Delaware Scenic and Historic Highway Nomination Application

WESTERN SUSSEX
SCENIC AND HISTORIC HIGHWAY

FINAL REVIEW DRAFT

Submitted to:
Delaware Department of Transportation
Scenic and Historic Highways Program

Sponsored by:
Western Sussex Scenic and Historic Highway Citizens Committee

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INTRODUCTION

The proposed Western Sussex Scenic and Historic Highway extends 22.2 miles along several roads in western Sussex County, from the exit for Bridgeville Road on US 13 to the point where Market St. in Laurel rejoins US 13. This road is being nominated to the Scenic and Historic Highway Program of the Delaware Department of Transportation by the Western Sussex Scenic and Historic Highway Citizens Committee with the assistance of the Center for Historic Architecture and Design at the University of Delaware.

The committee did much of the early work for this nomination in 2004 and 2005. They determined and map the route, considering several alternatives. They discussed and selected what they considered to be the major intrinsic qualities of the road. A proposed mission statement for the road follows:

The proposed Western Sussex Scenic and Historic Highway passes through a region prominent for its outstanding historic natural, and scenic features and will help promote a strong tourist-based economic growth that is derived from its old-town charm and natural environment. Offering views of clean waterways and green open spaces, the natural, historic, and cultural qualities make the proposed Scenic and Historic Highway a haven for biking, hiking, driving and other recreational activities. Once approved, two goals for the road are to develop well-equipped interpretive centers for visitors and residents that tell the story of the region and to promote developments that are respectful of the area’s scenic and historic character.

In 2006, the Committee, acting through the Delaware Department of Transportation, asked the Center for Historic Architecture and Design at the University of Delaware, to work with them to complete the application.

According to the Delaware Scenic and Historic Highway Program Guidelines, “a scenic and historic highway is a transportation route which is adjacent to or travels through an area that has particular intrinsic scenic, historic, natural, cultural, recreational or archeological qualities. It is a road corridor that offers an alternative route to our major highways, while telling a story about Delaware’s heritage, recreational activities or beauty.”

Patterned after the National Scenic Byways Program, the Delaware Scenic and Historic Highways Program, administered by the Delaware Department of Transportation (DELDOT), seeks to recognize and preserve highways in Delaware that showcase the natural beauty and unique features of the state and foster the preservation of natural,
cultural, and historic resources, while benefiting economic development through tourism and recreational opportunities.

OVERVIEW OF THE PROPOSED WESTERN SUSSEX SCENIC AND HISTORIC HIGHWAY AND ITS LAND USE CONTEXT

This proposed Western Sussex Scenic and Historic Highway moves through an area that is rich in the history of transportation and economic interests. Although the western Sussex County landscape may at first seem to be a quiet and subdued rural area with small towns, it encompasses many of Delaware’s historic treasures and important natural features. Visually, the route alternates between farmlands, wooded areas, and small towns, providing a variety of views and different types of landscapes. There are also many recreational opportunities for hiking, bicycling, boating, and other activities.

The three towns and other sites along the route also relate to many historic themes in the area. Seaford, Bethel, and Laurel, are all located along major water routes that made them important centers for trade and shipbuilding from the Colonial period through the nineteenth century. Bethel and Seaford, especially, were known for their shipbuilding trade. After the introduction of the railroad in 1856, Seaford and Laurel, both of which had stops along the line, gained access to large northern markets for their agricultural and maritime products, such as oysters, fruit, and baskets. Because of the prosperity generated by the various industries, these three towns provide many examples of vernacular architecture in the homes built by wealthy residents.

The route also includes reminders of a darker chapter in Delaware’s history, its status as a slave state through the Civil War. The route contains echoes of both the evils of the institution and the struggle for freedom. Whereas it passes the only known residence for enslaved people still standing in Delaware and also relates to the history of notorious kidnapper Patty Cannon, it was also a known stop along the way for many African-American freedom seekers escaping enslavement elsewhere on the Delmarva Peninsula. By driving the Western Sussex route, the traveler will be able to think about these historical themes while enjoying a pleasant drive.

Overall, the land use of the corridor is predominantly rural agriculture with farmsteads, forest and historic small towns. There is very little dispersed, residential or commercial suburban-type development in the corridor. Details of the land use context can be seen in Fig. xx

QUALIFYING AS A DELAWARE SCENIC AND HISTORIC HIGHWAY

Outstanding intrinsic qualities are required for a road to be designated as a Scenic and Historic Highway. Intrinsic qualities are the visual features that the traveler sees from the road that gives the road a special quality. Their quality is measured by how distinctive, memorable, uninterrupted, and unified they are. The Delaware Scenic and Historic Highway Program set the criteria for six different kinds of visual intrinsic
qualities that a road may exhibit: scenic, historic, natural, cultural, archeological, and recreational. To qualify as a Delaware Scenic and Historic Highway, a road must strongly exhibit at least one of these six qualities; and most roads may exhibit more than one. They are:

1. **Scenic** quality reflects natural and man-made beauty and is the heightened intrinsic visual experience derived from the view of natural and man-made elements of the visual environment.

2. **Historic** intrinsic quality encompassed legacies of the past that are distinctly associated with physical and man-made elements that are of such historical significance that they educate the viewer and stir appreciation of the past: they include landscape, buildings, structures, or other visual evidence of the past.

3. **Natural** intrinsic qualities are ecological or natural features of an area that remain relatively undisturbed by humans.

4. **Cultural** intrinsic qualities are visual evidence of unique customs and traditions of groups and can be public art, museums, libraries, and even annual festivals.

5. **Archeological** intrinsic quality is evidenced in artifacts, buildings, ruins, and trails from earlier human societies such as Native Americans. Although it could be an aspect of a Delaware road, this intrinsic quality is most frequently found in the American Southwest.

6. **Recreational** intrinsic quality is found where the road corridor itself is used for recreation, like jogging and biking, or provides access to recreational sites like campgrounds and shorelines.

Whatever the intrinsic qualities, they must meet three tests. First, the qualities must be visible from the road. Second, they should represent significant features. This means that they should be representative, unique, irreplaceable, or distinctly characteristic of the area. Third, there should be a relationship between the intrinsic qualities and the road and between the qualities along the road. Ultimately, the road should tell a story through its intrinsic qualities.

A survey must be carried out to identify and evaluate the intrinsic qualities of a proposed Scenic and Historic Highway and to determine which intrinsic qualities are strongest along the road and the primary intrinsic quality on which the road will be nominated.

