

= Delaware Route 7 =

Delaware Route 7 (DE 7) is a two- to four @-@ lane north ? south highway in New Castle County , Delaware that connects U.S. Route 13 (US 13) and DE 72 near Delaware City to the Pennsylvania border near Hockessin , where the road continues into Pennsylvania as State Route 3013 (SR 3013) , intersecting Pennsylvania Route 41 (PA 41) at an interchange . Between Delaware City and Christiana , DE 7 runs to the west of the DE 1 freeway through suburban areas , passing through Bear . By the Christiana Mall , DE 7 joins the DE 1 freeway and comes to an interchange with Interstate 95 (I @-@ 95) before the DE 1 freeway ends at the DE 58 interchange . After the freeway segment , DE 7 continues north as a surface road concurrent with DE 4 through Stanton . From Stanton to the Pennsylvania border , DE 7 heads northwest through suburban areas , passing through Pike Creek .

What is now DE 7 was built as a state highway during the 1920s and 1930s . By 1936 , the route was designated to run along its present alignment between US 13 near Red Lion , Delaware and the Pennsylvania border . From the 1950s to the 1970s , DE 7 became a divided highway between Christiana and Milltown Road . With the construction of the DE 1 freeway in the 1990s , DE 7 was shifted to a portion of the freeway near the Christiana Mall . The route was also extended south to an intersection with US 13 and DE 72 as a result of the relocation of US 13 onto a portion of the freeway . The road also became a divided highway between Milltown Road and DE 72 in the 1990s . In 1999 , an interchange was built at DE 58 as a result of a northward extension of DE 1 along DE 7 . The interchange with I @-@ 95 was reconstructed to include flyover ramps in 2013 .

= = Route description = =

DE 7 begins at an intersection with US 13 and DE 72 in the community of Wrangle Hill to the west of Delaware City , where the road continues south as part of US 13 . From the southern terminus , the route heads north on four @-@ lane divided South Dupont Highway . The road runs through farmland and crosses Norfolk Southern 's Reybold Running Track railroad line before passing under the US 13 / DE 1 freeway . After this , DE 7 narrows into a two @-@ lane undivided road called Bear @-@ Corbitt Road , with the former alignment of Dupont Highway branching off to the northeast . The route continues north through woodland and homes , reaching an intersection with DE 71 in Red Lion . The road crosses Norfolk Southern 's New Castle Secondary railroad line and heads into Bear . Here , DE 7 widens into a four @-@ lane divided highway as it enters commercial areas and intersects US 40 .

After this intersection , the route becomes Bear @-@ Christiana Road and passes through suburban residential development with some farm fields . Farther north , DE 7 narrows into a two @-@ lane undivided road . The highway comes to an intersection with DE 273 , where it is briefly a four @-@ lane divided highway . Following this , DE 7 becomes East Main Street and narrows into a two @-@ lane undivided road , heading through woods and curving to the northwest as it crosses Christina River . The route enters Christiana and passes homes , intersecting Old Baltimore Pike . At this point , DE 7 turns north onto North Old Baltimore Pike , with the name changing to Stanton @-@ Christiana Road . The route turns east onto a four @-@ lane divided highway and comes to an interchange with the DE 1 freeway southwest of the Christiana Mall , a super @-@ regional shopping mall that is the largest in Delaware .

At this point , DE 7 heads north concurrent with DE 1 on a four @-@ lane freeway . The freeway comes to a southbound exit and northbound entrance that serves the Christiana Mall to the east . DE 1 / DE 7 continues to a modified cloverleaf interchange with I @-@ 95 (Delaware Turnpike) . The road continues through more commercial areas and interchanges with DE 58 , at which point the freeway segment and DE 1 ends . Past DE 58 , DE 7 continues north at @-@ grade as six @-@ lane divided Stanton @-@ Christiana Road , heading to the west of the Stanton Campus of Delaware Technical Community College before intersecting DE 4 . At this point DE 4 turns north for a concurrency with DE 7 , running through wooded areas with nearby development , including the Hale @-@ Byrnes House , and passing over Amtrak 's Northeast Corridor railroad line and White

Clay Creek . The road heads to the east of Delaware Park Racetrack , a thoroughbred horse racetrack and casino , and curves northeast to enter Stanton . At this point the two routes continue into a commercial area and split into the one @-@ way pair of Mitch Road eastbound and Main Street westbound .

DE 7 splits from DE 4 by heading northwest on four @-@ lane divided Limestone Road . The road runs through suburban residential neighborhoods , coming to a bridge over CSX 's Philadelphia Subdivision railroad line . The route continues into business areas and comes to an intersection with DE 2 . Past this intersection , DE 7 heads into residential and commercial areas and becomes a four @-@ lane undivided road . The route becomes a divided highway again as it comes to the Milltown Road intersection and enters the Pike Creek area . The road curves west before turning northwest again and running to the southwest of Goldey @-@ Beacom College , a private non @-@ profit college . DE 7 turns to the north and comes to an intersection with the northern terminus of DE 72 .

