

No. 261

AN ACT

To repeal routes five hundred and sixty-two and six hundred and forty-five of an act, approved the fifth day of May, one thousand nine hundred and twenty-seven (Pamphlet Laws, seven hundred eighty-seven), entitled "An act establishing certain public roads as State highways, and providing for their construction and maintenance at the expense of the Commonwealth."

State
highways.

Routes 562
and 645,
act of
May 5, 1927
(P. L. 787),
repealed.

Section 1. Be it enacted, &c., That routes five hundred and sixty-two and six hundred and forty-five of section one of the act, approved the fifth day of May, one thousand nine hundred and twenty-seven (Pamphlet Laws, seven hundred eighty-seven), entitled "An act establishing certain public roads as State highways, and providing for their construction and maintenance at the expense of the Commonwealth," be and the same are hereby repealed.

APPROVED—The 22d day of June, A. D. 1931.

GIFFORD PINCHOT

No. 262

AN ACT

Providing for the taking over by the Commonwealth, under certain terms, conditions and limitations, of certain streets in cities of the second class, second class A, and third class as State highways, and for the improvement, construction, reconstruction, resurfacing and maintenance by the Commonwealth of certain defined widths of said streets; imposing duties on such cities and on public utility companies using such streets; providing that no assessment shall be made upon the Commonwealth in the elimination of any grade crossing thereon; authorizing cities, persons, associations, or corporations to enter into agreements with the Commonwealth to bear a portion of the cost of construction or maintenance; providing for the assessment of certain portions of the cost of street improvements on abutting property owners; regulating the replacement of certain facilities of public utility companies; prohibiting the opening of said streets after improvement without a permit, and providing penalty therefor; regulating the maintenance of detours; authorizing the increase of city indebtedness in certain cases; and appropriating money in the Motor License Fund for the purposes of this act.

State
highways.

Certain
streets in
cities of
second,
second A,
and third
classes
adopted.

Section 1. Be it enacted, &c., That the following streets, or sections thereof, in cities of the second class, second class A, and third class, are hereby adopted by the Commonwealth as State highways, to be taken over upon the terms and conditions and subject to the limitations hereinafter contained, and thereafter to be maintained, constructed, reconstructed and resurfaced at the expense of the Commonwealth upon the terms and con-

ditions and subject to the limitations hereinafter provided.

Section 2. The city streets to be taken over, under the provisions of this act, in the cities hereinafter named, shall be designated by numbers, to be hereafter assigned by the Secretary of Highways, and are situate and described as follows:

Designation
by number.

Descriptions.

Streets in
Allentown.

Beginning at a point on East Susquehanna Street, on the dividing line between the city of Allentown and Salisbury Township; thence over East Susquehanna Street and West Susquehanna Street to the intersection of West Susquehanna Street and Jordan Street, in the city of Allentown, a distance of about 1.13 miles.

Beginning at a point on the intersection of Nineteenth Street and Tilghman Street; thence over Nineteenth Street to a point on the dividing line between the city of Allentown and South Whitehall Township, in the city of Allentown, a distance of about .82 of a mile.

Beginning at a point on Jordan Street, on the dividing line between the city of Allentown and Salisbury Township; thence over Jordan Street to the intersection of Jordan Street and West Susquehanna Street; thence over viaduct, crossing the Reading Railroad and Trout Creek, to the intersection of West Susquehanna Street, extended, and Fifth Street; thence over Fifth Street to the intersection of Fifth Street and Auburn Street; thence over Auburn Street to the intersection of Auburn Street and Lehigh Street; thence over Lehigh Street to the intersection of Lehigh Street and Union Street; thence over Union Street to the intersection of Union Street and South Seventh Street; thence over South Seventh Street to the intersection of South Seventh Street and Hamilton Street, in the city of Allentown, a distance of about 1.45 miles.

Beginning at a point on the Hamilton Boulevard, on the dividing line between the city of Allentown and South Whitehall Township; thence over Hamilton Boulevard to the intersection of Hamilton Boulevard and Hamilton Street; thence over Hamilton Street to the intersection of Hamilton Street and Fifteenth Street; thence over Fifteenth Street to the intersection of Fifteenth Street and Tilghman Street; thence over Tilghman Street and viaduct, crossing Lehigh Valley Railroad, Lehigh River, and Central Railroad of New Jersey tracks, to a point where Tilghman Street intersects with Union Boulevard; thence over Union Boulevard to a point on the dividing line between the city of Allentown and the city of Bethlehem, in the city of Allentown, a distance of about 6.48 miles.

Beginning at a point on Lehigh Street, on the dividing line between the city of Allentown and Salisbury Township; thence over Lehigh Street to the intersection

of Wyoming Street and Lehigh Street; thence over Wyoming Street to the intersection of Wyoming Street and South Eighth Street; thence over South Eighth Street to the intersection of South Eighth Street and continuance of Lehigh Street; thence over Lehigh Street to the intersection of Lehigh Street and Auburn Street, in the city of Allentown, a distance of about 1.09 miles.

Beginning at a point on College Heights Boulevard, on the dividing line between the city of Allentown and South Whitehall Township; thence over College Heights Boulevard to the intersection of College Heights Boulevard and Tilghman Street; thence over Tilghman Street to the intersection of Tilghman Street and Fifteenth Street, in the city of Allentown, a distance of about 2.003 miles.

Beginning at a point on North Seventh Street, on the dividing line between the city of Allentown and Whitehall Township; thence over North Seventh Street to the intersection of North Seventh Street and Hamilton Street, in the city of Allentown, a distance of about 1.09 miles.

Streets in
Altoona.

Beginning at a point on the east city line of Altoona City-Logan Township, on Pleasant Valley Boulevard, and extending in a southwesterly direction along Pleasant Valley Boulevard to the Altoona City-Logan Township line at Twenty-seventh Street, beginning again at a point on the Logan Township-Altoona City line, at the intersection of Frankstown Road and Plank Road; thence along the Plank Road to Logan Avenue; thence southerly along Logan Avenue to the Altoona City-Logan Township line at Circle and Hazel Avenues, in the city of Altoona, a distance of about 3.71 miles.

Beginning at a point on the east city line of Altoona City and Logan Township, on Walton Avenue; thence extending southwesterly along Walton Avenue to Lloyd Street; thence northwesterly along Lloyd Street to Sixth Avenue; thence southwesterly along Sixth Avenue to Union Avenue, in the city of Altoona, a distance of about 2.99 miles.

Beginning at a point on the intersection of Frankstown Road and Pleasant Valley Boulevard; thence along the Plank Road to Union Avenue at Thirty-first Street; thence along Union Avenue to Twenty-fourth Street and Eighth Avenue; thence northwesterly along Twenty-fourth Street to Broad Avenue; thence easterly along Broad Avenue to Union Avenue to Margaret Avenue; thence along Union Avenue to Eighteenth Street at Tenth and Union Avenues; thence along Eighteenth Street to Twenty-third Avenue; thence easterly along Twenty-third Avenue to Washington Avenue; thence northwesterly along Washington Avenue to the Altoona

City-Logan Township line, in the city of Altoona, a distance of about 3.06 miles.

Beginning at a point on the line dividing the city of Beaver Falls and the borough of New Brighton; thence across the county bridge over the Beaver River to Seventh Avenue; thence traversing Seventh Avenue to Twenty-seventh Street; thence traversing Twenty-seventh Street to College Avenue; thence over College Avenue to Thirty-second Street; thence over Thirty-second Street to Fourth Avenue; thence over Fourth Avenue to the line dividing the city of Beaver Falls and the borough of West Mayfield, in the city of Beaver Falls, a distance of about 3.7 miles.

Streets in
Beaver Falls.

Beginning at a point on West Union Boulevard, on the dividing line between the city of Bethlehem and the city of Allentown; thence over West Union Boulevard to the intersection of West Union Boulevard and North Main Street; thence over North Main Street to the intersection of North Main Street and West Elizabeth Avenue; thence over West Elizabeth Avenue and East Elizabeth Avenue to the intersection of East Elizabeth Avenue, Linden Street, Easton Avenue, and road known as the Nazareth Pike; thence over Easton Avenue to a point on the dividing line between the city of Bethlehem and Bethlehem Township, at a point known locally as the Butztown Road, in the city of Bethlehem, a distance of about 5.31 miles.

Streets in
Bethlehem.

Beginning at a point on Wyandotte Street, on the dividing line between the city of Bethlehem and Lower Saucon Township; thence over Wyandotte Street and viaduct crossing Lehigh Valley Railroad, Lehigh River, and Central Railroad of New Jersey tracks, to the intersection of South Main Street and West Church Street; thence over South Main Street and North Main Street to the intersection of North Main Street and West Union Boulevard, beginning again on Nazareth Road, at the intersection of Linden Street, East Elizabeth Avenue, and Easton Avenue; thence over Nazareth road to a point on the dividing line between the city of Bethlehem and Bethlehem Township, in the city of Bethlehem, a distance of about 4.40 miles.

