

by the Commission for the purpose of making traffic counts, traffic origin and destination surveys, and such other surveys as are necessary to determine the need of highway improvement, the need for traffic signals, warning signs, and other traffic service devices. This Division also prepares State and individual county road maps.

The Construction Division is responsible, through the Highway Location and Survey Division, for the making of preliminary and final surveys and location studies; through the Division of Road Design for the preparation of road plans, quantities for bid proposals and final estimates; through the Division of Bridge Design for similar preparatory and final quantities in connection with the design and construction of bridges; through the Materials Division for the testing of all materials used in the construction and maintenance of highways and bridges; and for the construction of highways and bridges in full conformity with the contract, specifications and plans. The Right of Way Division is responsible for acquiring the rights-of-way essential to the modernization of existing highways and bridges, as well as that required for new highways and bridges.

#### **Advisory Council on Highway Construction**

Donald H. Sherwood  
Charles S. Garland, E. Asbury Davis

The Advisory Council on Highway Construction was appointed by the Governor in February, 1951, to consult with and advise the members of the State Roads Commission in the planning of highway construction and to aid the Commission in such other matters under its supervision as it may deem necessary.

#### **Financing the State Roads System**

The State Roads Commission administers all funds for the construction, maintenance, and operation of the highway network under its jurisdiction.

The Legislature of 1947 authorized the issuance of Revenue Bonds for the purpose of constructing toll bridges, tunnels, and roads, and the consolidation of the income from any two or more projects for the support of the bonded debt. The selection of the route as a toll road or the project as a toll bridge must be made in accordance with the specific provisions of the law (Code 1951, Art. 89B, secs. 106-126).

The Legislature of 1947 authorized the issuance of State Highway Construction Bonds in a total amount of \$100,000,000 to supplement revenues of the Construction Fund in order to meet the requirements of an expanded road construction program. The State Roads Commission has sold through April 30, 1953, \$75,000,000 of bonds under this authorization.

The Legislature of 1953, after consideration of a twelve-year program for road construction and reconstruction, authorized the issuance of \$330,000,000 par value additional State Highway Construction Bonds (subject to certain limitations including provision that the maximum principal amount of all State Highway Construction Bonds outstanding at any time shall not exceed \$300,000,000) for the purpose of financing, in part, the reconstruction of both primary and secondary roads of the State Highway System and the development and construction of new roads made mandatory by traffic demands (Acts 1953, ch. 657).

Revenues derived by the State Roads Commission representing fifty percent share of the Gasoline Tax Fund distributions and the Excise Tax on Issuance of Certificates of Title to Motor Vehicles are pledged