

= Pennsylvania Route 646 =

Pennsylvania Route 646 ( PA 646 ) is a 19 @.@ 15 miles ( 30 @.@ 82 km ) long state highway located in McKean county in Pennsylvania . The southern terminus is at PA 59 in Keating Township . The northern terminus is the New York state line in Foster Township . The route continues as New York State Route 16 ( NY 16 ) in Cattaugarus County .

PA 646 was assigned in the 1928 mass numbering of state routes in Pennsylvania . At that time , it consisted entirely of the PA 346 ? state line stretch in Foster Township . The rest of the stretch consisted of PA 59 , now realigned , and PA 746 , now decommissioned . PA 746 was decommissioned in 1946 , and PA 59 was realigned in 1952 , with PA 646 being extended onto its current alignment . The route has remained virtually unchanged since the change in 1952 .

= = Route description = =

= = = Ormsby to Rew = = =

PA 646 begins at an intersection with PA 59 in the small borough of Ormsby . The highway , situated around several oil wells , progresses to the northwest through a moderately populated region of residential homes . PA 646 continues on this progression for several miles , parallelling a pipeline running through the Kinzua Valley . After an intersection with a local dirt road , the highway leaves Ormsby and continues into the under @-@ populated forests in Keating Township . The route follows an old railroad grade , entering the small unincorporated place of McKean . When PA 646 turns to the north at a gradual bend , it crosses a second pipeline and enters the community of Cyclone .

Upon entering Cyclone , PA 646 intersects with Pithole Road , which heads to the northeast and into McQuen Hollow , a local mountain range . The route itself heads to the northwest still , passing several residential homes in the area . After an intersection with Boyland Road , the highway turns to the north and leaves Cyclone for the woodlands in Keating Township once again . After leaving Cyclone , PA 646 enters the Bradford Oil Field , which includes the community of Cyclone and runs about two miles east of the Lafayette Township line . The route continues northbound for a couple miles , entering the community of Gifford , situated near the Lafayette Township line . The community is moderately developed , with most of the region contained by residential homes and local dirt roads . The major intersection in Gifford along PA 646 is the one with Alley Gifford and Droney Road . At a fork in the highway with Fairground Road , the highway turns northeastward , looping around on a gradual bend of the Bradford Oil Field .

A short distance after the bend , PA 646 continues to the northeast , entering the community of Aiken , where at another fork in the road , PA 770 begins . PA 646 continues to the northeast through Aiken , an under @-@ developed community of residential homes . A short distance later , the highway crosses the township line into Bradford Township . The route continues for several miles , making a gradual bend in the woodlands into Foster Township . PA 646 continues , making an intersection with Wolf Run Road , which heads southward to the community of Middletown . At that intersection , PA 646 turns northeastward , entering the community of Rew . In Rew , the route becomes moderately developed once again , where it intersects with PA 46 . After intersecting with Rew ? Bradford Road , a highway that becomes a dirt road up Pratt Hollow , PA 646 progresses to the north and exits Rew .

= = = Rew to Bells Camp = = =

PA 646 , after crossing out of Rew , enters the dense woodlands once again , where yet another pipeline is crossed . When the highway reaches this pipeline , the alignment of the highway turns , winding along Summit Road along the base of Pratt Hollow . The highway continues northward , winding around several mountains through the Bradford Oil Field , passing a large swamp before

entering the small community of Summit . In Summit , PA 646 is partially developed , with most of the population situated at the intersection of PA 646 with PA 246 . The route intersects with a Schimp Lane , a local road , before turning to the north and out of Summit . The route heads northward for a short distance , paralleling a grade right @-@ of @-@ way road , which heads eastward to Walkertown . A short distance later , PA 646 enters a small developed area , where the route intersects with PA 346 .

At the intersection with PA 346 , PA 646 turns off its right @-@ of @-@ way , which continues along a pipeline as a dirt road , and onto a concurrency with the aforementioned touring route . PA 646 and PA 346 head eastward , intersecting with several dirt roads in a light woodland . The two highways continue eastward , entering the community of Red Rock . In Red Rock , most of the highway is unpopulated , until an intersection with Narrow Gauge Road , where most of the residential homes stand . When Narrow Gauge Road intersects with the two highways once again , PA 646 and PA 346 enter the community of Derrick City . In Derrick City , the highways pass along a stretch of residential houses before PA 646 turns off to the north on Olean Road . PA 346 continues ahead along Derrick Road towards Bradford .

After turning on Olean Road , PA 646 turns to the northeast , running along the Pennbrook Run for the entire stretch of highway . Along the highway several residential homes surround , while the road enters the community of Bells Camp . Bells Camp is moderately developed , and is the last designated community along PA 646 . The highway forks off from Bells Camp Road , continuing further to the northeast along Olean Road . When the route turns to the east , PA 646 intersects with a connector street back to Bells Camp Road , which parallels to the north . The highway is undeveloped from this point , intersecting with Fullerton Road , which terminates at Olean Road . The route continues northward , paralleling PA 546 and Knapp Creek , before crossing the state line into New York a distance northwest of Fullerton . The right @-@ of @-@ way continues northward as NY 16 towards Olean .

= = History = =

= = = Designation = = =

When the mass amount of state legislative routes were assigned in Pennsylvania in 1928 , PA 646 consisted of only the stretch from PA 346 in Derrick City to the New York state line . There was no concurrency with PA 346 at that time . The stretch from PA 59 to PA 346 was not state @-@ maintained . The rest of the current PA 646 was an alignment of PA 59 . The entire alignment of PA 646 was paved in 1930 . Also that year , the stretch from PA 59 in Aiken to PA 46 in Rew was designated as PA 746 , a spur off PA 46 .

This set of highways remained intact for over a decade , until 1946 , when PA 746 was decommissioned in favor of extending PA 646 over its alignment . Now PA 646 continued along a concurrency with PA 346 and east of Red Rock , it went southward ( away from PA 346 ) down to PA 59 in Aiken , where it ended . In 1952 , PA 59 was realigned off its Ormsby ? Aiken alignment , and PA 646 was extended to Ormsby , where it ended at PA 59 .

= = = Historic bridges = = =

There were three bridges constructed along PA 646 in 1930 , when the alignment was designated as PA 59 . The three bridges are in Gilmore , and all cross Pennbrook Run . The first one is 32 @.@ 15 feet ( 9 @.@ 80 m ) long , and is a concrete tee beam bridge that handles an average of 957 people daily ( 2004 ) . The bridge is structurally deficient and the cost to replace the bridge would amount to \$ 591 @,@ 000 . The second bridge in Gilmore itself is a 40 @.@ 20 feet ( 12 @.@ 25 m ) long concrete slab bridge across Pennbrook Run . This bridge is structurally deficient and would cost \$ 656 @,@ 000 to replace it completely .

The final bridge along PA 646 was constructed 1 mile ( 1 @.@ 6 km ) north of Gilmore over

Pennbrook Run . Like the first bridge , it is a tee beam construction with a length of 32 @. @ 15 feet ( 9 @. @ 80 m ) . Like the previous two bridges , this one is also structurally deficient in its structure , having not been replaced since construction in 1930 . To replace the bridge , it would cost \$ 408 @, @ 000 .

= = Major intersections = =

The entire route is in McKean County .