

= Delaware Route 41 =

Delaware Route 41 (DE 41) is a highway in northwestern New Castle County , Delaware . Its southern terminus is at DE 2 and DE 62 in Prices Corner . From DE 2 , the road passes through suburban areas along Newport Gap Pike , intersecting DE 34 in Brandywine Springs and DE 48 in Hockessin . Its northern terminus is the Pennsylvania state line just north of Hockessin , and it continues on as Pennsylvania Route 41 (PA 41) to Gap .

DE 41 was originally chartered as the Gap and Newport Turnpike in the 19th century . In the 1920s and 1930s , this road was upgraded to a state highway . DE 41 was designated by 1936 to run from U.S. Route 40 (US 40 , now DE 9 / DE 273) in New Castle north to the Pennsylvania border in Hockessin . In the 1950s , DE 141 became concurrent with the route from New Castle to north of Newport . DE 41 was removed from the DE 141 concurrency in the 1970s and was realigned to follow DE 2 east to an interchange with DE 141 in the 1980s , with the old alignment south of DE 2 becoming DE 62 . In 2015 , the southern terminus was cut back to its current location , removing the concurrency with DE 2 .

= = Route description = =

DE 41 begins at an intersection with DE 2 in Prices Corner , heading northwest along Newport Gap Pike . South of DE 2 , Newport Gap Pike continues southeast as DE 62 . DE 41 is a two @-@ lane divided highway before it crosses the Wilmington and Western Railroad and the Red Clay Creek . The route becomes an undivided road and continues through a mix of residential neighborhoods and woodland . The road comes to an intersection with DE 34 (Faulkland Road) in Brandywine Springs . Past this junction , DE 41 continues northwest , with stretches alternating between divided and undivided highway , towards Hockessin .

In Hockessin , DE 41 meets the western terminus of DE 48 (Lancaster Pike) , onto which it merges . The Lancaster Pike alternates between a divided highway and a two @-@ lane undivided road . DE 41 turns to the west @-@ northwest and passes to the northeast of the Sanford School before it enters business areas and becomes a three @-@ lane divided highway with one northbound lane and two southbound lanes . The median turns into a center left @-@ turn lane as the road runs past more development and crosses the Wilmington and Western Railroad again . The southbound direction narrows to one lane at the Yorklyn Road intersection . The road briefly becomes a divided highway at the Valley Road junction . After leaving the center of Hockessin , the route becomes a three @-@ lane undivided road , with two northbound lanes and one southbound lane . The road passes homes , eventually narrowing back to two lanes . DE 41 reaches the Pennsylvania border , where Gap Newport Pike continues northwest as PA 41 .

DE 41 has an annual average daily traffic count ranging from a high of 20 @, @ 665 vehicles at the Yorklyn Road intersection to a low of 12 @, @ 611 vehicles at the McKennans Church Road intersection . The entire length of DE 41 is part of the National Highway System .

= = History = =

What is now DE 41 was originally chartered as the Gap and Newport Turnpike on January 30 , 1808 , an extension of the 1807 @-@ chartered turnpike in Pennsylvania that was to run from Gap , Pennsylvania southeast to Newport , Delaware . By 1920 , this road was maintained by the county . The road north of Lancaster Pike was proposed as a state highway four years later . A year later , a state highway was completed on what would become DE 41 between New Castle and Prices Corner . Plans were underway in 1927 to replace the outdated swing bridge over the Christina River in Newport . Contracts for this project were awarded the following year . The replacement bridge over the Christina River , a bascule bridge , opened on December 1 , 1929 . In 1927 , plans were made to replace the grade crossing at the Pennsylvania Railroad line (now Amtrak 's Northeast Corridor) in Newport with an underpass under the tracks . Work on this underpass began in 1929 . The crossing under the Pennsylvania Railroad was finished and opened to traffic in June 1930 . In 1929 ,

the Gap Road was upgraded to a state highway .

DE 41 was designated to run from US 40 (now DE 9 / DE 273) in New Castle north to PA 41 at the Pennsylvania border in Hockessin by 1936 . It followed Basin Road north to Newport , James Street through Newport , and the Newport Gap Pike north of there . By 1952 , DE 141 was designated to run concurrent with DE 41 from New Castle to north of Newport . In 1954 , plans were made to replace the intersection with US 13 / US 40 in Basin Corner with a modified cloverleaf interchange in an effort to reduce traffic congestion . Construction on the interchange began in September of that year . The interchange between US 13 / US 40 and DE 41 / DE 141 was completed in 1956 .

In April 1954 , work began to improve DE 41 between the DE 48 intersection and the Pennsylvania border . These improvements constructed a bypass of Hockessin and added truck lanes on steep grades . This project was scheduled for completion in July 1955 . The new northbound lanes of DE 41 / DE 141 through the I @-@ 95 interchange opened in November 1962 , at which point construction on the southbound lanes began . The southbound lanes of DE 41 / DE 141 opened in June 1964 , enabling directional flow of DE 41 / DE 141 through the interchange .

The southern terminus of DE 41 was truncated to DE 141 north of Newport by 1971 , eliminating the concurrency with that route . By 1981 , DE 41 was realigned to follow DE 2 to end at an interchange with DE 141 , with DE 62 being designated along the former DE 41 south of DE 2 . In 2015 , the Delaware Department of Transportation proposed cutting back the southern terminus of DE 41 from the interchange with DE 141 to the intersection with DE 2 and Newport Gap Pike , eliminating the concurrency with DE 2 . This change was made in order to reduce sign clutter and also reduce truck traffic along the southern portion of DE 41 . A public workshop on the proposal was held and changes were made in summer 2015 .

= = Major intersections = =

The entire route is in New Castle County .