Beginning at a point on the intersection of Wyandotte Street and Broadway; thence over Broadway to a point on the dividing line between the city of Bethlehem and borough of Fountain Hill, in the city of Bethlehem, a distance of about .33 of a mile.

Beginning at a point on the intersection of West Fourth Street and Wyandotte Street; thence over West Fourth Street and East Fourth Street to the intersection of East Fourth Street and Hellertown Road; thence over Hellertown Road to a point on the dividing line between the city of Bethlehem and borough of Heller-

town, in the city of Bethlehem, a distance of about 4.01 miles.

Streets in
Bradford.

Beginning at a point on South Avenue, at the south city line of Bradford; thence northward along South Avenue to the intersection of Mechanic and Main Streets; thence east along Main Street to East Main Street; thence along East Main Street to intersect with South and North Kendall Avenues, in the city of Bradford, a distance of about 2.05 miles.

Beginning at a point on South Kendall Avenue, at the eastern city line of Bradford; thence running west along South Kendall Avenue to East Main Street; thence north along East Main Street to a point on the northern city line of Bradford, in the city of Bradford, a distance of about 1.02 miles.

Beginning at a point on the intersection of Main Street and South Avenue; thence north along Mechanic Street to Washington Street; thence west along Washington Street to Interstate Parkway; thence northwest along Interstate Parkway to a point on the west city line of Bradford, in the city of Bradford, a distance of about .92 of a mile.

Streets in
Butler.

Beginning at a point on the Butler Township-Butler City line; thence northwesterly on Kittanning Avenue, to an intersection with East Jefferson Street, and continuing westerly on East Jefferson Street, to an intersection on Main Street, in the city of Butler, a distance of about 0.77 of a mile.

Beginning at a point on the Butler Township-Butler City line; thence northeasterly and easterly on Roosevelt Boulevard to South Main Street, and continuing northerly on South Main Street to an intersection at East Jefferson Street, in the city of Butler, a distance of about 1.16 miles.

Beginning at a point on the Butler Township-Butler City line; thence southerly on North Main Street to an intersection at East Jefferson Street, in the city of Butler, a distance of about 0.81 of a mile.

Beginning at a point on the Butler Township-Butler City line; thence easterly on New Castle Street to Race Street; thence southeasterly on Race Street to West Jefferson Street, and continuing on West Jefferson Street to an intersection at Main Street, in the city of Butler, a distance of about 1.02 miles.

Beginning at a point on the Butler Township-Butler City line; thence westerly on Eau Claire Street to Locust Street, and continuing westerly on Locust Street to First Street; thence southerly on First to East Jefferson Street, and continuing westerly on East Jefferson Street to an intersection at Kittanning Avenue, in the city of Butler, a distance of about 0.69 of a mile.

Streets in
Carbondale.

Beginning at a point on Canaan Street, on the divid-

ing line between the city of Carbondale and Carbondale Township; thence on Canaan Street to the intersection of Canaan Street and Church Street; thence over Church Street to the intersection of Church Street and North Main Street; thence over North Main Street to the intersection of North Main Street and Salem Avenue, in the city of Carbondale, a distance of about 1.20 miles.

Beginning at a point on the intersection of South Main Street and Salem Avenue; thence over South Main Street to the intersection of South Main Street and Pike Street; thence over Pike Street to the intersection of Pike Street and Gordon Avenue; thence over Gordon Avenue to a point on the dividing line between the city of Carbondale and Carbondale Township, in the city of Carbondale, a distance of about 1.44 miles. Upon the completion of the construction, of the state highway route leading from the south city line of Carbondale through Mayfield Borough, the aforesaid route in whole or in part, shall be abandoned as a state highway route, and a new route over streets in the city of Carbondale, mutually agreed upon by the Secretary of Highways and the city authorities shall be adopted.

Beginning at a point on the intersection of Salem Avenue and North Main Street; thence over Salem Avenue to the intersection of Salem Avenue and Dundaff Streets; thence over Dundaff Street and viaduct crossing Erie Railroad tracks, to the intersection of Dundaff Street and Fallbrook Street; thence over Fallbrook Street to a point on the dividing line between the city of Carbondale and Fell Township, in the city of Carbondale, a distance of about 1.06 miles.

Beginning at a point on the dividing line between the borough of Parkside and the city of Chester, at the intersection of Edgemont Avenue and East Avon Street; thence in southeasterly and southerly directions, over Edgemont Avenue, to a point at the intersection of Edgemont Avenue and Ninth Street; thence in a westerly direction over Ninth Street to a point at the intersection of Ninth Street and Highland Avenue; thence in a southerly direction over Highland Avenue to a point at the intersection of Highland Avenue and Fourth Street; thence in a westerly direction over Fourth Street, Post Road, to a point on the dividing line between the city of Chester and the borough of Trainer, in the city of Chester, a distance of about 4.14 miles.

Streets in
Chester.

Beginning at a point on the line dividing Eddystone Borough and the city of Chester, at Ridley Creek, and extending in a southwesterly direction over Morton Avenue to Ninth Street; thence continuing in a westerly direction over Ninth Street to a point at the intersection of Ninth Street and Edgemont Avenue, beginning again at a point at the intersection of Ninth Street and Concord Avenue; thence in a northwesterly direction over

Concord Avenue to a point on the line dividing the city of Chester and the township of Chester, in the city of Chester, a distance of about 1.88 miles.

Beginning at a point on the line dividing Nether Providence Township and the city of Chester, at Ridley Creek, and extending in a southerly direction over Providence Avenue to a point at the intersection of Edgemont Avenue; thence in a southeasterly direction over Madison Street to a point at the intersection of Ninth Street, in the city of Chester, a distance of about 1.30 miles.

Beginning at a point on the line dividing the borough of Eddystone and the city of Chester, at Ridley Creek, and extending in a westerly direction over Fourth Street to a point at the intersection of Fourth and Welch Streets; thence in a southerly direction over Welch Street to a point at the intersection of Welch and Second Streets; thence in a westerly direction over Second Street to a point at the intersection of Second Street and Highland Avenue; thence in a northerly direction over Highland Avenue to a point at the intersection of Highland Avenue and Fourth Street, in the city of Chester, a distance of about 3.21 miles.

Beginning at a point on the line dividing Ridley Township and the city of Chester, at Ridley Creek, and extending in a westerly direction over Twenty-second Street to a point at the intersection of Providence Avenue and Twenty-second Street; thence in a westerly direction over Twenty-second Street to a point at the intersection of Twenty-second Street and Edgemont Avenue, in the city of Chester, a distance of about .75 of a mile.

Streets in
Clairton.

Beginning at a point on the dividing line between the city of Clairton and Jefferson Township; thence along State Street to its intersection with Mendelssohn Avenue; thence on North State Street to Walnut Avenue; thence on Walnut Avenue to the intersection with Eighth Street; thence on Eighth Street to the dividing line between the city of Clairton and Jefferson Township, in the city of Clairton, a distance of about 1.81 miles.

Streets in
Coatesville.

Beginning at a point on the line dividing the township of Valley from the city of Coatesville, and extending in an easterly direction, over Lincoln Highway, to a point on the line dividing the city of Coatesville and the township of Caln, in the city of Coatesville, a distance of about 2.01 miles.

Beginning at a point on the intersection of Strode Avenue and Lincoln Highway, in the city of Coatesville, and extending in a southerly direction, over Strode Avenue, to a point on the line dividing the city of Coatesville and the township of East Fallowfield, in the city of Coatesville, a distance of about 0.34 of a mile.

Beginning at a point on the dividing line, the township of Valley from the city of Coatesville; extending

in a southerly direction over First Avenue to a point at the intersection of First Avenue and Lincoln Highway, in the city of Coatesville, a distance of about 0.28 of a mile.

Beginning at a point on the dividing line between Dunbar Township and the city of Connellsville, on Morrell Avenue; thence over Morrell Avenue to Eighth Street; thence over Eighth Street to East Crawford Avenue; thence over East Crawford Avenue, to the dividing line between the city of Connellsville and Connellsville Township, in the city of Connellsville, a distance of about 2.17 miles.

Streets in
Connellsville.

Beginning at a point on Veech Street, at the dividing line between Dunbar Township and the city of Connellsville; thence over Veech Street to Ninth Street; thence over Ninth Street to East Crawford Avenue; thence over East Crawford Avenue, to an intersection with Eighth Street, in the city of Connellsville, a distance of about 0.42 of a mile.

Beginning at a point on the intersection of Snyder Street and East Crawford Avenue; thence over Snyder Street to the dividing line between the city of Connellsville and Connellsville Township, in the city of Connellsville, a distance of about 0.59 of a mile.

Beginning at a point on the Wayne Township-Corry City line; thence easterly on West Smith Street to North Center Street; thence northerly on North Center Street to East Columbus Avenue; thence easterly on East Columbus Avenue to the Corry City-Warren County line, in the city of Corry, a distance of about 3.30 miles.

