



STATE OF GOOD REPAIR

Pavements greater than an OPC of 50 (in Good and Fair condition) are considered to be in a State of Good Repair. This indicates that an asset is in acceptable, useable condition.

TARGETS AND MEASURES

Pavements receive a score for the Overall Pavement Condition (OPC) on a scale of 0-100, where:

- Good: OPC > 60
- Fair: 50 ≤ OPC < 60
- Poor: 25 ≤ OPC < 50
- Very Poor: <25

Targets:

% Good – at least 65%

% Poor & Very Poor – no greater than 25%

STATE MAINTAINED SUBURBAN PAVEMENTS

DelDOT is unique in that they are responsible for over 90% of the road network in the state. This includes the suburban pavement network which is maintained separately from the other state-maintained pavements.

Originally, the management of these pavements was funded by the Community Transportation Fund (CTF). However, this funding extends to projects outside of pavements and the suburban network was deteriorating to the extent that the Subdivision Street Pavement Management Fund (SSPMF) was developed for consistent funding.

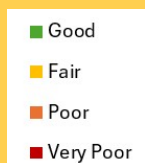
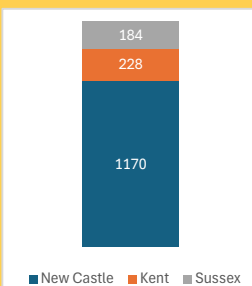
Annual Budget: The total expected average annual budget for the next 10 years ranges from \$10-\$50 million. This is a combination of the Community Transportation Fund (CTF, \$10-20 million) and the Subdivision Street Pavement Management Fund (SSPMF, \$10-30 million).

Asset Valuation (estimate):

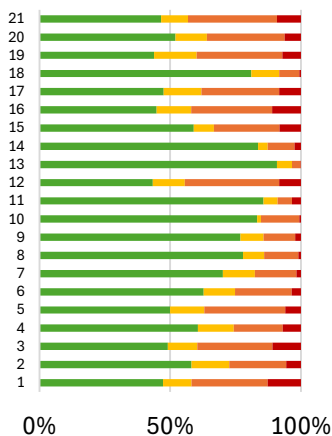
\$/Centerline Mile = \$810,486
Total Centerline Miles = 1,582
Value = \$1,282,156,432

INVENTORY & CONDITION

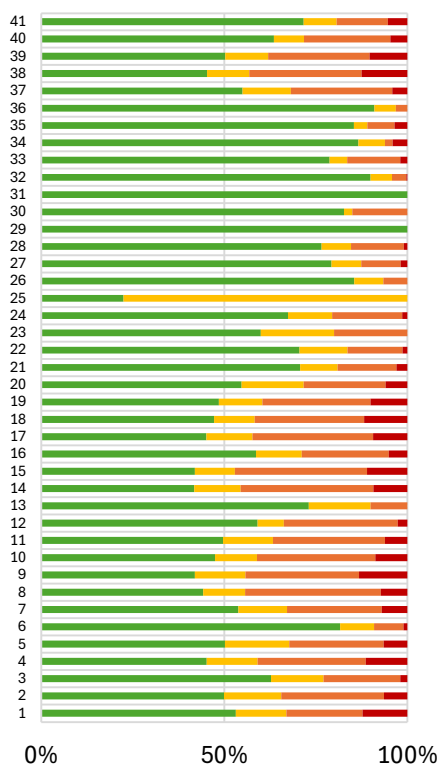
Suburban Inventory as of 2024: 1581.96 centerline miles. **Conditions:** Good – 908 miles, Fair – 186 miles, Poor – 384 miles, Very Poor – 104 miles



