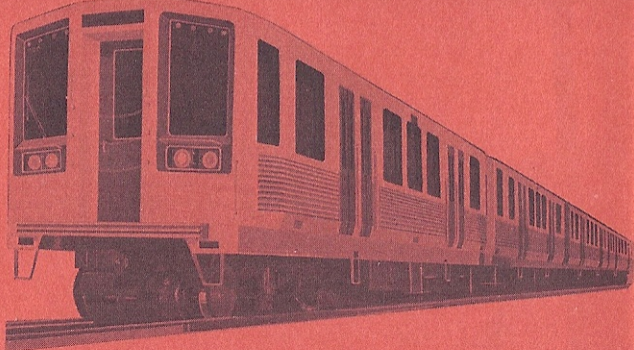


# *the* KENNEDY rapid transit line



## *Modern Rapid Transit for Metropolitan CHICAGO*

To provide a high quality of transportation service to all of the people of the Chicago area is a prime goal of the Comprehensive Plan of Chicago. The nearly fifteen miles of new rapid transit lines now under construction, extending into and along the medians of the right-of-way of the Dan Ryan and John F. Kennedy expressways is another forward step toward this objective. Beginning in 1969, about 165,000 passengers a day will experience the comfort, convenience, and economy of fast, safe travel provided by these modern facilities. New, wider horizons of job opportunities will be opened and business prosperity and property values will be enhanced in the areas served.

The cost of the current expressway median rapid transit program will amount to more than \$84 million, including 150 modern air-conditioned cars to serve on the new lines. Two-thirds of the cost will be met from federal grants. The City's share will be paid from transit bond funds approved by the people of Chicago in the 1966 capital improvements bond referendum.

Chicago's strategic location has made it the hub of the nation's waterways, railroads, highways and airlines. The city's well-balanced diversified transportation systems has contributed to its growth in the past. As this great metropolis continues to develop, transportation facilities are being expanded to meet increased needs and improve the quality of life in the city.



*Richard J. Daley*

Mayor



# THE *KENNEDY* Rapid Transit Line

The Kennedy rapid transit line will extend 5.2 miles beyond the existing Logan Square "L" Terminal. At Sacramento Avenue, south of Logan Square, the tracks will descend from the elevated structure and go into subway, proceeding in a northwesterly direction beneath Milwaukee Avenue, turning north in Kimball Avenue, then crossing under the southeast-bound and express lanes of the Kennedy Expressway, emerging at the surface in the median and continuing northwest nearly four miles further to a new terminal in the expressway at Jefferson Park near Milwaukee Avenue.

Along the way, in addition to the new terminal, three ultra-modern stations will be constructed in the median—at Addison, Irving Park-Pulaski, and Montrose. In the mile and a quarter subway section there will be two stations—the Logan Square-Diversey Station, with entrances on Milwaukee at Kedzie and at Spaulding near Diversey, and the Belmont-Kimball Station.

## *construction stages...*

Construction in the expressway median will require some adjustment to traffic movements. A temporary detour will be necessary for a period of several weeks at the point where the subway crosses under the southeast-bound and express lanes. Speeds will be reduced on the expressway in the construction area, but at least four lanes in each direction will be kept open at all times.

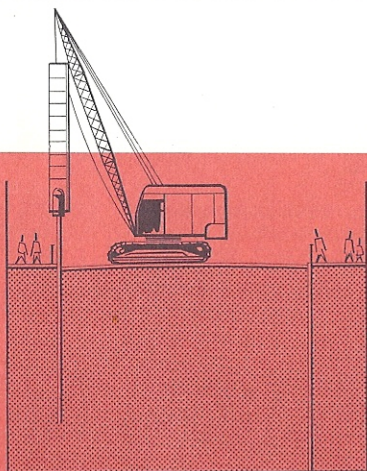
Subway construction in Logan Square, Milwaukee and Kimball Avenues will progress in three main stages to minimize inconvenience to residents and businesses in the construction area.

**1** Street traffic will be re-routed, a block at a time, as excavation is begun in the street and holes are drilled for "soldier piles" along sidewalks on both sides of Milwaukee and Kimball Avenues. The "soldier piles" are a part of the framework to retain the sides of the excavation and support the temporary timber road-

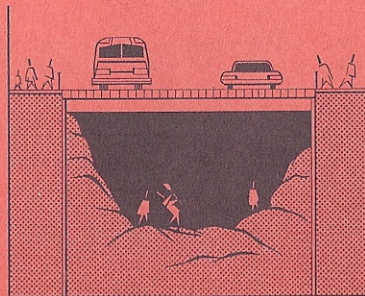
way to carry street traffic. Sidewalks on both sides of the streets will be provided at all times.

**2** Vehicular traffic will be permitted on the temporary timber roadway as excavation, relocation of utilities, and construction of the subway continues underneath. The only section of Milwaukee Avenue remaining closed to street traffic throughout this stage will be in Logan Square proper where a large sewer is to be reconstructed to pass under the new subway. Some blasting may be required for the removal of rock during the excavation, especially in the vicinity of Logan Square.

