The
OUTER DRIVE
CHICAGO

Chicago Plan Commission

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THE OUTER DRIVE

Along the Lake Front

CHICAGO



Chicago Plan Commission

This volume sets forth the principal events which occurred in connection with the Outer Drive Improvement project from the date of the appointment of the Chicago Plan Commission's special Outer Drive Committee on October 22, 1926, to the date of the awarding of the contract for the preparation of the design plans and specifications for the bridges and viaduct structures, on July 25, 1929. It includes all the maps, plats, estimates of cost and other data relating to the recommended plan, and information as to the six alternate plans developed by the Plan Commission's technical staff. The material herein has been compiled from the records of the Chicago Plan Commission.

EUGENE S. TAYLOR,
Manager.

November 1, 1929.

CHICAGO PLAN COMMISSION

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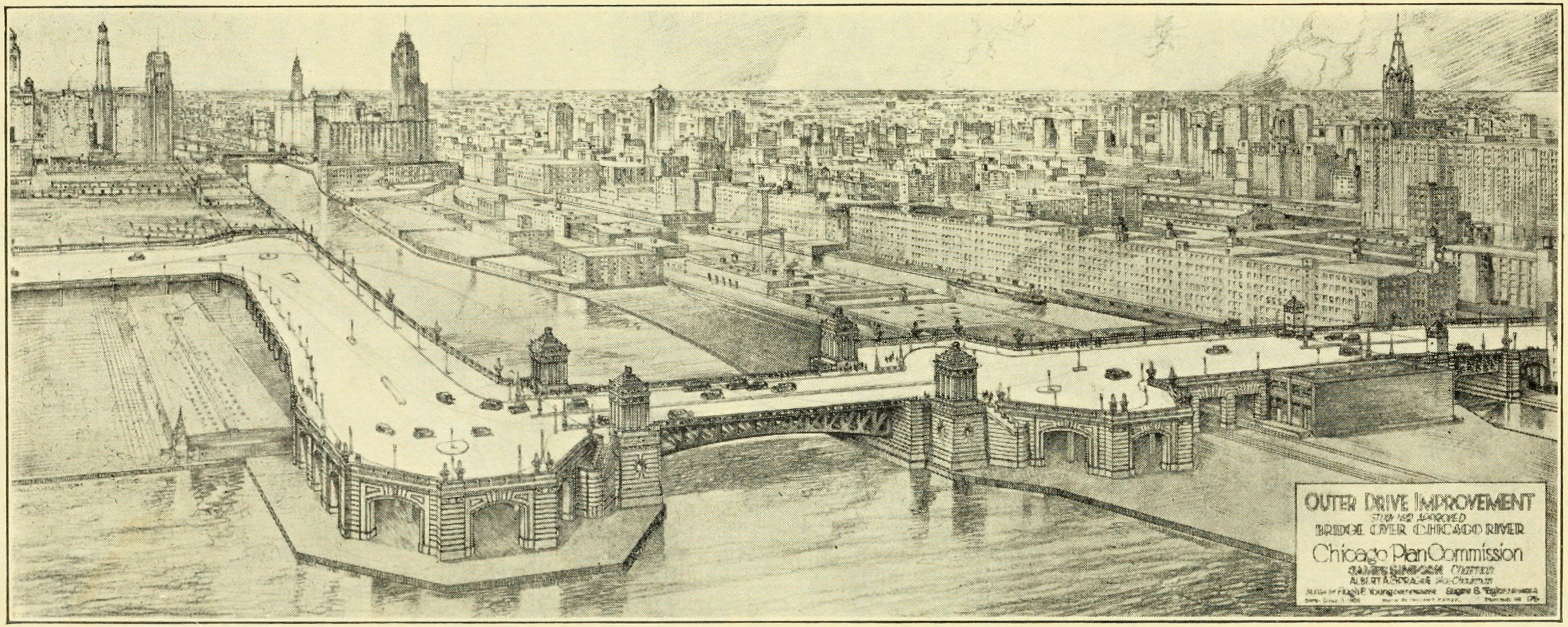
OUTER DRIVE IMPROVEMENT
STUDY NO. 2 APPROVED
BRIDGE OVER CHICAGO RIVER
Chicago Plan Commission

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The Outer Drive

CHICAGO

A magnificent park, with broad acres of play spaces, numerous bathing beaches, golf courses, tennis courts, baseball diamonds, walks, drives and other outdoor recreational facilities, extending for some twenty-six miles along the shore of Lake Michigan, was visioned in the Plan of Chicago.

Twenty years ago The Commercial Club of Chicago presented the Chicago Plan as a gift to the municipality, following which the Chicago Plan Commission was created by the City Council of Chicago. In those twenty years truly remarkable progress has been made in carrying out the lake front park development outlined in the Chicago Plan.

The undertaking was recently described in the following language:

"From stones the builders rejected, from brickbats the salvagers scorned, from the muck of skyscraper caissons and from the sand, ooze and slime of the lake bottom, Chicago, sorceress of the cities, creates a strand of jewels to charm the eyes of the world. Into the waters of Lake Michigan, like Venice wedding the sea, Chicago flings these products of her alchemy, casting into the depths a chain of emeralds twenty-six miles long."

The filling in of the shallow waters along the shore of Lake Michigan has proceeded vigorously. Today much of the park extension has become a reality, and plans for its continuation both north and south to the city limits are under way.

That one link in this development still remains incomplete is largely due to the fact that the shore line of Lake Michigan,

where it forms the eastern border of the City of Chicago, is under two separate governmental jurisdictions.

The Chicago River forms the dividing line. From the river north, the lake front is under the control of the Lincoln Park Board. From the river south the Board of South Park Commissioners has jurisdiction.

To complete the lake front development, to connect the great lake front driveways, and to give the people of Chicago, particularly of the Lincoln Park and the South Park districts, the full benefit from the money which they have expended toward the lake front park improvement, it is necessary that there be a connection between the South Park boulevard system in Grant Park and the Lincoln Park boulevard system, which now ends near Navy Pier on the north side.

Such a connection was recommended in the Plan of Chicago, and for years the Chicago Plan Commission has been urging its realization. Incidental to this effort, the Sixty-ninth Congress passed the following bill, introduced on January 8, 1926, by Congressman Fred A. Britten as H. R. 7187, and passed by Congress on February 13, 1926:

A BILL

Granting the consent of Congress to the South Park Commissioners, and the Commissioners of Lincoln Park, separately or jointly, their successors and assigns, to construct, maintain and operate a bridge across that portion of Lake Michigan lying opposite the entrance to Chicago River, Illinois.

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED, That the consent of Congress is hereby granted to the South Park Commissioners and the Commissioners of Lincoln Park, separately or jointly, and their successors and assigns, to construct, maintain and operate, at a point suitable to the interests of navigation, a bridge and approaches thereto across that portion of Lake Michigan lying opposite the entrance to Chicago River, Illinois, in the city of Chicago, county of Cook, and state of Illinois, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Section 2. That the right to alter, amend or repeal this Act is hereby expressly reserved.

When a bill of this kind is passed by Congress, it is necessary that the construction work therein authorized shall be

started within a period of one year. If construction does not start within that time the permit lapses. This occurred in connection with the Outer Drive improvement, and it therefore became necessary for Congress to pass a second act of this kind, which was done on January 14, 1929.

On October 22, 1926, Mr. Charles H. Wacker, then chairman of the Chicago Plan Commission, sent the following letter to Messrs. James Simpson, John V. Farwell and Harry A. Wheeler, all members of the Plan Commission and of its Executive Committee:

"Gentlemen:

I am informed that the project of the Outer Drive between Lincoln Park and Grant Park has reached a point where plans of the improvement will soon have to be definitely settled.

I therefore desire to appoint a committee consisting of

James Simpson, Chairman,
John V. Farwell,
Harry A. Wheeler.

to represent the Chicago Plan Commission in co-operating with the public bodies concerned and developing a definite plan for the improvement. I am confident that the committee can be of the utmost help in harmonizing the interests involved and shaping a plan which will command the approval of the executive committee of the Chicago Plan Commission, and give general satisfaction.

Trusting that I may be favored with your acceptance of this appointment, I am,

Very truly yours,
(Signed) CHARLES H. WACKER."

Messrs. Simpson, Farwell and Wheeler accepted this appointment, and under the direction of the committee, the technical staff of the Plan Commission, Hugh E. Young, chief engineer, prepared a number of alternate plans embodying the various routes which this proposed Outer Drive connection might follow.

Each of these alternate plans was accompanied by a detailed estimate of cost, separated into those portions which each of the two park boards would be called upon to bear.

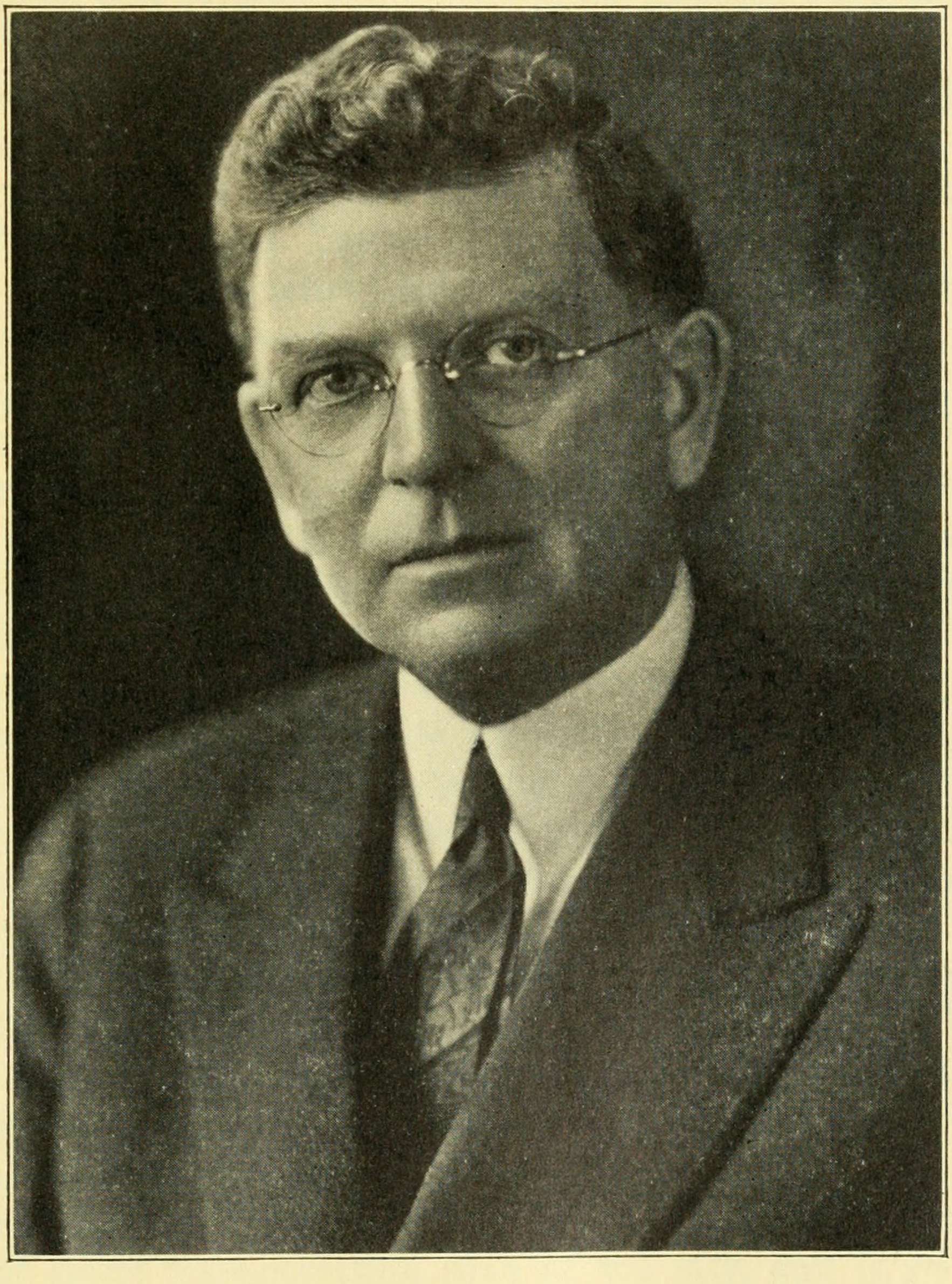
On November 1, 1926, Mr. Charles H. Wacker resigned as chairman of the Chicago Plan Commission, having served the public interest in that capacity continuously since November 1, 1909.

Following Mr. Wacker's resignation, Mr. James Simpson was appointed chairman of the Plan Commission by the Mayor and the City Council, in recognition of his outstanding ability, broad experience and many years of public service in Chicago Plan work, River Straightening, and other activities looking toward the improvement of Chicago.

Chairman Simpson selected the Outer Drive improvement as being one of the major Chicago Plan projects upon which the Plan Commission should focus its efforts.

The special Outer Drive Committee and the technical staff continued their intensive studies of the situation, and when those studies were nearing completion, Chairman Simpson suggested to the park authorities that a meeting be held to give consideration to the subject.

This meeting took place Monday, May 16, 1927, and was attended by the following persons: David H. Jackson, then President of the Lincoln Park Board; Henry A. Marbach, then engineer for that Board; Edward J. Kelly, President of the Board of South Park Commissioners; Ralph Leffler, engineer, Sanitary District of Chicago; William F. Mulvihill, Superintendent of Waterways of the State of Illinois; W. A. Artingstall, Department of Public Works, City of Chicago; F. L. Thompson, Vice-President of the Illinois Central Railroad Company; W. O. Green, representing the Chicago Dock and Canal Company; Congressman Fred A. Britten; Major Rufus W. Putnam, representing The Commercial Club of Chicago; Col. E. H. Schultz, representing the War Department, U. S.; M. W. Ottershagen, engineer, Bureau of Rivers and Harbors, City of Chicago, and Eugene S. Taylor, manager, Chicago Plan Commission.



EDWARD J. KELLY
President, South Park Commissioners

President Jackson offered, and Mr. Taylor seconded, a motion that President Kelly be made Chairman of the meeting. This motion was adopted unanimously, and Mr. Kelly took the chair.

Mr. Jackson stated that the purpose of the meeting was to discuss the best method of connecting the Lincoln Park boulevards with the South Park boulevards, and to determine the quickest way to bring about the realization of the project.

The discussion which followed was participated in by Messrs. Mulvihill, Putnam, Britten, Green, Schulz, Artingstall, Thompson and Taylor. Mr. Taylor presented to the group the following letter, dated May 16, 1927, and addressed to President Jackson by Chairman James Simpson of the Chicago Plan Commission:

"Dear Sir:

In reference to the proposed Outer Drive connection, may I say that the technical staff of the Chicago Plan Commission during the past several months has been making a very exhaustive study of this subject, and has had numerous conferences with the various parties in interest.

Our study is not yet quite finished, although we expect to have it complete within the next week or ten days. It is our purpose, as soon as finished, to present our suggestions to the Presidents of the Lincoln Park and South Park Boards; to the city authorities; to Colonel Schulz, engineer for the Federal Government; and to Mr. Mulvihill, Superintendent of Waterways of the State of Illinois.

We trust that this short delay will not be productive of inconvenience to any one, but feel that it is fully justified by the magnitude of the project.

The proposed thoroughfare is an important factor in the general street transportation plan of the city, and is an integral part of the general lake front improvement, yet is one in which due weight should be given to all the important local conditions and elements of the problem of recommending the best possible route for the proposed connection.

We are hopeful of being able to submit a plan that will meet with almost unanimous approval, and one that will per-

mit of accomplishment in a shorter period of time than has been consumed by any other great public improvement.

Very truly yours,

(Signed) JAMES SIMPSON."

On motion of Mr. Jackson, seconded by Mr. Ottershagen and unanimously adopted, a committee was appointed to confer and work with the Chicago Plan Commission in developing a plan for connecting the two park systems.

The chairman appointed the following committee: Edward J. Kelly, chairman; David H. Jackson, Fred A. Britten, Charles H. Markham, Major Rufus W. Putnam, and Chairman James Simpson of the Chicago Plan Commission.

Under date of May 17, 1927, Chairman Simpson sent the following letter to President Edward J. Kelly of the Board of South Park Commissioners:

"Dear Mr. Kelly:

Three ways of connecting Lake Shore Drive with the Outer Drive in Grant Park have been studied by the Chicago Plan Commission. Our engineering staff, under the direction of Hugh E. Young, has studied five or six alternate locations for a bascule bridge, a tunnel and a suspension bridge.

We expect that the final details of the Outer Drive study will be complete in three or four days. As yet, of course, no plan has been submitted to the Plan Commission for action. However, we have had an analysis prepared showing the relative advantages and disadvantages of a tunnel versus a bridge as a means of making the Outer Drive connection.

I am submitting this analysis for the consideration of your committee. It is as follows:

BRIDGE ADVANTAGES

1. Well authenticated figures show beyond a doubt that the proposed bridge, including condemnation costs, can be constructed for less than one-half of what it would cost to construct a tunnel of similar dimensions and equal traffic capacity.

2. A bridge with elevated approaches will permit of an intensive development of the property east of Michigan Avenue both north and south of the river. Such development would be seriously discouraged by a tunnel.

3. A bridge will allow the various east-and-west streets to connect with the Outer Drive—both those now existing north of the river, and those which can be extended east of Michigan Avenue south of the river, such as Wacker Drive, South Water Street, Lake Street and Randolph Street.

Such connections are vitally necessary to the free and uninterrupted movement of traffic. East-and-west streets are particularly needed to care for the great numbers of pedestrians and vehicles drawn to the municipal pier, the Northwestern University group, the Furniture Mart, and other public and semi-public facilities both north and south of the river.

A bridge not only permits of free and easy pedestrian movement, but the location of the Outer Drive means less danger to pedestrians because of fewer streets to cross, and a more rapid movement of vehicular traffic.

4. If the Outer Drive is carried across the river by a bridge as planned, it will be the "farthest east" street, and therefore will have no cross traffic, while traffic can flow to and from it freely.

5. The bridge can be designed to permit the future development of a mezzanine level for the use of commercial traffic. This is essential if the areas north and south of the river and east of Michigan Avenue are to develop to their highest usefulness.

6. A bridge fits in and harmonizes with the rest of the lake front development being carried out by the South Park and Lincoln Park boards, and is an essential part of this development, without which the area cannot possibly develop in a way that will serve the best interests of the City of Chicago. The money to be expended to provide this connection is public money. Obviously it should be spent for that which will produce the greatest amount of public benefit.

Bridge Disadvantages

1. Traffic on the Outer Drive will be delayed whenever and for so long a time as the bridge is opened for the passage of vessels. Offsetting this, if and when an outer harbor is installed this objection will be greatly minimized. There is also the possibility of fixed bridges at some time in the future.

2. There will be an annual cost for operation, as on any movable bridge.

Tunnel Advantages

1. The advantage of a tunnel is that the movement of vessels in the river during the "open bridge" hours would not interfere with the movement of the vehicles in the tunnel.

There are other elements, however, in connection with the tunnel that might cause equal if not even greater delay to vehicular movement than are to be anticipated in connection with the bridge because of bridge openings, such as interruption to the functioning of the ventilating system, fires, traffic accidents in restricted areas, and drainage.

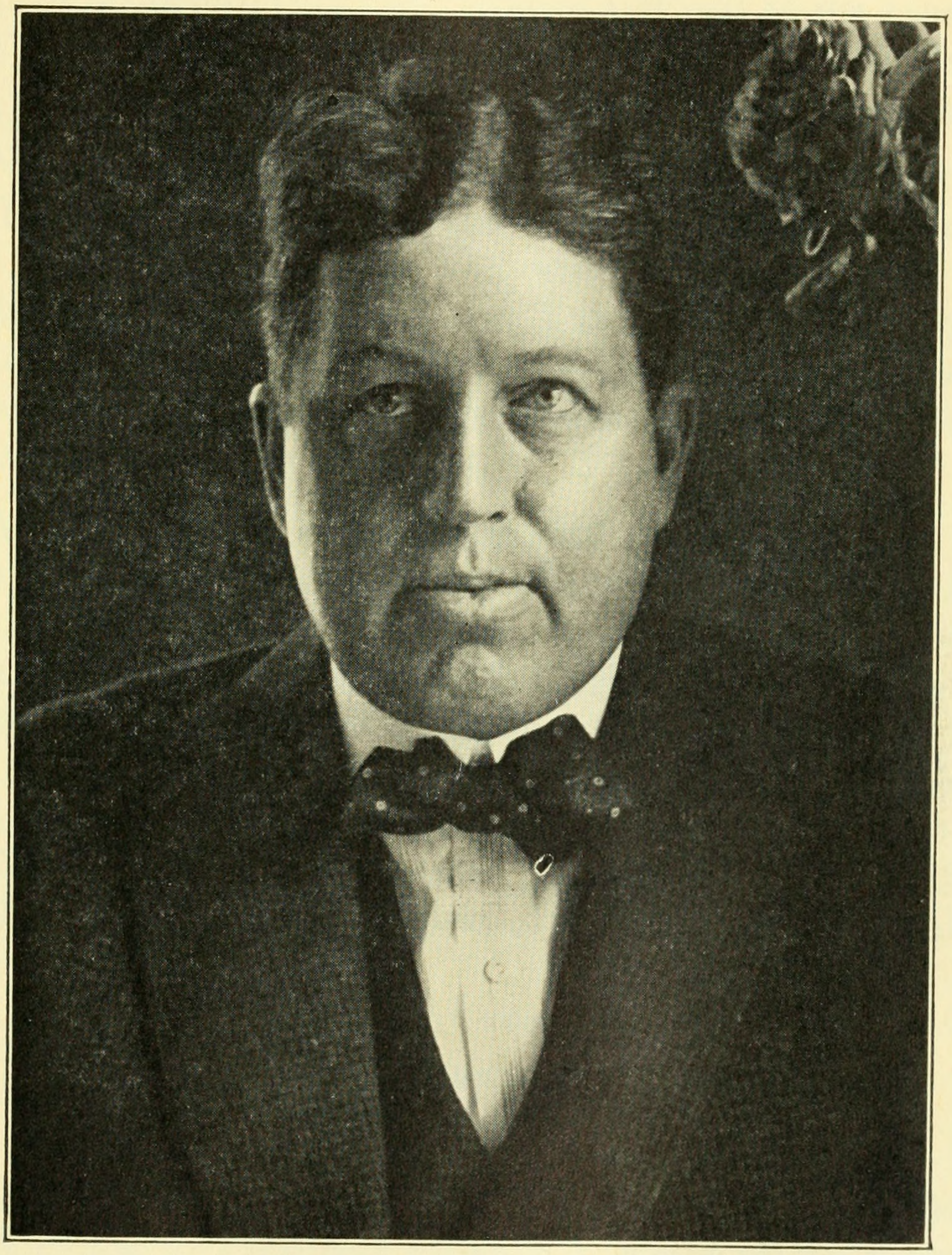
Tunnel Disadvantages

1. The original cost of the tunnel will be at least twice as much as the cost of a bridge, and will impose upon the park boards a very large annual maintenance cost for ventilation, twenty-four hour per day lighting, and drainage.

2. The adequate ventilation of a tunnel such as the proposed one would have to be would involve large initial cost and perpetual maintenance expense. There would always remain the potential danger due to the gases emitted by the many thousand automobiles which would use it daily, a danger which is not present in the case of a bridge in the open air.

3. A tunnel of the length proposed would be too long to make pedestrian use practicable, and undesirable for pedestrian use because of motor exhaust fumes.

4. Government requirements will necessitate a clearance of about thirty feet below the level of the river and the top



EUGENE R. PIKE
President, Commissioners of Lincoln Park

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of the tunnel. This means that the tunnel would have to be some sixty or sixty-five feet underground and, because of this depth, and the presence of the railroad tracks north and south of the river, the approaches would have to be two thousand feet long, in order to provide desirable grades for motor traffic. In all probability the entrance and exit to the tunnel on the north side would have to be in the vicinity of Erie Street, and near Washington or Monroe Street on the south.

5. No access would be possible to the Outer Drive between Erie Street on the north and at least Washington Street on the south. Hence no east-and-west connections, such as Wacker Drive, South Water Street, Lake Street or Randolph Street could be provided. Without such street connections, the development of the large area between Michigan Avenue and the lake would be restricted.

6. A tunnel would cause continuous traffic congestion at its two ends far worse than any congestion that could be caused by the temporary opening of a bridge, and would require all traffic originating south of Erie Street and north of Washington Street to go a considerable distance out of its way in order to get into and out of the tunnel. When vehicles arrived at the ends of the proposed tunnel there would not be sufficient street capacity, east and west, to care for the traffic, hence the principal purpose of the improvement would be defeated.

Very truly yours,

(Signed) JAMES SIMPSON."

On May 23, 1927, Chairman James Simpson sent another communication to President Edward J. Kelly of the Board of South Park Commissioners as follows:

"Dear Mr. Kelly:

Pursuant to the action of the meeting of May 16th, called by President David H. Jackson of the Lincoln Park Board, at which an Outer Drive committee was created, I hand you herewith copy of seven different studies that have been

made during the past six months by the technical staff of the Chicago Plan Commission. These studies cover various alternate routes by which the Outer Drive in Grant Park may be connected with Lake Shore Drive, together with the estimated cost of each.

Our staff has thoroughly studied the advantages and disadvantages of the three possible methods of making this Outer Drive connection, i. e., by a bascule bridge, a tunnel or a suspension bridge, and has also taken into consideration the various routes which this Outer Drive connection might follow.

Our staff believes that the choice lies between Plans Nos. 1 and 2, and that Plan No. 2 is better. The enclosed sketch shows Plan No. 2 in solid lines and Plan No. 1 dotted.

Plan No. 2 provides for extending the Outer Drive in Grant Park straight north from the center of the Field Museum over the Illinois Central railroad tracks to the Chicago River. Here the route turns east and follows the south bank of the river along the proposed extension of Wacker Drive to the river mouth.

At this point the route turns north, crosses the river by means of a bascule bridge, and is carried on north over Ogden Slip, the railroad tracks and intervening private property to a connection with Lake Shore Drive at Ohio Street, the point where Lake Shore Drive now ends. The bridge and the Outer Drive north of the river will be very similar to the Michigan Avenue improvement.

Our technical staff favors this plan for the Outer Drive connection for the following reasons:

1. It does not interfere with the harbor and waterway plans of the Federal Government and the State of Illinois. Therefore, it should meet with the approval of those authorities and the necessary permission should be granted promptly.

2. This route should bring about the extension of Wacker Drive east from Michigan Avenue far more quickly than any of the other routes because for nearly half the distance between Michigan Avenue and the shore of the lake this Outer Drive forms part of the proposed Wacker Drive ex-

tension. The early construction of the remaining portion of the Wacker Drive extension will enable the Outer Drive to function to even greater traffic advantage because it will permit vehicles bound to and from the West Side to use the wide streets that form the quadrangle, thereby avoiding congested loop streets. The City Council is vigorously advocating the extension of Wacker Drive east to the shore of the lake. If almost one-half of this improvement is built by the South Park Commissioners as part of the Outer Drive improvement, the cost to the municipality for the remaining section will be only little more than one-half as much as if it built the entire extension itself.

3. The route covered in Plan No. 2 is a very direct connection and is less expensive than any of the other proposed routes.

4. Our technical staff estimates that the cost of Plan No. 2 would be approximately $10,000,000; approximately $5,000,000 of which would be expended by the South Park district and approximately $5,000,000 by the Lincoln Park district. This route costs from $410,000 to $4,275,000 less than the other proposed routes. Therefore it is first choice from the standpoint of cost.

5. The $5,000,000 estimated as the South Park district's proportion of the cost has already been authorized and the bond issue provided for. Of the $5,000,000 estimated as the Lincoln Park district's share of the cost only $3,000,000 has been authorized by the people. It is therefore necessary to get authority from the Legislature for the Lincoln Park Board to issue the additional $2,000,000 bonds for this improvement. A bill has been prepared under the direction of the Chicago Plan Commission and will be introduced this week by Senator James J. Barbour and Representative Joseph Gill to provide the additional $2,000,000 bonding power necessary to complete the Outer Drive. It is hoped that all interests will promote the early passage of this bill.

6. We have held conferences with a number of the people in interest, including Mr. Charles H. Markham, president of the Illinois Central railroad; Mr. W. O. Green, of Ogden,

Sheldon & Co., and others, and it is our hope that an amicable agreement can be arrived at with respect to property damage and awards. If, as we hope, this can be accomplished, the necessary court proceedings will be of a friendly nature and can be completed quickly. In that event, and if this plan is approved by your committee, the actual physical work thereon might start either late this year or early next year, and the project be completed in its entirety by 1929.

I trust that your special committee will take early opportunity to study this matter so that the committee's views can be presented to the Chicago Plan Commission at the same time that the report and recommendation of our technical staff are submitted for the official action of the Commission.

Awaiting your further pleasure, I am,

Sincerely yours,

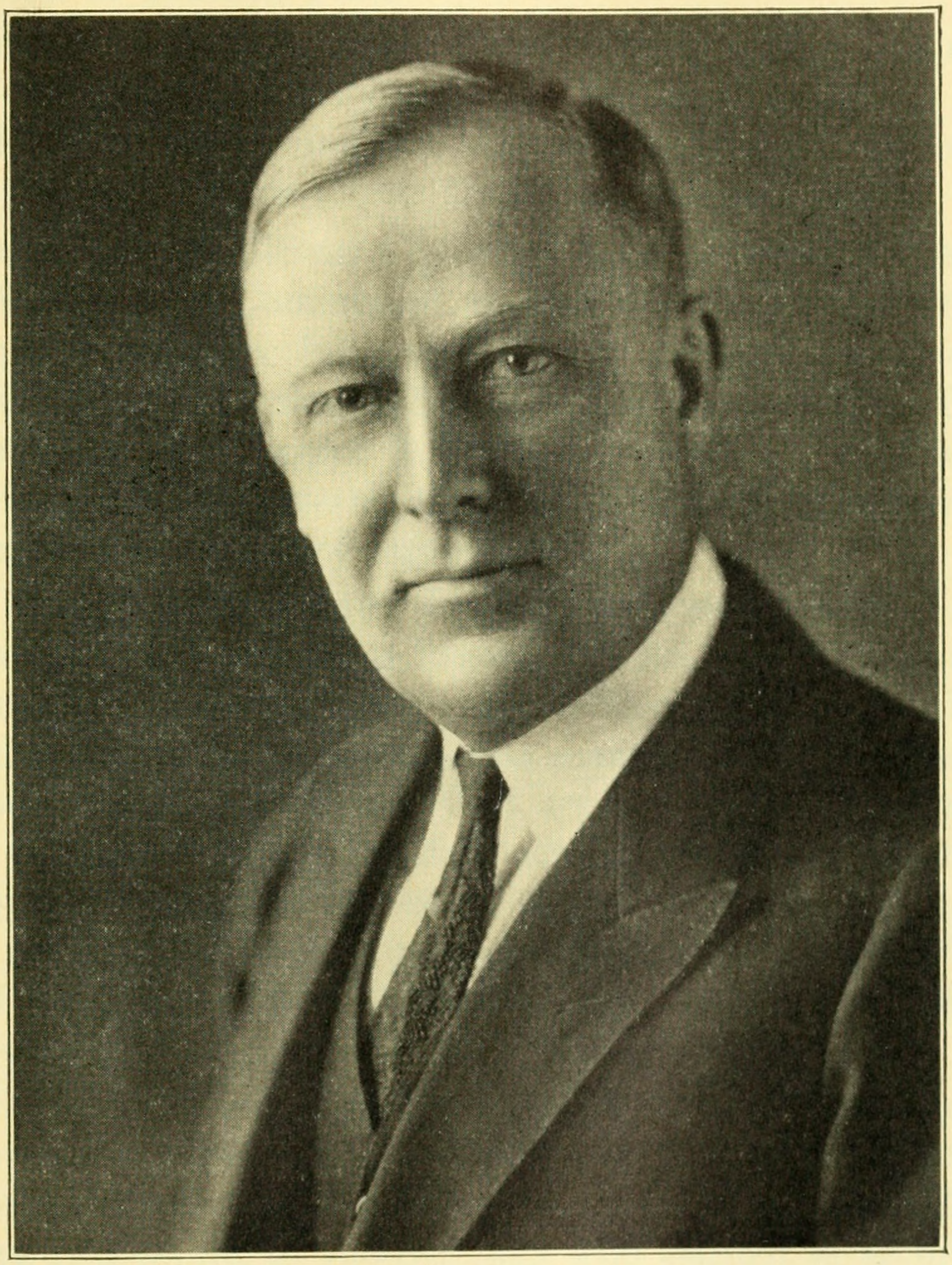
(Signed) JAMES SIMPSON."

At the election of November 2, 1926, the people of the South Park district had authorized the issuance of $5,000,000 of bonds by the South Park Commissioners to pay one-half the cost of the Outer Drive bridge, and the cost of the south approach thereto.

At that same election, the people of the Lincoln Park district had authorized the issuance of $3,000,000 of bonds to pay the other half of the bridge cost, and the cost of the north approach, but as the studies of the technical staff of the Chicago Plan Commission progressed, it became clearly apparent that even the least expensive route which this Outer Drive connection might follow would involve an expense of something more than $5,000,000 to the Lincoln Park Board.

Therefore it became necessary to make it possible for the Lincoln Park Board to issue an additional $2,000,000 worth of bonds to bring the total available amount up to the $5,000,000 that would be needed.

The Lincoln Park Board, before it can submit any bond issue proposition to the voters of that district for approval, must first receive authority from the legislature of the State of Illinois.



JAMES SIMPSON
Chairman, Chicago Plan Commission

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During the Fifty-fifth General Assembly of the State Legislature, the Lincoln Park Board was appealing for the right to submit $6,000,000 of bond issues to the voters, at the rate of $2,000,000 per year for a three year period. These bonds, however, were for the purpose of continuing the northward extension of Lincoln Park.

Park authorities, in view of this request, which was then pending before the legislature, felt disinclined to ask for this additional authorization for another $2,000,000 of bond issuing power for the Outer Drive bridge connection.

Under these conditions Chairman Simpson offered to have the Chicago Plan Commission sponsor the needed legislation, which idea was cheerfully agreed to by the park authorities.

By direction of Chairman Simpson, the manager of the Plan Commission, Mr. Eugene S. Taylor, proceeded immediately to Springfield and requested the Legislative Reference Bureau to prepare the necessary legislation.

On May 24, 1927, Senator James J. Barbour introduced this legislation in the Senate, as Senate Bill 563, and Representative Joseph Gill introduced it in the House, as House Bill 740.

In due course the legislation was enacted into law. Senator Barbour and Representative Gill are entitled to the thanks of the people of Chicago for their activity in introducing these bills and following the matter through until the needed legislative permission had been granted enabling the Lincoln Park Board to submit this $2,000,000 bond issue for public approval.

This recital of events in connection with the Outer Drive improvement, gives splendid opportunity to express publicly the thanks of the Chicago Plan Commission, and indeed of the city as a whole, to another man who assisted in securing favorable action by the state legislature upon this measure.

Mr. Gotthard A. Dahlberg, former Speaker of the House, who was present in Springfield at the time, being intimately acquainted with the procedure which legislation must follow in passing through the state legislature, co-operated most effectively in the various steps leading up to final action by

the state government. This assistance was invaluable, and is hereby gratefully acknowledged.

One other factor of inestimable value also entered into the situation. That was the cordial, continuous and most effective publicity which the newspapers of Chicago gave to the effort to secure this legislation. Through their columns the representatives of the state at Springfield were assured that the people of Chicago were extremely desirous of being enabled to construct the Outer Drive connecting the north and south side park systems. To the newspapers all Chicago owes sincere gratitude.

In point of time, the next incident in the progress of the Outer Drive plans was the approval by the Executive Committee of the Chicago Plan Commission of Plan No. 2.

The minutes of the seventy-second meeting of that committee, held on Monday, June 13, 1927, contain the following:

"A joint report was submitted by the technical staff covering the various alternate plans for connecting the Outer Drive in Grant Park with Lake Shore Drive, and recommending Plan No. 2 as the best.

After thorough discussion, on motion of Mr. Charles H. Thorne, seconded by Mr. Michael Zimmer, the Executive Committee approved Plan No. 2 and recommended it to the Commission as a whole for official action."

The Twenty-ninth meeting of the Chicago Plan Commission was held on Monday, June 27, 1927. At this meeting the following joint technical report with respect to the proposed Outer Drive improvement was presented:

June 8, 1927.*

"Mr. James Simpson, Chairman,
Chicago Plan Commission,
208 West Washington Street,
Chicago. *Subject: Outer Drive.*

Dear Sir:

You have requested the technical staff of the Chicago Plan Commission to make a study of the several alternate routes by which the Outer Drive in Grant Park can be connected

*The estimates in this report were revised May 25, 1928. The estimate for Study No. 2 was revised June 3, 1929.)

with Lake Shore Drive north of the Chicago River, and to submit a report as to which of these routes is most desirable and practicable.

Accordingly, we have made surveys and studies of the present conditions along the proposed routes; have held a number of conferences and have analyzed probable conditions resulting from making the Outer Drive connection with respect to traffic and benefits to property; have considered the economic features involved; and have studied the relation this thoroughfare will have to other arteries of traffic, so that this improvement will be developed along the most logical and efficient lines both now and for the future.

Location

Seven alternate routes have been studied by the technical staff. A brief description of each route, together with general plans and estimates is given in the addendum, except for the recommended plan, Study No. 2, which is described in the main report.

Improvement Recommended

A careful analysis of these studies shows that Study No. 2 is the most desirable and practicable, taking into consideration the work involved, requirements of the location, economy of cost and adaptability to location aesthetically as well as practically, and freedom from features which will interfere with harbor developments.

Study No. 2 is shown on Drawings No. 176, 105, 116 and 117. This plan provides for extending Lake Shore Drive south from its present terminus at Ohio Street. It rises from that point on a filled approach 139 feet wide, extending from Ohio Street to Grand Avenue, thence south on a viaduct structure 139 feet wide over the lands of the Chicago Dock and Canal Company to the Michigan Canal (also known as Ogden Slip), crossing this slip on a single leaf bascule bridge 108 feet wide, thence south again on viaduct construction over the Chicago Dock and Canal Company's property and a small parcel of land belonging to the United States Lighthouse Service, Department of Commerce, to the Chicago River, crossing the river on a two-leaf bascule bridge 108 feet wide, having a clear channel for navigation of 210 feet between clearance lines. This bridge will be monumental in character, having large plazas on each approach, constructed of granite and stone. The structural steel work of the bridge and the

stone work of the plaza abutments will be of imposing architectural design, in keeping with the importance of this gateway to Chicago from Lake Michigan.

West from the south plaza the drive is carried on a viaduct 140 feet wide extending along the south bank of the Chicago River to the north and south line of the Outer Drive in Grant Park. This section of the improvement will become a part of the future extension of Wacker Drive now completed along the south bank of the Chicago River between Lake Street and Michigan Avenue.

Turning south again, the improvement follows the line of the Outer Drive, which is the north and south axis of the Field Museum, over the railroad yards of the Illinois Central Railroad, on a viaduct structure 140 feet wide, to Randolph Street, the north boundary of Grant Park, where it connects with both Randolph Street and the present Outer Drive in Grant Park.

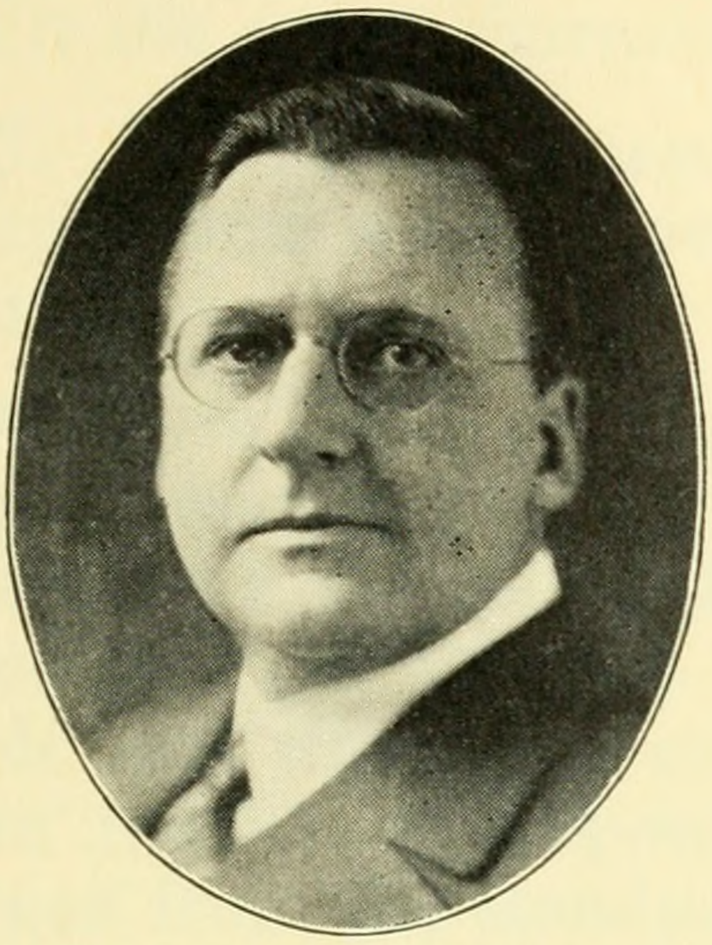
That part of the Outer Drive improvement located north of the center line of the Chicago River is to be carried out by the Commissioners of Lincoln Park and the portion south of the center line of the river is to be constructed by the South Park Commissioners. The Lincoln Park portion of the driveway will require the acquisition by Lincoln Park of land owned by the Chicago Dock and Canal Company and by the federal government.

Study No. 2 is considered best for the following reasons:

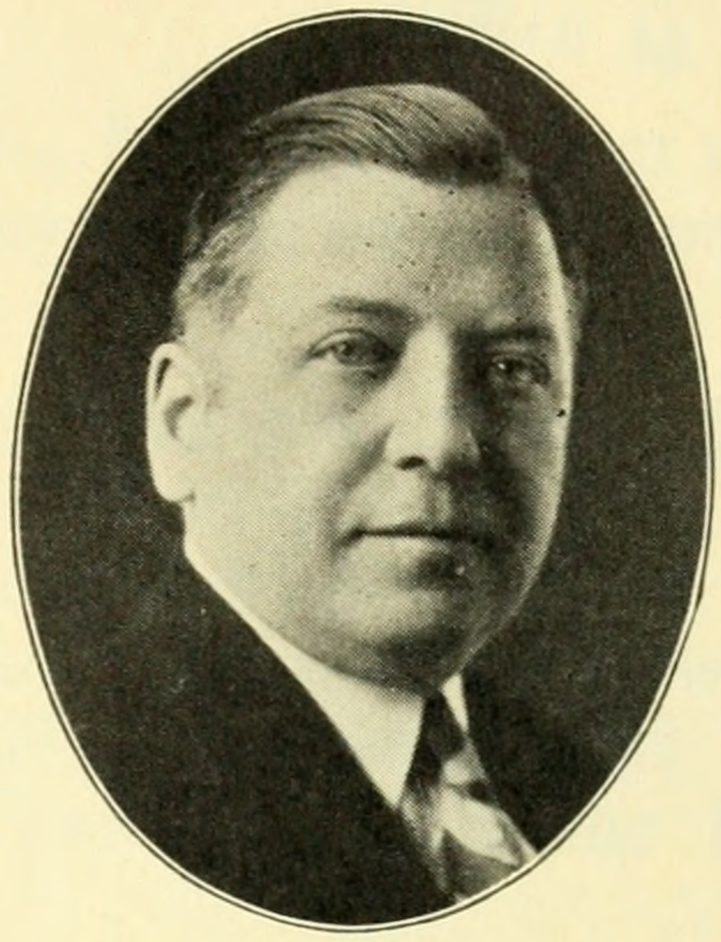
1. It does not interfere with harbor and waterway plans of the Federal Government and the State of Illinois. Therefore, it should meet with the approval of these authorities and the necessary permission should be granted promptly.

2. This route should bring about the extension of Wacker Drive east from Michigan Avenue far more quickly than any of the other routes, because for nearly half the distance between Michigan Avenue and the shore of the lake this Outer Drive forms a part of the proposed Wacker Drive extension. The early construction of the remaining portion of the Wacker Drive extension will enable the Outer Drive to function to even greater traffic advantage because it will permit vehicles bound to and from the west side to use the wide streets that form the quadrangle, thereby avoiding congested loop streets. The City Council is vigorously advocating the extension of Wacker Drive east to the shore of the lake. If nearly one-half of this improvement is built by the

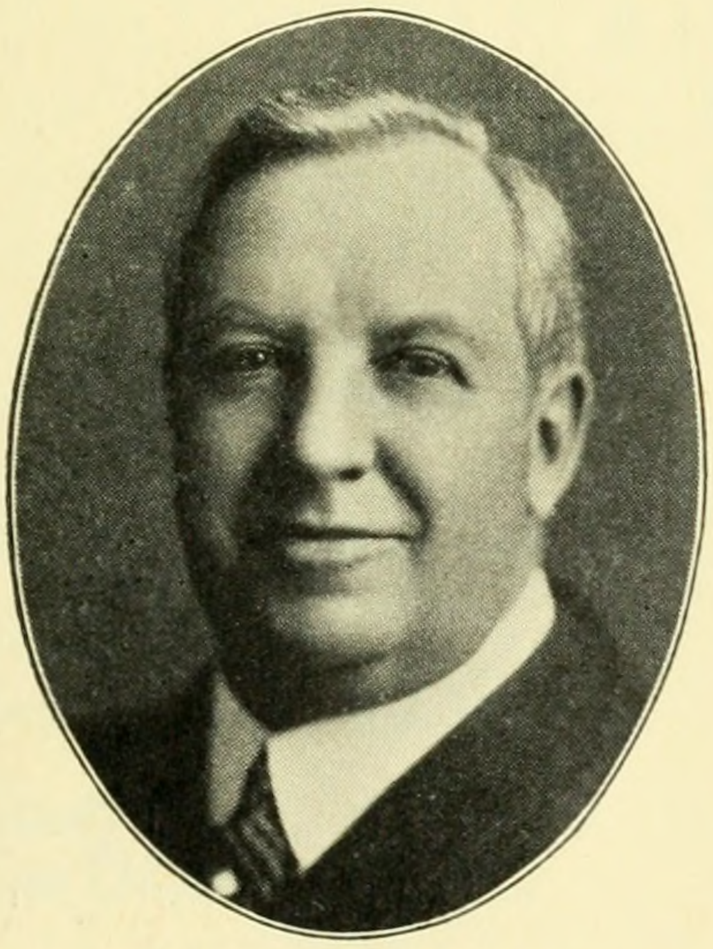
THE COMMISSIONERS OF LINCOLN PARK



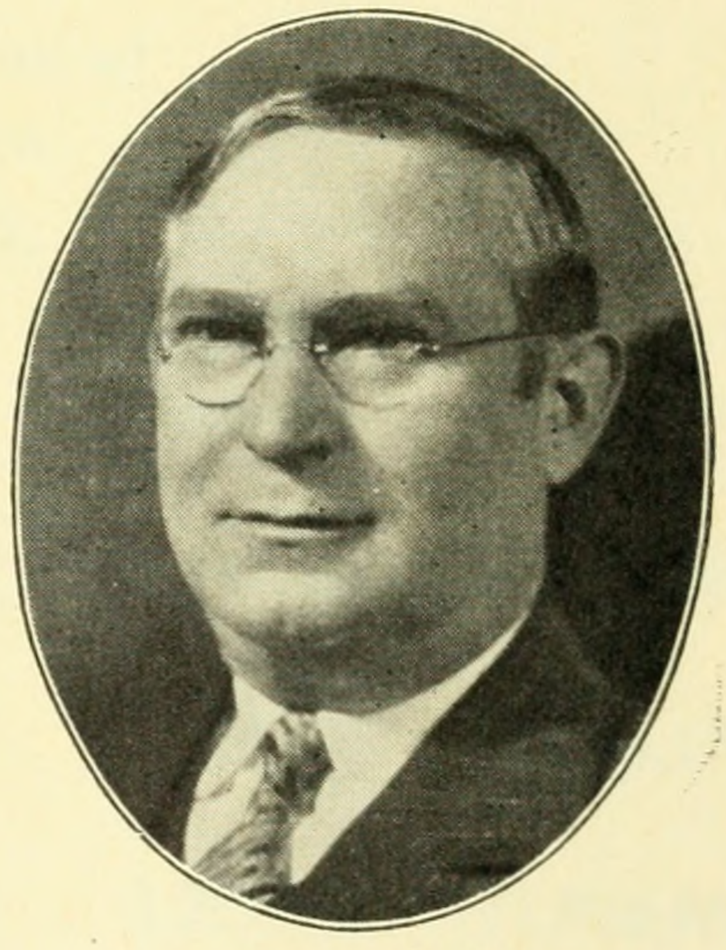
ROBERT H. MORSE
Vice President



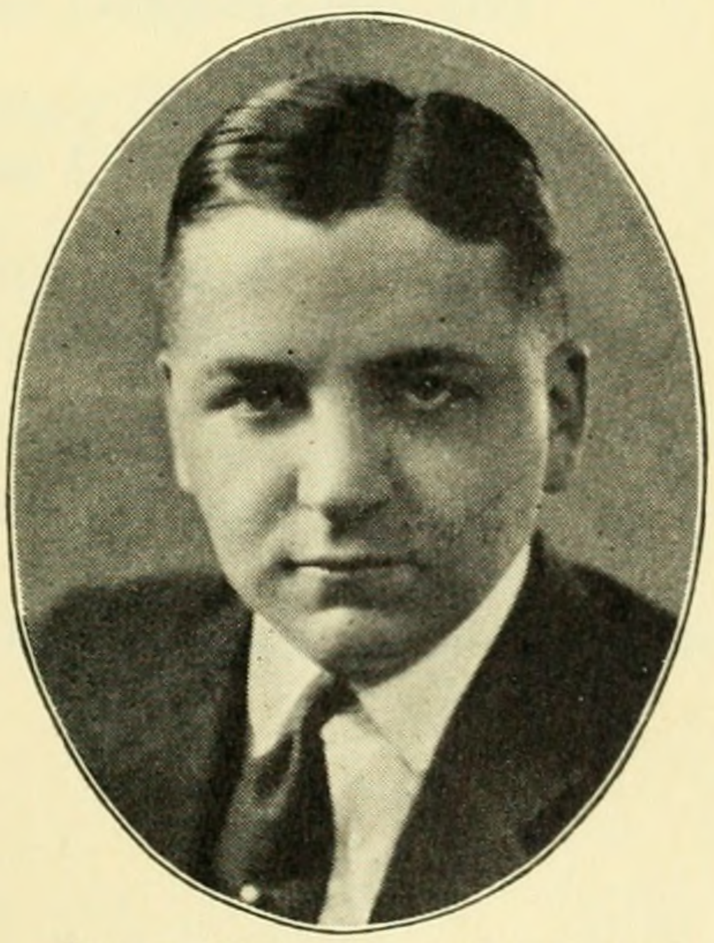
JOHN F. CUNEO



ALEXANDER FYFE



ALBERT Z. HALPERIN



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JOHN A. TORTENSON

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South Park Commissioners as part of the Outer Drive improvement, the cost to the municipality for the remaining section will be approximately only one-half as much as if it built the entire extension itself.

3. The route covered in Study No. 2 is a very direct connection and is less expensive than any of the other proposed routes.

4. It is estimated that the cost of Plan No. 2* would be approximately $10,268,176, of which $4,994,034 will be expended by the South Park District and $5,274,142 by the Lincoln Park District. It will be seen from the following table that this route costs from $409,536 to $4,275,024 less than the other proposed routes. Therefore, it is the first choice from the standpoint of cost.

A Comparison of Cost of
Alternate Schemes

UPPER LEVEL

Study	South Park District	Lincoln Park District	Total
Study No. 1 See Drawing No. 101	$6,383,902	$5,141,386	$11,525,288
Study No. 2* See Drawing No. 105	4,994,034	5,274,142	10,268,176
Study No. 3 See Drawing No. 107	6,760,000	5,237,800	11,998,400
Study No. 4 See Drawing No. 109	9,450,700	5,092,500	14,543,200
Study No. 5 See Drawing No. 114	2,542,760	8,134,951	10,677,711
Study No. 6 See Drawing No. 115	2,542,760	8,674,110	11,216,870
Study No. 7 See Drawing No. 119	2,542,760	8,841,526	11,384,286

*Estimated cost of Plan No. 2 was revised June 3, 1929.

OUTER DRIVE IMPROVEMENT

Estimate of Cost to Accompany

Study No. 2

SUMMARY

UPPER LEVEL

(1) Section of Improvement located in South Park District.			
(a) Viaduct		$2,914,692	
(b) Fill and dock construction		370,000	
(c) South Bridge Plaza		683,040	
(d) One-half cost of bridge		1,026,302	
			$4,994,034
(2) Section of Improvement located in Lincoln Park District.			
(a) Viaduct, retaining walls	$1,357,464		
(b) Bascule bridge over Michigan Canal	757,015		
(c) North Bridge Plaza	583,361		
(d) One-half cost of bridge over river	1,026,302		
	$3,724,142		
(e) Condemnation Awards			
Land and buildings	$1,500,000		
Contingencies	50,000		
	$1,550,000		
			5,274,142
			$10,268,176

Notes:

Included

(a) Engineering on construction.

