



2015 Report on the

Evaluation of Certain Highway Speed Limits

January 2016



Prepared by

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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 January 15, 2019, or the date the final report is submitted to the legislative committees under this section.

The cost of preparing this report for 2015 is estimated at approximately \$356,000.

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 Estimated 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

**The total for 2014 was updated to include costs that were invoiced to reflect any work after this report went to print in 2014.*

Summary

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

All Minnesota two-lane roadways, with a current speed limit of 55 mph 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 five-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 five-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.

In 2015, there was progress in catching up on the short first year of this study. As of Nov. 6, 2015, 85 percent of the 2014 coordinated routes and 57 percent of the 2015 coordinated routes were studied and authorized. Many more miles were studied, but the authorizations are not yet completed. The winter months will be used to finish up roads that were studied, but not authorized.

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

Study Details

Study Overview

This study covers a widespread geographical area over a five-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. 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 five year timeframe. Adjustments to this schedule will be made when necessary due to construction activities on state or local roads within the study area, weather, or other unforeseen conditions. There were fewer miles of roadway studied in 2014 than in subsequent years because of the limited time available since the effective date of the statute. All the required roadways and segments will be analyzed during the five-year timeframe.

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

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

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

Study Methodology

To complete a speed study on a given corridor, MnDOT collects 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 many other items 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 a discussion of items under consideration.

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

Other adjustments 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.

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 reduce the number and variety of events which drivers must respond.

Shoulder Width

The Highway Safety Manual was used as a basis for the shoulder width consideration. The HSM has a default value of six-foot wide shoulders. A decrease to five-foot wide shoulders represents a four 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 combination of crash frequency and vehicle exposure.

Total Crash Rate Equation:

$$\text{Total Crash Rate} = (\text{total crashes}) * 1,000,000 / (\text{Length} * \text{ADT} * \text{Years} * 365 \text{ Days/ Year})$$

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.

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

$$\text{Critical Crash Rate} = \text{System wide average crash rate} + (\text{Confidence Interval/vehicle miles traveled})^{1/2} + (.5/\text{vehicle miles traveled})$$

$$K = \text{Confidence Interval}; 99.5\% K=2.756, 95\% K= 1.645, 90\% K= 1.282$$

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

A table listing the road segments studied and the resulting speed limit recommendations are found in Appendix E and Appendix F.

Appendix B: Total Miles for Study by MnDOT District

55 MPH Trunk Highways – By Lane Mile and District

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
TOTAL	1969	4763	6732

*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 – 2014-2018

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

DISTRICT	YEAR 1: 2014	YEAR 2: 2015	YEAR 3: 2016	YEAR 4: 2017	YEAR 5: 2018	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.

