

SUPER-HIGHWAY GIVES CITY IDEA OF ITS FUTURE

It's Majestic Symbol of Huge Project

[Another chapter in the story of metropolitan Chicago's fabulous growth since the end of World War II.]

BY JOSEPH EGELHOF
Chicago's best glimpse of the future is along the Congress st. super-highway being built west from the city's heart. Most of the project is in an unattractive stage, deep cuts filled with water, rows of concrete supports, and rubble of old buildings.

Near the Loop the broad highway comes into view, arched on its stilts, graceful and majestic, symbol of a half billion dollar plan to bind the metropolis with fast driving routes radiating to the north, northwest, west, southwest, south, and southeast.

The project was started since World War II as a joint effort of city, county, and state. Since then, a country-wide system of super-roads has taken shape. They point to Chicago, indicating that the city's expressways are destined to be the crossroads of the turnpikes. A recent addition to the plan is a seven mile expressway to go from State and 66th sts. to link with the projected Indiana turnpike at 106th st.

Face Many Obstacles
Right of ways for the big streets must be plowed thru homes and industry. There are legal, social, economic, and transportation obstacles. No one knows what the ultimate cost will be or what new problems may be met.

North and southeast the super-highways will be extensions of Chicago's great Lake Shore dr. Work has started on the north extension. The south and southwest routes are plans and no more.

Under construction is a subsystem of the big plan. It consists of the west route along Congress, the northwest route which will swing up from Congress at Halsted st., and an extension of Wacker dr. south on the west side of the Loop to link with the west route. Construction of the Congress st. expressway began in December, 1949, and is expected to be completed to the county line by 1957 or 1958. Most of the Wacker dr. work is finished. Much land has been purchased and razing started for the northwest route.

Cloverleaf Plaza
The Wacker dr. and Congress st. ribbons will be tied with a huge cloverleaf plaza. Another plaza will join the west and northwest routes. A third major interchange will be at Erie st., linking the northwest route with the proposed 400 million dollar civic center development on the near north side.

From there the northwest route will swing up to a fork at about Cicero and Montrose avs. One branch will continue northwest and the other will go north to link with the Edens hwy., itself a post-war achievement.

Chicago's engineers have conquered one problem after another in building the west expressway. Virgil E. Gun-

Progress in Construction of Chicago's West Side Expressway



View eastward from Halsted st. of completed portions of pavement for Congress expressway. In background is main postoffice, beneath which the expressway will run. Doors in foreground close tubes in which CTA trains will run.

lock, commissioner of public works, has listed some of them. Most of the buildings, ranging from garages to 12-story structures, were torn down, but in one place a five-story factory was moved a block. Thirty-five feet of a 102 foot wide building, seven stories high, were sliced off.

Arcades Cut In

Ingenuity permitted the builders to get by more economically between Michigan av. and State st., where the original sidewalk area is being taken over for the highway. Arcades are being cut into buildings for new sidewalks. The south end of the big Sears, Roebuck & Co. store has been arcaded, and the Congress hotel and the old Auditorium building soon will be.

One of the toughest problems was building thru the La Salle st. railroad station. The substructures had to be placed during tunneling of

the Milwaukee-Dearborn-Congress subway extension.

Even spanning the river offered unusual difficulties, because of the road width and the bend in the river. The solution was the 5 million dollar "Siamese twin" bascule bridge nearing completion. It has four independent leaves instead of the usual two.

Goes thru Postoffice

West of the river the highway will go thru the huge main postoffice, under which an arcade was provided when the 13 story building was erected in 1933. Gunlock points out that the subway extension beneath the highway will compel the removal of the lower parts of eight caissons. Engineers have worked out a



At Western av. on route of the expressway, steel is being placed for overpass while the open cut in which road and tracks will run is now a water hole. (TRIBUNE Photos)

plan for the tubes to bear the load.

The subway will be built out to a portal in the super-highway. From that point the tracks to be used by rapid transit cars will be laid on an open cut in the middle of the road. It was necessary to demolish a large part of the elevated and rebuild the Garfield Park tracks on street level for temporary use.

Financing Is Question

Financing is a question as the super-highways grow. Originally the city, county, and state were to share the burden. Now a plan has been proposed by William J. Mortimer, county highway chief, to charge tolls on the super-highways to provide funds to speed up the program.

He contends the public is willing to pay. Adding weight to this idea is the city plan to charge tolls on the new In-

diana turnpike link which will include a huge bridge over the Calumet river. It will be ready in three years, about the time the turnpike gets here.

MOTORS-TRAFFIC-HIGHWAYS

CLEAR LANE FOR CONGRESS ST. EXPRESSWAY

Plan to Open First Link This Summer

BY HAL FOUST

Congress st. expressway is beginning to take form. A path has been cut thru the center of Chicago, for the 8 miles from Michigan av. to Austin av., and now there is digging and building.

"We're half way finished altho we still don't have anything to ride on," said Virgil E. Gunlock, commissioner of subways and superhighways. "We've spent 57 million dollars and we now want to get some utility from this investment as quickly as possible.

"The first pavement on the Congress st. expressway to be opened to traffic will be from La Salle to State st. this summer. Thereafter, sections will be opened to service as they are completed. The entire job to the city will be finished in 1955."

Engineer Presents Report

A more detailed progress report was obtained from Gunlock's chief engineer, Dick Van Gorp. As prepared by his public relations director, Jake Irmiter, formerly of North Judson, Ind., it reads as follows:

Between Michigan av. and State st., are three large buildings now being arcaded to provide for the widening of Congress st. They are the 434 S. Wabash Building, 20 per cent completed; the Sears-Leiter building, 60 per cent completed; the Congress Bank building, 65 per cent completed.

Three other buildings are also to be arcaded. They are Roosevelt college, the Congress hotel, and the Annes restaurant. Purchase of right-of-way thru them was recently approved by city council action, and during the year contracts are expected to be let for their arcading.

Push Paving Work

The substructure work under the La Salle st. railway station train shed has been completed. The highway will pass beneath the station.

Between LaSalle st., and State st., work is being pushed on the first paving contract. This work is about 35 per cent completed.

In the path of the highway near the railroad station stands one section of the Western Union building. This section, seven stories high, must be cut off. Bids on this job are to be opened next Thursday.

Demolition work for the removal of the last few buildings in the traffic plaza area between Wells st., and the river is now under way. This will complete all building removal required east of the river, with the exception of one building, the Old Appraisers Stores building at 158 W. Harrison st.

Being the property of the United States, it required an act of Congress last December for the city to acquire it. The contract for its removal has been let.

Complete Structure Job

The substructure for the new \$4,000,000 bridge across the South Branch of the river is completed.

West of the post office the superstructure is rapidly being placed for the elevated section of the highway. The county is doing this work.

Between Desplaines and Halsted sts., the first excavation for the depressed section of the road is completed. Two overpass bridges, at Peoria and Halsted sts., are completed and in service.

The section of the main drain between Desplaines st., and Sacramento blvd., is completed. The pumping station near Desplaines st., is about 70 per cent completed. On May 13, the county took bids on two additional sections of the main drain, one from Homan av., to Sacramento blvd., and one from Pulaski rd., to Homan av.

City Opens Bids

Bids were opened by the city on April 24 for the elevated railroad structure across Congress st., between Hermitage av. and Paulina st., and the elevated structure connection from the former Logan Square L to the Lake st. L at Lake and Paulina sts. This structure is to carry the Douglas park elevated traffic to a connection with the Lake st. elevated.

The incline structures which are to transfer the Garfield park elevated trains and the Chicago, Aurora & Elgin trains to grade in Van Buren st., are about 70 per cent completed. The elevated structure between Aberdeen st. and Sacramento blvd. will be razed to clear away the final obstacle in the Congress st. right-of-way.

Portal Contract Let

Track reconstruction for the diversion of Garfield park elevated and Chicago, Aurora & Elgin trains to the surface of Van Buren st. is now going forward between Sacramento blvd. and Western av.

The contract for the west side subway portal at Halsted st. is now awaiting council approval.

Howard, Robert

Chicago Daily Tribune (1923-1963); Feb 25, 1946; ProQuest

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STATE IS READY TO START WORK ON ROADS: GREEN

Funds and Materials Adequate, He Says

BY ROBERT HOWARD

Gov. Green announced yesterday that Illinois' post-war highway program will be dedicated to maintaining the state's position of leadership in the extent and quality of its road network. In a radio speech he said that "summer will see construction under way in practically every section of the state."

The governor said that state finances are adequate and that sufficient sand, cement, steel, and other materials are available. The only unfavorable factor—the labor situation—has better prospects for the future, he added.

Cook County Has Major Share

Cook county has a major part in the state's highway plans, the governor said in repeating his willingness to finance the northwest super-highway as a state-city-county co-

operative project, duplicating an agreement already reached for the Congress st. expressway. The northwest route will connect the Chicago downtown district with the new Chicagoland airport at the Douglas air base site.

"When the city and county governments have completed their financial and engineering arrangements for these most important projects, work on them can begin," Gov. Green said.

Financed by Gas Taxes

Local officials have welcomed state participation, and Cook county has drafted plans for a 70 million dollar bond issue, to be retired from gasoline tax allotments, to finance its portion of the super-highway program. The program called for the state, city, and county each to pay a third of the cost within Chicago and for the state and county to halve the cost in the suburbs of several super-highways in addition to the two routes named by the governor. The county bond issue has been held up pending completion of a comprehensive financing

program by the city. Super-highway planners said the bonds could be voted at a June 3 referendum.

For state projects, nearly 55 million dollars will be available this year, Gov. Green said. He included 23 million dollars in new federal aid grants and \$3,600,000 from prior federal aid allocations. State contracts approximating 6 millions were let last year for completion in 1946, he added.

Cities Have Ample Funds

From gasoline taxes accumulated in the state treasury, Illinois cities have 21 millions and counties have 17 millions to their credit.

Belief that rural Illinois will be pulled "out of the mud" was expressed by Gov. Green in recounting a 15 million dollar state appropriation to start improvement of township roads. Only a third of the state's 75,000 miles of rural roads are adequately surfaced to permit all weather travel, he added.

Future state aid policies for rural roads are being studied by a legislative commission.

OPEN BIDS JUNE 1 FOR WEST SIDE HOMES PROJECT

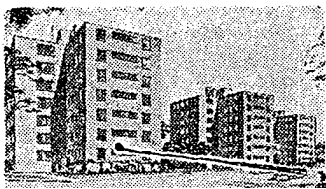
126 Units to Be Erected Beside Expressway

A definite indication that the city's housing program will get under way this summer was given yesterday when the Chicago Housing authority announced that it will open bids June 1 for construction of the first of the nine relocation housing projects.

Robert R. Taylor, CHA chairman, said the bid opening will be for the project on the west side site bounded by Harrison st., Sacramento and Francisco avs., and the right of way of the Congress st. expressway. The board of education, owner of the land, has agreed to the sale of the site, Taylor said.

Three 7 Story Buildings

Designed by Pace Associates, the project will consist of three seven story buildings containing 126 units. Like the other proposed relocation housing projects.



