

The
**DAN
RYAN**
*Rapid Transit
Line*



CERMAK

33rd

35th

47th

GARFIELD

63rd

69th

79th

87th

95th

CHICAGO

SKYWAY

CALUMET

Wolf Lake

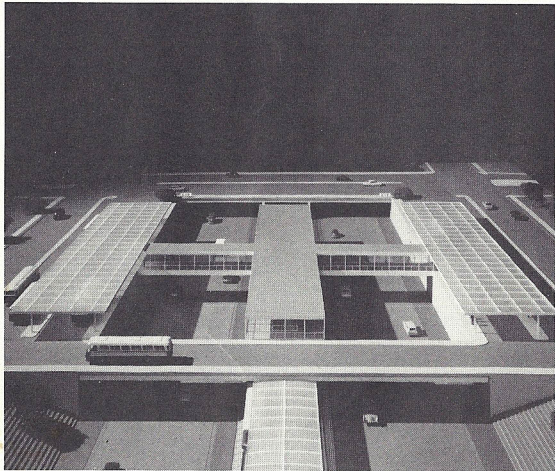
DOLTON

BURNHAM

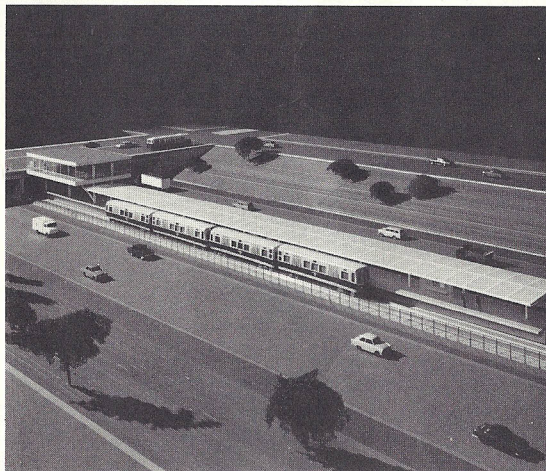
CALUMET CITY

INDIANA

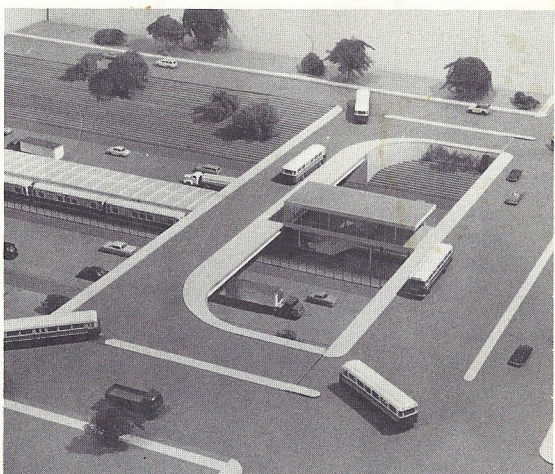
• DAN RYAN RAPID TRANSIT LINE •



A



C



B

A

95th Street Terminal will provide off-street bus-rail transfer facilities with bus turn-around bridge. Translucent canopies over the boarding areas paralleling South State Street and Lafayette Avenue will protect passengers from inclement weather. This terminal will also house the transportation office for the line.

B

69th Street Station and bus transfer facilities. Off-street boarding area is provided by bus turn-around bridge spanning the expressway between State Street and Lafayette Avenue frontage roads.

C

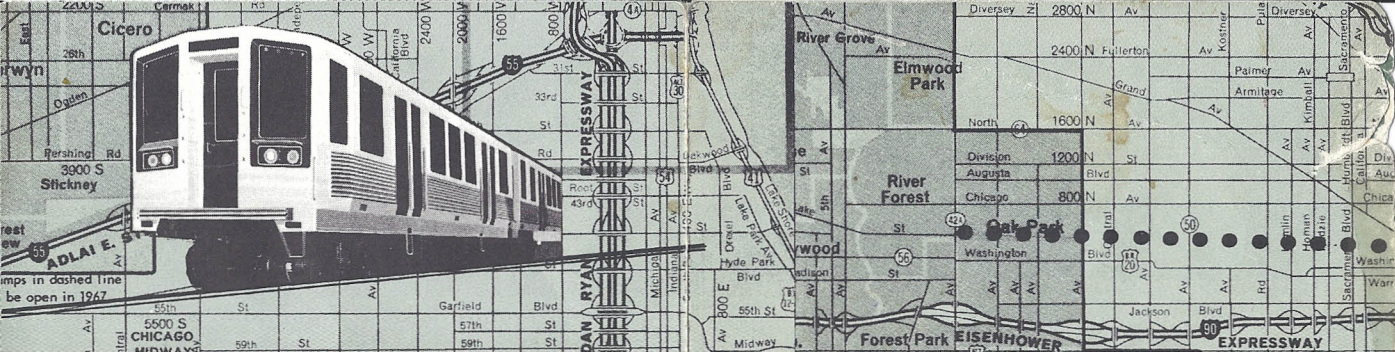
Typical Dan Ryan Stations—35th Street, 47th Street and Garfield Street stations will have station building with fare collecting facilities at street level. Fare collection at the 63rd, 69th, 87th and 79th Street stations will be made at the platform level.

The Dan Ryan rapid transit extension will provide a direct mass rapid transit route between the south and west sectors of the city. Commencing from the south terminal at 95th Street and the Dan Ryan Expressway it will travel in the median of the Expressway to 27th Street where the Expressway curves to the west. At that point, the transit line will continue northward in what will be the median of the Franklin Street Connector, an expressway now under design that will connect the Dan Ryan to the south edge of the loop. Rising onto an elevated structure in the Franklin Street Connector to cross streets and railroad yards it will proceed to the south side of 18th Street where it turns east to merge with the existing elevated line east of State Street. An elevated interchange between 18th Street to 16th Street will permit the crossing of trains without delay. The Dan Ryan trains will continue north on the 1.5 miles of existing elevated lines to the loop and then westward on the Lake Street line to Oak Park and Forest Park.

Stations along the new 9.5 mile extension will be located at 95th, 87th, 79th, 69th, 63rd, Garfield Blvd., 47th, 35th-33rd, and Cermak Road. These new station facilities will be architecturally designed to give patrons a distinct impression of pleasant surroundings. Self service radiant heat in certain areas of the translucent canopied platform adds to the comfort of riders in inclement weather. Escalator service will supplement stairs at all stations.

Trains will run on continuously welded rails supported on reinforced concrete ties cushioned in stone ballast providing a smooth quiet ride with lower maintenance cost.

The extension will serve an estimated 750,000 residents of the South Side. The Chicago Transit Authority will rearrange bus operations for maximum service to the new transit stations. Studies are also being undertaken on methods to coordinate rapid transit service with the railroad lines and other modes of transportation now serving the area.



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



CITY OF CHICAGO

RICHARD J. DALEY, Mayor

DEPARTMENT OF PUBLIC WORKS

Milton Pikarsky—Commissioner

COOPERATING AGENCIES

U. S. DEPARTMENT OF TRANSPORTATION

ALLEN BOYD, Secretary

U. S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

ROBERT C. WEAVER, Secretary

CHICAGO TRANSIT AUTHORITY

GEORGE DE MENT, Chairman Transit Board
THOMAS O'CONNOR, General Manager