Streets in
Corry.

Beginning at a point on the Concord Township-Corry line; thence northerly on Union Street to West Church Street; thence northeasterly on West Church Street to Lemon Street; thence northerly on Lemon Street to West Pleasant Street; thence easterly on West Pleasant Street to Center Street; thence northerly on Center Street to East Main Street; thence in a general easterly direction, on East Main Street, to the Corry City-Warren County line, in the city of Corry, a distance of about 2.76 miles.

Beginning at a point on South Brady Street, at the southwestern city line of DuBois; thence running east and north and west, via Brady Street, Liberty Boulevard, Railroad Avenue, and West DuBois Avenue, to a point on the northern city line of DuBois, in the city of DuBois, a distance of about 2.02 miles.

Beginning at a point on the intersection of North Brady Street and East Park Avenue, in the city of DuBois; and thence running southeast along East Park Avenue to Maple Avenue; and thence east along Maple Avenue to a point on the southeastern city line of DuBois, in the city of DuBois, a distance of about .8 of a mile.

Streets in
DuBois.

Streets in
Easton.

Beginning at a point on the South Delaware River Drive, on the dividing line between the city of Easton and William Township; thence over South Delaware River Drive to the intersection of South Delaware River Drive and South Third Street; thence over South Third Street to the intersection of South Third Street and Northampton Street, in the city of Easton, a distance of about 1.34 miles.

Beginning at a point on Butler Street, on the dividing line between the city of Easton and the borough of Wilson; thence over Butler Street to the intersection of Butler Street and Thirteenth Street; thence over Thirteenth Street to the intersection of Thirteenth Street and Northampton Street, in the city of Easton, a distance of about .68 of a mile.

Beginning at a point on the intersection of North Third Street and Northampton Street; thence on North Third Street to the intersection of North Third Street, College Avenue, and North Delaware River Drive; thence over North Delaware River Drive to a point on the dividing line between the city of Easton and Forks Township, in the city of Easton, a distance of about 1.66 miles.

Beginning at a point on the intersection of North Third Street, North Delaware River Drive, and College Avenue; thence over College Avenue to the intersection of College Avenue and Cattell Street; thence over Cattell Street to the intersection of Cattell Street and Knox Avenue; thence over Knox Avenue to a point on the dividing line between the city of Easton and Forks Township, in the city of Easton, a distance of about 1.03 miles.

Beginning at a point on Northampton Street, on the dividing line between the city of Easton and the borough of Wilson; thence over Northampton Street to the west approach to the interstate bridge to Phillipsburg, N. J., in the city of Easton, a distance of about 1.22 miles.

Streets in
Erie.

Beginning at a point on the Mill Creek Township-Erie line, and running in a generally northerly direction on Glenwood Park Avenue to State Street; thence north on State Street to a point of intersection on Twenty-sixth Street, in the city of Erie, a distance of about 2.17 miles.

Beginning at a point on the Mill Creek Township-Erie City line, and running east on the West Lake Road to Seminole Drive; thence north on Seminole Drive and around Frontier Place to Sixth Street; thence east on Sixth Street, around Park Avenue South and Park Avenue North, and continuing on Sixth Street, around South Park Row, to a point of intersection on French and Sixth Streets, in the city of Erie, a distance of about 3.48 miles.

Beginning at a point on the Wesleyville Borough-Erie

City line, and running west on Buffalo Road to East Street; thence south on East Street to Twenty-sixth Street; thence west on Twenty-sixth Street to a point of intersection at State Street, in the city of Erie, a distance of about 3.61 miles.

Beginning at a point on the Mill Creek Township-Erie City line, and running in a generally northwesterly direction on Wattsburg Road to Parade Street; thence north on Parade Street to a point of intersection on Twenty-sixth Street, in the city of Erie, a distance of about 1.82 miles.

Beginning at a point on the Mill Creek Township-Erie City line, and running in a northeasterly direction on Peach Street to a point of intersection on Twenty-sixth Street, in the city of Erie, a distance of about 1.84 miles.

Beginning at a point on the Mill Creek Township-Erie City line, and running east on Twenty-sixth Street to a point of intersection at State Street, in the city of Erie, a distance of about 2.83 miles.

Beginning at a point on the Lawrence Park-Erie City line, and running west on the East Lake Road to East Avenue; thence south on East Avenue to Sixth Street; thence west on Sixth Street, around North Park Row, to a point of intersection at Sixth and Peach Streets, in the city of Erie, a distance of about 2.94 miles.

Beginning at a point on the Mill Creek Township-Erie City line, and running in a generally northerly direction on Old French Road to a point of intersection on the Wattsburg Road, in the city of Erie, a distance of about 1.20 miles.

Beginning at a point on the Cranberry Township-Franklin City line, and running westerly on Eighth Street to an intersection with Liberty Street; thence in a northerly and westerly direction on Liberty Street to a point of intersection at Thirteenth Street, in the city of Franklin, a distance of about 1.0 mile.

Streets in
Franklin.

Beginning at a point on the Sugar Creek Township-Franklin City line, and running in a generally easterly direction on Grant Street to a point of intersection with Thirteenth Street; thence in a generally southerly direction on Thirteenth Street to a point of intersection on Liberty Street, in the city of Franklin, a distance of about 1.90 miles.

Beginning at a point on the Sugar Creek Township-Franklin City line, and running in a generally southwesterly direction on the Old Franklin-Reno Road to a point on the Franklin City-Sugar Creek Township line, beginning again at the Sugar Creek Township-Franklin City line, and running in a westerly direction on the Reno-Franklin Road to Elk Street; thence north on Elk Street to Eleventh Street; thence west on Eleventh

Street to a point of intersection on Liberty Street, in the city of Franklin, a distance of about 0.5 of a mile.

Beginning at a point on the Sandy Creek Township-Franklin City line, and running in a generally northerly direction on Fifteenth Street Extension to Fifteenth Street; thence northerly on Fifteenth Street to Liberty Street; thence southeasterly on Liberty Street to a point of intersection at Thirteenth Street, in the city of Franklin, a distance of about 0.95 of a mile.

Streets in
Greensburg.

Beginning at a point on Arch Street, at the line dividing the city of Greensburg and township of Hempfield; thence over Arch Street, Otterman Street, and North Main Street, to the intersection of Pittsburgh and Main Streets, in the city of Greensburg, a distance of about 0.47 of a mile.

Beginning at a point on the intersection of Otterman Street and North Main Street; thence over North Main Street to the dividing line between the city of Greensburg and the township of Hempfield, in the city of Greensburg, a distance of about 0.53 of a mile.

Beginning at a point on South Main Street, at the dividing line between the city of Greensburg and the borough of Southeast Greensburg; thence over South Main Street to the intersection of Pittsburgh and Main Streets, in the city of Greensburg, a distance of about 0.45 of a mile.

Beginning at a point on the intersection of West Pittsburgh and West Newton Streets; thence over West Newton Street to the dividing line between the city of Greensburg and the township of Hempfield, in the city of Greensburg, a distance of about 0.93 of a mile.

Beginning at a point on East Pittsburgh Street, at the dividing line between the city of Greensburg and the township of Hempfield; thence over East Pittsburgh Street to the intersection of Pittsburgh and Main Streets, in the city of Greensburg, a distance of about 1.02 miles.

Beginning at a point on the intersection of Pittsburgh and Main Streets; thence over West Pittsburgh Street to the dividing line between the city of Greensburg and the township of Hempfield, in the city of Greensburg, a distance of about 0.87 of a mile.

Beginning at a point on the Harrison City Road, at the intersection of the Hawksworth Road; thence over the Harrison City Road to Clopper Street; thence east on Clopper Street to an intersection with North Main Street, in the city of Greensburg, a distance of about 0.40 of a mile.

Streets in
Harrisburg.

Beginning at a point in the center of Market Square, at the intersection of Second Street and Market Street, and running west over Market Street to the intersection with Front Street; and thence north on Front Street

to the Susquehanna Township-Harrisburg City line, in the city of Harrisburg, a distance of about 3.375 miles.

Beginning at a point on the intersection of Front Street and Market Street; thence south over Front Street to an intersection with Paxton Street; thence over Paxton Street to an intersection with South Cameron Street; thence over South Cameron Street to the Harrisburg City-Swatara Township line, in the city of Harrisburg, a distance of about 2.003 miles.

Beginning at a point in the center of Market Square, at the intersection of Second Street and Market Street; thence northeast on Market Street to the intersection with Fourth Street; thence east on Fourth Street to Mulberry Street; thence over Mulberry Street to the intersection with Derry Street; thence east on Derry Street to the Harrisburg City-Paxtang Borough line, in the city of Harrisburg, a distance of about 2.311 miles.

Beginning at a point on the intersection of Fourth Street and Market Street, and running north on Fourth Street to the intersection with Walnut Street; and thence northeast on Walnut Street to the intersection with Fisher Plaza; and thence north of Fisher Plaza to the State Street Bridge; and thence east on State Street to the Susquehanna Township-Harrisburg City line, in the city of Harrisburg, a distance of about 1.795 miles.

