

Parallel roads  
and streets.

Section 1, act of  
May 2, 1929  
(P. L. 1528), as  
amended by act  
of May 20, 1931  
(P. L. 140), fur-  
ther amended.

Roads and streets  
approximately  
parallel with  
State highways  
may be taken  
over by State.

When effective.

hundred and twenty-nine (Pamphlet Laws, one thousand five hundred twenty-eight), entitled "An act authorizing the Secretary of Highways, with the approval of the Governor, to establish, construct and maintain roads parallel to existing State highways, in order to relieve traffic congestion; providing certain conditions and restrictions for the assessment and payment of damages for property taken thereby; and providing that such highways when constructed shall become a part of the system of State highways of the Commonwealth," as amended by the act approved the twentieth day of May, one thousand nine hundred and thirty-one (Pamphlet Laws, one hundred forty), is hereby amended to read as follows:

Section 1. Be it enacted, &c., That the Secretary of Highways, with the approval of the Governor, is authorized to take over existing public roads and streets in boroughs and townships, *approximately* parallel to State highways, between any or all of the points named in the line or route of such State highway, and construct and maintain the same according to the standards of the department for the construction and maintenance of State highways. *Any public road taken over under the provisions of this act as an approximately parallel highway may intersect with or cross over the highway to which it is approximately parallel.*

Section 2. This act shall become effective upon its approval by the Governor.

APPROVED—The 1st day of June, A. D. 1933.

GIFFORD PINCHOT

No. 300

AN ACT

To amend sections one and four of the act, approved the fourteenth day of May, one thousand nine hundred and twenty-five (Pamphlet Laws, seven hundred four), entitled "An act authorizing the Secretary of Highways, with the approval of the Governor, to establish the width and lines of State highways for future construction where it appears uneconomical to widen existing highways; providing for acknowledgment by the Secretary of Highways and recording of plans therefor in the proper county; and providing further that no allowance shall be made for buildings or improvements erected or made within the limits of any such highway; and providing for the payment of damages," by providing for the maintenance of the existing highway.

State highways.

Section 1. Be it enacted, &c., That sections one and four of the act, approved the fourteenth day of May, one thousand nine hundred and twenty-five (Pamphlet Laws, seven hundred four), entitled "An act authorizing the Secretary of Highways, with the approval of the

Governor, to establish the width and lines of State highways for future construction where it appears uneconomical to widen existing highways; providing for acknowledgment by the Secretary of Highways and recording of plans therefor in the proper county; and providing further that no allowance shall be made for buildings or improvements erected or made within the limits of any such highway; and providing for the payment of damages," are hereby amended to read as follows:

Sections 1 and 4, act of May 14, 1925 (P. L. 704), amended.

*Whereas, Due to increasing traffic conditions on the several State highways of the Commonwealth it will be necessary to construct a greater width of roadway than at present existing, and, in order to so construct said roadway, it will be necessary to increase the present legal width of right of way; and*

Preamble.

*Whereas, Due to future developments it will be uneconomical to condemn additional right of way on the present location of the highway; and*

*Whereas, Present conditions do not warrant the abandonment as a State highway route of such existing sections of State highways.*

Section 1. Be it enacted, &c., That the Secretary of Highways, with the approval of the Governor, may designate the future location and width of [the] any proposed highway, and continue to maintain the present highway until such time as the amount of traffic warrants the construction of the new highway designated and until such new highway has been completed and opened to traffic.

State highways.

Future location and width of proposed highways.

Maintenance of existing highway.

Section 4. Any damages sustained by the taking of private property under the provisions of this act for the construction of such parallel highway shall be ascertained and paid in the same manner as provided by existing laws for the payment of damages due to a change of width or of existing lines and locations of State highways.

Damages for taking private property.

APPROVED—The 1st day of June, A. D. 1933.

GIFFORD PINCHOT

No. 301

AN ACT

Dedicating and setting aside certain lands in Cameron and Clinton Counties as a public park and pleasure-ground, to be known as "Bucktail State Park"; and imposing certain powers and duties in connection therewith upon the Department of Forests and Waters and the Department of Justice of the Commonwealth.

Section 1. Be it enacted, &c., That the Commonwealth of Pennsylvania hereby dedicates to the public, for use as a park and pleasure-ground for the benefit and en-

Lands in Cameron and Clinton Counties dedicated for park purposes.