DEPARTMENT OF TRANSPORTATION
395 John Ireland Boulevard
Saint Paul, Minnesota 55155

January 15, 2018

The Honorable Paul Torkelson, Chair
House Transportation Finance Committee
381 State Office Building
Saint Paul, MN 55155

The Honorable Scott Newman, Chair
Senate Transportation Finance & Policy Committee
3105 Minnesota Senate Building
Saint Paul, MN 55155

The Honorable Linda Runbeck, Chair
House Transportation & Regional Governance Policy Committee
417 State Office Building
Saint Paul, MN 55155

The Honorable Scott Dibble
Ranking Minority Member
Senate Transportation Finance & Policy Committee
2213 Minnesota Senate Building
Saint Paul, MN 55155

The Honorable Frank Hornstein, DFL Lead
House Transportation Policy & Finance Committee
243 State Office Building
Saint Paul, MN 55155

The Honorable Connie Bernardy, DFL Lead
House Transportation & Regional Governance Policy Committee
253 State Office Building
Saint Paul, MN 55155

RE: 2017 Report on the Evaluation of Certain Highway Speed Limits

Dear Legislators:

I am pleased to present the Minnesota Department of Transportation's report on the evaluation of certain trunk highway speed limits as required by the 2014 Laws of Minnesota, Chapter 312, Article 11, Section 36. The law requires MnDOT to perform speed study evaluations on all two-lane, two-way roadways having a speed limit of 55 mph over a five-year period.

The 2017 edition of the report shows the schedule for conducting the speed studies within the next few years, as well as the results of the speed studies conducted in 2014, 2015, 2016 and 2017. All the required roadways will have a speed study analysis sometime within the five year period to comply with the law.

Please do not hesitate to contact me if you have any questions about this report, or you can contact Nathan Drews in the Office of Traffic, Safety and Technology at nathan.drews@state.mn.us or 651 234-7014.

Sincerely,

Charles A. Zelle
Commissioner

DEPARTMENT OF TRANSPORTATION

2017 Report on the

Evaluation of Certain Trunk Highway Speed Limits

January 2018

Prepared by:

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Contents

Legislative Request

This report is issued to comply with 2014 Laws of Minnesota, Chapter 312, Article 11, Section 36.

Sec. 36. EVALUATION OF CERTAIN TRUNK HIGHWAY SPEED LIMITS.

Subdivision 1. Engineering and traffic investigations.

The commissioner of transportation shall perform engineering and traffic investigations on trunk highway segments that are two-lane, two-way roadways with a posted speed limit of 55 miles per hour. On determining upon the basis of the investigation that the 55 miles per hour speed limit can be reasonably and safely increased under the conditions found to exist on any of the trunk highway segments examined, the commissioner may designate an increased limit applicable to those segments and erect appropriate signs designating the speed limit. The new speed limit shall be effective when the signs are erected. Of all the roadways to be studied under this section, approximately one-fifth must be subject to investigation each year until the statewide study is complete in 2019.

Subd. 2. Report.

By January 15 annually, the commissioner shall provide to the chairs and ranking minority members of the senate and house of representatives committees with jurisdiction over transportation policy and finance a list of trunk highways or segments of trunk highways that were subject to an engineering and safety investigation in the previous calendar year, specifying in each case the applicable speed limits before and after the investigation.

EFFECTIVE DATE.

This section is effective the day following final enactment and expires on the earlier of Jan. 15, 2019, or the date the final report is submitted to the legislative committees under this section.

The cost of preparing this report for 2017 is $227,504

2017 Project Costs (1/1/2017 - 11/15/2017)	
MnDOT Staff Time	
Project Management, speed sampling, and data analysis	$ 93,757
Consultant Costs	
Field Work	$ 70,680
Project Management, speed sampling, and data analysis	$ 63,067
2017 Total	**$ 227,504**

2016 Project Costs (1/1/2016 - 11/15/2016)	
MnDOT Staff Time	
Project Management, speed sampling, and data analysis	$ 129,112
Consultant Costs	
Field Work	$ 104,650
Project Management, speed sampling, and data analysis	$ 19,816
2016 Total	**$253,578**

2015 Project Costs (1/1/2015 - 11/25/2015)	
MnDOT Staff Time	
Project Management, speed sampling, and data analysis	$ 158,703
Consultant Costs	
Field Work	$ 75,110
Project Management, speed sampling, and data analysis	$ 122,672
2015 Total	**$356,485**

2014 Project Costs (1/1/2014 - 12/31/2014)	
MnDOT Staff Time	
Project Management, speed sampling, and data analysis	$ 77,959
Consultant Costs	
Field Work	$ 11,630
Project Management, speed sampling, and data analysis	$ 31,464
2014 Total	**$121,053**

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Summary

Minnesota has approximately 7,000 miles of two-lane, two-way roadways that are affected by 2014 Laws of Minnesota, Chapter 312, Article 11, Section 36. About 5,000 of these miles cross the borders of different Minnesota Department of Transportation districts and require coordination with the districts to conduct a speed study. A schedule of miles to be studied by year and district was developed for these 5,000 or so miles and is shown in Appendix C. The remaining 2,000 miles do not cross MnDOT district boundaries and the timeline for their study is not assigned but is discretionary to the district in which they lie.

All Minnesota two-lane roadways with a current speed limit of 55 miles per hour were identified and then divided into two categories: coordinated routes and discretionary routes based on whether the roadway crossed a MnDOT district boundary. The coordinated routes were distributed over the 5-year study period, taking care to schedule the same highway in the same year across district borders.

Knowing that the 2014 study period would be shortened because of the timing of the law and the need to set expectations and procedures for a 5-year study, year one (2014) was assigned fewer miles than the remaining years in the study. Although the initial plan included studying more roadways within 2014, the short timeframe only allowed for the study of approximately 65 percent of the planned coordinated routes and 30 percent of the discretionary routes.

To date, 55 percent of all routes originally proposed for the 5-year project were studied and authorized – 58 percent of all coordinated routes are complete and 50 percent of all discretionary routes are complete. Many more miles were studied, but the authorizations are not yet complete. The winter months will be used to finish up roads that have been studied, but not authorized.

Additional data from district safety plans will be used to complete the assessment of each roadway involved in this study.

Study Details

Study Overview

This study covers a widespread geographical area over a 5-year timeframe. The main tasks for the study include data collection, data analysis, writing recommendations for speed limits, drafting speed authorizations and signing roadways with the resulting speed limit.

To comply with the legislative language, a study schedule, included in Appendix C, was created for all two-lane, two-way roadways with a 55 mph speed limit in Minnesota.[1] Upcoming roadwork and personnel workload were considered when each roadway was scheduled. Roadways that do not cross MnDOT borders and remain solely in one MnDOT district were not included in the schedule. Instead, the district was allowed to decide when to conduct the study, as long as the roadway or segment was studied within the 5-year timeframe. Adjustments to this schedule are made when necessary due to construction activities on state or local roads within the study area, weather or other unforeseen conditions arise. There were fewer miles of roadway studied in 2014 than in subsequent years because of the limited time available since the effective date of the statute. All the required roadways and segments will be analyzed during the 5-year timeframe.

Each of the required roadways will have a speed study done. A speed study analyzes the speed at which 85 percent of drivers choose to drive on a road. The study will recommend a speed limit appropriate to how the road is driven. Many other factors also influence the recommendation, such as the number of access points, shoulder width and crash history. Nine factors are included on the speed study screening considerations worksheet. A sample of this worksheet is included in Appendix D. The nine factors are discussed in greater detail in the next section.

Once the speed study is completed, the MnDOT district traffic engineer reviews all data collected and makes the final recommendations for an appropriate speed limit. When a recommendation to increase a speed limit is made, the MnDOT Office of Traffic, Safety and Technology reviews the new speed authorization. Recommended speed limit increases are reviewed and approved by OTST. Once the speed authorization is signed, the appropriate speed limit signs are installed where necessary. The new speed limits are effective once the new speed limit signs are erected.

It is important to remember that raising a posted speed limit is not inherently making a road “less safe.” A properly selected speed limit can increase the safety of the roadway by creating uniform travel speeds for all vehicles and by setting realistic driver expectations of those trying to cross or enter the roadway.

1 As Minnesota has gotten further into the study, it was noted that there were a few roadway control sections that were listed to be studied that were no longer two-lane 55mph roadways. In most of these instances, the roads were upgraded to 4-lane divided highways and no longer qualify for this study. In those cases, the control sections that are not two-lane 55 mph roads were removed from the schedule and the maps adjusted accordingly.

Other adjustments that were made to the schedule include: removing segments that were previously authorized at a speed limit that is lower than 55 mph and, moving segments into the proper district list because initially they were listed in the wrong district.

Study Methodology

To complete a speed study on a given corridor, MnDOT must collect several sets of data for each control section. While speed samples (actual speed measurements of vehicles) are a large part of the necessary data, there are other factors that must be considered during a speed study such as roadway geometrics and hazard assessments.

MnDOT district traffic engineers and the MnDOT Central Office Traffic Safety Unit met prior to the study kickoff to discuss and agree on the work requirements for the consultant contract for this study. The resulting worksheet is attached in Appendix D.

Items included on that worksheet are: access points, shoulder width, vertical grades, clear zone assessments, crash history, passing zones and speed samples. Following is Appendix A, which is a glossary that contains a discussion of the items under consideration on the worksheet.

Appendix A: Glossary

Access Points

An access point refers to public roads, a business driveway, a private driveway or a farm field access. During the planning process, it was determined that most rural highways have an average of seven to nine access points per mile. Fewer access points per mile means drivers are responding to a reduced number and variety of events.

Shoulder Width

The Highway Safety Manual was used as a basis for the shoulder width consideration. The HSM has a default value of 6-foot wide shoulders. A decrease to 5-foot wide shoulders represents a 4 percent increase in the number of crashes. A shoulder, both paved and unpaved, provides a recovery area for errant vehicles and space for disabled vehicles to park.

Vertical Grades

Grade is the rate of change of the vertical alignment. Grade affects vehicle speed and vehicle control, particularly for large trucks.

Clear Zone Assessment

A clear zone is an unobstructed, relatively flat area beyond the edge of the traveled way that allows drivers to stop safely and regain control of their vehicle that leaves the traveled way.

Crash Rate

Several different crash rates will be compared during this analysis: the total crash rate, the fatal and serious injury crash rate and the critical crash rate. A crash rate can be an effective tool to measure the relative safety at a particular location. The crash rate is a combination of crash frequency and vehicle exposure.

Total Crash Rate Equation:

Total Crash Rate = (total crashes)* 1,000,000 / (Length * ADT * Years * 365 Days/ Year)

Due to the random nature of crashes, a statistical evaluation is used to determine which locations are below the average crash rate, performing near the average crash rate, those that are above the average crash rate and those that are statistically significant (i.e. critical) above the crash rate. Using a critical crash rate helps to ensure that locations being selected are actually having something significant happening, and are not just a result of the random nature of crashes. The Critical Crash Rate helps to filter out areas with low Average Daily Traffic or evaluated over a short time period.

$R_c = R_a + K * (R_a/m)^{1/2} + .5/m$

Critical Crash Rate = System wide average crash rate + (Confidence Interval/vehicle miles traveled) ^{½} + (.5/vehicle miles traveled)

K = Confidence Interval; 99.5% K=2.756, 95% K= 1.645, 90% K= 1.282

Passing Zones

A passing zone is an area where drivers are allowed to pass other vehicles traveling in the same direction when opposing traffic is not present.

85th Percentile

The 85th percentile speed is a major parameter used by traffic engineers. It is the speed at or below which 85 percent of all vehicles are observed to travel under free flowing conditions past a nominated point. A vehicle is considered to be in free flow conditions when it is not impacted by the speed of a preceding vehicle.

10 MPH Pace

Ten mile per hour pace is a 10 mile-per-hour increment in speeds that encompasses the highest portion of observed speeds.

A speed study considers all of these elements when conducting the analysis. The district traffic engineer considers this analyzed data and their engineering judgment to determine the appropriate speed limit for a roadway.

Tables listing the road segments studied by year and the resulting speed limit recommendations are found in Appendices E, F and G.

Appendix B: Total Miles for Study by MnDOT District

*Table 1: 55 MPH Trunk Highways – By Lane Mile and MnDOT District**

MnDOT District	Roadways in a Single District	Roadways in Multiple Districts	Total Lane Miles**
1	381	517	897
2	451	688	1138
3	105	954	1059
4	166	769	935
M	72	222	294
6	459	414	874
7	190	617	807
8	146	584	729

**Trunk highways that do not cross boundaries into another district are scheduled for study at the discretion of the district. The schedule for conducting speed studies on the roadways which cross multiple district boundaries is in Appendix C.*

***Totals may not add up exactly due to rounding*

Appendix C: Schedule of Speed Studies from 2014-2018

As Minnesota has gotten further into the study, it was noted that there were a few roadway control sections that were listed in 2014 to be studied that were no longer two-lane 55 mph roadways. In most of these instances, the roads were upgraded to four-lane divided highways and no longer qualify for this study. In those cases, the control sections that are not two-lane 55 mph roads were removed from the schedule and the maps adjusted accordingly.

Other adjustments that were made to the schedule include: removing segments that were previously authorized at a speed limit which is lower than 55 mph and moving segments into the proper district list because initially they were listed in the wrong district.

