



**Dover/Kent County Metropolitan Planning Organization**  
P.O. Box 383, Dover, Delaware 19903      PHONE: (302) 387-6030 FAX: (302) 387-6032  
<http://www.doverkentmpo.org>

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## TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

**Date of Submission:** 10/08/19

**TIP to be Amended:** FY2020-FY2023

**Sponsoring Agency:** DelDOT

**Project Name:** Rail Crossing Safety (05-10040)

**Project Category:** Road Systems

**Project Description:** Title 23 of the Code of Federal Regulations, section 130, requires each State to develop a Highway-Rail Grade Crossing (HRGX) safety program. On an annual basis, under this program, DelDOT will utilize the Federal Railroad Administration's (FRA) GradeDec.NET (system for HRGX investment analysis) software to calculate benefit/cost ratios for all of Delaware's public highway-rail grade crossings. The benefit/cost ratios take into account the most recent five years of crash data, train speeds, the number of trains per day and Average Annual Daily Traffic (AADT) volume, in addition to several other factors.

All at-grade crossings statewide are ranked according to their benefit/cost ratios to identify candidate locations for safety upgrades. Candidate locations are then studied to determine if improvements are warranted based on field conditions, traffic data and crash data. The HRGX committee then reviews the recommendations for each candidate location and recommends those to move forward for implementation. Recommended improvements are then forwarded to the Railroad Program Manager for implementation using Section 130 and/or other available funding sources.

**Project Justification:** The Highway/Rail Grade Crossing Safety Program is a federally participating safety program. The improvements provide for safer highway/rail grade crossings at locations with a statistically significant crash history.

This amendment is necessary to increase Program to incorporate the North Broad Street Middletown Railroad Crossing Safety Improvements project because, in the past year, the roadway at this crossing has been closed as a result of two emergency repairs. The roadway surface has several patches that are not permanent and will need to be maintained until the crossing surface is replaced. Due to the potential for additional rail, surface and signal failures, this work was going to be expedited so it can be completed prior to other DelDOT projects in this area (Marl Pit & Cedar Lane) that will have this location within their detour route. In addition, this project will improve both the railroad and roadway signalization to provide better visibility, comply with a 2008 recommendation for improved railroad preemption, and eliminate the possibility of vehicles becoming entrapped between the traffic and railroad signals.



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**Funding:** Federal \$8,698,003 State \$1,466,445 Other \$0 Total \$10,164,448

Funding	Phase	FY20 SPEND	FY 21 SPEND	FY 22 SPEND	FY 23 SPEND	Total
90% FHWA	PD	\$102,326	\$102,326	\$102,326	\$102,326	\$409,304
90% FHWA	C	\$1,478,786	\$1,258,786	\$1,258,786	\$1,258,786	\$5,255,144
80% FHWA	C	\$4,500,000	\$0	\$0	\$0	\$4,500,000
Total		\$6,081,112	\$1,361,112	\$1,361,112	\$1,361,112	\$10,164,448



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1. Does this project require a new conformity determination? **No**  
(Section 51.400)(C2) "A TIP amendment requires a new conformity determination for the entire TIP before the amendment is approved by the MPO, unless it merely adds or deletes exempt projects listed in (Section 51.460)."
  
2. Is this project regionally significant? **Yes**  
(Section 450.324)(f)(3) "The TIP shall include...all regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc."
  
3. Has this project had the opportunity for public comment? **No**  
(Section 450.326) "... Public involvement procedures consistent with Section 450.316 (b)(1) shall be utilized in amending the TIP, except that these procedures are not required for TIP amendments that only involve projects of the type covered in Section 450.324 (I)."
  
4. Has this project been found to be financially constrained? **Yes**  
(Section 450.324)(e) "The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources (while the existing transportation system is being adequately operated and maintained. The financial plan shall be developed by the MPO in cooperation with the State and transit operator..."

Please indicate funding sources by agency: DelDOT, FHWA

5. Is this project consistent with the Dover/Kent County Metropolitan Transportation Plan? **Yes**  
(Section 450.324)(f)(2) "The TIP shall include...only projects that are consistent with the transportation plan."

If not, is there a resolution to amend the Metropolitan Transportation Plan? \_\_\_\_\_

Please provide any additional pertinent information below:

Project will improve safety for both vehicles and the railroad. Railroad has a slow order at this crossing and its repair will reduce delays/congestion along the roadway while allowing for improved freight travel. Traffic & Railroad Signals, as well as the guardrail will be upgraded to meet current standards.

