DEPARTMENT OF TRANSPORTATION

2018 Final Report on the

Evaluation of Certain Trunk Highway Speed Limits

January 2019

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Contents

Legislative Request **4**

Summary **6**

Post Study Analysis 6

Study Details **8**

Study Overview 8

Study Methodology 9

Appendix A: Glossary **10**

Appendix B: Total Miles for Study by MnDOT District **12**

Appendix C: Schedule of Speed Studies from 2014-2018 ..... **13**

Appendix D: Speed Study Screening Evaluation List **22**

Screening Considerations for Evaluating Rural Two-Lane Highways 22

Explanation of the Screening Considerations for Evaluating Rural Two- Lane Highways 23

Appendix E: 2018 Study Results **24**

Appendix F: 2017 Study Results **43**

Appendix G: 2016 Study Results **45**

Appendix H: 2015 Study Results **57**

Appendix I: 2014 Study Results **67**

Appendix J: Map of Speed Limit Study Progress **70**

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 2018 is $220,782. The total cost of this reporting requirement over the 5-year period is $1,179,402.

2018 Project Costs (12/1/2017 - 11/13/2018)	
MnDOT Staff Time	
Project Management, speed sampling, and data analysis	$125,021
Consultant Costs	
Field Work	$68,797
Project Management, speed sampling, and data analysis	$26,964
2018 Total	**$220,782**

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**

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. As a result of the study required by this legislation, the speed limit was increased to 60 miles per hour on 5,240 miles (77 percent) of the two-lane state highway system. MnDOT previously increased speeds to 60 miles per hour on 1,550 mile of two-lane highways. When all of the speed limit signs are installed, 81 percent of the two-lane, two-way state highways will have a posted speed limit of 60 miles per hour.

Of the nearly 7,000 miles studied, about 5,000 of these miles crossed the borders of different Minnesota Department of Transportation districts and required 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 did not cross MnDOT district boundaries and the timeline for their study was left to the discretion of the district.

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, 100 percent of all routes originally proposed for the 5-year project were studied and authorized – 100 percent of all coordinated routes are complete and 100 percent of all discretionary routes are complete. The winter and spring months will be used to install regulatory signs.

Post Study Analysis

In order to assess the impact of raising speed limits on travel speed, vehicle travel speeds were recorded before and after speed limits were increased. A random sample of locations throughout the state where speed limits were raised and where speed limits remained the same was the basis for comparing the results and providing statistically significant findings. These findings are based on 46 locations where the speed limit increased to 60 miles per hour and 22 locations where the speed limit remained at 55 mph. The results comparing the speeds before and after any speed limits changes, if implemented, for the 68 locations are shown in Table 1 below.

The table below shows multiple measures of roadway speed. The 85th percentile speed is a measure used by engineers to set roadway speeds. The 85th percentile speed is the speed at which 85 percent of drivers are traveling or below. The mean speed shows the average speed that drivers are traveling. The standard deviation gives context to how travel speeds are distributed. The standard deviation shows the number of miles per hour greater than and less than the mean or average. This measure shows the average of the highest five travel speeds and offers an understanding of extreme speeds.

Table 1: Before and After Data for Speed Limit Changes

	Before Speed Limit Change	After Speed Limit Change
85th Percentile Speed	65 mph	65 mph
Mean Speed	59 mph	60 mph
Standard Deviation	6.4 mph	6.1 mph
Average of Five Highest Speeds	76 mph	76 mph

Note: This analysis includes roadway speed data from the forty-six randomly selected locations where the posted speed limit was changed.

Using the 68 locations throughout the state, it was found that there was no change in the 85th percentile speed after the installation of the 60 mile per hour speed limit. The mean speed increased by one mile per hour and the standard deviation reduced slightly. After speed limits increased travel speeds at the locations sampled were slightly more consistent between each vehicle. In other words, more drivers traveled at a similar speed after speed limits increased. This is a desirable outcome, but this change is very slight and may not impact the frequency or severity of crashes.

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 were made when necessary due to construction activities on state or local roads within the study area, weather or other unforeseen conditions arose. 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 were analyzed during the 5-year timeframe.

Each of the required roadways had a speed study done. A speed study analyzes the speed at which 85 percent of drivers choose to drive on a road. The study recommended a speed limit appropriate to how the road was driven. Many other factors also influenced the recommendation, such as the number of access points, shoulder width and crash history. Nine factors were 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 was completed, the MnDOT district traffic engineer reviewed all data collected and made the final recommendations for an appropriate speed limit. When a recommendation to increase a speed limit was made, the MnDOT Office of Traffic Engineering reviewed the new speed authorization. Recommended speed limit increases were reviewed and approved by OTE. Once the speed authorization was signed, the appropriate speed limit signs were installed where necessary. The new speed limits were effective once the new speed limit signs were 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 2: 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 got 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 qualified for this study. In those cases, the control sections that were 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 3: 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 4: 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 5: 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 6: 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 7: 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

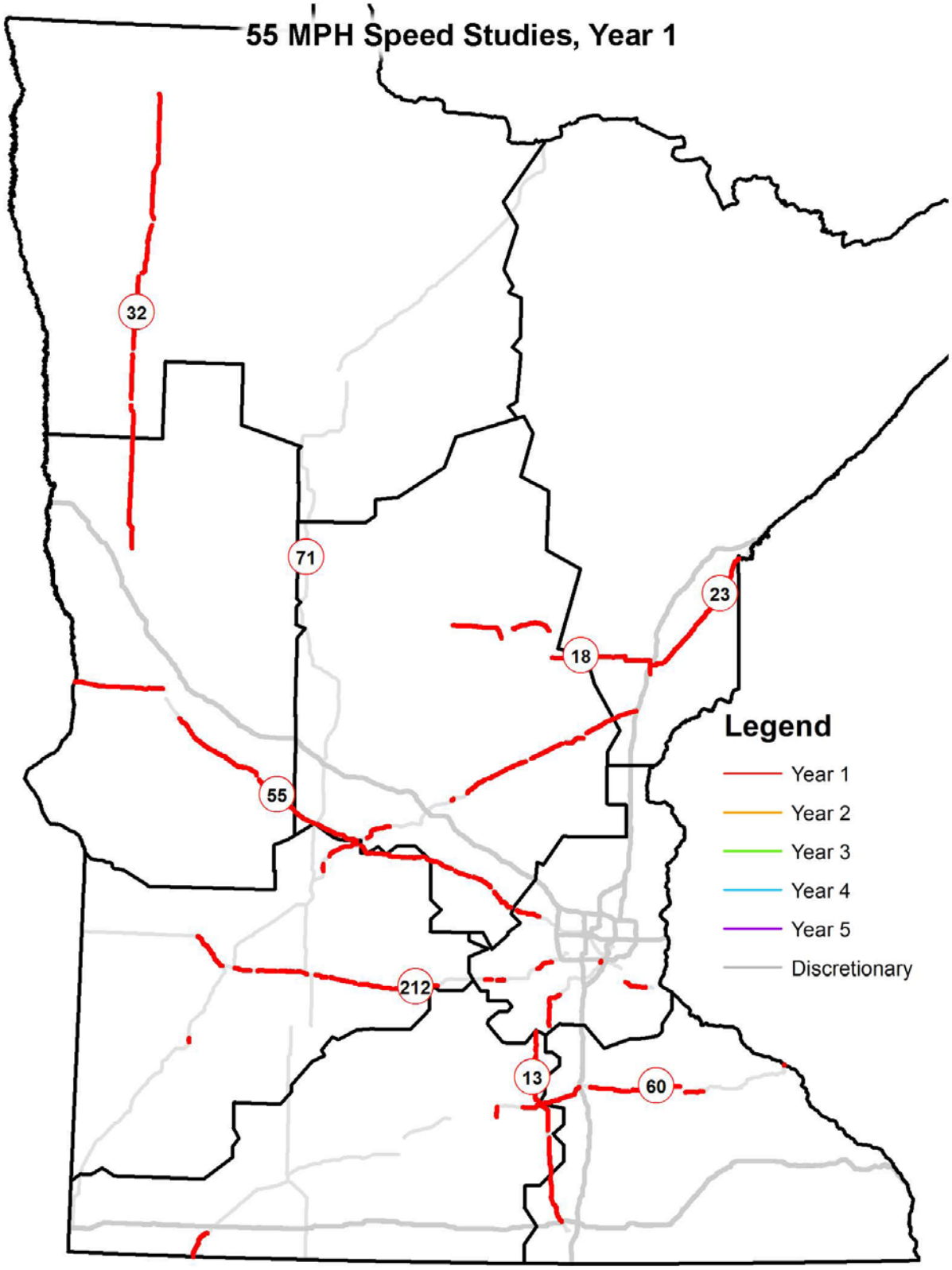
**Minor discrepancies in the mileage totals are due to rounding*

Table 8: 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



Version 2.1 (13 January 2015)