Beginning at a point on the intersection of Derry Street and Nineteenth Street, and running south on Nineteenth Street to the Swatara Township-Harrisburg City line, in the city of Harrisburg, a distance of about 0.964 of a mile.

Beginning at a point on the intersection of Paxton Street and Nineteenth Street, and running east on Paxton Street to the Swatara Township-Harrisburg City line, in the city of Harrisburg, a distance of about 0.12 of a mile.

Beginning at a point on Cranberry Street, on the dividing line between the city of Hazleton and borough of West Hazleton; thence over Cranberry Street to a point on the dividing line between the city of Hazleton, the borough of West Hazleton, and Hazle Township, in the city of Hazleton, a distance of about .54 of a mile.

Streets in
Hazleton.

Beginning at a point on Broad Street, on the east dividing line between the city of Hazleton and Hazle Township; thence over Broad Street to the intersection of Broad Street and Church Street; thence over North Church Street to a point on said street, on the north dividing line between the city of Hazleton and Hazle Township, in the city of Hazleton, a distance of about 3.20 miles.

Beginning at a point on the intersection of Broad Street and Church Street; thence over West Broad Street to the intersection of Diamond Avenue and Broad Street,

on the dividing line between the city of Hazleton and the borough of West Hazleton, in the city of Hazleton, a distance of about .62 of a mile.

Beginning at a point on the intersection of Broad Street and Church Street; thence over South Church Street to a point on the dividing line between the city of Hazleton and Hazle Township, in the city of Hazleton, a distance of about 1.33 miles.

Streets in
Johnstown.

Beginning at a point on the Johnstown City-Ferndale Borough line; thence extending along Bridge Street to Central Avenue and Bond Street; thence along Central Avenue, via the Moxam Bridge, to Valley Pike and Horner Street; thence along Valley Pike to Franklin Street; thence along Franklin Street to Napoleon Street; thence along Napoleon Street to Somerset Street; thence northeasterly along Somerset Street to Franklin Street; thence along Franklin Street to Washington Street; thence easterly along Washington Street to Clinton Street; thence northeasterly along Clinton Street, (formerly Center Street and Railroad Street), to the First Street Bridge; thence along First Street to Maple Avenue; thence along Maple Avenue to the Johnstown City-Conemaugh Township line, in the city of Johnstown, a distance of about 4.43 miles.

Beginning at a point on the intersection of Napoleon Street and Somerset Street; thence extending along Napoleon Street, (formerly Carr, Stony Creek, and John Streets), to the intersection of Napoleon and Washington Streets, in the city of Johnstown, a distance of about .6 of a mile.

Beginning at a point on the intersection of Broad Street and Fairfield Avenue; thence along Fairfield Avenue to Strayer Street; thence northerly along Strayer Street to Westmoreland Avenue, at Decker Avenue; thence along Westmoreland Avenue to Harold Street; thence westerly along Harold Street to the Johnstown City-Lower Yoder Township line, in the city of Johnstown, a distance of about 1.67 miles.

Beginning at a point on the Johnstown City-West Taylor Township line, on Cooper Avenue; thence extending along Cooper Avenue to the Cooperdale Bridge; thence over the Cooperdale Bridge, on Laurel Avenue, to Broad Street; thence along Broad Street, formerly A Street, to Fairfield Avenue; thence continuing along Broad Street to Riverside Drive; thence southerly along Riverside Drive, (formerly Front Street and Hillside Boulevard), to Washington Street; thence along Washington Street, (formerly Conemaugh and Washington Streets), to an intersection with Franklin Street, in the city of Johnstown, a distance of about 3.11 miles.

Beginning at a point on the intersection of Bedford and Adams Streets; thence along Adams Street to East

Main Street; thence easterly along East Main Street to the Johnstown City-Conemaugh Township line, in the city of Johnstown, a distance of about .278 of a mile.

Beginning at a point on the Johnstown City-East Taylor Township line; thence extending along William Penn Avenue, (formerly Middle Avenue, Hebron Street, Prospect Viaduct, and Station Street), to Walnut Street; thence southerly along Walnut Street to Washington Street, in the city of Johnstown, a distance of about .92 of a mile.

Beginning at a point on the Johnstown City-Stony Creek Township line, on Bedford Street; thence extending along Bedford Street to the Johnstown City-East Dale Borough line, at Jacoby Street, beginning again at the West Dale Borough-Johnstown City line, at Von Luman Road, near Cedar Street; thence extending along Bedford Street to Vine Street; thence along Vine Street to Franklin Street, in the city of Johnstown, a distance of about 1.71 miles.

Beginning at a point in the center of Penn Square, and running west over West King Street and Columbia Avenue to the Lancaster City-Lancaster Township line, in the city of Lancaster, a distance of about 1.01 miles.

Streets in
Lancaster.

Beginning at a point on the intersection of West King Street and Manor Street; thence over Manor Street to the Lancaster City-Lancaster Township line, in the city of Lancaster, a distance of about 0.74 of a mile.

Beginning at a point in the center of Penn Square, and running east over East King Street to the Manheim Township-Lancaster City line, in the city of Lancaster, a distance of about .96 of a mile.

Beginning at a point on the intersection of West King Street and Prince Street, and running south over South Prince Street to the Lancaster Township-Lancaster City line, in the city of Lancaster, a distance of about 1 mile.

Beginning at a point on the intersection of West King Street and Prince Street, and running north over North Prince Street to the Manheim Township-Lancaster City line, in the city of Lancaster, a distance of about 1.01 miles.

Beginning at a point on the intersection of North Prince Street, James Street, and Harrisburg Avenue, and running northwest over Harrisburg Avenue to the Lancaster Township-Lancaster City line, in the city of Lancaster, a distance of about .67 of a mile.

Beginning at a point on the intersection of North Prince Street and Liberty Street, and running east on Liberty Street to the intersection with Lititz Avenue; and thence north on Lititz Avenue to the Lancaster City-Manheim Township line, in the city of Lancaster, a distance of about .29 of a mile.

Beginning at a point on the intersection of North

Prince Street and West Walnut Street, and running east over West Walnut Street, East Walnut Street, and New Holland Avenue, to the Manheim Township-Lancaster City line, in the city of Lancaster, a distance of about 1.25 miles.

Streets in
Lebanon.

Beginning at a point on the intersection of Cumberland Street and Ninth Street, and running west over Cumberland Street to the West Lebanon Township-North Cornwall Township and Lebanon City line, in the city of Lebanon, a distance of about .699 of a mile.

Beginning at a point on the intersection of Ninth Street and Cumberland Street, and running east over Cumberland Street to the Lebanon City, North Lebanon-South Lebanon Township line, in the city of Lebanon, a distance of about 1.511 miles.

Beginning at a point on the intersection of Ninth Street and Cumberland Street, and running south over Ninth Street to the North Cornwall Township-Lebanon City line, in the city of Lebanon, a distance of about .662 of a mile.

Beginning at a point on the intersection of Ninth Street and Tenth Street, and running south over Tenth Street to the North Cornwall Township-Lebanon City line, in the city of Lebanon, a distance of about .169 of a mile.

Beginning at a point on the intersection of Ninth Street and Cumberland Street, and running north over Ninth Street to the intersection with Maple Street; and thence west, over Maple Street, to the Lebanon Independent Borough-Lebanon City line, in the city of Lebanon, a distance of about .921 of a mile.

Streets in
Lock Haven.

Beginning at a point on Bellefonte Avenue, at the southwestern city line of Lock Haven; thence northeast along Bellefonte Avenue to Main Street; thence east along Main Street to Jay Street; and thence north along Jay Street to the north city line, in the city of Lock Haven, a distance of about 1.15 miles.

Beginning at a point on Water Street, at the eastern city line of Lock Haven; and thence running west along Water Street to the intersection of Jay Street and Water Street, in the city of Lock Haven, a distance of about .83 of a mile.

Beginning at a point on Susquehanna Avenue, at the western city line of Lock Haven; thence south along Susquehanna Avenue to Water Street; thence east along Water Street to the intersection of Water Street and Jay Street, in the city of Lock Haven, a distance of about 1.94 miles.

Streets in
McKeesport.

Beginning at a point on the intersection of Fifth Avenue and Hartman Street; thence along Hartman Street to a point on the line dividing the city of McKeesport from Versailles Township, beginning again at

the intersection of Thirty-seventh Street and McCarrell Avenue, on the line dividing Versailles Township and McKeesport City; thence over Thirty-seventh Street to the intersection with Walnut Street on the line dividing McKeesport City and Versailles Township, in the city of McKeesport, a distance of about .7 of a mile.

Streets in
Meadville.

Beginning at a point on the intersection of Fifth Avenue and Hartman Street; thence eastwardly along Fifth Avenue to the McKeesport City-Versailles Township line, east of Lime Street, in the city of McKeesport, a distance of about .5 of a mile.