*Table 2: Speed Study Schedule 2014-2018: Multi-District Roadways**

MnDOT District	Year 1: 2014	Year 2: 2015	Year 3: 2016	Year 4: 2017	Year 5: I2018	Total Miles / Multi-District Roadways
1	86	126	103	176	26	517
2	98	175	119	77	218	688
3	152	196	257	222	127	954
4	104	171	212	133	149	769
M	36	75	22	67	23	222
6	62	92	107	52	102	414
7	60	139	143	128	146	617
8	80	140	105	127	131	584
Totals by Year	678	1115	1068	982	920	4763

**Schedule only reflects roadways that cross one or more MnDOT district borders. Roadways which are contained within one MnDOT district are scheduled at the discretion of the district.*

**Minor discrepancies in the mileage totals are due to rounding.*

Table 3: Speed Study Schedule by Specific Routes, Lengths and Years: Year 1 - 2014

Year 1 - 2014	Highway Routes	Route Lengths by Miles	Total Miles*
2014	US 71	1	
2014	US 212	75	
2014	MN 13	70	
2014	MN 18	62	
2014	MN 23	122	
2014	MN 32	131	
2014	MN 55	152	
2014	MN 60	64	678

**Minor discrepancies in the mileage totals are due to rounding*

Table 4: Speed Study Schedule by Specific Routes, Lengths and Years: Year 2 – 2015

Year 2 - 2015	Highway Routes	Route Lengths by Miles	Total Miles*
2015	US 10	7	
2015	US 12	115	
2015	MN 1	248	
2015	MN 3	26	
2015	MN 5	33	
2015	MN 7	23	
2015	MN 22	124	
2015	MN 47	98	
2015	MN 56	90	
2015	MN 68	101	
2015	MN 87	61	
2015	MN 210	189	1115

**Minor discrepancies in the mileage totals are due to rounding*

Table 5: Speed Study Schedule by Specific Routes, Lengths and Years: Year 3 – 2016

Year 3 - 2016	Highway Routes	Route Lengths by Miles	Total Miles*
2016	US 2	1	
2016	US 61	45	
2016	US 169	120	
2016	MN 6	132	
2016	MN 27	180	
2016	MN 29	105	
2016	MN 30	216	
2016	MN 91	58	
2016	MN 113	30	
2016	MN 119	14	
2016	MN 200	169	1068

**Minor discrepancies in the mileage totals are due to rounding*

Table 6: Speed Study Schedule by Specific Routes, Lengths and Years: Year 4 – 2017

Year 4 - 2017	Highway Routes	Route Lengths by Miles	Total Miles*
2017	US 59	5	
2017	MN 15	129	
2017	MN 19	160	
2017	MN 21	24	
2017	MN 24	27	
2017	MN 28	114	
2017	MN 34	80	
2017	MN 64	62	
2017	MN 65	211	
2017	MN 95	104	
2017	MN 371	65	982

**Minor discrepancies in the mileage totals are due to rounding*

Table 7: Speed Study Schedule by Specific Routes, Lengths and Years: Year 5 – 2018

Year 5 - 2018	Highway Routes	Route Lengths by Miles	Total Miles*
2018	US 14	176	
2018	US 52	41	
2018	MN 4	146	
2018	MN 9	205	
2018	MN 11	183	
2018	MN 25	121	
2018	MN 62	23	
2018	MN 70	26	920

