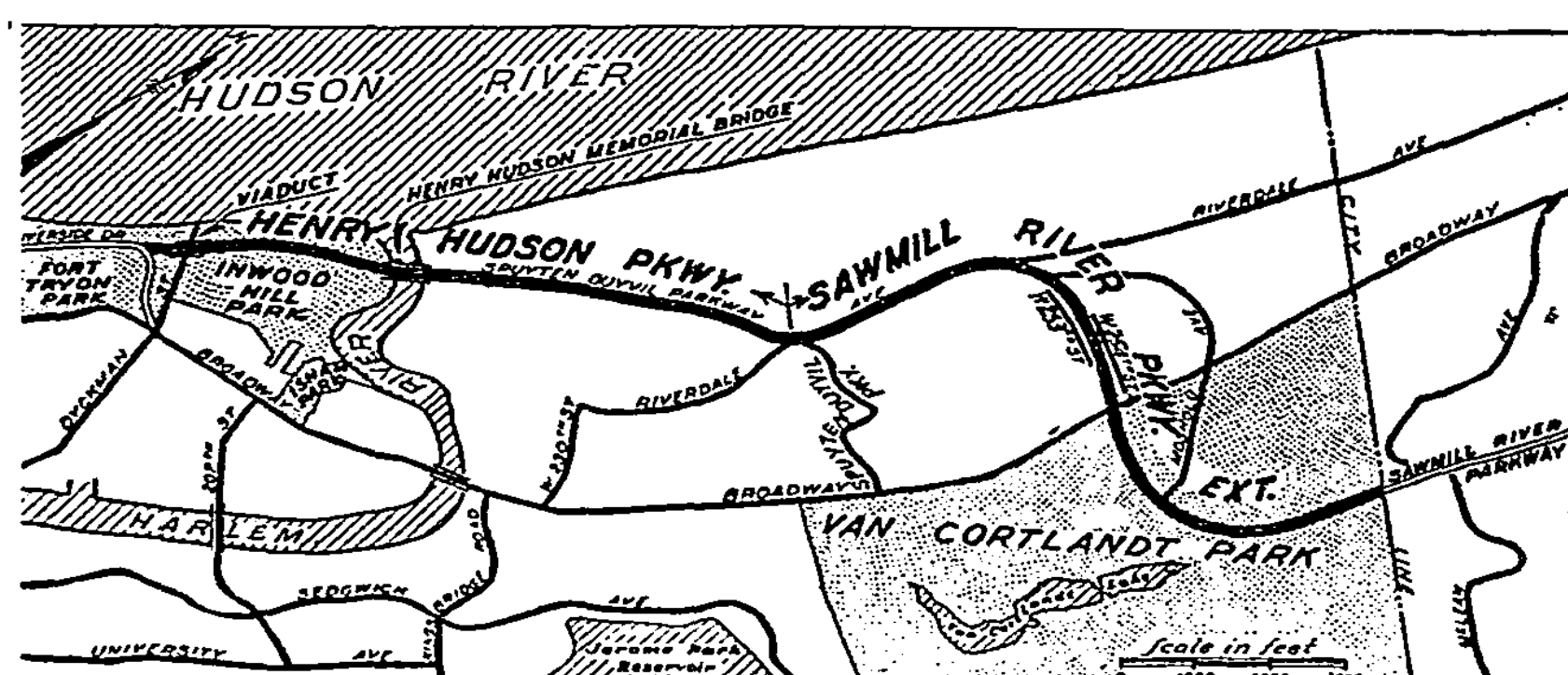


Architect's drawing of the span which will connect Inwood with the Bronx. Park Commissioner Robert Moses announced yesterday he had received cash from bankers for the project and deposited it with the Controller.



A map showing the Henry Hudson Parkway, which will leave Riverside Drive at Dyckman Street and connect with the Saw Mill River Parkway at the city line.

\$3,000,000 PAID IN FOR NEW HIGHWAY

Bids to Be Asked by May 15 for Road Extending Drive to Saw Mill River Parkway.

