



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 NW at end of Church Street extension



Figure 2- Looking SW, Church Street toward Rehoboth Avenue



Figure 3- Looking east on Church Street



Figure 4- Looking south on Church Street toward Rehoboth Avenue



Figure 5- Looking west behind Suburban Gas toward Church Street



Figure 6- Looking south from Suburban Gas toward Rehoboth Avenue and the Lewes/ Rehoboth Canal Bridge

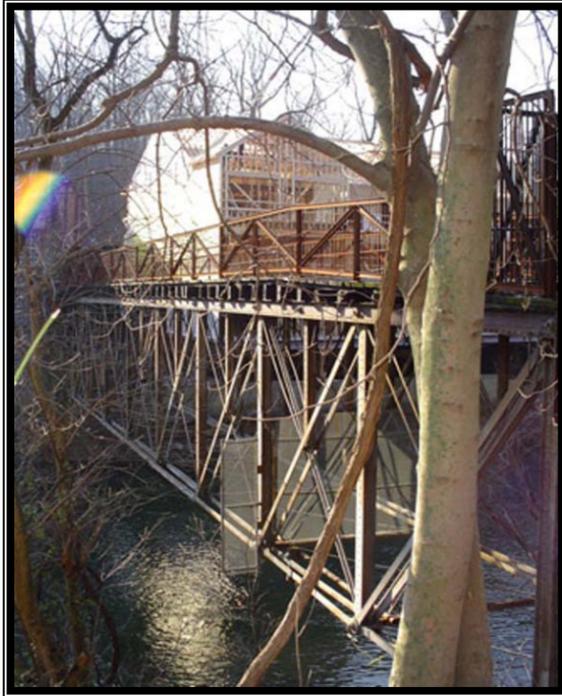


Figure 1- Looking south at Bancroft Mills pedestrian bridge



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

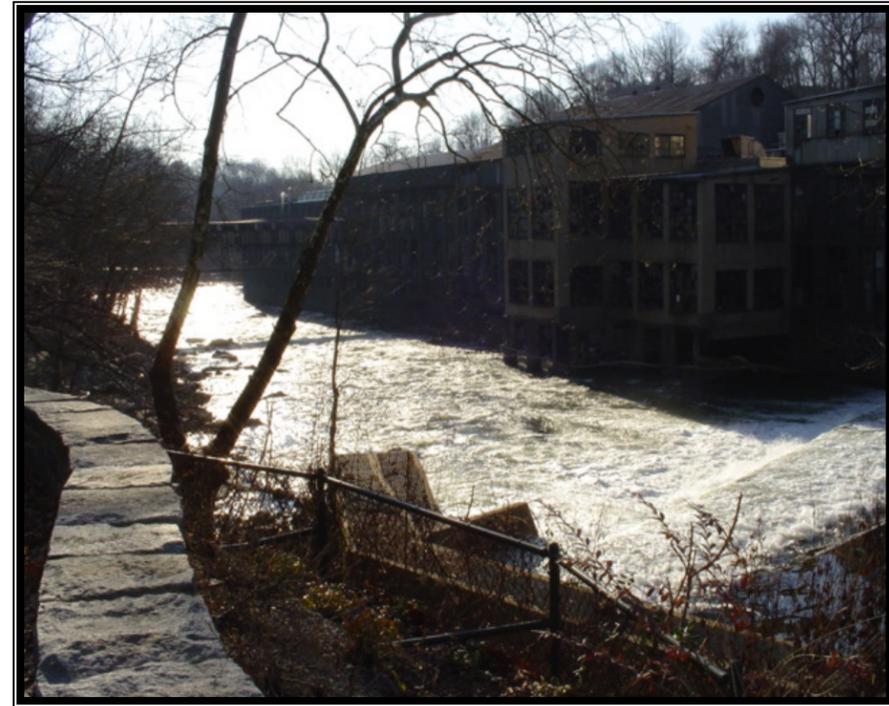


Figure 3- Looking SE from an Alapocas Run State Park overlook at the Brandywine Creek falls at the Bancroft Mills area

