

## Information Brief

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### THE MINNESOTA ROAD NETWORK

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This information brief answers three questions:

WHO OWNS MINNESOTA'S ROADS?

Figure 1: Pie Chart

WHAT ARE THE FUNCTIONAL DIVISIONS OF MINNESOTA HIGHWAYS?

Figure 2: Pie Chart

HOW DOES MINNESOTA COMPARE WITH OTHER STATES?

Tables 1-5: A comparison with other states of total mileage for:

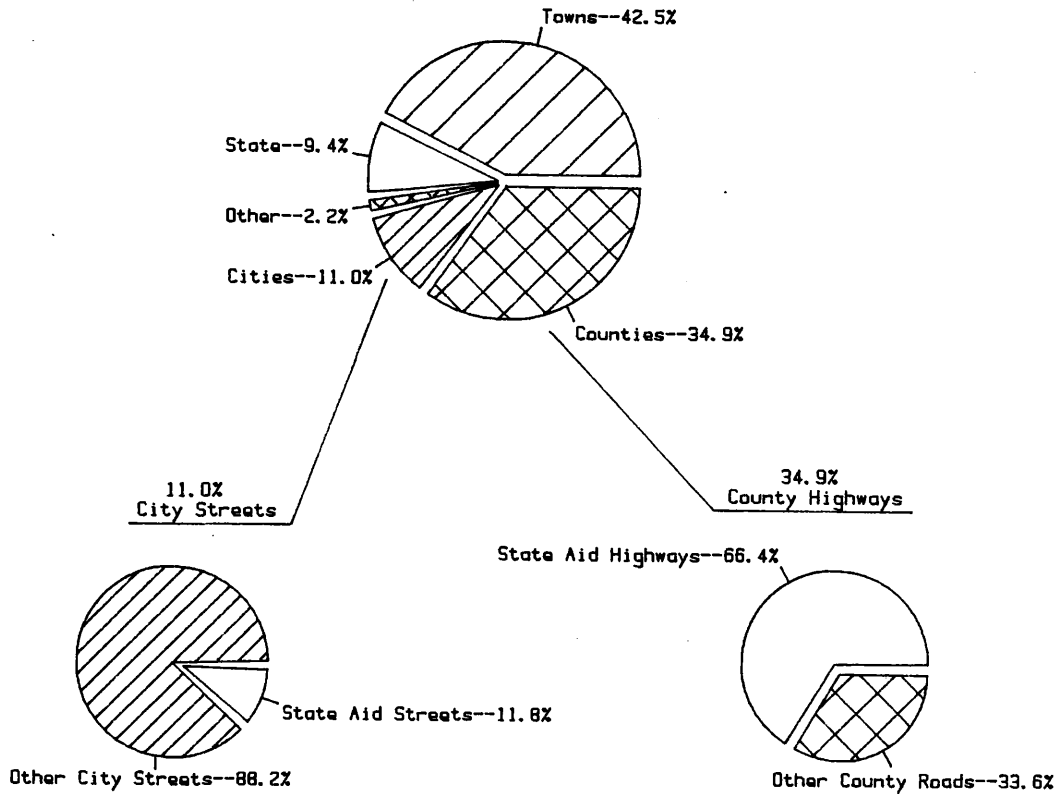
1. Road and Street Mileage
2. State Highway Mileage
3. County Road Mileage
4. Town Road Mileage
5. Percentage of State Controlled Roads

**Figure 1: WHO OWNS MINNESOTA'S ROADS?**

Figure 1 illustrates the ownership of Minnesota's 131,100 miles of roads and streets.

The city street network contains 1,800 miles of municipal state-aid streets (all in cities over 5,000 population) and 13,700 miles of other city streets.

