

= Oklahoma State Highway 34 =

State Highway 34 ( abbreviated SH @-@ 34 ) is a state highway in the U.S. state of Oklahoma . It runs for 188 @.@ 3 miles ( 303 @.@ 0 km ) south @-@ to @-@ north in the western part of the state . The highway begins northeast of Eldorado , in the southwest corner of the state , and extends north to the Kansas state line between Woodward and Coldwater , Kansas .

SH @-@ 34 has always been a lengthy highway , starting with its commissioning in June 1931 , when it was a border @-@ to @-@ border highway stretching from Texas to Kansas . Most of SH @-@ 34 has followed the same basic corridor since its inception , with the exception of the portion of highway north of Woodward . The southernmost portion of highway , connecting it to Texas , became solely SH @-@ 6 in 1987 .

There are three letter @-@ suffixed spur highways branching from SH @-@ 34 . SH @-@ 34A and SH @-@ 34B serve small towns in Greer County off the mainline of SH @-@ 34 , while SH @-@ 34C serves Boiling Springs State Park .

= = Route description = =

For much of its extent , State Highway 34 passes through rural areas , running through the plains of western Oklahoma . The highway begins at SH @-@ 6 six miles ( 10 km ) northeast of Eldorado . Heading north from there , it intersects U.S. Route 62 ( US @-@ 62 ) just east of Duke . The highway continues north into Greer County to its county seat of Mangum , where SH @-@ 34 joins US @-@ 283 . Two miles ( 3 km ) north of Mangum , SH @-@ 9 joins for a four @-@ mile ( 6 km ) concurrency with SH @-@ 34 and US @-@ 283 . Thereafter , SH @-@ 9 splits off to the east .

Nine miles ( 14 km ) north of Mangum , SH @-@ 34B branches off to the west , connecting to the town of Brinkman , and four miles ( 6 km ) later , SH @-@ 34A branches off to the west to the town of Willow . US @-@ 283 splits off to the northwest two miles ( 3 km ) after that , and SH @-@ 34 continues north , crossing into Beckham County . SH @-@ 34 then bridges over the North Fork of the Red River . In Carter , the highway serves as the western terminus of SH @-@ 55 . Five miles ( 8 km ) north of Carter , SH @-@ 34 crosses SH @-@ 152 .

SH @-@ 34 continues on to an interchange with Interstate 40 ( I @-@ 40 ) west of Elk City . Here , the highway begins a concurrency with eastbound I @-@ 40 . SH @-@ 34 accesses I @-@ 40 from exit 32 , a partial diamond interchange , with no access to or from I @-@ 40 eastbound ; the missing movements must be completed via another partial interchange further to the east , also numbered as exit 32 , which serves Business I @-@ 40 ( I @-@ 40 BUS ) . SH @-@ 34 follows I @-@ 40 to the east for 6 miles ( 9 @.@ 7 km ) . While concurrent with I @-@ 40 , SH @-@ 34 has an interchange with SH @-@ 6 , its northernmost junction with the latter highway . SH @-@ 34 exits the interstate from the left at exit 41 on the east side of Elk City , turning back to the north and intersecting I @-@ 40 BUS . The highway continues north out of Elk City , exiting Beckham County .

After leaving Beckham County , SH @-@ 34 enters Roger Mills County . SH @-@ 73 's western terminus is at SH @-@ 34 at nine miles ( 14 km ) north of Elk City . North of this junction , SH @-@ 34 lies along the Roger Mills ? Custer county line , which it continues to follow as it passes through the east side of Hammon , where it meets State Highway 33 . North of town , the route crosses over the Washita River , and shortly thereafter turns northeast to fully enter Custer County . Northwest of Moorewood , the highway crosses into Dewey County .

In Dewey County , SH @-@ 34 crosses SH @-@ 47 , two miles ( 3 km ) south of Leedey , and crosses the Canadian River near the unincorporated settlement of Trail . The highway then passes through Camargo . Just east of Vici , SH @-@ 34 joins US @-@ 60 and SH @-@ 51 for a one @-@ mile ( 1 @.@ 6 km ) concurrency , then SH @-@ 34 heads north again at Vici . The highway passes through Sharon north of Vici , then joins US @-@ 183 / US @-@ 270 / SH @-@ 3 four miles ( 6 km ) southeast of Woodward . At Woodward , SH @-@ 34 again sets off to the north alone , and right after crossing the North Canadian River , SH @-@ 34C branches to the east about two miles ( 3 km ) north of Woodward , connecting to Boiling Springs State Park .

