

The Massachusetts Turnpike



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History

- 1948: Massachusetts Dept. of Public Works proposed an access controlled road to connect Boston to its neighboring communities. (The “Western Highway”)
- 1955: Construction of the initial portion of the turnpike begins. This portion will connect West Stockbridge to Weston.
- 1956: Federal Highway act passed. The act allowed states to build highways while only paying 10% of the costs.

History Cont.

- 1962: A new extension, the “Boston Extension” began construction
- 1964: The Boston Extension was completed to exit 18 (Allston-Brighton-Cambridge)
- 1965: The entire 135 mile length of the Mass Pike opened on February 18th.
- 2003: The “Big Dig” extended the Mass Pike to Logan Airport and Rt. 1A.

Looking north from Fulton Street in
the North End in 1954



The steel highway begins to snake
its way through downtown in 1954



A view of the nearly completed Artery from
the Custom House Tower in May 1955



- The Mass Pike is a network diagram consisting of 25 nodes (exits), and 24 links (sections of the highway).

- There is, however, only one path because it is simply one road.

- The exits are listed on the right along with their approximate distance from the NY State Line

- Mass Pike Tolls

| | Interchange | Miles from NY |
|-------|---------------------------------|---------------|
| 1 | West Stockbridge | 2.9 |
| 2 | Lee | 10.6 |
| 3 | Westfield | 40.4 |
| 4 | W. Springfield (I-91) | 45.7 |
| 5 | Chicopee | 49 |
| 6 | Springfield (I-291) | 51.3 |
| 7 | Ludlow | 54.9 |
| 8 | Palmer | 62.8 |
| 9 | Sturbridge (I-84) | 78.5 |
| 10 | Auburn/Worcester (I-290, I-395) | 90.2 |
| 10A | (Route 146) | 94.1 |
| 11 | Millbury/Worcester | 96.5 |
| 11A | Westborough (I-495) | 106.2 |
| 12 | Framingham | 111.4 |
| 13 | Natick | 116.8 |
| 14 | Weston (Route 128/I-95) | 123.3 |
| 15 | Newton/Boston | 123.3 |
| 16 | West Newton | 125.2 |
| 17 | On & off, east and west | 127.7 |
| 18-20 | Allston/Brighton | 130.9 |
| 21 | On, to west | 132.9 |
| 22 | Copley/Prudential | 133.4 |
| 23 | On, to west | 133.9 |
| 24 | On and off, I-93 | 134.6 |
| 25 | South Boston | 136 |
| 26 | Logan Airport | 138 |

COMMUTER SERVICES

Due to the high costs of living the Boston area and the fact that many people prefer to raise a family outside of the city, there are a large number of commuters who travel to and from Boston everyday.

Below is a map of the Mass Pike and the services available to commuters who drive this road.