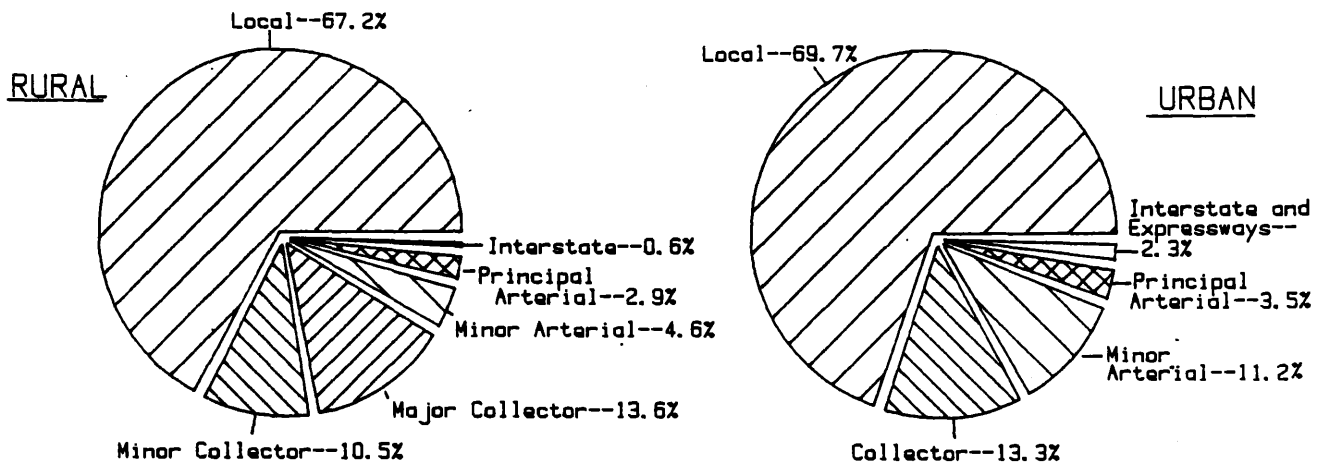
The county highway system includes 30,000 miles of county state-aid highways and 15,300 miles of other county roads.



The state trunk highway system consists of about 12,100 miles owned and maintained by the Minnesota Department of Transportation.

The town road network consists of roads owned and maintained by towns.

**Figure 2: WHAT ARE THE FUNCTIONAL DIVISIONS OF MINNESOTA HIGHWAYS?**



Graphics: Research Department  
Minnesota House of Representatives

Rural Systems

Serves state-wide and interstate travel and almost all urban areas; provides integrated network.

Connects towns and cities to provide integrated interstate and intercounty service; spaced to give all developed areas reasonable access to an arterial.

Major: Serves urban areas and areas of intracounty importance not served by arterials and links those places with nearby towns and cities or with arterials.

Minor: Spaced to collect traffic from lower system, serves all communities not served by arterials, connects local traffic generators with less developed parts of state.

Gives access to property, serves short trips and includes all routes not on collector and arterial systems.

Definitions

**Principal Arterial**

**Minor Arterial**

**Collectors**

**Local**

Urban Systems

Connects major development centers, serves large part of traffic into and out of large urban areas, connects with rural arterials.

Serves moderate-length trips at a lower mobility level than principal arterials, provides access to smaller geographic areas, gives access among communities but not neighborhood access.

Collects traffic from local streets and roads and channels it into arterials; provides land access and traffic circulation in residential neighborhoods, commercial and industrial areas.

Gives access to property and includes all routes not on collector and arterial systems; discourages through traffic.

TABLES 1-5: HOW DOES MINNESOTA COMPARE WITH OTHER STATES?

<u>Table 1: Total Public Road and Street Mileage - 1983</u>		
<u>Rank</u>	<u>State</u>	<u>Miles</u>
1	Texas	275,784
2	California	174,033
3	Illinois	134,599
4	Oregon	133,469
5	Kansas	132,265
6	MINNESOTA	131,475
	U.S. Average	77,571

<u>Table 2: Total State Highway Mileage - 1983*</u>		
<u>Rank</u>	<u>State</u>	<u>Miles</u>
1	Pennsylvania	106,894
2	Georgia	86,555
3	North Carolina	76,778
4	Texas	71,335
5	Virginia	54,631
17	MINNESOTA	13,435
	50-State Average	18,315

\* includes park and forest roads

<u>Table 3: Total County Road Mileage - 1983</u>		
<u>Rank</u>	<u>State</u>	<u>Miles</u>
1	Texas	136,659
2	Kansas	111,261
3	Iowa	89,639
4	Michigan	88,845
5	Oklahoma	85,784
16	MINNESOTA	45,932
	50-State Average	32,187

(includes 9 states with no mileage under county control)

Table 4: Total Town Road Mileage - 1983

<u>Rank</u>	<u>State</u>	<u>Miles</u>
1	Illinois	71,206
2	North Dakota	65,309
3	Wisconsin	61,154
4	MINNESOTA	55,322
5	New York	54,953
	50-State Average	10,374
(includes 24 states with no mileage under township control)		

Table 5: Percentage of Total Roads Under State Control  
1983

<u>Rank</u>	<u>State</u>	<u>Percentage</u>
1	Alaska	98.5
2	Pennsylvania	92.5
3	West Virginia	90.3
4	Delaware	88.7
5	Virginia	83.9
42	MINNESOTA	10.2
	50-State Average	23.6