Speed Study Schedule by Specific Routes, Lengths and Years

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	

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	

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	

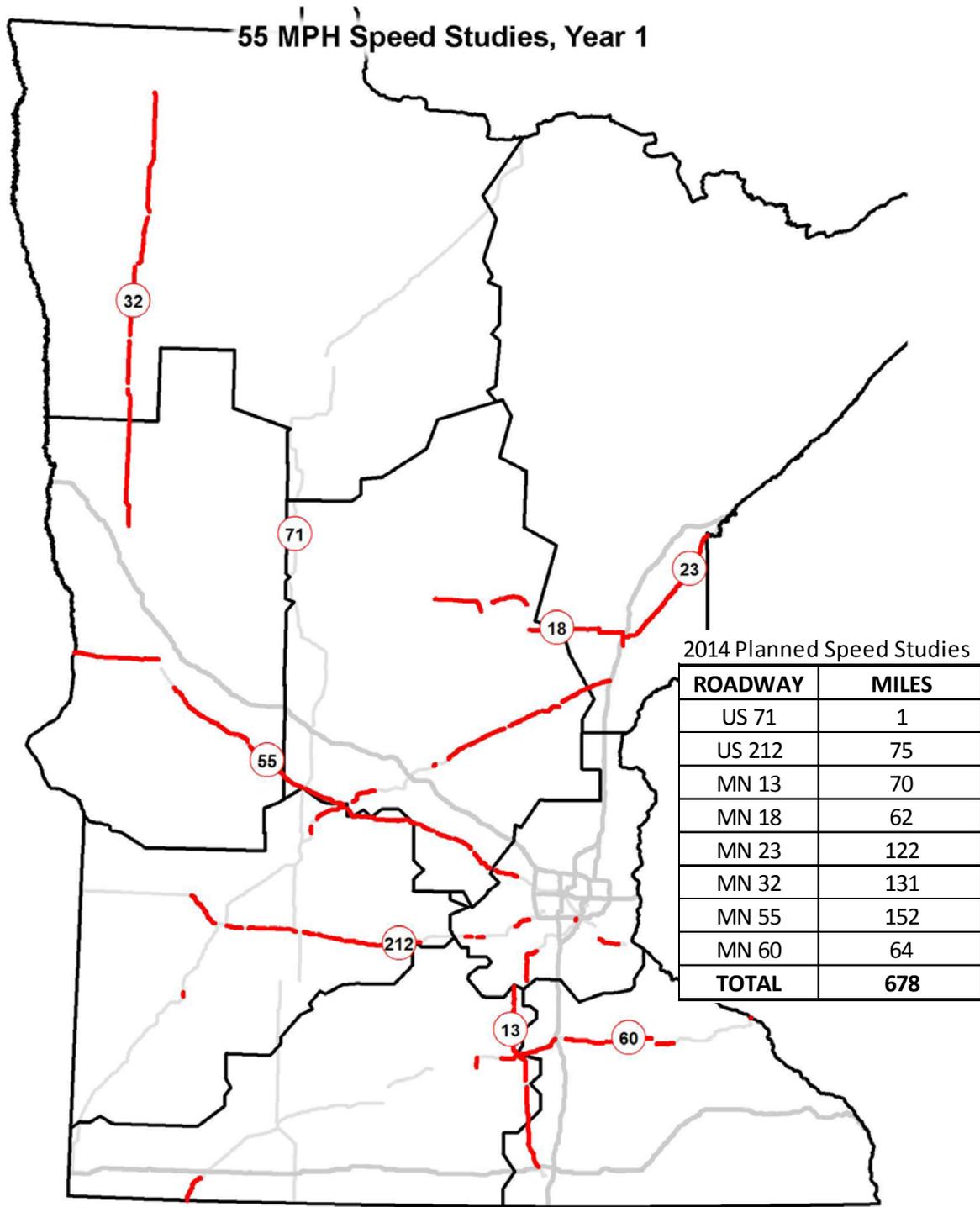
Speed Study Schedule by Specific Routes, Lengths and Years

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

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	

**Note some roadway sections listed for study are no longer 2-lane 55mph roadways. In most instances, the roads were upgraded to four-lane divided highways and no longer qualify for the study. These roadway control sections were removed from the schedule and the maps were adjusted accordingly.*

