

= Delaware Route 2 =

Delaware Route 2 (DE 2) is a 10 @. @ 94 @- @ mile @- @ long (17 @. @ 61 km) east ? west highway located in northern New Castle County , Delaware . It runs from DE 72 and DE 273 east of Newark east to DE 52 in Wilmington . DE 2 is known variously as Capitol Trail , Kirkwood Highway , Wilmington Avenue , and Lincoln and Union Streets along its route . Between Newark and Wilmington , the route is a four- to six @- @ lane divided highway that passes through suburban areas . In Wilmington , DE 2 is routed along a one @- @ way pair of city streets .

What would become DE 2 was paved by 1924 and became a state highway in 1927 , receiving the DE 2 designation by 1936 . At this time , the western terminus of the road was at the Maryland border southwest of Newark , where it continued into that state as Maryland Route 279 (MD 279) . The road was progressively widened into a divided highway from Wilmington to Newark between 1940 and 1964 , bypassing some portions of the road which are now known as Old Capitol Trail . DE 2 was routed to bypass Newark by 1990 , with DE 2 Business (DE 2 Bus .) designated on the former route through Newark . In 2013 , the western terminus of DE 2 was truncated to its current location and DE 2 Bus. was decommissioned . The westernmost portion of the route was designated as DE 279 .

= = Route description = =

DE 2 begins at an intersection with DE 72 and DE 273 in the eastern part of Newark . From here , DE 2 heads north concurrent with DE 72 on Capitol Trail , a four @- @ lane divided highway . The road turns northeast and passes under CSX 's Philadelphia Subdivision railroad line before it leaves Newark and continues northeast through residential areas , briefly becoming undivided as it crosses White Clay Creek .

DE 72 splits from DE 2 by heading northwest on Possum Park Road , with DE 2 continuing northeast through suburban areas consisting of homes and businesses as a four @- @ lane divided highway , with the name changing to Kirkwood Highway . The road passes to the south of Pike Creek and intersects several roads including Polly Drummond Hill Road / Red Mill Road , North Harmony Road , Upper Pike Creek Road , Pike Creek Road , and Milltown Road . In Marshallton , the route widens to six lanes and comes to an intersection with DE 7 .

Past this intersection , DE 2 continues past businesses , intersecting Duncan Road . The road comes to a bridge over Red Clay Creek and the Wilmington and Western Railroad before entering Prices Corner and reaching an intersection with Newport Gap Pike , which heads northwest as DE 41 and southeast as DE 62 . At this point , DE 2 passes to the north of Prices Corner Shopping Center . The road comes to a bridge over Centerville Road before reaching a partial cloverleaf interchange with the DE 141 freeway .

Following this interchange , DE 2 narrows to four lanes and continues east through a mix of homes and businesses , crossing Little Mill Creek and passing to the south of a V.A. Hospital . At this point , the route enters Elsmere and briefly turns southeast before curving back to the east and reaching an intersection with DE 100 . Past this intersection , the road comes to a bridge over a junction between CSX 's Philadelphia Subdivision and an East Penn Railroad line before running past homes as Union Street .

DE 2 crosses into Wilmington to the north of Canby Park and splits into the one @- @ way pair of South Lincoln Street eastbound and South Union Street westbound , heading northeast . The one @- @ way pair , which carries two lanes in each direction , passes urban homes and businesses and reaches an intersection with DE 48 (Lancaster Avenue) in the Union Park Gardens neighborhood . At this point , DE 2 becomes North Lincoln Street eastbound and North Union Street westbound , with the westbound direction forming a concurrency with westbound DE 48 between West 2nd Street and Lancaster Avenue . The highway enters the Little Italy neighborhood , where it intersects the northern terminus of DE 9 . The route continues north to its eastern terminus at DE 52 .

DE 2 has an annual average daily traffic count ranging from a high of 49 @, @ 378 vehicles at the DE 141 interchange to a low of 20 @, @ 486 vehicles between DE 48 and DE 52 . The entire length

of DE 2 is part of the National Highway System .

= = History = =

What would become DE 2 was originally an unimproved county road between Newark and Wilmington by 1920 . By 1924 , the road was paved . In 1925 , suggestions were made for the state to take over maintenance of the highway connecting the Maryland border to Newark and Wilmington , which was known as the Lincoln Highway , the Wilmington @-@ Newark highway , or the Capitol Trail . The same year , recommendations were made to remove a grade crossing with a junction between the Reading Railroad (now the East Penn Railroad) and the Baltimore and Ohio Railroad (now CSX 's Philadelphia Subdivision) in Elsmere . In 1927 , the state took over maintenance of the highway between the Maryland border and Wilmington via Newark . In November 1931 , the Marshallton Cutoff was opened , bypassing the narrow and winding route through the community of Marshallton . This section included a through plate girder bridge over the Red Clay Creek .