SPAN TO BE FIRST STEP

Project to End Congestion at 220th Street Bridge to Be Ready by 1937.

Robert Moses, Park Commissioner, announced yesterday that the Henry Hudson Parkway Authority had delivered its bonds to the banking group which is financing its express highway project and that the proceeds, amounting to almost \$3,000,000, had been deposited with the Controller.

The project will now move forward swiftly, Mr. Moses indicated, and the highway should be ready for use by 1937. Contract plans and specifications are being rushed by the Authority's engineers, and the first contract will be advertised about May 15.

This contract will be for the \$1,000,000 high-level single arch bridge across the Harlem River at Spuyten Duyvil. Work on the northern section of the parkway already has been begun by the State Department of Public Works working independently, while some preliminary clearing work has been accomplished by relief labor in Inwood Hill Park.

To End Jams at 220th St.

The parkway is designed to fill one of New York's most pressing traffic needs—elimination of the bottle neck at the drawbridge at 220th Street and Broadway where there is much congestion on Sundays and holidays. This bridge is the gateway for the most direct route through the Bronx and Westchester to upper New York State and New England and, as a result, draws most of the through traffic from the Hudson River crossings as well as from downtown Manhattan. The average flow of traffic over the bridge is said to be 30,000 vehicles a day.

The Henry Hudson Parkway will begin at the point where Riverside Drive leaves the river to connect with Broadway at Dyckman Street, run north through Inwood Hill Park to the bridge, then along Spuyten Duyvil Parkway and Riverdale Avenue to 250th Street, where it will swing down to the right and over Broadway, into Van Cortlandt Park and thence to the Saw Mill River Parkway at the city line.

There will be a grade separation at Riverside Drive to eliminate cross traffic and a bridge over Dyckman Street. Another grade will carry the parkway over Kaprock Street just north of the Harlem bridge. Along Spuyten Duyvil Parkway side streets will enter at grade, but cross traffic will be eliminated by the use of malls in the centre of the roadway.

State to Aid Project.

Up to this point the work will be done entirely by the Authority, of which Mr. Moses is sole member. The Authority also will pay for all lands, which are expected to cost approximately \$700,000, and is employing the Topographical Bureau of the Bronx Borough President's office to prepare land-taking maps.

The State will aid in the project from the intersection of Spuyten Duyvil Parkway and Riverdale Avenue. From this point on the project will be built as an extension of the Saw Mill River Parkway with the usual service roads, parkway landscaping and absence of street intersections. There will be a bridge at Spuyten Duyvil Parkway and Riverdale Avenue; another at West 246th Street; a third at Delafield Avenue, where the parkway leaves Riverdale Avenue turning east; a fourth at Fieldston Road; a fifth at Broadway, for which the contract already has been let, and four bridges in Van Cortlandt Park, two of them over railroads and the other two at the beginning of a spur parkway to connect with the Grand Concourse.

The city is spending about \$600,000 to buy land for the State part of the work, while the Department of Public Works has \$600,000 of construction funds available now and expects to need another \$1,000,000.

10-Cent Toll Planned.

The Authority plans to impose a ten-cent toll at the main bridge. Its engineers have estimated traffic over the span in 1937, the first year of operation, at 3,560,000 cars, which will mean a gross revenue of \$356,000. These figures will rise gradually, it is estimated, to 4,731,000 cars and \$473,100 by 1953. Operating, reconstruction and maintenance expenses will remain con-

stant at \$70,000 annually, while interest charges will amount to \$124,000 a year. The minimum sinking fund requirements provide for retiring \$50,000 worth of bonds in 1938 and 1939 and \$100,000 worth in each of the next three years. The entire issue amounting to \$3,100,000 is to be retired by 1955.

Eventually the parkway will be a link in a through parkway and express highway system extending from the Battery in Manhattan to Peekskill, a distance of more than fifty miles. It will connect the Westchester parkway system with the West Side improvement which the Park Department and the New York Central are constructing along Riverside Drive. This in turn connects with the Borough President's West Side express highway.