



# Chapter 3

## Description of the Red Clay Valley Scenic Byway

### A. ROADWAY DESCRIPTION AND DEFINITION

#### 1. Boundaries

The Red Clay Valley Scenic Byway includes 28 secondary roads in northern New Castle County that form an interconnected and interdependent network closely linked to the Red Clay Creek and its watershed area (see Appendix 1 for Resource Inventory Maps). The network is bounded on the north by the Pennsylvania state line, on the east by the Kennett Pike (Route 52) and on the south and west by the Lancaster Pike (Route 48/41). The Kennett Pike and the Lancaster Pike are not included in the network. Several roads in the northwestern and the southeastern sections of the bounded area are not in the network since they are either in highly populated areas or not in the Red Clay watershed. The roads of the Red Clay Valley are not a simple grid, but a complex network, that conforms to the contours of the land and the Red Clay Creek.

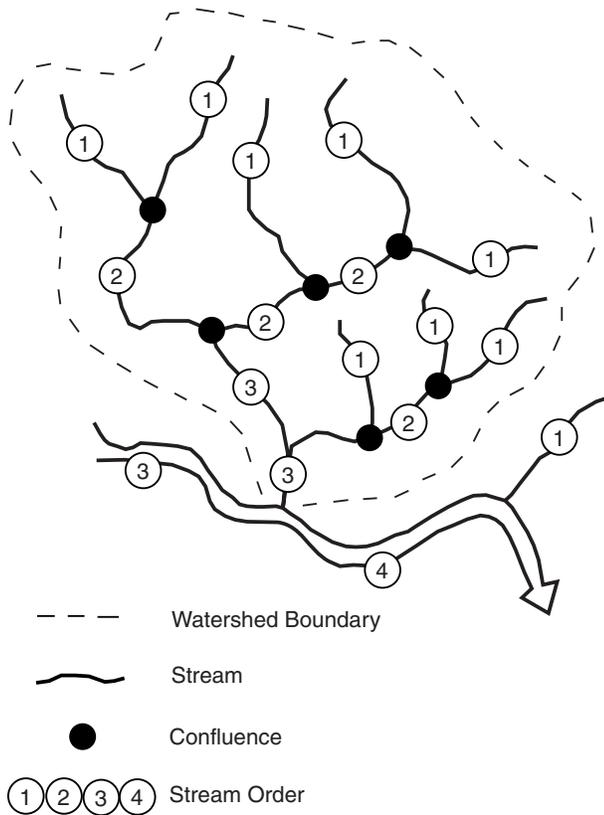
Although each road has a separate identified

corridor boundary (primarily related to the intrinsic qualities each possess), the overall study boundary is the Red Clay Creek watershed. This “watershed-based planning effort” was pursued because it was determined that the roads within the watershed mimic an interconnected stream system as defined by the stream order concept (see Figure). Under this thinking, Route 82 serves as the “main stem” with first and second order “streams” (road corridors) linking at points of confluence (intersections). As with a stream system, all “ordered” roads play an integral part in the linked network. So, while each road has unto itself a corridor boundary, the watershed boundary of the Red Clay Valley has intrinsic value that is an integral component of each road’s character. Just as healthy streams evolved and meandered to shape and define their watersheds, so too did the road network that evolved in the Red Clay Valley.

The planning team examined the road corridors from the perspective of the roadways themselves, the viewsheds from the roadways (visual accents and vista points), and the natural and historic resource components that contribute to roadway character and provide a landscape context for each roadway. The focus of this effort is on the roadways, their rights-of-way, and the scenic, natural and historic attributes that form individual corridors and together link the watershed. As

such, the highest priority for the corridor management plan is the preservation and stewardship of the watershed’s roadways and the intrinsic qualities that define them.

### Stream Order Concept



## 2. Inventory Description

An inventory of the roads for inclusion in the Red Clay Valley Scenic Byway is provided below. A more inclusive inventory complete with intrinsic qualities is located in Appendix 2 (other appendices provide visual accents, vista points, historic resources and roadway photographs). Each road is referred to by number(s) and name(s) since some numbered roads go by multiple names and in some cases several numbered roads are combined together to form a single named road. For example: *Roads 244 and 247* are two sections of Snuff Mill Road. Road numbers are listed in *italics* to minimize confusion with route numbers such as route 52 or 41. This inventory includes a list of the roads in the scenic network (following below) and a description sheet for each road

(Appendix 2 – Roadway Inventory). In the list below, the road names for each numbered road are provided with the starting and ending location for each section of road included in the network. Delaware Route 82 is not listed separately in the inventory since it is a combination of different road numbers - 242, 247, 261, 262, and 262A - which extends from the Delaware/Pennsylvania state line to the Kennett Pike – Route 52.