Beginning at a point on the Vernon-Township-Meadville City line; thence northeasterly on Mercer Street to an intersection with Water Street, and continuing northerly on Water Street to an intersection with Poplar Street; thence easterly on Poplar Street to an intersection with Park Avenue, and continuing northerly on Park Avenue to North Street, in the city of Meadville, a distance of about .92 of a mile.

Beginning at a point on the West Mead Township-Meadville City line; thence southerly on Baldwin Street to Park Avenue, and continuing southerly on Park Avenue to an intersection at North Street, in the city of Meadville, a distance of about .65 of a mile.

Beginning at a point on the West Mead Township-Meadville City line; thence westerly on Washington Street to State Street; thence southwesterly on State Street to North Street, and continuing westerly on North Street to an intersection at Park Avenue, in the city of Meadville, a distance of about 1.35 miles.

Beginning at a point on the West Mead Township-Meadville City line; thence southwesterly on Hickory Street to an intersection at Washington Street, in the city of Meadville, a distance of about .31 of a mile.

Streets in
Monongahela.

Beginning at a point on the West Mead Township-Meadville City line; thence northerly on Liberty Street to Poplar Street; thence westerly on Poplar Street to an intersection at Park Avenue, in the city of Meadville, a distance of about .48 of a mile.

Beginning at a point on the dividing line between Monongahela City and New Eagle Borough; thence over Chess Avenue to Twelfth Street; thence over Twelfth Street to Main Street; thence over Main and East Main Street to Cemetery Street; thence over Cemetery Street to Ridge Road; thence over Ridge Road to the dividing line between the city of Monongahela and Carroll Township; until such time as a new street shall be opened up, by relocation, between the intersection of East Main Street and Staub Street, and the dividing line between the city of Monongahela and Carroll Township, when this route shall follow the relocated street, in the city of Monongahela, a distance of about 3.34 miles.

Beginning at a point on Dry Run Road, at the dividing line between Monongahela City and Carroll Township; thence over Dry Run Road to the intersection with Chess Avenue, beginning again at the intersection of Main Street and street running across the Monongahela River, known as Monongahela Pike; thence along this street to the Monongahela City line, in the city of Monongahela, a distance of about .787 of a mile.

Streets in
New Castle.

Beginning at a point on the North Beaver Township-New Castle City line; thence northerly to an intersection of Mt. Jackson Road and Montgomery Street; thence via Montgomery Street, to Liberty Street; thence via Liberty Street, to the New Castle City-Taylor Township line, beginning again at the Union Township-New Castle City line, and extending along Atlantic Avenue to West Washington Street; thence east on West Washington Street, around the south side of the "Diamond," to an intersection on East Washington Street, in the city of New Castle, a distance of about 3.75 miles.

Beginning at a point on the Shenango Township-New Castle City line, and running in a generally westerly direction on Butler Avenue to an intersection at East Washington Street; thence northwesterly along East Washington Street, around the north side of the "Diamond," to an intersection on West Washington Street, in the city of New Castle, a distance of about 2 miles.

Beginning at a point on the Neshannock Township-New Castle City line, and running in a southerly direction on Wilmington Avenue to an intersection with Jefferson Street; thence south on Jefferson Street to a point of intersection, on the north side of the "Diamond," on Washington Street, in the city of New Castle, a distance of about 1.1 miles.

Beginning at a point on the Union Township-New Castle City line, and running in an easterly direction on State Street to an intersection with Grant Street; thence east on Grant Street to an intersection with Jefferson Street, in the city of New Castle, a distance of about 1.1 miles.

Beginning at a point on the Hickory Township-New Castle City line, and running in a generally southwest-erly direction on Croton Avenue to an intersection on East Washington Street, in the city of New Castle, a distance of about 1.5 miles.

Beginning at a point on the Shenango Township-New Castle City line, and running in a generally northwest-erly direction on East Washington Street to an inter-section at Butler Avenue, in the city of New Castle, a distance of about 1.18 miles.

Streets in
Oil City.

Beginning at a point on the Sugar Creek Township-Oil City line, and running in a generally northeasterly direction on Main Street to Petroleum Street; thence

south on Petroleum Street to East First Street; thence east on East First Street to Wilson Avenue; thence south on Wilson Avenue to East Second Street; thence in a generally southeasterly and southerly direction on East Second Street to the Oil City-Cranberry Township line, in the city of Oil City, a distance of about 2.05 miles.

Beginning at a point on the Cornplanter Township-Oil City line, and running in a generally southwesterly and southerly direction on North Seneca Street to Center Street; thence west on Center Street to Main Street; thence southerly and westerly on Main Street to a point of intersection at Petroleum Street, in the city of Oil City, a distance of about 1.6 miles.

Beginning at a point on the intersection of Manchester and Galveston Avenues, located in the North Side of Pittsburgh, and traversing Galveston Avenue to Ridge Avenue; thence along Ridge Avenue to Merchant Street; thence along Merchant Street to West Ohio Street; thence along West Ohio Street and East Ohio Street to the line dividing the city of Pittsburgh from Millvale Borough, beginning again at a point on Freeport Avenue, at the dividing line between Aspinwall Borough and the City of Pittsburgh; thence over Freeport Avenue to the dividing line between the city of Pittsburgh and O'Hara Township, in the city of Pittsburgh, a distance of about 3.5 miles.

Streets in
Pittsburgh.

Beginning at a point on the intersection of West Carson and Main Streets, located in the west end of Pittsburgh; and thence along West Carson Street to the line dividing the city of Pittsburgh from McKees Rocks Borough, in the city of Pittsburgh, a distance of about 2 miles.

Beginning at a point on the intersection of Crafton Boulevard and Noblestown Road; thence along Noblestown Road and the westerly half of Noblestown Road, adjoining the easterly half lying in Greentree Borough, to the line dividing the city of Pittsburgh from Scott Township, in the city of Pittsburgh, a distance of about 2.63 miles.

Beginning at a point on Penn Avenue in the east end of Pittsburgh, at the Wilkinsburg Borough line; and thence along Penn Avenue to its intersection with South Dallas Street; thence along South Dallas Street to Wilkins Avenue; thence along Wilkins Avenue to Beeler Street; thence along Beeler Street to Forbes Street; thence along Forbes Street to the Ramp leading to the Boulevard of the Allies; thence along the Boulevard of the Allies to its intersection with Liberty Avenue; thence along Liberty Avenue to Water Street; thence along Water Street to the north end of the Point Bridge, in the city of Pittsburgh, a distance of about 6.18 miles.

Beginning at a point on Frankstown Road, at the easterly city line of Pittsburgh; thence along Frankstown Road to Frankstown Avenue; thence along Frankstown Avenue to Hale Street; thence along Hale Street to Kelly Street; thence along Kelly Street to North Dallas Street; thence along North Dallas Street to an intersection at Penn Avenue, in the city of Pittsburgh, a distance of about 2.15 miles.

Beginning at a point on the north end of the Point Bridge; thence across the Manchester Bridge; thence along Manchester Avenue to Ridge Avenue; thence along Ridge Avenue to Reedsdale Avenue; thence along Reedsdale Avenue to Chateau Street; thence along Chateau Street to Island Avenue; thence along Island Avenue to Marshall Avenue; thence along Marshall Avenue to Perrysville Avenue; thence along Perrysville Avenue to the line dividing the city of Pittsburgh from Ross Township, in the city of Pittsburgh, a distance of about 5.45 miles.

Beginning at a point on West Carson Street, at the south end of the Point Bridge; thence along West Carson Street to Smithfield Street; thence along East Carson Street to Arlington Avenue; thence along Arlington Avenue to the Liberty Tunnel approach; thence by way of the Liberty Tunnels and West Liberty Avenue, to the Saw Mill Run Boulevard; thence along the Saw Mill Run Boulevard to its intersection with Nobles Lane and the Library Road; thence along the Library Road to the line dividing the city of Pittsburgh and the borough of Castle Shannon, in the city of Pittsburgh, a distance of about 5.56 miles.

Beginning at a point on the north end of the Point Bridge; thence across the Point Bridge to West Carson Street; thence along West Carson Street to Main Street; thence along Main Street to Noblestown Road; thence along Noblestown Road to the Crafton Boulevard; thence along Crafton Boulevard to the line dividing the city of Pittsburgh and the borough of Crafton, in the city of Pittsburgh, a distance of about 3.04 miles.

Beginning at a point on the Clairton Boulevard, at the line dividing the city of Pittsburgh and Baldwin Township; thence along the Clairton Boulevard to its intersection with the Library Road, in the city of Pittsburgh, a distance of about .35 of a mile.

Beginning at a point on the intersection of the Boulevard of the Allies and the Ramps leading to Forbes Street; and thence along the Boulevard of the Allies to Bates Street; thence along Bates Street to Second Avenue; thence along Second Avenue to Greenfield Avenue; thence along Greenfield Avenue to Irvine Street; thence along Irvine to Second Avenue; thence along Second Avenue to the Glenwood Bridge; thence along

Miffin Street to Baldwin Road; thence along Baldwin Road to Irwin Street; thence along Irwin Street to Lebanon Street; thence along Lebanon Street to the dividing line of the city of Pittsburgh and Miffin Township, in the city of Pittsburgh, a distance of about 5.52 miles.

