

## AN ACT

To amend route seventy-six as amended, route ninety-seven as amended, route one hundred and sixty-one as amended, route one hundred and seventy-four as amended, route one hundred and eighty-eight as amended, route two hundred and twenty-seven as amended, route two hundred and fifty-two as amended, route two hundred and seventy-four as amended, route two hundred and eighty-two as amended, route two hundred and ninety as amended, and routes six, sixty-nine, seventy-one, seventy-five, one hundred and twenty-one, one hundred and fifty-three, one hundred and seventy, one hundred and eighty-one, one hundred and eighty-three, one hundred and eighty-six, and two hundred and twenty-eight, of section six 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 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 or 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 said 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, or 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 appropriations 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."

## Highways.

Section 1. Be it enacted, &c., That route seventy-six of section six 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 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

Certain routes of section 6 of act of May 31, 1911 (P. L. 468), amended.

the counties or townships of the Commonwealth certain 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 or 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 or 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 appropriations 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," as last amended by act of Assembly, approved the fourteenth day of May, one thousand nine hundred twenty-five (Pamphlet Laws, seven hundred and eight), is hereby further amended to read as follows:

Route seventy-six. From Pittsburgh to Beaver—Commencing at a point on the boundary line of the City of Pittsburgh, and running [by way of Forest Grove Road to end of present macadam; thence to Carnot; thence over the Broadhead road] to *Fleming Park Road*; thence by way of *Fleming Park Road* to *Middletown and Coraopolis Road*; thence by way of *Middletown and Coraopolis Road* to *Coraopolis*; thence over the *Narrows Run Road* to *Stoop's Ferry*;

Route 76.

thence to a point on the dividing line between Allegheny and Beaver Counties; thence [over the same road] by way of Scottsville, New Sheffield, and Monaca, into Beaver, Beaver County.

Section 2. That route ninety-seven of said act, as amended by the act, approved the eleventh day of July, one thousand nine hundred and twenty-three (Pamphlet Laws, one thousand sixty-three), is hereby further amended to read as follows:

Route 97.

Route ninety-seven. From Ridgway to the New York State Line—Commencing in Ridgway, and running by way of Johnsonburg and Wilcox to a point on the dividing line between Elk and McKean Counties; thence by way of Burrows to Kane; thence over route ninety-five to a point near Mount Jewett; thence by way of Big Shanty, Lewis Run, and Custer City, to Bradford; thence over route ninety-six to the New York State line.

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

Route 161

Route one hundred and sixty-one. From Pottsville to Sunbury—Commencing in Pottsville, and running by way of Frackville; [thence over State highway route number one hundred and eighty-three to Maizeville; thence to Mahanoy Plane, to Girardville; thence over State highway route number one hundred and eighty-three to Ashland] *Gilberton, Girardville, and Ashland*, to a point on the dividing line between Schuylkill and Columbia Counties; thence by way of Centralia to a point on the dividing line between Columbia and Northumberland Counties; thence by way of Mount Carmel, Shamokin, Paxinos, and Stonington, by way of Old Centre Pike into Sunbury, Northumberland County.

Section 4. That route one hundred and seventy-four of said act, as last amended by act of Assembly, approved the twenty-first day of June, one thousand nine hundred and nineteen (Pamphlet Laws, five hundred fifty-six), is hereby further amended to read as follows:

Route 174

Route one hundred and seventy-four. From Honesdale to Montrose—Commencing in Honesdale, and running over route six to Carbondale; thence running to a point on the dividing line between Lackawanna and Susquehanna Counties; thence by way of Clifford, South Gibson, and Harford; thence over public road to *Kingsley*, a point of intersection with highway route nine; thence *crossing* [over] highway route nine, and in a northwesterly direction to the village of *Brooklyn*; and thence to Montrose, Susquehanna County.