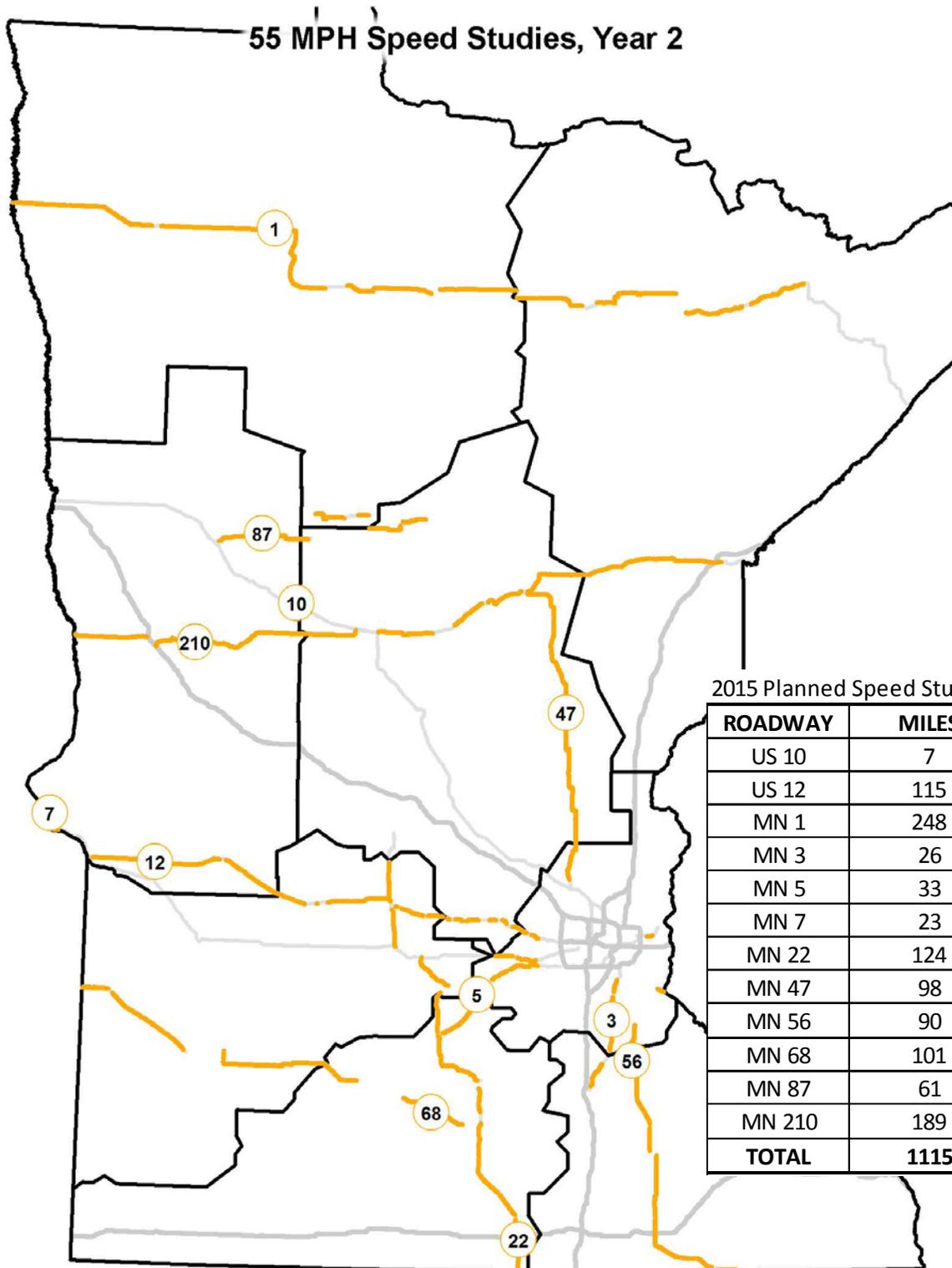
Other adjustments made to the schedule include: removing segments that have been previously authorized at a speed limit which is lower than 55 mph and, moving segments into the proper district list because initially they were listed in the wrong district.



Version 2.1 (13 January 2015)

**Note some roadway sections listed for study are no longer 2-lane 55mph roadways. In most instances, the roads were upgraded to four-lane divided highways and no longer qualify for the study. These roadway control sections were removed from the schedule and the maps were adjusted accordingly.*

