DELAWARE DEPARTMENT OF TRANSPORTATION – 2026



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

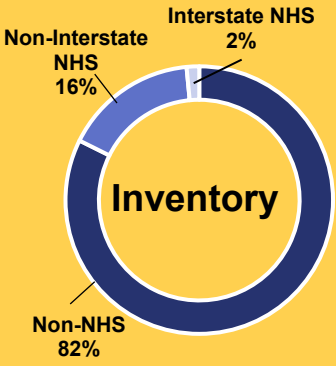
STATE:
75% of all pavements in a state of good repair.

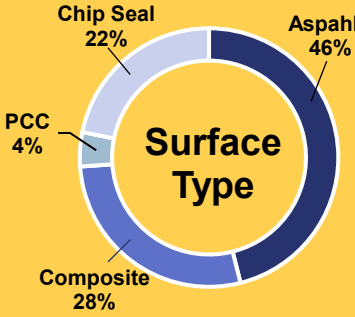
FEDERAL:
Interstate % Good – at least 50%
Interstate % Poor – no greater than 5%
Non-Interstate % Good – at least 40%
Non-Interstate % Poor – no greater than 5%
[Good, Fair, and Poor defined by 23 CFR 490.313(c)]

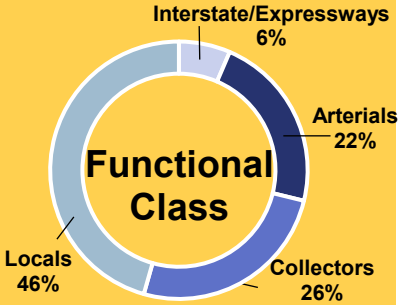
INVENTORY & CONDITION

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.

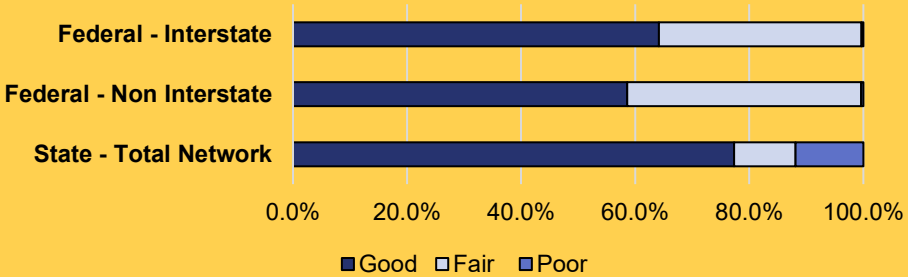
FEDERAL: Collecting data every year on IRI, rutting, cracking, and faulting to determine good, fair and poor at a tenth mile level.







Current Conditions



PAVEMENTS

DelDOT is responsible for managing approximately 6,000 directional centerline miles of state-maintained roadway, 775 of which are on the NHS, and 1,600 of which are Suburban routes.

DelDOT is unique in that they are responsible for about 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.

Annual Budget:

The total expected average annual budget for the next 10 years is $53.9 million. This is a combination of State ($25.2-36 million), and Federal ($50-74 million).

Asset Valuation:

NHS Pavement:
Total Lane Miles = 1,706
Total Sq Yds = 13,024,434
Value = $3,033,815,748

Non-NHS Pavement:
Total Lane Miles = 7,189
Total Sq Yds = 45,949,106
Value = $6,920,628,687

