

**RAIL CORRIDOR: JUNCTION & BREAKWATER TRAIL****STATUS: (Abandoned)**

- Last service 1972
- Partially developed as shared-use trail with RTT segments

**STUDY AREA LENGTH:**

- 1.7 miles at Lewes Terminus along original rail corridor from the US 9 and Monroe Avenue intersection to Gills Neck Road.
- 0.7 miles at Rehoboth Terminus from current Junction & Breakwater trail terminus at Hebron Road to Rehoboth Avenue.

**AVERAGE R.O.W. WIDTH:**

- 65 feet to nonexistent

**RAIL CORRIDOR OWNERSHIP:**

- Claimed/reverted to adjacent landowners

**RAIL BED CONDITION:**

- Original rail alignment somewhat intact with unknown ownership issues
- Rails, crosssties, and ballast are removed
- Most of corridor is open agricultural fields with some segments of young/ scrub growth

**CONNECTIVITY:**

- Numerous communities to Lewes, Rehoboth, Cape May & Lewes Ferry Terminal, and the Cape Henlopen State Park
- To potential Georgetown to Lewes RTT/RWT facility and the American Discovery Trail
- To two (2) existing recreational bicycle routes (US 9 and Gills Neck Road)

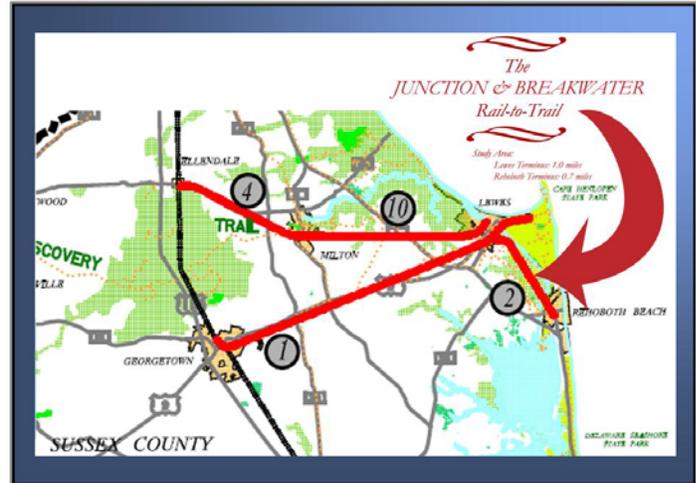
**OPPORTUNITIES AND CONSTRAINTS:**

- Other existing segments of original corridor already constructed as RTT facility by DNREC
- Potential alignment issues with existing ROW and property ownership issues
- Potential to locate trailhead at US 9 within existing ROW
- Potential to complete Rehoboth to Lewes connection with encouragement of ped/bike facility development within new construction
- See Appendix D for the Rehoboth Beach Entrance Improvements Project
- Minimal ADAAG constraints
- Rapidly developing area

**ORDER OF MAGNITUDE COSTS:** The following costs include: base construction cost for trail, 10% preliminary engineering fee, 15% construction engineering fee, 5% land acquisition and easement fees, preliminary structure improvement costs, and a remainder of contingency costs for typical rail-trail construction. See Methodology, section 2.4.8, for order of magnitude cost estimate exclusions.

- 10' Wide Soft Surface Rail-to-Trail:       $1.7 \text{ miles} \times \$ 125,000/\text{mi.} = \$ 212,500$

- 10' Wide Hard Surface Rail-to-Trail:       $1.7 \text{ miles} \times \$ 275,000/\text{mi.} = \$ 467,500$



