

= Pennsylvania Route 287 =

Pennsylvania Route 287 (PA 287) is a 63 @. @ 9 @- @ mile @- @ long (102 @. @ 8 km) state highway in the Tioga Valley of Pennsylvania . Route 287 begins at an intersection with U.S. Route 220 in the community of Larrys Creek in Piatt Township , Lycoming County to an intersection with Pennsylvania Route 49 just south of the New York state line in Lawrenceville , Tioga County . The route follows Larrys Creek through several isolated communities , including Salladasburg and English Center , before working its way towards Hoytville , where it meets Pennsylvania Route 414 . The route ends up in Wellsboro , where it meets U.S. Route 6 , and reaches Tioga .

The alignment of Route 287 has been successor to a set of plank roads from Larrys Creek to Lawrenceville . The southern plank road , known as the Larrys Creek Plank Road , dates back to 1850 as short highway from Larrys Creek to Salladasburg , and was completely gone by 1900 . The second part followed the Tioga and Lawrenceville Plank Road , which although is named from Tioga to Lawrenceville , went from Wellsboro to Tioga . The portion to Lawrenceville was never constructed . The route also followed several postal routes in the area . In 1911 , the Sproul Road Bill was passed , and Route 287 became segments of Legislative Route 22 , Legislative Route 106 , and Legislative Route 353 . In 1924 , the northernmost portion was designated Route 4 and the Susquehanna Trail . This was changed to part of U.S. Route 220 in 1926 .

In 1928 , U.S. Route 111 was designated , and along with Pennsylvania Route 84 , consisted of the alignment of Route 287 . Route 111 was redesignated as part of U.S. Route 15 . The highway was redesignated as Route 287 in 1961 when Route 84 was decommissioned in favor of Interstate 84 . The route was extended from Tioga to Lawrenceville in 2008 , when the construction of U.S. Route 15 was finished to the New York state line , and Route 287 was extended to Route 49 .

= = History = =

= = = Old roads = = =

Much of the current @- @ day alignment for Route 287 has been constructed through many different post , plank and turnpike roads in Lycoming and Tioga counties . The earliest known plank road in the area of the current day highway dates back to 1810 , when a mail postal route was created along current day Route 287 from Wellsboro to Willardsburg (later known as Tioga) . The mail was delivered once a week on horseback for several years , with the service discontinued in 1818 . That year , the service was changed to a semi @- @ weekly service for delivery two times a week on horseback . In 1824 , this service was also discontinued when the mail route began to be used by coaches three times a week . This service was used and then decommissioned by 1835 , when a new system , which stretched from Wellsboro and past Willardsburg to the community of Lawrenceville , was established .

This route followed the alignment of Route 287 , making stops in Middlebury Center , Holliday , Willardsburg and Mitchell 's Creek before ending in Lawrenceville . This mail route was truncated back to Willardsburg in 1840 , when the nearby Corning and Blossburg Railroad was completed . The stagecoach lines started working along the three @- @ day process for about ten years , when the nearby Tioga and Wellsboro Plank Road was completed , which made stagecoaches run daily . Along with numerous competition , the service was discontinued in 1872 , when the Lawrenceville and Wellsboro Railroad was completed . At that time , the stagecoach lines has ceased operation . By 1883 , the only piece of mail routes in the area of Tioga County was a piece near Middlebury Center , but was not as large as the process once was .

Although the Corning and Blossburg Railroad had served as a good travel connection between Wellsboro and Lawrenceville (the Tioga Valley) , several communities in the Crooked Creek Valley felt they were not well accommodated . At that time , in locations where railroads were not a feasible option , the construction of plank roads became a highly popular option . In 1848 , the Pennsylvania State Legislature approved and chartered construction of a brand new plank road in the valley , to

be called the Tioga and Elmira Plank Road , following the alignments of current @-@ day Route 287 , Pennsylvania Route 328 and New York State Route 328 to Elmira , New York . Construction was unable to start in 1848 , so a supplement to the charter was amended on April 5 , 1849 , which extended the work period to continue until 1856 . Yet another supplement was added in 1850 , when the Tioga and Lawrenceville Plank Road was chartered on May 14 .