(b) Assessment, court and valuation costs estimated at 20%.

(c) Condemnation awards for leaseholds on North Pier Terminal Co. Warehouse included in award for land and building.

Not Included

(d) Cost of suggested ramps and mezzanine level.

MEZZANINE LEVEL

(1) Section of Improvement located in South Park District.			
(a) Viaduct		$476,373	
(b) South Bridge Plaza		127,308	
(c) One-half cost of bridge		151,300	
			$754,981
(2) Section of Improvement located in Lincoln Park District.			
(a) Viaduct	$107,679		
(b) Bascule bridge over Michigan canal	112,630		
(c) North Bridge Plaza	118,800		
(d) One-half cost of bridge over river	151,300		
			490,409
			$1,245,390

NOTES:

Included

(a) Engineering on construction.

Not Included

(b) Cost of upper level.

(c) Land and building damage.

OUTER DRIVE IMPROVEMENT

Estimate of Cost to Accompany

Study No. 2

Section of Improvement Located in

SOUTH PARK DISTRICT

(Grant Park to Center of Chicago River)

See Drawing No. 103

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps.
1	Viaduct structure north of north line of Randolph Street, including foundations	$1,785,128	
2	Mezzanine level between Randolph Street and river		$311,931
3	Viaduct structure, including foundations and cut stone facing from east line of Outer Drive to a point 148.65′ west of center line of bridge.	1,129,564	
4	Mezzanine level from east line of Outer Drive to a point 148.65′ west of center line of bridge		164,442
5	Dock wall between west line of Outer Drive and east line of bridge plaza	300,000	
6	Filling back of new dock wall between Outer Drive and east line of bridge plaza. El. plus 5 to El. —26	70,000	
7	Upper level of south plaza, including architectural treatment in stone	683,040	
8	Mezzanine level of south plaza		127,308
9	Two leaf bascule bridge—clear channel 220′—width 108′—length out to out of anchor piers 356′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,026,302	
10	Mezzanine level of bridge, width 85′, length 356′, includes floor system only (one-half cost)		151,300
	Total	$4,994,034	$754,981

Note: It is assumed that an easement will be granted by the Illinois Central Railroad to construct a viaduct over their tracks.

Section of Improvement Located in

LINCOLN PARK DISTRICT

(Ohio Street to Center of Chicago River)

See Drawings Nos. 102, 105, 163, 164, 167, 168, 169, 170, 171

Construction

11	Filled approach extending from south line of Ohio Street to north line of Grand Avenue, including retaining walls, pavements, walks, curbs, etc...	$136,634	
12	Viaduct structure extending from north line of Grand Avenue to north line of Illinois Street	446,893	
13	Viaduct structure, upper level extending from north line of Illinois Street to north end of bridge at Michigan Canal	322,282	
14	Mezzanine level extending from south line of Illinois Street to north end of bridge at Michigan Canal.....		$37,767
15	Michigan Canal crossing, single leaf bascule bridge, clear channel 70′, width 108′, length out to out of anchor piers 132.5′, including foundations, pylons, mechanical and electrical equipment	757,015	
16	Mezzanine level of bridge, width 85′, length 132.5′. Includes floor system only		112,630
17	Viaduct structure extending from south line of bridge at Michigan Canal to north line of bridge plaza at River....	451,655	
18	Mezzanine level of viaduct structure from south line of bridge at Michigan Canal to north line of bridge plaza at River		69,912
19	Upper level of North Plaza, including architectural treatment in stone.....	583,361	
20	Low level of bridge plaza (Mezz.).....		118,800
21	Two level bascule bridge, clear channel 220′, width 108′, length out to out of anchor piers 356′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,026,302	
22	Mezzanine level of bridge, width 85′, length 356′, includes floor system only (one-half cost)		151,300
	Total	$3,724,142	

Condemnation		
Land — Air Rights — Grand Avenue to North Water Street and all rights North Water Street to Chicago River — and Buildings—North Pier Terminal Warehouse	1,500,000	
Contingencies	50,000	
Grand Total	$5,274,142	$490,409

NOTE: *The estimate includes:*

a. Engineering.
b. Assessment, court and valuation costs (20%).
c. Condemnation awards for leaseholds on North Pier Terminal Co. Warehouse included in award for land and building.

Chicago Dock and Canal Company

This company owns all of the land between Grand Avenue and the Chicago River across which the Outer Drive improvement will extend, except the lighthouse property.

The land damage involves the condemnation of air rights, and the building damage, including the taking of the upper five floors of the North Pier Terminal Building.

North Pier Terminal Company

This company's lease with the Chicago Dock and Canal Company expires in 1949. They sub-lease to the General Electric Company and Arbuckle Brothers. The General Electric Company's lease expires March 3, 1929 (no extension) and the Arbuckle Brothers' lease expires January 31, 1929 (no extension).

The method suggested for adjusting the North Pier Terminal Building to the Outer Drive viaduct structure is shown on the accompanying drawing No. 150.

The amount given in the estimate to cover the damage to the Chicago Dock and Canal Company, includes damage to the North Pier Terminal Company. No compensation is given to the sub-tenants, as their leases will expire before the property is taken.

*Robert Gair Company**

This company leases from the Chicago Dock and Canal Company about 1300 feet of frontage along North Water

*The Robert Gair Company sold its lease in June, 1928, to the Container Corporation of America.

Street, the air rights to 139 feet of which will be taken for the new improvement. Their lease expires April 30, 1949, but has a renewal clause which provides that the lease can be terminated at any ten year period after 1949, upon payment by the Chicago Dock and Canal Company of the appraised value of all improvements.

If the property leased by the Gair Company is taken by special assessment proceeding, the lease provides that the Chicago Dock and Canal Company receives all awards for land damage and the Gair Company receives all awards for damage to buildings.

This company has received a permit from the City of Chicago to construct a new building, east of their present building, which will lie in the path of the improvement. It is proposed to so construct the viaduct that it can be co-ordinated with the building construction. A special arrangement of the viaduct columns can be made to give the desired spacing and clearance to serve the building, and the floor of the viaduct can form the roof of the building as shown on the accompanying drawing No. 169.

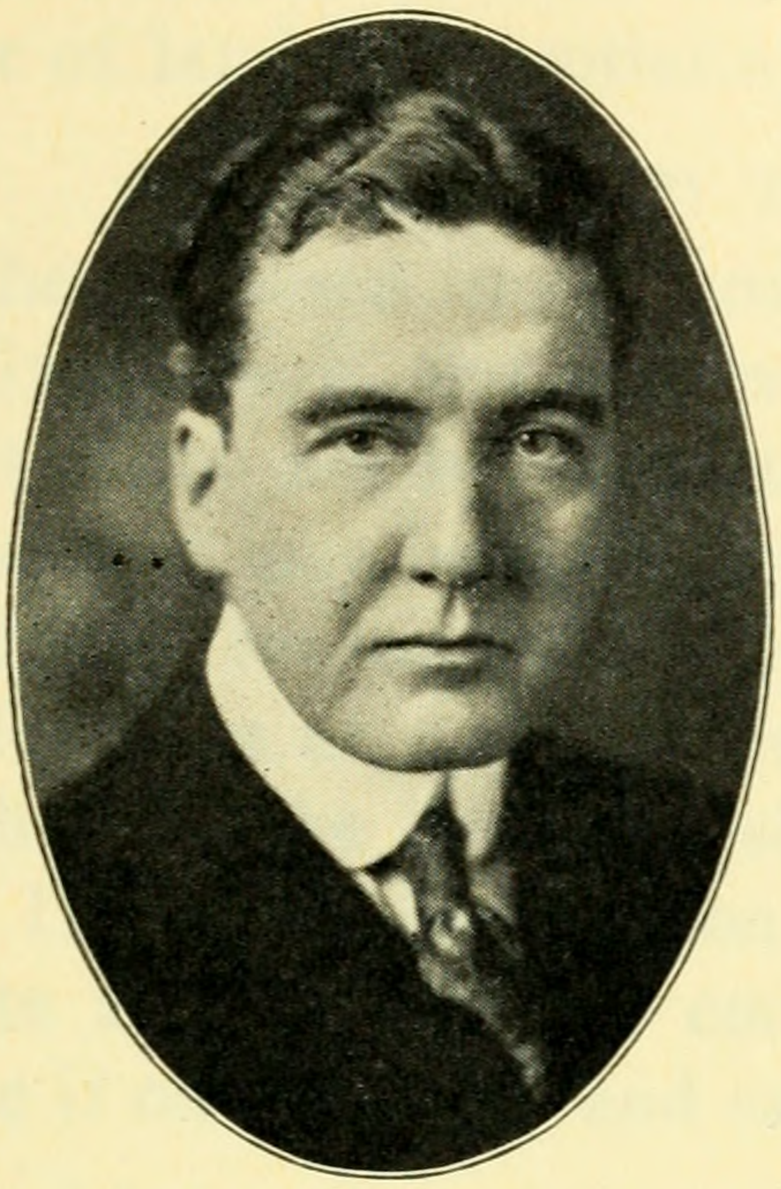
Government Land and Buildings

The total area of the tract owned by the Government is 17,273 square feet, of which 13,757 square feet are required for the site of the north plaza of the bridge. The area of 3,516 square feet not taken is in one piece and is located on the west side of the tract.

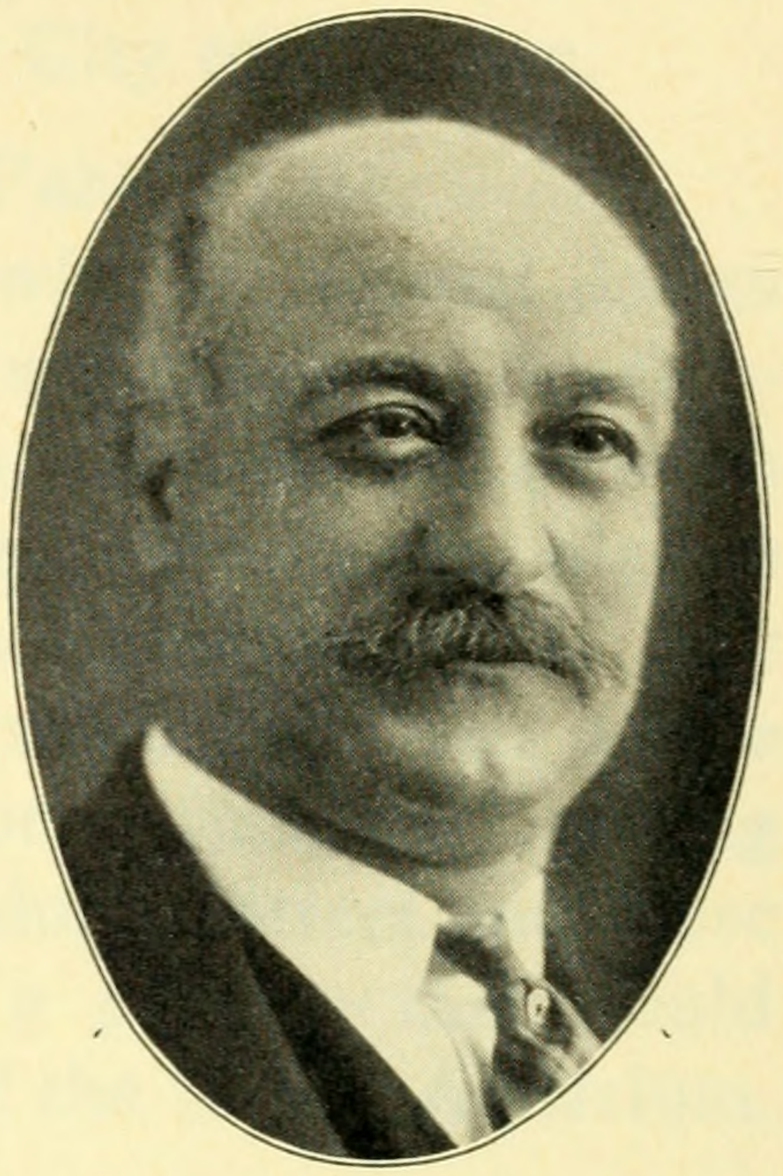
The Lighthouse Service is willing to exchange its present site, which is required for the bridge plaza, for a tract of land sufficiently large to accommodate buildings and facilities similar to those which the service now has. The Government would like to obtain a new site on the tract of land west of the municipal pier along the east side of the basin at the mouth of the Michigan Canal, which is now owned by the city.

A bill has been introduced in Congress authorizing an exchange of the Lighthouse property for a tract of land owned by the City of Chicago located west of the municipal pier. This bill has been passed by the Senate, and it is expected it

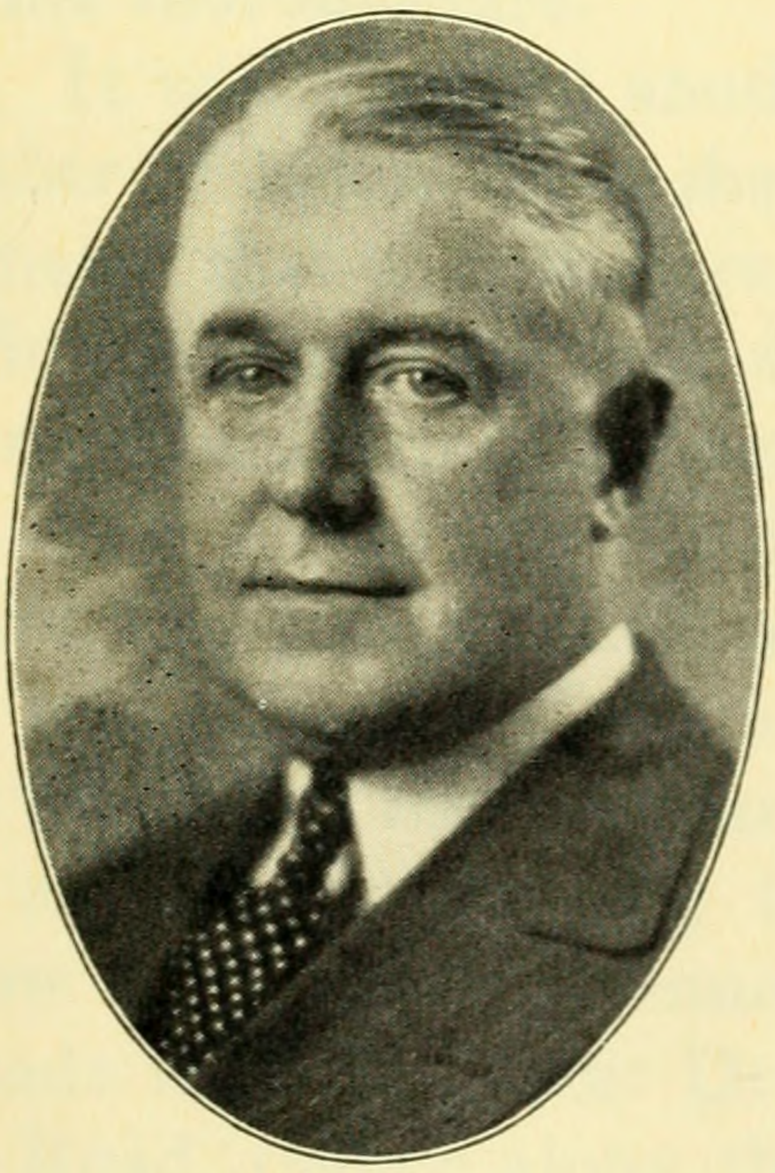
SOUTH PARK COMMISSIONERS



LOUIS J. BEHAN
Vice President



JOHN BAIN



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will be passed by the House before the adjournment of Congress.

After this exchange of property has been made, the Lincoln Park Commission will then be in a position to acquire this tract of land by negotiating with the City of Chicago.

Adaptibility to Grant Park Plan

The proposed improvement fits in with the formal design of Grant Park, and does not prevent any lakeward development at the north end of the park on the axis of Randolph Street that may be necessary to complete the ultimate plan as originally recommended by the Plan Commission. It may be desirable at some future time to extend the Outer Drive south from the bridge as shown in dotted lines on Drawing No. 116, to an intersection with Randolph Street and there create a large circular concourse in a position that would place it on the north and south axis of the Shedd Aquarium.

Importance in the Transportation Plan

When this improvement has been carried out, it will benefit traffic in the following respects:

1. It will immediately attract 20,000 vehicles per day from Michigan Avenue, relieving to that extent the congestion on this thoroughfare.

2. It will open up another route to handle the increasing number of automobiles that will take the Outer Drive. It is estimated that with the present rate of increase in automobile traffic there will be over 40,000 vehicles per day using this thoroughfare within the next few years.

3. It will complete the link in what will eventually become the most important north and south route in the city. Highway traffic from Indiana and Illinois entering the city from nine important thoroughfares will center on South Park Avenue at the southern city limits. Through traffic will then follow South Park Avenue to 23rd Street, where connection is made with the Outer Drive along the lake front to Roosevelt Road, thence along the Outer Drive in Grant Park to the south bank of the river, east along Wacker Drive extended to the mouth of the river and north again to Lake Shore Drive

at Ohio Street, thence along the lake on an uninterrupted thoroughfare to the city limits and beyond. Such a route will provide a great lake-front by-pass thoroughfare which will have contact with all important east and west thoroughfares.

4. It will give north side traffic a convenient, quick and efficient method of entering the downtown district, functioning in this respect as South Parkway and the drives in Burnham Park function on the south side. North side traffic can proceed quickly and without cross traffic interruption to Wacker Drive or to Randolph Street, and thence into the loop.

Character of Improvement

The character of the proposed improvement is shown on the accompanying Drawings No. 102, 103, 104, 105, 116, 117, 150, 161, 162, 163, 164, 165, 167, 168, 169, 170, 171, 174, 176, 177, 178, 179, 180, 181, 182, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 200 and 201.

There are four important elements in this plan, three of which are included in the work to be done under the existing bond issues by the Lincoln Park and South Park Commissions, including (1) the extension of Lake Shore Drive south to the bridge (Drawings No. 102 and 164); (2) construction of bridge over the Chicago River (Drawing No. 163); and (3) the construction of the east part of the Wacker Drive extension and the extension of the Outer Drive in Grant Park from Randolph Street northward to the south bank of the river (Drawing No. 103). The fourth feature is the construction of the Randolph Street viaduct between Michigan Avenue and the Outer Drive (Drawing No. 162).

The Outer Drive in Grant Park will be graded up to meet the new elevation at Randolph Street as shown on Drawing No. 165. The connection will be made by means of a large plaza which, in addition to giving a formal aspect, will be designed with full consideration for the efficient movement of traffic. The Randolph Street and Outer Drive improvements, including the bridge, are planned as two-level structures, the upper level only to be built at the present time.

It is expected that with the development of the Illinois Central area and the area north of the river, it will be imperative that additional outlets be provided for commercial traffic. The low level should extend from Illinois Street south to Randolph Street and west in Randolph Street as far as clearance over the tracks will permit.

This low level roadway would afford an outlet to commercial traffic, both north and south of the river. These areas can be developed with two-level streets, with commercial traffic handled on the lower level and boulevard traffic on the upper level.

Randolph Street and the Outer Drive, together with Illinois Street, when double decked, would become marginal two-level streets around this district. All intermediate streets, including Wacker Drive extended along the south bank of the river and the suggested drive along the north river bank, would connect with these marginal streets on both levels. Such a development would give the best possible flexibility to passenger and commercial vehicle movement in this district.

When the district east of Michigan Avenue, both north and south of the river, has been intensively developed, the present low level of the Michigan Avenue bridge will be insufficient to handle the traffic serving this area.

GRADES

Upper Level

From the present terminus of Lake Shore Drive at Ohio Street, the roadway rises from the present grade of 13 feet at the south line of Ohio Street to an elevation of 21.29 feet at the north line of Grand Avenue, the grade of the roadway in this block being 3.3835 per cent for the first 109 feet and 4.318 per cent for the remainder of the distance. The rise continues to an elevation of 30.72 feet at the north line of Illinois Street, the grade of the roadway in this block being 3.229 per cent. The grade continues to rise to an elevation of 42.2 feet at a point 45.92 feet south of the river face of the south abutment of the single leaf bascule span, the grade on this section of the structure being 3.229 per cent.

From the elevation of 42.2 feet the roadway continues to rise on a grade of 1.055 per cent to an elevation of plus 47 feet at a point 95 feet north of the river face of the north abutment of the two leaf bascule bridge over the main river.

From the elevation of 47 feet the grade rises at the rate of 0.975 per cent for a distance of 205 feet to an elevation of 49 feet at the center of the bridge, from which point the roadway descends on a grade of 0.975 per cent for a distance of 205 feet over the south leaf of the bascule bridge to an elevation of 47 feet. The grade on the upper level of the south plaza, also on the viaduct structure extending westward along the south bank of the river to the north and south line of the Outer Drive in Grant Park, also the upper level roadway of the viaduct extending across Illinois Central property from the south bank of the river to 24 feet north of the south line of Randolph Street, is level and is at an elevation of 47 feet.

From elevation 47 feet at a point 24 feet north of the south line of Randolph Street the roadway descends on a grade of 1.5 per cent to an elevation of 44.825 feet, which is located 121 feet south of the new south line of Randolph Street. From this point the roadway descends on a grade of 2.59 per cent to elevation 17½ feet at the north curb line of Monroe Street in Grant Park.

From elevation 47 feet at the intersection of the center line of the Outer Drive and Randolph Street, the roadway extends west in Randolph Street at elevation 47 feet to a point 604 feet east of the east curb line of Michigan Avenue (north of Randolph Street), from which point it descends on a grade of 4.963 per cent to an elevation of 19.9 feet, located 58 feet east of said east curb line of Michigan Avenue, from which point it descends on a grade of 2.6 per cent, a distance of 50 feet to an elevation of plus 18.6 feet at a point 8 feet east of said east curb line of Michigan Avenue.

Mezzanine Level

The grade of the proposed mezzanine level, if and when constructed, is to be as follows:

Beginning in the Randolph Street viaduct at a point 604 feet east of said east curb line of Michigan Avenue at eleva-

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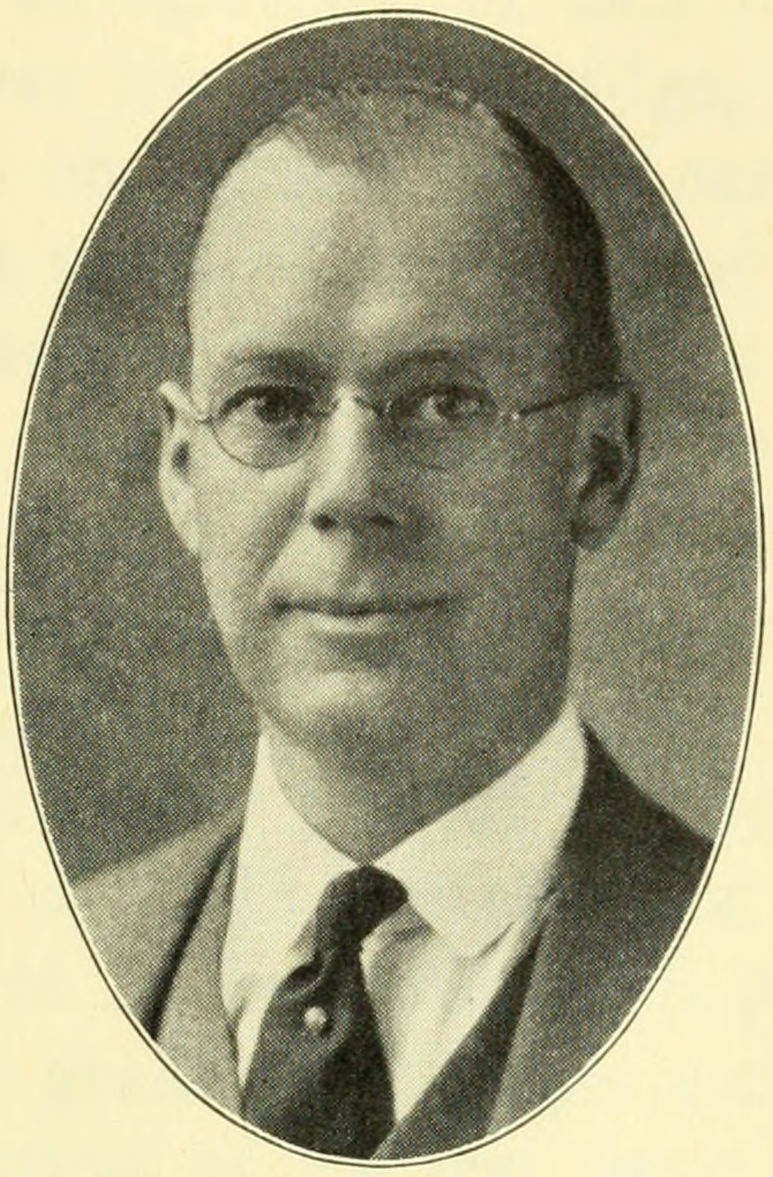
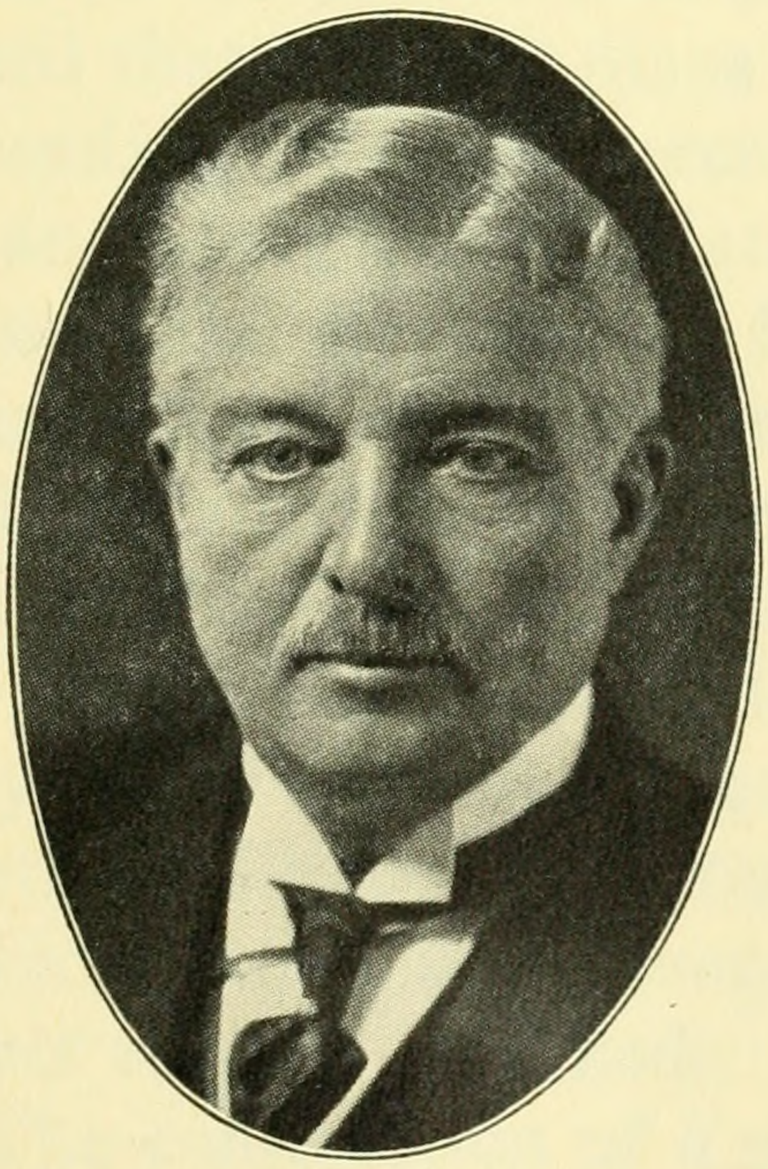
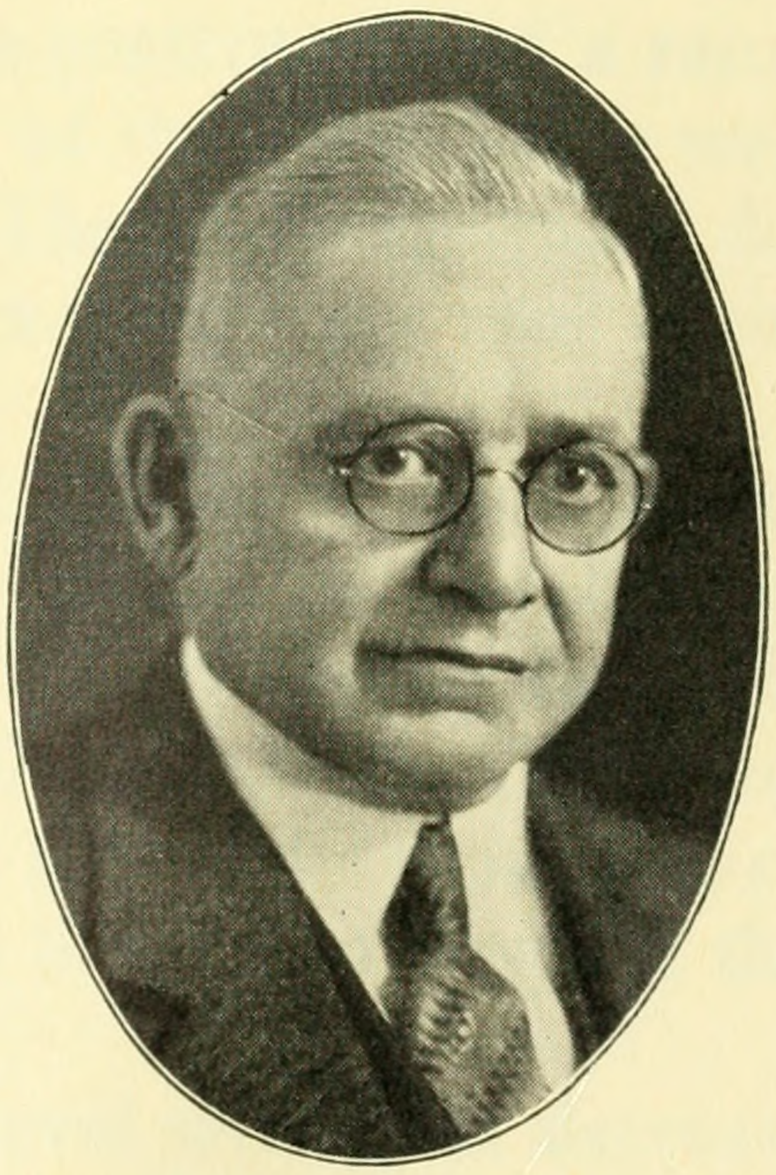


ALBERT A. SPRAGUE
Vice Chairman



CHARLES H. WACKER
Chairman, Nov. 1, 1909, to Nov. 1, 1926



MICHAEL ZIMMER
Vice Chairman

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tion 28.5 feet, the mezzanine level extends at this elevation eastward in Randolph Street to the Outer Drive and continues north at this elevation to East Wacker Drive (the section of the Outer Drive along the river), thence east along the Outer Drive at an elevation of 28.5 feet to a point 180 feet west of the center line of the bridge, from which point it descends eastward on a grade of 1.5 per cent to an elevation of 26.5 feet at a point 47 feet west of the center line of the bridge. The grade at the south plaza is level and is at elevation 26.5 feet. From a point on the south plaza at a distance of 205 feet south of the center line of the bridge, the roadway rises on a grade of 0.975 from elevation 26.5 feet to elevation 28.5 feet, which is at the center line of the bridge. Northward from the center line of the bridge the roadway descends on a grade of 0.975 per cent for a distance of 205 feet to an elevation of 26.5 on the north plaza, from which point it descends on a grade of 1.912 per cent for a distance of 183 feet to an elevation of 23 feet near the south line of North Water Street, where it is proposed to terminate the mezzanine level until such time as a change in the use of the property between North Water Street and Illinois Street permits the extension of the mezzanine level to Illinois Street. Until that time the plans propose the construction of a ramp extending from the mezzanine level of the north plaza west in and along North Water Street. The roadway would descend from elevation 23 feet on a grade of 5 per cent to the present level of the street.

The extension of the mezzanine level north from North Water Street would be as follows: From an elevation of 23 feet near the south line of North Water Street, the roadway would descend on a grade of 1.987 per cent for 553.50 feet northward to an elevation of plus 12 feet at the south line of Illinois Street, there connecting with the present level of the street slightly modified.

The construction of a mezzanine level would not decrease the clearance of 22 feet under the main bridge over the Chicago River, but it would decrease the clearance under the bridge over the Michigan Canal from 22 feet to 12 feet. The

clearance of 12 feet under the bridge over the canal is based on the assumption that sufficient clearance must be provided under the boulevard floor for the possible accommodation of railroad tracks as suggested in the Harbor Plan published by The Commercial Club.

Capacity for Vehicle Traffic

Beginning at the junction of Randolph Street and the Outer Drive, the new improvement extends north across the Illinois Central property to the south bank of the river. The street will have a total width of 140 feet, having a roadway 100 feet in width, curb to curb, and two 20 foot walks. Islands having a width of about 10 feet will be placed in the center of the the street. The net width of the roadway will be 90 feet.

If a deduction for a line of parking on each side of the street is made, the effective width for moving traffic will be 74 feet, which will provide four lines of moving traffic in each direction.

The section of the improvement extending along the south bank from the line of the Outer Drive in Grant Park to the bridge over the main river, has a width of 140 feet, with provision for a 24 foot walk along the south side of the street and a 16 foot walk on the river side. The roadway will have a width of 100 feet, having the same capacity for traffic as described for the section crossing the Illinois Central property.

The bridge over the river, and also the one over Michigan Canal, will have a width of 108 feet with provision for two 14 foot walks, a center island 4 feet in width, and two 38 foot roadways. The two 38 foot roadways will have capacity for four lines of moving traffic in each direction. The capacity on the bridge for moving traffic would be the same as that on the approaches, considering the deductions for center islands and parking, as parking is not permitted on bridges. At the north and south ends of the bridge over the river large oval shaped plazas will be provided, giving ample capacity for the turning of vehicles and space for storage.

From the north plaza to Ohio Street, the width of the

improvement will be 139 feet, having a 24 foot walk along the west side of the street in anticipation of an intensive building development which will undoubtedly take place, and for a 15 foot walk along the east side of the street. East of the drive there is very little area available for building development. The roadway will have a width of 100 feet from curb to curb, the same width as south of the river.

Traffic Connections—North End

At Ohio Street the 100 foot roadway of the new improvement will connect with the present 30 foot roadway on Ohio Street and the 50 foot roadway on Lake Shore Drive—the new improvement having considerably more capacity for traffic than its feeders. It is expected, however, that the roadway on Ohio Street will be widened to 56 feet and that Lake Shore Drive will be widened with provision for two 50 foot roadways in the not distant future, so that the roadway on the new improvement will have the same capacity as the feeders will ultimately have.

Traffic Connections—South End

The south plaza of the new bridge is designed so that the outer driveway can be extended due south from the bridge to Randolph Street.

At the junction where the Outer Drive turns from the south bank of the river to the line of the Outer Drive in Grant Park, provision is made in the design of the intersection for the future connection of the proposed extension of East Wacker Drive. It is proposed to make this extension 112 feet wide with provision for a 72 foot roadway, a 24 foot walk along the south side of the street and a 16 foot walk along the river side.

At the south end of the new improvement at Randolph Street, the 100 foot roadway terminates in a large plaza formed by the intersection of these streets. South of Randolph Street the Outer Drive in Grant Park has a width of 140 feet, which provides for a 100 foot roadway and two 20 foot walks.

Randolph Street, the feeder from the loop, will have a total width of 128 feet with provision for an 84 foot roadway, curb

to curb, with a 24 foot sidewalk on the north side and a 20 foot sidewalk on the south side of the viaduct.

While the combined roadways of Randolph Street and the Outer Drive south of the plaza have a total width of 84 feet greater than the roadway of the structure north of the plaza, a part of the roadways on these feeders is used for traffic flowing between the loop and the south side. Considering the amount of through traffic which the Outer Drive will be called upon to handle and the portion of the north side traffic which will enter the Outer Drive at Randolph Street, also East Wacker Drive when it has been completed, a roadway width of 100 feet is the minimum width that should be considered for the new structure, particularly as this is the farthest east street that will be provided in the street transportation plan.

The roadway of Michigan Avenue south of the bridge is 75 feet. It will be recalled that when the improvement was originally planned, this width was considered too great by some people. Today this thoroughfare is badly congested.

While traffic on the Michigan Avenue bridge will be reduced temporarily when the Outer Drive is functioning, the steady increase in the number of automobiles will soon fill the gap, throwing the burden of future increases on the Outer Drive bridge. It would be a shortsighted policy to make the roadway less than 100 feet in width, in view of the certain growth of traffic.

If in the future the Outer Drive is taxed to its capacity, additional crossings over the Chicago River will have to be provided between the Outer Drive and Michigan Avenue, such as McClurg Court.

Mezzanine Level

A mezzanine level has been indicated on the plans, extending along Randolph Street to its junction with the Outer Drive, thence north across the Illinois Central property to the south bank of the river, eastward along the south bank of the river to the bridge, thence north across the bridge over the river and on the north approach as far as North Water Street.

The mezzanine level has provision for two six foot side-

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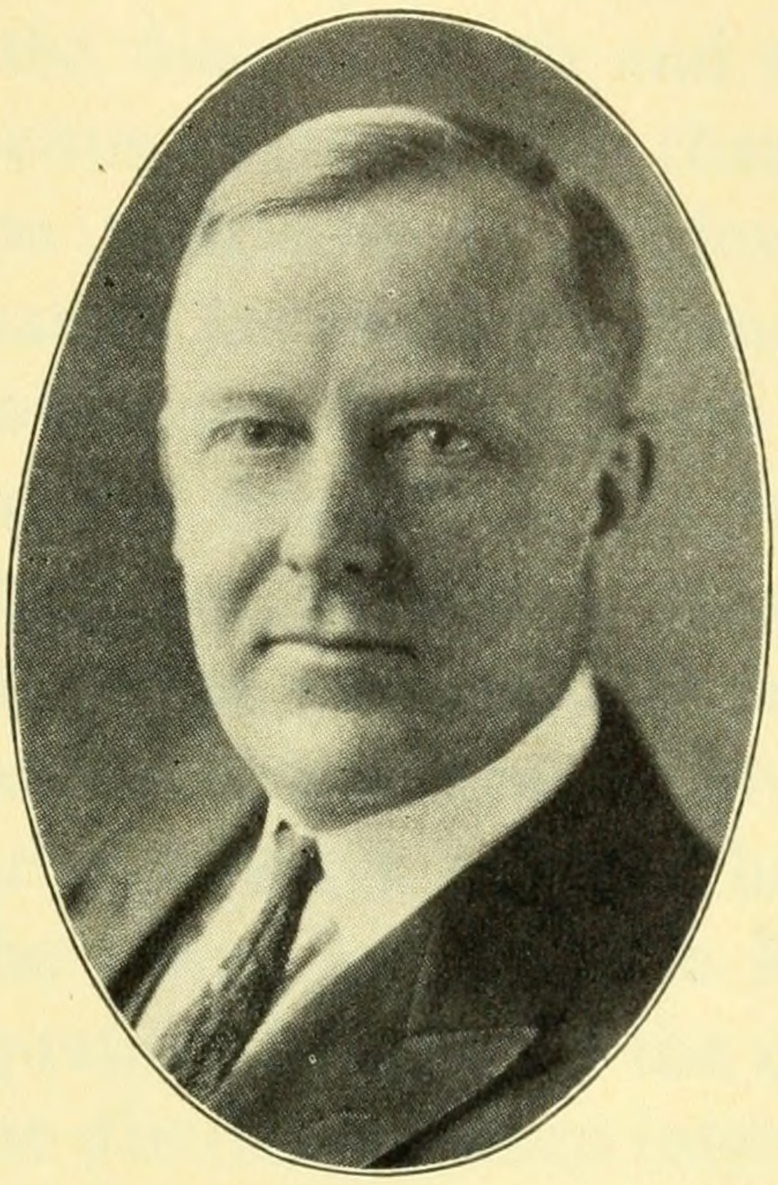

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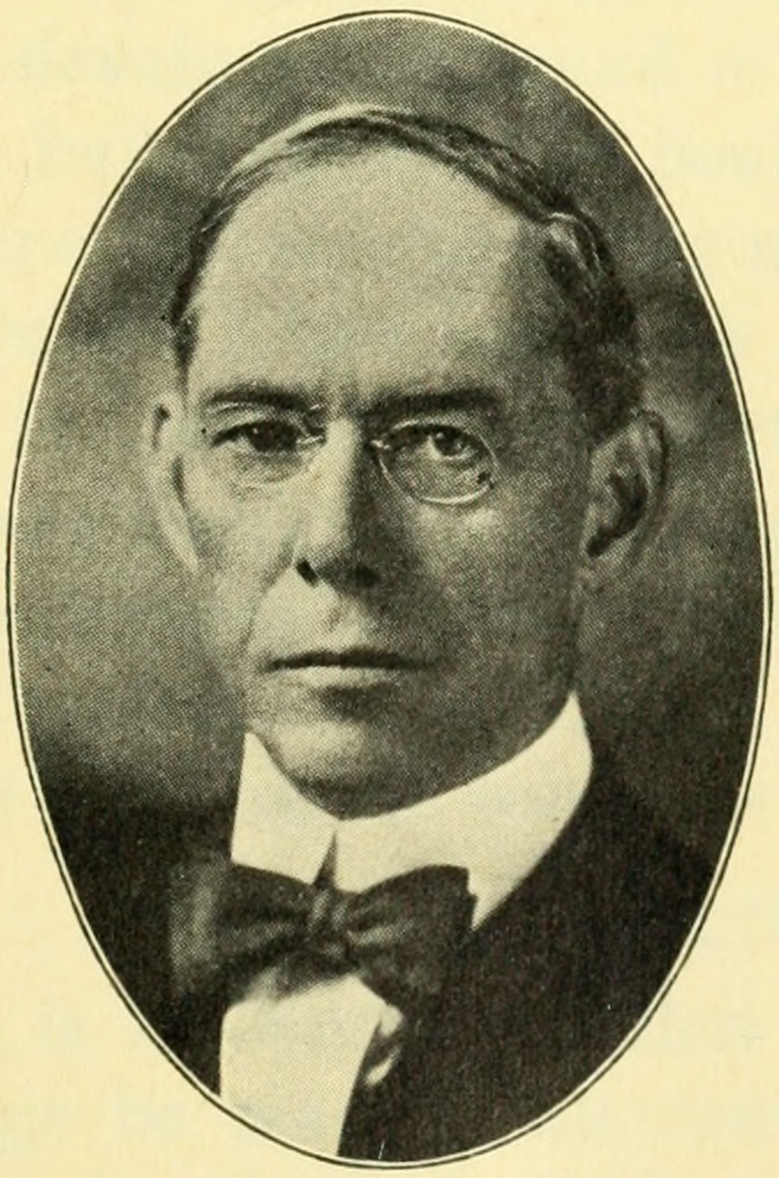
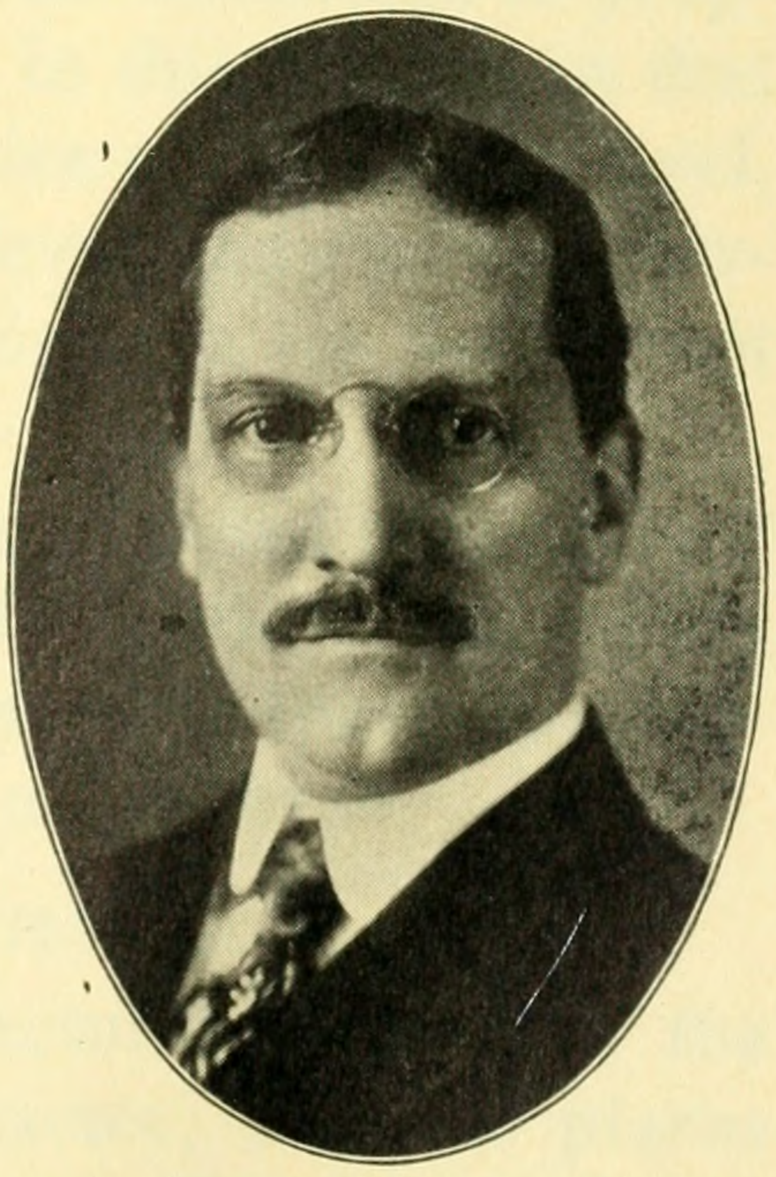
Chairman



JOHN V. FARWELL



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walks and two 30 foot roadways in the clear. It will provide for three lanes of moving traffic in each direction. If desirable, the mezzanine level can be made the full width of the structure or extended on one side only to contact with private property along the improvement.

The lower level will be of great value in giving commercial traffic access to the district north and south of the river east of Michigan Avenue. Considering that the Outer Drive Improvement will be restricted to boulevard traffic, some provision must ultimately be made for handling commercial traffic, particularly when the district north and south of the river has been intensively developed. Interchange of traffic north and south of the river, or traffic which has its destination in either district, at the present time is required to take the lower level of the Michigan Avenue bridge, which has a limited capacity—the roadways on the bridge being only 18 feet in width. The lower level of the Michigan Avenue bridge will be inadequate to handle all the commercial traffic in this district after the district has been intensively developed.

Provision for the mezzanine level outlet in the thoroughfares both north and south of the river at an elevation to clear railroad tracks will make possible a two-level street development in these areas which will be of great advantage to property development bound to take place in this district, in that such buildings can get boulevard service on the upper level, commercial service on the mezzanine level, and railroad service on the lower level—an ideal combination for the highest and best use of the property.

Even though this mezzanine is not constructed in the initial improvement, provision should be made both in the matter of clearance and structural connections to facilitate its placement later on. It would be a mistake not to do so.

Architectural Treatment

It is recommended that the architectural features of the bridge be made monumental in character; that the plazas and pylons be executed in granite or stone. Provision is being made in the design for two elliptically shaped plazas 172 feet

by 283 feet, supported on large stone arches of classic design, surmounted by ornamental balustrades and pylons.

At each corner of the bridge will be located ornamental bridge houses constructed of stone in the Doric style of architecture. These houses will be 20 feet square and will have a height of 49 feet above the bridge floor. Wide stairways leading to the dock level and enclosed within a curved stone wall will be provided at each bridge house.

The total height of the bridge pylons will be equivalent to an eight story building, and all exterior surface of the steel work such as facial girders, columns and brackets, will be covered with stone, the balustrades on the approaches to be designed in harmony with the architectural treatment of the plazas. This bridge will become the gateway to the Chicago River from Lake Michigan. Its appearance should be imposing, dignified and monumental in character. (See Drawings No. 177, 178, 179, 180 and 181.)

Tunnel Connection and High Level Bridge

Comparative Merits of Alternate Methods of Crossing the Chicago River at the Outer Drive—being a Comparison between the Two-level Bascule Bridge as recommended in this Report, a High-level Fixed Bridge having Clearance for Masted Vessels, and a Tunnel under the Chicago River.

Tunnel or Subway

(See Drawing No. 182)

Advantage

The principal advantage of a tunnel under the Chicago River is that it would provide an uninterrupted thoroughfare for traffic. The delay due to bridge openings would be avoided.

Disadvantages

There are many important objections to the construction of a tunnel.

(1) The principal one is that the tunnel would have to be constructed at such depth under the river bed that the approaches would be excessively long and no contact would be practicable with adjacent property in the district extending from Superior Street to Madison Street. These approaches,

based on a 3.25 per cent grade, would be approximately 2,140 feet long on the south and 2,000 feet long on the north, with 1,000 feet of level connection between them. This would mean that all property north and south of the river east of Michigan Avenue would have no street communication across the river in that district.

2. This large tract of land, which is in the line of city development, would be isolated. With the growth of Chicago, it is imperative that this area be developed and used—its location being most favorable, in fact strategic with respect to high-class development. The tunnel would be of little value to these large tracts of land, which have an area about equal to our present loop district. A city should be permitted to develop in a systematic and orderly way. The city grows as a result of promotion of its commercial interests. The policy should be to foster, promote and aid that development rather than to create an improvement which will retard it.

3. With reference to the cost of construction and engineering features: A tunnel under the Chicago River will cost several times more than a movable bridge of the same width and capacity. This has been proved time and time again when investigations have been made in connection with rapid transit subways. The cost of maintaining and operating the bridge is less than the cost of lighting, ventilating, and pumping the tunnel.

4. (a) Absence of light and air and perpetual large expense to supply same.

(b) Subways and tunnels have only been constructed when other methods are impractical or impossible. The traveling public dislikes subways and tunnels and does not voluntarily use them because of the grades and the deficiency of natural light and fresh air. Tunnels have always been limited in width and capacity on account of their excessive cost of construction and maintenance.

The undesirable features of drainage and ventilation are being largely met in modern tunnel construction, but even

though the greatest precaution is taken to overcome these difficulties, they are always sources of potential danger, and the efficient working of apparatus to insure safety to the traveling public involves a constant overhead expense of no mean proportions. There is always the objection that tunnel construction will take longer than the construction of a bridge with viaduct approaches. There is a further objection that since there are no intermediate streets to distribute the traffic, all traffic must find distribution at the mouths of the tunnel. This means traffic congestion and the necessity of providing large plazas at these points.

5. Modern vessels require a channel having a minimum depth of 26 feet. In order to meet this requirement, the floor of the tunnel would have to be placed about 66 feet below the street level. Therefore, in order to cross the Chicago River, which has a width of about 325 feet at this point, and the Michigan Canal, about 130 feet in width, using a 3.25 per cent grade on the roadway, it would require a tunnel and approaches 5,140 feet in length. All traffic would have to travel a distance of approximately 3,340 feet under ground.

The traffic of masted vessels on the Chicago River has so decreased that there are only about 2,000 openings of the Michigan Avenue bridge per year, or an average of 5½ openings per day.

No bridge within the city on any day of the week, excepting Sunday, is opened across the main river and across the south branch of the Chicago River from its junction with the main river south to and including Roosevelt Road and across the north branch of the river at West Kinzie Street, between the hours of 7:00 and 9:30 A. M. and 4:30 and 6:30 P. M. This gives a total of 19½ bridge hours per day. There is, therefore, on an average of 3½ hours of uninterrupted traffic between openings.

