

= New Jersey Route 34 =

Route 34 is a state highway in the central part of the U.S. state of New Jersey . The route runs 26 @. @ 79 mi ( 43 @. @ 11 km ) from an intersection with Route 35 and Route 70 ( the former Brielle Circle ) in Wall Township , Monmouth County north to an intersection with U.S. Route 9 ( US 9 ) in Old Bridge Township , Middlesex County . The route is a four @-@ lane divided highway between its southern terminus and the north end of the Route 33 concurrency in Howell Township ; along this stretch , the route intersects the Garden State Parkway and Interstate 195 ( I @-@ 195 ) / Route 138 within a short distance of each other . North of Route 33 , Route 34 is an undivided two- to four @-@ lane road that intersects Route 18 in Colts Neck Township and Route 79 in Matawan . Route 34 passes through mostly suburban areas along its route .

The route was legislated in 1927 to run from Route 35 ( present Route 88 ) in Laurelton north to Route 4 ( present Route 79 ) in Matawan . The current alignment of Route 34 north of Matawan was a part of Route 4 ( and later US 9 ) until it became a part of Route 4A following a realignment of US 9 and Route 4 . In 1953 , Route 34 was extended north along Route 4A to end at US 9 in Old Bridge Township . Meanwhile , the southern terminus was cut back to its current location with the route south of that point becoming a part of Route 70 . Since 1953 , the southern portion of the route was widened into a divided highway and the Brielle Circle was replaced .

= = Route description = =

Route 34 begins at an intersection with Route 35 and Route 70 in Wall Township , Monmouth County at the former Brielle Circle , heading to the northwest on a six @-@ lane undivided road . A short distance past this intersection , the route becomes a four @-@ lane divided highway that passes through suburban development with some woods . It interchanges with County Route 524 Spur ( CR 524 Spur ) before reaching the Allenwood Circle , where Route 34 intersects CR 524 . Past the Allenwood Circle , the road continues northwest to a partial interchange with the Garden State Parkway . This interchange has access to the northbound Garden State Parkway from northbound Route 34 , to the southbound Garden State Parkway from southbound Route 34 , and to both directions of Route 34 from the southbound Garden State Parkway . Immediately past this interchange , the road intersects CR 30 before coming to a cloverleaf interchange with I @-@ 195 and Route 138 . Route 34 provides the missing movements between the southbound Garden State Parkway and I @-@ 195 / Route 138 . From here , the road passes through woodland before heading into commercial and industrial areas , where it passes by the Monmouth Executive Airport . The route enters wooded residential and business areas where it intersects Belmar Boulevard and Megill Road , which are both distinct segments of CR 18 . Route 34 continues north before it intersects Route 33 and CR 547 at the Collingwood Circle .

At the traffic circle , Route 34 turns northwest to form a concurrency with Route 33 on a four @-@ lane divided highway that passes businesses , crossing into Howell Township . The two routes eventually split , with Route 34 heading north on a two @-@ lane undivided road . It passes through wooded areas of Naval Weapons Station Earle and enters Colts Neck Township . Upon leaving the grounds of Naval Weapons Station Earle , the route widens into a four @-@ lane divided highway again and comes to a cloverleaf interchange with the Route 18 freeway . Past this interchange , Route 34 becomes a two @-@ lane undivided road that passes development and Delicious Orchards before crossing CR 537 . From here , the road heads past suburban neighborhoods and farmland , intersecting CR 54 before meeting CR 4 . Route 34 forms a brief concurrency with CR 4 until the county route heads northeast on South Street . The route continues into wooded areas of homes , crossing into Holmdel Township , where it has a junction with CR 520 .

After this intersection , the road continues past homes and farms before turning northwest and entering Marlboro Township . Here , the road heads through wooded residential and commercial areas , briefly becoming a four @-@ lane road , before it crosses into Aberdeen Township . In Aberdeen , Route 34 heads into business areas as it crosses CR 3 . The road becomes a three @-@ lane road with a center left @-@ turn lane , forming the border of Matawan to the west and

Aberdeen Township to the east . At the crossing of an abandoned railroad line that is now the Henry Hudson Trail , the route entirely enters Matawan , continuing northwest as four @-@ lane Middlesex Street . Here , Route 34 intersects CR 516 and Route 79 and CR 516 Spur . Following these intersection , the road heads into residential and business areas , crossing over Lake Lefferts .

Route 34 crosses into Old Bridge Township , Middlesex County , where it becomes a two @-@ lane road , continuing through commercial areas . The route intersects CR 689 , where it turns to the west and passes through areas of residences and businesses and reaches the CR 687 intersection . At the intersection with CR 699 , Route 34 turns to the north and intersects another segment of CR 699 known as Spring Hill Road . The road continues north and ends at an intersection with US 9 .

= = History = =

In the 1927 New Jersey state highway renumbering , Route 34 was legislated to run from an intersection with Route 35 ( now Route 88 in Laurelton , Ocean County north to Route 4 ( now Route 79 ) in Matawan , with the portion of current Route 34 north of that intersection legislated as part of Route 4 . By the 1940s , US 9 was also designated along the present @-@ day portion of Route 34 that was then a part of Route 4 , this would later become Route 4A after US 9 and Route 4 were moved to a new alignment between Freehold and Cheesequake . In the 1953 New Jersey state highway renumbering , Route 34 was extended north along the alignment of Route 4A to end at US 9 in Cheesequake while the southern terminus was cut back to the Brielle Circle intersection with Route 35 and Route 70 , the latter having replaced Route 34 south of this point . By 1969 , Route 34 was widened into a divided highway as far north as Route 33 . The Brielle Circle at the southern terminus of the route was converted into at @-@ grade intersections with traffic lights in 2001 .

= = Major intersections = =