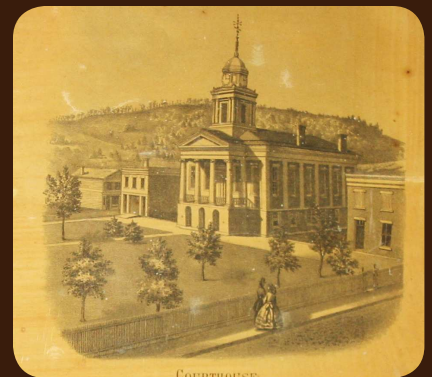


## Section 6: Transportation Analysis



## Section 6

### Transportation Analysis – Central Bradford Region

#### Background

The transportation network in an area is another important component of a comprehensive plan. Often we think of roadways as the primary transportation asset, and indeed they are a core local government responsibility. In addition to roadways, other transportation forms include rail, water, public transportation, bikeways, pedestrian, and aviation modes.

A transportation network connects the community to the outside world and is responsible for moving people, goods and services in and out of the area. The transportation system is the backbone of the area and results in safe and reliable access to work, schools, residential areas, shopping, services, cultural and recreational activities. Transportation facilities are important to an area in the movement of manufactured goods, natural resources and agricultural products to the market place.

The development of the Central Bradford region has been greatly influenced by the evolution of its transportation systems. While the Indians and the early settlers were oriented to the Susquehanna River, the advent of the Pennsylvania Canal, followed by the railroads greatly spurred on the development of Towanda. The second half of the 19<sup>th</sup> century was the greatest period of growth for the Borough, a time during which coal, lumber and manufactured goods were transported throughout the area.

#### Highway Network - Roadway Classification by Function

As the motor vehicle is a dominate form of transportation for the region, roads must be built and maintained to serve existing traffic and potential future traffic growth. The road design is closely aligned with the volume, speed and types of traffic served. To aid in evaluating the road system a function classification system is used. It is a guide for both planning and highway funding purposes.

**Interstate:** Interstates are limited access roadways that provide for the movement of large volumes of through traffic between regions and urban areas and extend across state boundaries. The Central Bradford region is off the Interstate network, although Interstate 86 (Southern Tier Expressway) is within close proximity. Route 15 (future I-99) is slated to be upgraded to the interstate category in Pennsylvania once all segments are improved to interstate standards.

**Principal Arterial Highways:** Principal arterials are roads that provide land access while retaining a high degree of through traffic. Similar to the interstate classification they connect regions and urban centers. Route 6 in Bradford County, including the Merrill

Parkway, and Route 220 north of the junction of 6 & 220 are presently considered major arterial highways.

**Minor Arterial:** Minor arterials are roads providing land access with a lower level of through traffic and connect rural communities to urban areas. The minor arterials of the Central Bradford region include US Rt. 220 (south of 6 & 220 junction) and S. Main St (SR 2027) in Towanda Borough and Towanda Township from the Route 6 bridge south to the intersection at Route 220.

**Major and Minor Collectors:** The collectors provide both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas and rural residential areas. Collectors connect local roads and arterial roads and provide less mobility than arterials at lower speeds and for a shorter distance. The only designated major collector in the region is James Street in North Towanda.

**Local Roads/Streets:** The local roads and streets provide a high level of access to abutting land but limited mobility. Movement of traffic on such roads is usually slower and the volume of traffic is considerably lower than on higher level roadways. Low volume state highways and most township or borough roads or streets are considered to be part of the local network.

Tables 6-1 through 6-4 and the *Road Network Map* and the *Towanda Borough Street Map* (p. 6-2 inventory the state and local roads and the roadway classification for the three municipalities. This information will be illustrated in the Transportation Plan component of the Comprehensive Plan.



**North View Towanda Route 220 Bypass**

Traffic Volume Data

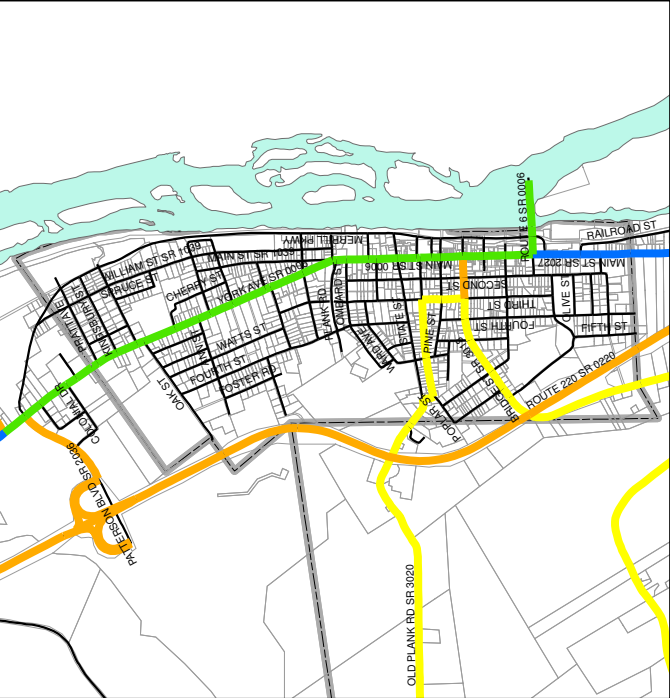
PennDOT performs periodic traffic counts for its highway network. This data is a factor to consider in determining the roadway classification for a given highway. The data is expressed as the Average Annual Daily Traffic (AADT) rate for a given highway segment. This information is illustrated on the *Average Annual Daily Traffic Volume (AADT) Map*.

