

No. 333

AN ACT

To further amend section two of the act, approved the seventh day of May, one thousand nine hundred thirty-seven (Pamphlet Laws 589), entitled, as amended, "An act providing for the taking over by the Commonwealth, under certain terms, conditions and limitations, of certain streets in cities of the first class as State highways, and for the improvement, construction, reconstruction, resurfacing, and maintenance by the Commonwealth of said streets; providing for the taking, opening, relocation, widening or change of grade of such State highways by the Commonwealth at the expense of the Commonwealth and any such city, or either of them, and authorizing agreements between cities and the Commonwealth for the opening, taking, relocating, widening or change of grade of said streets, and designating the city as agent of the Commonwealth in such opening, taking, relocating, widening or change of grade and the determination of damages to private property arising therefrom; imposing duties on such cities and on public utility companies using such streets; authorizing cities, persons, associations, or corporations to enter into agreements with the Commonwealth to bear a portion of the cost of construction; regulating the replacement of certain facilities of public utility companies; prohibiting the making of any opening in said street 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," by changing or deleting certain routes, as indicated, and adding certain new routes.

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

Section 1. Section two of the act, approved the seventh day of May, one thousand nine hundred thirty-seven (Pamphlet Laws 589), entitled, as amended, "An act providing for the taking over by the Commonwealth, under certain terms, conditions and limitations, of certain streets in cities of the first class as State highways, and for the improvement, construction, reconstruction, resurfacing, and maintenance by the Commonwealth of said streets; providing for the taking, opening, relocation, widening or change of grade of such State highways by the Commonwealth at the expense of the Commonwealth and any such city, or either of them, and authorizing agreements between cities and the Commonwealth for the opening, taking, relocating, widening or change of grade of said streets, and designating the city as agent of the Commonwealth in such opening, taking, relocating, widening or change of grade and the determination of damages to private property arising therefrom; imposing duties on such cities and on public utility companies using such streets; authorizing cities, persons, associations, or corporations to enter into agreements with the

State highways.

Section 2, act of May 7, 1937, P. L. 589, as last amended by act of May 11, 1949, P. L. 1096, amended by changing or deleting certain routes, as indicated, and by adding a new route.

Commonwealth to bear a portion of the cost of construction; regulating the replacement of certain facilities of public utility companies; prohibiting the making of any opening in said street 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," as last amended by the act, approved the eleventh day of May, one thousand nine hundred forty-nine (Pamphlet Laws 1096), is hereby amended by changing or deleting certain routes, as indicated, and by adding a new route, as follows:

Description of streets in City of Philadelphia to be taken over by State under provisions of said act.

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:

In the City of Philadelphia—

(1) Beginning at the intersection of Thirty-ninth Street with Spring Garden Street, thence easterly over Spring Garden Street to an intersection with Thirty-first Street, thence northerly over Thirty-first Street to an intersection with Haverford Avenue, thence westerly over Haverford Avenue to an intersection with Lancaster Avenue; beginning again at the intersection of Thirty-first Street and Spring Garden Street, thence easterly over Spring Garden Street to an intersection with the Parkway, thence southeasterly over the Parkway to City Hall; beginning again at the intersection of Ridge Avenue and Race Street, thence easterly over Race Street to the Delaware River Bridge approach, beginning again at the intersection of the Delaware River Bridge approach and Vine Street, thence westerly over Vine Street to an intersection with the proposed route along the west bank of the Schuylkill River, a distance of about 4.99 miles.

(2) Beginning at the intersection of Sixth Street with Chestnut Street, thence easterly over Chestnut Street to an intersection with Fifth Street, thence northerly over Fifth Street to an intersection with Spring Garden Street, beginning again at the intersection of Spring Garden Street and Sixth Street, thence southerly over Sixth Street to an intersection with Chestnut Street, a distance of about 1.78 miles.

(3) Beginning at the intersection of Thirty-ninth Street with Woodland Avenue, thence northeasterly over Woodland Avenue to an intersection with Chestnut Street near Thirty-third Street, a distance of about 0.65 miles.

(4) Beginning at a point on the Philadelphia City-Bucks County line on Roosevelt Boulevard, thence over

the Roosevelt Boulevard to an intersection with Hunting Park Avenue, thence over the Roosevelt Boulevard extended in a southwesterly direction to an intersection with the proposed route along the west bank of the Schuylkill River; beginning again at the intersection of Allegheny Avenue with Ridge Avenue, thence over Ridge Avenue and Park Drive to an intersection with City Avenue, thence southwesterly over City Avenue to the Philadelphia City-Delaware County line at Cobb's Creek, a distance of about 23.51 miles.

