

March 1, 1960



Richard A. Haber  
Chief Engineer

Chairman and Members  
Delaware State Highway Department  
Dover, Delaware

Gentlemen:

This report covers the period July 1, 1958, through June 30, 1959, a period during which the Department continued its policy of services to the citizens of Delaware. The continuation of established policies and the expansion of those policies to meet the requirements of our growing State have placed added responsibilities on the Members of the Department and on the Staff. We feel that these have been met to the best of our abilities as dictated by manpower and finances.

I believe this report will present a full summary of our work. As initiated last year, the financial report will be separately printed and made available to all concerned and, on request, to anyone else.

At the completion of the third year of my second term as Chief Engineer, I can say without equivocation that your Staff is grateful for your cooperation and we believe that the citizens of this State have never been better served by their Highway Department.

Very truly yours,

A handwritten signature in dark ink, appearing to read "R. A. Haber". The signature is written in a cursive style with a large initial "R" and "H".

R. A. Haber  
Chief Engineer

William J. Miller, Jr.  
*Deputy Chief Engineer*

Charles A. Stump  
*Administrative Assistant*

Joe S. Robinson  
*Assistant Chief Engineer*

Ernest A. Davidson  
*Assistant Chief Engineer*

## The Critical Year

1959

There are no such things as the "good old days." Each year, each decade, each century, is critical, problem laden.

Perhaps, in a hundred years, 1959 will be looked back upon as a time of "good old days." Now, however, it is looked at as just another critical year.

Here is how it looked to the State Highway Department:

- A constantly zooming population figure which soared to more than 460,000,
- A motor vehicle registration figure that passed 187,000,
- Over 280,000 licensed drivers operated these vehicles on Delaware highways and needed the control and protection of a hard driving State Police force,
- Vehicles and drivers, plus out-of-state through traffic combined to drive an astounding 1,700,000,000 vehicle miles during the year,
- Thousands of Delawareans, new and old, settled in hundreds of suburban developments, both following the lead of and setting the trend for the rest of the nation,
- Over a million people flocked to beaches and public recreation areas, asking for and getting service.

Each of these factors is a vital one. Each of them relates directly to the services of the most versatile State Highway Department in the nation.

Delaware is unique in that almost every mile of road and street in the State is the responsibility of the State Highway Department. There are now 4,126 miles of roads and streets under the direct responsibility of the Department. That's more than the distance from Wilmington to London! Compare this with 1917 when the State Highway System consisted of a total of 220 miles.

Delaware is the *only* state in the Union in which all roads outside of cities and towns are under State control. There is not even a federally controlled highway in Delaware.

Add the responsibility for such things as mosquito control, public land protection and development, outdoor advertising, communications and the functions of the State Police. Clearly, the Department has a job on its hands.

No other State Highway Department in the nation has so many varied and distinct responsibilities.

This Department exists by virtue of the people of the State of Delaware and it exists only to serve them. It has no other function.

To see how well it did its job last year, please read the following pages.