**Table 6-1**

**Road Mileage Statistics – Central Bradford Region Municipalities**

Source: Pennsylvania Department of Transportation

	Road Mileage		
	North Towanda Twp.	Towanda Borough	Towanda Twp.
Municipal	18.21	13.29	13.91
State	9.80	4.95	18.34
Total	28.01	18.24	32.25
Turnback Mileage	5.10	0.00	0.00
Municipal Miles Per Capita	0.020	0.004	0.012

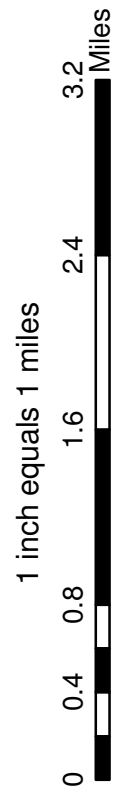
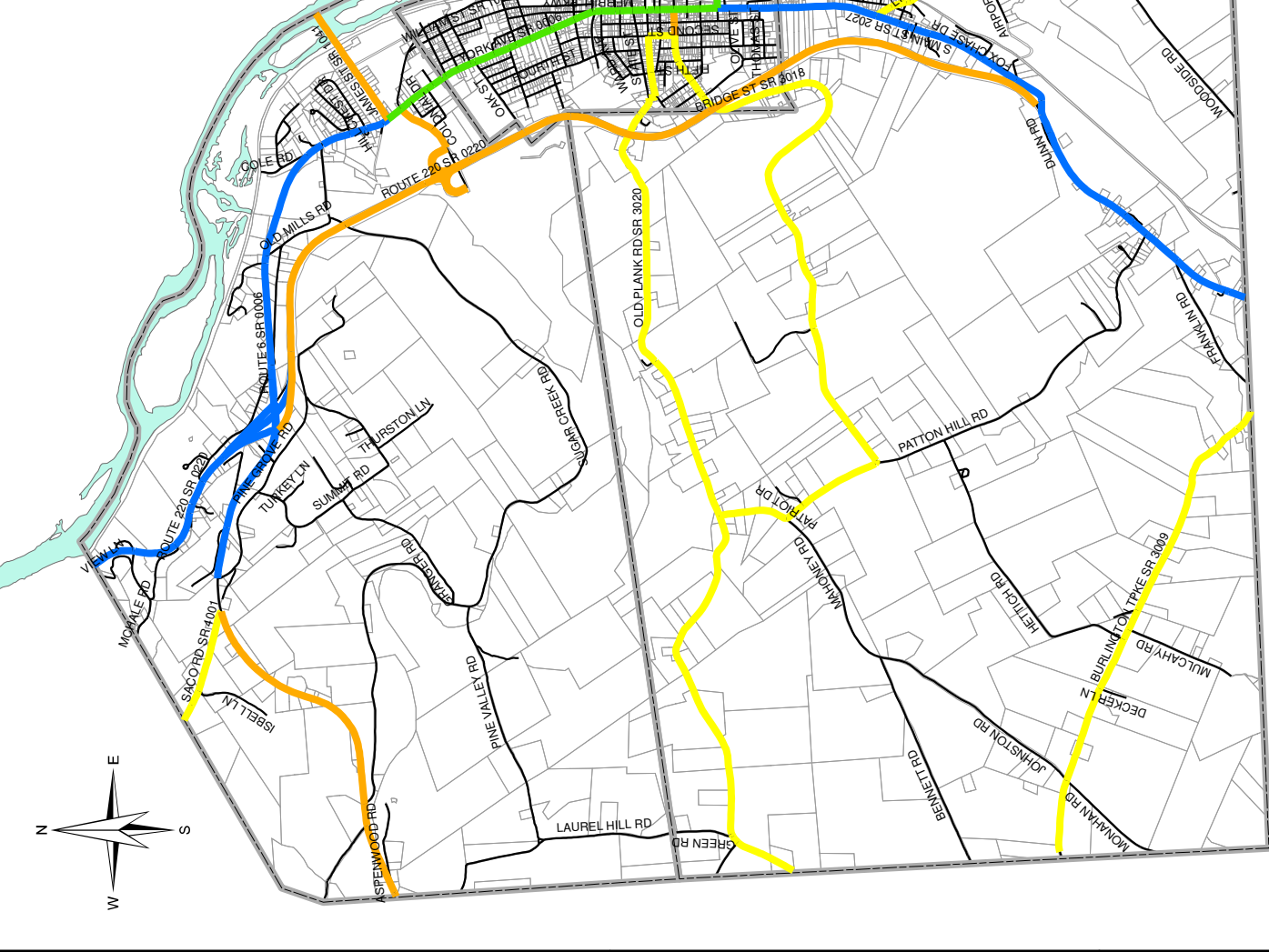
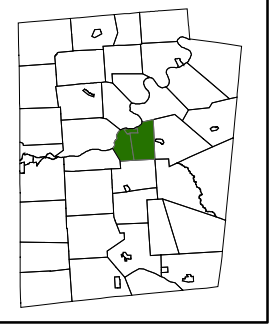


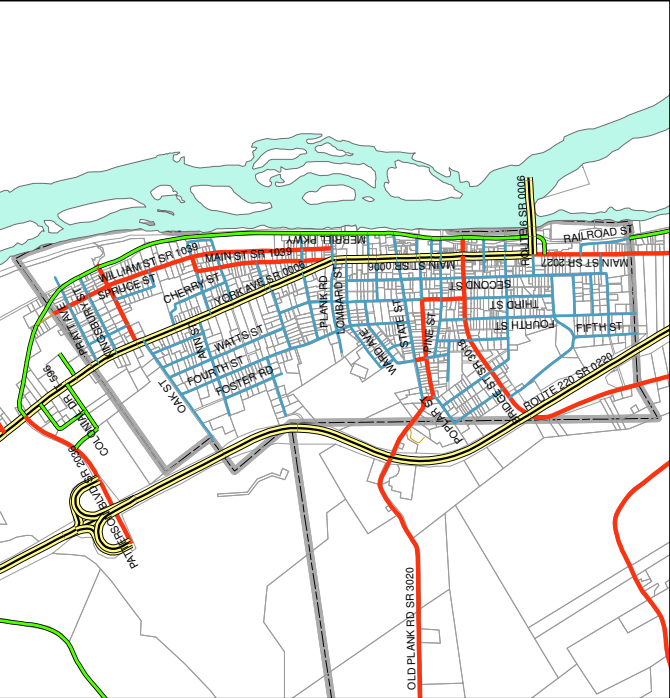
# Average Annual Daily Traffic Volume (AADT)