Proposed housing unit

the apartments are to be used for rehousing families displaced by the razing of structures in the city's slum clearance and super-highway programs.

The three buildings, which will be Z-shaped, will contain an automatic elevator and a scissor type stairway. All of the 126 apartments will have an exposure on the Congress st. expressway. The architectural details, Taylor said, are expected to result in economy of construction and efficiency in operation and maintenance.

Among structural economies planned are flat slab floors of concrete which will eliminate certain framing and customary beams and girders. Concrete columns within the buildings are to be left exposed and merely painted without being plastered. Closet doors have been eliminated. Aluminum window frames which require no painting will be used.

42 With 3 Bedrooms

The project will contain 42 units of the combination living-bedroom type, 42 units with one bedroom, and 42 with three bedrooms. Part of the space between the buildings will be equipped as a children's playground.

If land acquisition proceeds on schedule, the CHA expects to break ground on several other relocation sites this summer, Taylor said. The nine projects are to be built at a cost of approximately \$18,300,000.

CTA TO LAY RAIL IN EXPRESSWAY STARTING AUG. 1

Plans W. Side Service by End of 1956

BY HAL FOUST

The Chicago transit authority expects to start laying rails in the Congress st. expressway the week after next. Virgil Gunlock, CTA chairman, said yesterday the track crews were scheduled to begin their job Aug. 1 in the half mile sector between Kostner av. and Pulaski rd.

"We are going to have rapid transit service on the west side by the end of next year," said Gunlock, "if we have to work contracts on top of each other.

It's Rush Job

"The contractors for sewers, grading, paving, tracks, lighting and landscaping don't like to work simultaneously in the same location. They get in each other's way. But this is a rush job, and they will have to be forbearing. The authorities—the state, county, and city—are going to see that it is a rush job.

"The CTA track crews will move into sector after sector, just as fast as the highway engineers will give us clearance. We'll run trains before the signal installations and the stations are completed."

Gunlock will plan next week with highway engineers of the state, city and county for a rapid transit right of way in each of the 31 miles of expressway to be built under the 245 million dollar bond issue by the county authorized by the legislature last month.

Reserved for Extension

On each of the expressways in this program—Northwest, southwest, south, and west from the central business district—the center of the right of way will be reserved for future extensions of CTA rapid transit rails. That was the design contemplated when the bond issue proposal was advanced by Dan Ryan, president of the Cook county board, and William J. Mortimer, county highway superintendent. It was the plan envisioned in the endorsement by Gov. Stratton and by Mayor Daley.

"It is a prospect for the greatest expansion of mass transportation facilities in Chicago in our generation," said Gunlock. "The Congress st. plan is almost a reality. The others should be built within a few years."

The other routes in the expressway system are: Northwest from the Loop to Edens expressway and to O'Hare airport; southwest from the central business district, using the Illinois-Michigan canal bed as right of way for much of the distance; and south from the central business district to connect with Calumet expressway and with the Indiana turnpike via the Calumet toll skyway.

TELL PROGRESS ON CONGRESS ST. SUPER-HIGHWAY

Survey Gives an Idea of Future

BY HAL FOUST
(Pictures on back page)

The Congress st. expressway, actively promoted for almost a half century, is finally taking form. Work is underway along most of its 15 miles from Michigan av. to the Du Page-Cook county line. Passersby can tell where it's going and get some idea of what it's going to look like.

Progress in the last few months has been stepped up. Richard Van Gorp, chief engineer of superhighways for the city, said yesterday that he foresaw completion in 1955. Before the steel strike this year, 1954 was the target for finishing the job.

A survey tour of the route yesterday by THE TRIBUNE indicated that all might be finished by 1955 with two important exceptions. Nothing is being done by the Park district to link Lake Shore dr. with the Congress expressway.

County Halts Work

The Cook county highway department has halted its work between Austin blvd. and Des Plaines av. until there is a decision on the future of the Chicago, Aurora & Elgin railroad abutting the proposed right of way.

The outlook appeared to be that by 1955 traffic east bound from DuPage county will drive 5 miles on expressway, then detour for a couple of miles on narrow and congested Oak Park streets, and then resume expressway travel for seven miles into the Loop. But it will be difficult to reach the lake front, with its beach, Soldiers' Field and Lake Shore dr.

We took the ride with J. Walter Grimm, construction engineer for the city, and Hugo Stark, assistant chief engineer for county highways. At Michigan av., the Congress hotel and the old Auditorium hotel are being tapped preparatory to cutting into the sides of the buildings to recess their sidewalks in arcades. The new width of Congress st. roadway is to be from building line to building line.

New Sidewalks Laid

West of Wabash av., the arcing is nearing completion. Old sidewalks are torn up to become part of the roadway. New sidewalks are laid within building lines.

From State st. to Clark st., the new wide pavement of Congress st., with a median curb, is being used by traffic.

West of Clark st., workmen are preparing to take a thick slice off the seven story Western Union building. Congress st. here is to pass under trackage of the La Salle st. station. The foundation for this underpass was completed this year. West of the station, the old customs house is coming down. Sherman st. is to be moved to an alley a half block farther west.

A broad right of way has been

cleared to the south branch of the Chicago river. This is the site for a plaza and for a traffic interchange with the extension of double decked Wacker dr. Parked cars now occupy the clearing. East of the postoffice, the red steel of a bridge foundation rises from the river.

Canal St. Dipped

West of the postoffice, Canal st. has been dipped to a lower level so it can pass under the expressway. The ceiling of the arcade thru the postoffice is going to be raised seven feet.

From Canal st. to Desplaines st., girders and beams are in place for an elevated highway. To the west, a broad right of way has been cleared for an elaborate traffic interchange. It will connect with a future expressway to the south and one to the Ohio-Ontario one way system on the near north side.

From a Halsted st. bridge over an excavation for the expressway may be seen a portal to the subway tunnel under the river. West from this tunnel rapid transit trains are to run in an open cut between the pair of one-way pavements of the expressway. Excavation is about 80 per cent completed between Halsted and Racine. The dirt is trucked to the lake front north of Foster av. for the extension of Lake Shore dr. northward. Digging has started between Racine and Sacramento blvd.

Temporary Tracks Laid

For the removal of the Garfield Park elevated structure between Sacramento and Aberdeen st., temporary tracks have been laid in the south half of Van Buren st. and ramps are nearly complete for the connection. A copper shortage will delay using this railway until about March.

Almost all of the buildings have been removed to clear the right of way as far west as Kedzie av. On west, wreckers are at work. Some of the clusters of partly razed buildings look like a bomb had hit them. Others are vacated and have broken windows.

In Columbus park, at the city limits, some buildings are being moved for the expressway right of

way abutting the C. A. & E. tracks. West thru Oak Park, the county has acquired a few pieces of property but no work has been done.

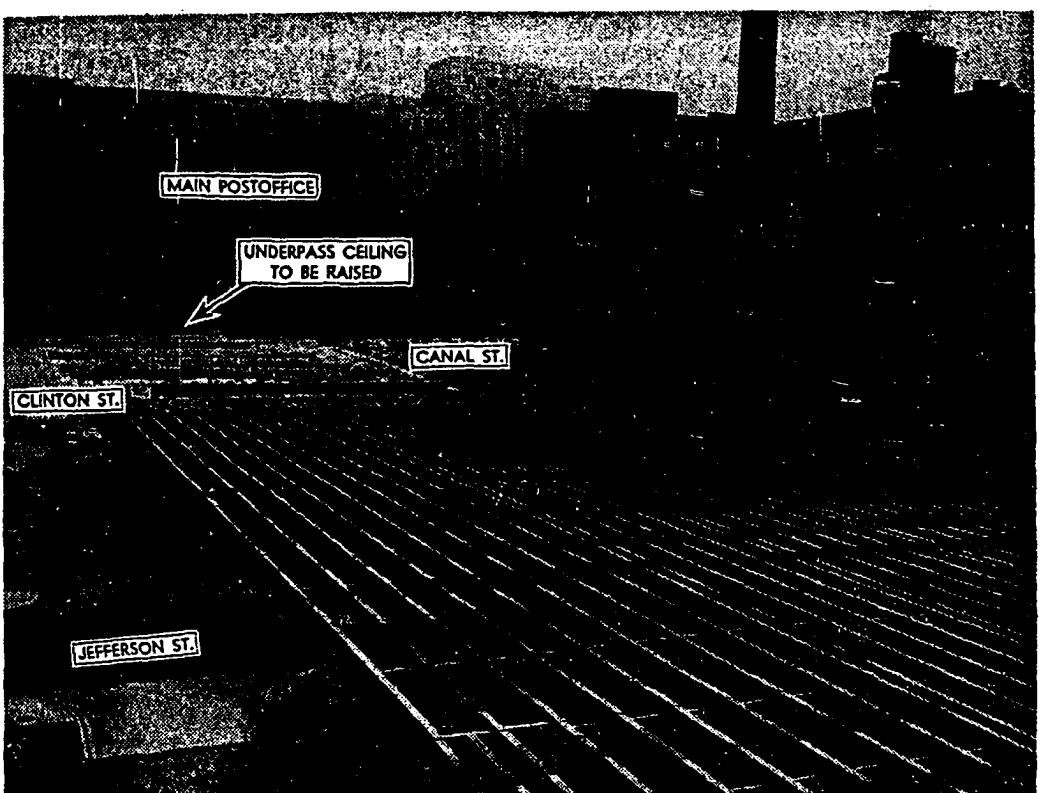
Bridges Partly Finished

West of the Des Plaines river, partly finished bridges cross the expressway right of way at 1st, 5th, 9th, and 17th avs. Construction has been delayed by the shortage of steel forms.

Dirt from excavation in the express right of way in Maywood is being trucked to the right of way in Hillside where the expressway will be on an elevated embankment. The 25th av. bridge is awaiting steel. A bridge over Addison creek is under construction. The last of 31 houses are being moved from the right of way. A run around for the Indiana Harbor Belt railroad is being built as a detour while a new bridge for the railroad is to be constructed. A similar temporary run around for the Illinois Central railroad farther west is about completed preliminary to carrying the expressway overhead. Earth movers are building an embankment for the expressway to pass over Wolf rd. A temporary by-pass for Mannheim rd. has just been finished.

