

SR 2005-004
(CAMP BETTY WASHINGTON PAVEMENT WIDENING, OVERLY, BRIDGE REPLACEMENTS & SAFETY IMPROVEMENTS)
YORK & SPRINGGETTSBURY TOWNSHIPS, YORK COUNTY

Project Information

The SR 2005-004 project is an approximately 3-mile project consisting of roadway widening, overlay and safety improvements on State Route 2005 (Camp Betty Washington Road) from SR 2002 (Springwood Road) to approximately 1500' south of SR 0124 in Springgettsbury and York Townships, York County. Other proposed improvements along SR 2005 include a bridge replacement over an unnamed tributary of Mill Creek, a second bridge replacement over Mill Creek, addition of an unsignalized northbound left turn lane on SR 2005 at Chestnut Hill Road, drainage, guide rail, signing and pavement marking upgrades. Additional safety improvements along the corridor include laying back slopes and/or trimming trees to improve sight distance, minor curve realignment and roadway slope corrections, and removal of rock outcrops.

Environmental

- There are two bridge replacements as part of the project. One location is a bridge over Mill Creek approximately 600' north of the SR 2005 (Camp Betty Washington Road)/SR 2002 (Springwood Road) intersection. The other location is a bridge over an unnamed tributary to Mill Creek approximately $\frac{3}{4}$ of a mile south of the SR 2005 intersection with PA 124 (Mount Rose Ave).
 - A wetland and watercourse identification and delineation study determined seventeen watercourses and seventeen wetlands exist within the corridor.
 - This section of Mill Creek is designated a Warm Water Fishes (WWF) and Migratory Fish (MF) with no exceptions to the specific criteria.
 - Mill Creek is not classified as a Stocked Trout Waters, but it is listed as a stream that supports the Natural Reproduction of Trout by the Pennsylvania Fish and Boat Commission.
 - The project will require PA Department of Environmental Protection (DEP) Section 105 and US Army Corps of Engineers Section 404 permits, which includes measures to restore and/or mitigate for streams and wetlands impacted by the project.
- The amount of earth disturbance necessitates a National Pollution Discharge Elimination System (NPDES) permit issued by the PADEP. The project will include features to manage stormwater post construction.
- Shoulders will be widened to 4' to provide for improved pedestrian and bicycle accommodations.
- Threatened and endangered species agency coordination identified a federally threatened species of concern within the corridor. It is anticipated that the species and its habitat will be avoided during construction.
- A Phase I Environmental Site Assessment was completed and found nine potential locations with evidence of environmental concerns related to hazardous substances. These locations will be further investigated during final design.
- One parcel along the corridor, the Fitz Farm, was determined to be historically eligible for listing on the National Register but will not be adversely affected. Archaeology was completed for the project with no findings.
- The Mill Creek Preserve exists as a Section 4(f) resource and coordination efforts will begin following the public meeting.

In summary, steps will be taken to avoid, minimize and/or mitigate any environmental or cultural resources impacts whenever possible along the corridor.

Utilities

Overhead utilities are anticipated to be impacted and relocated as part of the project. Conflicts to underground utilities are being determined at this time.

Right-of-Way

Seventy-six parcels are within the project limits. Temporary and permanent right-of-way impacts are anticipated as part of this project. A few potential displacements are also anticipated.

Traffic Control

The bridge replacements on SR 2005 are to be completed using single lane staged construction with temporary traffic signals. Pipes replacements greater than thirty-six (36) inches are to be completed using weekend detours. The roadway widening and overlay is to be completed using daily single lane flagging operations.

Schedule & Cost

The current contractor bid date is 9/18/2025. Construction is anticipated to begin in the Winter/Spring of 2026, starting with vegetation clearing, utility relocations, and the bridge replacements. The total construction time for the project is anticipated to take two (2) years, ending in the Fall of 2027.

The construction cost at this time is \$9.2 million.

Contact Information

If there are any questions or concerns related to the project, please contact Mark A. Malhenzie, Senior Project Manager by phone at 717-783-5080 or e-mail at MMALHENZIE@pa.gov.