

PLAN LOW LEVEL SUPER-ROADS TO HASTEN TRAFFIC

Engineers Say Few Units Will Be Elevated

BY ROBERT HOWARD

Only a small portion of Chicago's future super-highways—twin roadways of four lane pavement—will be elevated above the ground level as they serve the city from the northwest and south, engineers said yesterday. Motorists will drive on depressed pavements, speeding without interruption under most of the cross streets and many of the railroads crossing the routes.

Ordinances fixing the location and design of the northwest and south route super-highways will be submitted to the city council at its next meeting, May 6, by V. E. Gunlock, commissioner of subways and super-highways. He has worked out the details, including some revision of tentative routes approved a year ago, in cooperation with the county and state highway departments and the federal public roads administration.

Cost 77 Million Dollars

The northwest super-highway, 16.3 miles long, will lead toward the future skyport near Park Ridge in the northwest suburbs. It will parallel the Wisconsin division right of way of the North Western railroad much of the way. It will have branches leading into the near north side and along the Edens pkwy. to the north shore suburbs. It is expected to cost 77 million dollars.

The south super-highway, connecting with it at Congress st., is a 17 mile, 58.7 million dollar project. From Pershing rd. to 99th st. it will parallel State st. on its west side.

An east branch will terminate at 100th st. and Stony Island av., connecting with the projected Calumet expressway and Chicago-Detroit super-highway. A west branch will reach the city limits at Ashland av. and 119th st., connecting with the Governor's highway.

The branches will be twin three lane super-highways, but most of the way four lanes of traffic will be handled in each direction.

Three Sets of Ramps

West of the loop, the super-highway system will have three complete sets of ramps to permit motorists to reach surface streets without difficulty.

To reach the near north side, a branch line will consist of two three-lane bridges to cross the river's north branch at approximately Ontario st. There the traffic will split, westbound traffic using Ontario st. and eastbound motorists Ohio st. The expressway will reach grade at Orleans st.

Because of restricted space in an industrial area, the engineers abandoned plans to route the northwest super-highway between Elston av. and Goose Island. Instead it will stay west of the North Western tracks and pass west of St. Stanislaus church on Evergreen st.

Plan Block Long Tunnel

An innovation will be a block long tunnel at the Ashland av.-Cortland st. area where the roadway will parallel the railroad.

From Webster st. to Belmont av., the super-highway will drop its depressed design and be built on a fill above the ground level and abutting the railroad. The rolling grade of the roadway will be several feet below the rail line.

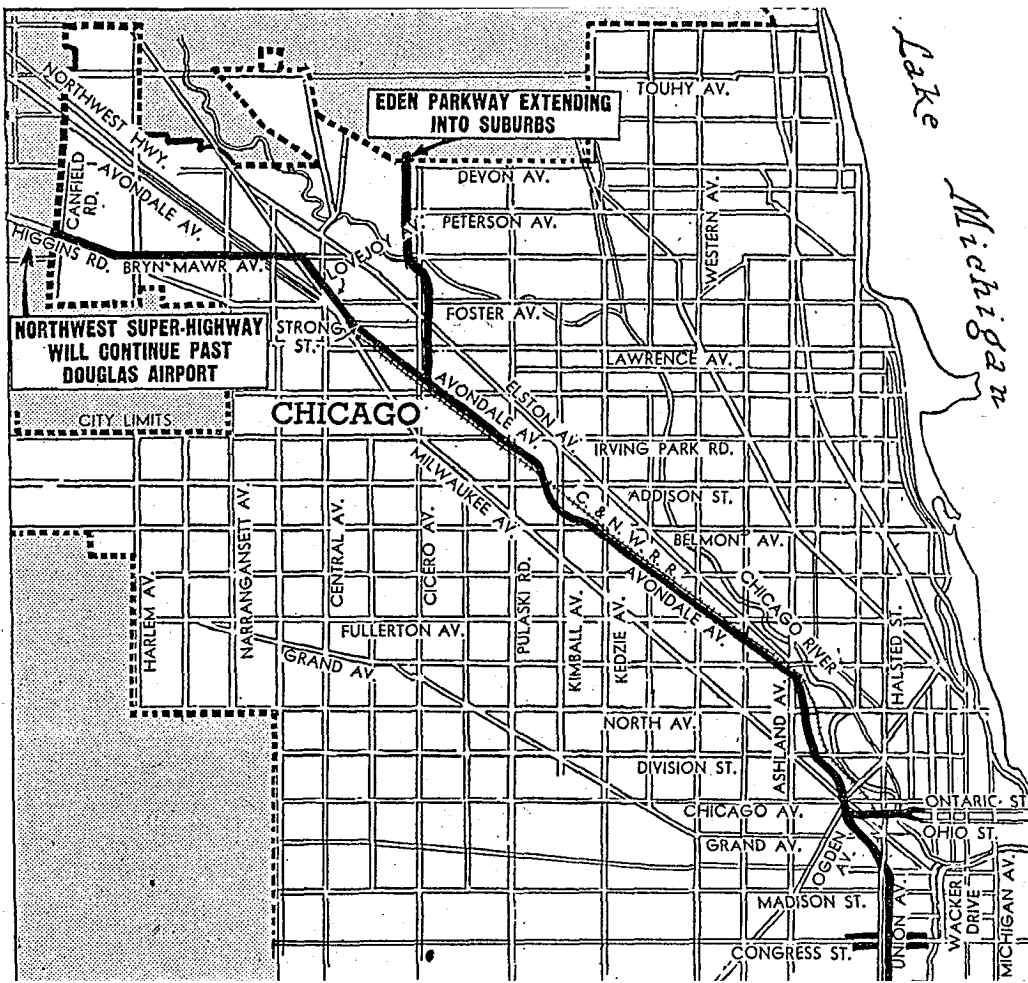
In a sweeping S curve, designed so automobiles need not slow down, the super-highway will cut under the railroad at Addison and Central Park aves.

