

A guide published by the Pennsylvania Department of Transportation

# North to South

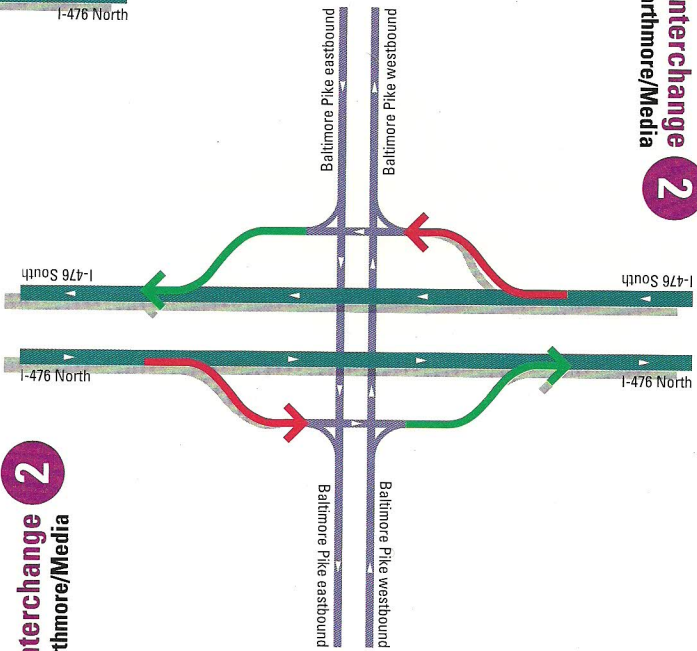
to

to



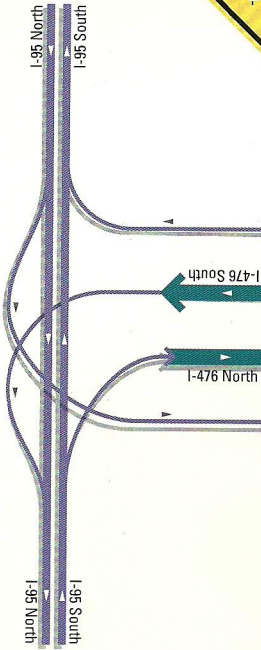
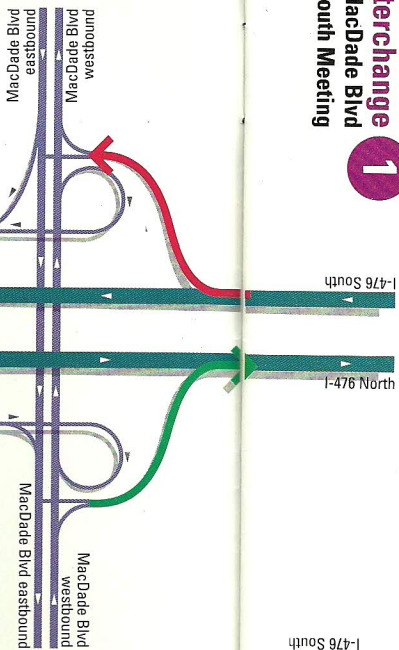
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## Interchange 2 Swarthmore/Media

