I.3.1

Figure 1- Looking SE toward Gills Neck Road from the end of Monroe Avenue

Figure 2- Looking SW at the SW quadrant of US 9 and Monroe Avenue intersection

Figure 3- Looking SW along US 9 at Monroe Avenue

Figure 4- Looking NE along US 9 at Monroe Avenue

Figure 5- Looking east along Cape Henlopen Drive toward US 9

Figure 6- Looking north at Lewes beachfront
Figure 1- Looking south at Bancroft Mills pedestrian bridge

Figure 2- Looking east from Bancroft Mills pedestrian bridge through the Alapocas Run State Park

Figure 3- Looking SE from an Alapocas Run State Park overlook at the Brandywine Creek falls at the Bancroft Mills area

Figure 4- Looking west from existing rail trail toward railroad bridge over Brandywine Creek

Figure 5- Looking west across Brandywine Park pedestrian bridge over Brandywine Creek

Figure 6- Looking south under I-95 from existing rail trail
Figure 7- Looking north across Brandywine Park entrance toward existing rail trail

Figure 8- Brandywine Park monument and water feature

Figure 9- Looking north along rail corridor through Brandywine Park (Brandywine Zoo on right)

Figure 10- Looking west from rail corridor toward Washington Street bridge

Figure 11- Looking SE along Park Drive toward Walnut Street terminus

Figure 12- Looking south at Walnut Street Bridge
Figure 1- Looking west along SR 16 in Ellendale
Figure 2- Looking north toward SR 16 intersection in Ellendale
Figure 3- Looking SE one block south of SR 16 in Ellendale
Figure 4- Looking west toward Ellendale
Figure 5- Looking NW from SR 30 intersection
Figure 6- Looking SE from SR 30
Figure 7- Looking SE at Orchard Road intersection (SR 16 on left)

Figure 8- Looking SE, east of Spicer Road

Figure 9- Looking SE at Pemberton Branch railroad bridge

Figure 10- Looking NW at Pemberton Branch railroad bridge

Figure 11- Looking west at rail corridor from Chestnut Street in Milton

Figure 12- Looking south at Cannery Village Center entrance in Milton
Clayton-Easton Line Viewshed

Figure 1- Looking NE toward Clayton from School Lane Road
Figure 2- Looking east across Wheatley’s Pond
Figure 3- Looking NE from Underwoods Corner Road

Figure 4- Looking SE at SR 42 intersection in Kenton
Figure 5- Looking SW at Sudlersville Road (SR 300) intersection
Figure 6- Looking NE at Shorts Corner Road intersection
Figure 7- Looking NE, south of Lockwood Chapel Road

Figure 8- Looking NE toward Hartly Road (SR 44) in Hartly

Figure 9- Looking SW along Slaughter Station Road south of Hartly

Figure 10- Looking east at water crossing south of Slaughter

Figure 11- Looking west at rail corridor bridge at Harrington Beaverdam Ditch north of Marydel

Figure 12- Looking east from rail corridor bridge at Harrington Beaverdam Ditch north of Marydel
I.3.9

Figure 13- Looking south along the adjacent green space at the Marydel terminus.

Figure 14- State line marker adjacent to the rail corridor in Marydel.
I.3.10

Figure 1- Looking north from south side of Delaware Street (SR 9) In New Castle

Figure 2- Looking north from New Castle Middle School parking adjacent to Delaware Street (SR 9)

Figure 3- Looking north at rail corridor between Delaware Street (SR 9) and Narrow Dyke Canal

Figure 4- Looking NW at the Narrow Dyke Canal crossing

Figure 5- Looking north at the Narrow Dyke Canal crossing

Figure 6- Looking SE at the Narrow Dyke Canal crossing
Figure 7- Looking north in the Lesley Lane area

Figure 8- Looking south from Boulden Boulevard

Figure 9- Looking north across Boulden Boulevard

Figure 10- Looking west along Boulden Boulevard

Figure 11- Looking east along Boulden Boulevard
Figure 1- Looking east at bio-retention facility on the rail corridor behind Carpenter Row in Montchanin

Figure 2- Looking NE at rail corridor behind private residence

Figure 3- Looking NE at rail corridor from private driveway crossing

Figure 4- Looking south from rail corridor at Brandywine Creek

Figure 5- Looking NE approaching the Brandywine Creek railroad bridge

Figure 6- Looking west across the Brandywine Creek railroad bridge
Figure 7- Looking NW across the Brandywine Creek railroad bridge and north toward the Adams Dam Road Bridge over Brandywine Creek

