Bypass poses threat to trucks

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Compounding the difficulties, according to co-worker Sidineius, is the metropolitan area's deepest fault, which runs from Beacon Street in Boston to MIT, passing below the underpass. The base of the fault is very unstable and piles— or special beams—are driven deep into the ground to provide support for the underpass. At the time of construction it was calculated that concrete structures could not be built deeper than six feet without the use of piles.

Sidineius noted that the piles required by an underpass built deeper than nine feet would cost more than the underpass itself. Therefore, he added, the underpass was built exactly nine feet deep, which is the minimum legal clearance depth.

Attempts have been made to establish better warning devices. Professor of Electrical Engineering C. G. Fonstad tried to interest students in studying the underpass problem during IAP, but got little response. He would like to see an electric eye system that would warn drivers with flashing lights installed ahead of the underpass.

Sidineius claims such a system is technologically unfeasible because of the divergence into the underpass. He said that, this type of system is only recommended for locations that are not on an incline. "Besides, flashing lights do not stop people," he said. "They don't know what they mean."

The MDC has looked into the idea of the electric eye and other suggestions, but at the moment has no plans to do anything about the underpass problem during IAP, est students in studying the underpass was built exactly nine feet deep, which is the minimum legal clearance depth.

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