(5) Beginning at a point on the Philadelphia City-Montgomery County line on Lancaster Avenue, thence southeasterly over Lancaster Avenue to an intersection with Spring Garden Street near Thirty-ninth Street, a distance of about 3.50 miles.

(6) Beginning at the intersection of Thirty-ninth Street and Lancaster Avenue, thence southerly on Thirty-ninth Street, Filbert Street and Thirty-ninth Street to the intersection of Thirty-ninth Street and Baltimore Avenue, thence southeasterly on University Avenue to an intersection with Thirty-fourth Street, thence southerly over Thirty-fourth Street to an intersection with Vare Avenue, thence southeasterly over Vare Avenue to an intersection with Oregon Avenue, thence easterly over Oregon Avenue to an intersection with South Broad Street; beginning again at the intersection of Thirty-ninth and Filbert Streets, thence northerly over Filbert Street, Saunders Avenue and Lancaster Avenue to the intersection of Thirty-ninth Street and Lancaster Avenue, a distance of about 4.65 miles.

(7) Beginning at a point on the Philadelphia City-Montgomery County line on Old York Road, thence southerly over Old York Road to an intersection with North Broad Street, thence southerly over North Broad Street to an intersection with Stenton Avenue, a distance of about 1.05 miles.

(8) Beginning at the intersection of Germantown Avenue and Mt. Pleasant Avenue, thence southwesterly over Mt. Pleasant Avenue to an intersection with Lincoln Drive, a distance of about 0.83 miles.

[Beginning at an intersection of Ogontz Avenue with Stenton Avenue, thence southeasterly on Stenton Avenue to the intersection of Stenton Avenue and North Broad Street, a distance of about 0.48 miles.]

(9) Beginning at a point on the Philadelphia City-Bucks County line on Frankford Avenue, thence southwesterly on Frankford Avenue to an intersection with Levick Street, thence northwesterly on Levick Street to the intersection of Levick Street and the Roosevelt Boulevard, a distance of about 6.00 miles.

(10) Beginning at the intersection of Frankford Avenue and Levick Street, thence southeasterly over

Levick Street to the approach to the Tacony-Palmyra Bridge, a distance of about 0.90 miles.

(11) Beginning at an intersection of South 80th Street with Penrose Ferry Road, thence northeasterly on Penrose Avenue to an intersection with Moyamensing Avenue, thence over Moyamensing Avenue to an intersection with South Broad Street, a distance of about 3.50 miles.

(12) Beginning at the intersection of Bethlehem Pike with Germantown Avenue, thence southeasterly over Germantown Avenue to an intersection with Mt. Pleasant Avenue; beginning again at the intersection of Rising Sun Avenue and Adams Avenue, thence over Adams Avenue to an intersection with the Roosevelt Boulevard, a distance of about 2.46 miles.

(13) Beginning at a point on the Philadelphia City-Montgomery County line on Bethlehem Pike, thence southeasterly on the Bethlehem Pike to an intersection with the Germantown Avenue; beginning again at an intersection of Germantown Avenue and Allen's Lane, thence southerly over Allen's Lane to an intersection with Lincoln Drive, thence southerly on Lincoln Drive to an intersection with Cliveden Street, thence southerly on Cliveden Street to an intersection with Park Line, thence over Park Line to an intersection with Walnut Lane, thence over Walnut Lane to an intersection with Ridge Avenue, thence southerly on Ridge Avenue to the intersection of Park Drive and Ridge Avenue; beginning again at the intersection of Allegheny Avenue and Ridge Avenue, thence southerly on Ridge Avenue to an intersection with Twenty-ninth Street, thence southerly on Twenty-ninth Street to an intersection with Girard Avenue, thence easterly on Girard Avenue to an intersection with West College Avenue, thence southerly on West College Avenue to an intersection with Twenty-fifth Street, thence southerly on Twenty-fifth Street to an intersection with Pennsylvania Avenue, thence southeasterly on Pennsylvania Avenue to an intersection with Spring Garden Street, thence over Spring Garden Street to the intersection of Spring Garden Street and Delaware Avenue; beginning again at the intersection of Pennsylvania Avenue and Twenty-fifth Street, thence northwesterly on Pennsylvania Avenue to the intersection of Twenty-sixth Street, thence northerly over Twenty-sixth Street to the intersection of Twenty-sixth Street and Girard Avenue, a distance of about 10.95 miles.

