

# Toll Road to End at Route 128

## New Plan Designates Weston-Newton Line

Means Drastic Slash  
in Land Damage Costs  
Eliminates Traffic Jams  
Nearer Congested Areas

Two Highways to Connect  
at B. U.'s Nickerson Field

The eastern terminus of the proposed \$200,000,000 East-West toll highway will be in Weston, at the Newton line, and traffic will feed into the new cross-state turnpike from Route 128 near Nickerson Field, the Globe learned last night.

Two previously plotted routes to bring the toll road into Boston just beyond the Brookline line, or within a short distance of Watertown sq., have just about been abandoned in favor of the plan to have it strike into Route 128.

The new route plan, scheduled to be officially announced tomorrow by the Massachusetts Turnpike Authority, is expected to be acceptable to both state and municipal authorities, as well as the bankers whose approval is necessary to provide for financing the road.

First of all, land damage costs will be drastically reduced by confining the property takings to the less densely populated areas in Weston, Wayland and Framingham. Original plans would have required substantial takings in the densely populated communities of Newton, Brookline, Wellesley and Watertown.

It is estimated that those plans would have meant a loss of \$10,000,000 or \$11,000,000 in assessed property valuations in the City of Newton alone.

Still another argument that swung the highway planners to the new proposal is the fact that it will displace a minimum number of homes and businesses, thereby alleviating some

of the hardship that all highway improvements necessarily inflict upon the residents of a heavily populated state.

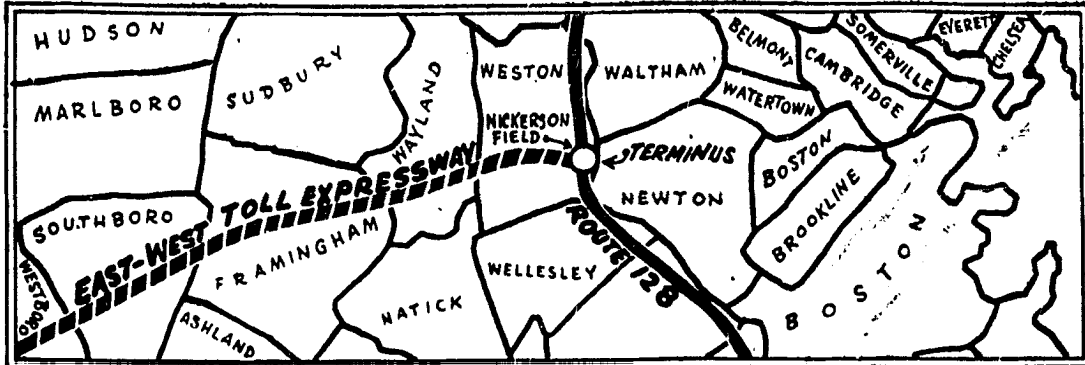
Since Route 128 is the circumferential highway within the Greater Boston area, the toll road planners feel that potential users of the cross-state turnpike will have easy access to it at the Weston junction, whether they are coming from north or south.

Other traffic experts pointed out that this plan will eliminate any hazards of traffic bottlenecks in or near Boston by taking the high-speed facility out of the congested Hub.

Ever since it was first proposed that the toll road terminus be in the Jamaica Pond area or near Watertown sq., there has been conjecture as to the excessive costs of providing connecting highway facilities to handle the prospective heavy traffic load.

HIGHWAY

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**NEW TOLL ROAD ROUTE**—Proposed cross-state toll highway (dotted line) will terminate at Route 128 near Nickerson Field in Weston.

## HIGHWAY

*Continued from the First Page*

In the Nickerson Field area of Weston, there are few homes that will have to be taken to provide the required land for the construction of intersecting approaches between 128 and the toll road.

It is also possible that part of Nickerson Field, owned by Boston University, may be taken to make way for these approaches.

This would not be a hardship on B. U. since it recently purchased Braves Field as its new athletic plant.

Rumblings of the havoc initially raised over several land taking proposals for the toll road through Greater Boston cities and towns between Boston and Westboro may be stilled by the new plan. But public hearings for open discussion of the new route must be held before construction begins and the controversy which ignited the residents of these communities may flare again.

### Others May Protest

While Brookline, Newton, Waltham and Watertown residents undoubtedly will favor any plan that leaves their areas intact, homeowners in such communities as Weston, Wayland, Framingham, Southboro and Westboro may raise the roof.

Other towns who participated in the original protest meetings, but not now expected to be touched by the toll road, include Sudbury on the north and Ashland, Sherborn, Natick, Wellesley and Needham on the south.

The Turnpike Authority as well as state officials still have a vivid recollection of the stormy outburst caused by announcement of preliminary plans. While these authorities point out they cannot hope to please every town or every resident in putting through such a gigantic project as an East-West toll highway, they undoubtedly have tested the pulse of the communities the facility must traverse as it heads towards its western destination.

At a meeting scheduled for 10:30 tomorrow morning, the toll road authority headed by Chairman William F. Callahan will unveil the new plan to a committee of legislators, city and town officials whose communities may be involved and State Public Works Commissioner John A. Volpe.

### Volpe Approves Tentatively

Volpe is understood already has given tentative approval to

the new proposal, as has Gov. Herter who is attending a Governors' Conference in Seattle.

The bankers, too, are convinced that the Weston junction at Route 128 is the solution to the problem, it was learned. These financiers, who will put up the money to build the toll road, feel that the new plan offers two important assets.

1. There will be guaranteed traffic from the widely used Route 128 which will act as a feeder facility.

2. The drastic reduction in land taking costs realized will put the expense of constructing the road on a more firm financial status.

The trucking industry which will be a heavy user of the toll road is definitely in favor of having the terminus at Route 128. Truckers have gone on record as proponents of the plan because it means they can set up trucking terminals on the outskirts of Boston within easy access of the toll road, thereby avoiding the congestion and inevitable delays encountered in city traffic.