

= K @-@ 34 (Kansas highway) =

K @-@ 34 is a 29 @. @ 26 @-@ mile @-@ long (47 @. @ 09 km) state highway in southwestern Kansas that runs from U.S. Route 160 (US @-@ 160) and US @-@ 183 near Ashland to US @-@ 400 near Bucklin . It is one of the lesser @-@ traveled highways in the state and is not part of the National Highway System . It is a two @-@ lane road for its entire length .

K @-@ 34 was originally designated in southeastern Kansas , running through Neodesha . The designation was moved to southwestern Kansas in 1937 , replacing the old K @-@ 41 designation . The highway formerly ran to the Oklahoma border via a concurrency with US @-@ 183 . The designation was shortened in 1993 to its current routing .

= = Route description = =

K @-@ 34 begins at an intersection with US @-@ 160 and US @-@ 183 east of Ashland in Clark County . It heads north through rolling farmland along a two @-@ lane road . A series of curves takes the highway northeast , after which the route straightens out to the north and crosses Bluff Creek before intersecting a road which , prior to 1965 , carried K @-@ 34 . It continues due north and enters Ford County . North of the county line and south of Bucklin , K @-@ 34 takes the name 132 Road . The route turns to the northwest as it crosses Day Road and enters the city of Bucklin .

After entering the city , K @-@ 34 curves to the north and becomes Main Street . In the northern portion of Bucklin , the route turns southwest and overlaps U.S. Route 54 for a short distance . Following the short concurrency , K @-@ 34 turns to the north and passes under a railroad operated by Union Pacific . The highway twists to the northwest and leaves Bucklin , meeting its northern terminus a few miles farther to the northwest at an intersection with US @-@ 400 .

K @-@ 34 is maintained by the Kansas Department of Transportation (KDOT) . The route 's annual average daily traffic in 2012 was about 570 vehicles , including 240 trucks , south of Bucklin . North of the city , there was significantly more traffic . There were 1010 vehicles , and 285 trucks , from Bucklin to the highway 's northern terminus . No segment of the highway is part of the National Highway System , a system of highways important to the nation 's defense , economy , and mobility .

= = History = =

K @-@ 34 was first designated before 1932 in Wilson and Montgomery counties . That route began at K @-@ 96 and ran east to K @-@ 16 . Around 1936 , another segment of the route was designated in Cherokee County , east of the rest of the route , from Crestline to the Missouri state line . In 1937 , the portion of the western segment of the route located west of US @-@ 75 was re @-@ designated as K @-@ 37 , the eastern segment of the route was renumbered as K @-@ 26 , and K @-@ 34 was re @-@ designated in the southwestern portion of the state from the Oklahoma state line to its current northern terminus . The segment of the highway north of US @-@ 160 replaced the former K @-@ 41 designation .

At the time of its designation , not all of K @-@ 34 was paved . The segment in Ford County and the concurrency with US @-@ 160 was paved , but all other segments were either gravel or dirt . By 1948 , all of the route was paved except a small portion in Comanche and Clark counties , which was still gravel . No dirt segments remained by 1948 .

In 1965 , the K @-@ 34 designation was realigned so that it extended straight north from the intersection with US @-@ 160 and US @-@ 183 instead of overlapping those highways and traveling east . This realignment caused the route to bypass Comanche County entirely , and by 1967 , the whole highway was paved . In 1993 , the concurrency with US @-@ 183 was removed from the route . The route has not been modified since 1993 .

= = Major intersections = =