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2015 Planned Speed Studies

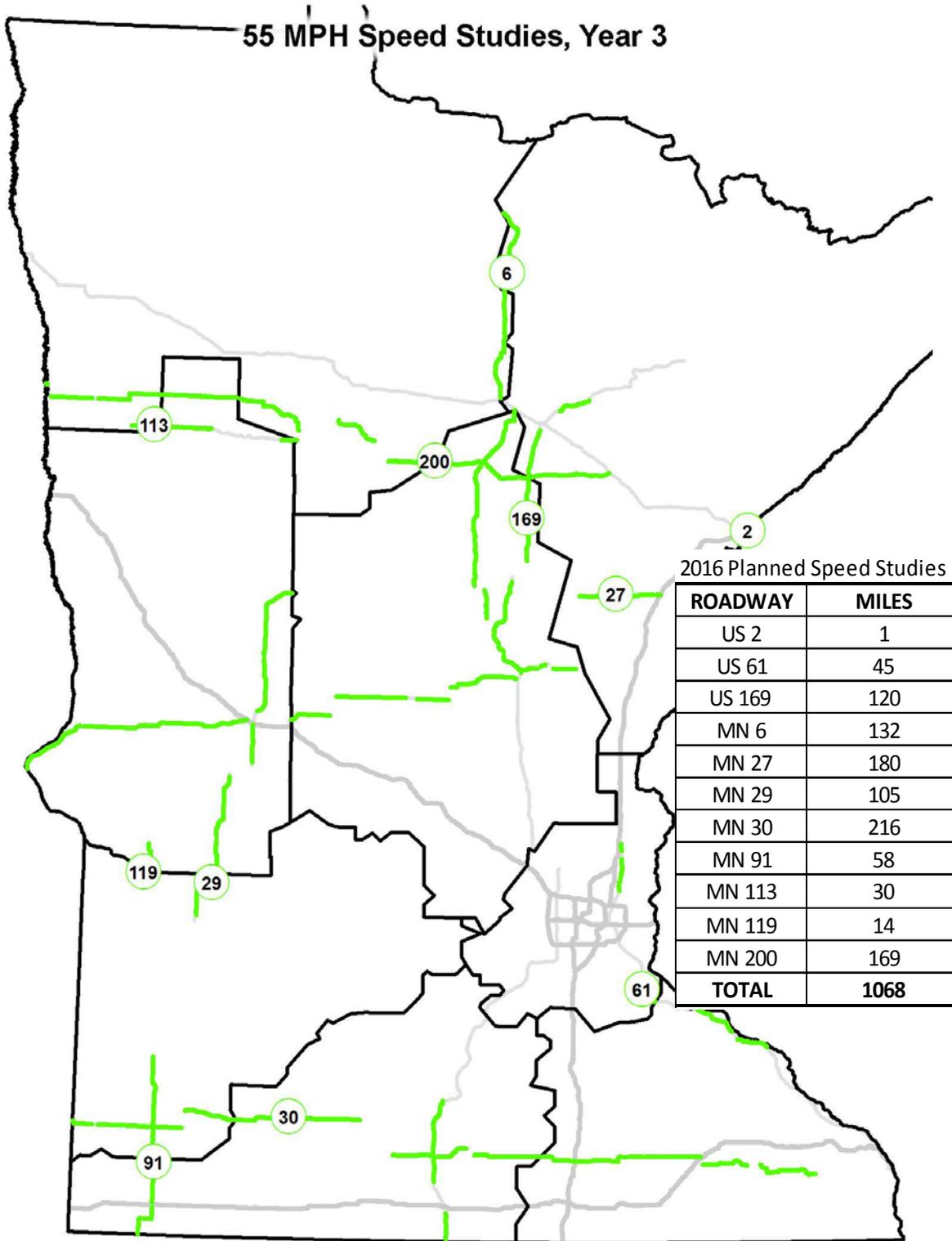
ROADWAY	MILES
US 10	7
US 12	115
MN 1	248
MN 3	26
MN 5	33
MN 7	23
MN 22	124
MN 47	98
MN 56	90
MN 68	101
MN 87	61
MN 210	189
TOTAL	1115

Version 2.1 (13 January 2015)

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55 MPH Speed Studies, Year 3

