

The Director of Highways should also have complete jurisdiction over the Engineering Department, the Right-of-Way Department and the entire administrative organization of the Commission itself.

To carry out this plan, I propose that at least two of the seven members be of the political party opposite that of the Governor. I propose that the Chairman and Director be appointed by and serve at the pleasure of the Governor. I further propose that three of the six other members be appointed by the Governor for a term of one year and that the remaining three members be appointed for a term of two years, and at the end of their respective terms they be appointed for a term of four years. This rotation of terms will insure a continuity of office which I deem desirable in any agency as large and important as the State Roads Commission.

The full membership of the Commission should meet at least twice each month and at such other times as is considered necessary by the Director of Highways or the Governor. In addition, the six part-time members of the Commission should conduct a continuing reconnaissance of the Secondary highways of their area in order that the needs and problems from time to time may be brought before the full Commission.

In my prior statement on the State Roads Commission I said: "I doubt the wisdom of taking landowners' property for future fourlane highway construction if it is not contemplated that a super-highway will be necessary in the foreseeable future." I wish to repeat that statement. Of course, when traffic justifies the construction of a four-lane divided highway, four lanes should be constructed. Likewise, when traffic estimates for the foreseeable future justify the acquisition of sufficient rights-of-way to construct the second lane of a highway, the additional rights-of-way should be acquired in the initial instance to provide for the additional lanes.

From a study of the State Roads Commission Twelve Year Program, a number of instances are found where the "Yellow Book," which embraces the Twelve Year Plan, called for the widening and improving of the existing road to 22 feet and resurfacing. After the passage of the Twelve Year program by the Legislature, rights-of-way of sufficient width were purchased to construct a four-lane highway. Two lanes have been constructed, and I assume that the other lanes will be constructed sometime in the distant future when traffic justifies it and money is available. One example of this is Route 16 in Dorchester County between Church Creek and Woolford. Another example is found in Queen Anne's County, on Route 290 between