



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



RAIL CORRIDOR EXISTING CONDITIONS DATA:

Rail Corridor Study Limits: from the north Historic Georgetown Train Stations to the entrance to the Cape Henlopen State Park in Lewes

Total Length: 16.7 miles

Active: Yes

Rail Corridor Condition: Active rail line with ballast, rails, and ties still in place, debris and refuse along rails in some locations, a lot of removed ties discarded on the side of the rails for long distances along the corridor

Bridges and Other Structures: 1 gated railroad swing bridge in Lewes and 1 highway bridge on SR 9 in Lewes, rail corridor goes under NB and SB bridges of SR 9

Water Crossings/Culverts: 13

Roadway Crossings: 19 roadway and 3 driveways

Physical Barriers: 1, railroad swing bridge in Lewes is gated and kept in the open position

Average Right-of-Way Width: Approx. 60 feet to 75 feet wide, 50 feet to 55 feet in some locations

Rail Corridor Right-of-Way Ownership: State owned, managed by the Delaware Transit Corporation (DTC) and operated by the Delaware Coast Line Railroad (DCLR)

Rail-with-Trail Potential: Yes

AVERAGE USER TRAVELING SPEEDS & CORRIDOR TRAVEL TIMES
(Study Corridor Distance = 4.6 miles) (THIS SHEET)

	Bicycle-	13.1 miles per hour/	approx. 21 min.
	Walking-	3.1 miles per hour/	approx. 1 hr. 30 min.
	Jogging-	7.0 miles per hour/	approx. 40 min.
	Wheel Chair-	2.4 miles per hour/	approx. 1 hr. 55 min.



GEORGETOWN - LEWES RUNNING TRACK
RTT/RWT PLANNING STUDY (MIDDLE SECTION)
EXISTING CONDITIONS MARCH/APRIL 2005



SCALE: 1 inch = 200 feet