Towanda Township, Towanda Borough and North Towanda Township

Maps Created Using Bradford County GIS Data  
 Author: Josh L. Brown  
 Bradford County Comprehensive Planner  
 Date: May 2006

- Legend**
- 50-850 AADT
  - 1500-3700 AADT
  - 4500-9000 AADT
  - 11000-18000 AADT
  - No Traffic Count
  - Municipal Boundary
  - Rivers
  - Land Parcels





# Road Network

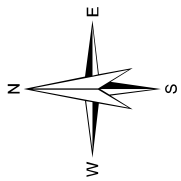
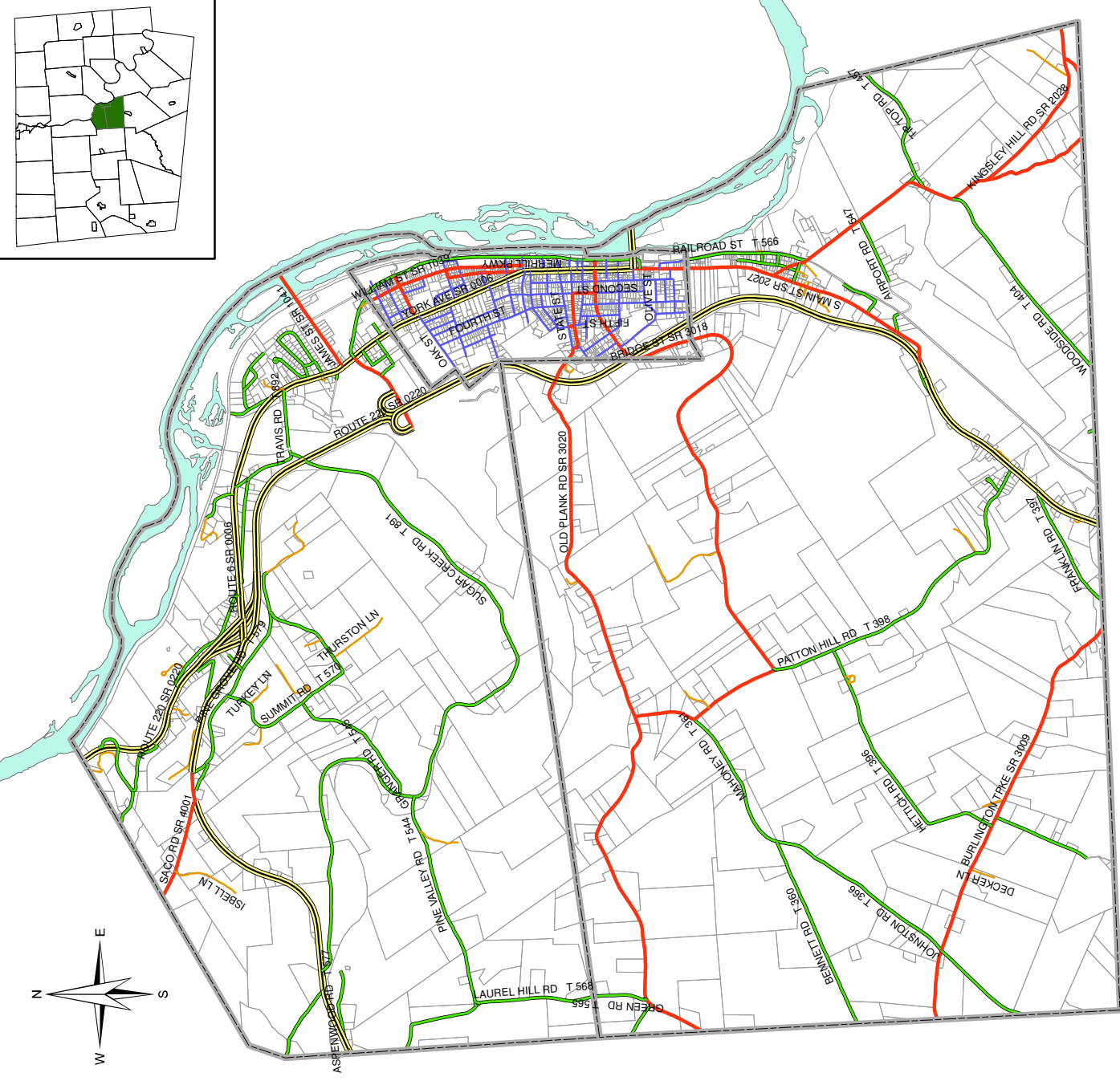
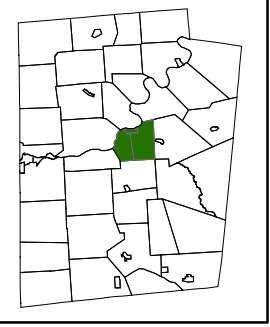
Towanda Township, Towanda Borough  
and North Towanda Township



Maps Created Using Bradford County GIS Data  
Author: Josh L. Brown Bradford County Comprehensive Planner  
Date: May 2006