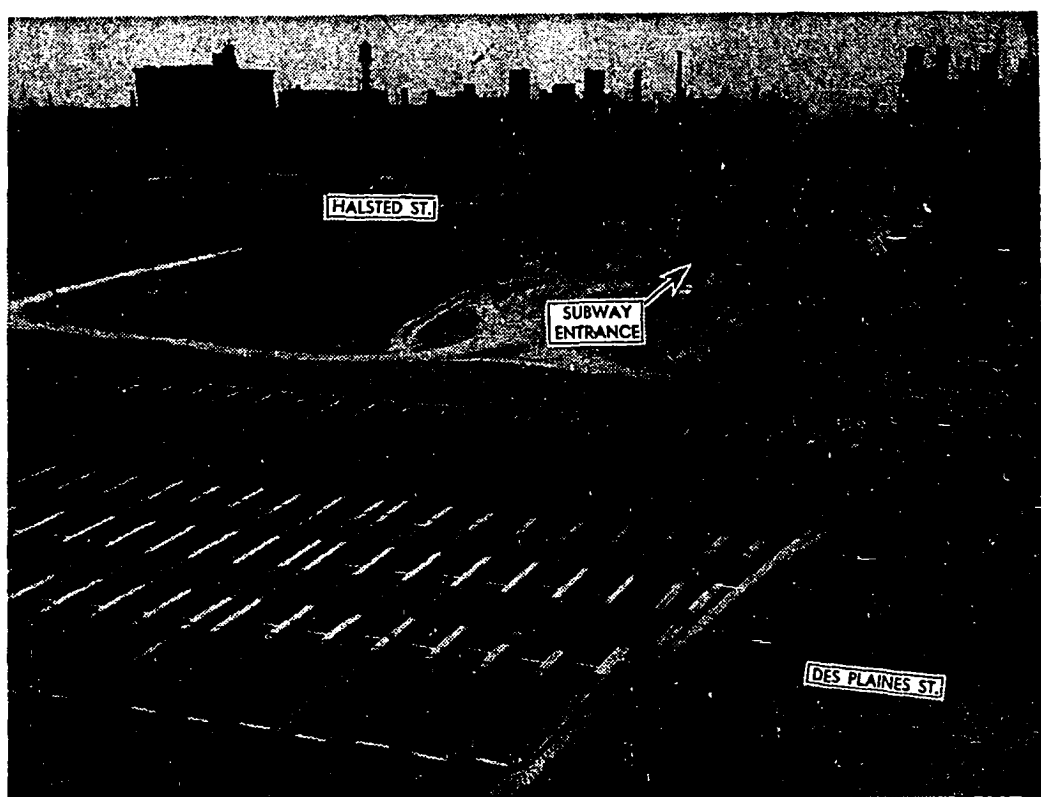
The city, county and state, bearing the expenses jointly, have spent 63 million dollars on the expressway to date. It is estimated that 82 million dollars will be needed to finish the improvement. The construction pace, just recently getting into full swing, will be stepped up more next year under the contract programs of the three collaborating governmental agencies.

CONGRESS EXPRESSWAY WORK PROGRESSES



[TRIBUNE Photo]

Expanse of steel girders to support Congress expressway west of main postoffice as work on highway progressed yesterday. Most of highway is slated for opening in 1955.



[TRIBUNE Photo]

View of Congress expressway right of way extending westward from postoffice. Rapid transit trains, emerging from subway, will travel between opposing lanes of auto traffic.



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View west from Clark st. showing how section of Western Union building will be removed (broken line) for widening of the Congress expressway.



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Looking east in Congress st. where building (right) west of Wabash av. has been arched so expressway can utilize former sidewalk space. Arcading will extend to Michigan av. (Story on page 12)

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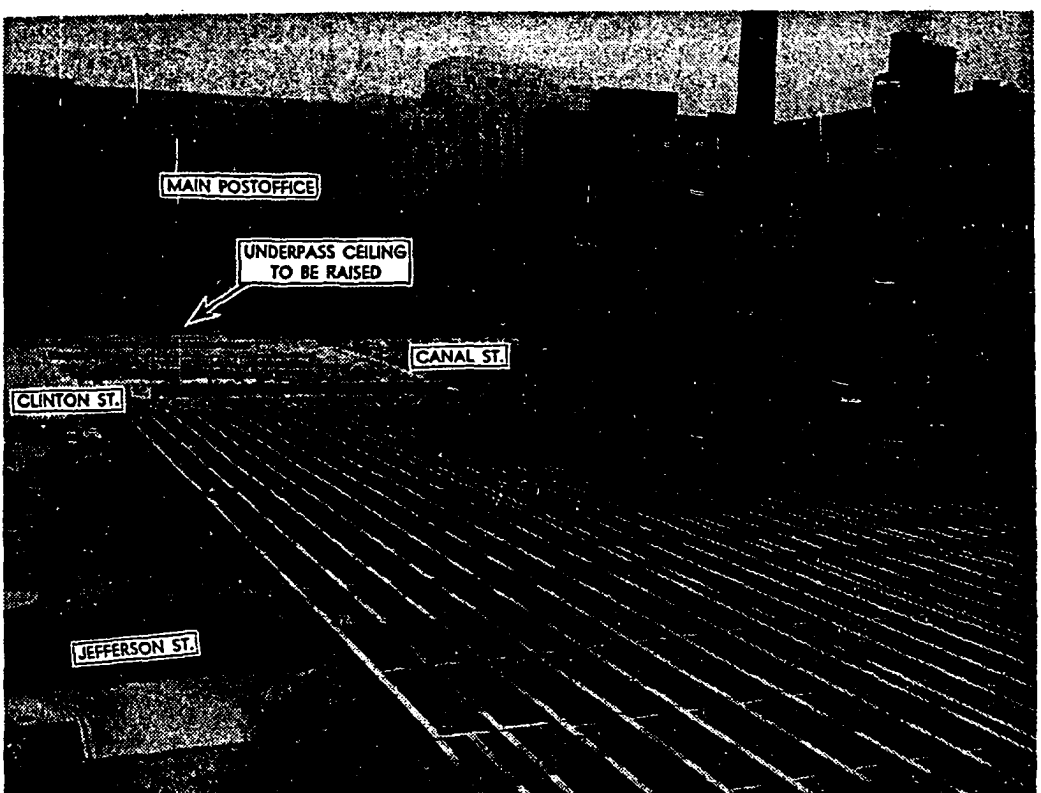
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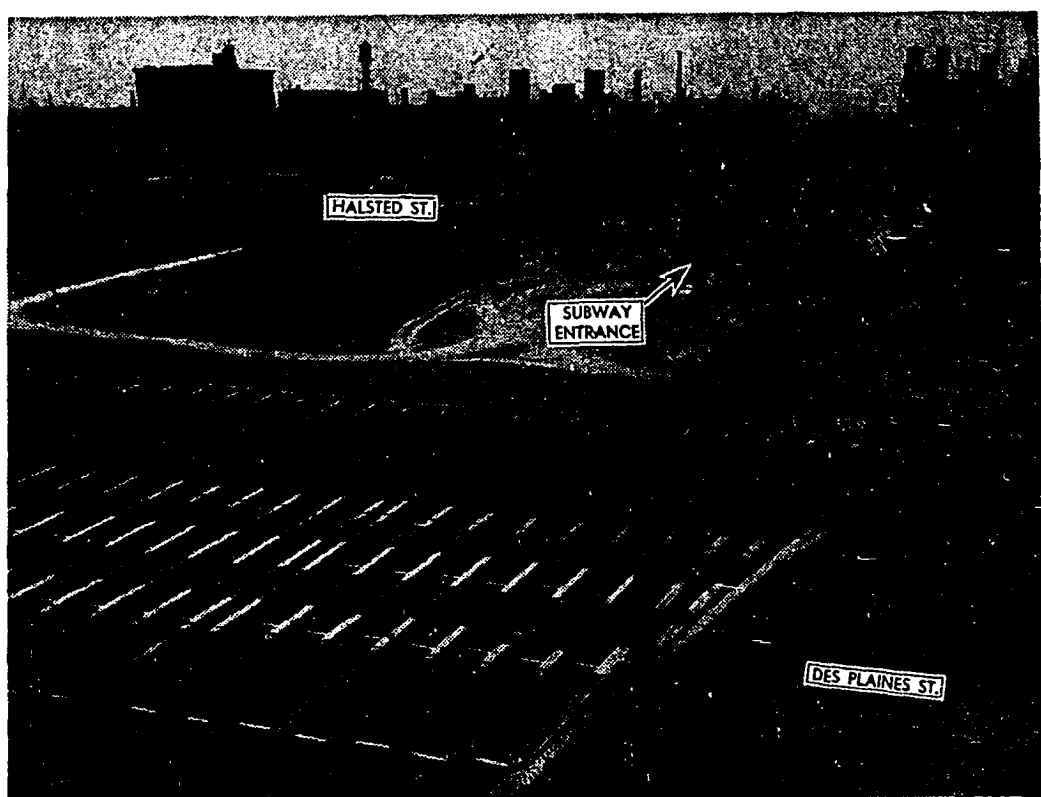
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STATE ASKS 1ST BIDS FOR PAVING IN CONGRESS ST.

Expect Section Will Be Open by Fall of 1955

BY HAL FOUST

The Illinois highway department is advertising for bids for its first expressway pavement construction in Chicago. It's for two contiguous jobs in Congress st., from Sacramento av. to Western av. and from Western to Damen av., for a total of 1.25 miles.

These bids will be opened on Aug. 2. In September, bids will be received by the state for another one-half mile of Congress st. paving, from Damen to Ashland av.

Grading and drainage work will get under way this year on these sectors, said Roger Nusbaum, state expressway engineer. The pavement, three lanes in each direction, will be laid next year.

Hope for 1957 Finish Date

"There should be a usable section of Congress st. opened to traffic in the fall of 1955," Nusbaum said. "We'll be awarding contracts for paving east from Ashland av. next year. We still hope Congress st. will be finished from the Loop to the Du Page county line by the end of 1957; altho there is some doubt whether this can be realized."

The state has been assigning 13 million dollars a year to Cook county expressways, sharing costs with the city and the county for work within Chicago and splitting costs 50-50 with the county in work outside Chicago. P a v e m e n t alone is costing almost 2 million dollars a mile.

Progress has lagged. Under the present financial setup, a northwest route from the Loop to O'Hare International airport and Edens expressway could not be finished before 1961.

Gov. Stratton has taken a step toward revising the financial setup for expressway construction in the metropolitan area. He has assigned Ralph R. Bartelsmeyer, chief of the Illinois highway department, to report on how other large cities have been building urban expressway systems while Chicago has dallied. William J. Mortimer, chief of the Cook county highway department, also is participating in this study.

See Section Open in Late '55

The county will open bids by October on 2.75 miles of Congress st. paving west from Sacramento to Laramie av. James F. Kelly, assistant superintendent of the county highway department, said this should be open to traffic by the winter of 1955-56.

By that time, the city hopes to complete the east end of the Congress expressway, including the new bridge over the south branch of the Chicago river. The extension southward of double decked Wacker dr. to Congress is scheduled for completion at this same time.

A gap of 3.5 miles from Laramie to 1st av., Maywood, may be long in closing. It involves right of way negotiations with the Chicago Aurora and Elgin, the Baltimore and Ohio Chicago Terminal railroad, and the Chicago transit authority. It also calls for moving 750 graves from cemetery property to be condemned for right of way.

Still Seek Right of Way

West of 1st av., the county has laid pavement to 19th av. but will not open this short section to traffic until it is finished to Mannheim rd. This extension is under construction.

West of Congress, progress has been stalled by negotiations for right of way with a stone quarry owned by Consumers company.

EXPECT TRAFFIC SOON ON PARTS OF EXPRESSWAY

Congress St. Project Moves Ahead

BY THOMAS BUCK

Sections of the new Congress st. expressway are expected to be made available to motorists beginning this summer, altho the entire route probably will not be completed for at least three years.