In 1927 the largest number of openings in any one month was 254. It is expected that there will be 240 openings in the month of heaviest river traffic in 1928. This gives an average of 8 openings per day, resulting in an interval of

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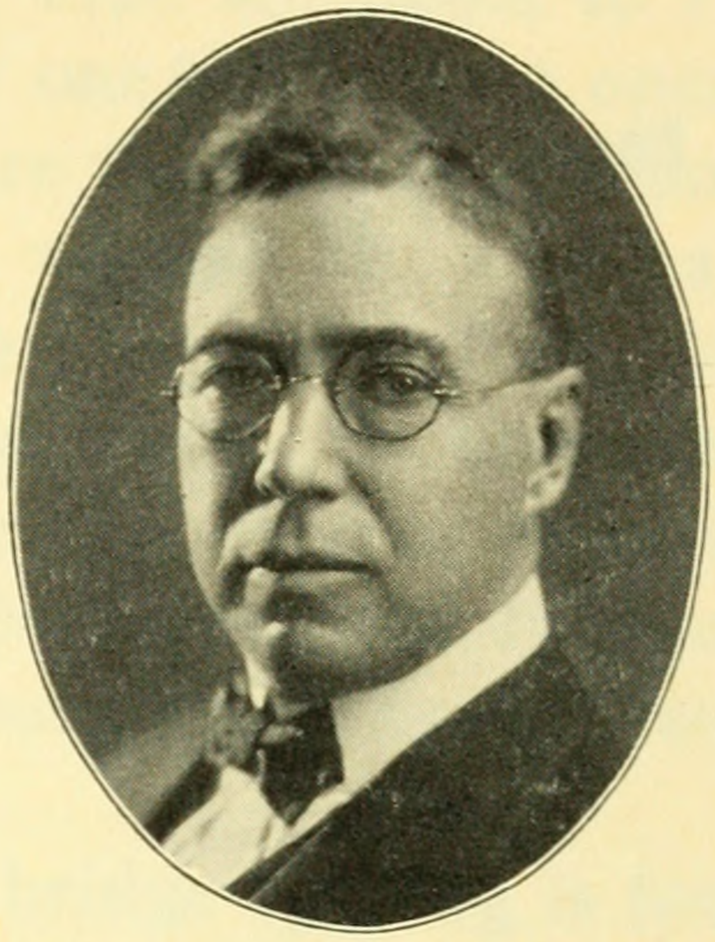

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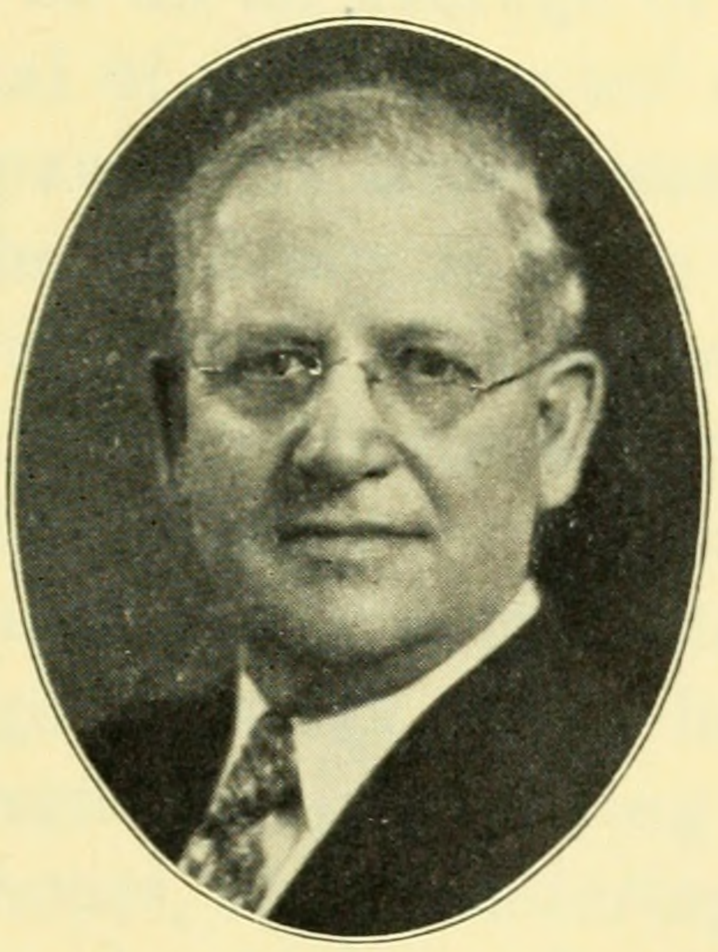
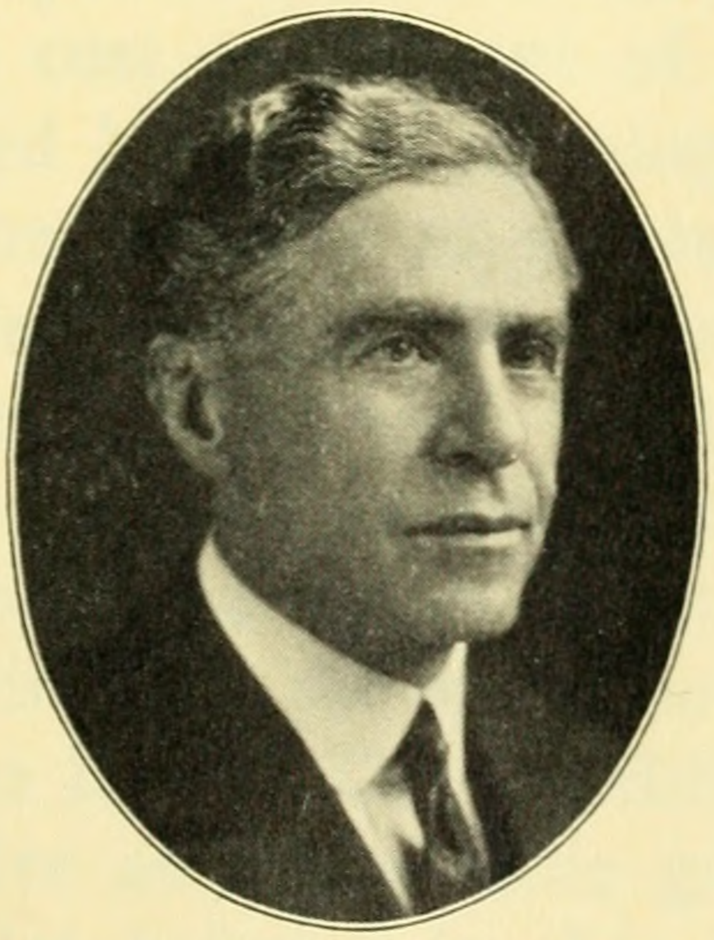


EMIL A. W. JOHNSON
General Superintendent



GEORGE WOODRUFF
Treasurer



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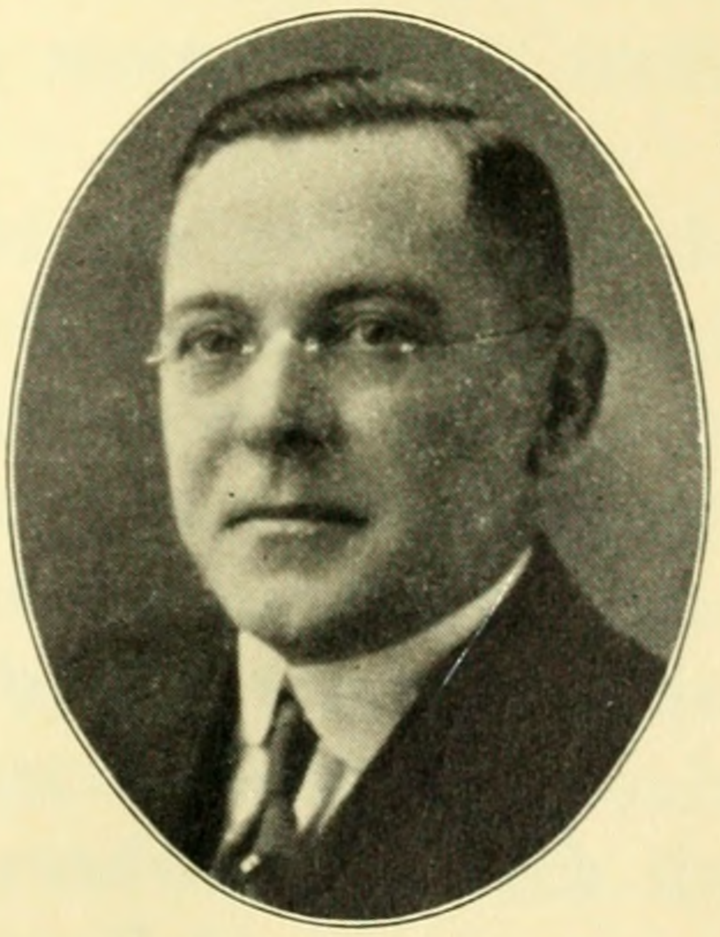
Special Counsel on Outer Drive



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Assistant Engineer

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nearly 2½ hours between openings at the time of the year when river traffic is greatest. The largest number of openings on the day of heaviest river traffic in 1926 amounted to 18. In 1927 the maximum number on any one day was 16 openings. It is calculated that in the future the maximum number of openings during any one day will be 12. One-half of the openings are made between the hours of 9:30 A. M. and 4:30 P. M.—the day time bridge hours. So that even for an exceptional condition occurring only once or twice in a year there will be an interval of about one hour between openings during the day time bridge hours, which are between the vehicle rush hours.

The average duration of time for a bridge opening is four minutes. During the month of minimum river traffic there will be on an average of only two bridge openings a day—a total of eight minutes' delay to vehicle traffic, which is of comparatively little consequence.

The tendency is for a decline in the use of the river by masted vessels. The proposed bridge will provide a clearance of 22 feet under the lower chord when closed. This will give ample clearance for barges, lighters, car ferrys, etc. Considering that the average interval for the entire year between bridge openings is 3½ hours and that the average interval between openings during the rush season of river traffic is 2½ hours, and considering further that during the maximum hours of vehicle traffic the bridges do not open at all, there is no justification for the construction of a tunnel at tremendous cost on account of the delay to motor vehicle traffic caused by bridge openings.

The entrance to the tunnel south of the river would be located at Madison Street, if the grade on the roadway is made 3.25 per cent. There are two reasons why it would be impracticable to have the south entrance at or immediately north of Randolph Street. One is that the approach would cut through the space now occupied by the track facilities of the Illinois Central Railroad. The second is that it would require an undesirable grade on the roadway to reach the Randolph Street level in the distance available.

On the other hand, a tunnel portal placed at Madison Street would require a rearrangement of the driveways and park development in the vicinity of Randolph Street. North side traffic, in order to contact with the proposed commercial district along Randolph Street would have to turn north again after emerging from the tunnel.

North of the river the portal would be located at Superior Street. In order to connect with the intermediate streets between the river and Superior Street, a back movement of vehicles to these streets would be necessary. This would be productive of congestion.

In the recommended plan, traffic is distributed directly from the main thoroughfare by lateral thoroughfares.

In the tunnel scheme, traffic emerging from the tunnel would have difficulty in clearing unless large plazas were provided.

6. If a tunnel connection were made, it would delay the development of adjacent property both north and south of the river, because there would be no access to this property. The city would be the loser in the long run because of the loss of tax revenue. The extension of Wacker Drive east of Michigan Avenue would be delayed indefinitely. There would be no direct connection between the Outer Drive and the north side of the loop district south of the river.

High Bridge

A fixed bridge would have to be 130 feet clear above the river level to be high enough to allow the passage of masted vessels, and would have all the objectionable features of a tunnel with respect to long and steep grades. The cost of construction and maintenance would be intensified, because of the greater height and length.

A high-level, fixed bridge having sufficient clearance for masted vessels would be much more expensive than a low-level structure having a movable span. The north approach would extend along the lake front as far north as Walton Place and the south approach as far south as Jackson Boulevard. The total distance between the foot of the approaches

would be 8,620 feet or 1.6 miles. Regardless of the monumental appearance such a structure would have, there would be an aesthetic loss because of the masking of the view of the lake from the properties adjacent to Lake Shore Drive. Experience has shown that where such high bridges have been created, there has been a depreciation of the properties adjacent to the approaches.

The advantage a high-level, fixed bridge has over the low-level bridge is that the interruption to traffic caused by the passage of vessels would be eliminated by the construction of the high-level bridge. The small number of bridge openings, however, does not justify the additional expense.

The suggestion has been made that the approaches to the high-level bridge be made comparatively short and that the prairie dweller's antipathy to heavy grades give way to the practical requirements of this proposed solution of the problem of bridging the mouth of the river.

It is pointed out that in cities where there are great differences in elevation, vehicles negotiate the heavy grades with ease.

If the north approach of this proposed bridge were brought to grade at Ohio Street to connect with the Municipal Pier, the resulting average grade would be about 18 per cent. If the south approach were brought to grade at the north line of Randolph Street, the resultant grade on that approach would be about 10½ per cent.

These foregoing grades are given for comparison with existing gradients in Chicago and elsewhere with the idea of determining what is the proper and safe gradient for the approaches of such a bridge.

The east grade in the Washington Street car line tunnel is about 10 per cent and the west grade is about 8 per cent. The grades in the LaSalle Street tunnel are about 6 per cent.

The practice in building main roads in the mountains of the west is to keep the maximum grades below 12 per cent. The steepest main roads in the west have maximum grades of about 17 per cent and only the most experienced drivers travel them.

The steepest grades in San Francisco which are used to any great extent are less than 10 per cent in gradient. Accidents due to brake failure and stalled engines are frequent on these grades.

The steepest gradient on the Michigan Avenue improvement—that from Ohio Street to Grand Avenue—is but a little over 3 per cent.

In cities where comparatively steep grades are common, drivers are experienced in handling their cars on these grades. Their cars are adjusted to be safe on these grades. In Chicago this is not the case. One or two extreme gradients in the city would not give drivers sufficient experience to handle their cars safely on such grades.

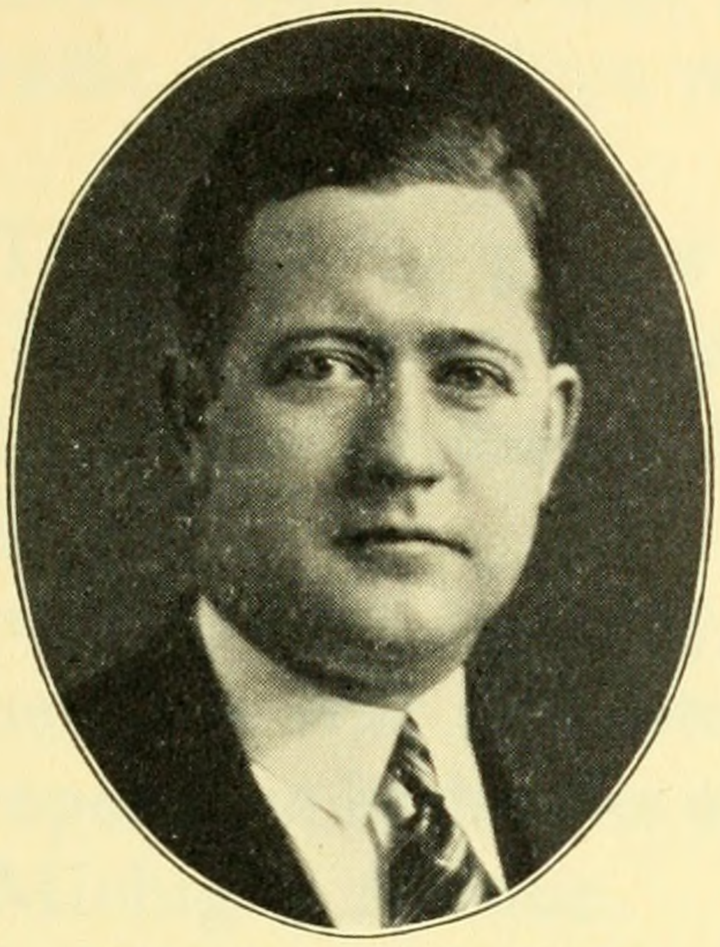
We know of no street in America, carrying any considerable bulk of traffic, which exceeds an 8 per cent gradient. In our opinion, considering the length of the approach to this proposed bridge, the maximum gradient which could be considered from the standpoint of traffic safety would be 6 per cent. If the convenience of the motorist were to be fully considered, the gradient should not exceed 3 or 4 per cent.

The construction of a high-level bridge over the mouth of the river at the Outer Drive would meet with stiff public opposition. Some idea of the sentiment of the press can be had from the following statement appearing in one of the daily papers:

"A bridge 160 feet high would mean erecting a mountain ridge between the city and the lake. The proposed bridge would be over three times as high as the Boulevard bridge and its approaches extending, we should say, beyond Division Street on the north and an equal distance on the south, and would run most of our lower north side streets into an embankment or up inclines.

"We think the structure would be a monstrosity, even if it were designed by the most gifted architect in the world."

SOUTH PARK STAFF



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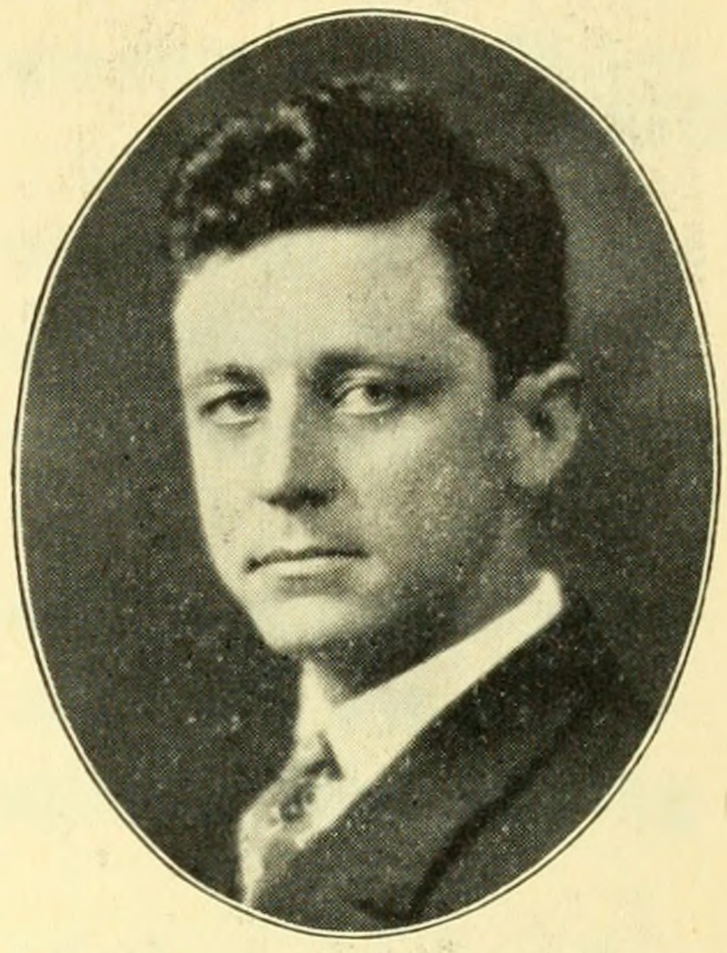

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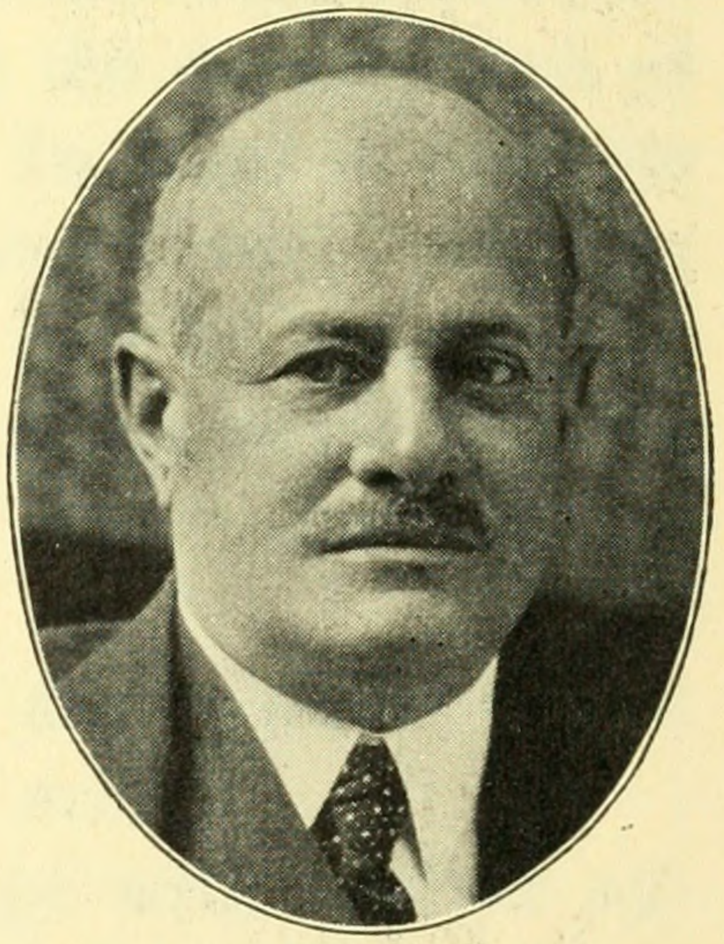

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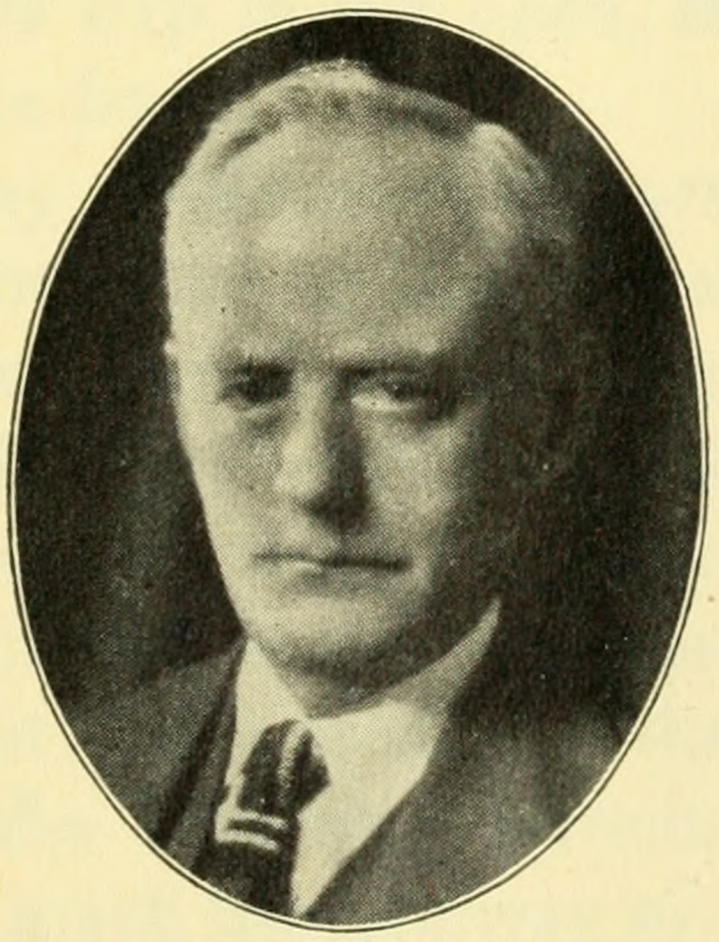

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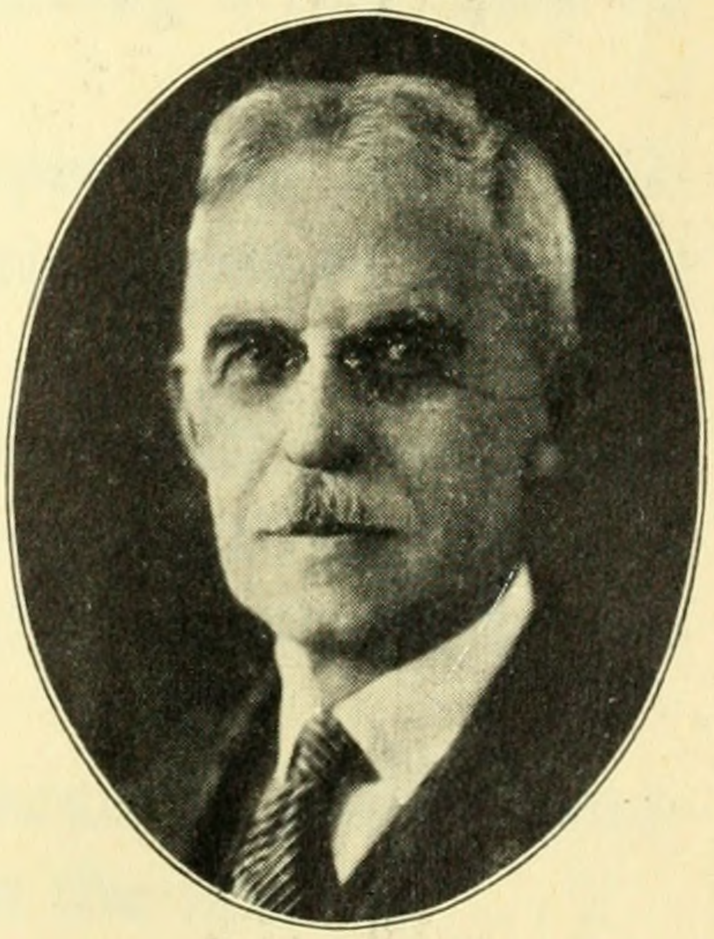

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Advantages

1. Traffic on the Outer Drive will not be interrupted by cross traffic, because there will be no streets east of the Outer Drive.

2. The roadway grades on the approaches to the Outer Drive bridge will be moderate, being approximately 3 per cent, the same as on the north approach to the Michigan Avenue bridge.

The width of the roadway, the grades and the alignment are such that they will promote the highest and best use of private property on both sides of the river, similar to that existing along Michigan Avenue.

3. A bridge over the river having viaduct approaches placed at an elevation to permit of the construction later on of a mezzanine level, will make possible the development of a very flexible street system in this area. In order to promote the highest and best use of both the Illinois Central property and the property north of the river, it will be necessary to have adequate street facilities both for commercial and for boulevard traffic. A two-level bridge with adequate approaches thereto will afford this access.

4. It is improbable that an intensive development would take place in these areas without street access.

5. Another advantage the deck bridge with viaduct approaches will have is the opportunity given traffic to complete its trip in the open, the motorist having a fine view of the lake front.

Many millions of dollars have been spent and many millions more are to be invested in the development of the lake front south of Randolph Street.

6. The completion of the Outer Drive will give direct and convenient access not only to the loop district, but also will function as an important by-pass for through traffic which does not desire to stop in the loop.

7. An imposing structure at this location will permanently mark the gateway to Chicago from the lake.

8. The river is a great asset to the city today. It promoted

its development in the beginning, and while it has now lost its importance in a commercial way for lake going vessels, it has potential value for lighters and barges; but greater than this, perhaps, is its value to the city from an aesthetic and humanitarian point of view. It will be one of the finest assets this city can have if its banks are beautified on both sides in a manner similar to Wacker Drive. The river affords light and air, in fact, a breathing spot in the heart of an intensively built up district. A river is a desirable and delightful feature of a city. This fact has been well recognized in other cities of the world such as Paris, London and Berlin.

Disadvantages

The movable bridge is opposed by some on the grounds of delay to traffic due to bridge openings. As stated before, the delay to traffic due to bridge openings is of little consequence, and is decreasing every year, because of the fact that passenger steamers now dock at the municipal pier and there is very little remaining traffic of masted vessels on the river. Even this delay may be considered as temporary for the reason that when the policy of fixed bridges has been adopted there will be few if any bridge openings at this point.

Probably the most extensive study regarding the relative merits of a subway, tunnel and high-level bridge for crossing a navigable waterway as compared with a movable bridge was made for the crossing of the Thames River at the site of the Tower Bridge, London, England. That investigation resulted in the adoption of the movable bridge, even though the only feasible type of bridge then available was very expensive.

It is recognized that the structure which carries the Outer Drive from the north side to the south side should be monumental in character and that it would be poor economy to create a structure at this important point which would meet only the bare engineering requirements of the problem. It would, however, be much more desirable and practicable to construct a low-level bridge which would be monumental in appearance than it would be to construct a high-level structure of that character.

Comparative Costs

The cost of a tunnel, 108 feet wide, exclusive of land and building damages, amounts to approximately $16,000,000.

The cost of a high-level bridge, 108 feet in width, exclusive of land and building damages, amounts to approximately $14,000,000.

The cost of a low-level bridge, 108 feet wide—the plan recommended in Study No. 2—exclusive of land and building damages, is approximately $8,000,000.

The low-level plan recommended will, therefore, cost $6,000,000 less than a high-level bridge and $8,000,000 less than a tunnel. At the same time, it gives 32 feet of additional roadway space on the approaches for parking and safety islands, and has the further great advantage that it gives access to the adjacent property both north and south of the river, opening up large areas for high-class commercial development.

Recommendations

It is recommended that the Outer Drive improvement be developed in accordance with Study No. 2, as shown on the accompanying drawings, which provide for the following main features:

(1) A high-level street 140 feet in width which will extend the Outer Drive from Randolph Street north to the south bank of the river—this thoroughfare to have a roadway width of 100 feet and two sidewalks each 20 feet in width. (See Drawing No. 103.)

(2) A high-level street 140 feet in width along the south bank of the river, comprising the eastern part of the proposed Wacker Drive extension, having a roadway width of 100 feet, a south walk 24 feet in width and a north walk 16 feet in width, this structure to be set back from the river so as to provide space for the flood gate which may be constructed by the Sanitary District; also for a wide dock for marine landing. (See Drawing No. 103.)

(3) A two leaf bascule bridge over the Chicago River, having a width of 108 feet with provision for two 38 foot road-

ways, two walks each 14 feet wide, a center island 4 feet wide, clearance between masonry 220 feet and clearance for navigation 210 feet. (See Drawing No. 163.)

(4) A high-level street 139 feet in width, except for the bridge over the Ogden Slip, extending from the north plaza of the bridge across the river to the north line of Grand Avenue, having a roadway width of 100 feet, the east walk being 15 feet in width and the west walk 24 feet in width. (See Drawing No. 102.)

(5) A single leaf bascule bridge over the Ogden Slip having a width of 108 feet with provision for two 38 foot roadways, a center island 4 feet wide and two walks each 14 feet in width.

(6) A filled approach 139 feet in width and extending from the north line of Grand Avenue to the north line of Ohio Street, connecting the high level at Grand Avenue with the normal street level at Ohio Street, having a roadway width of 100 feet and a walk along the east side of the street 15 feet wide and on the west side 24 feet. (See Drawing No. 102.)

(7) That provision be made both in the structural and architectural design for (a) the future extension of Randolph Street (see Drawing No. 162), (b) the extension of the Outer Drive south from the bridge along the eastern edge of the Illinois Central property to Randolph Street, as shown in dotted lines on Drawings Nos. 116 and 103, (c) for the future connection of the proposed Wacker Drive extension between the Outer Drive and Michigan Avenue (Drawing No. 103), (d) for a connection with the suggested north bank drive extending west from the north plaza (Drawing No. 164), and (e) for all intermediate streets such as Lake Street and South Water Street south of the river, and for Illinois Street and possibly North Water Street north of the river.

(8) That provision be made in the design of the approaches and viaduct for the addition later on of a mezzanine level, if and when such facility becomes desirable. This means provision in the original structure for additional loading, structural connections, suitable clearances for both rail traffic

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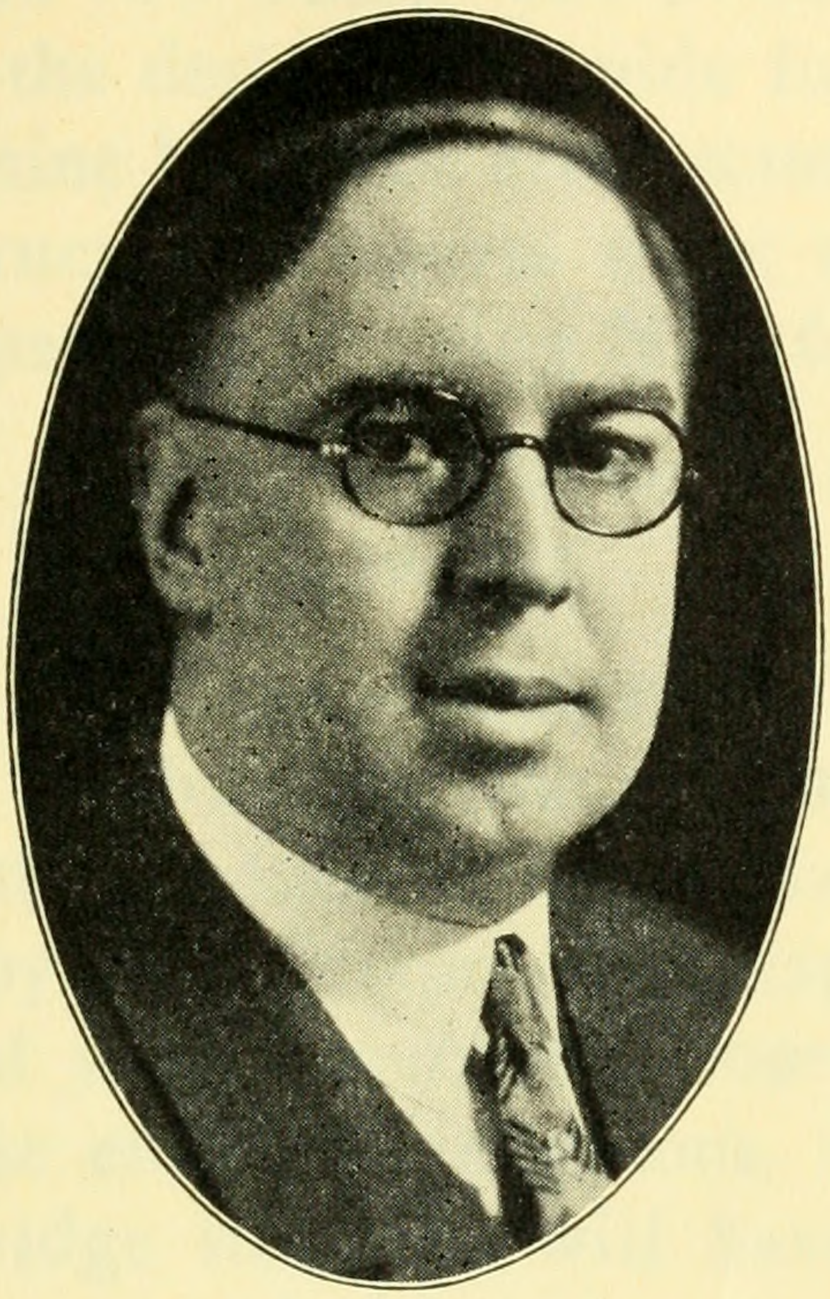
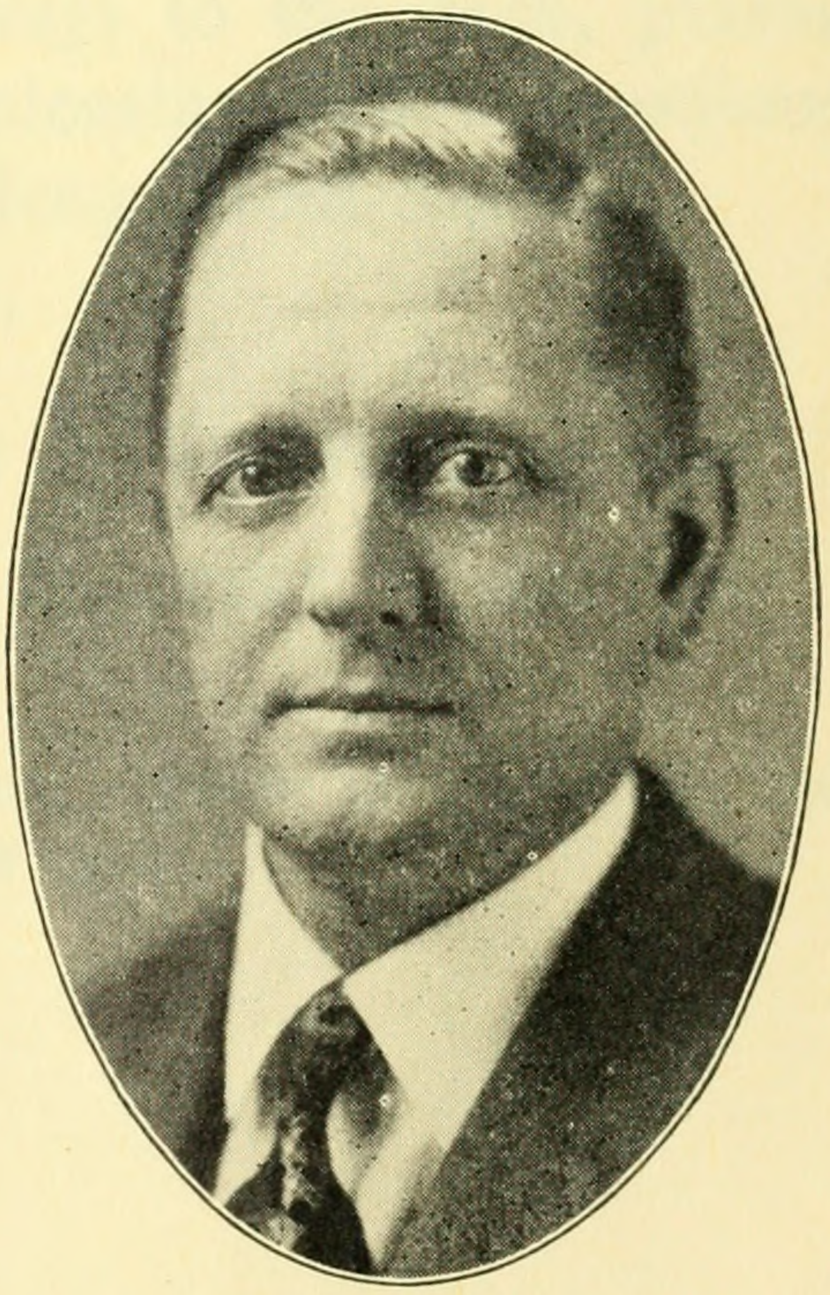


EUGENE S. TAYLOR
Manager



HUGH E. YOUNG
Chief Engineer

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below and commercial traffic above such level, this level to have a clear roadway space not less than 60 feet in width—also walks for pedestrian traffic.

(9) That the new Randolph Street viaduct approach be made 128 feet in width with provision for an 84 foot roadway and two walks—one 24 feet wide and the other 20 feet wide—the design to provide for the future construction of a mezzanine level, the architectural features, grades, elevations and structural features to be made in accordance with the accompanying Drawing No. 162.

(10) That the grades on the roadway shall not exceed those shown on the drawings.

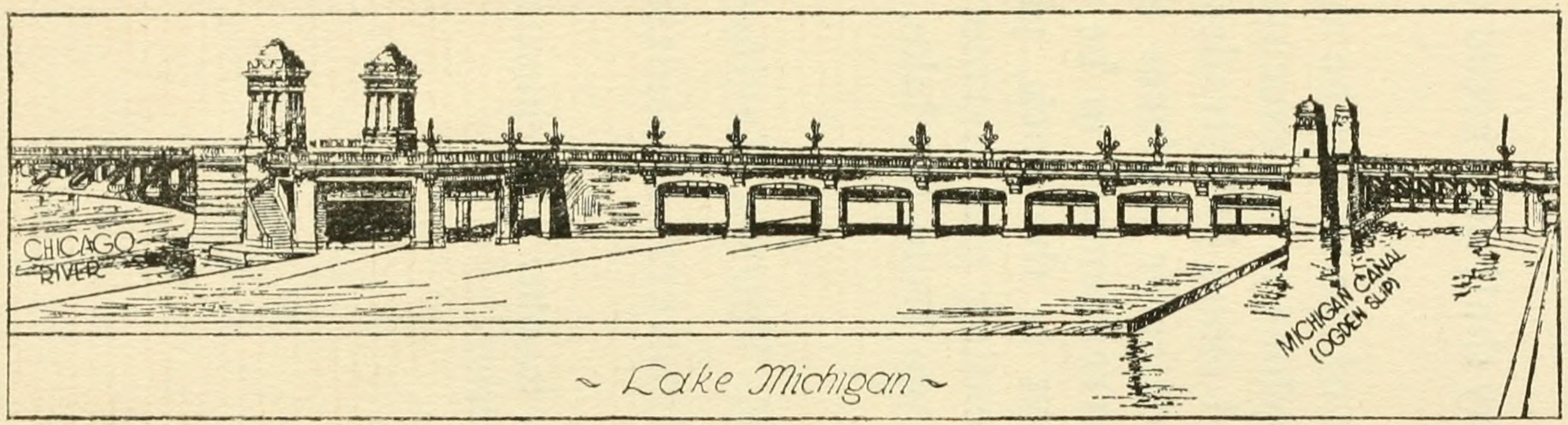
(11) That the architectural features of the bridge be monumental in character, the plazas and pylons to be executed in stone, the viaducts to have ornamental stone balustrades and light pylons. Permanently exposed exterior surfaces to be covered with ornamental stone, the arrangement to be such that the ensemble of pylons, stairways to the dock, plazas and bridge structure will have a pleasing and harmonious appearance, a fitting gateway to Chicago from the lake.

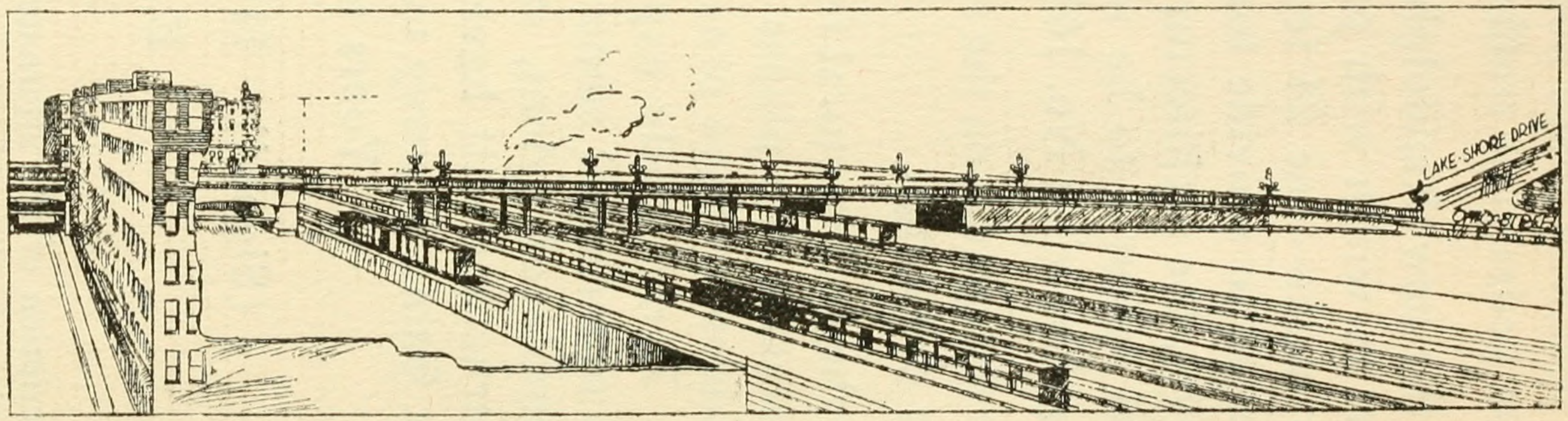
Yours truly,

(Signed) HUGH E. YOUNG, Engineer.

E. H. BENNETT, Consultant.

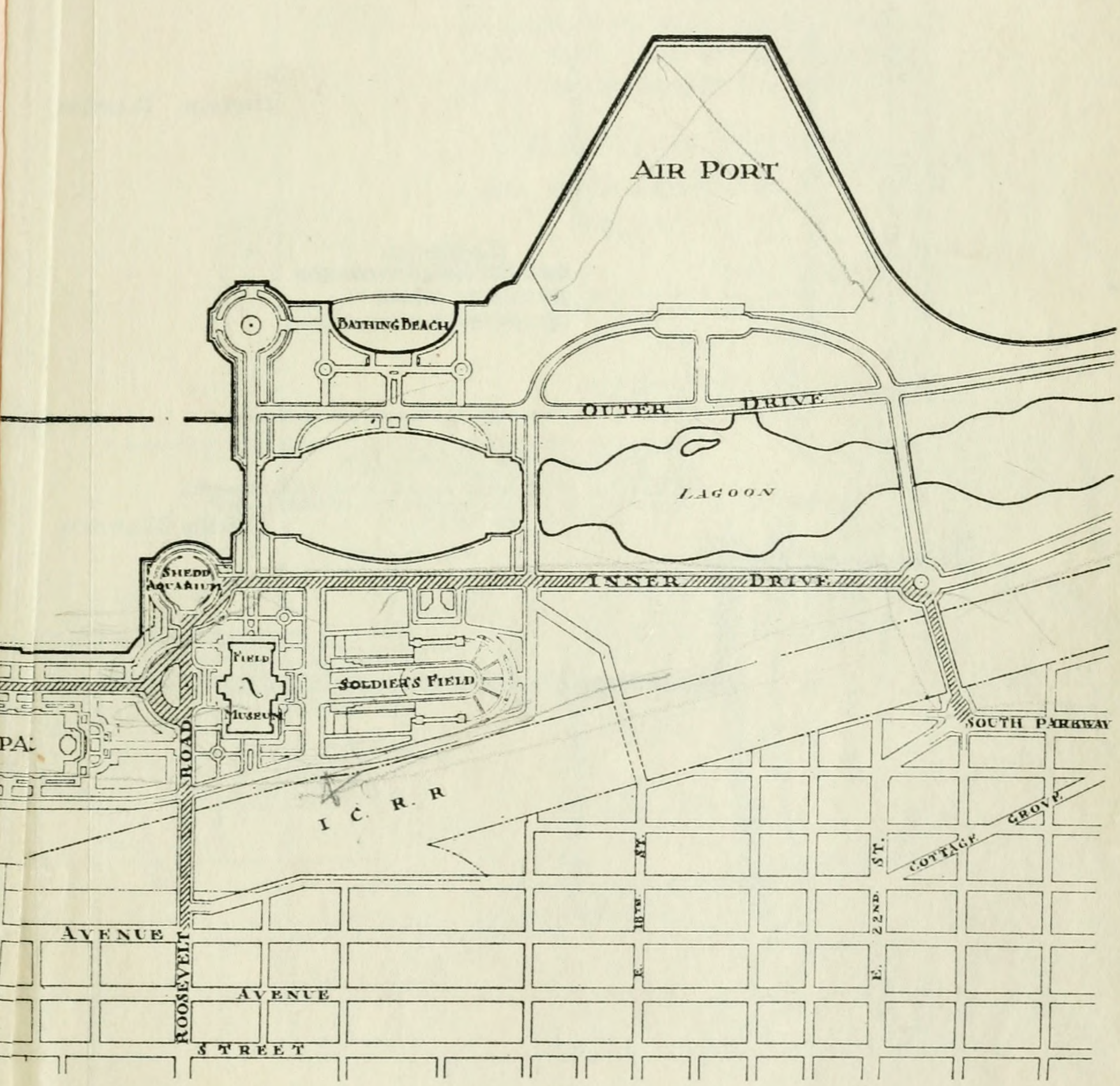
Note:—A description of the alternate routes, together with estimates and general plans, is given in the addendum to this report."





OUTER DRIVE IMPROVEMENT. DRAWING No. 117.

Study showing bridges and viaduct north of the Chicago River.



OUTER DRIVE IMPROVEMENT

STUDY Nº 2

DRAWING Nº 105

①-③

General Plan for Lake Front Development

Showing proposed outer drive between Grant Park & Lincoln Park, inner drive and revised shore lines, breakwaters & beaches.

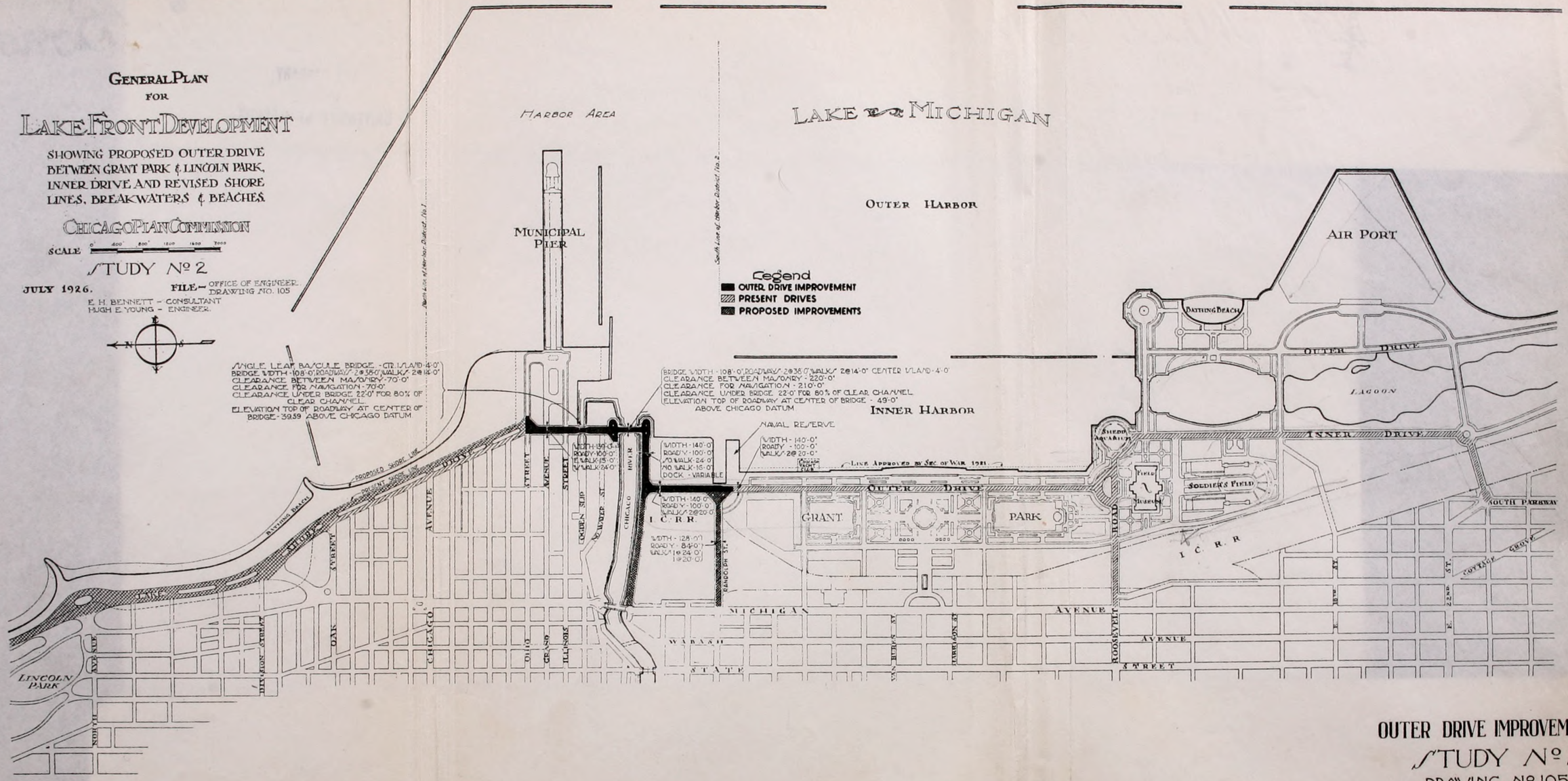
Chicago Plan Commission

Scale 0 400 800 1200 1600 2000

Study No 2

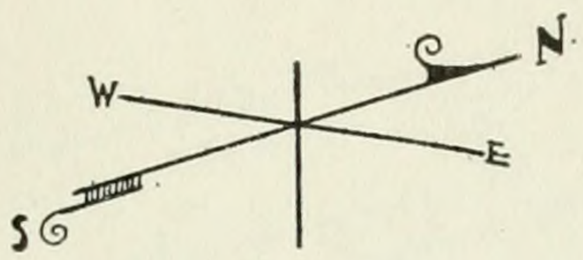
July 1926. File – Office of Engineer. Drawing No. 105

E. H. Bennett – Consultant
Hugh E. Young – Engineer.



Outer Drive Improvement
Study No 2
Drawing No 105

1-3



LAKE SHORE DRIVE

LAKE MICHIGAN

Mc CLURG CT.

OHIO ST.

GRAND AV.

ILLINOIS ST.