## Legend

-  US TRAFFIC ROUTE
-  BOROUGH STREET
-  PA STATE ROUTE
-  PRIVATE DRIVE
-  TOWNSHIP ROAD
-  LAND PARCELS



1 inch equals 1 mile



**Table 6-2**

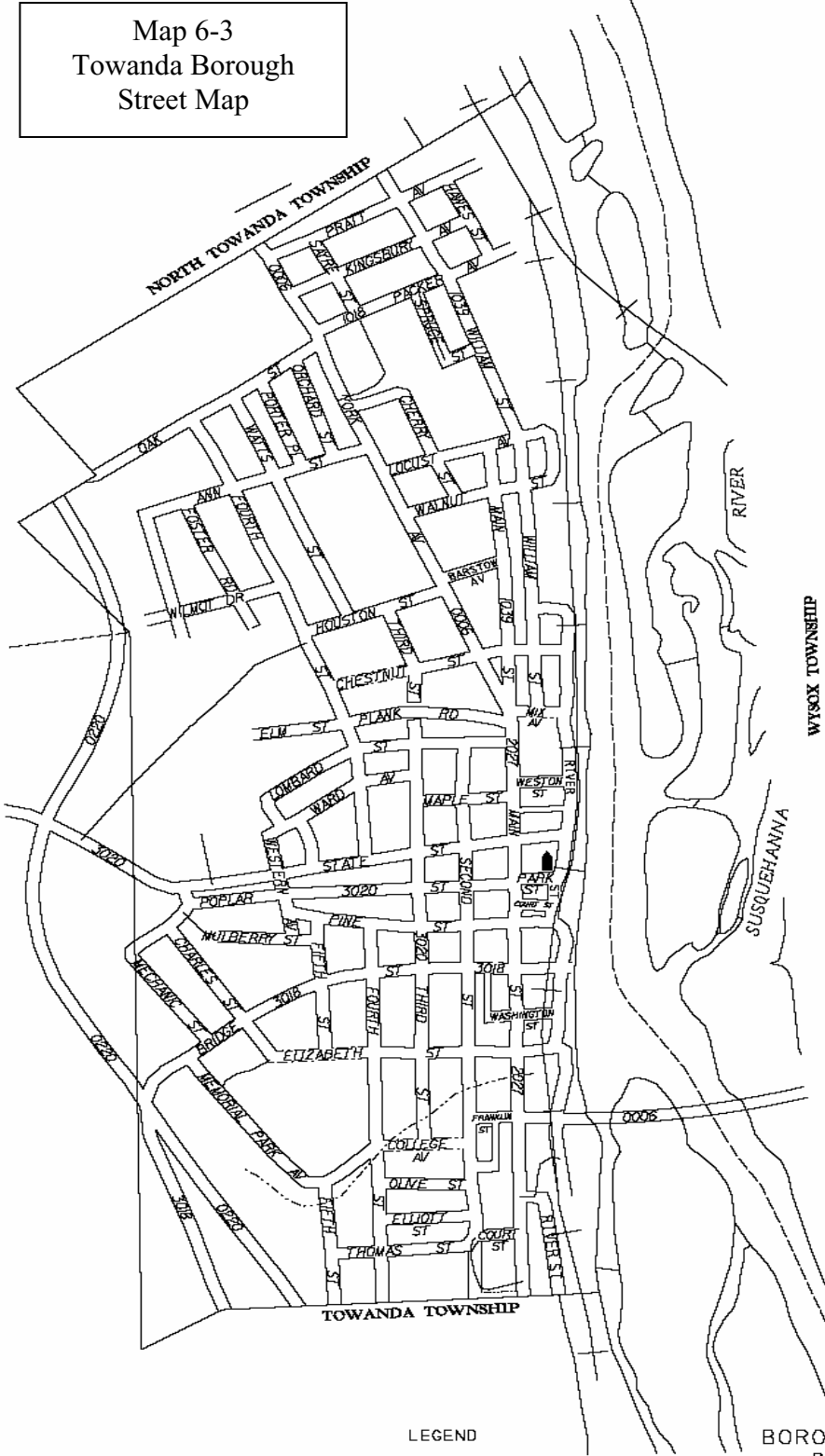
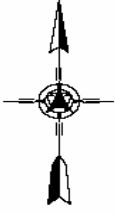
**Roadway Functional Classification System**

**State Highways in Central Bradford Region**

Source: Pennsylvania Department of Transportation

Roadway Number & Name	Municipality	Classification
S.R. 0006, Main St., York Ave.	N. Towanda Twp., Towanda B.	1- Principal Arterial Highway
S.R. 0220, north of junction 6/220	N. Towanda Twp.	1- Principal Arterial Highway
S.R. 0220, south of junction 6/220	N. Towanda Twp., Towanda B., & Towanda Twp.	2- Minor <b>Arterial</b>
S.R. 1018, Packer Ave.	Towanda Borough	5- Local Road
S.R. 1041, James St.	N. Towanda Twp.	<b>3- Major</b> Collector
S.R. 1039, Main St., William St.	Towanda Borough	5- Local Road
S.R. 2024	Towanda Twp.	4- Minor Collector
S.R. 2027, Main St.	Towanda Borough, Towanda Twp.	2- Minor <b>Arterial</b>
S.R. 2028	Towanda Twp.	4- Minor Collector
S.R. 2036, Patterson Blvd.	N. Towanda Twp.	5- Local Road
S.R. 3009, Burlington Turnpike	Towanda Twp.	4- Minor Collector
S.R. 3018, Bridge St.	Towanda Borough, Towanda Twp.	5- Local Road
S.R. 3020, 3rd St., Popular St., Old Plank Rd.	Towanda Borough, Towanda Twp.	4- Minor Collector
S.R. 3022, State Owned Bridges on local roads	N. Towanda Twp.	5- Local Road
S.R. 4001, Saco Rd.	N. Towanda Twp.	4- Minor Collector
S.R. 6006, Merritt Parkway	Towanda B., N. Towanda Twp.	1- Principal Arterial Highway