**INTRINSIC QUALITY RESOURCE INVENTORY AND EVALUATION**

The Delaware Scenic and Historic Highway Program requires that a road be nominated and qualify on the basis of its primary, or most outstanding, intrinsic quality. The primary intrinsic quality for the proposed Western Sussex Scenic and Historic Highway is historic. The Western Sussex route passes through a landscape that illustrates many aspects of the area’s agricultural, maritime and transportation history. Although this route is being nominated on the basis of its superb historic intrinsic qualities, the road
is unique because several other intrinsic qualities are nearly as distinctive, including scenic, natural, cultural, and recreational. It is the interplay of these intrinsic qualities that lends the road a unique character as an engaging potential Scenic and Historic Highway.

**Intrinsic Qualities in a “Layered” Landscape**

The Western Sussex Scenic and Historic Highway is unique in the vast array of intrinsic qualities that it offers; although the primary quality is historic, many of the others are just as strong. The five intrinsic qualities present in the route interact with one another to present the complete story of the area. This is best appreciated by thinking about the corridor through which the route travels as a “layered” landscape. The first layer is the natural landscape, the ecological environment or stage on which history is played out and modified by humans. Predating the arrival of humans, the natural layer includes geologic formations, fossils, landforms, water bodies, vegetation and wildlife.\(^1\) It, of course, evolves in response to human activities. The next layer is historical, consisting of natural and human features of the landscape, such as buildings, settlement patterns, and land use patterns reflecting the historical development of the area, which has evolved based on the natural resources present in the landscape. These features should have sufficient historic significance and visual quality to educate the traveler and to stir an appreciation of the past.

Cultural intrinsic qualities are about human values and how they are reflected in physical features or activities on the landscape along the road. For example, the churches along the proposed Sussex route, in addition to their status as historic buildings, reflect religious values and the culture of the communities through which the route travels. In the same way, the presence of official nature preserves, which are natural features, reflect a cultural value placed on preserving nature and could be considered cultural features. But cultural intrinsic qualities may also include activities or festivals that celebrate aspects of a community’s life, like the annual Nanticoke River Festival in Seaford. Cultural intrinsic qualities are, then, a way of looking at and interpreting the physical features of natural and historic resources.

Scenic intrinsic quality, the heightened visual experience derived from the view of natural and man-made elements of the visual environment, is where historic, natural, and cultural intrinsic qualities come together to provide a striking visual experience. Because it is subjective—what is beauty?—scenic is difficult to measure. It is described with words like intactness, variety, color, and contrast. A scenic road is one in which there is a continuity of visually outstanding features, including views and vistas which are representative, unique, or distinctly characteristic of an area. The scenic intrinsic quality of the proposed Western Sussex Scenic and Historic Highway is not a layer that covers the whole route, but rather it appears in places along the route where historic and natural features come together in a visually pleasing and striking way.

Recreational intrinsic qualities are outdoor recreational activities associated with and dependent on the historical, natural, cultural, and scenic features of the road. In addition to driving the road, activities can include biking, rafting, boating, fishing, and hiking. Bird watching is a popular recreational activity in the corridor of this proposed byway as it lies under a major eastern flyway of migrating birds. Fishing is also a popular activity on the many streams including the Nanticoke River and Broad Creek. In this way, recreational quality depends on the presence of all of the other qualities to exist, and each of these qualities is influenced by developments and resources along the road.

The road is being nominated for five intrinsic qualities. The major intrinsic quality is historic. The supporting qualities are scenic, cultural, natural, and recreational.

Primary Intrinsic Quality: Historic

The Western Sussex Scenic and Historic Highway was conceived primarily for its strong historical intrinsic qualities and for the story the route tells about Sussex County towns in the nineteenth century. The route passes through three towns, Seaford, Bethel, and Laurel, which were first settled in the late eighteenth century and found great prosperity in booming industries in the nineteenth century. Included on the route are two National Register Historic Districts in Bethel and Laurel, one multi-property designation of several commercial buildings in Seaford and eight other individual properties that have been added to the National Register of Historic Places. The route has connections to several major historic themes that run along it, including transportation routes, industries that helped the towns to thrive, the architecture of the historic structures in the towns, and Sussex County’s history as a slaveholding area through the Civil War. The roads that compose this route connect the various resources in a story that helps residents and visitors understand this area.

From the first settlements in the eighteenth century, and throughout the nineteenth century, Sussex County was shaped and influenced by available transportation routes. The first settlers in the area relied on available water routes for transportation and trade. The sites for Seaford, Bethel, and Laurel were all chosen primarily for their proximity to major water routes; Seaford was sited on the Nanticoke River and Bethel and Laurel grew up along Broad Creek. In their earliest years, the towns were little more than wharves set up as trading posts, but as time went on, prosperity gained through trade helped them to expand. An important feature of the water transportation in the area was Cannon’s Ferry, which was founded in the 1760s and may be the oldest continuously operating ferry in the United States. During this period, the area’s culture and mindset were focused southward, as the Nanticoke and Broad Creek both flow toward the Chesapeake Bay, meaning that Sussex County residents traded primarily with Maryland and Virginia. Crops included tobacco and grains such as wheat and corn. Lumber was also an important export along these routes.

The coming of the railroad to Seaford in 1856 and Laurel in 1859 brought changes to the Sussex County landscape and culture. This new form of transportation made trade with northern markets possible, which lead to new ideas and influences, as
well as opportunities to grow different types of crops that could be shipped quickly to markets that wanted to consume them. New crops included sweet potatoes, melons, peaches, berries, and other types of fruit. This created a major economic boost for Seaford and Laurel, which is evident today in many large homes that were built in the late nineteenth century and still stand today. The Western Sussex route maintains an intimate connection to this transportation history as it weaves through the landscape, crossing the railroad and the water routes several times and pointing out the routes’ proximity to the population centers.

The Western Sussex route also relates to the many industries that have been an important part of the Sussex County economy. The most visually dominant of these is agriculture. The route passes through many vast expanses of farm fields, which are as essential to the economy today as they have been throughout the area’s history. The crops that are grown have changed over time, but the visual character of the land is much the same as it was in the nineteenth century. Another important industry for Seaford and Bethel was shipbuilding, fueled by the towns’ proximity to water. Bethel’s shipbuilding and seafaring past is particularly evident today in the many nautical symbols that appear throughout the village on homes, churches, gravestones, and other objects and structures. Milling was another industry that grew up in response to available water, which powered the mills. The Hearns-Rawlins Mill, built in 1879, appears at the beginning of the route and was one of the last working water-powered grist mills in the state. One of the major historical industries in Laurel was basket making, traces of which survive in the wooden sheds that appear on one of the route’s side excursions in the town. These are only some of the industries that appear along the route, telling the story of the area’s economic history.