\_\_\_\_\_

\_\_\_\_\_



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## Transportation Improvement Program Submission/Amendment

### Description of Public Participation

**Project Name:** Rail Crossing Safety

**Which techniques were used to seek public comment (please use additional pages if needed).**

Public workshops/meetings  
 Number of public workshops/meetings: \_\_\_\_\_  
 Format: \_\_\_\_\_  
 Location(s): \_\_\_\_\_  
 Number of attendees: \_\_\_\_\_  
 Main issue raised: \_\_\_\_\_  
 Consensus of meeting: \_\_\_\_\_  
 Overall, the public support for the project was (check one):  
      Strong support, few concerns       Some opposition, many concerns raised  
      Some support, but some concerns raised       Strong opposition, major problems identified  
      Mixed, equal support and opposition  
 Unresolved issues identified: \_\_\_\_\_

Citizen Advisory/Steering Committee

Survey  
 Number surveyed: \_\_\_\_\_  
 Results: \_\_\_\_\_

Elected officials briefings

Other \_\_\_\_\_

### **How was the public notified about the project?**

Web page       Publications      Distribution: \_\_\_\_\_  
 Legal notice       Newsletter/brochure  
 Videos       Flyers  
 Radio/television  
 Other CTP and MPO Hearings \_\_\_\_\_

### **How has the project changed as a result of public comments?**

#### **Comment further on the quantity and quality of the public participation:**

Due to the nature of the project there is limited public input. Existing signals, crossing and protection facilities will be upgraded to current standards. Roadway is not going to be widened/reduced and there are no pedestrian facilities in the area.

**PROJECT AUTHORIZATION SCHEDULE**  
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2019			FY 2020			FY 2021			FY 2022			STATE TOTAL	FEDERAL TOTAL
				STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE		
	PD	90% FHWA	711.0	10.2	92.1	ZS40	10.2	92.1	ZS40	10.2	92.1	ZS40	10.2	92.1	ZS40	40.8	368.4
	C	90% FHWA	9,740.5	123.1	600.0	ZS50	125.9	612.5	ZS50	125.9	612.5	ZS50	125.9	612.5	ZS50	500.8	2,437.5
	C	80% FHWA	6,000.0		507.9	ZS40		520.4	ZS40		520.4	ZS40		520.4	ZS40	-	2,069.1
						Z240		3,600.0	Z240							300.0	4,413.0
	C	100% STATE	5,828.0	1,535.2	387.0	Z240*										-	387.0
<b>Total</b>			<b>22,279.5</b>	<b>1,968.5</b>	<b>2,400.0</b>		<b>136.1</b>	<b>4,825.0</b>		<b>136.1</b>	<b>1,225.0</b>		<b>136.1</b>	<b>1,225.0</b>		<b>1,535.2</b>	<b>9,675.0</b>

Z240 - Surface Transportation Block Grant Program - FAST

ZS50/ZS60 - Elimination Of Hazards At Railway-Highway Crossings

Note: When there is a Federal Spend - with no authorization listed for FY19 Federal - Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2018.

\*AC Conversion

**PROJECT FUNDING SCHEDULE**  
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF July 1, (State Only)	CURRENT ESTIMATE	FY 2019			FY 2020			FY 2021			FY 2022			FY 2023 TOTAL	FY 2024 TOTAL
					STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER		
	PD	90% FHWA	19.2	711.0	10.2	92.1	10.2	92.1	10.2	92.1	10.2	92.1	10.2	92.1	102.3	102.3		
	C	90% FHWA	133.3	9,740.5	218.8	1,969.0	147.9	1,330.9	125.9	1,132.9	125.9	1,132.9	125.9	1,132.9	1,258.8	1,258.8		
	C	80% FHWA	300.0	6,000.0	300.0	1,200.0	900.0	3,600.0										
	C	100% STATE	500.0	5,828.0	5,828.0													
<b>Total</b>			<b>952.5</b>	<b>22,279.5</b>	<b>6,357.0</b>	<b>3,261.1</b>	<b>-</b>	<b>1,058.1</b>	<b>5,033.0</b>	<b>136.1</b>	<b>1,225.0</b>	<b>-</b>	<b>136.1</b>	<b>1,225.0</b>	<b>1,361.1</b>	<b>1,361.1</b>		