This outlook for the new super-highway was expressed by officials of the city, Cook county, and state highway departments. The three governments are carrying out the Congress st. project at a cost of more than 150 million dollars.

William J. Mortimer, superintendent of the county highway department, reported that a stretch of the new super-highway will be opened this summer from 1st av. in Maywood west to 17th av. By fall, this stretch, Mortimer said, will be extended to Mannheim rd., making a total of three miles of traffic on the new route.

New Contract Outlined

This fall the county also plans to let a contract for paving another stretch between Sacramento av. and Laramie av. in Chicago. This section, Mortimer said, should be available for traffic in the summer of 1955.

State highway officials said substantial progress has been made on a section between Halsted st. and Sacramento av.

Virgil E. Gunlock, Chicago commissioner of public works, said the city is well along with most of its share of the super-highway project. He said the city should have all of its work completed by 1956.

Three Projects Pending

Gunlock said the city has three major projects to be completed. One is the bridge over the river to bring the new super-highway into the Loop. The bridge now is about 25 per cent completed. All work on the bridge is expected to be done by the spring of 1955.

A second big project facing the city is taking the new route thru the post office, where a right of way was reserved when that building was constructed in 1931. A final agreement on this phase of the job has been worked out between the city and federal government, and the post office has begun rearranging ramps and other facilities which blocked the right of way.

The city plans to begin its work on the highway at the post office next year, Gunlock said. In its agreement with the federal government, the city agreed to pay \$600,000 toward making the necessary changes in post office facilities.

Work on Station

The third major project still to be finished by the city is the construction of the super-highway thru the La Salle st. station. The city has completed most of the work of rearranging certain station facilities to permit the highway to cut thru the building.

This fall the city plans to begin structural work in the station for carrying the railroad tracks at second floor level over the Congress roadways. This job probably will not be done until the fall of 1955.

Highway officials said the new Congress st. expressway probably could be completed entirely in 1956 were it not for one big construction phase. This phase is the state's job of building a 2½ mile stretch of highway from Chicago's city limits at Austin blvd., thru Oak Park, and to Des Plaines av. in Forest Park.

Depressed Tracks Planned

When the project is completed, the CTA tracks will be in a depressed right of way in the area now used for the B. & O. tracks, and the B. & O. tracks will be in a depressed section on the south edge of the super-highway right of way.

State highway officials said it would be 1957 before all of this work and construction of the highway roadways can be completed. By this time, most, if not all, of the other parts of the new expressway will have been opened to traffic.

Ultimately, the Congress expressway will provide a 15 mile nonstop sweep from Chicago's Loop west thru Cook county and into Du Page county.

In Hillside, the expressway will split into two spurs. One branch is to extend north along the Cook-Du Page line to a connection with Lake st. [U. S. route 20]. The other branch is to go southwest to Cermak rd., and then west along Cermak for a connection with Illinois route 83.

EXTEND SUBWAY INTO 3 SUBURBS, CTA PROPOSES

Calls Congress St. Plan Aurora-Elgin Solution

A suggestion that the "open cut" subway in the Congress super-highway be extended westward into the suburbs of Oak Park, Forest Park, and Maywood was made yesterday by the Chicago transit authority.

As now planned, the subway tracks in the Congress route would end at Lotus av. [5441 west] in Chicago. The plan suggested by the CTA would take the subway facilities about 3 miles farther west.

Ralph Budd, CTA chairman, said that, besides extending the transit authority's service, the longer Congress subway route would make possible retention of electric interurban service for Fox river valley commuters of the Chicago, Aurora & Elgin railroad.

Propose Transfer to CTA

The Aurora & Elgin is seeking permission to abandon its electric rail operations and substitute buses. Under this proposal by the CTA, Aurora & Elgin trains would operate to a west suburban transfer point, from which CTA vehicles would carry passengers to Chicago and the Loop.

Joseph T. Zoline, general counsel and secretary-treasurer of the Aurora & Elgin, said the CTA proposal was the "most intelligent" suggestion thus far towards a solution of the west suburban transit problems.

He indicated that with such a plan the Aurora & Elgin would be able to retain its trunk line rail operations for Wheaton, Glen Ellyn, Lombard, Villa Park, Elmhurst, Berkeley, Bellwood, and Maywood. For points west of Wheaton, the railroad could use feeder bus routes for its electric rail service, Zoline said.

Major Features Outlined

High points of the CTA plan are:

1. Extension of CTA rapid transit service in a depressed or "open cut" in the center or at the side of the Congress super-highway from Lotus av. to Des Plaines av. in Forest Park, or to 1st av. in Maywood.

2. Sale of its present right of way and facilities in this area by the Aurora & Elgin to Cook county, which is responsible for building this stretch of the Congress super-highway. The county highway department and the Aurora & Elgin have not yet come to an agreement on this right of way, which must be obtained for the new super-highway.

Aurora & Elgin passengers would transfer to the CTA vehicles by crossing a platform at a terminal to be located at Des Plaines av., Forest Park, or at 1st av., Maywood.

Merely Offering Plan

In making public the CTA proposal, Budd credited the plan to Walter J. McCarter, the CTA's general manager. Budd said the CTA had taken no official action on the matter, but was "merely tossing it out" for consideration of the Aurora & Elgin, the county, and the city's department of subways and super-highways.

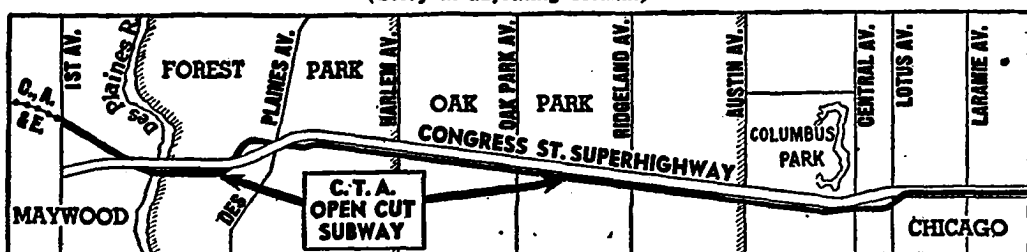
"Construction of a rapid transit facility in the median strip of the Congress super-highway is assured to Lotus av. by an agreement between the city of Chicago and the CTA," said Budd. "Now is the logical time to make the extension because it can be done economically as part of the super-highway construction program.

"What we are proposing is that Cook county and other appropriate public agencies enter into an agreement with the CTA, similar to the agreement between the city of Chicago and the CTA."

This would mean, Budd explained, that the county would acquire the right of way and stand the cost of putting in the tracks and signal equipment. The CTA would pay for the tracks and other equipment by a fixed charge in the form of a rental over a long period.

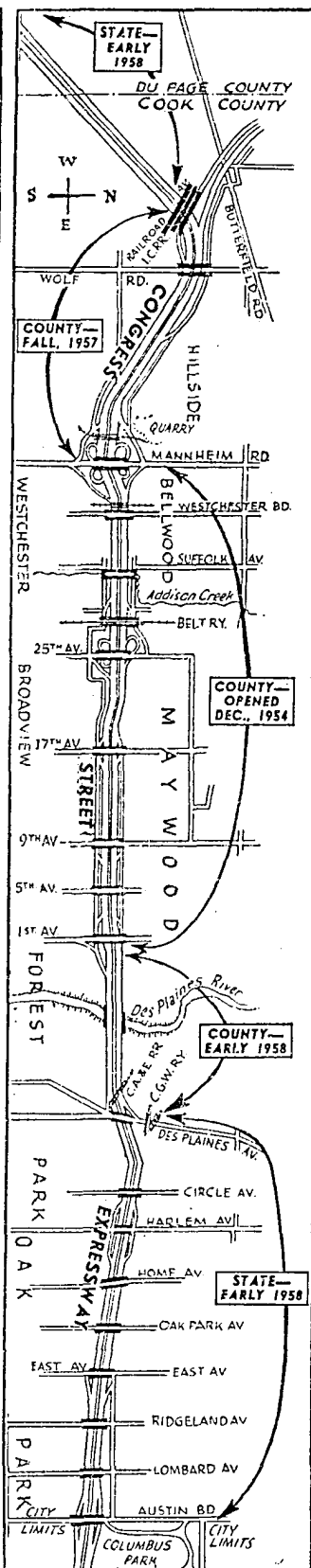
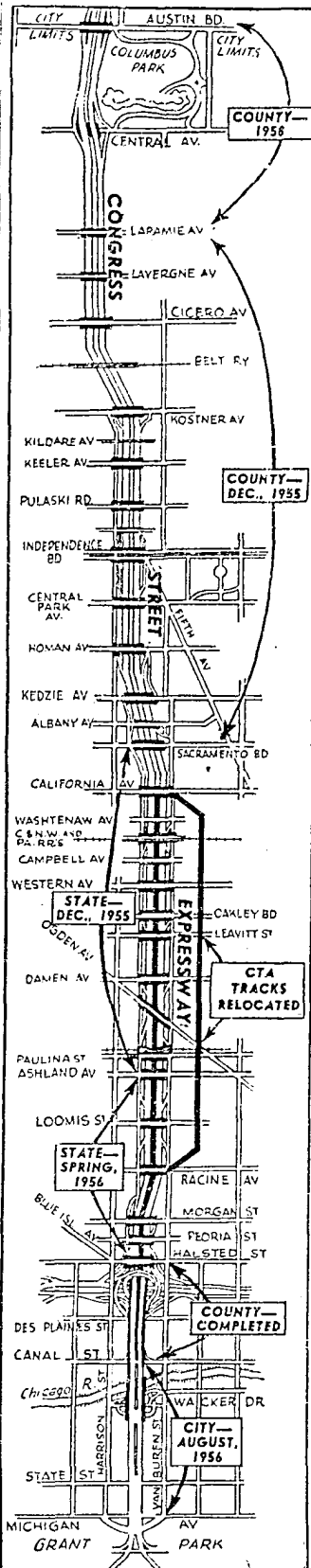
Propose Extension of CTA Subway to Maywood

(Story in adjoining column)



Map shows how tracks of CTA line along route of Congress st. expressway would be extended in an open cut subway into Maywood. Proposal was made yesterday for transit authority.

Progress on Congress Expressway



Open Congress Expressway 4 1/2 Miles Before Christmas

Four and a half miles of the Congress st. expressway are to be opened to traffic before Christmas, according to Roger Nusbaum, expressway engineer for the Illinois highway department, but it will be 1958 before the superhighway is completed from Michigan av. to the DuPage-Cook county line.

These four and a half miles are from Ashland av. west to Laramie av. From Ashland for a half mile west to Damen av., the contractor has been delayed by a national shortage in Portland cement, but he is expected to get materials so he can start surfacing on Oct. 17.

Traffic Jams Anticipated

Traffic jams are anticipated at both ends of this four and a half miles. On the east end, Nusbaum said that temporary ramps to relieve congestion are to be built in Congress at Ashland and at Damen and Western avs. Nothing is scheduled in the way of emergency structures to ease the anticipated congestion of west bound traffic approaching Laramie av.

