



PRIMARY



SECONDARY



TERTIARY

Primary highways, so titled because of their importance to the State and surrounding areas, carry long-distance, faster traffic between various regions.

The 578.31 miles of Delaware's primary system, although representing only 13% of State highway mileage, accomodates 75% of all traffic.

Federal Aid funds are allocated for improvements to the Primary System and matched by State funds according to the state population and miles of road. Current Federal participation amounts to \$2.9 million a year. However, while the Federal Aid primary formula, based on area, population and road mileage, may be adequate for nationwide application, it proves inadequate in Delaware because of the large amounts of traffic (much of it out-of-state) and the higher costs involved in construction

of the large percentage of urban mileage.

The 1965 Sufficiency Survey of primary highways made by the Highway Department measured such qualities as width of road, condition of pavements, width and condition of shoulders and degree of curvature in relation to the volume of traffic carried. As measured by this sufficiency survey, present improvements are needed to 221 miles of roads in the primary system with an estimated construction cost of \$62 million dollars.

These needs are planned for in the following manner:

- (1) already authorized and funds provided for—\$6 million;
- (2) scheduled in the 6-Year Capital Improvements Program, but not financed—\$49 million;
- (3) remain to be scheduled—\$87 million.

The distinction between primary and secondary roads is not a legal one in Delaware but rather one of administrative convenience. Handling a lower traffic volume than the primary roads, Delaware's secondary system, consisting of 1,472.88 miles, is designed to serve rural transportation and to connect small communities with the primary system.

Delaware is eligible for 50 percent Federal participation on its secondary system limited by the amount proportioned to the State

under provisions of the existing law. Need for construction or reconstruction is determined by the State Highway Department and approved by the Bureau of Public Roads.

Surface type and lane width are design decisions based upon traffic volume, projected population estimates, rural and urban conditions, terrain and drainage problems.

Secondary mileage constructed or reconstructed this year totaled 20.3 miles.

Local roads and streets maintained by the Highway Department but not eligible for Federal-Aid funds compose the tertiary system. Included in this system are dirt roads and the streets built by developers according to Department specifications and added, upon completion and approval, to the State's mileage.

Construction standards are dependent upon amounts and types of vehicles. Generally in Kent and Sussex Counties, an 18 to 20 foot paved roadway with drainage is placed within the 50 foot right-of-way. In upper New Castle County, with a heavier traffic volume, present planning indicates the need for wider roads with curbed sections and thicker paving.

By Legislative direction, the Department

for the last ten years has been provided with funds for a separate Dirt Road Program to pave all dirt-type roads in the State. Approximately two thirds of the original 1,650 miles are now paved including this year's total of 62.98 miles.

Comprising 2,205.54 miles, primarily rural, and carrying only five percent of all traffic, these roads are perhaps best equipped to handle their traffic. However, the increasing demand for spurs connecting suburban expansion with secondary and primary road systems, coupled with the ever increasing traffic volume in the State indicates that the tertiary system will continue to add mileage at an unprecedented rate.