Beginning at a point on the intersection of California Avenue and Island Avenue; thence along California Avenue to its intersection with the Ohio River Boulevard; thence along the Ohio River Boulevard to the line dividing the city of Pittsburgh and Bellevue Borough, in the city of Pittsburgh, a distance of about 1.89 miles.

Beginning at a point on Plank Street on the dividing line between the city of Pittston and Pittston Township; thence over Plank Street to the intersection of Plank Street and South Main Street; thence over South Main Street to the intersection of Main Street and William Street; thence over William Street to the intersection of William Street and Scranton Road; thence over Scranton Road to a point on the dividing line between the city of Pittston and Pittston Township, in the city of Pittston, a distance of about 1.71 miles.

Streets in
Pittston.

Beginning at a point on the intersection of North Main Street and William Street; thence over North Main Street to the county bridge crossing the Susquehanna River, connecting the city of Pittston with the borough of West Pittston, in the city of Pittston, a distance of about .17 of a mile.

Beginning at a point at the southern boundary of the city of Pottsville; thence northerly on Centre Street to the intersection of Centre and Mauch Chunk Streets, in the city of Pottsville, a distance of about .4 of a mile.

Streets in
Pottsville.

Beginning at a point on the intersection of Market and Centre Streets; thence northerly on Centre Street to Nichols Street; thence northeasterly on Nichols Street to Harry Street; thence northerly on Harry Street to the northern boundary of the city of Pottsville, in the city of Pottsville, a distance of about 1.17 miles.

Beginning at a point on the intersection of Centre and Market Streets; thence southerly on Centre Street to Mauch Chunk Street; thence easterly on Mauch Chunk Street to Worman Street; thence easterly on Worman Street to the eastern boundary of the city of Pottsville, in the city of Pottsville, a distance of about .81 of a mile.

Beginning at a point on the intersection of Centre and Market Streets; thence westerly on Market Street to the western boundary line of the city of Pottsville, in the city of Pottsville, a distance of about 2.16 miles.

Streets in
Reading.

Beginning at a point on the line dividing the borough of Mount Penn and the city of Reading, and extending in a westerly direction over Mineral Spring Road, to a point at the intersection of Mineral Spring Road

and Perkiomen Avenue; thence over Perkiomen Avenue to a point at the intersection of Perkiomen Avenue and Penn Street; thence over Penn Street to a point at the intersection of Penn Street and Fifth Street, in the city of Reading, a distance of about 1.47 miles.

Beginning at a point on the line dividing the township of Cumru and the city of Reading; and extending in a northerly direction over Ninth Street to a point at the intersection of Ninth Street and Penn Street, in the city of Reading, a distance of about .97 of a mile.

Beginning at a point on the line dividing the township of Cumru and the city of Reading; and extending in a northeasterly direction, over Lancaster Avenue and Bingaman Street, to a point at the intersection of Bingaman Street and Chestnut Street; thence in an easterly direction over Chestnut Street to a point at the intersection of Chestnut Street and Perkiomen Avenue, in the city of Reading, a distance of about 1.68 miles.

Beginning at a point on the line dividing the borough of West Reading and the city of Reading; and extending in an easterly direction over Penn Street to a point at the intersection of Penn Street and Fifth Street, in the city of Reading, a distance of about .93 of a mile.

Beginning at a point on the intersection of Fifth Street and Penn Street; and extending in a northerly direction over Fifth Street to a point on the line dividing the city of Reading and the township of Muhlenberg, beginning again at a point on the line dividing the township of Muhlenberg and the city of Reading; thence northerly to a point on the line dividing the city of Reading and the township of Muhlenberg, in the city of Reading, a distance of about 2.4 miles.

Beginning at a point on the intersection of Centre Avenue and Fifth Street; and extending in a northerly direction over Centre Avenue to a point on the line dividing the city of Reading and the township of Muhlenberg, in the city of Reading, a distance of about 1.82 miles.

Beginning at a point on the intersection of the Morgantown Road and Lancaster Avenue; and extending in a southeasterly direction over Morgantown Road to a point on the line dividing the city of Reading and the township of Cumru, in the city of Reading, a distance of about 1.03 miles.

Beginning at a point on the intersection of Second Street and Penn Street; and extending in a northerly direction over Second Street to a point at the intersection of Second Street and Washington Street; thence in a westerly direction over Washington Street to a point at the intersection of Washington Street and Front Street; thence in a northerly direction over Front Street to a point at the intersection of Front Street

and Schuylkill Avenue; thence in a northwesterly direction over Schuylkill Avenue to a point on the line dividing the city of Reading and the township of Muhlenberg, in the city of Reading, a distance of about 1.95 miles.

Beginning at a point on the line dividing Cumru Township and the city of Reading; and extending in a northerly direction over New Holland Road to a point at the intersection of New Holland Road and Lancaster Avenue, beginning again at the intersection of Bingham Street and Fifth Street; thence in a northerly direction over Fifth Street to the intersection of Fifth Street and Penn Street, in the city of Reading, a distance of about .54 of a mile.

Beginning at a point on Birney Avenue on the dividing line between the city of Scranton and Lackawanna Township; thence on Birney Avenue to the intersection of Birney Avenue and Sanders Street; thence over Sanders Street to the intersection of Sanders Street and Cedar Avenue; thence on Cedar Avenue to the intersection of Cedar Avenue and Brook Street; thence on Brook Street to the intersection of Brook Street and the continuance of Cedar Avenue; thence over Cedar Avenue to the intersection of Cedar Avenue and Birch Street; thence over Birch Street to the intersection of Birch Street and Pittston Avenue; thence on Pittston Avenue to the intersection of Pittston Avenue and Front Street; thence over Front Street to the intersection of Front Street and Moosic Street; thence on Moosic Street to the intersection of Harrison Avenue and Moosic Street; thence by viaduct, continuing on Harrison Avenue to the intersection of Harrison Avenue and Myrtle Street; thence on Myrtle Street to the intersection of Myrtle Street and Wheeler Avenue; thence on Wheeler Avenue to the intersection of Wheeler and Third Streets; thence over Third Street to a point on the dividing line between the city of Scranton and borough of Dunmore, in the city of Scranton, a distance of about 3.91 miles.

Streets in
Scranton

Beginning at a point on the intersection of North Main Avenue and West Market Street; thence over North Main Avenue to a point on the dividing line between the city of Scranton and the borough of Dickson City, in the city of Scranton, a distance of about 1.43 miles.

Beginning at a point on the intersection of North Main Avenue and West Market Street; thence over West Market Street to a point on the dividing line between the city of Scranton and South Abington Township, in the city of Scranton, a distance of about 2.21 miles.

Beginning at a point on Electric Street, on the dividing line between the city of Scranton and borough of Dunmore; thence over Electric Street to the intersection

of Electric Street and Wyoming Avenue; thence over Wyoming Avenue to the intersection of Wyoming Avenue and Green Ridge Street; thence over Green Ridge Street to the intersection of Green Ridge Street and North Main Avenue; thence over North Main Avenue to the intersection of North Main Avenue and West Market Street, in the city of Scranton, a distance of about 1.67 miles.

Beginning at a point on the dividing line between the city of Scranton and South Abington Township; thence over Gorge Street to the intersection with Gorge Street and North Keyser Avenue; thence over North Keyser Avenue to the intersection of Keyser Avenue and West Market Street, in the city of Scranton, a distance of about 1.82 miles.

Streets in
Sharon.

Beginning at a point on the Hickory Township-Sharon City line, and running west on State Street to an intersection with Irvine Avenue; thence in a generally southerly direction on South Irvine Avenue to a point on the Sharon City-Ohio State line, in the city of Sharon, a distance of about 2.4 miles.

Beginning at a point on the Hickory Township-Sharon City line and running in a northwesterly direction on Division Street to Stambaugh Avenue; thence north on Stambaugh Avenue to point of intersection on State Street, beginning again on State Street, and running north on Sharpsville Avenue to Thornton Street; thence easterly on Thornton Street to Hall Avenue; thence north on Hall Avenue to a point on the Sharon City-Hickory Township line, in the city of Sharon, a distance of about 3.01 miles.

Streets in
Sunbury.

Beginning at a point at the southern boundary of the city of Sunbury, at Shamokin Creek; thence northerly on Front Street to the intersection of Front and Market Streets, in the city of Sunbury, a distance of about 1.41 miles.

Beginning at a point on the intersection of Front and Market Streets; thence northerly on Front Street to the northern boundary of the city of Sunbury, at the north branch of the Susquehanna River, in the city of Sunbury, a distance of about 1.16 miles.

