



RAILROAD

DelDOT is responsible for managing public, highway and pedestrian, grade separated and at-grade crossings. There are a total of 357 of these crossings in the state. 248 crossings are at-grade and 109 are grade separated.

Annual Budget: The expected average annual budget over the next ten years is \$4 million. This is a combination of \$2 million for maintenance projects and \$2 million for capital projects.

This funding allows for approximately ten maintenance projects and one crossing replacement project annually.

Asset Valuation: Provide the estimated replacement value for each asset class in the asset group and the method for estimating this value. This information 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:

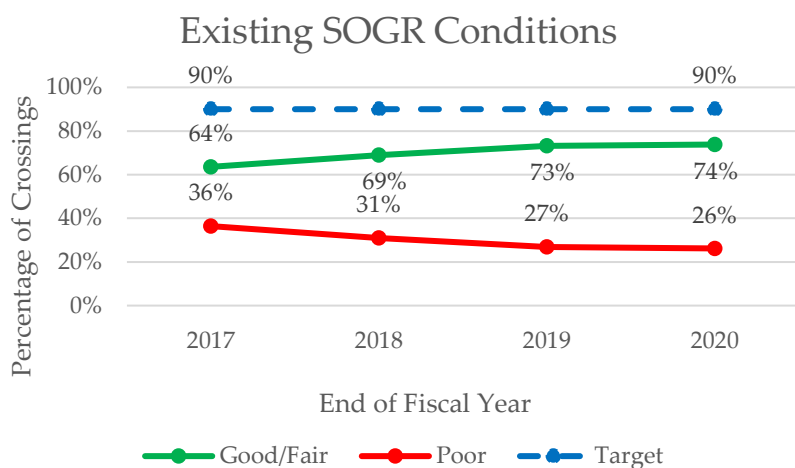
1 & 2 Good; 3 Fair; 4 & 5 Poor

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; existing potholes or patching

INVENTORY & CONDITION



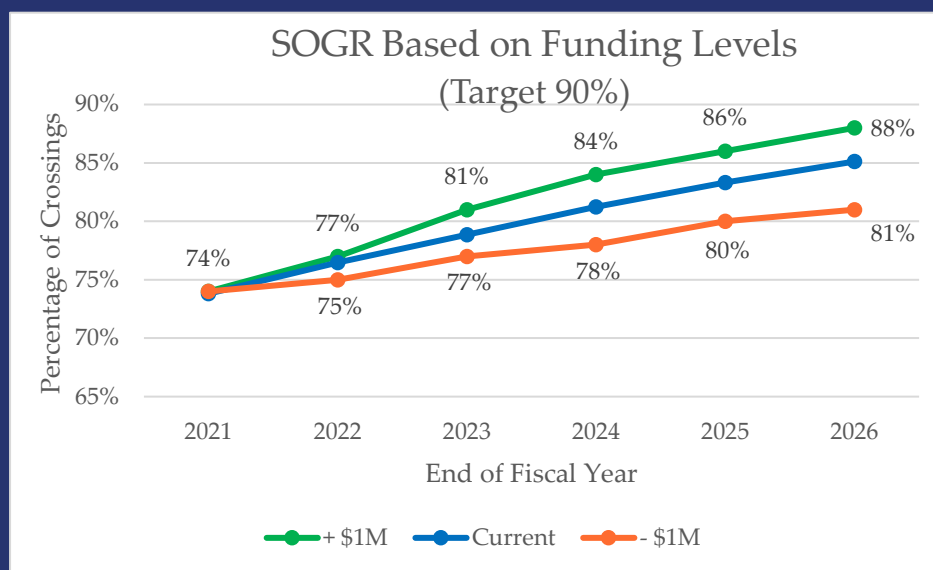
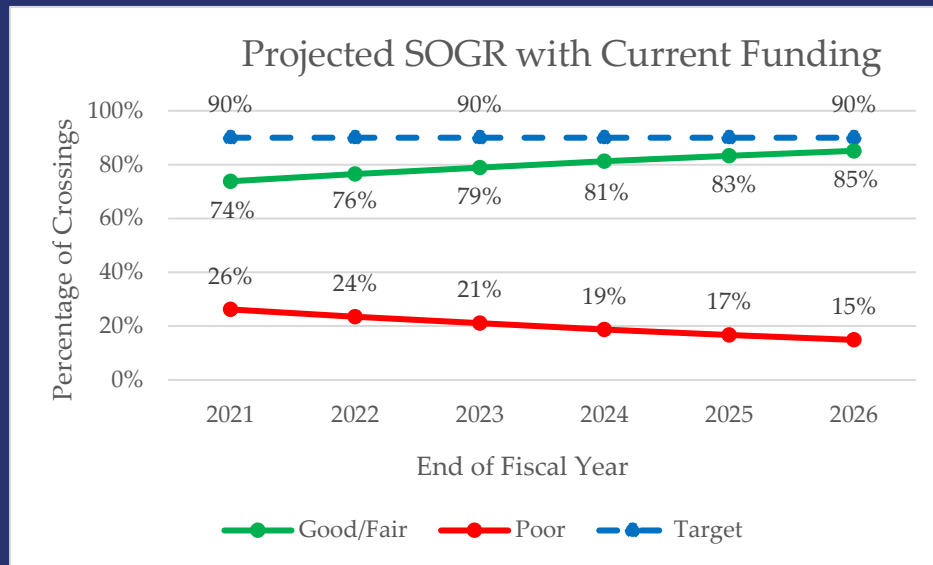
AGE DISTRIBUTION

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.



PERFORMANCE PROJECTIONS

The ratings for the next five years for the Railroad program are illustrated in the chart below. The top chart illustrates a consistent funding of \$4 million dollars per year while the second shows the impacts of variation in the budget.



It is estimated that an increase of funding by \$2 million/year would achieve a SOGR of 90% by 2026.

POTENTIAL RISKS

Potential risks include the possibility of rail related incidents that would impact the safety and/or operations of a crossing and require the immediate use of existing funding to address any concerns.