

# National Scenic Byways Program

## Byway Nomination Form



### Background

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**Byway Name:** Delaware Bayshore Byway

**Identify Your State (choose one):** Delaware

**Byway Location:** Does your byway traverse **more than one state**? If yes, select all states the byway traverses, **including your state**.

Does your byway traverse **Tribal lands**? If yes, identify the land or lands in the text box.

No

Does your byway traverse **federal lands**? If yes, identify the land or lands in the text box.

No

**If you answered yes to any of the questions above, then your byway traverses more than one jurisdiction (i.e., state, Indian tribe, or federal land). This constitutes a multi-jurisdiction nomination. For a multi-jurisdiction nomination, applicants in each jurisdiction are required to submit individual nomination applications.**

**Submission Agency (or individual):** Delaware Greenways

**Desired Designation:** all-american road

**Change in Designation:** Are you seeking to nominate an existing National Scenic Byway as an All-American Road? No

If yes, you are required to identify two (2) intrinsic qualities that are nationally significant. One of these may be the same intrinsic quality used to justify previous designation as a National Scenic Byway. However, in Section 1 your application will need to describe the national significance of that intrinsic quality.

**Extension:** Is this an extension to an existing National Scenic Byway or All-American Road? No

If yes, you are required to submit the nomination application for the proposed extension in context of the existing National Scenic Byway or All-American Road and identify the same primary intrinsic quality(s) that can be found along the previously designated portion of the byway. Applicants are required to identify the same primary intrinsic quality(s) that can be found along the designated portion of the byway, and how the proposed extension relates to and enhances the designated byway.

### Section 1

**Location:** **1-1:** Provide a description of the location of the byway within the State. Use cardinal directions (e.g., north) and reference major cities, regions, and/or landmarks. (Limit 150 words.)  
 Easily accessed from I-95, Delaware Bayshore Byway is a north-south route of approximately 157 miles covering 100 miles of the Bayshore coastline beginning, from north to south, in historic New Castle, traveling south along State Route 9 through the towns and communities of Delaware City, Port Penn, Odessa, Leipsic, Little Creek, Dover and Kitts Hummock, rejoining SR1 south of Dover. The Byway continues through nine communities and natural areas, connecting at the southern terminus with Lewes Historic Byway. South of Dover, the byway traverses the anchor towns of Magnolia, Frederica, Milford and Milton, accessible via the Route 1 corridor. These towns are anchors for the Bayshore communities in the southern part of the byway, accessed by traveling Bowers Beach Road, Bennett's Pier Road, Big Stone Beach Road, Cedar Beach Road, Lighthouse Road, Bay Avenue, Slaughter Beach Road, Prime Hook Road, Broadkill Road, North and South Bayshore Drive, and Seashore Drive.

**Date of Local Designation:** **1-2:** Any road submitted for designation under the National Scenic Byways Program must first be designated, through legislation or some other official declaration, a State, Indian tribe or Federal land management agency scenic byway. List the designating agency(s) and date(s) of designation.

Designating Agency(s): Delaware Department of Transportation

Date(s) of Local Designation: 03/07/2007,04/04/2017

**Intrinsic Qualities:** **1-3:** For the All-American Road designation, select the **two (2)** Intrinsic Qualities that are most evident along the road and that you will demonstrate are nationally significant, and contribute to the byway being considered a "destination unto itself." (Hold the Ctrl button and click on two Intrinsic Qualities.)

For multi-jurisdiction nomination applicants seeking designation as an All-American Road, at least one of the two primary intrinsic qualities cited must match the qualities submitted by the other jurisdictions seeking designation. The applicant may cite the second intrinsic quality as specific to their segment of the byway: Archaeological, Cultural, Historic, Natural, Recreational, or Scenic.

Historic

Natural

**Primary Photo:**

**1-4:** Provide a single image that you feel best represents the experience along your byway. Please select this image carefully as it will introduce the reviewers to your byway. Also, if designated, your byway will be included in the marketing efforts of the National Scenic Byways Program and this image will be used on the traveler website.

Please provide an alternative text description of the image that describes what the image depicts. This text will be used by those who cannot see the photo, and should thoroughly describe what is depicted in the image. For guidelines on submitting images and composing alternative text descriptions, please see our [Image Style Guide](#). (Limit 50 words.)

Alternative text for image: A picturesque capture of the Delaware Bayshore Byway alongside the Leipsic River with an aerial view of the Town of Leipsic, Delaware.

Image name: Delaware Bayshore Byway

Image owner: Glenn Gauvry

Photo release? Yes

Upload Image: 1-4DelawareBayshoreByway.jpg

Before uploading, rename the file to begin with 1-4. For example, rename your file RiverBend.png to 1-4RiverBend.png.

## Section 2

2-1: This section will introduce the reviewers to your byway. Provide a description of your byway from the "big picture" point of view, and within the context of your description, include information on the items below. For more information on developing a strong statement of qualification, please reference the [Nominations Guide](#). (Limit 750 words.)

- Theme that reflects the central focus of the byway's nomination story and promotes the Byway.
- An overview of the Traveler Experience navigating the byway. Provide a sense of how the experience unfolds as visible features, byway stories, or important resources form the core quality of your corridor.
- Regional Significance (National Scenic Byway) – explain and justify what is special, significant or unique about your byway in relation to the primary Intrinsic Quality
- National Significance (All-American Road) – explain and justify what is special, significant or unique about your byway in relation to the two (2) primary Intrinsic Qualities, and why the road is considered a destination unto itself.

### Statement of Qualification:

Delaware Bayshore Byway (Byway) is "The Road Less Traveled". Driving the Byway, you are welcomed to "Delaware's quieter and wilder side", a destination unto itself. The story of the Byway is about making a conscious decision to get off the crowded, bustling highway of modern America and letting your senses take in the majesty and power of Mother Nature in the wildlife areas and coastal communities of Delaware's Bayshore.

The northern portion of the Byway is a series of cobbled historic roads that is known collectively as Route 9. This north-south route of approximately 50 miles connects two National Historic Park sites: the New Castle County Courthouse to the north and John Dickinson Plantation to the south. It meanders through nine major publicly owned natural areas, bucolic farms and nine coastal towns, characterized by a succession of uniquely Delaware landscapes: heavy industrial sites, forest, tidal and non-tidal marshland, areas of significant natural resources and wildlife habitat, historic farms and quaint villages, and working farms with cultivated fields of grain, corn and soybeans.

The southern portion of the Byway is a continuation of Delaware's unique coastal landscapes: small historic coastal towns and communities surrounded by water, marsh and farmland, anchored inland by the thriving historic towns of Magnolia, Frederica, Milford and Milton. Residents and visitors alike are drawn to immerse themselves this marriage of nature and history, the Byway's major intrinsic resources – natural and historic.

The Byway is the window to the nature and history of the 100 mile coastal area of Delaware's Bayshore. Traveling the Byway provides many scenic water-based vistas as it links all of these features together not only during the drive, but within each community or natural area characterized as Discovery Zones (DZ) – areas of concentrated visitor sites and amenities that tell the byway story unique to each DZ.

The Bayshore is widely recognized as an area of global ecological and historic significance. It is a Migratory Shorebird Site of Hemispheric Importance, a Wetland of International Significance, and an Important Bird Area of Global Significance. Its expansive coastal marshes, sandy shorelines, forests, fields, and agricultural lands provide habitat for more than 400 species of birds and other wildlife. The Nature Conservancy and the National Audubon Society recognize the region as globally significant wildlife habitat. The Nature Conservancy has called the Bayshore "one of the Earth's most important stopovers for migratory birds." The small towns along the Bayshore enjoy a deep and rich heritage, evolving from early colonial settlements and centers for maritime industries that thrived on the abundant natural resources of the area.

Today, more than 115,000 acres of the Bayshore are protected as state wildlife areas, state parks, national wildlife refuges, national estuarine research reserves, private conservation lands, agricultural preserves, and cultural heritage sites. The Bayshore area is a natural treasure in the middle of the heavily populated Mid-Atlantic corridor. With more than 30 million people living within a three-hour drive, the Bayshore provides low-impact access to a premier natural and historic destination. Appropriate marketing and promotion of this area will support business growth and create new opportunities for ecotourism within the Bayshore.

In 2012, the State, led by the Delaware Department of Natural Resources and Environmental Control, federal agencies, non-profit conservation organizations, and local Bayshore communities launched the Delaware Bayshore Initiative, under then President Obama's Great Outdoor Initiative, to promote habitat conservation and restoration, enhance and improve outdoor recreation access and opportunities, and strengthen local Bayshore community economies. It is under this umbrella the Byway operates to promote its mission, goals and strategies.

The Story of Delaware Bayshore Byway is best told in the Brand Statement developed in 2015:

We are the fields, marshes, rivers and beaches of the Delaware Bayshore, stretching 100 miles along one of the richest and most biodiverse regions in the nation.

We are the stories of the birth of this nation, the creation of the First State, the ratification of independence and the protection of our freedom.

We are the tales of forts, firetowers and floating cabins. Where crabbing is a way of life, birding can be a daily escape, hiking comes naturally, and the water beckons for you to explore its many meanderings.

We are wildlife refuges, walking trails, biking paths and a National Park. We are the absolute opposite of beach traffic.

We invite you to explore this amazing path.

We encourage you to get lost in our past.

## Section 3

**Byway Length:** 3-1: Enter the total byway length (in miles) from end to end (including road gaps that aren't included in the nomination but must be traveled).  
157 miles

**Route Description:** 3-2: Please provide a complete, sequential route description that documents all road segments including any gaps and/or intrusions. Include all of the road segments which, when linked together, match the legal description used by your State/Indian tribe/Federal land management agency to officially designate the road. Please work with your State/Indian tribe/Federal land management agency Scenic Byway Coordinator to develop this section so that you accurately reflect State/Indian tribe/Federal land management agency records for the designated route. Please also specify road names and route numbers for all road segments. (Limit 750 words.)