Corridor Study Vicinity Map

**RAIL CORRIDOR: BRANDYWINE INDUSTRIAL TRACK****STATUS: (Abandoned)**

- Abandonment effective 1982
- Partially developed as a RTT facility

**STUDY AREA LENGTH:**

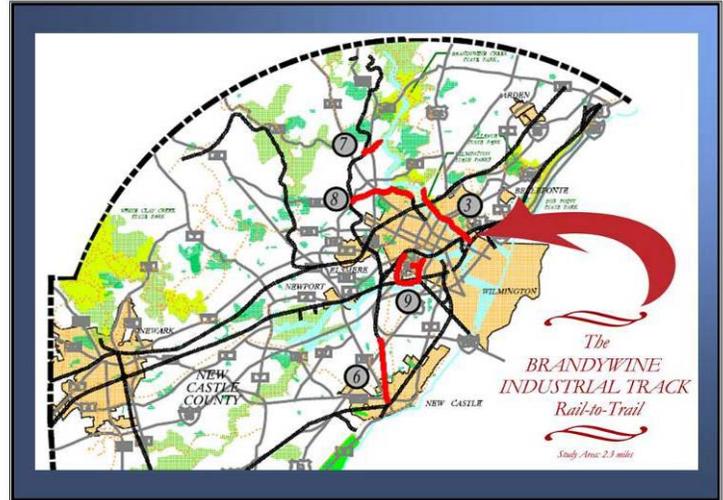
- 2.3 miles
- From existing south terminus of Alapocas Run State Park Trail at Brandywine Park Condominiums along the original rail corridor alignment through Brandywine Park to north side of the Market Street Bridge.

**AVERAGE R.O.W. WIDTH:**

- 50 feet to nonexistent

**RAIL CORRIDOR OWNERSHIP:**

- City of Wilmington and/or DNREC



Corridor Study Vicinity Map

**RAIL BED CONDITION:**

- North segment of rail corridor (condos to Van Buren Street: approx. 2,200) feet has been developed into a RTT facility
- Rails are in place along remaining segment of corridor and only some crossties are visible. It is assumed that all crossties are in place. Ballast is not visible.
- Young shrub-scrub vegetation growth between Washington Street Bridge underpass and Market Street.

**CONNECTIVITY:**

- From downtown Wilmington King/Market Streets to Brandywine Park and Alapocas Run State Park Trail network, which connects to SR 141 bike/ped facilities
- Alapocas Run State Park trail potential to connect to possible Kentmere Track RTT facility, Blue Ball Projects, and ultimately to Brandywine Creek State Park which could connect to potential Rockland Track RTT facility
- To two (2) existing recreational bicycle routes (18<sup>th</sup> Street and Alapocas Drive)

**OPPORTUNITIES AND CONSTRAINTS:**

- Recommend development of a trail facility to make the connection from the Alapocas Run State Park Trail (south terminus) to the northern terminus of the existing Brandywine Park RTT facility. DNREC has been coordinating with the Brandywine Park Condominiums to complete this trail segment.
- Brandywine Park currently has extensive ped/bike facilities throughout the park.
- A Bike/Ped facility on the Van Buren-Market segment would be redundant
- This segment contains artifacts from the track's construction; historic interpretation is a possible minimal-cost re-use.
- Minimal ADAAG constraints with the exception of the Brandywine Park Condominium connection to the Alapocas Run State Park Trail network
- Developed/urban area

**ORDER OF MAGNITUDE COSTS:** Development within the Brandywine Park is NOT recommended as part of this Plan. Currently, DNREC is coordinating efforts for completion of the northwest section. Clearing and preservation efforts are recommended for the southeastern section of the track.

**RAIL CORRIDOR: ELLENDALE-MILTON INDUSTRIAL TRACK**

**STATUS:**

- Maintained for active service

**STUDY AREA LENGTH:**

- 6.8 miles
- From the railroad intersection at Main Street (SR 16) in Ellendale to the railroad intersection with Federal Street (SR 5) in Milton

**AVERAGE R.O.W. WIDTH:**

- 60 feet to 65 feet
- 115 feet along SR 16

**RAIL CORRIDOR OWNERSHIP:**

- State of Delaware
- Operated by Delaware Coast Line Railroad (DCLR) and Maintained by Delaware Transportation Corporation (DTC)



Corridor Study Vicinity Map

**RAIL BED CONDITION:**

- Rails, crossties, and ballast in place and in operating condition
- Adjacent vegetation varies from agricultural fields to scrub and mature forest stands
- Two (2) wooden railroad bridges at eastern end of corridor

**CONNECTIVITY:**

- To existing recreational bike route (SR 5)
- To proposed regional bike route (SR 16)
- To Pemberton Branch and Wagamons Pond greenway corridors

**OPPORTUNITIES AND CONSTRAINTS:**

- Potential for RWT facility
- Chestnut to Lavinia proposed for a RTT facility as a future TE project
- New (dedicated) bridge development required for a RWT facility
- Minimal ADAAG constraints
- Rail corridor has twelve (12) roadway crossings
- Developing rural/suburban area, particularly the Milton area

**ORDER OF MAGNITUDE COSTS:** The following costs include: base construction cost for trail, 10% preliminary engineering fee, 15% construction engineering fee, 5% land acquisition and easement fees, preliminary structure improvement costs, and a remainder of contingency costs for typical rail-trail construction. See Methodology, section 2.4.8, for order of magnitude cost estimate exclusions.

