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Today's future soon becomes tomorrow's present. The State Highway Department's operations require a proper concern for both present and future needs, and a continuous and orderly progress from one to the other. The work of the Planning, Traffic and Suburban Development Divisions demonstrates the effective dovetailing of today's projects with tomorrow's programs.

On September 1, 1957, the former Traffic and Planning Division was split into two separate divisions. The Planning Division is concerned with traffic surveys, statistical analysis, mapping work, and special studies required for the U. S. Bureau of Public Roads or the Highway Department. The Traffic Division is responsible for traffic control studies and the design and maintenance of traffic signals, signs, pavement markings and other devices to ensure safe and convenient movement of vehicles on the highway.

*planning, traffic*

## STUDIES COME FIRST

Among studies completed or under way by the Planning Division during the year were the following:

Annual report of street and highway income and expenditures of all incorporated towns, for the Bureau of Public Roads. Inventory of streets and highways in incorporated towns, with their physical characteristics, coded on punched cards.

Correction of the continuous inventory of rural roads, classified by system (primary, secondary, or tertiary) and surface type.

Study of road life of primary highways.

Special study for the Bureau of Public Roads on use of highways by different types of vehicles, cost estimate for highway needs through 1971, and estimated use of highways by vehicles in each type and weight group.

Continuation of three-year study of traffic density at each of the State's 3,000 intersections.

Annual study of truck traffic volume and weight.

The Planning Division was also well along with the new edition of the Official State Highway Map, which is being extensively revised and improved. All 100,000 copies of the 1957-58 edition will have been distributed by the end of 1958. The Division also sold 3,500 copies of the revised county maintenance maps during the year.



Planning Division employee makes check of vehicle type and volume.

*and suburban development*

## SUBURBAN DEVELOPMENT GROWS

The Suburban Development Division is concerned with accepting for State maintenance streets within unincorporated communities. Its work falls under three main headings:

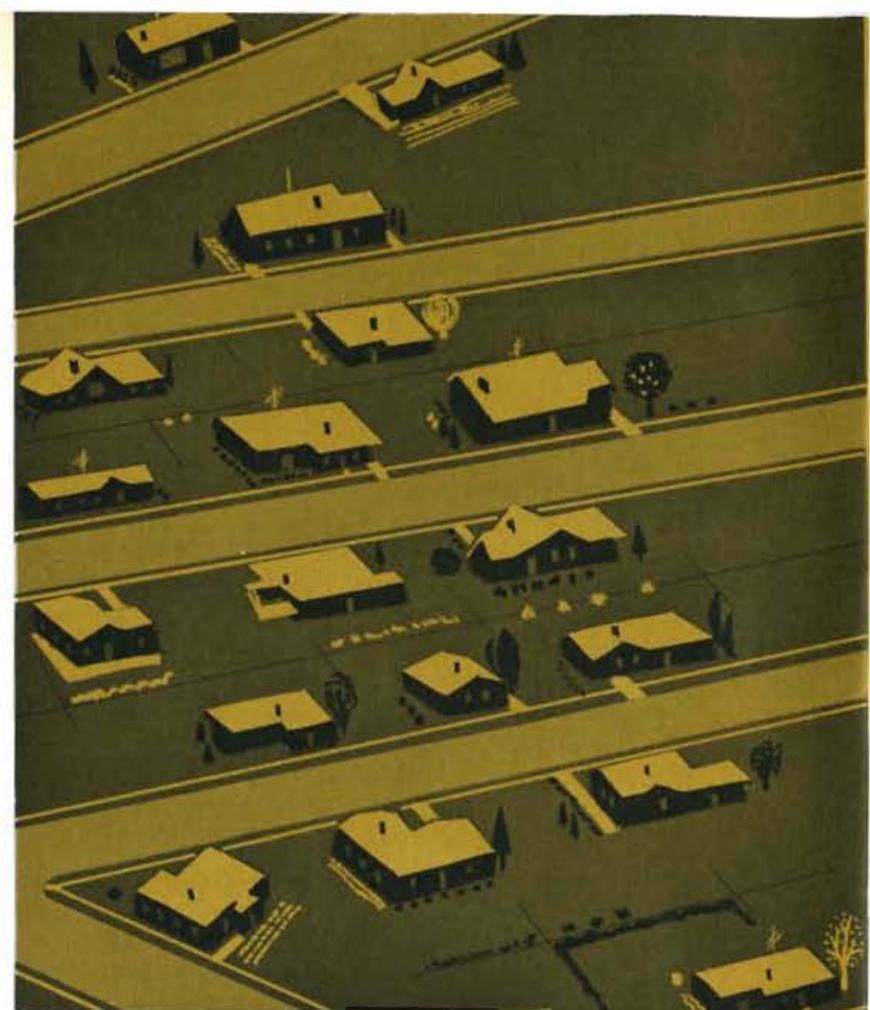
- Bonded developments, or new housing projects.
- Suburban Road Laws projects.
- Senate Bill 387 projects.

Under the Bonding Law, effective in 1951, a developer posts a bond guaranteeing that street construction in the development will meet State Highway rules and specifications. Since the law was passed, over 135 miles of street have been placed under bond. About 99 miles of this has already been accepted, over 20 miles of it during the 1957-58 fiscal year. There are 71 bonds still outstanding, representing about 36 miles of street in various stages of construction.

The Suburban Road Laws provide that freeholders of an unincorporated community may petition the Levy Court for construction of their streets. When the streets are constructed to standard specifications, they are accepted into the State Highway system for maintenance. During 1957-58, 1.813 miles of such street were accepted, 2.4 miles were under design or construction, and .751 miles of proposed construction was rejected by vote of the freeholders in the communities.

Senate Bill 387 applies to streets in unincorporated communities that were built or created between July 1, 1935 and July 1, 1951. The General Assembly appropriates funds for maintaining, repairing, and reconstructing these streets. In the past fiscal year, 15.876 miles of these reconstructed streets were accepted for maintenance. About 50 miles had been accepted during the previous fiscal year.

Streets accepted for maintenance during 1957-58 under the three programs totalled 36.671 miles in 62 developments. New specifications for suburban streets, adopted two years ago, provide for high-type streets with adequate storm sewer systems. The lessening of erosion from flooding will effect great savings in maintenance costs over the years.



Suburban Development growth is proof that State is one of Nation's fastest growing.





Small aluminum road number markers are 50% less costly than old wood or metal stakes, have greater visibility. Another Delaware invention for progress.



Checking truck weight and measurements helps control wear on highways.



New reflectorized crossover marker for dual highways is boon to motorist and unique to Delaware.

## UNIQUE SIGNS INSTALLED

The Traffic Division earned the gratitude of the dual highway user last year when it installed the new green reflective cross-over markers with their white diagonal stripes, making it much easier to locate the cross-overs at night. Not so spectacular, but equally as important, was the installation of 16 new traffic signals, bringing the total to 172; painting 850 miles of centerline; making 12,000 new signs and repairing and refinishing 5,000 old ones; and collecting over \$3,000 from 76 individuals and firms for damage to signals and signs.

Looking toward the future, the Division participated in tests of reflective signs for the Interstate system that have been quite valuable in arriving at standards for Interstate Highway signing. The Traffic Division also carried out a series of tests to determine which of a number of suggested license plate types was most suitable for general use. The chosen plate is fully reflectorized, with gold numbers on a blue background.