Delaware Bayshore Byway route begins in Historic New Castle and the New Castle Discovery Zone at the New Castle Court House Museum (211 Delaware St, New Castle, DE 19720), the route heads northwest on Chestnut Street, then southeast on Delaware Street, and southwest on East 6th Street. Next, the route travels west on South Street, and southwest on West 7th Street onto Route 9 (River Road). The route continues southwest on Route 9 (5th Street) reaching Delaware City and the Delaware City Discovery Zone. The route continues on Route 9 (Delaware City-Port Penn Road) crossing the Reedy Point Bridge. The route then travels east on Route 9 (Market Street) and south south on Route 9 (South Congress Street) through Port Penn reaching the Port Penn/Augustine Discovery Zone. The route continues on Route 9 (St. Augustine Road) then onto Route 9 (Bayview Road) and south on Route 9 (Silver Run Road). The route stays on Route 9 (Silver Run Road) heads southwest on Route 9 (Thomas Corner Road) southwest on Route 299 (Taylors Bridge Road) northwest on Route 299 (Old State Road) into Odessa and the Odessa Discovery Zone. At the end of Route 299 (Main Street) the route U-turns southeast along Route 299 (Old State Road). Then the Byway heads southeast on Route 299 (Taylor Bridge Road) to the Cedar Swamp/Blackbird Creek Discovery Zone, onto Route 9 (Taylor Bridge Road). Next, the route travels south on Route 9 (Fleming Landing Road), southeast on Route 9 (Fleming Landing Road) onto Route 9 (Hay Point Landing Road) and into the Woodland Beach Discovery Zone. The route continues onto Route 9 (Smyrna Leipsic Road) through the Bombay Hook National Wildlife Refuge Discovery Zone. Then the route continues into Leipsic and the Leipsic Discovery Zone. The route continues south on Route 9 (Bayside Drive) through Little Creek and the Little Creek Discovery Zone. The Byway heads east on Kitts Hummock Road to Kitts Hummock and the St. Jones Neck Discovery Zone. Next, the route U-turns at the end of the road, heads west to Route 1. The route continues south on Route 1 (Bay Road) exiting at Trap Shooters Road into Magnolia and the Magnolia Discovery Zone on Walnut Street and exits Magnolia southeast on South State Street onto Clapham Road. The route continues on Old Beach Road, then east on Bowers Beach Road into Bowers Beach and the Bowers Beach Discovery Zone. Following, the route U-turns at end of road, re-enters Route 1 (Bay Road), and exits at Frederica Road travels through Frederica and the Frederica Discovery Zone. The route heads east on Milford Neck Road, heads north on South Bowers Road to South Bowers Beach. Then the route heads east on Bennett's Pier Road to reach Bennett's Pier, both segments U-turn at end and head back to Thompsonville Road. The route heads east on Scotts Corner Road and east on Big Stone Beach Road into the Big Stone Beach Discovery Zone, U-turns on Big Stone Beach Road and continues southwest. Then the route heads east on New Wharf Road continuing onto Route 14 (North Front Street) in Milford and the Milford Discovery Zone. Next, the route continues west on Route 14 (Northeast Front Street), then south on Maple Avenue, west on Route 34 (Causey Avenue), north on South Walnut Street, and east on Route 36 (Southeast Front Street). Continues on Route 36 (Cedar Beach Road) to Cedar Creek/Blackbird Creek. Continues south on Route 30 (Cedar Creek Road) to Milton with segments diverting to Slaughter Beach and the Slaughter Beach Discovery Zone on Pine Haven Road onto Slaughter Beach Road. Then to Prime Hook National Wildlife Refuge and the Prime Hook National Wildlife Refuge Discovery Zone on Sylvan Acres Road into Prime Hook Road. After the route heads into Broadkill Beach and the Broadkill Beach Discovery Zone on Route 16 (Milton Ellendale Highway) onto Broadkill Road. The byway then travels through Milton and the Milton Discovery Zone on Route 5 (Union Street) the route heads south onto Route 5 (Federal Street) onto Route 5 (Harbeson Road). The Byway route heads east on Route 9 (Lewes Georgetown Highway) terminates at intersection of Route 9 (Lewes Georgetown Highway) and Route 1 (Coastal Highway).

**Route Address:** 3-3: To assist review of your nomination, please provide the addresses/intersections and the GPS coordinates for the beginning and end points of the byway. You will provide the GPS coordinates for other key points/features in Section 5: Traveler Experience.

**Beginning** addresses/intersections and the GPS coordinates of the byway.  
211 Delaware St, New Castle, DE 19720  
Intersection of Delaware St and Market St  
39.659523,-75.563677

**Ending** addresses/intersections and the GPS coordinates of the byway.  
Intersection of Route 9 (Lewes Georgetown Highway) and Route 1 (Coastal Highway)  
38.748458,-75.173812

If available, please submit a GIS shapefile of the route.

Uploaded GIS file: 3-3DelawareBayshoreByway.zip

Before uploading, rename the file to begin with 3-3. For example, rename your file RiverBend.png to 3-3RiverBend.png."

**Federal Lands:** 3-4: Check the boxes for agencies whose lands occur along the byway or select Not Applicable.

Fish and Wildlife Service, National Park Service Other (please specify):U.S. Army Corp of Engineers

**Route Map:** 3-5: Please provide the following information on a single PDF map which will be used as a central reference point with the other materials you include in your nomination application. The scale and size of the map will be relative to the location and length of your nominated byway. In some cases, this may require two or more pages. The map and supporting legend should clearly show:

- Location of the byway within the State, Indian lands, or Federal lands
- The location of the byway in relation to other State, Indian tribe, and Federal land management agency byways; and America's Byways in your region
- Each end point of the byway
- Location of gaps and/or intrusions
- The location of each community along the route
- Boundaries and/or management areas of major entities (e.g., parks, forests, reserves)

- Locations of critical directional signage, if any
- Locations of existing interpretive panels/information
- Locations of public visitor centers and/or other visitor amenities (e.g., public restroom facilities)
- Locations of the features detailed in the Visitor/Traveler Experience section of this nomination form (Section 5).

Uploaded Map: 3-5DelawareBayshoreBywayMaps.pdf

Before uploading, rename the file to begin with 3-5. For example, rename your file RiverBend.png to 3-5RiverBend.png.

**Continuity of the Route:** 3-6: The continuity of your byway route is an essential requirement for designation as it directly impacts the travel experience and can reflect community support. If you have included a list of gaps and/or intrusions in your official route description, please use this section to provide explanations for any gaps and/or intrusions in your route that interrupt the continuity of the traveler experience (e.g., local zoning decisions, lack of community support, etc.) (Limit 250 words.)  
No gaps and/or intrusions

**Nomination by Indian Tribes:** 3-7: If this nomination is being submitted for consideration by an Indian tribe, please answer the following questions:

1. Title 23, United States Code (USC), Section 162(a)(3)(B) allows nomination by Indian tribes only if a Federal land management agency (other than the Bureau of Indian Affairs), a State, or a political subdivision of a State does not have jurisdiction over the road or responsibility for managing the road. Briefly discuss who has jurisdiction over the road and who manages the road. (Limit 200 words.)  
N/A
2. Section 162(a)(3)(C) requires that Indian tribes maintain the safety and quality of roads nominated. Discuss how the tribe will maintain the safety and quality of the road. (Limit 200 words.)  
N/A

## Section 4

**Vehicle Accommodation:** 4-1: Confirm that two-wheel-drive passenger vehicles are accommodated along the entire route, and describe how this is facilitated if segments of the road are not paved. (Limit 150 words.)  
Two-wheel-drive vehicles are accommodated along the entire Byway route, including spurs in the southern part of the Byway. All sections of the Byway are paved travelways. Portions of the Byway have varying width paved shoulders. With minor exceptions in Historic New Castle, the whole Byway road system is state maintained.

4-2: Describe the accommodation of bicycle and pedestrian travel, including crossings, along the byway. If non-applicable, indicate N/A. (Limit 150 words.)

Bicycle travel accommodation exists along the byway, a mainly rural road with light traffic. The spine of the Byway is used by expert and long distant bicyclists who tolerate a higher level of stress and are used to riding with traffic. Portions of the northern part of the Byway are classified as a Statewide Bicycle Route. South of Leipsic DZ, it is designated a Regional Bicycle Route. All DZs accommodate a lower level of biking stress, with speed limits at or under 25mph. Most DZs have bike racks in visitor areas: New Castle, DE City, Milford, Slaughter Beach and Milton DZs - all overlooks and visitor centers.

Pedestrian accommodation exist within all DZs. All communities and individual sites are walkable, many with sidewalks. Up-to-date ADA accessibility is available at all individual sites that are open to the public. Pedestrians are not encouraged to use the main routes of the Byway.

4-3: For the All-American Roads designation, discuss the accommodation of conventional tour buses along the route. (Limit 150 words.)

Conventional tour bus accommodation is good on the spine of the entire Byway. Many of the spurs on the southern portion of the Byway are accessible, however, planned turnarounds must be ascertained ahead of time for some spurs not leading to a community. In Historic New Castle, tour buses frequently bring visitors and have a planned route and layover area if dropping visitors off for walking tours or to explore the DZ.

Pickering Beach, in Little Creek DZ, hosts bus tour groups in the spring to view the horseshoe crabs and is one of the tightest areas for tour bus accommodation on the byway. All other DZs can accommodate tour buses, with drop-off areas and parking.

### Travel Restrictions

4-4: Describe any restrictions to the types of vehicles that are allowed along the route. If non-applicable, indicate N/A. (Limit 150 words.)

Generally, there are no travel restrictions to any vehicles along the route that are tourist based. There are travel restrictions for delivery trucks and tractor trailers within some DZs, such as New Castle and Little Creek DZs. There are active farms on the byway and farming equipment utilizes the Byway routes during spring planting and fall harvesting.

4-5: Describe any seasonal closures or other restrictions along the route. If non-applicable, indicate N/A. (Limit 150 words.)

There are no seasonal closures or restrictions along the byway route other than roadway flooding caused by nor'easter storms coupled with high tides, typically in the spring or during hurricane season. This occurs on SR 9 north of Port Penn DZ and there are signs posted by DeIDOT when this is anticipated or is in process. The southern entrance to Slaughter Beach DZ floods and a flashing sign triggered by flooding activates during flood events.

### Seasons:

4-6: Describe the best time during the year to drive the byway and experience the Intrinsic Qualities identified in this application (Limit 150 words.)

The Byway is a year-round place to visit, offering something different each season to enjoy the two main intrinsic resources – natural and historic. The drive itself is a destination with a beautiful changing landscape throughout the year. During spring and fall migration, birders take advantage of the byway's location on the Eastern Flyway. Hiking and wildlife viewing are available year round from the many scenic overlooks and national wildlife areas. In the summer, biking and water activities are favored. Historical sites can be enjoyed year round in towns and cities within the DZs.

4-7: Describe any travel concentrations or high seasons when byway visitors might be more likely to encounter crowds or extra traffic (Limit 150 words.)

The Byway driving experience is mostly unimpeded throughout the year. A visitor will encounter infrequent farm machinery on the road during spring and fall. Some travelers from PA and points north heading to the beach areas of Lewes and Rehoboth Beach in the summer, use the byway as a scenic drive to get off busy SR 1 and US 13. The extra traffic generated by beach-bound visitors typically do not cause delay or backups on the Byway.

**Safety:**

4-8: Describe the key factors of your roadway that contribute to its safety for travelers (e.g. rumble strips, low speeds, lighting, guard rails, high friction surface treatments). (Limit 150 words.)  
 A key safety factor of the Byway is low traffic volume on SR 9. Crash data is low throughout this part of the byway. All DZs are low speed (25mph). All roads are paved and in good operating condition. Lighting exists in all community DZs. Since most of the byway is state maintained and design upgrades typically use federal funding, typical sections, drainage, MUTCD warning signage, guardrails and roadside clear zones must be maintained to federal design standards. Paving and pothole repair is kept up by DelDOT. Byway auto tour signage directs the travel. DelDOT maintains a traveler advisory and active construction projects on their web and phone applications for trip planning.

**Section 5****Getting to the Byway:**

5-1: Using the table below, provide distance and driving time to the byway from at least two nearby large cities, gateway communities, airports, major roadways, or other locations that would be pertinent to the traveler (limit 5).

