

= New Jersey Route 33 =

Route 33 is a state highway in the US state of New Jersey . The highway extends 42 @. @ 03 miles ( 67 @. @ 64 km ) , from Trenton at an intersection with U.S. Route 1 and Route 129 to an intersection with Route 71 in Neptune Township . The speed limit on Route 33 differs in zones . The highest is 55 mph ( 85 km / h ) in Zone 9 . There are several intersections on 33 with future developments .

Route 33 begins in Trenton on a two @-@ lane road . It passes through central Mercer County , joining northbound U.S. Route 130 in Robbinsville Township . It leaves the U.S. highway in East Windsor and becomes a local town road into the borough of Hightstown . It turns east again as it passes the east end of the Hightstown Bypass , where it becomes a divided arterial with four lanes as it makes its way through Monmouth County toward the shore . Around Freehold , it becomes a freeway . It then crosses the Garden State Parkway 's Exit 100 in Tinton Falls and Route 18 in Neptune . Here , it is locally known as Corlies Avenue . Route 33 ends at Route 71 in Neptune . It has two concurrencies along the route , one with Route 34 and the second with US 130 .

= = Route description = =

On its way across central New Jersey , Route 33 traverses three counties : Mercer , Middlesex , and Monmouth . Beginning in Trenton as Greenwood Avenue , Route 33 is a two @-@ lane road , with one lane in each direction . Once it merges with U.S. Route 130 in Robbinsville Township , Route 33 has two lanes in each direction . After crossing into East Windsor Township , Route 33 veers off and becomes a local road going into Hightstown . After passing through the center of town , Route 33 again enters East Windsor Township where it becomes an avenue with a total of at least four lanes , with two lanes in each direction underneath the Turnpike overpass . Before leaving Mercer County , the road intersects with an interchange at Route 133 that provides access to Exit 8 of the New Jersey Turnpike ( I @-@ 95 ) . Route 33 then crosses into Monroe Township , where it is slowly becoming a residential access road for new communities . It then continues into Millstone Township as a rural avenue . Continuing into Manalapan Township , the avenue again becomes a residential access road . At the ramp for Route 33 Business , the avenue turns into a freeway bypass , known as the Freehold Bypass . Route 33 bypasses Freehold Borough to the south staying within Freehold Township . Within Freehold Borough , Route 33 Business is the original alignment of Route 33 before the bypass was built .

The bypass of Freehold is the partial alignment of what would have been a Route 33 freeway from Neptune to Trenton . As time went on , a scaled @-@ back version of just a bypass was agreed upon . The western start of the freeway is just east of County Route 527 , and was built from Route 33 Business to U.S. Route 9 in the 1970s . The next section was built from U.S. Route 9 across Route 79 to Halls Mill Road ( County Route 55 ) , and this remained its terminus from the late 1980s until January 17 , 2003 , when the final leg of the bypass was opened . East of Halls Mills Road , it is a two @-@ lane freeway with a westbound entrance at Howell Road , and full access from Fairfield Road .

The Howell Road eastbound exit ramp has been closed since the bypass opened because of safety concerns . The interchange was originally planned to be a partial cloverleaf , but residents near Howell Road were concerned by sprawl and forced the New Jersey Department of Transportation ( NJDOT ) to scale back the plans . Instead , a diamond interchange was built . This forced drivers wishing to head northbound on Howell Road to make a left turn , which proved to be dangerous because of the limited sight distance caused by the overpass . Now because the NJDOT does not want to pay to fix the problem , the exit has been barricaded since the freeway 's extension was opened . The ramp has guardrails blocking access and the NJDOT intends to bulldoze what is left .

Passing the Fairfield exit , it crosses over Business 33 and the two roads merge as a two @-@ lane road . Route 33 passes along the southern section of the Naval Weapons Station Earle and then becomes a residential access road . The road then runs concurrent with Route 34 and becomes a divided four @-@ lane avenue as it travels into Wall Township . Routes 33 / 34 come upon a

roundabout and they both split as Route 33 continues east thru a rural section into Tinton Falls . It goes past the intersection with Route 66 , past the interchange with the Garden State Parkway , across the highway and into Neptune Township . The road passes through suburban and rural sections until it comes upon the interchange with Route 18 . Immediately past the exit , Route 33 borders Neptune City on the south and Neptune Township on the north for a brief stretch before completely re @-@ entering Neptune Township . After it crosses Route 35 , the avenue ends and becomes a two @-@ lane road for a brief stretch . Route 33 then ends at Route 71 , just west of Ocean Grove .

= = History = =

Route 33 originally was part of the 1920s New Jersey Route 1 in parts of the road south of Hightstown , and Route 7 from Hightstown to its terminus at Route 71 . Both roads were changed into Route 33 in the 1927 New Jersey state highway renumbering .

Route 33 was originally planned as a freeway from U.S. Route 1 in Trenton across New Jersey to Route 18 in Neptune . However , in 1967 , the NJDOT scaled back proposals to the current seven @-@ mile ( 11 km ) Freehold Bypass . The bypass from near County Route 527 in Manalapan to Halls Mills Road in Freehold was completed and opened in segments from 1971 to 1988 ; however , the remainder of the bypass east to Fairfield Road in Howell was not completed until 2003 . The project cost \$ 33 @. @ 7 million in 2003 USD .

For such a small freeway , the Route 33 bypass has more abandoned segments than any other state freeway in New Jersey . Comparatively , Routes 15 , 18 , 21 and 24 each only have one abandoned portion to them . Here are the three segments on Route 33 , in eastbound order .