Section 5. That route one hundred and eighty-eight of said act, as amended by act of Assembly, approved the fourteenth day of May, one thousand nine hundred and

twenty-five (Pamphlet Laws, seven hundred eight), is hereby further amended to read as follows:

Route one hundred and eighty-eight. From Indiana to Pittsburgh—Commencing in Indiana, and running by way of West Lebanon to a point on the dividing line between Indiana and Armstrong Counties; thence to a point on the dividing line between Armstrong and Westmoreland Counties; thence [to a point on route sixty-nine; thence by way of route sixty-nine] *by way of West Apollo to Vandergrift; thence by way of the Serpentine Route to Weinels Crossroads; thence* to a point on the dividing line between Westmoreland and Allegheny Counties at *New Kensington*; thence over route seventy to a point on the boundary line of the City of Pittsburgh, Allegheny County. Route 188.

Section 6. That route two hundred and twenty of said act, as amended by act of Assembly, approved the fourteenth day of May, one thousand nine hundred and twenty-five (Pamphlet Laws, seven hundred eight), is hereby further amended to read as follows:

Route two hundred and twenty. From Stroudsburg to the New York State line—Commencing in Stroudsburg, and running over route one hundred and sixty-seven to Marshall's Creek; thence by way of Poplar Bridge and Ressaca to a point on the dividing line between Monroe and Pike Counties; thence by way of Porters Lake [to] *and Blooming Grove to route seven; thence southeastwardly* over route seven and thence by way of Greeley to Shohola, Pike County, opposite Barryville, New York. Route 220.

Section 7. That route two hundred and twenty-seven of said act, as amended by act of Assembly, approved the twenty-second day of July, one thousand nine hundred and thirteen (Pamphlet Laws, nine hundred forty-one), is hereby further amended to read as follows:

Route two hundred and twenty-seven. From Honesdale to the New York State line—Commencing in Honesdale, and running over route six to Prompton; thence by way of Allenville, Creamton, Pleasant Mount, Wayne Fish Hatchery, and Belmont to a point on the dividing line between Wayne and Susquehanna Counties; thence by way of Herrick [and] Gelatta and [Oakland] Jackson to *Susquehanna and Oakland*; thence over route ten to Great Bend; thence to the New York State line. Route 227.

Section 8. That route two hundred and fifty-two of said act, as last amended by act of Assembly, approved the fourteenth day of May, one thousand nine hundred and twenty-five (Pamphlet Laws, seven hundred eight), is hereby further amended to read as follows:

Route two hundred and fifty-two. From Morrisville to Philadelphia—Commencing in Morrisville, Bucks County, opposite Trenton, New Jersey; thence by the river road to Yardley; thence by spur in a westerly direction from the top of the hill near Yardley, by way of Edgewood, Maple Point, Buckto, intersecting with route number one hundred and fifty-two in Langhorne; [thence in a southerly direction Route 252

to the intersection with route number two hundred and eighty-one thence over route two hundred and eighty-one in a westerly direction to a road near the Middletown Friends' Meeting House] *thence in a southern direction to a public road or street known as Richardson Avenue; thence westerly over Richardson Avenue to the Trevoze Road; thence northerly to route number two hundred and eighty-one; thence northerly over route number two hundred and eighty-one to the public road leading from Middletown Friends' Meeting House to Feasterville; thence crossing Neshaminy Creek near the Eight-Arch Bridge; thence over the Bridgetown and Feasterville turnpike to Feasterville, intersecting with route number three hundred and twenty-six; thence to Newton; thence running over route number one hundred and fifty-two to Doylestown; thence over route number one hundred and fifty-one to Neshaminy; thence over public road through Johnsville, Davisville, Southampton, Feasterville, and Trevost to Eddington, on State highway route number one hundred and fifty; thence over State highway route number one hundred and fifty to the city line of Philadelphia.*

Section 9. That route two hundred and seventy-four of said act, as amended by act of Assembly, approved the twenty-first day of June, one thousand nine hundred and nineteen (Pamphlet Laws, five hundred fifty-six), is hereby further amended to read as follows:

Route 274.

Route two hundred and seventy-four. From Reading to the Maryland State line—Commencing at a point on the boundary line of the city of Reading, and running by way of Freeman, Beckerville, Plowville, Joanna, and Morgantown; [to the dividing line between Berks and Chester Counties] thence by way of Honey Brook, Compass, Parkesburg Cochranville, and Russellville to Oxford; thence over route one hundred and thirty-one to the Maryland State line.

