

Cambridge, Dec. 28, 1887.

To the Honorable, the City Council,

Your committee on New Bridge would respectfully report that during the year, especially during the last few months, a number of meetings have been held, and very careful consideration has been given to the approaches to the new bridge. Conferences have also been held with representatives of the Boston & Albany R.R., Charles River Embankment Co., and West End Railway Co., with owners of property on both sides of Front St., as now laid out, and also owners of the proposed extension of Front St. The city engineer has also had a map prepared for the members of the committee, showing the proposed avenue as laid out, either eighty, ninety, or one hundred feet in width, and carefully prepared estimates of the cost.

Your committee feel that this avenue over the new bridge, when completed, will be the favorite avenue from Boston to Cambridge, and for that reason the work should be planned on a broad and liberal scale, so that the convenience of the public will not only be provided for, but that impressions of strangers coming into the city will be of the most favorable kind. By having the street sufficiently wide, it will, also, prevent the blockades, which are now constantly occurring on cars going in and out of Boston, and that will facilitate, to a certain extent, the matter of rapid transit.

As it will be necessary to commence operations very early in the spring, your present committee have given a great deal of time to this matter, in order to facilitate, as far as possible, the work of the committee on the part of the new city government

Regarding the widening of Front Street, it was thought best, at first, to widen the southernly side by taking some ten feet from the estates, thus making the avenue a straight line; but as the widening of the street on the northerly side to eighty feet, even, would compel the surrendering of eight estates out of the thirteen, it would cost but little more to have the avenue ninety feet in width, the whole of the widening to come from

Report
Joint Special Committee
on Hawaiian Budget.

the northerly side, leaving the southerly side as it is, thus saving quite an expense to the city.

The question of raising the grade of the new avenue, so as to cross the Boston & Albany R.R. by means of a bridge, was also considered, but the additional cost of filling, and also the very large grade damages which would ensue, swelled the amount to so large a sum, that in view of the many expenditures which the city will have to undertake during the coming year, your committee felt that it would not be advisable to recommend

estimated cost of an 80 foot street was \$66,000 at grade. and \$184,000 at an overhead grade without taking into consideration grade damages.

The Charles River Embankment Co. are now under contract with the city to lay out an avenue eighty feet in width at grade from the railroad track to the new bridge, the same to be free of cost to the city.

Your committee would, therefore, recommend: that Front Street be laid out to a uniform width of ninety feet, providing the Charles River Embankment Co. will make their avenue ninety feet in width instead of eighty, without additional cost to the city; and providing that the railway company, having the privilege of the street, contribute towards the cost of the widening and extension.

Your committee would further recommend: that the widening take place entirely on the northerly side, and that the street be laid out at grade; as, in their judgement, it is impracticable to lay out the street at the over-head grade, on account of the very large expense. *and the great damage to the whole territory*

For the committee

Joseph A. Ball.

In Board of Aldermen Dec 18-1887
Resolved As the next City Council

Sent down for (on corner)
at Market St. & 1st St.

Dec. 29. 1884

G. Morris

John Marshall

NO. 1000

13 OCT 1964

Quarried

Q1ark

Ernest W. Murray

207

Re: Int.

Committed to Harward Bridge,

Dec 28. 1887.