Map 6-3  
Towanda Borough  
Street Map



LEGEND

- LIMITED ACCESS HIGHWAY
- STATE ROUTE AND NUMBER
- STATE MAINTAINED BRIDGE ON BOROUGH ROAD
- BOROUGH ROAD, NUMBER AND SEGMENT LENGTH IN MILES
- IMPASSABLE BOROUGH ROAD
- OTHER ROAD
- RAILROAD (IN SERVICE)
- RAILROAD ABANDONED (TRACK RETAINED)
- STATE BOUNDARY
- COUNTY BOUNDARY
- TOWNSHIP BOUNDARY
- CITY OR BOROUGH BOUNDARY
- MUNICIPAL BUILDING
- SPLIT MILEAGE BETWEEN MUNICIPALITIES

TOTAL MILES  
Borough Road System 13.29  
State Highway System 4.95  
Total 18.24

BOROUGH OF TOWANDA  
BRADFORD COUNTY  
PREPARED BY THE  
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION  
ENGINEERING DISTRICT 3-D  
MUNICIPAL SERVICES UNIT  
IN COOPERATION WITH THE  
U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
REVISED PER FORM 930 DATED 07-22-96  
RESURVEYED DATE 07-22-96  
MUNICIPAL CODE 08 412



**Table 6-3**

**Roadway Functional Classification System**

**North Towanda Township**

Road Number & Name	Classification	Road Number & Name	Classification
T-544, Pine Valley Rd.	Local	T-585, McHale Rd.	Local
T-545, Granger Rd.	Local	T-586, Crest Rd.	Local
T-547, Buttermilk Falls Rd.	Local	T-587, Vista Drive	Local
T-557, Race St.	Local	T-588, Parsonage Rd.	Local
T-568, Laurel Hill Rd.	Local	T-589, Plaza Drive	Local
T-570, Summit Rd.	Local	T-590, Hospital Drive	Local
T-572, Cole Rd.	Local	T-591, Hawkins Rd.	Local
T-573, McEwen Rd.	Local	T-592, Dairylea Rd.	Local
T-574, Campbell Rd.	Local	T-593, Tomahawk Rd.	Local
T-576, Hemlock Run Rd.	Local	T-594, Shaffer Rd.	Local
T-577, Sugar Run Rd.	Local	T-595, Hill Top Rd.	Local
T-578, Old Mills Rd.	Local	T-596, Colonial Drive	Local
T-579, Pine Grove Rd.	Local	T-597, Edward Rd.	Local
T-580, Hillcrest Drive	Local	T-598, Edgewood Drive	Local
T-581, Church Hill Drive	Local	T-891, Sugar Creek Rd.	Local
T-584, Cross Rd.	Local	T-892, Travis Rd.	Local



**Merrill Parkway from Veterans Memorial Bridge**

**Table 6-4**

**Roadway Functional Classification System**

**Towanda Township**

Road Number & Name	Classification	Road Number & Name	Classification
T-360, Bennett Rd.	Local	T-541, Lynch Rd.	Local
T-361, Mahoney Rd.	Local	T-547, Airport Rd.	Local
T-365, Monahan Rd.	Local	T-549, Church St.	Local
T-366, Johnston Rd.	Local	T-551, Mason Rd.	Local
T-395, Mulcalty Rd.	Local	T-553, Hickory Drive	Local
T-396, Hettich Rd.	Local	T-564, Center Rd.	Local
T-397, Franklin Rd.	Local	T-565, Green St.	Local
T-398, Patton Hill Rd.	Local	T-566, Railroad Rd.	Local
T-399, McNamara Rd.	Local	T-568, Dunn Rd.	Local
T-404, Woodside Rd.	Local	T-569, no name	Local
T-456, Crandall Rd.	Local	T-570, Fox Chase Drive	Local
T-457, Tip Top Rd.	Local		



**New Bridge Over Towanda Creek, Liberty Corners Road**

## Transportation Mode

As is common in non-urban areas the dominate mode of transportation to work is the private automobile. For the Central Bradford region 88% of the commuters use the private automobile. Nearly eleven percent of the total commuters are involved in carpooling (see Chart 6-1). The walk to work category is significant in the Borough at 10%. Table 6-5 shows the breakdowns for the individual municipalities and for Bradford County and Pennsylvania.

