

SENATE
STATE OF MINNESOTA
NINETY-SECOND SESSION

S.F. No. 4271

(SENATE AUTHORS: MATHEWS)

DATE	D-PG	OFFICIAL STATUS
03/24/2022	5611	Introduction and first reading Referred to Transportation Finance and Policy

1.1A bill for an act

1.2relating to transportation; amending the description of Legislative Route 25;

1.3amending Minnesota Statutes 2020, section 161.114, subdivision 2.

1.4BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.5Section 1. Minnesota Statutes 2020, section 161.114, subdivision 2, is amended to read:

1.6Subd. 2. **Descriptions.** The constitutional routes are described as follows:

1.7Route No. 1. Beginning at a point on the boundary line between the states of Minnesota

1.8and Iowa, southeasterly at Albert Lea and thence extending in a northwesterly direction to

1.9a point in Albert Lea and thence extending in a northerly direction to a point and on the

1.10southerly limits of the city of St. Paul and then beginning at a point on the northerly limits

1.11of the city of St. Paul and thence extending in a northerly direction to a point on the westerly

1.12limits of the city of Duluth and then beginning at a point on the northerly limits of the city

1.13of Duluth and thence extending in a northeasterly direction to a point on the boundary line

1.14between the state of Minnesota and the province of Ontario, affording Albert Lea, Owatonna,

1.15Faribault, Northfield, Farmington, St. Paul, White Bear, Forest Lake, Wyoming, Rush City,

1.16Pine City, Hinckley, Sandstone, Moose Lake, Carlton, Duluth, Two Harbors, Grand Marais

1.17and intervening and adjacent communities a reasonable means of communication, each with

1.18the other and other places within the state.

1.19Route No. 2. Beginning at a point on Route No. 1 on the westerly limits of the city of

1.20Duluth and thence extending in a southwesterly direction along said Route No. 1 to a point

1.21on said route at Carlton and thence extending in a westerly direction to a point on the east

1.22bank of the Red River of the North at Moorhead, affording Duluth, Carlton, McGregor,

1.23Aitkin, Brainerd, Motley, Staples, Wadena, Detroit, Moorhead and intervening and adjacent

2.1 communities a reasonable means of communication, each with the other and other places
2.2 within the state.

2.3 Route No. 3. Beginning at a point on the boundary line between the states of Minnesota
2.4 and Wisconsin, westerly of La Crosse, Wisconsin, and thence extending in a northwesterly
2.5 direction to a point on the easterly limits of the city of St. Paul and then beginning at a point
2.6 on the westerly limits of the city of Minneapolis and thence extending in a northwesterly
2.7 direction to a point on the east bank of the Red River of the North at Breckenridge, affording
2.8 La Crescent, Winona, Kellogg, Wabasha, Lake City, Red Wing, Hastings, St. Paul,
2.9 Minneapolis, Osseo, Champlin, Anoka, Elk River, Big Lake, St. Cloud, Albany, Sauk
2.10 Centre, Alexandria, Elbow Lake, Fergus Falls, Breckenridge and intervening and adjacent
2.11 communities a reasonable means of communication, each with the other and other places
2.12 within the state.

2.13 Route No. 4. Beginning at a point on the boundary line between the states of Minnesota
2.14 and Iowa, southwesterly of Jackson and thence extending in a northerly direction to a point
2.15 on Route No. 3, southeasterly of Sauk Centre and thence extending in a northwesterly
2.16 direction along said Route No. 3 to a point on said route at Sauk Centre and thence extending
2.17 in a northerly direction to a point at International Falls, affording Jackson, Windom, Sanborn,
2.18 Redwood Falls, Morton, Olivia, Willmar, Paynesville, Sauk Centre, Long Prairie, Wadena,
2.19 Park Rapids, Itasca State Park, Bemidji, International Falls and intervening and adjacent
2.20 communities a reasonable means of communication, each with the other and other places
2.21 within the state.

2.22 Route No. 5. Beginning at a point on the boundary line between the states of Minnesota
2.23 and Iowa, southerly of Blue Earth and thence extending in a northeasterly direction to a
2.24 point on the southerly limits of the city of Minneapolis and then beginning at a point on the
2.25 northerly limits of the city of Minneapolis and thence extending in a northerly direction to
2.26 a point in Swan River on Route No. 8, hereinafter described, affording Blue Earth,
2.27 Winnebago, Mankato, St. Peter, Le Sueur, Jordan, Shakopee, Minneapolis, Cambridge,
2.28 Mora, McGregor, Swan River and intervening and adjacent communities a reasonable means
2.29 of communication, each with the other and other places within the state.

