

terms and conditions as may be imposed upon the use of said funds; and for this purpose the State Roads Commission may exercise any of the powers conferred upon it by this Article or elsewhere. The total costs of any project constructed with funds received from the United States Government or any agency thereof shall be borne entirely by such funds as far as the same are available and except insofar as an Act of Congress or regulations made thereunder may otherwise provide, and, in the event that the funds so received from the United States Government or any agency thereof are unavailable or insufficient to pay the total cost of any such project, the difference between the total cost and the amount so received shall be borne in the manner now provided by law except as provided herein. In the event any funds so received from the United States Government or any agency thereof are used to eliminate highway hazards or construct new, or reconstruct, alter or relocate existing railroad or highway underpasses or overhead bridges, the State Roads Commission is further authorized to separate any grade crossing, or reconstruct, alter, repair or relocate any underpass or overhead bridge, under or over any railroad, or otherwise eliminate such hazard, as agreed upon by the Commission and the railroad or railway company. This provision, however, shall in no way be construed as a limitation on the power or authority of the Commission to require the railroad to contribute its present statutory apportionment based on the difference between the total cost of the project and the amount received from the United States Government or any agency thereof.

State Roads Commission has power to close grade crossing and to provide new outlet over bridge at greater distance away. See notes to art. 3, sec. 40A of Md. Constitution. *Brehm v. State Roads Comm.*, Daily Record, May 3, 1939.

1931, ch. 539, sec. 33.

49. Upon the request of the Board of County Commissioners of any county, the State Roads Commission shall furnish said board with plans and plats showing how the county road system of said county may best be improved as a concomitant to the State system. Said plan shall suggest an annual programme of county construction, based upon the county funds available for construction, and shall further suggest the types of roads to be built and furnish estimates of the cost thereof.

Bridges.¹

POTOMAC RIVER BRIDGES.

1931, ch. 539, sec. 34.

50. The State Roads Commission of Maryland is hereby authorized and empowered to join with the State Highway Commission of Virginia to purchase and acquire the interstate highway bridge and approaches over the Potomac River near Point of Rocks, Maryland, connecting the State highway systems of the two States, and to pay one-half of the purchase price thereof, said one-half not to exceed the sum of fifty thousand dollars

¹ Ch. 551 of the Acts of 1933 (secs. 64A-64-O of this article, 1935 Supp.), creating the George Washington Memorial Bridge Public Corporation, expired by limitation, as provided in sec. 10 of said Act (64K).

Ch. 114 of the Acts of the Special Session of 1936, authorizing the State Roads Commission to acquire the franchise of the above-mentioned Corporation for the erection of a bridge over the Potomac River, seems to have been superseded by chs. 355 and 356 of the Acts of 1937 (secs. 123-147 of this article).