The cloverleaf ramp from Route 79 southbound to Route 33 freeway eastbound has been mostly destroyed , to make way for a new reverse jughandle for U.S. Route 9 northbound to Schanck Road . The merging part of the ramp still remains abandoned along the right side of the eastbound freeway .

The original alignment for the freeway east of Halls Mills Road ( CR 55 ) can be seen now as an NJDOT maintenance shed . The new alignment curves to the left after the interchange , in order to avoid what the NJDOT believed to be a suspected ( but never identified ) turtle bog habitat . The pavement is accessible from the eastbound on @-@ ramp , but is fenced off .

Howell Road was never given access from Route 33 eastbound and thus the ramp still remains barricaded off , slowly decaying .

Up until late 1988 , Route 33 westbound ran underneath US 130 , then merged with 130 's southbound lanes . This was because Route 33 ran alongside some railroad tracks at that point , and a massive overpass carried US 130 over both . ( Route 33 eastbound also ascended the bridge approach about halfway before branching off like an exit ramp ? a sign with flashing lights read " Hightstown , Shore Points " at the fork . ) But this Hightstown ? Windsor rail segment was actually abandoned back in the 1960s . So by 1989 , the bridge over Route 33 and the trackbed was removed , with its approaches flattened to grade . Route 33 now meets US 130 at the north end of the multiplex with a traffic signal .

At the southern end of the 33 / 130 multiplex , where Route 33 heads west , an old and narrow bridge used to carry the highway over the aforementioned railroad tracks . In 2009 , this overpass was leveled to grade and replaced with a new wide and linear roadway for 33 . No railroad grade crossing has been built , as the Robbinsville ? Windsor rail segment is out of service .

Until 2003 , the 33 / 130 junction in Robbinsville was configured as an at @-@ grade wye interchange , employing curved ramps for the directional movements . The junction has since been modified to a signalized intersection with ordinary turning lanes . It has also been converted from a T @-@ intersection to a 4 @-@ way , with the construction of a new road on the southeast side of US @-@ 130 .

On December 31 , 2006 , the Turnpike Authority released its proposals regarding Interchange 8 . The old Interchange 8 was to be demolished and replaced with a new interchange . The new Exit 8 would end at the intersection with Route 33 , Milford Road , and the 133 bypass ( on the east side of

the expressway , instead of the west ) . This new Exit 8 would grant direct access to the bypass ( without going through any traffic lights ) , as well as to 33 , using grade @-@ separated interchanges . The new toll gate was to feature a total of 10 lanes at the new facility . The new interchange opened in January 2013 .

= = Future = =

There are many future developments for Route 33 . Heavy traffic and recent studies hint at a possible widening of Route 33 all the way to Route 34 in Wall Township , however this is still only in the proposal phase . Monmouth County is performing a corridor study on Route 33 to determine if any action should happen . There is a planned Route 33 bypass of Robbinsville Township that will run from Washington Boulevard and link up with U.S. Route 130 at South Gold Drive . The former alignment of Route 33 will likely become a Main Street for the new Washington Town Center . Route 33 is being widened from Route 35 to Route 71 in Neptune to provide a center turning lane as well as shoulders . Signals will be modified to provide proper movements .

Monmouth County recently gave a tour to DOT officials , stressing the need to improve the Wemrock Road exit off the Route 33 freeway . They also wanted the intersection with Business 33 to be rebuilt . County officials believe that both projects would help with future traffic flow emanating from the planned Freehold Raceway Mall connector road .

= = Major intersections = =

= = Business route = =

Route 33 Business is a short state highway in New Jersey that is the original alignment of Route 33 before a freeway was built as a bypass of Freehold . This business route stretches 6 @. @ 89 miles ( 11 @. @ 09 km ) through Manalapan Township , Freehold Township , Freehold Borough and Howell Township . The highway holds the distinction of being the only business route state highway in all of New Jersey .

Route 33 Business begins at the interchange with Route 33 , its parent route , in Manalapan Township , New Jersey . A short distance after , the interchange from Route 33 eastbound merges into Route 33 Business , and the route passes to the south of Monmouth Battlefield State Park and enters Freehold Township . Soon after entering the borough of Freehold , Route 33 Business interchanges with U.S. Route 9 . Route 33 Business turns to the southeast , passing to the north of Freehold Raceway . A short distance later , Route 33 Business intersects at a traffic light with New Jersey Route 79 ( South Street ) in downtown Freehold . At the intersection with Fairfield Road , Route 33 Business enters the interchange with Route 33 and the freeway , where the designation terminates .

Route 33 Business originates as an alignment of Route 33 , designated across the state in the 1927 New Jersey state highway renumbering as a replacement to Routes 1 and 7 , which were assigned in the 1920s . The route remained intact for several decades , continuing as the proposals for the crosstown Route 33 Freeway during the 1960s were drawn up . The new Route 33 Freeway was to be 39 miles ( 63 km ) long , starting at U.S. Route 1 in Trenton , crossing through Princeton and into Hightstown , where it would connect with the current @-@ day New Jersey Route 133 , heading eastward , where it would connect with the unbuilt Driscoll Expressway in Freehold . The freeway would continue , interchanging with the Garden State Parkway near Exit 100 in Neptune and terminate at the Route 18 freeway in Neptune . However , the next year , the New Jersey Department of Transportation had to scale down the project to a new bypass of Freehold , and prevent the congestion of traffic through the borough . Design studies began that year , and the entire bypass was constructed during the 70s and 80s , with most of the freeway finished in 1988 . This new bypass was designated as Route 33 Bypass from 1965 until Route 33 was re @-@ aligned off the local roads onto the new freeway in 1990 , which at that time , Route 33 Business

was designated on the former alignment .  
Major intersections  
The entire route is in Monmouth County .

= = Related routes = =

Route 133