

= Delaware Route 14 =

Delaware Route 14 (DE 14) is a state highway in the southern part of Kent County , Delaware . The route runs from the Maryland border near Burrsville , Maryland , where it continues as Maryland Route 317 (MD 317) , east to DE 1 in Milford . The route passes through Harrington , where it intersects U.S. Route 13 (US 13) , and passes to the north of Houston before coming to Milford , where it intersects DE 15 , US 113 , and DE 1 Business (DE 1 Bus .) . DE 14 has a truck bypass of Harrington known as DE 14 Truck .

DE 14 was first designated by 1936 to run from the Maryland border near Burrsville east to DE 26 in Bethany Beach . In 1939 , the road was extended south to Fenwick Island . In the 1940s , the road was realigned to bypass Rehoboth Beach . The route between Nassau and Rehoboth Beach was widened into a divided highway in the 1950s , with all of DE 14 southeast of Milford being upgraded to a divided highway by the 1970s . In 1977 , most of DE 14 east of Milford was replaced with DE 1 , with the eastern terminus being realigned to its current location by 1984 .

= = Route description = =

DE 14 begins at the Maryland border , where it continues west into that state as MD 317 . From the state line , the route heads east on two @-@ lane undivided Vernon Road , passing through a mix of farmland and woodland with occasional homes . The road curves to the northeast before bending east as Walt Messick Road and entering Harrington . DE 14 runs past homes and some businesses before intersecting DE 14 Truck , which bypasses Harrington to the south . At this point , DE 14 heads northeast on Commerce Street into the downtown area . Here , the route turns east onto Clark Street and crosses Norfolk Southern 's Delmarva Secondary railroad line . On the eastern edge of Harrington , DE 14 intersects US 13 in a commercial area , at which point DE 14 Truck returns to the route .

Past this intersection , the route leaves Harrington and becomes Milford Harrington Highway , heading through a mix of farms and woods with some residential development . The road continues east through more rural areas , passing to the north of Houston . Farther east , DE 14 bends southeast and intersects the southern terminus of DE 15 , crossing into Milford . The road enters commercial areas and gains a center left @-@ turn lane , coming to an intersection with US 113 . Past this intersection , the route becomes Northwest Front Street and runs past homes and businesses a short distance to the north of Norfolk Southern 's Indian River Secondary railroad line and Silver Lake along the Mispillion River , narrowing back to two lanes . The road curves to the east , passing to the south of the Parson Thorne Mansion , and heads through the downtown of Milford , becoming Northeast Front Street at the intersection with North Walnut Street . DE 14 passes a short distance to the north of the Mispillion River , curving northeast and coming to an intersection with DE 1 Bus . Past this intersection , the route continues through areas of farmland with some commercial development , ending at an intersection with the DE 1 bypass of Milford .

DE 14 has an annual average daily traffic count ranging from a high of 14 @,@ 121 vehicles at the western edge of Milford to a low of 1 @,@ 804 vehicles at the eastern terminus at DE 1 . None of DE 14 is part of the National Highway System .

= = History = =

What would become DE 14 originally existed as a county road between the Maryland border in Burrsville and Rehoboth Beach by 1920 . By 1924 , the road was built as a state highway between Burrsville and Milford and was proposed as one between Nassau and Rehoboth Beach . A year later , the state road was completed between Milford and Cedar Creek and from Nassau to just west of Rehoboth Beach , with the sections between Cedar Creek and Nassau and into Rehoboth Beach under proposal . A bascule bridge was constructed over the Lewes and Rehoboth Canal in Rehoboth Beach in 1926 . In 1927 , the state highway between Milford and Rehoboth Beach was finished with the construction of a bascule bridge over the Broadkill River .

In 1931 , a state gravel road was extended from Bethany Beach to the Indian River Inlet along the Atlantic Ocean , providing access to the inlet for recreational purposes . By this time , the county road between Rehoboth Beach and Dewey Beach was paved . In January 1933 , bids were made for construction of a gravel road from Dewey Beach south to the Indian River Inlet as well as for a timber bridge across the inlet , connecting with the gravel road between the Indian River Inlet and Bethany Beach . This gravel road would provide a direct connection between Bethany Beach and Rehoboth Beach and would provide better access to the Atlantic coast for recreation . The Ocean Highway between Bethany Beach and Rehoboth Beach was completed in 1933 . In fall of that year , the roadway between Bethany Beach and Indian River Inlet was paved , with recommendations to pave the road north from the Indian River Inlet toward Rehoboth Beach . In 1934 , the Ocean Highway between the Indian River Inlet and Rehoboth Beach was paved . The same year , recommendations were made to extend the Ocean Highway south from Bethany Beach to Fenwick Island , where it would lead to a Maryland state highway continuing to Ocean City .