Part Will Be Elevated

On the east side of the tracks, the expressway will be depressed past Irving Park rd. There it will be elevated to the Edens branch, just north of Montrose av., avoiding a sewer line at Kostner av. Lawrence, Milwaukee, and Cicero avs. will be crossed on an overpass, rather than underpasses used on most of the route.

Another major change will keep the super-highway east of Milwaukee av. until Bryn Mawr av. is reached. Right of way will be con-

Super-highway Routes Ready for Council Action



Route (in black) of the Northwest super-highway, connecting with Congress st. highway, with spur into the near north side, and linking with future Eden parkway, which will be submitted for action by the city council May 6.

demned on the south side of Bryn Mawr, which will be a service drive for local traffic.

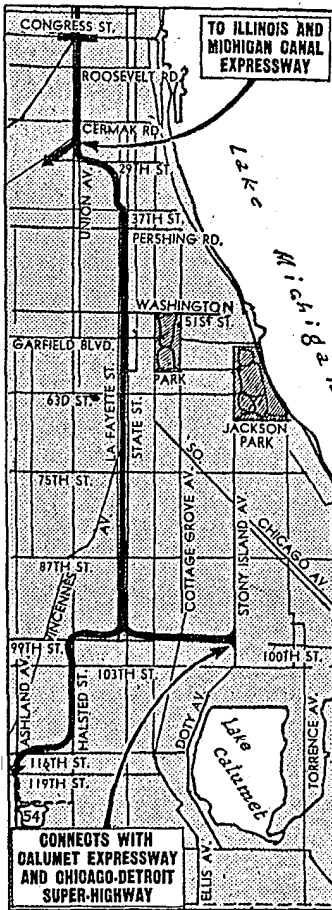
On the other route an elevated structure will be used from north of Maxwell st. across the Chicago river to 26th and Wallace sts. At Archer av. provision has been made to connect with the proposed Illinois and Michigan canal expressway to the southwest.

Goes Under Rail Tracks

As a depressed roadway, the super-highway will angle eastward under the Pennsylvania and New York Central-Rock Island tracks to reach the west side of State st. at 39th st.

Because of railroad problems, twice in the next 60 blocks straight southward the highway will be elevated above ground. From 40th to 45th sts. it will pass over the New York Central's Root st. yards. From 60th to 66th sts. it will clear the tracks east of the Englewood station.

Approximately every half mile—oftener at such heavy traffic joints as the White Sox baseball park—ramps will be provided to enable motorists to reach and leave the super-highway. Such interchanges are provided at most of the main streets, one of the exceptions being 63d st., where the route will be elevated.



Route of the south side super-highway.