

= Pennsylvania Route 997 =

Pennsylvania Route 997 ( PA 997 ) is a 49 @. @ 0 @- @ mile ( 78 @. @ 9 km ) route in Franklin and Cumberland counties in central Pennsylvania . The route runs from the Maryland state line south of Waynesboro , where it continues into that state as Maryland Route 64 ( MD 64 ) , north to PA 233 in the Upper Mifflin Township community of McCrea . PA 997 heads north from the state line through agricultural areas in the Cumberland Valley and passes through Waynesboro , where it intersects PA 16 , and Mont Alto , where it intersects the south end of PA 233 , before coming to U.S. Route 30 ( US 30 ) in Greenwood . From here , the route turns northwest and comes to a junction with Interstate 81 ( I @- @ 81 ) and PA 696 near Scotland and US 11 in Green Village . PA 997 crosses PA 433 in Culbertson and heads north along the eastern border of Letterkenny Army Depot to Pleasant Hall , where it crosses PA 533 . The route continues north through rural areas and intersects PA 433 near Lurgan and PA 641 in Roxbury before heading northeast and reaching an interchange with the Pennsylvania Turnpike ( I @- @ 76 ) near Blue Mountain . PA 997 leaves Franklin County for Cumberland County and intersects the north end of PA 696 before continuing to McCrea .

PA 997 was designated in 1928 between Mont Alto and US 30 in Fayetteville along Mont Alto Road . The same year , the present route between the Maryland border and Waynesboro became part of PA 316 while the section between Lurgan and Roxbury became part of PA 433 . PA 333 was designated in 1928 to run from US 30 in Chambersburg northeast to US 11 in Shippensburg , heading north to Pleasant Hall , west to Upper Strasburg , northeast to Roxbury , east to Newburg , and south to Shippensburg . By 1930 , PA 997 was extended south from Mont Alto to PA 16 in Waynesboro , while PA 333 was moved to a more direct alignment between Pleasant Hall and Roxbury ( running concurrent with PA 433 between Lurgan and Roxbury ) and PA 996 was designated onto the road between Scotland and Green Village . In 1937 , PA 997 was extended south to MD 60 at the Maryland border south of Waynesboro and northwest to US 11 in Green Village , replacing PA 996 between Scotland and Green Village , while the north end of PA 333 was cut back to PA 433 in Lurgan and PA 944 was designated onto the road between Roxbury and McCrea . PA 997 swapped alignments with PA 316 south of Waynesboro in 1941 , being rerouted to end at MD 64 at the Maryland border . PA 333 was rerouted to head southeast from Pleasant Hall to PA 433 in Culbertson in the 1940s , with a section of the former alignment south of Pleasant Hall removed for the Letterkenny Army Depot . PA 997 was extended north from Green Village to PA 233 in McCrea , replacing the entire length of PA 333 , PA 433 between Lurgan and Roxbury , and PA 944 between Roxbury and McCrea . The route was shifted east to its current alignment between Mont Alto and north of Fayetteville in 1977 .

= = Route description = =

PA 997 begins at the Maryland state line in Washington Township , Franklin County , where the road continues south into that state as MD 64 . From the state line , the route heads north @- @ northwest as two @- @ lane undivided Anthony Highway through farmland with some trees and homes . The road crosses the East Branch Little Antietam Creek and soon enters the borough of Waynesboro , where the name becomes State Hill Road , where it passes residences and commercial development . PA 997 curves northwest and immediately turns northeast onto Clayton Avenue , passing homes and coming to an intersection with PA 16 . Here , the route turns northwest to form a concurrency with PA 16 on East Main Street , passing homes and businesses before continuing into the downtown area . At the center of town , PA 997 splits from PA 16 by turning northeast onto North Church Street , heading through more residential areas with a few businesses . The route leaves Waynesboro for Washington Township again and becomes Anthony Highway , passing more development before heading into a mix of farms and woods . The road crosses into Quincy Township and curves northwest and north again as it runs through more rural areas with some residential and commercial development , passing through the communities of Quincy and Knepper .