- 10' Wide Soft Surface Rail-to-Trail:	$6.8 \text{ miles} \times \$ 125,000/ \text{mi.} + \$ 42,000 \text{ Struct. Imp.} = \$ 892,000$
- 10' Wide Soft Surface Rail-with-Trail:	$6.8 \text{ miles} \times \$ 125,000/ \text{mi.} + \$ 132,000 \text{ Struct. Imp.} = \$ 982,000$
- 10' Wide Hard Surface Rail-to-Trail:	$6.8 \text{ miles} \times \$ 275,000/ \text{m.} + \$ 42,000 \text{ Struct. Imp.} = \$ 1,912,000$
- 10' Wide Hard Surface Rail-with-Trail:	$6.8 \text{ miles} \times \$ 275,000/ \text{m.} + \$ 132,000 \text{ Struct. Imp.} = \$ 2,002,000$

**RAIL CORRIDOR: CLAYTON-EASTON LINE**

**STATUS: (Inactive)**

- Last service 1994
- Railbanked by Maryland Transit Administration (MTA)

**STUDY AREA LENGTH:**

- 14.4 miles
- From the south side of School Lane in Clayton to the DE/MD State line adjacent to Firehouse Lane in Marydel

**AVERAGE R.O.W. WIDTH:**

- 65 feet to 75 feet

**RAIL CORRIDOR OWNERSHIP:**

- Maryland Transit Administration (MTA)

**RAIL BED CONDITION:**

- Rails, crossties, and ballast in place and visible
- Young understory shrub-scrub vegetation along entire corridor
- Missing original bridge or box culvert crossing at Harrington Beaverdam Ditch near Marydel

**CONNECTIVITY:**

- Clayton/Smyrna, Kenton, Hartly and Marydel
- Intersects four (4) existing recreational bicycle routes (SR 42, Sudlersville Rd., Lockwood Chapel Road and Hourglass Road); one (1) existing statewide bike route (SR 300); and one (1) proposed regional bicycle route (SR 6).

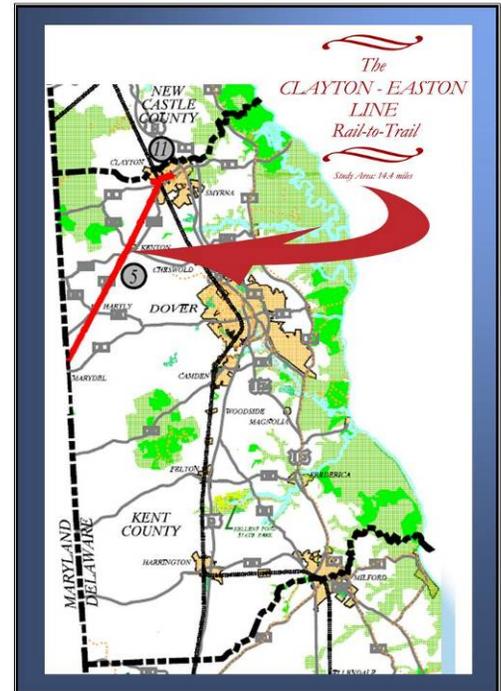
**OPPORTUNITIES AND CONSTRAINTS:**

- Kent County has fewer recreational facilities than other counties
- Original bridge or crossing structure in Marydel has been removed or destroyed
- Potential to be an interstate RTT facility with continuation into Maryland
- Rapidly developing areas: urban, suburban, and rural
- Rail corridor has seventeen (17) roadway crossings
- Division of Parks & Recreation, DNREC will operate and manage as a trail
- Division of Fish & Wildlife has protected some lands adjacent to the rail corridor
- Town of Clayton manages a park adjacent to the rail corridor

**ORDER OF MAGNITUDE COSTS:** The following costs include: base construction cost for trail, 10% preliminary engineering fee, 15% construction engineering fee, 5% land acquisition and easement fees, preliminary structure improvement costs, and a remainder of contingency costs for typical rail-trail construction. See Methodology, section 2.4.8, for order of magnitude cost estimate exclusions.