## B. BYWAY CHARACTER AND EXPERIENCE

The Red Clay Valley is a network of roads that conform to the overall topography of the land; such “land patterning” contributes greatly to the scenic diversity of the road network. The lowland roads follow the Red Clay Creek and are the “main stem” or spine of the road network. The highland roads travel the hills and ridges, dipping down at times to cross tributaries. The crossing roads connect the highland roads to the lowland roads and may follow a tributary or travel the higher more stable ground. Visualize the road network like the Red Clay watershed. The highland roads are the headwaters, which nourish, replenish and protect the Valley; the major vehicular highways are the highland roads, which are built on stable high ground. The crossing roads travel primarily at right angles to the highland and lowland roads and are as the tributaries or first and second order streams are to the creek. The lowland roads wind as the stream through narrow ravines, wetlands, and lowland pastures; this peaceful meandering follows the path of the creek.

The lowland roads of the Red Clay Valley are not a single road by name or number, but a collection of roads that mimic the flow of the creek itself. One road by name takes the lowland path for a distance but then veers off toward the highlands — only to be replaced in the lowland path by another road with a different name. The lowland road of the Red Clay Valley enters Delaware along the creek north of Yorklyn. The lowland road at this point has numerous local names, but most people know the road as Route 82. Route 82 travels through Yorklyn and then to the southeast where it becomes known as Creek Road. In Ashland, Route 82 crosses a flood plain and then is carved into the steep rocky hillside as the valley narrows. South of Ashland, Route 82 veers to the highlands and is replaced by Mt. Cuba Road,

which is promptly replaced by Barley Mill Road. Barley Mill Road passes across a lowland meadow and then again the Valley begins to narrow. Barley Mill Road now takes to the highland only to be replaced by Rolling Mill Road. Rolling Mill Road is carved into a steep, wooded hill on one side and has a straight drop to the creek on the other. After passing the Wooddale covered bridge, the stream passes through a narrow gorge and around an ox bow where the road cannot follow. The road must rise from the valley, over a rock outcropping, and again descend into the creek valley. At this point, the lowland road along the Red Clay Creek ends, but the creek continues on. The end of the lowland road defines the southern end of the Red Clay Valley Scenic Byway.

The Red Clay Valley Scenic Byway is far more than just the lowland road. The lowland road provides views of pastoral flood plains, the meandering creek, steep wooded hillsides, black rock outcroppings, and wooded wetlands. The highland and crossing roads are where the magnificent vistas, rolling meadows and upland forests are found. The Red Clay Creek is bounded on the east by several highland roads: Old Kennett Road, “new” Kennett Pike (Route 52) and Centerville Road/Owls Nest Road which is now bisected by

Hoopes Reservoir. The Kennett Pike connects Wilmington to many small and large towns in Delaware and Pennsylvania, including the towns of Greenville, Centerville, and Kennett Square (nearby on PA Route 1). The other highland roads best served the residents of the past when life was slower and the mode of transportation was horse or foot. Centerville Road/Owls Nest Road, which is now bisected by Hoopes Reservoir, is no longer the direct north-south route of years past. Centerville Road passes over rolling hills under a wooded canopy, and winds along the shore of the reservoir. After making a jog on Campbell Road, it reconnects as Owls Nest Road. The northerly path continues again as in the south through rolling hills under a wooded canopy and open lands, which are slowly reverting to woodlands. Owls Nest Road comes to an end in Centerville after passing the estate of its namesake and having crossed the Old Kennett Road. Both Owls Nest Road and Old Kennett Road intersect with the “new” Kennett Pike but at different points — the former in Centerville and the latter at the entrance to Winterthur Museum and Country Estate. From Winterthur, the Old Kennett Road travels northwest through once open land, which is reverting to woodlands. After crossing Owls Nest Road, the

### SCENIC AND HISTORIC ROADS OF THE RED CLAY VALLEY

ROAD NUMBER	ROAD NAMES*	STARTING LOCATION	ENDING LOCATION
238	Burnt Mill Road	DE/PA State Line	9 - Kennett Pike (Rt. 52)
239	Pyles Ford Road	262 - New London Road (Rt. 82)	9 - Kennett Pike (Rt. 52)
240	Owls Nest Road	242 - Campbell Road (Rt. 82)	9 - Kennett Pike (Rt. 52)
241	Way Road	261 - Creek Road (Rt. 82)	243 - Old Kennett Road
242	Campbell Road (Rt. 82) Walnut Green Road	239 - Pyles Ford Road	9 - Kennett Pike (Rt. 52)
243	Old Kennett Road	DE/PA State Line	9 - Kennett Pike (Rt. 52)
244	Snuff Mill Road	243 - Old Kennett Road	9 - Kennett Pike (Rt. 52)
246/248	Center Mill Road	DE/PA State Line	287 - Ashland-Clinton School Rd.

Old Kennett Road dips down through a marsh to cross the Burrows Run, a major tributary of the Red Clay Creek. From Burrows Run, the road rises slowly for several miles as it passes through woodlands, past historic structures and open fields to eventually reach the Pennsylvania state line on its way to Kennett Square. Owls Nest Road, Centerville Road, Old Kennett Road, and the Kennett Pike are the highland roads to the east of the Red Clay Creek.

