

= Oklahoma State Highway 32 =

State Highway 32 (SH @-@ 32 or OK @-@ 32) is a state highway in the U.S. state of Oklahoma . The highway runs from west to east across the southern part of the state , just north of the Red River . The route begins at US @-@ 81 in Ryan and ends at US @-@ 70 in Kingston , a length of 77 @. @ 3 miles (124 @. @ 4 km) .

SH @-@ 32 was first added to the state highway system at the end of 1934 ; none of the highway as created is part of the present @-@ day SH @-@ 32 (having been encroached upon by US @-@ 70) . SH @-@ 32 is also linked with SH @-@ 199 ? part of SH @-@ 32 was spun off to create SH @-@ 199 in 1938 .

= = Route description = =

SH @-@ 32 begins at US @-@ 81 in Ryan , where it follows the street grid , heading in a northeast direction . As the route leaves Ryan , it turns onto a due east course . It is 17 miles (27 km) until the next town , Grady . SH @-@ 32 turns to the southeast to serve this town . Six more miles (10 km) from Grady , SH @-@ 32 meets another highway for the first time , SH @-@ 89 . At the junction , SH @-@ 32 turns south , overlapping SH @-@ 89 for six miles (10 km) . While concurrent , the two highways pass through the unincorporated community of Petersburg , then turn to the west . The two routes divide at Courtney , where SH @-@ 89 heads south towards the Red River and Texas .

SH @-@ 32 continues east from Courtney , crossing over Mud Creek , then passing through unincorporated Rubottom . East of Rubottom , the highway comes to the intersection with SH @-@ 76 . The next unincorporated community SH @-@ 32 passes through is Turner . Eight miles (13 km) east of the SH @-@ 76 junction , at Dunbar , SH @-@ 32 serves as the northern terminus of SH @-@ 96 , which serves Burneyville .

Nine miles (14 km) east of Burneyville , SH @-@ 32 has an interchange with I @-@ 35 outside Marietta , the seat of Love County . Soon after passing I @-@ 35 , SH @-@ 32 forms a brief concurrency with US @-@ 77 , and passes through Marietta . East of town , the route comes to a junction with SH @-@ 77S (one of SH @-@ 77S 's four termini) . SH @-@ 32 continues east , following the curve of Lake Texoma 's shoreline , passing through Lebanon . The highway then intersects with SH @-@ 99C .

Five miles (8 km) east of SH @-@ 99C , SH @-@ 32 crosses US @-@ 377 / SH @-@ 99 . Two miles (3 km) further east , SH @-@ 32 acts as the southern endpoint of SH @-@ 70F . Two miles (3 km) after that , SH @-@ 32 ends at US @-@ 70 in Kingston .

= = History = =

State Highway 32 was commissioned on December 12 , 1934 . As originally created , the route ran from SH @-@ 14 (present @-@ day US @-@ 183) in Davidson to Waurika , passing through the towns of Grandfield , Devol , and Randlett and the counties of Tillman , Cotton , and Jefferson . SH @-@ 32 was extended to cover approximately the west half of its present @-@ day route on June 16 , 1936 ; the route 's new eastern terminus was US @-@ 77 in Marietta . On March 29 , 1937 , the highway was expanded even further east to end at US @-@ 70 in Madill . This extension was split off to form SH @-@ 199 on October 13 , 1938 .

Meanwhile , changes were occurring in the eastern part of Jefferson County . The portion of highway from Ryan east to the Love County line was removed from the highway system on December 31 , 1937 . As a result , SH @-@ 32 was discontinuous ; one section stretched from Davidson to Ryan , while another began at a spur ending at the Jefferson ? Love county line and continued east from there . The portion of SH @-@ 32 concurrent with US @-@ 81 between Waurika and Ryan , once necessary to connect to the now @-@ decommissioned road , was removed on February 24 , 1938 . Both of these sections of road were reinstated as part of SH @-@ 32 on February 29 , 1944 .

Changes in US @-@ 70 's routing in the 1930s and 1940s resulted in the western part of SH @-@ 32 becoming concurrent with the U.S. highway through southwest Oklahoma during the late 1930s . US @-@ 70 as first designated in Oklahoma crossed into the state north of Burkburnett , Texas and intersected SH @-@ 32 in Randlett ; continuing north of SH @-@ 32 , the U.S. highway turned east , running through Walters . In Comanche , US @-@ 70 turned south along US @-@ 81 and followed it until reaching the present @-@ day US @-@ 70 routing in Waurika . Between Randlett and Waurika , SH @-@ 32 provided a much more direct route . On May 6 , 1936 , US @-@ 70 was realigned to follow SH @-@ 32 between these two cities . On March 3 , 1945 , US @-@ 70 was realigned again . This brought the highway into Oklahoma much earlier , crossing the Red River much further west , in effect bypassing Wichita Falls , Texas . As a result of the realignment , US @-@ 70 intersected SH @-@ 32 at its western terminus in Davidson and followed it all the way to Waurika . The westernmost 64 miles (103 km) of SH @-@ 32 (as measured along the present @-@ day US @-@ 70 alignment) were concurrent with US @-@ 70 .

SH @-@ 32 was resumed its expansion to the east on September 16 , 1946 . On that date , the highway 's eastern terminus was set at its present location at US @-@ 70 in Kingston . Much of this extension reclaimed for SH @-@ 32 the stretch of road lost by the creation of SH @-@ 199 . At this time , SH @-@ 32 was at its zenith ; stretching from Davidson to Kingston , the route covered a total of 152 miles (245 km) along present @-@ day roads . However , the westernmost 64 miles (103 km) of SH @-@ 32 still overlapped US @-@ 70 .

On September 6 , 1966 , after over twenty years of cosignage , SH @-@ 32 was truncated to its current western terminus in Ryan . Everything west of Waurika was now solely US @-@ 70 . After the truncation of 1966 , SH @-@ 32 had the same route that it does today .

= = Junction list = =