

# Plans Unveiled for Southwest Rail-Highway

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## Plans Unveiled for Southwest Rail-Highway

By ROBERT B. HANRON

Plans for the long-awaited Southwest Corridor route, first transportation stretch in Massachusetts combining rails and highways, were unveiled Monday by Public Works Comr. Francis W. Sargent.

The plan includes:

—A divided, eight-lane Southwest Expressway (I-95), costing \$71 million, to run from Rte. 128 in Canton to the Inner Belt at Prentiss st., Roxbury;

—A median strip on which the Massachusetts Bay Transportation Authority will run express and local rapid transit trains on its \$46 million extension to Forest Hills, Needham and Norwood.

D.P.W. officials said the project will mean the dis-

placement of 1039 families, nearly all in Boston; 416 residences, and 156 businesses.

This was an improvement on an earlier estimate that the corridor would displace 2106 families, 832 homes and 209 businesses.

The 8.9-mile expressway will be unique in another sense: It will be the first stretch of highway in the state to have breakdown lanes on both the left and right sides.

A motorist who breaks down in the two passing lanes, for example, will not have to interrupt traffic in the right lanes to get off the road.

At Rte. 128, the expressway will connect with I-95, permitting motorists to drive, uninterrupted by traffic lights, 36 miles from Roxbury to Providence.

The interchange connecting Rtes. 128 and I-95, near the Rte. 128 Railroad Station, is scheduled to be opened next month, a year ahead of schedule.

Sargent told newsmen the Southwest Expressway will be under construction in 1967 and that it may be open to traffic in 1970.

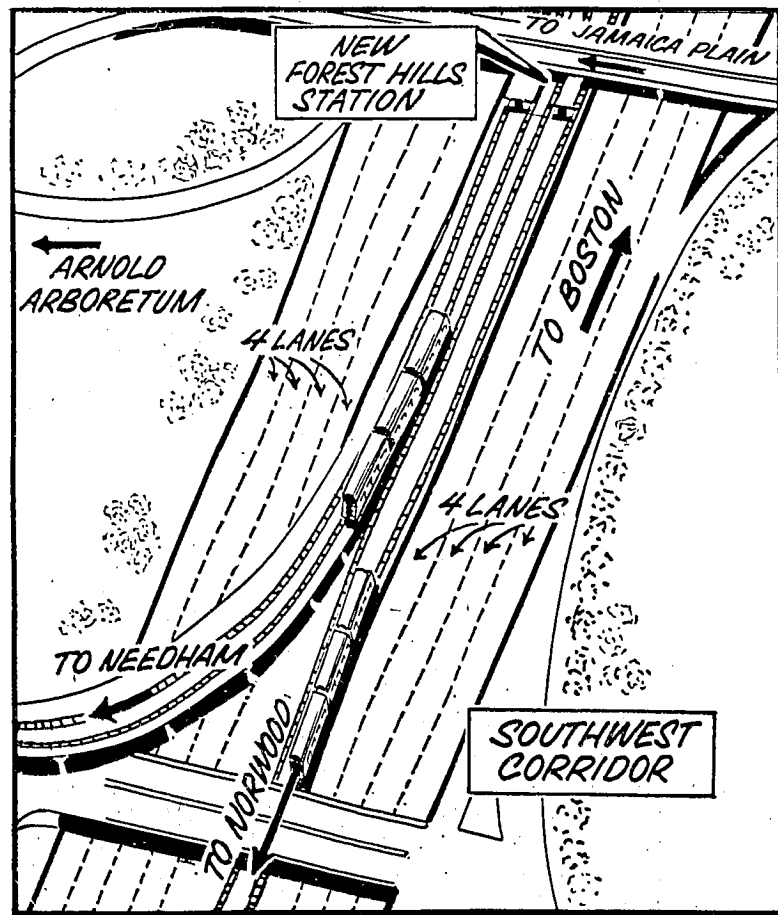
The superhighways will have four 12-foot travel lanes in each direction with breakdown lanes on both sides and three M.B.T.A. rapid transit tracks on a 44-foot median strip from Roxbury to Forest Hills and two tracks from there to Readville.

M.B.T.A. stations are planned for Tremont st. near Columbus av., Centre st., and Green st. in Jamaica Plain, Cummins Highway, Roslindale and River st., Hyde Park.

The expressway will follow roughly the New Haven main line track from Columbus av.

D.P.W.

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to Jackson sq., Roxbury (a section already approved by the Federal Bureau of Public Roads), then follow the tracks to Readville.

Here, it will cross the Neponset River and veer East through Fowl Meadow in Milton and Canton, where it will connect with Rte. 128.

The corridor's width will vary between 200 and 250 feet between Readville and Roxbury.

Sargent said both the New Haven R. R. and the U. S. Department of Commerce said the main line track will not be needed for regular New Haven trains or the planned fast express rail service between Boston and Washington.

The corridor announcement is expected to expedite plans for the Inner Belt thru Roxbury, Brookline, Cambridge and Somerville.

The rapid transit extension to Forest Hills, combined with the Southwest Expressway, will relieve congestion on the already overcrowded Southeast Expressway.

Motorists from the Dedham-Needham-Norwood areas, as well as those coming up Rte. 1 from Providence, will use I-95 directly into Boston instead of traveling south on Rte. 128 and then using the Southeast Expressway into the city.

Other thousands are expected to use the new M.B.T.A. extensions to West Roxbury, Dedham, Needham and Norwood, leaving their cars at home, thus leaving more room on the highways.

Expressway interchanges will be located in the Roxbury Crossing-Jackson sq. area, Forest Hills, Cummins Highway-Canterbury st., River and West sts. and at the Neponset Valley Parkway.