Structures from many different eras survive along the route, helping to chart the architectural history of the area. The oldest of these structures is the Cannon-Maston House near Seaford, built in 1727 and enlarged in 1733. This house was built during a time when the border between Maryland and Delaware was in dispute, and this part of Sussex County was considered to be part of Maryland. In its layout, the house is much more closely related to structures being built in Maryland at the time than to homes that were being built in Delaware. Other notable structures appear throughout the route. The Governor Ross Mansion in Seaford is a particularly fine example of an Italianate-style mansion. Built in 1856, the huge mansion and the romantic approach to it typify homes for wealthy landowners. In downtown Seaford, several commercial buildings have been placed on the National Register as a group for their integrity as nineteenth-century structures. The entire town of Bethel has been named a Historic District. Many of Bethel’s clapboard houses were built for ship captain mariners who learned their carpentry skills in the village’s shipyards. Although the interiors of many of these historic structures have been altered, the carefully preserved exteriors tell the story of this small town’s place in nineteenth-century folk architecture. Much of Laurel has also been designated as a historic district, with its grand old homes that date to the period of prosperity in the late nineteenth century. Most of the residential structures in the district have evolved in some way from a Georgian floor plan, with three or five bays and a side or central hallway, and use Greek Revival, Italianate, Gothic Revival or Queen Anne
decorative elements. There is a high emphasis on carved decoration and on Palladian-style windows, which appear on many of the houses regardless of the overall architectural theme. The historic commercial buildings are also an important part of Laurel’s townscape, and those along Market Street date after 1900, when a raging fire destroyed the business district. Most of these structures are made of brick, reflecting the town’s new consciousness of the need for fireproof materials. Driving through the Western Sussex route offers many opportunities to study historic architecture.

Finally, it must be noted that this area of Sussex County has many associations with the history of slavery in Delaware. Delaware was a slave state through the Civil War until the institution was abolished by the Thirteenth Amendment, which Delaware refused to ratify until 1901. The Ross Plantation in Seaford, notable for its Italianate mansion, is also the site of the only known documented slave dwelling to exist in the state. Governor Ross had fourteen slaves, a particularly large number for the 1850s in Delaware, and when the Civil War came, his Southern sympathies forced him to leave the country for Europe until the war was over. This area was also haunted by Patty Cannon and her gang, who kidnapped free blacks and enslaved people from their homes in Delaware to sell them to slavery in the Deep South. Her scheme has been likened to a “reverse Underground Railroad.” Although Patty was hated and feared by African Americans in the area, the Underground Railroad freedom seekers did pass through western Sussex County at least a few times. Freedom seekers are also known to have escaped from their enslavers in Seaford.

When the Civil War came, trade influences on the area from the North and the South meant that residents were divided in their opinions. In Laurel, one of the two militia companies joined the Union army, while the other fought for the Confederacy. The governor of Delaware during the Civil War was William Cannon, distantly related to Patty Cannon and to local landowners Isaac and Jacob Cannon. Cannon kept the state loyal to the Union during the war with his strongly pro-Union sympathies. Because of the many influences from different sources on the area, southern Delaware was extremely divided over slavery and the war, and extremes could be found even within families. The Western Sussex route provides insight into this sobering subject as it passes through its historic landscape.

Secondary Intrinsic Qualities:

Scenic Intrinsic Quality

Scenic quality is the second strongest intrinsic quality on the Western Sussex Scenic and Historic Highway. From farm fields and townscapes to broad river vistas and wooded areas, there are many opportunities to observe striking visual quality on the Western Sussex route. Because the roads travel past woods, crops, rivers, and fields, changes in season and weather have a marked effect on the color and texture of the landscape. Whether the traveler is experiencing the delicate new growth and young crops of spring, the lush greens of summer, the harvest-time, colors of fall, or the stark contrasts of winter, the Western Sussex route offers views that capture the eye. The flat
expanses of farms offer a distinct visual contrast to segments enclosed by trees and historic small towns that provide variety in visual experience in addition to their contribution in other areas of intrinsic quality.

The route travels through a primarily agricultural area, passing many farms, and an assortment of crops creating variety. Long, low, and often white outbuildings mark poultry farms. Sod farms offer fields of lush green stretching back to the tree line on the horizon. Melons appear between Woodland Ferry and Bethel, and the wooden frames used for growing squash in the Hearns Pond segment of the route provide visual interest. On many of the farms, huge systems of pipes that are attached to wheeled dollies spread across the fields. These insect-like machines are irrigation systems, and they work as a visual symbol of the route. While the crops are in season, the stages of the growing process provide constantly changing views, and in the winter, many of the fields are covered in winter wheat, a coarse, low crop used to protect the soil from the elements. Some of the fields stand untilled for a year or more, giving an opportunity for warm season grasses to grow. Agricultural views are an important part of segments 1, 3, 4, 6, and 7 of the route.

Another major visual component of the Western Sussex route is provided by the natural areas and wooded areas along the road. In these areas, trees help to create a tunnel effect, with both filtered and enclosed views. The many species of trees in these sections create patterns of color and emphasis, with different varieties of trees standing out at different times of the year. For instance, the most striking trees in winter along the Western Sussex route are the American holly, with shiny green leaves, and the varieties of beech tree, which keep their apricot-colored leaves throughout the cold months. Forests of evergreen trees planted by lumber companies are also a dominant sight in the wooded areas of the route. Wooded sections appear in segments 1, 3, and 6.

Water is an important part of the route’s scenic character in every segment it spans. At various times, the route crosses the Nanticoke River, Broad Creek, and several tributaries of these two major waterways, providing vistas of the water routes that helped to shape this area. The Nanticoke River crossing at Woodland Ferry is the most striking of all, with a sweeping view up and down the broad river that has a different palette of colors at each time of the day. Hearns Pond, Chipman’s Pond, and the Choptank Bay water shed, are bodies of water that also add visual character to the route.