2.30 Route No. 6. Beginning at a point on the boundary line between the states of Minnesota
2.31 and Iowa, southerly of Ash Creek, and thence extending in a northerly direction to a point
2.32 on the boundary line between the state of Minnesota and the province of Manitoba, near
2.33 St. Vincent, affording Luverne, Pipestone, Lake Benton, Ivanhoe, Canby, Madison,
2.34 Bellingham, Odessa, Ortonville, Graceville, Dumont, Wheaton, Breckenridge, Moorhead,
2.35 Kragens, Georgetown, Perley, Hendrum, Ada, Crookston, Warren, Donaldson, Hallock and

3.1 intervening and adjacent communities a reasonable means of communication, each with
3.2 the other and other places within the state.

3.3 Route No. 7. Beginning at a point on Route No. 3 at Winona and thence extending in a
3.4 westerly direction to a point on the boundary line between the states of Minnesota and South
3.5 Dakota, westerly of Lake Benton, affording Winona, St. Charles, Rochester, Kasson, Dodge
3.6 Center, Claremont, Owatonna, Waseca, Mankato, St. Peter, New Ulm, Springfield, Tracy,
3.7 Lake Benton and intervening and adjacent communities a reasonable means of
3.8 communication, each with the other and other places within the state.

3.9 Route No. 8. Beginning at a point on the westerly limits of the city of Duluth and thence
3.10 extending in a northwesterly direction to a point on Route No. 6 near Crookston and thence
3.11 extending in a westerly and northerly direction along said Route No. 6 to a point on said
3.12 route northerly of Crookston and thence extending in a northwesterly direction to a point
3.13 on the east bank of the Red River of the North at East Grand Forks, affording Duluth,
3.14 Floodwood, Swan River, Grand Rapids, Cass Lake, Bemidji, Bagley, Erskine, Crookston,
3.15 East Grand Forks and intervening and adjacent communities a reasonable means of
3.16 communication, each with the other and other places within the state.

3.17 Route No. 9. Beginning at a point on Route No. 3 at La Crescent and thence extending
3.18 in a westerly direction to a point on the boundary line between the states of Minnesota and
3.19 South Dakota southwesterly of Beaver Creek, affording La Crescent, Hokah, Houston,
3.20 Rushford, Lanesboro, Preston, Fountain, Spring Valley, Austin, Albert Lea, Blue Earth,
3.21 Fairmont, Jackson, Worthington, Luverne and intervening and adjacent communities a
3.22 reasonable means of communication, each with the other and other places within the state.

3.23 Route No. 10. Beginning at a point on the westerly limits of the city of Minneapolis and
3.24 thence extending in a northwesterly direction to a point on Route No. 6 at or near Wheaton,
3.25 affording Minneapolis, Montrose, Cokato, Litchfield, Willmar, Benson, Morris, Herman,
3.26 Wheaton and intervening and adjacent communities a reasonable means of communication,
3.27 each with the other and other places within the state.

3.28 Route No. 11. Beginning at a point on Route No. 8 at the westerly limits of the city of
3.29 Duluth and thence extending in a northwesterly and northerly direction to a point on Route
3.30 No. 4 at International Falls and thence extending in a southwesterly direction along said
3.31 Route No. 4 to a point on said route southwesterly of International Falls and thence extending
3.32 in a westerly direction to a point on Route No. 6 at Donaldson, affording Duluth, Eveleth,
3.33 Virginia, Cook, Orr, Cussons, International Falls, Baudette, Warroad, Roseau, Greenbush,

4.1 Donaldson and intervening and adjacent communities a reasonable means of communication,
4.2 each with the other and other places within the state.

4.3 Route No. 12. Beginning at a point on the west bank of the St. Croix River near Hudson,
4.4 Wisconsin and thence extending in a westerly direction to a point on the easterly limits of
4.5 the city of St. Paul and then beginning at a point on the westerly limits of the city of
4.6 Minneapolis and thence extending in a westerly direction to a point on Route No. 6 at
4.7 Madison, affording St. Paul, Minneapolis, Hopkins, Norwood, Glencoe, Olivia, Granite
4.8 Falls, Montevideo, Dawson, Madison and intervening and adjacent communities a reasonable
4.9 means of communication, each with the other and other places within the state.

