New Longfellow Bridge Underpass Will Test Novel Design Principles

Traffic congestion on Memorial Drive will soon be alleviated by the Longfellow Bridge underpass construction project, begun in October, 1956, and now 80 per cent completed. The new underpass, at an estimated cost of $2,890,262, will offset several changes in the traffic pattern between Wadsworth Ave. and the intersection of First Street and Commercial Ave., which are the project’s boundaries.

The old underpass, which formerly carried two-way traffic and offered an obstruction to large vehicles due to its eleven-foot overhead clearance, has been lowered three additional feet and will now carry only southbound traffic. The new northbound lane will also pass fourteen feet beneath the bridge, and will border the river for a considerable distance, as it is supported by pilings driven into the river bed. This length of pavement, which runs the full 2700 foot length of the project, contains a new type of prestressed concrete and steel girders as its longitudinal supports.

New Ideas Used

As described by Charles Parrish, an M.D.C. resident engineer at the project, these new prestressed beams are sixty feet long, three feet two inches high, and contain forty-five steel cables, stretched to produce a pressure of 14,000 pounds per square inch within the beam. These beams, being used for the first time in any M.D.C. project, are relatively low in initial cost and are expected to require less maintenance near the water than conventional steel beams.

Another novel structural feature of the project is the pilings which support the northbound pavement. These are made of concrete-filled steel pipe, with a ten and three-fourths inch outside diameter, and have an eight foot tapered point of reinforced concrete. They are driven, Mr. Parrish says, through the clay river bed into the gravel strata beneath. The large rectangular blocks which were parked on trucks at the end of Ames St. near Walker Memorial at the close of last term were weights used to load-test these pilings, said Parrish. The project is scheduled for completion on January 31, 1958.

Springfield’s Varsity Soccer Team Downs MIT To End Skein

Out of sorts and hobbled by injuries to three starting forwards, MIT’s hitherto undefeated varsity soccer team lost its four game winning streak snapped as they were defeated by Springfield 4-1 last Wednesday at the varsity’s field.

The Engineers’ forward line casualties were Thomas Dakol 58, inside right, who suffered from a recurring charley horse; Peter Villalvencesio 56, the Beavers’ regular center forward, who had his legs stiffen up during the three hour ride, and inside left Manny Lena 56, who played most of the game despite a sprained ankle.

The home team’s center forward booted in three goals in the second period, and a penalty shot in the fourth. The third quarter witnessed the best play of the Beavers as they outflanked their opponents and talked when Donnie Klined the ball into the Springfield goal from directly in front.

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