Finally, the towns along the route offer streetscapes that include many historic structures and vignettes of small town life. Seaford’s commercial buildings showcase a blend of several different architectural styles, and the drive down High Street showcases the town’s organization around its main street. Bethel offers a quaint look back into the nineteenth-century shipbuilding center that it once was, with houses built by mariners that add to the village’s character. Laurel, with its huge and often brightly painted Victorian homes, provides constant stimulation for the eyes in the intricate details of carved elements and inventive window types. The three towns provide a visual break from the surrounding landscape, resulting in a route that offers a great variety of environments, with contrast among the segments and colors that change frequently.
Cultural Intrinsic Quality

The Western Sussex route is shaped as much by its cultural qualities as by the other intrinsic qualities present along the route. The route passes through farmland dotted with small towns, shaped by a culture that still considers agriculture to be one of its most important industries and places importance on the values of small rural communities. The small-town atmosphere and historic character of Seaford and Laurel are communicated by their historic main streets with Victorian architecture and a small scale that allows residents to walk to most parts of the towns. Bethel’s nineteenth century history of shipbuilding and maritime trade is reflected in its location on Broad Creek and is reinforced by nautical symbols throughout the town from gravestones to houses.

Churches are another important cultural feature along the proposed route. The churches are important symbols of both the history and religious values of the area. Most of the surviving churches along the route are Methodist churches, which became popular in southern Delaware in the early nineteenth century as part of the national movement toward religious revival and evangelism. The town of Bethel was even named after its Methodist church. There are also important Episcopal churches along the route. The most significant is Old Christ in Laurel, which was built in 1771 and is one of only about a dozen churches that survive from the colonial era.

Preservation is an important cultural theme of the Western Sussex route. Many of the resources along the route are still visible today because of efforts made to preserve them. All three towns have placed properties on the National Register, with Laurel devoting an entire district, Bethel nominated as an entire town, and Seaford selecting several historically intact commercial buildings for a group nomination. This need to preserve a town story is reflected in the two museums along the route, the Seaford Museum and the Bethel Heritage Museum, which are devoted to remembering important events and trends in the area’s past. Woodland Ferry still runs today as a reminder of a time when running a ferry was preferable to building a bridge. Much of the natural landscape has also been preserved in the form of wildlife areas and nature preserves.

The towns along the Western Sussex route celebrate a number of festivals that commemorate some aspect of the area’s culture. In Seaford, the Nanticoke River Festival is held every July and includes such diverse events as a canoe and kayaking race and a bicycle tour of the area. Seaford’s Harvest Days event in November is an opportunity for families to gather for a day of art, culture, and crafts. Holiday celebrations in Seaford include a Halloween parade, a Christmas parade, and Victorian Christmas at the Ross Mansion, which includes carriage rides and craft demonstrations. In Bethel, Bethel Heritage Days are periodically, with various activities to explore aspects of Bethel’s history. A Bethel House Tour is held to provide access to some of the buildings in the historic district. Laurel also holds annual events on Halloween and on Independence Day.

Natural Intrinsic Quality
The most striking first impression of the landscape of northwestern Sussex County may be its flatness, a feature emphasized by the extensive open croplands bordered by forests in the distance. The level topography reflects its location on the Atlantic coastal plain—a flat, sandy area with very few or no hills between the Piedmont to the west and the Atlantic Ocean to the east.

The second most impressive natural feature seen by the traveler is water. This feature is most impressive where one crosses the broad Nanticoke River on the Woodland Ferry, which first began operating around 1760. Water is also very noticeable on the route at the crossing of Broad Creek bordering the Bethel segment. The presence of water is explained by its inclusion in the Delmarva Peninsula (a portmanteau of the letters of the states that occupy it). About 180 by 60 miles, the Delmarva Peninsula is bordered by the Chesapeake Bay on the west, and the Delaware River, Delaware Bay, and Atlantic Ocean on the east. Since the northern part of the state is cut through by the Chesapeake and Delaware Canal, the peninsula is effectively an island. (Neither entry nor exit to the peninsula can be made without crossing a body of water). Although located in the State of Delaware, the area through which the proposed Western Sussex Scenic and Historic Highway travels is part of the Chesapeake Bay drainage basin and includes the watersheds of the Nanticoke River, Gum Branch, Gravelly Branch, and Broad Creek.

Vegetation in trees and crops is the third key natural feature of the road’s corridor. Heavily forested before the arrival of Europeans in the 1630s, while still the home of Nanticoke Indians, the area remained predominately forested well into the nineteenth century. During that time lumbering and forest-related activities were important economic factors. Over time, fields were opened by agriculture, starting from small ones for tobacco in the eighteenth century to larger ones as agriculture changed and farms became larger during of the nineteenth century. The agricultural landscape of extensive open fields came with the agricultural boom brought by access to northern city markets by the railroad in the second half of the nineteenth century. The present openness of the fields came about in the second quarter of the last century as tractors and mechanized equipment became common. Substantial forested areas, however, remained intact along the major streams and hilly areas.

Because of a combination of soils and climate, this area is one of the most ecologically diverse in the United States in terms of plant species and agricultural potential. On the Western Sussex route, tilled fields alternate with more natural areas: fields that have not been tilled for a year or more and forested areas. The untilled fields are dominated by warm season grasses, and the forests are made up primarily of oaks and red maples, with the most visibly striking types of trees being American holly and beech.

Recreational Intrinsic Quality

The Western Sussex route encompasses various resources and features that contribute to the theme of recreation. These recreational activities are dependent on the natural and cultural elements of the landscape. The recreational activities along the route would not be feasible without the plethora of natural elements such as wooded areas and
waterways along the route. The recreational qualities of the route exist in context with the other categories, stemming from the other resources that are present along the route.

Sites of recreational intrinsic qualities begin to appear in the Woodland Ferry segment (Segment 3) and continue throughout the remainder of the route. The Seaford Golf and Country Club on Woodland Road is an opportunity for golfing. Water-based recreation is possible due to the many rivers and streams, and includes such activities as fishing, boating, canoeing, and rafting. Hiking and biking trails are available throughout the route. The Chapel Branch Nature Trail, and the Barnes Woods Nature Preserve have some hiking trails, and both areas are known to be excellent sites for birding. Birders may find rewarding sites throughout the route, as the whole area is part of a major flyway for migrating birds. Also on the route is the Nanticoke Wildlife Area. In addition to preserving a section of wooded area along the route, this state-owned land provides a place where various hunting activities occur throughout the year.