Location	Distance (miles)	Avg Driving Time (hours)
Philadelphia International Airport (PHL)	26.3 miles driving distance to northern terminus in New Castle, DE	0.5
Baltimore/Washington International Thurgood Marshall Airport (BWI)	80.2 miles driving distance to northern terminus in New Castle, DE	1.5
Wilmington, DE	6.6 miles driving distance to northern terminus in New Castle, DE	.25
Dover, DE	5 miles driving distance to mid-point in Little Creek, DE	.25
I-95 Corridor	4 miles driving distance at closest point to northern terminus	.25

**Traveler Services:**

5-2: Provide a short description of services and hours of operation at each public visitor/welcome center. (Limit 150 words.)  
 All Visitor Centers along the byway provide parking, bathrooms, Byway information and amenities specific to the location of the center; hours of operation listed on websites:  
 New Castle Court House Arsenal: In First State National Historic Park in New Castle: Information on the national park sites and byway sites: <https://www.nps.gov/frst/planyourvisit/new-castle-court-house.htm> .  
 American Birding Association Headquarters in Delaware City D: Information on birding sites byway-wide, education on all aspects of birding, birding tours: <https://www.aba.org/visit-the-aba-headquarters/>  
 Historic Odessa Foundation Visitor Center in Odessa DZ: Information on tours, special events, Underground Railroad history: <https://www.historicodessa.org/plan-your-visit/tours>  
 Aquatic Resource and Education Center: Exhibits, picnicking, fishing, wildlife viewing and hiking: <http://www.dnrec.delaware.gov/fw/Education/Pages/AREC.aspx> .  
 Bombay Hook Visitor's Center: Open all year on weekdays and spring and fall weekends with a gift shop operated by "Friends of " group. [https://www.fws.gov/refuge/Bombay\\_Hook/visit/plan\\_your\\_visit.html](https://www.fws.gov/refuge/Bombay_Hook/visit/plan_your_visit.html)  
 Prime Hook National Wildlife Refuge Visitor's Center: Multi-media exhibits, auditorium for special events, gift shop run by "Friends of" group. [https://www.fws.gov/refuge/Prime\\_Hook/visit/plan\\_your\\_visit.html](https://www.fws.gov/refuge/Prime_Hook/visit/plan_your_visit.html)

5-3: Describe any universal access accommodations to assist travelers of varying abilities. (Limit 150 words.)  
 All DZs are striving to or have updated accommodations to meet ADA standards, such as improved curb ramps, pedestrian crossings and building accommodations. All recently constructed scenic overlooks meet ADA requirements. Streetscape and trail projects underway in Frederica, Milford and Milton DZs must meet ADA requirements. Accommodations at each visitor center are also ADA accessible. The byway terrain is flat, making for easy accessibility on and off road for most users. Trail maps indicate level of difficulty for federal and state recreational areas.

5-4: Describe any gaps on the byway of 50 miles or more where no traveler services (food, fuel or restrooms) are available. (Limit 150 words.)  
 There are no gaps of 50 miles or more where there are no traveler services.

5-5: Does your byway include alternative fuel corridors, as defined under [FHWA's Alternative Fuels Corridor Program](#)?  
 no If yes, please list the corridor(s) and date(s) of designation, and discuss the fuel(s) accommodated. (Limit 150 words.)  
 In Delaware, I-95 is an Alternative Fuel Corridor and within a 20 minute drive from the northern part of the Byway. The Byway is not an alternative fuel corridor, however, an electric vehicle charging station is slated for installation in Little Creek DZ within this calendar year and level 2 electric charging stations are available within 15 minutes from most parts of the byway. Milton DZ has a Tesla charging station.

**Wayfinding:**

5-6: Describe how travelers will know they are on the byway and list tools such as maps, signs and brochures. (Limit 150 words.)  
 In addition to directional signing, within the Byway, several DZs host kiosks showing "you are here" signs within the corridor for orientation purposes.  
 There are online tools to navigate the Byway on Visit Delaware State Tourism <https://www.visitdelaware.com/listings/delawares-bayshore-byway/2032/> ; DelDOT's Byway Page provides Google Maps directions to sites using mobile device, <https://deldot.gov/Programs/byways/index.shtml?dc=route9> ; Delaware Greenways page (who oversees the byway) [https://delawaregreenways.org/portfolio\\_page/bayshore-byway/](https://delawaregreenways.org/portfolio_page/bayshore-byway/) . Each site offers pdf files of the byway map and brochure and content about the byway. Relevant links to partner sites can be found as well. Some of the DZs like Little Creek <https://littlecreek.delaware.gov/delawares-bayshore-byway/> and each county and Convention and Visitors Bureau offer online information on travel amenities, intrinsic resources and places to eat and sleep.

5-7: Please describe directional signage that currently exists that would help travelers access and navigate the byway as well as find their way back to major routes. If non-applicable, indicate N/A (Limit 150 words.)

Byway directional signage with the Byway logo has been installed in sections of Kent County. Completion of signage is anticipated within the calendar year. Several DZs host kiosks showing “you are here” signs within the corridor for orientation purposes.

The spine of the Byway, as are most of the byway roads, are state maintained, so the routes are labeled and directional signs to major routes are placed in accordance with the MUTCD.

**Evidence of Intrinsic Qualities:**

5-8: Identify up to 8 features (i.e., points of interest, sites or events) in sequential order along your byway that support the Intrinsic Qualities you have identified for nomination. Please keep in mind that the quality of your points of interest, sites or events and their connection to the byway’s Intrinsic Quality(s) are more import than citing a large quantity of sites that aren’t connected. If using events to support your byway’s Intrinsic Quality(s), they must be particularly related to the byway travel experience or connect the byway traveler to the Intrinsic Quality(s) for which the byway is being nominated. For each feature, please include the following (Limit 500 words per feature):

- Name of the feature
- A description of what is found at the feature, and how the feature supports the Intrinsic Quality(s)
- Dates and/or times on which the feature is available for traveler visits
- Driving distance to the feature, and existing signage if the feature is not immediately adjacent to the road. Please ensure the feature is included in the Route Description and on the Route Map in Section 3: Route Information.
- If hiking, cycling, or walking is involved, the distance and degree of difficulty
- A photo highlighting how the feature supports the Intrinsic Quality. **Before uploading photos, rename the file to begin with the Feature Number. For example, for Feature 1, rename your file RiverBend.png to Feature1RiverBend.png.** For guidelines on submitting images and composing alternative text descriptions, please see our [Image Style Guide](#).

**Feature 1**

Feature name:

First State National Historical Park - New Castle Discovery Zone

GPS coordinates:

39.659779,-75.563576

Describe the feature:

The historic City of New Castle Discovery Zone is the Byway’s northern gateway. Located at the junction of State Routes 141, 273 and 9 and two miles south of I-295 and the Delaware Memorial Bridge, it offers a glimpse into early Delaware history and is now headquarters for Delaware’s only National Park. The historic district in the center of the city is easily walkable. Enter the city by car, bicycle, foot or boat, to explore the coastal seaport’s colonial history, learn about the Underground Railroad and enjoy the panorama views along the City’s waterfront. Walking tours provide a way to explore the architecture and stories of this Discovery Zone. First State National Historic Park is within the historic district and contains one of seven historic sites of the National Park – New Castle Courthouse, the Green and the Sheriff’s House. The Court House’s most famous federal proceedings was a series of trials for violating the Fugitive Slave Act. Prominent abolitionists and Underground Railroad Conductors Thomas Garrett, friend of Harriet Tubman, and John Hunn were found guilty and issued hefty fines. See web site, <https://www.nps.gov/frst/planyourvisit/new-castle-court-house.htm> for hours of operation and programs.

Behind the Court House is the Green as originally laid out by the Dutch. It still serves its original purpose as a place for public forums and town activities. Within walking distance to the National Historical Park and within the historic district, there are six museums, shops, restaurants and a bed and breakfast, all themed to complement their historic surroundings. Walkers and bicyclists exercise on the Riverwalk Trail along the Delaware River at Battery Park. The Broad Dyke Marsh nature preserve provides habitat for a variety of species and is a wonderful place to observe wildlife.

What is the best time to visit, please provide the start and end dates.

Start date: 1/1/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance within this feature is approximately 1 mile within Historic New Castle. This is the northern gateway to the Byway. Wayfinding signage along byway route and to the route from major state routes direct the traveler.

If hiking, walking, or cycling are involved, describe the difficulty.

The city is walkable with mostly brick sidewalks throughout and trails in the park area. The brick sidewalks are not up to ADA compliance but are accessible to everyone else. Cycling is low stress and bike racks are available near the Court House

File Name	Image owner	Alternative text	Image name	Photo release
F1aFirstStateNationalHistoricalPark.jpg	Delaware Bayshore Byway	A sunny day in Historic New Castle looking at the First State National Historical Park featuring the New Castle Court House Museum.	New Castle Court House Museum	Yes
F1bHistoricNewCastleVisitors.jpg	Delaware Bayshore Byway	Visitors walking around the brick lined streets of Historic New Castle adjacent to First State National Historical Park, flags of many colors fly in the wind above them.	Historic New Castle Visitors	Yes
F1cAerialFirstStateNationalHistoricalPark.jpg	Bruce Burk	An aerial view of the stone Sheriff’s House, brick New Castle Court House Museum, and Green; all part of the First State National Historical Park.	Aerial Sheriff’s House	Yes

**Feature 2**

Feature name:

Fort Delaware State Park – Delaware City Discovery Zone

GPS coordinates:

39.59125,-75.572629

Describe the feature:

Experience Civil War history today where living-history interpreters unfold this Union military post stories that held approximately 32,000 prisoners. It was an active military base through World War II, becoming a state park in 1951.

The Fort, bounded by the scenic Delaware River and Chesapeake and Delaware Canal, is located on Pea Patch Island. The Delaware City-Salem Ferry provides access to the island from Delaware City waterfront. See website: <https://destateparks.com/History/FortDelaware> for times of operation and tickets.

Today, costumed interpreters take you to the summer of 1864 with tours of the parade ground, officers' quarters, barracks, kitchen, blacksmith shop and ordnance room. Hear stories of escapes and watch Columbiad cannon fire a live gunpowder charge. The River View Trail alongside the Delaware River provides a glimpse of the site's historic past. Six gun batteries were built at Fort DuPont (1898-1910), and five of them can be seen along the trail. Fort Delaware is well known for ghost activity and has been featured on Ghost Hunters with paranormal tours offered each fall.

Pea Patch Island is also a summer home to nine different species of herons, egrets and ibis and is one of the largest wading bird nesting areas on the East Coast. It is recognized by the National Audubon Society as an Important Bird Area. The variety of wading birds offer a spectacle as they fly back and forth to the island during the nesting season – a sight easily enjoyed from the Delaware City Canal Promenade. The Prison Camp Trail traverses part of this area and features a bird observation tower along the trail, providing opportunities for photography and nature study.

Use the boat launch for fishing and boating recreation opportunities on the Delaware River adjacent to the park. Bird watching from a boat is a desirable activity for birders.

What is the best time to visit, please provide the start and end dates.

Start date: 4/1/2020 End date: 9/1/2020

Describe the driving distance and signage related to the feature.

From New Castle, the northern gateway, it is 9.8 miles to this feature on Rte. 9 to Clinton Road, then a short ferry ride to the island. Byway wayfinding signage is posted along the Byway spine (Rte. 9) for driver navigation.

If hiking, walking, or cycling are involved, describe the difficulty.

Cycling is not permitted on the island. Visitors must wear closed-toe shoes -- the ground on the island is uneven in places. Tours are provided in the fort and visitors can expect to experience walking conditions that existed when the fort was in operation.

