

The said courts shall proceed therein by views and reviews, in the manner provided for the laying out of public roads and highways.

Section 2. The provisions of this act shall become effective immediately upon final enactment. Act effective immediately.

APPROVED—The 21st day of May, A. D. 1943.

EDWARD MARTIN

No. 203

AN ACT

To amend the act, approved the twenty-second day of April, one thousand nine hundred and thirty-seven (Pamphlet Laws, three hundred ninety-four), entitled "An act to authorize the Secretary of Highways to disregard terminal points in relocating State highway routes under certain conditions," by adding certain other conditions under which the Secretary of Highways may disregard terminal points.

The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

Relocation of State highways.

Section 1. Section one* of the act, approved the twenty-second day of April, one thousand nine hundred and thirty-seven (Pamphlet Laws, three hundred ninety-four), entitled "An act to authorize the Secretary of Highways to disregard terminal points in relocating State highway routes under certain conditions," is hereby amended to read as follows:

Section 1, act of April 22, 1937, P. L. 394, amended.

Section 1. Be it enacted, &c., That when the terminal point of one or more State highway routes is described as being at the boundary line of a county, township, municipality or adjoining state and the highway continues beyond such point, the Secretary of Highways shall have authority to relocate such State highway route or routes, in accordance with the provisions of present or future laws governing the relocation of State highways, without limitation on account of such terminal point, except that the new point of crossing of such line shall be properly referenced and shown on the plan by which the relocation is made. *When the terminal point of a State highway route is described as being on another highway, the Secretary of Highways shall have authority to relocate such highway route, in accordance with the provisions of present or future laws governing the relocation of State highways, without limitation on account of such terminal point, except that the new terminal point shall be on such other highway. When two separate State highway routes with one common terminal point form a continuous highway, the Secretary*

* "1" in original.

of Highways shall have authority to relocate such State highway routes, in accordance with the provisions of present or future laws governing the relocation of State highways, without limitation on account of such terminal point, except that both the old and the new terminal points shall be shown on the plan by which the relocation is made.

Act effective immediately.

Section 2. This act shall take effect immediately upon its final enactment.

APPROVED—The 21st day of May, A. D. 1943.

EDWARD MARTIN

No. 204

AN ACT

Authorizing the Secretary of Highways to establish, construct and maintain parallel or approximately parallel State highways in townships, boroughs, incorporated towns and cities, in certain cases; providing for the payment of property damages resulting therefrom; and authorizing the Secretary of Highways to control the direction of the flow of traffic thereover.

State highways.

The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

When highway inadequate for present or anticipated traffic, construction of parallel highway authorized, under certain circumstances.

Section 1. When any State highway route or combination of State highway routes, or portions thereof, in the opinion of the Secretary of Highways, is inadequate for present or anticipated traffic, and the cost of securing the right-of-way necessary for a highway of adequate design on the existing location would be unwarranted in the judgment of the Secretary of Highways, or the topography adjacent to the existing location is such that widening is impractical, and the establishment and construction of a parallel highway, together with the retention of the existing highway, will provide ample width of highway for public use, the Secretary of Highways may establish, construct and maintain a parallel or approximately parallel highway as a State Highway in any township, borough, incorporated town or city, or combination of such political subdivisions, and retain the present highway as a part of the system of State Highways: Provided, however, That a plan for the establishment and construction of such parallel or approximately parallel highway shall be prepared by the Department of Highways, signed by the Secretary of Highways, and approved by the Governor, and filed as a public record in the Department of Highways.

Approval of Governor and Secretary of Highways.

Section 2. The Secretary of Highways may control the direction of the flow of traffic over parallel or approximately parallel highways established under the