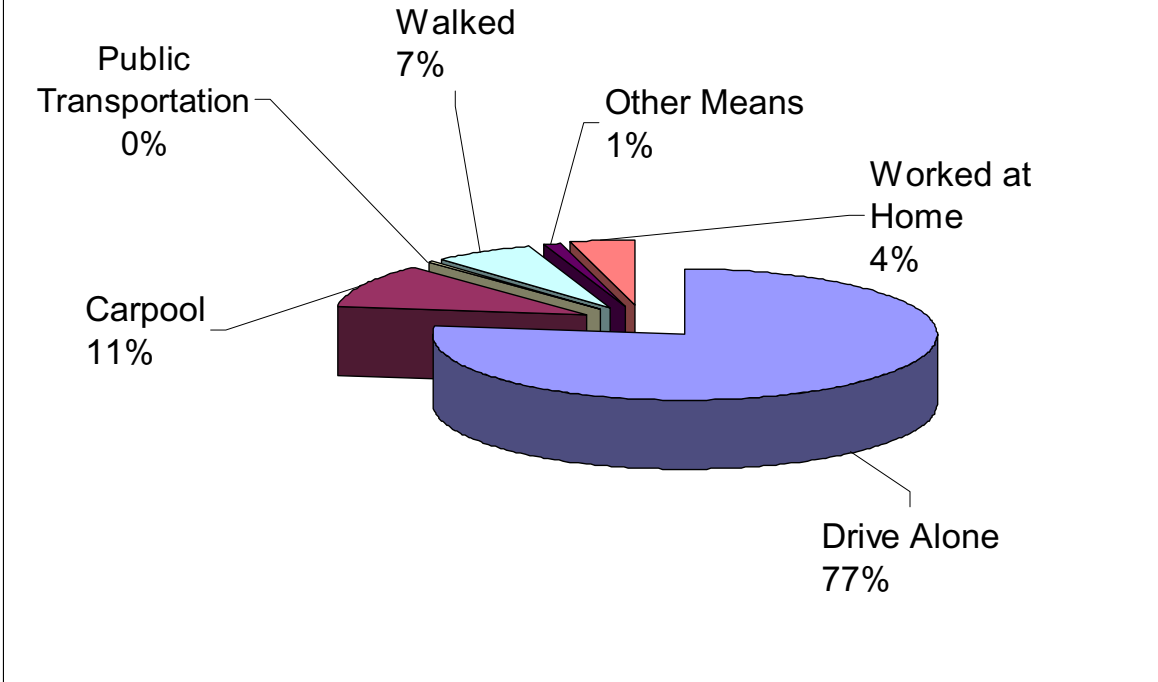
**Table 6-5**

### **Transportation Mode to Work – Workers 16 and Over**

	North Towanda		Towanda Borough		Towanda Twp.	
	No.	%	No.	%	No.	%
Drive Alone	266	79.6%	1043	76.4%	403	78.4%
Carpool	46	13.8%	111	8.1%	80	15.6%
Public Transportation	0	0.0%	0	0.0%	4	0.8%
Walked	7	2.1%	136	10.0%	3	0.6%
Other Means	0	0.0%	17	1.2%	5	1.0%
Worked at Home	15	4.5%	58	4.2%	19	3.7%
<b>Total</b>	<b>334</b>	<b>100.0%</b>	<b>1365</b>	<b>100.0%</b>	<b>514</b>	<b>100.0%</b>
	Central Bradford		Bradford Co.		Pennsylvania	
	No.	%	No.	%	No.	%
Drive Alone	1712	77.4%	21,236	77.5%	4,247,836	76.5%
Carpool	237	10.7%	3,114	11.4%	577,364	10.4%
Public Transportation	4	0.2%	82	0.3%	289,699	5.2%
Walked	146	6.6%	1,348	4.9%	229,725	4.1%
Other Means	22	1.0%	263	1.0%	47,041	0.8%
Worked at Home	92	4.2%	1,361	5.0%	164,646	3.0%
<b>Total</b>	<b>2213</b>	<b>100.0%</b>	<b>27,404</b>	<b>100.0%</b>	<b>5,556,311</b>	<b>100.0%</b>

Source: 2000 U.S. Census

**Chart 6-1: Means of Transport to Work - Central Bradford Region - 2000 Census**



Travel Time to Work

Chart 6-2 and Table 6-6 present statistics concerning the travel time to work for the Central Bradford Region, Bradford County and Pennsylvania. The mean travel time to work is consistently shorter in the Central Bradford region municipalities than for Bradford County (22.6 minutes) and Pennsylvania (25.2 minutes). Both North Towanda Township and the Borough have scores in the 15 minute range for median travel time. This is a significant quality of life advantage for the region in comparison to many other Pennsylvania communities where mean travel time typically exceeds 30 minutes.

