

= Delaware Route 71 =

Delaware Route 71 (DE 71) is a state highway in New Castle County , Delaware . The route loops off U.S. Route 13 (US 13) from south of Townsend to Tybouts Corner , traveling to the west of US 13 by way of Townsend , Middletown , and the Summit Bridge . The route overlaps US 301 from the north end of Middletown to just north of the Summit Bridge , and also with DE 896 from Mount Pleasant to just north of the Summit Bridge , where US 301 and DE 896 continue north together to Glasgow .

DE 71 was built as a state highway during the 1920s and 1930s . By 1938 , the route was designated to run from US 13 south of Townsend to US 13 in Tybouts Corner roughly along its present @-@ day alignment . In the 1950s , DE 71 was rerouted to head to the Maryland border southwest of Middletown to connect to Maryland Route 71 (MD 71) , with the former route south of Middletown becoming an extended DE 896 . Between the 1950s and 1980s , DE 71 was signed with various alignments of US 301 and US 301S . In the 1980s , DE 71 was truncated to DE 896 in Summit Bridge before being extended back along its 1930s alignment to US 13 by the 1990s .

= = Route description = =

DE 71 heads to the northwest from US 13 on two @-@ lane undivided Summit Bridge Road , passing through wooded areas with some homes . The road passes to the east of Townsend and intersects Pine Tree Road / Main Street . Past Townsend , the route continues northwest into farmland , making a turn to the north . DE 71 enters residential areas as it heads into the town of Middletown , where it becomes Broad Street . The road heads north through the town and intersects DE 299 (Main Street) in the downtown area . From this point , the route passes more homes before running near businesses . DE 71 crosses Norfolk Southern 's Delmarva Secondary at @-@ grade and intersects US 301 immediately after .

DE 71 heads north concurrent with US 301 on Summit Bridge Road , leaving Middletown . The road runs a short distance to the west of the Norfolk Southern rail line as it continues through farmland with some scattered residential and commercial development . In Mount Pleasant , DE 896 joins US 301 / DE 71 from the east and the road widens from a two @-@ lane undivided road to a four @-@ lane , divided highway . The road heads between the Summit Airport to the west and housing developments to the east . US 301 / DE 71 / DE 896 heads to the northwest through farm fields before turning to the west and passing a residential subdivision to the south . In the unincorporated community of Summit Bridge , the road intersects the northern terminus of DE 15 . Past this intersection , US 301 / DE 71 / DE 896 turns north and crosses over the Chesapeake and Delaware Canal on the Summit Bridge .

Past the Summit Bridge , the road runs through woods and passes under Chesapeake City Road near the Delaware Veterans Memorial Cemetery . DE 71 splits from US 301 / DE 896 by heading to the southeast on two @-@ lane undivided Red Lion Road . The road passes a mix of woods and homes as it becomes the southern boundary of Lums Pond State Park and turns east . The route turns northeast and continues into a mix of farmland and homes . DE 71 passes through the community of Kirkwood and crosses the Norfolk Southern Delmarva Secondary again , continuing past suburban residential development and crossing DE 72 . The route continues northeast , crossing Norfolk Southern 's Reybold Running Track . From here , the road runs to the community of Red Lion , where it crosses DE 7 . The final stretch of DE 71 heads northeast toward its northern terminus at US 13 in Tybouts Corner . This intersection is within an interchange between US 13 and DE 1 , where DE 1 merges off US 13 . Direct access is provided from southbound DE 1 to DE 71 just before the intersection with US 13 .

The portion of the route between Main Street in Townsend and Noxontown Road south of Middletown is part of the Harriet Tubman Underground Railroad Byway , a Delaware Byway . DE 71 has an annual average daily traffic count ranging from a high of 24 @, @ 445 vehicles at the DE 896 intersection in Mount Pleasant to a low of 4 @, @ 351 vehicles at the DE 7 intersection . The portion of DE 71 concurrent with US 301 is part of the National Highway System .

= = History = =

What is now DE 71 originally existed as a county road by 1920 , with the portion south of Townsend proposed as a state highway at this time . By 1924 , the entire length of the present route was paved , with the portion from the Summit Bridge to Kirkwood proposed as a state highway and the portion from Kirkwood to Tybouts Corner improved to a state highway . A year later , the state highway had been completed south of Townsend and between Mt . Pleasant and Kirkwood . In 1930 , the state highway between Middletown and Mt . Pleasant was finished . By 1931 , the remainder became a state highway . When Delaware started numbering state highways by 1936 , this road remained unnumbered . By 1938 , DE 71 was designated to run from US 13 south of Townsend north to US 13 in Tybouts Corner , following roughly the same alignment it does today .

By 1957 , DE 71 was rerouted to follow DE 299 southwest from Middletown before splitting from that route and reaching the Maryland border , where it connected to MD 71 . Also , DE 896 was extended south from Summit Bridge to follow DE 71 to Middletown and then continue along the former DE 71 through Townsend to US 13 . By 1959 , US 301 was designated along DE 71 / DE 299 between the Maryland border and Middletown and US 301S was designated along DE 71 from Middletown to Tybouts Corner . The route was realigned to a new Summit Bridge a short distance to the west in 1960 , following new roads that led to the bridge . As a result of this , US 301S / DE 71 was designated onto a former piece of DE 896 between the new alignment and Red Lion Road to the east , with the rest of the former alignment becoming a dead end road south to the canal and the former alignment south of the canal becoming a local road serving the community of Summit .

In 1971 , US 301 was shifted to follow what had been US 301S between Middletown and Summit Bridge , with US 301S remaining along DE 71 between Summit Bridge and Tybouts Corner . By 1984 , DE 896 was rerouted to run from Mount Pleasant to Boyds Corner , with the route being removed from DE 71 from Mt . Pleasant to Middletown and the segment from Middletown to south of Townsend , which was the original routing of DE 71 , becoming unnumbered . A year later , US 301 was rerouted onto the newly aligned DE 896 and US 13 between Mt . Pleasant and Tybouts Corner and removed from DE 71 / DE 896 from Summit Bridge to Mt . Pleasant . DE 71 was truncated to Summit Bridge by 1987 . By 1990 , DE 71 was extended back south along its original alignment to again end at US 13 south of Townsend . US 301 was realigned to follow the route between Mt . Pleasant and Summit Bridge in 1992 .

= = Major intersections = =

The entire route is in New Castle County .