**Minor discrepancies in the mileage totals are due to rounding*

Figure 1: Year 1 (2014) Map of 55 MPH Speed Studies

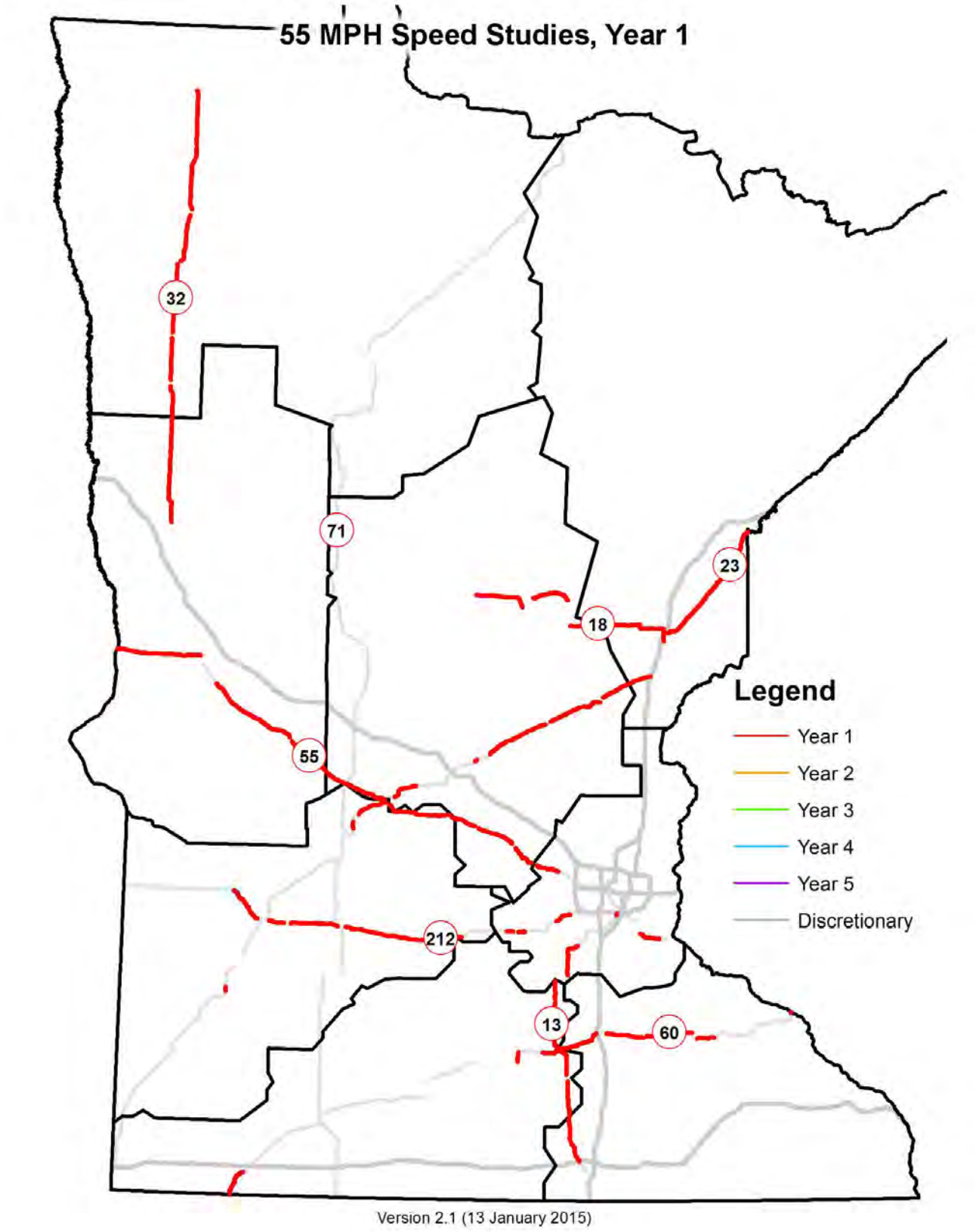


Figure 2: Year 2 (2015) Map of 55 MPH Speed Studies

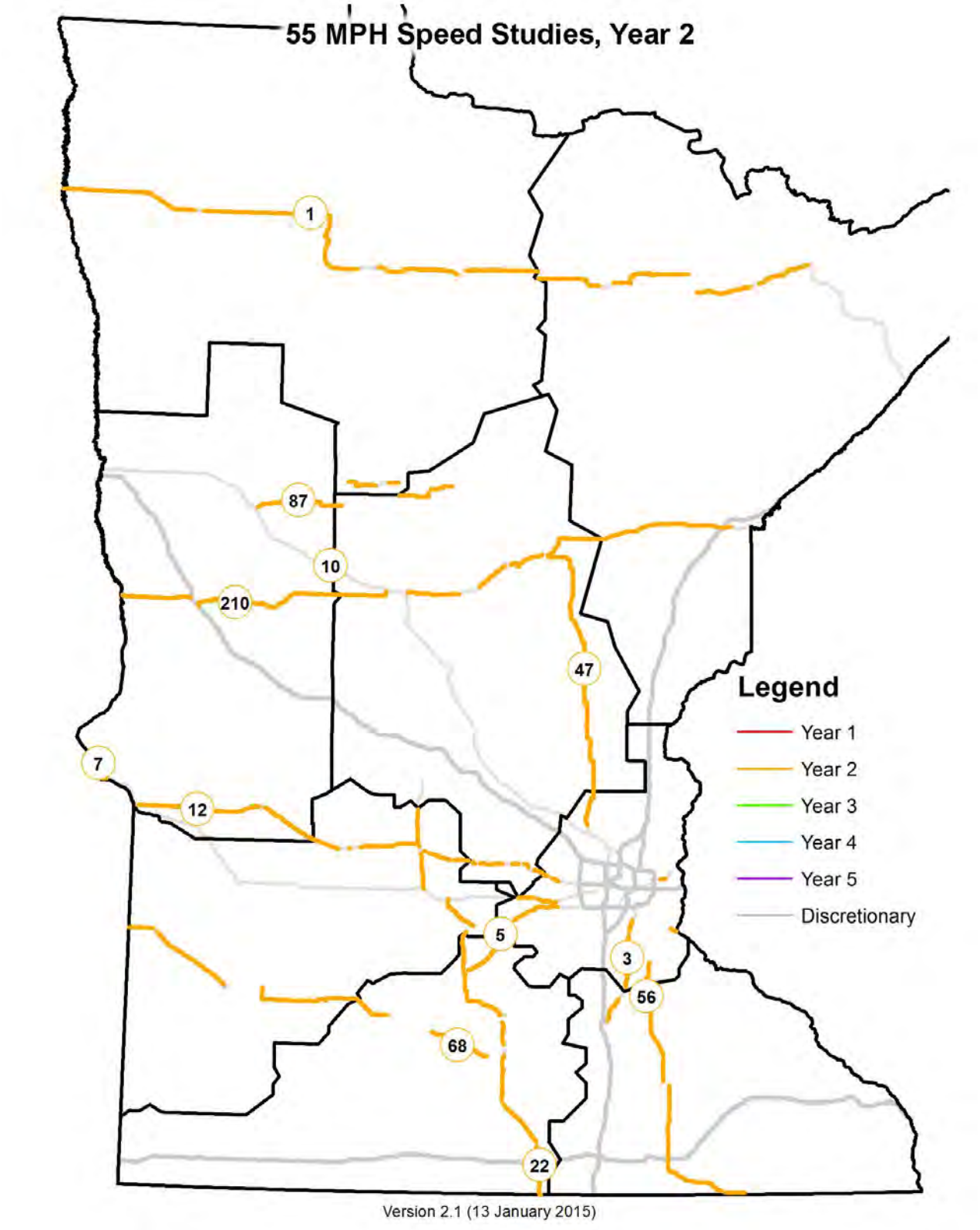


Figure 3: Year 3 (2016) Map of 55 MPH Speed Studies

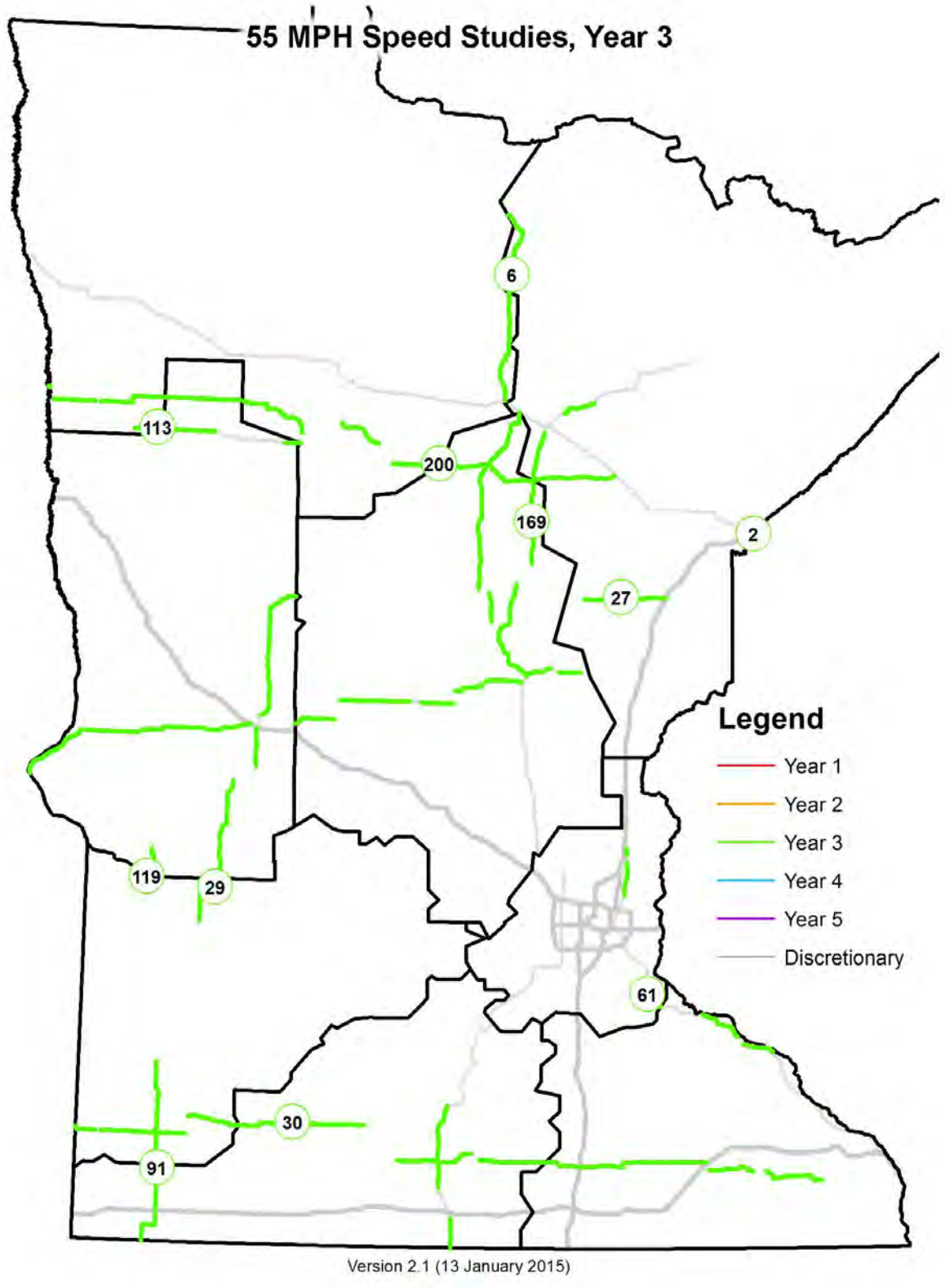


Figure 4: Year 4 (2017) Map of 55 MPH Speed Studies

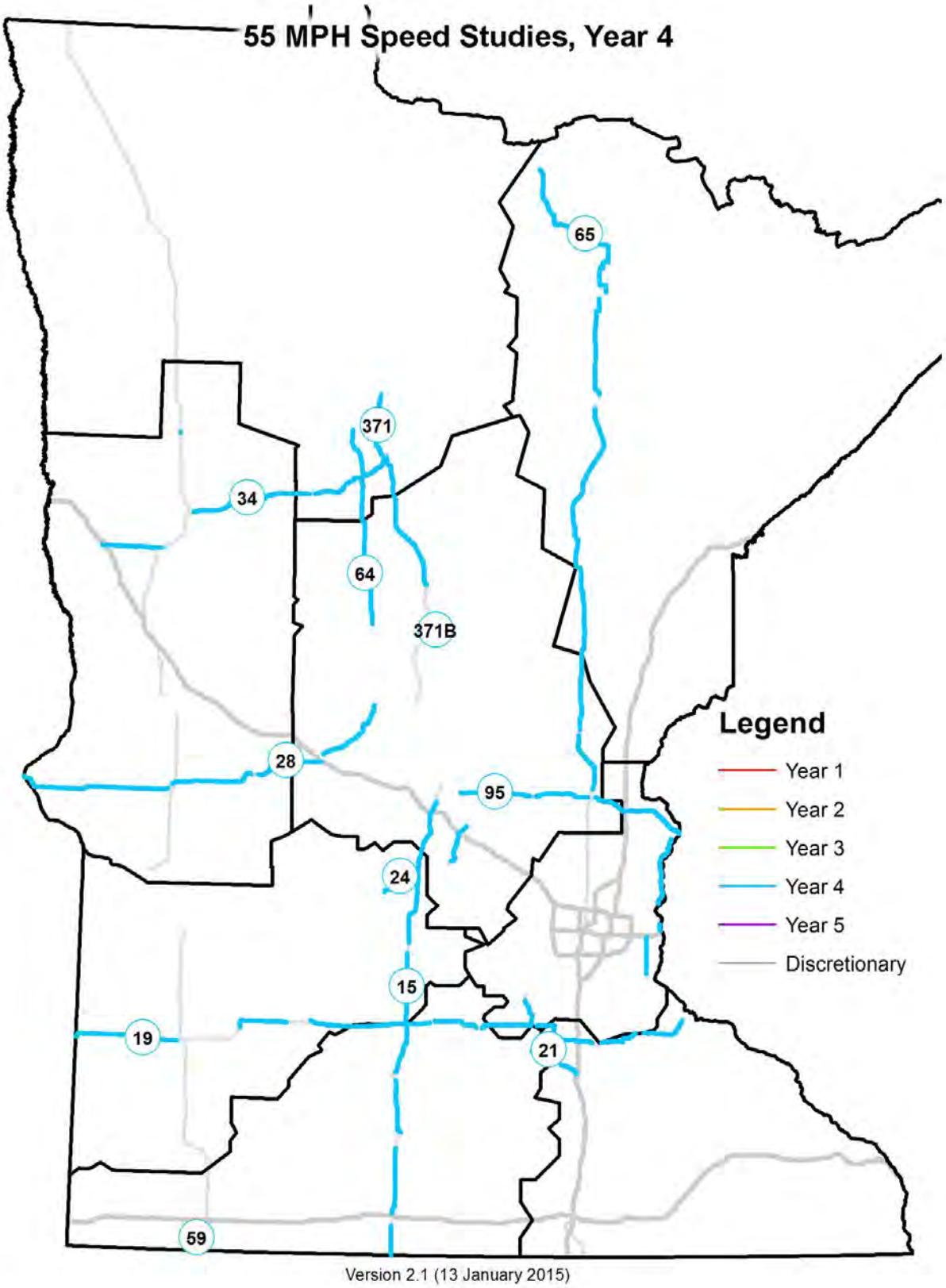


Figure 5: Year 5 (2018) Map of 55 MPH Speed Studies

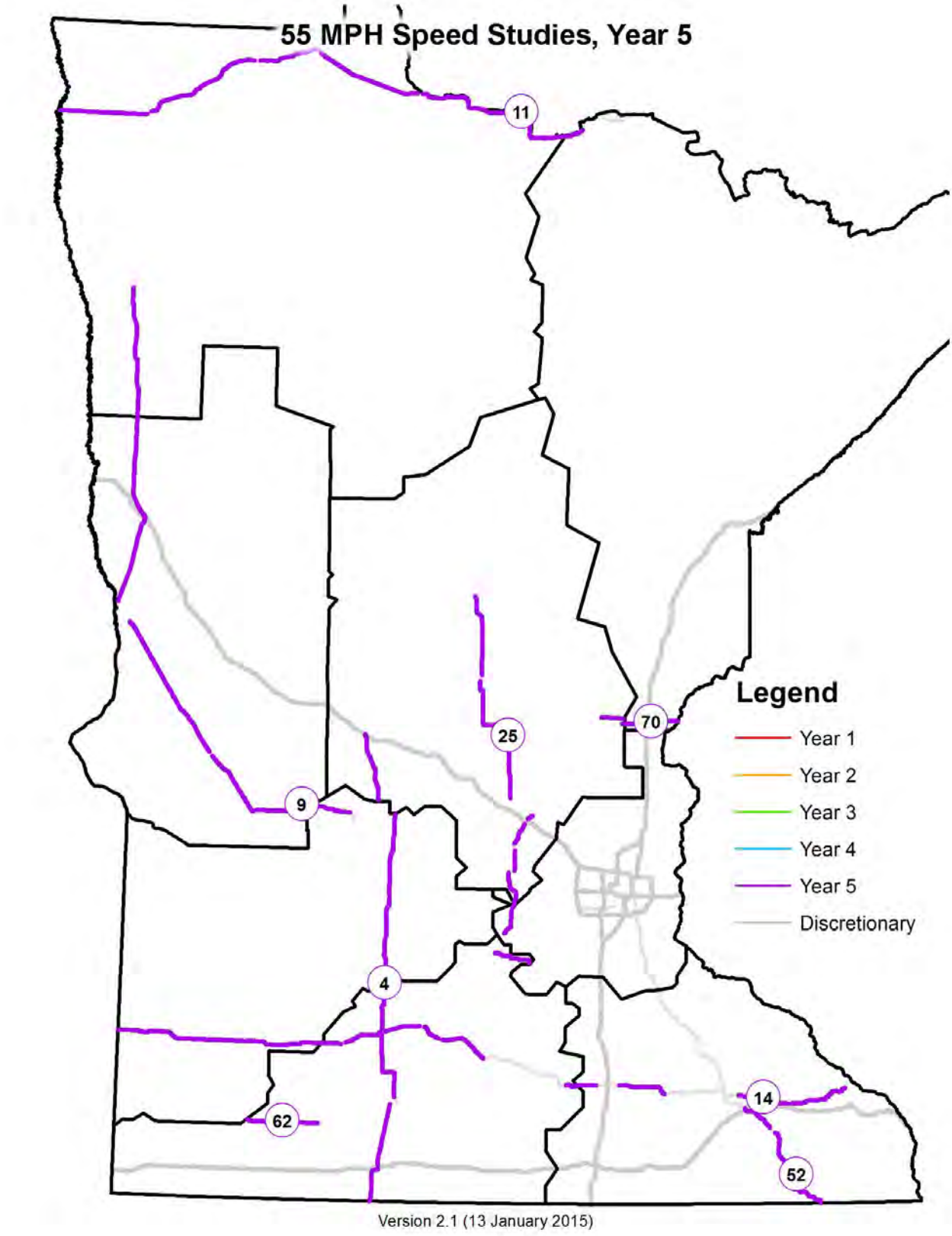
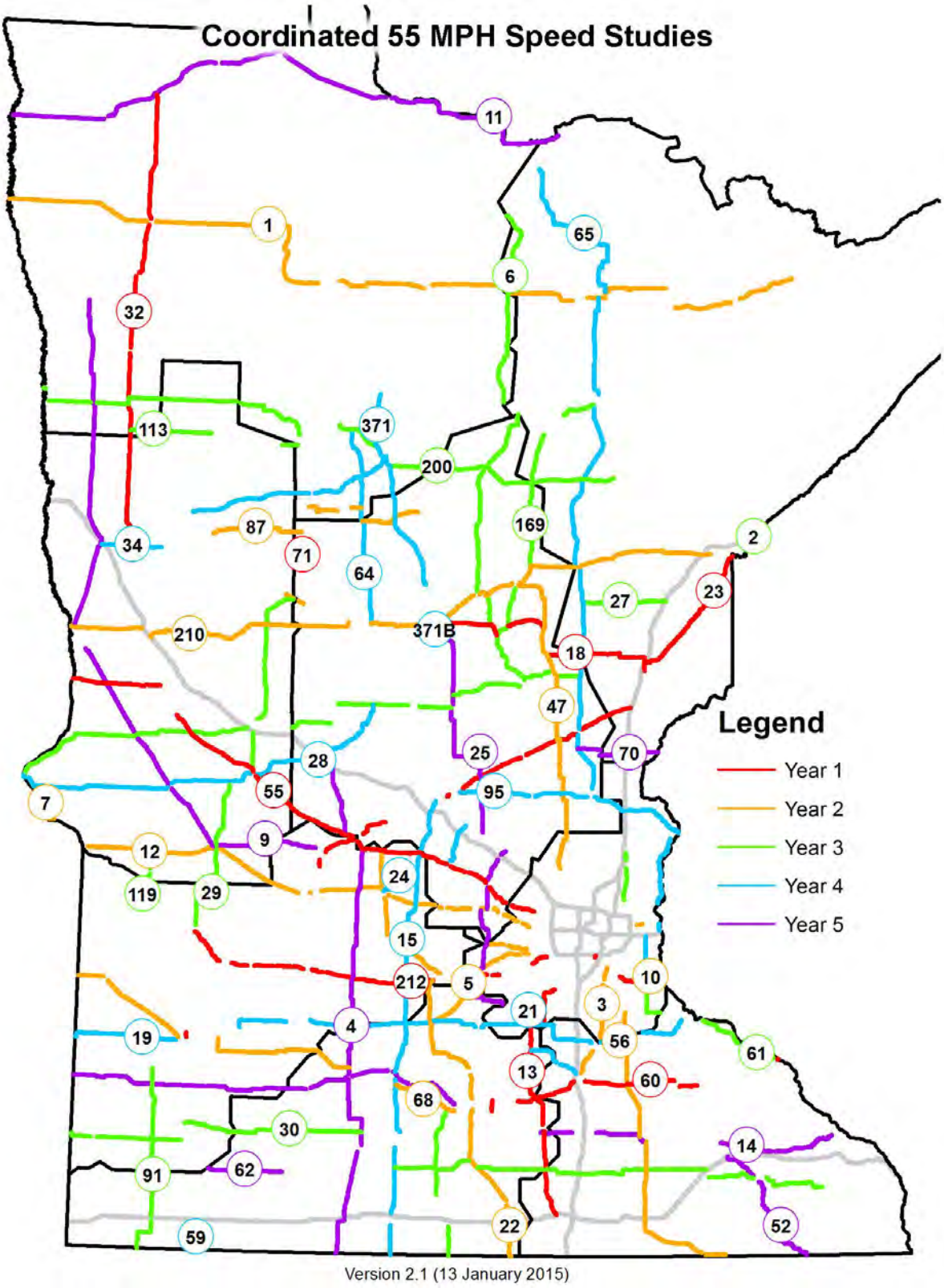


Figure 6: All Years (2014-2018) and All 55 MPH Speed Studies Map



Appendix D: Speed Study Screening Evaluation List

Screening Considerations for Evaluating Rural Two Lane Highways

Highway Number: **Date:**

Control Section: **Evaluator:**

Considerations
1. The number of access points (public roads, residential, commercial, industrial, etc.) is below an average of 10 access points per mile
2. Shoulder width (regardless of material type) is at 5 feet or greater
3. Vertical grades remain at or less than 3 percent (positive of negative) for the majority of the segment
4. A clear zone assessment was made of the corridor and determined to be satisfactory based on engineering judgment.
5. The total 5-year crash rate and/or the fatal and serious injury rate (with junction crashes)is below the statewide average for its ADT range
6. The total 5-year crash rate and/or the fatal and serious injury rate (with junction crashes)is below the critical crash rate based on statewide averages for its ADT range
7. Passing zones will meet the posted speed design standard
8. The 85th percentile of free flow vehicles is at or above the proposed posted speed limit (per ITE recommendations)
9. The 10 mph pace has its upper boundary is at or above the proposed posted speed limit (per ITE recommendations)

Other Comments:

Statewide Crash Rates

Five Years of Crash Data	CR	FAR
Rural 2-lane : ADT∈[0,1500)	0.64	4.01
Rural 2-lane : ADT∈[1500,5000)	0.56	2.60
Rural 2-lane : ADT∈[5000,8000)	0.62	2.32
Rural 2-lane : ADT∈[8000,∞)	0.72	1.87

Symbol Explanation

$\in$ *represents* a range or set that the ADT may fall into.

A square bracket [signifies that the number is included in the set and a rounded bracket or parenthesis (indicates that number is not included in that set.