Beginning at a point at the eastern boundary of the city of Sunbury, at Shamokin Creek; thence westerly on Market Street to the intersection of Market and Front Streets, in the city of Sunbury, a distance of about 1.1 miles.

Beginning at a point at the eastern boundary of the city of Sunbury; thence southwesterly on Eckman Avenue to the intersection of Eleventh Street and Line Street; thence southwesterly on Eleventh Street to its intersection with Market Street, in the city of Sunbury, a distance of about 1.21 miles.

Beginning at a point on the Oil Creek Township-Titusville City line; thence northwesterly on Plank Road to an intersection with Central Avenue; thence westerly on Central Avenue to the Titusville City-Oil Creek Township line, in the city of Titusville, a distance of about 2.2 miles.

Beginning at a point on the Cherry Tree Township-Titusville City line; thence northerly on Franklin Road and Franklin Street to an intersection at Central Avenue, in the city of Titusville, a distance of about .74 of a mile.

Streets in
Titusville.

Beginning at a point on the Oil Creek-Titusville City line; thence southeasterly on Spring Street to an intersection at Central Avenue, in the city of Titusville, a distance of about .6 of a mile.

Beginning at a point on the intersection of Fayette Street and South Gallatin Avenue; thence over West Fayette Street to West Main Street; thence extending on West Main Street to the line dividing the city of Uniontown and the townships of North and South Union, in the city of Uniontown, a distance of about 1 mile.

Beginning at a point on the intersection of West Fayette Street and Morgantown Street; thence over Morgantown Street to the dividing line between the city of Uniontown and South Union Township, in the city of Uniontown, a distance of about .9 of a mile.

Streets in
Uniontown.

Beginning at a point on the intersection of South Gallatin Avenue and Fayette Street; thence over South Gallatin Avenue and North Gallatin Avenue to the dividing line between the city of Uniontown and North Union Township, in the city of Uniontown, a distance of about .96 of a mile.

Beginning at a point on the intersection of West Fayette and Morgantown Streets; thence over Morgantown and Pittsburgh Streets to the dividing line between the city of Uniontown and North Union Township, in the city of Uniontown, a distance of about .74 of a mile.

Beginning at a point on the dividing line between the townships of North and South Union and the city of Uniontown; thence over Main Street to East Fayette Street; and thence over East Fayette Street to the intersection with South Gallatin Avenue, in the city of Uniontown, a distance of about .64 of a mile.

Beginning at a point on the dividing line between the city of Washington and South Strabane Township; thence over Murtland Avenue to Ridge Avenue; thence over Ridge Avenue to Highland Avenue; thence over Highland Avenue to College Street, extending on College Street to an intersection with East Maiden Street, in the city of Washington, a distance of about 1.15 miles.

Streets in
Washington.

Beginning at a point on the intersection of Jefferson Avenue and West Chestnut Street; thence over Jefferson Avenue to West Beau Street; thence over West Beau Street to Franklin Street; thence on Franklin Street to West Maiden Street; thence on West Maiden Street to South Main Street; thence on South Main Street to Park Avenue; thence along Park Avenue to the dividing line between the city of Washington and North Franklin Township, in the city of Washington, a distance of about 1.03 miles.

Beginning at a point on the boundary line between the city of Washington and South Strabane Township, on East Maiden Street; thence over East Maiden Street to Main Street; thence over Main Street to the intersection with Beau Street, in the city of Washington, a distance of about 1.5 miles.

Beginning at a point on the intersection of Main Street and Beau Street; thence over Main Street to Chestnut Street; thence over West Chestnut Street to the line dividing the city of Washington and townships of Canton and North Franklin, in the city of Washington, a distance of about 1.4 miles.

Beginning at a point on the intersection of Chestnut and Jefferson Avenues; thence over Jefferson Avenue to Henderson Avenue; thence over Henderson Avenue to the line dividing the city of Washington and Canton Township, in the city of Washington, a distance of about 1.9 miles.

Beginning at a point on East Beau Street, at the dividing line between the city of Washington and East Washington Borough; thence over East Beau Street to Main Street, in the city of Washington, a distance of about .38 of a mile.

Beginning at a point on the intersection of Jefferson and Henderson Avenues; thence over Jefferson Avenue to the dividing line between the city of Washington and Canton Township, in the city of Washington, a distance of about .35 of a mile.

Streets in
Wilkes-Barre.

Beginning at a point on Carey Avenue, on the dividing line between the city of Wilkes-Barre and Hanover Township; thence over Carey Avenue to the intersection of Carey Avenue and Academy Street; thence over Academy Street to the intersection of Academy Street and South River Street; thence over South River Street to the intersection of South River Street and South Street; thence over South Street to the intersection of South Street and South Washington Street, in the city of Wilkes-Barre, a distance of about 1.62 miles.

Beginning at a point on North River Street, on the dividing line between the city of Wilkes-Barre and Plains Township; thence over North River Street to the intersection of Courtwright Street and North River Street,

in the city of Wilkes-Barre, a distance of about .37 of a mile.

Beginning at a point on Kidder Street, on the dividing line between the city of Wilkes-Barre and township of Wilkes-Barre; thence over said Kidder Street to the intersection of Kidder and Butler Streets; thence over Butler Street to the intersection of North Main Street and Butler Streets; thence over North Main Street to the intersection of North Main Street and Courtwright Street; thence over Courtwright Street to the intersection of Courtwright Street and North River Street, in the city of Wilkes-Barre, a distance of about 1.31 miles.

Beginning at a point on Hazle Avenue on the dividing line between the city of Wilkes-Barre and the township of Hanover; thence over Hazle Avenue to the intersection of Hazle Avenue and Park Avenue; thence over Park Avenue to the intersection of Park Avenue and South Street; thence over South Street to the intersection of South Street and South Washington Street; thence over South Washington Street and North Washington Street to the intersection of North Washington and Butler Streets, in the city of Wilkes-Barre, a distance of about 2.79 miles.

Beginning at a point on the dividing line between the city of Wilkes-Barre and township of Plains, at the intersection with the State route leading northeasterly to Dupont Borough; and thence in a southerly direction along said road to a point on the dividing line between the city of Wilkes-Barre and the township of Wilkes-Barre, in the city of Wilkes-Barre, a distance of about .41 of a mile.

Beginning at a point on the eastern boundary of the city of Williamsport; thence westerly on Washington Boulevard to Market Street, in the city of Williamsport, a distance of about 1.25 miles.

Streets in
Williamsport.

Beginning at a point on the intersection of Market Street and Washington Boulevard; thence westerly on Harris Place to Hepburn Street, at the end of High Street; thence westerly on High Street to the northern boundary of the city of Williamsport, in the city of Williamsport, a distance of about 2.05 miles.

Beginning at a point on the intersection of High and Campbell Streets; thence southerly on Campbell Street to West Fourth Street; thence westerly on West Fourth Street to the end of West Fourth Street, at Foresman Street; thence westerly on the Jersey Shore Road to the western boundary of the city of Williamsport, in the city of Williamsport, a distance of about 4.31 miles.

Beginning at a point on the northern boundary of the city of Williamsport; thence southerly on Race Street to Memorial Avenue; thence westerly on Memorial Avenue to Dewey Avenue; thence southerly on Dewey Ave-

nue to Arch Street; thence southerly on Arch Street to its intersection with West Fourth Street, in the city of Williamsport, a distance of about .6 of a mile.

Beginning at a point on the intersection of Washington Boulevard and Market Street; thence southeasterly on Market Street to the southern boundary of the city of Williamsport, at the west branch of the Susquehanna River, in the city of Williamsport, a distance of about .65 of a mile.

Streets in
York.

Beginning at a point in the center of Continental Square, and running west over West Market Street to West York Borough-York City line, in the city of York, a distance of about 1.32 miles.

Beginning at a point in the center of Continental Square, and running over South George Street to the Spring Garden-York City line, in the city of York, a distance of about 1.1 miles.

Beginning at a point in the center of Continental Square, and running over East Market Street to the York City-Spring Garden Township line, in the city of York, a distance of about 1.47 miles.

Beginning at a point on the intersection of South Queen Street and East Market Street, and running over South Queen Street to the Spring Garden Township-York City line, in the city of York, a distance of about 1.23 miles.

Beginning at a point on the intersection of South Queen Street and College Avenue, and running east over College Avenue and Prospect Street to the Spring Garden Township-York City line, in the city of York, a distance of about .8 of a mile.

Beginning at a point on the intersection of West Market Street and Carlisle Avenue; thence over Carlisle Avenue to the West York Borough-West Manchester Township and York City line, in the city of York, a distance of about .62 of a mile.

Beginning at a point in the center of Continental Square; thence over North George Street to the West Manchester Township-York City line, in the city of York, a distance of about .39 of a mile.

Time streets
are to be
taken over.

Section 3. The city streets, or sections thereof, hereinbefore described, shall be taken over by the Commonwealth, through the Department of Highways, not later than the fifteenth day of August, one thousand nine hundred and thirty-one, subject, however, to the following exceptions:

Exceptions.

