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—a twin roadway of four lane pavements—will be elevated above the ground level as they serve the city from the northwest and north, engineers said yesterday. Materials will include depressed pavements, speedway without interchanges under most of the cross streets and many of the railroad crossing the route. Conditions along the location and design of the northwest and south super-roads will be submitted to the city council at its next meeting. Details, including some revision of tentative routes approved a year ago, in cooperation with the county and state highway department and the federal public roads administration, will be presented.

Cost $7 Million Dollars

The northwest super-highway, 363 miles long, will lead toward the future highway near Park Ridge in the northwest suburbs. It will parallel the Wisconsin division right of way. The North Western railroad much of the way. It will have branches leading into the near north side and along the Edens expressway, to the north high level structure. It is expected to cost $7 million dollars.

The south super-highway, connecting with it Congress at, is a 37 mile, 587 million dollar project. From Pershing rd. at 99th st. It will parallel State st. on that north side.

An east branch will terminate at 103rd st. and Danvers Island av., intersecting with the projected Cabinet expressway and the Chicago-Dearborn super-highway. A west branch will reach the city limits at Ashland av. and 108th st., connecting with the Governor's highway.

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

Three Side of the Loop

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

To reach the near north side, a branch line will consist of two three-lane bridges to cross the river north of the Chicago Bridge and Irondale. Instead, it will stay west of the North Western tracks and pass west of St. Francis lave church on Evergreen st.

Flats Line Long Term

An innovation will be a block long tunnel at the Ashland av. and Cortland av. area where the roadway will permit the railroad.

From Webster st. to Belvedere av, the super-highway will drop its depressed design and be built on a grade above the railroad and shifting the highway. The rolling grade of the roadway will be several feet below the road line.

In a sweeping curve, designed to accommodate need not slow down, the super-highway will cut under the railroad at Addison and Central Park areas.

Part Will Be Elevated

On the east side of the tracks, the easement will be depressed past the Park av. Then it will be elevated to the Edens branch, just north of Montrose av., avoiding a sewer line at Kostner av. Law.

In the Elmwood and Chicago area, it will cross on an overpass rather than underpasses used on most of the route.

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