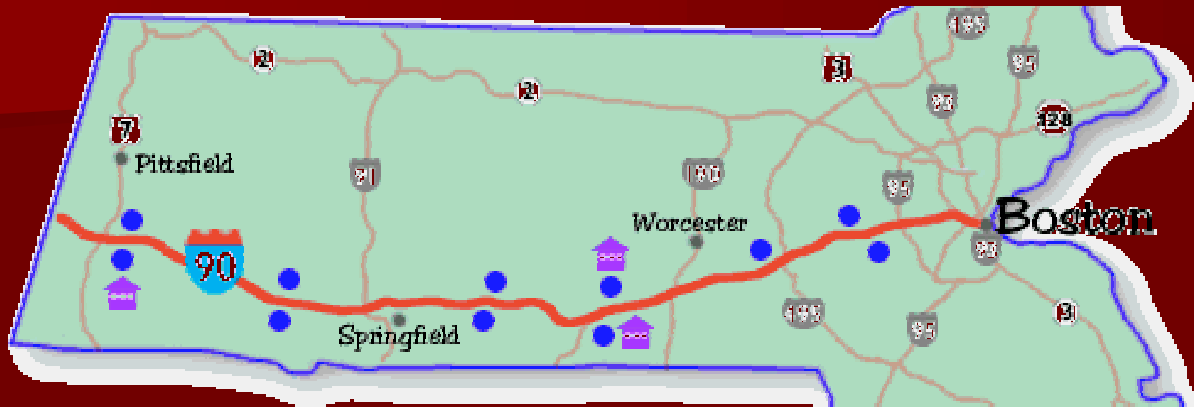
Map Key on next Page

Commuter Service Cont.



- The purple cars represent the Park-N-Ride lots provided to commuters. There are 14 in total along Rt. 90 (the Mass Pike).
- Blue dots signify service centers. Many different services such as food and gas are available at these different locations.
- The black cars show where the 5 state police offices that are situated across the state.

Tourism



The purple houses on this map represent the three visitor information centers

- Eastbound in Charlton
- Westbound in Charlton
- Eastbound in Lee

The blue dots represent the service center just like they did in the commuters map



Visitor Information Center Charlton, Mass

Tourism Cont.

Massachusetts' Annual Travel Volume

Total person trips 27.2 million

Domestic travel 25.7 million

International travel 1.5 million

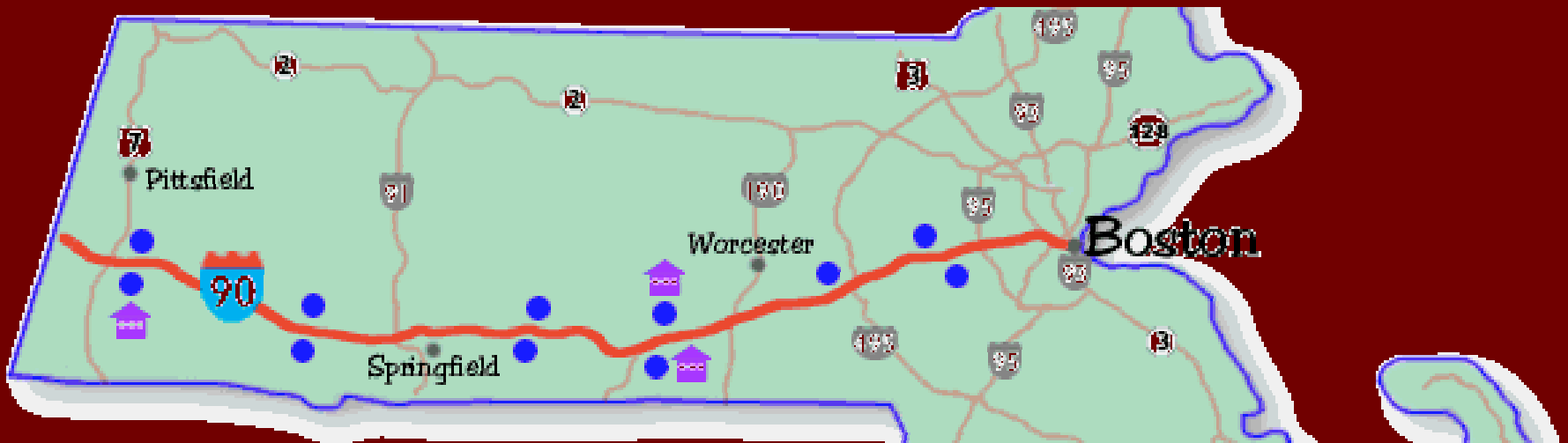
Economic Impact of Travelers on Massachusetts