"The evening rush hour traffic will have to learn to accommodate itself," said Nusbaum. "A large number will probably find that it is more expeditious to leave Congress st. at Kostner av. rather than to stall thru a mile of congestion farther west to Laramie."

State Pushes Work

East from Ashland av. to Halsted st., the state expects to finish by the spring of next year. Between Des Plaines st. and Halsted is to be an elaborate interchange to connect with a north and south expressway. The Congress st. paving thru this interchange has been built by the city.

The Cook county highway department has completed an elevated highway between Des Plaines and Canal st. East of Canal, the city's construction on an arcade thru the post office is scheduled for completion next August, with Mayor Daley insisting that contractors employ double shifts.

East of the post office, a new Congress st. bridge over the south branch of the Chicago river will be finished by the end of this year. On the plaza east of the river, where there are to be connections with the double decked Wacker dr., the

city is to award contracts this month with a proviso that three shifts be employed for round the clock work for completion next June.

Set June Goals

Next June, a subway for Congress st. is to be finished under the tracks of the La Salle st. railroad station. Thence east to State st., Congress has been rebuilt as a wide street at grade. From State to Michigan av. the widening involves arcading the buildings so the sidewalks can be recessed. This will be done by next June.

West of Laramie to the city limits at Austin blvd., the county highway department expects to finish by early 1958. From Austin thru Oak Park to Des Plaines av. is a state highway sector. Railroad tracks and utilities are now being moved. Nusbaum estimated it would be open to traffic by early '58.

The Cook county highway department has the tough sector between Des Plaines av. and 1st av. Graves are now being moved from the right of way. William J. Mortimer, county highway superintendent, guesses that the expressway will be ready for traffic here by the spring of 1958.

One County Section Open

From 1st av., Maywood to Mannheim rd., traffic has been traveling 2 1/2 miles of expressway since December of last year. This was built by the county.

MANY EXPRESS ROADS WILL BE FINISHED IN 1956

Continuous Toll Highway to N. Y. Included

Highway construction in the Chicago metropolitan area will make these headlines in 1956:

The Congress st. expressway will extend west from the Loop to Laramie av., a mile from the west city limits. The 150 million dollar project will be opened to the Cook-DuPage county line in 1958.

The extension south of double decked Wacker dr. will be completed to Congress st., with a modern interchange, free of cross traffic, with the west side expressway.

The Indiana turnpike is to be completed from the Chicago city limits, at Indianapolis blvd. and 106th st., to the Ohio state line, where it will connect with the Ohio turnpike, which was opened Oct. 1. There will be a continuous expressway, free of cross traffic and pedestrians, from Chicago to New York via toll roads in Indiana, Ohio, Pennsylvania and New Jersey.

Chicago Belt System

Construction is expected to start on a 415 million dollar system of toll roads in northern Illinois. The system, to be completed in three years, will consist of a belt route around Chicago plus two tangents, one to Aurora and one to Rockford. The belt will extend west from the Indiana-Illinois line in southern Cook county, thence north near the DuPage-Cook county line to the Illinois-Wisconsin line near U. W. 41.

Construction will get underway under a Cook county 245 million dollar bond issue for building toll free expressways radiating from the central business district. Congress st. will be completed as the western route. Northwest will be a route to O'Hare International airport, with a connection with Edens expressway. Southwest will be a route, employing the obsolete Illinois-Michigan canal bed as right of way for much of the distance, to serve Midway airport traffic and to connect with U. S. 66, the main Chicago-Springfield-St. Louis highway.

A south route on the county bond issue program will extend from the central business district to about 63d st. and State sts., where it will connect with a Calumet Skyway. It will continue farther south to connect via Doty av. with the Calumet expressway and the Kingery [Tri-State] expressway.

Build Calumet Skyway

Construction will start on the Calumet Skyway, for which the city sold 88 million dollars worth of bonds last year. Lawyers have been negotiating purchases and condemning property for the right of way.

This skyway will connect with the Indiana turnpike at the city limits. It will consist of an expressway, abutting existing railroad embankments for most of its distance. It will include a high fixed bridge over the busy Calumet river, where shipping frequently halts vehicular traffic. A toll will be charged.

Additional major construction in the metropolitan area would develop if Congress adopts the proposed 27 billion dollar 10 year federal program for modernizing routes and their urban extensions.

Get More Tax Money

Chicago is a hub of inter-regional routes, which under this federal program would be reconstructed as expressways, with continuous grade separation and with access control.

In addition to these headlines in road news, there will be a banner year in ordinary Illinois state highway construction. Contracts totaling 80 million dollars were awarded last year. Increased traffic is boosting gas tax collections, at a rate raised from 3 to 5 cents a gallon by the 1951 legislature. The other state levy for roads, the auto and truck license fees, is also producing more money because there are more vehicles and because with the increase in horsepower many makes of cars have to pay a higher rate for plates.

LAUNCH WORK ON 300 MILLION MEDICAL CENTER

Hospitals and Schools to Be World's Greatest

BY FRANK STURDY

Earth shovels are scooping out excavations for the first buildings to go up in the 53.8 million dollar construction schedule launching Chicago's medical center district on the west side.

The district, created by the legislature in 1941, is bounded by Roosevelt rd., Ashland av., Oakley blvd., and the line of the west [Congress st.] expressway, centering on Cook county hospital and the other hospitals and medical colleges nearby. When it is completed, perhaps by 1961 altho the date is not certain, the district will represent an investment of 300 million dollars in land, buildings, and equipment.

Biggest Development of Kind

Existing structures, equipment, and buildings represent 100 million dollars, so that when the buildings in this first phase of construction are ready for use the plan to create here the world's greatest medical center will be half way to its goal.

The current building program represents the biggest medical development of its kind in the world, Dr. Andrew C. Ivy, vice president of the University of Illinois, in charge of Chicago professional colleges, said yesterday. New buildings will add 1,400 hospital beds to the 4,250 in the district now, a concentration unmatched anywhere.

Antidote to Political Aims

Conception of the great medical district is regarded by Dr. Ivy as the most potent possible counter to the Truman administration's drive for socialized medicine, or, as this eminent scientist more accurately labeled it, political medicine.

"The only way to stop the coming of political medicine in this country," he said, "is to meet the demand of sick people for the benefits of new discoveries in the field of curative medicine. Research is now 25 years ahead of service. Altho the answer is neither simple nor cheap, the issue is plain: The demand for doctors exceeds the supply."

New teaching and training facilities for students and interns are necessary if more doctors are to be graduated, and the Chicago medical center project is a step in that direction. Of all the doctors practicing in the United States, about 20 per cent received some or all of their undergraduate or post-graduate education in the district.

Vast Hospital Facilities

Under construction now are the Illinois Tuberculosis hospital, to provide 489 beds at a cost of \$5,000,000; the veterans' administration hospital, which will have 500 beds and cost \$10,000,000; an interns and resident doctors' residence for Cook County hospital, \$2,645,000; a modernization plan for Cook County hospital, \$2,205,000.

An addition to the University of Illinois hospital, to add 411 beds, will be started next month, if the \$7,300,000 it will cost is released by Gov. Stevenson. Other buildings to be completed in the next five years are an outpatient department and regional offices for the veterans' administration,

\$15,000,000; a steam plant that eventually will serve the entire district, \$6,000,000; Presbyterian hospital nurses home, to replace a structure coming down in the path of the expressway, \$1,500,000; for Cook County hospital, an outpatient clinic, \$1,500,000, and a receiving unit, \$300,000.

Great Loan Negotiated

Funds for the foregoing projects either have been appropriated or will be when they are required. Negotiations for a \$3,600,000 loan to finance student and staff housing for the University of Illinois college group, Dr. Ivy said, are in progress with the Equitable Life Assurance society, New York.

The 1,400 beds to be provided by the new construction in the 53.8 million schedule will be added to the 3,400 now available at Cook County hospital, 480 at Presbyterian, 520 at University of Illinois hospital, and 120 at University hospital, operated by Loyola university.

"We need so many more doctors that these facilities should be used to their maximum capacity in training, and that cannot be done unless we have matching laboratory facilities," Dr. Ivy explained. "In medical education, the first two years require laboratory facilities and the last two years, hospital facilities.

Training Resources Needed

"When the number of hospital beds reaches 5,900, we will be able to train a thousand juniors and a thousand seniors each year, but we now have laboratory facilities for only 652 freshmen and sophomores in the three medical colleges in the center: the University of Illinois, Chicago Medical college, and Stritch school of medicine of Loyola university.

"The maximum number that the three colleges can graduate each year is now 326, the actual number somewhat less, because, of course, some of those who enter do not complete the courses. If we had the laboratory facilities to use our 5,900 bed capacity efficiently, we could graduate a maximum of 1,000 doctors each year."

Maximum capacity of the University of Illinois school is now 166 graduates a year, Chicago Medical, 72, and Loyola, 88. Dr. Ivy estimated that as a start toward the 1,000 graduate target of the three colleges, 17 million dollars would be needed for laboratory facilities, permitting the number of graduates to be raised to about 440 a year.

Federal Subsidy May Be Needed

The Illinois school needs 6 millions, and Loyola and Chicago Medical, 5 millions each. Because high

taxation by the government is siphoning off sources of revenue from wealthy individuals who formerly provided endowments for educational institutions, Dr. Ivy believes private sources cannot provide the money the medical schools need.

"We probably will have to have a federal subsidy," he said, "but there is no reason why those who fear federal interference in educational matters should be alarmed if the funds are controlled by the schools, and not by strings pulled in Washington. Aside from expanding teaching facilities, many medical schools are running in the red, and they can't even pay young scientists enough to keep them in vital teaching jobs. They go into practice."

More Graduates Needed

All the medical colleges in the country are graduating doctors at the rate of about 5,500 a year, he said, while the estimated demand is for a minimum of 6,500. Financial assistance for all of them is provided in a bill now before congress—Senate No. 1453. The bill would appropriate 50 million dollars as a starter toward 300 millions. It can and must be written, Dr. Ivy said, to prevent federal interference in college administration.

The larger figure would allow an increase of 20 to 25 per cent in the number of doctors graduated each year.

"Plans are being made by the three colleges in the center for coöperating in making the most efficient use of the facilities we have, and hope to get," Dr. Ivy said. "Only by providing the private medical care that people want can we give a concrete answer to those who insist that political medicine is the only solution. Political medicine failed in Germany, and it is failing in Great Britain. It destroys the moral responsibility of the doctor to his patient, and of the patient to his doctor."

"The way to end the natural monopoly created by the present

shortage of doctors is to have more doctors, and the need for them is very real.

Great Advances by Medicine

"Curative medicine has made great advances in the past 25 years. In the 1920s, we had virtually no brain, chest or heart surgery, we had no insulin. Diabetics simply died after four or five years. Now more doctors are needed to care for our million diabetics, aside from demands for their services for other illnesses that we can treat successfully now, but could not 25 years ago.

"Pressure for compulsory health insurance has been created by medical science. If medicine didn't have something to offer, people wouldn't want it, and we've got to supply that want."

The scarcity of doctors is particularly critical in the fields of tuberculosis and psychiatry, Dr. Ivy said. He reasons that the cause for the small number of doctors electing to treat tuberculosis and mental disorders is that institutions for caring for sufferers from those ills usually have been built away from medical centers, as is the case in Chicago. Students are interested usually, he said, in learning treatments that they can see make patients well.