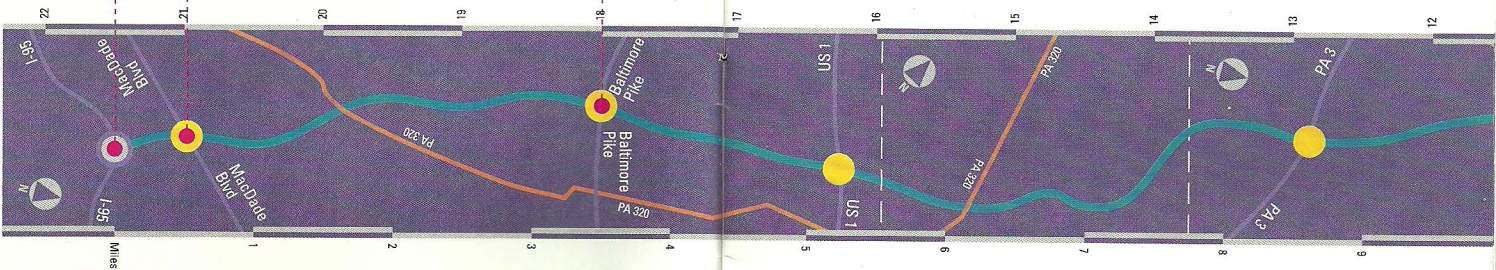


## Interchange 2 Swarthmore/Media

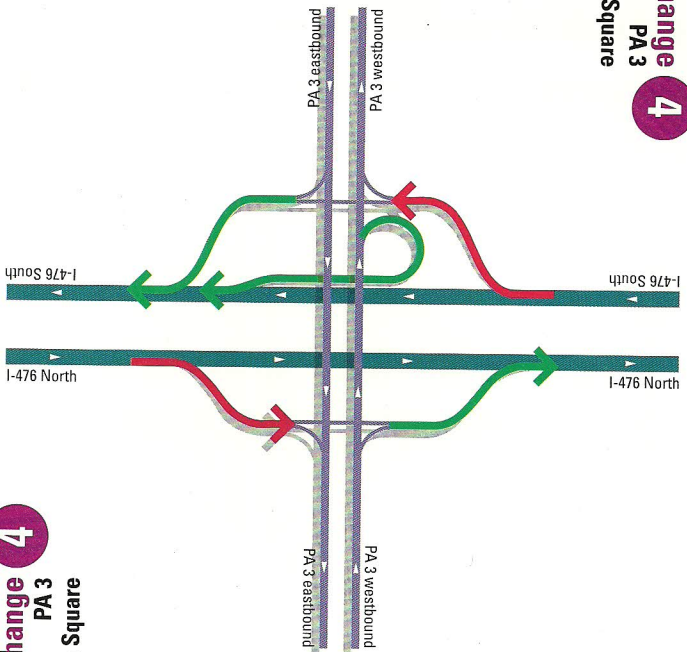
## Interchange 1 MacDade Blvd I-476 North—Plymouth Meeting