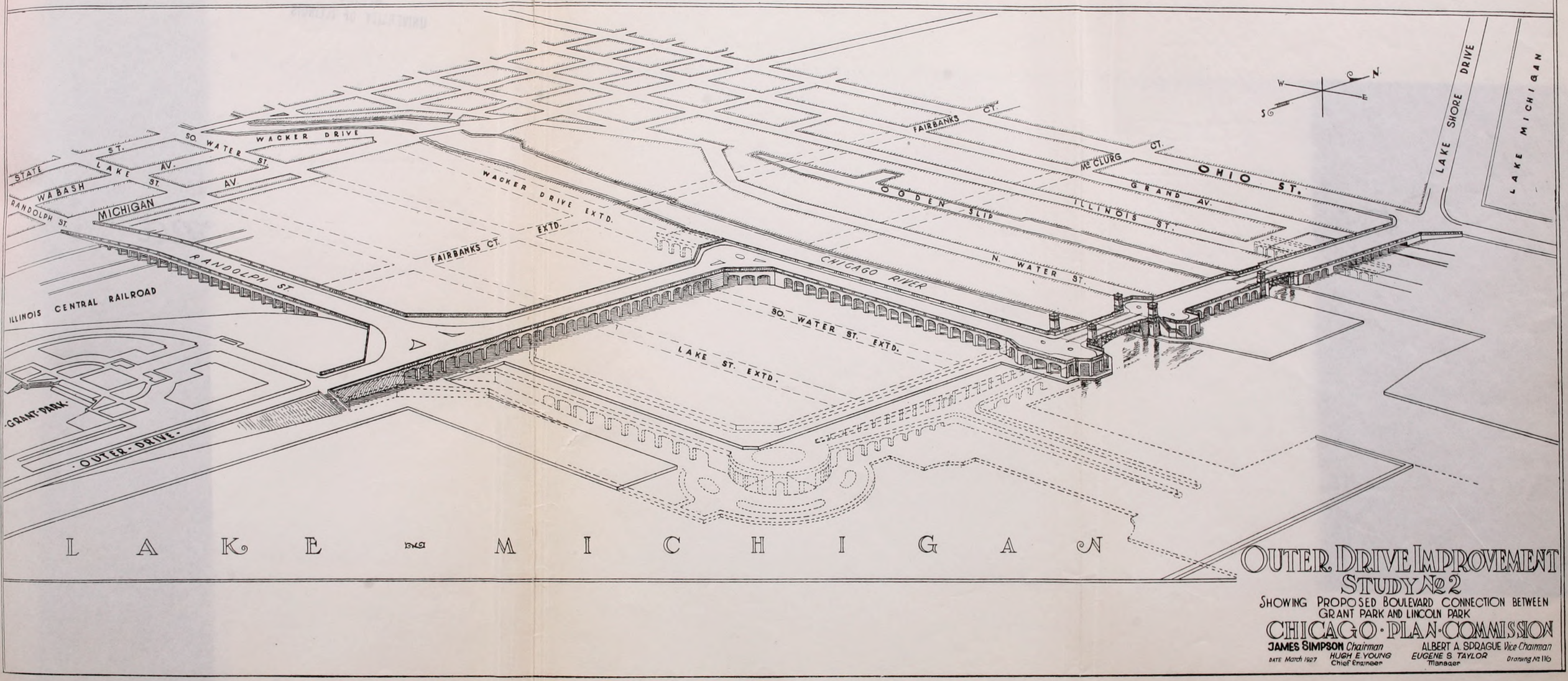
OUTER DRIVE IMPROVEMENT
STUDY № 2

SHOWING PROPOSED BOULEVARD CONNECTION BETWEEN GRANT PARK AND LINCOLN PARK

CHICAGO · PLAN · COMMISSION

JAMES SIMPSON *Chairman* — ALBERT A. SPRAGUE *Vice-Chairman*

DATE March 1927 — HUGH E. YOUNG, Chief Engineer — EUGENE S. TAYLOR, Manager — Drawing № 116



OUTER DRIVE IMPROVEMENT
STUDY No 2

SHOWING PROPOSED BOULEVARD CONNECTION BETWEEN GRANT PARK AND LINCOLN PARK

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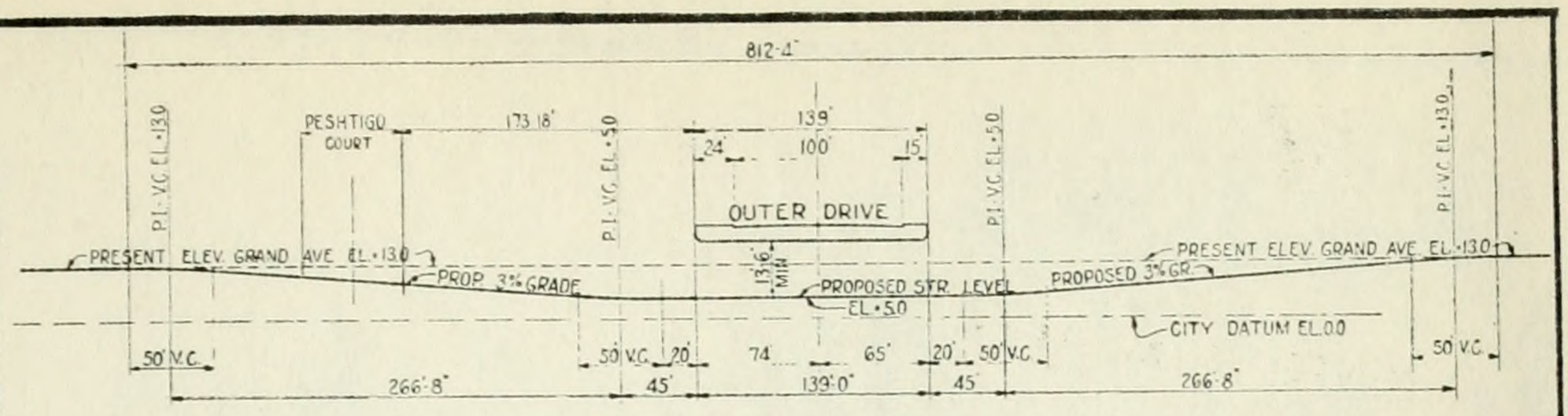
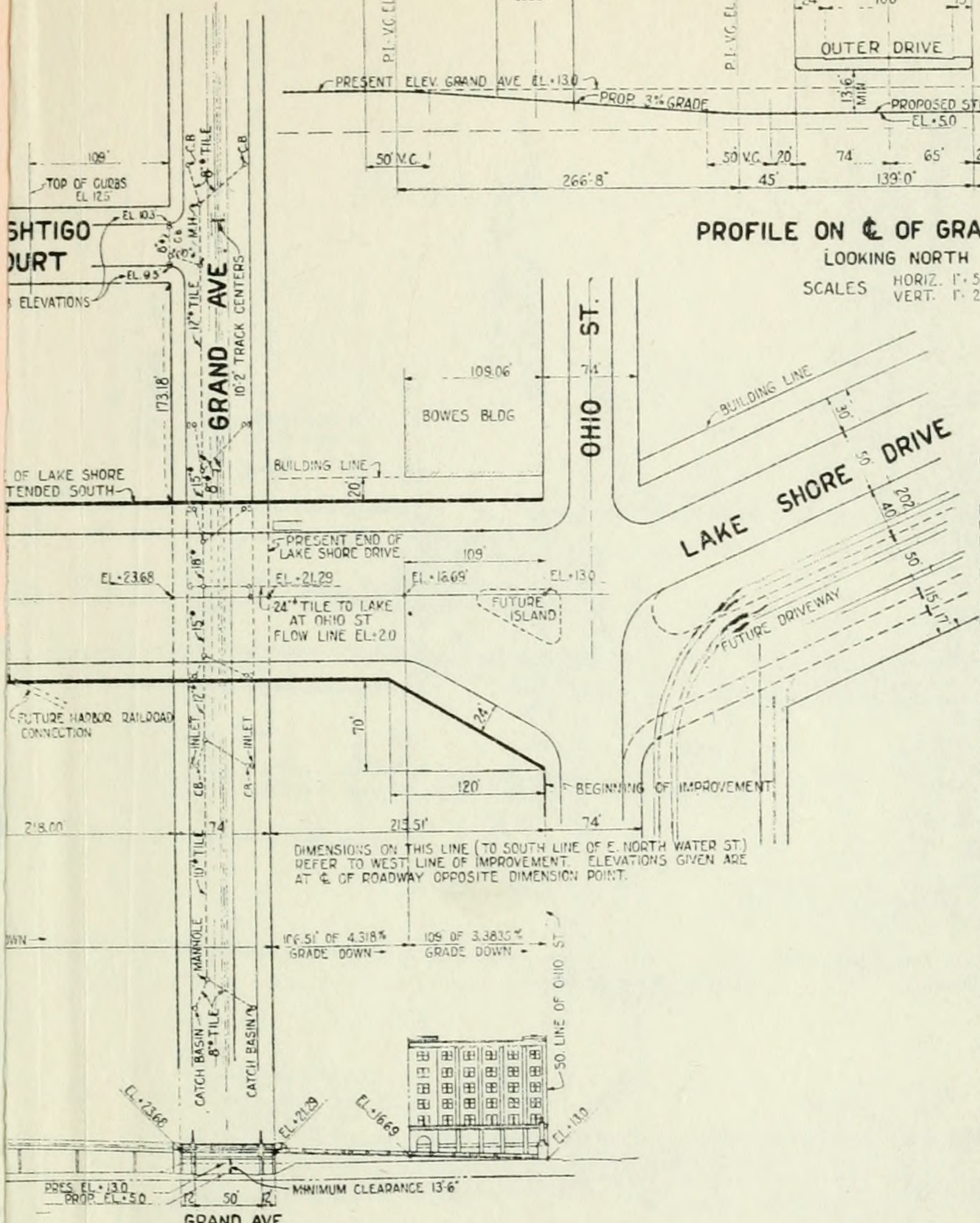


PROFILE ON ℄ OF GRAND AVE.

LOOKING NORTH

SCALES HORIZ. 1"=50'
VERT. 1"=20'



GENERAL NOTES:

THE COMMERCIAL CLUB OF CHICAGO AND THE CHICAGO PLAN COMMISSION RECOMMEND THAT PROVISION BE MADE IN THE DESIGN OF THE OUTER DRIVE IMPROVEMENT (a) FOR THE SUPPORT, INCLUDING STRUCTURAL CONNECTIONS, OF THE PROPOSED RAILROAD TRACK CONNECTING THE FUTURE HARBOR FACILITIES NORTH AND SOUTH OF THE RIVER; AND (b) FOR NECESSARY VERTICAL AND HORIZONTAL CLEARANCES.

THE RECOMMENDED ROUTE FOR THIS TRACK IS FROM A CONNECTION WITH THE I.C.R.R. SOUTH OF RANDOLPH STREET EAST UNDER THE PROPOSED RANDOLPH STREET VIADUCT TO THE OUTER DRIVE; THENCE UNDER A PROPOSED FUTURE VIADUCT EAST TO A POINT SOUTH OF THE PROPOSED OUTER DRIVE BRIDGE; THENCE NORTH, RISING ON AN INCLINE UNDER A FUTURE VIADUCT, TO THE EAST SIDE OF THE OF PROPOSED FUTURE MEZZANINE LEVEL OF THE OUTER DRIVE BRIDGE. FROM THIS BRIDGE THE TRACK WILL CONTINUE NORTH ON THE EAST SIDE OF THE PROPOSED FUTURE MEZZANINE LEVEL TO ILLINOIS STREET, WHERE IT WILL TURN TO THE EAST AND CONNECT WITH THE C.&N.W.R.R. AND HARBOR FACILITIES NORTH OF THE RIVER.

THIS DRAWING SHOWS THE LOCATION, WIDTH, LENGTH, ELEVATION AND GRADES OF THE PROPOSED MEZZANINE LEVEL. PROVISION MUST BE MADE IN THE DESIGN OF THE NEW STRUCTURE WITH RESPECT TO CLEARANCE, CAPACITY OF ROADWAY, AND ADAPTABILITY TO LOCATION, TO PERMIT THE SUBSEQUENT CONSTRUCTION OF THE MEZZANINE LEVEL.

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INFORMATION FOR MAKING THIS DRAWING OBTAINED FROM THE FOLLOWING SOURCES.

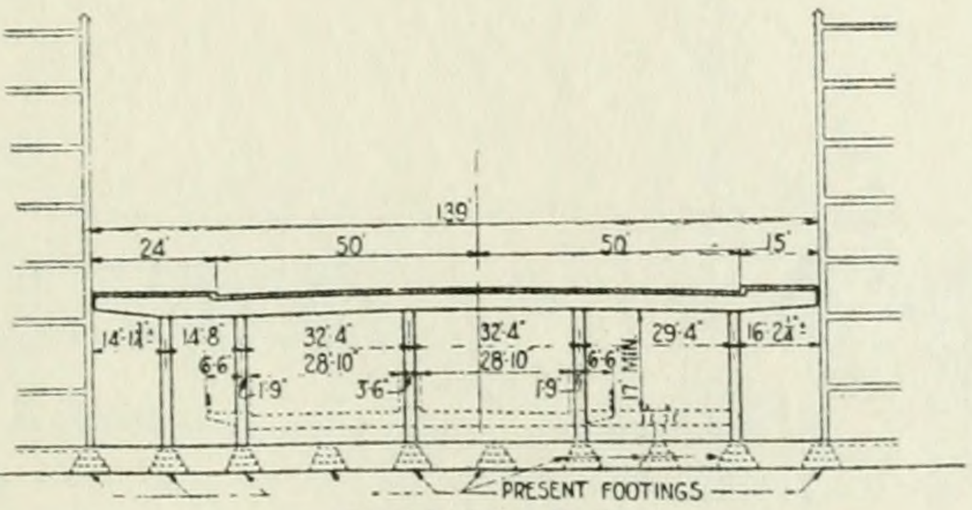
(a) WITH RESPECT TO THE ALIGNMENT, TIES TO PROPERTY LIMITS, ETC., FROM THE CHICAGO GUARANTEE SURVEY CO'S. SURVEY, ORDER Nº 2,803,055 DATED APRIL 25, 1928.

(b) WITH RESPECT TO DIMENSIONS OF PROPERTY LIMITS, LOT LINES, STREET WIDTHS, ETC. TAKEN FROM PLAT OF THE CHICAGO DOCK & CANAL COMPANY Nº 10365-1920.

(c) WITH RESPECT TO SUCH PROPERTY LIMITS, STREET WIDTHS, ETC. NOT COVERED BY (b) TAKEN FROM CITY PLAT FOR THE E. PART OF THE N. FRACTION OF SECTION 10, TOWNSHIP 39, RANGE 14.

(d) WITH RESPECT TO PROPERTY LYING WEST OF THE MUNICIPAL PIER, FROM DRAWING OF THE CITY OF CHICAGO, DEPARTMENT OF PUBLIC WORKS, BUREAU OF RIVERS & HARBORS, APPROACH TO PIER Nº 2, HARBOR DISTRICT Nº 1, AND DRAWING OF THE CHICAGO SURFACE LINES, DRAWING Nº 5-P-279 DATED MAY 7, 1921.

N



SECTION C-C

THRU PRESENT NORTH PIER TERMINAL BLDG.

SCALE 1"=20'

MEZZANINE AND TRACK LEVEL BETWEEN ILLINOIS ST. AND N. WATER STREET IF AND WHEN BUILT SHALL BE CONSTRUCTED AS SHOWN IN DOTTED LINE IN SECTION C-C

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED

SHOWING PLAN, PROFILE AND CROSS SECTIONS OF PROPOSED IMPROVEMENT BETWEEN OHIO ST. AND CHICAGO RIVER

Chicago Plan Commission

JAMES SIMPSON CHAIRMAN

HUGH E. YOUNG ENGINEER — EUGENE S. TAYLOR MANAGER

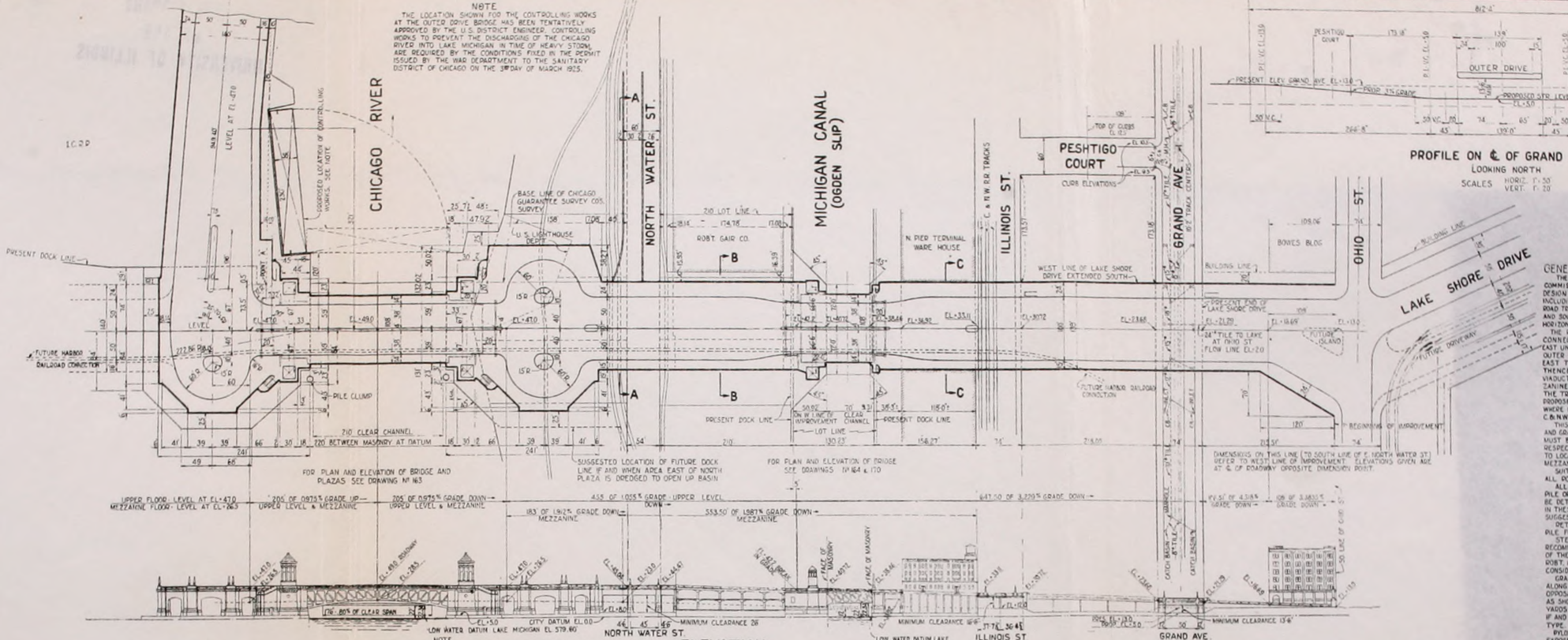
0 25' 50' 100' 150'
SCALE

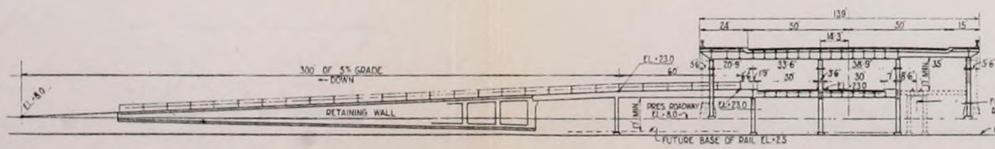
JANUARY 16, 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 102

NOTE

THE LOCATION SHOWN FOR THE CONTROLLING WORKS AT THE OUTER DRIVE BRIDGE HAS BEEN TENTATIVELY APPROVED BY THE U.S. DISTRICT ENGINEER. CONTROLLING WORKS TO PREVENT THE DISCHARGING OF THE CHICAGO RIVER INTO LAKE MICHIGAN IN TIME OF HEAVY STORM, ARE REQUIRED BY THE CONDITIONS FIXED IN THE PERMIT ISSUED BY THE WAR DEPARTMENT TO THE SANITARY DISTRICT OF CHICAGO ON THE 3RD DAY OF MARCH 1925.

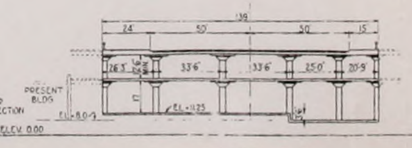




SECTION A-A

SHOWING RAMP TO MEZZANINE IN NORTH WATER STREET

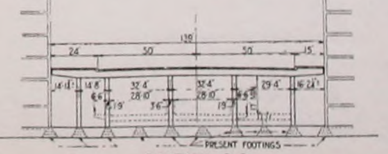
SCALE 1"=20'



SECTION B-B

SCALE 1"=20'

SPACING OF COLUMNS AND ELEVATION OF INTERMEDIATE FLOOR FOR SECTION OF VIADUCT ACROSS THE ROBT GAIR CO PROPERTY TO BE ARRANGED TO SUIT THE REQUIREMENTS OF THE NEW BUILDING TO BE ERECTED AT THIS SITE



SECTION C-C

THRU PRESENT NORTH PIER TERMINAL BLDG

SCALE 1"=20'

MEZZANINE AND TRACK LEVEL BETWEEN ILLINOIS ST AND N WATER STREET IF AND WHEN BUILT SHALL BE CONSTRUCTED AS SHOWN IN DOTTED LINE IN SECTION C-C

N

CHICAGO PLAN COMMISSION

APPROVED [signature] CONSULTING ARCHITECT

APPROVED [signature] ENGINEER

GENERAL NOTES:

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(a) WITH RESPECT TO THE ALIGNMENT, TIES TO PROPERTY LIMITS, ETC., FROM THE CHICAGO GUARANTEE SURVEY COS. SURVEY, ORDER Nº 2,803,055 DATED APRIL 25, 1928.

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OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED

SHOWING PLAN, PROFILE AND CROSS SECTIONS OF PROPOSED IMPROVEMENT BETWEEN OHIO ST. AND CHICAGO RIVER

Chicago Plan Commission

JAMES SIMPSON CHAIRMAN

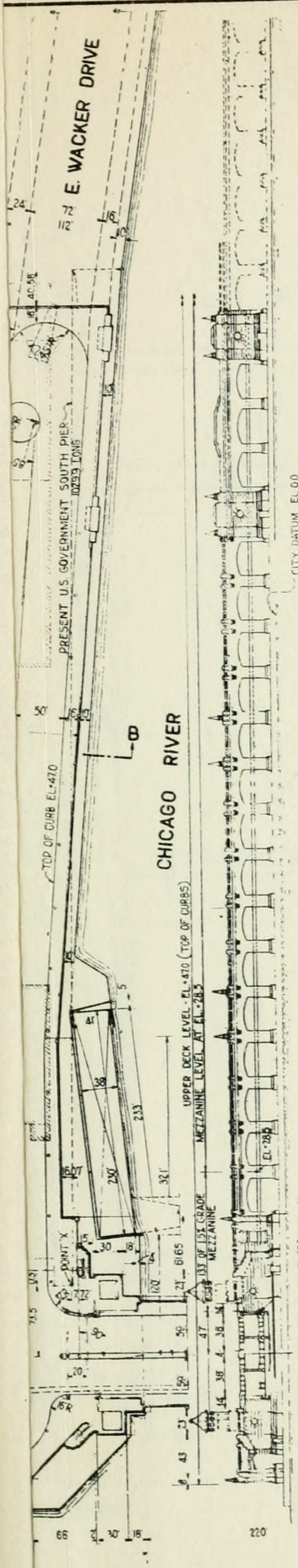
HUGH E. YOUNG ENGINEER — EUGENE S. TAYLOR MANAGER

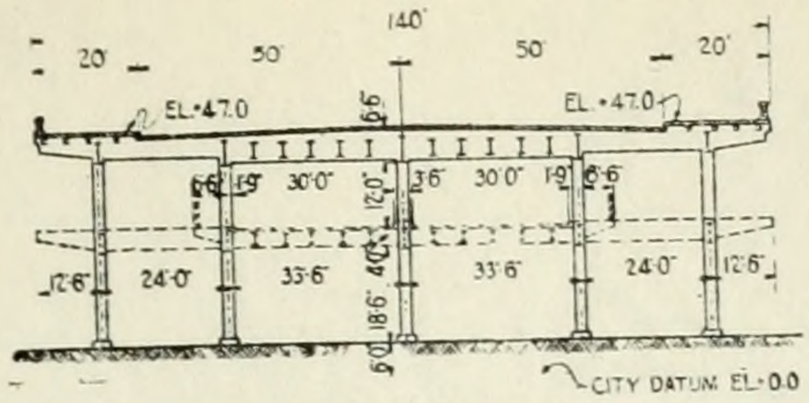
0 25 50 100 150

SCALE

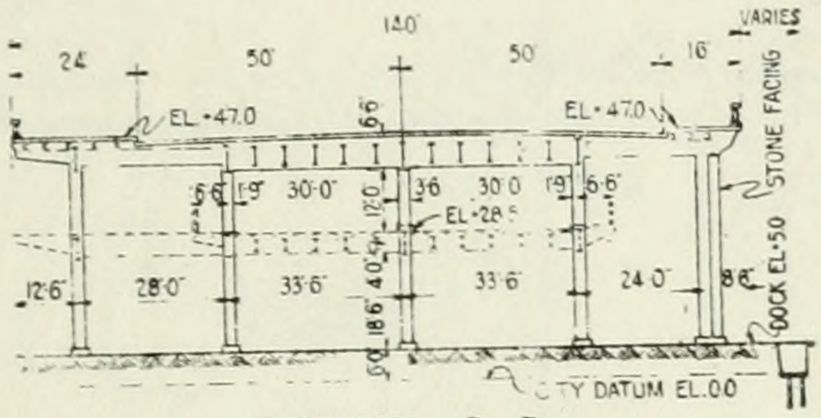
JANUARY 18, 1928

FILE OFFICE OF ENGINEER DRAWING Nº 102

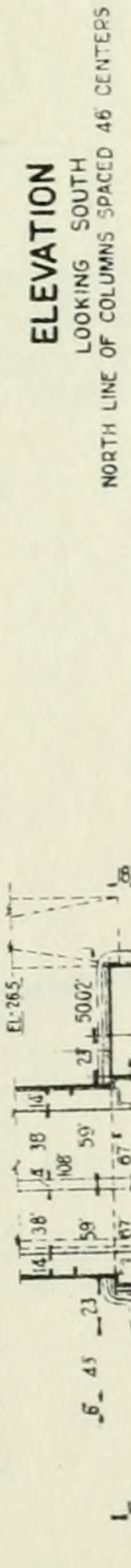


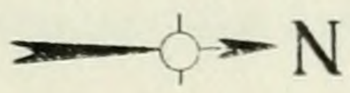


SECTION A-A
SCALE 1"=20'



SECTION B-B
SCALE 1"=20'





FOR DOCK LINES AT BRIDGE
SEE DRAWING Nº 102

GENERAL NOTES

THE COMMERCIAL CLUB OF CHICAGO AND THE CHICAGO PLAN COMMISSION RECOMMEND THAT PROVISION BE MADE IN THE DESIGN OF THE OUTER DRIVE IMPROVEMENT (a) FOR THE SUPPORT, INCLUDING STRUCTURAL CONNECTIONS, OF THE PROPOSED RAILROAD TRACK CONNECTING THE FUTURE HARBOR FACILITIES NORTH AND SOUTH OF THE RIVER; AND (b) FOR THE NECESSARY VERTICAL AND HORIZONTAL CLEARANCES.

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SUITABLE VERTICAL CURVES TO BE PLACED IN ROADWAY AT ALL POINTS OF CHANGE IN GRADE.

ALL VIADUCT COLUMNS SHALL BE SUPPORTED ON EITHER PILE OR SUB-PIER FOUNDATIONS, THE TYPE TO BE USED SHALL BE DETERMINED FROM BORINGS OR EXCAVATIONS. INDICATIONS IN THESE DRAWINGS, AS TO TYPE OF FOUNDATIONS ARE MERELY SUGGESTIVE.

RETAINING WALLS ORDINARILY SHALL BE SUPPORTED ON PILE FOUNDATIONS.

STEEL CONSTRUCTION ENCASED IN CONCRETE IS RECOMMENDED FOR THE VIADUCT STRUCTURE.

STONE RAILINGS SHALL IN GENERAL BE USED. RAILINGS ALONG PERMANENTLY EXPOSED FACE OF VIADUCTS, PLAZAS, OPPOSITE STREET ENDS, ETC. SHALL BE OF THE OPEN TYPE AS SHOWN ON THE PLANS. RAILINGS ADJACENT TO RAILROAD YARDS OR BUILDING SITES WHERE THE RAILING WILL BE REMOVED IF AND WHEN SITES ARE DEVELOPED SHALL BE OF THE CLOSED TYPE.

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INFORMATION FOR MAKING THIS DRAWING OBTAINED FROM THE FOLLOWING SOURCE.

WITH RESPECT TO RAILROAD TRACKS AND PRESENT DOCK LINES. TAKEN FROM ILLINOIS CENTRAL R.R. BLUEPRINT SHOWING TRACK LAYOUT IN THE DISTRICT BOUNDED BY THE CHICAGO RIVER, LAKE MICHIGAN, RANDOLPH STREET AND MICHIGAN AVENUE. SCALE 1"=50'. RECEIVED OCTOBER 28, 1927.

WITH RESPECT TO THE LENGTH AND DIRECTION OF THAT PART OF THE OUTER DRIVE IMPROVEMENT ALONG THE SOUTH BRANCH OF THE CHICAGO RIVER, FROM THE CHICAGO GUARANTEE SURVEY COMPANY'S SURVEY, ORDER Nº 2803055, DATED APRIL 25, 1928

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CHICAGO PLAN COMMISSION

APPROVED Hugh E. Young ENGINEER

APPROVED James Simpson CHAIRMAN

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING PLAN, PROFILE AND CROSS SECTIONS OF PROPOSED IMPROVEMENT BETWEEN CHICAGO RIVER AND RANDOLPH ST.

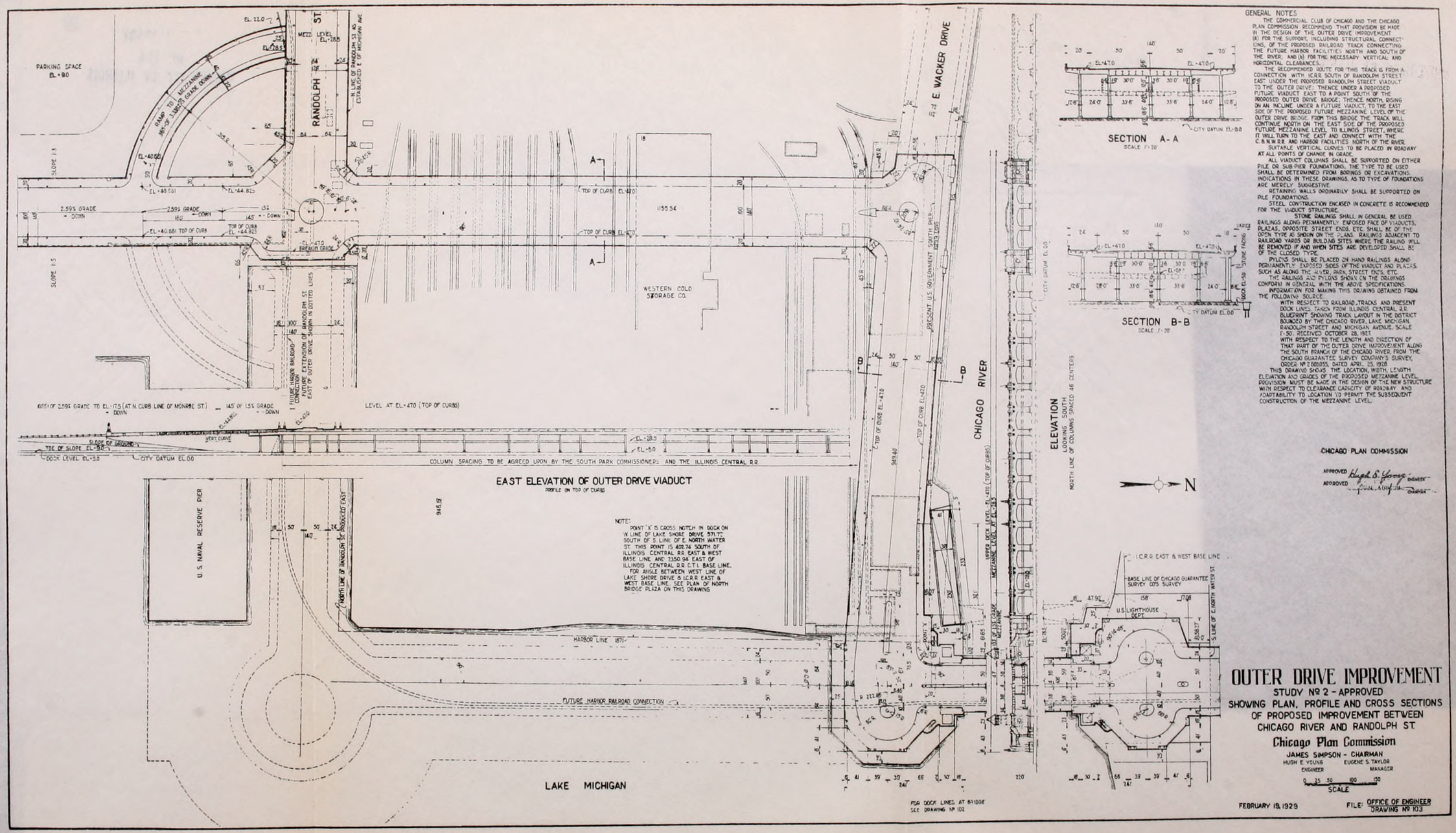
Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 25 50 100 150
SCALE

FEBRUARY 19, 1929

FILE: OFFICE OF ENGINEER / DRAWING Nº 103



GENERAL NOTES

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STONE RAILINGS SHALL IN GENERAL BE USED RAILINGS ALONG PERMANENTLY EXPOSED FACE OF VIADUCTS, PLAZAS, OPPOSITE STREET ENDS, ETC. SHALL BE OF THE OPEN TYPE AS SHOWN ON THE PLANS. RAILINGS ADJACENT TO RAILROAD YARDS OR BUILDING SITES WHERE THE RAILING WILL BE REMOVED IF AND WHEN SITES ARE DEVELOPED SHALL BE OF THE CLOSED TYPE.

PYLONS SHALL BE PLACED ON HAND RAILINGS ALONG PERMANENTLY EXPOSED SIDES OF THE VIADUCT AND PLAZAS, SUCH AS ALONG THE HARBOR, PARK, STREET ENDS, ETC.

THE RAILINGS AND PYLONS SHOWN ON THE DRAWINGS CONFORM IN GENERAL WITH THE ABOVE SPECIFICATIONS.

INFORMATION FOR MAKING THIS DRAWING OBTAINED FROM THE FOLLOWING SOURCE.

WITH RESPECT TO RAILROAD TRACKS AND PRESENT DOCK LINES, TAKEN FROM ILLINOIS CENTRAL R.R. BLUEPRINT SHOWING TRACK LAYOUT IN THE DISTRICT BOUNDED BY THE CHICAGO RIVER, LAKE MICHIGAN, RANDOLPH STREET AND MICHIGAN AVENUE, SCALE 1"-50', RECEIVED OCTOBER 28, 1927.

WITH RESPECT TO THE LENGTH AND DIRECTION OF THAT PART OF THE OUTER DRIVE IMPROVEMENT ALONG THE SOUTH BRANCH OF THE CHICAGO RIVER, FROM THE CHICAGO GUARANTEE SURVEY COMPANY'S SURVEY, ORDER Nº 2 60055, DATED APRIL 25, 1908.

THIS DRAWING SHOWS THE LOCATION, WIDTH, LENGTH, ELEVATION AND GRADES OF THE PROPOSED MEZZANINE LEVEL. PROVISION MUST BE MADE IN THE DESIGN OF THE NEW STRUCTURE WITH RESPECT TO CLEARANCE CAPACITY OF ROADWAY AND ADAPTABILITY TO LOCATION TO PERMIT THE SUBSEQUENT CONSTRUCTION OF THE MEZZANINE LEVEL.

CHICAGO PLAN COMMISSION

APPROVED Hugh E. Young ENGINEER

APPROVED Louis A. Wright MANAGER

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED

SHOWING PLAN, PROFILE AND CROSS SECTIONS OF PROPOSED IMPROVEMENT BETWEEN CHICAGO RIVER AND RANDOLPH ST.

Chicago Plan Commission

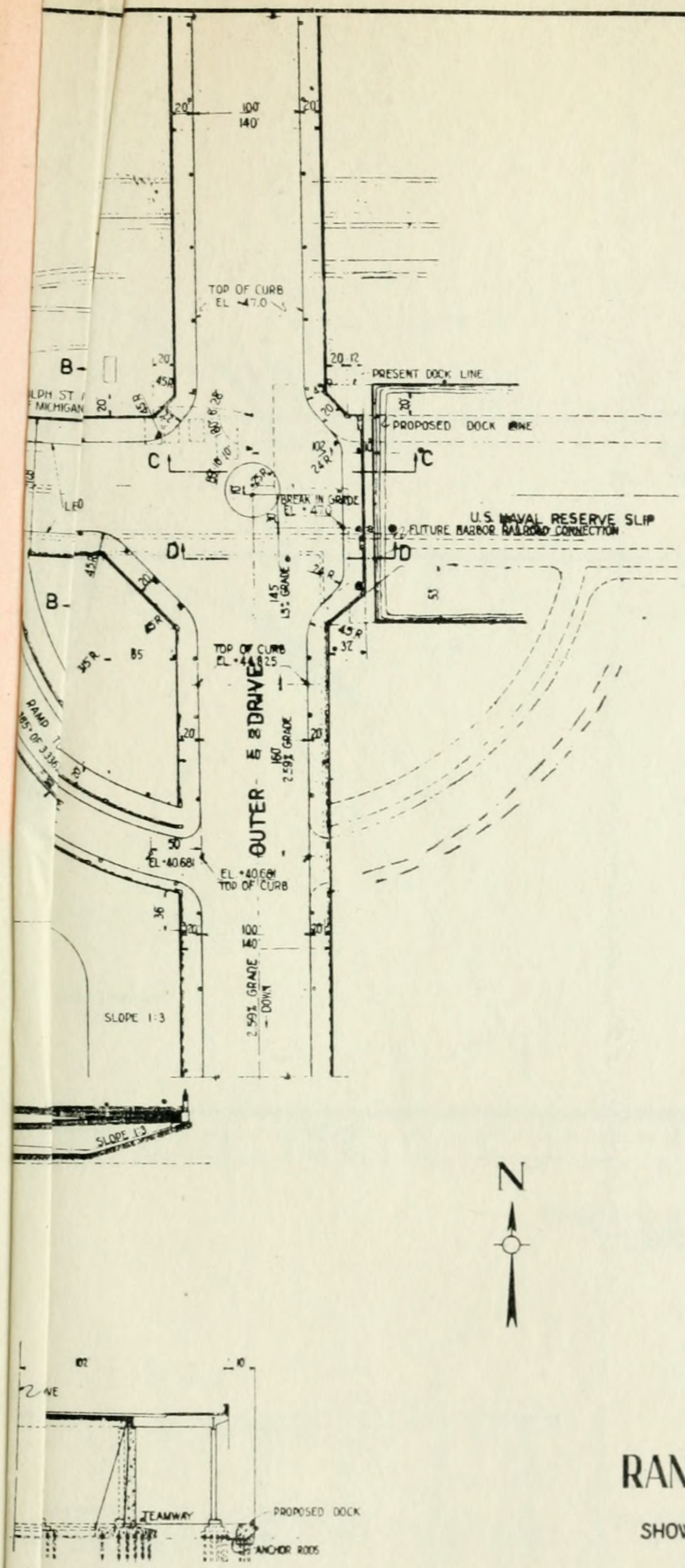
JAMES SIMPSON - CHAIRMAN

HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

SCALE 0 25 50 100 150

FEBRUARY 18, 1929

FILE: OFFICE OF ENGINEER DRAWING Nº 103



SEC D-D

GENERAL NOTES:

THE COMMERCIAL CLUB OF CHICAGO AND THE CHICAGO PLAN COMMISSION RECOMMEND THAT PROVISION BE MADE IN THE DESIGN OF THE OUTER DRIVE IMPROVEMENT (a) FOR THE SUPPORT, INCLUDING STRUCTURAL CONNECTIONS OF THE PROPOSED RAILROAD TRACK CONNECTING THE HARBOR FACILITIES NORTH AND SOUTH OF THE RIVER; AND (b) FOR THE NECESSARY VERTICAL AND HORIZONTAL CLEARANCES.

THE RECOMMENDED ROUTE FOR THIS TRACK IS FROM A CONNECTION WITH THE I.C.R.R. SOUTH OF RANDOLPH STREET; EAST UNDER THE PROPOSED RANDOLPH STREET VIADUCT TO THE OUTER DRIVE; THENCE UNDER A PROPOSED FUTURE VIADUCT EAST TO A POINT SOUTH OF THE PROPOSED OUTER DRIVE BRIDGE, THENCE NORTH, RISING ON AN INCLINE UNDER A FUTURE VIADUCT, TO THE EAST SIDE OF THE PROPOSED FUTURE MEZZANINE LEVEL OF THE OUTER DRIVE BRIDGE. FROM THIS BRIDGE THE TRACK WILL CONTINUE NORTH ON THE EAST SIDE OF THE PROPOSED FUTURE MEZZANINE LEVEL TO ILLINOIS STREET, WHERE IT WILL TURN TO THE EAST & CONNECT WITH THE C & N.W. R.R. & HARBOR FACILITIES NORTH OF THE RIVER.

SUITABLE VERTICAL CURVES TO BE PLACED IN ROADWAY AT ALL POINTS OF CHANGE IN GRADE.

ALL VIADUCT COLUMNS SHALL BE SUPPORTED ON EITHER PILE OR SUB-PIER FOUNDATIONS, THE TYPE TO BE USED SHALL BE DETERMINED FROM BORINGS OR EXCAVATIONS INDICATIONS IN THESE DRAWINGS AS TO TYPE OF FOUNDATIONS ARE MERELY SUGGESTIVE

RETAINING WALLS ORDINARILY SHALL BE SUPPORTED ON PILE FOUNDATIONS.

STEEL CONSTRUCTION ENCASED IN CONCRETE IS RECOMMENDED FOR THE VIADUCT STRUCTURE.

GRANITE RAILINGS SHALL IN GENERAL BE USED RAILINGS ALONG PERMANENTLY EXPOSED FACE OF VIADUCTS, PLAZAS, OPPOSITE STREET ENDS, ETC SHALL BE OF THE OPEN TYPE AS SHOWN ON THE PLANS. RAILINGS ADJACENT TO RAILROAD YARDS OR BUILDING SITES WHERE THE RAILING WILL BE REMOVED IF AND WHEN SITES ARE DEVELOPED SHALL BE OF THE CLOSED TYPE.

PYLONS SHALL BE PLACED ON HAND RAILING ALONG PERMANENTLY EXPOSED SIDES OF THE VIADUCT AND PLAZAS SUCH AS ALONG THE RIVER, PARK, STREET ENDS, ETC.

THE RAILINGS AND PYLONS SHOWN ON THE DRAWINGS CONFORM IN GENERAL WITH THE ABOVE SPECIFICATIONS

INFORMATION FOR MAKING THIS DRAWING OBTAINED FROM THE FOLLOWING SOURCES

(a) WITH RESPECT TO RAILROAD TRACKS, TAKEN FROM ILLINOIS CENTRAL R.R. BLUEPRINT SHOWING TRACK LAYOUT IN THE DISTRICT BOUNDED BY THE CHICAGO RIVER, LAKE MICHIGAN, RANDOLPH STREET AND MICHIGAN AVENUE, SCALE 1"=50', RECEIVED OCTOBER 28, 1927

(b) LOCATION OF OUTER DRIVE WITH REFERENCE TO MICHIGAN AVENUE TAKEN FROM I.C.R.R. BASE LINE MAP DATED 2-14-22, C.P.C. FILE #90 REC 5-9-28.

THIS DRAWING SHOWS THE LOCATION, WIDTH, LENGTH, ELEVATION AND GRADES OF THE PROPOSED MEZZANINE LEVEL. PROVISION MUST BE MADE IN THE DESIGN OF THE NEW STRUCTURE WITH RESPECT TO CLEARANCE, CAPACITY OF ROADWAY, AND ADAPTABILITY TO LOCATION TO PERMIT THE SUBSEQUENT CONSTRUCTION OF THE MEZZANINE LEVEL

RANDOLPH ST. IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING PLAN, PROFILE AND CROSS SECTIONS
OF PROPOSED IMPROVEMENT BETWEEN
MICHIGAN AVE. AND OUTER DRIVE

Chicago Plan Commission

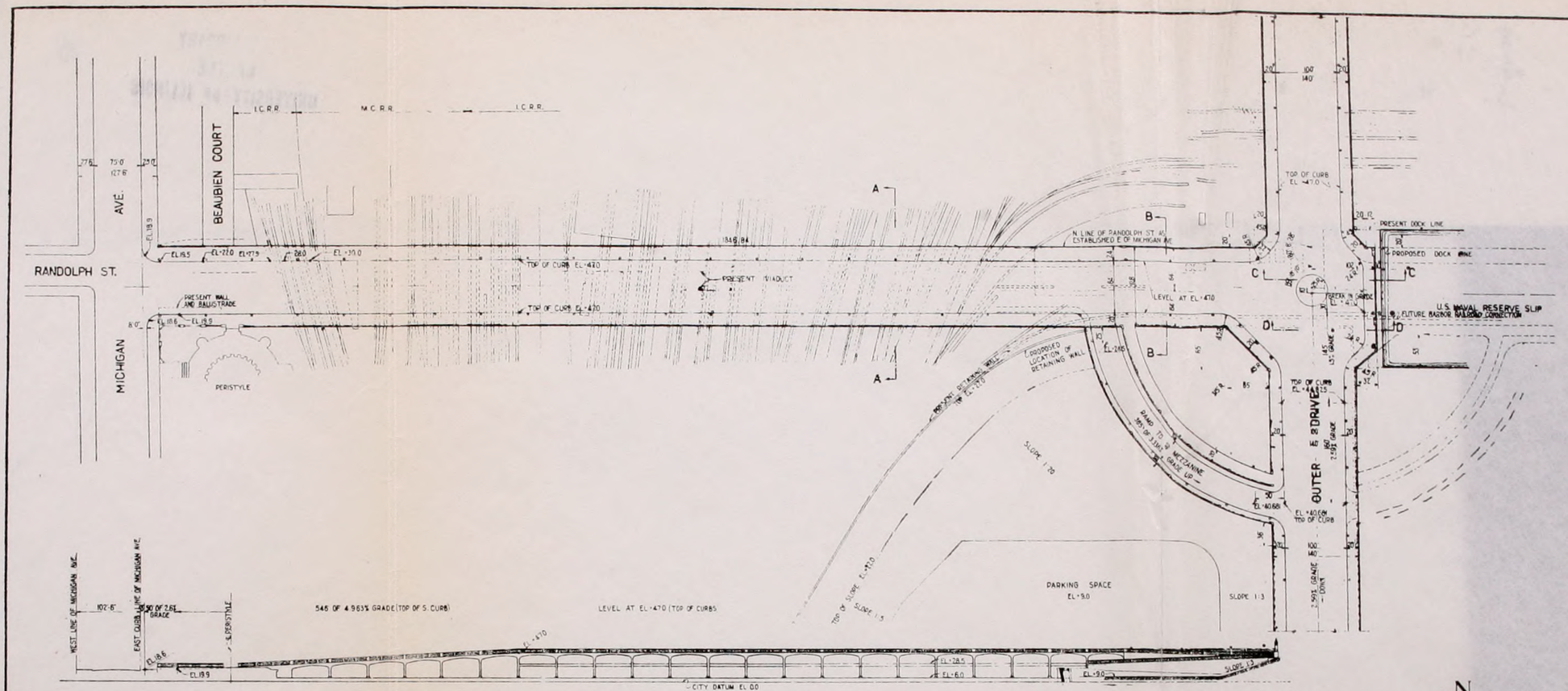
JAMES SIMPSON - CHAIRMAN

HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

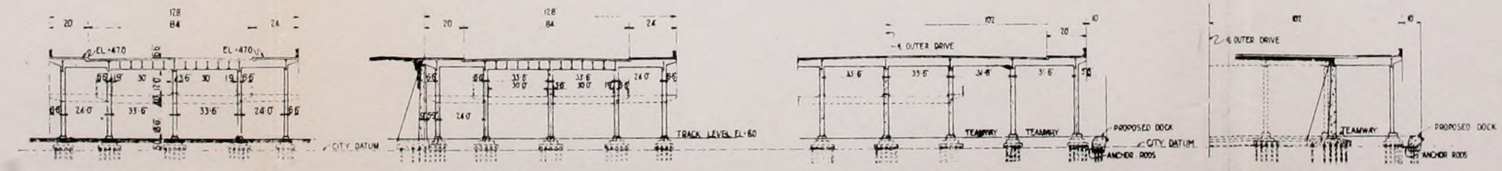
0 25 50 100 150
SCALE

MARCH 9, 1929

FILE: OFFICE OF ENGINEER
DRAWING Nº 162



SOUTH ELEVATION OF RANDOLPH ST. VIADUCT
COLUMNS TENTATIVELY SPACED 60 CENTERS
ELEVATIONS ARE AT TOP OF CURBS



TYPICAL SECTION A-A
SCALE 1"=20'

SECTION B-B
SCALE 1"=20'

SECTION C-C
SCALE 1"=20'

SECTION D-D
SCALE 1"=20'

CHICAGO PLAN COMMISSION

APPROVED Hugh E. Young
APPROVED

GENERAL NOTES:

THE COMMERCIAL CLUB OF CHICAGO AND THE CHICAGO PLAN COMMISSION RECOMMEND THAT PROVISION BE MADE IN THE DESIGN OF THE OUTER DRIVE IMPROVEMENT (a) FOR THE SUPPORT, INCLUDING STRUCTURAL CONNECTIONS OF THE PROPOSED RAILROAD TRACK CONNECTING THE HARBOR FACILITIES NORTH AND SOUTH OF THE RIVER; AND (b) FOR THE NECESSARY VERTICAL AND HORIZONTAL CLEARANCES.

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SUITABLE VERTICAL CURVES TO BE PLACED IN ROADWAY AT ALL POINTS OF CHANGE IN GRADE.

ALL VIADUCT COLUMNS SHALL BE SUPPORTED ON EITHER PILE OR SUB PIER FOUNDATIONS. THE TYPE TO BE USED SHALL BE DETERMINED FROM BORINGS OR EXCAVATIONS. INDICATIONS IN THESE DRAWINGS AS TO TYPE OF FOUNDATIONS ARE MERELY SUGGESTIVE.

RETAINING WALLS ORDINARILY SHALL BE SUPPORTED ON PILE FOUNDATIONS.

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INFORMATION FOR MAKING THIS DRAWING OBTAINED FROM THE FOLLOWING SOURCES:

(a) WITH RESPECT TO RAILROAD TRACKS TAKEN FROM ILLINOIS CENTRAL R.R. BLUEPRINT SHOWING TRACK LAYOUT IN THE DISTRICT BOUNDED BY THE CHICAGO RIVER, LAKE MICHIGAN, RANDOLPH STREET AND MICHIGAN AVENUE. SCALE 1"=50'. RECEIVED OCTOBER 28, 1927.

(b) LOCATION OF OUTER DRIVE WITH REFERENCE TO MICHIGAN AVENUE TAKEN FROM I.C.R.R. BASE LINE MAP DATED 2-14-22, C.P.C. FILE #90, REC. 5-9-28.

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RANDOLPH ST. IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING PLAN, PROFILE AND CROSS SECTIONS OF PROPOSED IMPROVEMENT BETWEEN MICHIGAN AVE. AND OUTER DRIVE

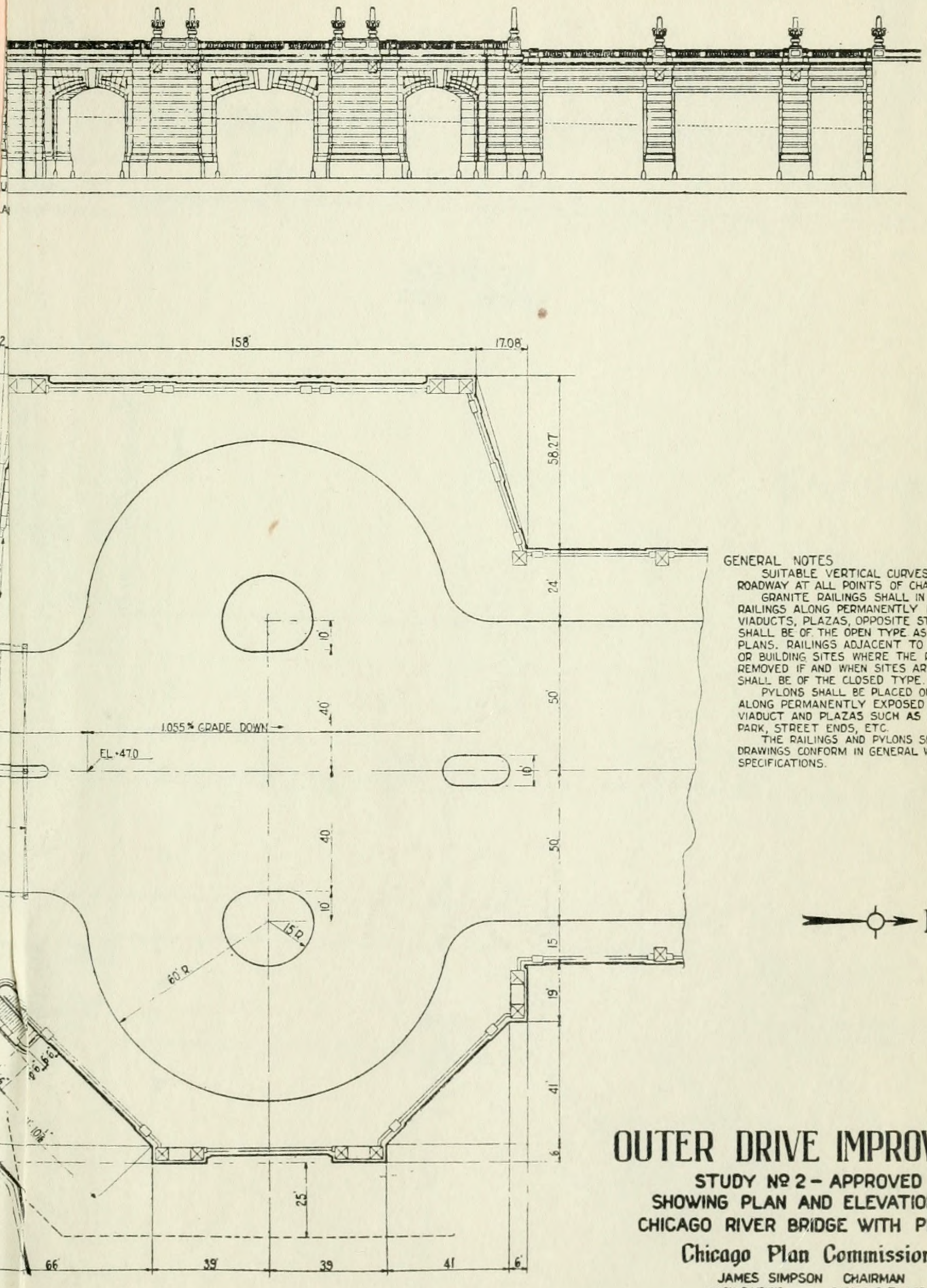
Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
HUGH E. YOUNG — ENGINEER
EUGENE S. TAYLOR — MANAGER

SCALE 0 25 50 100 150

MARCH 9, 1929

FILE: OFFICE OF ENGINEER DRAWING Nº 162



GENERAL NOTES

SUITABLE VERTICAL CURVES TO BE PLACED IN ROADWAY AT ALL POINTS OF CHANGE IN GRADE.