Shortly after crossing the Nanticoke River on the Woodland Ferry, the Scenic Byway begins to overlap with the bicycle portion of the Southern Delaware Heritage Trail. The Southern Delaware Heritage Trail is an auto and scenic bike tour of Sussex County which serves to highlight some key features of the county. More information about the Heritage Trail can be found at: http://www.visitsoutherndelaware.com/heritage.htm. The Western Sussex Scenic and Historic Highway shares a goal with the Heritage Trail, providing travelers with an opportunity to experience some of the hidden treasures of Seaford, Bethel, Laurel, and the surrounding area.

**TRAVELER’S EXPERIENCE OF THE WESTERN SUSSEX SCENIC AND HISTORIC HIGHWAY**

The proposed Western Sussex Scenic and Historic Highway runs 22.2 miles along several roads in western Sussex County, from the exit for Bridgeville Road from US 13 south to the point where Market St. in Laurel rejoins US 13 south. The study corridor of this nomination includes how far one can see from the centerline of the road, or when the road is enclosed by vegetation, an area roughly a quarter mile from the road (Fig.). The corridor can be divided into seven distinct sections based landscape and land use characteristics.

*Segment 1: US 13 and Hearns Pond/Atlanta /Ross Station Roads*
*Segment 2: Seaford*
*Segment 3: Woodland and Woodland Ferry Roads*
*Segment 4: Woodland Ferry Road – Farmlands*
*Segment 5: Bethel Road and Main Street – Town of Bethel*
*Segment 6: South Shell Bridge Road/Portsville Road/West 6th Street*
*Segment 7: Laurel to Christ Church on Chipman Pond Road*
The specific route of the proposed Western Sussex Scenic and Historic Highway is:

1. From US 13 South, the route starts on **Bridgeville Road**, continuing south until it turns west onto **Hearns Pond Road**, passing a series of farms before the road ends at
2. **Wesley Church Road**. From this road, the traveler makes a left onto
3. **Atlanta Road** and then another left onto
4. **Ross Station Road** going southeasterly.
5. The route then makes a left onto the new **Market St. Extension**, passes by the Ross Plantation, and eventually becomes
6. **Market St.**, which leads into the town of Seaford.
7. Next, the traveler turns right onto **High St.** to travel southwesterly through Seaford’s commercial district.
8. High St. becomes **Pennsylvania Ave.** after crossing the railroad, and then the traveler makes a left onto
9. **Nylon Blvd.**, a quick right onto **Harrington St.**, and then another quick right onto **Woodland Road**.
10. Traveling southwesterly, the traveler stays on **Woodland Road** for some time as it winds through a forest landscape, and then makes a left onto
11. Woodland Ferry Road when Woodland Road ends.
12. Woodland Ferry passes through the village of Woodland and leads to Woodland Ferry, which carries the traveler over the Nanticoke River.
13. After the ferry, the traveler continues southeast through more woodland and farmland before making a right and south-south west onto **Bethel Road**.
14. Bethel Road briefly runs parallel with **Main St.** as it passes through the town of Bethel, and then shortly after crossing Broad Creek, the route turns right left onto
15. **South Shell Bridge Road**. The route then makes another left onto
16. **Portsville Road**, heading easterly and stays on this road for some time as it winds through more farmland, gradually becoming more residential.
17. At the boundary of the town of Laurel, the road becomes **West 6th St.** When West 6th St. divides off from **Market St.**, where
18. The traveler takes the left fork onto Market St. The traveler then stays on this road until it meets **US 13** again after passing through Laurel’s commercial district
Segment One: US-13 and Hearns Pond/Atlanta/Ross Station Roads

This segment begins on US-13 before exiting onto Bridgeville Highway and turning onto Hearns Pond Road. All three roads are straight and flat. The first historic site on Bridgeville Road is the Hearn-and Rawlins Mill. This site has had a mill on it since 1820; the first mill burned down in 1879 and was replaced shortly afterward with the present one. This mill is one of the last water-powered grist mills that operated in Delaware, and introduces the themes of early agriculture and milling on the route.

Shortly after passing the mill, the route turns onto Hearns Pond Road. Hearns Pond Road is flanked by a residential area on one side and an agricultural landscape on the other, providing a diversity of views. The farms on this segment produce goods common to Sussex County farms, such as chickens and soybeans. The road also crosses the railroad line for the first time at Conrail Road. Shortly after passing through a short wooded area, the route turns briefly onto Wesley Church Road, and then right onto Atlanta Road, which offers wide open views of farm fields.

If the traveler were to turn left instead of right on Atlanta Road, he would be able to make a brief trip to see the Cannon-Maston House. Built in 1727 and enlarged in 1733, the Maston House is one of Sussex County’s oldest brick buildings. When the Cannon-Maston House was built, this area of Sussex County was still part of Maryland, and it did not become part of Delaware until 1776. In many of its details, the house’s construction is much more typical of Maryland styles than Delaware styles, serving as a reminder of the early history of this part of the state when part of Maryland.

After passing through the farmlands along Atlanta Road, the route makes a left onto Ross Station Road. This road has much the same character as Atlanta Road, with wide open views of fields and farm buildings. On this road, there are more examples of nineteenth-century vernacular architecture. The route passes over the railroad for the second time, reminding the traveler how important this innovation was in reshaping the western Sussex landscape.

The road alignment of this segment is straight at first, but begins to curve more as it moves away from the residential areas that dot the landscape at the beginning of Hearns
Pond Road. As Hearns Pond nears Atlanta Road, the road begins to wind slowly and continues like this onto Atlanta and Ross Station Roads. There are no sharp turns but rather smooth, horizontal curves. The vertical alignment remains relatively flat.

This segment from US 13 to Ross Station Road is agricultural, with a variety of crop types, most low-lying. Because the land is essentially flat, and the agricultural areas are wide open, a broad expanse of sky typically dominates the viewer’s field of vision. Therefore weather, especially its effect on the area’s coloring, and the seasonal changes are important factors in the viewer’s experience. Because the land in this part of Sussex County came under cultivation in the last hundred and fifty years or so, there are remaining pockets of trees behind the fields. Occasionally a building intersperses the fields, but these are widely spaced and do not dominate the landscape to the same extent as the fields.

The segment ends on Ross Station Road just before the Governor Ross estate.

**Segment Two: Seaford**

This segment begins on Ross Station Road at the northern outskirts of Seaford. The road turns onto the Market Street Extension and passes by the Governor Ross estate, once a 1,389-acre property, only 20 of which are still preserved, that includes an 1859 Italianate-style mansion, a small Gothic Revival house near the entrance, a historic slave quarter and a number of other outbuildings.