## Interchange 1 MacDade Blvd I-95 North—Philadelphia I-95 South—Chester

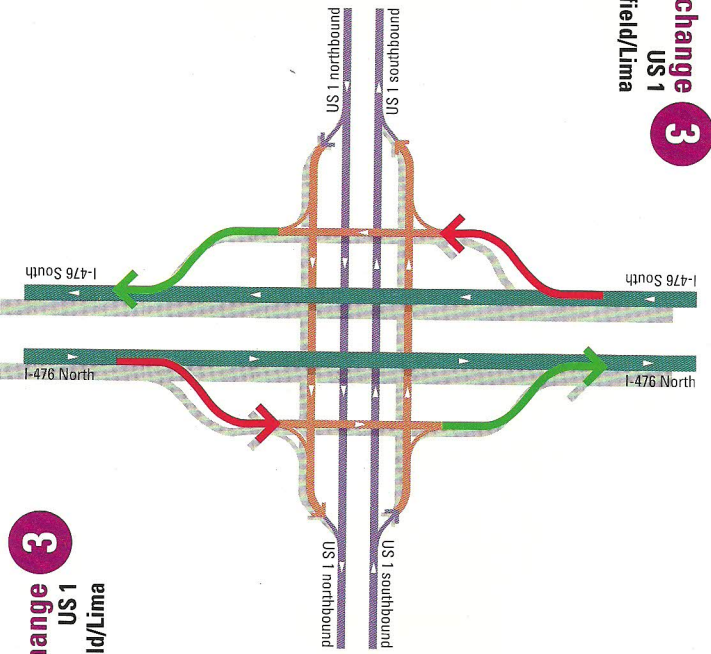


**Interchange 4**  
PA 3  
Upper Darby/Newtown Square

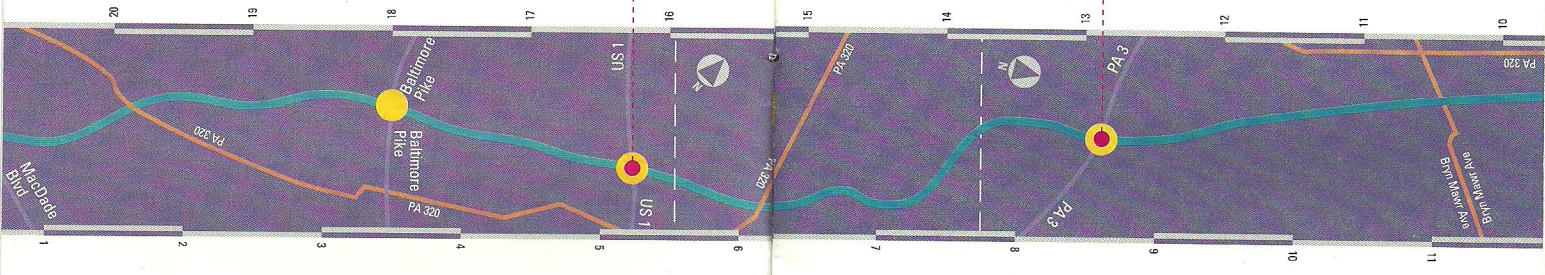


**Interchange 4**  
PA 3  
Upper Darby/Newtown Square

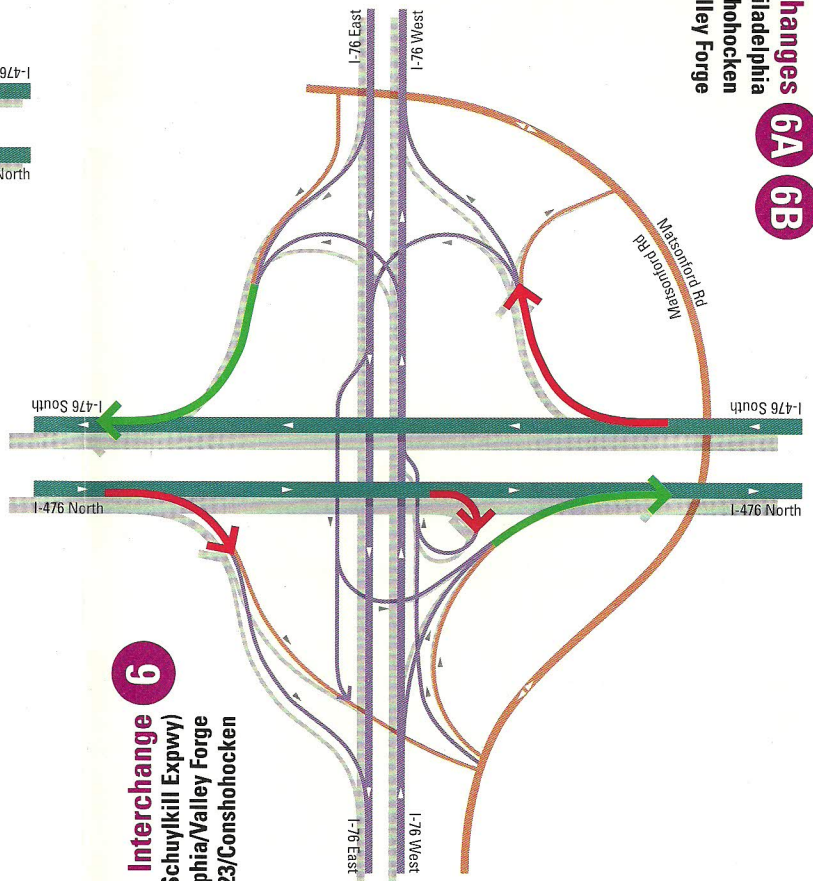
**Interchange 3**  
US 1  
Springfield/Lima