Section 10. That route two hundred and eighty-two of said act, as amended by act of Assembly, approved the fourteenth day of May, one thousand nine hundred and twenty-five (Pamphlet Laws, seven hundred forty-six), is hereby further amended to read as follows:

Route 282.

Route two hundred and eighty-two. From West Chester to *the Delaware State line*—[Chadds Ford] Commencing in West Chester, and running over route one hundred and thirty-four to Lenape; thence to a point on the dividing line between Chester and Delaware Counties; thence *by way of [to] Chadds Ford, Twin Bridges and Cossart to a point on the Delaware State line.*

Section 11. That route two hundred and ninety of said act, amended by act of Assembly, approved the twenty-first day of June, one thousand nine hundred and nineteen (Pamphlet Laws, five hundred fifty-six), is hereby further amended to read as follows:

Route 290.

Route two hundred and ninety. From Bloomsburg to Mauch Chunk—Commencing in Bloomsburg, and running

over route one hundred and eighty-three to [Shenandoah; thence to Saint Nicholas, by spur to Maizeville, to Mahanoy City, Vulcan, Lakewood, Lakeside, Barnesville, Mintzers, to Hometown, connecting with route one hundred and eighty-five; thence over routes one hundred and eighty-five and one hundred and sixty-two into Mauch Chunk Carbon County] *a point between Ashland and Girardville in Schuylkill County; thence by way of Girardville, Shenandoah, Saint Nicholas, and Mahanoy City, to Hometown; thence over route one hundred and eighty-five and route one hundred and sixty-two to Mauch Chunk, and, by spur from Saint Nicholas, to Gilberton, Schuylkill County.*

Section 12. That routes numbers six, sixty-nine, seventy one, seventy-five, one hundred and twenty-one, one hundred and fifty-three, one hundred and seventy, one hundred and eighty-one, one hundred and eighty-three, one hundred and eighty-six, and two hundred and twenty-eight, of said act, are hereby amended to read as follows:

Route six. From Scranton to Honesdale—Commencing at a point on the boundary line of the city of Scranton [and running by way of Dunmore, Throop and] *and Dickson City Borough; thence to the dividing line between Mayfield Borough and the City of Carbondale; thence to a point on the dividing line between Lackawanna and Wayne Counties; thence into Honesdale, Wayne County.* Route 6.

Route sixty-nine. From Greensburg to Kittanning—Commencing in Greensburg, and running by way of New Salem, Mamont, and North Washington, to a point on the dividing line between Westmoreland and Armstrong Counties; thence by way of Apollo, Leechburg, Freeport, and Slatelick, into Westkit, on the Allegheny River, opposite Kittanning, Armstrong County, *and by spur from Yockey's Crossroads to an intersection with route number one hundred eighty-eight about one and one-half miles southerly of Weinels.* Route 69.

Route seventy-one. From Kittanning to Butler—Commencing at [Westkit on the Allegheny River opposite] Kittanning, and running by way of Walkchalk and Worthington to a point on the dividing line between Armstrong and Butler counties; thence by way of Coyleville and Carbon Center into Butler, Butler County. Route 71.

Route seventy-five. From Butler to Franklin—Commencing in Butler, and running by way of Sonora, Greece City, Hooker, North Washington, Eau Claire, Cherry Valley, and Byrom Centre, to a point on the dividing line between Butler and Venango Counties; thence by way of Emlenton [Mariaville, Porterfield, and Nickleville to East Sandy]; thence over route sixty-five to a point on the boundary line of the City of Franklin, Venango County. Route 75.

Route one hundred and twenty-one. From Chambersburg to Huntingdon—Commencing in Chambersburg, and running over routes thirty-seven and forty-five to [Fanettsburg] *Spring Run; thence to a point on the dividing line between Franklin and Huntingdon Counties; thence* Route 121

by way of Shade Gap, Orbisonia, and Shirleysburg, to Mount Union; thence over route thirty-three into Huntingdon, Huntingdon County.

Route 153.