- 10' Wide Soft Surface Rail-to-Trail:  $14.4 \text{ miles} \times \$ 125,000/\text{mi.} + \$ 200,000 \text{ Struct. Imp.} = \$ 2,000,000$

- 10' Wide Hard Surface Rail-to-Trail:  $14.4 \text{ miles} \times \$ 275,000/\text{mi.} + \$ 200,000 \text{ Struct Imp.} = \$ 4,160,000$



Corridor Study Vicinity Map

**RAIL CORRIDOR: NEW CASTLE INDUSTRIAL TRACK**

**STATUS: (Inactive)**

- Last service 1984
- Potentially rail-banked

**STUDY AREA LENGTH:**

- 1.8 miles
- From the north side of Delaware Street (SR 9) in the City of New Castle north along the original rail corridor to Boulden Boulevard

**AVERAGE R.O.W. WIDTH:**

- 75 feet

**RAIL CORRIDOR OWNERSHIP:**

- State of Delaware

**RAIL BED CONDITION:**

- Rails and crossties have been removed. Very few crossties still in place. Ballast is still in place but has been graded level
- Rail corridor is clear of vegetation overgrowth
- Significant drainage channel system on either side, draining to Narrow Dyke Canal

**CONNECTIVITY:**

- Connects several high-density communities to downtown New Castle and elementary/middle schools to the south and various activity centers/ business parks along US13 to the north
- Potential to continue north to the Wilmington Riverfront and south to the Delaware River
- Intersects proposed statewide bike route (US 9)

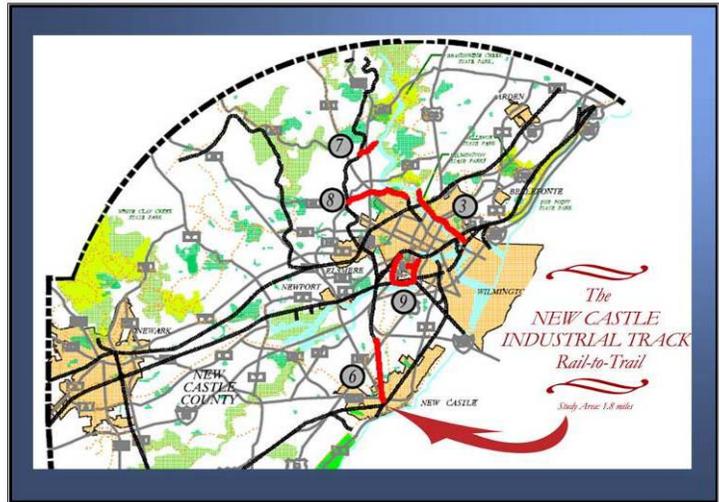
**OPPORTUNITIES AND CONSTRAINTS:**

- Difficulty continuing north beyond US13 and I-295. Study area part of longer corridor (no build agreement)
- ADAAG constraints continuing south of Delaware Street (US 9). Continuous access SE of SR 9 eliminated by removal of old SR 9 overpass
- Potential wetland constraints and erosion/sediment control measures
- High-density residential development on north side of Narrow Dyke Canal
- City of New Castle has constructed and manages a ½ mile rail-trail facility south of SR 273
- City of New Castle willing to develop partnership to construct rail trail facility north of SR 273 within its city boundaries
- New Castle County willing to construct portions of rail-trail

**ORDER OF MAGNITUDE COSTS:** The following costs include: base construction cost for trail, 10% preliminary engineering fee, 15% construction engineering fee, 5% land acquisition and easement fees, preliminary structure improvement costs, and a remainder of contingency costs for typical rail-trail construction. See Methodology, section 2.4.8, for order of magnitude cost estimate exclusions.