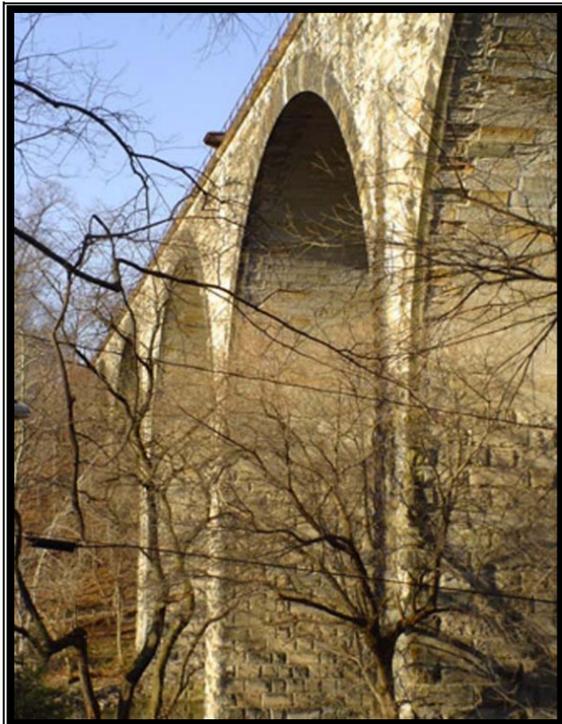


Figure 4- Looking west from existing rail trail toward railroad bridge over Brandywine Creek



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

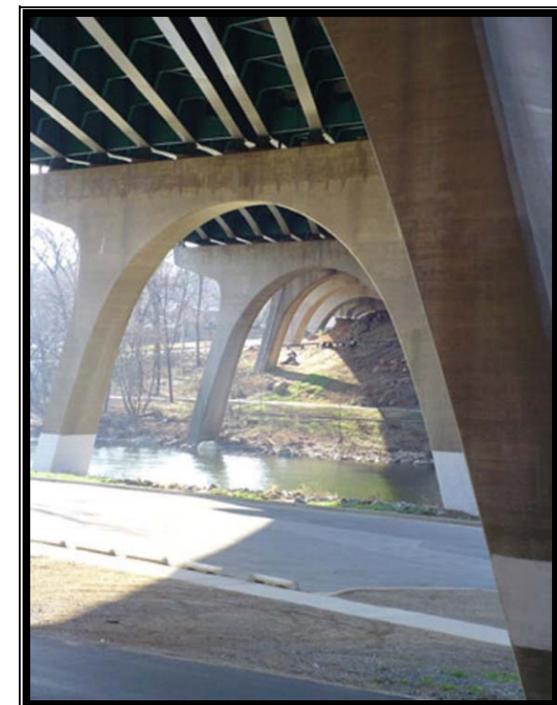


Figure 6- Looking south under I-95 from existing rail trail



Figure 7- Looking north across Brandywine Park entrance toward existing rail trail