Route one hundred and fifty-three. From Philadelphia to Allentown.—Commencing at a point on the boundary line of the City of Philadelphia near Chestnut Hill; thence running by way of Fort Washington, Spring House, Montgomeryville, and Colmar to a point on the dividing line between Montgomery and Bucks Counties; thence to Line Lexington, Sellersville, Rock Hill, and Quakertown; *thence by spur to Zion Hill; thence from Quakertown* to a point on the dividing line between Bucks and Lehigh Counties; thence by way of Coopersburg to *Centre Valley; thence by spur to Zion Hill; thence from Centre Valley* to a point on the boundary line of the City of Allentown, Lehigh County.

Route 170.

Route one hundred and seventy. From Mauch Chunk to Wilkes-Barre—Commencing in Mauch Chunk, and running over route one hundred and sixty-two to Nesquehoning; and thence by way of Hudsonale, Weatherly and Beaver Meadow to a point on the dividing line between Carbon and Luzerne Counties; thence by way of Hazleton, [Drums] Albert, Fairview, and Ashley to a point on the boundary line of the City of Wilkes-Barre, Luzerne County.

Route 181.

Route one hundred and eighty-one. From Washington to Greensburg—Commencing in Washington, and running by way of Monongahela City to a point on the dividing line between Washington and Allegheny Counties; thence to a point on the dividing line between Allegheny and Westmoreland Counties; thence by way of West Newton to [Mount Pleasant] *Ruffsedale*; thence over route one hundred and seventeen into Greensburg, Westmoreland County.

Route 183.

Route one hundred and eighty-three. From Bloomsburg to Pittsville—Commencing in Bloomsburg, and running by way of Catawissa to Centralia; thence over route one hundred and sixty-one to Ashland *in Schuylkill County*; thence by way of Girardville and Shenandoah to Frackville; thence over route one hundred and sixty-one into Pottsville, Schuylkill County.

Route 186.

Route one hundred and eighty-six. From Somerset to Pittsburgh—Commencing in Somerset, and running by way of Bakersville to a point on the dividing line between Somerset and Westmoreland Counties; thence to Mount Pleasant *and Ruffsedale*; thence over routes one hundred and seventeen and one hundred and twenty to a point on the boundary line of the City of Pittsburgh, Allegheny County.

Route 280.

Route two hundred eighty. From Lebanon to Lancaster—Commencing at a point on the boundary line of the City of Lebanon; thence by way of [Rockerts Fontana] Colebrook and Lawn to a point on the dividing line between Lebanon and Lancaster Counties; thence by way of Belair, Elizabethtown, Bainbridge, Maytown, and Mari-

etta to Columbia; thence over route one hundred and twenty-eight to a point on the boundary line of the City of Lancaster, Lancaster County.

Route two hundred and twenty-eight. From Indiana to Pittsburgh—Commencing in Indiana, and running by way of Jacksonville and Saltsburg to a point on the dividing line between Indiana and Westmoreland Counties; thence by way of Mamont and Sardis to a point on the dividing line between Westmoreland and Allegheny Counties; thence by way of [Unity Station and] Rodi to a point on the boundary line of the City of Pittsburgh, Allegheny County.

APPROVED—The 5th day of May, A. D. 1927.

JOHN S. FISHER

No. 408

AN ACT

Establishing certain public roads as State highways, and providing for their construction and maintenance at the expense of the Commonwealth.

Section 1. Be it enacted, &c., That the following various sections of public roads shall respectively be adopted by the Commonwealth as State highways, to be constructed and maintained at the expense of the Commonwealth under the provisions of present or future laws governing main State highways, that is to say:

Route number five hundred and forty-five. Commencing at Tamarack, Clinton County, at an intersection with State highway route number four hundred and ten, and running thence by way of Road Hollow to Cross Fork on the Potter county line.

Route number five hundred and forty-six. Commencing at Hooversville in Somerset county at an intersection with State highway route fifty-two; and running thence in a southerly direction to intersection with State highway route one hundred and nineteen at or near Kantner in said county, a distance of approximately three miles.

Route number five hundred and forty-seven. Commencing in the borough of Rockwood, Somerset County, at an intersection with State highway route number fifty; and running east by way of or near Wilson Creek and Blackfield and intersecting with State highway route number fifty-one at Garrett.

Route number five hundred and forty-eight. Commencing in the borough of Shanksville, Somerset County, at route four hundred and fifty-six; and running thence southerly to point on State highway route forty-nine at or near Brotherton in said county, a distance of approximately four miles.