The present form of the building was begun in 1856, the Ross Plantation was the home of former Delaware governor William Ross. But this was not the first dwelling on the property. Governor Ross inherited the land in 1845, and lived in an 18th century frame dwelling. This older house is incorporated into the Italianate mansion, and forms the rear wing. The romantic approach to the Italianate mansion was a typical style for homes of the wealthy. The Ross Slave Quarter was built sometime between 1856 and 1860, and housed fourteen enslaved people when it was in use. This was a noticeably large number of slaves at this point in Delaware’s history as a slave state, when most farms had units of three to six slaves at the most. As a large plantation with a large population of enslaved African Americans, the Ross Plantation represents a settlement type that was not common by the time it was built shortly before the Civil War, but the architectural and social themes it represents are present throughout the route. The property is well preserved and one of the most visually pleasing elements in this segment of the route.

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Continuing on Market St. Extension, the route passes the Seaford public schools and the Odd Fellows’ Cemetery before it passes into the heart of Seaford. Seaford’s location on the northern bank of the Nanticoke River made it a prime location for travel and trade in the nineteenth century. Oyster packing, one of Seaford’s most important industries, flourished by virtue of the water route from the Chesapeake oyster beds and the railroad which allowed for fast delivery to northern markets. The small town landscape provides a distinct contrast to the previous section. There are buildings of a variety of styles and ages, and a recent downtown revitalization effort has heightened Seaford’s small town flavor.

If the traveler chooses to make a detour by turning left onto Poplar St., one can pass St. Luke’s Protestant Episcopal Church. St. Luke’s was built in 1843, and reconstructed in 1904 on the site of the former church of the same name. The Gothic Revival structure is a faithful representation of English country church architecture and is in a high state of preservation. From Market St., the route turns right onto High St. and passes into the Seaford commercial district. A number of commercial buildings in Seaford are on the National Register of Historic Places as a group nomination. All of these buildings demonstrate examples of late nineteenth- and early twentieth-century architecture. The views along High St. demonstrate both historic and scenic quality; historic because of their significance in telling the story of nineteenth-century Seaford, and scenic because the wide variety of building types offers varied and interesting views.

At the end of the commercial district, the traveler has one more option for a side route in the Seaford segment. By making a left onto New St., he can drive down to the Seaford Railroad Complex, where Seaford’s historic rail station, built c. 1856, is still in operation. The rail station is a reminder of the importance of the railroad to the Western Sussex area; after it was built, new trade routes opened northward and westward, and these new routes helped to change the character of the area’s agricultural production. In addition, any town that secured a rail station was guaranteed designation as an important trade center, and Seaford benefited from the resulting prosperity. To the rail station, this side route offers an opportunity to stop and view the Nanticoke River, Seaford’s first important trade route. After returning to the main route, the road crosses the railroad line and becomes Pennsylvania Avenue; here, the views are more residential.
At the end of Pennsylvania Ave., the route makes a left onto Nylon Boulevard, a divided road with a grassy median running down the center of it. The route then makes a quick right onto Harrington Street and another right onto Woodland Road. This final part of the Seaford segment passes the Invista Nylon Plant, formally known as the DuPont Nylon Plant, which contributed to Seaford’s prosperity in the mid-twentieth century and gave it the nickname “the Nylon Capital of the World”. The segment ends at the intersection of Woodland Road and Sussex Road, just before the sign for Woodland Ferry. The roads in this section all have a straight horizontal alignment until the last half mile on Woodland Road. Woodland Road curves around the outskirts of the town as it departs Seaford. The vertical alignment for the entire section is flat.

Segment Three: Woodland and Woodland Ferry Roads

This segment contains the first and only truly wooded area of the route, along with many of the best opportunities for recreation that the route has to offer. The segment begins at the sign for Woodland Ferry, announcing the feature that will be the most dominant part of the segment. Along Woodland Road, the route passes the Seaford Golf and Country Club, as well as two sites for hiking, the Chapel Branch Nature Trail and the Barnes Woods Nature Preserve. In addition to hiking, both of these trails offer ample opportunities for bird watching. Along Woodland Road, the route is marked by trees creating a “tunnel” effect, with occasional filtered views of homes and creeks along the way. All of these views give the segment a strongly natural feel.

At the end of Woodland Road, the route makes a left onto Woodland Ferry Road and passes into the village of Woodland. Although it is tiny, the village carries great historical significance due to its connection with the Cannon family. Members of the Cannon family were the first to operate a ferry at this point along the Nanticoke River, calling it Cannon’s Ferry, now called Woodland Ferry. The ferry was first opened in the 1760s by Jacob and Betty Cannon, and proprietorship passed to their sons Isaac and Jacob after Jacob the elder’s death. Cannon Hall is the most prominent building in the village. Built in 1820, Cannon Hall was originally intended as a home for Jacob and his bride, but after she decided not to marry him, he never moved in, and the house stood empty for many years. The history of the Cannon proprietorship of the ferry has a violent end: in April 1843, Jacob was shot and killed on the ferry wharf by a disgruntled tenant. Isaac died a month after his brother, with the cause of death unknown.
Cannon’s Ferry is also related to the unsavory history of Patty Cannon. Patty, distantly related to Isaac and Jacob by marriage, was the ringleader of a notorious gang of kidnappers who stole free blacks and enslaved people from their homes in the northern Delmarva Peninsula and sold them into slavery in the Deep South. Her gang operated from a tavern in what is now Reliance, Delaware, just miles away from the town of Woodland on Woodland Ferry Road. Patty’s operation has been referred to as a “reverse Underground Railroad”, enslaving the free as the Underground Railroad freed the enslaved. Patty’s gang may have used Cannon’s Ferry as a shipping point along the Nanticoke for their human cargo.

The Woodland Ferry crossing provides some of the most striking scenic views of the segment, with its broad vistas of the Nanticoke River. The river, in addition to its scenic qualities, is also a recreational spot, with opportunities for boating and bird watching. After the river crossing, there are views of agricultural lands through the trees. The two roads that comprise this segment curve throughout, providing a variety of views and experiences.

**Segment Four: Woodland Ferry Road – Farmlands**

This segment begins on Woodland Ferry Road as it exits the previous section’s forest (just before the intersection with Beagle Club Road). After a short distance, the segment makes a right turn onto Bethel Road. It is a largely agricultural landscape characterized by melon fields, poultry farms, irrigation systems and other farming equipment. The scenic quality is enhanced by both the open vistas of the farm fields and the smaller details in the architecture of the farm buildings and the hand-crafted wooden fences.

