

= Interstate 495 ( Delaware ) =

Interstate 495 ( I @-@ 495 ) is a 11 @.@ 47 @-@ mile ( 18 @.@ 46 km ) long Interstate highway in the U.S. state of Delaware . The highway serves as a six @-@ lane bypass of I @-@ 95 around the city of Wilmington . I @-@ 495 begins at an interchange with I @-@ 95 and I @-@ 295 near Newport to the southwest of Wilmington . From here , the road heads east to the Port of Wilmington , where it turns northeast and crosses the Christina River as it heads to the east of downtown Wilmington . Upon reaching Edgemoor , I @-@ 495 runs between the Delaware River to the east and U.S. Route 13 ( US 13 ) to the west , continuing to Claymont . In Claymont , I @-@ 495 turns north and merges into northbound I @-@ 95 at an interchange with Delaware Route 92 ( DE 92 ) just south of the Pennsylvania state line .

Plans for a bypass of Wilmington to the east date back to 1948 and was incorporated into the Interstate Highway System in 1956 . This interstate bypass was numbered I @-@ 495 in the 1960s . Construction on building I @-@ 495 took place during the course of the 1970s , with the entire length of the highway completed and opened to traffic in 1977 . Between 1978 and 1980 , I @-@ 95 was designated along the I @-@ 495 alignment while the South Wilmington Viaduct along I @-@ 95 was reconstructed ; during this time the route through Wilmington was known as I @-@ 895 . The US 13 / DE 3 interchange in Edgemoor opened in 1988 . In 2014 , the bridge over the Christina River was closed due to tilting support columns until repairs were completed .

= = Route description = =

I @-@ 495 begins at an interchange with I @-@ 95 / US 202 and I @-@ 295 near Newport , heading to the east on a six @-@ lane freeway . At the southern terminus , southbound I @-@ 495 also has a ramp that provides easier access to the DE 141 interchange along I @-@ 95 . The route runs between the Christina River to the north and a landfill to the south prior to reaching an interchange with US 13 and the southern terminus of US 13 Bus. to the north of Wilmington Manor . Past this , the highway enters industrial areas and reaches the DE 9A exit near the Port of Wilmington , turning to the northeast . I @-@ 495 crosses over the Christina River into the eastern part of Wilmington and passes near another landfill as it comes to the 12th Street exit .

The road runs through some marshland before coming to an interchange in industrial Edgemoor that connects to the southern terminus of DE 3 as well as to US 13 . Following this interchange , I @-@ 495 runs between US 13 and suburban areas to the west and Amtrak ? s Northeast Corridor and the Delaware River to the east . I @-@ 495 continues along this configuration until it reaches Claymont . US 13 heads farther west from the freeway and I @-@ 495 makes a turn to the north away from the railroad tracks and the river near the Claymont station along SEPTA 's Wilmington / Newark Line that uses the Northeast Corridor . The road comes to another exit for US 13 before merging into I @-@ 95 at the DE 92 interchange near the Tri @-@ State Mall and the Pennsylvania border . Southbound , the I @-@ 495 splitoff from I @-@ 95 actually starts in Pennsylvania , but crosses into Delaware 220 feet ( 67 m ) later before the exit to DE 92 .

I @-@ 495 has an annual average daily traffic count ranging from a high of 90 @,@ 379 vehicles at the south end of Wilmington near the Christina River to a low of 19 @,@ 234 vehicles at the ramp to I @-@ 95 at the southern terminus . As part of the Interstate Highway System , the entire length of I @-@ 495 is a part of the National Highway System .

= = History = =

In 1948 , the Wilmington Transportation Study proposed two new roads running between the southern end of Wilmington and the Pennsylvania border to improve traffic flow in the Wilmington area . Route A followed the current alignment of I @-@ 95 through the city while Route B bypassed the city to the east along the current alignment of I @-@ 495 . In 1956 , the Interstate Highway System was created , with FAI @-@ 3 proposed along the current alignment of I @-@ 495 . In 1960 , design work on FAI @-@ 3 was underway . The route of FAI @-@ 3 was numbered as I @-@ 495

in 1962 . In 1968 , structural design for bridges along I @-@ 495 was underway . The same year , the first construction contracts began with three demolition contracts , the building of a culvert under the Penn Central line at Holly Oak Creek , and the relocation of a section of US 13 to the west to allow for room to build I @-@ 495 . In 1970 , work continued on relocating US 13 along with the construction of bridges carrying the interstate over Stoney Creek . A contract was awarded to build I @-@ 495 between Edgemoor and I @-@ 95 in Claymont in 1971 . The same year , work was underway on building the bridge over the Christina River . Design work on the interstate was completed at this time . The following year , construction contracts were awarded to build I @-@ 495 south of the Christina River and to stabilize the road near Cherry Island . Paving was also underway between the Christina River and Edgemoor . In 1973 , contracts were let to build structures along the freeway between the Christina River and Edgemoor . Work on the highway between New Castle Avenue and the Christina River bridge was finished in 1975 . In 1976 , the first section of I @-@ 495 was opened between US 13 and I @-@ 95 in Claymont . The same year , the bridge carrying the highway over Edgemoor Road was completed . In June 1977 , the remainder of I @-@ 495 was completed and opened to traffic .

On June 28 , 1978 , the American Association of State Highway and Transportation Officials ( AASHTO ) approved rerouting I @-@ 95 along the I @-@ 495 alignment . However , AASHTO disapproved renumbering the alignment of I @-@ 95 through Wilmington as I @-@ 595 . On October 27 of that year , AASHTO gave conditional approval for I @-@ 95 through Wilmington to be designated as I @-@ 195 from I @-@ 95 near Newport north to US 202 while the route from US 202 to I @-@ 95 in Claymont would become I @-@ 395 . I @-@ 895 was designated along the conditionally approved route of I @-@ 195 and I @-@ 395 on June 25 , 1979 . In 1980 , the South Wilmington Viaduct along I @-@ 895 was reconstructed . On November 14 , 1980 , I @-@ 95 and I @-@ 495 were returned to their original alignments , with I @-@ 895 decommissioned . In 1988 , an interchange was built at US 13 and DE 3 in Edgemoor . This interchange was numbered as exit 4 , which resulted in the US 13 interchange in Claymont being renumbered from exit 4 to exit 5 . In February 1988 , a tanker drove off the Christina River bridge and exploded , with the truck driver killed . The accident forced the closure of I @-@ 495 in order to repair the heat damage to the bridge structure . In 2000 , through traffic from I @-@ 95 was detoured onto I @-@ 495 while I @-@ 95 was rebuilt between Wilmington and the Pennsylvania border .

On June 2 , 2014 , the bridge over the Christina River was closed after it was discovered that four support columns were tilting . I @-@ 495 was closed to traffic between the DE 9A and 12th Street interchanges . DelDOT officials at first said that the bridge would remain closed indefinitely . They later announced plans to have the southbound side of the bridge reopen by Labor Day , with the northbound side to follow by late September . The southbound lanes reopened on July 31 , a month earlier than expected , and the northbound lanes reopened on August 23 . During the closure , traffic was detoured onto I @-@ 95 , and several major roads in the Wilmington area experienced increased traffic congestion .

= = Exit list = =

The entire route is in New Castle County .