Direct Spending \$11.1 billion

State & local taxes \$730.5 million

Jobs supported \$124,200

Wages paid \$3.1 billion

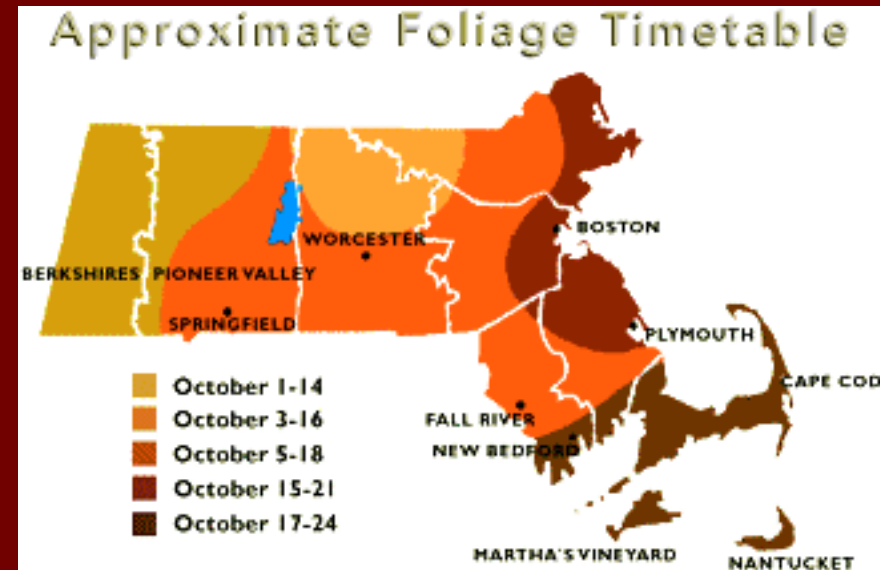


Massachusetts Road Map



Rt. 2 vs. Mass Pike

- Rt. 2 is the other viable East/West road spanning from NY to Boston.
- Travel time on Rt. 2 is longer for the following reasons:
 - Small winding road (in the west)
 - More scenic (Foliage/Mohawk Trail)
 - Etc.



Cost/Time Saving Services

The Massachusetts Turnpike Authority provide several programs to save commuters time and money.

- Fast Lane: Fast Lane is a service available throughout Massachusetts. Instead of stopping at tolls, a sensor detects a Fast Lane plate that is installed on your dashboard and your credit card is automatically billed for the toll.

Fast Lane is interoperable with the EZ-Pass System.



Cost/Time Saving Cont.

- Fast Lane Carpool Program

This program is very similar to the regular Fast Lane but with one stipulation. Commuters can save even more money if there are at least 3 people in their automobile.

A special transponder detects that you have a high occupancy vehicle and therefore less money is charged when passing through tolls

Children riding with their parents are considered commuters and are therefore counted towards the 3 person minimum

\$12.50-\$34.00 Semi-annually depending on what part of the Pike you drive

Cost/Time Savings Cont.

- Park-N-Ride Lots
(mentioned earlier)

There are 14 of them across the state.

These 14 lots have over 2,000 parking spots available

They are available free on a first come-first served basis for those who carpool, vanpool or board a commercial bus service

The main purpose of these are to encourage ridesharing and thereby reduce traffic congestion and air pollution



Cost/Time Savings Cont.

- Commercial Bus Service

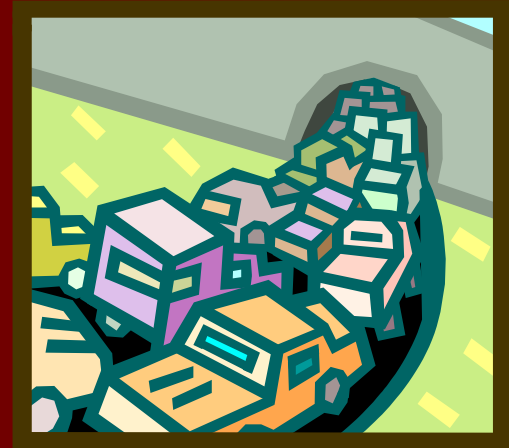
4 of the Park-N-Ride Lot have commercial bus companies pick up commuters who do not want to drive.