GRANITE RAILINGS SHALL IN GENERAL BE USED. RAILINGS ALONG PERMANENTLY EXPOSED-FACE OF VIADUCTS, PLAZAS, OPPOSITE STREET ENDS, ETC. SHALL BE OF THE OPEN TYPE AS SHOWN ON THE PLANS. RAILINGS ADJACENT TO RAILROAD YARDS OR BUILDING SITES WHERE THE RAILING WILL BE REMOVED IF AND WHEN SITES ARE DEVELOPED SHALL BE OF THE CLOSED TYPE.

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THE RAILINGS AND PYLONS SHOWN ON THE DRAWINGS CONFORM IN GENERAL WITH THE ABOVE SPECIFICATIONS.

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 – APPROVED
SHOWING PLAN AND ELEVATION OF CHICAGO RIVER BRIDGE WITH PLAZAS

Chicago Plan Commission

JAMES SIMPSON CHAIRMAN
HUGH E. YOUNG ENGINEER
EUGENE S. TAYLOR MANAGER

0 25 30'
SCALE

SEPTEMBER 5, 1928

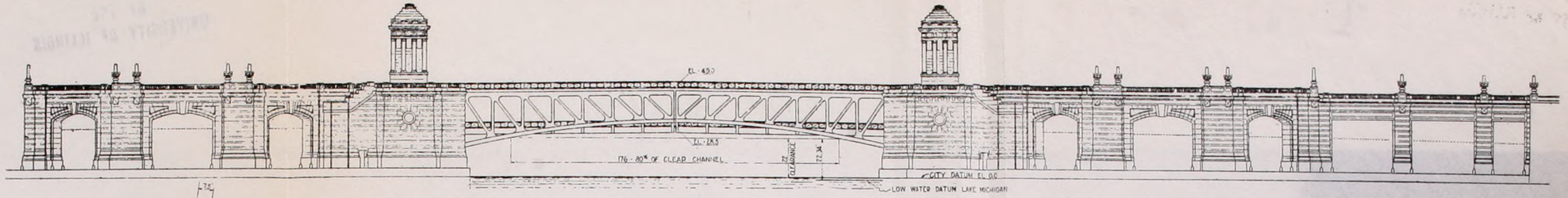
FILE OFFICE OF ENGINEER
DRAWING Nº 163

COMMISSON

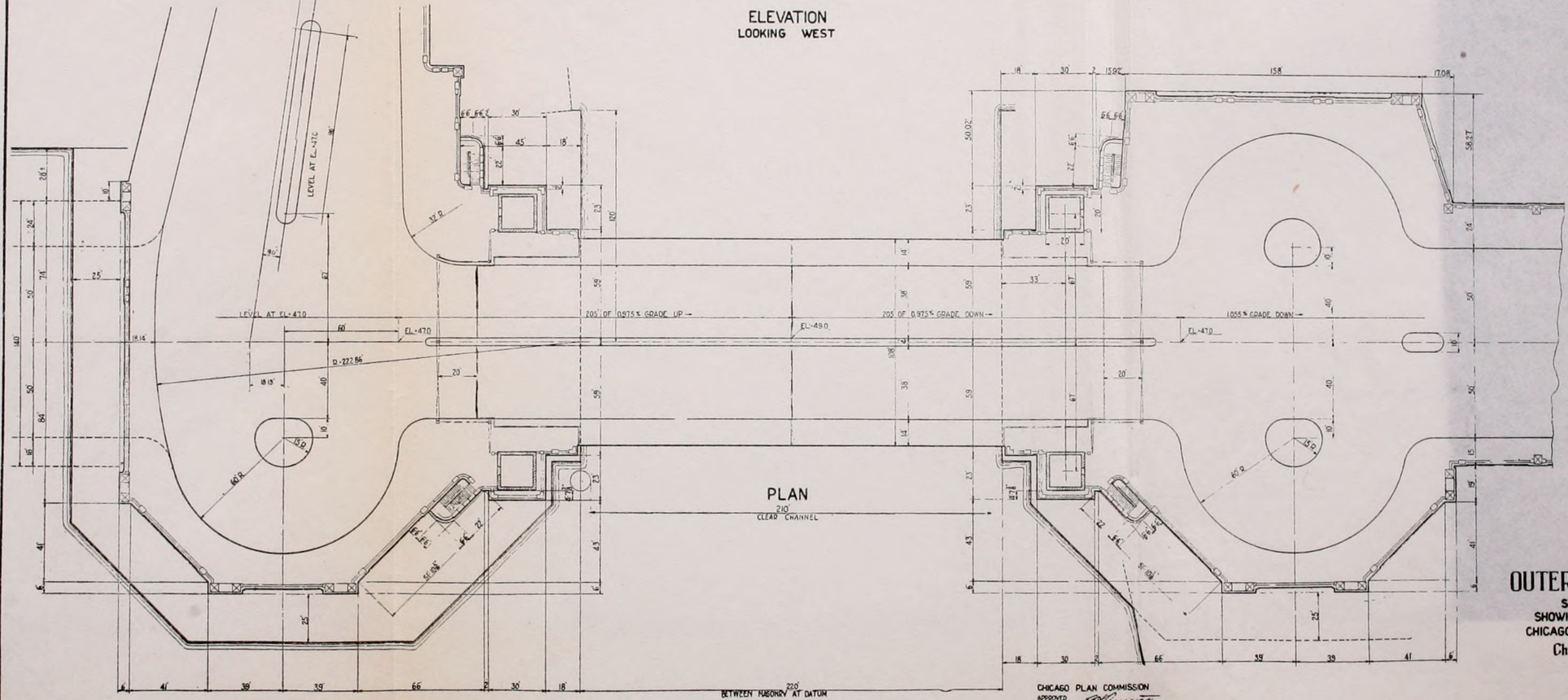
CONSULTING ARCHITECT

ENGINEER

CHAIRMAN



ELEVATION
LOOKING WEST



PLAN

GENERAL NOTES

SUITABLE VERTICAL CURVES TO BE PLACED IN ROADWAY AT ALL POINTS OF CHANGE IN GRADE.

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N

CHICAGO PLAN COMMISSION
APPROVED
APPROVED CONSULTING ARCHITECT
APPROVED

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING PLAN AND ELEVATION OF
CHICAGO RIVER BRIDGE WITH PLAZAS

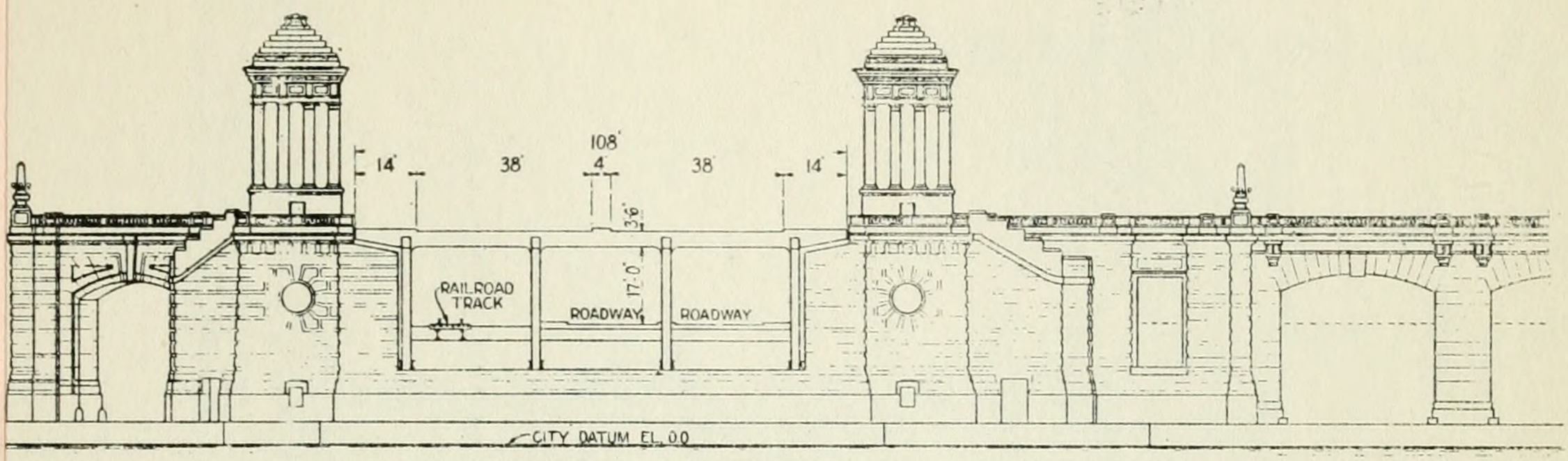
Chicago Plan Commission

JAMES SIMPSON CHAIRMAN
HUGH E. YOUNG ENGINEER
EUGENE S. TAYLOR MANAGER

0 25 50'
SCALE

SEPTEMBER 5, 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 163



RIVER ELEVATION OF SOUTH PLAZA
CHICAGO RIVER BRIDGE

SCALE 1"-16'

GENERAL NOTES

SUITABLE VERTICAL CURVES TO BE PLACED IN ROADWAY AT ALL POINTS OF CHANGE IN GRADE

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THE RAILINGS AND PYLONS SHOWN ON THE DRAWINGS CONFORM IN GENERAL WITH ABOVE SPECIFICATIONS.

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING ELEVATION, MEZZANINE & GROUND PLANS OF BRIDGE OVER CHICAGO RIVER, ALSO PLAN & ELEVATION OF BRIDGE OVER MICHIGAN CANAL

Chicago Plan Commission

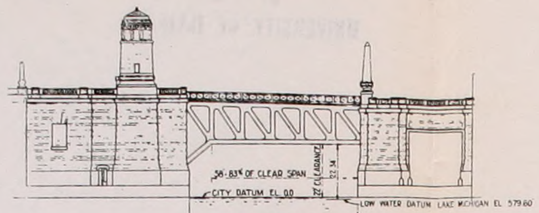
JAMES SIMPSON - CHAIRMAN
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 25' 50' 100' 150'
SCALE

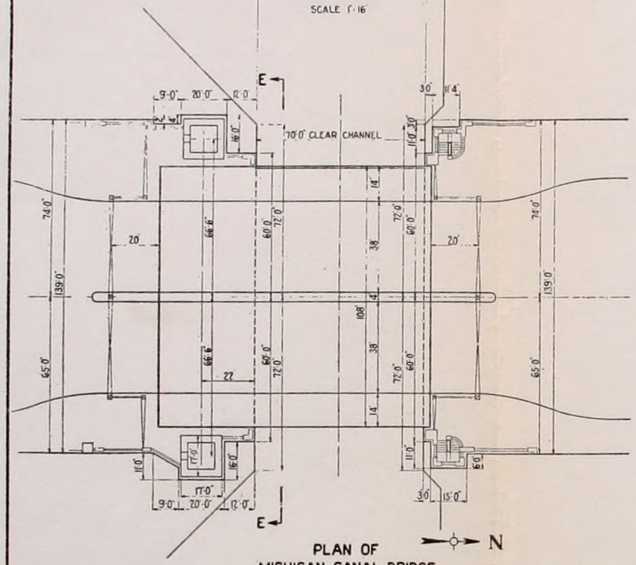
COMMISSION
CONSULTING ARCHITECT
ENGINEER
CHAIRMAN

AUGUST 2, 1928.

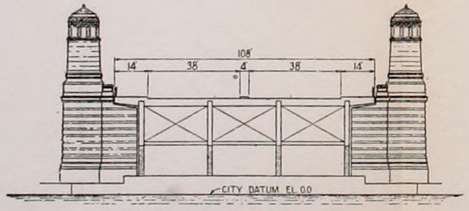
FILE OFFICE OF ENGINEER
DRAWING Nº 164



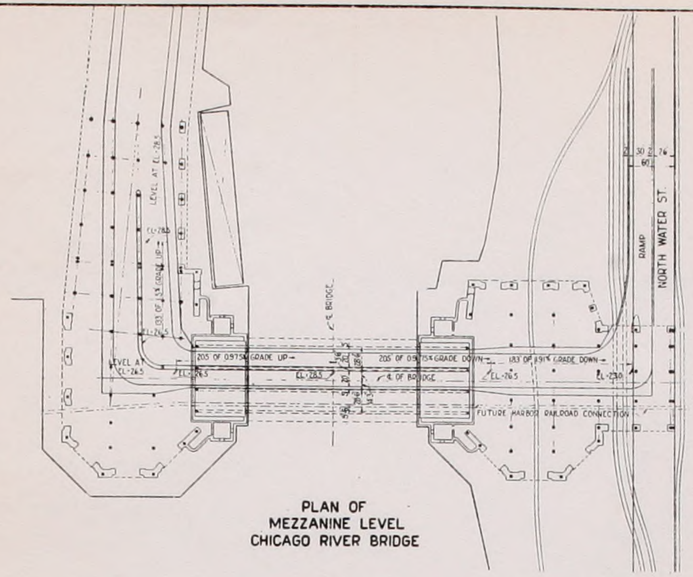
ELEVATION OF
MICHIGAN CANAL BRIDGE
LOOKING WEST
SCALE 1"-16'



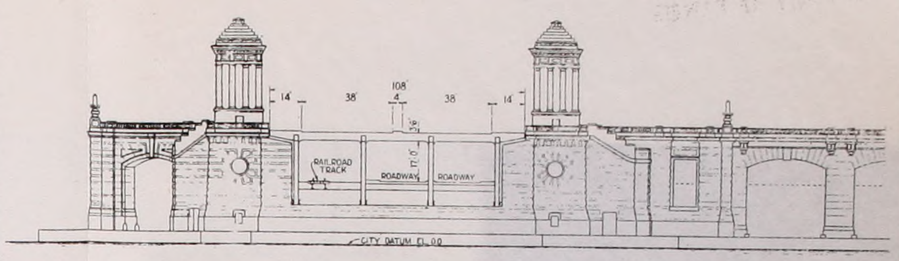
PLAN OF
MICHIGAN CANAL BRIDGE



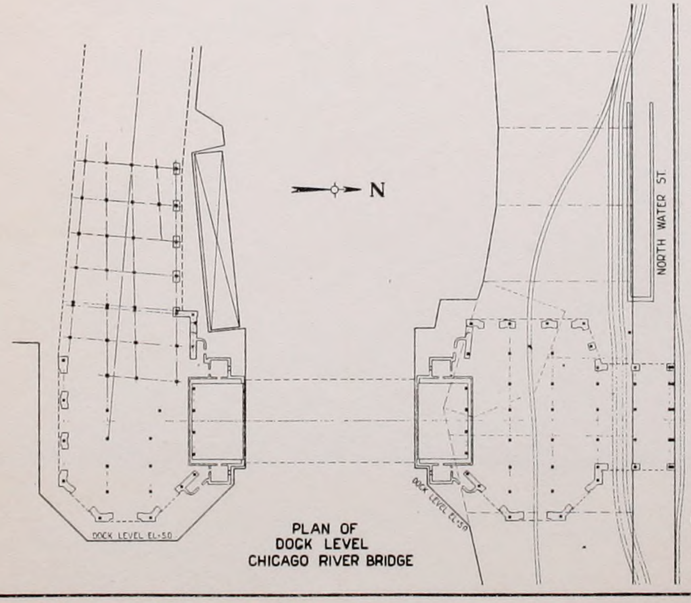
ELEVATION OF SOUTH ABUTMENT OF
MICHIGAN CANAL BRIDGE
SECTION E-E



PLAN OF
MEZZANINE LEVEL
CHICAGO RIVER BRIDGE



RIVER ELEVATION OF SOUTH PLAZA
CHICAGO RIVER BRIDGE
SCALE 1"-16'



PLAN OF
DOCK LEVEL
CHICAGO RIVER BRIDGE

GENERAL NOTES

SUITABLE VERTICAL CURVES TO BE PLACED IN ROADWAY AT ALL POINTS OF CHANGE IN GRADE.

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THE RAILINGS AND PYLONS SHOWN ON THE DRAWINGS CONFORM IN GENERAL WITH ABOVE SPECIFICATIONS.

CHICAGO PLAN COMMISSION
APPROVED
APPROVED (CHIEF ENGINEER)
APPROVED (CHIEF ARCHITECT)

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING ELEVATION, MEZZANINE & GROUND PLANS OF BRIDGE OVER CHICAGO RIVER, ALSO PLAN & ELEVATION OF BRIDGE OVER MICHIGAN CANAL

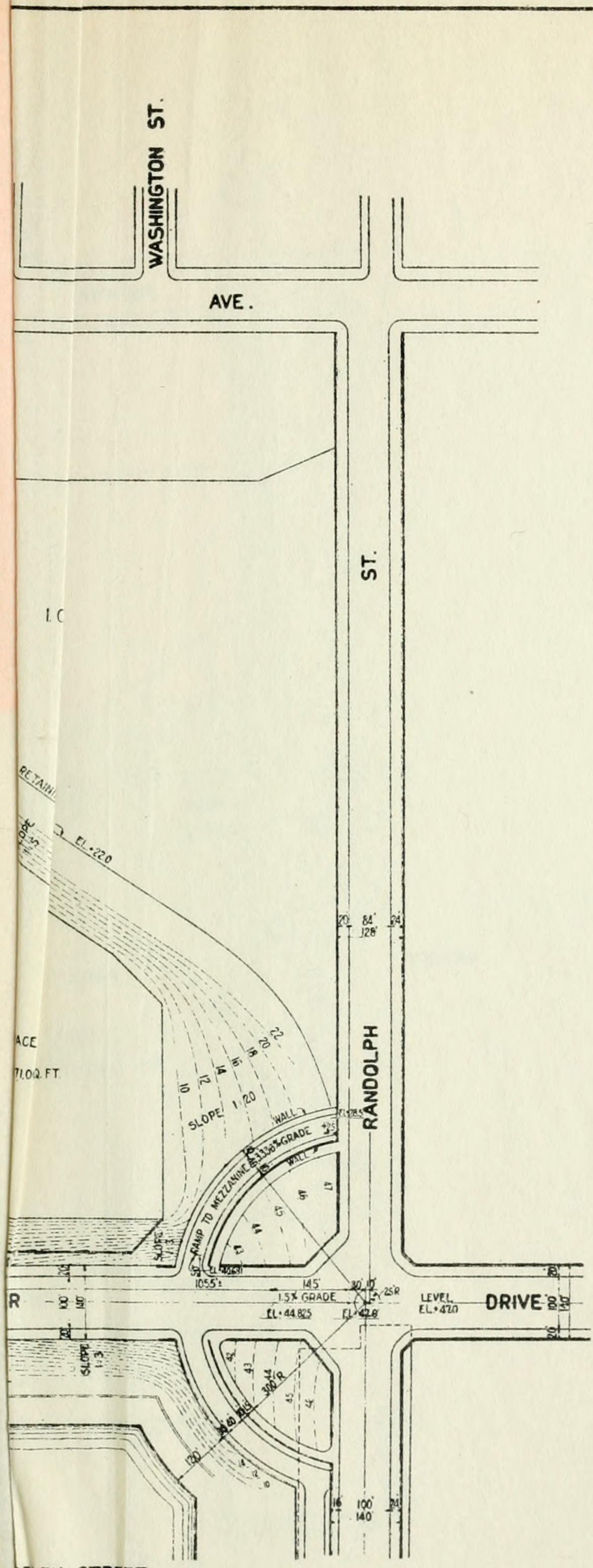
Chicago Plan Commission

JAMES SIMPSON – CHAIRMAN
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 25 50 100 150
SCALE

AUGUST 2, 1928.

FILE — OFFICE OF ENGINEER
DRAWING Nº 164



N

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING RANDOLPH ST. CONNECTION WITH
THE OUTER DRIVE IMPROVEMENT

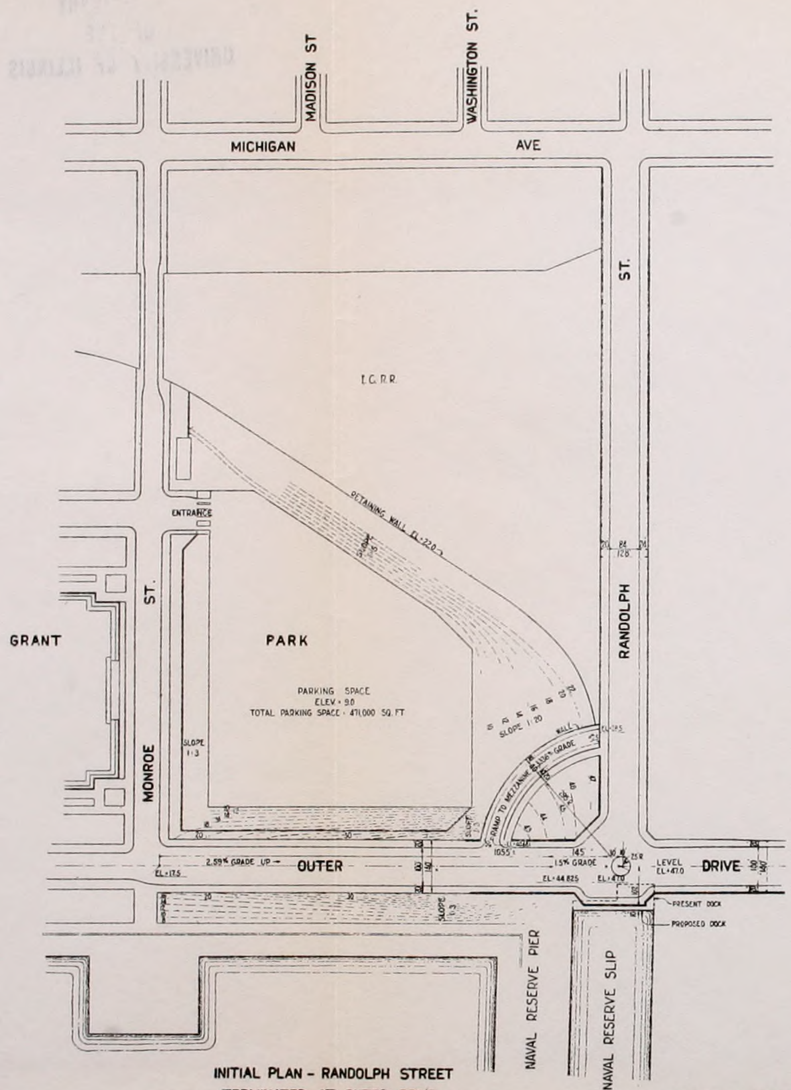
Chicago Plan Commission

JAMES SIMPSON CHAIRMAN
HUGH E. YOUNG ENGINEER
EUGENE S. TAYLOR MANAGER

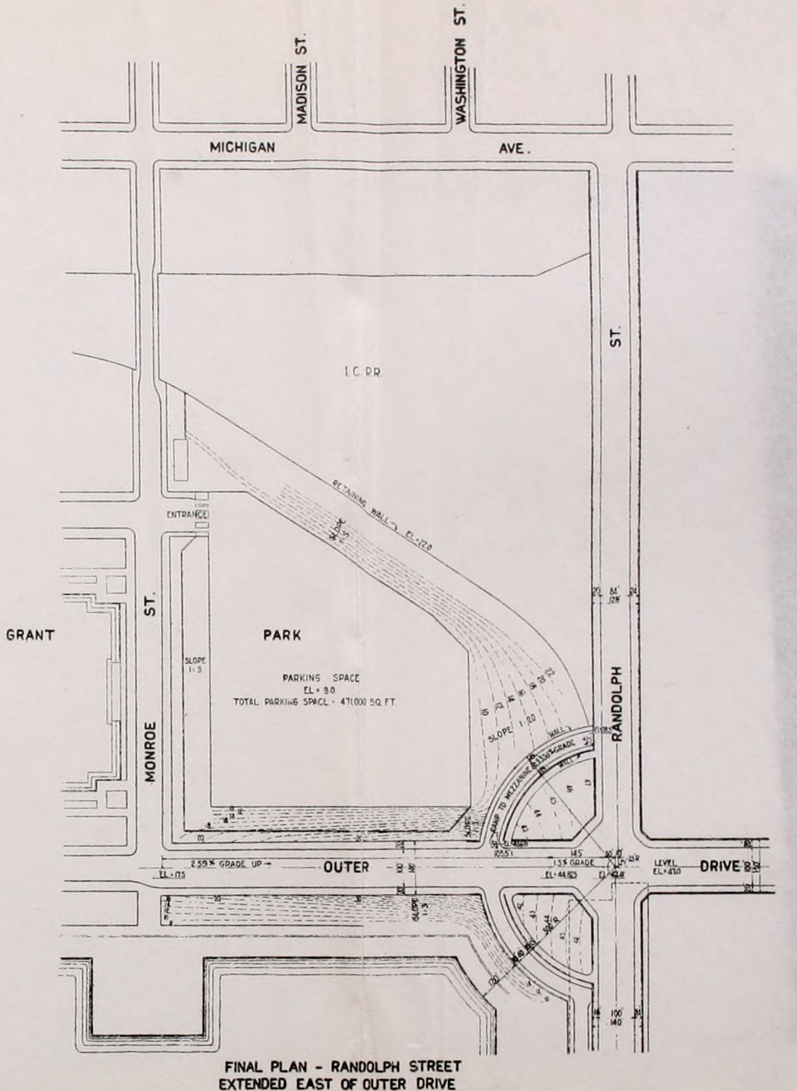
0' 50' 100' 200 300'
SCALE

MARCH 5, 1928.

FILE OFFICE OF ENGINEER
DRAWING Nº 165



INITIAL PLAN - RANDOLPH STREET
TERMINATED AT OUTER DRIVE



FINAL PLAN - RANDOLPH STREET
EXTENDED EAST OF OUTER DRIVE

PLAN SHOWING RELATION OF RANDOLPH ST.
AND THE OUTER DRIVE IMPROVEMENT TO
THE NORTH END OF GRANT PARK AS PLANNED BY
THE SOUTH PARK COMMISSION.

N

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING RANDOLPH ST. CONNECTION WITH
THE OUTER DRIVE IMPROVEMENT

Chicago Plan Commission

JAMES SIMPSON CHAIRMAN
HUGH E. YOUNG ENGINEER
EUGENE S. TAYLOR MANAGER

0 50 100 200 300
SCALE

MARCH 5, 1928.

FILE OFFICE OF ENGINEER
DRAWING Nº 165

ORT

DIMENSIONS ON THIS LINE REFER TO WEST LINE OF IMPROVEMENT

215.91'

74'

OHIO ST.

BOVES BLDG.

109.06'

74'

LAKE SHORE DR.

173.18

STREET CAR TRACKS

89°57'45"

BUILDING LINE

90°

20'

74'

FILLED APPROACH

139'

FUTURE ISLAND

202'

65'

70'

EAST LINE OF LAKE SHORE DR.

120

PUBLIC PROPERTY

GRAND AVE.

E SHORE

8.00

ROEL T

EA TAKE

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95°8'5"E

50'

18.00

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(b) TAKEN AT FOR
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N

STUDY Nº 2 - APPROVED

OUTER DRIVE IMPROVEMENT

CHICAGO RIVER TO OHIO ST.

GENERAL PLAN

SHOWING LOCATION OF COLUMNS, WALLS, BRIDGE ABUTMENTS, ETC. ALSO AREAS OF LAND REQUIRED FOR IMPROVEMENT

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN

HUGH E. YOUNG, ENGINEER

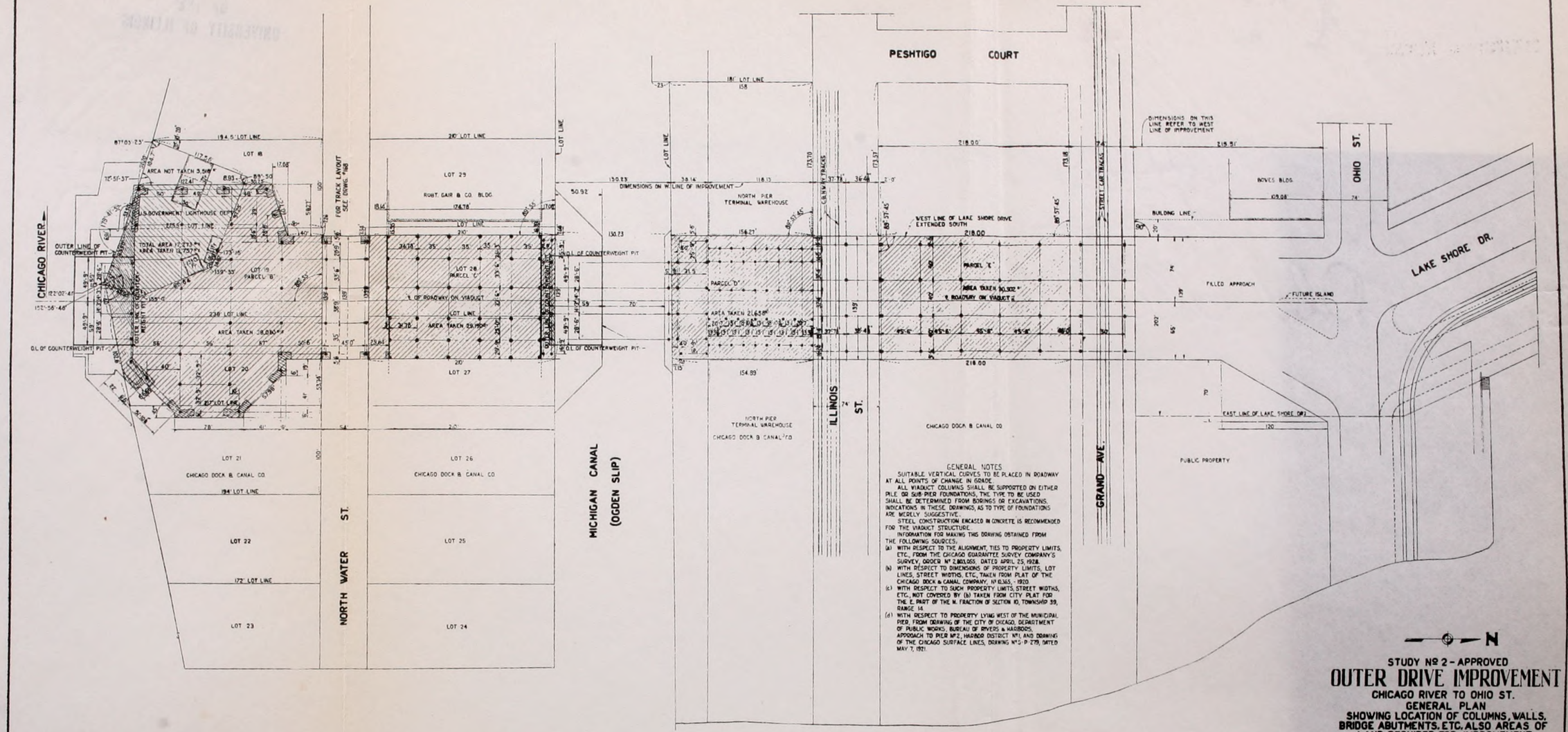
EUGENE S. TAYLOR, MANAGER

0' 50' 100'

SCALE

APRIL 4, 1928.

FILE: OFFICE OF ENGINEER
DRAWING Nº. 167



GENERAL NOTES

SUITABLE VERTICAL CURVES TO BE PLACED IN ROADWAY AT ALL POINTS OF CHANGE IN GRADE.

ALL VIADUCT COLUMNS SHALL BE SUPPORTED ON EITHER PILE OR SUB-PIER FOUNDATIONS, THE TYPE TO BE USED SHALL BE DETERMINED FROM BORINGS OR EXCAVATIONS. INDICATIONS IN THESE DRAWINGS, AS TO TYPE OF FOUNDATIONS ARE MERELY SUGGESTIVE.

STEEL CONSTRUCTION ENCASED IN CONCRETE IS RECOMMENDED FOR THE VIADUCT STRUCTURE.

INFORMATION FOR MAKING THIS DRAWING OBTAINED FROM THE FOLLOWING SOURCES;

(a) WITH RESPECT TO THE ALIGNMENT, TIES TO PROPERTY LIMITS, ETC., FROM THE CHICAGO GUARANTEE SURVEY COMPANY'S SURVEY, ORDER Nº 2,801,055, DATED APRIL 25, 1928.

(b) WITH RESPECT TO DIMENSIONS OF PROPERTY LIMITS, LOT LINES, STREET WIDTHS, ETC., TAKEN FROM PLAT OF THE CHICAGO DOCK & CANAL COMPANY, Nº 10,365, - 1920.

(c) WITH RESPECT TO SUCH PROPERTY LIMITS, STREET WIDTHS, ETC., NOT COVERED BY (b) TAKEN FROM CITY PLAT FOR THE E. PART OF THE W. FRACTION OF SECTION 10, TOWNSHIP 39, RANGE 14.

(d) WITH RESPECT TO PROPERTY LYING WEST OF THE MUNICIPAL PIER, FROM DRAWING OF THE CITY OF CHICAGO, DEPARTMENT OF PUBLIC WORKS, BUREAU OF RIVERS & HARBORS, APPOACH TO PIER Nº 2, HARBOR DISTRICT Nº 1, AND DRAWING OF THE CHICAGO SURFACE LINES, DRAWING Nº G-P-279, DATED MAY 7, 1921.

STUDY Nº 2 - APPROVED

OUTER DRIVE IMPROVEMENT

CHICAGO RIVER TO OHIO ST.

GENERAL PLAN

SHOWING LOCATION OF COLUMNS, WALLS, BRIDGE ABUTMENTS, ETC. ALSO AREAS OF LAND REQUIRED FOR IMPROVEMENT

Chicago Plan Commission

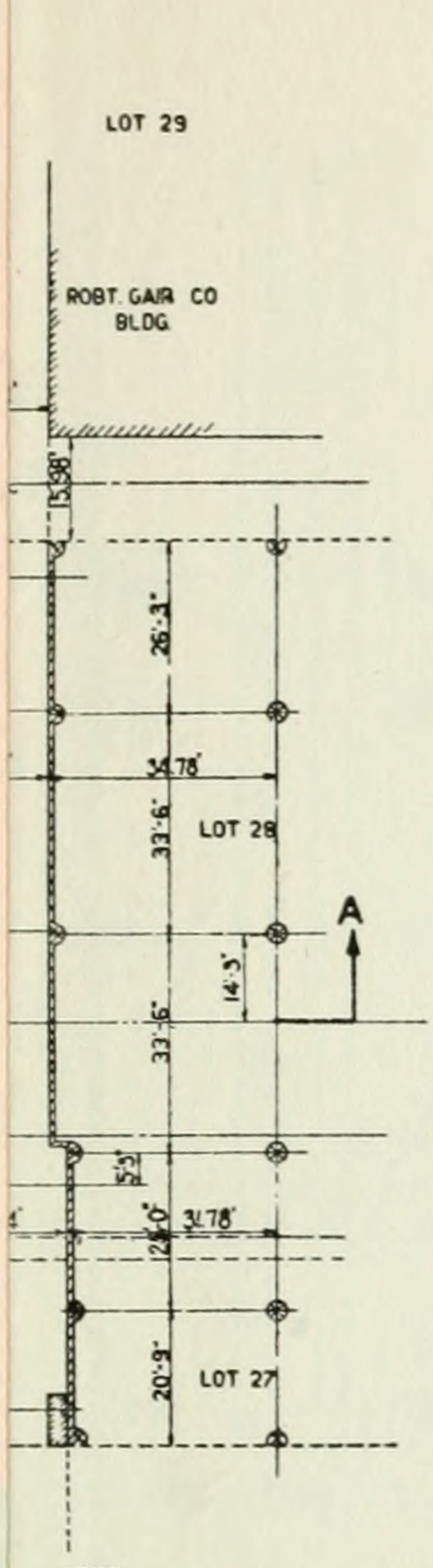
JAMES SIMPSON - CHAIRMAN

HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

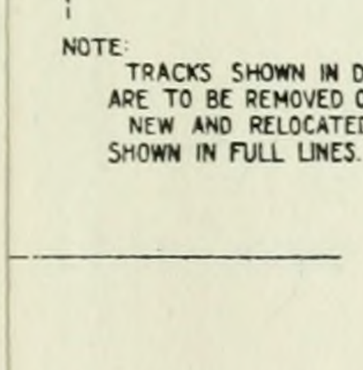
SCALE 0' 50' 100'

APRIL 4, 1928.

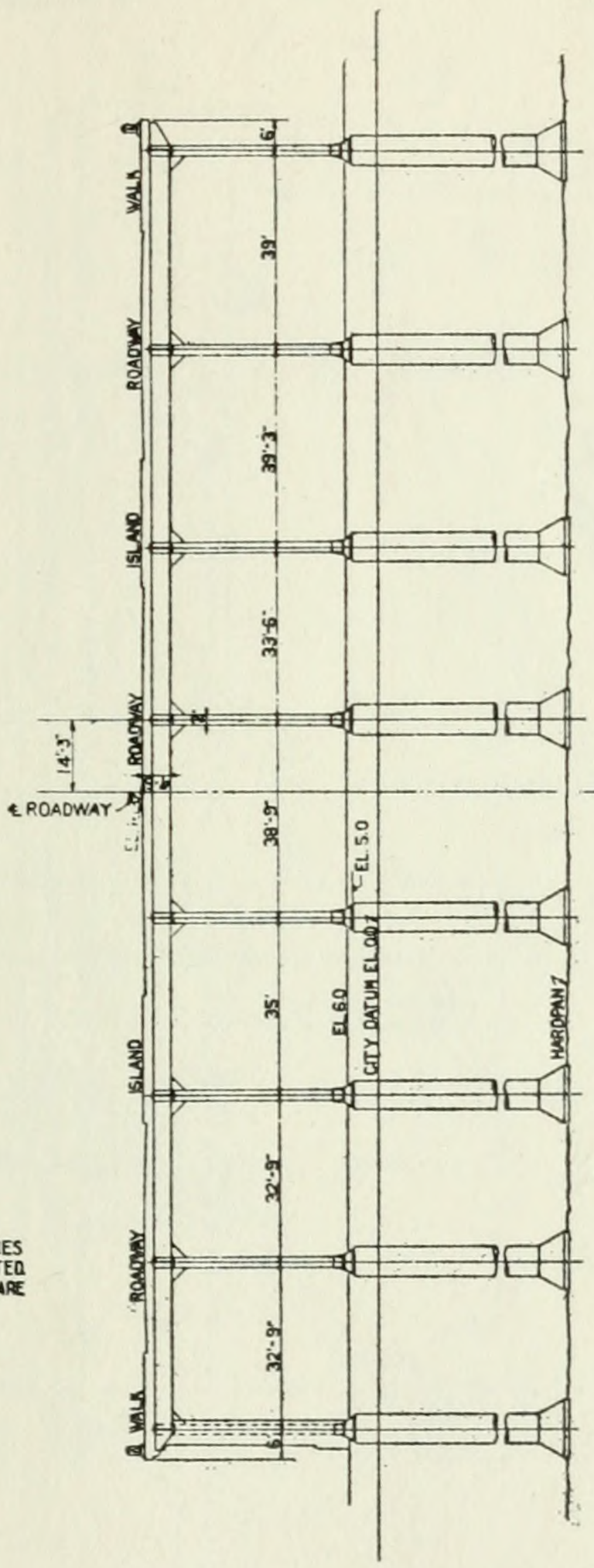
FILE: OFFICE OF ENGINEER DRAWING Nº 167



NOTE:
TRACKS SHOWN IN DOTTED LINES ARE TO BE REMOVED OR RELOCATED. NEW AND RELOCATED TRACKS ARE SHOWN IN FULL LINES.



FOR ARCHITECTURAL DETAILS, SEE DRAWINGS Nº 177, 178, 179, 180 & 181



SECTION B-B

GENERAL NOTES.

ALL VIADUCT COLUMNS SHALL BE SUPPORTED ON EITHER PILE OR SUB-PIER FOUNDATIONS, THE TYPE TO BE USED SHALL BE DETERMINED FROM BORINGS OR EXCAVATIONS. INDICATIONS IN THESE DRAWING, AS TO TYPE OF FOUNDATIONS ARE MERELY SUGGESTIVE.

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(c) WITH RESPECT TO SUCH PROPERTY LIMITS, STREET WIDTHS, ETC., NOT COVERED BY (b) TAKEN FROM CITY PLAT FOR THE E. PART OF THE N. FRACTION OF SECTION 10, TOWNSHIP 39, RANGE 14.

CHICAGO PLAN COMMISSION
APPROVED Hugh E. Young ENGINEER
APPROVED Jas. Simpson CHAIRMAN

N

STUDY Nº 2 - APPROVED

OUTER DRIVE IMPROVEMENT

CHICAGO RIVER TO NO. WATER ST.

GENERAL PLAN SHOWING LOCATION OF COLUMNS, WALLS, BRIDGE ABUTMENTS, ETC FOR IMPROVEMENT

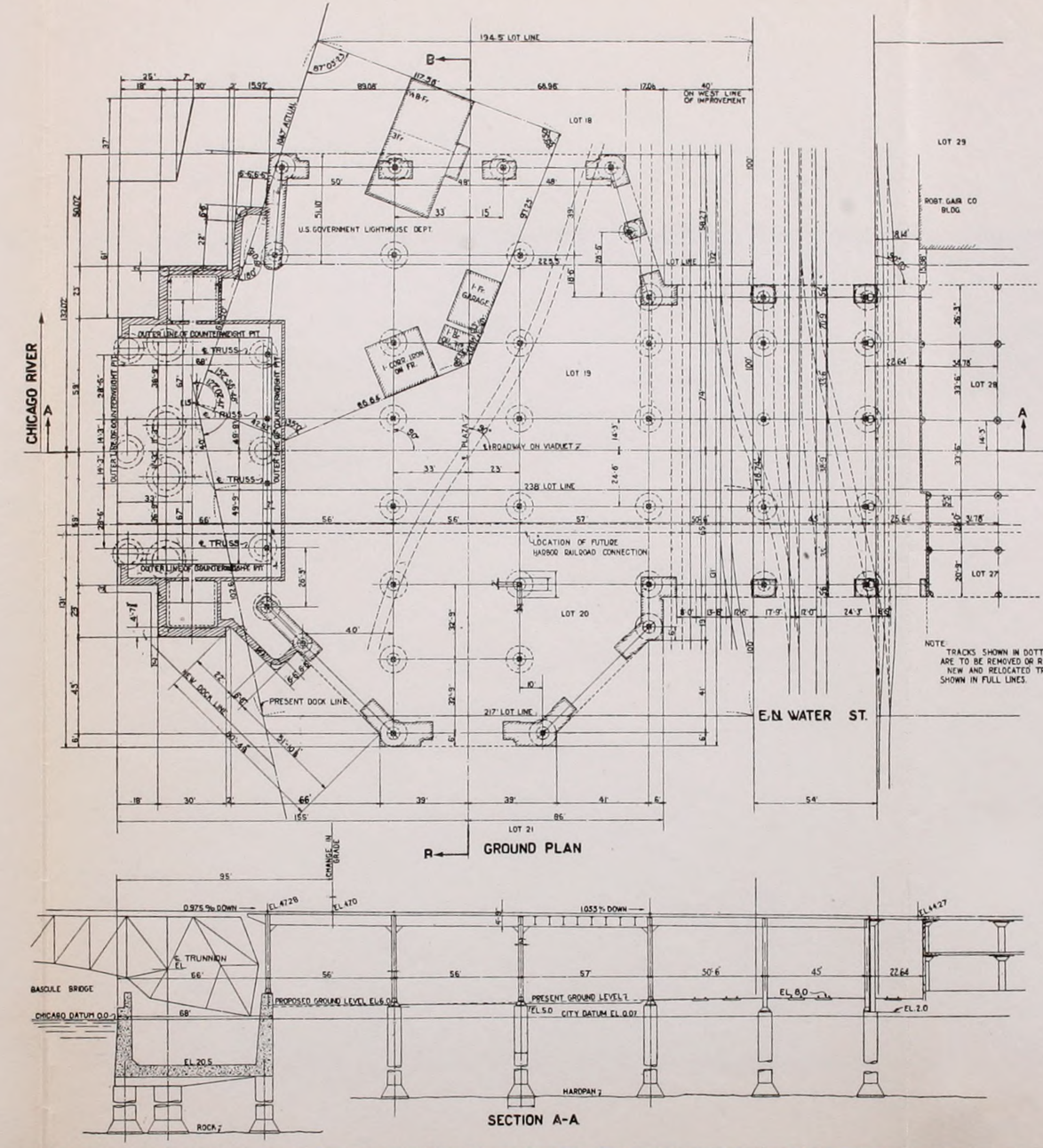
Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE-VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER
EUGENE S. TAYLOR, MANAGER

0 25' 50'
SCALE

APRIL 4, 1928.

FILE: OFFICE OF ENGINEER DRAWING Nº. 168



GENERAL NOTES.

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(a) WITH RESPECT TO THE ALIGNMENT, TIES TO PROPERTY LIMITS, ETC., FROM THE CHICAGO GUARANTEE SURVEY CO'S. SURVEY, ORDER Nº 2,803,055 DATED APRIL 25, 1922.

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(c) WITH RESPECT TO SUCH PROPERTY LIMITS, STREET WIDTHS, ETC., NOT COVERED BY (b) TAKEN FROM CITY PLAT FOR THE E. PART OF THE N. FRACTION OF SECTION 10, TOWNSHIP 39, RANGE 14.

CHICAGO PLAN COMMISSION

APPROVED Hugh E. Young SECRETARY

APPROVED James Simpson CHAIRMAN

N

STUDY Nº 2 - APPROVED

OUTER DRIVE IMPROVEMENT

CHICAGO RIVER TO NO. WATER ST.

GENERAL PLAN
SHOWING LOCATION OF COLUMNS, WALLS, BRIDGE ABUTMENTS, ETC FOR IMPROVEMENT

Chicago Plan Commission

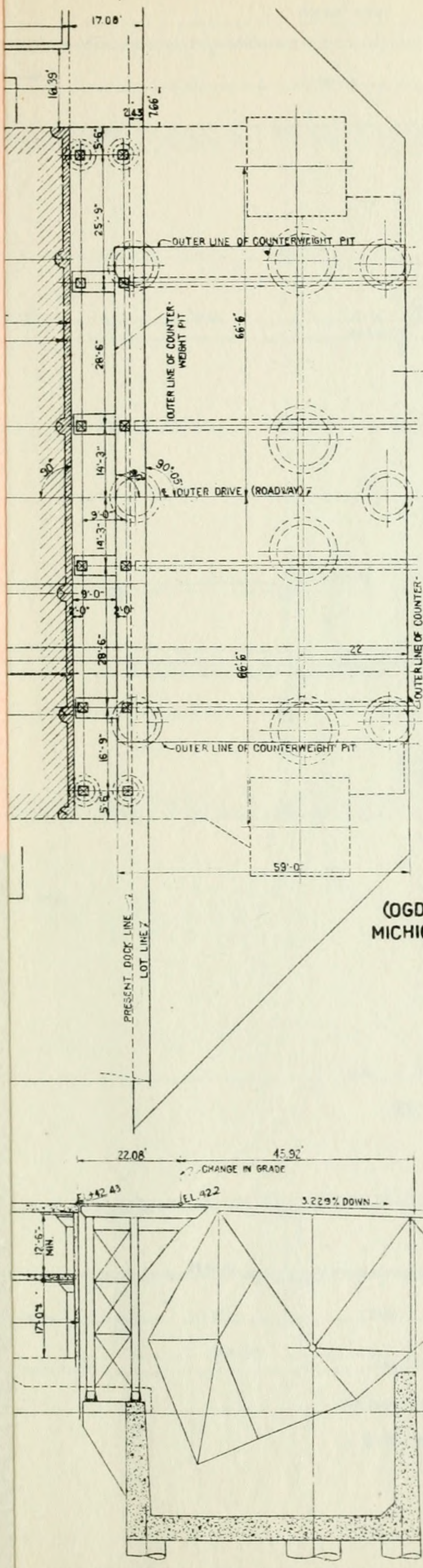
JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE - VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER
EUGENE S. TAYLOR, MANAGER

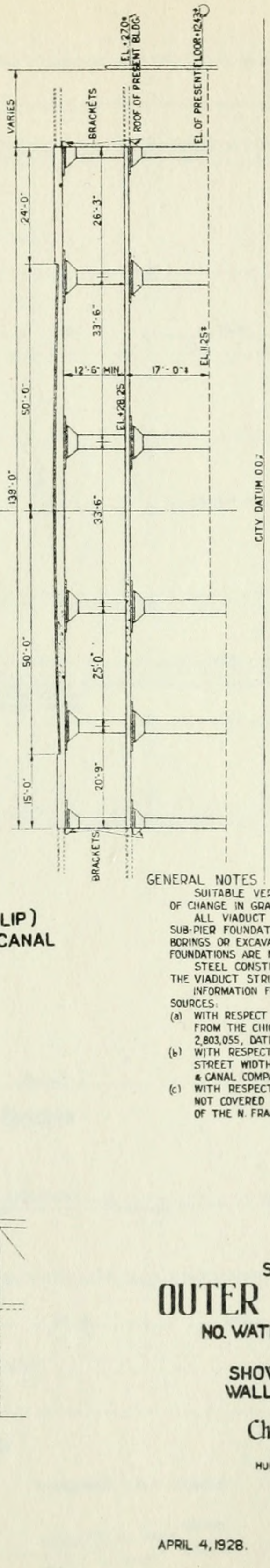
0 35' 50'
SCALE

FOR ARCHITECTURAL DETAILS, SEE DRAWINGS Nº 177, 178, 179, 180 & 181

APRIL 4, 1928.

FILE OFFICE OF ENGINEER DRAWING Nº 168





SECTION A-A

GENERAL NOTES

SUITABLE VERTICAL CURVES TO BE PLACED IN ROADWAY AT ALL POINTS OF CHANGE IN GRADE.