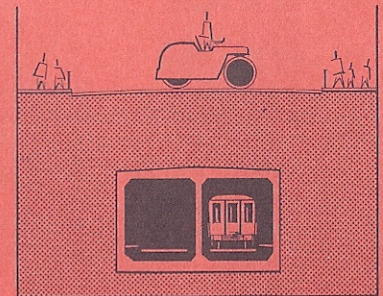
**3** After completion of the subway structure, street traffic will be detoured as the temporary roadway is removed a block at a time and the excavation backfilled and compacted for restoration of pavement and surface facilities.



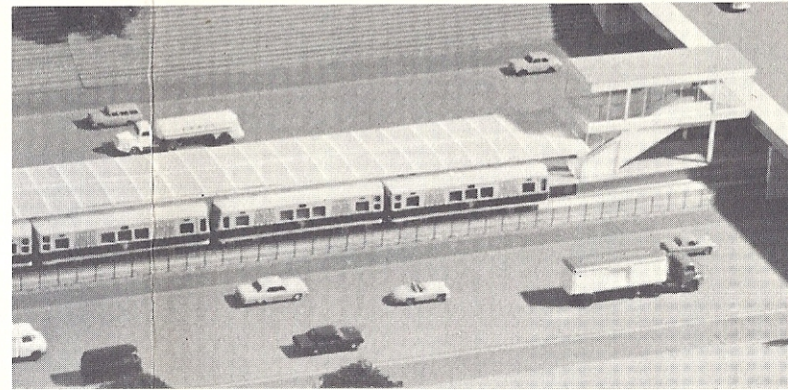
*STAGE (1)*



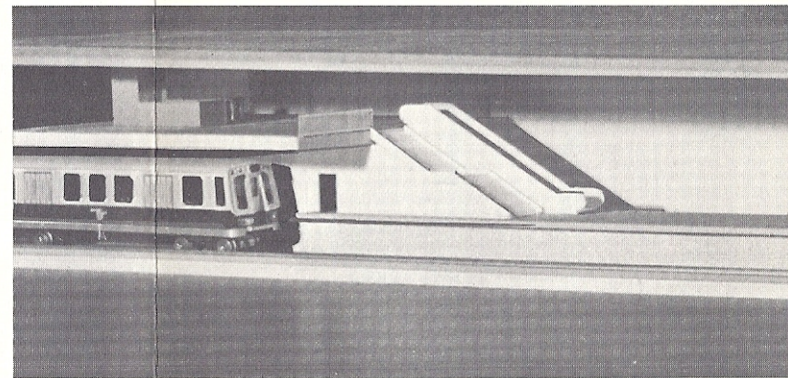
*STAGE (2)*



*STAGE (3)*

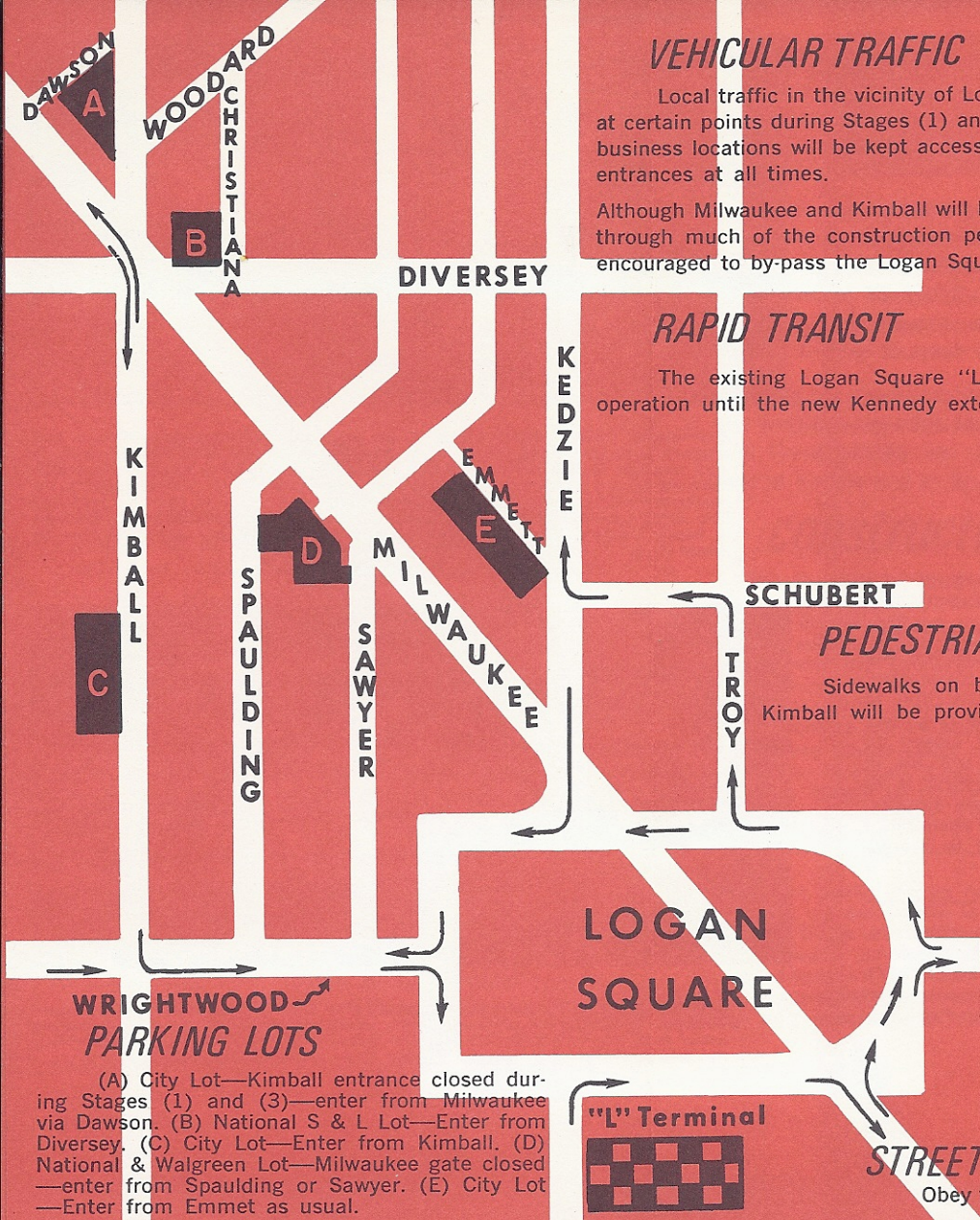


Expressway median rapid transit is an innovation of Chicago planners and engineers. By designing the Kennedy median to accommodate rapid transit, it was possible to achieve substantial savings in right-of-way acquisition costs. Stations in the Kennedy median will be well lighted with radiant heating on platform waiting areas. There will be escalator service at all the new stations. The Jefferson Park Terminal will provide escalator connections to the Chicago & North Western Railway station as well as the CTA bus terminal area at street level.



Kennedy Subway Stations are designed with high ceilings and post-free construction in mezzanine platform areas, providing unobstructed view of waiting areas from the fare-collection areas at mezzanine level. This is the first use of the post-free arched or flat-roof design in a Chicago subway.





## VEHICULAR TRAFFIC

Local traffic in the vicinity of Logan Square will be re-routed at certain points during Stages (1) and (3) of construction, but all business locations will be kept accessible for service via rear alley entrances at all times.

Although Milwaukee and Kimball will be open to local street traffic through much of the construction period, through traffic will be encouraged to by-pass the Logan Square area.

## RAPID TRANSIT

The existing Logan Square "L" Terminal will continue in operation until the new Kennedy extension is in service.

## PEDESTRIANS

Sidewalks on both sides of Milwaukee and Kimball will be provided throughout construction.

LOGAN  
SQUARE

"L" Terminal

STREET PARKING

Obey the Signs



WRIGHTWOOD  
PARKING LOTS

