

= Pennsylvania Route 405 =

Pennsylvania Route 405 ( PA 405 ) is a 27 @. @ 963 @- @ mile @- @ long ( 45 @. @ 002 km ) state highway that runs in the north @- @ central part of the U.S. state of Pennsylvania . The southern terminus of PA 147 in West Chillisquaque Township near the borough of Milton . The route heads northward along the West Branch Susquehanna River through Milton , Watsontown and Muncy until entering Hughesville , where it terminates at an intersection with U.S. Route 220 ( US 220 ) .

PA 405 originated as the Muncy and Hughesville Plank Road , a 5 @- @ mile ( 8 @. @ 0 km ) plank road from Muncy to Hughesville , created in 1853 . The plank road also consisted of a bridge over the Muncy Canal on the outskirts of the community . PA 405 was assigned in 1941 , after switching between numerous designations , including alignments of US 15 , US 111 , US 220 , and US 711 . The alignment of PA 405 was extended to its current southern terminus when PA 147 was realigned onto a new highway . As part of the Central Susquehanna Valley Transportation Project , PA 405 will continue south from its current southern terminus , replacing the stretch of PA 147 until its junction with PA 61 in Sunbury , its new southern terminus . PA 147 will have an new alignment between those two junctions and will not be duplexed with PA 405 at any point .

= = Route description = =

= = = PA 147 to Watsontown = = =

PA 405 begins at an intersection with PA 147 in Chillisquaque . The route heads to the northwest , heading along a parallel to PA 147 near rural farms and houses . The route reaches the center of Chillisquaque , where it turns westward for a distance through an isolated area along the West Branch of the Susquehanna River . The route meets the shoreline , where PA 405 turns to the northwest along a rural , unpopulated stretch of West Chillisquaque Township . The route heads northward , crossing through a deep patch of forests . A short distance later , the forests dissipate , and PA 405 intersects with PA 45 ( the Purple Heart Highway ) just across the river from Lewisburg . PA 405 continues northward along the Susquehanna River , intersecting with a former alignment of PA 45 a short distance later . The route continues through the rural farmland along the river , entering the small community of East Lewisburg . North of East Lewisburg , PA 405 passes a large farmland plot before leaving the shoreline of the Susquehanna West Branch . The route continues northward a short distance from the Susquehanna River before entering the community of Milton .

In Milton , PA 405 crosses over a set of railroad tracks and turns onto Ferry Lane . The route heads eastward until turning northward onto Garfield Street , heading past homes and businesses and intersecting with PA 642 ( Mahoning Street ) . The route continues northward onto South Arch Street , intersecting with Center Street , where it turns northward . At the end of the block , PA 405 intersects with PA 254 ( Broadway ) . The highway continues northward , intersecting with local streets and paralleling railroad tracks . At the intersection with 10th Street , PA 405 turns to the northwest and leaves the community of Milton . The route returns to the shoreline of the West Branch of the Susquehanna River , continuing northward along the Turbot Hills Golf Course . The route continues northward , intersecting with Golf Course Road , where the route becomes surrounded by forests . A short distance later , PA 405 crosses under the four lane alignment of Interstate 80 ( I @- @ 80 ) and intersects an old alignment of the Susquehanna Trail . The route continues northward along the West Branch of the Susquehanna River , passing a large industrial complex before reaching a merge in the railroad tracks . At the merge , PA 405 enters the community of Watsontown .

= = = Watsontown to Hughesville = = =

After entering Watsontown , PA 405 passes the local memorial park and intersects with PA 44 (

South Main Street ) . PA 405 and PA 44 become concurrent along Main Street into downtown Watsontown . The two highways continue several blocks from the Susquehanna River , intersecting with Brimmer Avenue . The surroundings of the highways are highly populated , and the two routes continue in Watsontown until an intersection with East 11th Street , when the two roads leave the community . PA 405 and PA 44 continue northward , intersecting with local roads in a rural region north of Watsontown . The highways continue , entering the community of Dewart , where PA 44 turns to the west towards the Susquehanna West Branch . PA 405 continues northward , bypassing around Dewart and crossing the railroad tracks it had been paralleling for the distance . The route continues northward , leaving Dewart at an intersection with Delaware Drive . The route heads northward , crossing through the rural areas before intersecting with PA 54 , where they merge . PA 405 and PA 54 continue through a deep patch of forests before crossing the river , entering the community of Montgomery .