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N

STUDY Nº 2 - APPROVED

OUTER DRIVE IMPROVEMENT

NO. WATER ST. TO MICHIGAN CANAL

GENERAL PLAN

SHOWING LOCATION OF COLUMNS, WALLS, BRIDGE ABUTMENTS, ETC FOR IMPROVEMENT

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN

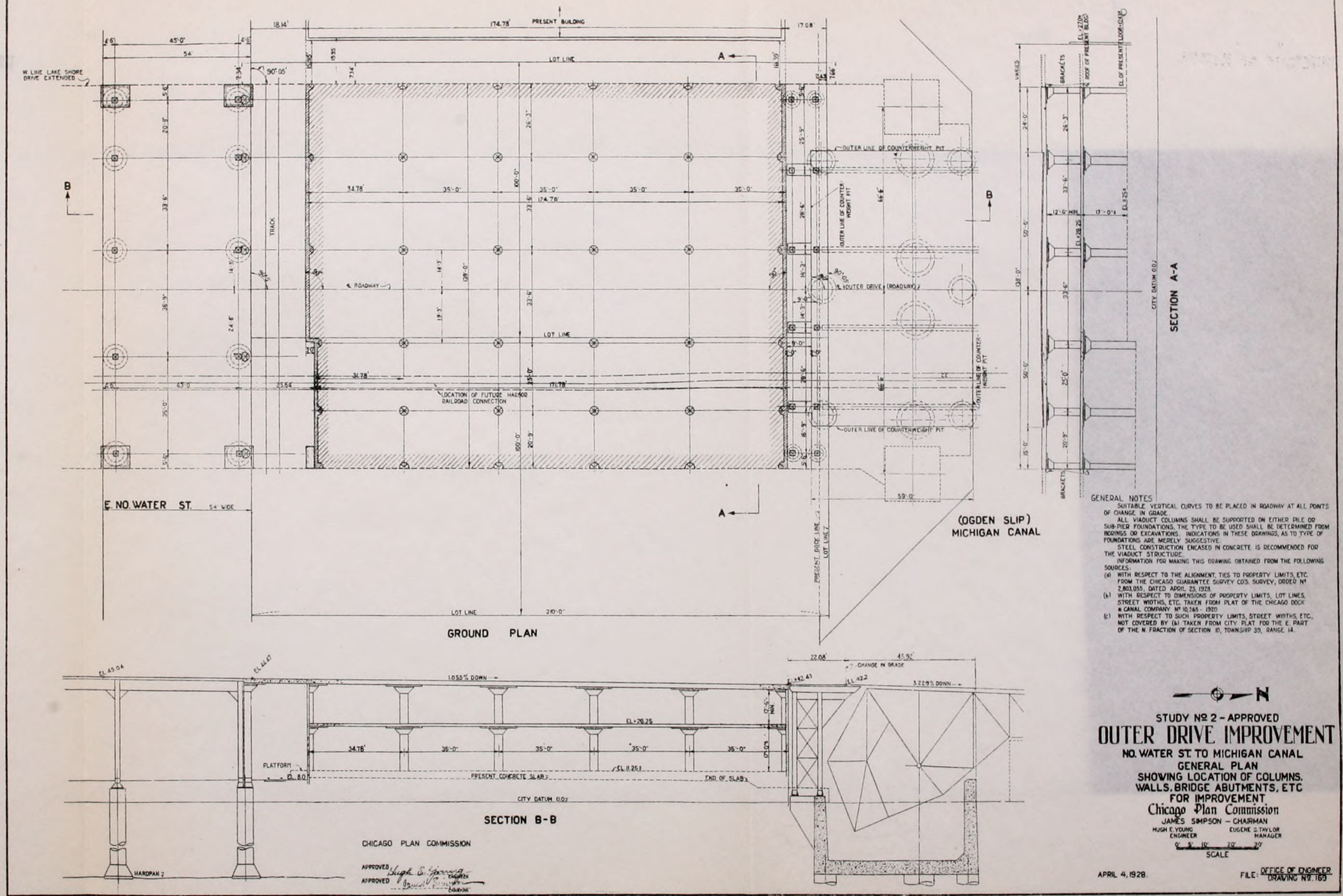
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0' 5' 10' 20' 30'

SCALE

APRIL 4, 1928.

FILE: OFFICE OF ENGINEER / DRAWING Nº. 169



GENERAL NOTES

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(c) WITH RESPECT TO SUCH PROPERTY LIMITS, STREET WIDTHS, ETC., NOT COVERED BY (b) TAKEN FROM CITY PLAT FOR THE E. PART OF THE N. FRACTION OF SECTION 10, TOWNSHIP 39, RANGE 14.

N

STUDY Nº 2 - APPROVED

OUTER DRIVE IMPROVEMENT

NO. WATER ST. TO MICHIGAN CANAL

GENERAL PLAN SHOWING LOCATION OF COLUMNS, WALLS, BRIDGE ABUTMENTS, ETC FOR IMPROVEMENT

Chicago Plan Commission

JAMES SIMPSON — CHAIRMAN

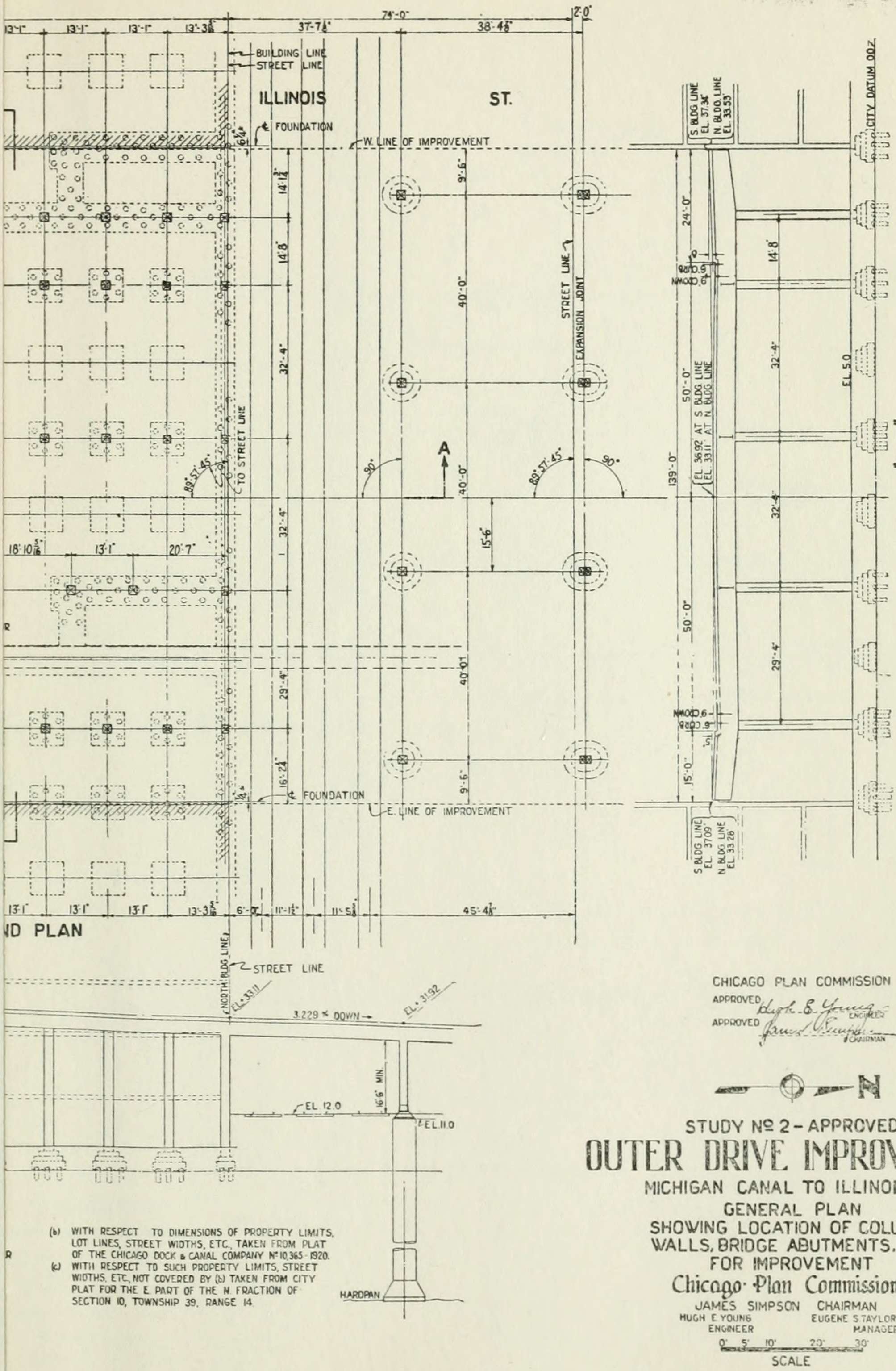
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 5 10 20 30

SCALE

APRIL 4, 1928.

FILE: OFFICE OF ENGINEER DRAWING Nº. 169



(b) WITH RESPECT TO DIMENSIONS OF PROPERTY LIMITS, LOT LINES, STREET WIDTHS, ETC., TAKEN FROM PLAT OF THE CHICAGO DOCK & CANAL COMPANY Nº 10,365 - 1920.

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CHICAGO PLAN COMMISSION

APPROVED Hugh E. Young ENGINEER

APPROVED James Simpson CHAIRMAN

N

STUDY Nº 2 - APPROVED

OUTER DRIVE IMPROVEMENT

MICHIGAN CANAL TO ILLINOIS ST.

GENERAL PLAN

SHOWING LOCATION OF COLUMNS, WALLS, BRIDGE ABUTMENTS, ETC FOR IMPROVEMENT

Chicago Plan Commission

JAMES SIMPSON CHAIRMAN

HUGH E. YOUNG ENGINEER

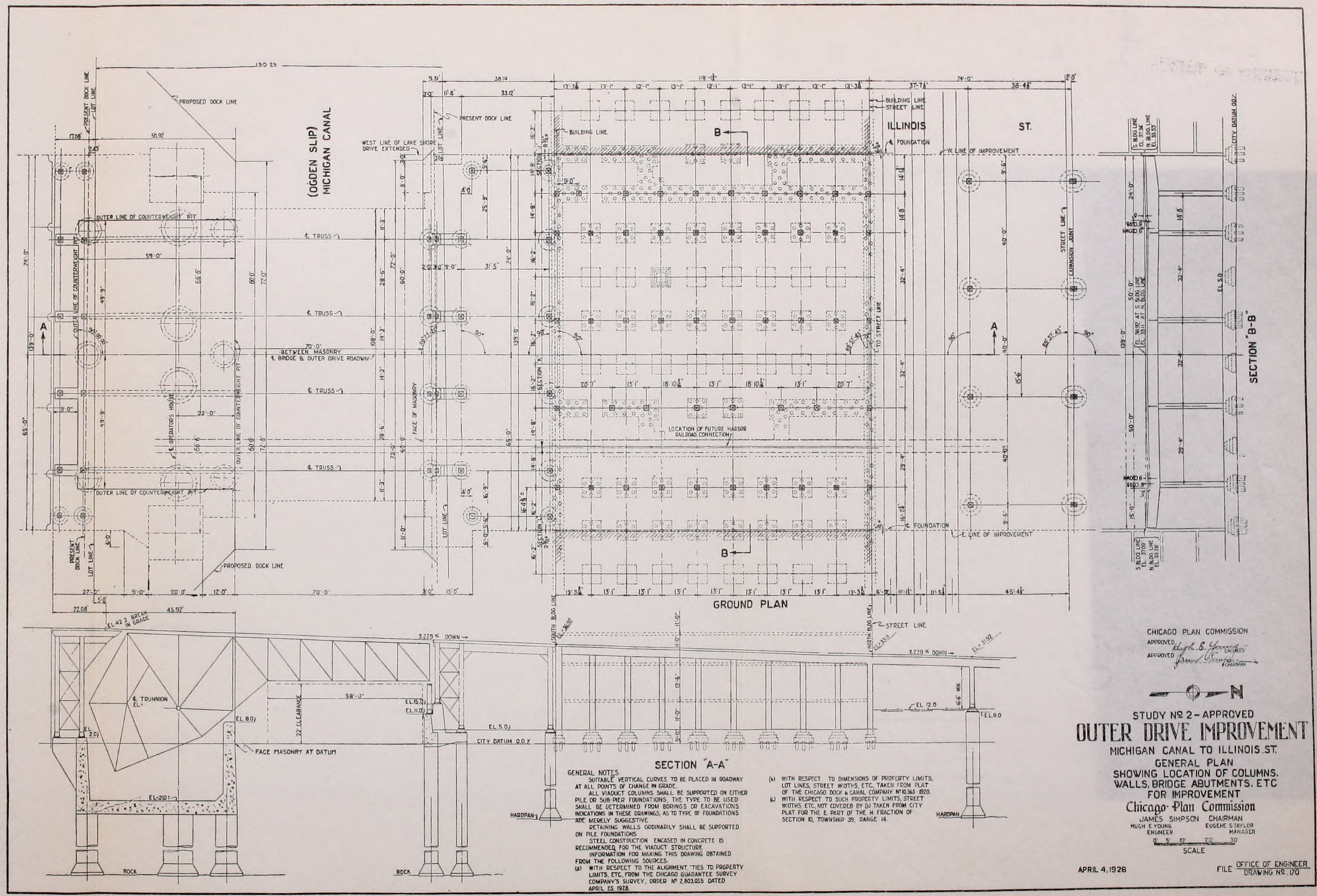
EUGENE S. TAYLOR MANAGER

0' 5' 10' 20' 30'

SCALE

APRIL 4, 1928

FILE OFFICE OF ENGINEER / DRAWING Nº. 170



GENERAL NOTES.

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RETAINING WALLS ORDINARILY SHALL BE SUPPORTED ON PILE FOUNDATIONS.

STEEL CONSTRUCTION ENCASED IN CONCRETE IS RECOMMENDED, FOR THE VIADUCT STRUCTURE.

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CHICAGO PLAN COMMISSION

APPROVED Hugh E. Young ENGINEER

APPROVED James Simpson CHAIRMAN

N

STUDY Nº 2 - APPROVED

OUTER DRIVE IMPROVEMENT

MICHIGAN CANAL TO ILLINOIS ST.

GENERAL PLAN

SHOWING LOCATION OF COLUMNS, WALLS, BRIDGE ABUTMENTS, ETC FOR IMPROVEMENT

Chicago Plan Commission

JAMES SIMPSON CHAIRMAN

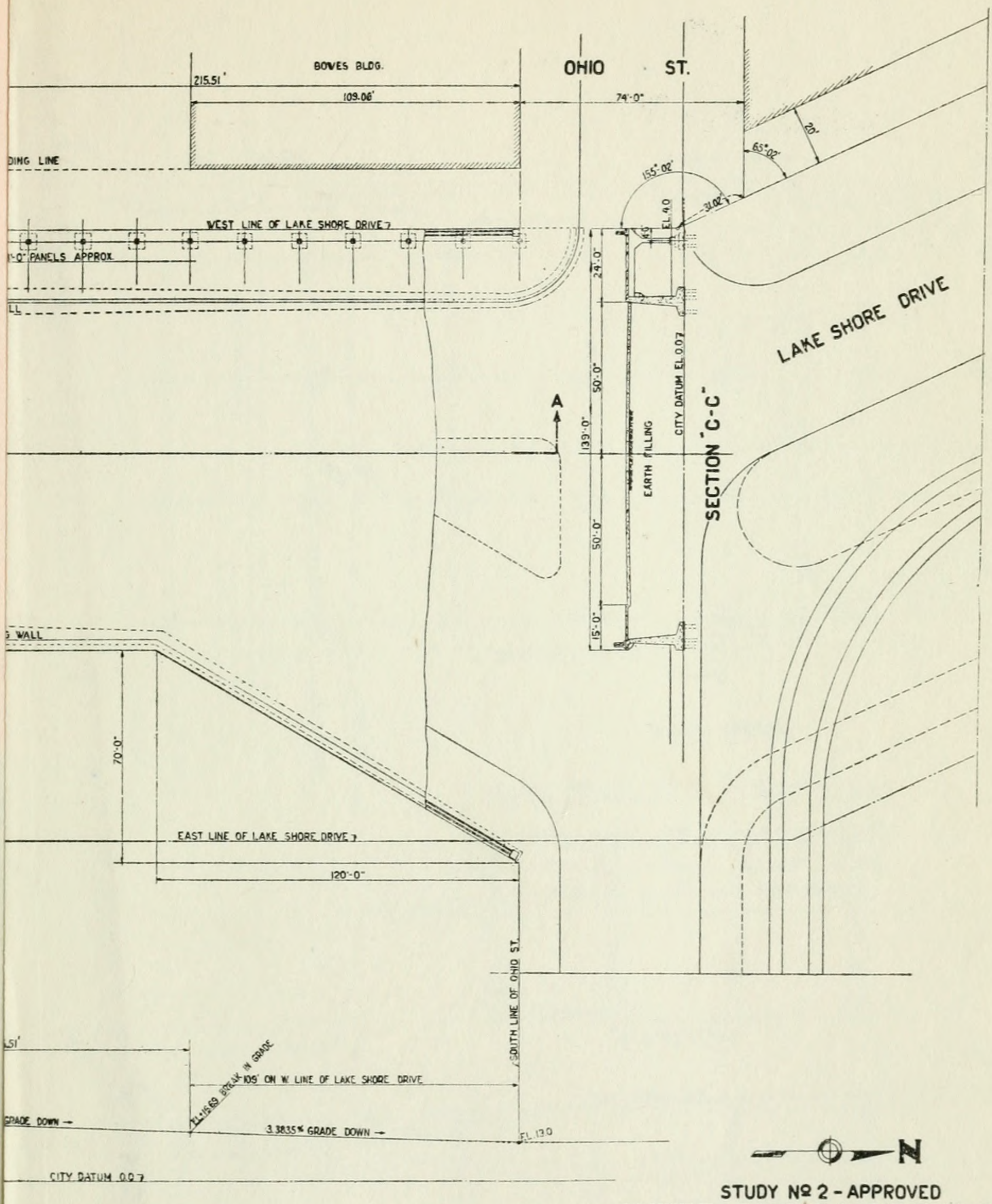
HUGH E. YOUNG ENGINEER — EUGENE S. TAYLOR MANAGER

0 5 10' 20' 30'

SCALE

APRIL 4, 1928

FILE OFFICE OF ENGINEER DRAWING Nº. 170



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STUDY Nº 2 - APPROVED

OUTER DRIVE IMPROVEMENT

ILLINOIS ST. TO OHIO ST.

GENERAL PLAN

SHOWING LOCATION OF COLUMNS, WALLS, ABUTMENT, ETC

FOR IMPROVEMENT

Chicago Plan Commission

JAMES SIMPSON CHAIRMAN

HUGH E. YOUNG ENGINEER

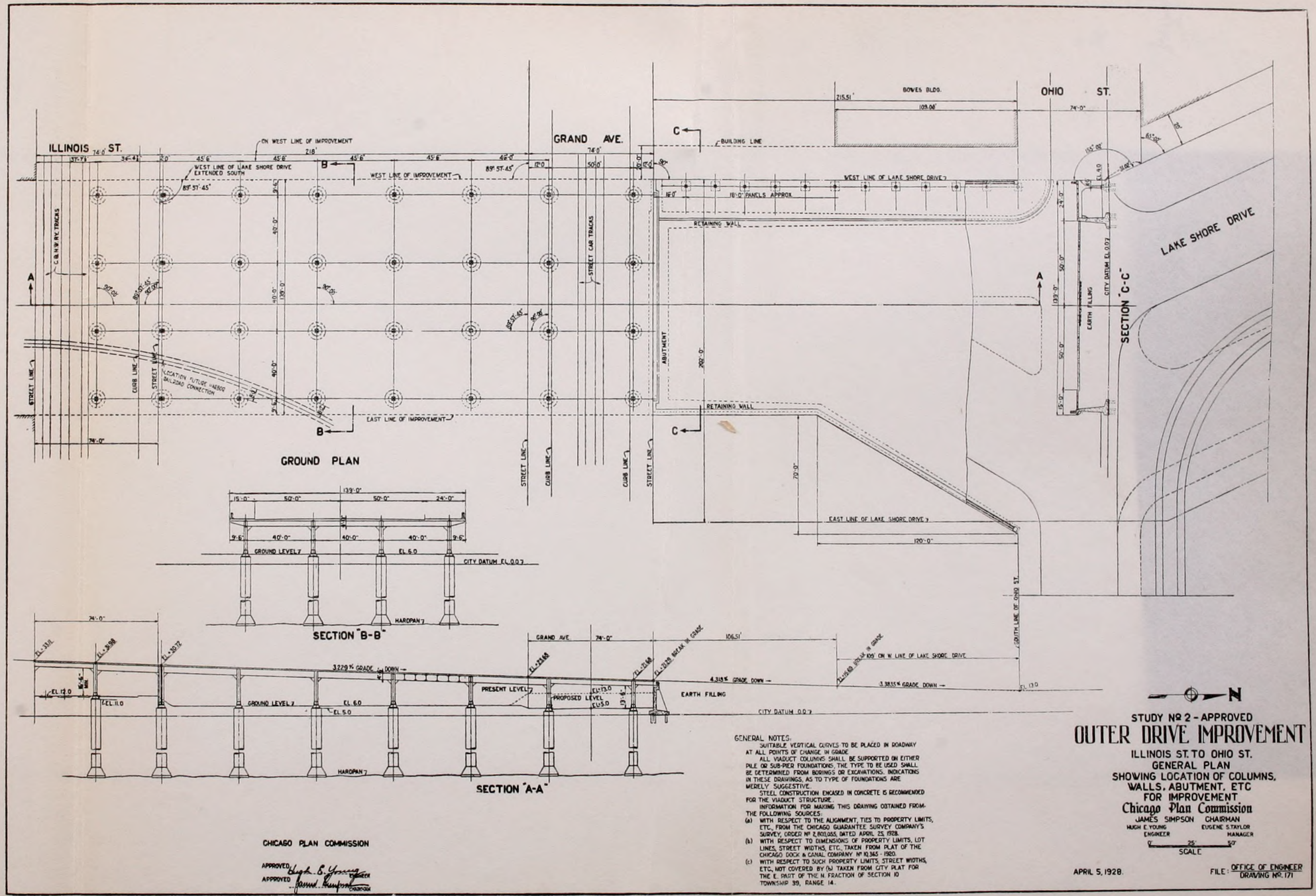
EUGENE S. TAYLOR MANAGER

0' 25' 50'

SCALE

APRIL 5, 1928.

FILE: OFFICE OF ENGINEER DRAWING Nº. 171



CHICAGO PLAN COMMISSION

APPROVED Hugh E. Young ENGINEER

APPROVED James Simpson CHAIRMAN

GENERAL NOTES:

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(b) WITH RESPECT TO DIMENSIONS OF PROPERTY LIMITS, LOT LINES, STREET WIDTHS, ETC., TAKEN FROM PLAT OF THE CHICAGO DOCK & CANAL COMPANY Nº 10345 - 1920.

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STUDY Nº 2 - APPROVED

OUTER DRIVE IMPROVEMENT

ILLINOIS ST. TO OHIO ST.
GENERAL PLAN
SHOWING LOCATION OF COLUMNS, WALLS, ABUTMENT, ETC
FOR IMPROVEMENT

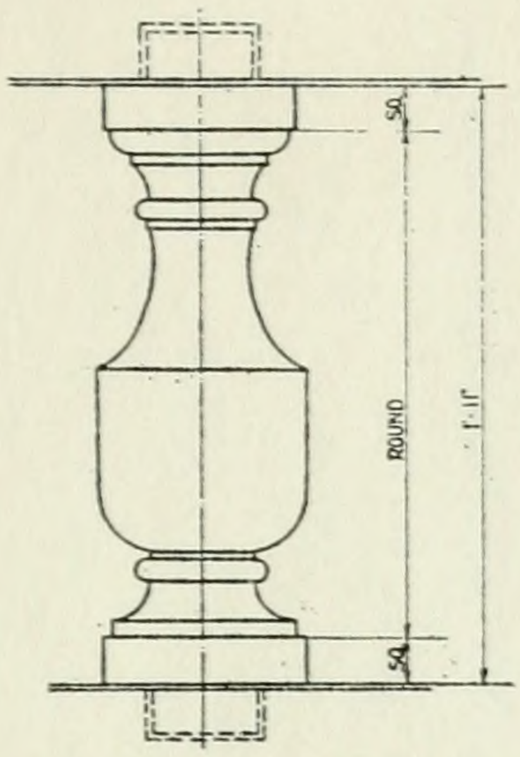
Chicago Plan Commission

JAMES SIMPSON CHAIRMAN
HUGH E. YOUNG ENGINEER
EUGENE S. TAYLOR MANAGER

0 25' 50'
SCALE

APRIL 5, 1928.

FILE: OFFICE OF ENGINEER DRAWING Nº. 171

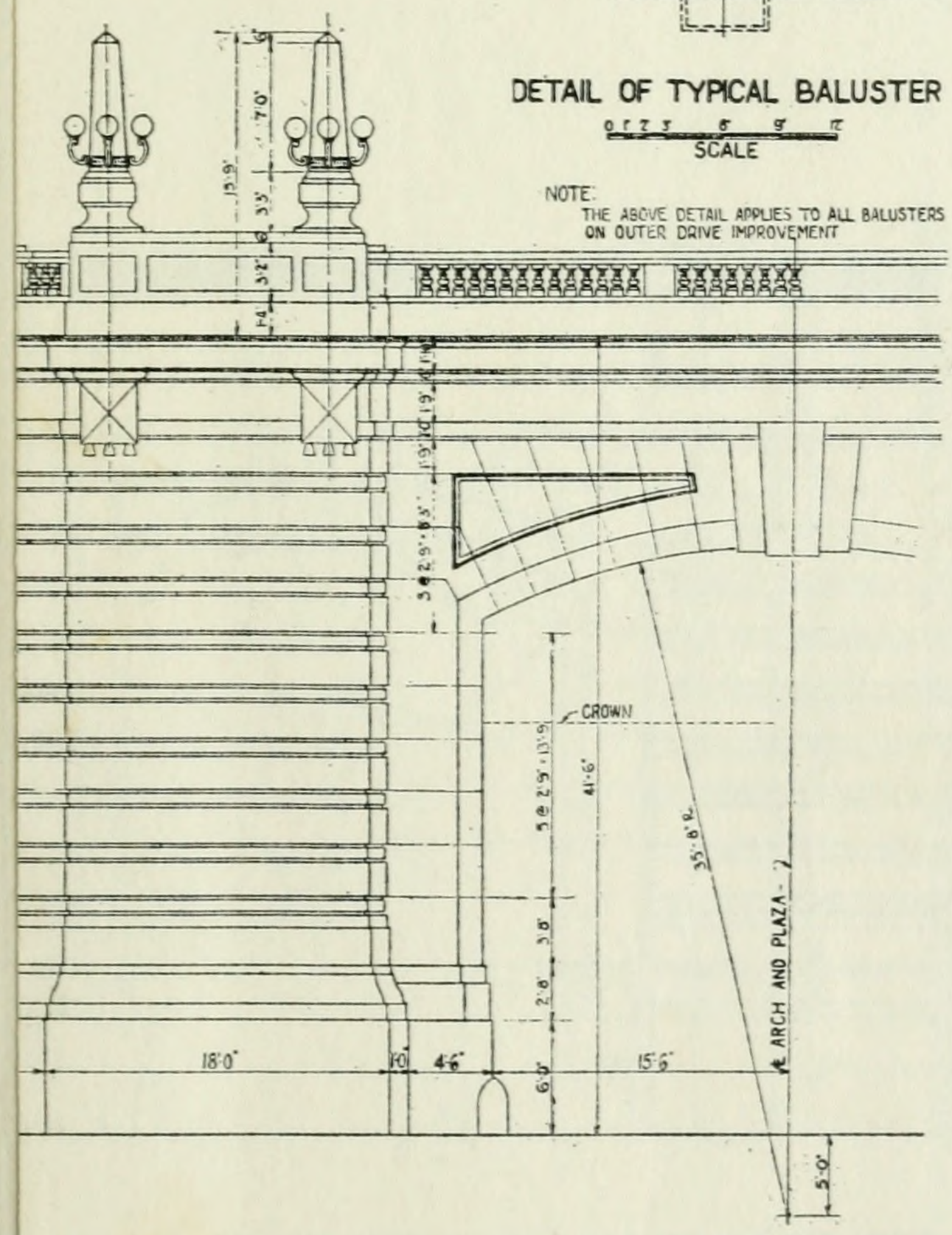


DETAIL OF TYPICAL BALUSTER

0 1 2 3 6 9 12

SCALE

NOTE:
THE ABOVE DETAIL APPLIES TO ALL BALUSTERS ON OUTER DRIVE IMPROVEMENT



NOTES

FOR DOCK LEVEL PLAN SEE DRAWING Nº 178
FOR INTERMEDIATE PLAN SEE DRAWING Nº 179
FOR UPPER LEVEL PLAN SEE DRAWING Nº 180
NORTH HALF OF SOUTH PLAZA TO BE SAME REVERSED.
SEE DRAWING Nº 184 FOR SOUTH PART OF SOUTH PLAZA AND Nº 181 FOR NORTH PART OF NORTH PLAZA.
THE BASE AROUND ALL EXPOSED WALLS FROM ELEVATIONS 5 TO 11, BALUSTRADES AND HOUSES TO TOP OF SILL TO BE GRANITE.
ENCLOSURE WALLS FROM ELEVATION 11 TO BASE OF RAIL AND HOUSES ABOVE SILL TO BE MADE OF PRECAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.
GRANITE WAINSCOT 4'-6" HIGH TO BE PLACED ALONG ALL PUBLIC STAIRWAYS.
INSIDE OF ENCLOSURE WALLS BETWEEN STONE RETURNS AND OTHER EXPOSED WALLS TO BE OF FACE BRICK OF SAME COLOR AS STONE WORK.
ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONE WORK TIED TO SAME WITH METAL ANCHORS.
ALL STAIRS TO BE IRON.

N

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING EAST ELEVATION OF
SOUTH HALF OF NORTH PLAZA

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
HUGH E. YOUNG — ENGINEER
EUGENE S. TAYLOR — MANAGER

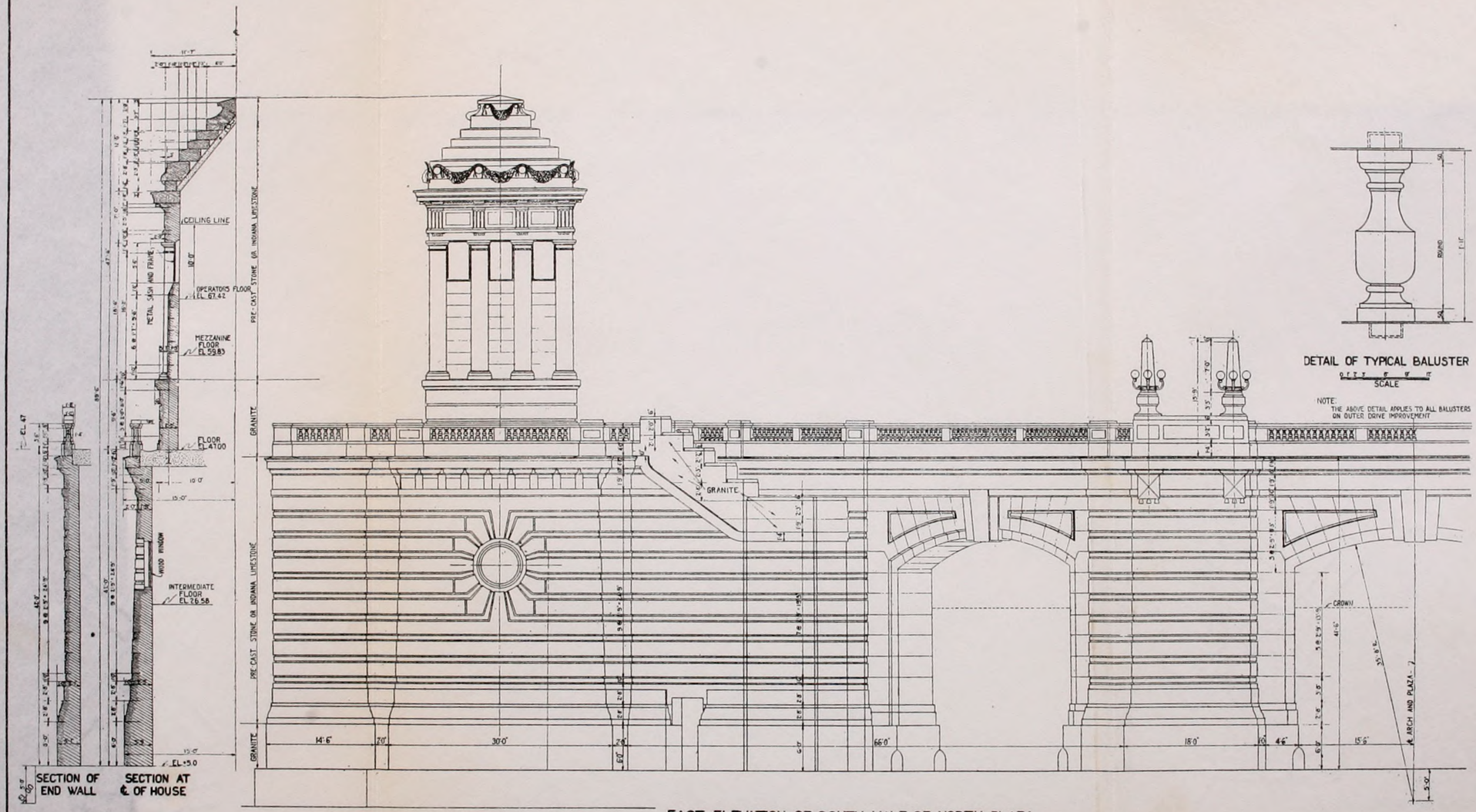
0 1' 2' 3' 4' 5' 10' 15'

SCALE

SION

JUNE 22, 1928.

FILE OFFICE OF ENGINEER
DRAWING Nº 177



SECTION OF END WALL

SECTION AT ℄ OF HOUSE

EAST ELEVATION OF SOUTH HALF OF NORTH PLAZA

DETAIL OF TYPICAL BALUSTER

SCALE

NOTE:
THE ABOVE DETAIL APPLIES TO ALL BALUSTERS ON OUTER DRIVE IMPROVEMENT

NOTES

FOR DOCK LEVEL PLAN SEE DRAWING Nº178
FOR INTERMEDIATE PLAN SEE DRAWING Nº178
FOR UPPER LEVEL PLAN SEE DRAWING Nº180
NORTH HALF OF SOUTH PLAZA TO BE SAME REVERSED
SEE DRAWING Nº184 FOR SOUTH PART OF SOUTH PLAZA AND Nº181 FOR NORTH PART OF NORTH PLAZA
THE BASE AROUND ALL EXPOSED WALLS FROM ELEVATIONS 5 TO 11, BALUSTRADES AND HOUSES TO TOP OF SILL TO BE GRANITE.
ENCLOSURE WALLS FROM ELEVATION 11 TO BASE OF RAIL AND HOUSES ABOVE SILL TO BE MADE OF PRE CAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE
GRANITE WAINSCOT 4'-8" HIGH TO BE PLACED ALONG ALL PUBLIC STAIRWAYS.
INSIDE OF ENCLOSURE WALLS BETWEEN STONE RETURNS AND OTHER EXPOSED WALLS TO BE OF FACE BRICK OF SAME COLOR AS STONE WORK.
ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONE WORK TIED TO SAME WITH METAL ANCHORS.
ALL STAIRS TO BE IRON.

N

OUTER DRIVE IMPROVEMENT

STUDY Nº2 - APPROVED
SHOWING EAST ELEVATION OF SOUTH HALF OF NORTH PLAZA

Chicago Plan Commission

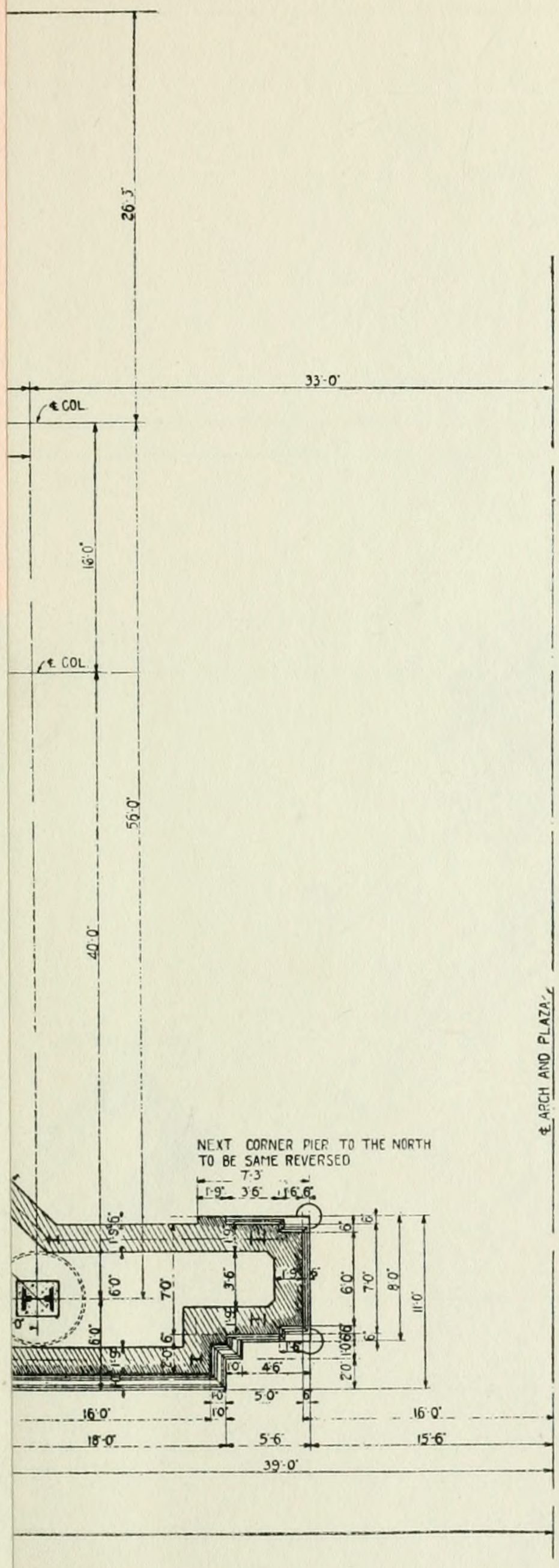
JAMES SIMPSON - CHAIRMAN
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1' 2' 3' 4' 5' 10' 15'
SCALE

CHICAGO PLAN COMMISSION
APPROVED
APPROVED, CONSULTING ARCHITECT
APPROVED, Hugh E. Young, ENGINEER

JUNE 22, 1928.

FILE OFFICE OF ENGINEER DRAWING Nº 177



NOTES

ENCLOSURE WALLS FROM ELEVATION 11 TO BASE OF RAIL TO BE MADE OF PRE-CAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIME STONE.
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ALL STAIRS TO BE IRON.

SEE DRAWING Nº 181 FOR NORTH PART OF NORTH PLAZA

N

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING PLAN OF SOUTH EAST CORNER
OF NORTH PLAZA AT DOCK LEVEL

Chicago Plan Commission

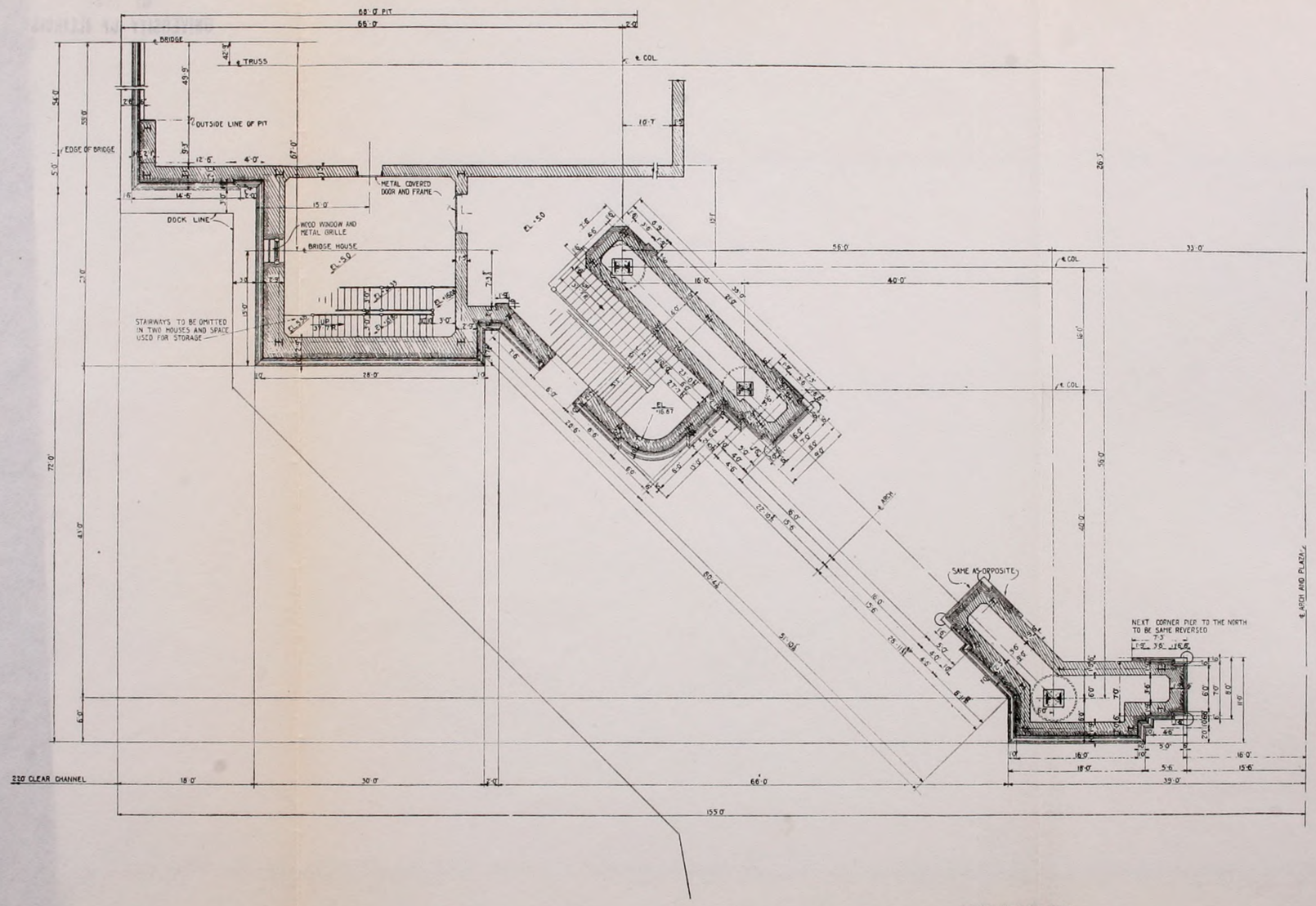
JAMES SIMPSON - CHAIRMAN
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15
SCALE

JUNE 22, 1928.

FILE OFFICE OF ENGINEER / DRAWING Nº 178

MMISSION
NG ARCHITECT
ENGINEER
CHAIRMAN



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ALL STAIRS TO BE IRON.

SEE DRAWING Nº 181 FOR NORTH PART OF NORTH PLAZA

N

CHICAGO PLAN COMMISSION
APPROVED
APPROVED
APPROVED

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING PLAN OF SOUTH EAST CORNER OF NORTH PLAZA AT DOCK LEVEL

Chicago Plan Commission

JAMES SIMPSON – CHAIRMAN
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15
SCALE

JUNE 22, 1928.

FILE OFFICE OF ENGINEER
DRAWING Nº 178

NOTES

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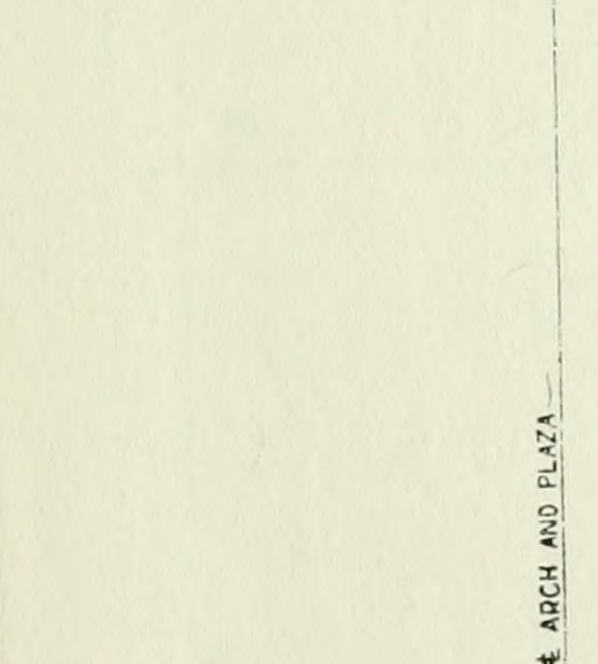
ALL STAIRS TO BE IRON.

33'-0

℄ ARCH AND PLAZA

CORNER PIER TO THE
TO BE SAME REVERSED



SEE DRAWING Nº 181 FOR NORTH PART OF NORTH PLAZA.

N

CHICAGO PLAN COMMISSION

APPROVED _____ CONSULTING ARCHITECT

APPROVED Hugh E. Young ENGINEER

APPROVED _____ CHAIRMAN

OUTER DRIVE IMPROVEMENT

STUDY Nº2 - APPROVED
SHOWING MEZZANINE PLAN OF SOUTH EAST CORNER OF NORTH PLAZA

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN

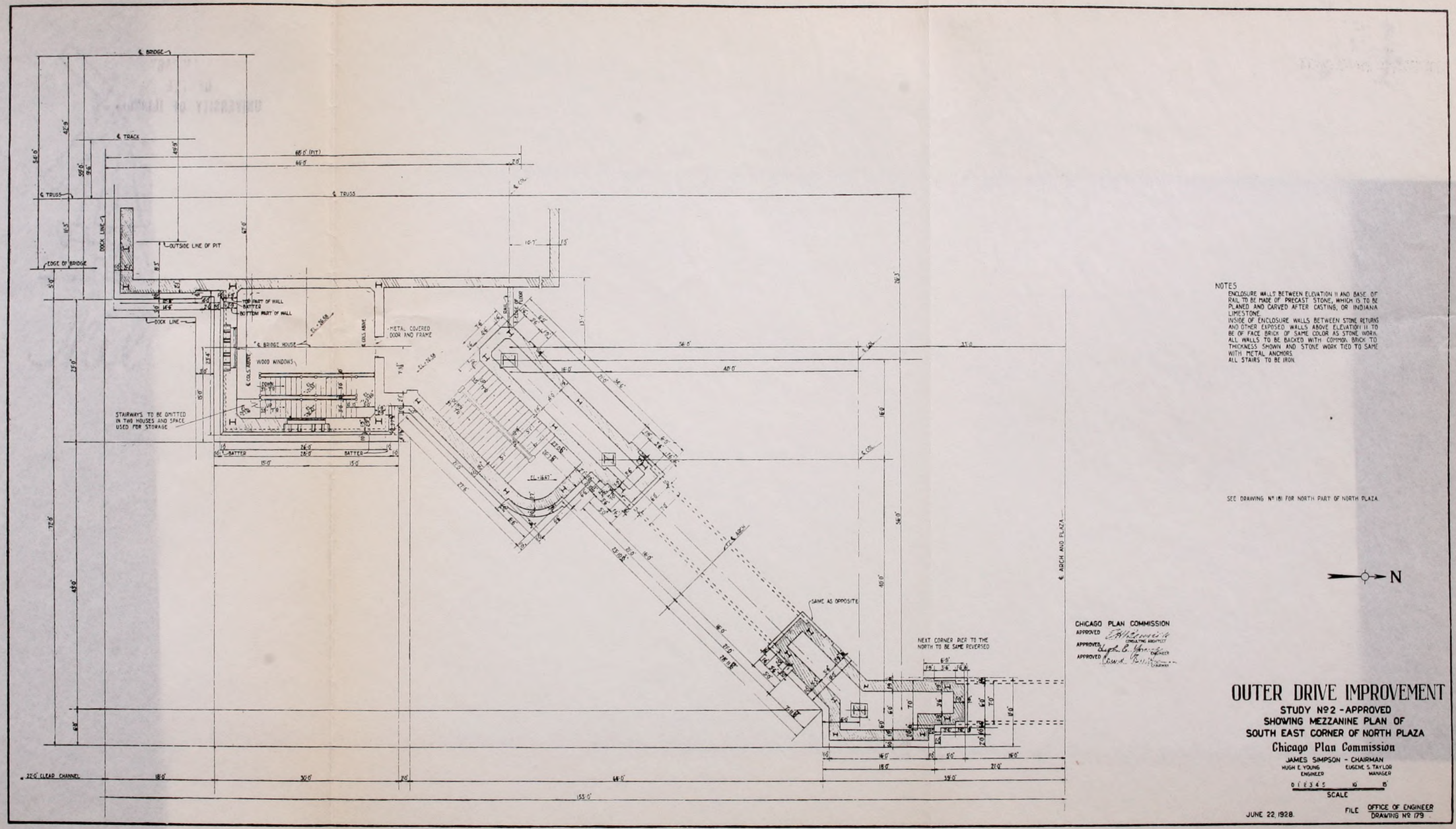
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15

SCALE

JUNE 22, 1928.

FILE OFFICE OF ENGINEER / DRAWING Nº 179



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ALL STAIRS TO BE IRON.

SEE DRAWING Nº 181 FOR NORTH PART OF NORTH PLAZA.

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CHICAGO PLAN COMMISSION
APPROVED [signature] CONSULTING ARCHITECT
APPROVED [signature] ENGINEER
APPROVED [signature] CHAIRMAN

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING MEZZANINE PLAN OF SOUTH EAST CORNER OF NORTH PLAZA

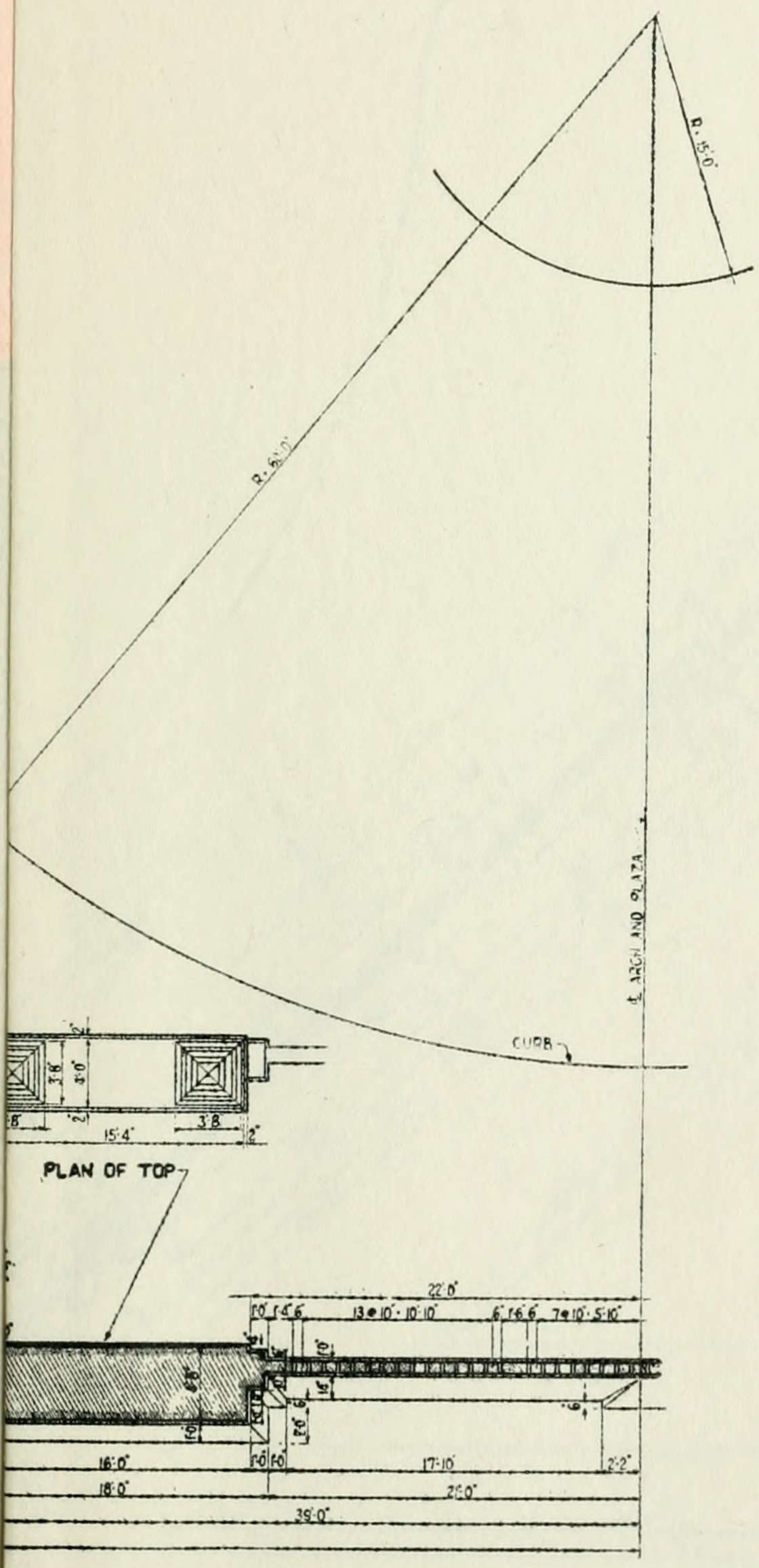
Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15
SCALE

JUNE 22, 1928.

FILE OFFICE OF ENGINEER DRAWING Nº 179



NOTES

NORTHWEST AND SOUTHEAST HOUSES WILL BE USED FOR OPERATION OF BRIDGE PROBABLY IN WHICH CASE STAIR-WAYS MAY BE OMITTED. IN OTHER TWO HOUSES AND SPACE ON PLAZA LEVEL USED FOR COMFORT STATIONS. BALUSTRADES AND HOUSES TO TOP OF SILL TO BE OF GRANITE. HOUSES ABOVE SILL TO BE MADE OF PRECAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.
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ALL STAIRS TO BE IRON.