**Interchange 3**  
US 1  
Springfield/Lima

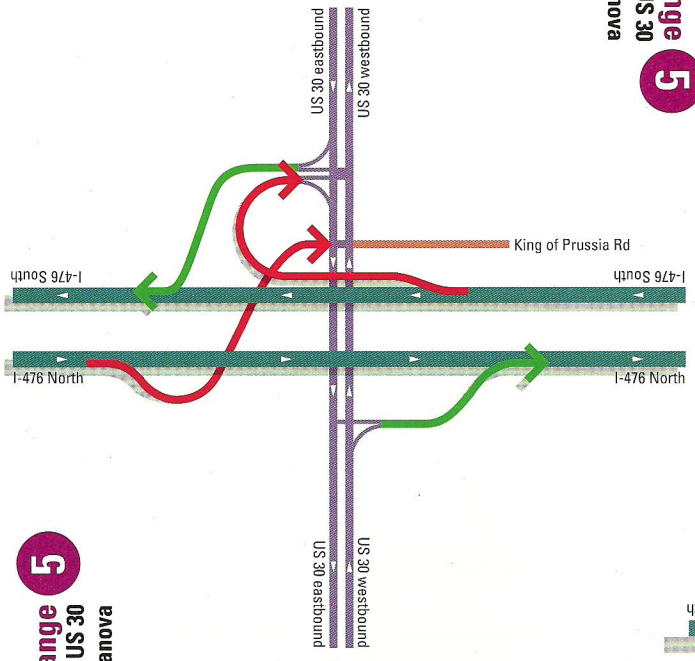


**Interchanges 6A 6B**  
 I-76 East/Philadelphia  
 PA 23/Conshohocken  
 I-76 West/Valley Forge

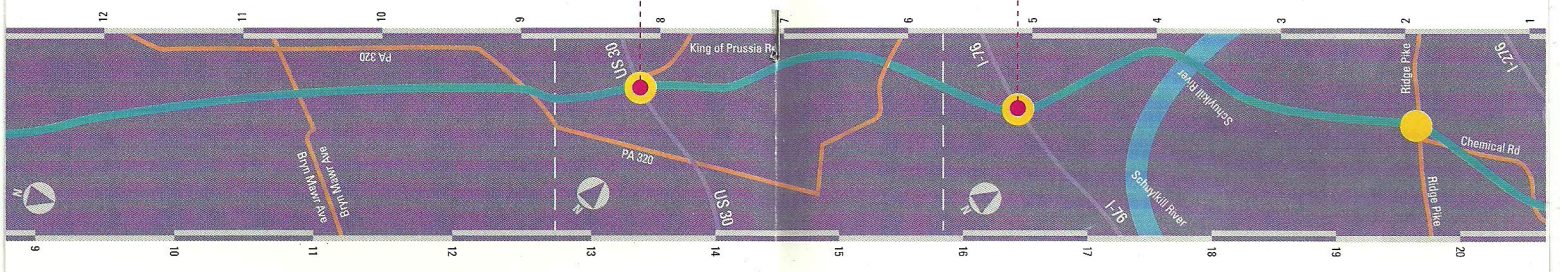


**Interchange 6**  
 I-76 (Schuylkill Expwy)  
 Philadelphia/Valley Forge  
 PA 23/Conshohocken

**Interchange 5**  
 US 30  
 St Davids/Villanova



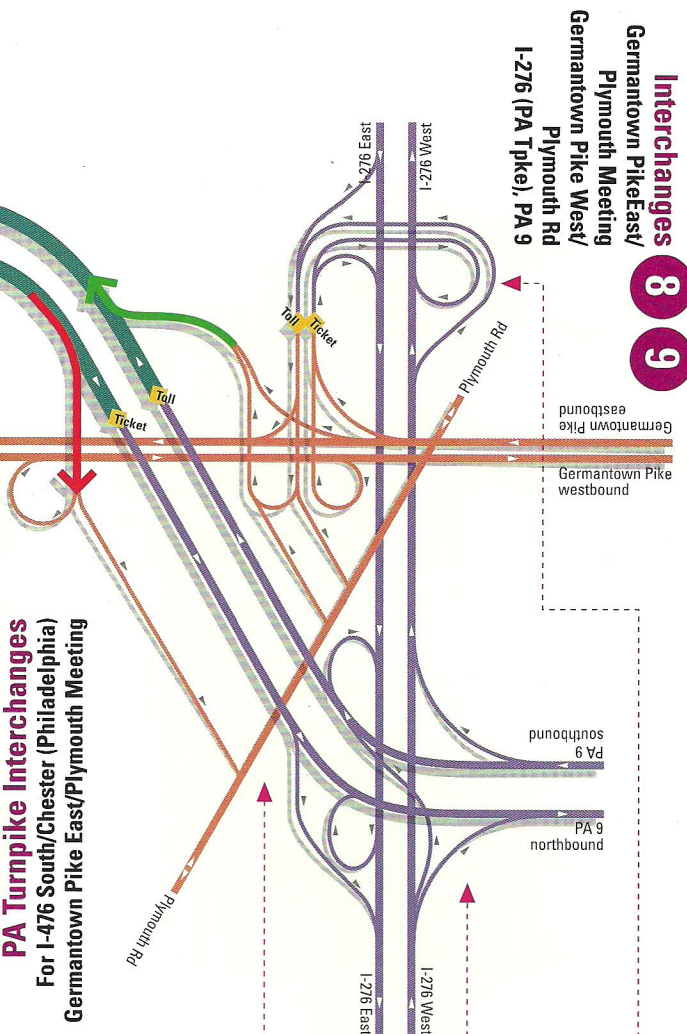
**Interchange 5**  
 US 30  
 St Davids/Villanova



