

= Delaware Route 273 =

Delaware Route 273 (DE 273) is a state highway in New Castle County , Delaware . The route runs from Maryland Route 273 (MD 273) at the Maryland border near Newark east to DE 9 and DE 141 in New Castle . The route runs through suburban areas between Newark and New Castle as a four @-@ lane divided highway , passing through Ogletown and Christiana . DE 273 intersects DE 896 in downtown Newark , DE 2 / DE 72 on the eastern edge of Newark , DE 4 in Ogletown , Interstate 95 (I @-@ 95) , DE 7 , and DE 1 in Christiana , DE 37 in Pleasantville , and DE 58 and U.S. Route 13 (US 13) / US 40 in Hares Corner .

What is now DE 273 was originally built as a state highway in the 1920s and 1930s , with the portion east of Hares Corner becoming a part of US 40 , which had crossed the Delaware River on a ferry between New Castle and Pennsville , New Jersey . DE 273 was designated by 1936 to connect the Maryland border near Newark to Hares Corner . In the 1950s , the route was extended to New Castle when US 40 was realigned to the Delaware Memorial Bridge . DE 273 was moved onto new alignments around Christiana in the 1980s and through Ogletown in the 1990s .

= = Route description = =

DE 273 begins at the Maryland border west of Newark , where it continues west into that state as MD 273 . From the state line , the route heads southeast on two @-@ lane undivided Nottingham Road , passing through wooded suburban neighborhoods as it enters Newark . DE 273 becomes West Main Street as it approaches the downtown area , intersecting the southbound direction of DE 896 , at which point DE 273 forms a concurrency with southbound DE 896 . The road crosses CSX 's Philadelphia Subdivision and comes to an intersection with New London Road , which runs northwest as northbound DE 896 , and South Main Street , which heads southwest as DE 896 .

At this point , DE 273 splits into the one @-@ way pair of West Delaware Avenue eastbound and West Main Street westbound , with eastbound DE 273 briefly following one @-@ way South Main Street southwest to get from West Main Street to West Delaware Avenue . The one @-@ way pair , which carries two lanes in each direction , becomes concurrent with DE 896 in both directions until the South College Avenue intersection . DE 273 runs through the University of Delaware campus and continues through the downtown as East Delaware Avenue eastbound and East Main Street westbound . Farther east , East Delaware Avenue shifts farther to the south of East Main Street , with the one @-@ way streets passing between a residential neighborhood and East Delaware Avenue passing to the north of Newark High School . Past here , the route comes to an intersection with DE 2 / DE 72 . At this point , eastbound DE 273 turns north to join DE 72 on four @-@ lane divided Library Avenue to rejoin westbound DE 273 .

Past DE 2 / DE 72 , DE 273 leaves Newark and heads east on Ogletown Road , a five @-@ lane road with a center left @-@ turn lane that passes through commercial areas , soon becoming a four @-@ lane divided highway . The road continues east and comes to a bridge over Amtrak 's Northeast Corridor . The route turns southeast and reaches an interchange with DE 4 in Ogletown . Past this interchange , DE 273 becomes Christiana Road and heads east through suburban residential neighborhoods with some businesses . The road bends southeast again as it comes to an interchange with I @-@ 95 (Delaware Turnpike) . Following this , the route heads into more commercial areas and becomes Christiana Road , bypassing the community of Christiana to the southwest . DE 273 runs south through wooded areas and crosses Old Baltimore Pike before curving east and coming to an intersection with DE 7 . A short distance later , the road reaches an interchange with the DE 1 freeway .

Following this interchange , DE 273 heads through woods before entering areas of suburban homes and businesses , coming to an intersection with the southern terminus of DE 37 in Pleasantville . The route continues east and intersects the eastern terminus of DE 58 near the Wilmington Airport . A short distance later , the road comes to an intersection with US 13 / US 40 in Hares Corner .

Past this intersection , DE 273 becomes concurrent with DE 9 Truck and turns into two @-@ lane

undivided Frenchtown Road , heading east between business parks to the south and farm fields to the north . DE 273 comes to an intersection with DE 9 and DE 141 to the west of New Castle , where the route , along with DE 9 Truck , officially ends . Despite this , DE 273 signage continues east along DE 9 toward New Castle on Delaware Street . Along this stretch , the road crosses the New Castle Industrial Track Trail . Before reaching the New Castle Historic District after a crossing of Norfolk Southern 's New Castle Secondary , DE 9 / DE 273 makes a left turn onto Ferry Cut Off Street . DE 273 's signed eastern terminus is at Sixth Street near the Delaware River , where DE 9 turns northeast on Sixth Street to head toward Wilmington .

DE 273 has an annual average daily traffic count ranging from a high of 49 @, @ 566 vehicles at the I @-@ 95 interchange to a low of 8 @, @ 760 vehicles at the western edge of Newark . The portion of DE 273 east of DE 896 is part of the National Highway System .

= = History = =

What is now DE 273 originally existed as a county road by 1920 . Four years later , the portion of road through Newark was upgraded to a state highway while the road was paved between Hares Corner and New Castle . A year later , the section between Ogletown and Christiana was planned as a state highway while the section east of Basin Road was upgraded to a state highway . In 1930 , the road between the Maryland border and Newark was built as a state highway , providing a shorter route to the Conowingo Dam in Maryland . The following year , US 40 was designated to run on the portion of road between Hares Corner and New Castle , where it connected to a ferry across the Delaware River to Pennsville , New Jersey . Also by this time , all of present @-@ day DE 273 was upgraded to a state highway except the portion of US 40 between Hares Corner and Basin Road . In 1934 , recommendations were made to upgrade US 40 to a state highway between Hares Corner and New Castle . The portion of US 40 between Hares Corner and New Castle was taken over by the state on July 1 , 1935 . Construction on upgrading this section began in 1936 . This project was completed later that year . The same year , a bridge was constructed over a Pennsylvania Railroad line (now the New Castle Industrial Track Trail) in New Castle .

DE 273 was designated to run from the Maryland border west of Newark east to US 13 and US 40 in Hares Corner by 1936 , roughly following its current alignment . In Newark , the route ran concurrent with DE 2 . By 1952 , US 40 was realigned to use the Delaware Memorial Bridge to cross the Delaware River , and DE 273 was extended east along the former alignment of US 40 to end at present @-@ day DE 9 in New Castle . In 1956 , DE 2 and DE 273 were routed onto the one @-@ way pair of Delaware Avenue eastbound and Main Street westbound in downtown Newark following an eastward extension of Delaware Avenue to the intersection between DE 2 and DE 273 east of the city .

By 1984 , DE 9 was realigned to follow DE 273 east of the DE 141 intersection . DE 273 was realigned to bypass Christiana a year later . DE 2 was routed to bypass Newark and DE 2 Bus. became concurrent with DE 273 through Newark by 1990 . By 1997 , DE 273 was moved to its current alignment in the Ogletown area , eliminating a short concurrency with DE 4 and involving the construction of an interchange with that route . The concurrent DE 2 Bus. designation was eliminated in 2013 as part of simplifying the route numbers in Newark .

= = Major intersections = =

The entire route is in New Castle County .