Part of Problem Solved

Part of that problem is being met with the building of the state tuberculosis hospital at the center. The need for a hospital for treatment of acute mental disorders remains. At present, about 10,000 patients a year are admitted to the psychiatric division of the Cook County hospital, where their maladies are diagnosed, but where there are not sufficient facilities for treatment. They are sent to state detention institutions, where again there are not enough psychiatrists to treat them, and they become expensive, long term public charges.

"If we had the proper kind of treatment hospital," Dr. Ivy said, "it would pay for itself in five years. One third of the patients could be made well enough to become outpatients after a few weeks of hospitalization, and could go to work, instead of going to institutions as burdens on the taxpayers."

Great Many Helpless

Another long range goal of the medical center, he said, is space and equipment for rehabilitation of persons physically handicapped by injuries in accidents, crippled by poliomyelitis, or the like.

OPEN 5 MILLION IN EXPRESSWAY PROJECT BIDS

Contracts to Be Given Late This Month

BY HAL FOUST

The Cook county board opened bids yesterday on 5 million dollars worth of expressway projects. The contracts probably will be awarded late this month, with construction to start promptly.

The board also approved 2 millions dollars worth of road work, aside from expressway jobs, for inclusion in the 1953 program. These were substitutes for projects which could not be started this year.

Low Bids Listed

Congress st. expressway jobs, with the apparent low bids, were:

Drainage between Central and Cicero avs., \$798,657, Kenny Construction company; paving, 1st to 12th av., Maywood, \$1,036,049, Robert R. Anderson company and Milburn Brothers; paving, 12th to 21st av., Maywood, \$814,847, Peter J. Crowley company; paving, 21st av. to Addison creek bridge, \$1,327,402, Arcole Midwest corporation; Homan av. grade separation, \$285,819, Thomas McQueen company; Keeler av. grade separation, \$224,410, Arcole Midwest corporation, and removal of structures in Congress right of way between Laramie av. and the Belt railroad, \$42,350, Russell Brothers Excavating Contractors.

Low bids on a grade separation for 130th st. over the Michigan Central and the Kensington and Eastern railroad tracks were: Substructure, \$198,842, Superior Concrete Construction company, and superstructure, \$159,999, Allied Structural Steel company.

Bids in Resurfacing

Low bids on two resurfacing jobs were:

Ridgeland and Narragansett avs. between Roosevelt rd. and Grand av., \$132,057, Leininger Construction company; 127th st., from 80th av. to Calumet Sag rd., \$94,067, Gallagher Asphalt company.

Frenzel Brothers company was the apparent low bidder at \$42,000 for building an equestrian underpass under Devon av. at Dee rd.

Jobs added to the 1953 program by the board call for 27½ miles of street resurfacing in Chicago and suburbs and for building three bridges, a grade separation, and a culvert at a total cost of \$2,369,000. The projects and their estimated costs are:

Dundee rd., between route 59 and Milwaukee av., 13 miles, resurfacing and widening, \$572,000; Burnham av., 160th st. to 106th st., in Chicago and Calumet City, 7 miles, resurfacing, \$340,000; East End av., Steger rd. to Lincoln hwy., resurfacing 1.8 miles in Steger, South Chicago Heights, and Chicago Heights, \$63,000; Joe Orr rd., Western av. to Halsted st., 1 mile resurfacing, in Chicago Heights and the unincorporated area, \$44,000; 31st st., 17th av. to Desplaines av., in Brookfield and Riverside, 1.5 miles of resurfacing, \$66,000; Gilbert av., 47th st. to Ogden av., in Western Springs and La Grange, 1.2 miles of resurfacing, \$35,000; Union av., Garfield blvd. to Pershing rd., Chicago, 2 miles of resurfacing, \$85,000; bridge over Salt creek at 25th av., in the forest preserves, \$163,000; bridge over Addison creek, at 25th av., Broadview, \$193,000; grade separation over the I. C. tracks at 25th av., Broadview, \$578,000; bridge over the north shore channel [sanitary district canal] at Oakton st., \$200,000, and culvert in Flossmoor rd., at Ridgeland av., \$30,000.

The board also opened bids for \$600,000 worth of materials for road buildings and maintenance.

CONGRESS ST. SUBWAY WILL BE EXTENDED

Aurora-Elgin Aid Envisioned

(Map on page 2)

The state highway department disclosed late yesterday that it has signed an agreement providing for an extension of the open cut subway in Congress st. super-highway from Chicago's city limits to Des Plaines av., Forest Park.

The plan is designed to answer complaints of commuters from western suburbs.

The action was described by officials as the "crucial point" clearing up the last big stretch of right-of-way for the Congress st. project. The agreement involves 3½ miles—from Lotus av. [5440 west] in Chicago to the Forest Park subway terminal.

Commuters Complain

The agreement is part of a complicated arrangement involving state and county highway departments, the Chicago transit authority, and the Chicago Aurora & Elgin railroad.

The matter was agreed to informally last summer by all parties. The situation became muddled recently because of complaints about the termination of the Aurora and Elgin service in Forest Park and the transfer of passengers there to the Garfield Park "L" line.

Responding to complaints from west suburban commuters, Gov. Stratton recently threatened to stop the state's share of work on the Congress st. super-highway unless plans were made to renew Aurora and Elgin service to and from the Loop.

Budd May Sign

"In signing the agreement, the state highway department has made new plans which will leave the door open for the possibility of Loop service in the future by the Aurora and Elgin," a spokesman said.

The new plans call for enough space for three tracks, one of which would be for express or Aurora and Elgin trains. Originally, the state plans provided for only two subway tracks.

Ralph Budd, CTA chairman, has been authorized by the CTA board to sign the agreement. It already has been signed by the county highway department, responsible for providing subway right-of-way from Lotus av. to the city limits at Austin blvd. Originally the open cut subway was to have gone only to Lotus.

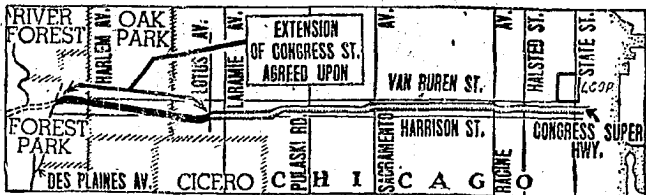
Relocation of "L"

The agreement requires the county and state to relocate the Garfield Park "L" tracks to the new open cut subway route when it has been excavated, probably in 1955.

The CTA board is expected at a meeting tomorrow to authorize the payment of 1 million dollars to the Aurora and Elgin for tracks and other equipment between Laramie av. and Des Plaines av., Forest Park. Next Monday, the state and county are scheduled to buy this right-of-way for Congress st. from the Aurora and Elgin for \$2,220,000 in a friendly condemnation suit in Circuit court.

Obtain Last Link in Expressway

(Story on page 1)



Map shows acquisition of the final link in right of way for Congress expressway.

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EXPRESSWAY DESCRIBED IN AERIAL SURVEY

Building Projects Dot Route

MAPS AND PICTURES

Aerial views of the Congress st. super-highway and maps showing the progress of work on it and its future development appear on the back page.

An air survey of the Congress st. expressway yesterday with Dick Van Gorp, chief engineer of the department of public works, showed a swath cut thru the center of America's second largest city. Spots of red steel, fresh



Van Gorp

earth excavations, or gleaming white concrete indicated construction along most of its length.

The super-highway, Van Gorp said, is about half completed, but it doesn't look it. You see an open cut excavation 2 miles long, for example, from which 700,000 cubic yards of earth were carted to the Foster av. lake drive extension fill. You don't see the legal and engineering preliminaries to this digging.

Project Costs Rocketing

To date, 67 million dollars has been spent on the job between Michigan av. and the city limits. The estimate for this section has gone up to 96 million dollars and the completion date advanced to 1956. It's no longer the 45 million dollar project approved by the city council in 1940 when labor and materials were cheaper.

In Cook county outside Chicago, 27.7 million dollars has been spent and the estimated cost of this section has gone up to 56.6 million dollars. The most optimistic outlook for a completion date is 1957.

In DuPage county, connections with the expressway are to be built to the Lake st. and the North av. highways, and to Roosevelt rd. and to Cermak rd. east of Ill. 83. The cost in DuPage county has been estimated at 2 million dollars.

Doubles in Four Years

This makes a grand total estimate of 150.6 million dollars, which is about twice the figure discussed as recently as four years ago when actual construction was started.

With the take-off of the air survey from Meigs field on the lake front, the Loop extension of the expressway came into view. Buildings east of State st. have been arcaded. West of State, a wide pavement leads to the La Salle st. railway sta-

[Continued on page 6, column 3]

CONGRESS ST.'S SUPER-ROAD A SIGHT FROM AIR

Mammoth Projects Dot Expressway Route

[Continued from first page]

tion where the expressway is being tunnelled under tracks.

A broad plaza at Wells st. is temporarily used as a parking lot. This is the site for a system of ramps that will carry much of an expressway traffic of 70,000 cars a day into the lower level of a Wacker dr. extension, under construction at a cost of more than 8 million dollars a mile.

Bridge Under Construction

Red steel marked construction of the expressway's 5 million dollar bridge over the south branch of the Chicago river. Van Gorp said another two years will be needed to finish this span for eight traffic lanes.

The bridge site is in front of an arcade thru the 13 story post-office. The engineer said the city is about to sign an agreement with the government to share \$1,328,000 costs of re-vamping mail truck ramps so this tunnel thru the building can be used for its originally intended purpose as a traffic thoroughfare.

A little west, four square blocks have been cleared as right of way for the world's busiest crossroads. On the tract, bounded by Van Buren, Harrison, Desplaines, and Halsted sts., will be built an elaborate system of ramps for connections without cross traffic with a north and south expressway. Ultimately, daily traffic of 170,000 vehicles is anticipated.

Link to Near North Side

To the north will be a feeder to the near north side via Ohio and Ontario sts. Also to the north will be a connection with a northwest expressway extending to Edens expressway and to O'Hare international airport. To the south, a third expressway is planned.

A portal leading underground to the east from a point near the center of the four square block clearing was visible from the air. That is where the rapid transit trains will come out of a tunnel and continue west in an open cut in the center of the motor expressway.

Flying west, you see bridges completed for carrying north and south traffic over the expressway at Halsted st., at Peoria st., and at Morgan st. The trench has been dug for the rapid transit rails and for four auto lanes on each side of the tracks.

Others Going Up or Awarded

North and south bridges over the expressway are under construction or under contract at Ogden av., Damen av., Leavitt st., Oakley bldv., Western av., California av., Homan av., Central Park av., Independence blvd., Pulaski rd., and Keeler av.

You see the old, rusted elevated structure idle in the expressway right of way from Racine av. to California av. Van Gorp said workers are removing the rails preliminary to razing the structure. CTA trains are running temporarily in Van Buren st. They will run in the center of the expressway when the project is completed.

From the plane, we saw the new steel of the Douglas elevated tracks extended toward the Lake st. "L."