So, for example:

ADT∈ [0, 1500) could be read as “having an ADT from 0 to 1499.”

Explanation of the screening considerations for evaluating rural two-lane highways

1. **Access Points** – The number of access points per mile comes from the district and county roadway safety plans. During this planning process, it was found that most rural highways had an average of seven to nine access points per mile. The choice of 10 access points was chosen that most average roads would meet this consideration, but roads with significantly higher access densities should be evaluated for crash history. Posted speeds may be raised if engineering judgement indicates it is safe to do so.

2. **Shoulder Width** - The shoulder width consideration was based on the Highway Safety Manual. The HSM has a default value of 6 foot shoulders. A decrease to five-foot shoulders represents only a 4 percent increase in the number of crashes.

3. **Vertical Grades** – HSM has an increased crash modification factor for grades in excess of 3 percent during a given segment.

4. **Clear Zone Assessment** - Every roadway being considered as a candidate to raise the speed should have a clear zone assessment completed. Roadways should have an acceptable amount of hazard free, forgiving roadside for the clear majority of the road. Hazards within the clear zone should be identified, and based on risk should either be removed or documented as being an acceptable risk.

5. **Crash History** – Two types of crash rates will be examined: total crash rate and the fatal/serious injury crash rate. Roadways should be evaluated using the 5-year statewide crash rates for segments (with intersections included). Evaluations should document: if crash rates are below average for both rates, that there is not a speed related crash problem, and that there are no other traffic safety issues.

6. **Crash History** – Two types of crash rates will be examined: total crash rate and the fatal/serious injury crash rate. Roadways should be evaluated using the five-year statewide crash rates for segments (with intersections included). It should be documented if both crash rates are below the computed critical crash rate for both rates.

7. **Passing Zones** – Passing zones should be reviewed and understood to ensure that safe passing can still occur where signing is posted.

8. **85th percentile** – The Institute of Transportation Engineers uses this recommendation and process for determining how to set speed limits. MnDOT's Traffic Engineering Manual also uses this process.

9. **10 mph pace** - The Institute of Transportation Engineers uses this recommendation and process for determining how to set speed limits. MnDOT's Traffic Engineering Manual also uses this process.

Appendix E: 2017 Study Results

Table 8: 2017 Study Results

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2017	1	US 2	Cohasset	Grand Rapids	55	60	3103	BEG SL 55 .2 MI E COHASSET TO SL 60 .5 MI W CSAH 63	0.595
2017	M	US 61	Red Wing	Miesville	55	60	2514;1913	BEG SL 55 .1 MI E END D6 TO BEG SL 35 MIESVILLE	1.808
2017	M	MN 20	Cannon Falls	Miesville	55	55	2504;1903	BEG SL 55 2 MI S GDHUE/DAK CL TO TH 50	6.2
2017	8	MN 29	Montevideo	Swift County	55	60	1206;1207;1208	BEG SL 55 N SIDE MONTEVIDEO TO E JCT TH 40/END D8	18.898
2017	8	MN 40	South Dakota Border	Marietta	55	60	3708	SO DAK/MINN STATE LINE TO SL 30 W SIDE MARIETTA	1.456
2017	8	MN 40	Marietta	Madison	55	60	3708	BEG SL 55 E SIDE MARIETTA TO S JCT TH 75/MADISON	10.66
2017	8	MN 40	Madison	Milan	55	60	3701	BEG SL 55 E SIDE MADISON TO SL 45 .2 MI W LAQ Q PRL	14.8
2017	1	MN 45	Carlton	Interstate 35	55	55	910	CARLTON N CL CSAH 3 TO RIGHT ENTR RAMP/I-35 NB	1.84
2017	3	MN 64	Motley	MN 87	55	60	1109	TH 210 T0 TH 87/END D3	33.76
2017	8	MN 67	US 75	Clarkfield	55	60	8705	TH 75 TO SL 30 W SIDE CLARKFIELD	18.778
2017	8	MN 67	Clarkfield	Granite Falls	55	60	8706	BEG SL 55 E SIDE CLARKFIELD TO W JCT TH 212	11.556
2017	8	MN 67	Granite Falls	Echo	55	60	8707	BEG SL 55 .2 MI S CSAH 18 TO SL 40 N SIDE ECHO	5.454
2017	8	MN 67	Echo	MN 19	55	60	8707	BEG SL 55 .1 MI S CSAH 1/ECHO TO TH 19/REDWOOD CL	5.028
2017	M	MN 96	Grant	Stillwater	55	55	8211	BEG SL 55 .2 MI W MCKUSICK CR 64 TO TH 95	4.031
2017	3	MN 200	Walker	Remer	55	60	1107	S JCT TH 371 TO W JCT TH 6	29.528

Table 8: 2017 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2017	3	MN 200	Remer	Hill City	55	60	1108;0105	E JCT TH 6/REMER TO TH 169 W OF HILL CITY	16.453
2017	1	MN 217	Littlefork	US 53	55	60	3614	.01 MI E RIVERVIEW RD/LTL FRK TO .1 MI W UT-257/RAY	15.758
2017	8	MN 269	South Dakota Border	Jasper	55	60	5908	SO DAK/MN STATE LN TO SL 30 .2 MI W CSAH 13/JASPER	2.153
2017	M	MN 284	Cologne	Waconia	55	55	1014	BEG SL 55 MEADOW ST TO BEG SL 45 S LIM WACONIA	3.684
2017	1	MN 286	Talmoon	Marcell	55	60	3117	TH 6 TO TH 38/MARCELL	4.302
2017	3	MN 287	Grey Eagle	Long Prairie	55	55	7710	BG SL 55 W OF GREY EAGLE TO SL 30 S OF LONG PRAIRIE	13.209
2017	M	MN 316	US 61	Hastings	55	60	1926	S JCT TH 61 TO SL 45 S SIDE HASTINGS	8.596

Appendix F: 2016 Study Results

Table 9: 2016 Study Results

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	7	US 169	Iowa Border	Elmore	55	55	2207	IOWA SL TO .04 MI S JAY ST/ELMORE	0.132
2016	7	US 169	Elmore	Blue Earth	55	60	2207	BEG SL 55 .4 MI N RASMUSSEN ST TO .04 MI S 14TH ST	8.114
2016	7	US 169	Blue Earth	Interstate 90	55	60	2207;2208	BEG SL 55 .2 MI N 2ND ST TO .3 MI S TH 109/WINNEBGO	2.006
2016	7	US 169	I-90	Winnebago	55	60	2208	BEG 2LN 2WAY TO .3 MI S TH 109/WINNEBGO	6.808
2016	7	US 169	Winnebago	Amboy	55	60	2208;0712	BEG SL 55 .1 MI N NW 2ND AV TO .4 MI S S JCT TH 30	7.737
2016	7	US 169	Amboy	Vernon Center	55	60	0712	BEG SL 55 .3 MI N N JCT TH 30 TO .2 MI S KENDALL AV	4.315
2016	7	US 169	Vernon Center	MN 60	55	60	0712	BEG SL 55 .1 MI N 1ST ST/VERNON CNTR TO W JCT TH 60	13.77
2016	3	US 169	Onamia	Garrison	55	55	4813;4814	BEG SL 55 TH 27 TO SL 45 N SCENIC DR	8.468
2016	3	US 169	Aitkin	Hill City	55	60	0116	N JCT TH 210/ATKN TO SL 40 .2 MI S TH 200/HILL CITY	26.364
2016	7	MN 5	Gaylord	Arlington	55	60	7201;7003	BEG SL 55 .3 MI E E JCT TH 19 TO .1 MI S BAKER ST	6.26
2016	7	MN 5	Arlington	Green Isle	55	60	7201	BEG SL .2 MI E 2ND AV TO .2 MI S TH 25/GREEN ISLE	5.456
2016	7	MN 5	Green Isle	US 212	55	60	7201;1001	BEG SL 55 .3 MI N TH 25 TO TH 212	6.325
2016	3	MN 6	MN 18	Deerwood	55	55	1801	TH 18 TO BEG SL 40 S SIDE DEERWOOD	9.175

Table 9: 2016 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	3	MN 6	Crosby	Emily	55	55	1802	BEG SL 55 N SIDE CROSBY TO SL 30 S SIDE EMILY	16.692
2016	3	MN 6	Emily	Outing	55	55	1802;1103	BEG SL 55 N SIDE EMILY TO BEG SL 30 S SIDE OUTING	5.905
2016	3	MN 6	Outing	Remer	55	55	1103	BEG SL 55 N OUTING TO BG SL 40 1 MI N CR 131 REME	16.594
2016	3	MN 6	Remer	US 2	55	55	1104;3106	BEG SL 55 .2 MI N OF E JCT TH 200 TO USTH 2	20.906
2016	1	MN 6	MN 1	Big Falls	55	60	3603	S JCT TH 1 TO .5 MI S TH 71/BIG FALLS	27.101
2016	7	MN 13	Waseca	Waterville	55	55	8102;4001	BEG SL 55 .03 MI N NJCT 19H AV TO TH 60/WATERVILLE	9.379
2016	7	MN 13	Waterville	Montgomery	55	55	4001;4002	BEG SL 55 .2 MI N MAIN ST TO .2 MI S OAK AV/MNTGMRY	15.817
2016	7	MN 13	Montgomery	New Prague	55	55	4002	BEG SL 55 .4 MI N LEXINGTON AV TO .02 M	6.241
2016	7	MN 22	Iowa Border	Kiester	55	60	2203	IOWA SL TO SL 30 .1 MI S FRONT ST/KIESTER	2.494
2016	7	MN 22	Kiester	Wells	55	60	2203;2204	BEG SL 55 N SIDE KIESTER TO SL 30 S OF WELLS	14.103
2016	7	MN 22	Wells	Minnesota Lake	55	60	2205	BEG SL 55 N LIM WELLS TO SL 45 S SIDE MINNESOTA LK	7.744
2016	7	MN 22	Minnesota Lake	Mapleton	55	60	0703	BEG SL 55 N OF MINNESOTA LK TO SL 45 S N JCT TH 30	7.429
2016	7	MN 22	Mapleton	Blue Earth County 10	55	60	0704	BEG SL 55 N SIDE MPLTN TO SL 50 .3 MI S CSAH 10	5.039
2016	7	MN 22	Blue Earth County 10	Mankato	55	55	0704	BEG SL 55 .3 MI N CSAH 10 TO SL 45 S SIDE MANKATO	10.51
2016	7	MN 22	Mankato	Saint Peter	55	55	0714;4012	BEG SL 55 .04 MI N CSAH 2 TO S JCT TH 169/ST PETER	7.34

Table 9: 2016 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	7	MN 22	Saint Peter	Nicollet County 3	55	55	5205	SL 55 W SIDE ST PETER TO SL 40 .2 MI E CSAH 3/NSLND	8.539
2016	7	MN 22	Nicollet County 3	Gaylord	55	60	5205;7207	BEG SL 55 .1 MI W CSAH 3 TO SL 30 S SIDE GAYLORD	13.364
2016	7	MN 22	Gaylord	New Auburn	55	60	7208	BEG SL 55 N SIDE GAYLORD TO SL 30 S OF NEW AUBURN	7.042
2016	7	MN 22	New Auburn	US 212	55	60	7208;4306	BEG SL 55 N SIDE NEW AUBURN TO W JCT TH 212	4.695
2016	M	MN 25	Belle Plaine	Green Isle	55	60	7209	BEG SL 55 BELPLAINE TO BEG SL 45 E LIM GREEN ISLE	13.032
2016	M	MN 25	US 212	Mayer	55	60	1006	E JCT TH 212 TO BEG SL 40 S LIM MAYER	8.212
2016	M	MN 25	Mayer	MN 7	55	55	1006	BEG SL 55 7TH ST NW TO TH 7,END METRO (35.320)	1.208
2016	4	MN 27	Brown Valley	Wheaton	55	60	7802	TH 28/BROWN VALLEY TO SL 30 S SIDE WHEATON	22.946
2016	4	MN 27	Wheaton	Herman	55	60	7803;2603	BEG SL 55 E SIDE WHEATON TO SL 30 W SIDE HERMAN	16.107
2016	4	MN 27	Herman	Hoffman	55	60	2604;2605	BEG SL 55 E SIDE HERMAN TO SL 30 TH 55/HOFFMAN	16.861
2016	4	MN 27	Hoffman	MN 114	55	60	2605;2101	BEG SL 55 E SIDE HOFFMAN TO .1 MI E TH 114	14.691
2016	4	MN 27	MN 114	Alexandria	55	60	2101	.1 MI W TH 114 TO S JCT TH 29/ALEXANDRIA	3.214
2016	3	MN 27	Osakis	Osakis	55	60	7703	TODD CO LN/BEG D3 TO S JCT TH 71	0.247
2016	4	MN 27	Osakis	US 71	55	60	7703	BEG SL 40 E SIDE OSAKIS TO TH 127/END D4	12.671
2016	3	MN 27	Long Prairie	Little Falls	55	60	7704;4904	BEG SL 55 E SIDE LONG PR TO SL 45 1 MI W TH 238	21.798

