

## = Oklahoma State Highway 74 =

State Highway 74 , usually abbreviated as SH @-@ 74 or OK @-@ 74 ( or simply Highway 74 ) is the numbering of two different highways maintained by the U.S. state of Oklahoma . These highways were once a single major north ? south route , connecting Oklahoma City to more rural parts of the state . The original road stretched from SH @-@ 7 near Tatum , Oklahoma to SH @-@ 11 west of Deer Creek .

Due to encroaching Interstate highways ? especially Interstate 35 ? the middle section of the route through Norman , Moore , and Oklahoma City was decommissioned in 1979 for reasons of redundancy . However , some maps show SH @-@ 74 as concurrent with I @-@ 35 , I @-@ 240 , and I @-@ 44 , thus linking the two sections .

The north section of the route is 91 1 ? 2 miles ( 147 @.@ 3 km ) in length , while the southern section is 52 1 ? 2 miles ( 84 @.@ 5 km ) long . This leads to a total length of 144 miles ( 232 km ) .

## = = Route descriptions = =

### = = = Southern section = = =

From the southern terminus at SH @-@ 7 , the southern section of SH @-@ 74 goes due north to Elmore City , where it intersects with SH @-@ 29 . After a couple of turns in the Elmore City area , the highway continues due north to Maysville and SH @-@ 19 . Still continuing northward , the highway meets the southern terminus of State Highway 24 , and continues into Purcell .

In Purcell , SH @-@ 74 overlaps US @-@ 77 and SH @-@ 39 . It finally splits off and begins heading west . From here , the highway becomes more hilly and curvy as it heads toward Washington . The road never actually enters Washington , passing just one mile ( 1 @.@ 6 km ) north of it . However , Washington is accessible via SH @-@ 24 , which has its northern terminus at SH @-@ 74 as well . ( Both termini of SH @-@ 24 are at SH @-@ 74 . )

The highway then returns to a due north course after its intersection with SH @-@ 24 . It goes through the town of Goldsby and then ends at I @-@ 35 .

### = = = Northern section = = =

The highway 's northern section begins at a stack interchange with Interstate 44 in Bethany . The first part of the northern section is a freeway , called the Lake Hefner Parkway because part of it runs along the east shore of Lake Hefner . The freeway , a major part of the Oklahoma City freeway system , serves the northwestern part of Oklahoma City . At the Kilpatrick Turnpike , the freeway comes to an end , but Highway 74 continues northward on Portland Avenue .

The road passes through the towns of Crescent , Covington , and Garber , Oklahoma as it continues , again on a due north course . Between Covington and Garber the road intersects with US @-@ 64 / 412 , which can be used to access Enid , just 14 miles ( 22 @.@ 5 km ) to the west .

Twenty miles ( 32 @.@ 2 km ) north of US @-@ 412 , the highway meets US @-@ 60 near Lamont . The two roads share a brief concurrency before splitting off again . Eight miles ( 12 @.@ 9 km ) north of this , SH @-@ 74 intersects with SH @-@ 11 between Deer Creek and Numa , Oklahoma . It is at this intersection that the designation ends .

## = = History = =

In 1927 , a spur from SH @-@ 33 to Crescent was created as SH @-@ 44 . SH @-@ 44 was renumbered to SH @-@ 74 in 1931 . On December 10 , 1934 , SH @-@ 74 was extended southward to Oklahoma City . The highway was further extended on September 9 , 1935 to Norman . In 1935 and 1936 , the highway 's alignment through Norman was modified ; it was extended from its Main Street terminus to US @-@ 77 .

Also in 1936 , SH @-@ 74 began expanding northward . On August 18 , the designation was added to a new section of highway between Crescent and US @-@ 64 ( now State Highway 164 ) in Covington . Nearly a year later , the route was extended southward again . The State Highway Commission lengthened SH @-@ 74 through Goldsby and Purcell to SH @-@ 19 in Maysville on July 1 , 1937 . The section of highway from Covington to US @-@ 60 in Lamont was added on April 14 , 1941 . On June 5 , 1945 , it was extended further south to SH @-@ 29 in Elmore City ( at the time simply named Elmore ) .

Throughout the 1950s , State Highway 74 continued to be realigned and extended . Southwest of Norman , it swapped routings with SH @-@ 9 on December 6 , 1954 . SH @-@ 74 was extended twice in 1957 , once in each direction : to the north on February 18 and to the south on June 10 . The 1957 lengthening brought SH @-@ 74 to its greatest length , with its present @-@ day northern terminus and a southern terminus at State Highway 53 near Milo .

By 1967 , I @-@ 35 had been constructed through Oklahoma City . On January 4 , 1967 , SH @-@ 74 was split into two sections , with the removal of the section between Goldsby and Norman . The southern section was truncated on December 12 , 1974 , bringing the highway to its current southern terminus . The gap between the two sections of SH @-@ 74 was widened on March 3 , 1975 , when the route was eliminated through Cleveland County and much of Oklahoma City , bringing SH @-@ 74 to its present @-@ day termini .

The Lake Hefner Parkway opened in 1992 . SH @-@ 74 was transferred to the new freeway on April 6 . Between April and July 2001 , ODOT installed a Brifen Safety Fence cable barrier along the Lake Hefner Parkway section of SH @-@ 74 . This installation was the first application of this barrier design in the United States .

= = Spurs = =

SH @-@ 74 currently has five spur routes ( starting at B , and going up to a suffix of F ) . Prior to 2009 , SH @-@ 74A served as a spur route in Norman as well , though it did not intersect SH @-@ 74 .

= = = SH @-@ 74A = = =

SH @-@ 74A ran along Lindsey Street in Norman , connecting I @-@ 35 to Classen Boulevard , the contemporary routing of US @-@ 77 . This highway ran straight through the University of Oklahoma ( OU ) campus . It was 2 @.@ 76 miles ( 4 @.@ 44 km ) long .

SH @-@ 74A was established by action of the Highway Commission on September 23 , 1936 . The highway 's original extent was from SH @-@ 9 / SH @-@ 74 ( 24th Avenue S.W. ) to the OU campus , ending at Jenkins Avenue . It was later extended to I @-@ 35 in the west and US @-@ 77 in the east . It was removed by January 2010 .

= = = SH @-@ 74B = = =

SH @-@ 74B connects SH @-@ 74 in Goldsby to SH @-@ 76 south of Blanchard . Cole lies along the middle of this hilly spur .

= = = SH @-@ 74C = = =

SH @-@ 74C connects SH @-@ 74 in Crescent to US @-@ 77 north of Guthrie .

= = = SH @-@ 74D = = =

SH @-@ 74D connects SH @-@ 74 to the unincorporated community of Lovell .

= = = SH @-@ 74E = = =

SH @-@ 74E goes from SH @-@ 51 north to Marshall , and then it goes east and ends at SH @-@ 74 . This spur was commissioned on 1951 @-@ 08 @-@ 06 .

=== SH @-@ 74F ===

SH @-@ 74F goes from SH @-@ 74 west to Cashion , and then goes north to SH @-@ 33 .

== Junction list ==

=== Southern section ===

=== Northern section ===