

The basic function of the State Roads Commission is to construct and maintain an adequate State highway system which is adequate both from the standpoints of capacity and service, but also from those of safety. The responsibility for the fulfillment of this function is divided between the Commission and the Director of Highways. The Commission generally has the responsibility for the State's secondary system of highways, the toll facilities, employees' working conditions and salary recommendations, the extent to which consultant engineers are employed, and the making of recommendations to the Governor and to the Legislature of highway improvement programs and highway financing. The Commission adopts the general policies within which it and its organizational components operate. The Director of Highways has complete responsibility for the interstate and state primary system of highways, for the selection of consulting engineers, for the operation of the administrative, engineering, planning and programming, and right-of-way activities, and for carrying out the policies of the Commission. He is authorized to consult, confer, negotiate, and conclude agreements with the Bureau of Public Roads and other agencies of the United States government, representatives of other states, and other agencies within Maryland, and to execute contracts, agreements, and other documents authorized by the Commission.

Right-of-Way and legal offices are maintained in each of the engineering districts.

Because of this division of responsibility, the State highways are divided into various systems. The official State highway map published by the State Roads Commission constitutes the basis for distinguishing them. Highways of the interstate system are shown in green, those of primary system are generally designated in red; the secondary system, in black. However, the Director has the final authority to determine which highways are considered primary, and which secondary, after obtaining the advice and counsel of the Commission. The Director, in making this determination, considers present and future traffic volumes, as well as the geographic and economic importance of these highways. After conferring with the Commission, he may change from time to time the designation of a highway from Primary to Secondary, or vice versa, and determine the system into which new highways are placed.

The State Roads Commission also maintains, constructs, and administers the road systems of six of the twenty-three counties of the State. These counties are Cecil, Kent, Talbot, Calvert, Charles and St. Mary's.

The Commission meets a minimum of twice a month, and at such other times as the Director of Highways or the Governor deem this necessary.

The Attorney General of the State is the legal advisor to the Commission. A separate legal division within the State Roads Commission is under the supervision of a Special Assistant Attorney General. This office and staff is provided to furnish legal advice and counsel to the Commission, services required for right-of-way acquisitions, approval of all contracts and agreements and representation in court actions.

The Comptroller of the Commission, appointed by the Governor, is in charge of its finances and accounting, and controls in finances and accounting.

The Office of Finance, under his direction is charged with the keeping of all financial records for the Commission and with the preparation of financial and statistical reports and statements pertaining to revenues, bond proceeds, and all expenditures of the Commission.

The Deputy Director-Chief Engineer is responsible for the coordination and control of all internal activities. These include: Planning