The agricultural nature of the segment presents a marked contrast from the wooded segment before it and the historic townscape that follows it. The fields are on flat land with few structures and a line of winding trees in the distance. Like the first segment, this section of the route provides greatly different views depending on the season and weather, with the landscape offering different combinations of colors and stages of the growing process depending on the time of year. This segment differs from the first segment, however, in that its horizontal alignment is straight. The segment ends at the border of the town of Bethel.
Segment Five: Bethel Road and Main Street – Town of Bethel

Segment Five encompasses the historic town of Bethel. Bethel was first settled as a landing known as Lewis’ Wharf in 1795, and became the bustling town of Lewisville by the 1840s. In 1880, when the town established its first post office, the town’s name was changed to Bethel to avoid confusion with Lewes; the new name came from the Methodist church, a prominent local institution. Many of the residential buildings in the town date from the nineteenth century and are a strong link to Bethel’s past. Bethel is a nineteenth-century shipbuilding and seafaring village that maintains its historic character. It was the first historic district to be named to the National Register of Historic Places in Sussex County, and only the second entire town in Delaware to be placed on the National Register.

The town’s vernacular architecture consists largely of clapboard houses that were built by marine carpenters with much the same care that they put into crafting the Chesapeake sailing rams for which the town became famous. Many of the homes have design elements that refer to Bethel’s nautical history, such as door handles that are shaped like anchors. Bethel’s residents were involved in building the ships and in manning them for their Atlantic voyages, and the town retains the romantic quality that came with always looking toward the sea. Although the interiors of many of the historic structures in the town have been altered, the carefully preserved exteriors tell the story of this small town’s place in nineteenth-century folk architecture and the rugged seafaring life that characterized its inhabitants. The surviving structures are valuable for their scenic and their historic quality.

An optional detour for the traveler is to head down Main St. in Bethel and into the heart of the historic district. This gives the opportunity to view more of the town’s buildings and to get a feel for the character of the district. The main route in this segment is mostly straight, curving only gently just before the river crossing. The segment ends just after Main Street crosses Broad Creek, allowing for strong views up and down the creek that was so important to Bethel’s industries.

Segment Six: South Shell Bridge Road/Portsville Road/West 6th Street

Segment Six repeats many of the visual themes that have already appeared in other segments along the route, with its
combination of wooded areas and farmlands. Shortly after crossing Broad Creek, the traveler turns left onto South Shell Bridge Road. The area along this road is wooded and shares many visual characteristics with the first part of Segment Three, as the road curves through a wooded area in which the trees create a tunnel effect. There are some filtered views of homes and other structures along the road, but the trees are the dominant feature.

From South Shell Bridge Road, the route turns onto Portsville Road, which traces Broad Creek and offers some more varied views. The Broad Creek side of the road is mostly wooded while the other side is agricultural, with more views of poultry farms and irrigation systems. These views reinforce the importance of raising poultry and other types of farming in western Sussex County. The road winds through this section with some sharper curves than have characterized the previous sections. On the outskirts of Laurel, Portsville Road becomes West 6th Street. The segment ends when the road crosses a tributary of Broad Creek; this water crossing provides a visual marker that announces the beginning of the last segment of the route.

Segment Seven: Laurel

Laurel is the last historic town on the route, with many structures dating to the nineteenth century. This segment takes West 6th Street into Laurel, and then continues along Market Street until the intersection with US-13. Filtered views of Broad Creek and Records Pond are visible down the town’s side streets. Laurel’s history parallels that of Seaford in some ways, with its connection to the railroad and to water routes, but Laurel, even more than Seaford, was also a market town, placing great emphasis on the production and shipping of agricultural products, such as melons. The town’s historic prosperity is evident in its elaborate houses.

A large section of the town has been recognized as a historic district by the National Register of Historic Places due to the great number of historic structures that represent many different trends in nineteenth- and early twentieth-century architectural history. Most of the residential structures in the district have evolved in some way from a Georgian floor plan (an equal number of rooms on each side of a central hallway), with three or five bays and a side or central hallway, and use Greek revival, Italianate, Gothic revival or Queen Anne decorative elements. The historic commercial buildings are also an important part of Laurel’s townscape, and those along Market Street date after 1900,
when a raging fire destroyed the business district. Most of these structures are made of brick, reflecting the town’s new consciousness of the need for fireproof materials. By wandering through the streets of Laurel and gazing at the historic buildings still standing, a traveler can get a sense of what it was like to live in a prosperous manufacturing town in the nineteenth century.

There are many possible side routes in Laurel that can give the traveler a sense of this town’s scenic and historic qualities. One proposed loop would be to turn down S. Poplar St. from Market St., then make a left onto West 7th St. From there, the traveler would make a right onto West St. and another quick right onto West 6th St., finally making a left onto Pine St. to head back to Market St. and the main route. This loop would give the traveler the opportunity to see many of Laurel’s historic residential buildings, with many varied examples of vernacular architecture. In addition to the historic qualities inherent in the buildings, this townscape also has a high level of scenic quality, with great variety in the types of houses and the colors used to paint them.

Today, Laurel retains its historic feel and nineteenth century appearance, and provides the traveler with a unique visual and historical experience. The town helps to bookend the Western Sussex Scenic and Historic Highway, encompassing many of the themes that dominate the highway, including travel by rail and water, processing of agricultural goods, and manufacturing. Together, these three towns and the roads that connect them illustrate the history of life in southern Delaware in the nineteenth century.
APPENDIX 1: INTRINSIC QUALITY FORMS

Segment 1: US 13 and Hearns Pond/Atlanta /Ross Station Roads

Historic
Hearn & Rawlins Mill (Currently the U.N.O.I. Grain Mill) from Bridgeville Road
Views of the Railroad from Ross Station Road
Cannon-Maston House (North of Seaford on Atlanta Road (RD 30) on the north side past the intersection at Bucks Branch Road (RD 560))
Wesley Church (Atlanta Road)

Scenic
Views of Hearns Pond along Bridgeville Road to Hearns Pond Road
Agricultural, Wooded, and Residential Views along Hearns Pond Road
Enclosed Wooded Vistas along Hearns Pond Road
Agricultural and Wooded Views along Hearns Pond Road
Agricultural Views along Hearns Pond Road continuing to Atlanta Road
Agricultural and Residential Views along Ross Station Road

