

County commis-
sioners to be noti-
fied.

Damage to be paid
by county.

Petition for ap-
pointment of view-
ers.

Appeals.

Removal of struc-
tures.

the plan of the State highways, wherein a change of width or of existing lines and location is necessary, and damage is likely to result to abutting property, he shall notify the county commissioners of the proper county in writing of the contemplated change in such existing width, lines, and location, whereupon the county commissioners, when possible, shall enter into an agreement with the owner or owners of said property as to amount of damage to be paid to the said owner or owners, which damage, if agreed upon, shall be paid by the county; or in case an agreement satisfactory to the county commissioners and said owner or owners cannot be made, the [State Highway Commissioner] *Secretary of Highways* may proceed with the work of construction, reconstruction, or improvement, and the owner or owners of said property damaged thereby may present their petition to the court of quarter sessions for the appointment of viewers to ascertain and assess such damages. The proceedings upon said petition and by the viewers shall be governed by existing laws relating to the ascertainment and assessment of damages for opening public highways. The county commissioners, or any other party to such proceedings, may appeal from the award of the viewers to the court of common pleas, and shall be entitled to a trial by jury. From the judgment of the court of common pleas, an appeal may be had to the Supreme or Superior Court as in other cases. Such damages, when ascertained, shall be paid by the county in which the State highway is located. *The county shall also provide for the removal of all structures within the lines of the highway, as thus established, unless otherwise provided by agreement between said county and the Secretary of Highways.*

APPROVED—The 4th day of May, A. D. 1927.

JOHN S. FISHER

No. 352

AN ACT

To amend route three hundred and thirty-two as amended, route three hundred and fifty-nine as amended, route three hundred and sixty-five as amended, and routes three hundred and five, three hundred and twenty-two, and three hundred and thirty of section one of an act approved the twenty-second day of July, one thousand nine hundred and thirteen (Pamphlet Laws, nine hundred and forty-eight), 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.

Route 332 of section 1 of act of July 22, 1913 (P. L. 948), amended.

Section 1. Be it enacted, &c., That route three hundred and thirty-two of section one of an act, approved the twenty-second day of July, one thousand nine hundred and thirteen (Pamphlet Laws, nine hundred and forty-eight), entitled "An act establishing certain public roads

as State highways, and providing for their construction and maintenance at the expense of the Commonwealth," as amended by act of Assembly, approved the twentieth day of July, one thousand nine hundred and seventeen (Pamphlet Laws, one thousand one hundred and forty-two), is hereby further amended to read as follows:

Route Three Hundred and Thirty-two. A certain public road beginning at Lancaster City, and continuing on route number one hundred thirty-six to the intersection of the New Danville turnpike with the Lancaster and Willow Street turnpike at Graeff's Landing Hotel, continuing on the Lancaster and New Danville turnpike to New Danville; *thence by spur to Morton's Blacksmith Shop; thence east to Gochanauer's Corner; thence from New Danville* [thence] by public road to the New Danville Mennonite Church, continuing on the public road to Run Valley, Pequea Township, to Hess' Mill, across the Pequea Creek, through Martic Township to Marticville; thence by public road to Colemanville; thence to the village of Pequea, located on the Susquehanna River; thence from a point on the west bank of the Susquehanna River known as York Furnace, to a point on the boundary line of the city of York, by way of Yorkanna and Longstown.

Route 332.

Section 2. That route three hundred and fifty-nine of said act, as amended by act of Assembly approved the twenty-ninth day of April, one thousand nine hundred and twenty-five (Pamphlet Laws, three hundred and sixty-six), is hereby further amended to read as follows:

Route 359 further amended.

Route Three Hundred and Fifty-nine. A certain section of public road beginning [at the intersection of said road with State highway route number two hundred and nineteen at Beech Creek Borough, Clinton County, passing through Beech Creek Borough, thence to Renovo Borough, Clinton County] *at Orviston; thence to Beech Creek; thence over route number two hundred and nineteen to Mill Hall, intersecting with route fifty-eight; thence by spur over route fifty-eight to Loganton, and thence by way of Carroll to Big Rock, connecting with route five hundred and three, and thence from Mill Hall over route two hundred and nineteen to Lock Haven; thence from Lock Haven over route one hundred and five to Renovo; thence by spur from Renovo to State Camp, on Big Run.*

Route 359.

Section-3. That route three hundred and sixty-five of said act, as amended by act of Assembly approved the sixteenth day of May, one thousand nine hundred and twenty-one (Pamphlet Laws, six hundred and twenty), is hereby further amended to read as follows:

Route 365 further amended.

Route Three Hundred and Sixty-five. Commencing in Tunkhannock, *Wyoming County*, and running over route number two hundred and thirty-two to Osterhout; thence, by way of Winola and Mill City, to a point in the dividing line between Wyoming and Lackawanna Counties; thence, by way of Schultsville, Hillside, Home, and Clarks Summit; thence, by spur by way of Waverly and Walls-

Route 365.

ville, to Fleetville; thence from Clarks Summit over route number nine to a point on the dividing line between Lackawanna and Wyoming Counties; thence over said route number nine to Nicholson, Wyoming County; *thence to a point on the dividing line between Wyoming and Susquehanna Counties*; thence, by way of Glenwood, [Susquehanna County and over route number one hundred and seventy-four to South Gibson; thence, by way of Gelatt to Thompson; thence, by way of Starrucca to the dividing line between Susquehanna and Wayne Counties; and thence to the Delaware River opposite Hancock, New York.] *South Gibson, and Gelatt to Thompson; thence to a point on the dividing line between Susquehanna and Wayne Counties; thence by way of Starrucca to the Delaware River opposite to Hancock, New York.*

Routes 305, 322
and 330 amended.