# Interchanges

## 8 9

Germantown Pike East/  
Plymouth Meeting  
Germantown Pike West/  
Plymouth Rd  
I-276 (PA Tpk), PA 9

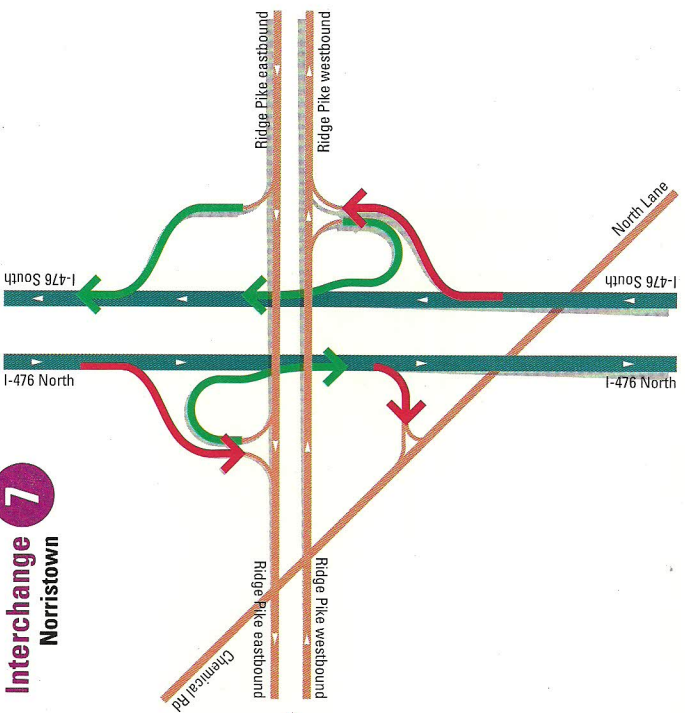
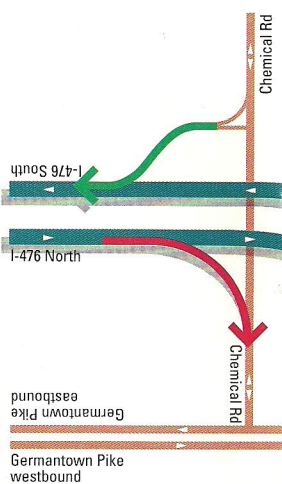


### PA Turnpike Interchanges For I-476 South/Chester (Philadelphia) Germantown Pike East/Plymouth Meeting

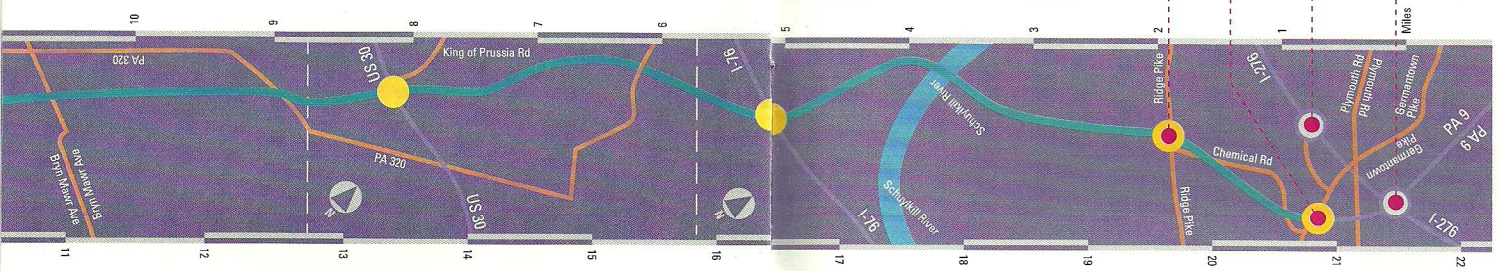
### Interchanges Conshohocken Norristown

#### 7A

#### 7B



### Interchange 7 Norristown



## A Thirty-Five Year Journey

Interstate 476 is an unusual highway. Its 35 years in the making have had more twists and turns than the highway itself. It is the most environmentally sensitive expressway ever built by the Pennsylvania Department of Transportation. The co-existence of man, nature and the auto is reflected in the many miles and varied designs of the noise walls and in the extensive landscaping that has been planted throughout the project. Even more so, it is reflected in the creation of approximately 11 acres of new wetlands and the enhancement or restoration of approximately 22 acres of existing wetlands that countless birds, waterfowl and small animals now call home.