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

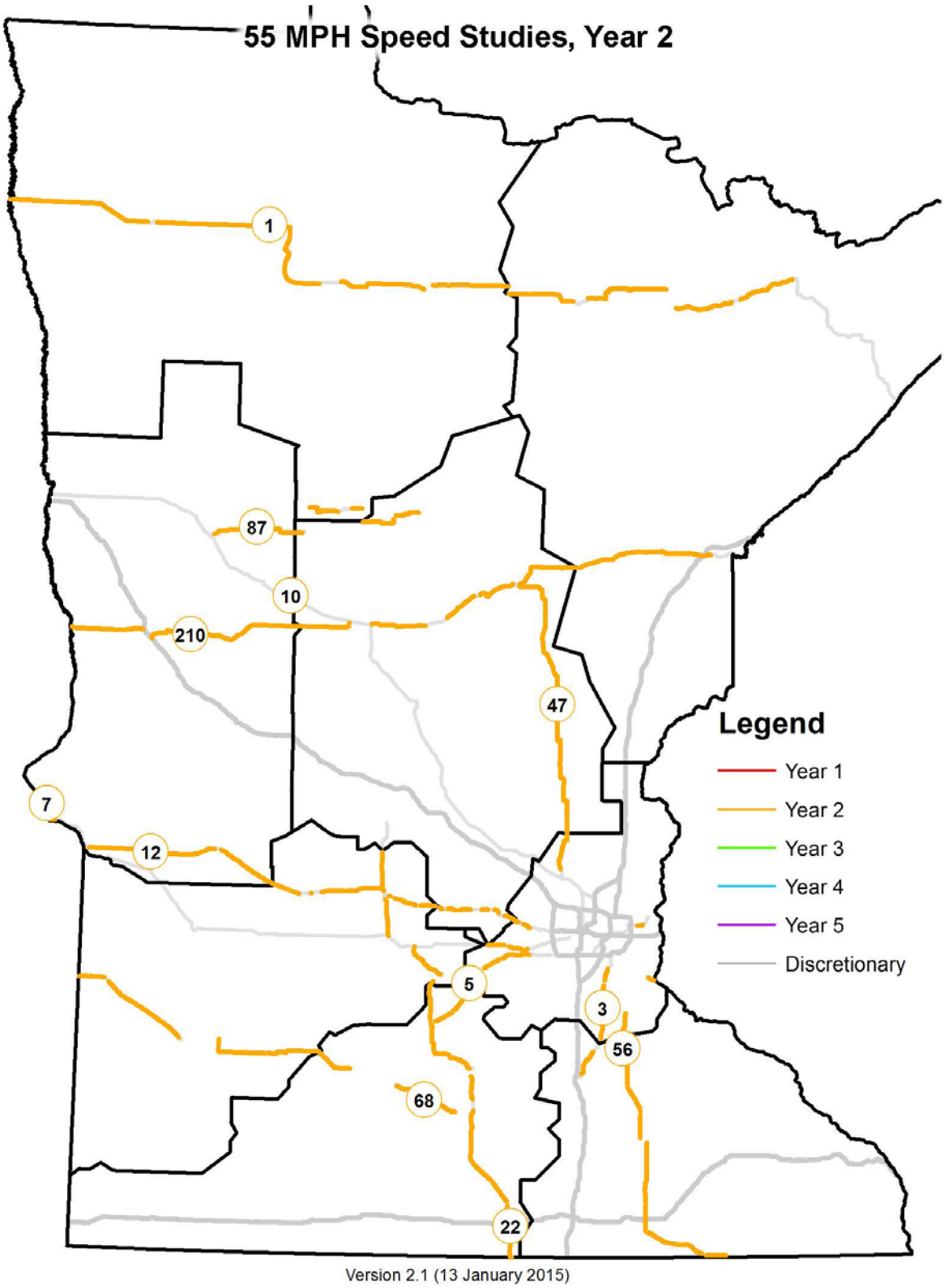


Figure 3: Year 3 (2016) Map of 55 MPH Speed Studies

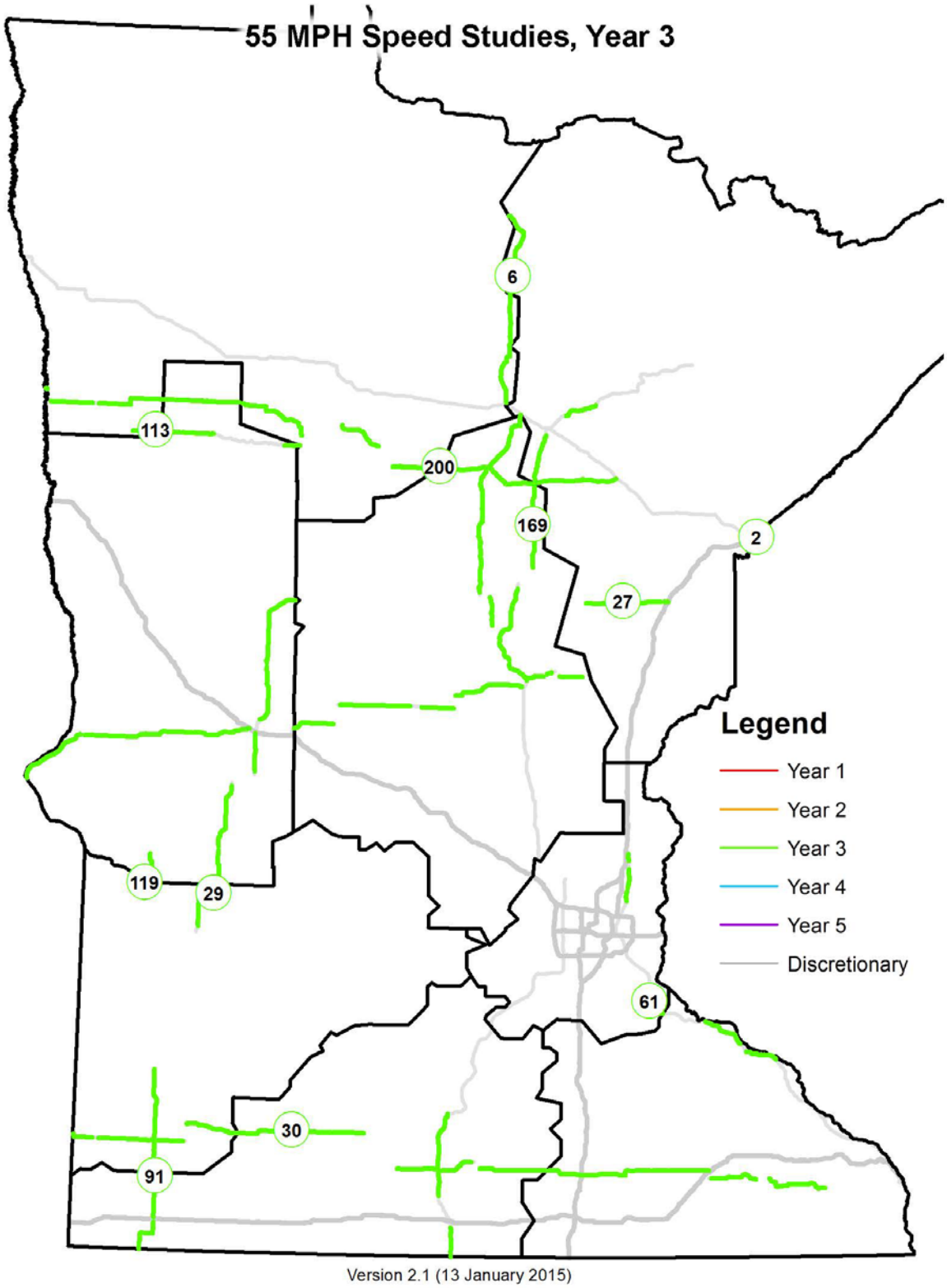


Figure 4: Year 4 (2017) Map of 55 MPH Speed Studies

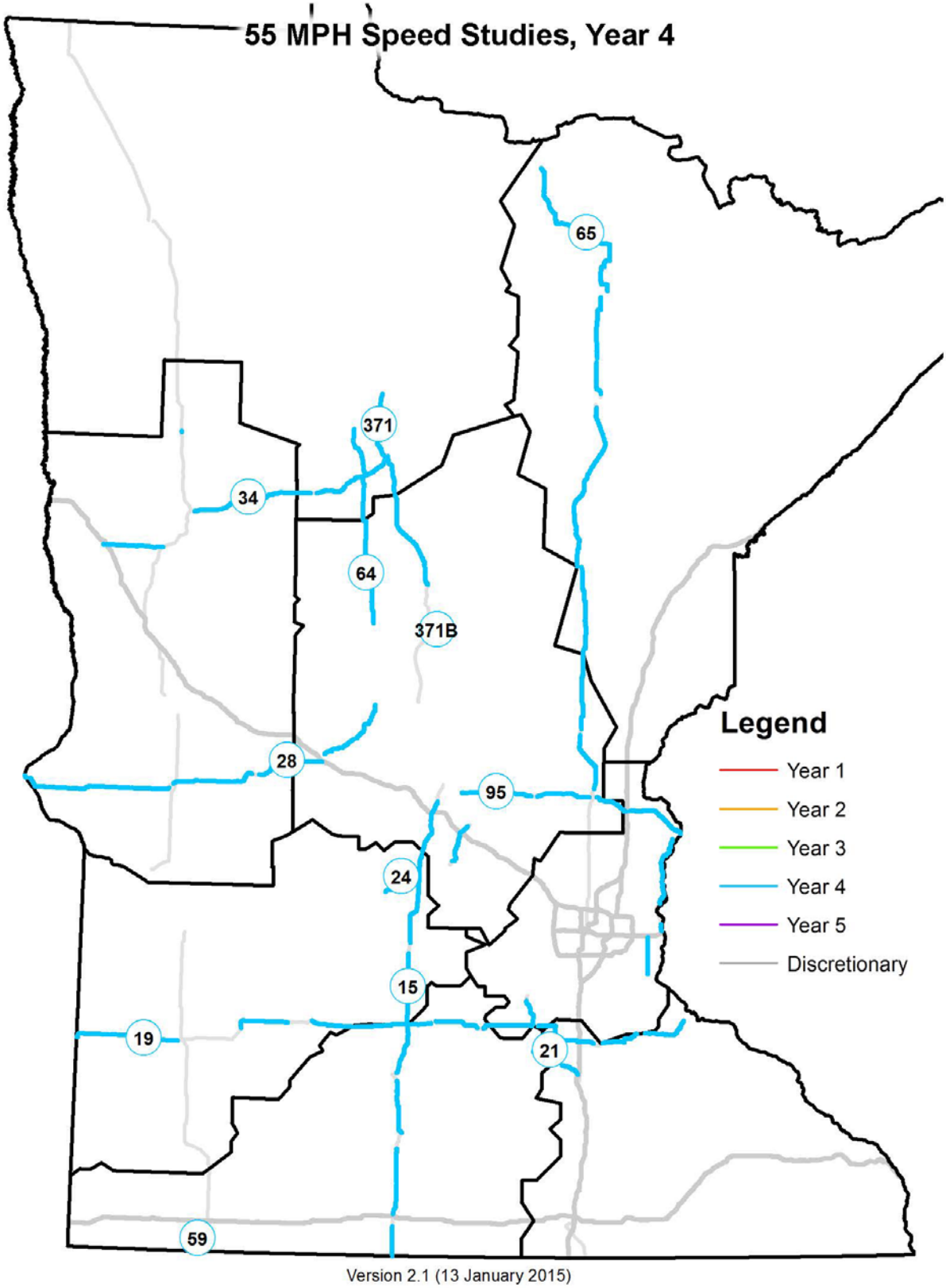


Figure 5: Year 5 (2018) Map of 55 MPH Speed Studies

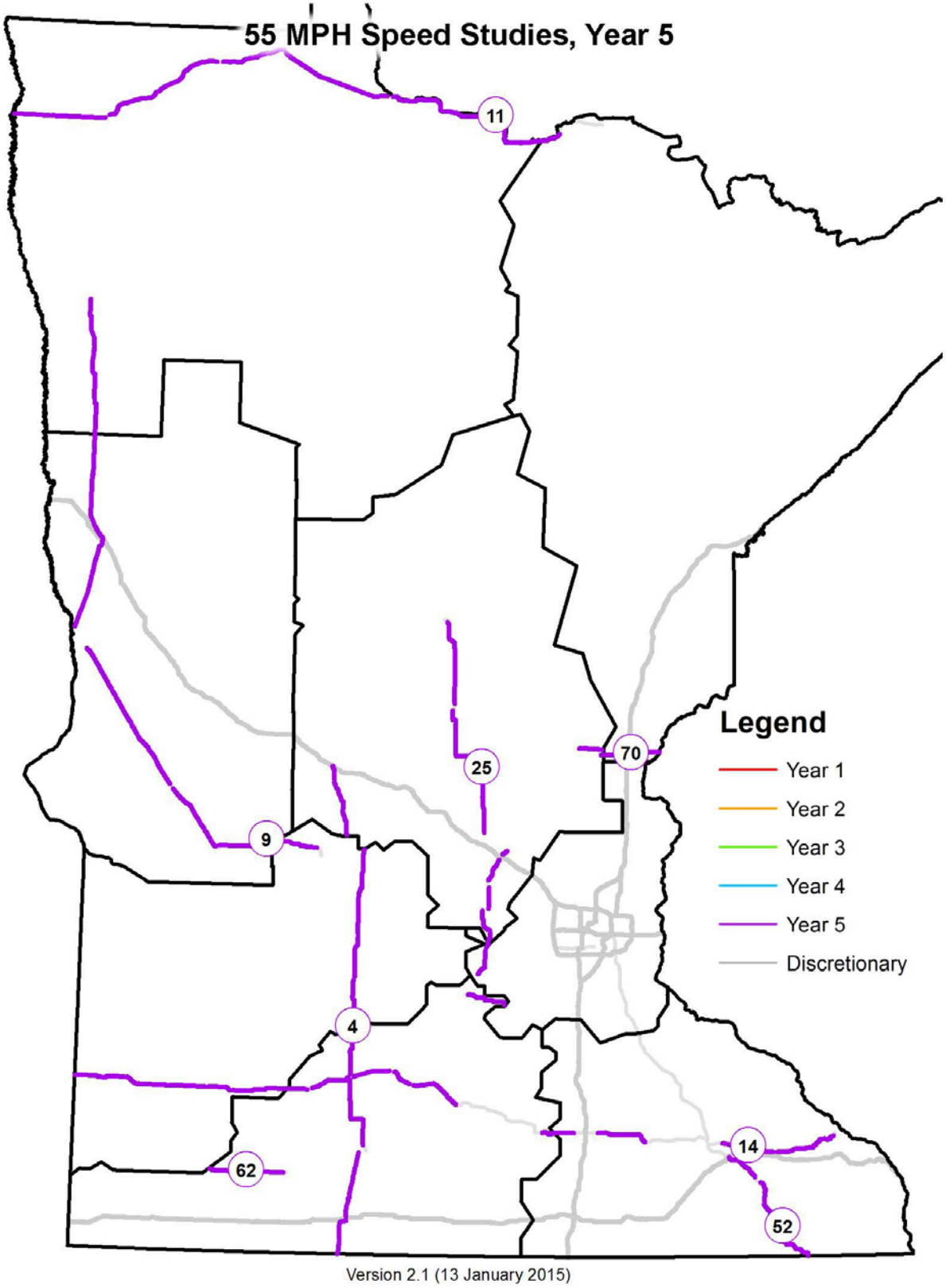
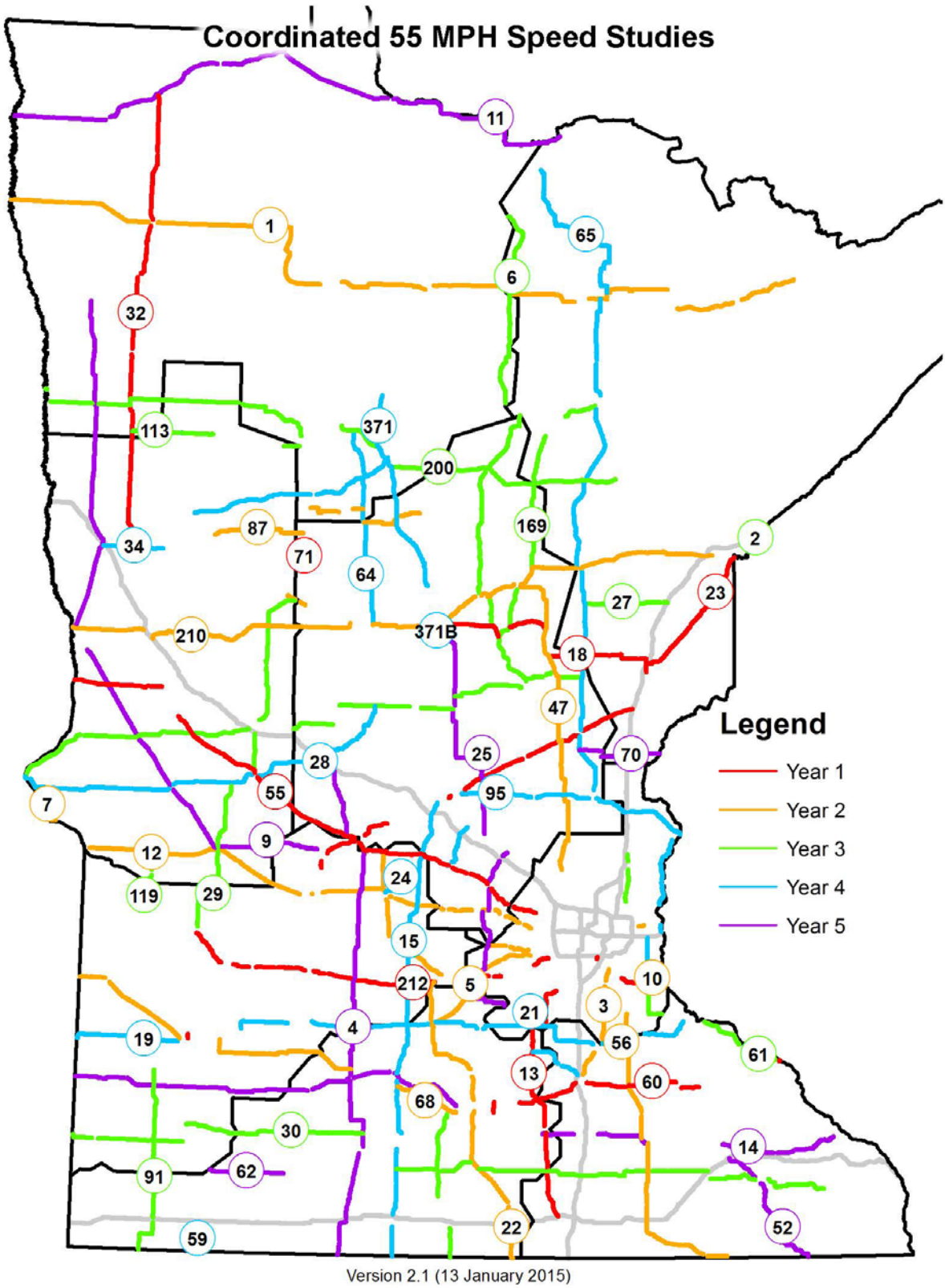


Figure 6: All Years (2014-2018) and All 55 MPH Speed Studies Map



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 or 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

∈ 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 judgment 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 5-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 5-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: 2018 Study Results

Table 9: 2018 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)
2018	8	US 14	South Dakota	Lake Benton	55	60	4101	SO DAK SL TO SL 35 N JCT TH 75/LAKE BENTON	8.255
2018	8	US 14	Lake Benton	Tyler	55	60	4102	BEG SL 55 E SIDE LK BENT TO SL 35 .1 MI W CSAH 8	6.956
2018	8	US 14	Tyler	Balaton	55	60	4102; 4201	BEG SL 55 .1 MI W CR 120 TO SL 40 .1 MI W CSAH 5	13.095