Table 9: 2016 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	3	MN 27	Little Falls	Genola	55	60	4905	BEG SL 55 N SIDE LITTLE FLLS TO SL 45 S SIDE GENOLA	9.999
2016	3	MN 27	MN 25	Lastrup	55	60	4906	N JCT TH 25 TO BEG SL 30 S SIDE LASTRUP	2.557
2016	3	MN 27	Lastrup	Onamia	55	60	4906;4803	BEG SL 55 N SIDE LASTRUP TO BEG SL 30 S SIDE ONAMIA	19.404
2016	3	MN 27	US 169	Wahkon	55	55	4804	BEG SL 55 N JCT TH 169 TO SL 45 .2 MI W CSAH 23	5.513
2016	3	MN 27	Wahkon	Isle	55	55	4804	BEG SL 55 E SIDE WAHKON TO SL 35 W SIDE OF ISLE	1.73
2016	3	MN 27	MN 47	MN 65	55	60	3309	S JCT TH 47 TO N JCT TH 65	7.207
2016	1	MN 27	MN 65	Moose Lake	55	60	0104;0902;0903	N JCT TH 65 TO .3 MI W CSAH 12/MOOSE LAKE	23.499
2016	1	MN 27	Moose Lake	Interstate 35	55	55	0903	.02 MI E E END MOOSE HORN RIVER TO E RAMP I-35	0
2016	4	MN 29	MN 40	Benson	55	60	7607	SWIFT CO LN/BEG D4 TO SL 30 S SIDE BENSON	10.831
2016	4	MN 29	Benson	Starbuck	55	60	7608;6105	BEG SL 55 N SIDE BENSON TO SL 40 S SIDE STARBUCK	20.418
2016	4	MN 29	Glenwood	Alexandria	55	60	6106;2102	BEG SL 55 N SIDE GLENWOOD TO SL 50 S SIDE ALEXANDRI	12.092
2016	4	MN 29	Alexandria	Parkers Prairie	55	60	2103;5608	BEG SL 55 N SIDE ALEX TO SL 45 S SIDE PARKERS PRAIR	17.907
2016	4	MN 29	Parkers Prairie	Deer Creek	55	60	5608;5609;5610	BEG SL 55 N SIDE PARKERS PRAIRIE TO .1 MI N TH 106	16.079
2016	4	MN 29	Deer Creek	Wadena	55	60	5610	.1 MI N TH 106 TO SL 40 W SIDE WADENA	8.996
2016	7	MN 30	Westbrook	Storden	55	60	1701	BEG D7 CSAH 7/WSTBRK TO .2 MI W CSAH 5/STORDEN	5.828

Table 9: 2016 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	7	MN 30	Storden	Darfur	55	60	1701;1702;8307	BEG SL 55 .3 MI E CSAH 5 TO .1 MI W 2ND ST/DARFUR	23.922
2016	7	MN 30	Darfur	MN 4	55	60	8307	BEG SL 55 .1 MI E RAILROAD ST TO JCT TN 4	9.647
2016	7	MN 30	MN 15	US 169	55	55	8306;0705	BEG SL TH 15 TO N JCT TH 169	12.896
2016	7	MN 30	Amboy	Mapleton	55	55	0706	BEG SL 55 .2 MI E 4TH AV TO .4 MI W CENTRL AV/MPLTN	10.237
2016	7	MN 30	MN 22	New Richland	55	55	0707;8105	BEG SL 55 S JCT TH 22 TO .1 MI W DOGWOOD AV/NW RCHL	20.81
2016	6	MN 30	New Richland	Ellendale	55	60	8106;7403	TH 13/BEG D6 TO SL 30 .1 MI W CSAH 14/ELLENDALE	9.492
2016	6	MN 30	Ellendale	Blooming Prairie	55	60	7403;7404	BEG SL 55 E SIDE ELLENDALE TO N JCT TH 218	12.097
2016	6	MN 30	Blooming Prairie	Hayfield	55	60	2003;2004	BEG SL 55 STEEL/DODGE CL TO SL 30 W SIDE HAYFIELD	10.937
2016	6	MN 30	Hayfield	Dodge County 13	55	60	2004	BEG SL 55 .1 MI E HAYFIELD TO SL 50 .2 MI W CSAH 13	4.724
2016	6	MN 30	Dodge County 13	US 63	55	60	2004;5504	BEG SL 55 .2 MI E CSAH 13 TO N JCT TH 63	12.368
2016	6	MN 30	Stewartville	Chatfield	55	60	5504	BEG SL 55 E SIDE STEWARTVILLE TO TH 52/CHATFIELD	14.985
2016	6	MN 30	MN 74	Pilot Mound	55	55	5514	TH 74 TO SL 30 PILOT MOUND	5.917
2016	6	MN 30	Pilot Mound	Rushford	55	55	2305	BEG SL 55 PILOT MOUND TO SL 30/ W SIDE RUSHFORD	13.778
2016	2	MN 46	Deer River	Squaw Lake	55	55	3109	TH 2 TO SL 40 E SIDE SQUAW LAKE	26.007
2016	2	MN 46	Squaw Lake	Northome	55	55	3109;3607	BEG SL 55 .1 MI N SQW LK TO SL 40 .1 MI N NORTHME	18.471

Table 9: 2016 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	1	MN 48	Hinckley	Pine County 21	55	60	5804	.1 MI E CR 15 TO .3 MI W CSAH 21/CLOVERDALE	7.22
2016	1	MN 48	Pine County 21	Wisconsin Border	55	60	5804;5813	.3 MI E CSAH 21/CLOVERDALE TO WISC/MINN SL	13.965
2016	6	MN 56	US 63	Leroy	55	60	2312;5005	TH 63 TO SL 30 E SIDE LEROY	6.21
2016	6	MN 56	Leroy	Taopi	55	60	5005	BEG SL 55 W SIDE LEROY TO SL 45 E SIDE TAOPI	6.911
2016	6	MN 56	Taopi	Adams	55	60	5005	BEG SL 55 W TAPOI TO SL 30 E SIDE ADAMS	3.067
2016	6	MN 56	Adams	Brownsdale	55	60	5005;5004	BEG SL 55 W SIDE ADAMS TO SL 30 S SIDE BROWNSDALE	16.171
2016	6	MN 56	Brownsdale	US 14	55	60	5004;2005	BEG SL 55 N SIDE BRWNSDL TO E JCT TH 14	18.965
2016	6	MN 56	US 14	West Concord	55	60	2006	W JCT TH 14 TO SL 40 S SIDE WEST CONCORD	7.008
2016	6	MN 56	West Concord	Kenyon	55	60	2006;2507	BEG SL 55 N SIDE W CONCORD TO SL 40 S SIDE KENYON	8.566
2016	6	MN 56	Kenyon	Randolph	55	60	2508	N JCT TH 60/KENYON TO GOODHUE/DAKOTA CL/END D6	17.154
2016	7	MN 60	US 14	Madison Lake	55	60	0709	E JCT TH 14 TO SL 45 S SIDE MADISON LAKE	3.233
2016	7	MN 60	Madison Lake	Elysian	55	60	0709;4006	BEG SL 55 N SIDE MADISON LK TO SL 55 N SIDE MAD L	6.077
2016	7	MN 60	Elysian	Waterville	55	60	4006	BEG SL 55 N SIDE ELYSIAN TO SL 50 S OF WATERVILLE	5.117
2016	7	MN 68	Morgan	MN 4	55	60	6410;0807	BEG SL 55 .04 MI E CSAH 3/MORGAN TO TH 4	11.816
2016	7	MN 68	MN 15	US 169	55	55	0608;0710	TH 15 TO TH 169	21.189

Table 9: 2016 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	4	MN 78	Interstate 94	Ashby	55	60	2614	I 94 S RAMPS TO SL 45 S SIDE ASHBY	3.73
2016	4	MN 78	Ashby	Battle Lake	55	60	2612;2108;5619	BEG SL 55 N SIDE ASHBY TO TH 210 BEG SL 40/BAT LK	16.736
2016	4	MN 78	Battle Lake	Otter Tail County 128	55	60	5620	BEG SL 55 N SIDE BATTLE LK TO SL 50 .2 MI CR 128	6.678
2016	4	MN 78	MN 108	Perham	55	60	5621	SL 55 .8 MI N S JCT TH 108 TO SL 45 S SIDE PERHAM	9.819
2016	7	MN 83	MN 30	Pemberton	55	60	8107;0711	TH 30 TO .4 MI S CSAH 53	9.314
2016	7	MN 83	Pemberton	Mankato	55	60	0711	BEG SL 55 .1 MI N CSAH 53 TO TH 22	14.03
2016	7	MN 86	Iowa Border	Lakefield	55	60	3207;3208	IOWA SL TO .2 MI S 5TH AV/LAKEFIELD	11.68
2016	7	MN 86	Lakefield	MN 60	55	60	3208	BEG SL 55 .3 MI N MENAGE AV TO TH 60	10.002
2016	2	MN 87	US 71	Hubbard County 6	55	55	2909	N JCT TH 71 TO SL 30 .1 MI W CSAH 6	3.959
2016	2	MN 87	Hubbard County 6	Hubbard County 13	55	55	2909	BEG SL 55 .3 MI E CSAH 6 TO SL 40 .5 MI E CSAH 13	6.234
2016	2	MN 87	Hubbard 279th Ave	MN 64	55	55	2909	BEG SL 55 3.3 MI W TH 64 TO TH 64	3.249
2016	7	MN 91	Iowa Border	Ellsworth	55	55	5307	IOWA SL TO .1 MI S 7TH AV/ELLSWORTH	0.915
2016	7	MN 91	Ellsworth	Adrian	55	55	5307	BEG SL 55 .1 MI N NORTH AV TO .2 MI S LOCUST ST/ADR	10.676
2016	7	MN 91	Adrian	Nobles County 72	55	55	5308	BEG SL 55 .1 MI N RAMP I 90 TO NOBLES CL	14.213
2016	2	MN 92	MN 32	Brooks	55	60	6304	TH 32 TO SL 50 .1 MI E CSAH 12	6.059

Table 9: 2016 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	2	MN 92	Brooks	Trail	55	60	6304;6305;6013	BEG SL 55 .3 MI E CSAH 12 TO SL 50 W SIDE TRAIL	23.807
2016	2	MN 92	Trail	Gonvick	55	60	6013;1507	BEG SL 55 E SIDE TRAIL TO SL 45 W SIDE GONVICK	8.987
2016	2	MN 92	Gonvick	Clearbrook	55	60	1507	BEG SL 55 E SIDE GONVICK TO SL 30 .1 MI N CLEARBRK	4.455
2016	2	MN 92	Clearbrook	Bagley	55	60	1507	BEG SL 55 .1 MI S CLEARBRK TO SL 40 .5 MI N BAGELY	11.025
2016	2	MN 92	Bagley	MN 200	55	55	1506	BEG SL 55 S SIDE BAGELY TO TH 200	14.533
2016	7	MN 93	Le Sueur	US 169	55	55	7213	BEG SL 55 .2 MI W TH 112/LE SUEUR TO S JCT TH 169	0.617
2016	7	MN 93	US 169	Henderson	55	55	7212	N JCT TH 169 TO .2 MI S ELM ST/HENDERSON	3.448
2016	3	MN 95	Saint Cloud	Princeton	55	60	0505;4809	TH 23 E OF ST CLOUD TO SL 50 W SIDE JCT 169	21.95
2016	3	MN 95	Princeton	Cambridge	55	60	4810;3005;3006	BEG SL 55 E OF PRINCETON TO SL 30 W SIDE CAMBRIDGE	16.582
2016	3	MN 95	Cambridge	North Branch	55	60	3007	BEG SL 55 E SIDE CAMBRIDGE TO ISANTI CO LN/END D3	9.432
2016	7	MN 99	Nicollet	Saint Peter	55	55	5206	BEG SL 55 .5 MI E TH 11/NICOLLET TO S JCT TH 169	11.297
2016	7	MN 99	Saint Peter	Cleveland	55	55	4008	BEG SL 55 .3 MI E MN RVR BR TO .2 MI W BROADWAY ST	5.255
2016	7	MN 99	Cleveland	Le Center	55	55	4008;4009	BEG SL 55 .1 MI E 10TH ST TO .5 MI W LEX AV/LE CNTR	5.914
2016	7	MN 99	Le Center	MN 21	55	55	4009;4010;6609	BEG SL 55 .1 MI E CORDOVA AV/LE CENTER TO TH 21	14.007
2016	2	MN 102	Fertile	Crookston	55	60	6014	TH 32 TO TH 9	19.297

Table 9: 2016 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	4	MN 104	Sunburg	Glenwood	55	60	3416;6109;6110	W JCT TH 9 TO SL 40 S SIDE GLENWOOD	25.57
2016	3	MN 107	MN 65	Braham	55	55	3010	TH 65 TO BEG SL 50 S SIDE BRAHAM	0.9
2016	3	MN 107	Braham	Brook Park	55	60	3010;3311;5812	BEG SL 55 N SIDE BRAHAM TO TH 23	15.322
2016	4	MN 108	Interstate 94	Pelican Rapids	55	60	8413;5625	I 94 W RAMPS TO SL 45 W SIDE PELICAN RPDS	11.414
2016	4	MN 108	Star Lake	Dent	55	55	5623	BEG SL 55 STAR LAKE TO SL 30 W SIDE DENT	5.765
2016	4	MN 108	Dent	MN 78	55	55	5623	BEG SL 55 E SIDE DENT TO N JCT 78	6.642
2016	4	MN 108	MN 78	Ottertail	55	55	5624	S JCT TH 78 TO SL 35 W SIDE OTTERTAIL	0.848
2016	4	MN 108	Ottertail	Leaf Lake	55	55	5624	BEG SL 55 E SIDE OTTERTAIL TO SL 45 LEAF LAKE	4.959
2016	4	MN 108	Leaf Lake	Henning	55	55	5624	BEG SL 55 LEAF LAKE TO SL 45 N SIDE HENNING	5.917
2016	7	MN 109	Winnebago	Easton	55	60	2212	BEG SL 55 .03 MI E 4TH ST SE TO .1 MI W 2ND ST/ESTN	12.788
2016	7	MN 109	Easton	Wells	55	60	2212	BEG SL 55 .2 MI E 2ND ST TO .4 MI W MALF MOON RD	8.307
2016	7	MN 109	Wells	Alden	55	55	2206;2407	BEG SL 55 .1 MI E 3RD ST SE TO .2 MI W MASON AV	8.344
2016	7	MN 112	Le Sueur	Le Sueur County 112	55	55	4011	BEG SL 55 .8 MI S TURRIL ST TO .1 MI W CR 112/ST HE	9.679
2016	7	MN 112	Le Sueur County 112	Le Center	55	55	4011	BEG SL 55 .3 MI E CR 112/ST HENRY TO TH 99	1.588
2016	2	MN 113	MN 32	Norman County Line	55	55	2911	TH 32 TO NORMAN/MAHNOMEN CL/END D2	9.036