Both Peter Pan and Gulbankian Bus Company provide rides for commuters from these lots.



- Residential Discount for the Tunnels

Residents of East and South Boston and the North End are eligible for discounts that reduce tunnels tolls to \$.40 from \$2.



Qualifications for Tunnel Discounts

- Residents must be traveling in their registered motor vehicle or motorcycle.
- No business/commercial vehicles are eligible for the program. If you have a company car that is also for personal use, a sticker will be issued provided you produce documentation showing that the vehicle is principally garaged and insured in either East Boston, South Boston, or the North End.
- Leased vehicles must be for private passenger use only. Leased vehicles used for commercial purposes are not eligible for this program.
- Vehicles that have commercial plates are not eligible for this program.

Central Artery

- Built in the 50's
 - Demolished 1,000 buildings
 - Displaced 20,000 from their homes
- Handles 190,000 vehicles per day
- No breakdown lanes
- 4 times the rate of accidents compared to other urban highways
- Estimated that by 2010 it would be in gridlock 15-16 hours per day

The Big Dig

"The Road to Hell is paved with good intentions"

- The Big Dig is a 7.5 mile underground central artery roadway through Boston
- The Big Dig was originally proposed in September 1983.
- Its estimated costs were \$2.2 billion and estimated completion was 1995.
- Presently it is 2004 and costs are estimated at \$14.5 billion.

Why Big Dig?

- Replace the central artery
 - Reconnect Boston to the waterfront
 - Relieve congestion problems
 - Beautify the city



Big Dig Progress in 2004

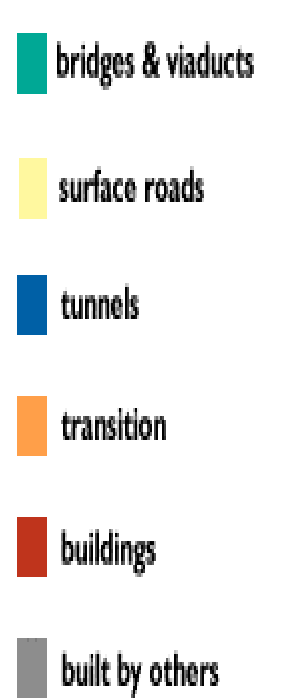
- July: Parks along Charles, landfills, downtown
- June: East Boston, Airport T station, downtown
- May: Fort Point Channel, river parks, Spectacle
- April: South to north, above and below; parks
- March: Demolition, Flower Show, South Bay area
- February: Demolition: south to north through Boston
- January: Demolition of the old artery - north area
 - Pictures available at <http://www.bigdig.com/thtml/photos.htm>