2018	8	US 14	Balaton	Tracy	55	60	4201; 4202	BEG SL 55 .2 MI E CSAH 27 TO SL 35 .1 MI W CR 73	11.321
2018	8	US 14	Tracy	Walnut Grove	55	60	4202; 6401	BEG SL 55 E SIDE TRACY TO SL 35 .1 MI W CSAH 5	7.363
2018	8	US 14	Walnut Grove	Revere	55	60	6401	BEG SL 55 E SIDE WAL GRV TO SL 50 .1 MI W CSAH 127	4.684
2018	8	US 14	Revere	Lamberton	55	60	6401	BEG SL 55 .1 MI E CSAH 127 TO SL 45 .2 MI W CSAH 6	4.49
2018	8	US 14	Lamberton	US 71	55	60	6401	BEG SL 55 E SIDE LAMBERTON TO TH 71/END D8	6.556
2018	7	US 14	US 71	Springfield	55	60	803	TH 71 TO .1 MI W CENTRAL ST/SPRINGFIELD	6.569
2018	7	US 14	Springfield	Sleepy Eye	55	60	803	BEG SL 55 .1 MI E EAST END AV TO .2 MI W 9TH AV SW	12.647
2018	7	US 14	Sleepy Eye	New Ulm	55	60	804	BEG SL 55 .4 MI E 7TH AV NE TO .2 MI W GARDEN ST	11.062
2018	7	US 14	New Ulm	Courtland	55	55	5202	BEG SL 55 .06 MI E MINN RVR BR TO .1 MI W CSAH 12	6.428
2018	7	US 14	Courtland	Nicollet	55	55	5202	BEG SL 55 .4 MI W CSAH 24 TO TH 99	6.918
2018	6	US 14	Owatonna	Dodge Center	55	60	7402; 2001	BEG SL 55 .2 MI E TH 218 TO BEG 65	15.912
2018	6	US 14	Rochester	Saint Charles	55	60	5503	BEG 2 LN .8 MI W CSAH 11 TO SL 45 ST CHARLES W CL	16.513