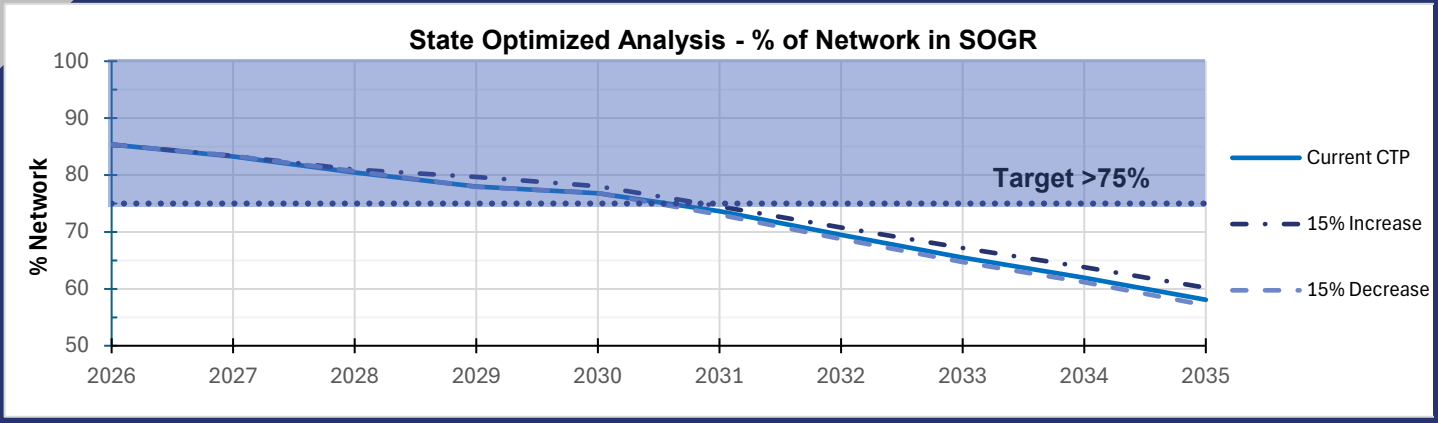
TOTAL NETWORK VALUE: $9,954,444,435

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

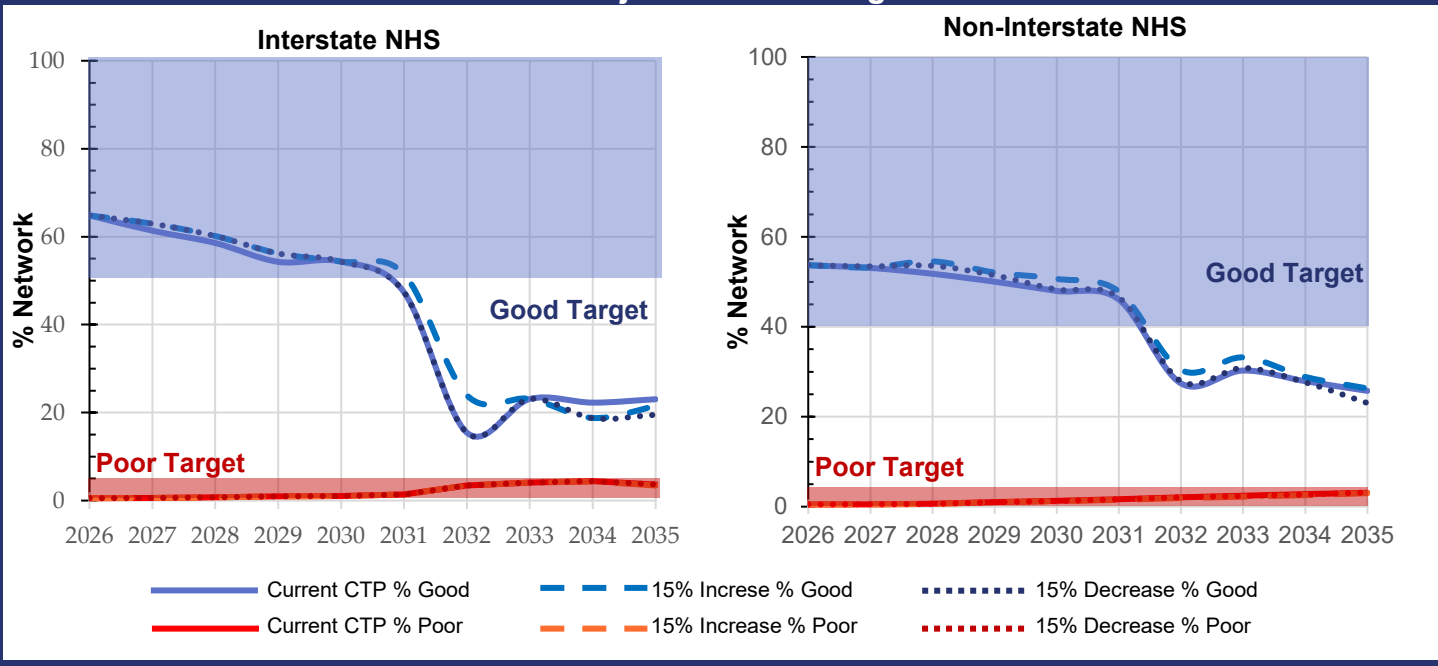
Lane miles is a measure of the total length of each individual lane in a stretch of roadway.

PERFORMANCE PROJECTIONS

Total Network SOGR Projections and Targets



NHS Projections and Targets



Funding Scenario	Average State Funds/Year	Average Federal Funds/Year
Current CTP	$30.3M	$24.5M
15% Increase	$34.2M	$28.0M
15% Decrease	$26.4M	$21.1M

POTENTIAL RISKS

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