

= K @-@ 17 ( Kansas highway ) =

K @-@ 17 was a 21 @.@ 138 @-@ mile @-@ long ( 34 @.@ 018 km ) state highway in Kansas that served Kingman and Reno counties . The route originated at an intersection with U.S. Route 54 ( US @-@ 54 ) and US @-@ 400 south of the unincorporated community of Waterloo and ended at K @-@ 96 south of South Hutchinson . The road was maintained by the Kansas Department of Transportation ( KDOT ) , and was a two @-@ lane road for its entire length . The route was designated in 1932 . When originally designated , K @-@ 17 ran north to an intersection with US @-@ 81 near McPherson . Between 1957 and 1962 , a series of changes to the route shortened it and brought its northern terminus to an intersection with K @-@ 96 near South Hutchinson . The route was decommissioned in 2013 .

= = Route description = =

K @-@ 17 began at a diamond interchange with US @-@ 54 and US @-@ 400 near Waterloo in Kingman County and ran north on a two @-@ lane road . The route passed a cemetery just north of its southern terminus and continued north through level farmland , entering Reno County and passing a few miles east of the community of Pretty Prairie , which was accessible by a county road . North of here , K @-@ 17 crossed the north fork of the Ninnescah River and curved slightly to the northwest . The route bent back to the north and continued in that direction for approximately eight miles ( 13 km ) before twisting to the east and reaching its northern terminus at an intersection with K @-@ 96 .

K @-@ 17 was maintained by KDOT . In 2012 , KDOT calculated the route 's average annual daily traffic to be about 1000 vehicles near its southern terminus , and approximately 1600 vehicles near the northern terminus . K @-@ 17 was not included in the National Highway System , a system of highways important to the nation 's defense , economy , and mobility .

= = History = =

K @-@ 17 was commissioned by 1932 . Originally , the route went through Hutchinson and ended at US @-@ 81 south of McPherson . Only the portion from just south of Hutchinson to the city of Medora was paved . The remainder of the route was gravel . Within a year , the segment from Medora to the route 's northern terminus had been paved with a bituminous surface . Between 1933 and 1936 , a stretch of the route in Reno County was also given a bituminous surface . In 1940 , the route was extended north from its northern terminus along the route of US @-@ 81 to an intersection with K @-@ 4 in Saline County . By this time , all segments of the route had been paved . The majority of the route had a bituminous surface , but some segments had a hard surface . Between 1941 and 1945 , the whole route was paved with a hard surface .

In 1957 , the portion of K @-@ 17 from its intersection with K @-@ 61 to its northern terminus was redesignated as an extension of K @-@ 61 . This realignment removed K @-@ 17 from McPherson and Saline counties . In 1962 , K @-@ 96 was realigned through Hutchinson and replaced a portion of K @-@ 17 south of the city . This shortened K @-@ 17 yet again to its final northern terminus at an intersection with K @-@ 96 . In 1977 , the southern terminus was upgraded to an interchange as US @-@ 54 was upgraded to a freeway in much of eastern Kingman County . In 2012 , K @-@ 17 was decommissioned when KDOT realigned a number of state highways in Reno and Kingman counties . The former alignment of K @-@ 17 was re @-@ designated as a segment of K @-@ 14 .

= = Major intersections = =