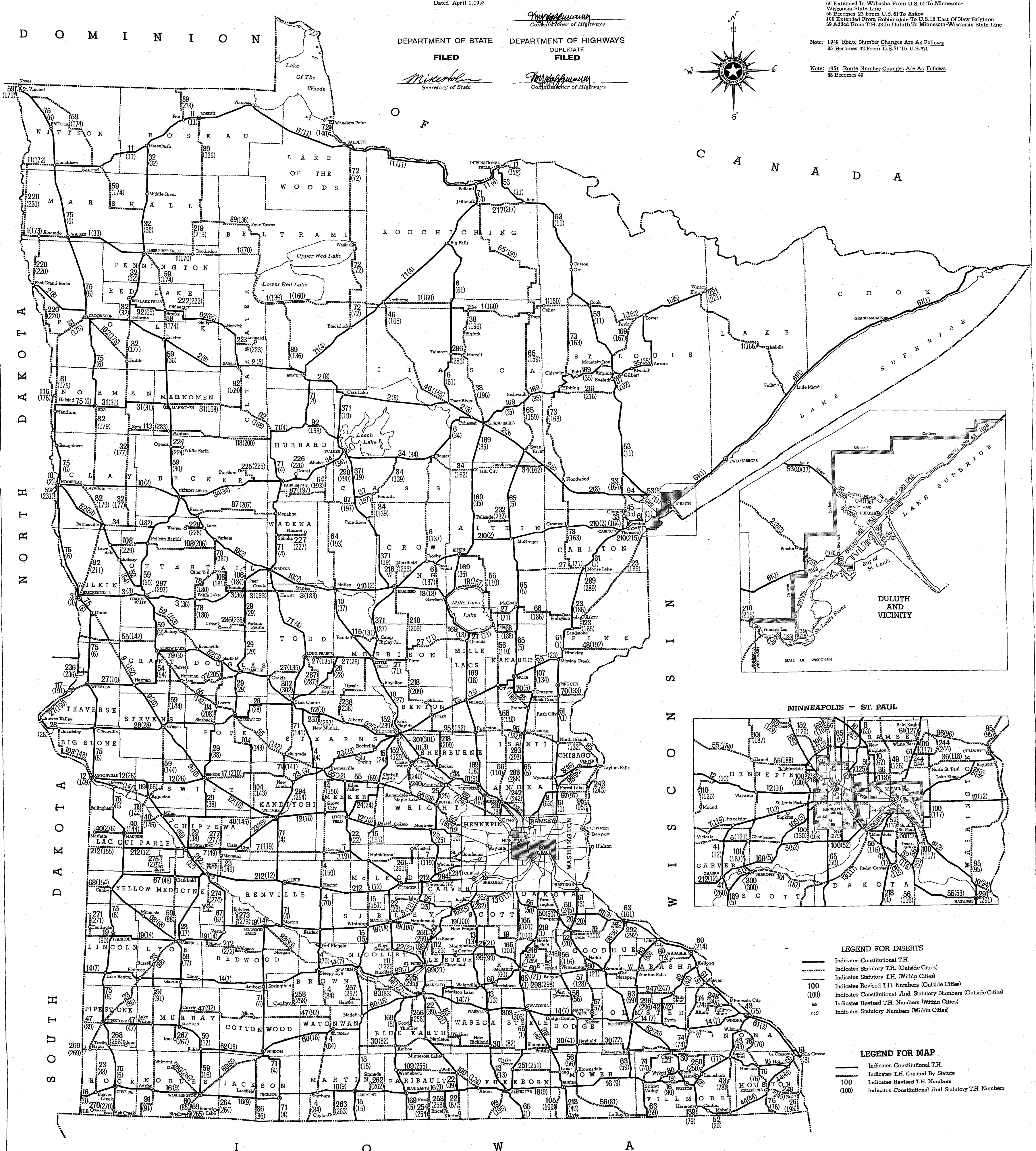
Note: 1235 Route Number Changes Are As Follows
29 Becomes 63
63 Becomes 73
73 Becomes 52
66 Becomes 52
66 Becomes 13 From Prescott To 61
13 Becomes 69 From South State Line To Albert Lea
69 Becomes 63 North Of Red Wing
63 Runs Over 61 From Red Wing To Lake City
13 Enters State From The East At Prescott Instead Of Hudson, And Is Routed Into St. Paul Over 61

Note: 1941 Route Number Changes Are As Follows
23 Becomes 17 From Benson To New London
17 Becomes 23 From Willmar To Marshall
39 Becomes 23 From Marshall To Beaver Creek

Note: 1948 Route Number Changes Are As Follows
16 Becomes 58 From South Of Wylsief To Fountain
23 Becomes 213 From Sandstone To Ashby
69 Extended In Wabasha From U.S. 61 To Minnesota-Wisconsin State Line
66 Becomes 23 From U.S. 61 To Ashby
100 Extended From Robbinsdale To U.S. 10 East Of New Brighton
39 Added From T.H. 23 In Duluth To Minnesota-Wisconsin State Line

Note: 1949 Route Number Changes Are As Follows
85 Becomes 92 From U.S. 71 To U.S. 371

Note: 1951 Route Number Changes Are As Follows
88 Becomes 49



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— Indicates Statutory T.H. (Within Cities)
100 Indicates Revised T.H. Numbers (Outside Cities)
(100) Indicates Constitutional And Statutory Numbers (Outside Cities)
10 Indicates Revised T.H. Numbers (Within Cities)
(10) Indicates Constitutional And Statutory Numbers (Within Cities)

LEGEND FOR MAP
— Indicates Constitutional T.H.
— Indicates T.H. Created By Statute
100 Indicates Revised T.H. Numbers
(100) Indicates Constitutional And Statutory T.H. Numbers