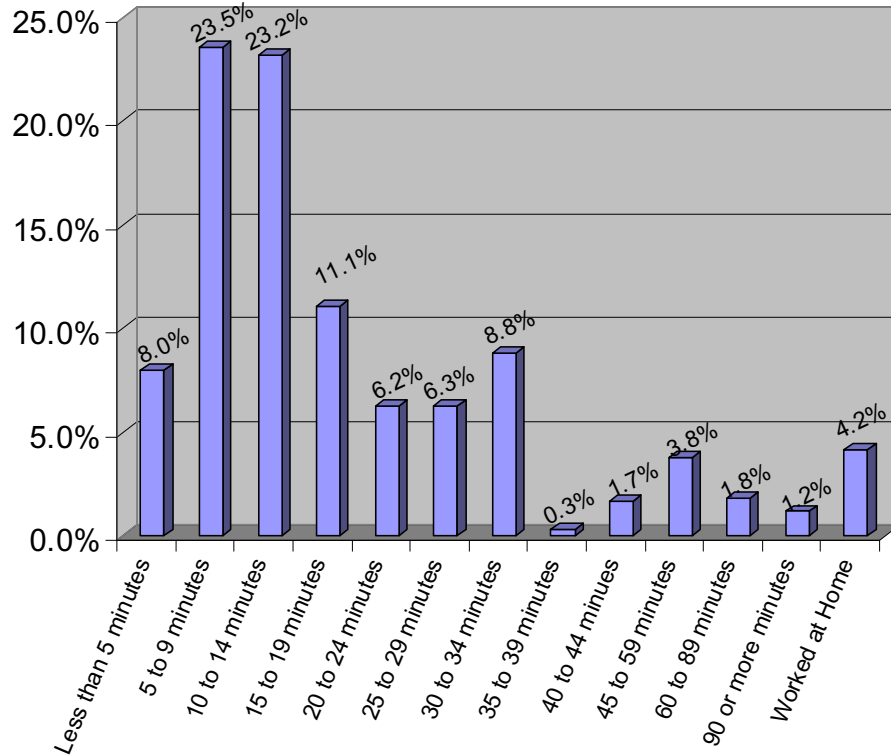
**Table 6-6**

**Travel Time to Work – Workers 16 and Over**

	North Towanda		Towanda Borough		Towanda Twp.	
	No.	%	No.	%	No.	%
Less than 5 minutes	29	8.7%	139	10.2%	8	1.6%
5 to 9 minutes	82	24.6%	320	23.4%	119	23.2%
10 to 14 minutes	76	22.8%	281	20.6%	156	30.4%
15 to 19 minutes	44	13.2%	146	10.7%	55	10.7%
20 to 24 minutes	16	4.8%	91	6.7%	31	6.0%
25 to 29 minutes	19	5.7%	103	7.5%	17	3.3%
30 to 34 minutes	34	10.2%	115	8.4%	46	8.9%
35 to 39 minutes	2	0.6%	0	0.0%	5	1.0%
40 to 44 minutes	7	2.1%	28	2.1%	2	0.4%
45 to 59 minutes	2	0.6%	60	4.4%	22	4.3%
60 to 89 minutes	5	1.5%	18	1.3%	17	3.3%
90 or more minutes	3	0.9%	6	0.4%	17	3.3%
Worked at Home	15	4.5%	58	4.2%	19	3.7%
<b>Total</b>	<b>334</b>	<b>100.0%</b>	<b>1365</b>	<b>100.0%</b>	<b>514</b>	<b>100.0%</b>
<b>Mean Travel Time to Work - Minutes</b>	<b>15.2</b>		<b>16.2</b>		<b>21.6</b>	
	Central Bradford		Bradford Co.		Pennsylvania	
	No.	%	No.	%	No.	%
Less than 5 minutes	176	8.0%	1,853	6.8%	196,492	3.5%
5 to 9 minutes	521	23.5%	4,205	15.3%	615,919	11.1%
10 to 14 minutes	513	23.2%	4,115	15.0%	825,199	14.9%
15 to 19 minutes	245	11.1%	3,225	11.8%	836,006	15.0%
20 to 24 minutes	138	6.2%	3,182	11.6%	782,790	14.1%
25 to 29 minutes	139	6.3%	1,780	6.5%	327,459	5.9%
30 to 34 minutes	195	8.8%	3,100	11.3%	655,811	11.8%
35 to 39 minutes	7	0.3%	724	2.6%	148,906	2.7%
40 to 44 minutes	37	1.7%	948	3.5%	187,483	3.4%
45 to 59 minutes	84	3.8%	1,532	5.6%	407,516	7.3%
60 to 89 minutes	40	1.8%	800	2.9%	265,759	4.8%
90 or more minutes	26	1.2%	579	2.1%	142,325	2.6%
Worked at Home	92	4.2%	1,361	5.0%	164,646	3.0%
<b>Total</b>	<b>2213</b>	<b>100.0%</b>	<b>27,404</b>	<b>100.0%</b>	<b>5,556,311</b>	<b>100.0%</b>
<b>Mean Travel Time to Work - Minutes</b>			<b>22.6</b>		<b>25.2</b>	

Source: U.S. Census 2000

**Chart 6-2: Travel Time to Work - Central Bradford Region - 2000 Census**



Commuting Patterns

Data is available from the 2000 Census indicating the travel to work destination of commuters that reside in the Central Bradford municipalities. Table 6-7 presents a summary of the top 10 job destinations of workers in each municipality. For North Towanda Township the jobs are primarily in the Borough and in Burlington Township with more than 56% of the commuters working in these two locations. Burlington Township and Towanda are also the leading destinations for the other two Central Bradford municipalities. Sayre and Wyalusing Boroughs and Wysox Township are also significant job locations.

**Table 6-7**

**Work Destinations for Workers Residing in  
Central Bradford Region Municipalities – 2000**

North Towanda Township			Towanda Borough		
Place of Work	No.	%	Place of Work	No.	%
Towanda Borough	126	38.4%	Towanda Borough	675	49.1%
Burlington Township	59	18.0%	Other	251	18.3%
Other	40	12.2%	Burlington Twp.	108	7.9%
N. Towanda Township	32	9.8%	Sayre Borough	73	5.3%
Sayre Borough	30	9.1%	Wysox Township	71	5.2%
Wyalusing Borough	11	3.4%	Wyalusing Borough	47	3.4%
Ulster Township	10	3.0%	North Towanda Twp.	42	3.1%
Monroe Borough	9	2.7%	Chemung Co., NY	38	2.8%
Troy Borough	6	1.8%	West Burlington Twp.	36	2.6%
Wyoming Co., PA	5	1.5%	Monroe Borough	33	2.4%
<b>Total</b>	<b>328</b>	<b>100.0%</b>		<b>1374</b>	<b>100.0%</b>

Towanda Township		
Place of Work	No.	%
Towanda Township	139	27.3%
Other	98	19.3%
Towanda Borough	84	16.5%
Burlington Township	80	15.7%
Wysox Township	29	5.7%
Sayre Borough	25	4.9%
Wyalusing Township	17	3.3%
Troy Borough	14	2.8%
Monroe Borough	12	2.4%
W. Burlington Twp.	11	2.2%
	<b>509</b>	<b>100.0%</b>

Source: U.S. Census 2000

**Table 6-8**

**Residency of Workers Employed in  
Central Bradford Region Municipalities – 2000**

North Towanda Township			Towanda Borough		
Place of Residence	No.	%	Place of Residence	No.	%
Towanda Township	42	13.6%	Towanda Borough	675	15.4%
Orwell Township	32	10.4%	Wysox Township	245	5.6%
Sullivan County, PA	24	7.8%	Athens Township	203	4.6%
Athens Borough	20	6.5%	Sayre Borough	199	4.6%
Smithfield Township	14	4.5%	Monroe Township	161	3.7%
Warren Township	11	3.6%	Asylum Township	136	3.1%
New Albany Borough	10	3.2%	North Towanda Twp.	126	2.9%
Troy Borough	10	3.2%	Tioga County, NY	125	2.9%
Monroe Township	9	2.9%	Sheshequin Township	121	2.8%
Other	137	44.3%	Sullivan County, PA	114	2.6%
<b>Total N. Towanda Twp.</b>	<b>309</b>	<b>100.0%</b>	Burlington Borough	111	2.5%
			Ulster Township	109	2.5%
			Athens Borough	95	2.2%
			Franklin Township	89	2.0%
			Rome Township	85	1.9%
			Towanda Township	84	1.9%
			Monroe Borough	80	1.8%
			Orwell Township	79	1.8%
			Chemung County, NY	78	1.8%
			Wyalusing Township	74	1.7%
			Other	1381	31.6%
			<b>Total Towanda Borough</b>	<b>4370</b>	<b>100.0%</b>
Towanda Township					
Place of Residence	No.	%			
Towanda Township	139	89.7%			
Other	16	10.3%			
<b>Total Towanda Twp.</b>	<b>155</b>	<b>100.0%</b>			