This new plank road also had the ability to extend their plank road down to Wellsboro , which repealed the acts of 1848 and 1849 . The plank road was contracted and completed in a timely fashion down to Wellsboro from Tioga . In 1851 , the plank road was complete from Wellsboro to Tioga , and the thoroughfare became highly used by people transporting lumber , agriculture and merchandise . This helped farmers and producers in the communities of Middlebury Center , Holliday and Delmar (now the area of Wellsboro Junction) . The plank road would eventually get worn out from use , and the route was eventually changed from a plank road to a high use turnpike . The 17 miles (27 km) long piece of plank road , created in the original charter from Tioga to Lawrenceville , was never constructed .

The southernmost portion of Route 287 was the location of a third plank road , this time beginning at the mouth of Larrys Creek in the eponymous community to the current day location of English Center . The road was first considered during the early 19th century ; James Williamson , a strong local entrepreneur lived in these areas and it is assumed that the road builders in this area of Lycoming County were in favor of his suggestions . On May 8 , 1850 , the Pennsylvania State Legislature chartered a brand new plank road along the riverbank of Larrys Creek . The stock of the plank road was 20 shares of \$ 40 @.@ 00 (1850 USD) . Williamson himself was awarded the job as contractor , and in 1850 , using full advantage of woodsmen who were unemployed , low wages , and wasted hemlock log trees , began construction .

By 1851 , the plank road had been constructed all the way to the community of Salladasburg . With the 8 feet (2 @.@ 4 m) -wide plank road came several tollhouses along the entire route to pay charge for using the roadway . A movable barrier was also installed , so people could not gain access without payment . The plank road was finished and prospered for many years . The common transport on the road was bark and hides , along with hauling leather over to the Larrys Creek Railroad . On June 1 , 1889 , a major flood hit the area around the plank road , and when things were all said and done , it had experienced extensive damage . In places where damage had occurred , the road was replaced by graded dirt roads . In 1900 , the remains of the plank road remained only from Salladasburg to the Larrys Creek Railroad Station . Later that year , a petition was raised to make this remaining piece of road free to access . The case was closed in support of the motion and the plank road company shut down forever .

= = = Designation of Route 84 = = =

On May 31 , 1911 , the state of Pennsylvania signed the Sproul Road Bill , which started a drastic state takeover of highways around the commonwealth . Originally , only several routes were assigned around the state . The bill had approved a road from Wellsboro to the New York state line , which was designated as Legislative Route 22 . At the time , this was the only state @-@ maintained portion of Route 287 that was in use . By 1915 , more of Route 287 was taken over by the state , with the portion from the current @-@ day intersection with Pennsylvania Route 414 in Morris Township to the intersection with Pennsylvania Route 660 in Wellsboro becoming designated as Legislative Route 106 , where it reached Legislative Route 22 and 21 . In 1916 , the portion from Legislative Route 23 (now the intersection with U.S. Route 220) in Larrys Creek to the community of Brookside was taken over as Legislative Route 353 .

The designations remained in place until 1924 , when actual route designations were assigned in the commonwealth . The part that was later made as part of U.S. Route 15 , which was then changed to an alignment of Route 287 , was designated as Route 4 (over the Susquehanna Trail) . The route received another designation in 1926 , upon the creation of United States Highways across the country . The portion from Tioga to an intersection with the current day U.S. Route 15 was designated as part of U.S. Route 220 .

This remained in place for only two years , and when the Pennsylvania Department of Highways redesignated highways across the entire commonwealth , the alignment of the U.S. Route 220 portion was redesignated as U.S. Route 111 , while the entire alignment of Route 287 from the Larrys Creek to Tioga was redesignated as Route 84 . The entire alignment of Route 84 consisted of an intersection with U.S. Route 220 in Larrys Creek to U.S. Route 111 in Tioga , where the highway terminated . In 1930 , the concurrent piece of Legislative Route 4 was decommissioned , and the alignment of the highway remained as U.S. Route 111 . The portion from Tioga north remained as Route 111 until 1936 , when the highway was renumbered to U.S. Route 15 .

