

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 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," which was amended by section one, of an 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 102,
amended.

Route One Hundred and Two. From Coudersport to Wellsboro.—Commencing in Coudersport, and running by way of *Brookland*, West Pike, and Galeton to a point on the dividing line between Potter and Tioga counties; thence by way of Gaines, Ansonia, and Stokesdale into Wellsboro, Tioga County.

APPROVED—The 17th day of March, A. D. 1925.

GIFFORD PINCHOT.

No. 24.

AN ACT

For the promotion of the safety of the traveling public by authorizing counties and townships to purchase or condemn, by the right of eminent domain, property and lands along highways, so as to eliminate dangerous curves and widen narrow highways.

Any county or township may acquire title to land adjacent to highways, to eliminate dangerous curves and widen roads.

Section 1. Be it enacted, &c., That any county or township may acquire, by purchase or by the right of eminent domain, in such property and lands situate along or adjacent to any county or township highway, as, in the opinion of the commissioners of such county, or the commissioners or supervisors of such township, may be necessary to eliminate dangerous curves and widen narrow roads or highways for the better protection and safety to the traveling public.

May improve to extent of property acquired.

Section 2. Upon any such purchase or condemnation the proper authorities of any county or township having had such property and lands condemned may, from time to time, abate or remove or cause to be abated or removed, any such dangerous curve or curves, or widen such narrow highway to the extent of the property and land so acquired.

Proceedings for condemnation of land and property.

Section 3. The proceedings for the condemnation of such property and lands under the provisions of this act, and for the assessment of damages for property taken, injured, or destroyed, shall be taken in the same manner as is now provided for the condemnation of land by counties and townships for the laying out and opening of county or township roads or highways, as the case may be.

Section 4. This act shall not be construed to repeal any acts or parts of acts providing a method of procedure for the widening of county or township roads.

APPROVED—The 17th day of March, A. D. 1925.

GIFFORD PINCHOT.