Figure 8- Looking south from the Brandywine Creek railroad bridge

Figure 9- Looking north at the Adams Dam Road Bridge and falls from Brandywine Creek railroad bridge

Figure 10- Looking north at the west bank of the Brandywine Creek between the railroad bridge and Adams Dam Road Bridge
I.3.14

Figure 11- Looking north at the south terminus of the Brandywine Creek State Park trail system on Adams Dam Road

Figure 12- Looking west along Adams Dam Road toward the Brandywine Creek Bridge (Brandywine Creek State Park trail on right)
Figure 1- Looking north toward west terminus of rail corridor at Greenwood Road area

Figure 2- Looking NE parallel to Westover Circle east of Greenwood Road

Figure 3- Looking SW at roadway and sidewalk improvements on Dupont Road west of the park-n-ride

Figure 4- Looking NE through the Kennett Pike (SR 52) overpass

Figure 5- Looking east across service/maintenance driveway to private residence

Figure 6- Looking east at west end of railroad tunnel west of Rising Sun Lane
I.3.16

Figure 7- Looking east, east of Rising Sun Lane

Figure 8- Looking south at fenced end of Brandywine Falls Road

Figure 9- Looking west toward private residences on Brandywine Falls Road from Rockford Road old railroad bridge abutment

Figure 10- Looking north at entrance to Bancroft Mills complex (Brandywine Falls Road on left, Rockford Road in center, Hill Road on right)

Figure 11- Looking east on Rockford Road toward Bancroft Mills
Figure 1- Looking north from the north rail corridor terminus under I-95 near Frawley Stadium

Figure 2- Looking south between I-95 and Frawley Stadium

Figure 3- Looking SE approaching the active rail line south of Frawley Stadium and Shipyard Shops

Figure 4- Looking west near the active rail crossing west of the Christina River

Figure 5- Looking north toward the south terminus of the Riverfront Park promenade

Figure 6- Looking north at the south terminus of the Riverfront Park promenade

Figure 7- Looking SE at the Riverfront Park Gateway
I.3.18

Figure 8- Looking SE at the railroad swing bridge over the Christina River from the active railroad bridge

Figure 9- Looking east across the active railroad bridge over the Christina River

Figure 10- Looking west along active rail line toward the Christina River railroad bridge

Figure 11- Looking north at Garasches Lane crossing

Figure 12- Looking north at rail corridor in the Howard Street area

Figure 13- Looking NE across the Walnut Street bridge over the Christina River
Figure 1- Looking west at the rail corridor from Chestnut Street in Milton

Figure 2- Looking east at rail corridor alignment through Cannery Village Center

Figure 3- Looking south, east of the Black Hog Gut crossing

Figure 4- Looking north, east of the Black Hog Gut crossing

Figure 5- Looking north from the Beaverdam Creek crossing

Figure 6- Looking east across the Brickyard Road crossing
Figure 7- Looking west, toward Black Hog Gut, at old rail corridor alignment across private agricultural land NW of New Road in Lewes

Figure 8- Looking east at rail corridor through mature wooded area west of Canary Creek in Lewes

Figure 9- Looking west at old rail crossing over Canary Creek from New Road Bridge in Lewes (trees on right are on rail bed)

Figure 10- Looking NE at rail corridor alignment through Captain’s Circle development in Lewes

Figure 11- Looking SW from 4th Street at the rail corridor terminus in Lewes
I.3.21

Figure 1- Looking NW at historic train station in Clayton and Smyrna-Clayton Boulevard

Figure 2- Looking SW at rail corridor at N. Rodney Street

Figure 3- Looking NE from N. Rodney Street

Figure 4- Looking SW from private drive opposite Dickerson Street

Figure 5- Looking SW from N. Reed Street

Figure 6- Looking NE toward Glenwood Avenue (rail corridor alignment and Greens Branch on north side of Smyrna-Clayton Boulevard)
I.3.22

Figure 7- Looking SW from Greens Branch Trail and Glenwood Avenue intersection

Figure 8- Looking NW at Greens Branch Trail from Smyrna-Clayton Boulevard and Glenwood Avenue intersection