

foreign wars, department of Minnesota; and the Minnesota crop improvement association.

Sec. 2. Minnesota Statutes 1957, Section 352.61, as amended by Laws 1959, Chapter 362, Section 1, is amended by adding a new subdivision to read:

Subd. 3. The board shall pay out of the retirement fund to each of the employees of the Minnesota crop improvement association who are members of the state employees retirement association, a sum equal to the total of the employees' social security tax paid by them based upon salaries received from the said Minnesota crop improvement association, for the period January 1, 1956, to January 1, 1958, and the sum required to adjust the rate of contributions to the state employees retirement fund from six percent to three percent beginning January 1, 1958. The board shall also pay out of the retirement fund to the Minnesota crop improvement association the sum required to adjust the employer contribution from six percent to three percent beginning January 1, 1958, less an amount necessary for a corresponding adjustment in the employer additional contribution from one percent to two percent.

Approved April 8, 1961.

CHAPTER 218—S. F. No. 502

[Coded]

An act relating to highways; amending Laws 1959, Chapter 500, Article VI, Section 4.

Be it enacted by the Legislature of the State of Minnesota:

Section 1. Laws 1959, Chapter 500, Article VI, Section 4, is amended to read:

Sec. 4. [165.04] **Bridges, culverts; widths.** Except for railroad-highway grade separations and single lane one directional ramp bridges, all bridges and culverts on any trunk highway, county state-aid highway, or municipal state-aid street hereafter established, constructed, or improved shall be at least 24 feet wide between curbs, and approaches thereto shall be at least 28 feet wide shoulder to shoulder. Except for railroad-highway grade separations, all bridges, culverts, and approaches thereto on all other roads, except

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cartways, hereafter established, constructed or improved shall be at least 20 feet wide, *provided that in cases where salvaged material from a steel span bridge removed from a highway can be used in the erection of a steel span bridge on a county highway or town road, such bridge, so to be erected, may be less than 20 feet wide, but before such bridge is erected the plan shall first be approved by the commissioner.*

Approved April 8, 1961.

CHAPTER 219—S. F. No. 503

[Not Coded]

An act authorizing the conveyance of certain real estate owned by the state to the city of Rochester.

Be it enacted by the Legislature of the State of Minnesota:

Section 1. Notwithstanding any law to the contrary, the Governor, upon the recommendation of the commissioner of highways, shall transfer and convey by proper deed of conveyance in the name of and on behalf of the state of Minnesota, to the city of Rochester, a municipal corporation, in the county of Olmsted, for public purposes, all or any portion of the following described real estate situated in Olmsted county, Minnesota, to-wit:

All of the following described tract:

That part of Lot 18 of Auditor's Plat A of the east half (E $\frac{1}{2}$) of section 1, township 106 north, range 14 west, in the city of Rochester, according to the plat thereof now on file and of record in the office of the register of deeds in and for Olmsted county, described as follows: Beginning at the point of intersection of the southeasterly boundary of College Street (also known as 4th Street S.E.) in said city of Rochester, according to the plat thereof now on file and of record in the office of the register of deeds in and for Olmsted county and the south line of said Lot 18; thence run northeasterly along said southeasterly street boundary for a distance of 844.92 feet; thence run southeasterly at right angles to said southeasterly street boundary for a distance of 533.10 feet, more or less, to a point on the east-

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