



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 DeIDOT and the Railroads. This rating system is based on a scale of 5 with the following breakdown:

S O G R	1 & 2	Good	New crossing or minor cracking.
	3	Fair	Crossing requires mill & overlay.
	4 & 5	Poor	Crossing needs rebuild. Crossing has existing potholes or needs patching.



RAILROAD CROSSINGS

Description:

DeIDOT is responsible for managing public, highway and pedestrian, grade separated and at-grade crossings. There is a total of 352 of these crossings in the state. 244 crossings are at-grade and 108 are grade separated. The grade separated crossings 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 annual budget was reduced to \$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 12 maintenance projects and 1 crossing replacement project every 2 fiscal years.

Asset Valuation:

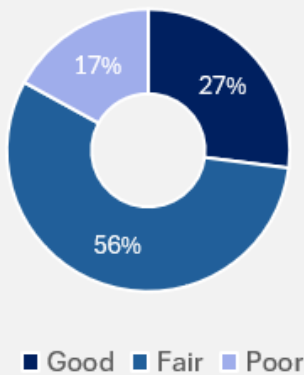
The replacement cost is the primary factor used to determine the Asset Valuation for the railroad inventory. The Railroad Section also developed a more detailed ranking system that considers roadway and railroad volumes, speeds, and classification. This new ranking system was implemented to assist in the project selection for FY 26.

TARGETS AND MEASURES

The Railroad Section is striving for at least 80% of the crossings in a SOGR (rated 1, 2, or 3) with no more than 20% being in a poor condition.

The target was adjusted in 2025 from 90% to make the goal attainable given the budget restraints.

SOGR Conditions for FY2026

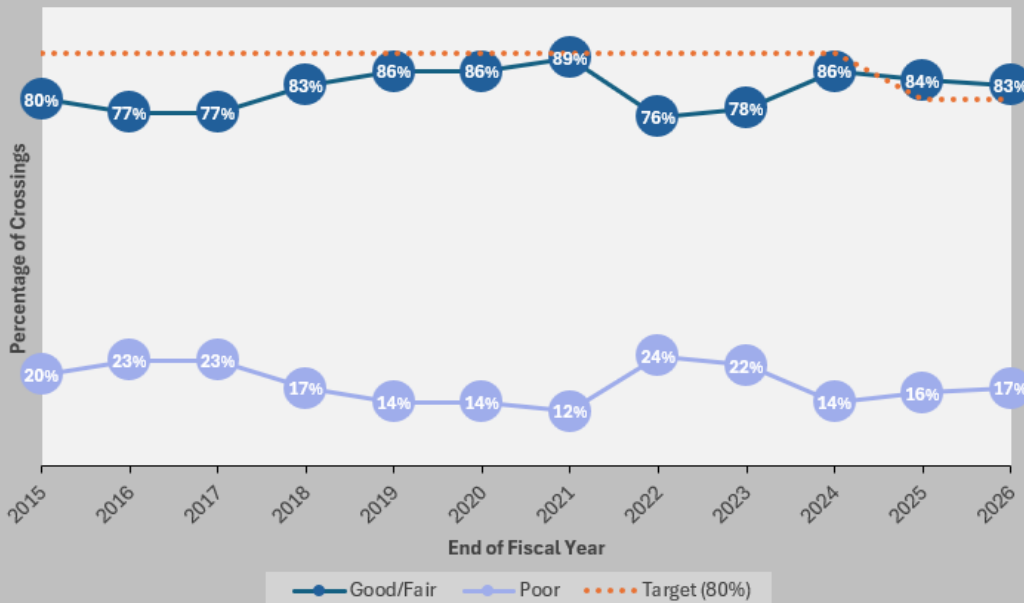


INVENTORY AND CONDITION

The Railroad Section reevaluated in 2022 with stricter criteria.

The Railroad crossing condition data was collected in Fall 2025.