4.10 Route No. 13. Beginning at a point on Route No. 9 at Albert Lea and thence extending
4.11 in a northerly direction to a point on Route No. 5 at Jordan affording Albert Lea, Waseca,
4.12 Waterville, Montgomery, New Prague, Jordan and intervening and adjacent communities
4.13 a reasonable means of communication, each with the other and other places within the state.

4.14 Route No. 14. Beginning at a point on Route No. 6 at Ivanhoe and thence extending in
4.15 an easterly direction to a point on Route No. 4 at Redwood Falls and thence extending in
4.16 an easterly direction along said Route No. 4 to a point on said route at Morton and thence
4.17 extending in an easterly direction to a point on Route No. 22, hereinafter described, at
4.18 Gaylord affording Ivanhoe, Marshall, Redwood Falls, Morton, Winthrop, Gaylord and
4.19 intervening and adjacent communities a reasonable means of communication, each with
4.20 the other and other places within the state.

4.21 Route No. 15. Beginning at a point on the boundary line between the states of Minnesota
4.22 and Iowa southerly of Fairmont and thence extending in a northerly direction to a point on
4.23 Route No. 14 at Winthrop, affording Fairmont, Madelia, New Ulm, Winthrop and intervening
4.24 and adjacent communities a reasonable means of communication each with the other and
4.25 other places within the state.

4.26 Route No. 16. Beginning at a point on Route No. 5 southwesterly of Mankato and thence
4.27 extending westerly to a point on Route No. 15 at Madelia and thence extending in a southerly
4.28 direction along said Route No. 15 to a point on said route southerly of Madelia and thence
4.29 extending in a westerly direction to a point on Route No. 4 northerly of Windom and thence
4.30 extending in a southerly direction along said Route No. 4 to a point on said route at Windom
4.31 and thence extending in a westerly direction to a point at Fulda and thence extending in a
4.32 southerly direction to a point on Route No. 9 at Worthington, affording Mankato, Madelia,
4.33 St. James, Windom, Fulda, Worthington and intervening and adjacent communities a
4.34 reasonable means of communication, each with the other and other places within the state.

5.1 Route No. 17. Beginning at a point on Route No. 16 at Fulda and thence extending in a
5.2 northerly direction to a point on Route No. 12 at Granite Falls, affording Fulda, Slayton,
5.3 Garvin, Marshall, Granite Falls and intervening and adjacent communities a reasonable
5.4 means of communication, each with the other and other places within the state.

5.5 Route No. 18. Beginning at a point on Route No. 3 at Elk River and thence extending
5.6 in a northerly direction to a point on Route No. 2 easterly of Brainerd, affording Elk River,
5.7 Princeton, Milaca, Onamia and intervening and adjacent communities a reasonable means
5.8 of communication, each with the other and other places within the state.

5.9 Route No. 19. Beginning at a point on Route No. 2 at Brainerd and thence extending in
5.10 a northwesterly direction to a point on Route No. 8 at Cass Lake, affording Brainerd, Pine
5.11 River, Walker, Cass Lake and intervening and adjacent communities a reasonable means
5.12 of communication, each with the other and other places within the state.

5.13 Route No. 20. Beginning at a point on the boundary line between the states of Minnesota
5.14 and Iowa near Canton and thence extending in a northwesterly direction to a point on Route
5.15 No. 9 at or near Preston and thence extending in a northwesterly direction along said Route
5.16 No. 9 to a point on said route at Fountain and thence extending in a northwesterly direction
5.17 to a point on Route No. 3 in the town of Douglas, Dakota County (T. 113, R. 17 W.) affording
5.18 Canton, Harmony, Preston, Fountain, Chatfield, Oronoco, Pine Island, Zumbrota, Cannon
5.19 Falls and intervening and adjacent communities a reasonable means of communication,
5.20 each with the other and other places within the state.

5.21 Route No. 21. Beginning at a point on Route No. 20 at Zumbrota and thence extending
5.22 in a westerly direction to a point on Route No. 5 at St. Peter, affording Zumbrota, Kenyon,
5.23 Faribault, Le Sueur Center, Cleveland, St. Peter and intervening and adjacent communities
5.24 a reasonable means of communication, each with the other and other places within the state.

