

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-

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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.

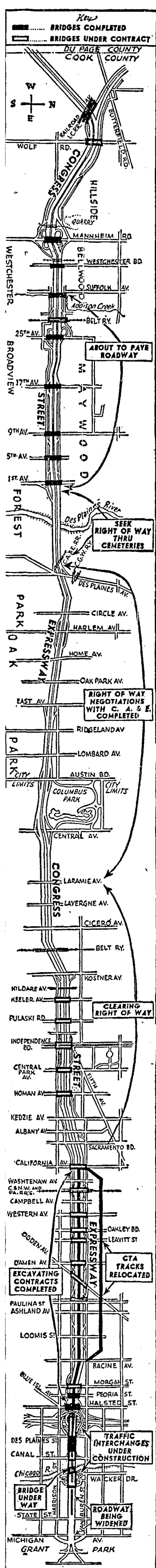
West of Mannheim, the air surveyors stared into a deep stone quarry. The expressway right of way skirts the southern edge of this big hole in the ground.

Road to Split at Hillside

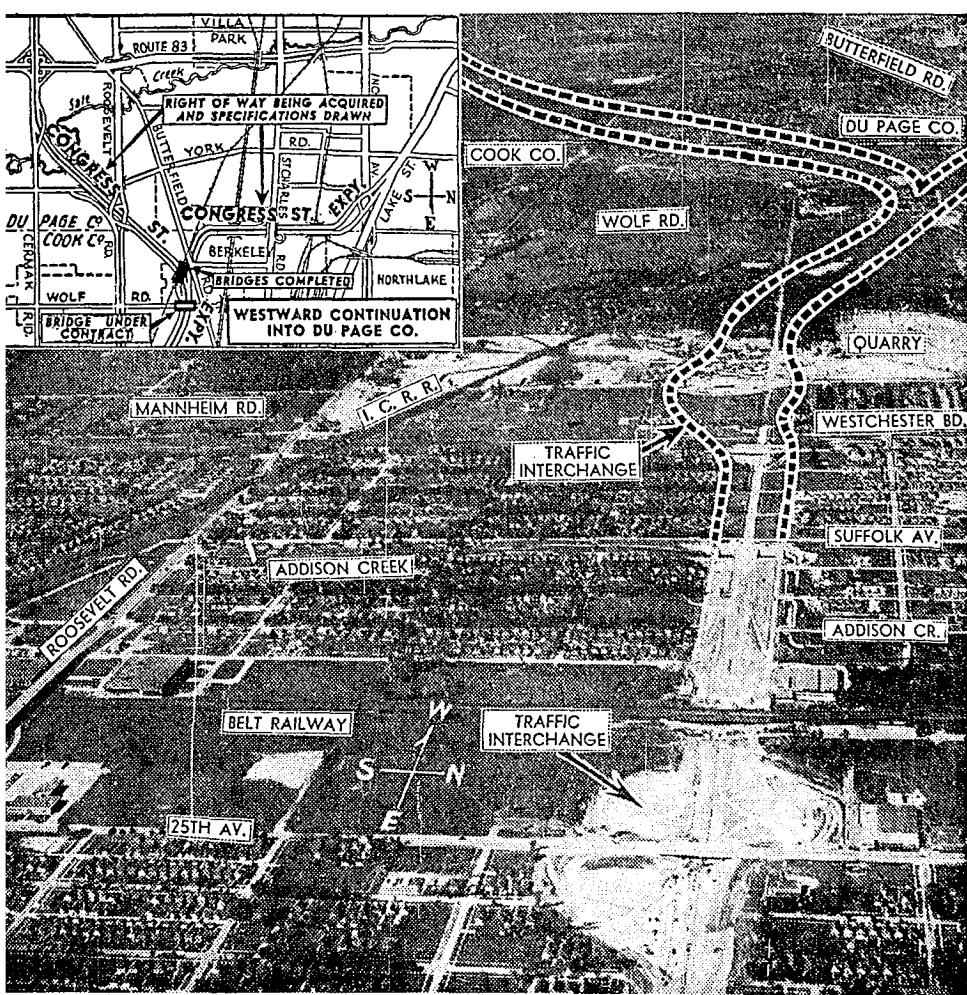
In Hillside, the expressway will split in two. One branch is to extend northwest to Lake st. highway, just west of the DuPage-Cook county line. The other is to go southwest with an interchange with Roosevelt rd., just west of the Cook county line, and with an interchange with Cermak rd., between York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



(TRIBUNE Photos)

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.

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