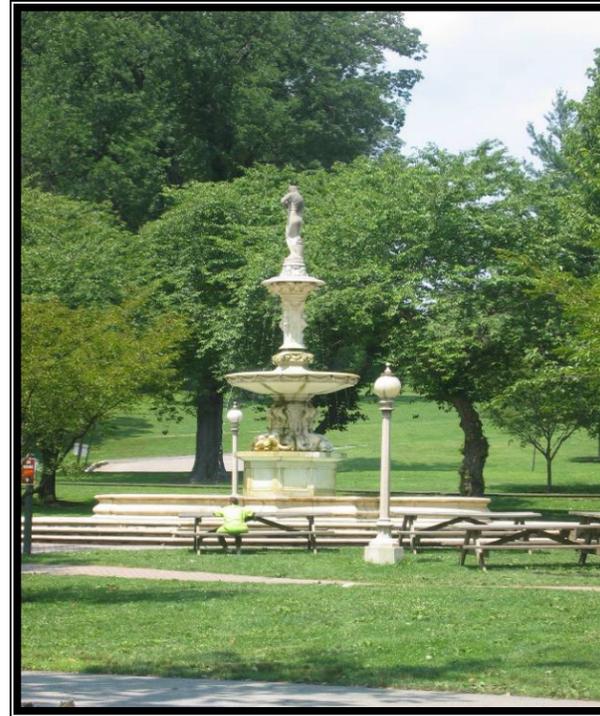


Figure 8- Brandywine Park monument and water feature



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

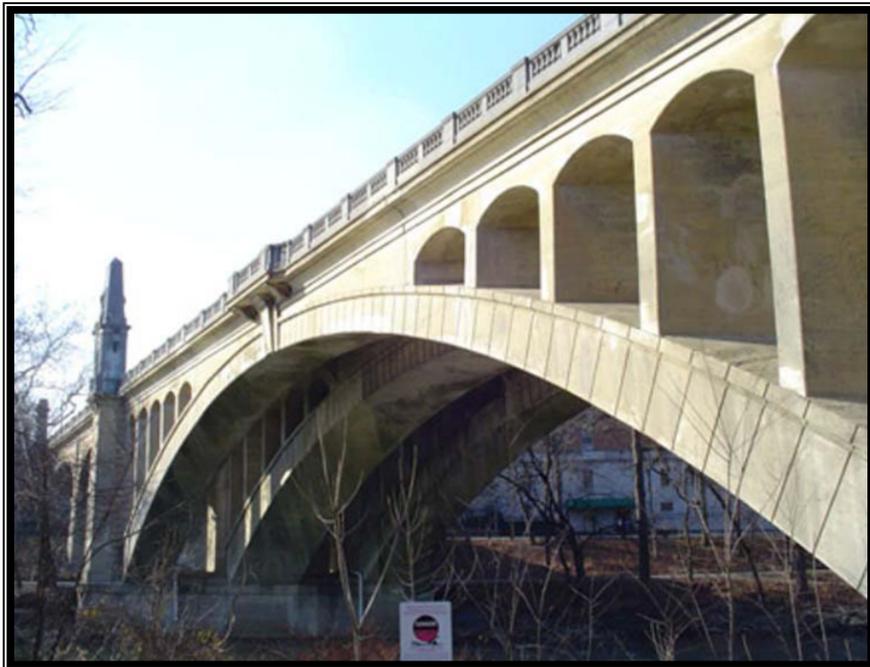


Figure 10- Looking west from rail corridor toward Washington Street bridge

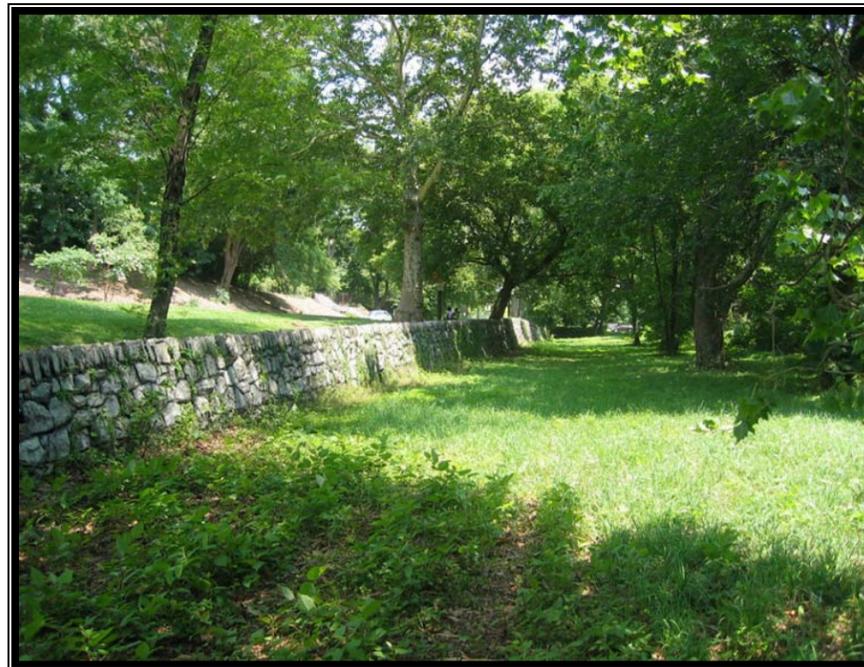


