

By these sections has been made and, of course, remains valid under §8-204(d) of this title. These sections, therefore, are now obsolete. (It should be noted that former Art. 89B, §§ 86 through 89, which contained similar provisions as to bridges between Maryland and West Virginia, likewise have been repealed; see, Ch. 2, Acts of 1960.)

(22) Art. 89B, §90. This section authorizes the Federal government to build a bridge across the Potomac River near Great Falls. The bridge has been built and, therefore, the authorization is no longer necessary.

(23) Art. 89B, §§ 91 through 99. These sections authorize the McClintic-Marshall Corporation to construct and operate a bridge across Bear Creek in Baltimore County and authorize Baltimore County to purchase and operate the bridge and to collect tolls. Since the bridge has been constructed and is now owned and operated by Baltimore County, these sections are now essentially obsolete and have been deleted. However, since Baltimore County continues to collect tolls for this bridge, a new section §50A (derived from present Art. 89B, §95) is added to Art. 25 to continue the authorization for and limitations on the collection of these tolls.

(24) Art. 89B, §§ 99A through 99F. These sections authorize the Administration and Worcester County to construct and maintain a bridge across Sinepuxent Bay and to make agreements setting forth the rights and duties of the Administration and the county. Since the bridge has been constructed and the agreements made, the authorization is no longer necessary.

(25) Art. 89B, §101. This section requires the Administration to keep "the bridge currently [1950] existing and in use across the Severn River" open to public use and prohibits transfer of the bridge to the Federal government. The section apparently was intended to assure access to Annapolis; this access now is provided by the New Severn River Bridge and the section, therefore, is obsolete. If the Federal government wanted to acquire the Bridge, it could probably condemn it, notwithstanding present §101; furthermore, even if the Administration, in the absence of this section, decided to transfer the Bridge voluntarily to the Federal government, approval of the Board of Public Works still would be required.

(26) Art. 89B, §103. The first and last parts of this section, which relate to restrictions on the placing of signs along highways and contain special exceptions for Kent and Queen Anne's Counties, are essentially identical to NR §5-407 and, therefore, are redundant and unnecessary. The middle part of this section, which relates to unauthorized traffic signs, is