PA 997 curves northeast and heads into the borough of Mont Alto , where it becomes Main Street and passes homes and a few businesses , coming to an intersection with the southern terminus of PA 233 . A short distance past this intersection , the route crosses back into Quincy Township and becomes Anthony Highway again , heading into farmland and entering Guilford Township . The road curves north and passes a golf course and residential development in the community of Ledy before heading through Pond Bank . PA 997 heads north @-@ northeast between farm fields and some homes to the west and a section of Michaux State Forest to the east , passing through the community of Sidetown and crossing into Greene Township , where it continues northeast to an intersection with US 30 in the community of Greenwood .

At this point , PA 997 turns east for a short concurrency with US 30 on Lincoln Way East before turning north onto Black Gap Road . The road curves northwest and heads through wooded areas with some fields and homes . Farther northwest , the route runs through farmland with some residential and commercial development , and gains a center left @-@ turn lane as it passes to the northeast of the Chambersburg Mall . PA 997 widens to a four @-@ lane divided highway and comes to an intersection with the southern terminus of PA 696 and an interchange with I @-@ 81 , with the ramps serving the northbound lanes of I @-@ 81 connecting to PA 696 . Past this interchange , the route narrows to a two @-@ lane undivided road and turns north and northwest through fields and woods to bypass the community of Scotland , coming to a bridge over Norfolk Southern 's Lurgan Branch . The road curves west and then northwest and becomes Cumberland Highway , running through farmland with some woods and residential and commercial development . PA 997 comes to an intersection with US 11 in the community of Green Village , where PA 997 Truck heads south along US 11 . From here , the route passes homes and businesses with some nearby farmland , crossing CSX 's Lurgan Subdivision and passing through the community of Culbertson .

PA 997 intersects PA 433 , where PA 997 Truck returns to the route , and turns north @-@ northwest to run between the Letterkenny Army Depot to the west and agricultural areas to the east . The road crosses into Letterkenny Township and continues north and then northwest through a mix of fields and woods with some development along the eastern border of the military installation . The route curves northeast and heads into the community of Pleasant Hall , where it passes homes and crosses PA 533 . From here , PA 997 runs through a mix of farmland and woodland , crossing the Conodoguinet Creek into Lurgan Township . The road continues north and comes to an intersection with the northern terminus of PA 433 near the community of Lurgan . The route runs through more rural land and curves northwest , passing over the Conodoguinet Creek again and heading back into Letterkenny Township . PA 997 curves north and passes some residential development before heading into wooded areas and crossing the creek a third time and reentering Lurgan Township . At this point , the route heads into the community of Roxbury and comes to a junction with PA 641 , where it turns east to follow that route , passing homes . PA 997 splits from PA 641 by turning northeast onto Cumberland Highway , heading through a mix of farmland and woods with some homes a short distance to the southeast of Blue Mountain . Farther northeast , the route passes businesses and comes to a ramp providing access to the Pennsylvania Turnpike ( I @-@ 76 ) at the Blue Mountain interchange . After this , the road curves east and runs through the community of McKinney .

PA 997 crosses Laughlin Run into Hopewell Township in Cumberland County and winds east along Enola Road through agricultural areas with some trees and homes , coming to an intersection with the northern terminus of PA 696 . At this point , the route turns northeast through more rural land , turning east and northeast again before passing under the Pennsylvania Turnpike . The road enters Upper Mifflin Township and becomes Roxbury Road , continuing through farmland with some wooded areas and residences . PA 997 curves east and then northeast before it makes a turn southeast . In the community of Heberlig , the route makes another turn to the northeast and runs through more rural areas , passing through the community of Little Washington . The road heads into Lower Mifflin Township , where it makes quick turns to the southeast and then to the northeast . PA 997 continues northeast to the community of McCrea , where it comes to its northern terminus at an intersection with PA 233 .