File Name	Image owner	Alternative text	Image name	Photo release
F2aFortDelawareSunset.jpg	Delaware State Parks	A scenic view from the top of historic Fort Delaware featuring a cannon looking west at a picturesque sunset over the Delaware River.	Fort Delaware Sunset	Yes
F2bHistoricalReenactment.jpg	Delaware State Parks	Historical reenactment with school aged children educating them on the history of Fort Delaware.	Historical Reenactment Education	Yes
F2cFortDelawareView.jpg	Delaware Bayshore Byway	A view of Fort Delaware and Pea Patch Island from outside the walls of the on a pedestrian walking path leading to the entrance of Fort Delaware.	Fort Delaware View	Yes

### Feature 3

Feature name:

Chesapeake & Delaware Canal Area – Delaware City Discovery Zone

GPS coordinates:

39.557273,-75.582127

Describe the feature:

Chesapeake & Delaware Canal (C&D Canal), part of the Delaware City Discovery Zone, is a 14 mile canal which was privately built in the 1800's and crosses the northern Delaware/Maryland peninsula. It was purchased by the U.S. Government in 1919 and is listed on the National Register of Historic Places and designated as a National Historic Civil Engineering and Mechanical Engineering landmark. The area is managed by DNREC's Division of Fish and Wildlife as the C&D Canal Conservation Area under an agreement with the U.S. Army Corps of Engineers. The Michael Castle Trail runs the entire length of the canal and offers hiking, bicycling, and equestrian activities. It features excellent views of the canal, marshlands and woods along the trail, as well as the historic areas along Canal Street in Delaware City. The trail has four major trailheads, Delaware City, Biddle Point, St. Georges Bridge, and South Lums Pond. To the west the trail meets with the Ben R. Cardin Trail heading into Chesapeake City, MD. The trail is named after a former governor and US Representative whose efforts in Congress helped initiate the project. The trail is a significant draw to the DZ and canal area as a way for more people to experience the wild character of the canal and the area surrounding Delaware City. Delaware City constructed the Gateway to the Michael Castle Trail – a 0.25-mile trail linking the City and the adjacent Fort DuPont campus to the Michael Castle Trail. The master plan for Fort DuPont calls for the creation of a mixed use development that will be annexed into Delaware City. A trail project in Fort DuPont is under design funded by a byway grant and will be one of the first projects to be implemented that aligns with the vision of the Master Plan.

What is the best time to visit, please provide the start and end dates.

Start date: 1/1/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance from the northern gateway is 10.1 miles to this feature. Byway wayfinding signage is posted along the Byway spine (Rte. 9) for driver navigation. Specific signing to the Michael Castle Trail is posted along Rte. 9.

If hiking, walking, or cycling are involved, describe the difficulty.

The Michael Castle Trail is ADA accessible and paved. The terrain is flat. This is a low stress area to hike, walk or bike. Horseback riding on a separate, parallel trail is also available.

File Name	Image owner	Alternative text	Image name	Photo release
F3aReedyPointBridge.jpg	Glenn Gauvry	A sunny day picturing the Delaware Bayshore Byway Route at the Reedy Point Bridge crossing the Chesapeake & Delaware Canal Area.	Bayshore Byway Reedy Point Bridge	Yes

File Name	Image owner	Alternative text	Image name	Photo release
F3bCyclistMichaelNCastleTrail.jpg	Delaware Greenways	A cyclist is riding east on the Michael N. Castle Trail in the C&D Wildlife Area with the Chesapeake & Delaware Canal to her left.	Cyclist on the Michael N. Castle Trail	Yes
F3cBiddlePointTrailhead.jpg	Delaware Bayshore Byway	Public restrooms and picnic tables at the Biddle Point Trailhead along the Michael N. Castle Trail in the Chesapeake & Delaware Canal Area.	Biddle Point Trailhead at the Michael N. Castle Trail	Yes

#### Feature 4

Feature name:

Thousand Acre Marsh – Port Penn/Augustine Discovery Zone

GPS coordinates:

39.534919,-75.587415

Describe the feature:

Crossing the Reedy Point Bridge on Rte. 9 south of Delaware City DZ, Thousand Acre Marsh, part of the Augustine Wildlife Area comprised of five units totaling 2,667 acres, is located on the Delaware River. Thousand Acre Marsh is an ecologically important freshwater wetland that is in the process of being restored by DNREC to restore native marsh vegetation. The Thousand Acre Marsh provides significant habitat for waterfowl during the fall and winter, foraging herons and egrets nesting on Pea Patch Island, and roosting and feeding shorebirds moving through the area in the spring and fall. Many other nesting and migratory birds can be found in the marsh, and other wildlife can also be seen in the marsh and surrounding upland habitat. With the acquisition of nearly 340 acres known as the Aston Tract, DNREC provides access to the marsh for hunting, birding, scenic viewing and hiking. In 2015, wayfinding kiosk and compliant ADA viewing platform was constructed by DNREC, funded by a National Scenic Byway Grant. Compliant ADA parking and bathrooms are available as well as a bike rack. To visit the Ashton Tract, travel about one-half mile west of Route 9 on Thorntown Road to the entrance road. The parking lot is located at the end of the half-mile entrance road. A Conservation Access Pass is needed for vehicles and the area is open sunup to sundown.  
<http://www.dnrec.delaware.gov/fw/Hunting/Documents/WMA%202019/Augustine%20Port%20Penn%20Ashton%20WF.pdf>

Birders can also drive Reedy Point Road from Route 9 near the base of the Reedy Point Bridge to Dutch Neck Road to view the north end of Thousand Acre Marsh and the C&D Canal.

What is the best time to visit, please provide the start and end dates.

Start date: 1/1/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance from the northern gateway is 12.6 miles to this feature. Byway wayfinding signage is posted along the Byway spine (Rte.9) for driver navigation. Additional signage for this feature is also posted on the spine indicating to turn right coming from the north on Thorntown Road.

If hiking, walking, or cycling are involved, describe the difficulty.

ADA parking is available and the scenic overlook is ADA compliant. Access to the overlook is via a flat, graded, unpaved path, accessible to wheelchairs. Cycling within the feature is unavailable although the visitor can cycle to the feature.

File Name	Image owner	Alternative text	Image name	Photo release
F4aAshtonTractWildlifeViewingPlatform.jpg	Delaware Bayshore Byway	A group of visitors at the Ashton Tract Wildlife Viewing Platform overlooking the Thousand Acre Marsh and Ashton Tract birding and enjoying the natural landscape.	Ashton Tract Wildlife Viewing Platform	Yes
F4bThousandAcreMarsh.jpg	Delaware Bayshore Byway	A view of the natural Thousand Acre Marsh that encompasses much of the Augustine Wildlife Area.	Thousand Acre Marsh	Yes
F4cAerialThousandAcreMarsh.jpg	Glenn Gauvry	Sunny blue-sky aerial view of the Thousand Acre Marsh from the north side of the C&D Canal	Aerial of Thousand Acre Marsh	Yes

#### Feature 5

Feature name:

Port Penn Interpretive Center and Scenic Overlook - Port Penn/Augustine Discovery Zone

GPS coordinates:

39.517596,-75.5795

Describe the feature:

Located in the village of Port Penn, 3 miles south of Delaware City on Rt9, is Port Penn Interpretive Center, a one mile wetland trail and newly constructed (2019) scenic overlook. The Center offers programs and displays of the folklife of the historic wetland communities along Delaware's shores. See website: <https://www.destateparks.com/History/PortPenn> for hours of operation and programs. Self-guided walking tours feature the historic homes of Port Penn and the scenic marshlands surrounding the town. Most of Port Penn is on the National Register of Historical Places. Marshes and the Delaware River that parallel Route 9 offer bird watching, wildlife viewing, fishing and nature-based photography. The area also fosters opportunities for bicycling, hunting, crabbing and trapping. Much of the land surrounding Port Penn and Augustine Beach is still actively farmed today. Historical structures such as a muskrat skinning shack and floating cabins – indicative of Port Penn's rich past – are featured Interpretive Center exhibits.

The Port Penn Trail is a one-mile path through tidal marsh, connecting the Interpretive Center with Augustine Wildlife Area and the river. Its stops include a view of a muskrat skinning shack. A pathway alongside the historic Cleaver House offers direct access to the Delaware River. You can also walk along the Lang Marsh levee for great views of the river and impoundment. An existing interpretive sign on the levee explains the importance of area wetlands for wading birds nesting on Pea Patch Island. The new scenic overlook designed and constructed with National Scenic Byway grant funding also

overlooks the impoundment and is an emerging location sought out by birders and wildlife viewers.

What is the best time to visit, please provide the start and end dates.

Start date: 1/1/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance from the northern gateway is 13.6 miles to this feature. Byway wayfinding signage is posted along the Byway spine (Rte.9) for driver navigation. The Interpretive Center is on the NE corner of Rte. 9 and Market Street with a sign in front of this feature. A sign for the scenic overlook is on Rte. 9.

If hiking, walking, or cycling are involved, describe the difficulty.

ADA accessible parking is available for the scenic overlook which is also ADA accessible. Cycling is only available to the feature. Walking is low stress and easy for both the scenic overlook and the interpretive center.

File Name	Image owner	Alternative text	Image name	Photo release
F5aPortPennInterpretiveCenter.jpg	Delaware Bayshore Byway	The Port Penn Interpretive Center behind the wooden statue of The Waterman, carved by Jacquin Smolens, commissioned by the Port Penn Historical Society in 2007.	Port Penn Interpretive Center	Yes
F5bPortPennBoardwalk.jpg	Delaware Bayshore Byway	A scenic and natural view of the Port Penn Wildlife Boardwalk, visitors are walking on the boardwalk enjoying the surrounding marshlands.	Port Penn Boardwalk	Yes
F5cPortPennSignage.jpg	Delaware Bayshore Byway	View of the Port Penn Interpretive Center and signage that lines the lampposts in the town of Port Penn, expressing the "Over 300 Years of History" in the town.	Port Penn Signage	Yes

#### Feature 6

Feature name:

Odessa Historic District – Odessa Discovery Zone

GPS coordinates:

39.456077,-75.658754

Describe the feature:

This Discovery Zone is just off the main spine of the Byway, southwest of Port Penn. Listed on the National Register of Historic Places, this beautifully preserved 18th Century town, seated on the Appoquinimink River, was originally known as Cantwell's Bridge. Odessa played a vital role in commercial life along the Delaware River as a busy grain shipping port. Guided tours of Odessa's historic homes offer a step back in time as one strolls the brick sidewalks. Odessa was an important stop on the Underground Railroad. Runaway slaves escaped to freedom with coordinated help from Quakers, Harriet Tubman and Thomas Garrett, two of the most famous conductors of the Underground Railroad in Delaware. The Historic Odessa Foundation, incorporated in 2005, leads the effort to preserve and encourage the use of its historic buildings by the general public, students, and scholars in order to learn and appreciate the history, architecture, daily life, and furnishings of Delaware's colonial period. The Foundation conducts tours of the historic houses, and prides itself in the educational component of its mission by paying special attention to children. There are a significant number of well-preserved and attractive homes lining Odessa's intact historic district. Visitors can experience life in the 18th Century by visiting the Corbit-Sharp House, a National Landmark built in 1774. It served as slaves' safe harbor along their dangerous journey and the property demonstrates the significance of local land and water routes which lead to freedom. The Appoquinimink Friends Meeting House erected in 1783 is the smallest brick house of worship in the United States. Placed on the National Register of Historic Places, the Meeting House was initially a gathering place for Quakers seeking religious freedom. A community with a strong antislavery movement, the Meeting House was once a station on the Underground Railroad.

What is the best time to visit, please provide the start and end dates.

Start date: 1/1/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance from the northern gateway is 22.7 miles to this feature. Byway wayfinding signage is posted along the Byway spine (Rte.9) for driver navigation. A right turn on Rte. 299W coming from the north will take the driver into the heart of this feature. This feature is also directly off the southbound lane of US 13.

If hiking, walking, or cycling are involved, describe the difficulty.

Walking and cycling are low stress within the feature and cycling to the feature is possible but is not low stress. Some structures are not completely ADA compliant due to their historic nature, but walking is generally easy.