By 1936 , DE 2 was designated to run from the Maryland border southwest of Newark , where it connected to MD 279 , to DE 52 in Wilmington , following Elkton Road , Main Street , Capitol Trail , New Road , and Union Street . In 1938 , construction began on widening DE 2 into a divided highway between Prices Corner and Elsmere , with plans to extend the divided highway westward to bypass the two @-@ lane section through Marshallton to the north along a new alignment . In 1939 , the divided highway alignment of DE 2 was completed between DE 7 and Elsmere , with the exception of the bridge over the Red Clay Creek in Cranston Heights . This bridge was finished in 1940 , completing the improvement of DE 2 into a divided highway between DE 7 and Elsmere .

In 1940 , plans were made to eliminate the grade crossing with the railroad junction in Elsmere by replacing it with a bridge over the tracks along with a new alignment for DE 2 between the end of the divided highway in Elsmere and Union and Lincoln streets in Wilmington . Due to World War II and steel shortages , construction of the bridge would be delayed until after the war . In December 1949 , the bridge carrying the route over the Reading Railroad and the Baltimore and Ohio Railroad in Elsmere was opened to traffic , with final work on the bridge finished in 1950 .

In 1956 , DE 2 and DE 273 were routed onto the one @-@ way pair of Delaware Avenue eastbound and Main Street westbound in downtown Newark following an eastward extension of Delaware Avenue to the intersection between DE 2 and DE 273 east of the city . In 1957 , work began to widen DE 2 into a four @-@ lane divided highway between the Baltimore and Ohio Railroad (now CSX 's Philadelphia Subdivision) bridge in Newark and DE 7 . The divided highway was extended west to Red Mill Road by 1959 . Also by this time , the route was split into a one @-@ way pair in Wilmington on Union Street and Lincoln Street . The road between Newark and Red Mill Road became a divided highway by 1964 . The portion of DE 2 along Elkton Road between the Maryland border and Newark was widened into a divided highway in 1972 .

The Christiana Parkway around the southern edge of Newark was completed in September 1983 . By 1990 , DE 2 was realigned to bypass Newark along Christiana Parkway , which carried portions of DE 4 and DE 896 , Chestnut Hill Road , which also carried DE 4 , and South Chapel Street and Library Avenue , which was also DE 72 . With this realignment , the former route through Newark became DE 2 Bus . In 2013 , DelDOT proposed the renumbering of routes in and around Newark . The plan called for DE 2 to start at DE 273 (Main Street) east of Newark instead of at the Maryland state line as well as the removal of the DE 2 Bus. designation through Newark . In addition , the portion of Elkton Road between the Maryland border and the Christiana Parkway would be designated as DE 279 . The goal of the project was to " simplify the route designations in Newark , reduce sign clutter , and reduce sign maintenance costs . " The changes were completed in summer 2013 . In 2015 , the concurrency with DE 41 in Prices Corner was removed .

= = Major intersections = =

The entire route is in New Castle County .

= = Bannered routes = =

Delaware Route 2 Business (DE 2 Bus .) was a 2 @. @ 91 @- @ mile (4 @. @ 68 km) long business route of DE 2 that ran through Newark . DE 2 Bus. continued northeast from an intersection with DE 2 / DE 4 / DE 896 southwest of downtown Newark along four @- @ lane divided Elkton Road , concurrent with DE 896 . From this point , DE 2 Bus . / DE 896 headed into residential areas . The road changed names to South Main Street and became undivided as it passed businesses before reaching downtown Newark . Here , DE 2 Bus . / DE 896 intersected DE 273 , with the road splitting into a one @- @ way pair . Eastbound DE 2 Bus . / northbound DE 896 ran concurrent with eastbound DE 273 on West Delaware Avenue , heading to the east , while westbound DE 2 Bus . / southbound DE 896 remained along South Main Street , also concurrent with eastbound DE 273 . The one @- @ way pair carried two lanes in each direction . Westbound DE 2 Bus. entered South Main Street from West Main Street , which also carried the westbound direction of DE 273 and the northbound direction of DE 896 . At the intersection with South College Avenue , the concurrency in both directions with northbound DE 896 ended . DE 2 Bus . / DE 273 passed through the University of Delaware campus and continued through the commercial downtown as East Delaware Avenue eastbound and East Main Street westbound . Farther east , East Delaware Avenue shifted farther to the south of East Main Street , with the one @- @ way streets passing between a residential neighborhood and East Delaware Avenue passing to the north of Newark High School . Past here , the route came to an intersection with DE 2 / DE 72 . At this point , DE 2 Bus. ended and eastbound DE 273 headed north with DE 2 / DE 72 to rejoin westbound DE 273 .

The route was created by 1990 when DE 2 was routed to bypass Newark . In 2012 , the Newark city council voted in favor of renaming the portion of Elkton Road carrying DE 2 Bus . / DE 896 between West Park Place and West Main Street to South Main Street in order to promote businesses along this stretch of road . The change went into effect January 1 , 2013 . DE 2 Bus. was decommissioned in 2013 as part of changes that also truncated the western terminus of DE 2 to the intersection with DE 72 and DE 273 in the eastern part of Newark .

Major intersections

The entire route was in Newark , New Castle County .