

## CHAPTER 297—H. F. No. 686

*An act authorizing counties of this state now or hereafter having property of an assessed valuation of not less than \$350,000,000, exclusive of money and credits, and having a bonded indebtedness of not to exceed \$6,000,000, inclusive of bonds issued to defray the cost of permanently improving state trunk highways which bonds the state of Minnesota has heretofore agreed to pay under the provisions of Chapter 522, Laws of 1921, to lay out, construct, improve, or aid in laying out, constructing or improving roads and bridges within the limits of such counties, including roads, streets and bridges within the limits of towns, villages and cities of the fourth class, which may be necessary to provide direct connecting lines between two or more trunk highways which are more than ten miles apart.*

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

Section 1. Counties may provide connecting roads.—Any county in this State now or hereafter having property of an assessed valuation of not less than \$350,000,000, exclusive of money and credits, and having a bonded indebtedness of not to exceed \$6,000,000, inclusive of bonds issued to defray cost of permanently improving State Trunk highways which bonds the State of Minnesota has heretofore agreed to pay under the provisions of Chapter 522, Laws of 1921, is hereby authorized by resolution of its Board of County Commissioners to lay out, construct, improve, or aid in laying out, constructing or improving any roads or bridges within the limits of such county, including roads, streets and bridges within the limits of any towns, villages or cities of the fourth class in such county, as may be necessary to provide a direct connecting link between any two or more trunk highways in such county which are more than ten miles apart; provided that the complete plans and specifications including plans and specifications for grades with estimate of cost for any such connection shall have been first approved by the county board, the commissioner of highways and the councils of any cities or villages through which the same may pass; provided further, that before any contract for the construction or improvement of any portion of any such road is let, there shall be adopted a plan for the complete financing of the permanent improvement of the entire connection from the road and bridge fund, which plan shall provide for appropriations of no less than one fifth of the estimated cost of the entire project in each year until completion, and before any part of such road shall

be paved with concrete or other hard surface material, the entire road and grade shall be laid out and constructed as required by the plans and specifications except as to paving; provided, that if any such county shall contain within its limits a city of the first class such road shall be constructed so as to pass within two miles of its limits so as to provide reasonable access thereto by the inhabitants thereof.

**Sec. 2. May acquire right of way.**—Any such county is hereby given power and authority to purchase, or condemn under the provision of Chapter 41, General Statutes of 1923, easements for the right-of-way of any such road or bridge which power and authority shall include the right to acquire additional width of right-of-way on and along any existing road or street when necessary for construction and maintenance or when the safety of public travel requires it. The width of the right-of-way of any such road and the necessity for any such taking shall be determined by the County Board.

**Sec. 3. Plans to be approved by city or village.**—No work of laying out, constructing, improving or aiding in the construction or improvement of any road, street or bridge in any village or city of the fourth class shall be done by the county until the plans, specifications and grades thereof shall have been first approved by the governing body of any such village or city.

**Sec. 4. To become county roads.**—Any roads, streets or bridges laid out, constructed or improved by any county under the provisions of this Act shall become county roads and shall be subject to all the provisions of law applicable thereto.

**Sec. 5. Intent of act.**—It is the intention of this Act to confer upon such counties the power to construct or assist in the construction of such public highways as shall be necessary to provide a comprehensive and adequate system of free public highways as nearly as practicable across the entire county and to construct or assist in the construction of such highway improvements within villages and cities of the fourth class located therein as may be necessary in furtherance of such purposes.

**Sec. 6. Construction.**—This Act shall not be construed as repealing any existing act nor as limiting any power which any county has under any existing law.

Approved April 21, 1931.