

RAIL CORRIDOR EXISTING CONDITIONS DATA:

Rail Corridor Study Limits: from the north terminus of the existing paved Rail-to-Trail in Brandywine Park south through the park to the Walnut Street bridge

Total Length: 2.3 miles

Active: No

Rail Corridor Condition: abandoned, medium to heavy vegetation from the north terminus of the existing paved Brandywine Park rail-trail to the Alapocas Run State Park Trail, buried rail and ties from the existing rail-trail to the Walnut Street Bridge

Bridges and Other Structures: n/a

Water Crossings/Culverts: n/a

Roadway Crossings: 2

Physical Barriers: n/a

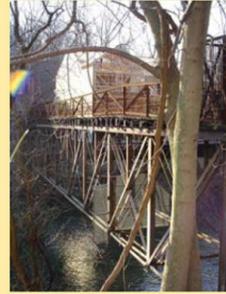
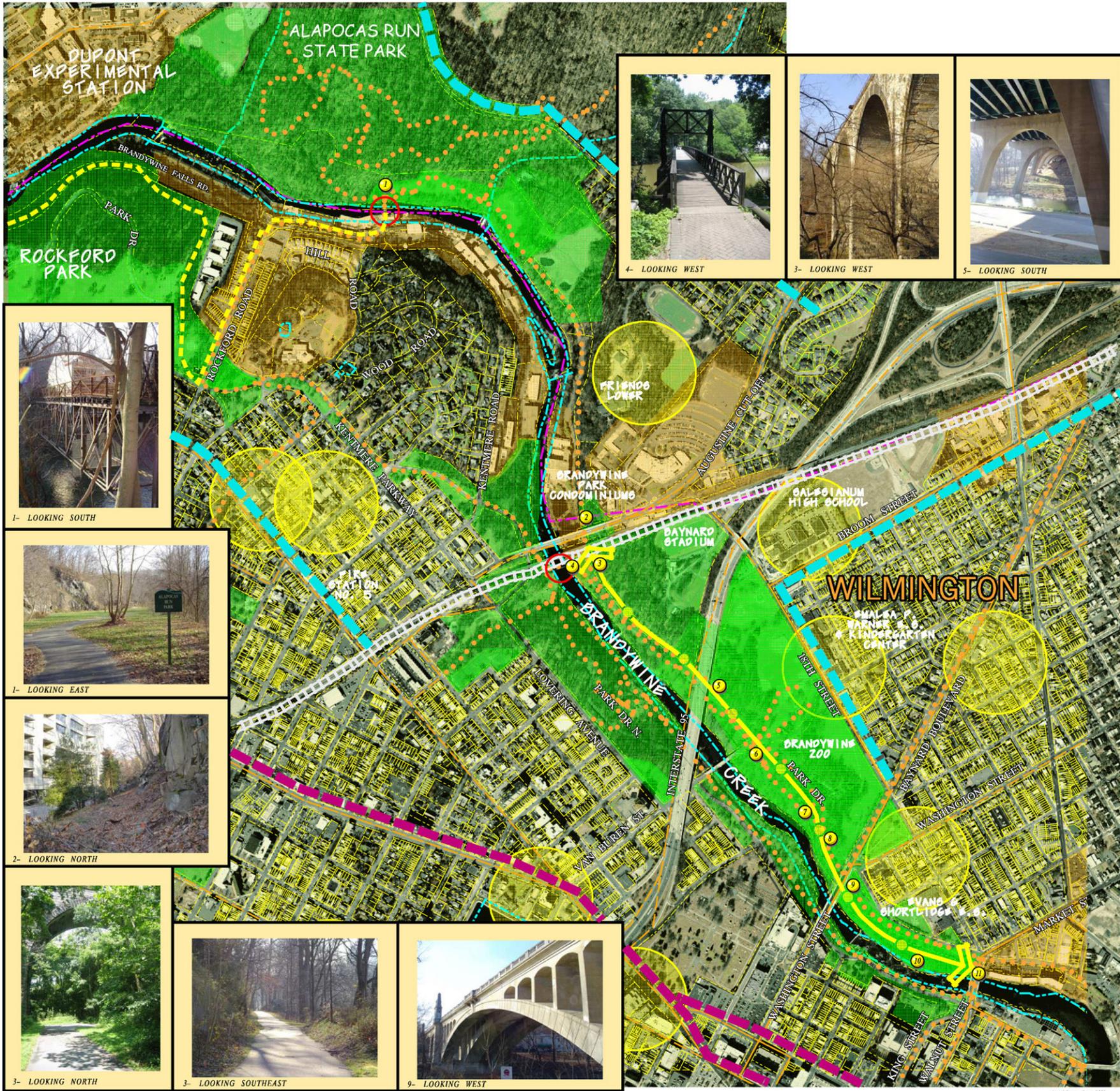
Average Right-of-Way Width: Approx. 50 feet wide, no designated ROW within the Brandywine Park area