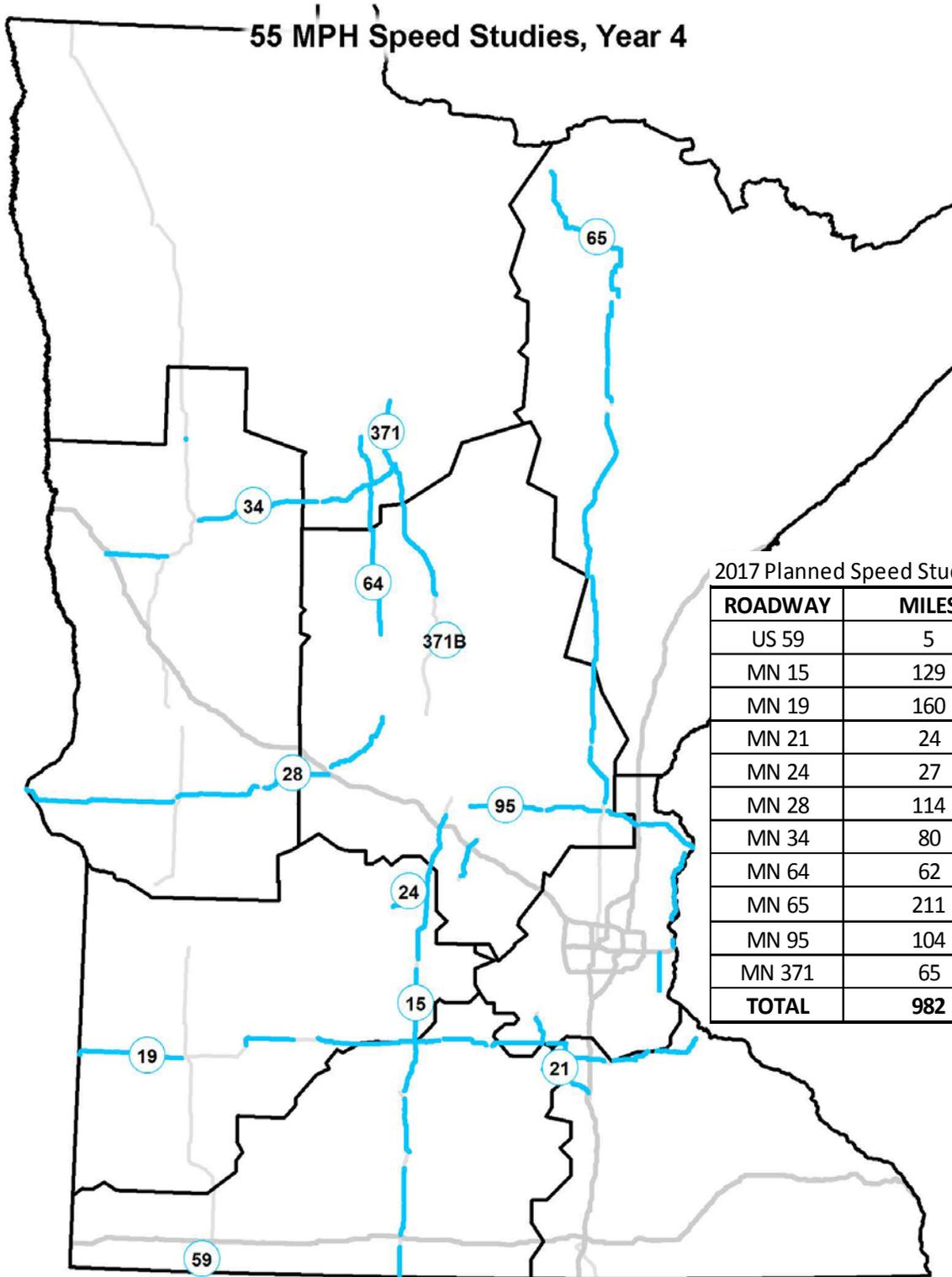


Version 2.1 (13 January 2015)

**Note some roadway sections listed for study are no longer 2-lane 55mph roadways. In most instances, the roads were upgraded to four-lane divided highways and no longer qualify for the study. These roadway control sections were removed from the schedule and the maps were adjusted accordingly.*