Downtown Construction

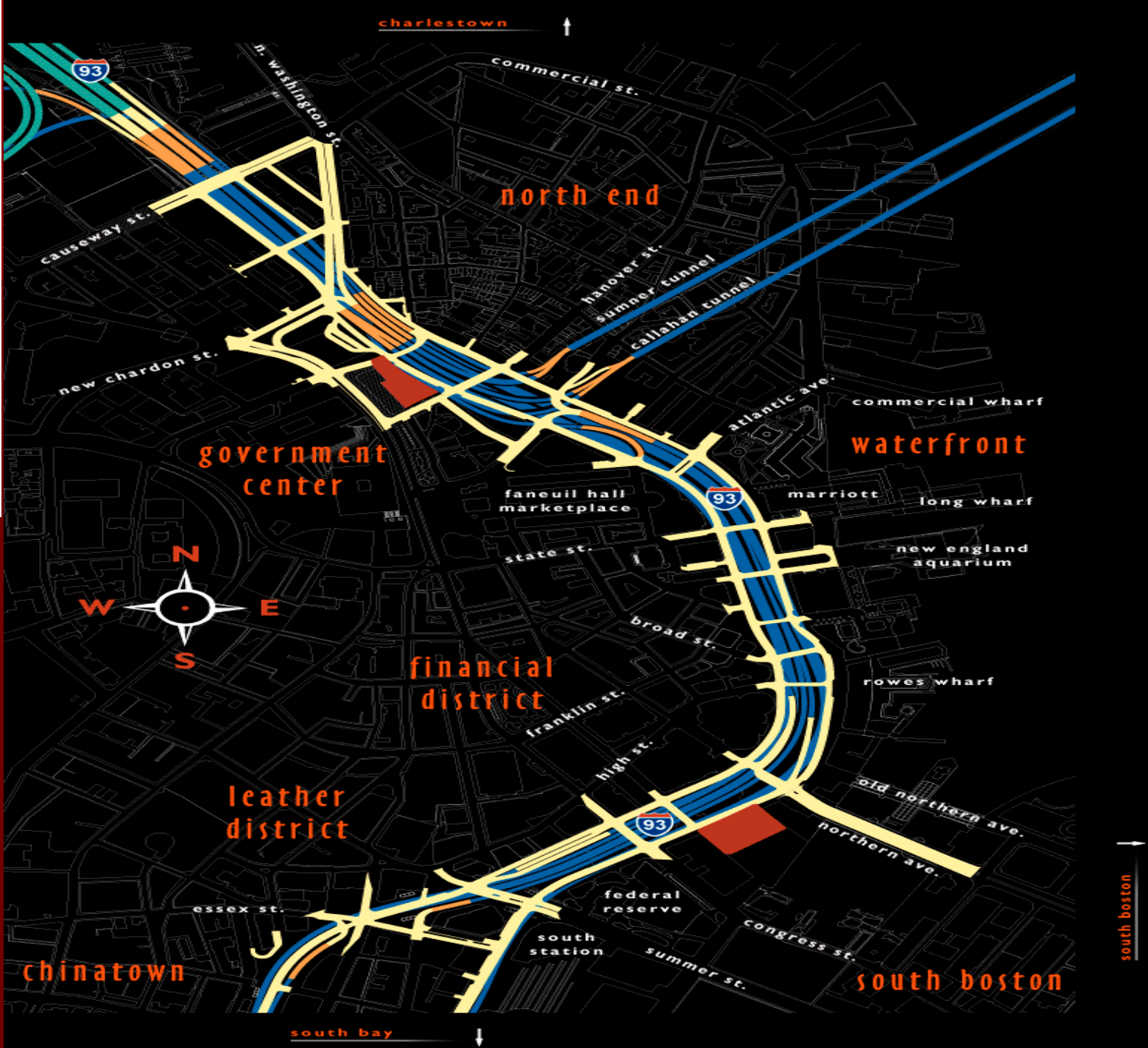


Bulfinch Triangle Area





DOWNTOWN



Big Dig Problems

■ Leaks

- The Big Dig is a “Big Sieve” (Steve Leblanc AP Writer)
- **“Hundreds of leaks”**: An early report stated that the walls of the tunnels are ridden with hundreds (400-500+) of leaks
- “Fixing the leaks could take years, cost untold millions and lead to the closing of some lanes of traffic, at least at night.”
- builders may have known about serious flaws in the \$14.6 billion project as early as 1997.
 - '97 report warned of tunnel problems
 - Congress to hold Big Dig hearing

More about the leaks

- Nearly 1,000 leaks were reported as of January
- Estimate cost of \$35 million to fix leaks
 - Number of leaks have already been cut in half to 500



Necessary Changes due to Leaks

- “The Sumner Tunnel will be reduced to one lane through early 2005.”
- “I-93 South has been reduced to two lanes through the South Station tunnel”
- “Construction work will continue inside the South Station tunnel, at Leverett Circle, and in the South Bay interchange”



Source: <http://www.boston.com/news/traffic/bigdig/>

THE END