SEE DRAWING Nº 181 FOR NORTH PART OF NORTH PLAZA

N

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING PLAN OF BALUSTRADE AND HOUSE AT SOUTH EAST CORNER OF NORTH PLAZA

Chicago Plan Commission

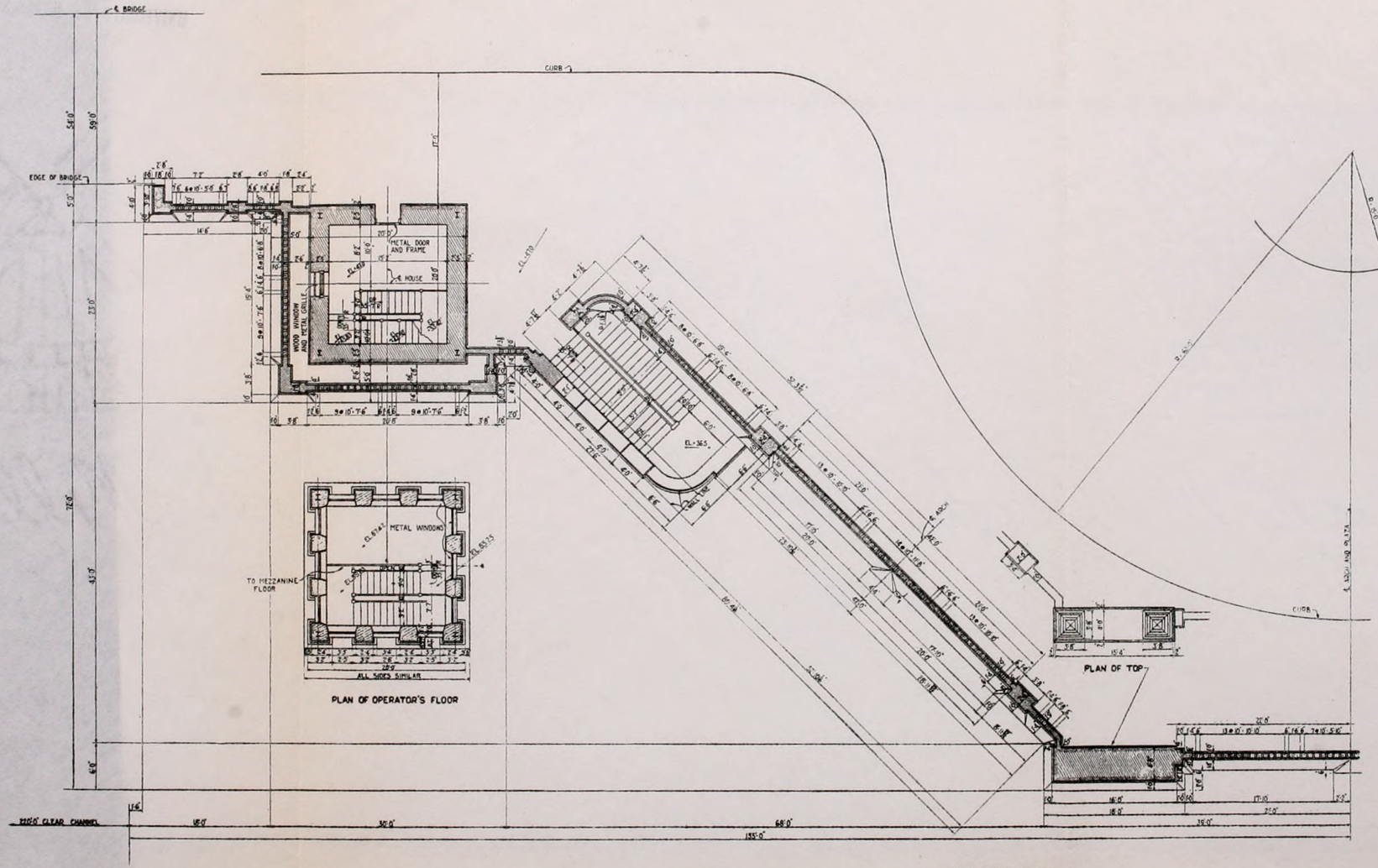
JAMES SIMPSON - CHAIRMAN

HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15
SCALE

JUNE 22, 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 180



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ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONEWORK TIED TO SAME WITH METAL ANCHORS.

ALL STAIRS TO BE IRON.

SEE DRAWING Nº 181 FOR NORTH PART OF NORTH PLAZA

N

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 – APPROVED

SHOWING PLAN OF BALUSTRADE AND HOUSE AT SOUTH EAST CORNER OF NORTH PLAZA

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN

HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15

SCALE

JUNE 22, 1928

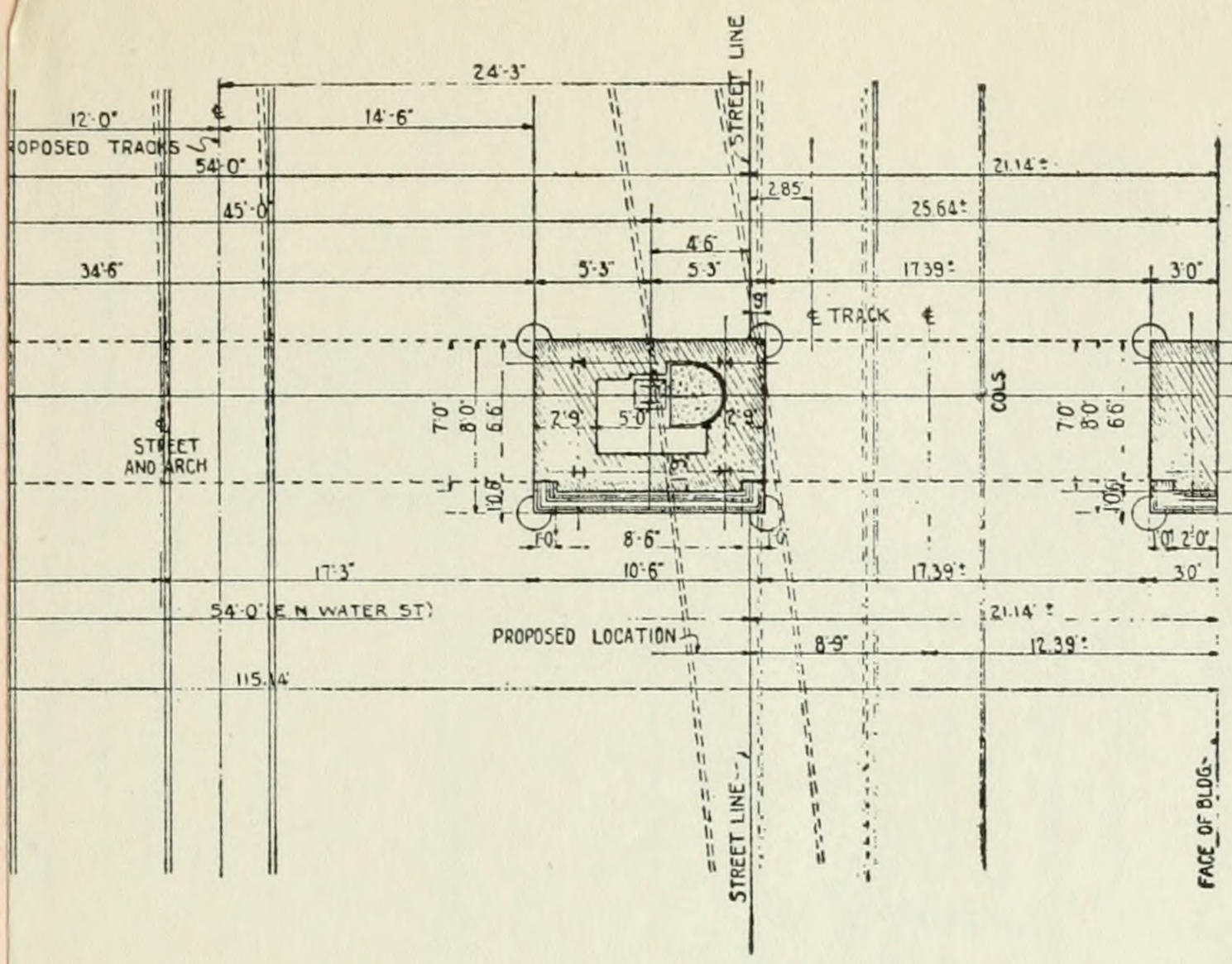
FILE OFFICE OF ENGINEER DRAWING Nº 180

CHICAGO PLAN COMMISSION

APPROVED [signature] CONSULTING ARCHITECT

APPROVED [signature]

APPROVED [signature]



NOTES

FOR ELEVATION OF SOUTH PORTION OF NORTH PLAZA SEE DRAWING Nº 177

FOR PLANS OF SOUTH PORTION OF NORTH PLAZA SEE DRAWING Nº 178-179-180

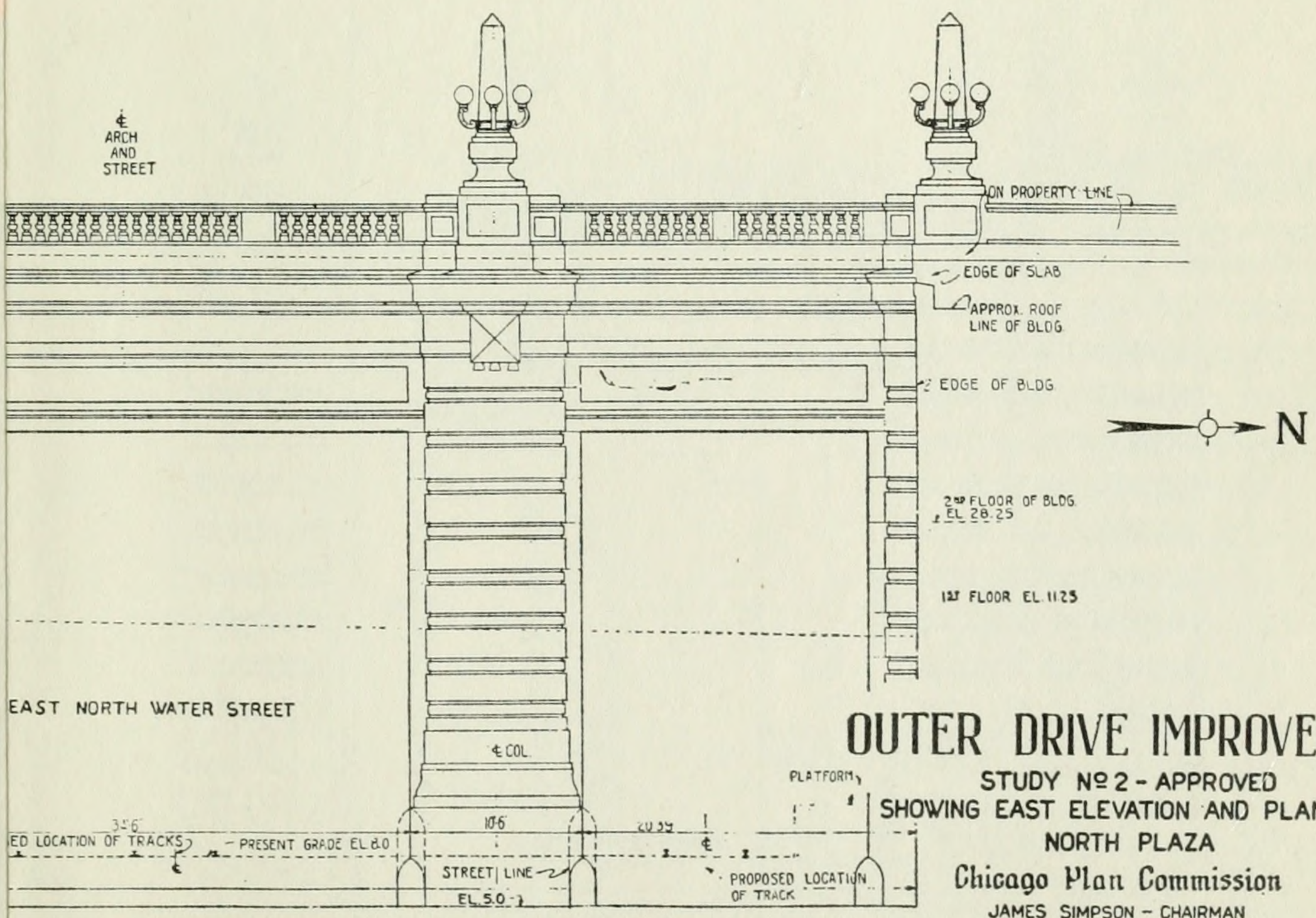
ENCLOSURE WALLS OF ELEVATION 5 TO 11 AND BALUSTRADES TO BE OF GRANITE.

ENCLOSURE WALLS FROM ELEVATION 11 TO BASE OF RAIL TO BE MADE OF PRECAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.

GRANITE BASE TO BE PLACED AROUND ALL EXPOSED WALLS BETWEEN ELEVATION 5 AND 11

INSIDE OF ENCLOSURE WALLS BETWEEN STONE RETURNS TO BE OF FACE BRICK OF SAME COLOR AS STONE WORK.

ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONE WORK TIED TO SAME WITH METAL ANCHORS.



OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED

SHOWING EAST ELEVATION AND PLANS OF NORTH PLAZA

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN

ALBERT A. SPRAGUE-VICE-CHAIRMAN

HUGH E. YOUNG, CHIEF ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1' 2' 3' 4' 5' 10' 15'

SCALE

MMISSION

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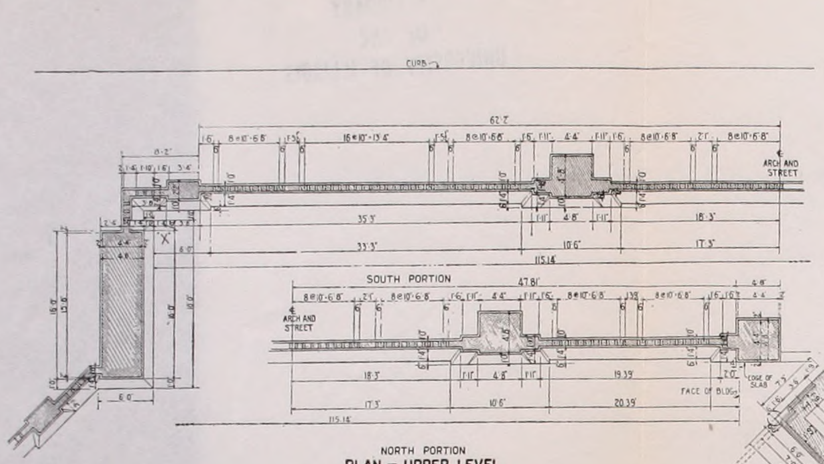
ENGINEER

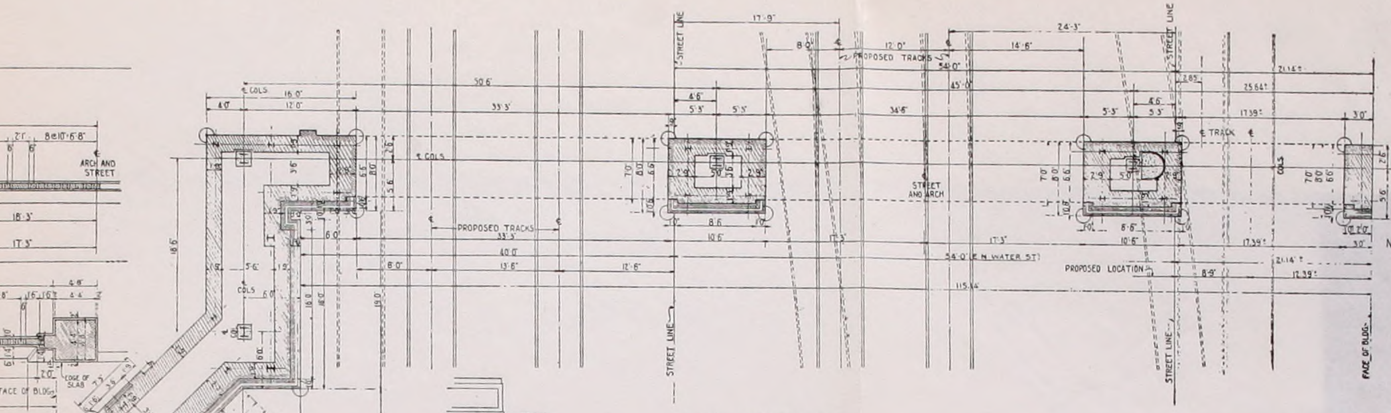
CHAIRMAN

JUNE 25, 1928.

FILE: OFFICE OF ENGINEER / DRAWING Nº 181



NORTH PORTION
PLAN – UPPER LEVEL



PLAN – LOWER LEVEL

NOTES

FOR ELEVATION OF SOUTH PORTION OF NORTH PLAZA SEE DRAWING Nº 177
FOR PLANS OF SOUTH PORTION OF NORTH PLAZA SEE DRAWING Nº 178-179-180
ENCLOSURE WALLS OF ELEVATION 5 TO 11 AND BALUSTRADES TO BE OF GRANITE.
ENCLOSURE WALLS FROM ELEVATION 11 TO BASE OF RAIL TO BE MADE OF PRECAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.
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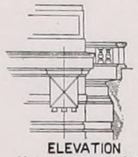
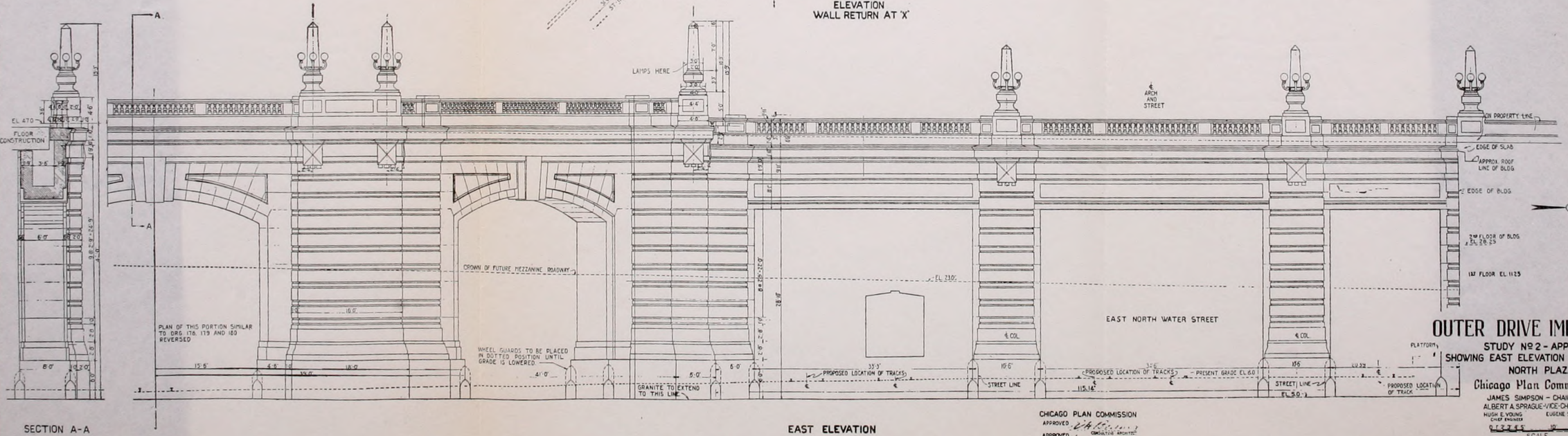


ELEVATION
WALL RETURN AT 'X'



SECTION A-A

EAST ELEVATION

CHICAGO PLAN COMMISSION
APPROVED
APPROVED
APPROVED

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 – APPROVED
SHOWING EAST ELEVATION AND PLANS OF NORTH PLAZA

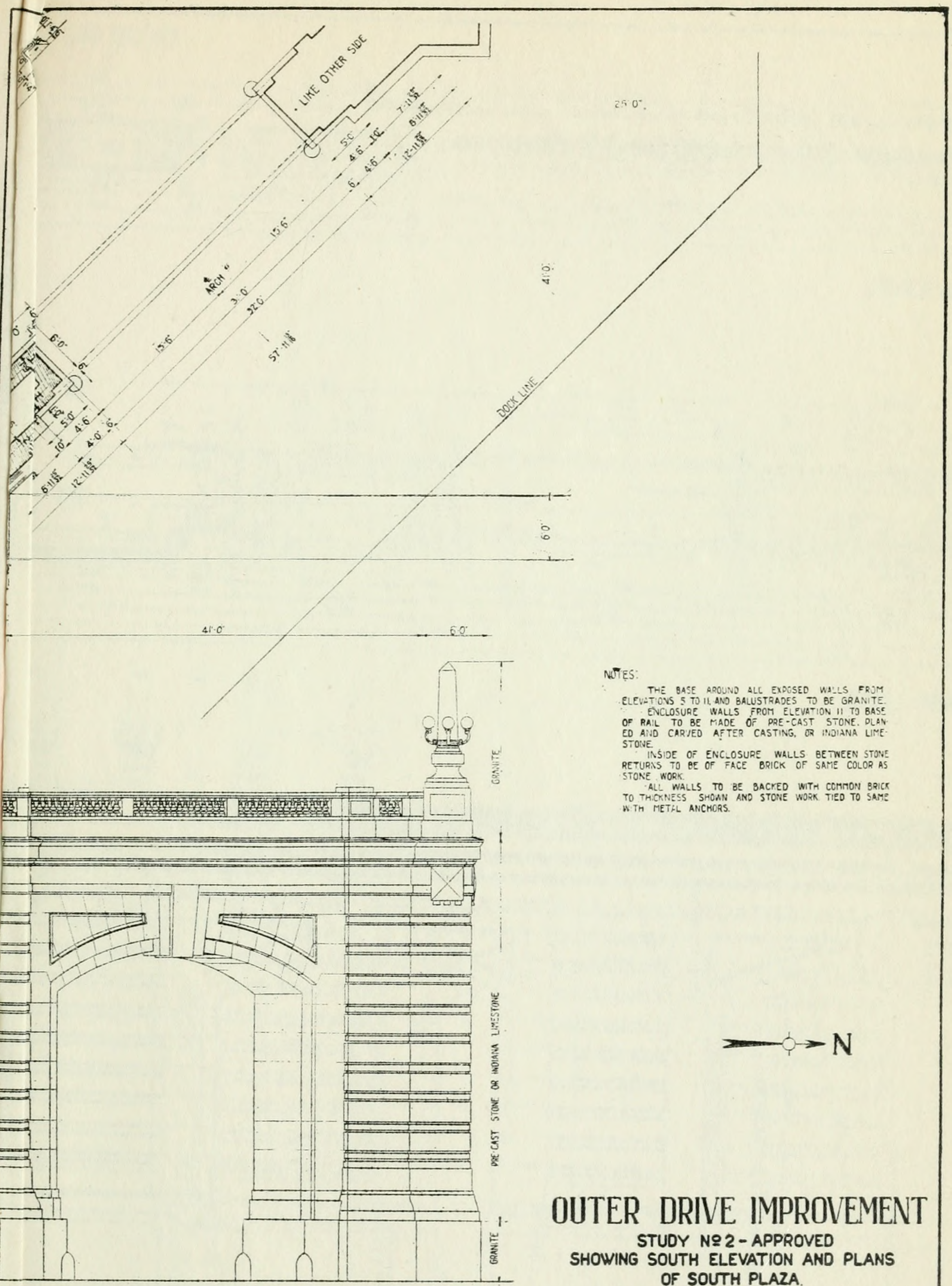
Chicago Plan Commission

JAMES SIMPSON – CHAIRMAN
ALBERT A. SPRAGUE – VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER
EUGENE S. TAYLOR, MANAGER

SCALE

JUNE 25, 1928.

FILE: OFFICE OF ENGINEER DRAWING Nº 181



NOTES:

THE BASE AROUND ALL EXPOSED WALLS FROM ELEVATIONS 5 TO 11, AND BALUSTRADES TO BE GRANITE.

ENCLOSURE WALLS FROM ELEVATION 11 TO BASE OF RAIL TO BE MADE OF PRE-CAST STONE, PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.

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COMSION

CONSULTING ARCHITECT

ENGINEER

DRAFTSMAN

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING SOUTH ELEVATION AND PLANS OF SOUTH PLAZA.

Chicago Plan Commission

JAMES SIMPSON – CHAIRMAN

HUGH E. YOUNG, ENGINEER

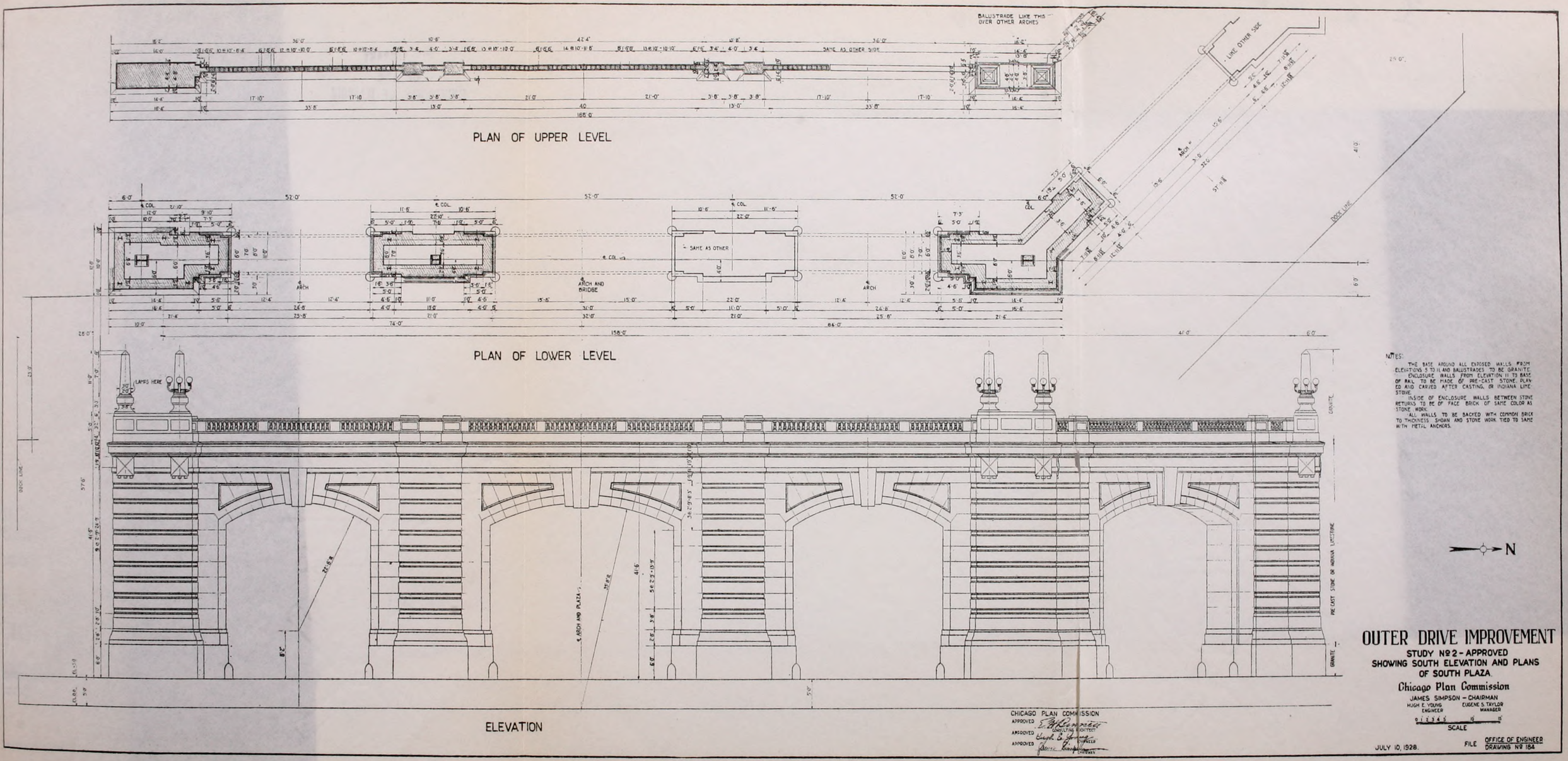
EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15

SCALE

JULY 10, 1928.

FILE OFFICE OF ENGINEER
DRAWING Nº 184



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OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING SOUTH ELEVATION AND PLANS OF SOUTH PLAZA.

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN

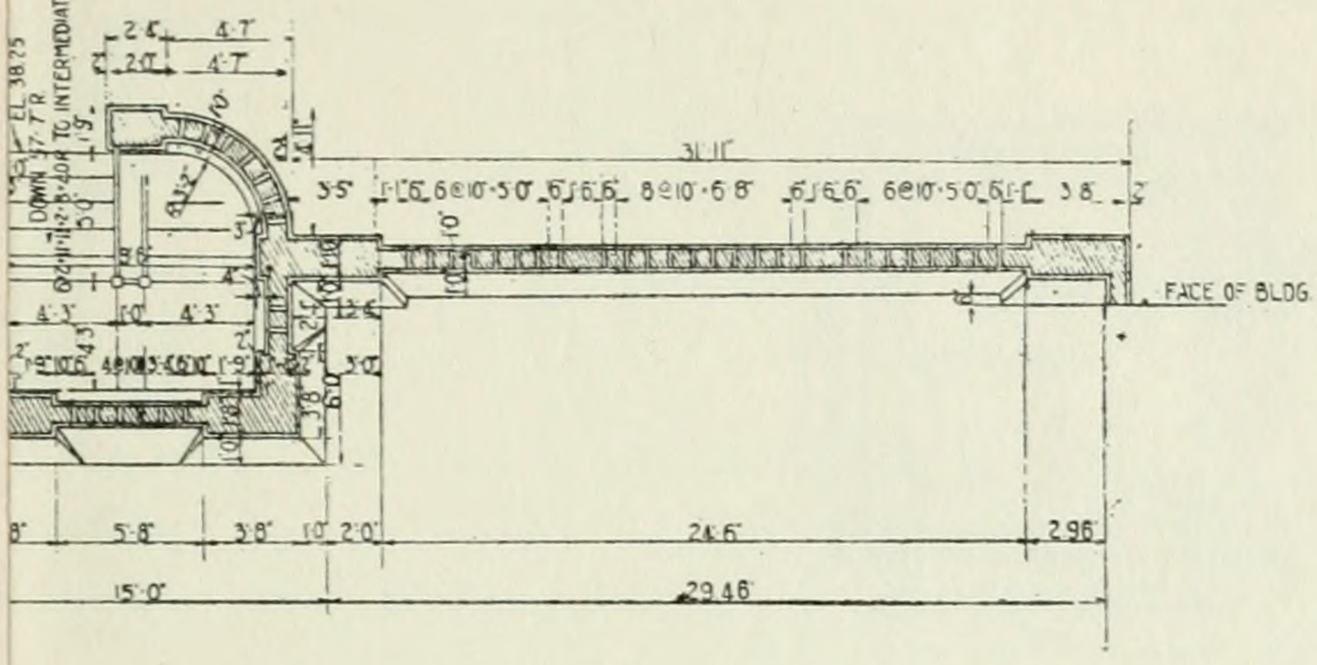
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15
SCALE

CHICAGO PLAN COMMISSION
APPROVED E. H. Bennett, CONSULTING ARCHITECT
APPROVED Hugh E. Young, ENGINEER
APPROVED James Simpson, CHAIRMAN

JULY 10, 1928.

FILE OFFICE OF ENGINEER DRAWING Nº 184



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GRANITE WAINSCOT 4'6" HIGH TO BE PLACED ALONG ALL PUBLIC STAIRWAYS

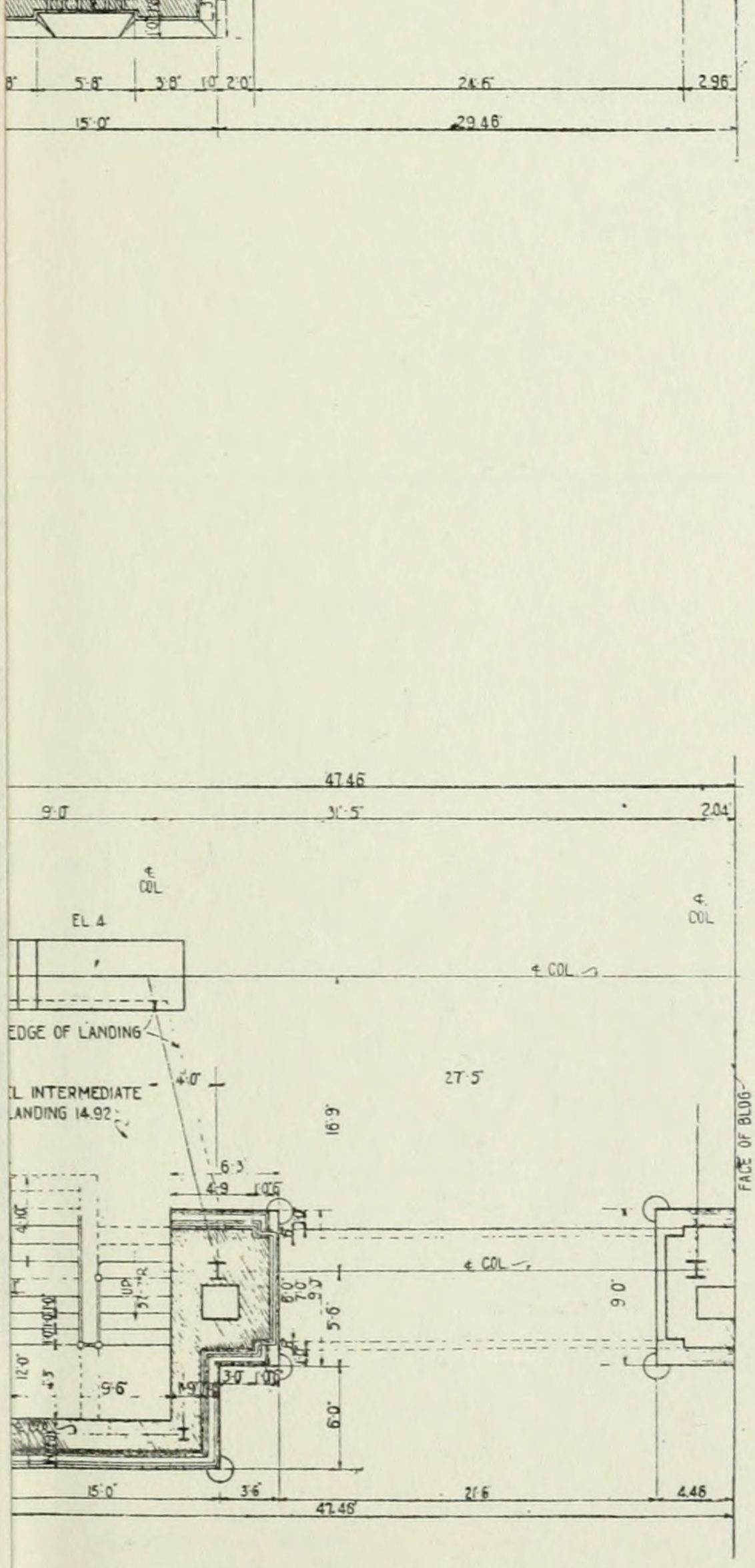
OUTSIDE OF ENCLOSURE WALLS RETURNS AT ARCHES AND OTHER PARTS OF INSIDE OF ENCLOSURE WALLS AT PUBLIC STAIR WAYS, FROM ELEVATION 11 TO BASE OF RAIL AND HOUSE ABOVE BASE TO BE OF PRE CAST STONE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE

INSIDE OF OTHER PORTIONS OF ENCLOSURE WALLS TO BE OF FACE BRICK OF SAME COLOR AS STONE WORK

ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONE WORK TIED TO SAME WITH METAL ANCHORS.

ALL STAIRS TO BE IRON

EDGE OF LANDINGS TO HAVE RAIL TO MATCH STAIR RAIL



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OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING PLANS OF EAST STAIRS AND
HOUSE AT MICHIGAN SLIP

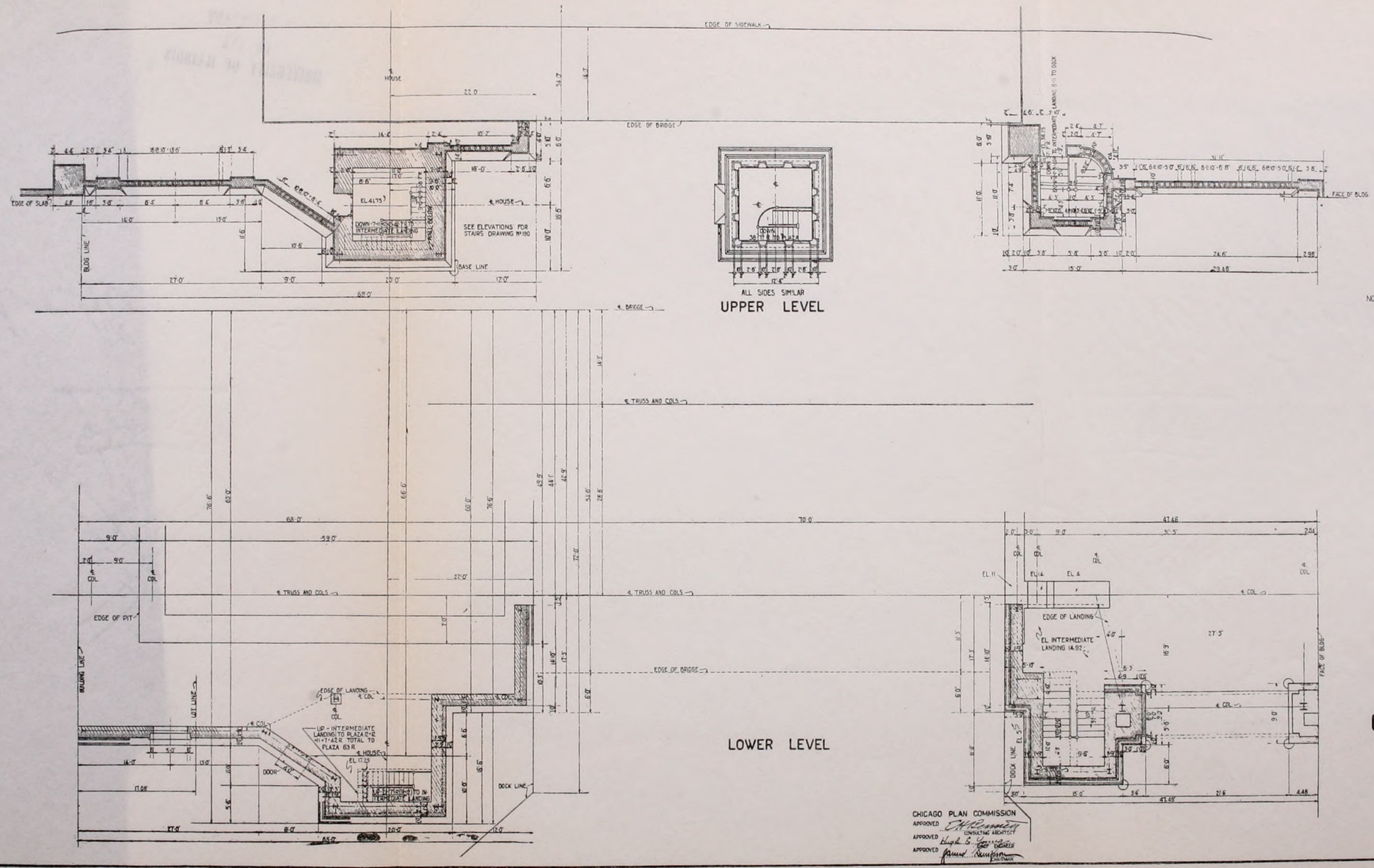
Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE-VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER
EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15
SCALE

JULY 10, 1928.

FILE OFFICE OF ENGINEER
DRAWING Nº 185



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ALL STAIRS TO BE IRON.
EDGE OF LANDINGS TO HAVE RAIL TO MATCH STAIR RAIL.

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING PLANS OF EAST STAIRS AND HOUSE AT MICHIGAN SLIP

Chicago Plan Commission

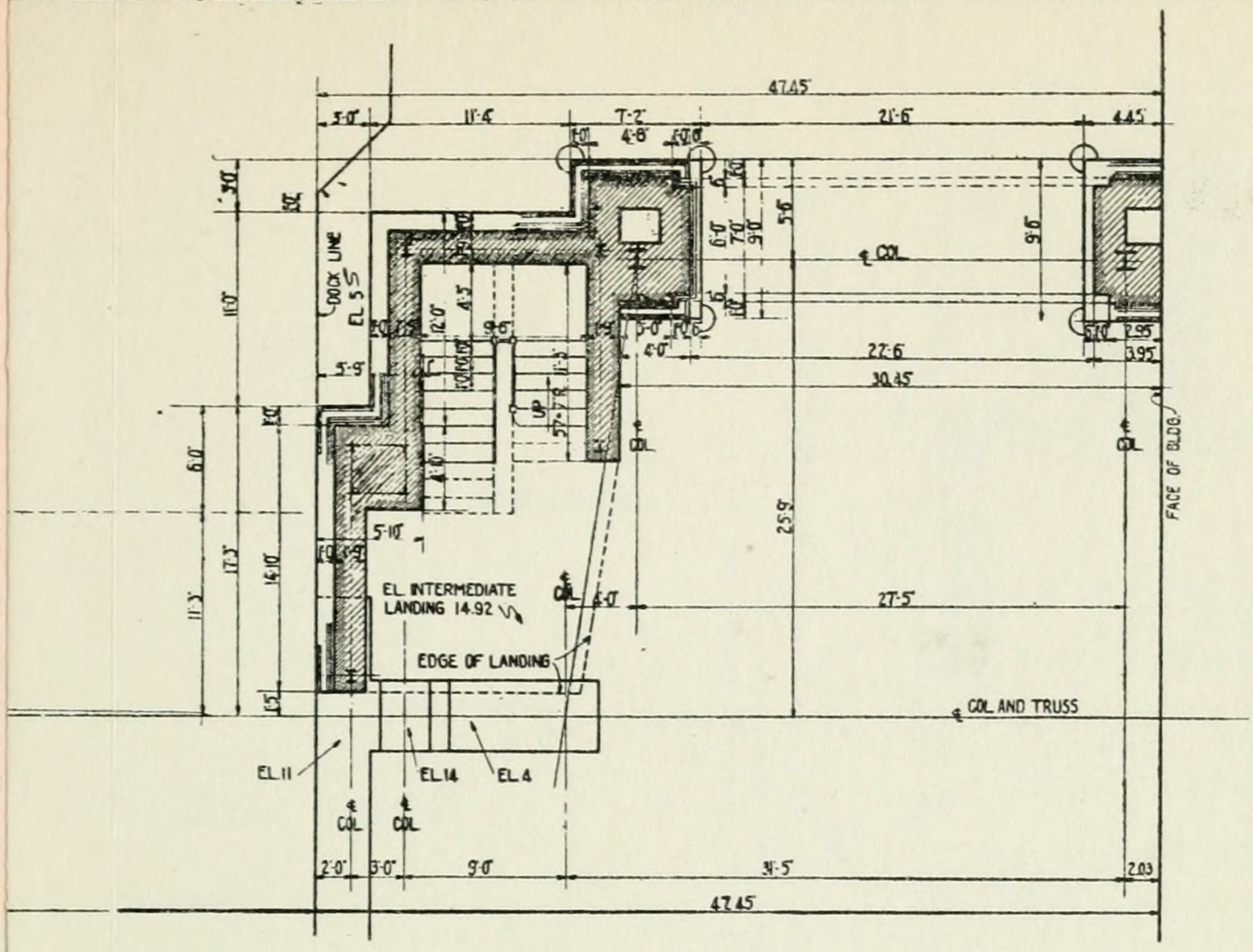
JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE - VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER — EUGENE S. TAYLOR, MANAGER

SCALE

CHICAGO PLAN COMMISSION
APPROVED — CONSULTING ARCHITECT
APPROVED
APPROVED — CHAIRMAN

JULY 10, 1928.

FILE — OFFICE OF ENGINEER DRAWING Nº 185



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ALL STAIRS TO BE IRON.

EDGE OF LANDINGS TO HAVE RAIL TO MATCH STAIR RAIL.

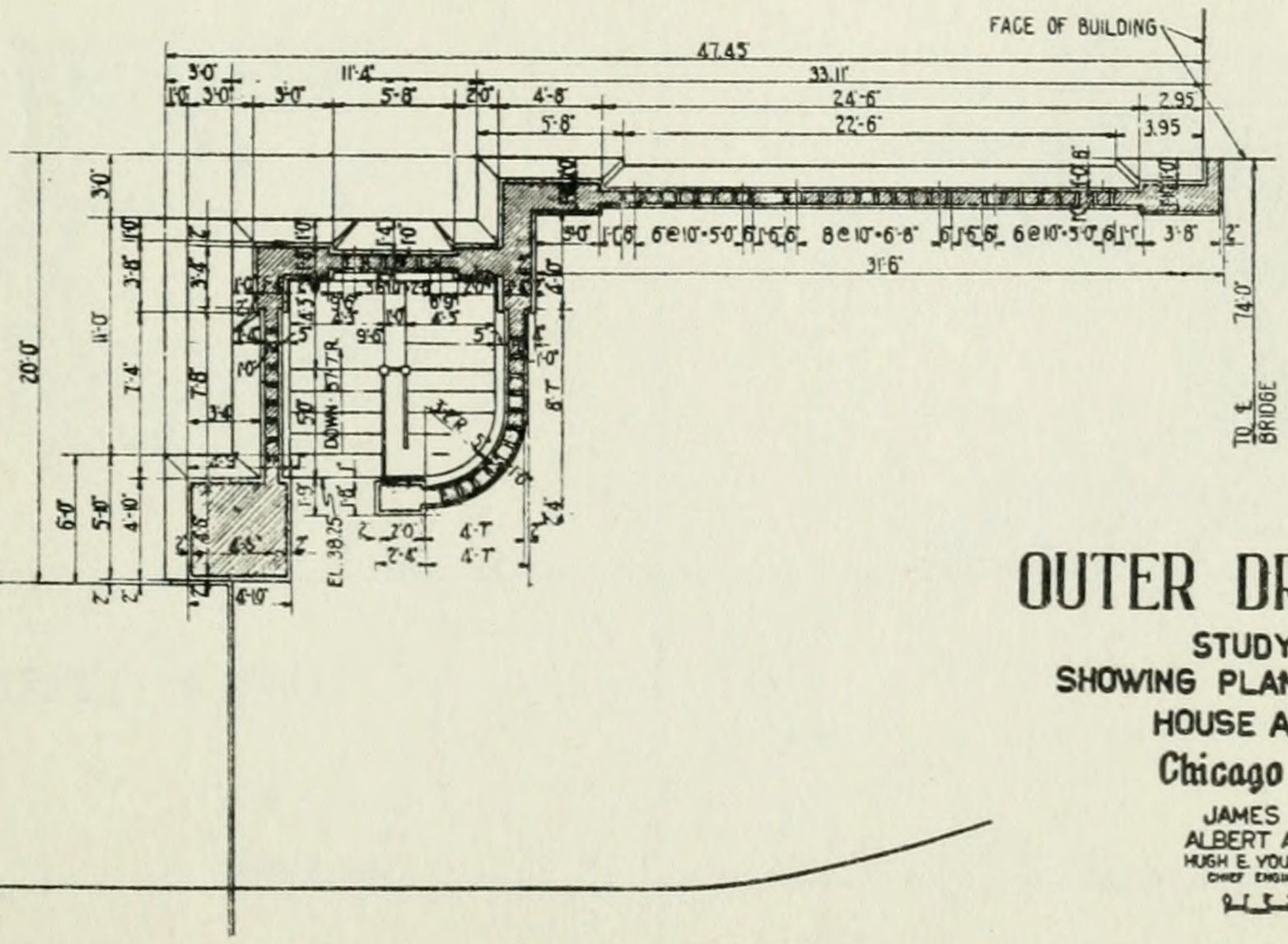
N

CHICAGO PLAN COMMISSION

APPROVED E. H. Bennett CONSULTING ARCHITECT

APPROVED Hugh E. Young ENGINEER

APPROVED James Simpson CHAIRMAN



OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING PLANS OF WEST STAIRS AND HOUSE AT MICHIGAN SLIP

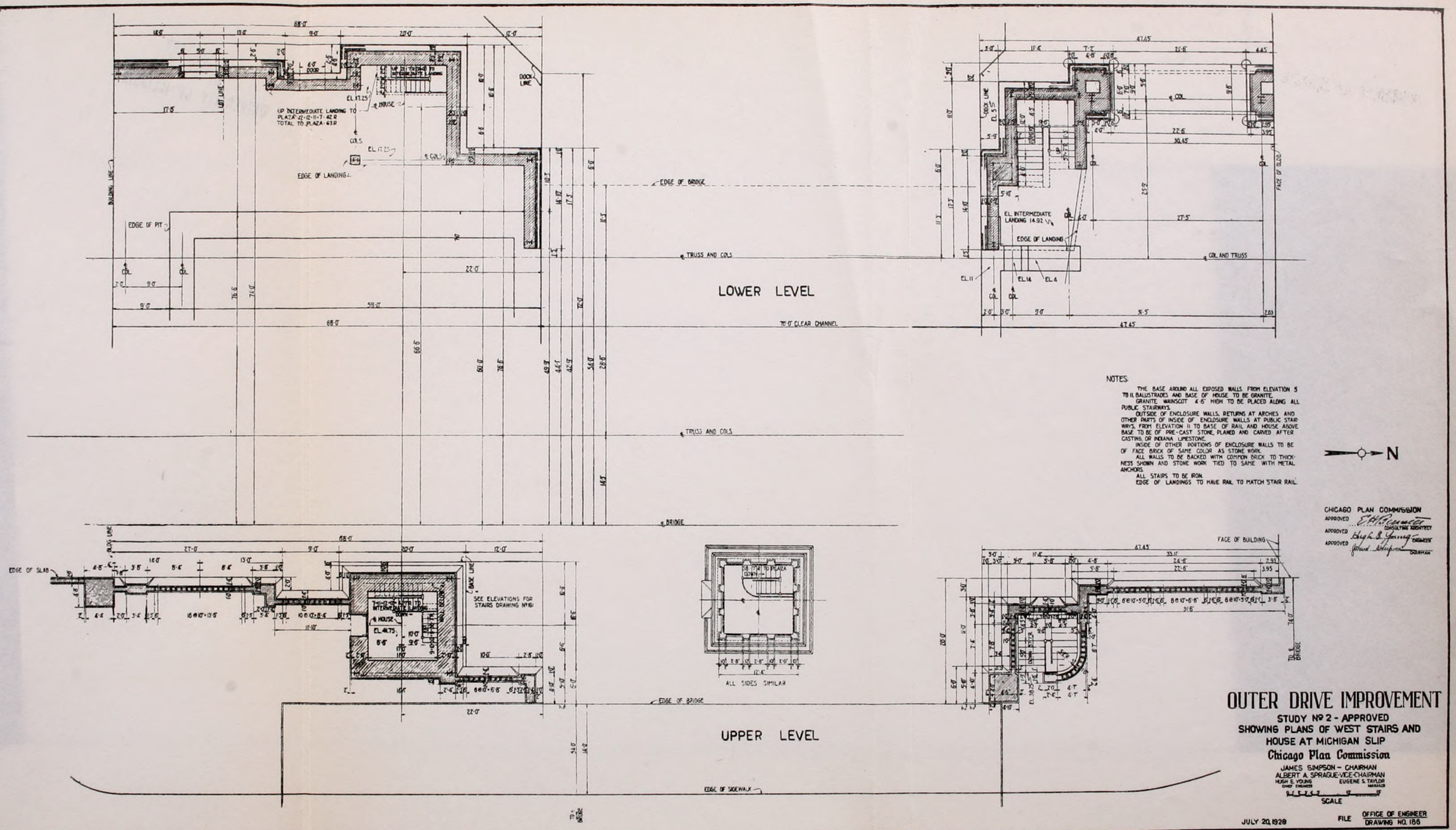
Chicago Plan Commission

JAMES SIMPSON – CHAIRMAN
ALBERT A. SPRAGUE-VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER
EUGENE S. TAYLOR, MANAGER

SCALE

JULY 20, 1928

FILE OFFICE OF ENGINEER
DRAWING NO. 186



NOTES.

THE BASE AROUND ALL EXPOSED WALLS FROM ELEVATION 5 TO IL BALUSTRADES AND BASE OF HOUSE TO BE GRANITE.
GRANITE WAINSCOT 4'-6" HIGH TO BE PLACED ALONG ALL PUBLIC STAIRWAYS.
OUTSIDE OF ENCLOSURE WALLS, RETURNS AT ARCHES AND OTHER PARTS OF INSIDE OF ENCLOSURE WALLS AT PUBLIC STAIRWAYS, FROM ELEVATION 11 TO BASE OF RAIL AND HOUSE ABOVE BASE TO BE OF PRE-CAST STONE, PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.
INSIDE OF OTHER PORTIONS OF ENCLOSURE WALLS TO BE OF FACE BRICK OF SAME COLOR AS STONE WORK.
ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONE WORK TIED TO SAME WITH METAL ANCHORS.
ALL STAIRS TO BE IRON.
EDGE OF LANDINGS TO HAVE RAIL TO MATCH STAIR RAIL.