Figure 11- Looking SE along Park Drive toward Walnut Street terminus



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

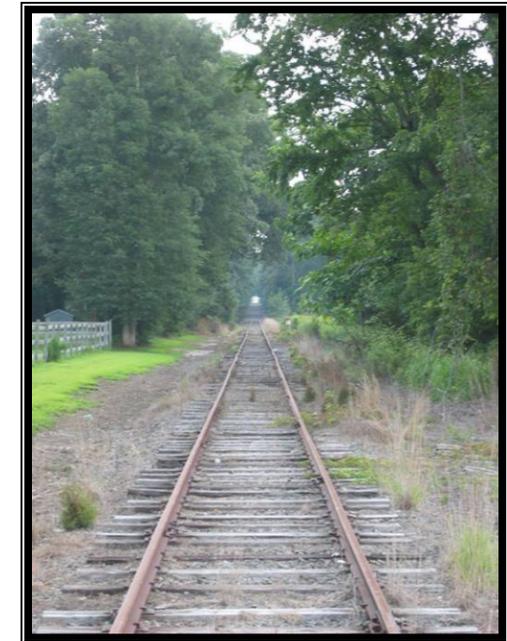


Figure 6- Looking SE from SR 30



Figure 7- Looking SE at Orchard Road intersection (SR 16 on left)