Table 9: 2016 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	4	MN 113	Norman County Line	Waubun	55	60	4407	MAHNOMEN CO LN/BEG D4 TO SL 30 W SIDE WAUBUN	5.602
2016	4	MN 113	Waubun	Mahnomen County 144	55	55	4405	TH 59 BEG SL 55 TO SL 50 .4 MI W CR 144	9.913
2016	4	MN 113	Savannah Township	US 71	55	55	0307;2911	BEG SL 55 10 MI W TH 71 TO TH 71	5.079
2016	4	MN 114	Starbuck	Lowry	55	60	6111	BEG SL 55 N SIDE STARBUCK TO SL 30 S SIDE LOWRY	5.385
2016	4	MN 114	Lowry	Interstate 94	55	60	6112;2110;2111	W JCT TH 55 TO I 94 N RAMPS	12.697
2016	3	MN 115	Randall	Camp Ripley	55	55	4908	TH 10 TO BEG SL 45 W OF CAMP RIPLEY	6.931
2016	4	MN 117	South Dakota Border	MN 27	55	55	7807	SO DAK/MINN SL TO TH 27	1.797
2016	4	MN 119	Appleton	US 12	55	60	7612	N JCT TH 7 & TH 59 TO TH 12	5.298
2016	1	MN 123	Sandstone	Asko	55	60	5802	.1 MI N BR 5718 TO N JCT TH 23	6.397
2016	1	MN 194	US 2	US 53	55	60	6932	TH 2 TO W JCT TH 53 (RP 7.649)	7.637
2016	2	MN 200	North Dakota Border	Halstad	55	60	5412;5411	ND/MINN SL TO SL 30 W SIDE HALSTAD	0.603
2016	2	MN 200	US 75	Ada	55	60	5407	S JCT TH 75 TO SL 40 W SIDE ADA	13.13
2016	2	MN 200	Ada	Norman County Line	55	60	5401;5402;5403	BEG SL 55 .4 MI E ADA TO NORMAN/MAHNOMEN CL/BEG D4	21.92
2016	4	MN 200	Norman County Line	Mahnomen	55	60	5403;4401	W MAHNOMEN CO LN/BEG D4 TO TH 59 BEG SL 40/MAHNMN	4.759
2016	4	MN 200	Mahnomen	Roy Lake	55	55	4402	TH 59 BEG SL 55 TO SL 40 W SIDE ROY LAKE	18.62

Table 9: 2016 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	2	MN 200	Roy Lake	US 71	55	55	1504;1505	BEG SL 55 .5 MI E MAHN/CLWTR CL TO W JCT TH 71	24.632
2016	1	MN 200	Hill City	MN 65	55	60	0106	.1 MI E CEDAR ST/HILL CITY TO .1 MI W MISS RVR BR	15.651
2016	1	MN 200	MN 65	US 2	55	60	0107	N JCT TH 65 TO TH 2	9.385
2016	2	MN 219	MN 1	Goodridge	55	60	5707	TH 1 TO SL 45 S SIDE GOODRIDGE	1.362
2016	2	MN 219	Goodridge	MN 89	55	60	5707;4510	BEG SL 55 N SIDE GOODRIDGE TO TH 89	13.647
2016	2	MN 220	Climax	US 2	55	60	6016	BEG SL 55 W SIDE CLIMAX TO E JCT TH 2	23.293
2016	2	MN 220	East Grand Forks	Alvarado	55	60	6017;4511	BEG SL 55 1.1 MI N E GRD FRKS TO SL 30 S SD ALVRDO	16.286
2016	2	MN 220	Oslo	MN 11	55	60	4512;3513	W JCT TH 1 TO TH 11	26.128
2016	2	MN 222	MN 92	Oklee	55	55	6306	TH 92 TO SL 30 .2 MI S 3RD AV/OKLEE	1.175
2016	2	MN 223	MN 92	Leonard	55	55	1508	TH 92 TO SL 30 .1 MI W 3RD AV/LEONARD	7.393
2016	4	MN 225	Becker County 26	MN 34	55	55	0309	BEG SL 55 E SIDE PONSFORD TO TH 34	8.439
2016	7	MN 253	Bricelyn	Interstate 90	55	55	2210	BEG SL 55 .1 MI N 5TH ST/BRICELYN TO I 90	5.956
2016	7	MN 254	Frost	Interstate 90	55	55	2211	BEG SL 55 .1 MI N 4TH ST/FROST TO I 90	4.532
2016	7	MN 257	Hanska	MN 15	55	60	0808	BEG SL 55 .1 MI E BROADWAY ST TO TH 15	3.896
2016	7	MN 263	Ceylon	Welcome	55	55	4609	BEG SL 55 .1 MI E GROVE ST/CEYLON TO CSAH 26/WELCOM	9.281

Table 9: 2016 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2016	7	MN 263	Welcome	Interstate 90	55	55	4609	BEG SL 55 .06 MI N CSAH 25 TO I 90	0.482
2016	7	MN 264	Round Lake	Interstate 90	55	55	5310	BEG SL 55 .1 MI E ROHRER AV/ROUND LK TO I 90	7.04
2016	7	MN 270	Hills	US 75	55	55	6706	BEG SL 55 .3 MI E CSAH 6HILLS TO TH 75	6.721
2016	2	MN 317	North Dakota Border	MN 220	55	60	4513	ND/MN SL TO TH 220	1.444
2016	4	MN 329	US 59	University of Minnesota	55	55	7507	TH 59 TO END TH 329 U OF M EXPER STA	1.112

Appendix G: 2015 Study Results

Table 10: 2015 Study Results

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2015	4	US 10	Begin 2-lane, west of Wadena	Wadena	55	60	5605;8001	END 4LN 2.5 MI W WADENA TO SL 40 W SIDE WADENA	2.9
2015	3	US 10	Wadena	End 2-lane, east of Wadena	55	60	8001	BEG SL 55 .9 MI E TH 71 TO BEG DIV .5 MI E CR 108	1.787
2015	M	US 10	US 61	Wisconsin	55	55	8205	BEG SL 55 .6 MI E TH 61 TO BEG SL 45 .4 MI W WI SL	2.095
2015	4	US 12	Ortonville	Benson	55	60	0603;7603; 7604	BEG SL 55 .3 MI E TH 75 TO BEG SL 45 W SIDE BENSON	40.304
2015	4	US 12	Benson	De Graff	55	60	7605	BEG SL 55 .2 MI E CSAH 25 TO SL 30 W SIDE DEGRAFF	6.128
2015	4	US 12	De Graff	Murdock	55	60	7605	BEG SL 55 E SIDE DEGRAFF TO SL 30 W SIDE MURDOCK	3.915
2015	4	US 12	Murdock	Kerkhoven	55	60	7605	BEG SL 55 E SIDE MURDOCK TO SL 30 W SIDE KERKHOVEN	3.655
2015	4	US 12	Kerkhoven	Swift/Kandiyohi County Line	55	60	7605	BEG SL 55 E SIDE KERKHOVEN TO S SWIFT CL/END D4	3.516
2015	8	US 12	Swift/Kandiyohi County Line	Pennock	55	60	3403	BEG D8/W KANDIYOHI CL TO SL 45 NW SIDE PENNOCK	3.445
2015	8	US 12	Pennock	Willmar	55	60	3403	BEG SL 55 E SIDE PENNOCK TO SL 45 NW SIDE WILLMAR	5.173
2015	8	US 12	Willmar (US 71)	Kandiyohi (CSAH 8)	55	60	3404	END 4LN SECT E WILMAR TO SL 45 .2 MI E W JCT CSAH 8	0.148
2015	8	US 12	Kandiyohi (CSAH 8)	Atwater	55	60	3404	BEG SL 55 .1 MI E E JCT CSAH 8 TO SL 30 W SIDE ATWT	6.847
2015	8	US 12	Atwater	Grove City (MN 4)	55	60	3404;4704	BEG SL 55 E SIDE ATWTR TO SL 30 .1 MI E W JCT TH 4	4.4
2015	8	US 12	Grove City (MN 4)	Litchfield	55	60	4704	BEG SL 55 .1 MI W E JCT TH 4 TO SL 45 N SIDE LITCH	7.457
2015	8	US 12	Litchfield	End 2-lane, east of Litchfield	55	60	4705	BEG SL 55 .1 MI E CSAH 34 TO BEG 4 LN PASS SECTION	0.534

Table 10: 2015 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2015	8	US 12	Begin 2-lane, west of Darwin	Darwin (CSAH 14)	55	60	4705	END 4 LN PASS/E SD LITCH TO BEG SL 45 NW SD DARWN	2.544
2015	8	US 12	Darwin (CSAH 14)	Dassel (MN 15)	55	60	4705	BEG SL 55 .1 MI E CSAH 14 TO SL 40 .1 MI W TH 15	4.179
2015	8	US 12	Dassel	Meeker/Wright County Line	55	55	4705	BEG SL 55 E SIDE DASSEL TO MEEKER CL/END D8	2.026
2015	3	US 12	Meeker/Wright County Line	Cokato	55	55	8601	BEG D3 MEEKER-WRIGHT CN TO BEG SL 35/W COKATO	2.687
2015	3	US 12	Cokato	End 2-lane, east of Cokato	55	55	8601	BEG SL 55 .5 MI E COKATO TO 4 LN PASS/E COKATO	1.03
2015	3	US 12	Begin 2-lane, west of Howard Lake	Howard Lake	55	55	8601	END 4 LN PASS/E COKATO TO SL 30 W SIDE HOWARD LAKE	2.143
2015	3	US 12	Howard Lake	Waverly (CSAH 8)	55	55	8601	BG SL 55 .2 MI E CSAH 7 TO BEG SL 45 .3 MI W CSAH 8	3.788
2015	3	US 12	Waverly	Montrose	55	55	8601	BEG SL 55 1.4 MI W CR 110 TO SL 45 .5 MI E CR 110	1.876
2015	3	US 12	Montrose	MN 25 (East Junction)	55	55	8601	BEG SL 55 .2 MI E TH 25 TO BEG 4LN PASS/E JCT TH 25	1.964
2015	3	US 12		Delano	55	55	8602	END 4 LN PASS/CSAH 14 TO BEG SL 50 .8 MI W CSAH 30	1.933
2015	3	US 12	Delano	Maple Plain	55	55	2713	BEG SL 55 .2 MI W CL TO BEG SL 50 E LIM INDEPENDENC	4.8
2015	M	US 12	Maple Plain	Long Lake (Old Crystal Bay Rd)	55	55	2713	BEG SL 55 TO BEG SL 50 .3 W OF OLD CRYSTAL BAY RD	2.362
2015	M	US 12	I-494	I-394	55	55	2714	BEG SL 55 .2 MI W I 494 TO I 494 (156+01.014)	0.039
2015	2	US 71	MN 197	Begin 65-mph Zone	55	55	0410	BEG SL 55 N SIDE TO SL 65 .2 MI N BEMIDJI	0.664
2015	3	US 169	Onamia	Garrison (MN 18)	55	55	1804	BEG SL 55 .6 MI S CSAH 35 TO SL 35 .3 MI S TH 18	8.296

Table 10: 2015 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2015	3	US 169	Garrison (MN 18)	Aitkin	55	55	1804;0115	BEG SL 55 .4 MI N TH 18 TO SL 45 S SIDE AITKIN	16.937
2015	M	US 212	Norwood Young America	Begin 2-lane, east of Norwood Young America	55	60	1013	BEG SL 55 TO BEG 2 LN TACOMA AVE	0.405
2015	M	US 212	Begin 2-lane, east of Norwood Young America	End 2-lane, east of Norwood Young America	55	60	1013	BEG 2 LN TO BEG 4LN	2.086
2015	M	US 212	End 2-lane, east of Norwood Young America	***	55	60	1013	BEG 4LN TO BEG 2LN	1.677
2015	M	US 212	***	End 2-lane, west of Cologne	55	55	1013	BEG 2LN TO BEG SL 50 IN DELANO	2.03
2015	M	US 212	Begin 2-lane, east of Cologne	End 2-lane, west of Chaska	50	60	1013	BEG SL 50 IN DELANO	5.262
2015	M	MN 3	Northfield	Farmington	55	60	1920	BEG SL 55 .4 MI N CSAH 47 TO SL 45 S FARMINGTON	9.514
2015	M	MN 3	Farmington	Rosemount	55	60	1921	BEG SL 55 N FARMINGTON TO SL 45 S ROSEMOUNT	4.253
2015	M	MN 3	Rosemount (Dodd Blvd)	Eagan (Diffley Rd)	55	55	1921	BEG SL 55 .2 MI N DODD BLVD TO SL 45 S DIFFLEY RD	3.821
2015	4	MN 7	Beardsley (MN 28)	CSAH 3	55	60	0609	TH 28 TO SL 50 .5 MI N CSAH 3	11.655
2015	M	MN 7	Mayer (MN 25)	St Bonifacius	55	60	1003;2704	END D8/BG MET SL 55 TH 25 TO BEG SL 45 W OF ST BONI	5.386
2015	M	MN 7	St Bonifacius	Chanhassen (Church Rd)	55	55	2704;1004; 2706	BEG SL 55 ST BONI TO BEG SL 50,3LN W OF CHURCH ST	6.121
2015	2	MN 11	North Dakota	Donaldson	55	60	3511;3501	NORTH DAKOTA TO W SIDE DONALDSON	11.413
2015	2	MN 11	Donaldson	Karlstad	55	60	3502	BEG SL 55 E SIDE DONALDSON TO SL 30 W SIDE KARLSTD	16.857
2015	2	MN 11	Karlstad	Greenbush	55	60	3503;6801	BEG SL 55 E SIDE DONALDSON TO SL 30 W SIDE GRN BSH	17.698
2015	2	MN 11	Greenbush	Badger	55	60	6802	BEG SL 55 E SIDE GREEN BUSH TO SL 50 S SIDE BADGER	9.437