Source: U.S. Census 2000

Table 6-8 shows the place of residence for people employed in the Central Bradford region. Clearly the Towanda area is a major employment center in the Northern Tier as there are employees indicated from all parts of Bradford County and from many adjoining Counties. There are 4,834 jobs (Table 6-8) indicated in the three municipalities while there are 2,211 residents (Table 6-7) who hold jobs, a net of + 2,623 jobs. There are people from every single municipality in the County who work in Towanda. In addition there are citizens from the Pennsylvania County's of Sullivan, Tioga, Wyoming, Luzerne, Lycoming, and Susquehanna and the New York County's of Broome, Tioga and Chemung who commute to Towanda.

There appears to be some confusion with the 2000 Census regarding the locations of jobs within the Central Bradford region as only 309 jobs are credited to North Towanda Township and 4,370 to the Borough, although the Dupont and Osram - Sylvania facilities are clearly located in the Township.

#### Transportation Improvement Program Projects - 2005

The transportation planning agency for Bradford County is the Northern Tier Regional Planning & Development Commission at Towanda. It is responsible for developing state capita improvement highway projects for the region in conjunction with PennDOT. There are currently two projects slated for the Central Bradford region. The removal of the SR 3022 Sugar Creek Bridge in North Towanda Township is slated for the First Four Years of the PennDOT Twelve Year Transportation Program at a cost of \$ 500,000 (including engineering and final design costs). There is a \$1.526 million pavement restoration project currently underway for Route 6 in North Towanda Township.

#### Public Transportation

Based on Census statistics, the use of public transportation for job commuters is extremely limited in the Central Bradford region (see Table 6-5 and Chart 6-1). The incidence of public transportation in the Census is less than 1%. Currently there are no rail or bus carriers operating into or through the Region. However, Bradford County is fortunate to be served by the Endless Mountains Transportation Authority (EMTA) which provides fixed route and “door-to-door” or shared ride services in Bradford, Sullivan and Tioga Counties. The shared ride component includes reduced rates for senior citizens and the Access to Work Program. This program is available on a reservation only basis.

There are presently seven fixed routes operated by the EMTA passing through the Towanda area.

- Route 10 -Monday through Friday service between Towanda/Wysox and Sayre/Waverly (there are seven runs each way on this route)
- Route 15 -Monday through Friday service between Dushore/New Albany/Wysox/Towanda/Sayre (there are three runs each way on this route)
- Route 20 -Monday through Friday service between Canton/Troy and Towanda/Monroeton (there is one AM and one PM run each way on this route)
- Route 25 -Monday through Friday service between Wyalusing/Camptown and Wysox/Towanda (there are two AM runs each way and a single eastbound only PM run on this route)
- Route 35 - Monday through Friday service between LeRaysville/Rome/Wysox/Towanda/Athens (there is one AM and one PM run each way on this route)

- Route 40 -Saturday only run between Towanda/Ulster/Sayre/Athens and Arnot Mall (there is one AM and one PM run on this route)
- Route 50 -Saturday only run Sayre to Lycoming Mall (there is one AM and one PM run on this route)

Local and Regional Airports

The Central Bradford area is 30 to 35 miles distant from three commercial aviation facilities including Elmira/Corning facility at Horseheads, NY, the Greater Binghamton Airport, and the Williamsport/Lycoming Airport in Montoursville. They provide commuter services to larger metropolitan facilities. It is approximately 60 miles to the Wilkes-Barre Scranton International Airport at Avoca.

The Bradford County Airport in Towanda Township is a General Aviation facility owned by the Bradford County Airport Authority, formed in 1986 and managed by Carl W. Lafy. This facility is classified by PennDOT as a business airport with 23,000 annual operations. Its 4,300 ft. runway was upgraded in 2001 and currently serves 38 based aircraft. The facility is an important economic and community asset with a strong future business plan including additional runway (+700 ft.), new 10 bay hanger, apron improvements, and property acquisition for future corporate business sites. The Bradford County Airport is 2 miles from downtown Towanda on the Towanda flats.



**Bradford County Airport, Towanda Township**

## Rail Transport

The Norfolk Southern Railway Co. line between Pittston Junction and Corning crosses the Susquehanna River at Towanda allowing connection to the northeast rail network. A local shortline operation provides service from the Norfolk Southern south to Monroeton. It is known as the Towanda – Monroeton Shippers Lifeline. The tracks are owned by Shaffer's Feed Service, Inc.

## Bicycle PA Routes

PennDOT has established a network of cross-state bicycle routes including two that tranverse Bradford County. The routes use existing public roads and rail-trails and are intended for long distance bicycle touring. The routes are designed for competent road bicyclists where road shoulders may be less than ideal and where some degree of truck traffic conflict may occur. Route Y is in coexistence with U.S. RT. 6 across northern Pennsylvania thus traversing North Towanda Township and Towanda Borough. Route J is a north south route generally paralleling valley routes including portions of Route 15, 14, 414 and 220. It passes through the Central Bradford Region along Route 220 and Main Street, crosses the James Street Bridge to the east side of the River and runs northward to Sheshequin, Athens and Sayre.



**Route 6, North Towanda Township**