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JUNCTION AND BREAKWATER TRAIL OPENS AT CAPE
HENLOPEN STATE PARK
December 5 – December 11, 2003

Cape Henlopen State Park's much-anticipated Junction and Breakwater Trail was officially opened Dec. 4 by Lt. Gov. John Carney, Department of Natural Resources and Environmental Control, Secretary John Hughes and State Parks Director Charles Salkin.

After a brief ceremony and ribbon cutting at the trail head off Wolfe Neck Road, the 3.6 mile trail was inaugurated by cyclists led by Hughes, who has been riding his bike around the state for many years, and walkers led by Carney, who is well-known for the Lt. Governor's Challenge, which encourages Delawareans to become more physically active.

"This is a great place for people to get out and enjoy a beautiful part of Delaware," Carney said. "Creating a public trail like this will help us achieve the goal of making the First State the Fit State. It's the perfect place to spend some time with family and friends, while doing something to improve your health."

"As a Sussex Countian and a cyclist, I am delighted that my Department has been able to make such an important contribution to outdoor recreation in this region," said Hughes. "Extending the trail all the way to Lewes to the north and Rehoboth to the south is the next phase of the project and we already are working with developers, property owners and the two communities to make that happen as soon as possible."

The crushed stone trail is 12 feet wide, narrowing to 8 feet at the restored railroad bridge at Holland Glade. It is suitable for wheelchairs; motorized vehicles and horses will not be permitted. There are restrooms and a parking lot with spaces for 52 cars and four buses at the trail head.

The Junction Breakwater Trail gets its name from the rail line that ran between Lewes and Rehoboth in the mid-1800s. A portion of the trail follows the abandoned rail bed.

Work began in May and was completed last month, but the vision of a link between Lewes and Rehoboth has been around the 1970s.

Feasibility studies for a bike trail through the corridor were done in the 1980s and 1990s.

"In both of those studies, the focus was on the old rail line, which ran through private property in its entirety, in some places through a family farm," said Mark Chura, administration of the Division of Parks and Recreation's Planning Preservation and Development Section. "Controversy and complications kept the dream from becoming a reality for many years."

In 1998, the Division began acquiring land on the west side of the Lewes and Rehoboth Canal to buffer the core of Cape Henlopen State Park. By 2000, with a total of 2,021 acres acquired in 10 complicated transactions, "we were no bound by the footprint

of the old rail bed,” Chura said. “We took the best segments of the rail line for the trail then created an alternative corridor that skirts along beautiful wooded areas and across two recognized natural areas, Holland Glade and Wolf Glade. At one point you can see the towers of Cape Henlopen.”

The Junction and Breakwater Trail was built at a cost of \$1 million, with \$500,000 contributed by DeIDOT.

The division continues to work with highway engineers and property owners to identify corridors to the north and south that will take the trail on to Lewes and Rehoboth. “Our goal is to make the link within the next couple of years,” said Chura.

In addition, three potential locations for building narrower nature trails through wooded areas off the Junction and Breakwater have been identified.

“We are committed to expanding opportunities for biking and hiking,” Chura said. “There is great public support for these projects.”



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