(14) Beginning at a point at the intersection of Roosevelt Boulevard and [Aramingo] *Harbison* Avenue, thence [southeasterly and] southwesterly on [Aramingo] *Harbison* Avenue to *Aramingo* Avenue, thence southwesterly on *Aramingo* Avenue to Norris Street, thence

southeasterly on Norris *Street to Dyott Street, thence southeasterly on Dyott Street to Delaware Avenue, thence southwesterly on Delaware Avenue to Swanson Street, thence southwesterly on Swanson Street to Oregon Avenue, thence southwesterly on Oregon Avenue to an intersection with Moyamensing Avenue, a distance of 12.1 miles.

(15) Beginning at a point at the intersection of Tacony Street and Aramingo Avenue, thence northeasterly along Tacony Street and State Road to an intersection with Levick Street, a distance of about 1.3 miles.

(16) [Beginning at a point on the Philadelphia City-Montgomery County line at the intersection with the Bethlehem Pike, thence easterly on Stenton Avenue to an intersection with Stenton Avenue and Ogontz Avenue.] Beginning [again] at the intersection of North Broad Street and Godfrey Avenue, thence in **an easterly direction on Godfrey Avenue to an intersection of Godfrey Avenue and Adams Avenue, thence over Adams Avenue to an intersection with Rising Sun Avenue, a distance of [6.0] 1.93 miles.

(17) Beginning at an intersection of Ridge Avenue and Vine Street, thence in a southeasterly direction on Ridge Avenue to an intersection of Ridge Avenue with Race Street, a distance of about 0.15 miles.

(18) Beginning at a point at the intersection of Island Road and Essington Avenue, thence on Island Road in a southeasterly direction to an intersection with Penrose Avenue, thence northeasterly over Penrose Avenue to an intersection with Eightieth Street, a distance of about 0.37 miles.

(19) Beginning at a point on the Philadelphia City-Delaware County line on Essington Avenue, thence northeasterly on Essington Avenue to an intersection with Island Road, a distance of 1.22 miles.

(20) Beginning at a point on the Philadelphia City-Montgomery County line on Ridge Avenue, thence southeasterly on Ridge Avenue to an intersection with Ridge Avenue and Henry Avenue, and thence southeasterly on Henry Avenue to an intersection with Walnut Lane, a distance of about 3.75 miles.

(21) Beginning at the intersection of Grant and Frankford Avenues, thence northwesterly over Grant Avenue to the intersection of Grant Avenue and the Roosevelt Boulevard, a distance of about 2.48 miles.

(22) Beginning on the Philadelphia City-Montgomery County line at an intersection with City Avenue near the Schuylkill River, thence in a southerly direction along the west bank of the Schuylkill River to an intersection with University Avenue near the University

* "Street" omitted in original.

** "a" in original.

Bridge over the Schuylkill River, a distance of about 6.40 miles.

(23) *Beginning at the intersection of Cheltenham Avenue and North Broad Street; thence southeasterly on Cheltenham Avenue to Crescentville Road; thence southeasterly to the intersection of Rising Sun and Adams Avenues, a distance of about 2.4 miles.*

Provided, however, That no part or portion of any street hereinbefore described shall be taken over as a State highway under the provisions of this act until after such part or portion shall have been legally opened by the city authorities, in the same manner as other streets are now opened which form a part of the same route as herein described, or an agreement shall have been entered into between the Commonwealth and city for such opening.

Act effective
January 1, 1954.

Section 2. This act shall become effective on the first day of January, one thousand nine hundred and fifty-four.

APPROVED—The 19th day of August, A. D. 1953.

JOHN S. FINE

No. 334

AN ACT

To provide revenue for school districts of the first class A by imposing a tax on real estate in such districts for general public school purposes, and providing for its levy and collection.

Taxation.

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

School districts
of first class A
authorized to
levy tax on real
estate.

Section 1. The Board of Public Education in school districts of the first class A shall levy annually, on or after the second Monday of November and before the first Monday of December following, a tax of three and one-fourth *mills on each dollar of the total assessment of all real property assessed and certified for taxation in said district.

Consent of elec-
tors of district
required under
certain circum-
stances.

If such tax, together with other real estate taxes for school purposes, shall aggregate more than eleven and three-fourths mills on each dollar of the total assessment of all real property assessed and certified for taxation in said district, then such tax shall not be levied unless the electors of the district consent thereto at an election to be held at the place and time of any general, municipal, special, or primary election, and under the same regulations as provided by law for the holding of municipal elections at such election. The election officers shall receive ballots from the electors which shall be prepared in the manner prescribed by the Pennsylvania

* "mills" in original.