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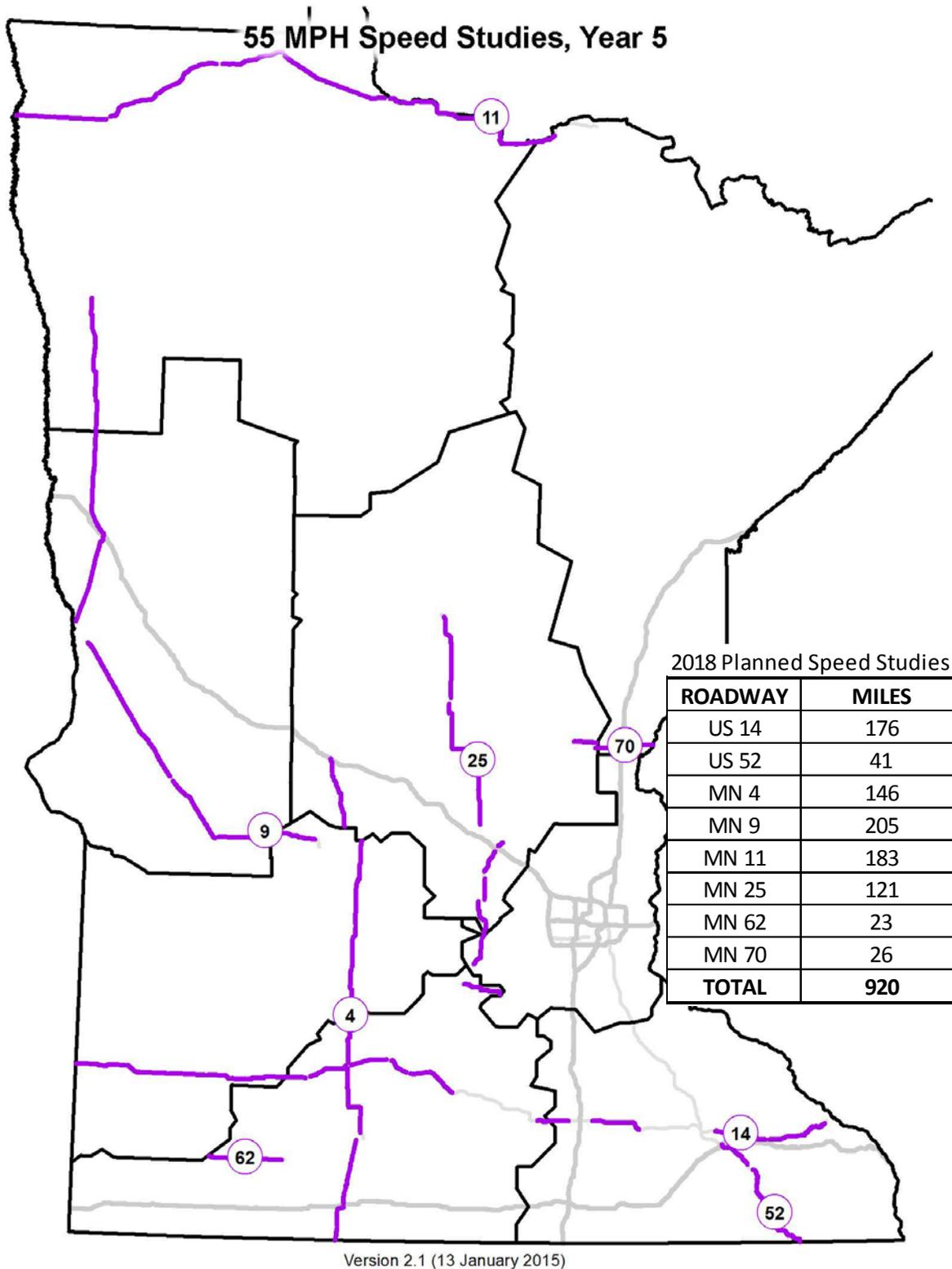
55 MPH Speed Studies, Year 4



Version 2.1 (13 January 2015)