Figure 8- Looking SE, east of Spicer Road

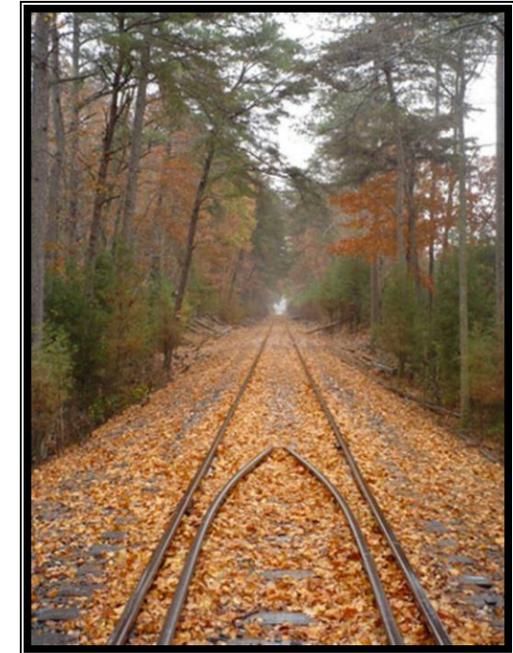


Figure 9- Looking SE at Pemberton Branch railroad bridge



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



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



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



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

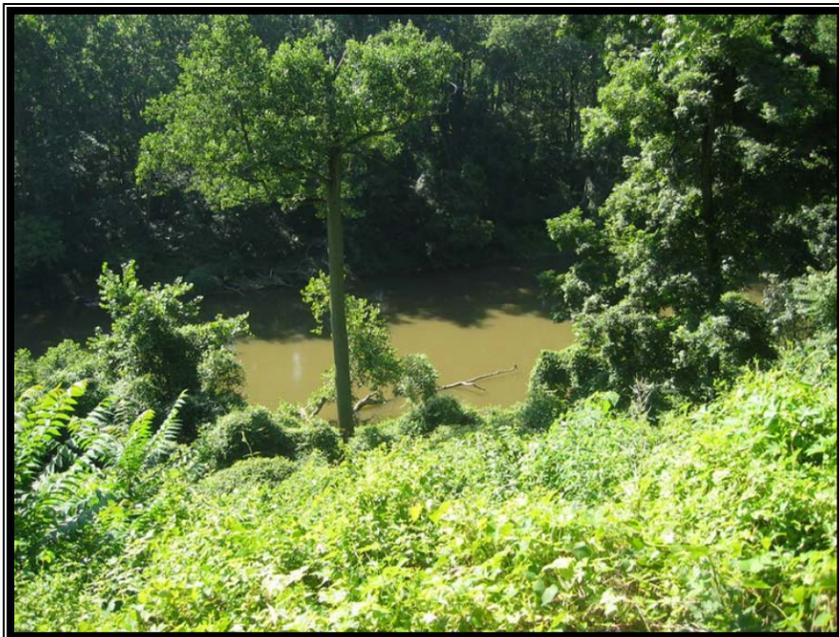


Figure 4- Looking south from rail corridor at Brandywine Creek



Figure 5- Looking NE approaching the Brandywine Creek railroad bridge