(A) City Lot—Kimball entrance closed during Stages (1) and (3)—enter from Milwaukee via Dawson. (B) National S & L Lot—Enter from Diversey. (C) City Lot—Enter from Kimball. (D) National & Walgreen Lot—Milwaukee gate closed—enter from Spaulding or Sawyer. (E) City Lot—Enter from Emmet as usual.

## BUS RE-ROUTING

All CTA bus routes serving the Logan Square district will continue to operate throughout the period of construction, with some temporary re-routing as outlined below. Generally, all buses making connections at the existing Logan Square "L" Terminal will continue to do so, following the routing around the square as shown on map.

### MILWAUKEE #56 (Local & Limited)

During Stages (1) and (3) of construction, will operate via Milwaukee, Kimball, Wrightwood and Milwaukee and then over the regular route in both directions.

### KIMBALL #82

During Stages (1) and (3) of construction, will operate southbound via Kimball, Belmont and Kedzie to Logan Square. Northbound operation will be from Logan Square via Troy, Schubert, Kedzie, Belmont

and Kimball and then over the regular route. During construction on Kimball between Belmont and the Kennedy Expressway, buses will operate via Kimball, Addison, Elston and Kedzie in both directions.

### KEDZIE-HOMAN #82A

Northbound operation will be from Logan Square via Troy, Schubert and Kedzie and then over the regular route. Southbound operation will be over the regular routing.

### DIVERSEY #76 (Via Kedzie)

Operation from Logan Square will be via Troy, Schubert and Kedzie and then over the regular route. Operation to Logan Square will be over the regular routing.

(Via Wrightwood)

Operation will be over the regular routing in both directions.

### DEVON-NORTHWEST EXPRESS

Operation will be over the regular routing in both directions.





## **CITY OF CHICAGO**

**RICHARD J. DALEY, Mayor**

## **DEPARTMENT OF PUBLIC WORKS**

**MILTON PIKARSKY, Commissioner**

## ***COOPERATING AGENCIES***



### **U. S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT**

**ROBERT C. WEAVER, Secretary**

### **URBAN TRANSPORTATION ADMINISTRATION**

**WILLIAM B. HURD, Deputy Director**



### **CHICAGO TRANSIT AUTHORITY**

**GEORGE DE MENT, Chairman Transit Board**

**THOMAS O'CONNOR, General Manager**