Table 9: 2018 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)
2018	6	US 14	Saint Charles	Lewiston	55	60	8501	BEG SL 55 E SIDE ST CHARLES TO SL 45 W SIDE LEWISTN	9.257
2018	6	US 14	Lewiston	Stockton	55	55	8501	BEG SL 55 .1 MI E LEWISTON TO SL 30 W SIDE STOCKTON	5.601
2018	6	US 14	Stockton	Winona	55	55	8501	BEG SL 55 E SIDE STOCKTON TO SL 45 W SIDE WINONA	3.848
2018	6	US 52	Iowa	Canton	55	60	2309	IOWA/MN SL TO BEG SL 40 E SIDE CANTON	4.227
2018	6	US 52	Canton	Harmony	55	60	2309	BEG SL 55 W SIDE CANTON TO SL 30 E SIDE HARMONY	4.252
2018	6	US 52	Harmony	Preston	55	60	2309; 2310	BEG SL 55 N SIDE HARMONY TO SL 40 E SIDE PRESTON	9.72
2018	6	US 52	Preston	Fountain	55	60	2310	BEG SL 55 N SIDE PRESTON TO SL 40 TH 80	4.716
2018	6	US 52	Fountain	Chatfield	55	60	2311	BEG SL 55 N SIDE FOUNTAIN TO SL 45 E SIDE CHATFIELD	6.938
2018	6	US 52	Chatfield	I 90	55	60	5507	BEG SL 55 .2 MI N CHATFIELD TO .2 MI S I 90	10.968
2018	7	US 59	Iowa	Worthington	55	60	5309	IOWA STATE LINE TO S JCT TH 60 (RP 4.346)	4.354
2018	4	US 59	In Waubun		55	55	4403	BEG SL 55 S TH 113 TO SL 60 N TH 113	0.31
2018	6	US 63	Iowa	Spring Valley	55	60	2313	IOWA/MN SL TO SL 40 S SIDE SPRING VALLEY	12.375
2018	6	US 63	MN 16	Racine	55	60	5006	W JCT TH 16 TO SL 50 .1 MI S RACINE	4.208
2018	6	US 63	Racine	Stewartville	55	60	5006; 5509	BEG SL 55 N SIDE RACINE TO SL 30 S SIDE STEWARTVLLE	4.507
2018	6	US 63	Rochester	Zumbro Falls	55	60	5515	BEG SL 55 N SIDE ROCHESTER TO SL 30 ZUMBRO FALLS	16.302

Table 9: 2018 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)
2018	6	US 63	Zumbro Falls	Wabasha CR 31	55	60	7908	BEG 2 LN 1.5 MI E ZMBR FLLS TO SL 40 .7 MI N CSAH 3	3.006
2018	6	US 63	Wabasha CR 31	Lake City	55	60	7908	BEG SL 55 CSAH 31 TO SL 30 S SIDE LAKE CITY	8.462
2018	6	US 65	Iowa	Freeborn CSAH 1	55	60	2404	IOWA/MN SL TO SL 50 .2 MI S CSAH 1	0.873
2018	6	US 65	Freeborn CSAH 1	Glenville	55	60	2404	BEG SL 55 .2 MI N CSAH 1 TO SL 45 S SIDE GLENVILLE	3.866
2018	6	US 65	Glenville	I 35	55	60	2404	BEG SL 55 N OF GLNVLLE TO BEG 4 LN .6 MI S I 35	2.985
2018	6	US 69	Emmons	Albert Lea	55	60	2406	BEG SL 55 RIDGE ST/EMMONS TO SL 40 SOUTHVIEW LN	11.282
2018	4	US 75	In Georgetown		55	55	1407	BEG SL 55 CSAH 34 T0 SL 60 N CSAH 34	0.333
2018	1	US 169	Hill City	Grand Rapids	55	60	0117; 3115	BEG SL 55 N SIDE HILL CITY TO SL 40 5LN/GR RPDS	15.048
2018	1	US 169	Bovey	Calumet	55	60	3116	.1 MI E 8TH AV/BOVEY TO .3 MI W CSAH 12/CALUMET	6.507
2018	1	US 169	Calumet	MN 65	55	60	3116	.2 MI E CSAH 12/CALUMET TO .2 MI E OF S JCT TH 65	3.79
2018	6	US 218	Lyle	Austin	55	60	5008	BEG SL 55 N SIDE LYLE TO SL 45 S SIDE AUSTIN	10.602
2018	6	US 218	Austin	Blooming Prairie	55	60	5009; 2008; 7408	BEG 2 LN .5 MI N AUSTIN TO SL 40 .2 MI S BLMNG PR	10.308
2018	6	US 218	Blooming Prairie	Owatonna	55	60	7408	BEG SL 55 .1 MI N JCT TH 30 TO TH 14/BLOOM PRAIR	14.148
2018	2	MN 1	North Dakota	Oslo	55	60	4509; 4501	ND/MN SL TO SL 30 E SIDE OSLO	0.128
2018	2	MN 1	Oslo	Alvarado	55	60	4501	BEG SL 55 E SIDE OSLO TO SL 40 E SIDE ALVARDO	5.801

Table 9: 2018 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)
2018	2	MN 1	Alvarado	Warren	55	60	4501	BEG SL 55 W SIDE ALVARDO TO SL 30 W SIDE WARREN	9.684
2018	2	MN 1	Warren	Thief River Falls	55	60	4502; 5701	BEG SL 55 .2 MI E WARREN TO SL 40 .1 MI W TRF	26.677
2018	2	MN 1	Thief River Falls	MN 219	55	60	5702	BEG SL 55 E SIDE TRF TO .3 MI W TH 219	15.448
2018	2	MN 1	MN 219	North Jct MN 89	55	60	5702; 0401	.3 MI W TH 219 TO .3 MI S N JCT TH 89	25.98
2018	2	MN 1	North Jct MN 89	South Jct MN 89	55	55	0402; 1501; 0403	.3 MI S N JCT TH 89 TO SL 45 .1 MI W TH 89	27.897
2018	2	MN 1	South Jct MN 89	US 71	55	60	0404; 0405; 3601	BEG SL 55 9.1 MI W CR 101 TO S JCT TH 71	27.178
2018	2	MN 1	US 71	Northome	55	60	3602	N JCT TH 71 TO SL 30 .1 MI E TH 71/NORTHOME	0.08
2018	2	MN 1	Northome	MN 6	55	60	3602	BEG SL 55 E SIDE NORTHOME TO TH 6/END D2	23.163
2018	1	MN 1	MN 6	Effie	55	60	3101	S JCT TH 6 TO .1 MI W TH 38/EFFIE	6.095
2018	1	MN 1	Effie	Itasca CR 533	55	60	3101	.5 MI E TH 38/EFFIE TO 1.3 MI E CR 533	14.777
2018	1	MN 1	Itasca CR 542	Togo	55	55	3101	.1 MI E CR 542 TO .1 MI E CR 557/TOGO	4.683
2018	1	MN 1	Togo	US 53	55	60	3101; 6901	.5 MI E CR 557/TOGO TO N JCT TH 53	23.229
2018	1	MN 1	US 53	Tower	55	60	6902; 6903	S JCT TH 53 TO .1 MI SW TH 135	18.66
2018	1	MN 1	Tower	Ely	55	60	6904	.1 MI E T-2144/SOUDAN TO .2 MI W 3RD AV W/ELY	18.614
2018	6	MN 3	Faribault	Northfield	55	60	6612	BEG SL 55 .4 MI N FARIBAULT TO SL 50 S NORTHFIELD	8.014

Table 9: 2018 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)
2018	7	MN 4	Iowa	Dunnell	55	55	4601	IOWA SL TO .1 MI S WENBERG AV/DUNNELL	3.972
2018	7	MN 4	Dunnell	Sherburn	55	55	4601	BEG SL 55 .4 MI N WENBERG AV TO .4 MI W MAIN ST	7.595
2018	7	MN 4	Sherburn	Trimont	55	60	4602	BEG SL 55 .2 MI N I 90 TO .3 MI S MAIN ST/TRIMONT	6.354
2018	7	MN 4	Trimont	Saint James	55	60	4602; 8301	BEG SL 55 .2 MI N MAIN ST/TRIMONT TO W JCT TH 60	13.787
2018	7	MN 4	Saint James	Sleepy Eye	55	60	8302; 0801	BEG SL 55 .04 MI N CSAH 20 TO .2 MI S SOUTHDALE ST	24.031
2018	7	MN 4	Sleepy Eye	Fairfax	55	55	0802; 5201; 6501	BEG SL 55 .6 MI N ST MARY'S ST/SLEEPY EYE TO TH 19	15.286
2018	8	MN 4	Fairfax	Hector	55	55	6502	TH 19/BEG D8 TO BEG SL 30 .1 MI S TH 212/HECTOR	14.657
2018	8	MN 4	Hector	Cosmos	55	60	6503; 4701	BEG SL 55 N SIDE HECTOR TO SL 30 S SIDE COSMOS	12.724
2018	8	MN 4	Cosmos	Grove City	55	60	4701; 4702	BEG SL 55 N SIDE COSMOS TO W JCT TH 12/GROVE CITY	14.391
2018	8	MN 4	Grove City	MN 55	55	60	4702	E JCT TH 12 TO E JCT TH 55	12.007
2018	3	MN 4	MN 55	Lake Henry	55	60	3418; 7301	TH 55 TO BEG SL 30 .13 MI N CSAH 19/LAKE HENRY	5.151
2018	3	MN 4	Lake Henry	Greenwald	55	60	7301	BEG SL 55 N SIDE LK HENRY TO SL 40 S SIDE GRNWALD	10.135
2018	3	MN 4	Greenwald	Meire Grove	55	60	7301	BEG SL 55 N GREENWALD TO BEG SL 30 S MEIRE GROVE	1.493
2018	3	MN 4	Meire Grove	I 94	55	60	7301	BEG SL 55 N MEIRE GROVE TO END ROUTE I-94 (165.804)	4.379
2018	2	MN 6	Deer River	MN 1	55	60	3107	BEG SL 55 .1 N DEER RIVER TO SL 30 .1 MI S TH 286	19.097