In that time , several intersections along Route 287 tied in with several former state highways . During the 1928 numbering , the intersection with Route 414 in Hoytville was designated as Route 893 , a local intersection in Antrim was designated as Route 961 , and the intersection in Somers Lane was designated as Route 826 . The routes were decommissioned in 1955 , 1946 , and 1941 respectively . After 1946 , when a mass decommissioning of state highways occurred , Route 84 remained in place for another 15 years , when the plans arose for Interstate 84 , which duplicated the state highway . Because of this duplication , Route 84 was reassigned as Route 287 .

== U.S. Route 15 conversion ==

During the 1960s , plans developed to widen U.S. Route 15 for safety precautions . Construction progressed fast , reaching the Lycoming County line in 1968 . At the time , Route 287 terminated at an intersection with U.S. Route 15 at the Hammond Reservoir . Ten years later , Route 15 was completed up to Tioga , and that year , the Pennsylvania Department of Transportation extended Route 287 to the new interchange . At that point , U.S. Route 15 followed the northernmost alignment of PA 287 to Lawrenceville . This interchange was completed in late 2000 with an opening ceremony by then @-@ governor Tom Ridge .

With the proposal for the brand new Interstate 99 following U.S. Route 15 's alignment , construction was upgraded once again , and a new alignment for U.S. Route 15 was started in 2005 . The alignment was constructed for the final 5 miles (8 @.@ 0 km) from Tioga to the state line . With the alignment 's completion , Route 15 was realigned onto the newly opened freeway on October 1 , 2008 . The entire project cost \$ 102 million (2008 USD) , including one new interchange and the completion of the Route 287 interchange in Tioga .

== Route description ==

== Lycoming County ==

Route 287 begins at an interchange with westbound U.S. Route 220 in the Piatt Township community of Larrys Creek . The route heads north , following a former plank road through the rural areas to the west of Williamsport . After a while , the roadway becomes moderately developed , following residential houses for a short distance . The route enters the community of Larrysville , where the route turns to the northwest through a line of forests . Route 287 intersects with Zinck Road , where the roadway becomes highly developed , following the route past residential homes and a large factory . The route crosses through a small patch of forests and enters Mifflin Township , where it intersects with Pennsylvania Route 973 . Route 973 becomes concurrent with Route 287 here , entering the community of Salladasburg , where the two highways fork . Route 287 continues northward on the right @-@ of @-@ way , while Route 973 heads to the northeast along Main Street . At an intersection with Dochter Street , a connector to Route 973 , Route 287 turns to the northwest and leaves Salladasburg .

Route 287 continues northward after leaving Salladasburg , paralleling Route 973 for a short distance until the two highways turn away . Route 287 heads northward , passing through deep patches of forests . This alignment and surroundings remain the same for several miles , passing a few local roads . The deep forests begin to clear as the highway enters the community of Brookside

. In Brookside , Route 287 winds along a deep field , intersecting with the southern terminus of Pennsylvania Route 184 , which heads to the northeast . The route turns to the northwest , paralleling with Hughes Road , which merges in soon after . The highway continues northward in the fields north of Brookside until after Hughes Road , where it enters deep forests once again .

Route 287 winds around curves , until the intersection with Lick Run Road , where it turns to the northwest , entering the isolated community of English Center . In English Center , the route intersects with Little Pine Creek Road , where Route 287 turns to the north . The route returns to the deep forests , intersecting with Pennsylvania Route 284 . Route 287 turns to the northwest at that intersection , continuing through the deep forests . After several miles , the route turns to the northeast , passing to the west of a large pond . The forests began to clear as Route 287 enters the community of Pine Township , where the route continues northward , through fields and tree patches . At an intersection with Granger Lane , Route 287 crosses the county line into Tioga County .

