

in such fund at the end of any *calendar year from permit fees for such calendar year* shall be placed to the credit of the Highway Fund of this state and become a part thereof.

"The Commission is empowered to expend such money as may be necessary for the administration and enforcement of this Act including the employment of all necessary clerks, inspectors and other employes, and for such purpose shall not expend any money in excess of the collections made under this act."

Sec. 2. **Effective July 1, 1933.**—This Act shall take effect and be in force from and after July 1, 1933.

Approved April 21, 1933.

CHAPTER 398—H. F. No. 1951

An act to amend the title and Section 1 of Chapter 297, Laws of 1931, the same being "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. **Title amended.**—That the title to Chapter 297, Laws of 1931, be and the same is hereby amended so as to read as follows:

An Act authorizing counties of this state now or hereafter having property of an assessed valuation of not less than \$310,000,000, 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.

Sec. 2. County board may lay out and improve roads.— That Section 1 of Chapter 297, Laws of 1931, be and the same is hereby amended so as to read as follows:

“Section 1. Any county in this state now or hereafter having property of an assessed valuation of not less than \$310,000,000 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.”

Approved April 21, 1933.