Following this , the road continues through suburban development . At the intersection with Little Baltimore Road / Brackenville Road , the route curves to the northwest and narrows to a three @-@ lane undivided road with one northbound lane and two southbound lanes , heading into the Hockessin area . DE 7 becomes a two @-@ lane divided highway as it intersects Valley Road . Past this , the route becomes a two @-@ lane undivided road that runs through fields and residential areas . DE 7 reaches its northern terminus at the Pennsylvania border , where Limestone Road continues north into that state as SR 3013 , heading to an interchange with PA 41 .

DE 7 has an annual average daily traffic count ranging from a high of 65 @, @ 874 vehicles at the south end of the DE 4 concurrency to a low of 3 @, @ 777 vehicles at the Old Baltimore Pike intersection . The portion of DE 7 from the south end of the DE 1 concurrency to the Pennsylvania border is part of the National Highway System .

= = History = =

What would become DE 7 originally existed as a county road by 1920 . By 1924 , the road was paved between Christiana and Stanton and was upgraded to a state highway between Capitol Trail and New Linden Hill Road . A year later , the road was upgraded to a state highway between Bear and Christiana and between Paper Mill Road and Brackenville Road , with all the sections south of Bear , between New Linden Hill Road and Paper Mill Road and Brackenville Road and the Pennsylvania border proposed as a state highway . By 1931 , these sections of state highway had been completed . DE 7 was designated to run from US 13 south of Red Lion north to the Pennsylvania border by 1936 , following its present alignment . In 1937 , the narrow swing bridge over the Christina River in Christiana was replaced with a stone bridge . A concrete tied arch bridge was built over the White Clay Creek in Stanton in 1941 . By 1959 , DE 7 was widened into a divided highway between Stanton and DE 2 . The divided highway was extended north to Milltown Road by 1966 . By 1985 , DE 273 was realigned to bypass Christiana , removing it from a portion of DE 7 through the town . Also at this time , the route was widened into a divided highway from the Christiana Mall north to Stanton . The route was shifted west to a new alignment passing over the Amtrak tracks and the White Clay Creek .

In the 1980s , a freeway relief route for DE 7 was proposed to run between US 13 in Tybouts Corner and I @-@ 95 in Christiana in order to reduce congestion along DE 7 . In 1988 , this relief route would become part of DE 1 , a freeway connecting the Wilmington area to Dover . The first section of the DE 1 freeway opened in August 1991 between US 13 in Tybouts Corner and US 40 in Bear . Three months later , the freeway opened north to DE 273 in Christiana . The section of DE 1 between DE 273 and I @-@ 95 in Christiana opened in April 1993 . As a result , DE 7 was relocated onto the DE 1 freeway for a short distance near the Christiana Mall . The DE 1 freeway was extended from US 13 in Tybouts Corner to St. Georges in December 1995 , in which it incorporated a portion of the existing US 13 near Red Lion . US 13 was moved to the new freeway between DE 72 and Tybouts Corner , and DE 7 was extended south along the former alignment of US 13 to end at US 13 and DE 72 to the west of Delaware City . The divided highway portion of DE 7 was extended north from Milltown Road to DE 72 by 1999 . DE 7 from I @-@ 95 to north of DE 58

became an extension of the DE 1 freeway in 1999 with an interchange built at DE 58 .

The Delaware Department of Transportation (DelDOT) reconstructed the cloverleaf interchange at I @-@ 95 to include flyover ramps between southbound I @-@ 95 and southbound DE 1 / DE 7 and northbound DE 1 / DE 7 and northbound I @-@ 95 , aiming to reduce merging and congestion at the interchange . Construction began in 2011 with work to replace the bridge over DE 1 / DE 7 leading to the Christiana Mall in order to allow room for the flyover ramps ; this bridge was completed in March 2012 . The ramp from southbound I @-@ 95 to southbound DE 1 / DE 7 opened on August 27 , 2013 and the ramp from northbound DE 1 / DE 7 to northbound I @-@ 95 opened on October 17 , 2013 , with a ribbon cutting ceremony attended by Governor Jack Markell and DelDOT secretary Shailen Bhatt . A project widening DE 7 to four lanes between Newtown Drive and DE 273 in Bear was completed in early 2014 .

= = Future = =

DelDOT is planning to widen DE 1 and part of this involves reconstructing its interchange with DE 273 . One version of the plan involves moving DE 7 onto DE 1 from DE 273 northward and disconnecting East Main Street from the DE 273 interchange . New ramps would connect the southbound lanes of DE 1 directly to DE 7 where East Main Street once did , and the park and ride lot north of DE 273 would be removed . Local opposition to this project is strong as the nearby Christina River frequently floods and some local residents would not be able to evacuate . Also the Christiana Fire House is located in the center of Christiana and would not be able to continue directly onto DE 7 south , thus adding about 1 mile and sending trucks onto a frequently congested DE 273 east to reach DE 7 south . This was later revised to have the ramps to and from the southbound lanes of DE 1 merge with DE 7 using a roundabout located at the present entrance to the park and ride lot . This project has been placed on hold indefinitely by DelDOT due to budget shortfalls .

= = Major intersections = =

The entire route is in New Castle County .