File Name	Image owner	Alternative text	Image name	Photo release
F6aCollinsSharpHouse.jpg	Delaware Bayshore Byway	The vibrant red Collins-Sharp House built in 1700 of Dutch Colonial style, one of many historic homes in the Odessa Historic District	Collins-Sharp House	Yes
F6bHistoricOdessaBank.jpg	Town of Odessa	Sunny day depicting front façade of this historic structure which is the town's Visitor Center.	Historic Odessa Bank	Yes
F6cAppoquiniminkMeetingHouse.jpg	Visit Delaware	Sunny day depicting an a slight angle the front façade of this historic structure that Quakers to this day still utilize for meetings.	Appoquinimink Meeting House	Yes

#### Feature 7

Feature name:

Aquatic Resource and Education Center (AREC) -Woodland Beach Discovery Zone

GPS coordinates:

39.33235,-75.52588

Describe the feature:

The Aquatic Resource Education Center (AREC), located in the 6,300-acre Woodland Beach Wildlife Area, is a central gateway to the Byway. In 2017, a new, modern education center was opened on the grounds, replacing the original facility. Located along Route 9 on Lighthouse Road, the center includes a state-of-the-art visitor center for travelers on the Byway. A National Scenic Byway grant awarded to DNREC partly funded the byway portion of this facility. Amenities include: a conference facility for environmental educators and wetland managers and the byway management organization; ample parking; bathroom facilities; a pavilion with picnic tables; on-site catch and release fishing at three freshwater fishing ponds; a local culture and history trail; handicap accessible nature trails; and a boardwalk for nature study and education. Just south of the AREC, a 60-acre waterfowl refuge is named for Anthony J. "Tony" Florio, a retired wildlife professional, conservationist, and artist. A dated but functional viewing tower that is popular among birders can be found along Route 9 overlooking the marsh and the Taylors Gut impoundment. Hunting, angling and wildlife watching are very popular activities around AREC and throughout the wildlife area. Currently, DNREC has several planned improvements to make this location even more popular along the byway. A new, accessible canoe and kayak launch will be constructed along Shoveler Pond, a shallow pond next to Route 9 near the center. This facility will provide easy access to water where visitors can learn how to paddle in a safe environment. The boardwalk is planned for upgrades, including new decking and updated handrails to improve accessibility. Lastly, working with DelDOT, DNREC will construct a new, safe pedestrian crossing over Route 9 to allow visitors to the center to access all the site's amenities by foot. See Website: <http://www.dnrec.delaware.gov/fw/Education/Pages/AREC.aspx> for hours of operation and programs.

What is the best time to visit, please provide the start and end dates.

Start date: 1/1/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance from the northern gateway is 31.5 miles to this feature. Byway wayfinding signage is posted along the byway spine (Rte.9) for driver navigation. The entrance to this feature is off Lighthouse Road, a right turn coming from the north.

If hiking, walking, or cycling are involved, describe the difficulty.

Hiking and walking are low stress and ADA accessible within the feature. Trails are flat and include boardwalks and graded, unpaved trails. No cycling is available within the feature although cycling to the feature is possible.

File Name	Image owner	Alternative text	Image name	Photo release
F7aAREC.jpg	Delaware Bayshore Byway	An aerial view of the Aquatic Resource and Education Center and the fishing pond in the distance.	Aerial view of AREC	Yes
F7bARECWinter.jpg	Delaware Bayshore Byway	The Aquatic Resource and Education Center with a snow covered landscape surrounding the building.	AREC in the winter	Yes
F7cARECFishing.jpg	Delaware Bayshore Byway	Children and adults fishing on a floating dock at the Aquatic Resource and Education Center on a sunny summer day.	AREC Fishing	Yes

#### Feature 8

Feature name:

Bombay Hook National Wildlife Refuge – Bombay Hook Discovery Zone

GPS coordinates:

39.259719,-75.47325

Describe the feature:

Bombay Hook National Wildlife Refuge, <http://www.fws.gov/northeast/bombayhook/>, managed by the U.S. Fish and Wildlife Service, established in 1937, is comprised of 16,251 acres of wildlife habitat. The Refuge's purpose is to provide safe breeding, feeding and resting areas for migratory birds and other wildlife. The Civilian Conservation Corps worked on the Refuge from 1938 to 1942. During that time the roads, dike system and impoundments were started. Today, there is a 12-mile loop wildlife drive that traverses a variety of habitats including fresh and salt marshes, ponds, mudflats, woodlands, and upland fields. The Refuge is known for wildlife observation, especially bird watching, wildlife photography, hunting, environmental education and interpretation programs, and the historic 1753 Allee House. Around 115,000 visitors annually take the 12-mile auto tour route, participate in the wide range of environmental education and interpretation programs about wildlife, habitat, the importance of wildlife conservation and the Refuge System. Visitors actively engage in birding, hunting, wildlife observation, photography and environmental education and interpretive programs.

Over 13,000 acres of the refuge is tidal salt marsh comprised of cordgrass meadows, mud flats, tidal pools, rivers, creeks and tidal streams. The remaining refuge consists of freshwater impoundments, brushy and timbered swamps, forests and upland fields of herbaceous plants. Located along the Atlantic Flyway and the Delaware Birding Trail, the refuge annually attracts over 150,000 migrating ducks and geese, shorebirds and song birds. Other wildlife found here includes deer, red fox, beaver and many species of turtles, nonvenomous snakes, frogs, and salamanders.

Additional Refuge amenities include: A Visitor Center open all year on weekdays and spring and fall weekends: gift shop operated by Friends of Bombay Hook; Allee House adding a historic/cultural dimension to the Refuge; observation towers and nature trails, two are ADA compliant.

What is the best time to visit, please provide the start and end dates.

Start date: 1/1/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance from the northern gateway is 39.7 miles to this feature. Byway wayfinding signage is posted along the Byway spine (Rte.9) for driver navigation. Signage for this feature is also posted on US 13.

If hiking, walking, or cycling are involved, describe the difficulty.

Driving, hiking and walking are low stress and on flat, graded, unpaved roads and are easy. Scenic overlooks and boardwalks are ADA compliant.

File Name	Image owner	Alternative text	Image name	Photo release
F8aBombayHookTrail.jpg	Delaware Greenways	One of the many boardwalk trails in Bombay Hook National Wildlife Refuge on a fall day with colorful leaves.	Bombay Hook Boardwalk Trail	Yes
F8bBombayHookNWR.jpg	Delaware Greenways	One of the central tidal saltwater marshes within the Bombay Hook National Wildlife Refuge with birds flying in the foreground.	Bombay Hook National Wildlife Refuge	Yes
F8cBirdersBombayHook.jpg	Delaware Bayshore Byway	Visitors Birding along the impoundment at one of the driving tour spots at the Bombay Hook National Wildlife Refuge.	Birders at Bombay Hook	Yes

### Feature 9

Feature name:

Little Creek Scenic Overlook and proposed Visitor's Center – Little Creek Discovery Zone

GPS coordinates:

39.173489,-75.428286

Describe the feature:

The Little Creek Discovery Zone features the popular Little Creek Wildlife Area managed by DNREC's Division of Fish and Wildlife. The area includes nearly 5,000 acres of protected wildlife habitat that offer hunting and wildlife viewing opportunities. With its extensive coastal wetlands and impoundments, the Little Creek Wildlife Area is a haven for waterfowl, shorebirds, herons, egrets, bitterns, rails, gulls and terns. Screech-owls are frequently seen roosting in wood duck boxes and warblers and tanagers can be seen in the upland forest canopy. In the Main Tract, accessed immediately off Route 9 just south of the Town of Little Creek, a short, elevated boardwalk trail to a multilevel and ADA-compliant observation tower provides fantastic views of the main impoundment and community of Pickering Beach. Scan the marsh vegetation for bitterns, egrets, and herons during the summer or visit in winter when waterfowl are plentiful. Birding and wildlife viewing are also good activities along the gravel roadways throughout the wildlife areas. This area will also be home to the future Bayshore Visitor Center where the public can learn about the Bayshore's rich natural, cultural, and historic heritage. Amenities for the Byway traveler will include restroom facilities, interpretative exhibits, and additional trails. Another entrance off nearby Pickering Beach Road grants access to the southern end of the wildlife area, offers additional wildlife viewing opportunities. Hunting has been the traditional activity in this area and Little Creek provides exceptional opportunities to harvest deer, waterfowl, turkey and other small game. While non-hunters are confined to established roads and the boardwalk trail during some hunting seasons, the area is shared by many users throughout the year. Gated areas and dikes are closed to all access during waterfowl hunting seasons for safety.

What is the best time to visit, please provide the start and end dates.

Start date: 1/1/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance from the northern gateway is 45.5 miles to this feature.. Byway wayfinding signage is posted along the Byway spine (Rte.9) for driver navigation. The entrance is located on the spine. A Delaware Division of Fish and Wildlife sign is at the entrance to the left if traveling from the north.

If hiking, walking, or cycling are involved, describe the difficulty.

Hiking and walking from the unpaved and graded parking lot to the scenic overlook is easy. There is an ADA accessible and paving parking area. Access to the overlook is via an ADA accessible boardwalk to a two level platform. An ADA compliant first level allows for easy viewing from a wheelchair. Access at the new visitor's center will ADA compliant.

File Name	Image owner	Alternative text	Image name	Photo release
F9aLittleCreekWildlifePlatform.jpg	Delaware Bayshore Byway	The newly built David Small Wildlife Viewing Platform features ADA accessibility and an expansive view of the Little Creek Marsh.	David S. Small Wildlife Viewing Platform	Yes
F9bLittleCreekMarsh.jpg	Delaware Bayshore Byway	A vibrantly green marsh in the Little Creek Scenic Overlook Area.	Little Creek Marsh	Yes
F9cLittleCreekRibbonCutting.jpg	Delaware Greenways	Little Creek Boating and Fishing Access Area ribbon cutting event in April 2019, newly build parking area and boat ramp along with a fishing platform across the street from the proposed Visitor's Center.	Little Creek Boating and Fishing Access Area	Yes

### Feature 10

Feature name:

Pickering Beach - Little Creek Discovery Zone

GPS coordinates:

39.137065,-75.409638

Describe the feature:

The Town of Little Creek, settled in the early 1800's, allegedly was first inhabited by pirates. Originally called Little Landing, the town was most prosperous in the late 1800's when a thriving oyster industry emerged. The Old Stone Tavern, actually never a tavern, was built with the stone from the ballast of old sailing ships. Today, a new boat ramp and fishing pier allows for water based activities such as fishing, boating and wildlife viewing from the Leipsic and Little Rivers. Pickering Beach, part of Little Creek Discovery Zone, is an official sanctuary of the horseshoe crab. This location is indicative of why Delaware Bay is of hemispheric importance to migrating shorebirds. The bay has the largest concentration of horseshoe crabs in the world, between 25-30 million adults. The Ecological Research & Development Group (ERDG), a non-profit

wildlife conservation organization focusing on the conservation of the world's four extant horseshoe crab species, is headquartered here. Visitors come here to witness the spectacular seasonal convergence of horseshoe crabs, and migratory birds. A dramatic increase in harvest of horseshoe crabs for eel and "conch" (also known as whelk) bait as well as for medicinal purposes has led to concern over the supply of horseshoe crab eggs. The eggs are essential food for shorebirds during their spring migration. Red Knots, Ruddy Turnstone, Semipalmated Sandpiper and Sanderlings fuel up on the eggs before migrating north to Arctic nesting grounds. Without sufficient food, shorebird populations will be at risk. A visit to Pickering Beach provides fantastic views of the salt marsh, and for birders, is a great place to scan the marsh for short-eared owls, northern harriers and other raptors in the winter. Amazing up close views of these birds at sunset over the marsh is a sight not to be missed.

What is the best time to visit, please provide the start and end dates.

Start date: 4/1/2020 End date: 9/1/2020

Describe the driving distance and signage related to the feature.

Driving distance from the northern gateway is 46 miles to this feature. Byway wayfinding signage is posted along the Byway spine (Rte.9) for driver navigation. To access Pickering Beach, turn left just south of the town of Little Creek on Pickering Beach Road.

