

= Oklahoma State Highway 9 =

State Highway 9 , abbreviated as SH @-@ 9 , OK @-@ 9 , or simply Highway 9 , is a major east ? west highway in the U.S. state of Oklahoma . Spanning across the central part of the state , SH @-@ 9 begins at the Texas state line near Madge , Oklahoma , and ends at the Arkansas state line near Fort Smith , Arkansas . State Highway 9 is a major highway around the Norman area . At 348 @.@ 1 miles (560 @.@ 2 km) , SH @-@ 9 is Oklahoma 's second @-@ longest state highway (second to State Highway 3) .

= = Route description = =

= = = West of Interstate 35 = = =

From the western terminus at State Highway 203 along the Texas border , the highway travels due east for five miles (8 @.@ 0 km) and intersects with SH @-@ 30 between Madge and Vinson . SH @-@ 9 continues east for 23 miles (37 km) without intersecting another highway until meeting US @-@ 283 and SH @-@ 34 two miles (3 @.@ 2 km) north of Mangum . The highway overlaps the other two routes for four miles (6 @.@ 4 km) , going north , before splitting off and heading east again through Granite and Lone Wolf . East of Lone Wolf , the highway forms a concurrency with SH @-@ 44 . Near Hobart , SH @-@ 9 overlaps US @-@ 183 for 4 miles (6 @.@ 4 km) (again going northward) before splitting off again .

Continuing east , SH @-@ 9 passes through Gotebo , Mountain View , and Carnegie . Around Fort Cobb , Oklahoma , the highway begins nine miles (14 km) of travel to the south . There , the route links up with the concurrent U.S. Highways 62 and 281 . While US @-@ 281 will split off in Anadarko , SH @-@ 9 and US @-@ 62 remain concurrent until Newcastle . In Chickasha , US @-@ 277 joins to form another three @-@ route concurrency with US @-@ 62 and SH @-@ 9 . On the eastern edge of Chickasha , US @-@ 62 / 277 / SH @-@ 9 have an interchange with I @-@ 44 , or more commonly known as the H.E. Bailey Turnpike .

Traveling northeast from Chickasha , US @-@ 62 / 277 / SH @-@ 9 are routed to the town of Blanchard . Four miles later , SH @-@ 9 splits away from the two U.S. routes at a diamond interchange that also serves as the eastern terminus of the H.E. Bailey Turnpike Spur . SH @-@ 9 remains without any concurrent routes until Goldsby . The section of road east of US @-@ 62 / 277 , recently upgraded to a four @-@ lane divided highway , provides a link from the H.E. Bailey Turnpike Spur to Interstate 35 . At the interstate , SH @-@ 9 merges onto I @-@ 35 northbound to cross the Canadian River into Norman .

= = = East of Interstate 35 = = =

Through Norman , Highway 9 serves as a major artery providing access to the University of Oklahoma campus (in particular , the Lloyd Noble Center) . Around the area , the route is a four @-@ lane divided expressway (with surface crossings and stoplights) . However , after a full interchange with US @-@ 77 , the road becomes a two lane highway again .

SH @-@ 9 continues eastward , passing Lake Thunderbird State Park , before reaching the towns of Tecumseh and Seminole . The road intersects the Indian Nation Turnpike near Hanna , and US @-@ 69 near Eufaula . SH @-@ 9 provides access to the south side of Lake Eufaula before reaching Stigler .

SH @-@ 9 overlaps US @-@ 59 for 5 miles (8 @.@ 0 km) , after which the road becomes concurrent with US @-@ 271 . Both remain concurrent , until the highway ends at the Arkansas border . After passing the Arkansas state line , State Highway 9 becomes I @-@ 540 , and US @-@ 271 continues over the state line concurrent with the Interstate .

= = History = =

Officially designated on 1924 @-@ 08 @-@ 24 , the original route encompassed all of current SH @-@ 9 west of Blanchard . East of Blanchard , SH @-@ 9 followed a more northerly route . Bypassing Norman , SH @-@ 9 ran north to Oklahoma City before going east through Harrah , Meeker , Prague , Henryetta , and Checotah . The highway ended at the original State Highway 3 in Spiro . Upon the creation of the United States Numbered Routes system in 1926 , the section between Oklahoma City and Warner was overlaid with U.S. Highway 266 . Four years later in 1930 , SH @-@ 9 was truncated to Chickasha . By this time , much of the route had become part of U.S. Highway 62 .

On 1935 @-@ 08 @-@ 27 , the route was extended eastward , taking over the original SH @-@ 37 . SH @-@ 9 's eastern terminus became SH @-@ 48 near Seminole . On 1937 @-@ 08 @-@ 25 , the route was brought further east to end at US @-@ 69 in Eufaula . Part of the newly commissioned section was rescinded on 1937 @-@ 10 @-@ 19 , when a small segment just east of SH @-@ 48 and the entire Hughes County portion were dropped from the highway . These sections were re @-@ added on 1938 @-@ 09 @-@ 27 .

State Highway 9 was extended eastward twice in the route 's history . The first extension occurred on 1941 @-@ 02 @-@ 26 , and extended SH @-@ 9 to SH @-@ 2 at Whitefield . The final extension brought SH @-@ 9 to the Arkansas state line on 1941 @-@ 11 @-@ 12 . The only major realignment in SH @-@ 9 's history since 1941 was the Norman expressway bypass , which was designated as SH @-@ 9 on 1971 @-@ 11 @-@ 08 .

After the I @-@ 40 bridge disaster , parts of State Highway 9 in eastern Oklahoma served as an emergency detour for eastbound I @-@ 40 traffic . All eastbound traffic was routed along the section of SH @-@ 9 between SH @-@ 2 in Whitefield and US @-@ 59 . In addition , the section of SH @-@ 9 between US @-@ 59 and the Arkansas state line were used for eastbound traffic for commercial trucks .

= = Future = =

Discussions are under way to widen SH @-@ 9 to four lanes east of US @-@ 77 in Norman . The City of Norman and ODOT have conflict in their proposals for the design of the widened highway . ODOT has proposed a 16 @-@ foot (4 @-@ 9 m) paved median , with 12 @-@ foot (3 @-@ 7 m) shoulders to accommodate bicyclists . Norman 's proposal includes a grass median and a separate bike path along the north side of the right @-@ of @-@ way , running from 24th Avenue S.E. to Lake Thunderbird . ODOT criticized the city 's plan as too expensive . The city is now proposing a compromise , with a narrower raised concrete median and separate bike path .

= = Spurs = =

State Highway 9 creates three spur highways throughout the state . Additionally , it has two business routes , serving towns the main route bypasses . These routes are :

Business SH @-@ 9 , a three @-@ mile (5 km) loop through Hobart .

Another instance of Business SH @-@ 9 that loops through Gotebo . (This is not shown on the state highway map .)

SH @-@ 9A is a designation for three distinct highways :

A highway that intersects SH @-@ 9 in Earlsboro and links the parent highway to I @-@ 40 and SH @-@ 39 in Konawa . The spur also passes through the town of Maud .

A connector highway from US @-@ 69 to SH @-@ 9 south of Eufaula .

A spur route to SH @-@ 112 in Arkoma . This section is a former alignment of U.S. Highway 271 .

= = Junction list = =