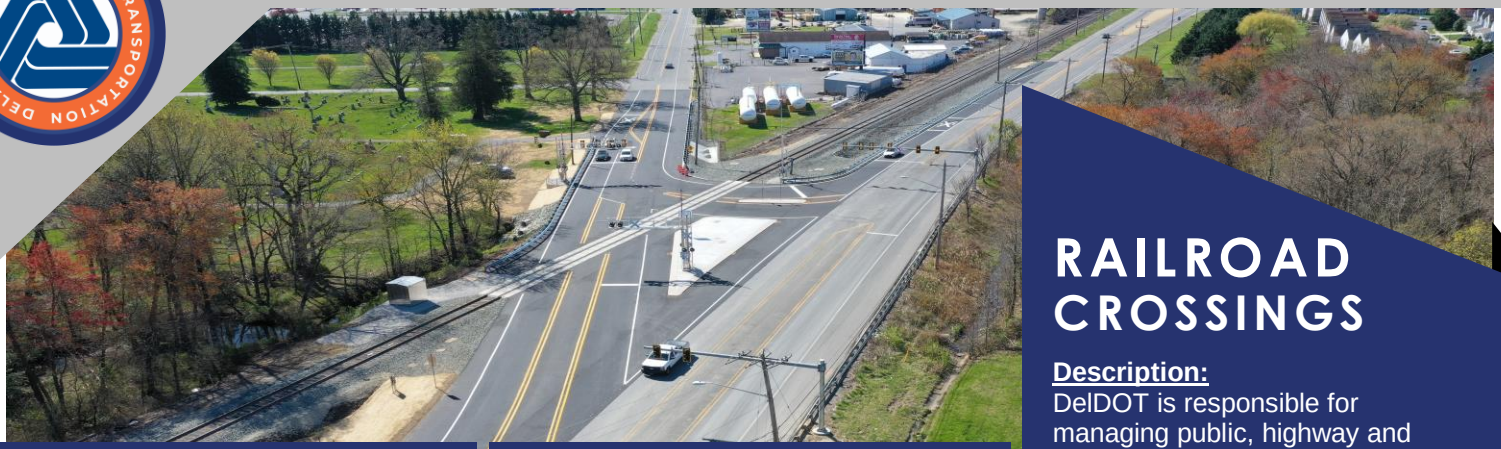
DELAWARE DEPARTMENT OF TRANSPORTATION – 2023



RAILROAD CROSSINGS

Description:
DelDOT is responsible for managing public, highway and pedestrian, grade separated and at-grade crossings. There is a total of 355 of these crossings in the state. 246 crossing are at-grade and 109 are grade separated. The grade separated crossing are not counted in the Railroad assessment since they are included in the Bridge Section or owned by a Railroad Company.

Annual Budget:
Beginning in FY26 The expected annual budget will be $4.5 million in State Funding and $1 million in (80/20) Federal funding per year. The breakdown typically results in $4.5 million for maintenance and safety projects and $1 million for capital projects each year.

This funding allows for approximately sixteen maintenance projects and one crossing replacement project every two fiscal years.

Asset Valuation:
The replacement cost is the primary factor used to derive the Asset Valuation for the railroad inventory. The Railroad Section is also working on a more detailed ranking system that will take into account roadway and rail volumes, speeds and classification. This new ranking system and the asset valuation is still being compiled.

STATE OF GOOD REPAIR

A crossing with a rating of 1, 2 or 3 out of 5 is considered to be in a SOGR. The rating is obtained through a combined review between DelDOT and the Railroads. This rating system is based on a scale of 5 with the following breakdown:

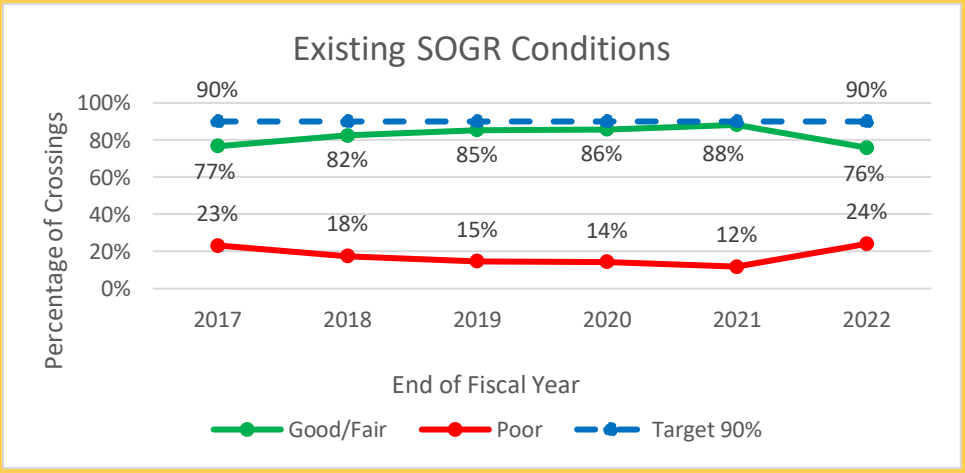
1 & 2 Good
3 Fair
4 & 5 Poor

TARGETS AND MEASURES

The Railroad Section is striving for at least 90% of the crossings in a SOGR (rated 1, 2, or 3) with no more than 10% being in a poor condition.

Good – new crossing or minor cracking
Fair – crossing requires mill & overlay
Poor – crossing needs rebuild; has existing potholes or needs patching

INVENTORY & CONDITION

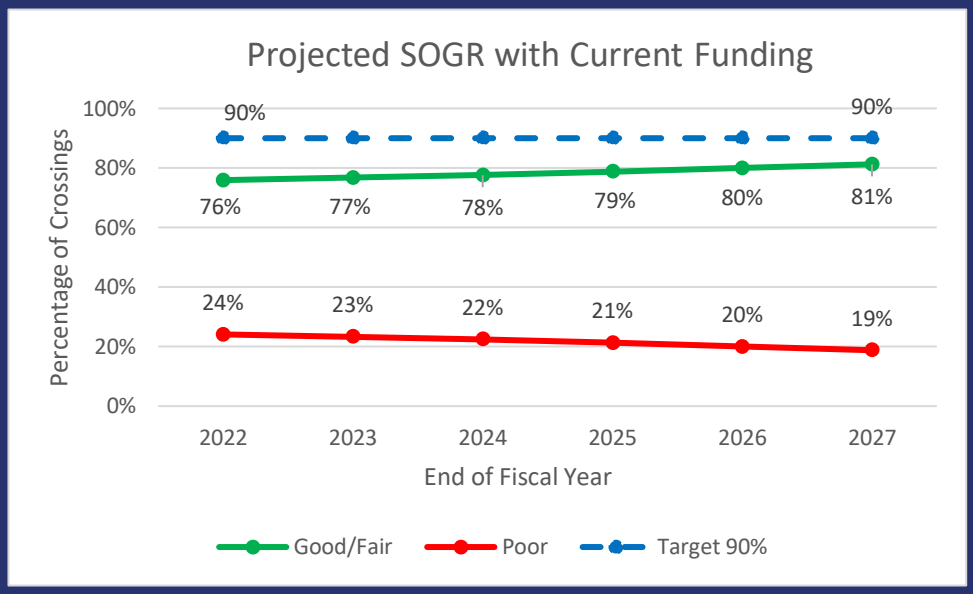


AGE DISTRIBUTION

Historic data on the age of existing crossings is unavailable for a large number of the crossings and may not take into account maintenance that was performed by the Railroad. DelDOT supports two types of repairs: A full replacement with concrete panels that lasts 20 years with minimal maintenance and a hot mix surface that will need maintenance every 5-7 years. A continuous maintenance program minimizes the need for full replacements and prolongs the SOGR of the crossings.

FORECASTED PERFORMANCE PROJECTIONS

The ratings for the next five years for the Railroad program are illustrated in the chart below. The chart illustrates a consistent source of funding for the grade crossing program.



POTENTIAL RISKS

Rail Incidents: There is a possibility of a rail related incident occurring that would impact the safety and/or operation of rail crossings and would require the immediate use of existing funding to address any concerns. Incidents, even in other states, could also lead to changes to safety and operations protocols that could impact the program's budget.

Expanding scope: Cost of railroad crossing projects are subject to scope creep due to the long periods of time between improvements and the desire to implement all improvements at once. Local development may require shoulders or pedestrian facilities be added. Drainage improvements, ITMS and preemptions connections as well as expanded clearing to improve sight distance can all be included in the project resulting in higher costs.

MOT: The vast majority of railroad crossing projects need to close the road to perform the work. While this leads to a substanionally safer work zone and improved construction, it requires the closure of roadways the can hinder travel. Work is always coordinated EMS personnel but some crossings are on major roadways and/or evacuation routes which could additonally be impacted.