

= K @-@ 383 (Kansas highway) =

K @-@ 383 is a state highway in the U.S. state of Kansas . The highway runs 74 @.@ 042 miles (119 @.@ 159 km) from U.S. Route 83 (US @-@ 83) and K @-@ 23 near Selden north and east to US @-@ 183 near Woodruff , just south of the Nebraska state line . K @-@ 383 runs southwest ? northeast and connects Norton with Colby to the southwest and Alma , Nebraska , to the northeast via the valley of Prairie Dog Creek , a tributary of the Republican River . The highway also serves the cities of Selden in northern Sheridan County ; Dresden , Jennings , and Clayton in southeastern Decatur County ; Alma in eastern Norton County ; and Long Island in northern Phillips County . K @-@ 383 is a part of the National Highway System from its western terminus at US @-@ 83 to the eastern US @-@ 36 junction near Norton .

K @-@ 383 was assigned in 1981 over the portions of former US @-@ 383 that had not run concurrently with either US @-@ 83 or US @-@ 183 . The highway was originally designated as parts of US @-@ 36 and K @-@ 22 in the mid @-@ 1920s . The entire route became US @-@ 83 and was placed on much of its modern alignment in the early 1930s. replacing the original path that followed section lines . The route was redesignated US @-@ 383 in the mid @-@ 1940s and paved from the late 1930s to the late 1940s . The highway was relocated within Norton in the late 1930s and early 1940s . Other relocations of K @-@ 383 have included the segment near Clayton in the mid @-@ 1950s , southwest of Norton in the late 1930s and again in the early 1960s , and at both ends of the highway in the early 1990s .

= = Route description = =

K @-@ 383 begins at a four @-@ legged intersection northeast of the town of Selden in northern Sheridan County . US @-@ 83 heads west toward Selden and Colby and north toward Oberlin ; K @-@ 23 heads south and east toward Hoxie . K @-@ 383 heads northeast as a two @-@ lane road immediately parallel to the Kyle Railroad and a couple of miles south of Prairie Dog Creek . The highway enters Decatur County and intersects K @-@ 223 north of the village of Leoville and K @-@ 123 while passing through the city of Dresden . K @-@ 383 and the railroad enter the creek valley shortly before the city of Jennings , through which the road is Railroad Street . The highway separates from the railroad for several miles prior to rejoining at the city of Clayton at the Decatur ? Norton county line . K @-@ 383 leaves the railroad again southwest of the village of Oronoque , heading east then curving north to cross Prairie Dog Creek at its entrance to Keith Sebelius Lake . The highway crosses over the Kyle Railroad before intersecting US @-@ 36 , with which the state highway runs concurrently east .

K @-@ 383 and US @-@ 36 intersect K @-@ 261 , a spur serving Prairie Dog State Park , before reaching the city of Norton . The highways curve northeast and back east and pass through the northern part of the city as Holme Street , a four @-@ lane undivided road . K @-@ 383 and US @-@ 36 intersect US @-@ 283 (State Street) north of the downtown area . The highways become a two @-@ lane road again as they leave Norton . K @-@ 383 and US @-@ 36 cross over the Kyle Railroad and begin to parallel the railroad and Prairie Dog Creek . The highways meet the southern end of K @-@ 67 , a spur serving the Norton Correctional Facility , before they diverge . US @-@ 36 continues east and K @-@ 383 heads northeast parallel to the Kyle Railroad through the hamlet of Calvert . The state highway meets the northern end of K @-@ 60 just before it crosses over the Kyle Railroad on the edge of the city of Alma . K @-@ 383 continues east parallel to the Nebraska Kansas Colorado Railway into Phillips County . After they pass through the city of Long Island , that railroad splits to the north into Nebraska . K @-@ 383 passes through the village of Woodruff shortly before it reaches its northern terminus at US @-@ 183 about one half @-@ mile south of the Nebraska state line .

= = History = =

The portion of K @-@ 383 southwest of Alma was part of the Rock Island Highway , an auto trail

that paralleled the Chicago , Rock Island and Pacific Railroad northeast from Colby to Norton and then east along the northern tier of the state to St. Joseph , Missouri . When the U.S. Highway System was laid out in 1926 , the Rock Island Highway , which had become integrated into the Pikes Peak Ocean to Ocean Highway , was designated US @-@ 36 . The portion of K @-@ 383 north of the US @-@ 36 split was K @-@ 22 . By 1927 , all of the highway along the K @-@ 383 corridor followed section lines , with a great number of right @-@ angle turns , except for a small section south of Almena . US @-@ 36 and K @-@ 22 were graded throughout Norton County but were unimproved dirt roads in Decatur , Phillips , and Sheridan counties .

By 1932 , US @-@ 36 headed west from Norton toward Oberlin instead of southwest toward Selden , and all of what is K @-@ 383 became part of US @-@ 83 . The entire route from Selden to Nebraska had been straightened , mostly paralleling the railroad instead of following section lines , except for through Oronoque and Jennings . US @-@ 83 was a gravel road from Selden to the Norton ? Phillips county line , east of which the highway remained a dirt road until it was graveled in 1937 . The highway was relocated straight through Jennings and to a path with fewer turns through Oronoque in 1938 ; that same year , the highway was paved with a bituminous surface along the US @-@ 36 concurrency . US @-@ 83 was paved from the US @-@ 36 split to the Nebraska state line in 1940 . The highway was paved from Selden to Dresden by 1945 and from Dresden to US @-@ 36 west of Norton in 1948 . US @-@ 383 was assigned to the entire length of the K @-@ 383 corridor and beyond in both directions by 1945 .

The first modern relocations along what is now K @-@ 383 occurred in Norton . US @-@ 36 and US @-@ 83 originally entered the city along Washington Street , turned north onto First Avenue , and turned east onto Main Street . The highway followed Main Street out of town and along a road paralleling the railroad to the present highway . The first realignment was authorized in 1936 to eliminate several right @-@ angle turns and several at @-@ grade railroad crossings . East of the intersection of First and Main , US @-@ 36 and US @-@ 83 turned north onto State Street and followed the highway to Holme Street , where the highways joined the present course . By 1941 , this change was deemed unsatisfactory due to the continued existence of right @-@ angle turns and grade crossings . Shortly thereafter , the highways were moved to their present course bypassing downtown Norton .

US @-@ 383 was relocated to K @-@ 383 's present alignment southwest of Clayton starting in 1954 . The highway was constructed along its current route near Oronoque concurrent with the construction of the Norton Reservoir (now Keith Sebelius Lake) on Prairie Dog Creek around 1962 . The American Association of State Highway and Transportation Officials approved the removal of the US @-@ 383 designation in 1979 . K @-@ 383 was assigned to the portions of former US @-@ 383 in Kansas from US @-@ 83 near Selden to a concurrency with US @-@ 183 at the Nebraska state line in 1981 . In 1990 , K @-@ 383 's western terminus was relocated to its present spot . K @-@ 383 had begun at US @-@ 83 's intersection with the first east ? west section line road the latter highway intersects west of K @-@ 383 . US @-@ 83 followed the section line road to near what was then K @-@ 23 's northern terminus , then turned north along another section line road and passed under K @-@ 383 and the Kyle Railroad ; a connector ramp was used between US @-@ 83 and K @-@ 383 at the bridges , which were constructed by 1951 . US @-@ 83 was relocated to remove the grade separations and both K @-@ 383 and K @-@ 23 were given their present termini ; the east ? west section line road west of K @-@ 23 was transferred to county maintenance . In 1994 , K @-@ 383 was relocated at its present eastern terminus to remove what had been a wye junction with US @-@ 183 .

= = Major intersections = =