Table 9: 2018 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)
2018	8	MN 9	New London	Sunburg	55	60	3407; 3406	BEG SL 55 .2 MI N CSAH 33 TO W JCT TH 104/END D8	14.269
2018	4	MN 9	Sunburg	Benson	55	60	7606	TH 104 TO BEG SL 30 .8 MI E JCT TH 12/BENSON	17.38
2018	4	MN 9	Benson	Morris	55	60	7602; 6101; 7501	BEG SL 55 N SIDE BENSON TO SL 45 S SIDE MORRIS	22.754
2018	4	MN 9	Morris	Donnelly	55	60	7502	BEG SL 55 N SIDE MORRIS TO SL 30 S SIDE DONNELLY	7.717
2018	4	MN 9	Donnelly	Herman	55	60	7502; 2602	BEG SL 55 S SIDE DONNELLY TO SL 30 S SIDE HERMAN	9.8
2018	4	MN 9	Herman	Norcross	55	60	2601	BEG SL 55 N SIDE HERMAN TO SL 30 S SIDE NORCROSS	4.462
2018	4	MN 9	Norcross	Tintah	55	60	2601; 7801	BEG SL 55 N SIDE NORCROSS TO SL 30 S SIDE TINTAH	11.125
2018	4	MN 9	Tintah	Campbell	55	60	7801; 8402	BEG SL 55 N SIDE TINTAH TO SL 45 S SIDE CAMPBELL	6.939
2018	4	MN 9	Campbell	Doran	55	60	8402	BEG SL 55 N SIDE CAMPBELL TO TH 75/DORAN	7.368
2018	4	MN 9	Doran	Barnesville	55	60	8409; 1408	TH 210 TO BEG SL 30 S SIDE BARNESVILLE	26.813
2018	4	MN 9	Barnesville	Downer	55	60	1409; 1410	BEG SL 55 N SIDE BARNESVILLE TO SL 5 S SIDE DOWNER	7.15
2018	4	MN 9	Downer	Felton	55	60	1409; 1410	BEG SL 55 N SIDE DOWNER TO SL 45 S SIDE FELTON	22.411
2018	4	MN 9	Felton	Borup	55	60	1410	BEG SL 55 N SIDE FELTON TO N CLAY CL/END D4	4.908
2018	2	MN 9	Borup	Ada	55	60	5410	CLAY/NORMAN CL TO SL 30 S SIDE ADA	10.039
2018	2	MN 9	Ada	Beltrami	55	60	5408; 6010	BEG SL 55 N SIDE ADA TO SL 30 S SIDE BELTRAMI	16.412

Table 9: 2018 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)
2018	2	MN 9	Beltrami	Crookston	55	60	6010	BEG SL 55 N SIDE BELTRAMI TO TH 2	15.098
2018	7	MN 13	New Richland	Waseca	55	55	8101	BEG SL 55 .2 MI N CSAH 12 TO .6 MI S 2ND ST/WASECA	11.464
2018	7	MN 15	Iowa	Fairmont	55	60	4603	IOWA SL TO .1 MI S CARDINAL ST/FAIRMONT	9.158
2018	7	MN 15	I 90	Truman	55	60	4604	BEG SL 55 .3 MI N I 90 TO .1 MI S 2ND ST S/TRUMAN	9.853
2018	7	MN 15	Truman	MN 60	55	60	4604; 8303	BEG SL 55 .1 MI N 2ND ST N/TRUMAN TO S JCT TH 60	10.406
2018	7	MN 15	MN 60	MN 68	55	60	8305; 0805	BEG SL 55 N JCT TH 60 TO BEG 3LN TRUK .5 MI W TH 68	17.095
2018	7	MN 15	US 14	Klossner	55	60	5204	E JCT TH 14 TO .2 MI S CSAH 5/KLOSSNER	1.474
2018	7	MN 15	US 14	Klossner	55	60	5204	END 3LN TRUK TO .2 MI S CSAH 5/KLOSSNER	1.645
2018	7	MN 15	Klossner	Winthrop	55	60	7202	BEG SL 55 .2 MI N CSAH 5/KLOSSNER TO TH 19/WINTHROP	12.893
2018	8	MN 15	Winthrop	Hutchinson	55	60	7203; 4303; 4304	TH 19/WINTHROP BEG D8 TO SL 40 S SIDE HUTCHINSON	22.058
2018	8	MN 15	Hutchinson	Dassel	55	60	4305; 4706	BEG SL 55 N SIDE HUTCH TO SL 50 S SIDE DASSEL	12.877
2018	8	MN 15	Dassel	Kimball	55	60	4707; 4708; 7302	BEG SL 55 .3 MI N TH 12 TO SL 45 .1 MI S CR 150	15.416
2018	3	MN 15	Kimball	Saint Augusta	55	60	7303	BEG SL 55 N SIDE KIMBALL TO SL 35 S SIDE LUXEMBERG	9.487
2018	3	MN 15	Saint Augusta	I 94	55	60	7303	BEG SL 55 N SIDE LXMBRG TO SL 65 4 LN .7 MI S I-94	6.552
2018	6	MN 16	Dexter	Grand Meadow	55	60	5003	I 90/DEXTER TO SL 45 MAIN ST/GRAND MEADOW	6.515

Table 9: 2018 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)
2018	6	MN 16	Grand Meadow	US 63	55	60	5003; 2301	BEG SL 55 E SIDE GRAND MEADOW TO TH 63	4.263
2018	6	MN 16	US 63	Spring Valley	55	60	2301	TH 63 TO SL 40 W SIDE SPRING VALLEY	4.051
2018	6	MN 16	Spring Valley	Preston	55	60	2302; 2315	BEG SL 55 .25 MI E TH 63 TO W JCT TH 52	15.083
2018	6	MN 16	US 52	Lanesboro	55	55	2304	E JCT TH 52 TO SL 30 S SIDE LANESBORO	5.1
2018	6	MN 16	Lanesboro	Rushford	55	55	2304	BEG SL 55 N LANSBR TO SL 30 .2 MI W N JCT TH 43	16.686
2018	6	MN 16	Rushford	Houston	55	60	2304; 2801	BEG SL 55 .1 MI E S JCT TH 43 TO SL 30 W SIDE HSTN	10.415
2018	6	MN 16	Houston	Hokah	55	60	2801	BEG SL 55 .2 MI W E JCT TH 76 TO SL 30 TH 44	11.327
2018	6	MN 16	Hokah	La Crescent	55	60	2801	BEG SL 55 .1 MI E HOKAH TO SL 40 S SIDE LA CRESENT	4.366
2018	8	MN 19	South Dakota	Ivanhoe	55	60	4103; 4104	SO DAK/MINN SL TO SL 30 W SIDE IVANHOE	10.822
2018	8	MN 19	Ivanhoe	Marshall	55	60	4104; 4204	BEG SL 55 E SIDE IVANHOE TO SL 45 W SIDE MARSHALL	21.733
2018	8	MN 19	Vesta	Redwood Falls	55	60	6402; 6403	BEG SL 55 N SIDE VESTA TO SL 40 W SIDE REDWOOD FLLS	16.434
2018	8	MN 19	Morton	Franklin	55	60	6506	BEG SL 55 E SIDE MORTON TO SL 45 W SIDE FRANKLIN	4.792
2018	8	MN 19	Franklin	Fairfax	55	60	6506	BEG SL 55 E SIDE FRANKLIN TO SL 30 W SIDE FAIRFAX	7.509
2018	7	MN 19	Fairfax	Gibbon	55	60	6507; 7204	BEG SL 55 .2 MI E TH 4 TO .2 MI W 1ST AV/GIBBON	8.835
2018	7	MN 19	Gibbon	Winthrop	55	60	7204; 7205	BEG SL 55 .06 MI E ELY AV/GIBBIN TO .3 MI W TH 15	6.921

Table 9: 2018 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)
2018	7	MN 19	Winthrop	Gaylord	55	60	7205	BEG SL 55 .4 MI E HENNEPIN ST TO .3 MI W SIBLEY AV	6.29
2018	7	MN 19	Gaylord	Henderson	55	55	7206	E JCT TH 5 TO SL 50 .1 MI W CR 62	13.826
2018	7	MN 19	Henderson	New Prague	55	55	4004	BEG SL 55 E SIDE HENDERSON TO SL 35 W SIDE NEW PRRG	15.987
2018	M	MN 19	New Prague	MN 13	55	60	4003; 7013	BEG SL 55 TO E JCT TH 13,END TH 19 (154.892)	2.6
2018	6	MN 19	MN 13	Lonsdale	55	60	6602	E JCT TH 13/BEG D6 TO SL 30 S SIDE LONSDALE	7.434
2018	6	MN 19	Lonsdale	Northfield	55	60	6602	BEG SL 55 E LONSDALE TRUCK LANE TO END TRUCK LANE	1.102
2018	6	MN 19	Lonsdale	Northfield	55	60	6602; 6603	SL 55 E LONSDALE END TRUCK LN TO SL 45 W SD NRTHFLD	9.75
2018	6	MN 19	Northfield	Goodhue County	55	60	6604; 2501	BEG SL 55 E SIDE NFLD TO SL 45 .7 MI W S JCT TH 56	6.167
2018	6	MN 19	Rice County	MN 56	55	60	2501	BEG SL 55 .4 MI W S JCT TH 56 TO S JCT TH 56	0.45
2018	6	MN 19	MN 56	Cannon Falls	55	60	2502	N JCT TH 56 TO SL 40 .6 MI W TH 52/CANNON FALLS	4.522
2018	6	MN 19	Cannon Falls	Red Wing	55	60	2503	BEG SL 55 E CANON FALLS TO TH 61/RED WING (207.572)	14.953
2018	6	MN 21	Faribault	Shieldsville	55	60	6605	BEG 2 LN CSAH 46/FBLT TO SL 45 .2 MI N CSAH 10	6.039
2018	6	MN 21	Shieldsville	MN 99	55	60	6605	BEG SL 55 1.1 MI S TH 99 TO TH 99/END D6	1.131
2018	7	MN 21	MN 99	Montgomery	55	55	6605; 4005	TH 99/BEG D7 TO TH 13/END D7	9.2
2018	1	MN 23	Sandstone	Askov	55	60	5807; 5809; 5803	.3 MI N MAPLE ST/SANDSTN TO .2 MI S CSAH 32/ASKOV	6.492