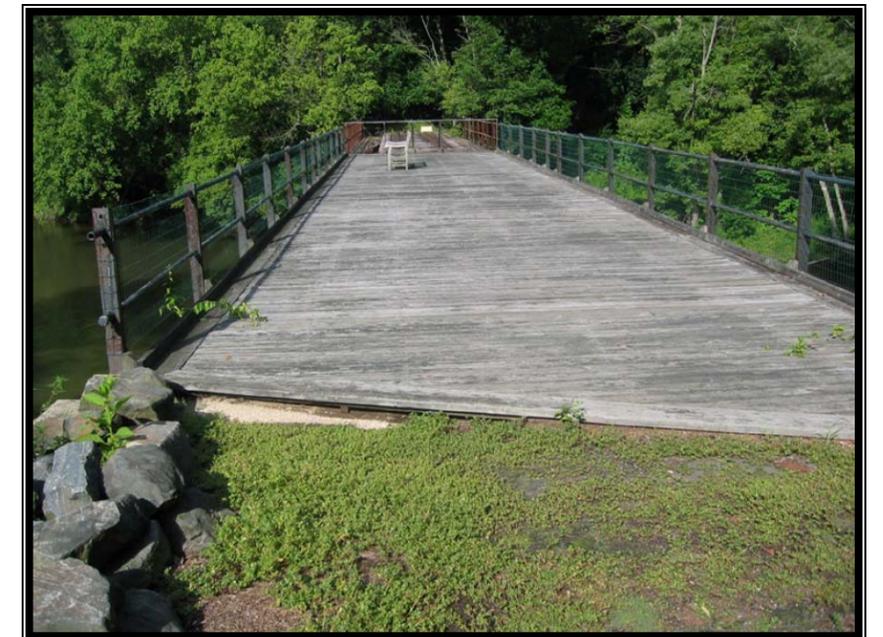


Figure 6- Looking west across the Brandywine Creek railroad bridge



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

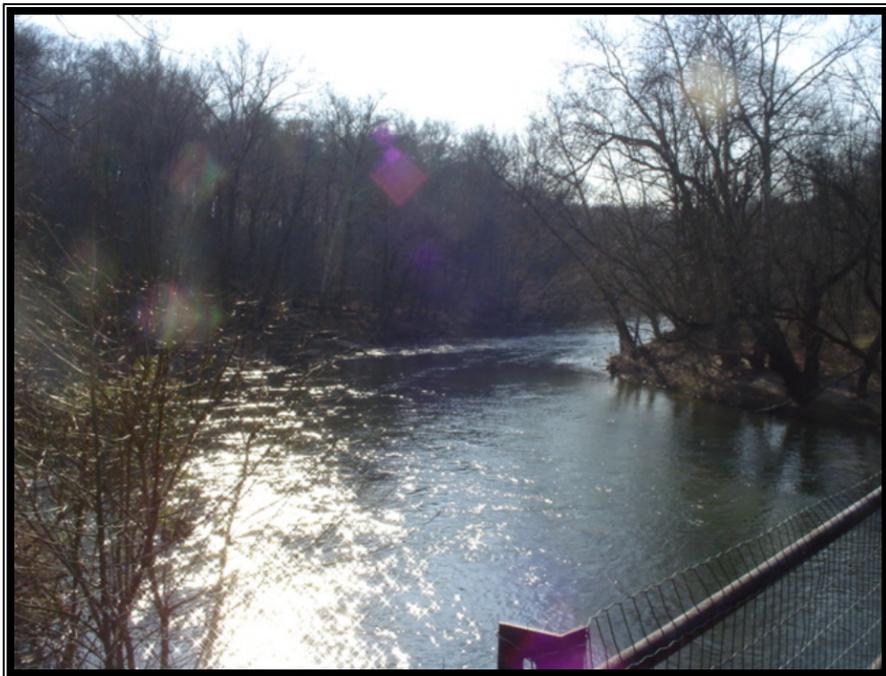


Figure 8- Looking south from the Brandywine Creek railroad bridge

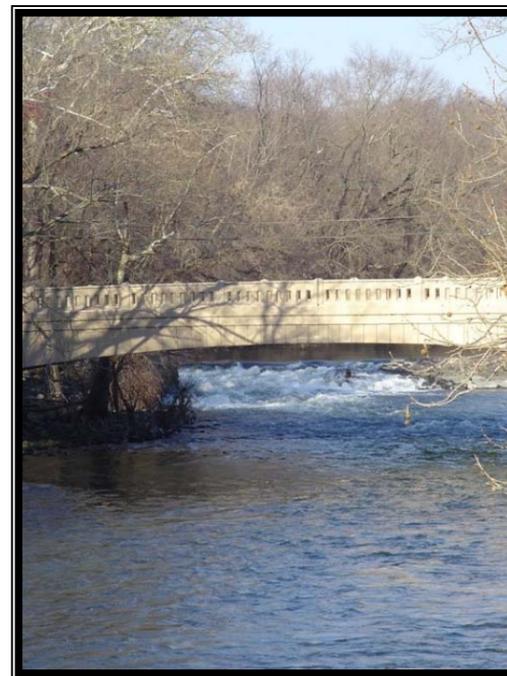


Figure 9- Looking north at the Adams Dam Road Bridge and falls from Brandywine Creek railroad bridge

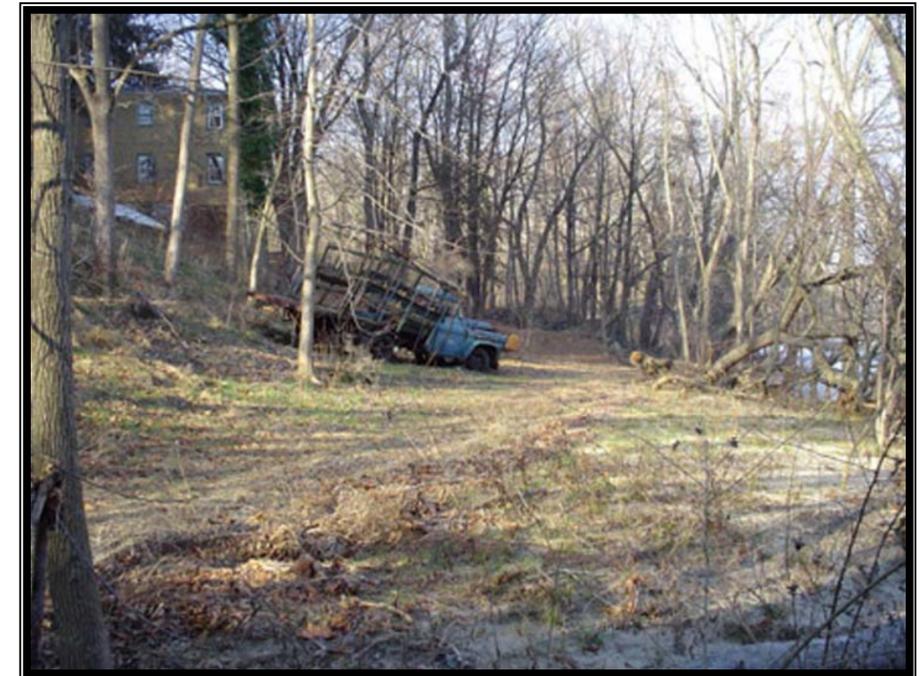


Figure 10- Looking north at the west bank of the Brandywine Creek between the railroad bridge and Adams Dam Road Bridge



