

zone and during such time be subject to the gross weight limitations as follows: No vehicle or combination of vehicles equipped with pneumatic tires shall be operated by haulers of raw and unfinished forest products upon the highways of this state during the times and within the zone in subdivision 1 of this section set forth where the total gross weight on any two or more consecutive axles of any vehicle or combination of vehicles exceeds the product of the coefficient named below multiplied by the sum of 40 plus the distance in feet between the first and last axles of the group of axles under consideration. A coefficient of 780 shall be used where the distance between the first and last axles of the group of axles under consideration is less than 18 feet, and a coefficient of 900 shall be used where such distance is 18 feet or over.

In all cases where gross weights in an amount less than in this subdivision set forth are fixed, limited or restricted on any highway or bridge by or pursuant to any other section of this chapter such lesser gross weight as so fixed, limited or restricted shall not be exceeded and in such case shall control instead of the gross weights in this subdivision set forth.

Sec. 3. Laws 1951, Chapter 39, Section 2, is hereby repealed.

Sec. 4. Minnesota Statutes 1949, Section 169.83, Subdivision 4, is hereby repealed.

Approved April 20, 1951.

CHAPTER 589—H. F. No. 1552

[Section 3 Coded as Section 160.433]

An act relating to county aid roads and the administration thereof and providing for their extension through cities, villages, and boroughs; amending Minnesota Statutes 1949, Section 296.36 and Section 162.01, Subdivision 1 and adding new provisions.

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

Section 1. Minnesota Statutes 1949, Section 296.36, is amended to read:

296.36 County aid roads, designation. Subdivision 1. County board to designate, when approval of council required. The county board of each county *may* designate as a county aid road any county or town road *or any city, village, or borough street* therein and any portion of a county line or town line road with the construction and maintenance of which such county, or any town therein, is charged; but no state aid road, except a state aid parkway, shall be designated as a county aid road *and no city, village, or borough street shall be so resigned without the approval of the city, village, or borough council.* Such designation shall be evidenced by resolution of the county board and by an order signed by the chairman thereof and countersigned by the county auditor, which order shall be filed in the office of the county auditor. Such designation may, by like resolution and order, be revoked at any time *except that no street so designated within the corporate limits of any city, village, or borough shall be abanacned or changed without the approval of the city, villagc, or borough council. A certified copy of the resolution either designating or revoking a county aid road shall be filed with the commissioner of highways.*

Subd. 2. Maintenance. All county roads shall be constructed, improved, and maintained by the county.

Sec. 2. Minnesota Statutes 1949, Section 162.01, Subdivision 1, is amended to read:

162.01 Powers of county board. Subdivision 1. Supervision. County boards shall have general supervision of county roads, including those within their respective counties established by judicial authority, with power to appropriate and expend such sums of money from the county road and bridge fund as they may deem advisable for opening, vacating, resurveying, or improving the same in towns and villages of such county or for the building or repairing of bridges upon any public road in any town, village, borough, or city of the fourth class in the county, or for purchasing necessary road material, machinery, tools, and supplies; provided, that before any such sum shall be appropriated and expended by such county board on any road or bridge within the limits of any village, borough, or city of the fourth class in such county,

such expenditures upon such road or bridge shall be first authorized by the council of such village, borough, or city of the fourth class. County boards shall have the power to appropriate and expend such sums of money from the county road and bridge fund as they may deem advisable for improving, constructing and maintaining any road or street designated as a state aid or *county aid* road within the corporate limits of any city, village or borough in the county.

[160.433] Sec. 3. **Extension of county aid roads.**
Subdivision 1. Every county aid road heretofore or hereafter designated and terminating at or connecting with a road or street, not a state trunk highway or a state aid road, at or within the corporate limits of any city, village or borough, shall be extended by the county board into or through such city, village or borough within the county where necessary to connect with a state trunk highway, state aid road, county aid road, marketing center, state aid or county aid road in an adjoining county, or a principal highway of an adjoining state or province so as to form an integrated and connected road system. Such designation shall be made by each county board of the state as to all cities, villages, or boroughs so affected within the county within six months after the passage and approval of this act.

Subd. 2. The designation of any street within the corporate limits of any city, village or borough as a county aid road shall be subject to approval of the governing body of the city, village, or borough.

Subd. 3. The powers, duties, and responsibilities of county boards and city, village, and borough councils with respect to construction and maintenance of county aid roads within municipal limits shall be the same as those provided with respect to state aid roads within municipal limits by Minnesota Statutes, Section 160.431.

Approved April 20, 1951.

CHAPTER 590—H. F. No. 1605

An act relating to taxation; providing for an annual tax