Table 9: 2018 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)
2018	1	MN 23	Askov	Bruno	55	60	5803	.2 MI N CSAH 33/ASKOV TO .1 MI S MAIN ST/BRUNO	7.966
2018	1	MN 23	Bruno	Kerrick	55	60	5803	.3 MI N MAIN ST/BRUNO TO .2 MI S CSAH 46/KERRICK	5.178
2018	1	MN 23	Kerrick	Duluth	55	60	5803; 0901	.2 MI N CSAH 46/KERRICK TO .1 MI S ST LOUIS RV BR	27.099
2018	8	MN 24	Litchfield	MN 15	55	55	4711	TH 12/LITCHFIELD TO S JCT TH 15/END D8	15.608
2018	3	MN 25	Mayer	Watertown	55	55	1007	TH 7 S OF WATERTOWN TO BEG SL 35 S SIDE WATERTOWN	3.706
2018	3	MN 25	Watertown	Montrose	55	55	1007; 8603	BG SL 55 N WATERTOWN TO SL 45 S SIDE MONTROSE	7.507
2018	3	MN 25	Montrose	Buffalo	55	60	8604	E JCT TH 12 TO BEG SL 30 S SIDE BUFFALO	6.721
2018	3	MN 25	Buffalo	Monticello	55	60	8605	BG SL 55 .8 MI N TH 55 TO SL 45 S SIDE MONTICELLO	7.352
2018	3	MN 25	Monticello	Big Lake	55	55	7104	BEG SL 55 N OF MONTICELLO TO SL 30 S SIDE BIG LAKE	1.854
2018	3	MN 25	Becker	Foley	55	60	7107; 0506; 0507; 0508	W JCT TH 10 TO .1 MI S TH 23/N OF FOLEY	17.884
2018	3	MN 25	Foley	Buckman	55	60	0508; 4910	.1 MI N TH 23/N OF FOLEY TO BEG SL 30 S OF BUCKMAN	22.618
2018	3	MN 25	Buckman	Genola	55	60	4910	BG SL 55 N SIDE BUCKMN TO SL 40 .9 MI S JCT TH 27	4.707
2018	3	MN 25	Pierz	Brainerd	55	60	4911; 1808	BEG SL 55 N OF PIERZ TO BEG SL 50 S SIDE BRAINERD	26.294
2018	6	MN 26	Iowa	Brownsville	55	60	2802	IOWA/MINN SL TO CSAH 3/BROWNSVILLE	13.922
2018	6	MN 26	Brownsville	La Crescent	55	60	2802	CSAH 3/BROWNSVILLE TO TH 16	7.199

Table 9: 2018 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)
2018	4	MN 28	South Dakota	Browns Valley	55	60	7804	SO DAK/MINN SL TO SL 45 TH 27	0.79
2018	4	MN 28	Browns Valley	Beardsly	55	60	7804; 0604	BEG SL 55 E SIDE BROWNS VLY TO SL 30 W SIDE BEARDSL	6.239
2018	4	MN 28	Beardsly	Barry	55	60	0604; 0605	BEG SL 55 E SIDE BEARDSLEY TO SL 45 W SIDE BARRY	7.027
2018	4	MN 28	Barry	Graceville	55	60	605	BEG SL 55 E SIDE BARRY TO SL 30 W SIDE GRACEVILLE	5.78
2018	4	MN 28	Graceville	Chokio	55	60	0606; 7503	TH 75/GRACEVILLE TO SL 30 W SIDE CHOKIO	12.185
2018	4	MN 28	Chokio	Morris	55	60	7503	BEG SL 55 E SIDE CHOKIO TO SL 40 W OF MORRIS	11.71
2018	4	MN 28	Morris	Cyrus	55	60	7504; 6102	BEG SL 55 .9 MI N TH 9/MOORIS TO SL 30 W SIDE CYRUS	7.98
2018	4	MN 28	Cyrus	Starbuck	55	60	6102	BEG SL 55 E SIDE CYRUS TO SL 30 W SIDE STARBUCK	9.272
2018	4	MN 28	Starbuck	Glenwood	55	60	6103	BEG SL 55 E STARBUCK TO W GLENWOOD (SCHOOL SL 35)	7.42
2018	4	MN 28	Glenwood	Pope County	55	60	6104	BEG SL 55 E SIDE GLENWOOD TO POPE CO LN/END D4	12.746
2018	8	MN 30	South Dakota	Pipestone	55	60	5903	BEG D8/ MN SD STATE LN TO SL 30 W SIDE PIPESTONE	6.717
2018	8	MN 30	Pipestone	Wilson	55	60	5904; 5101	BEG SL 55 E SIDE PIPESTN TO SL 30 W SIDE LK WILSON	16.878
2018	8	MN 30	Wilson	Slayton	55	60	5102	BEG SL 55 E SIDE LK WILSON TO SL 30 W SIDE SLAYTON	8.99
2018	8	MN 30	US 59	Currie	55	60	5103	N JCT TH 59 TO SL 50 W SIDE CURRIE	4.109
2018	8	MN 30	Currie	Westbrook	55	60	5103	BEG SL 55 E SIDE CURRIE TO CSAH 7/END D8	11.471

Table 9: 2018 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)
2018	4	MN 34	Barnesville	US 59	55	60	1404; 5611	BEG SL 55 .2 MI E TH 9 TO S JCT TH 59	18.644
2018	4	MN 34	Detroit Lakes	Osage	55	60	303	BEG SL 55 N SIDE DETR LKS TO SL 30 W SIDE OSAGE	28.752
2018	4	MN 34	Osage	Becker County	55	60	303	BEG SL 55 E SIDE OSAGE TO BECKER CO LN/END D4	3.99
2018	2	MN 34	Hubbard County	Park Rapids	55	60	2901	BECKER-HUBBARD CO LN TO BEG SL 45 PARK RAPIDS	4.349
2018	2	MN 34	Park Rapids	Henrietta	55	60	2902	40 1/5 B FROM END SL 40 TO BEG MEDIAN AT TH-226	3.71
2018	2	MN 34	Henrietta	Nevis	55	60	2902	END DIVIDED ROADWAY TO T-113	3.189
2018	2	MN 34	Henrietta	Nevis	55	60	2902	T-113 TO BEG SL 50 IN NEVIS	2.675
2018	2	MN 34	Nevis	Akeley	55	60	2902	END SL 50 TO CR-85	3.92
2018	2	MN 34	Nevis	Akeley	55	60	2902	CR 85 TO BEG SL-30 IN AKELY	1.611
2018	2	MN 34	Akeley	Cass County	55	60	2902; 1105	40 1/5 B FROM END SL 40 TO HUBBARD-CASS CO LINE	2.954
2018	2	MN 34	Hubbard County	Walker	55	60	1105	BEG SL 55 HUBBARD/CASS CL TO SL 30 W SIDE WALKER	6.214
2018	1	MN 37	Hibbing	US 53	55	60	6947	BEG SL 55 .5 MI E TH 169 TO S JCT TH 53 (RP20.296)	18.91
2018	1	MN 37	Eveleth	Gilbert	55	60	6914	BEG SL 55 .2 MI E TH 53 TO SL 40 W SIDE GILBERT	2.391
2018	1	MN 38	Grand Rapids	Itasca CSAH 19	55	60	3108	BEG SL 55 N SIDE GRND RPDS TO SL 50 JCT CSAH 19	10.938
2018	1	MN 38	Big Fork	Effie	55	55	3108	.2 MI N CR 225/BIG FORK TO TH 1/EFFIE	6.446

Table 9: 2018 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)
2018	8	MN 40	Lac qui Parle Lake	Milan	55	60	1209	BEG SL 55 .2 MI E LAQ Q PRL TO SL 30 W SIDE MILAN	3.136
2018	8	MN 40	Milan	MN 29	55	60	1209	BEG SL 55 .1 MI E TH 59/MILAN TO W JCT TH 29	9.204
2018	8	MN 40	MN 29	Willmar	55	60	1210; 3409	E JCT TH 29 TO BEG SL 45 SW SIDE WILLMAR	24.998
2018	6	MN 42	I 90	Elgin	55	60	5506; 7901	I-90 TO SL 30 .1 MI S ELGIN	12.298
2018	6	MN 42	Elgin	Plainview	55	60	7901	BEG SL 55 N SIDE ELGIN TO SL 45 W SIDE PLAINVIEW	3.919
2018	6	MN 42	Plainview	Kellogg	55	60	7901	EG SL 55 CSAH 4 LT TO TH 61	11.819
2018	6	MN 44	US 52	Mabel	55	60	2380	TH 52 TO SL 45 .1 MI W CSAH 28	5.107
2018	6	MN 44	Mabel	Spring Grove	55	60	2380; 2803	BEG SL 55 E SIDE MABEL TO SL 30 W SIDE SPRING GROVE	6.495
2018	6	MN 44	Spring Grove	Caledonia	55	60	2803	BEG SL 55 .75 MI E SPRNG GRV TO SL 45 S SD CALDNIA	8.169
2018	6	MN 44	Caledonia	Hokah	55	60	2804	BEG SL 55 N SIDE CALEDONIA TO SL 30 W SIDE HOKAH	11.473
2018	6	MN 57	Mantorville	Wanamingo	55	60	2007; 2509	BEG SL 55 N SIDE MANTRVL TO SL 30 TH 60 S SIDE WNMG	15.987
2018	6	MN 57	Wanamingo	US 52	55	60	2509	BEG SL 55 N SIDE WANAMINGO TO TH 52	3.939
2018	6	MN 58	Zumbrota	Red Wing	55	60	2510	BEG SL 55 N SIDE ZUMBROTA TO SL 45 S SIDE RED WING	20.294
2018	1	MN 61	Two Harbors	Beaver Bay	55	55	3804	BG SL 55 N SIDE TWO HARBORS TO SL 35 S SIDE BVR BAY	23.719
2018	1	MN 61	Silver Bay	Schroeder	55	60	3807	BEG SL 55 N SIDE SLVR BAY TO SL 40 .2 MI S CROSSRV	24.154