Streets where
orders or
decrees for
improvements
have been
issued.

(a) No city street, or part thereof, described in section two of this act, shall be taken over by the Commonwealth if an order or decree for the improvement thereof has been issued, until there has been full compliance with the terms of such order or decree.

Streets under
contract.

(b) No city street, or part thereof, described in sec-

tion two of this act, shall be taken over by the Commonwealth if a contract for the improvement thereof has been entered into between a contractor and the Commonwealth or the city authorities, or both, until the contract has been completed.

(c) No city street, or part thereof, described in section two of this act, shall be taken over if an agreement has been entered into between the city authorities and the Commonwealth or any other party for the maintenance or construction of such street, even though no formal contract has been executed pursuant to such agreement and no work has been done, until the terms of the agreement has been fulfilled or the agreement has been cancelled by the city authorities.

Streets effected by agreements.

Section 4. This act is not intended, and shall not be construed,

(a) To place upon the Commonwealth any duty to regulate traffic or police the streets herein taken over by the Commonwealth, but such duty shall be and remain the obligation of the cities;

Traffic regulation and policing.

(b) To place upon the Commonwealth any obligation for the maintenance, construction, reconstruction or resurfacing of said streets other than the base or surface courses;

Base or surface courses.

(c) To place upon the Commonwealth, through the Department of Highways, any obligation to maintain, construct or reconstruct any structure of any kind or character whatsoever situate upon or forming part of any city street, or section thereof, described in section two of this act, except that the Secretary of Highways may assume the obligation to maintain, construct or reconstruct drainage structures with a total spanned length not exceeding ten feet, measured along the center line of the street, other than storm or sanitary sewers, and which were the sole obligation of the city prior to the passage of this act. Responsibility for the construction, reconstruction and maintenance of any other structures shall remain with the city, person, association, or corporation responsible therefor at the date of the approval of this act;

Structures forming part of street.

Drainage structures.

Storm sewers.

(d) To authorize any assessment to be made against the Commonwealth by reason of or to assist in the elimination of any grade crossing on any street described and designated in section two of this act, and no such assessment shall hereafter be made under any act of Assembly heretofore enacted;

Grade crossings.

(e) To place upon the Commonwealth any obligation under any franchise or franchises heretofore or hereafter granted by the city to any public utility company, nor to transfer to the Commonwealth from the city any rights under any such franchise or franchises heretofore granted;

Obligations or rights under franchises.

Closing street
to traffic.

(f) To place upon the Department of Highways any authority to regulate traffic, parking, or the general use by the traveling public of the streets, or sections thereof, taken over by the Commonwealth for maintenance or improvement under the provisions of this act: Provided, however, That the Department of Highways shall be, and is hereby, authorized to close to traffic all of the streets, or sections thereof, described in section two of this act, during such time as improvements are being made thereon, and, in such case, the city shall establish and maintain a suitable detour in accordance with the provisions of section ten of this act.

Detours.

Expense of
construction and
resurfacing.

Section 5. After the streets described in section two of this act shall have been taken over by the Commonwealth, they shall be maintained, constructed, reconstructed and resurfaced by the Department of Highways at the expense of the Commonwealth, but the Commonwealth's obligation in the construction, reconstruction, or resurfacing of any such street shall not exceed a total width of twenty feet, and shall be of such width and type as shall be determined by the Secretary of Highways, with the approval of the Governor, and repairs and maintenance shall be limited to that part of the street, or section thereof, between the established curb lines, and shall be of such type as shall be determined by the Secretary of Highways. The obligation of the Commonwealth in the construction, reconstruction, resurfacing or maintenance, as hereinbefore provided, shall not include the portions of such streets which are or may be used and occupied by the structures or surface facilities of any public utility company: Provided, That it shall, nevertheless, be lawful for the Department of Highways to enter into agreements, in the discretion of the Secretary of Highways, with the cities, or with persons, associations, or corporations, for the sharing with the Commonwealth of the cost of maintenance, construction, reconstruction or resurfacing of the streets, or sections thereof, taken over by the Commonwealth under this act: And provided further, That where any such street is to be improved and the city agrees to bear a portion of the cost of the improvement, the abutting property owners may be assessed a proportionate part of the cost of the improvement and benefits as now provided by the laws applicable to the improvement of city streets.

Width.

Type.

Repairs and
maintenance.

Surface facilities
of utility
companies.

Agreements for
maintenance, etc.

Maintenance not
to include
snow removal
or cleaning.

Section 6. The maintenance of said streets, authorized under the provisions of this act, shall not include snow removal or street cleaning, and shall be limited, before any improvement is made by the Department of Highways, to the portions of the street existing curb lines. After any improvement made by the Department of Highways under the provisions of this act, the obligation of the Commonwealth for maintenance shall be

limited to the portion which the Department of Highways has improved, and the remaining portion of said street, or section thereof, may be maintained at the expense of the Commonwealth in the discretion of the Secretary of Highways.

Section 7. The Department of Highways shall not change the width, lines, or grades of the streets taken over under the provisions of this act, or any section thereof, without the consent of the city, evidenced by an ordinance duly passed in accordance with laws applicable thereto; and, in the event of any change of width, lines, or grades in accordance with the provisions of this section, the city shall be responsible for the payment of any damages which may be occasioned thereby, such damages to be ascertained and paid in accordance with the laws applicable thereto.

Change of width, etc.

Payment of damages.

Section 8. Before the Department of Highways shall enter into an agreement with any city for the construction, reconstruction or resurfacing of any of the streets, or sections thereof, as described in section two of this act, the city shall take the necessary steps to compel all public utility companies to make any necessary replacements or renewals of any of their structures located within the lines of the improvement prior to the commencement of work, and shall further agree that the said street, or sections thereof, when completed shall not be torn up or opened for a period of five years, except in emergency cases, and subject to the same conditions and restrictions as are now provided by law with reference to the opening of State highways in boroughs.

Replacements prior to commencement of work.

Opening surface after completion of work.

Permit for opening surface.

Section 9. No opening shall be made in the surface of any improved street, which is maintained by the Department of Highways under the authority of this act, until and unless a permit has been obtained for such opening, either from the city authorities or from the Department of Highways, pursuant to an ordinance passed subsequent to the approval of this act, authorizing the Department of Highways to act for the city. Where a permit is not obtained from the Department of Highways as above provided, the city shall require a cash deposit or bond conditioned upon the proper restoration of the surface, and shall be responsible to the Department of Highways for the cost of the restoration of such surface in accordance with the adopted standards of the Department of Highways for the particular type of construction. Any person, firm, or corporation opening the improved surface of any street or highway without having first obtained a permit, as hereinbefore provided, shall, upon summary conviction before a magistrate, be sentenced to pay a fine of not more than twenty-five (\$25.00) dollars, and, in addition thereto, the costs of prosecution and surface restoration charges, and,

City to require bond.

Cost of restoration.

Opening surface without permit.

Penalty.

in default of the payment thereof, shall undergo imprisonment for not more than five days.

Detour to be maintained by city.

Section 10. Before the commencement of any work authorized under the provisions of this act, the city shall, upon notice from the Secretary of Highways so to do, establish and thereafter maintain, at its own expense, an adequate detour for the accommodation of the traveling public, for such length of time as may be necessary or until the improvement contemplated has been completed and accepted and the street, or sections thereof, opened and made available to public travel. Such detour, when established as herein provided, shall be marked and posted by the Department of Highways at the expense of the Commonwealth.

Marking and posting.

Cities authorized to incur indebtedness.

Section 11. Cities are hereby authorized to incur or to increase their indebtedness by the issue and sale of obligations of the city, in the manner and subject to the limitations provided by law, for the purpose of improving, constructing, reconstructing or resurfacing any of the streets, or sections thereof, the improvement of which is authorized in accordance with the provisions of this act.

Signs.

Section 12. The Department of Highways is hereby authorized to purchase, place, and maintain such signs and markers on or along the streets, or sections thereof, designated in section two of this act, as may be determined to be necessary for the guidance and information of the traveling public.

Disposition of moneys.

Section 13. All moneys received by the Commonwealth under any contract or agreement for sharing the cost of the maintenance, construction, reconstruction or resurfacing of any street, or section thereof, under the provisions of this act, shall be deposited in the Motor License Fund, and as much of the money in the Motor License Fund as may be necessary to carry out the provisions of this act is hereby specifically appropriated to the Department of Highways for the purpose of this act.

Constitutionality.

Section 14. It is the intention of the General Assembly that, if this act cannot take effect in its entirety because of the judgment of any court of competent jurisdiction holding unconstitutional any part or parts thereof, the remaining provisions of the act shall be given full force and effect as completely as though the part or parts held unconstitutional had not been included herein.

Repeal.

Section 15. All acts or parts of acts inconsistent herewith be and the same are hereby repealed.

When effective.

Section 16. This act shall become effective upon its approval by the Governor.

APPROVED—The 22d day of June, A. D. 1931.

GIFFORD PINCHOT