- 10' Wide Soft Surface Rail-to-Trail:      *1.8 miles x \$ 125,000/ mi. = \$ 225,000*

- 10' Wide Hard Surface Rail-to-Trail:      *1.8 miles x \$ 275,000/ mi. = \$ 495,000*



Corridor Study Vicinity Map

**RAIL CORRIDOR: ROCKLAND TRACK**

**STATUS: (Abandoned)**

- Abandonment effective August 2, 1976

**STUDY AREA LENGTH:**

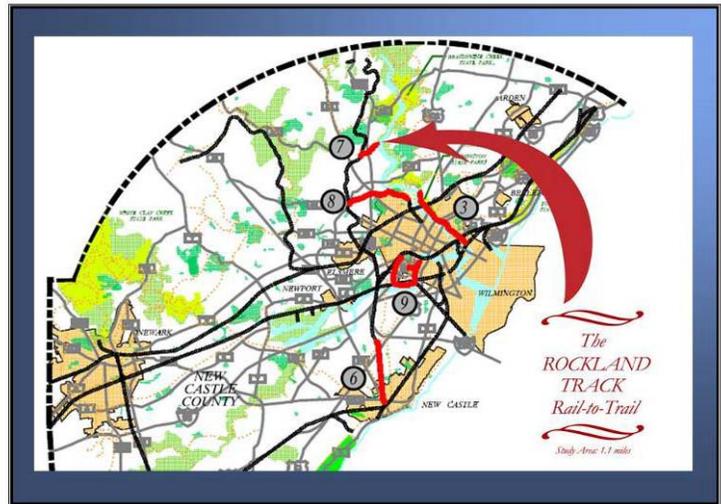
- 1.1 miles
- From Carpenter Row at Montchanin Village/SR 100 area east along the original corridor to the west side of the railroad bridge across Brandywine Creek at Rockland Mills (includes alternate route to Adams Dam Road Bridge)

**AVERAGE R.O.W. WIDTH:**

- Nonexistent

**RAIL CORRIDOR OWNERSHIP:**

- Unknown



Corridor Study Vicinity Map

**RAIL BED CONDITION:**

- Rails, crossties, and ballast have been removed
- Vegetation varies from clear to shrub-scrub
- Bio-retention facility located on rail bed at the terminus in Montchanin

**CONNECTIVITY:**

- Potentially connects existing statewide bicycle route (SR 100) to Brandywine Creek State Park and trail system
- Intersects two (2) proposed recreational bicycle routes (Rockland Road and Adams Dam Road)

**OPPORTUNITIES AND CONSTRAINTS:**

- Provides safe ped/bike alternative to Rockland Road from SR 100 in Montchanin to Brandywine Creek State Park Trail system
- Preliminary property and right-of-way research indicate that original ROW has reverted to private ownership
- Possible ADAAG slope constraints along the corridor and accessing the corridor
- General accessibility issues at west end of corridor
- East side of Brandywine Creek Bridge is a gated community
- Alignment is not intended to cross the existing railroad bridge. Recommendation of Plan is to access Rockland Road via the west side of Brandywine Creek
- Providing a logical off-road connection to the Brandywine Creek State Park and trail system may require a dedicated RTT bridge on the NE side of Adams Dam Road Bridge or ped/bike facility modifications to Adams Dam Road Bridge.
- Montchanin Village: established tourist destination with B&B, antique shops, and bike rentals

**ORDER OF MAGNITUDE COSTS:** The following costs include: base construction cost for trail, 10% preliminary engineering fee, 15% construction engineering fee, 5% land acquisition and easement fees, preliminary structure improvement costs, and a remainder of contingency costs for typical rail-trail construction. See Methodology, section 2.4.8, for order of magnitude cost estimate exclusions.

- 10' Wide Soft Surface Rail-to-Trail:  $1.1 \text{ miles} \times \$ 125,000/ \text{mi.} + \$ 335,000 \text{ Struct. Imp.} = \$ 472,500$

- 10' Wide Hard Surface Rail-to-Trail:  $1.1 \text{ miles} \times \$ 275,000/ \text{mi.} + \$ 335,000 \text{ Struct. Imp.} = \$ 637,500$