Section 4. That routes three hundred and five; three hundred and twenty-two and three hundred and thirty of said act are hereby amended to read as follows:

Route 305.

Route Three Hundred and Five. A certain public road beginning at a point in [Landisburg] *Carlisle* Borough, [Perry] *Cumberland* County, [being intersection of said road and State main highway route number one hundred and ninety-one, and extending via Bridgeport, Lebo, Oak Grove, and Waggoner's Gap, thence through Caprivi to Carlisle, in Cumberland County.] *thence, by spur over Trindle Springs road to Roxbury, intersecting with State highway route five hundred and seven; thence from Carlisle over route forty to Meck's Corners; thence over route thirty to New Bloomfield; thence by spur over routes one hundred and twenty-two and one hundred and ninety-one to Landisburg; thence from New Bloomfield over route thirty-one to Newport Borough, Perry County; thence north to Fourth Street to the E O Hosiery Mill; thence westwardly, by way of Milford and Markelsville, to a junction of the Markelsville-New Bloomfield road and the Markelsville-Roseburg road at the Lutheran Church situated about one-half mile west of the bridge crossing Big Buffalo Creek.*

Route 322.

Route Three Hundred and Twenty-two. A certain public road beginning at Peckville, on route number six, in Blakely Borough, Lackawanna County, passing through Green Grove, Brown Hollow, Elm Brook School, Scott Post Office, [Orvis School, Tompkinsville and Miller's School,] *East Benton, Smith's Corners*, to Clifford, Susquehanna County, at the junction of route number one hundred seventy-four.

Route 330.

Route Three Hundred and Thirty. A certain public road beginning [at station one thousand eighty-four plus ninety-two] in Westmoreland County, on route [number] one hundred eighteen, between Greensburg and Washington, being Rankin Cross Roads [near J. C. Rankin and McConnell farms,] and extending by way of Lebanon School House and Fells Church to Elizabeth, in Allegheny County; *thence to West Elizabeth; thence, following the present improved Scotia Hollow county road, to the*

Miller's Grove and Clairton road; thence over said Miller's Grove and Clairton boulevard; thence over said Clairton boulevard to route two hundred forty-seven in Overbrook; thence over Saw Mill Run boulevard to the city line of Pittsburgh.

APPROVED—The 4th day of May, A. D. 1927.

JOHN S. FISHER

No. 353

AN ACT

To amend section thirty of an act, approved the thirty-first day of May, one thousand nine hundred and eleven (Pamphlet Laws, four hundred and sixty-eight), entitled "An act providing for the establishment of a State Highway Department, by the appointment of a State Highway Commissioner, two Deputy State Highway Commissioners, chief engineer, chief draughtsman, superintendents of highways, and a staff of assistants and employes; defining their duties and the jurisdiction of the State Highway Department, and fixing salaries of commissioner and deputies and other appointees; providing for taking over from the counties or townships of the Commonwealth certain existing public roads connecting county-seats, principal cities, and towns and extending to the State line; describing and defining same by route numbers as the State highways of the Commonwealth; providing for the improvement, maintenance, and repair of said State highways solely at the expense of the Commonwealth, and relieving the several townships and counties from any further obligation and expense to improve or maintain the same, and relieving said townships or counties of authority over same; requiring boroughs and incorporated towns to maintain certain State highways wholly and in part; requiring the State Highway Commissioner to make maps to be complete records thereof; conferring authority on the State Highway Commissioner; providing for the payment of damages in taking of property or otherwise, in the improvement thereof; providing for purchase or acquiring of turnpikes or toll-roads forming all or part of any State highway, and procedure therein; providing for work of improvement of State highways to be done by contract, except where the State Highway Commissioner decides the work be done by the State; providing aid by the State to counties and townships desiring the same in the improvement of township or county roads; defining highways and State-aid highways; providing method of application for State aid in the improvement, maintenance, and repair of township or county roads and prescribing the contents of township, county, borough, or incorporated town petitions; providing for percentage of cost of improvement or repairs to be paid by State, county, township, borough, incorporated town, and requiring contracts by counties, townships, boroughs, and incorporated towns with Commonwealth governing same; providing for the minimum width of State highways and State-aid highways, and kind of materials to be used in the improvement; providing for payment of cost of improvement and repairs; providing penalty for injuring or destroying State highways; making appropriation to carry out the provisions of the act; and providing for the repeal of certain acts relating to Highway Department and improvement of roads, and of all acts or parts of acts inconsistent herewith; and providing that existing contracts are not affected by provisions of this act," by authorizing the construction of State-aid highways through and joining boroughs or incorporated towns.

Section 1. Be it enacted, &c., That section thirty of an act, approved the thirty-first day of May, one thousand nine hundred and eleven (Pamphlet Laws, four hundred sixty-eight), entitled "An act providing for the establishment of a State Highway Department by the appointment of a State Highway Commissioner, two Deputy

State highways.

Section 30 of act of May 31, 1911 (P. L. 468), amended.