In Montgomery , PA 405 and PA 54 continue for a short distance along Second Street , until Montgomery Street , where PA 405 turns to the northeast , while PA 54 turns to the northwest . PA 405 continues along Montgomery Street , passing through downtown . At an intersection with School House Road , the highway leaves Montgomery . PA 405 continues to the northeast along a set of railroad tracks and at an intersection with Saegers Station Road , enters the community of Saegers . At a merge with Private 158 Road , PA 405 turns to the north , passing the small community to the north . At an intersection with Armstrong Road , the highway turns to the northeast , leaving Saegers . The route continues to the east , crossing over the West Branch once again , entering the community of Muncy . In Muncy , the highway heads to the southeast along Water Street into the community center , where it turns to the northeast . The route leaves Muncy a short distance later , interchanging with I @-@ 180 Exit 13 . PA 405 heads to the northeast until reaching Muncy Creek , where it turns to the southeast , intersecting with the western terminus of PA 442 . PA 405 continues farther , intersecting with local roads , running along South Main Street for a distance , entering the community of Hughesville , where the highway becomes densely populated . The route heads northward , intersecting with the western terminus of PA 118 . The route continues northward for a short distance , with the Route 405 designation terminating at an intersection with US 220 .

= = History = =

= = = Old roads = = =

The short alignment of PA 405 from Muncy to Hughesville contains the most of the highway 's history . The bridge over the West Branch of the Susquehanna River was originally privately maintained , with the charter for its construction coming down from the Pennsylvania State Legislature on March 13 , 1835 . The charter designated the company that owned the bridge as the Susquehanna Bridge Company at Walton 's Landing ( now Muncy ) and the state appointed eleven commissioners to help erect the toll bridge . In 1853 , a portion of land from the Susquehanna River West Branch ( which was a canal at the time ) was chartered to become a canal . The canal was constructed in 1848 by a privately maintained company for \$ 3 @,@ 000 ( 1848 USD ) . The bridge over the canal that currently uses PA 405 was constructed in 1854 at a cost of \$ 27 @,@ 000 ( 1854 USD ) , nine times the amount to construct the canal . The portion of PA 405 from Muncy to Hughesville was also chartered in 1853 , consisting of a plank road between the two towns .

= = = Designation = = =

On May 31 , 1911 , the state of Pennsylvania signed the Sproul Road Bill , which started a drastic state takeover of highways . Originally , only several routes were assigned around the state . The stretch of PA 405 from the southern terminus to the current day intersection with PA 44 was designated as Legislative Route 18 . The portion of PA 405 along the PA 44 concurrency to Delwart

was designated as Legislative Route 240 ( most of this alignment is PA 44 ) . The stretch from Delwart to Montgomery was not designated in 1911 . From Montgomery to Muncy , PA 405 follows more of Legislative Route 240 . After Muncy , PA 405 follows Legislative Route 19 until the current terminus in Hughesville .

When the switch was made in 1924 from the old highway system in Pennsylvania , the alignment of PA 405 was designated as PA 4 from the community of Chillisquaque to the intersection with the Susquehanna Trail . PA 4 was designated in 1925 along the main alignment of the Susquehanna Trail . The route designation remained in place for a short time . The stretch from Muncy to Hughesville ( which followed the alignment of the Penn 's Plank Road ) , was designated in 1926 as an alignment of US 220 . The portion of PA 4 from Chillisquaque to the Susquehanna trail was also designated as US 111 and US 711 , both decommissioned spurs of US 11 in 1926 . US 111 remained in place until 1936 , while US 711 and PA 4 were decommissioned in 1928 and 1930 respectively . In 1928 , the segment of PA 4 from Watsontown to Muncy was re @-@ designated as PA 14 . In 1936 , US 111 was decommissioned , and the route from Chillisquaque to Watsontown was redesignated as part of US 15 . PA 14 , US 220 and US 15 remained on most of PA 405 's alignment until 1941 , when the alignment of all three routes were changed . Upon the decommissioning , PA 405 was designated onto the alignment from the Susquehanna Trail ( where it intersected with PA 147 ) to Hughesville . The alignment of PA 405 south of the Susquehanna Trail was part of PA 147 until 1972 , when it was realigned , and PA 405 was extended to Chillisquaque .

= = = Proposed extension = = =

PA 405 currently has its southern terminus at PA 147 in the community of Chillisquaque . Near that intersection , PA 147 turns into a super @-@ 2 freeway towards Williamsport . The Central Susquehanna Valley Transportation Project is proposing to extend the super @-@ two freeway alignment of PA 147 on a new freeway along the opposite side of the Susquehanna . The designation of PA 405 is proposed to be extended over the non @-@ freeway alignment of PA 147 down to an intersection with PA 61 in Sunbury . An interchange with PA 405 would also be constructed . The 12 miles ( 19 km ) long project will also involve a realignment of US 11 / US 15 onto the new alignment as well , a proposal that lost funding in the 1970s . As of July 2009 , the design is 40 % completed , while the project was put on a freeze by Governor Edward Rendell . The project , which will take \$ 9 million ( 2009 USD ) to study and design , and another \$ 525 million ( 2009 USD ) to construct .

= = Major intersections = =