

= Delaware Route 15 =

Delaware Route 15 ( DE 15 ) is a state highway in the U.S. state of Delaware . The route runs from DE 14 west of Milford in Kent County to U.S. Route 301 ( US 301 ) / DE 71 / DE 896 in Summit Bridge , New Castle County , just south of Summit Bridge over the Chesapeake and Delaware Canal . DE 15 winds a path through many rural sections of Delaware , turning along many different roads . Most of the route , with the exception of the southern part of the route from Canterbury to Milford , runs to the west of US 13 . DE 15 runs through the western outskirts of several cities and towns , including Wyoming , Dover , Clayton , and Middletown . The route intersects DE 12 near Felton , US 13 in Canterbury , DE 10 near Camden , DE 8 in Dover , DE 42 in Seven Hickories , DE 300 and DE 6 in the Clayton area , US 301 / DE 299 in Middletown , and DE 286 near Summit Bridge .

What is now DE 15 was paved in several stages from the 1930s to the 1960s . By the 1980s , the route was designated between DE 14 in Milford and US 13 in Canterbury . By 1990 , it was extended north to US 301 / DE 299 near Middletown and then to US 301 / DE 71 / DE 896 near the Summit Bridge by 1994 .

= = Route description = =

= = = Kent County = = =

DE 15 begins at an intersection with DE 14 west of the city of Milford in Kent County and proceeds northwest on two @-@ lane undivided Canterbury Road . The road heads through a mix of farmland and woodland with some homes , crossing Browns Branch to the east of McColley Pond and the Murderkill River to the east of Coursey Pond . The route intersects DE 12 and runs to the east of Henderson Aviation Airport . DE 15 reaches the community of Canterbury , where it passes homes and comes to an intersection with US 13 .

DE 15 turns north to form a concurrency with US 13 for a short distance on the four @-@ lane divided Dupont Highway before continuing northwest along with US 13 Alt. on two @-@ lane undivided Upper King Road . The road continues through rural land before entering Woodside . Here , US 13 Alt. / DE 15 passes homes and intersects DE 10 Alt. , with DE 15 splitting from US 13 Alt. by heading west along with DE 10 Alt. on Main Street and crossing Norfolk Southern 's Delmarva Secondary railroad line .

DE 15 splits from DE 10 Alt. by turning north on Dundee Road , leaving Woodside . The road heads through a mix of farmland , woodland , and residential subdivisions , coming to an intersection with DE 10 . Past this intersection , the route becomes Moose Lodge Road and continues north . DE 15 turns east onto Westville Road and enters Wyoming , where it becomes Southern Boulevard and passes homes and some businesses . The route turns northeast onto South Railroad Avenue and runs immediately to the west of the Norfolk Southern railroad line . The road becomes North Railroad Avenue before it leaves Wyoming as it passes to the east of Wyoming Lake . At this point , DE 15 becomes Wyoming Mill Road and heads north through agricultural areas away from the railroad tracks . The road continues through farmland with some woods and residential development before entering Dover and curving to the northwest .

Here , DE 15 turns east onto Hazletville Road and heads into industrial areas , where it becomes West North Street and widens into a four @-@ lane road . The route turns north onto two @-@ lane Saulsbury Road , continuing through more commercial areas and coming to an intersection with DE 8 . Past this intersection , DE 15 continues north as a three @-@ lane road with a center left @-@ turn lane , coming to a junction with Walker Road . Past this intersection , the road name changes to McKee Road and it runs northwest through residential areas with some fields and commercial development . The route loses the center left @-@ turn lane past the College Road intersection . DE 15 turns west to remain on two @-@ lane undivided McKee Road , with Scarborough Road continuing north to US 13 and DE 1 . Past Scarborough Road , the route heads northwest near an

industrial park before it leaves Dover .