West from Laramie av., the Chicago, Aurora and Elgin railroad tracks marked the right of way for the expressway to skirt the southern end of Columbus park. Van Gorp said an agreement has been reached

and is about to be signed, for acquisition of this right of way.

At Desplaines av. is the circle of track where the C., A., and E. and the CTA now connect. Van Gorp said an auto parking lot is planned for the center of this circle.

West of this point, there is no trace of the planned right of way thru a cemetery. You can guess where it is going. West of 1st av., Maywood, however, right of way has been prepared for paving. Bridges have been completed at 1st av., 9th av., 17th av., 25th av., Westchester av., and Mannheim rd.

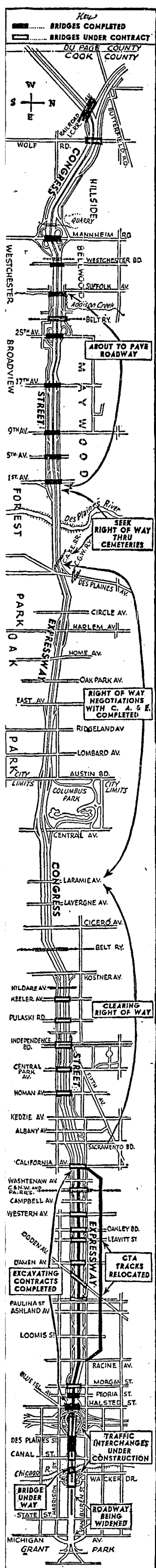
West of Mannheim, the air surveyors stared into a deep stone quarry. The expressway right of way skirts the southern edge of this big hole in the ground.

Road to Split at Hillside

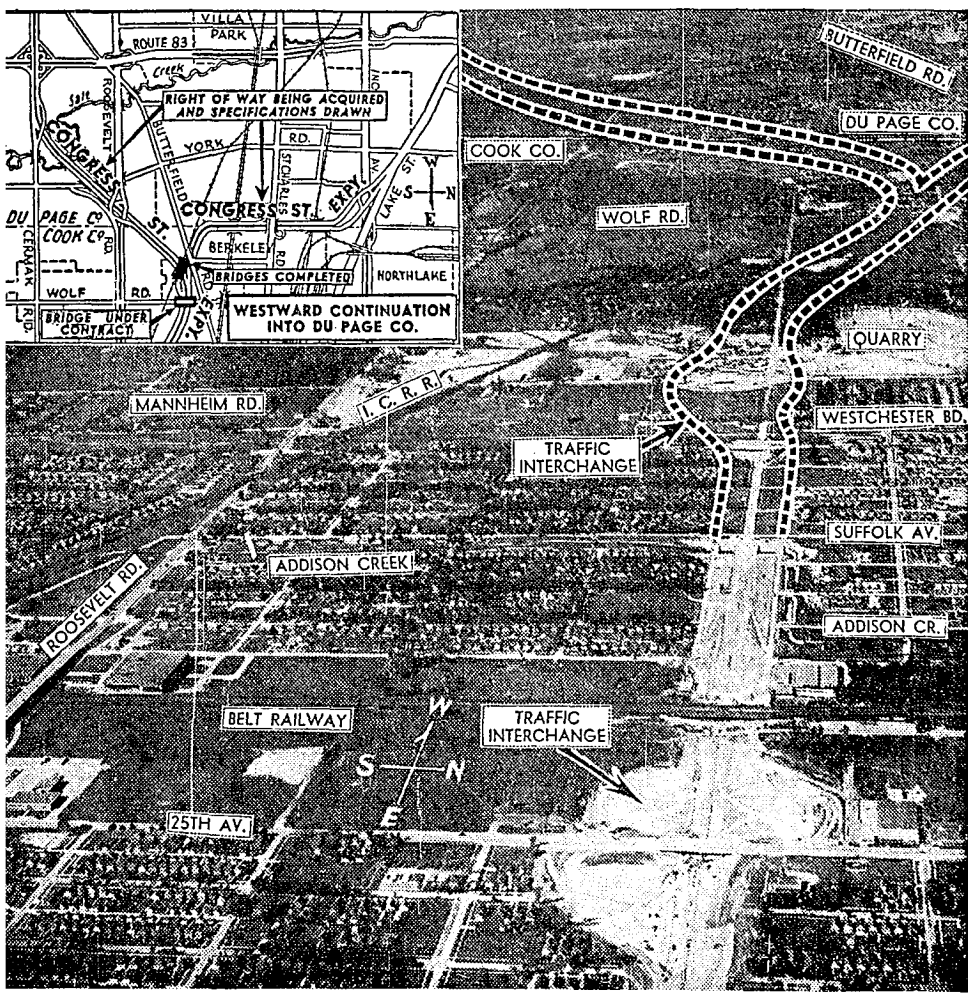
In Hillside, the expressway will split in two. One branch is to extend northwest to Lake st. highway, just west of the DuPage-Cook county line. The other is to go southwest with an interchange with Roosevelt rd., just west of the Cook county line, and with an interchange with Cermak rd., between York rd. and Ill. 83.

From the air, nothing was visible of developments in DuPage county, where right of way acquisition has been underway for several years and where engineers are now preparing specifications. You can imagine streams of automobiles starting here on a nonstop 15 mile drive to the Loop.

AERIAL VIEWS OF CONGRESS ST. SUPER-ROAD



Legends on map explain progress of work and some of the problems involved in the construction of the super-highway.



An aerial view of western end of Congress st. expressway, on which work is expected to be completed in 1957. Map shows how super-road will be extended.



Looking down on some of the bridges being built for the expressway. Work on those at 1st, 9th, and 17th av. in this photo has been finished.



A key point in the super-highway, whose total cost is now estimated at 150.6 million dollars, is the four block area which will be used for traffic interchange.

(Story on page 1)

RUSH TO OPEN 2½ MILES OF CONGRESS ST.

Gap in Thruway to Be Paved

BY HAL FOUST
(Picture on page 2)

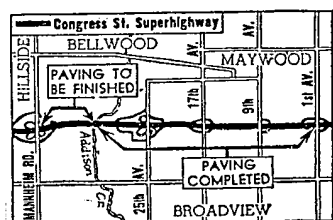
Contractor William C. Cagney will begin pouring concrete Monday in a race with winter to complete 2½ miles of Congress st. expressway before operations are halted by severe weather. His contract is for the half mile east from Mannheim rd. A 2 mile stretch east to 1st av., Maywood, has been finished for a year, but not used by traffic.

Unless the work is delayed by unusual weather, William Mortimer, Cook county highway superintendent, said yesterday, the 2½ miles will be completed and opened to traffic early next month. It will be the first expressway on the west side of the metropolitan area, altho a super-highway west from the Loop has been sought for more than a quarter of a century.

Plan Opening by Sections

Authorities said, however, that as soon as a "usable section" of the highway was completed it would be opened to traffic. They said they considered more than half a mile of continuous pavement as the minimum necessary in opening sections to traffic.

A check with county, city, and state engineers found no



prospects that any other sections of Congress st. would be opened to traffic until the fall of 1955. It appeared that the entire job, started in 1945, would not be finished for at least another four years.

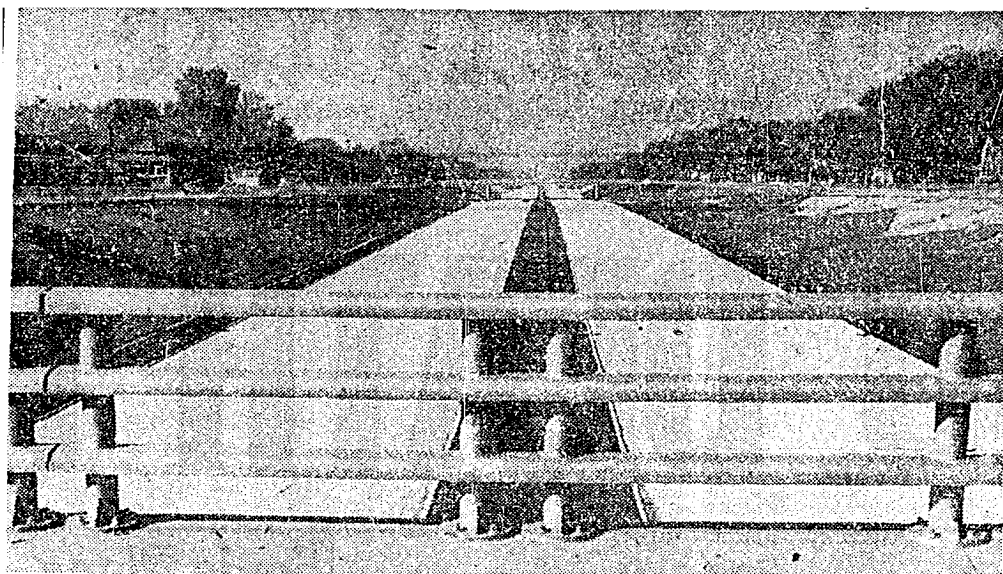
To 5200 West in '56

Roger Nusbaum, state expressway engineer, and George DeMent, Chicago commissioner of public works, said they expected the 3½ miles from Ashland av. to Kostner av. [4400 west] to be opened to traffic by late fall of next year. Grading and bridge construction in this section are being finished this winter and next spring so that the paving can be laid next summer.

By the fall of 1956, the engi-

[Continued on page 2, col. 5]

Plan Opening of Completed Expressway Section



View from 1st av. overpass in Maywood of the completed but still unused section of the Congress expressway, which is to be opened soon to local traffic. Bridge in background is the 5th av. overpass.

(TRIBUNE Photo)

RUSH TO OPEN 2½ MILES OF CONGRESS ST.

[Continued from first page]

neers of the three cooperating governmental agencies said, Congress st. will be finished from Michigan av. to Laramie av. [5200 west]. The connection with a double decked Wacker dr. extension is to be completed at the same time. Work on a Wells st. plaza, with a traffic interchange between Congress and Wacker, is to start this winter.

West from Laramie for 3 miles thru Oak Park to Desplaines av., Forest Park, plans call for a relocation of the Baltimore and Ohio Chicago Terminal railroad tracks to provide right of way for the expressway. Nusbaum and Mortimer said they were hopeful of completing negotiations with the railroad soon.

Need Cemetery Land

After reaching an agreement with the railroad, the highway engineers estimate that the construction will take four years. The operation will have to be done in stages, first building temporary trackage and later permanent trackage, without disrupting rail traffic.

From Desplaines av. west a mile to 1st av. the right of way requires land from three cemeteries, Concordia, Waldheim, and Forest Home. The plans call for moving 3,762 graves at a cost of approximately \$1,861,000. The state's attorney is seeking consent of surviving descendents and is prosecuting condemnation suits. This is a protracted process.

The 2½ miles of expressway from 1st av. to Mannheim rd. will be of limited usefulness to traffic after it is opened, probably next month, because the east-west connections are not convenient. West of Mannheim, the county has been negotiating unsuccessfully for about a year to acquire right of way from the Consumers company near its large quarry.