Table 10: 2015 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2015	2	MN 11	Badger	Roseau	55	60	6802	BEG SL 55 .3 MI E BADGER TO SL 45 .1 MI W ROSEAU	11.27
2015	2	MN 11	Roseau	Warroad (MN 313)	55	60	6803	BEG SL 55 .1 MI E ROSEAU TO SL 40 .1 MI W TH 313	19.857
2015	2	MN 11	Warroad	Williams (CSAH 2)	55	60	6804;3901	BEG SL 55 S SIDE ROSEAU TO SL 40 W SIDE WILLIAMS	18.724
2015	2	MN 11	Williams (CSAH 2)	Baudette	55	60	3901	BEG 55 E SIDE WILLIAMS TO SL 40 .1 MI W BAUDETTE	15.639
2015	2	MN 11	Baudette	CSAH 18	55	60	3901;3902	BEG SL 55 E SIDE BAUDETTE TO SL 45 .1 MI W CSAH 18	7.054
2015	2	MN 11	CSAH 18	CSAH 118	55	60	3902;3604	BEG SL 55 .2 MI E CSAH 18 TO SL 45 W CSAH 118	18.19
2015	2	MN 11	CSAH 118	CSAH 32	55	60	3604	BEG SL 55 .2 MI E CSAH 118 TO SL 30 1.2 MI E CR 82	20.289
2015	2	MN 11	CSAH 32	US 71	55	60	3604	BEG SL 55 1.7 MI E CR 82 TO W JCT TH 71/END D2	10.163
2015	1	MN 11	US 71	International Falls (CSAH 332)	55	60	3605	TH 71/PELHAND TO .1 MI W CR 91	6.631
2015	6	MN 13	I-90	New Richland	55	60	2401	BEG 2 LN .3 MI N I 90 TO SL 50 E NEW RICHLAND	14.795
2015	M	MN 13	MN 19	CSAH 2	55	60	7001	BEG METRO JCT TH 19 TO BEG 2 LN .3 M S 263RD ST	1.465
2015	M	MN 13	CSAH 2	Prior Lake (Five Hawks Ave)	55	55	7001	BEG 2 LN 263RD TO BEG SL 45,RSD MED S PRIOR LAKE	11.989
2015	M	MN 13	Savage (CSAH 42)	Old MN 101 (US 169 ramps)	55	55	7001	BEG SL 55 CSAH 42 TO RAMP FROM 169 (OLD TH 101)	2.264
2015	M	MN 13	Old MN 101 (US 169 ramps)	Savage (Yosemite Ave)	55	55	7001	RAMP FROM 169 TO BEG SL 45,RSD MED YOSEMITE AVE	1.221
2015	M	MN 13	Savage (Lynn Ave)	Burnsville (Nicollet Ave)	55	55	7001;1901	BEG SL 55 LYNN AVE TO SL 50/R MED N NICOLLET AV	2.886
2015	M	MN 13	CSAH 30 (Diffley Rd)	Silver Bell Rd	55	55	1901	BEG SL 55/DEPR MED TO SL 50 N SILVER BELL RD EAGAN	1.513

Table 10: 2015 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2015	M	MN 13	CSAH 26 (Lone Oak Rd)	Begin 4-lane (I-494)	55	55	1901	BEG SL 55 S LONE OAK RD TO 4 LN DIV .2 MI S I-494	0.693
2015	M	MN 13	Begin 4-lane (I-494)	CSAH 31 (Pilot Knob Rd)	55	55	1901	BEG 4 LN DIV .2 MI S I-494 TO SL 40 N PILOT KNOB RD	1.197
2015	3	MN 18	Brainerd (MN 25)	Garrison (US 169)	55	55	1803	BEG SL 55 E SIDE BRAINERD TO SL 35 W SIDE GARRISON	17.246
2015	3	MN 18	US 169	MN 47	55	55	0102	BEG SL 55 E SIDE GARRISON TO N JCT TH 47	12.632
2015	1	MN 18	MN 47	Giese (CSAH 23)	55	60	4805;0103; 0114	TH 47 TO .1 MI W CSAH 23/GIESE	18.273
2015	1	MN 18	Giese (CSAH 23)	Finlayson	55	60	0114;5808	.1 MI E CSAH 23/GIESE TO .1 MI E CSAH 35/FINLAYSON	10.16
2015	1	MN 18	Finlayson	MN 23	55	60	5808	.1 MI E FRONT ST/FINLAYSON TO TH 23	3.83
2015	8	MN 22	Glencoe	Biscay (CSAH 4)	55	60	4307	BEG SL 55 W SIDE GLENCOE TO SL 30 S SIDE BISCAY	6.643
2015	8	MN 22	Biscay (CSAH 4)	Hutchinson	55	60	4307	BEG SL 55 NW OF BISCAY TO E JCT TH 7/E OF HUTCH	5.984
2015	8	MN 22	Cedar Mills (MN 7)	Litchfield	55	60	4709	BEG SL 55 N TH 7 JCT TO SL 45 S SIDE LITCHFIELD	11.636
2015	8	MN 22	Litchfield (US 12)	Eden Valley	55	60	4710	N JCT TH 12/LITCH TO SL 30 S SIDE EDEN VALLEY	11.458
2015	2	MN 32	Clay/Norman County Line	Twin Valley	55	60	5404	CLAY/NORMAN CL/BEG D2 TO SL 30 S SIDE TWIN VALLEY	7.183
2015	2	MN 32	Twin Valley (CSAH 27)	MN 200 (South Junction)	55	60	5404	BEG SL 55 .4 MI N TWIN VALLEY TO S JCT TH 200	2.199
2015	2	MN 32	MN 200 (North Junction)	Fertile	55	60	5405;6006	N JCT TH 200 TO SL 30 .4 MI S FERTILE	13.757
2015	2	MN 32	Fertile (MN 102)	Red Lake Falls	55	60	6007;6301	BEG SL 55 .1 MI N TH 102 TO SL 30 S SIDE RED LK FL	22.435
2015	2	MN 32	Red Lake Falls	St Hilaire	55	60	6301;5703	BEG SL 55 .3 MI RD LK FLS TO SL 30 S SIDE ST HLARE	8.866

Table 10: 2015 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2015	2	MN 32	St Hilaire	Thief River Falls	55	60	5703	BEG SL 55 N HILAIRE TO SL 45 S THIEF RIVER FALLS	6.001
2015	2	MN 32	Thief River Falls	Holt	55	60	5704;4503	BEG SL 55 N SIDE THF RVR FLS TO SL 50 S SIDE HOLT	10.86
2015	2	MN 32	Holt	Middle River	55	60	4503;4504	BEG SL 55 N SIDE HOLT TO SL 45 S SIDE MIDDLE RIVER	9.459
2015	2	MN 32	Middle River	Strathcona	55	60	4504;6805	BEG SL 55 .1 MI N MIDL RVR TO SL 40 S SD STRATHCNA	7.5
2015	2	MN 32	Strathcona	Greenbush	55	60	6805	BEG SL 55 N SIDE STRTHCNA TO SL 40 S SIDE GRN BSH	9.665
2015	M	MN 41	US 169	Chaska	55	55	7010	JCT TH 169 TO BEG SL 30 S CHASKA CL	1.49
2015	M	MN 41	MN 5	MN 7	55	55	1008	BEG SL 55 TO TH 7,END TH 41 (9.362)	2.172
2015	M	MN 47	Ramsey (156th Ln)	Anoka/Isanti County Line	55	55	0206	BEG SL 55 156TH LN TO ISANTI CL BEG D3 (36.585)	10
2015	3	MN 47	Anoka/Isanti County Line	Bradford (CR 40)	55	60	3001	BEG SL 55 156TH LN TO ISANTI CL BEG D3 (36.585)	10
2015	3	MN 47	Bradford (CR 40)	Dalbo (CSAH 3)	55	60	3001;3002	BEG SL 55 N SIDE BRADFORD TO SL 30 S SIDE DALBO	10.207
2015	3	MN 47	Dalbo (CSAH 13)	Ogilvie (TH 23)	55	60	3002;3303	BEG SL 55 N SIDE DALBO TO E JCT TH 23/OGILVIE	12.286
2015	3	MN 47	Ogilvie (TH 23)	Isle (MN 27)	55	60	3304;4815	W JCT TH 23 TO SL 40 S SIDE ISLE	21.83
2015	3	MN 47	Isle	Glen (CSAH 12)	55	55	4807;0108	BEG SL 55 N SIDE ISLE TO SL 50 .3 MI S CSAH 12	19.645
2015	3	MN 47	Glen (CSAH 12)	Aitkin	55	55	0108	BEG SL 55 .2 MI N CSAH 12 TO SL 45 S SIDE AITKIN	14.157
2015	M	MN 50	Farmington (MN 3)	Hampton	55	55	1904	BEG SL 55 E CL FARMINGTON TO SL 30 N CL HAMPTON	6.925
2015	M	MN 50	Hampton	New Trier	55	55	1923	BEG SL 55 E CL HAMPTON TO SL 30 W CL NEW TRIER	2.658

Table 10: 2015 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2015	M	MN 50	New Trier	US 61	55	55	1923	BEG SL 55 E CL NEW TRIER TO TH 61	3.698
2015	3	MN 55	Buffalo	Rockford	55	55	8607	BEG SL 55 E SIDE BUFFALO TO SL 45 W SIDE ROCKFORD	7.637
2015	M	MN 55	Rockford	Medina (Arrowhead Dr)	55	55	2722;2723	BEG SL 55 2LN CSAH 92 TO BEG 4LN R-MED ARROWHEAD DR	7.456
2015	M	MN 55	Begin 2-lane, east of US 52	Hastings	55	55	1910	BEG 2 LN .4 MI E TH 52 TO 4 LN .3 MI W HASTINGS	6.68
2015	M	MN 56	Goodhue/Dakota County Line	Hampton (MN 50)	55	60	1911	END D6/BEG D9 GOODHUE/DAKOTA CL TO TH 50 (98.789)	6.114
2015	6	MN 60	Waterville	Faribault	55	60	4007;6606	BEG SL 55 .2 MI E WATERVL TO SL 45 W SIDE FARIBAULT	13.673
2015	6	MN 60	Faribault	Kenyon	55	60	6607	BEG SL 55 E SIDE FARIBLT TO SL 45 W SIDE KENYON	0.02
2015	6	MN 60	Faribault	Kenyon	55	60	6607;2511	BEG SL 55 E SIDE FARIBLT TO SL 30 W SIDE KENYON	12.388
2015	6	MN 60	Kenyon (MN 56)	Zumbrota (US 52)	55	60	2511	BEG SL 55 E SIDE KENYON TO N JCT TH 52	15.32
2015	6	MN 60	US 52	Mazeppa	55	60	2512	S JCT TH 52 TO SL 30 GOODHUE/WABASHA CL	5.068
2015	6	MN 60	Mazeppa	Zumbro Falls	55	60	7902	BEG SL 55 E SIDE MAZEPPA TO SL 30 W SIDE ZUMBRO FLS	0.186
2015	6	MN 60	Wabasha (bridge)	Wisconsin	55	55	7911	BEG SL 55 S END BR TO MINN/WISC SL	0.233
2015	8	MN 68	South Dakota	Canby (US 75)	55	55	8708	SO DAK/MINN STATE LN TO SL 40 NW OF CANBY	8.146
2015	8	MN 68	Canby (US 75)	Porter	55	55	8709	BEG SL 55 SE SIDE CANBY TO SL 35 W SIDE PORTER	6.234
2015	8	MN 68	Porter	Taunton (CSAH 1)	55	55	8709;4106;4210	BEG SL 55 S SIDE PORTER TO SL 35 W SIDE TAUNTON	5.235
2015	8	MN 68	Taunton (CSAH 1)	Minneota	55	60	4210	BEG SL 55 S SIDE TAUNTON TO SL 30 NW SIDE MINNEOTA	4.02

Table 10: 2015 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2015	8	MN 68	Minneota	Ghent	55	60	4210	BEG SL 55 SE SIDE MINN TO SL 35 W OF GHENT	4.762
2015	8	MN 68	Ghent	Marshall (US 59)	55	60	4210	BEG SL 55 SE SIDE GHENT TO SL 40 NW SIDE MARSHALL	5.427
2015	8	MN 68	MN 19	Milroy	55	60	6407	E JCT TH 19/MARSHALL TO SL 30 N SIDE MILROY	2.453
2015	8	MN 68	Milroy	Wabasso	55	60	6407	BEG SL 55 S SIDE MILROY TO SL 40 W SIDE WABASSO	15.469
2015	8	MN 68	Wabasso	US 71	55	60	6407	BEG SL 55 .1 M E OF WABASSO TO S JCT TH 71	6.114
2015	8	MN 68	US 71	Morgan (MN 67)	55	55	6408	N JCT TH 71 TO SL 30 W SIDE MORGAN	9.659
2015	4	MN 79	Elbow Lake	Erdahl (CSAH 10)	55	60	2613	BEG SL 55 E SIDE ELBOW LK TO SL 40 W SIDE ERDAHL	6.711
2015	4	MN 79	Erdahl (CR 54)	I-94	55	60	2613;2109	BEG SL 55 E SIDE ERDAHL TO I 94 E RAMPS	4.347
2015	4	MN 87	Frazee	Becker/Wadena County Line	55	60	0306	BEG SL 55 TO BECKER CO LN/END D4	26.346
2015	3	MN 87	Becker/Wadena County Line	Menagha	55	60	8006	BECKER-WADENA CO LNBEG D3 TO SL 45 W SIDE MENAGHA	2.339
2015	3	MN 87	Hubbard/Cass County Line	Backus	55	55	1113	HUBB/CASS CO LN TO SL 30 W SIDE BACKUS	11.222
2015	3	MN 87	Backus (MN 371)	MN 84	55	55	1114	N JCT TH 371 TO TH 84	7.795
2015	M	MN 97	I-35	US 61	55	55	8201	I 35 TO S JCT TH 61 (RP2.382)	2.36
2015	M	MN 97	Forest Lake (8th St)	Scandia (CSAH 3)	55	55	8212	BEG SL 55 GOODVIEW AV TO SL 50 W OAKHILL RD/SCANDIA	8.091
2015	M	MN 97	Scandia (CSAH 3)	MN 95	55	55	8212	BEG SL 55 .3 MI E OLINDA TR/SCANDIA TO TH 95	1.277
2015	4	MN 106	Deer Creek (MN 29)	US 10	55	60	5622	BEG SL 55 N SIDE DEER CREEK TO TH 10	6.924