If hiking, walking, or cycling are involved, describe the difficulty.

Hiking and walking is accessible for most who can walk on the beach. The terrain is flat but not smooth. Cycling to this feature is accessible. There are no ADA accommodations.

File Name	Image owner	Alternative text	Image name	Photo release
F10aBuddhistCeremony.jpg	Ariane Mueller	The annual blessing of the horseshoe crabs buddhist ceremony with many participants in the background.	Horseshoe Crab Buddhist Ceremony	Yes
F10bHorseshoeCrabs.jpg	Ariane Mueller	Many horseshoe crabs spread on Pickering Beach with a pink and orange horizon in the background.	Horseshoe Crabs Pickering Beach	Yes
F10cHorseshoeCrabs.jpg	Ariane Mueller	A group of horseshoe crabs along the coastline with a cool blue background along the horizon.	Horseshoe Crabs	Yes

#### Feature 11

Feature name:

Air Mobility Command Museum – St. Jones Neck Discovery Zone

GPS coordinates:

39.118701,-75.456742

Describe the feature:

Air Mobility Command Museum, located directly on Rt9, is part of the National Museum of the United States Air Force's field museum system. The Air Mobility Command is a major command of the United States Air Force. Its mission is to deliver maximum war-fighting and humanitarian efforts for America through rapid and precise global air mobility. During WWII, the 4146 Base Unit was involved in a secret rocket development. At that time it was known as Dover Army Airfield. The secret operations took place in Hanger 1301. From the 1950's – 1970's, various fighter squadrons called the hanger home. In the 1990's, it was placed on the National Register of Historic Places after restoration and given a new life as the Air Mobility Command Museum. The museum houses over 30 aircraft in varying roles and sizes: cargo haulers, bombers, helicopters, and a presidential aircraft. The museum is ADA accessible and guided tours available. It is kid-friendly with free flight simulators, a junior pilot's plane, school tours and a research library. In addition to the planes, there are exhibits that depict the humanitarian and war efforts men and women undertook to aid those in need and support the U.S. military and public programs including special events. The museum is open to the public Tuesday through Sunday from 9 a.m. to 4 p.m. They are closed on Mondays and all federal holidays except Veterans Day. For more information, visit their website: <http://amcmuseum.org>

What is the best time to visit, please provide the start and end dates.

Start date: 1/2/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance from the northern gateway is 50 miles to this feature. Byway wayfinding signage is posted along the Byway spine (Rte.9) for driver navigation. This feature is also easily accessed from SR 1 and signing for this feature is on that main north-south route. The entrance is located on the spine and the entrance is signed

If hiking, walking, or cycling are involved, describe the difficulty.

Walking is easy at this feature. It is flat, paved and ADA accessible. There is no cycling or hiking within the facility.

File Name	Image owner	Alternative text	Image name	Photo release
F11aAMCMuseum.jpg	Hal Sellars	Visitors are exploring the inside of an Air Mobility Command aircraft with both the nose and tail of the aircraft open.	AMC Museum	Yes
F11bAMCMuseum.jpg	Larry Koewing	Families explore The Air Transport Command Atlantic Division aircraft on the tarmac at the AMC Museum.	Families Exploring AMC Aircrafts	Yes
F11cAMCMuseum.jpg	Larry Koewing	Visitors gather in the hanger at the AMC Museum.	AMC Museum	Yes

#### Feature 12

Feature name:

John Dickinson Plantation, First State National Park – St. Jones Neck Discovery Zone

GPS coordinates:

39.102534,-75.448798

Describe the feature:

John Dickinson Plantation <http://history.delaware.gov> was the home of John Dickinson, signer of the United States Constitution and "Penman of the Revolution".

The John Dickinson Plantation is Delaware's first National Historic Landmark and is south of Dover AFB and the Air Mobility Command Museum, on Kitts Hummock Road, a Byway spur and part of the St. Jones Neck Discovery Zone. This Discovery Zone is southern gateway to the northern part of the Byway along SR 9 and is the site of one of the state's earliest English settlements. Plantations began to establish along the St. Jones River in the early 1660's. This early development is a testament to the importance of the St. Jones River. Today, the beauty of the agricultural lands surrounding the wildlife areas offers history, heritage and natural resource exploration opportunities. The plantation, a good place to start exploration of this discovery zone, was the home of John Dickinson, a founding father of the United States, a framer and signer of the U.S. Constitution and "Penman of the Revolution." The Georgian-style mansion stands as a memorial to this American patriot, legislator and farmer. The museum is a partner site in the First State National Historical Park. This historic plantation on Jones Neck, which the family called Poplar Hall, was built in 1740 for Samuel Dickinson (father of John Dickinson). The Visitor Center offers an orientation video, exhibits and historic interpreters about John Dickinson – the man, family, farmer, slave holder and politician, taking you back to 18th Century America. There are many programs and events held throughout the year. It is open from Tuesday-Saturday 10-4:30 pm and on Sundays from April through September, 1:30-4:30pm. Admission is free with easy to follow directional signs to get the visitor to this important American historical location.

What is the best time to visit, please provide the start and end dates.

Start date: 4/1/2020 End date: 9/30/2020

Describe the driving distance and signage related to the feature.

Driving distance from the northern gateway is 50.2 miles to this feature. It is also located in the Discovery Zone that is the southern gateway to the Rte.9 portion of the Byway. Byway wayfinding signage is posted along the Byway spine (Rte.9) for driver navigation. This feature is also easily accessed from SR 1 and signing for this feature is on that main north-south route. The entrance is located on Kitts Hummock Road and the entrance is signed.

If hiking, walking, or cycling are involved, describe the difficulty.

Walking is easy on flat terrain. Portions of the grounds are accessible by wheelchair.

File Name	Image owner	Alternative text	Image name	Photo release
F12aJohnDickinsonPlantationHistorian.jpg	Delaware Bayshore Byway	A group of visitors speak with a historian in front of the John Dickinson Plantation House	John Dickinson Plantation Historian	Yes
F12bGroundsJohnDickinson.jpg	Delaware Bayshore Byway	Vibrant green grounds of the John Dickinson Plantation and First State National Historical Park, with brick walking paths leading in all directions.	Grounds John Dickinson Plantation	Yes
F12cJohnDickinson.jpg	Delaware Bayshore Byway	Large trees and smaller wooden barns surround the John Dickinson Plantations grounds.	Barns and Tree	Yes

### Feature 13

Feature name:

Milford Historic Districts and Riverwalk – Milford Discovery Zone

GPS coordinates:

38.913316,-75.428785

Describe the feature:

The city of Milford, largest municipality on the Byway, straddles Kent and Sussex Counties. It is situated south of the US 113/ SR1 split. Downtown Milford encompasses three contiguous National Register Historic Districts: North Milford Historic District, Victorian Historic District, and Shipyard Historic District; all added to the National Register of Historic Places in 1983. The North Milford Historic District, in Kent County, contains the oldest section of town and includes 94 contributing structures, the oldest of which date from the late eighteenth century. Historic Buildings include Towers B&B, The Bank House B&B and Governor Tharp Building representing Federal, Greek and Gothic Revival examples of architecture. The Victorian Historic District, in Sussex County, includes 68 contributing buildings built in Victorian styles. This district includes Causey Mansion B&B. The Shipyard Historic District located on the southern banks of the Mispillion River includes eighteen contributing buildings which encompass the only surviving shipyard in Milford, known as the Vineyard Shipyard. Reflecting natural and recreational intrinsic qualities is the Mispillion Riverwalk, is a mile long open space greenway running through downtown Milford on both sides of the river, is the site of many festivals and events throughout the year. It is the largest municipal park in Delaware and includes a dog park, basketball court, boat and kayak launch, a boardwalk on the water and two wooden pedestrian bridges (one for fishing) crossing the river. The Riverwalk stretches from Silver Lake to Goat Island, an eight acre manmade island accessible by a pedestrian bridge. The Emory Nature Trail goes around the perimeter of the island with scenic viewing platforms, a boardwalk over the river and a large gazebo for entertainment. The trail allows hikers to experience the three different ecosystems: uplands, tidal wetlands, and non-tidal wetlands, and a variety of flora and fauna.

What is the best time to visit, please provide the start and end dates.

Start date: 1/1/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance from the Rte 9 southern gateway (St. Jones Neck DZ) is 16.1 miles to this feature traveling southbound on SR 1. Byway wayfinding signage is posted along the Byway route for driver navigation. This feature, one of the anchor towns for the southern portion of the Byway, is also easily accessed from Us 113, a main north-south route.

If hiking, walking, or cycling are involved, describe the difficulty.

Hiking, walking and cycling are easy and low stress throughout this feature on flat, paved roads and sidewalks with the exception of Goat Island, which has rolling terrain and is not ADA accessible.

File Name	Image owner	Alternative text	Image name	Photo release
F13aMilfordRiverwalkBridge.jpg	City of Milford	A pedestrian bridge crossing the Mispillion River on the Mispillion Riverwalk and Greenway on its journey through the City of Milford.	Mispillion Pedestrian Bridge	Yes
F13bTheTowersBedBreakfast.jpg	City of Milford	The Towers Bed & Breakfast in the Milton Historic District built in 1793 is a vibrant pink Queen Anne style building with three stories and many prominent features.	The Towers Bed & Breakfast	Yes
F13cMilfordRiverwalk.jpg	City of Milford	A view of the Mispillion Riverwalk and Greenway near Downtown Milford, the brick paths run on both sides of the Mispillion River through the City of Milford.	Mispillion Riverwalk and Greenway	Yes

#### Feature 14

Feature name:

Marvel Scenic Overlook and DuPont Nature Center- Slaughter Beach Discovery Zone

GPS coordinates:

38.94774,-75.314951

Describe the feature:

Slaughter Beach is called "Jewel of the Delaware Bay" for its beautiful, natural setting. The horseshoe crab is its official symbol, letting visitors recognize through the slogan and emblem Slaughter Beach is known for beautiful landscapes and its connection to the Bayshore's signature species. The town, one of 10 Byway participating communities, has conducted the horseshoe crab survey since its origin in 1998 in May and June each year. They welcome visitors help to assess horseshoe crab population changes.

Two roads provide access to Slaughter Beach: Slaughter Beach Road to the west and Cedar Beach Road to the north, directly east of Milford. DNREC's DuPont Nature Center, located from Cedar Beach Road at Mispillion Harbor Reserve, is a science-based educational and interpretive facility with interactive exhibits designed to connect people with the Bayshore's natural history and ecology. More than 130 species of birds, fish, shellfish, and other animals can be found in the estuary. Visitors can view nesting ospreys on the live cam and use the live, interactive nature cam to view horseshoe crabs and shorebirds along the shoreline. Aquariums feature live horseshoe crabs, fish, shellfish and terrapins. The Center is open April through September, varying days of the week from 10am – 4pm.

The Marvel Preserve is located in town making it easily accessible. Delaware Nature Society provides education programs in the Tract, bringing over 2,000 schoolchildren to Slaughter Beach each year. In 2019, Marvel Scenic Overlook, consisting of a boardwalk with two viewing scopes (one ADA) and a platform for dip netting, was constructed using Transportation Alternatives funding at the edge of the Tract. Many visitors use it to view the marsh, osprey nests and to get an up-close look at the marsh ecosystem. In the overlook parking area is a bike repair station to service cyclists who visit.

What is the best time to visit, please provide the start and end dates.

Start date: 4/1/2020 End date: 9/30/2020

Describe the driving distance and signage related to the feature.