Upon leaving Dover , DE 15 continues through a mix of farmland and woodland with some residential areas , turning southwest onto West Denneys Road and then north onto Kenton Road . The road curves to the north @-@ northwest and reaches an intersection with DE 42 in Moores Corner . At this point , DE 15 turns west to form a concurrency with DE 42 on Seven Hickories Road . In Seven Hickories , DE 15 splits from DE 42 by heading north on Brenford Road . The route splits from Brenford Road and continues northwest on Mount Friendship Road before reaching an intersection with DE 300 . Here , DE 15 turns northeast for a brief concurrency with DE 300 on Wheatleys Pond Road before turning northwest on Alley Corner Road . The road crosses an abandoned railroad line before it comes to an intersection with DE 6 . At this point , DE 15 turns east to form a concurrency with DE 6 on Millington Road . On the western edge of Clayton , DE 15 splits from DE 6 by heading northeast on Duck Creek Road , passing through residential areas with some industry . The road curves to the north and leaves Clayton .

= = = New Castle County = = =

DE 15 crosses the Duck Creek into New Castle County and the name becomes Clayton Greenspring Road as it passes through farm fields and woods with some homes . The route turns west onto Vandyke Greenspring Road and skirts the southern edge of the Blackbird State Forest , curving to the west @-@ northwest . DE 15 turns north onto Dexter Corner Road before it continues west onto Blackbird Station Road , curving to the northwest . DE 15 crosses the Maryland and Delaware Railroad 's Northern Line before turning north onto Dogtown Road and heading northwest again . The route runs through agricultural areas and turns north @-@ northeast onto Levels Road . DE 15 passes to the west of a residential neighborhood before turning northwest at a roundabout to remain on Levels Road and reach an intersection with US 301 / DE 299 .

At this point , DE 15 turns northeast to join US 301 / DE 299 on four @-@ lane divided Middletown Warwick Road , entering commercial areas in the town of Middletown . At an intersection , the three routes split , with DE 15 heading northwest on Bunker Hill Road , DE 299 turning east onto Main Street , and US 301 continuing north along Middletown Warwick Road . Past US 301 / DE 299 , DE 15 becomes a two @-@ lane undivided road , passing areas of homes and businesses and heading northeast of Appoquinimink High School . At a roundabout , the route turns north onto Choptank Road and leaves Middletown , heading through agricultural areas with some woods and residential development . DE 15 intersects the eastern terminus of DE 286 at a roundabout and continues northeast along Bethel Church Road , ending at an intersection with US 301 / DE 71 / DE 896 in Summit Bridge , just south of the Summit Bridge over the Chesapeake and Delaware Canal .

The portion of the route along the DE 6 concurrency west of Clayton and between Alley Mill Road and Caldwell Corner Road in southwestern New Castle County is part of the Harriet Tubman Underground Railroad Byway , a Delaware Byway . DE 15 has an annual average daily traffic count ranging from a high of 23 @, @ 156 vehicles at the Walker Road intersection in Dover to a low of 504 vehicles along Duck Creek Road in Clayton . The portions of DE 15 concurrent with US 13 , between DE 8 and Scarborough Road , and along the US 301 / DE 299 concurrency are part of the National Highway System .

= = History = =

By 1920 , the roads that comprise present @-@ day DE 15 existed as county roads . Bunker Hill Road was paved by 1932 , with Levels Road being constructed as a state highway by this time . Four years later , the segment between DE 12 and US 13 , Brenford Road , a portion north of DE 6 , and Bethel Church Road were paved , while Kenton Road was paved three years later . Paving was completed on the sections between DE 14 and Carpenters Bridge Road and from DE 8 to Kenton Road by 1942 , and the entire segment between Clayton and Middletown excluding a portion of Blackbird Station Road . The remainder of the road between Milford and Canterbury , the portion between Woodside and DE 10 , the portion between Wyoming and Dover , and the segment of

Choptank Road between Bohemia Church Road and Bethel Church Road were all paved by 1952 . The remainder of the route between Clayton and Middletown was paved two years later . By 1957 , paving was completed on the remainder of Choptank Road . The section between Woodside and Wyoming was fully paved by 1959 . The Mt . Friendship Road part of the current route was paved by 1964 . Two years later , the paving of present @-@ day DE 15 was completed when Alley Corner Road was paved .

DE 15 was designated to run from DE 14 near Milford north to US 13 in Canterbury by 1984 . The route was extended north to US 301 / DE 299 west of Middletown by 1990 . Four years later , DE 15 was extended farther north to US 301 / DE 71 / DE 896 near the Summit Bridge . In 2011 , Wyoming Mill Road was realigned to intersect Hazletville Road further to the west at a signalized intersection , reducing congestion .

= = Major intersections = =