= = History = =

When routes were legislated in Pennsylvania in 1911 , what is now PA 997 between the Maryland border and Waynesboro was designated as part of Legislative Route 44 while a section of the current route south of Roxbury became part of Legislative Route 264 . At this time , an unpaved road ran between Waynesboro , Mont Alto , and Fayetteville . PA 997 was signed in 1928 from Mont Alto , where an unnumbered paved road continued south to Waynesboro , north to US 30 in Fayetteville , following Mont Alto Road . Upon designation , the entire length of PA 997 was paved . The present route between the Maryland border and Waynesboro was designated as part of PA 316 , which was paved , while PA 433 was designated onto the unpaved road between Lurgan and Roxbury . PA 333 was designated in 1928 to run from US 30 in Chambersburg northeast to US 11 in Shippensburg , heading north on North Franklin Street and Letterkenny Road to Pleasant Hall before heading west to Upper Strasburg , northeast to Roxbury , east to Newburg , and south to Shippensburg . Upon designation , PA 333 was paved between Chambersburg and Pleasant Hall and Newburg and Shippensburg and was unpaved between Pleasant Hall and Newburg . On February 25 , 1929 , a bill passed that authorized the state to take over the road between Newburg and McCrea . By 1930 , PA 997 was extended south from Mont Alto to PA 16 in Waynesboro , following a paved road . The same year , PA 333 was shifted east to a more direct alignment between Pleasant Hall and Roxbury that was under construction , running concurrent with PA 433 between Lurgan and Roxbury , while PA 996 was designated onto the paved road between Scotland and US 11 in Green Village . The former alignment of PA 333 became PA 633 ( now PA 533 ) between Pleasant Hall and Upper Strasburg and an unnumbered road between Upper Strasburg and Roxbury . At this time , the road between Mont Alto and Scotland was an unnumbered , unpaved road , the road between Green Village and Culbertson was an unnumbered , paved road , and the road between Roxbury and McCrea was an unnumbered , unpaved road .

In 1937 , PA 997 was extended south from Waynesboro to MD 60 at the Maryland border , following Potomac Street and Wayne Highway , and was extended northwest from Fayetteville to US 11 in Green Village , following Mont Alto Road , Main Street and Mount Pleasant Road before picking up its current alignment . PA 997 replaced the PA 996 designation between Scotland and Green Village . In addition , the north end of PA 333 was cut back to PA 433 near Lurgan , with PA 641 replacing the route between Roxbury and Newburg and PA 696 replacing the route between Newburg and Shippensburg , and an extended PA 944 was designated onto the road between Roxbury and McCrea . In the 1930s , the entire length of both PA 333 and PA 997 were paved along with PA 433 between Lurgan and Roxbury , PA 944 between Roxbury and McCrea , and the unnumbered road between Mont Alto and north of Fayetteville via Black Gap . In 1941 , PA 997 switched alignments with PA 316 south of Waynesboro , with PA 997 rerouted to head south along Clayton Avenue , State Hill road , and Anthony Highway to MD 64 at the Maryland border . In the 1940s , PA 333 was rerouted to head southeast from Pleasant Hall to PA 433 in Culbertson along a new paved road , with a section of the former route between Beautiful and Pleasant Hall removed for the Letterkenny Army Depot . In 1964 , PA 997 was extended north from Green Village to PA 233 in McCrea , replacing the entire length of PA 333 between Culbertson and Lurgan , the section of PA 433 between Lurgan and Roxbury , and the section of PA 944 between Roxbury and McCrea . In the 1960s , PA 997 was rerouted to bypass Scotland to the northeast , with the former alignment now unnumbered Main Street . In 1977 , PA 997 was moved off its alignment on Mont Alto Road , Main Street and Mount Pleasant Road and shifted east onto its current route via Black Gap .

= = Major intersections = =

= = PA 997 Truck = =

Pennsylvania Route 997 Truck ( PA 997 Truck ) is a 3 @. @ 0 @- @ mile ( 4 @. @ 8 km ) truck route

of PA 997 in Greene Township in Franklin County . The truck route begins at PA 997 in Green Village by heading southwest concurrent with US 11 on Philadelphia Avenue , a three @-@ lane road with a center left @-@ turn lane that passes through a mix of farmland and residential and commercial development . The road intersects the southern terminus of PA 433 , where PA 997 Truck splits from US 11 by heading north with PA 433 on two @-@ lane undivided Sunset Pike . The road passes through agricultural areas with some industrial development , crossing CSX 's Lurgan Subdivision railroad line . At this point , the route passes to the east of an industrial area adjacent to the Letterkenny Army Depot . The roadway comes to a junction with PA 997 , where PA 997 Truck ends and PA 433 continues north .