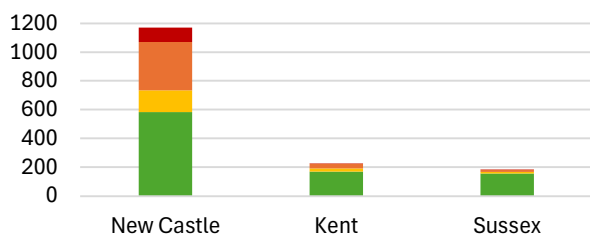
By Senate District



By Representative District



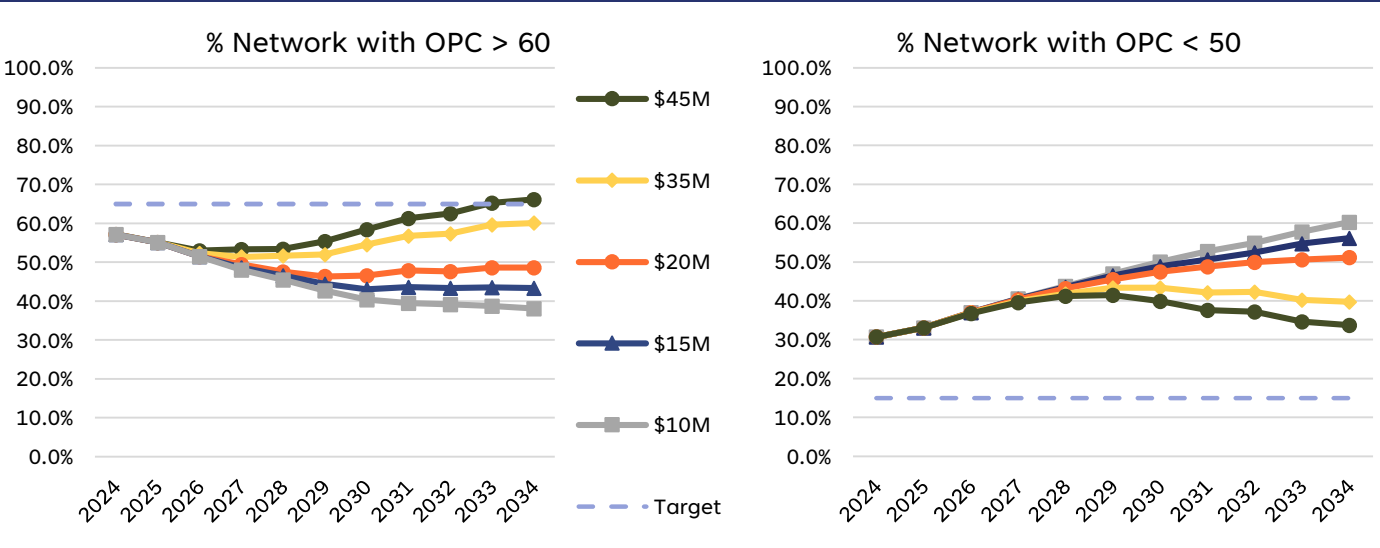
Condition by County (centerline miles)



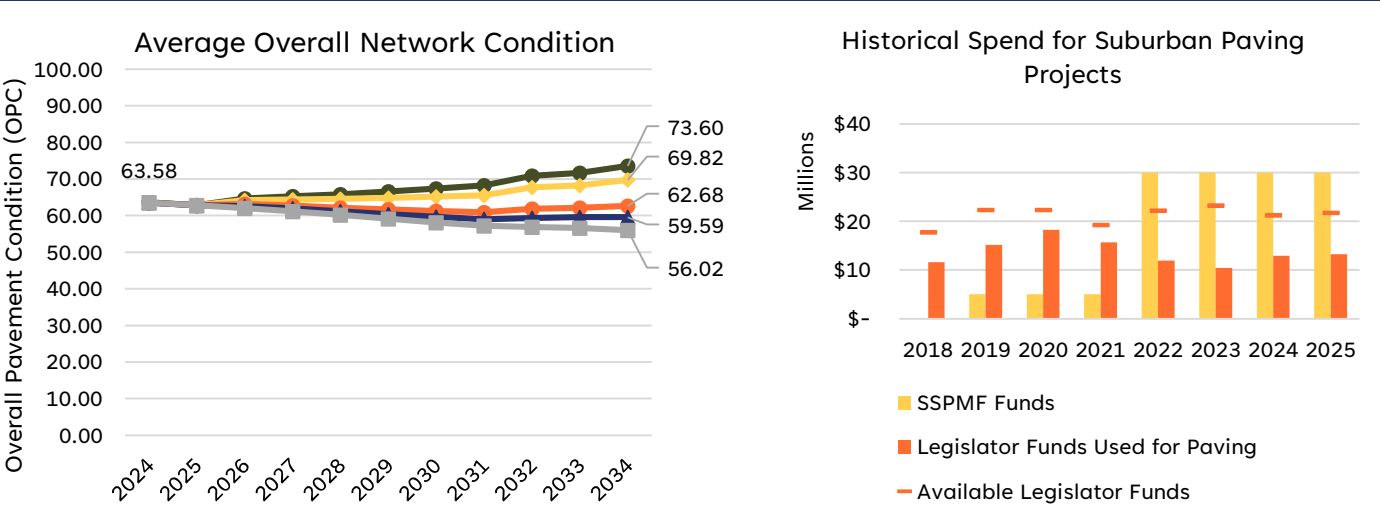


PERFORMANCE PROJECTIONS

The first two charts show the percentage of the Suburban Pavement Network with an Overall Pavement Condition (OPC) rating of > 60 (Good Condition) or <50 (Poor Condition). The targets from the “Targets and Measures” box are represented by the light blue dashed line. Each Scenario analysis includes 2024 completed projects and committed projects from 2024-25.



The first chart below (bottom left) shows the average overall condition for the Suburban Pavement Network for each of the five scenarios. The second chart below (bottom right) shows the historical spending on suburban pavements from both the SSPMF and the funds legislators elected to spend on paving out of the available CTF funding.



POTENTIAL RISKS

A significant risk to the program is the availability of funding for projects. The SSPMF receives a minimum of \$10M annually and additional funding is subject to availability.

Approximately 20% of pavement sections in DeIDOT’s suburban network are vulnerable to some level of flooding. Half of those vulnerable sections, depicted in red on the map to the left, have been prioritized on TR&S’s Frequently Flooded Roadways list.