The highway's origins can be traced as far back as 1929 when planners first recognized the need for a north-south expressway through the middle of Delaware County. But, the journey really began in 1956 when the concept of a "mid-county" expressway was included in the U.S. Interstate and Defense Highway System that was just beginning to take shape. Four years later, the State Department of Highways (predecessor to the Department of Transportation) had prepared a preliminary plan to build a six-lane, 21.5-mile "mid-county" expressway connecting I-95 in Ridley Township, Delaware County, with the Pennsylvania Turnpike (I-276) and its Northeast Extension (PA 9) in Plymouth Township, Montgomery County. The road was given the designation

I-476.

The plan was presented at a public hearing in January 1961 at which four proposed alignments were discussed. The alignments were outlined in red, yellow, green and blue on a large map of the region. The one colored blue was the most preferred, hence the name "Blue Route." But it was not a unanimous choice. Opposition to building any highway had been evident at the meeting.

The "Blue Route" was estimated to cost \$50 million and construction began in July 1967 on a 2.5 mile section from approximately Darby Road in Haverford Township to where Tower Road now exists in Radnor Township. The section was completed in October 1969, the same year the National Environmental Policy Act was passed.

Five more sections of I-476 between County Line Road in Upper Merion Township and Chemical Road in Plymouth Township, Montgomery County, were started between 1970 and 1974. By 1978 almost nine miles of the highway had been built, but only three miles from I-76 to Chemical Road were opened to traffic in January 1979. During those eight years of construction, opponents of the highway had found a way to try to stop the project.

Using the 1969 environmental act, a citizens' group successfully sued in 1974 to force additional environmental studies, and in the interim all design and new construction were halted. The legal battle had begun.

The battle continued for 11 years, effectively stopping further construction until 1985 when the U.S. District Court

denied an appeal to prevent resumption of work while plaintiffs challenged the process by which the Supplemental Environmental Impact Statement (SEIS) had been approved. The SEIS had been done to fine tune the redesign of I-476 in order to make it more environmentally sensitive, resulting in scaling it down from a six-lane to a four-lane highway south of West Chester Pike.

That December a groundbreaking ceremony was held to celebrate the start of work on the I-95/MacDade Boulevard Interchange in Ridley Township. Still more law suits followed, this time centered around the need for the Department to acquire a "Section 404 Permit" from the Army Corps of Engineers in order to build in wetland areas.

While the law suits made their way through the legal system, the Department finally was able to resume work on the expressway in February 1988 and had all six of the remaining sections under construction by July.

The litigation officially ended May 1, 1990 when the U.S. District Court issued its order effectively dismissing all cases. The 35-year journey of one of America's last interstate highways to be built was almost over. I-476 was a little more than a year and a half away from completion. Total construction cost—\$581.3 million.

### How to use this brochure

Like I-476, this brochure also is unusual. The design requires the user to hold it horizontally, staples at the bottom. It can be read from north to south—as you are doing now—or south to north by turning it around. All horizontal type is repeated "right side up" and "upside down."

Going through the brochure, you will find a diagrammatic map of each of the nine interchanges on the route, as well as a geographically accurate key map that gives the distance of the entire 21.5-mile-long interstate in one-mile increments. Starting in the direction you are reading—from north to south—0 is at the I-276/I-476 Interchange in Plymouth Township, Montgomery County. Please note that the Pennsylvania Turnpike expects to open its direct connection between I-476 and the Northeast Extension in late 1992.

To reverse direction, keep the brochure horizontal but flip it over to start your journey from Interchange 1 at MacDade Boulevard in Delaware County. The only difference in reading south to north is that your key map is on the right. Now, if you're ready to go, have a pleasant and safe trip on Pennsylvania's newest highway, Interstate 476.

**Robert P. Casey**  
Governor

**Howard Yerusolim**  
Secretary of Transportation

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