The highland roads to the west of the Red Clay Creek are Old Wilmington Road and Lancaster Pike (Route 48/41). As with Route 52 – the Kennett Pike to the east, Route 48/41 is the major modern commercial road to the west. Rising from its crossing of the Red Clay Creek at Wooddale, the Lancaster Pike travels the highlands through Loveville, Brackenville and Hockessin before crossing into Pennsylvania. Old Wilmington Road begins at a high point above Wooddale where it intersects the Lancaster Pike. While traveling a ridge to the east of Lancaster Pike, Old Wilmington Road has great vistas across rolling pastures, cultivated farmland and upland woodlands. The wooded roadway then winds until it intersects with Yorklyn Road, a major crossing road. Old Wilmington Road continues to wind

through woodlands and over pastures until it reaches the state line.

Numerous crossing roads connect the highland roads to the lowland road along the windy Red Clay Creek. Some crossing roads stay to the highlands and dip down when approaching the creek. Other crossing roads follow a major tributary and gradually drop for several miles when approaching the creek. To the east are the crossing roads of Snuff Mill Road, Ashland-Clinton School Road, Way Road, Pyles Ford Road and the east end of Barley Mill Road. Barley Mill Road becomes the lowland creek road for several miles then rises to becoming a crossing road on the west side. It rises to the highlands, and finally loops back to the creek where it crosses at the Ashland covered bridge. Benge Road/Old Public Road/Auburn Mill Road, Yorklyn Road, Sharpless Road, Brackenville Road, and the western end of Barley Mill Road are all crossing roads on the west side of the creek. Commentary on the unique character of each of the crossing roads would be quite lengthy; however the Road Inventory in Appendix 2 contains detailed information on the character and features of crossing roads, and all the highland and lowland roads, which together make up the Red Clay Valley Scenic Byway.

### SCENIC AND HISTORIC ROADS OF THE RED CLAY VALLEY

<b>ROAD NUMBER</b>	<b>ROAD NAMES*</b>	<b>STARTING LOCATION</b>	<b>ENDING LOCATION</b>
247	Snuff Mill Road Creek Road (Rt. 82)	DE/PA State Line	243 - Old Kennett Road
250	Upper Snuff Mill Row Lower Snuff Mill Row	247 - Creek Road (Rt. 82)	247 - Snuff Mill Road
251	Sharpless Road	261 - Creek Road (Rt. 82)	275 - Old Wilmington Road
252	Auburn Mill Road	253 - Old Public Road	254 - Lee Road
253/255	Old Public Road Benge Road	247 - Creek Road (Rt. 82)	Dead End
256	Nine Gates Road Cloud Road	DE/PA State Line	250 - Upper Snuff Mill Row
257	Yorklyn Road	247 - Creek Road (Rt. 82)	275 - Old Wilmington Road

## SCENIC AND HISTORIC ROADS OF THE RED CLAY VALLEY

ROAD NUMBER	ROAD NAMES*	STARTING LOCATION	ENDING LOCATION
<i>258/258A</i>	Barley Mill Road Wooddale Road	<i>261</i> - Creek Road (Rt. 82)	<i>263</i> - Rolling Mill Road
<i>259</i>	Barley Mill Road	<i>263</i> - Rolling Mill Road	Delaware Rt. 141
<i>261</i>	Mt. Cuba Road Creek Road (Rt. 82)	<i>247</i> - Snuff Mill Road (Rt. 82)	<i>258</i> - Barley Mill Road
<i>262</i>	New London Road (Rt. 82) Pyles Ford Road (Rt. 82)	<i>261</i> - Mt. Cuba Road	<i>242</i> - Campbell Road
<i>262A</i>	Creek Road (Rt. 82)	<i>261</i> - Mt. Cuba Road	<i>239</i> - Pyles Ford Road
<i>263</i>	Rolling Mill Road	<i>237</i> - Lancaster Pike (Rt. 48)	<i>258/259</i> - Barley Mill Road
<i>264</i>	Hillside Road	<i>273</i> - Centerville Road	<i>9</i> - Kennett Pike (Rt. 52)
<i>269</i>	Hillside Mill Road	<i>262</i> - New London Road (Rt. 82)	<i>261</i> - Mt. Cuba Road
<i>273</i>	Centerville Road	<i>242</i> - Campbell Road (Rt. 82)	<i>237</i> - Lancaster Pike (Rt. 48)
<i>274</i>	Brackenville Road Brackenville Mill Road	<i>275</i> - Old Wilmington Road	<i>258</i> - Barley Mill Road
<i>275</i>	Old Wilmington Road	<i>276</i> - Loveville Road	<i>257</i> - Yorklyn Road
<i>287</i>	Ashland-Clinton School Rd Ashland Road Ashland School Road	<i>261</i> - Creek Road (Rt. 82)	<i>243</i> - Old Kennett Road

### NOTES:

*Italic* - All road numbers are shown in italic to differentiate them from route numbers.

\* Some roads have two or more names for the same section of road; whereas, some roads have different names (or road numbers) for different sections of the same named road. The total number of road numbers is 28 (which discounts road sections with letter extensions such as 262A).

\*\* Route 82 is a combination of the following different road numbers: *242, 247, 261, 262,* and *262A*, which extends at the DE/PA state line and ends at the Kennett Pike—Route 52.