History of SOGR Conditions



AGE DISTRIBUTION

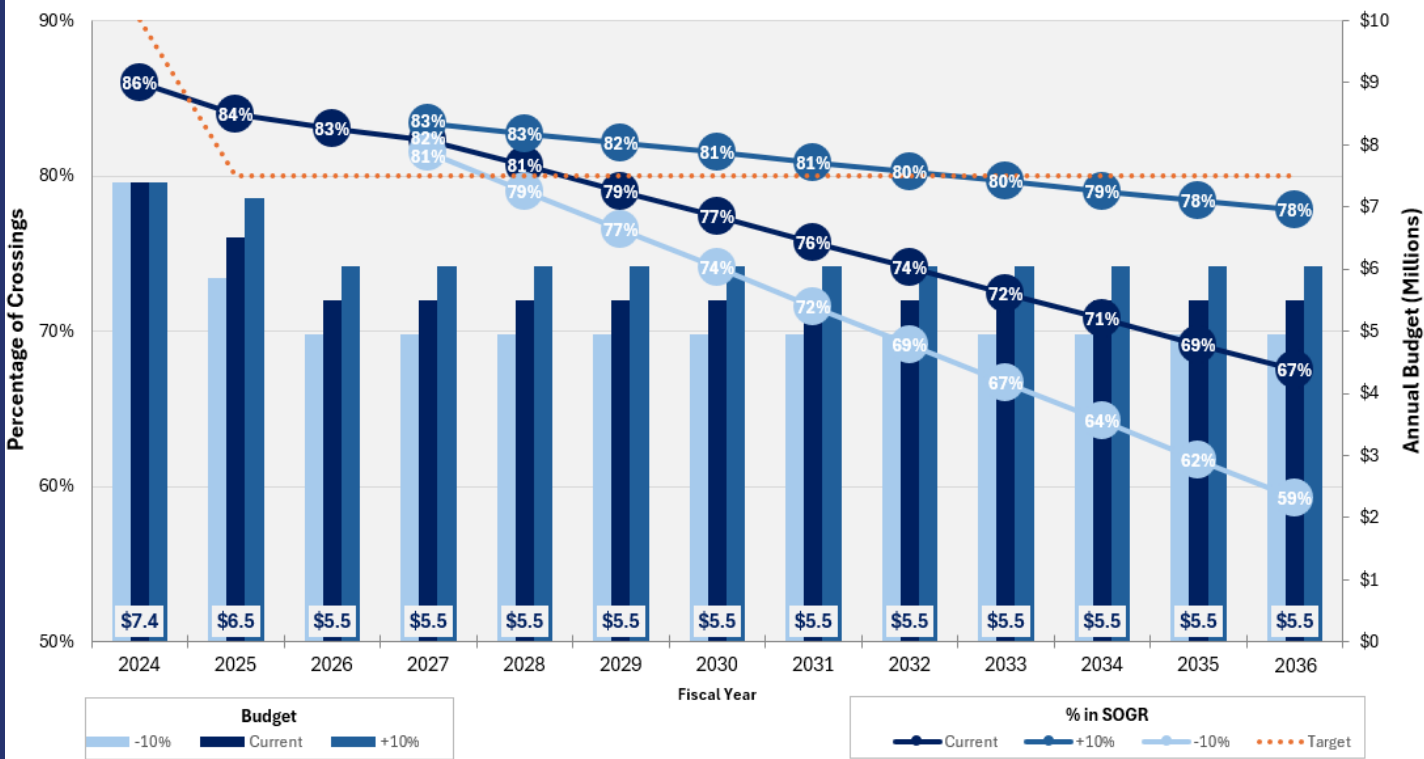
Historic data on the age of existing crossings is unavailable for a large number of the crossings and may not account for maintenance that was performed by the Railroad. DeIDOT supports two types of repairs: a full replacement with concrete panels that last 20 years with minimal maintenance and a hot-mix 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 FY2024, FY2025, FY2026, and projections for the next ten years for the Railroad program are illustrated in the chart below. The chart illustrates a consistent source of funding for the grade crossing program as well as predictions for if the budget is increased/decreased by 10%.

Project SOGR with Current Budget and 10% Increase/Decrease



POTENTIAL RISKS

Rail Incidents: Rail-related incidents could occur that would impact the safety and/or operation of railroad 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: 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 preemption connections, as well as expanded clearing to improve sight distance, may be required, resulting in higher costs.

MOT: All railroad crossing projects require at least lane closures, and many require full detours. While this leads to a substantially safer work zone and improved construction, it requires the closure of roadways which can hinder travel. Detours/closures require coordination with EMS personnel and local government. Railroad Protective Services may also be required.

Complaints: Political and public pressure can result in additional railroad crossing projects that were not accounted for in the budget.

KEY CONSEQUENCES

A few of the potential consequences if the crossings should fall into a poor rating:

- Increased cost to restore the condition of the railroad crossings.
- Potential for road closures due to drivability.
- Damage to the rail and possible derailment.