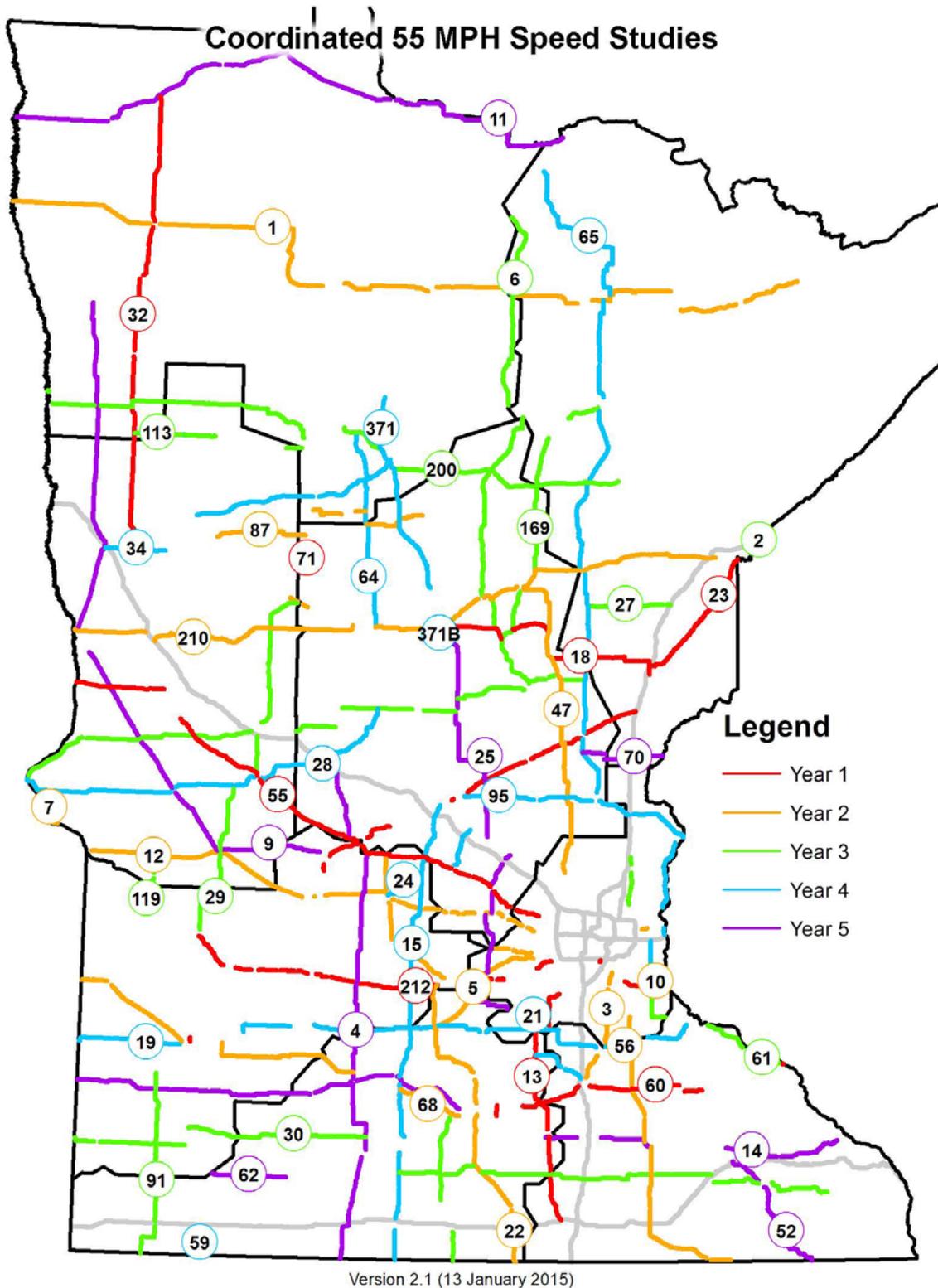
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Other adjustments made to the schedule include: removing segments that have been previously authorized at a speed limit which is lower than 55 mph and, moving segments into the proper district list because initially they were listed in the wrong district.