**RAIL CORRIDOR: KENTMERE TRACK****STATUS: (Abandoned)**

- Abandonment effective August 2, 1976

**STUDY AREA LENGTH:**

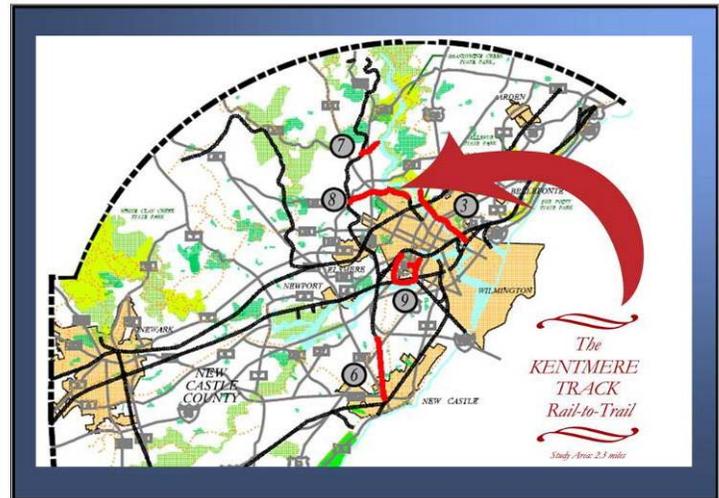
- 2.3 miles
- From active Wilmington & Northern Branch railroad east through Rockford Park to Bancroft Mills pedestrian bridge.

**AVERAGE R.O.W. WIDTH:**

- 60 feet to nonexistent, typical
- 45 feet to 115 feet in some areas

**RAIL CORRIDOR OWNERSHIP:**

- Unknown (corridor alignment through Rockford Park is owned by City of Wilmington/DNREC)



Corridor Study Vicinity Map

**RAIL BED CONDITION:**

- Rails, crossties, and ballast have been removed (crossties/ballast are visible in few locations)
- Major structures remain: Rising Sun Lane railroad bridge, stone tunnel, and stone bridge abutments at Rockford Road

**CONNECTIVITY:**

- Barley Mill Plaza Prof. Park and Westover Hills/ Henry Clay communities to Rockford Park
- Bancroft Mills, Alapocas Run State Park, Brandywine Park, and to NE Wilmington
- Potential to connect to Blue Ball projects and Brandywine Creek State Park Trail system via proposed Alapocas Run State Park Trail network extensions
- Underpasses Kennett Pike (SR 52)

**OPPORTUNITIES AND CONSTRAINTS:**

- Requires an on-road section from Brandywine Falls Road to Bancroft Mills pedestrian bridge
- Corridor has Delaware's only railroad tunnel
- Utilizes one existing railroad bridge and pedestrian bridge over Brandywine Creek at Bancroft Mills
- Potential ADAAG constraints accessing west and east termini and negotiating the Bancroft Mills area
- Preliminary property and right-of-way research indicate that original ROW has reverted to private ownership east of the Rockford Park area.
- Noted opposition from Westover Hills and Brecks Lane residents
- Opportunity to use segments of existing ROW
- Potential for TE funding of Rising Sun Lane railroad bridge and tunnel improvements

**ORDER OF MAGNITUDE COSTS:** The following costs include: base construction cost for trail, 10% preliminary engineering fee, 15% construction engineering fee, 5% land acquisition and easement fees, preliminary structure improvement costs, and a remainder of contingency costs for typical rail-trail construction. See Methodology, section 2.4.8, for order of magnitude cost estimate exclusions.

- 10' Wide Soft Surface Rail-to-Trail:  $2.3 \text{ miles} \times \$ 125,000/ \text{mi.} + \$ 650,000 \text{ Struct. Imp.} = \$ 937,500$

- 10' Wide Hard Surface Rail-to-Trail:  $2.3 \text{ miles} \times \$ 275,000/ \text{mi.} + \$ 650,000 \text{ Struct. Imp.} = \$ 1,282,500$