Table 10: 2015 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2015	4	MN 210	North Dakota	US 75	55	55	8412	NO DAK/MINN SL TO N JCT TH 75	0.219
2015	4	MN 210	Breckenridge (US 75)	Fergus Falls	55	60	8401;5601	S JCT TH 75 TO SL 45 4 LN DIV W SIDE FERGUS FALLS	22.068
2015	4	MN 210	I-94	Battle Lake (MN 78)	55	60	5602	E JCT I 94 TO .1 MI E TH 78/BATTLE LAKE	19.127
2015	4	MN 210	Battle Lake (MN 78)	Vining	55	60	5603	.1 MI E TH 78/BATTLE LAKE TO SL 50 W SIDE VINING	8.637
2015	4	MN 210	Vining	MN 29	55	60	5603;5604	BEG SL 55 E SIDE VINING TO .1 MI E TH 29	11.8
2015	4	MN 210	MN 29	Hewitt (US 71)	55	60	7701	.1 MI E TH 29 TO TH 71/HEWITT	10.831
2015	3	MN 210	Hewitt	Staples	55	60	7701	BEG SL 55 E SIDE HEWITT TO SL 30 W SIDE STAPLES	14.969
2015	3	MN 210	Motley	End 2-lane, Baxter	55	60	4909;1115;1805	BEG SL 55 E JCT TH 10 TO 4LN EXPWY W SIDE BAXTER	17.254
2015	3	MN 210	End 2-lane, Baxter	MN 371	55	55	1805	BEG 4LN EXPWY W SIDE BAXTER TO SL 45 BAXTER	2.347
2015	3	MN 210	Begin 2-lane, east of Brainerd	Ironton	55	60	1806	BEG SL 55 E OF BRAINERD TO SL 30 W SIDE IRONTON	11.089
2015	3	MN 210	Crosby	Deerwood	55	55	1807	BEG SL 55 E OF CROSBY TO SL 45 W OF DEERWOOD	2.898
2015	3	MN 210	Deerwood	Aitkin	55	60	1807;0118	BEG SL 55 E SIDE DEERWOOD TO SL 45 W SIDE AITKIN	9.058
2015	3	MN 210	Aitkin	McGregor (MN 65)	55	60	0119;0120	BG SL 55 E SIDE AITKIN TO SL 40 .2 MI W W JCT TH 65	20.805
2015	1	MN 210	McGregor (MN 65)	Tamarack (CSAH 6)	55	60	0121	.3 MI W E JCT TH 65/MCGRGR TO .2 MI W CSAH 6/TAMRCK	8.42
2015	1	MN 210	Tamarack (CSAH 6)	Wright (CSAH 20)	55	60	0121;0914	.3 MI E CSAH 6/TAMARACK TO .1 MI W CSAH 20/WRIGHT	5.895
2015	1	MN 210	Wright (CSAH 23)	Cromwell (MN 73)	55	60	0914	.04 MI E CSAH 23/WRIGHT TO .2 MI W TH 73/CROMWELL	5.349

Table 10: 2015 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2015	1	MN 210	Cromwell (MN 73)	End 2-lane, west of I-35	55	60	0915	.3 MI E TH 73/CROMWELL TO .1 MI E T 343/COLOGNE RD	19.001
2015	8	MN 274	Woodlake	MN 23	55	60	8714	BEG SL 55 N SIDE WOOD LAKE TO TH 23	8.345
2015	8	MN 277	MN 7	Gluek (CR 36)	55	60	1213	TH 7 TO SL 45 S SIDE GLUEK	2.31
2015	8	MN 277	Gluek (CR 36)	MN 40	55	60	1213	BEG SL 55 N SIDE GLUEK TO TH 40	8.344

Appendix H: 2014 Study Results

Table 11: 2014 Study Results

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2014	8	US 212	Montevideo (MN 29)	Granite Falls	55	55	1212;8712	BG SL 55 .3 MI E E JCT TH 29 TO SL 45 W SIDE GR FLS	12.339
2014	8	US 212	Chippewa/Renville County Line	Sacred Heart	55	60	6510	BEG SL 55 CHIP/RENVILLE CL TO SL 30 W OF SACRED HRT	5.119
2014	8	US 212	Sacred Heart	Renville	55	60	6510	BEG SL 55 E OF SACRED HRT TO SL 45 W SIDE RENVILLE	5.772
2014	8	US 212	Renville	Danube	55	60	6510	BEG SL 55 E SIDE RENVILLE TO SL 30 W SIDE DANUBE	4.573
2014	8	US 212	Danube	Olivia (US 71)	55	60	6510	BG SL 55 E SIDE DANUBE TO SL 50 .2 MI E W JCT TH 71	3.264
2014	8	US 212	Olivia	Bird Island	55	60	6511	BEG SL 55 E SIDE OLIVIA TO SL 30 W SIDE BIRD ISLAND	3.592
2014	8	US 212	Bird Island	Hector (MN 4)	55	60	6511	BEG SL 55 E SIDE BD ISLE TO SL 45 W SIDE HECTOR	7.999
2014	8	US 212	Hector (MN 4)	Buffalo Lake	55	60	6512	BEG SL 55 E SIDE HECTOR TO SL 50 W SIDE BUFFALO LK	3.596
2014	8	US 212	Buffalo Lake	Stewart	55	60	6512;4309	BEG SL 55 E SIDE BUFF LK TO SL 50 W SIDE STEWART	6.155
2014	8	US 212	Stewart	MN 22	55	60	4309;4310	BEG SL 55 E OF STEWART TO SL 65 W JCT TH 22	13.643
2014	8	MN 23	Begin 2-lane, east of New London	End 2-lane, west of Paynesville	55	60	3408	BEG SL 55 END DIV ROAD TO SL 65 PAYNESVILLE BYPASS	10.636
2014	3	MN 23	Paynesville	Richmond	55	60	7305	BEG SL 55 E SIDE PAYNSVLLE TO SL 50 W SIDE RICHMOND	8.771
2014	3	MN 23	Foley	Foreston	55	60	0504;4801	BEG SL 55 E SIDE FOLEY TO SL 50 W SIDE FORESTON	10.055
2014	3	MN 23	Foreston	Milaca	55	60	4801	BG SL 55 E SIDE FORESTON TO BEG SL 45 W SIDE MILACA	2.355
2014	3	MN 23	Milaca	Ogilvie	55	60	4802;3301	BG SL 55 E SIDE MILACA TO SL 40 W JCT TH 47 OGILVIE	10.586
2014	3	MN 23	Ogilvie	Mora (MN 65)	55	60	3301	BEG SL 55 E SIDE OGILVIE TO S JCT TH 65 SW OF MORA	5.900

Table 11: 2014 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2014	3	MN 23	Mora	Quamba	55	60	3302;5801	BEG SL 55 W SIDE MORA TO BEG SL 50 W SIDE QUAMBA	5.207
2014	3	MN 23	Quamba	Quamba	55	60	3302;5801	BEG SL 50 W SIDE TO BEG SL 55 E SIDE QUAMBA	0.270
2014	3	MN 23	Quamba	MN 107	55	60	3302;5801	BEG SL 55 E SIDE QUAMBA TO TH 107/END D3	4.274
2014	1	MN 23	MN 107	Brook Park	55	60	5801	TH 105 TO .2 MI W CSAH 13/BROOK PARK	0.811
2014	1	MN 23	Brook Park	Brook Park	55	60	5801	.2 MI W CSAH 13 TO .1 MI E CSAH 63/BROOK PARK	0.630
2014	1	MN 23	Brook Park	I-35	55	60	5801	.1 MI E CSAH 63/BRK PK TO S JCT I-35	5.687
2014	4	MN 32	MN 34	Rollag (T383)	55	60	1402	TH 34 TO SL 30 S SIDE ROLLAG	5.430
2014	4	MN 32	Rollag (T383)	Hitterdal	55	60	1402;1403	BEG SL 55 N SIDE ROLLAG TO SL 30 S SIDE HITTERDAL	16.325
2014	4	MN 32	Hitterdal	Ulen	55	60	1403	BEG SL 55 N SIDE HITTERDAL TO SL 30 S SIDE ULEN	6.585
2014	4	MN 32	Ulen	Clay/Norman County Line	55	60	1403	BEG SL 55 N SIDE ULEN TO CLAY CO LN/END D4	4.661
2014	4	MN 54	MN 27	Elbow Lake (MN 55)	55	60	2607	TH 27 TO TH 55/ELBOW LAKE	10.851
2014	4	MN 55	North Dakota	Nashua	55	60	8404;8405	SNO DAK/MINN SL TO SL 45 W SIDE NASHUA	12.405
2014	4	MN 55	Nashua	Wendell	55	60	8405;2608	BEG SL 55 E SIDE NASHUA TO SL 30 S SIDE WENDELL	9.819
2014	4	MN 55	Wendell	US 59 (North Junction)	55	60	2608	BEG SL 55 N SIDE WENDELL TO N JCT TH 59	4.672
2014	4	MN 55	Barret (US 59)	Hoffman	55	60	2609	BEG SL 55 S SIDE BARRETT TO SL 40 N SIDE HOFFMAN	6.696
2014	4	MN 55	Hoffman	Kensington	55	60	2609;2107	BEG SL 55 S SIDE HOFFMAN TO SL 30 N SIDE KENSINGT	5.686
2014	4	MN 55	Kensington	Farwell	55	60	2107;6107	BEG SL 55 S SIDE KENSNGTN TO SL 45 N SIDE FARWELL	3.862

Table 11: 2014 Study Results (continued)

Study Year	District	Hwy Route	Approximate Starting Point of 55-mph Zone Study	Approximate End Point of 55-mph Zone Study	Current Speed Limit	New Authorized Speed Limit	Control Section	Geographical Description of 55-mph Zone	Length (miles)
2014	4	MN 55	Farwell	Lowry (MN 114)	55	60	6107	BEG SL 55 S SIDE FARWELL TO SL 30 W SIDE LOWRY	5.449
2014	4	MN 55	Lowry (MN 114)	Glenwood (CSAH 50)	55	60	6107;6108	BEG SL 55 E SIDE LOWRY TO SL 50 .9 MI E TH 29	7.507
2014	4	MN 55	Glenwood	Pope/Stearns County Line	55	60	6108	BEG SL 55 .4 MI S TH 28 TO POPE CO LN/END D4	15.042
2014	3	MN 55	Pope/Stearns County Line	Brooten	55	60	7312	STEARNS CO LN/BEG D3 TO SL 30 W SIDE BROOTEN	0.171
2014	3	MN 55	Brooten	Belgrade (US 71)	55	60	7312	BG SL 55 E SIDE BROOTN TO SL 30 W SIDE BELGRADE	6.070
2014	3	MN 55	Belgrade (US 71)	Paynesville	55	60	7313;3410; 7314	BEG SL 55 .2 MI E EJCT TH 71 TO SL 35 W OF PAYNSVL	13.551
2014	3	MN 55	Paynesville	Eden Valley	55	60	7314;4712	BEG SL 55 E OF PAYNSVL TO SL 30 W SIDE EDEN VALLEY	8.956
2014	3	MN 55	Eden Valley	Watkins	55	60	4713	BEG SL 55 E SIDE EDEN VALLY TO SL 50 W SIDE WATKINS	6.199
2014	3	MN 55	Watkins	Kimball	55	60	4713;7315	BEG SL 55 E SIDE WATKINS TO SL 40 W SIDE KIMBALL	5.184
2014	3	MN 55	Kimball	South Haven	55	55	7316;8606	BEG SL 55 E KIMBALL TO SL 30 W SOUTH HAVEN	3.697
2014	3	MN 55	South Haven	Annandale	55	55	8606	BEG SL 55 E SOUTH HAVEN TO SL 30 W SIDE ANNANDALE	4.470
2014	3	MN 55	Annandale	Maple Lake	55	55	8606	BEG SL 55 E SIDE ANNANDL TO SL 45 W SIDE MAPLE LAKE	4.596
2014	3	MN 55	Maple Lake	Buffalo	55	55	8606	BEG SL 55 E SIDE MAPLE LAKE TO SL 45 W SIDE BUFFALO	6.230
2014	3	MN 84	Pine River (MN 371)	Longville	55	55	1110;1111	BEG SL 55 N OF PINE RVR TO SL 30 S SIDE LONGVILLE	22.967
2014	3	MN 84	Longville	MN 200	55	55	1111	BEG SL 55 N SIDE LONGVILLE TO TH 200	4.158
2014	3	MN 237	New Munich (CSAH 30)	I-94	55	60	7322	BG SL 55 E OF NEW MUNICH TO SL 40 .2 MI S I 94	1.427
2014	3	MN 237	40 mph Section, south of I-94	I-94	55	60	7322	BG SL 40 .2 MI S I 94 TO I 94 N RAMPS	0.319

Appendix I: Map of Speed Limit Study Progress

Figure 7: Speed Limit Study Progress as of Nov. 15, 2017