Appendix D: 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% (positive or negative) for the majority of the segment
4. A clear zone assessment has been made of the corridor and determined to be satisfactory based on engineering judgment.
5. The total five-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 five-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 85 th 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
<i>Rural 2-lane : ADT ∈ [0, 1500)</i>	0.64	4.01
<i>Rural 2-lane : ADT ∈ [1500, 5000)</i>	0.56	2.60
<i>Rural 2-lane : ADT ∈ [5000, 8000)</i>	0.62	2.32
<i>Rural 2-lane : ADT ∈ [8000, ∞)</i>	0.72	1.87

Symbol Explanation

∈ represents a range or set that your ADT may fall into.

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

So, for example:

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

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

1. **Access Points** – The number of access points per mile comes from the district and county roadway safety plans. During this planning process, it was found that most rural highways had an average of seven to nine access points per mile. The choice of 10 access points was chosen that most average roads would meet this consideration, but roads with significantly higher access densities should be evaluated for crash history. Posted speeds may be raised if engineering judgement indicates it is safe to do so.
2. **Shoulder Width** - The shoulder width consideration was based on the Highway Safety Manual. The HSM has a default value of six-foot shoulders. A decrease to five-foot shoulders represents only a 4 percent increase in the number of crashes.
3. **Vertical Grades** – HSM has an increased crash modification factor for grades in excess of 3 percent during a given segment.
4. **Clear Zone Assessment** - Every roadway that is 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 five-year statewide crash rates for segments (with intersections included). Evaluations should document: if crash rates are below average for both rates, that there is not a speed related crash problem, and that there are no other traffic safety issues.
6. **Crash History** – Two types of crash rates will be examined: total crash rate and the fatal/serious injury crash rate. Roadways should be evaluated using the five-year statewide crash rates for segments (with intersections included). It should be documented if both crash rates are below the computed critical crash rate for both rates.
7. **Passing Zones** – Passing zones should be reviewed and understood to ensure that safe passing can still occur where signing is posted.
8. **85th percentile** – The Institute of Transportation Engineers uses this recommendation and process for determining how to set speed limits. MnDOT's Traffic Engineering Manual also uses this process.
9. **10 mph pace** - The Institute of Transportation Engineers uses this recommendation and process for determining how to set speed limits. MnDOT's Traffic Engineering Manual also uses this process.

Appendix E: 2014 Study Results

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

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	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
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

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	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
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

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 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

Note: All speed limits within each control section are not listed in this chart. Other speed limits that may also be present include, but are not limited to, school speed zones and speed limits through urban areas.

Appendix F: 2015 Study Results

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

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

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

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	Greenbush	Badger	55	60	6802	BEG SL 55 E SIDE GREEN BUSH TO SL 50 S SIDE BADGER	9.437
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

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	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
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

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	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
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

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	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
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

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	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
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

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	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
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

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	MN 210	Begin 2-lane, east of Brainerd	Ironton	55	60	1806	BEG SL 55 E OF BRAINERD TO SL 30 W SIDE IRONTON	11.089
2015	3	MN 210	Crosby	Deerwood	55	55	1807	BEG SL 55 E OF CROSBY TO SL 45 W OF DEERWOOD	2.898
2015	3	MN 210	Deerwood	Aitkin	55	60	1807;0118	BEG SL 55 E SIDE DEERWOOD TO SL 45 W SIDE AITKIN	9.058
2015	3	MN 210	Aitkin	McGregor (MN 65)	55	60	0119;0120	BG SL 55 E SIDE AITKIN TO SL 40 .2 MI W W JCT TH 65	20.805
2015	1	MN 210	McGregor (MN 65)	Tamarack (CSAH 6)	55	60	0121	.3 MI W E JCT TH 65/MCGRGR TO .2 MI W CSAH 6/TAMRCK	8.42
2015	1	MN 210	Tamarack (CSAH 6)	Wright (CSAH 20)	55	60	0121;0914	.3 MI E CSAH 6/TAMARACK TO .1 MI W CSAH 20/WRIGHT	5.895
2015	1	MN 210	Wright (CSAH 23)	Cromwell (MN 73)	55	60	0914	.04 MI E CSAH 23/WRIGHT TO .2 MI W TH 73/CROMWELL	5.349
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 G: Map of Speed Limit Study Progress

