

transferred to Title 21 of this article and has been incorporated in the provisions of §21-205; see revisor's note to that section.

(27) Art. 89B, §162A. This section, which provides that the Administrator of the Kennedy Highway is a member of the classified service, is obsolete. It was required only for protection of the first Administrator, who was a gubernatorial appointee and has since retired. See, also, §2-102(d) of this article.

(28) Art. 89B, §§ 211H-8 through 211H-16. See revisor's note to §8-610 of this title.

(29) Art. 89B, §211-I-1. This section, which was enacted by Ch. 84, Acts of 1964, directed the State Roads Commission to review all existing contract obligations and authorized it to modify or terminate any of these contracts. This section is ancillary to former §211H (also as enacted by Ch. 84, Acts of 1964), which dealt with a construction fund and included provisions governing purposes for which that fund could be expanded. Since all of the other provisions of Ch. 84, Acts of 1964, have been repealed, and since the review of contracts required by §211-I-1 has been completed, the section is now obsolete.

(30) Art. 89B, §211M. This section authorized the State Roads Commission to advance the dates of certain then uncompleted projects in Southern Maryland. It is now obsolete.

(31) Art. 89B, §211N. This section imposes certain conditions on projects in certain 2-year highway programs submitted to the General Assembly before June 30, 1970, as required by former §§ 211K and 211L. Sections 211K and 211L were both repealed by Ch. 447, Acts of 1968, thereby rendering §211N obsolete.

(32) Art. 89B, §211P. This section authorized the State Roads Commission to spend funds raised by an additional issue of \$60-million in State Highway Construction Bonds, Third Issue. Since the funds authorized to be used under this section have been spent, the section is now obsolete.

(33) Art. 89B, §211R. See revisor's note to §8-610 of this title.

(34) Art. 89B, §223. This section authorized the State Roads Commission to transfer the Eastern terminal of the Clairborne to Romancoke Ferry to Talbot County, and included a possibility of reverter if certain conditions subsequent occurred. The transfer of the property took place in 1954, and the deed conveying the property, which is recorded in the land records of Talbot County at Liber 312, Folio 481, contains an identical possibility of reverter. Accordingly, §223 can be