



STATE OF GOOD REPAIR

A pavement section with an Overall Pavement Condition (OPC) rating of 50 or above is considered to be in a SOGR. The OPC ratings are determined by combining individual distress indices into a calculated value that defines the health of a pavement section.

TARGETS AND MEASURES

- STATE:**
75% of all pavements in a state of good repair.
- FEDERAL:**
Interstate % Good – at least 50%
Interstate % Poor – no greater than 5%
Non-Interstate % Good – at least 40%
Non-Interstate % Poor – no greater than 5%
[Good, Fair, and Poor defined by 23 CFR 490.313(c)]

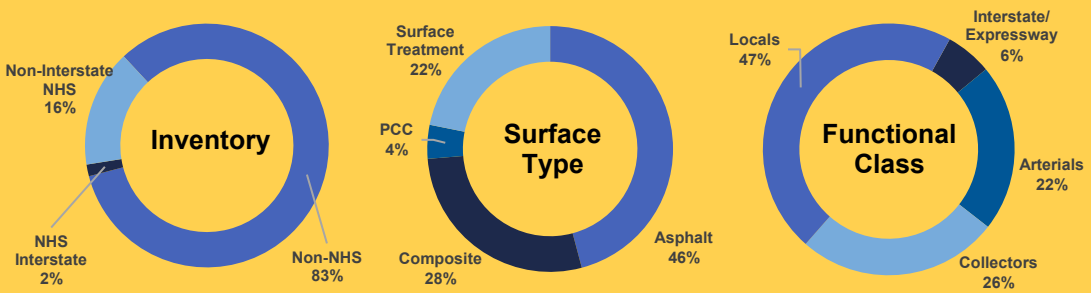
PAVEMENTS

DelDOT is responsible for managing approximately 6,000 directional centerline miles of state-maintained roadway, 750 of which are on the NHS, and 1,600 of which are Suburban routes.

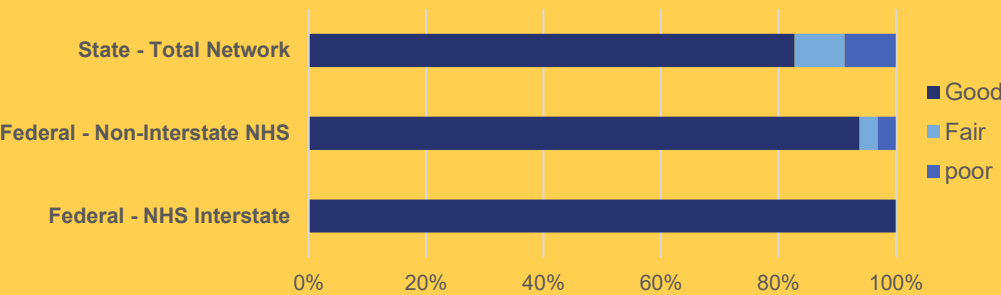
DelDOT is unique in that they are responsible for over 90% of the road network in the state. This SOGR Summary Sheet applies to the 4,400 miles of non-suburban roadways. See the State Maintained Suburban Pavements SOGR Summary Sheet for a more detailed look at that network.

INVENTORY & CONDITION

- STATE:** Collecting federal plus additional pavement distresses to roll up into functional, structural, and non-structural indices which are in turn rolled up into an OPC value.
- FEDERAL:** Collecting data every year on IRI, rutting, cracking, and faulting to determine good, fair and poor at a tenth mile level.



Current Conditions



- Annual Budget:**
The total expected average annual budget for the next 10 years is \$68 million. This is a combination of State (\$13-55.2 million), and Federal (\$20-40.5 million).
- Asset Valuation:**
NHS Pavement Value:
Weighted \$/Sq Yd = \$235.17
Total Lane Miles = 1,655.87
Total Sq Yds = 12,675,385.07
Value = \$2,980,874,365.04

*Centerline miles is a measure of the length of a road regardless of the number of lanes it has.