Cultural
Wesley Church (Atlanta Road)
Poultry farms

Natural
Hearns Pond
Segment 2: Seaford

Historic
Ross Mansion and Plantation from Ross Station Road and Market Extension

Downtown Seaford
Edgar and Rachel Ross House (413 High Street)
Burton’s Hardware Store (405-407 High Street)
Mt. Olivet Church (315 High Street)
328 High St
218 High Street
200/202 High Street
First National Bank (118 Pine St)
102 Cannon Street (High and Cannon Streets)
Seaford Museum/Old Seaford Post Office (203 High Street)
Sussex National Bank of Seaford (130 High Street)
Rev. George A. Hall House (110 South Conwell Street)
Seaford Railroad Station (New Street)
Jesse Robinson House – location along High Street
St. Luke’s Church (202 North Street)
40 & 8 Boxcar (Poplar and North)
DuPont Nylon Plant (400 Woodland Road)

Scenic
Townscape, including streetscape not specifically identified in the Commercial Historic Buildings Nomination
Filtered views of the Nanticoke River looking down side streets
Wrought-iron fences throughout Seaford

Cultural
Seaford High School
Seaford Museum/Old Seaford Post Office (203 High Street)
Seaford Fire Museum (400 block of High Street)
Nanticoke River Festival
Town & County Fair
Bicycle Race Weekend
Annual Victorian Christmas at the Ross Mansion
Mt. Olivet Church (315 High Street)
St. Luke’s Church (202 North Street)

Natural
Nanticoke River

Recreational
Walking along the Riverwalk
Boating, fishing, canoeing and other water sports along the Nanticoke River
Segment 3: Woodland and Woodland Ferry Roads

**Historic**
- Cannon Hall
- Woodland Ferry
- Patty Cannon (connection to Woodland)
- Jacob Cannon (site of murder along the Woodland side)
- Nanticoke trade history
- Woodland Methodist Church and cemetery

**Scenic**
- Wooded and Partially wooded areas along Woodland Rd
- Views of Creek along Woodland Road just after Butler Branch Road (also cross-listed as recreational because of the association with bird watching)
- Woodland Ferry townscape
- Views of the Nanticoke River from Woodland Ferry
- View of the Nanticoke River
- Poultry farms along Woodland Ferry Road
- Long Open Viewshed of Belfast Farm along Woodland Ferry Road

**Cultural**
- Woodland Ferry Festival
- Woodland Methodist Church and cemetery
- Poultry farms along Woodland Ferry Road

**Natural**
- Nanticoke River
- Chapel Branch Nature Trail along Woodland Road
- Barnes Woods Nature Preserve along Woodland Road
- Creeks along Woodland Road

**Recreational**
- Seaford Golf and County Club along Woodland Road
- Chapel Branch Nature Trail along Woodland Road
- Walkers Marina along Woodland Road
- Barnes Woods Nature Preserve along Woodland Road
- Boating, canoeing, and fishing along the Nanticoke River
- Heritage Trail
Segment 4: Woodland Ferry Road – Farmlands

**Scenic**
- Partially Wooded areas along Woodland Ferry Road
- View of Dwelling along Woodland Ferry Road
- Agricultural Views (sod fields) along Woodland Ferry Road and continuing along Bethel Road
- Views of the Melon Fields along Woodland Ferry Road before turning on Bethel Road

**Cultural**
- Sod farms
- Melon farms
- Poultry farms

**Recreational**
- Heritage Trail
Segment 5: Bethel Road and Main Street – Town of Bethel

Historic
Shipbuilding and nautical features
Potato House
Bethel Townscape and Historic District
Sailor’s Bethel Methodist Church and graveyard
Old Bethel Post Office

Scenic
Bethel Townscape and Historic District
Views of Broad Creek
Views from Broad Creek Bridge
Sailor’s Bethel Methodist Church and graveyard

Cultural
Bethel Heritage Days
Bethel Museum (First Street)
Bethel House Tour
Sailor’s Bethel Methodist Church and graveyard

Natural
Broad Creek

Recreational
Heritage Trail
Segment 6: South Shell Bridge Road/Portsville Road/West 6th Street

**Scenic**
- Filtered Views of Broad Creek along Bethel Road after the Broad Creek Bridge
- Dwelling along Bethel Road after the Broad Creek Bridge
- Enclosed wooded area on South Shell Bridge Road
- Poultry Farm by the intersection of South Shell Bridge Road and Portsville Road
- Agricultural views along Portsville Road
- Views of a little creek along Portsville Road/ W 6th Street just before entering into Laurel

**Natural**
- Broad Creek
- Wooded area along South Shell Bridge Road visually dominated by beech and American holly

**Recreational**
- Heritage trail
- Possible bird-watching along the Creek
Segment 7: Laurel

Historic
Concrete Four Squares along W 6th Street
Odd Fellows Cemetery and Centenary Methodist Church along W 6th Street
Laurel Historic District/Townscape
Poplar Bridge along Poplar Street crossing Broad Creek
Central Avenue Bridge along Central Ave crossing Broad Creek
Railroad Station at the intersection of Poplar and Mechanic Street
Basket making context (basket making houses across from the RR tracks)
Christ United Methodist Church (Central Avenue)
Old Christ Church (Chipman’s Pond Road)

Scenic
Poplar Bridge along Poplar Street crossing Broad Creek
Central Avenue Bridge along Central Ave crossing Broad Creek
Laurel Historic District/Townscape
Views of poultry farms along Christ Church Road
Views of Chipman’s Pond on Chipman’s Pond Road

Cultural
Old Fashioned Independence Day Celebration
Halloween festivals

Christ United Methodist Church (Central Avenue)
Old Christ Church (Chipman’s Pond Road)
Odd Fellows Cemetery and Centenary Methodist Church along W 6th Street
Fourth of July Celebration

Natural
Broad Creek
Chipman’s Pond (Chipman’s Pond Road)
Bald cypress trees in Laurel River Park

Recreational
River Park Recreational Area
Heritage Trail

Suggested Additional Sites by Committee Member
James Branch Nature
Laurel Historical Society’s Cook House
Old Forge
Big Mills
New Zion U.M.
Mt. Pisgah AME Church
Centenary U.M. Church
Fourth of July Celebration
Strawberry Festival
Fishing tournaments and opportunities at Broad Creek, Janosik Park, and Records and Horsey Ponds.
APPENDIX 2: WESTERN SUSSEX PROFILES