5.25 Route No. 22. Beginning at a point on Route No. 5 at St. Peter and thence extending in
5.26 a northwesterly direction to a point on Route No. 4 at Paynesville, affording St. Peter,
5.27 Gaylord, Glencoe, Hutchinson, Litchfield, Paynesville and intervening and adjacent
5.28 communities a reasonable means of communication, each with the other and other places
5.29 within the state.

5.30 Route No. 23. Beginning at a point on Route No. 4 at Paynesville and thence extending
5.31 in a northeasterly direction through the village of Richmond, Coldspring, Rockville and
5.32 Waite Park to a point on Route No. 3 westerly of St. Cloud, and thence extending in a
5.33 northeasterly direction to a point on Route No. 5 southerly of Mora, and thence extending
5.34 in a northerly direction along said Route No. 5 to a point on said route at Mora, and thence

6.1 extending in an easterly direction to a point on Route No. 1 southerly of Hinckley, affording
6.2 Paynesville, St. Cloud, Foley, Milaca, Ogilvie, Mora and intervening and adjacent
6.3 communities a reasonable means of communication, each with the other and other places
6.4 within the state.

6.5 Route No. 24. Beginning at a point on Route No. 10 at Litchfield and thence extending
6.6 in a northeasterly direction to a point on Route No. 3 at St. Cloud, affording Litchfield, St.
6.7 Cloud and intervening and adjacent communities a reasonable means of communication,
6.8 each with the other and other places within the state.

6.9 Route No. 25. Beginning at a point on Route No. 5 at or near Belle Plaine and thence
6.10 extending in a northerly direction to a point on Route No. 3 at west of Big Lake and east of
6.11 Becker, affording Belle Plaine, Norwood, Watertown, Montrose, Buffalo, Monticello, the
6.12 Big Lake and Becker area, and intervening and adjacent communities a reasonable means
6.13 of communication, each with the other and other places within the state.

6.14 Route No. 26. Beginning at a point on Route No. 10 at Benson and thence extending in
6.15 a westerly direction to a point on Route No. 6 near Ortonville, affording Benson, Ortonville
6.16 and intervening and adjacent communities a reasonable means of communication, each with
6.17 the other and other places within the state.

6.18 Route No. 27. Beginning at a point on Route No. 3 at St. Cloud and thence extending
6.19 in a northerly direction to a point on Route No. 2 at Brainerd, affording St. Cloud, Sauk
6.20 Rapids, Royalton, Little Falls, Brainerd and intervening and adjacent communities a
6.21 reasonable means of communication, each with the other and other places within the state.

6.22 Route No. 28. Beginning at a point on Route No. 27 at Little Falls and thence extending
6.23 in a southwesterly direction to a point on the boundary line between the states of Minnesota
6.24 and South Dakota at Browns Valley, affording Little Falls, Sauk Centre, Glenwood, Starbuck,
6.25 Morris, Graceville, Browns Valley and intervening and adjacent communities a reasonable
6.26 means of communication, each with the other and other places within the state.

6.27 Route No. 29. Beginning at a point on Route No. 28 at Glenwood and thence extending
6.28 in a northerly direction to a point on Route No. 2 westerly of Wadena affording Glenwood,
6.29 Alexandria, Parkers Prairie, Deer Creek and intervening and adjacent communities a
6.30 reasonable means of communication, each with the other and other places within the state.

6.31 Route No. 30. Beginning at a point on Route No. 3 at Fergus Falls, and thence extending
6.32 in a northerly direction to a point on Route No. 8 at Erskine, affording Fergus Falls, Pelican
6.33 Rapids, Detroit, Mahanomen, Erskine and intervening and adjacent communities a reasonable
6.34 means of communication, each with the other and other places within the state.

7.1 Route No. 31. Beginning at a point on Route No. 6 at Ada, and thence extending in an
7.2 easterly direction to a point on Route No. 30 near Mahnomen, affording Ada, Mahnomen
7.3 and intervening and adjacent communities a reasonable means of communication, each with
7.4 the other and other places within the state.

7.5 Route No. 32. Beginning at a point on Route No. 8 easterly of Crookston and thence
7.6 extending in a northerly direction to a point on Route No. 11 at Greenbush, affording Red
7.7 Lake Falls, Thief River Falls, Middle River, Greenbush and intervening and adjacent
7.8 communities a reasonable means of communication, each with the other and other places
7.9 within the state.