Driving distance from the Rte 9 southern gateway (St. Jones Neck DZ) is 24.5 miles to this feature, traveling southbound on SR 1. Follow signs to exit toward Slaughter Beach on DE 36E. Byway wayfinding signage is posted along the Byway route for driver navigation if traveling from the Milford DZ. The traveler would be directed to head east on NE Front St., cross over SR 1 and continue on Cedar Beach Road (DE 36E) to the feature.

If hiking, walking, or cycling are involved, describe the difficulty.

Walking and cycling in this feature is low stress, flat and easy. The Nature Center and scenic overlook are ADA accessible.

File Name	Image owner	Alternative text	Image name	Photo release
F14aDipNetting.jpg	Delaware Greenways	DNREC Secretary Garvin dip netting with school children on the Marvel Saltmarsh Scenic Overlook with Governor Carney, DelDOT Deputy Secretary Majeski, and Delaware Nature Society Executive Director Harper overlooking his catch.	Dip netting at the Saltmarsh	Yes
F14bDuPontNatureCenter.jpg	Delaware Bayshore Byway	View of the DuPont Nature Center with a vibrant red roof with visitors learning about aquatic life near the nature center.	DuPont Nature Center	Yes
F14cMarvelSaltmarshViewingPlatform.jpg	Delaware Greenways	The expansive views of the Marvel Scenic Overlook, alongside of the spotting scopes and boardwalk platform for visitors to enjoy the view.	Marvel Saltmarsh Viewing Platform	Yes

#### Feature 15

Feature name:

Prime Hook National Wildlife Refuge- Prime Hook Discovery Zone

GPS coordinates:

38.847284,-75.26074

Describe the feature:

Prime Hook National Wildlife Refuge (Prime Hook) created in 1963 to conserve the area's coastal Wetlands, contains 10,144 acres, including over 4,000 acres of marsh. This natural area provides habitat to 37 species of mammals, 308 species of birds, 51 species of fish, 45 species of reptiles and amphibians. It serves as breeding grounds to threatened and endangered species, and an important stopover and feeding destination for migratory birds. The U.S. Fish and Wildlife

Service states that Prime Hook's strategic location on the Delaware Bay has national conservation significance as a designated Wetland of International Significance Site (1999), American Bird Conservancy-Important Bird Area (2000), and a Western Hemisphere Shorebird Reserve Network site (1986). Fowler Beach, located on the bayside edge of Prime Hook, is a "Backyard Stewardship" horseshoe crab sanctuary. The beach also offers opportunities for birdwatching migratory shorebirds that stop at the beach to feed on horseshoe crab eggs. Available visitor activities include: hiking on four walking trails totaling six miles featuring interpretive signs and open to dogs on leashes; an ADA compliant half-mile boardwalk and viewing platform; fifteen miles of creeks, streams and marshes that can be navigated by canoe and kayak; and a seven-mile canoe trail. Other amenities include a photography blind and road pull-off sites for viewing and photographing wildlife. There are permitted hunting seasons for deer, waterfowl and small game. Freshwater fishing at a fishing pier that is ADA compliant, crabbing and boat launches are available. A visitor center (ADA compliant) is open daily year round from 9:00am to 4:00pm with educational displays, videos and programs, multimedia exhibits and an auditorium where visitors can view nature films. The Friends Store at Prime Hook runs a gift shop. The refuge is open everyday of the year from ½ hour before sunrise to ½ hour after sunset.

What is the best time to visit, please provide the start and end dates.

Start date: 1/1/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance from the Rte 9 southern gateway (St. Jones Neck DZ) is 29.4 miles to this feature, traveling southbound on SR 1. From Milford DZ, one of the Byway's southern anchor towns and following the byway route, driving distance is 15.1 miles. Wayfinding signs are located along the Byway route. This feature has directional signs on SR 1, Broadkill Road (SR16) and Turkle Pond Road, where the entrance is located.

If hiking, walking, or cycling are involved, describe the difficulty.

Hiking and walking are available and is on flat and sometimes rolling terrain on some trails. The visitor center is ADA accessible.

File Name	Image owner	Alternative text	Image name	Photo release
F15aPrimeHookNWRSign.jpg	Delaware Bayshore Byway	Brown, white, and blue Prime Hook National Wildlife Refuge entrance sign featuring a birding symbol.	Prime Hook NWR Sign	Yes
F15bPrimeHookNWRBoatWetlands.jpg	Delaware Bayshore Byway	Expansive view of the Prime Hook National Wildlife Refuge with wetlands and boat ramp in the foreground.	Prime Hook NWR Boat Ramp	Yes
F15cPrimeHookNWRVisitorCenter.jpg	Delaware Bayshore Byway	Prime Hook National Wildlife Refuge Visitor Center and directional signage leading to the boat ramp, Refuge Office, and Visitor Contact Station.	Prime Hook NWR Visitor Center	Yes

#### Feature 16

Feature name:

Milton Historic District – Milton Discovery Zone

GPS coordinates:

38.77919,-75.311648

Describe the feature:

The town of Milton, straddling Broadkill River, is the southernmost Discovery Zone on the Byway, connecting to Historic Lewes Byway: Gateway to the Bayshore on SR 9.

In 1807, the town was named Milton by the General Assembly in honor of English poet John Milton and incorporated in 1865. Shipbuilding was a major industry in the later 18th Century followed by agricultural products.

Milton Historic District was added to the National Register of Historic Places in 1982, encompassing the town's four major 19th century streets: Union, Federal, Broad, and Mill Streets. The District includes 188 contributing buildings and one contributing site, encompassing residential, commercial, religious and public/institutional land uses. The District is interesting in that it includes a wider variety of house styles from the late nineteenth century than any other similarly sized town in the county. The District has three properties on the National Register: eighteenth-century Hazzard House operated as the Governor's B&B circa 1840, Adkins House, and circa 1875 Governor James Ponder House. The intersection of Federal and Union Streets makes up the historic Town Center, featuring shops, restaurants and pedestrian-friendly streetscapes. Visitors can explore dozens of small businesses, including famous King's Ice Cream on Union Street, in operation since 1972. Right off Union is the largest town park, Memorial Park and the riverside Governor's Walk. South of the park, in Cannery Village Center, is Dogfish Head Brewery, open for tastings and public tours year round. The Milton Historical Society (MHS) has a calendar of events that include Saturday walking tours and a summer speaker series, appealing to byway visitors interested in local and state history. The MHS runs the Lydia B. Cannon Museum, housing historical and art exhibits. The MHS plays an important role in promoting the historic and cultural intrinsic qualities that Milton has to offer.

What is the best time to visit, please provide the start and end dates.

Start date: 1/1/2020 End date: 12/31/2020

Describe the driving distance and signage related to the feature.

Driving distance from Milford DZ, one of the Byway's southern Byway anchor towns and following the Byway route, is 12 miles to this feature, another Byway southern anchor town. Wayfinding signs are located along the Byway route. This is also easily accessible from SR 1, a major north-south route with directional signing.

If hiking, walking, or cycling are involved, describe the difficulty.

Walking and cycling throughout this feature is low stress and easy on paved streets and sidewalks. Memorial Park has concrete sidewalks throughout.

File Name	Image owner	Alternative text	Image name	Photo release
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File Name	Image owner	Alternative text	Image name	Photo release
F16aMiltonHistoricalSociety.jpg	Delaware Bayshore Byway	View of Milton Historical Society Building located in the Milton Historic District, the building was originally a Methodist Church built in 1857.	Milton Historical Society	Yes
F16bGovernorsWalk.jpg	Delaware Bayshore Byway	Governor's Walk located on Union Street in the Milton Historic District features many building of historic architecture as well as a park and boat ramp.	Governor's Walk	Yes
F16cMiltonFishing.jpg	Delaware Bayshore Byway	A natural photo of a man fishing along the Broadkill River which runs through the center of the City of Milton	Fishing on the Broadkill River	Yes

### Telling Your Story:

An important part of supporting the America's Byways brand is providing travelers with information about the Intrinsic Qualities that form the essence of your byway.

5-9: Describe the materials you use to tell your byway story and interpret its Intrinsic Qualities, (e.g., maps, brochures, DVDs, etc.) (Limit 150 words.)

A variety of materials are utilized to convey and interpret the Byway story and intrinsic qualities. The Byway is represented online with its own byway page on various websites as listed in Section 5-10. There are pdf versions of maps and a brochure. Many videos exist on YouTube of the natural intrinsic qualities produced by DNREC. The National Park Service hosts videos of the National Park sites and Historic and Cultural Affairs hosts a variety of information on historic intrinsic qualities of the Byway. C&D Canal History is featured on the Army Corps website.  
<https://www.nap.usace.army.mil/Missions/Civil-Works/Chesapeake-Delaware-Canal/Canal-History/>

5-10: Provide the website(s) and/or social media sites where travelers and media can find information specific to your byway (other than byways.org). Separate URLs with a semi-colon.

State of Delaware Tourism site – Visit Delaware: <https://www.visitdelaware.com/listings/delawares-bayshore-byway/2032/>

DelDOT's Delaware Bayshore Byway Page: <https://deldot.gov/Programs/byways/index.shtml?dc=route9> ;

Delaware Greenways page (who oversees the byway) [https://delawaregreenways.org/portfolio\\_page/bayshore-byway/](https://delawaregreenways.org/portfolio_page/bayshore-byway/)

Only in Your State: <https://www.onlyinyourstate.com/delaware/byways-de/>

Trip Advisor: <https://www.tripadvisor.com/Attractions-g28929-Activities-Delaware.html>

Town of Little Creek: <https://littlecreek.delaware.gov/delawares-bayshore-byway/>

New Castle Court House – First State National Historic Park: <https://www.nps.gov/frst/playourvisit/new-castle-court-house.htm>

Fort Delaware: <https://destateparks.com/History/FortDelaware>

Port Penn: <https://www.destateparks.com/History/PortPenn>

Odessa: <https://odessa.delaware.gov/>

Aquatic Resource and Education Center: <http://www.dnrec.delaware.gov/fw/Education/Pages/AREC.aspx>

Bombay Hook National Wildlife Refuge, <http://www.fws.gov/northeast/bombayhook/>

Air Mobility Command Museum: <http://amcmuseum.org>

John Dickinson Plantation <http://history.delaware.gov>

Slaughter Beach DuPont Nature Center: <http://www.dnrec.delaware.gov/fw/Education/Pages/DNC.aspx>

<http://www.dnrec.delaware.gov/fw/Education/Pages/DNC.aspx>

City of Milford: <http://www.cityofmilford.com/9/Explore-Milford>

<https://www.facebook.com/ParsonThorne>

Milton: <https://milton.delaware.gov/outdoor-recreation/>

<https://www.historicmilton.org/>

## Section 6

### Community Support:

Community support and the openness of the planning process are considered important components in both the designation and determination of the sustainability of a byway.

6-1: Provide a list of key participants/organizations in the planning and development of the Corridor Management Plan (CMP), and describe critical coordination efforts with these organizations. (Limit 150 words.)

The CMP was developed by a Project Advisory Committee (PAC) created and led by Delaware Greenways with strong input from DelDOT and DNREC. The Committee, evolved into the current Byway Management Team, including Byway community leaders, key State Agencies, tourism leaders, land and historic preservation and recreational not-for-profit organizations. Key participants listed below (full list in CMP Chapter 5 Tables, 5.2 and 5.3). This group served as a communication/decision hub for all stakeholders to share Byway opportunities and issues. Public meetings were held to vet the Byway plan and gain broad input (meetings list in CMP and CMP update). A similar process was used for the 2020 CMP update.

Delaware Greenways, Inc.