**RAIL CORRIDOR: WILMINGTON & NORTHERN LINE**

**STATUS: (Inactive)**

- Likely prior to 1974
- Refers to W&N segment south of CSX main line

**STUDY AREA LENGTH:**

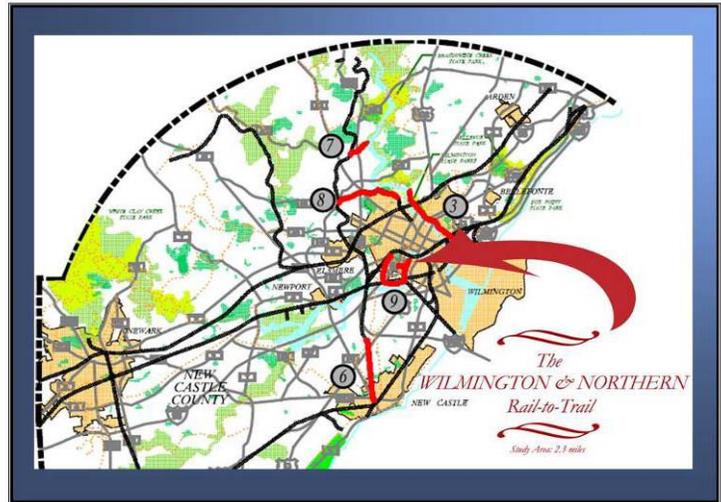
- 2.3 miles
- From Frawley Stadium along original alignment across the Christina River and north along original alignment to 'A' Street

**AVERAGE R.O.W. WIDTH:**

- 55 Feet to 85 Feet
- Segmented to Nonexistent on east side of the Christina River

**RAIL CORRIDOR OWNERSHIP:**

- State of Delaware on west side of river and unknown on east side of river



Corridor Study Vicinity Map

**RAIL BED CONDITION:**

- Rails, crossties, and ballast have been removed, few crossties remain in several locations
- East side of Christina River is clear with some ponding in several low spots
- West side of Christina River is overgrown with shrub scrub vegetation

**CONNECTIVITY:**

- To potential New Castle Track RTT facility if it is developed north of I-295
- Frawley Stadium and River Walk area to the east side of the Christina River
- Intersects one proposed recreational bicycle route at Bus. US 13 and terminates at a proposed statewide bicycle route at 'A' Street and Walnut Street
- Complements new roadway and eliminates the need for shared bridge
- South Wilmington bike/ped connector (Hedgeville to south bridge)

**OPPORTUNITIES AND CONSTRAINTS:**

- Provides a non-motorized connection from the potential future redevelopment on east side to the stadium and Riverfront
- East side alignment is adjacent to wetland areas
- Original rail corridor swing-bridge is dilapidated, non-functional, and missing bridge segments (middle section is intact and locked in the open position)
- Requires two active rail corridor crossings
- Possible ROW issues on east side with current land ownership but potential to incorporate RTT or shared-use path facilities on east side during potential redevelopment
- Minimal ADAAG constraints
- Possible brownfields or other contaminated areas
- No-owner parcels could be claimed by State
- Requires bridge reconstruction over Christina River for dedicated RTT crossing

**ORDER OF MAGNITUDE COSTS:** The following costs include: base construction cost for trail, 10% preliminary engineering fee, 15% construction engineering fee, 5% land acquisition and easement fees, preliminary structure improvement costs, and a remainder of contingency costs for typical rail-trail construction. See Methodology, section 2.4.8, for order of magnitude cost estimate exclusions.

- 10' Wide Soft Surface Rail-to-Trail:      2.3 miles x \$ 125,000/ mi. = \$ 287,500

- 10' Wide Hard Surface Rail-to-Trail:      2.3 miles x \$ 275,000/ mi. = \$ 632,500

**RAIL CORRIDOR: MILTON-LEWES LINE****STATUS: (Abandoned)**

- Last service prior to 1974

**STUDY AREA LENGTH:**

- 9.0 miles
- From the Cannery Village Center in Milton along the original rail corridor alignment to 4<sup>th</sup> Street in Pilottown Village in Lewes.

**AVERAGE R.O.W. WIDTH:**

- Nonexistent

**RAIL CORRIDOR OWNERSHIP:**

- Unknown

**RAIL BED CONDITION:**

- Rails, crossties, and ballast have been removed
- Vegetation varies from agricultural fields to mature forest stands

**CONNECTIVITY:**

- Connects numerous communities developments to Milton and Lewes
- Intersects Beaverdam Creek, Old Mill Creek, Black Hog Gut, and Canary Creek
- Indirect connection to potential Georgetown- Lewes and Junction & Breakwater RTT facilities
- Intersects two (2) proposed recreational bicycle routes (Brickyard Rd. and Hudson Rd.) and one (1) existing statewide bicycle route (Cave Neck Rd.)