SH @-@ 34 joins US @-@ 64 in far eastern Harper County for a four @-@ mile ( 6 km ) concurrency to the east , crossing the Cimarron River 17 miles ( 27 km ) east of Buffalo . The highway then turns back to the north , where it is 10 miles ( 20 km ) to its terminus at the Kansas state line .

= = History = =

State Highway 34 was first designated on June 15 , 1931 . At that time , the highway began at the free bridge over the Red River north of Quanah , Texas , and followed what is today SH @-@ 6 to the point that is now SH @-@ 34 's southern terminus . There , it turned north , following its current alignment . Its 1931 alignment did not differ significantly from that of the present day ( although it followed US @-@ 66 through Elk City prior to the establishment of I @-@ 40 ) until it got to Woodward . Rather than continue north out of town , the SH @-@ 34 of that day instead turned west , then north , passing through Fort Supply and crossing into Harper County just north of that town . It then began a concurrency with US @-@ 60 in Buffalo , turning east and connecting with its final segment , bringing it to the Kansas state line . Thus , SH @-@ 34 started life as a border @-@ to @-@ border highway .

SH @-@ 34 was rerouted north of Buffalo on January 30 , 1934 . The new alignment continued due north out of Buffalo to the Kansas state line along a new road . The old portion of SH @-@ 34 between US @-@ 64 and the Kansas state line became part of SH @-@ 50 .

The next major change to SH @-@ 34 occurred in 1954 . On November 1 of that year , the highway was realigned to follow a new road extending north of Woodward , intersecting US @-@ 64 east of Buffalo , and following existing highways north to the state line . This would put SH @-@ 34 on its present @-@ day route north of Woodward . SH @-@ 50 would remain concurrent with SH @-@ 34 north of US @-@ 64 until November 9 , 1964 .

The next major change to SH @-@ 34 would be brought about by the establishment of the southern part of State Highway 6 . The new highway was introduced on July 7 , 1975 . SH @-@ 34 remained in place ; the two highways were concurrent from northwest of Eldorado to the Red River bridge , where they both ended . On January 5 , 1987 , the redundant section of SH @-@ 34 was removed , truncating it to its current southern terminus .

The final modification to SH @-@ 34 occurred just under a month later , on February 2 , 1987 , when SH @-@ 34 was realigned in Elk City to follow I @-@ 40 instead of the old alignment of the now @-@ dead US @-@ 66 , which had become a business loop of I @-@ 40 . No further changes have taken place since then .

= = Junction list = =

= = Spurs = =

= = = SH @-@ 34A = = =

SH @-@ 34A is a 1 @. @ 00 @-@ mile ( 1 @. @ 61 km ) spur connecting SH @-@ 34 with Willow , north of Mangum . The highway begins at the west edge of Willow and follows Main Street east as it bisects the town . East of the town limits , the highway intersects US @-@ 283 / SH @-@ 34 and ends .

SH @-@ 34A first appeared on the 1944 state highway map .

= = = SH @-@ 34B = = =

SH @-@ 34B is a 1 @. @ 03 @-@ mile ( 1 @. @ 66 km ) spur connecting SH @-@ 34 with Brinkman , north of Mangum . The highway follows Main Street from unincorporated Brinkman to US

@-@ 283 / SH @-@ 34 .

SH @-@ 34B first appeared on the 1944 state highway map .

= = = SH @-@ 34C = = =

SH @-@ 34C is a 4 @. @ 52 @-@ mile ( 7 @. @ 27 km ) spur connecting SH @-@ 34 with Boiling Springs State Park north of Woodward . The highway heads east from SH @-@ 34 , curving northeast near the park 's golf course , before making a sharp turn toward the northeast . The highway ends on the west side of the park , with an access road continuing through it ; on the east side of the park , the access road intersects SH @-@ 50B at its western terminus .

The road that is currently SH @-@ 34C first appeared on the 1948 state highway map as SH @-@ 15A . At this time , the highway began at US @-@ 183 / US @-@ 270 / SH @-@ 15 / SH @-@ 34 in Woodward and headed north , then turned east north of the city and headed to Boiling Springs State Park . When SH @-@ 34 was realigned north of Woodward on November 1 , 1954 , it took over the portion of SH @-@ 15A in Woodward , severing the highway 's link to its parent . SH @-@ 15A had been renumbered as SH @-@ 34C by 1956 . By 1957 , the highway was extended east , passing through the park and continuing onward to SH @-@ 50 . However , by 1959 , the road through the park had been removed from the state highway system ; the segment of highway east of the park was renumbered to SH @-@ 50B .