Table 9: 2018 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)
2018	1	MN 61	Schroeder	Temperance River	55	55	1601	BEG SL 55 .3 MI N CROSS TO SL 40 .2 MI S TEMPRN RVR	0.738
2018	1	MN 61	Temperance River	Tofte	55	55	1601	BEG SL 55 .3 MI N TEMP RVR TO SL 40 SIDE TOFTE	1.74
2018	1	MN 61	Tofte	Lutsen	55	60	1602	BEG SL 55 N SIDE TOFTE TO SL 40 S SIDE LUTSEN	8.279
2018	1	MN 61	Lutsen	Cascade River	55	60	1602	BEG SL 55 N SIDE LUTSEN TO SL 40 .4 MI S CASCADE RV	7.43
2018	1	MN 61	Cascade River	Grand Marais	55	60	1603	BG SL 55 .2 MI N CASCADE RV TO SL 40 S SIDE GR MARS	7.84
2018	1	MN 61	Grand Marais	Hovland	55	60	1603	BG SL 55 N SIDE GR MARAIS TO SL 40 .6 MI S CSAH 16	17.496
2018	1	MN 61	Hovland	Canada	55	60	1604	BEG SL 55 .2 MI N CSAH 16 TO SL 30 .6 MI S CANADA	21.201
2018	7	MN 62	Fulda	Windom	55	60	5106; 1704	TH 59 E LIMITS/FULDA TO .3 MI W OLSON AV/WINDOM	23.134
2018	2	MN 64	MN 87	Akeley	55	60	2903	CASS/HUBBARD CL/BEG D2 TO SL 50 S SIDE AKELEY	13.084
2018	2	MN 64	Akeley	MN 200	55	60	2913	E JCT TH 34/AKELEY TO TH 200	15.569
2018	3	MN 65	Cambridge	Grandy	55	60	3004	BG SL 55 N END CAMBRD BYPSS TO SL 50 S SIDE GRANDY	1.596
2018	3	MN 65	Grandy	Mora	55	60	3004; 3009; 3313; 3307	BEG SL 55 N SIDE GRANDY TO BEG SL 50 TH 23	16.614
2018	3	MN 65	Mora	MN 27	55	60	3308	BEG SL 55 N SIDE MORA TO TH 27/END D3	16.474
2018	1	MN 65	MN 27	McGrath	55	60	3308	S JCT TH 27 TO .3 MI S CSAH 9/MCGRATH	8.37
2018	1	MN 65	McGrath	McGregor	55	60	0109; 0110; 0111	.2 MI N CSAH 9/MCGRATH TO E JCT TH 210/MCGREGOR	26.056

Table 9: 2018 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)
2018	1	MN 65	McGregor	Aitkin CR 63	55	60	112	W JCT TH 210/MCGREGOR TO .1 MI S CR 63 LT	10.155
2018	1	MN 65	Aitkin CR 63	MN 200	55	60	112	.1 MI S CR 63 LT TO .2 MI N S JCT TH 200	19.002
2018	1	MN 65	MN 200	Goodland	55	60	0112; 3110; 3111	.2 MI N S JCT TH 200 TO SL 50 .1 MI S CR 560/GOODLD	12.451
2018	1	MN 65	Goodland	US 169	55	60	3111	.3 MI N CSAH 560/GOODLAND TO .1 MI S CSAH 560/PENGL	11.507
2018	1	MN 65	Nashwauk	Buck Lake	55	55	3112	.2 MI N HAWKINS AV/NASHWAUK TO 1.3 MI S CSAH 55	10.662
2018	1	MN 65	Buck Lake	MN 1	55	60	3112	.04 MI N CSAH 55/BUCK LAKE TO W JCT TH 1	19.938
2018	1	MN 65	MN 1	Koochiching CSAH 31	55	55	3113; 3609	E JCT TH 1 TO TH 71/LITTLE FORK	58.173
2018	1	MN 65	Koochiching CSAH 31	Littlefork	55	60	3609	E JCT TH 1 TO TH 71/LITTLE FORK	58.173
2018	3	MN 70	MN 65	Brunswick	55	55	3306	TH 55 TO BEG SL 30 E SIDE BRUNSWICK	0.67
2018	3	MN 70	Brunswick	MN 107	55	55	3306	BEG SL 55 W SIDE BRUNSWICK TO N JCT TH 107/END D3	6.253
2018	1	MN 70	MN 107	Wisconsin	55	55	3310; 5810; 5811; 5814	S TH 107 TO MN/WI STATE LINE	18.913
2018	2	MN 72	Blackduck	MN 1	55	55	412	BEG SL 55 .2 MI N TH 71 TO W JCT TH 1	9.661
2018	2	MN 72	MN 1	Kelliher	55	60	413	E JCT TH 1 TO SL 30 S SIDE KELLIHER	4.577
2018	2	MN 72	Kelliher	Waskish	55	60	413	BEG SL 55 N SIDE KELLIHER TO SL 50 IN WASKISH	15.201
2018	2	MN 72	Waskish	Baudette	55	60	0413; 3903	BEG SL 55 .1 MI N CSAH 40 TO SL 30 W JCT TH 11	37.952

Table 9: 2018 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)
2018	1	MN 73	MN 27	Kettle River	55	55	912	W JCT TH 27 TO .1 MI S CSAH 12/KETTLE RIVER	2.273
2018	1	MN 73	Kettle River	Cromwell	55	55	912	.02 MI N 3RD AV/KETTLE RVR TO .4 MI S TH 210/CRMWLL	14.652
2018	1	MN 73	Cromwell	Floodwood	55	60	0913; 6927	.3 MI N TH 210/CROMWELL TO S JCT TH 2/E FLOODWOOD	17.369
2018	1	MN 73	Floodwood	Saint Louis CR 443	55	60	6928	.3 MI N 1ST AV/FLOODWOOD TO .2 MI S JCT CR 443	21.484
2018	1	MN 73	Saint Louis CR 443	Hibbing	55	60	6929	.2 MI S JCT CR 443 LT TO SL 40 CSAH 136	13.388
2018	1	MN 73	Chisholm	US 53	55	60	6930; 6931	SL 55 .2 MI N CSAH 84 TO TH 53	29.244
2018	6	MN 74	Chatfield	I 90	55	60	2317	BEG SL 55 E SIDE CHATFIELD TO SL 45 .1 MI S I 90	11.85
2018	6	MN 74	Saint Charles	Whitewater State Park	55	60	8508	BEG SL 55 W 2ND ST TO SL 40 5 MI N ST CHARLES	5.133
2018	6	MN 74	Whitewater State Park	Elba	55	55	8508	BEG SL 55 .6 MI S CSAH 39A TO SL 30 S SIDE ELBA	1.9
2018	6	MN 76	Iowa	Caledonia	55	55	2806	IOWA/MINN SL TO S JCT TH 44	7.83
2018	6	MN 76	Caledonia	Houston	55	55	2807	BEG SL 55 N LIMIT CALEDONIA TO E JCT TH 16	10.48
2018	6	MN 76	Houston	I 90	55	55	2808	BEG SL 55 .1 MI N HOUSTON TO CSAH 12	13.495
2018	6	MN 80	MN 16	Wykoff	55	60	2318	TH 16 TO SL 30 S SIDE WYKOFF	0.989
2018	6	MN 80	Wykoff	Fountain	55	60	2318	BEG SL 55 E SIDE WYKOFF TO TH 52	6.911
2018	2	MN 89	Wilton	MN 1	55	60	414	TH 2 TO S JCT TH 1	26.031

Table 9: 2018 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)
2018	2	MN 89	MN 1	Grygla	55	55	0415; 4508	N JCT TH 1 TO SL 30 E SIDE GRYGLA	26.781
2018	2	MN 89	Grygla	Roseau CSAH 4	55	60	4508; 6806	BEG SL 55 W SIDE GRYGLA TO SL 40 1.1 MI W CSAH 4	29.817
2018	2	MN 89	Roseau CSAH 4	Roseau	55	60	6806	BEG SL 55 .8 MI W CSAH 4 TO SL 45 S SIDE ROSEAU	12.961
2018	2	MN 89	MN 11	Canada	55	60	6807	W JCT TH 11 TO SL 30 .4 MI N CR 115	12.175
2018	8	MN 91	Nobles County	Wilson Lake	55	55	5107	MURRAY/NOBLES CO LN/BEG D8 TO E JCT TH 30 WILSON LK	10.21
2018	8	MN 91	Wilson Lake	Russell	55	55	5108; 4211	BEG SL 55 E SIDE LK WILSON TO TH 23/RUSSELL	22.4
2018	7	MN 111	MN 99	MN 22	55	60	5208	BEG SL 55 .2 MI N TH 99 TO TH 22	9.271
2018	1	MN 135	US 53	Gilbert	55	60	6912	E JCT TH 53 BR 69004 TO .3 MI W TH 37/GILBERT	2.812
2018	1	MN 135	Gilbert	Biwabik	55	60	6912	.2 MI E TH 37/GILBERT TO .1 MI S 1ST AV/BIWABIK	6.854
2018	1	MN 135	Biwabik	Aurora	55	60	6912	.1 MI E 6TH AV N/BIWABIK TO .1 MI W CSAH 110	3.312
2018	1	MN 135	Aurora	Tower	55	55	6913	.2 MI N CSAH 110 TO TH 1/169 AT W EDGE/TOWER	21.568
2018	6	MN 139	Iowa	Harmony	55	60	2316	IOWA/MINN SL TO SL 40 .8 MI S HARMONY	2.221
2018	1	MN 169	US 53	MN 1	55	60	6936	N JCT TH 53 TO W JCT TH 1	17.33
2018	2	MN 171	North Dakota	US 75	55	55	3512; 3507	BEG SL 55 ND/MN STATE LINE TO TH 75	1.886
2018	2	MN 172	Baudette	Canada	55	60	3904	TH 11 TO SL 30 .1 MI S CSAH 33	11.281