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



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 the Shipyard Shops



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

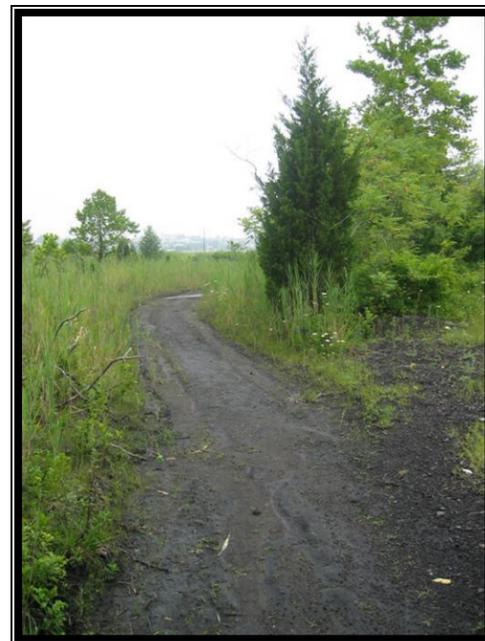


Figure 5- Looking north toward the south terminus of the Riverfront Park promenade



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



Figure 7- Looking SE at the Riverfront Park Gateway



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

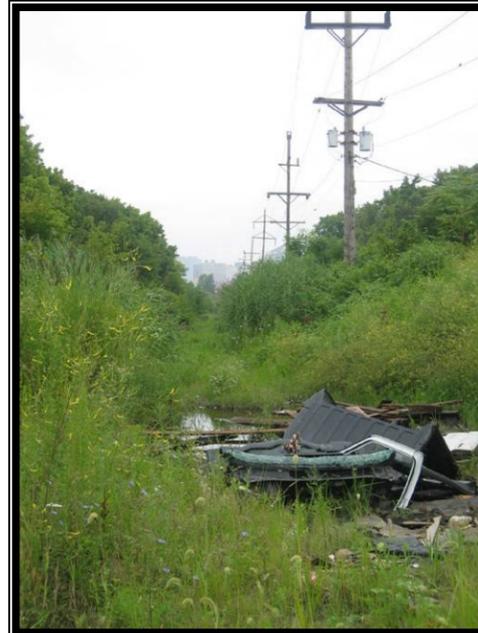


Figure 12- Looking north at rail corridor in the Howard Street area



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

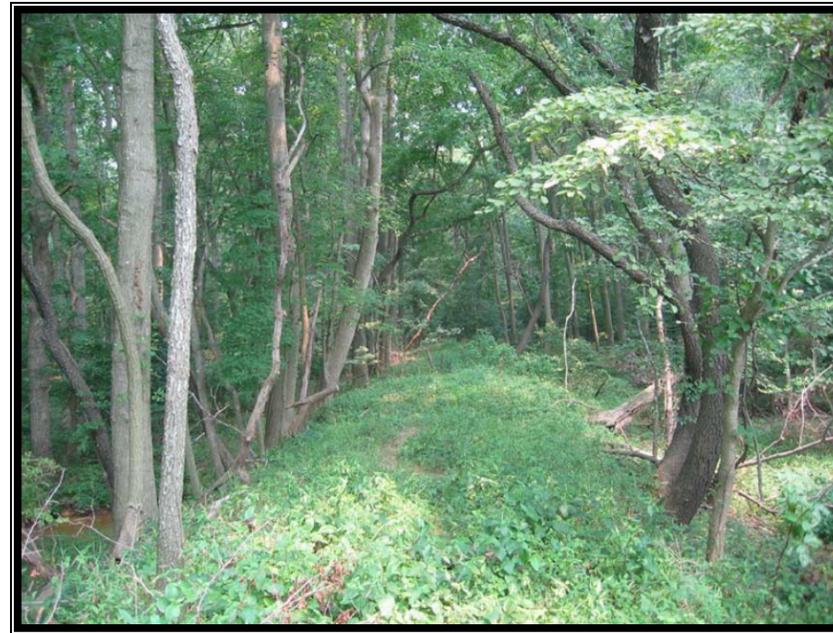


Figure 8- Looking east at rail corridor through mature wooded area west of Canary Creek in Lewes



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 4<sup>th</sup> Street at the rail corridor terminus in Lewes



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)



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