Rail Corridor Right-of-Way Ownership: owned by the City of Wilmington and/or DNREC

Rail with Trail Potential: n/a

LEGEND:

- RTT/RWT STUDY CORRIDOR ALIGNMENT
- STATE PARKS & RECREATIONAL AREAS
- RETAIL AREAS
- SCHOOLS
- PHOTO LOCATION
- EXISTING PEDESTRIAN/BIKE FACILITIES
- MUNICIPAL BOUNDARIES
- WATER EDGE
- 100 YR FLOOD PLAIN
- PROPERTY AND RIGHT-OF-WAY LINES
- BRIDGE LOCATIONS
- TRANSIT ROUTES
- ACTIVE RAIL LINES
- EXISTING STATEWIDE BIKE ROUTES
- PROPOSED STATEWIDE BIKE ROUTES
- PROPOSED REGIONAL BIKE ROUTES
- PROPOSED RECREATIONAL BIKE ROUTES



1- LOOKING SOUTH



2- LOOKING EAST



3- LOOKING NORTH



3- LOOKING NORTH



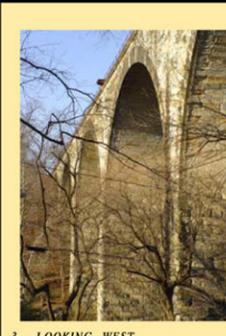
3- LOOKING SOUTHEAST



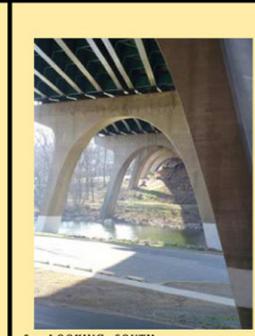
9- LOOKING WEST



4- LOOKING WEST



3- LOOKING WEST



5- LOOKING SOUTH



6- LOOKING SOUTHEAST



7- LOOKING NORTHWEST



8- LOOKING SOUTHEAST



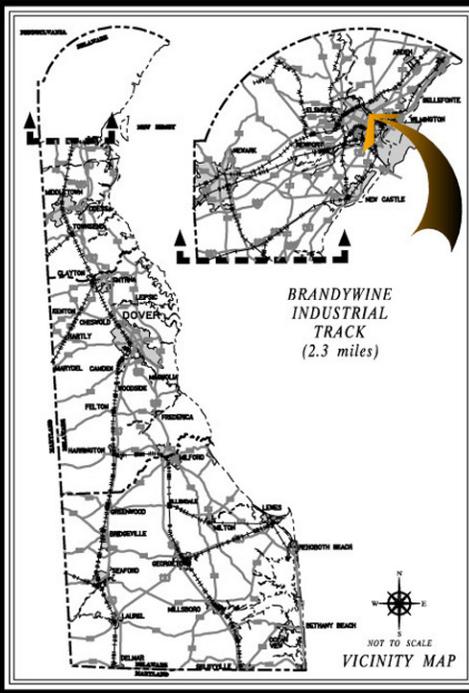
9- LOOKING SOUTHWEST



10- LOOKING SOUTHEAST



11- LOOKING SOUTH



AVERAGE USER TRAVELING SPEEDS & CORRIDOR TRAVEL TIMES
(Study Corridor Distance = 2.3 miles)

	Bicycle-	13.1 miles per hour/	approx. 10 min.
	Walking-	3.1 miles per hour/	approx. 45 min.
	Jogging-	7.0 miles per hour/	approx. 20 min.
	Wheel Chair-	2.4 miles per hour/	approx. 1 hr.

For Preliminary Planning Purposes Only

DELAWARE RTT/RWT FACILITIES MASTER PLAN
BRANDYWINE INDUSTRIAL TRACK
EXISTING CONDITIONS MARCH 2006