DE 14 was designated to run from the Maryland border in Burrsville east to DE 26 in Bethany Beach by 1936 . In 1939 , a southern extension of DE 14 was built between Bethany Beach and the Maryland border in Fenwick Island as a gravel road . In 1940 , a swing bridge opened across the Indian River Inlet . The same year , work began for a bypass of the route between Dewey Beach and west of Rehoboth Beach , which included a bascule bridge over the Lewes and Rehoboth Canal . In 1942 , the Rehoboth Beach bypass for DE 14 was completed . In addition , the roadway was paved between Fenwick Island and Bethany Beach by that year . In 1952 , a new swing bridge opened across the Indian River Inlet after the previous bridge was destroyed by ice and tides in 1948 .

The route was widened into a divided highway between DE 18 (now US 9) in Nassau and Rehoboth Beach in 1954 in order to provide relief to traffic heading to the beaches . Channelized intersections were built at DE 18 and the entrance to Rehoboth Beach . As part of this widening , DE 14 was moved to a new alignment to bypass Wescoats Corner , removing a concurrency with DE 18 (now US 9 Bus .) . In 1956 , DE 14 was realigned slightly north to its current alignment in Burrsville to meet a new routing of MD 317 ; the former alignment is now Knife Box Road . In 1965 , a new dual bridge was constructed across the Indian River Inlet . By 1966 , DE 14A was designated onto the former alignment of DE 14 through Rehoboth Beach . The divided highway portion of DE 14 was extended north to DE 16 , which included a bypass of Nassau , and between the Indian River Inlet and South Bethany in 1967 . In 1971 , the divided Milford Bypass between DE 14 southeast of Milford and US 113 north of Milford was completed . In 1971 , a contract was awarded to widen DE 14 to a divided highway between Fenwick Island and South Bethany . This widening project was completed a year later . In 1973 , construction was underway to make DE 14 a divided highway from the Milford Bypass to DE 16 , which included a bypass of Argos Corner ; this was completed in 1974 .

In 1974 , DE 1 was signed concurrent with DE 14 east of Milford and on the Milford Bypass . In 1977 , DE 14 was truncated to the southern terminus of the Milford Bypass southeast of Milford , with DE 1 replacing the route between Fenwick Island and the south end of the Milford Bypass and DE 1 Bus. becoming concurrent with route between the Milford Bypass and Northeast Front Street . As a result of this , DE 14A was renumbered to DE 1A . DE 14 was realigned to follow Northeast Front Street to end at DE 1 on the Milford Bypass by 1984 .

= = Major intersections = =

The entire route is in Kent County .

= = Bannered and suffixed routes = =

= = = DE 14 Truck = = =

Delaware Route 14 Truck (DE 14 Truck) is a truck bypass of DE 14 in Harrington . The route heads south from DE 14 on two @-@ lane undivided Farmington Road , leaving Harrington and heading through farmland . DE 14 Truck turns east onto Tower Hill Road and crosses Norfolk Southern 's Delmarva Secondary railroad line before coming to an intersection with US 13 . At this point , the truck route turns north to form a concurrency with US 13 on Dupont Highway , a four @-@ lane divided highway . The road heads back into Harrington and runs through commercial areas , passing to the east of the Delaware State Fairgrounds , which is where the Delaware State Fair is held and the Harrington Raceway & Casino is located . US 13 / DE 14 Truck crosses Norfolk Southern 's Indian River Secondary , with the median widening to include businesses in it . DE 14 Truck ends at another intersection with DE 14 . DE 14 Truck was designated in 2008 following an \$ 8 @.@ 5 million , year @-@ long project that improved the roads the truck route follows .

Major intersections

The entire route is in Harrington , Kent County .

== = Former DE 14A == =

Delaware Route 14A (DE 14A) was the designation of the former alignment of DE 14 through Dewey Beach and Rehoboth Beach . The route began at DE 14 in Dewey Beach and headed north into Rehoboth Beach , where it turned to the west and intersected DE 14 again west of Rehoboth Beach . The route was a former segment of DE 14 that was bypassed by 1942 and received the DE 14A designation by 1966 . By 1974 , the route would become cosigned with DE 1A , with DE 1A replacing DE 14A in 1977 .