

= Delaware Route 30 =

Delaware Route 30 (DE 30) is a state highway in Sussex County , Delaware . The route runs from an intersection with Bi @-@ State Boulevard a short distance west of U.S. Route 13 (US 13) between Laurel and Delmar to DE 1 Business (DE 1 Bus .) southeast of Milford in the area of Lincoln and Cedar Creek . The road runs east to Gumboro , where it turns north on the Millsboro Highway to Millsboro . Along this road , DE 30 shares concurrencies with DE 26 , DE 54 , and DE 24 . From Millsboro , the route passes through Gravel Hill and to the west of Milton before reaching Milford . DE 30 has an alternate route , DE 30 Alternate (DE 30 Alt .) , that was created by 1999 to connect the route with DE 1 by way of Johnson Road . DE 30 is signed as an east @-@ west road from the southern terminus to the east end of the DE 24 concurrency in Millsboro and as a north @-@ south road from that point until the northern terminus .

What is now DE 30 south of Gravel Hill was built as a state highway in various stages during the 1920s and 1930s . DE 30 was first designated by 1938 to connect DE 24 in Millsboro to DE 5 in Milton . The route was rerouted to end at DE 14 (now DE 1) south of Milford by 1971 . DE 30 was extended southwest to Bi @-@ State Boulevard by 1994 and its northern terminus was moved to DE 1 Business by way of a new road by 2003 . An interchange with DE 1 was completed in 2014 .

= = Route description = =

DE 30 begins at an intersection with Bi @-@ State Boulevard in southwestern Sussex County between Laurel and Delmar , heading east on two @-@ lane undivided Whitesville Road . A short distance later , the road crosses US 13 , passing through a mix of farmland and woodland with some homes to the south of Trap Pond State Park . The route turns southeast before it curves to the east again . Farther east , DE 30 comes to an intersection with DE 26 / DE 54 .

At this point , DE 30 turns northeast to form a concurrency with DE 26 / DE 54 on Millsboro Highway . The road curves north and heads into the residential community Gumboro , where DE 54 splits to the east . DE 26 / DE 30 leaves Gumboro and continues back into areas of farms and forests with occasional residences . In Shaft Ox Corner , DE 26 splits to the east and DE 30 heads north to an intersection with DE 24 in Mission .

Here , DE 24 turns north to join DE 30 , with the road running northeast . Farther along , residential development increases as the road heads into Millsboro . At this point , the road names becomes Laurel Road and it reaches an intersection with US 113 / DE 20 . Past this intersection , DE 24 / DE 30 turns north @-@ northeast on Washington Street . The two routes split into a one @-@ way pair following Main Street northbound and Washington Street southbound , crossing Norfolk Southern 's Indian River Secondary railroad line . The one @-@ way pair runs through the downtown area of Millsboro , rejoining along two @-@ way Main Street and crossing Indian River to the east of Millsboro Pond . A short distance later , DE 24 and DE 30 split at an intersection .

Upon splitting from DE 24 , DE 30 signage changes from east @-@ west to north @-@ south and the route leaves Millsboro . It continues north on Gravel Hill Road , passing to the east of Millsboro Pond . The road heads through a mix of farmland and woodland with some homes . In the community of Zoar , the route intersects DE 24 Alt . Farther north , DE 30 reaches the community of Gravel Hill . In Gravel Hill , the road crosses a Delaware Coast Line Railroad line and comes to an intersection with US 9 / DE 404 . From this point , the route curves northwest before bending north again . DE 30 intersects DE 5 Alt . , which serves as a western bypass of Milton for DE 5 . Here , DE 5 Alt. turns north to form a concurrency with DE 30 , with the road crossing an abandoned railroad line just east of the terminus of a Delaware Coast Line Railroad branch . At an intersection with DE 16 , DE 5 Alt. heads east along with that route and DE 30 continues north on Isaacs Road .

The route heads away from Milton and passes to the east of Reynolds Pond . DE 30 intersects Cedar Creek Road and turns northwest onto that road , curving north and back to the northwest . The road runs to the east of Swiggets Pond and intersects DE 30 Alt . , which heads northeast to an intersection with DE 1 . DE 30 continues north @-@ northwest and comes to ramps providing access to and from the southbound lanes of DE 1 . At this point , the route gains a center left @-@

turn lane and reaches an intersection with Wilkins Road , which provides access to and from the northbound lanes of DE 1 . Past this intersection , DE 30 turns northwest and passes between residential subdivisions to the southwest and DE 1 to the northeast as a two @-@ lane road , coming to its northern terminus at an intersection with DE 1 Bus. at the point that route merges into DE 1 at an interchange southeast of Milford .

DE 30 has an annual average daily traffic count ranging from a high of 20 @, @ 273 vehicles at the northern edge of Millsboro to a low of 862 vehicles at the intersection with DE 26 / DE 54 . None of DE 30 is part of the National Highway System .

= = History = =

By 1920 , what is now DE 30 existed as a state highway between Mission and Phillips Hill and was proposed as one between Phillips Hill and Millsboro , with the remainder of the route existing as a county road . The state highway between Phillips Hill and Millsboro was completed by 1924 . The state highway portion of the present @-@ day route was extended from Mission to Gumboro a year later , with a section in the Gumboro area under proposal as a state highway . By 1931 , the road was completed as a state highway between US 13 and Jones Branch and from James Branch to Gumboro . In addition , the state highway was completed from Millsboro to north of Gravel Hill as an unpaved road , with a portion north of Gravel Hill becoming a paved county road . The state highway between US 13 and Gumboro was fully complete the following year . By 1936 , the road between Millsboro and Gravel Hill was paved .

By 1938 , DE 30 was designated to run from DE 24 in Millsboro north to DE 5 in Milton , following its current alignment to north of Gravel Hill and then running along Shingle Point Road north into Milton . A portion of current DE 30 south of the DE 16 intersection was paved a year later . By 1952 , the current route of DE 30 north of Gravel Hill was paved . DE 30 was rerouted to follow its present alignment north to DE 14 (now DE 1) south of Milford by 1971 . By 1994 , DE 30 was extended from Millsboro to its current terminus at Bi @-@ State Boulevard . DE 30s northern terminus was moved to its current location at DE 1 Business by 2003 when a road connecting DE 30 to DE 1 Business was completed . In November 2012 , construction began on an interchange at DE 1 southeast of Milford . The interchange between DE 1 and DE 30 was completed in July 2014 .

= = Major intersections = =

The entire route is in Sussex County .

= = Bannered routes = =

Delaware Route 30 Alternate (DE 30 Alt .) is a 0 @. @ 74 miles (1 @. @ 19 km) alternate route of DE 30 south of the city of Milford in the Cedar Creek area . It runs from DE 30 northeast to DE 1 along Johnson Road , passing through a mix of farmland , woodland , and residential development . The route was created by 1999 .