

= Puncheon Run Connector =

The Puncheon Run Connector is an unnumbered four @-@ lane freeway in Dover , Delaware . It is named after Puncheon Run , a stream it follows . It provides a connection between U.S. Route 13 (US 13) and the northbound direction of the Delaware Route 1 (DE 1) toll road , with an intermediate interchange at Bay Road . The road is part of the National Highway System and serves as part of a north @-@ south route for traffic crossing the Delmarva Peninsula . Planning for the Puncheon Run Connector began in the 1980s and originally included a freeway upgrade for US 13 south to Woodside . The connector was scaled back to its current routing in 1992 . The freeway was built between 1998 and 2000 at a cost of \$ 25 million .

= = Route description = =

The Puncheon Run Connector begins at an at @-@ grade intersection with US 13 in Dover , heading to the northeast as a four @-@ lane freeway . After passing over State Street , the freeway curves to the east and passes between woods to the south and residential and commercial development to the north . The road crosses over the marshy St. Jones River and continues east @-@ northeast , passing between a residential neighborhood to the south and the Delaware Department of Transportation (DelDOT) headquarters to the north before coming to an eastbound exit and westbound entrance at Bay Road . Immediately after the Bay Road interchange , the Puncheon Run Connector merges into northbound DE 1 a short distance to the north of Dover Air Force Base .

The Puncheon Run Connector has an annual average daily traffic count of 13 @, @ 406 vehicles . The entire length of the Puncheon Run Connector is part of the National Highway System .

= = History = =

Planning for the Puncheon Run Connector dates back to the 1980s , when a " Relief Route " was proposed for US 13 between Dover and Wilmington . In 1987 , plans called for the Puncheon Run Connector to be built along its current alignment between US 13 and DE 1 , with an intermediate interchange at US 113 (Bay Road) , in addition to US 13 being upgraded to a freeway south to Woodside , with interchanges at Webbs Lane in Dover and DE 10 in Camden . In 1992 , DelDOT held a meeting to discuss proposals for the road , including a possible Far West By @-@ Pass Connector through the western part of Dover . The city of Dover initially opposed the Puncheon Run Connector and favored the Far West By @-@ Pass Connector as the latter would ease traffic congestion caused by development in the western part of the city . Plans for the connector were modified in 1992 to not include the upgrade of US 13 to a freeway between Woodside and Dover . Prior to the construction of the Puncheon Run Connector , a site along Puncheon Run had to be excavated by DelDOT and Louis Berger & Associates as it consisted of Native American artifacts from prehistoric times . The excavation of the site lasted from October 1997 to September 1998 . Construction on the road began in October 1998 . The Puncheon Run Connector was completed and opened to traffic in a ribbon cutting ceremony on December 19 , 2000 . The road was constructed by David A. Bramble , Inc. and G.A. & F.C. Wagman , Inc. at a cost of \$ 25 million .

= = Exit list = =

The entire route is in Kent County .