Table 9: 2018 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)
2018	2	MN 175	North Dakota	Hallock	55	60	3514; 3515	ND/MN LINE TO SL 30 .1 MI W EMERSON AV/HALLOCK	9.657
2018	2	MN 175	Hallock	US 59	55	60	3516	BEG SL 55 E SIDE HALLOCK TO TH 59	10.713
2018	2	MN 200	US 71	Laporte	55	60	2908	E JCT TH 71 TO SL 30 W SIDE LAPORTE	6.424
2018	2	MN 200	Laporte	MN 371	55	60	2908; 1112; 1106	BEG SL 55 S SIDE LAPORTE TO N JCT TH 371	7.546
2018	2	MN 226	MN 34	Hubbard CSAH 7	55	55	2914	TH 34 TO SL 30 .2 MI S CSAH 7	1.264
2018	6	MN 246	Northfield	Nerstrand	55	60	6614	BEG SL 55 S SIDE NORTHFIELD TO SL 30 W SIDE NRSTRND	10.362
2018	6	MN 246	Nerstrand	MN 56	55	55	2519	BEG SL 55 E SIDE NERSTRAND TO TH 56	5.989
2018	6	MN 247	US 63	Olmsted CSAH 11	55	60	5512	TH 63 TO SL 45 .1 MI W CSAH 11 LT	3.82
2018	6	MN 247	Olmsted CSAH 11	Plainview	55	60	5512; 7912	BEG SL 55 .3 MI E CSAH 11 LT TO SL 30 W SIDE PLNVW	7.576
2018	6	MN 248	Altura	Minnesota City	55	60	8511	BEG SL 55 N SIDE ALTURA TO TH 61	0.165
2018	6	MN 248	Altura	Minnesota City	55	60	8511	BEG SL 55 N SIDE ALTURA TO TH 61	10.655
2018	6	MN 250	Lanesboro	MN 30	55	55	2319	BEG SL 55 N SIDE LANESBORO TO TH 30	8.583
2018	6	MN 251	I 35	Hollandale	55	60	2408	I 35 TO SL 30 W SIDE HOLLANDALE	5.371
2018	6	MN 251	Hollandale	Moscow	55	60	2408	BEG SL 55 E SIDE HLLNDLE TO SL 40 CSAH 30	1.494
2018	6	MN 251	Moscow	Mower County	55	60	2408	BEG SL 55 .4 MI E CSAH 30 TO SL 50 .1 MI W CSAH 36	5.459

Table 9: 2018 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)
2018	6	MN 251	Freeborn County	US 218	55	60	5010	BEG SL 55 .2 MI E CSAH 36 TO TH 218	2.84
2018	8	MN 267	Iona	MN 30	55	60	5109	BEG SL 55 N SIDE IONA TO TH 30	5.191
2018	8	MN 271	MN 19	Hendricks	55	60	4110	SO DAK/MN STATE LN TO SL 30 S SIDE HENDRICKS	3.062
2018	8	MN 271	Hendricks	South Dakota	55	60	4110	BEG SL 55 N SIDE HENDRICKS TO SO DAK/MN STATE LINE	5.004
2018	2	MN 308	MN 11	MN 89	55	60	6808	TH 11 TO TH 89	1.277
2018	2	MN 310	Roseau	Canada	55	60	6809	BEG SL 55 .3 MI N TH 11 TO SL 30 .1 MI S US/CN BDR	10.117
2018	2	MN 313	Warroad	Canada	55	60	6810	BEG SL 55 .1 MI N CSAH 74 TO SL 30 .3 MI S US/CAN	5.602
2018	3	MN 371	Pequot Lakes	Jenkins	55	60	1810	BEG SL 55 N SIDE PEQUOT LKS TO SL 45 S SIDE JENKINS	2.812
2018	3	MN 371	Jenkins	Pine River	55	60	1810; 1116	BEG SL 55 N SIDE JENKINS TO SL 30 S SIDE PINE RIVER	5.425
2018	3	MN 371	Pine River	Hackensack	55	60	1117; 1118	BG SL 55 N PINE RVR TO SL 45 .03 MI S CR 40/HACKNSK	15.859
2018	3	MN 371	Hackensack	Walker	55	60	1118; 1119	BEG SL 55 N SIDE HACKENSACK TO SL 45 S SIDE WALKER	11.8
2018	2	MN 371	Walker	Cass Lake	55	60	1120	BEG SL 55 N SIDE WALKER TO SL 30 S SIDE CASS LK	19.898
2018	3	MN 371B	MN 371	Brainerd	55	55	1814	BEG SL 55 TO BEG SL 40 .1 MI S BUFFALO HLS LN	4.082

Appendix F: 2017 Study Results

Table 10: 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 10: 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 G: 2016 Study Results

Table 11: 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 JCT TH 30	7.737
2016	7	US 169	Amboy	Vernon Center	55	60	0712	BEG SL 55 .3 MI 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 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 11: 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 11: 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 11: 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 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 11: 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 11: 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 11: 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 11: 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 11: 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 11: 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	Askov	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 11: 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 11: 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 H: 2015 Study Results

Table 12: 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 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 12: 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	MN 25 (East Junction)	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 12: 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	Carver CSAH 51	55	60	1013	BEG 4LN TO BEG 2LN	1.677
2015	M	US 212	Carver CSAH 51	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 12: 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 12: 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 12: 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 12: 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 12: 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 12: 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 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 12: 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 I: 2014 Study Results

Table 13: 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 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 13: 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 13: 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 J: Map of Speed Limit Study Progress

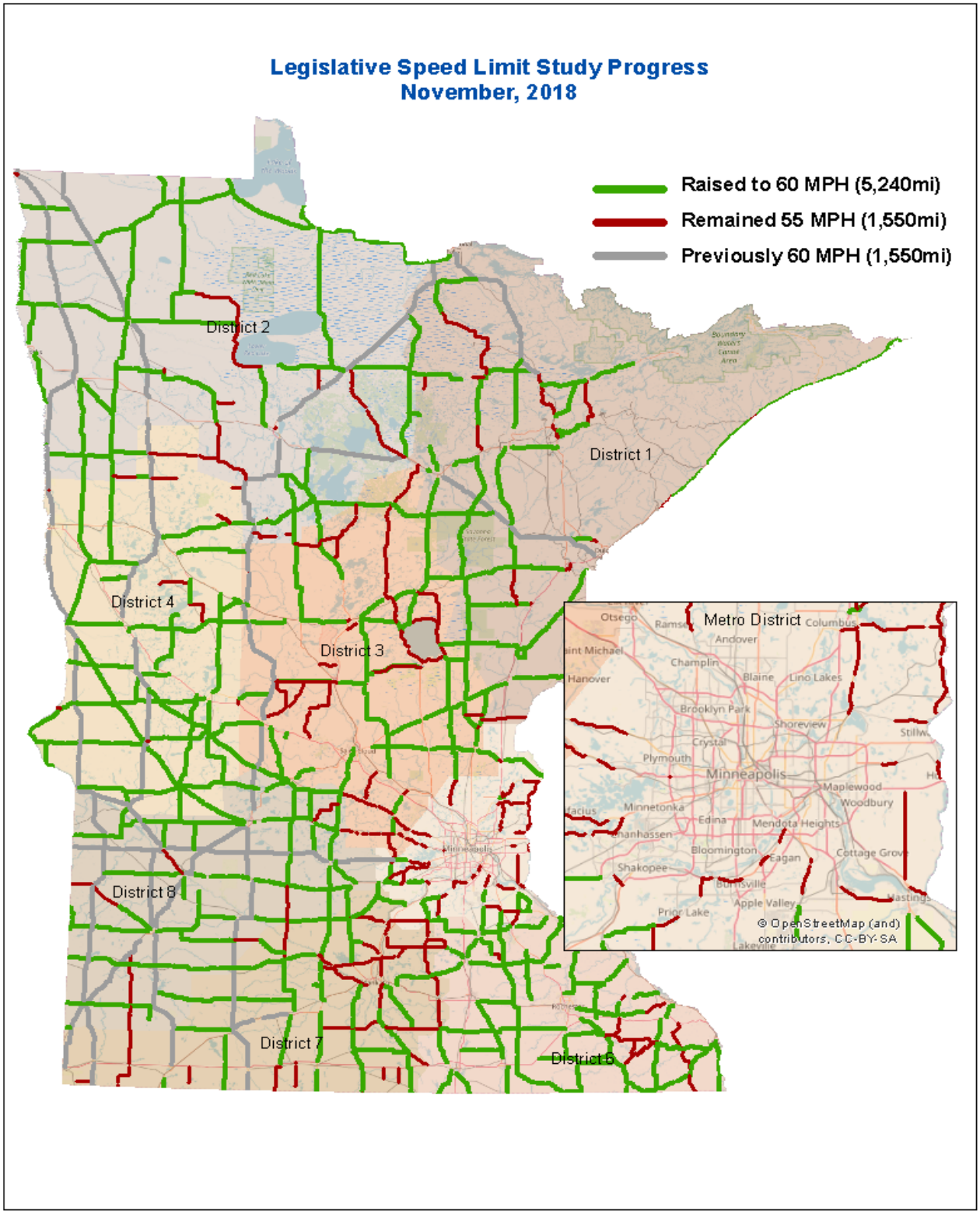



Figure 7: Speed Limit Study Progress as of Nov. 27, 2018