= = = Tioga County = = =

After entering Tioga County , Route 287 continues to the north , entering the community of Texas , which mainly consists of large fields . The highway continues along this right @-@ of @-@ way , passing a large factory before entering the community of Mount Pleasant . At an intersection with Mount Pleasant Road , Route 287 turns to the northeast , bending around deep forests . The route crosses Hurney Hill Road , which is where the highway turns to the northwest . When the highway makes a curve to the northeast , Route 287 enters the community of Hoytville . In Hoytville ,

Route 287 intersects with Pennsylvania Route 414 , which becomes concurrent with Route 287 for a distance . Routes 287 and 414 continue to the northeast , working its way along the residential homes in Hoytville . A short distance later , the highways enter the highly developed area in Hoytville in Morris Township . At an intersection in the center of the community , Route 287 turns to the north while Route 414 turns to the south , with the two highways splitting . Route 287 turns to the northeast , leaving the downtown area of Morris Township . After Morris Township , most of the route becomes surrounded by forests , except for a distance with residential homes following the northbound lanes . The surroundings return to the deep forests in both directions , with Route 287 continuing northward for several miles .

Route 287 begins to parallel a waterway , entering the community of Antrim , which is surrounded mainly by forests . After Antrim , the highway continues northward through the deep forests for several miles , until entering the community of Knapp . In Knapp , Route 287 continues to the northeast , passing several fields and intersecting with a local road towards Broughton Hollow . At an intersection with Dean Hill Road , the highway turns to the northeast through the fields , entering Coolidge Hollows , a small farming community . At an intersection with Sweetbriar Road , Route 287 turns to the north , passing some homes before turning to the northeast into the farmlands once again . Approaching the intersection with Shumway Hill Road , the highway makes a gradual bend to the northwest , passing a large pond to the west , where it gains the name of Central Avenue as the route enters the community of Wellsboro .

Route 287 heads along Central Avenue through a highly developed business and residential community until the intersection with Pennsylvania Route 660 (Main Street) , where the highway turns eastward on a concurrency with Route 660 . Routes 287 and 660 continue to the northeast along Main Street in the center of the community , where the two highways intersect with U.S. Route 6 . At the U.S. Route 6 intersection , Route 660 turns along U.S. Route 6 East while Route 287 continues along U.S. Route 6 Westbound . Routes 6 and 287 head to the northeast through the community center , passing to the east of Wellsboro Cemetery before the two highways turn to the northwest along Tioga Street . At an intersection with Hillboldt Road , Route 287 and Route 6 leave Wellsboro . The two highways enter Stokesdale , a residential community before a fork in the highway , with Route 6 turning towards the west and Route 287 towards the north .

Route 287 , after the split with Route 6 , heads to the northeast , entering the community of Wellsboro Junction . Wellsboro Junction is mainly fields , with the route heading as the main

highway . After passing a few factories , Route 287 turns to the northeast and out of Wellsboro Junction . The highway passes a large pond , as well as a few residential homes . Route 287 continues along the rural alignment , entering a small community of residential homes and fields . The route continues to the northeast , entering the community of Middlebury Center , where it intersects with the terminus of Pennsylvania Route 249 and Mill Plank Road . The route turns to the northeast in the barren residential community . The route crosses over a river and heads on a straight northeast alignment , passing through a residential community . A short distance later , Route 287 turns to the northeast , paralleling a railroad . The route widens to three lanes where it passes a large field . Route 287 turns to the north , reaching the northern terminus of the nearby railroad . The route heads to the north , crossing the Tioga Dam along the Hammond Reservoir and entering the community of Crooked Creek .

The route continues northward along the eastern shore of the reservoir , until the northern end of the reservoir , where it turns to the east , entering the municipality of Tioga . In Tioga , Route 287 heads along Wellsboro Street in a moderately developed part of the community until turning to the north on North Main Street . Route 287 continues along North Main Street until leaving Tioga . A short distance later , Route 287 interchanges with U.S. Route 15 (the Appalachian Thruway) . Route 287 continues along the former alignment of Route 15 into Mitchell Creek , a small community . The route heads northward , entering Beeman which consists of a local business center . In the center , Route 287 intersects with the western terminus of Pennsylvania Route 328 . The route intersects with Somers Lane before entering the community of Somers Lane , which is a barren area . The route heads to the northwest along the Tioga River , crossing another railroad , and soon over the river . After the river , Route 287 enters the municipality of Lawrenceville , where the highway intersects with Pennsylvania Route 49 's eastern terminus . At that intersection , Route 287 terminates , with the right @-@ of @-@ way continuing the short distance as State Route 1015 to the New York state line .

= = Major intersections = =