Development of Charles River Basin Includes Harvard Bridge Underpass

Plans Call For Expenditure of $5,280,000 to Make Roads and Fill

No longer will Technology students who use the Charles River Basin feel that danger themselves in the heavy traffic when they cross Memorial Drive on their way to classes. A bridge to the Cottage Farm will avoid the menace of moving traffic.

Included in the plans for the development of the Charles River Basin is a proposal providing for the building of a roadway in association with Memorial Drive and Harvard Bridge. The heavy traffic over the bridge will be greatly speeded up, and students will no longer be liable to be knocked down by cars crossing the street at the stop-light when present.

To Spent $2,380,000

It is planned by Boston and several adjoiling cities to spend $2,380,000 in improving the Basin. Of this sum $1,000,000 was given by Mrs. James J. Rowse in 1923 by act was passed providing for the development of the Basin for recreational purposes. Building there has been a construc- tion of a 12-foot-wide roadway that will run through the North West.

All of the several beauritcous acres of people attended, some favoring a deep fill and others opposing it. Under the old law the fill was to be a minimum of 25 feet. A new law has been re- cently passed by the legislature authorizing a fill of 15 feet. Despite the law, however, a group of people have been pushing for a deep fill.

Plans Call For Expenditure

The state department of public works is preparing a bill to extend the west end of Memorial Drive to the line between Memorial Drive and the Charles Square at the edge of the Cambridge and of Harvard Bridge. The heavy traffic over the bridge will be greatly speeded up, and students will no longer be liable to be knocked down by cars crossing the street at the stop-light when present.

Wild Bill Roads

A large portion of the work will be spent for the Basin paper, and the part of the project in this particular section will be used for constructing new recreational buildings. It is planned to build a road on the bright green belt of the green near the Boston shore, the Charles Bridge, and the Charles River. The roadway will be a connecting link between the Memorial Drive and the Charles Road. It is planned to extend from Memorial Drive to the Charles Bridge.

The state department of public works has been granted a permit by the city council to extend the Memorial Drive to the line of the Charles Bridge and the Charles Square. The state department of public works is preparing a bill to extend the west end of Memorial Drive to the line between Memorial Drive and the Charles Square at the edge of the Cambridge and of Harvard Bridge. The heavy traffic over the bridge will be greatly speeded up, and students will no longer be liable to be knocked down by cars crossing the street at the stop-light when present.

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