

ING SIGNS AND BLINKERS ON U. S. ROUTE NO. 40 AT APPROPRIATE PLACES NEAR ITS INTERSECTION WITH MARYLAND ROUTE NO. 22 TO WARN MOTORISTS OF THE DANGEROUS INTERSECTION AHEAD ON OR BEFORE JANUARY 1, 1954.

SEC. 2. AND BE IT FURTHER ENACTED, THAT THE STATE ROADS COMMISSION IS HEREBY AUTHORIZED AND DIRECTED TO STUDY THE NECESSITY FOR WIDENING THE EAST AND WEST BOUND LANES ON U. S. ROUTE NO. 40 FOR A DISTANCE OF NOT MORE THAN ONE-HALF MILE ON EITHER SIDE OF THE INTERSECTION OF U. S. ROUTE NO. 40 AND MARYLAND ROUTE NO. 22, AND IF IT BE DEEMED NECESSARY TO WIDEN SAID LANES, THE COMMISSION SHALL DO SO PRIOR TO DECEMBER 31, 1954.

SEC. 3. AND BE IT FURTHER ENACTED, THAT THE STATE ROADS COMMISSION IS HEREBY AUTHORIZED ~~AND DIRECTED~~ TO UNDERTAKE NEGOTIATIONS WITH THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY AND THE BALTIMORE AND OHIO RAILROAD COMPANY, AND THE PROPER FEDERAL AGENCY FOR THE PURPOSE OF REACHING AN EQUITABLE AGREEMENT AS TO THE FINANCIAL RESPONSIBILITIES OF ALL CONCERNED IN THE CONSTRUCTION OF THE RAILROAD GRADE-CROSSING ELIMINATIONS IN ABERDEEN, HARFORD COUNTY, MARYLAND. UPON THE SATISFACTORY CONCLUSION OF SUCH AN AGREEMENT, IT IS THEN ~~DIRECTED~~ AUTHORIZED THAT THE CONSTRUCTION OF THE SAID GRADE CROSSING ELIMINATIONS BE UNDERTAKEN AT THE EARLIEST POSSIBLE TIME COMPATIBLE WITH THE PREPARATION OF SURVEYS, PLANS AND THE OBTAINING OF RIGHTS OF WAY, AND THAT ITS POSITION IN THE TWELVE YEAR CONSTRUCTION PROGRAM BE ADVANCED IN ACCORDANCE WITH THE PROVISIONS HEREOF.

SEC. 4. AND BE IT FURTHER ENACTED, THAT THAT THIS ACT SHALL TAKE EFFECT ON JUNE 1, 1953.

Approved April 27, 1953.