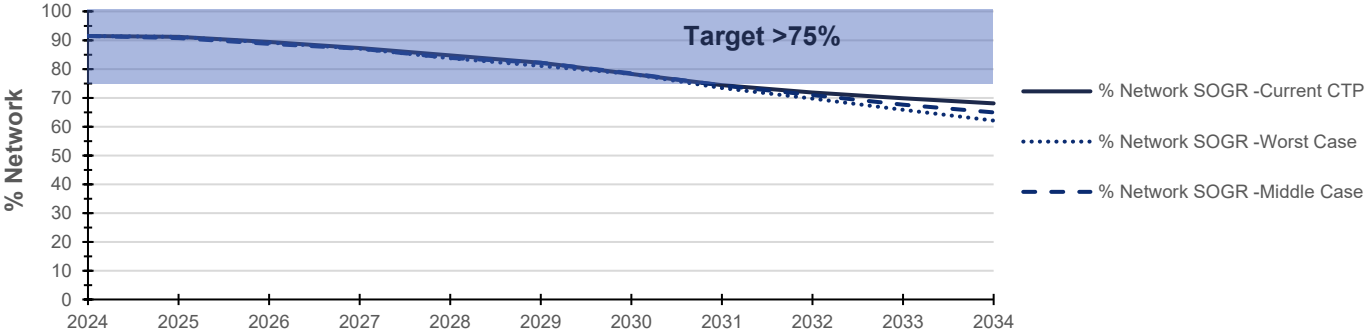
Lane miles is a measure of the total length of each individual lane in a stretch of roadway.



PERFORMANCE PROJECTIONS

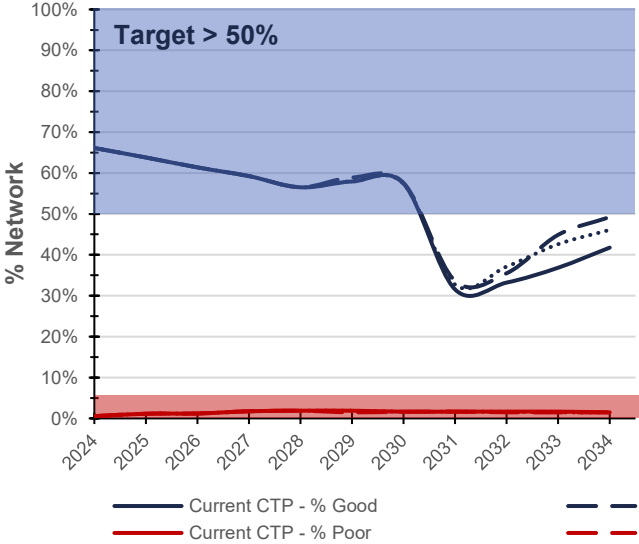
Total Network SOGR Projections and Targets

State Optimized Analysis - Total Network

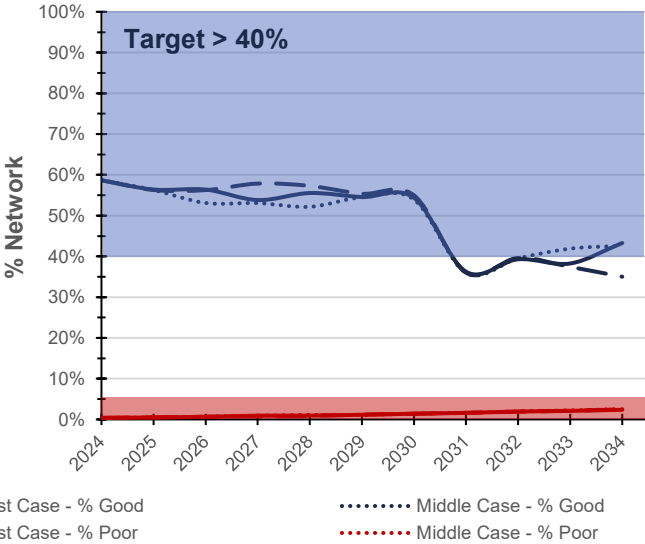


NHS Projections and Targets

Interstate NHS



Non-Interstate NHS



Funding Scenario	Average State Funds/Year	Average Federal Funds/Year
Current CTP	\$39.3M	\$27.75M
Middle Case	\$28.8M	\$31.9M
Worst Case	\$15.3M	\$31.9M

POTENTIAL RISKS

Risks to the management of Delaware’s pavement network include financial risks in unexpected price increases for materials, labor, and equipment, budget constraints that can effect how much work can be scheduled and performed, environmental risks, such as coastal flooding and other extreme weather, which can accelerate pavement deterioration, and operational risks such as limited contractor availability and other construction delays.