Planned County Line End

Progress west of Mannheim also has been held up to await the outcome of Gov. Stratton's billion dollar toll road plans. One of the proposed turnpikes would extend north and south near the Du Page-Cook county line. The toll engineers are to present their final plans to the governor on Nov. 17.

Before the toll proposals this year, Congress st. was planned to terminate on the west with two branches connecting with state highways just west of the Du Page-Cook line.

A south branch would link it with Roosevelt rd. and a north branch would link it with North av. and with Lake st. Blue prints have been drawn and some of the bridges have been constructed.

CONGRESS ST. PROGRESS GIVES MAYOR BOOST

Prospect Is Wonderful, He Decides

BY HAL FOUST

(Picture on back page)

Mayor Kennelly, with a couple of his top men, looked over the Congress st. expressway work yesterday and said that the improvement to Chicago so far is great and that the prospects for the future are wonderful. He was enjoying the sunshine of the first December day and his heart was warm with Irish optimism.

"Just wiping out slums, that alone has made the work worth-

while to date," said the mayor. "And we've gone far enough with the construction that any imagination can foresee the revitalization of the near west side, which means so much to Chicago."

Virgil Gunlock, commissioner

of public works, and the city's chief engineer, Dick Van Gorp, agreed.

Bridge Steel Arrives

Kennelly watched a derrick swing 63 tons of red painted steel into position for the Congress st. bridge over the Chicago

river, in front of the postoffice. The girder had been fabricated in Gary and delivered to the site by barge.

Gunlock said the bridge will be finished on schedule, in about two years. Van Gorp showed the mayor nearby excavations that have been started for the east approach, with its ramps connecting with the lower level of Wacker dr. still to be built.

"Wacker dr. will be finished as a two level thoroughfare as far south as Congress about the same time the bridge is completed," said the engineer.

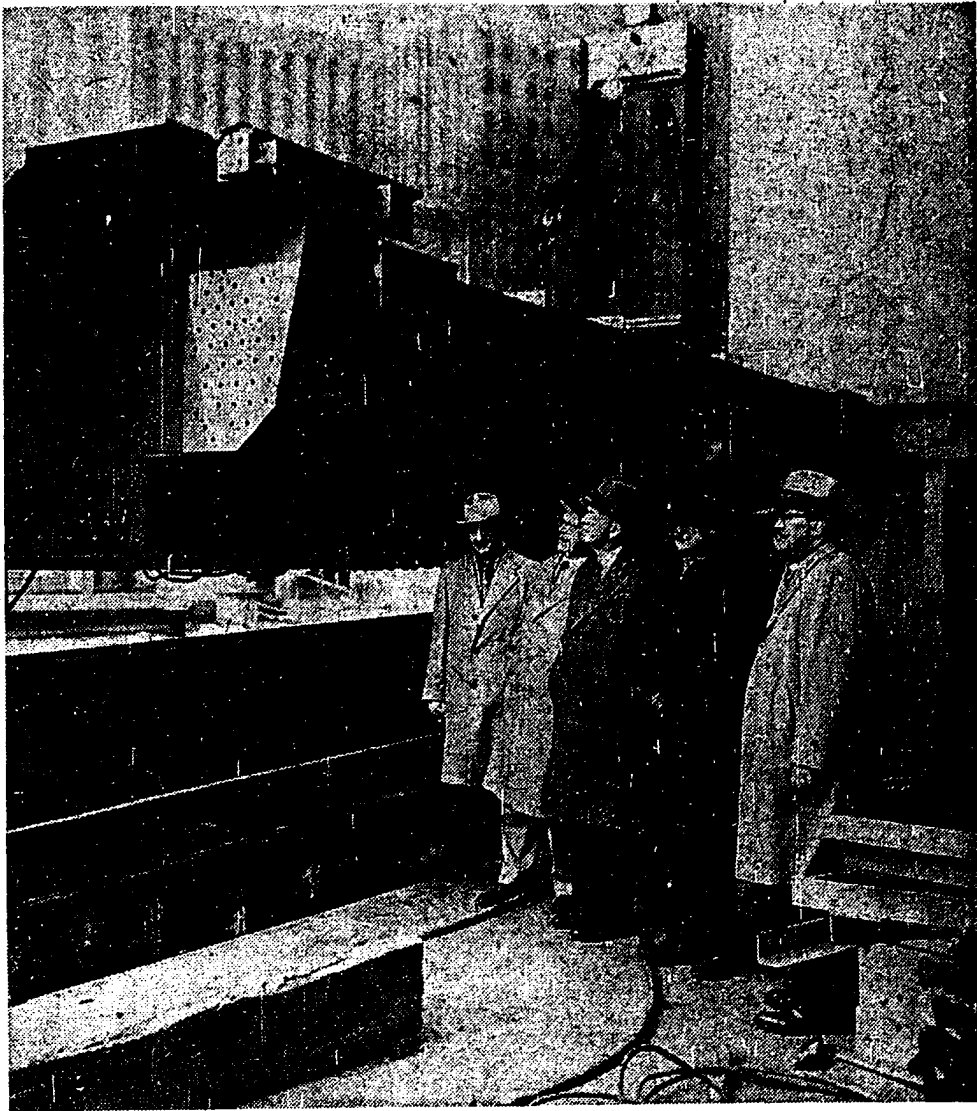
Tour Continues

The party headed west, crossing the river on Harrison st., turning north in Canal st. to pass under an almost completed Congress elevated highway, a steel trestle in rust proof red paint still bearing the contractor's name. West in Van Buren, the inspection turned south under Congress again in Desplaines st. The broad trestle was decked to the east. To the west the steel trestle awaited paving of the concrete roadway.

"The winter isn't going to

shut down construction," Gunlock told the mayor. "There is so much work to do, the excavations and the caissons, for example, can't be stopped by cold weather."

—Place First Girder for Congress Bridge



[TRIBUNE Photo]

First girder of Congress expressway bridge going into position yesterday. Left to right: Engineers Stephen Michuda and Richard Van Gorp, Mayor Kennelly, P. H. Combs, and Commissioner V. E. Gunlock.

Story on page 11, part 2)

IT'LL BE HAPPY NEW YEAR FOR CITY'S DRIVERS

Projects Taking Shape to Speed Traffic

BY HAL FOUST

This should be a Happy New Year for Chicago motorists. The Congress st. expressway, under construction for a decade, by late fall should be completed from Michigan av. to Laramie av. [5200 west]. Double decked Wacker dr. will be extended south as far as Congress.

This year Cook county's 245 million dollar expressway program should be well under way. Routes radiating from the central business district are to be completed in five years. They are: Northwest to O'Hare International airport, with an Edens expressway connection; southwest to connect with U. S. 66; and south to the Calumet Skyway and the Calumet-Kingery expressway.

The city's construction of the 8 million dollar Calumet Skyway is to be started this year. It will extend from the south expressway at State and 63d sts. to the Indiana line at Indianapolis blvd. and 106th st. There will be a high fixed bridge over the Calumet river.

Indiana Link Moves Along

At the Indiana line, the Skyway will connect with the Hoosier toll road. This 156 mile turnpike across northern Indiana will be completed late in 1956. This will link Chicago with New York and New England with an all expressway route using the turnpikes of Indiana, Ohio, Pennsylvania, and New Jersey.

Gov. Stratton expects to start building a 415 million dollar system of 193 miles of turnpikes in northern Illinois by-passing Chicago.

Chicago is not alone in taking major steps to ease traffic congestion. An Associated Press survey at the turn of the year reports that most other large American cities are trying to make 1956 a happier year for motorists.

Reports from Other Cities

Some of these reports follow:

New York City — Officials hope to build a second deck on the George Washington bridge. Work is in progress on a third tube for the Lincoln tunnel under the Hudson river between New York and New Jersey. Several north-south avenues were made one way.

Los Angeles — Ten miles of freeways were added, bringing the total to 97.2 miles. Many more miles were under construction. Plans call for more than 400 miles of freeways eventually. More streets were made one way. The city's first electronically synchronized traffic signal system was installed along 11 miles of Ventura blvd., which handles 80,000 cars daily. Plans were made for using helicopters to spot traffic snarls.

Philadelphia — Broad st., the city's major artery, was shifted to one way southbound in the morning rush hours and one way northbound in evening rush hours. Construction was under way to extend the Schuylkill expressway to downtown Philadelphia.

Detroit Makes Progress

Detroit — Construction went ahead on expressways, bridges and overpasses and several new stretches were opened. A 10 million dollar expressway interchange was opened. A television system was installed on expressways to control traffic.

San Francisco — A program to extend freeways was continued. All turning at intersections was banned on some key streets during rush hours. Stopping at curbs was banned on some streets.

Washington, D. C. — More one way streets were marked off. The Washington end of the Baltimore-Washington expressway was completed. A new bridge was opened over Anacostia river in southeast Washington. Congress approved construction of a new bridge across the Potomac river. A 272 million dollar innerbelt freeway loop to go around the central section of the city is planned.

Baltimore — Major 1955 projects included installation of an electronic brain traffic signal system and parking meters and conversion of more major arteries to one way streets.

Boston Bans Early Parking

Boston — Construction continued on a central artery expressway in downtown Boston. Rush hour parking was banned in the mornings to speed the traffic flow.

Cleveland — Construction

started on a 75 million dollar inner belt freeway system which will circle downtown Cleveland. Two new rapid transit lines were opened. The first of a series of city owned outlying parking lots was opened. A subway system is in future plans.

Denver — All downtown streets were made one way. Buses stop beyond intersections.

Kansas City — A north side parking project with space for 1,800 cars moved nearer completion and work progressed on a 12 million dollar Sixth st. expressway. Work was started on a 13 million dollar toll bridge connecting the Sixth st. expressway over the Missouri river with the Municipal airport. The city's \$6,100,000 auditorium plaza garage, accommodating 1,200 cars, is slated for opening.

Cincinnati — Construction continued on an expressway and a half-mile viaduct in the downtown area. The downtown traffic signal system was rebuilt for faster and safer movement of traffic.

New Bridge Approaches

New Orleans — Major 1955 projects included starting construction of approaches to a new Mississippi river bridge, widening streets and extending boulevards.

Minneapolis — Six two way streets were converted to one way. Mid-block bus pickups were established on two busy streets to reduce congestion.

Seattle — The city's entire business district, except for two streets, is being converted to one way traffic.

Buffalo — The Buffalo Skyway, a two mile bridge carrying highway traffic to and from the west and south over the congested harbor area, was completed.

Milwaukee — Major 1955 projects completed include the first 3,000 feet of an auxiliary north-south expressway on S. 44th st.

Indianapolis — Plans went ahead for a two mile, six lane, limited access expressway thru the south side to carry U. S. 31 into downtown Indianapolis.

San Antonio — Major planning was completed for an expressway development and a modernized system of traffic signals.

Dallas — Major projects included replacement of street cars with buses, a master plan for a one way downtown traffic system and work on expressways and a toll road.

Pittsburgh — Construction work proceeded on the Penn-Lincoln parkway, which ultimately will run east-west thru the downtown district.

St. Louis — Voters approved bond issues providing for three new expressways running into downtown St. Louis from the north, south, and west.