Department of Natural Resources and Environmental Control (DNREC)

DelDOT

University of DE, Center for Historic Architecture and Design

State/County tourist bureaus

Community Discovery Zone Leaders

Delaware Nature Society

American Birding Association

Historic Lewes Byway

6-2: Identify any significant objections to the CMP and describe actions taken to resolve them. (Limit 150 words.)

In the early stages of Byway development, some local residents expressed concern that the Byway would destroy the area's bucolic nature, impede farming operations and threaten property rights. To gain broad support for the Byway, the Discovery Zone Concept was developed by the Project Advisory Committee. Areas where residents had major concerns were not included in the Byway. This process was used both in the original CMP and the 2020 update. One example from the CMP 2020 update: during public outreach on the southern extension, opposition by a minority of Prime Hook Beach residents was received in a community public meeting. It was explained inclusion in the Byway was voluntary and until consensus could be reached, the community would be excluded. Other areas of concern were dealt with through individual meetings. Since the 2013 CMP adoption, there have been no significant issues to farming operations or property rights.

6-3: Describe how you have implemented the control of outdoor advertising with your stakeholders. (Limit 150 words.)  
 By statute, <https://legis.delaware.gov/BillDetail/47158>, no new billboards or VMB are permitted on the Byway. Outdoor advertising signs permits are a cooperative effort between towns/cities and DelDOT. A department-wide GIS mapping of all byways is available to determine whether the application meets guidelines.  
 More recent state law legislation of HB 64 expanded the no new billboards and VMB to all byway roads as well as off premise advertising to all byway corridors even if they were not federal primary aid systems. Pending the level of DelDOT PDCA review, we also place a note in their recorded site plan and/or entrance permit as needed for HB 64.  
 Stakeholders were made aware of advertising guidelines during the planning process of the CMP since everyone had an opportunity to review and comment.

6-4: Describe how this byway nomination was developed and who was involved, including critical coordination efforts with key industries and organizations along the corridor and any significant objections to the nomination of the road. (Limit 200 words.)

With the adoption of the Delaware Bayshore Initiative in 2012, key organizations and stakeholders statewide have realized the importance of the Bayshore area as a place of global significance for horseshoe crabs, migrating shorebirds and natural features indigenous to few other places nationally. The Byway serves as the gateway to the Bayshore. Applying for All American status has been a goal of the BMT and the key stakeholders from the inception of the highly publicized launch of the Bayshore Initiative. This goal was identified and the needs to achieve this goal were assessed in the 2013 CMP section 1.7 (page 1-11) and in the CMP Update (pages 11-13). Since that time numerous improvements have been made on the Byway in alignment with this goal. Coordination between all key stakeholders has been ongoing. Here is no significant objections to the nomination. Letters of support (attached in section 6.6) demonstrate this strong support.

6-5: Document that you have received support from road management authorities responsible for each segment of the road and Federal land management agency(s) through whose lands the byway runs. (Limit 150 words.)  
 Byway support is evidenced by the letters of support received from Governor Carney, DelDOT Secretary of Transportation, Jennifer Cohan and the City of New Castle. With the exception of some local roads in New Castle, all Byway roads are state maintained. A full time DelDOT Byway Coordinator attends all Byway meetings and is instrumental in helping review CMP submissions and this application. Additionally, both the DelDOT Coordinator (advisory capacity) and the City of New Castle have representatives on the BMT.

6-6: List actions the byway leader or organization will take to assure ongoing community involvement and citizen participation. (Limit 150 words.)

Delaware Greenways (DGI), a 30 year old non-profit organization with a mission to advocate for the development of trails and byways ([www.delawaregreensways.org](http://www.delawaregreensways.org)), serves as the management entity for the Byway. In addition to the Bayshore Byway, DGI successfully manages The Brandywine Valley National Scenic Byway and the Historic Lewes Byway. DGI has a paid Outreach Coordinator that provides both management and leadership to the BMT. Through a strong partnership with DelDOT and DNREC, DGI has the resources to manage the route and implement the CMP into the future. Near term plans include (1) further enhancing the DZ community support by formalizing the BMT structure with bylaws, officers and committee structure and regular meetings, (2) working with community governments to integrate the Byway into their comp plans and (3) continue to strengthen the ties with State and local tourist offices.

**Supporting Documentation:** You must include an electronic PDF copy of the Corridor Management Plan and a single PDF document combining any letters documenting support. Applicants are limited to providing these two forms of supporting documentation along with the Route Map (and optional GIS file) and the photos referenced within the body of the nomination application. Additional documentation/attachments will not be considered.

6-7: **Corridor Management Plan** – Your application must be supported by a Corridor Management Plan that addresses the required points of corridor management planning detailed in [the Interim Policy](#).

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6-7DelawareBayshoreBywayCorridorManagementPlan.pdf

Before uploading, rename the file to begin with 6-7. For example, rename your file RiverBend.pdf to 6-7RiverBend.pdf.

6-8: **Letters Documenting Support** – Reviewers find supporting letters that document local support useful as they corroborate statements you make in your application. The most effective documentation is personalized support statements that describe the writer's relationship to the byway and expected benefits from national designation. It is also useful to see indications of how the writer will continue their support in the future.

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6-8DelawareBayshoreBywayLettersOfSupport.pdf

Before uploading, rename the file to begin with 6-8. For example, rename your file RiverBend.pdf to 6-8RiverBend.pdf.

**CMP Information:**

6-9: Name of CMP: Delaware Bayshore Byway and Delaware Bayshore Byway Update 2020

6-10: Date CMP was adopted: 11/23/2013

6-11: Does your State/Indian tribe/Federal land management agency require that CMPs be regularly updated to reflect current policies?

No

If yes, how often?

If no, in a few concise bullet points, describe your byway priorities for the next five (5) years. (Limit 150 words.)

The Byway Guide for Delaware Scenic Byways recommends the CMP be reviewed and updated as needed every two years. Byway priorities for the next five years are discussed in the CMP 2020 update and listed below:

- Priorities for next 5 years:
- Continue and grow the Marketing program for the Byway
- Strongly support the land preservation efforts of DNREC, DE Department of Agriculture and nonprofit organizations like Delaware Wildlands
- Support the Discovery Zones community plans to develop ecotourism attractions
- Create a strong partnership
- with New Jersey to develop the bi-state byway encircling the entire Delaware Bayshore
- Strengthen the BMT by instituting bylaws, officers and committees to manage the Byway

6-12: Your byway's CMP must address each of the following points. Using the table below, identify the principal pages in your document that discuss each point.

Discussed on Page Number(s)

Item that the CMP Addresses	
1. A map identifying the corridor boundaries, location, intrinsic qualities, and land uses in the corridor.	1-3, 2-15, 2-16, 3-1, 3-5, 11, Appendix 3 in CMP 2013, Appendix 1 in CMP 2020
2. An assessment of the intrinsic qualities and their "context" (the areas surrounding them).	2-4 to 2-18, 10, 25, 31 to 37, 81
3. A strategy for maintaining and enhancing each of those intrinsic qualities.	1-8 to 1-10, 5-5 to 5-38, 41, 44, 63
4. The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you'll review the degree to which those responsibilities are being met.	5-35 to 5-38, 118 to 140
5. A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.	4-10 to 4-17
6. A plan for on-going public participation.	4-1 to 4-2, 5-16 to 5-17
7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections.	4-17 to 4-31, 4-33, 4-34, 5-21 to 5-23, 101-104
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.	4-17 to 4-31, 19, 68, 105, 106, 126, 138
9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway.	3-1 to 3-12, 4-1, 4-2, 4-33, 4-34, 5-13 to 5-19
10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.	4-17, 5-16 to 5-18, 100
11. A plan to make sure that the number and placement of highway signs will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.	5-16 to 5-18, 19, 44, 69, 126, 131, 137
12. Plans of how the byway will be marketed and publicized.	5-16 to 5-18, 11, 13, 20, 23, 24, 113, 118, 119, 125 to 140
13. Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway's intrinsic qualities.	4-17 to 4-30
14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors.	3-1 to 3-12, 5-25 to 5-28, 5-20, 5-21
15. A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.	5-25 to 5-28, 23, 24
16. A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.	13, 16, 22, 30, 38 to 41, 69, 79, 116, 126, 128
17. A plan for addressing multi-lingual information needs.	23, 24, 134
18. A demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.	134 to 140

## Byway Organization

6-13: Describe the structure of any byway organization that currently exists. (Limit 100 words.)

The Byway is directly managed by a group of committed stakeholders, facilitated by Delaware Greenways. Members of the Byway Management Team (BMT) include representation from each Discovery Zone, leaders of key not-for-profit organizations, State Tourism Office and local CVBs, State agencies DNREC and DelDOT and Historic Lewes Byway. Some of the participating State officials serve in an advisory role (e.g. non-voting) as required by their job description. The primary purpose of the BMT is to define the strategic intent, develop an overarching identity for the entities of the Bayshore (a marketing plan), and catalyze partnership among the variety of organizations that make up the Bayshore Initiative and the Byway. Each Discovery Zone has a management structure of their own be they municipal governments, State/Federal parks and wildlife refuges, or community organizations and has prime responsibility for their new or improved attractions or economic development initiatives.

6-14: Describe plans to strengthen the organization over the next five years. (Limit 100 words.)

The Byway is managed by a group of Discovery Zone Stakeholders led and coordinated by a professional coordinator from Delaware Greenways. Two key efforts will strengthen the organization:

1. The DGI Board identified "Grow and Preserve Scenic Byways" as a strategic priority for the organization and is vested in building a strong, sustaining BMT for the Bayshore Byway as it has done on the Brandywine Valley National Scenic Byway, evidenced by its dedication of staff, volunteer and Board support.
2. A key near-term objective in the CMP 2020 Update was to develop sustaining infrastructure in the Byway Management Team including bylaws, committee structure and funding sources.

6-15: Provide a description of the stewardship actions and practices your byway organization intends to follow so that your Intrinsic Quality(s) remains evident or available to travelers along the byway. (Limit 100 words.)

The Bayshore Coordinator will lead the effort to coordinate with all DZs on stewardship actions and practices. Much of the

landscape throughout the byway is under environment stewardship- protected and managed by the various owners – DNREC, DWL, DNS, federal government and others. Main historic resources are maintained and managed by the National Park Service, State of DE and the federal government. These intrinsic resource owners are committed to maintaining their resources for preservation, protection and public enjoyment. There is a strong State, County and local government commitment to maintain and grow these Intrinsic Qualities.

## Contacts

FHWA will use these contacts to obtain additional information during the nomination process and after designation, if it occurs. It is important for you to assure the individuals you list in your nomination are available for such contacts and will maintain up-to-date knowledge about byway activities.

### Role

#### 7-1: Signatory for State, Indian Tribe, or Federal Land Management Agency

Name:	Michael Hahn	Agency:	Delaware Department of Transportation	Title:	TAP Program Manager
Work Email:	michaelc.hahn@delaware.gov	Work Phone:	(302)760-2131		

#### 7-2: Principal Point of Contact for Byway

Name:	Adam Crosby	Agency:	Delaware Greenways	Title:	Delaware Bayshore Byway Coordinator
Work Email:	acrosby@delawaregreenways.org	Work Phone:	(302)655-7275		

#### 7-3: Nomination Form Preparer

Name:	Adam Crosby	Agency:	Delaware Greenways	Title:	Delaware Bayshore Byway Coordinator
Work Email:	acrosby@delawaregreenways.org	Work Phone:	(302)655-7275		

## Signatory Review

**Status:** endorsed

**Comments:** I have been involved in the nomination process for this byway into the All American Roads designation. I am in full support of this action and believe the materials submitted are accurate.

Mike Hahn, ACIP  
DeIDOT Planning & TAP  
760-2131



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