7.10 Route No. 33. Beginning at a point on Route No. 32 at Thief River Falls and thence
7.11 extending in a northwesterly direction to a point on Route No. 6 at Warren, affording Thief
7.12 River Falls, Warren and intervening and adjacent communities a reasonable means of
7.13 communication, each with the other and other places within the state.

7.14 Route No. 34. Beginning at a point on Route No. 2 at Detroit and thence extending in
7.15 a northeasterly direction to a point on Route No. 8 westerly of Grand Rapids, affording
7.16 Detroit, Park Rapids, Walker, Remer, Grand Rapids and intervening and adjacent
7.17 communities a reasonable means of communication, each with the other and other places
7.18 within the state.

7.19 Route No. 35. Beginning at a point on Route No. 18 near Mille Lacs Lake and thence
7.20 extending in a northerly direction to a point at Grand Rapids and thence extending in a
7.21 northeasterly direction to a point at Ely, affording Aitkin, Grand Rapids, Hibbing, Chisholm,
7.22 Buhl, Mountain Iron, Virginia, Gilbert, McKinley, Biwabik, Aurora, Tower, and Ely and
7.23 intervening and adjacent communities a reasonable means of communication, each with
7.24 the other and other places within the state.

7.25 Route No. 36. Beginning at a point on Route No. 3 at Fergus Falls and thence extending
7.26 in an easterly direction to a point on Route No. 29 easterly of Henning, affording Fergus
7.27 Falls, Henning and intervening and adjacent communities a reasonable means of
7.28 communication, each with the other and other places within the state.

7.29 Route No. 37. Beginning at a point on Route No. 27 at Little Falls and thence extending
7.30 in a northwesterly direction to a point on Route No. 2 at Motley, affording Little Falls,
7.31 Motley and intervening and adjacent communities a reasonable means of communication,
7.32 each with the other and other places within the state.

7.33 Route No. 38. Beginning at a point on Route No. 12 at Montevideo and thence extending
7.34 in a northerly direction to a point on Route No. 28 at Starbuck, affording Montevideo,

8.1 Benson, Starbuck and intervening and adjacent communities a reasonable means of
8.2 communication, each with the other and other places within the state.

8.3 Route No. 39. Beginning at a point on Route No. 7 at Mankato and thence extending in
8.4 a southeasterly direction to a point on Route No. 9 westerly of Albert Lea, affording Mankato,
8.5 Mapleton, Minnesota Lake, Wells and intervening and adjacent communities a reasonable
8.6 means of communication, each with the other and other places within the state.

8.7 Route No. 40. Beginning at a point on the boundary line between the states of Minnesota
8.8 and Iowa at Lyle and thence extending in a northwesterly direction to a point on Route No.
8.9 7 at Owatonna, affording Lyle, Austin, Blooming Prairie, Owatonna and intervening and
8.10 adjacent communities a reasonable means of communication, each with the other and other
8.11 places within the state.

8.12 Route No. 41. Beginning at a point on Route No. 40 at or near Blooming Prairie and
8.13 thence extending in an easterly direction to a point on Route No. 56, hereinafter described,
8.14 near Hayfield, affording Blooming Prairie, Hayfield and intervening and adjacent
8.15 communities a reasonable means of communication, each with the other and other places
8.16 within the state.

8.17 Route No. 42. Beginning at a point on Route No. 7 easterly of Rochester and thence
8.18 extending in a northeasterly direction to a point on Route No. 3 at Kellogg, affording
8.19 Rochester, Elgin, Plainview, Kellogg and intervening and adjacent communities a reasonable
8.20 means of communication, each with the other and other places within the state.

8.21 Route No. 43. Beginning at a point on Route No. 9 at Rushford and thence extending
8.22 in a northeasterly direction to a point on Route No. 3 at Winona, affording Rushford, Winona
8.23 and intervening and adjacent communities a reasonable means of communication, each with
8.24 the other and other places within the state.

8.25 Route No. 44. Beginning at a point on Route No. 9 at Hokah and thence extending in a
8.26 southwesterly direction to a point on Route No. 20 near Canton, affording Hokah, Caledonia,
8.27 Canton and intervening and adjacent communities a reasonable means of communication,
8.28 each with the other and other places within the state.

8.29 Route No. 45. Beginning at a point on the west bank of the St. Croix River at Stillwater
8.30 and thence extending in a southwesterly direction to a point on the easterly limits of the city
8.31 of St. Paul, affording Stillwater, Lake Elmo, St. Paul and intervening and adjacent
8.32 communities a reasonable means of communication, each with the other and other places
8.33 within the state.