**OPPORTUNITIES AND CONSTRAINTS:**

- Preliminary property and right-of-way research indicate that original ROW has reverted
- Original rail corridor had four (4) water crossings, all bridge structures have been removed
- Significant forest stands and mature trees on original rail corridor require major clearing
- Rail corridor has seventeen (17) roadway crossings
- Minimal ADAAG constraints

**ORDER OF MAGNITUDE COSTS:** The following costs include: base construction cost for trail, 10% preliminary engineering fee, 15% construction engineering fee, 5% land acquisition and easement fees, preliminary structure improvement costs, and a remainder of contingency costs for typical rail-trail construction. See Methodology, section 2.4.8, for order of magnitude cost estimate exclusions.

- 10' Wide Soft Surface Rail-to-Trail:       $9.0 \text{ miles} \times \$ 125,000/ \text{mi.} = \$ 1,125,000$

- 10' Wide Hard Surface Rail-to-Trail:       $9.0 \text{ miles} \times \$ 275,000/ \text{mi.} = \$ 2,475,000$



Corridor Study Vicinity Map

**RAIL CORRIDOR: SMYRNA TRACK****STATUS: (Abandoned)**

- Abandonment effective July 29, 1976

**STUDY AREA LENGTH:**

- 1.0 Miles
- From Bassett Street along original rail alignment east to Turners Row

**AVERAGE R.O.W. WIDTH:**

- 18 Feet to 32 Feet
- One 75 Foot wide Segment

**RAIL CORRIDOR OWNERSHIP:**

- Unknown

**RAIL BED CONDITION:**

- Rails, crossties, and ballast are not visible but some rails are visible at one roadway crossing
- Mature street trees are located along the centerline of the original rail corridor.

**CONNECTIVITY:**

- Provides non-motorized facility linking new community developments on north side of Smyrna Clayton Boulevard to downtown Smyrna and downtown Clayton
- Link to Smyrna High School via Greens Branch Trail and recreational facilities
- Rail corridor runs parallel to proposed regional bicycle route (Smyrna Clayton Boulevard- US 6)
- Connection to potential Clayton-Easton Line RTT facility

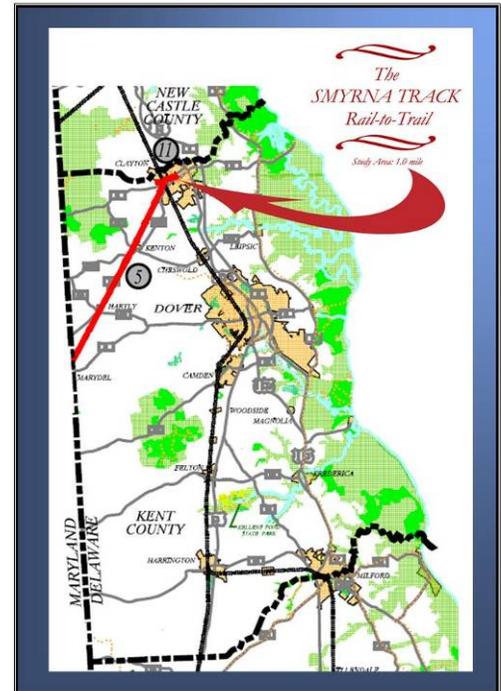
**OPPORTUNITIES AND CONSTRAINTS:**

- Seven (7) roadway crossings and fifteen (15) driveway crossings in one (1) mile stretch
- Street trees on rail corridor
- Minimal ADAAG constraints
- Original rail corridor parallel to Main Street is perceived as front yard to residents along Main Street.
- Urban setting- more conducive to shared-use path adjacent to roadway dependent on available ROW

**ORDER OF MAGNITUDE COSTS:** The following costs include: base construction cost for trail, 10% preliminary engineering fee, 15% construction engineering fee, 5% land acquisition and easement fees, preliminary structure improvement costs, and a remainder of contingency costs for typical rail-trail construction. See Methodology, section 2.4.8, for order of magnitude cost estimate exclusions.

- 10' Wide Soft Surface Rail-to-Trail:       $1.0 \text{ miles} \times \$ 125,000/ \text{mi.} = \$ 125,000$

- 10' Wide Hard Surface Rail-to-Trail:       $1.0 \text{ miles} \times \$ 275,000/ \text{mi.} = \$ 275,000$



Corridor Study Vicinity Map