9.1 Route No. 46. Beginning at a point on the west bank of the St. Croix River at Taylors
9.2 Falls and thence extending in a southwesterly direction to a point on Route No. 1 near
9.3 Wyoming, affording Taylors Falls, Center City, Wyoming and intervening and adjacent
9.4 communities a reasonable means of communication, each with the other and other places
9.5 within the state.

9.6 Route No. 47. Beginning at a point on Route No. 17 at Slayton and thence extending in
9.7 a westerly direction to a point on Route No. 6 at Pipestone, affording Slayton, Pipestone
9.8 and intervening and adjacent communities a reasonable means of communication, each with
9.9 the other and other places within the state.

9.10 Route No. 48. Beginning at a point on Route No. 17 westerly of Granite Falls and thence
9.11 extending in a westerly direction to a point on Route No. 6 at Canby, affording Granite
9.12 Falls, Clarkfield, Canby and intervening and adjacent communities a reasonable means of
9.13 communication, each with the other and other places within the state.

9.14 Route No. 49. Beginning at a point on Route No. 12 easterly of Montevideo and thence
9.15 extending in a northeasterly direction to a point on Route No. 4 southerly of Willmar,
9.16 affording Montevideo, Clara City, Willmar and intervening and adjacent communities a
9.17 reasonable means of communication, each with the other and other places within the state.

9.18 Route No. 50. Beginning at a point on Route No. 20 at Cannon Falls and thence extending
9.19 in a northwesterly direction to a point on the southerly limits of the city of Minneapolis,
9.20 affording Cannon Falls, Farmington, Minneapolis and intervening and adjacent communities
9.21 a reasonable means of communication, each with the other and other places within the state.

9.22 Route No. 51. Beginning at a point on Route No. 5 at Shakopee and thence extending
9.23 in a northerly direction to a point on Route No. 12 northerly of Shakopee, affording a
9.24 connection between said Route No. 5 and said Route No. 12.

9.25 Route No. 52. Beginning at a point on Route No. 5 south of the city of Minneapolis and
9.26 thence extending in a northeasterly direction to a point on the westerly limits of the United
9.27 States military reservation at Fort Snelling, affording St. Paul and adjacent communities a
9.28 reasonable communication with said Route No. 5.

9.29 Route No. 53. Beginning at a point on Route No. 3 at Hastings and thence extending in
9.30 a northwesterly direction to a point on the southerly limits of the city of South St. Paul,
9.31 affording Hastings, South St. Paul and intervening and adjacent communities a reasonable
9.32 means of communication, each with the other and other places within the state.

10.1 Route No. 54. Beginning at a point on Route No. 3 at Elbow Lake and thence extending
10.2 in a southwesterly direction to a point on Route No. 10 at Herman, affording Elbow Lake,
10.3 Herman and intervening and adjacent communities a reasonable means of communication,
10.4 each with the other and other places within the state.

10.5 Route No. 55. Beginning at a point on Route No. 2 northwesterly of Carlton and thence
10.6 extending in a northerly direction to a point in Cloquet, affording Carlton, Cloquet and
10.7 intervening and adjacent communities a reasonable means of communication, each with
10.8 the other and other places within the state.

10.9 Route No. 56. Beginning at a point on Route No. 9 easterly of Austin and thence
10.10 extending in a northerly direction to a point on Route No. 21 at or near Kenyon, affording
10.11 Brownsdale, Hayfield, Dodge Center, West Concord, Kenyon and intervening and adjacent
10.12 communities a reasonable means of communication, each with the other and other places
10.13 within the state.

10.14 Route No. 57. Beginning at a point in Mantorville and extending in a southerly direction
10.15 to a point on Route No. 7 southerly of Mantorville, affording Mantorville a reasonable
10.16 means of communication with said Route No. 7.

10.17 Route No. 58. Beginning at a point on Route No. 20 at Zumbrota and thence extending
10.18 in a northeasterly direction to a point on Route No. 3 at Red Wing, affording Zumbrota,
10.19 Red Wing and intervening and adjacent communities a reasonable means of communication,
10.20 each with the other and other places within the state.

10.21 Route No. 59. Beginning at a point on the boundary line between the states of Minnesota
10.22 and Iowa southerly of Spring Valley and thence extending in a northerly direction to a point
10.23 on No. 3 at Lake City, affording Spring Valley, Stewartville, Rochester, Zumbrota Falls,
10.24 Lake City and intervening and adjacent communities a reasonable means of communication,
10.25 each with the other and other places within the state.

10.26 Route No. 60. Beginning at a point on Route No. 1 at Faribault and thence extending in
10.27 a southwesterly direction to a point on Route No. 7 at or near Madison Lake, affording
10.28 Faribault, Morristown, Waterville, Madison Lake and intervening and adjacent communities
10.29 a reasonable means of communication, each with the other and other places within the state.

10.30 Route No. 61. Beginning at a point on Route No. 8 at Deer River and thence extending
10.31 in a northerly direction to a point on Route No. 4 at or near Big Falls, affording Deer River,
10.32 Big Falls and intervening and adjacent communities a reasonable means of communication,
10.33 each with the other and other places within the state.

11.1 Route No. 62. Beginning at a point on Route No. 3 at Anoka and thence extending in a
11.2 southeasterly direction to a point on the northerly limits of the city of St. Paul, affording
11.3 Anoka, St. Paul and intervening and adjacent communities a reasonable means of
11.4 communication, each with the other and other places within the state.

11.5 Route No. 63. Beginning at a point on Route No. 1 southerly of Forest Lake and thence
11.6 extending in a southwesterly direction to a point on the northerly and easterly limits of the
11.7 city of Minneapolis, affording a reasonable means of communication between Route No.
11.8 1 and Minneapolis.

11.9 Route No. 64. Beginning at a point on Route No. 30 northerly of Fergus Falls and thence
11.10 extending in a northerly and westerly direction to a point on Route No. 6 southerly of
11.11 Moorhead, affording Fergus Falls, Rothsay, Barnesville, Moorhead and intervening and
11.12 adjacent communities a reasonable means of communication, each with the other and other
11.13 places within the state.

11.14 Route No. 65. Beginning at a point on Route No. 8 at Bagley, and thence extending in
11.15 a northerly and westerly direction to a point on Route No. 32 southerly of Red Lake Falls,
11.16 affording Bagley, Clearbrook, Gonvick, Gully, Brooks, Terrebonne and intervening and
11.17 adjacent communities a reasonable means of communication, each with the other and other
11.18 places within the state.

11.19 Route No. 66. Beginning at a point on Route No. 12 at Montevideo and thence extending
11.20 in a northwesterly direction to a point on Route No. 26 northerly of Appleton affording
11.21 Montevideo, Appleton and intervening and adjacent communities a reasonable means of
11.22 communication, each with the other and other places within the state.

11.23 Route No. 67. Beginning at a point on Route No. 14 southerly of Echo and thence
11.24 extending in a northerly and westerly direction to a point on Route No. 17 at or near Granite
11.25 Falls, affording Echo, Granite Falls and intervening and adjacent communities a reasonable
11.26 means of communication, each with the other and other places within the state.

11.27 Route No. 68. Beginning at a point on Route No. 14 at Marshall and thence extending
11.28 in a northwesterly direction to a point on Route No. 6 near Canby, affording Marshall,
11.29 Minneota, Canby and intervening and adjacent communities a reasonable means of
11.30 communication, each with the other and other places within the state.

11.31 Route No. 69. Beginning at a point on Route No. 25 at Buffalo and thence extending in
11.32 a northwesterly direction to a point on Route No. 22 southeasterly of Paynesville, affording
11.33 Buffalo, Maple Lake, Annandale, Eden Valley, Paynesville and intervening and adjacent

12.1 communities a reasonable means of communication, each with the other and other places
12.2 within the state.

12.3 Route No. 70. Beginning at a point on Route No. 7 westerly of New Ulm and thence
12.4 extending in a northerly direction to a point on Route No. 12 at or near the village of Hector,
12.5 affording Fort Ridgely, Fairfax, Hector and intervening and adjacent communities a
12.6 reasonable means of communication, each with the other and other places within the state.

12.7 **EFFECTIVE DATE.** This section is effective the day after the commissioner of
12.8 transportation receives a copy of the agreement between the commissioner and the governing
12.9 body of Sherburne County to transfer jurisdiction of the portion of Legislative Route No.
12.10 25 from County State-Aid Highway 11 to marked U.S. Highway 10 and after the
12.11 commissioner sends notice to the revisor of statutes electronically or in writing that the
12.12 conditions required to transfer the route have been satisfied.