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CHICAGO PLAN COMMISSION
APPROVED ... CONSULTING ARCHITECT
APPROVED ... CHAIRMAN
APPROVED ... SECRETARY

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING PLANS OF WEST STAIRS AND HOUSE AT MICHIGAN SLIP

Chicago Plan Commission

JAMES SIMPSON – CHAIRMAN
ALBERT A. SPRAGUE-VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER — EUGENE S. TAYLOR, MANAGER

SCALE

JULY 20, 1928

FILE — OFFICE OF ENGINEER
DRAWING NO. 186

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING RIVER ELEVATION OF
NORTH PLAZA

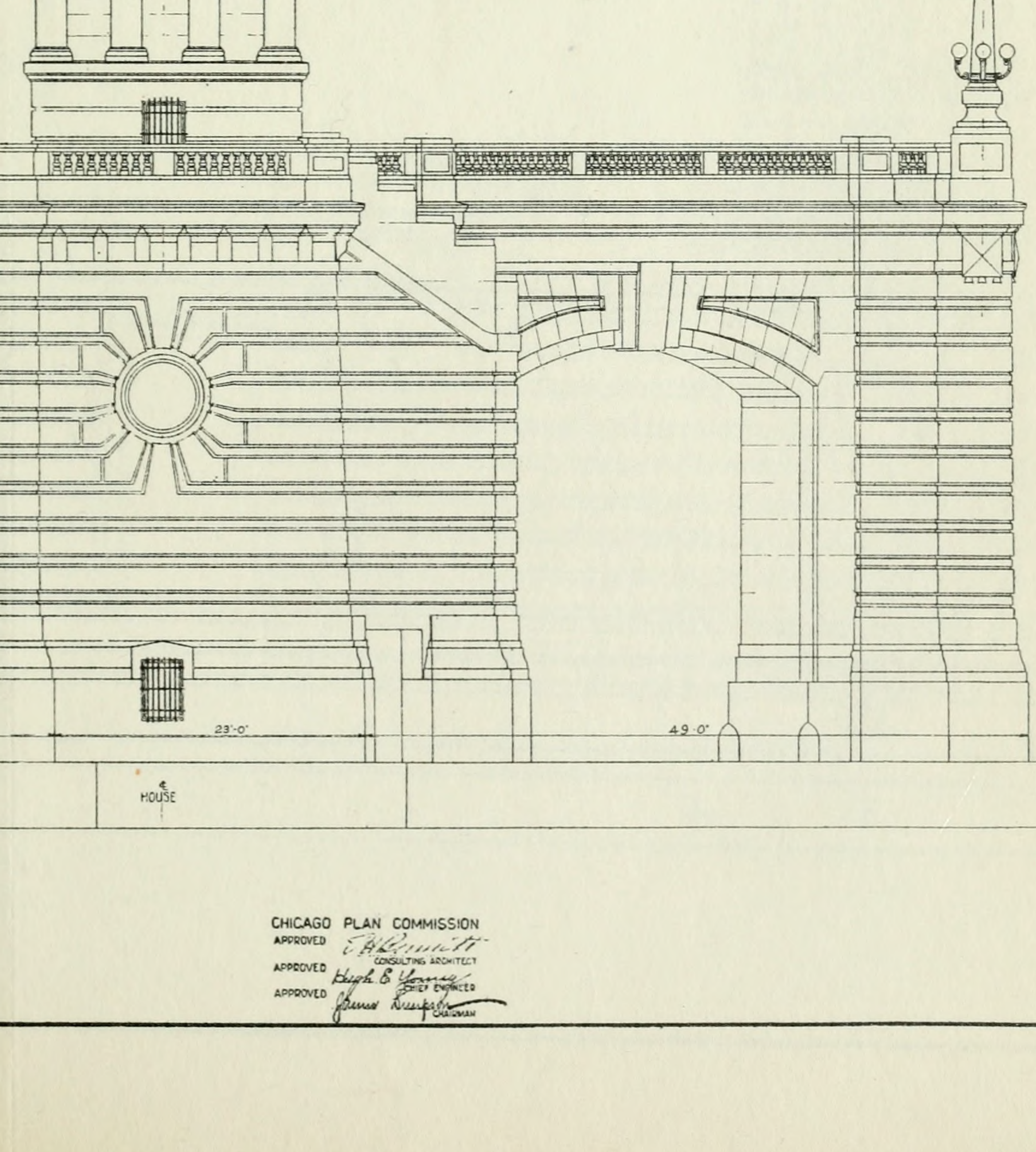
Chicago Plan Commission

JAMES SIMPSON CHAIRMAN
ALBERT A. SPRAGUE-VICE-CHAIRMAN
HUGH E. YOUNG CHIEF ENGINEER
EUGENE S. TAYLOR MANAGER

SCALE

JUNE 30 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 187



CHICAGO PLAN COMMISSION
APPROVED
CONSULTING ARCHITECT
APPROVED
CHIEF ENGINEER
APPROVED
CHAIRMAN

NOTES:

FOR DOCK LEVEL PLAN SEE DRAWINGS Nº 178 AND Nº 192.
FOR UPPER LEVEL PLAN SEE DRAWINGS Nº 180 AND Nº 193.
OPPOSITE ELEVATION TO BE SIMILAR, (REVERSED) EXCEPT WEST END.
THE BASE AROUND ALL EXPOSED WALLS FROM ELEVATIONS 5 TO 11, BALUSTRADES AND HOUSES TO TOP OF SILL TO BE GRANITE.
ENCLOSURE WALLS FROM ELEVATION 11 TO BASE OF RAIL AND HOUSES ABOVE SILL TO BE MADE OF PRE-CAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.
GRANITE WAINSCOT 4'-6" HIGH TO BE PLACED ALONG ALL PUBLIC STAIRWAYS.
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ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONE WORK TIED TO SAME WITH METAL ANCHORS.
NORTHWEST AND SOUTHEAST HOUSES WILL BE USED FOR OPERATION OF BRIDGE PROBABLY IN WHICH CASE STAIRWAYS MAY BE OMITTED IN OTHER TWO HOUSES AND SPACE ON PLAZA LEVEL USED FOR COMFORT STATIONS.
ALL STAIRS TO BE IRON.

OUTER DRIVE IMPROVEMENT

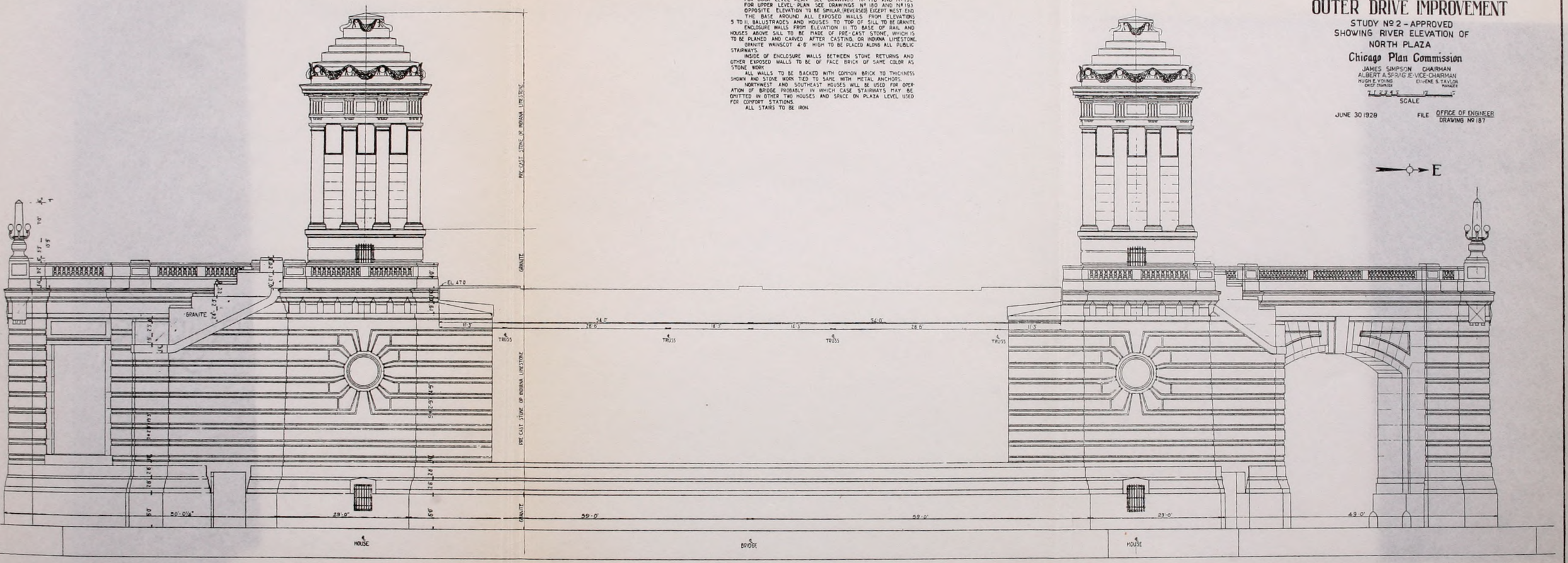
STUDY Nº 2 - APPROVED
SHOWING RIVER ELEVATION OF
NORTH PLAZA

Chicago Plan Commission

JAMES SIMPSON CHAIRMAN
ALBERT A. SPRAGUE VICE-CHAIRMAN
HUGH E. YOUNG CHIEF ENGINEER
EIRENE S. TAYLOR MANAGER

SCALE 1 0 2 4 6 8 12 16

JUNE 30 1928 FILE OFFICE OF ENGINEER DRAWING Nº 187



CHICAGO PLAN COMMISSION
APPROVED E. H. Bennett CONSULTING ARCHITECT
APPROVED Hugh E. Young CHIEF ENGINEER
APPROVED James Simpson CHAIRMAN

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RS

NOTES

ENCLOSURE WALLS OF ELEVATION 5 TO 11 AND BALUSTRADES TO BE OF GRANITE.

ENCLOSURE WALLS FROM ELEVATION 11 TO BASE OF RAIL TO BE MADE OF PRECAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.

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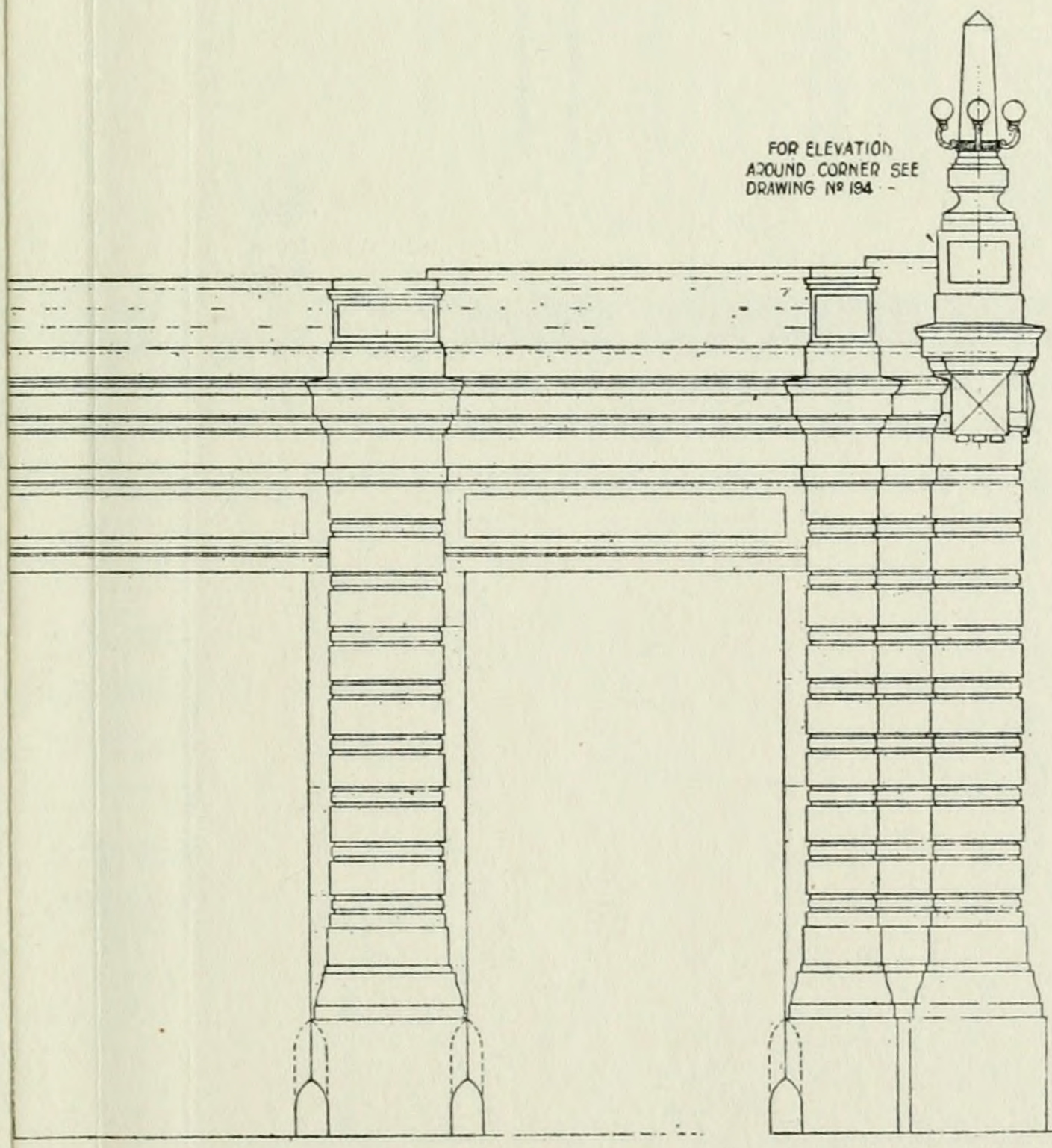


NORTH ELEVATION NORTH WATER STREET

N

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 – APPROVED
SHOWING ELEVATIONS AND PLANS OF
NORTH PORTION OF NORTH PLAZA

Chicago Plan Commission

JAMES SIMPSON – CHAIRMAN
ALBERT A. SPRAGUE – VICE-CHAIRMAN
HUGH E. YOUNG — CHIEF ENGINEER
EUGENE S. TAYLOR — MANAGER

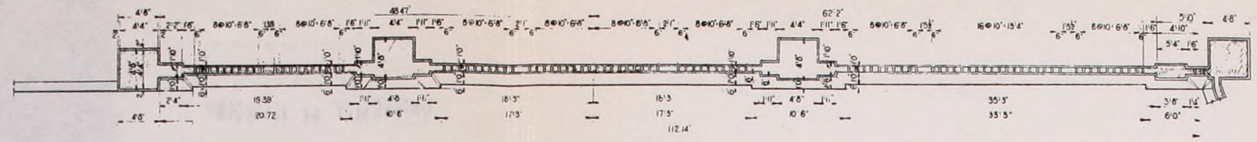
0 1' 2' 3' 4' 5' 10' 15'
SCALE

SEPTEMBER 28, 1928 FILE OFFICE OF ENGINEER
DRAWING Nº 188

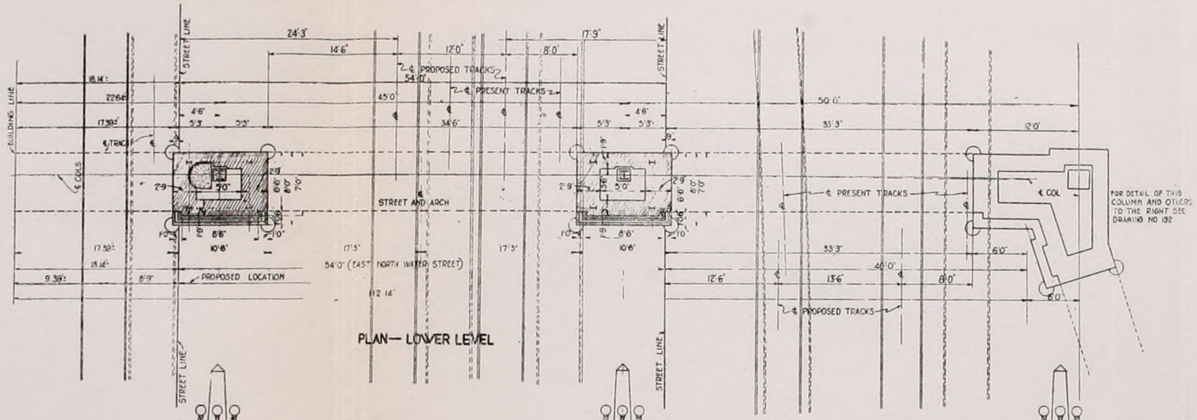
PLAN COMMISSION

Hugh E. Young
CHIEF ENGINEER

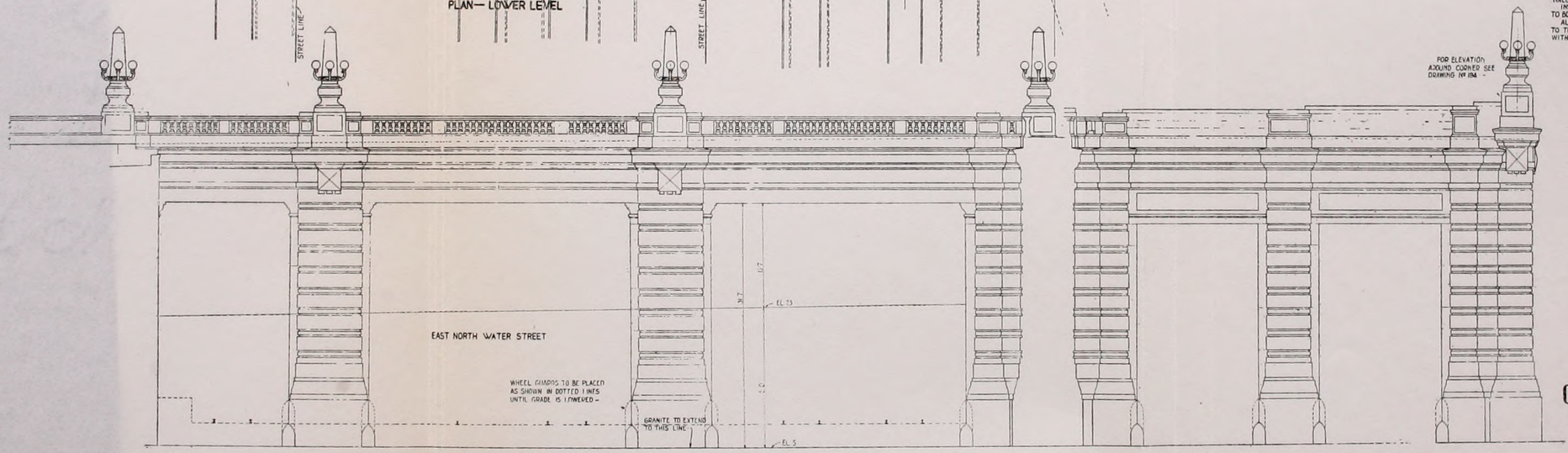
CHAIRMAN



PLAN—UPPER LEVEL



PLAN—LOWER LEVEL



WEST ELEVATION NORTH WATER STREET

NORTH ELEVATION NORTH WATER STREET

NOTES

ENCLOSURE WALLS OF ELEVATION 5 TO 11 AND BALUSTRADES TO BE OF GRANITE.

ENCLOSURE WALLS FROM ELEVATION 11 TO BASE OF RAIL TO BE MADE OF PRECAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.

GRANITE BASE TO BE PLACED AROUND ALL EXPOSED WALLS BETWEEN ELEVATION 5 AND 11

INSIDE OF ENCLOSURE WALLS BETWEEN STONE RETURNS TO BE OF FACE BRICK OF SAME COLOR AS STONE WORK.

ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONE WORK TIED TO SAME WITH METAL ANCHORS.

N

OUTER DRIVE IMPROVEMENT

STUDY N°2 – APPROVED

SHOWING ELEVATIONS AND PLANS OF NORTH PORTION OF NORTH PLAZA

Chicago Plan Commission

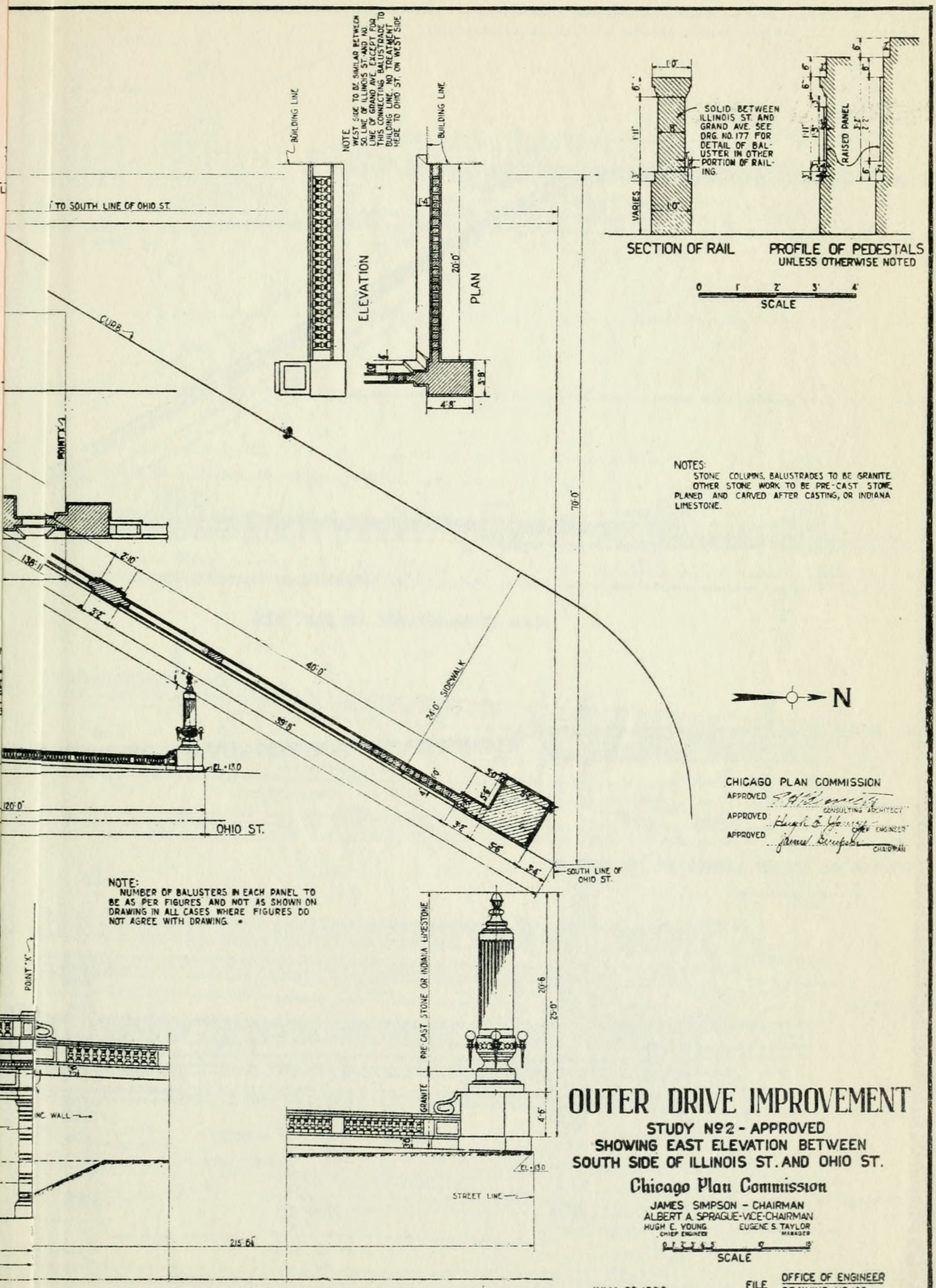
JAMES SIMPSON – CHAIRMAN
ALBERT A. SPRAGUE – VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER
EUGENE S. TAYLOR, MANAGER

0 5 10 15
SCALE

SEPTEMBER 28, 1928 FILE OFFICE OF ENGINEER DRAWING NR 188

CHICAGO PLAN COMMISSION

APPROVED
APPROVED Edward B. Young
CHAIRMAN



OUTER DRIVE IMPROVEMENT

STUDY Nº2 - APPROVED
SHOWING EAST ELEVATION BETWEEN SOUTH SIDE OF ILLINOIS ST. AND OHIO ST.

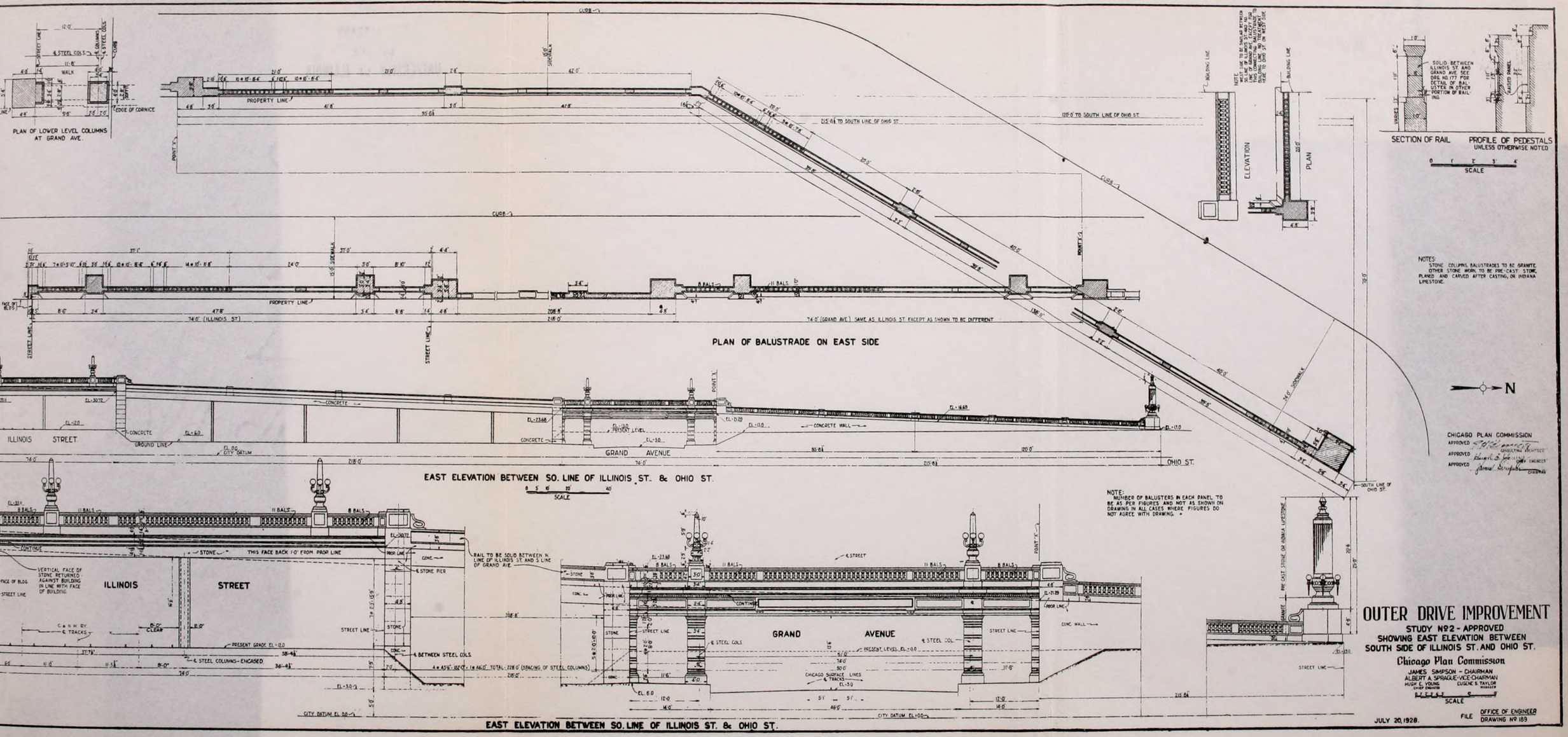
Chicago Plan Commission

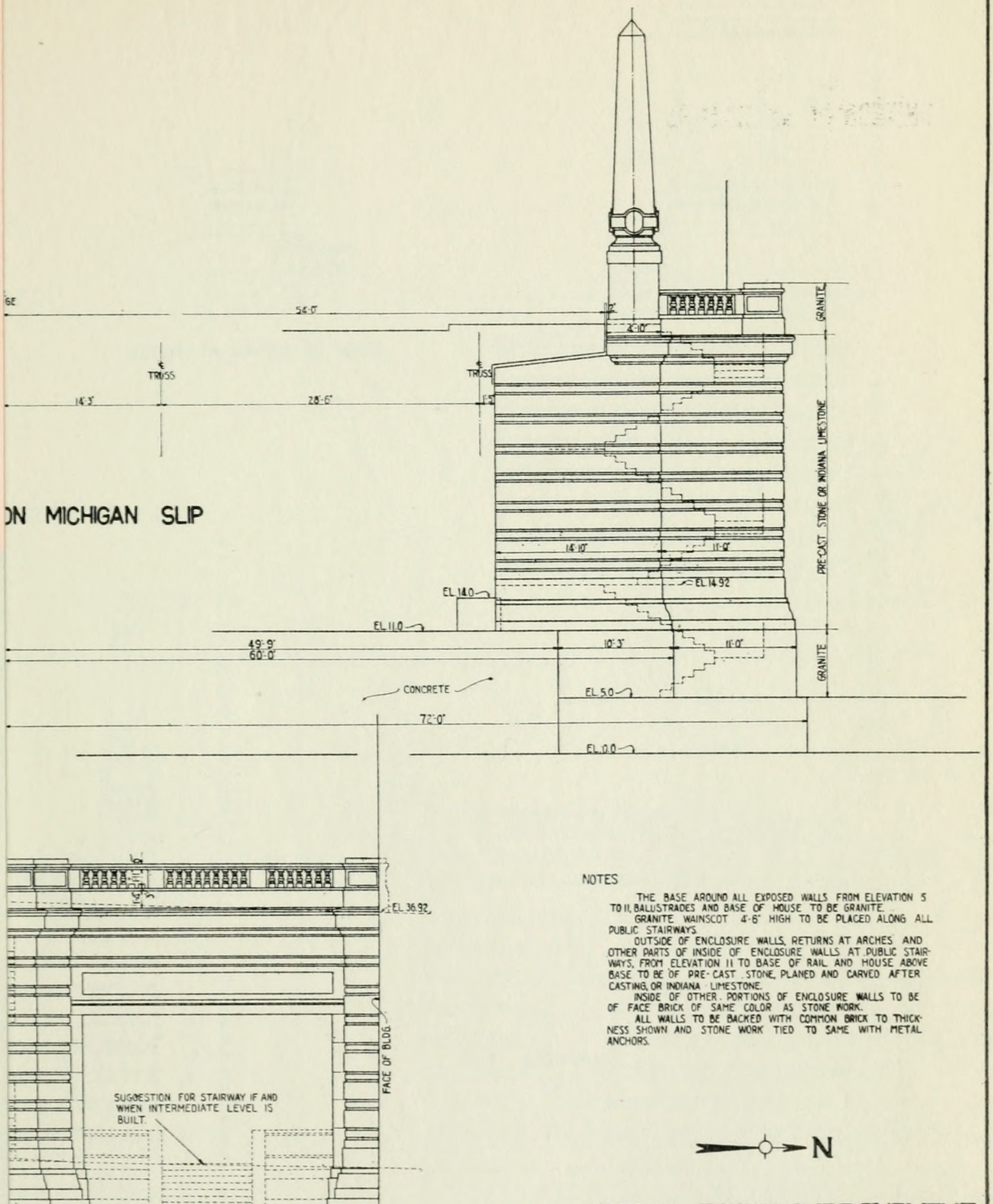
JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE-VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15
SCALE

JULY 20, 1928.

FILE OFFICE OF ENGINEER
DRAWING Nº 189


PLAN OF LOWER LEVEL COLUMNS AT GRAND AVE.
PROPERTY LINE
CURB
PLAN OF BALUSTRADE ON EAST SIDE
74'-0" (ILLINOIS ST)
74'-0" (GRAND AVE.) SAME AS ILLINOIS ST. EXCEPT AS SHOWN TO BE DIFFERENT
ILLINOIS STREET
GRAND AVENUE
OHIO ST.
EAST ELEVATION BETWEEN SO. LINE OF ILLINOIS ST. & OHIO ST.
SCALE
ELEVATION
PLAN
SECTION OF RAIL
PROFILE OF PEDESTALS
UNLESS OTHERWISE NOTED
SCALE
NOTES:
STONE COLUMNS, BALUSTRADES TO BE GRANITE. OTHER STONE WORK TO BE PRE-CAST STONE, PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.
N
CHICAGO PLAN COMMISSION
APPROVED
APPROVED
APPROVED
NOTE:
NUMBER OF BALUSTERS IN EACH PANEL TO BE AS PER FIGURES AND NOT AS SHOWN ON DRAWING IN ALL CASES WHERE FIGURES DO NOT AGREE WITH DRAWING.
ILLINOIS STREET
GRAND AVENUE
EAST ELEVATION BETWEEN SO. LINE OF ILLINOIS ST. & OHIO ST.
OUTER DRIVE IMPROVEMENT
STUDY No 2 - APPROVED
SHOWING EAST ELEVATION BETWEEN SOUTH SIDE OF ILLINOIS ST. AND OHIO ST.
Chicago Plan Commission
JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE - VICE-CHAIRMAN
HUGH E. YOUNG
EUGENE S. TAYLOR
SCALE
JULY 20, 1928.
FILE OFFICE OF ENGINEER DRAWING No 189



ON MICHIGAN SLIP

NOTES

THE BASE AROUND ALL EXPOSED WALLS FROM ELEVATION 5 TO 11, BALUSTRADES AND BASE OF HOUSE TO BE GRANITE.

GRANITE WAINSCOT 4'-6" HIGH TO BE PLACED ALONG ALL PUBLIC STAIRWAYS.

OUTSIDE OF ENCLOSURE WALLS, RETURNS AT ARCHES AND OTHER PARTS OF INSIDE OF ENCLOSURE WALLS AT PUBLIC STAIRWAYS, FROM ELEVATION 11 TO BASE OF RAIL AND HOUSE ABOVE BASE TO BE OF PRE-CAST STONE, PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.

INSIDE OF OTHER PORTIONS OF ENCLOSURE WALLS TO BE OF FACE BRICK OF SAME COLOR AS STONE WORK.

ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONE WORK TIED TO SAME WITH METAL ANCHORS.

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OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING ELEVATION OF EAST STAIRS AND HOUSE AT MICHIGAN SLIP

Chicago Plan Commission

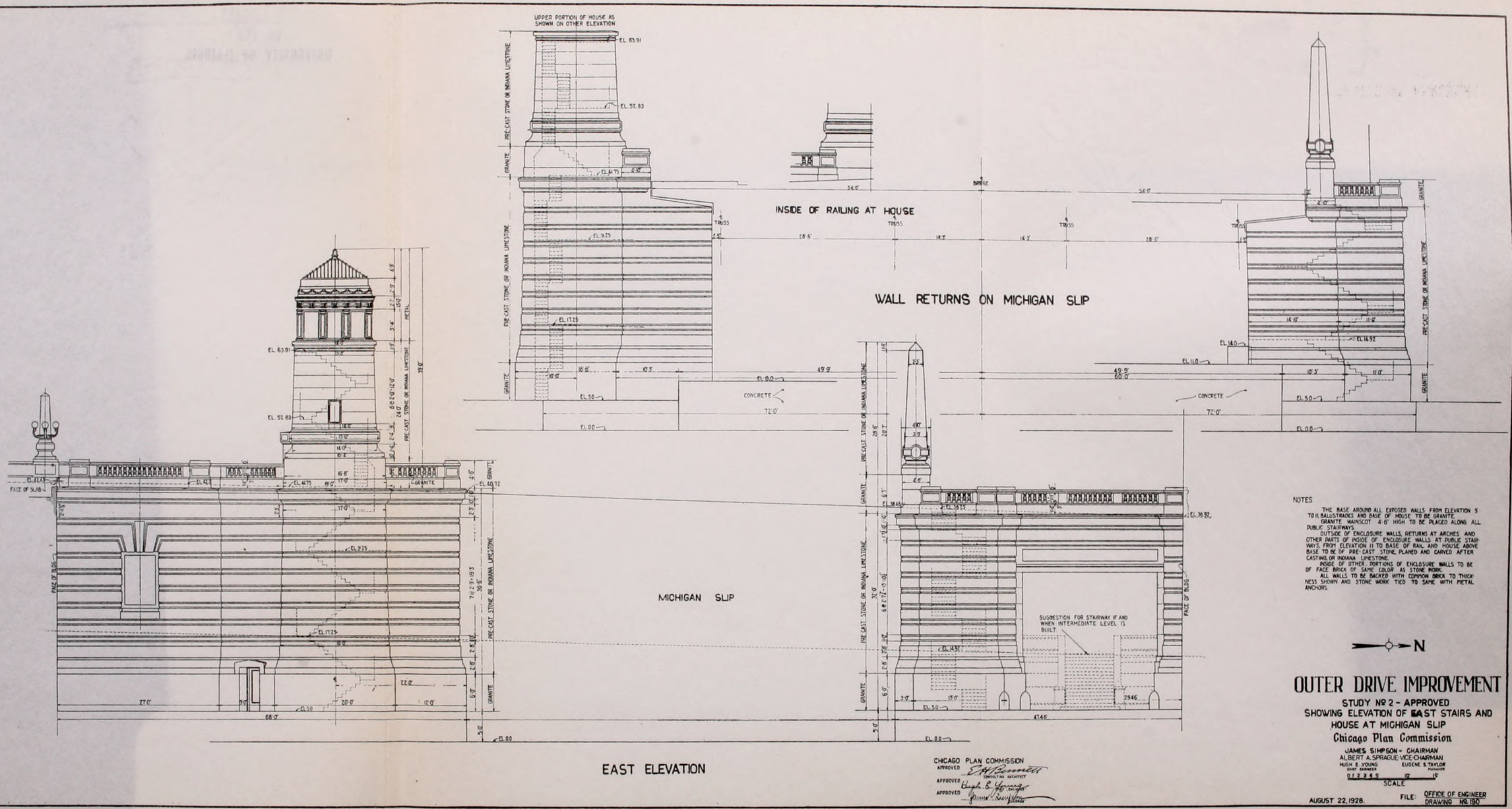
JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE - VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10' 15'
SCALE

COMMISSION
CONSULTING ARCHITECT
ENGINEER
ENGINEER

AUGUST 22, 1928.

FILE: OFFICE OF ENGINEER
DRAWING Nº 190



NOTES

THE BASE AROUND ALL EXPOSED WALLS FROM ELEVATION 5 TO H. BALUSTRADES AND BASE OF HOUSE TO BE GRANITE.
GRANITE WAINSCOT 4'-6" HIGH TO BE PLACED ALONG ALL PUBLIC STAIRWAYS.
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N

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING ELEVATION OF EAST STAIRS AND HOUSE AT MICHIGAN SLIP
Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER — EUGENE S. TAYLOR, MANAGER

SCALE 0 1 2 3 4 5 10 15

AUGUST 22, 1928.

FILE: OFFICE OF ENGINEER DRAWING Nº 190

CHICAGO PLAN COMMISSION
APPROVED E. H. Bennett, CONSULTING ARCHITECT
APPROVED Hugh E. Young
APPROVED James Simpson

NOTES

THE BASE AROUND ALL EXPOSED WALLS FROM ELEVATION 5 TO 11, BALUSTRADES AND BASE OF HOUSE TO BE GRANITE.

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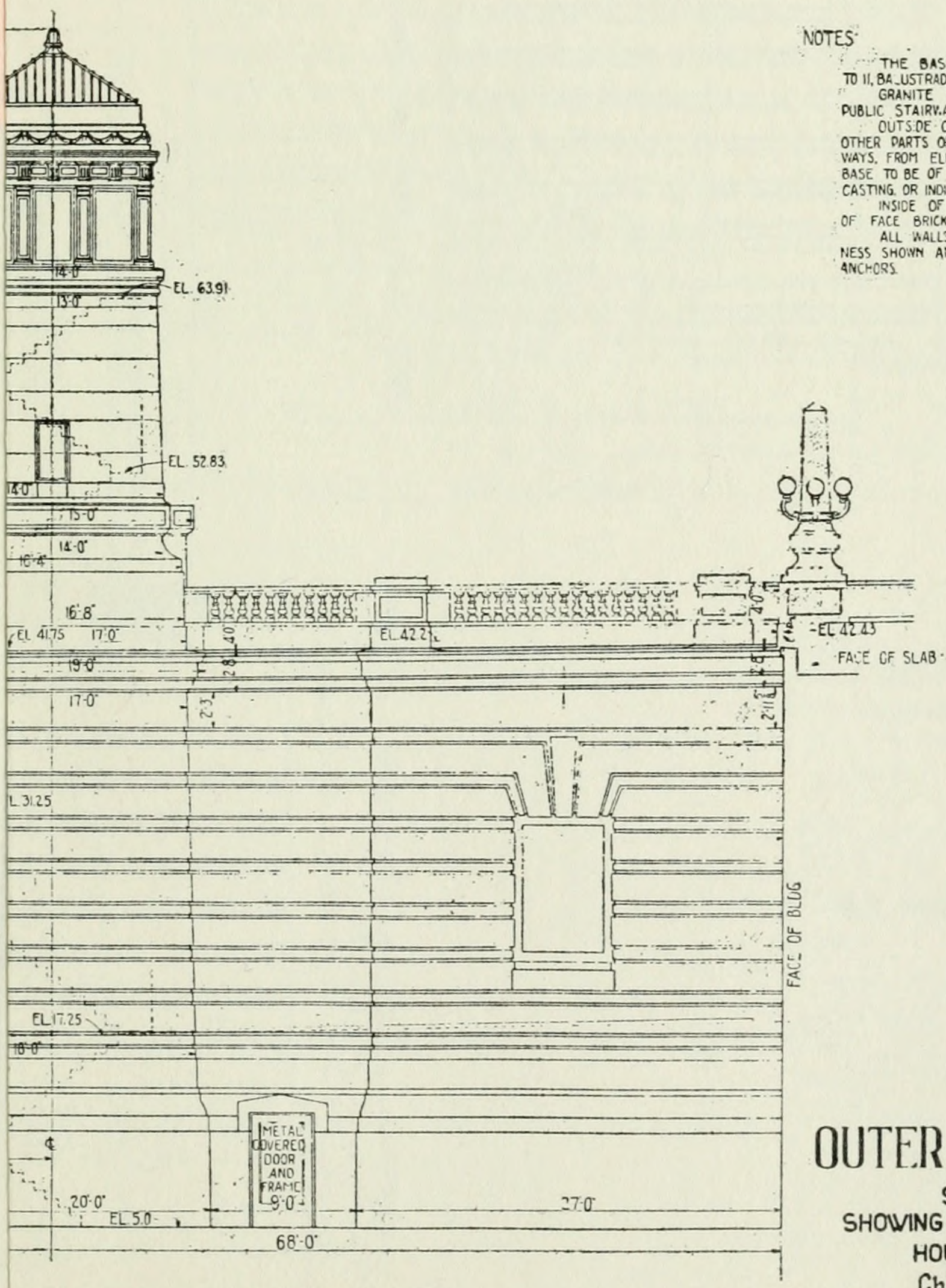
CHICAGO PLAN COMMISSION

APPROVED _____ CONSULTING ARCHITECT

APPROVED Hugh E. Young CHIEF ENGINEER

APPROVED James Simpson CHAIRMAN



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OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING ELEVATION OF WEST STAIRS AND HOUSE AT MICHIGAN SLIP

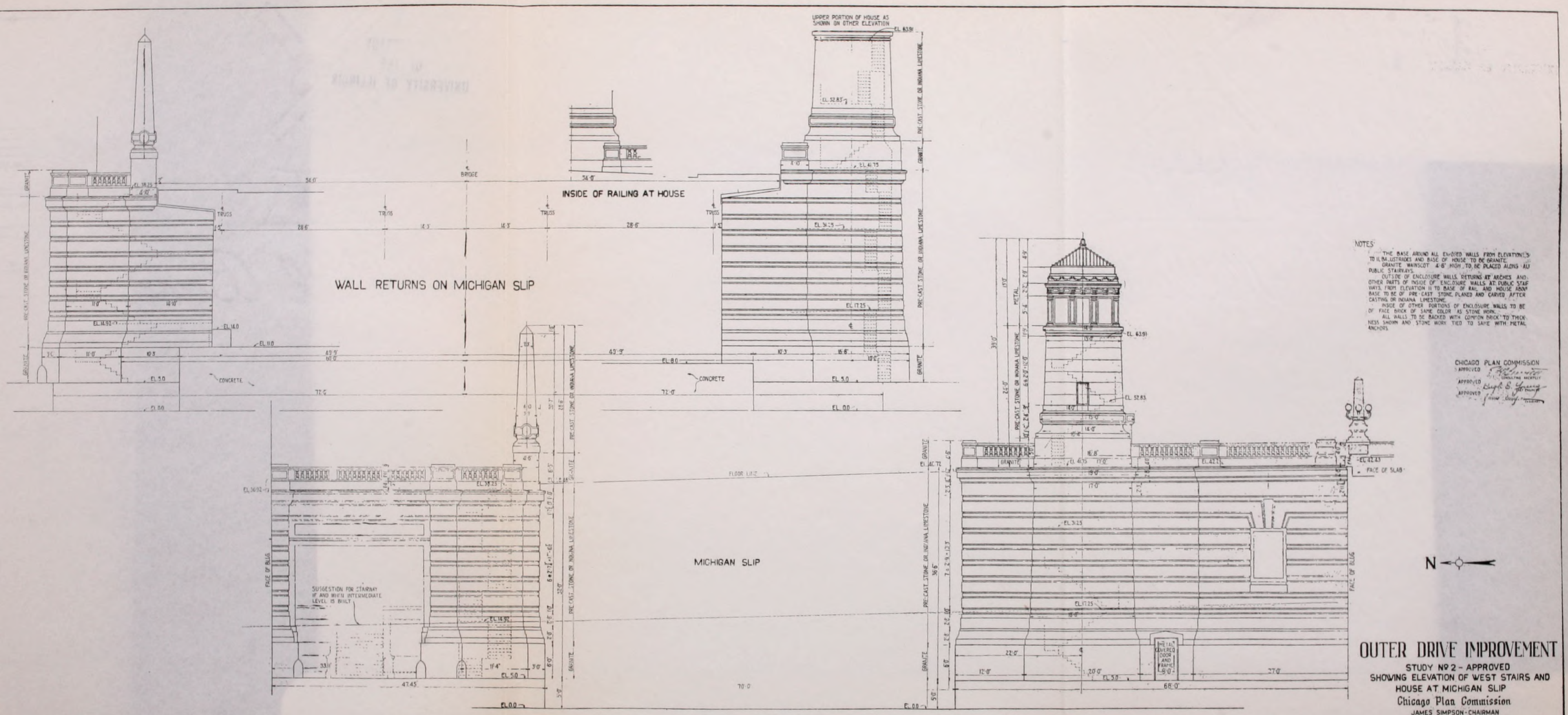
Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE - VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER
EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15
SCALE

JULY 25, 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 191


UPPER PORTION OF HOUSE AS SHOWN ON OTHER ELEVATION
INSIDE OF RAILING AT HOUSE
WALL RETURNS ON MICHIGAN SLIP
MICHIGAN SLIP
WEST ELEVATION
NOTES:
1. THE BASE AROUND ALL EXPOSED WALLS FROM ELEVATION 5 TO 11 BALUSTRADES AND BASE OF HOUSE TO BE GRANITE.
GRANITE WAINSCOT 4'-6" HIGH TO BE PLACED ALONG ALL PUBLIC STAIRWAYS.
OUTSIDE OF ENCLOSURE WALLS RETURNS AT ARCHES AND OTHER PARTS OF INSIDE OF ENCLOSURE WALLS AT PUBLIC STAIRWAYS FROM ELEVATION 11 TO BASE OF RAIL AND HOUSE ABOVE BASE TO BE OF PRE-CAST STONE, PLANED AND CARVED AFTER CASTING OF INDIANA LIMESTONE.
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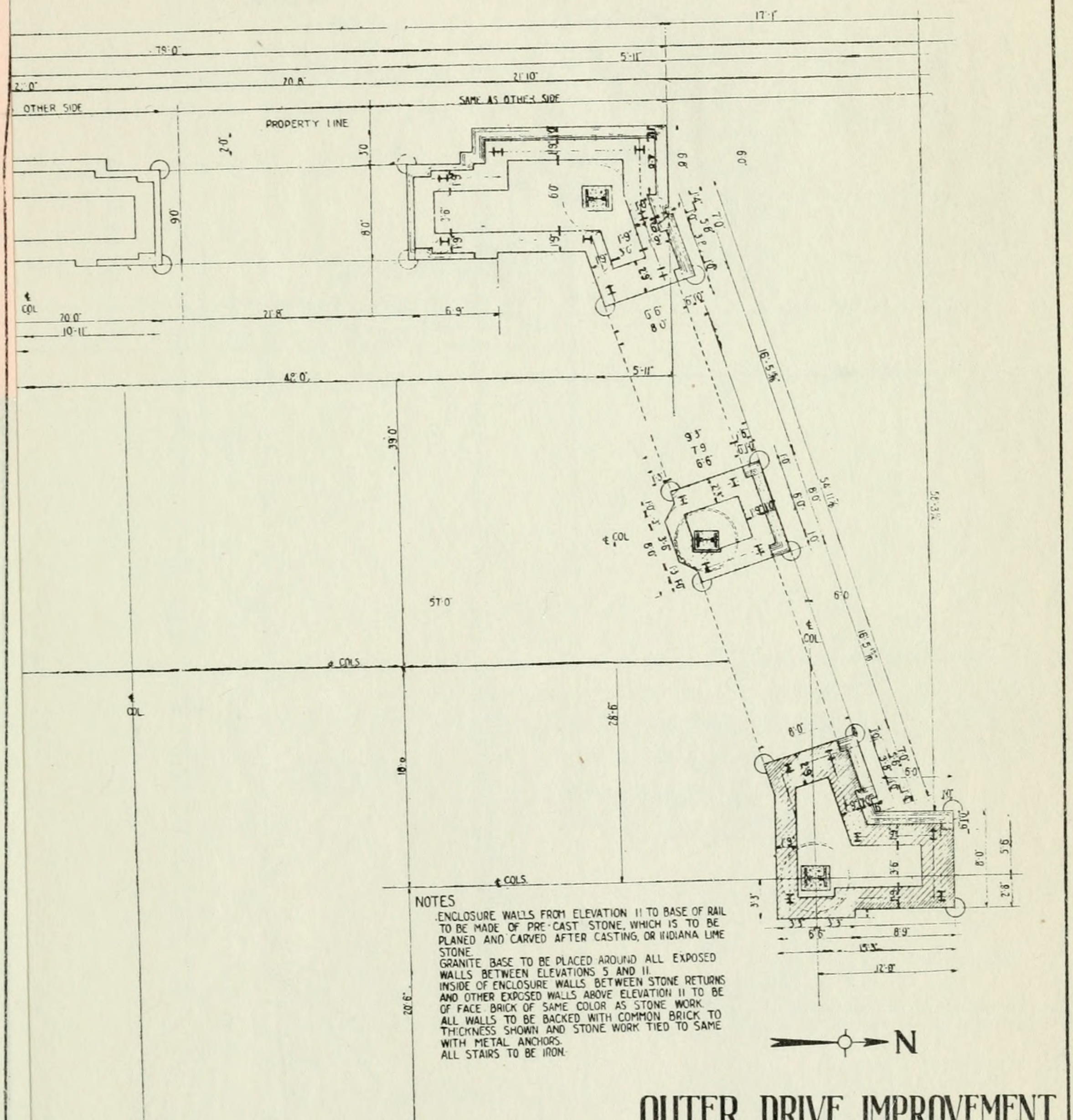
CHICAGO PLAN COMMISSION
APPROVED
APPROVED
APPROVED
N
OUTER DRIVE IMPROVEMENT
STUDY Nº 2 - APPROVED
SHOWING ELEVATION OF WEST STAIRS AND HOUSE AT MICHIGAN SLIP
Chicago Plan Commission
JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE - VICE CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER
EUGENE S. TAYLOR, MANAGER
SCALE
JULY 25, 1928
FILE
OFFICE OF ENGINEER
DRAWING Nº 191



NOTES

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GRANITE BASE TO BE PLACED AROUND ALL EXPOSED WALLS BETWEEN ELEVATIONS 5 AND 11.
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ALL STAIRS TO BE IRON.

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 – APPROVED
SHOWING PLAN OF WEST SIDE
OF NORTH PLAZA AT DOCK LEVEL

Chicago Plan Commission

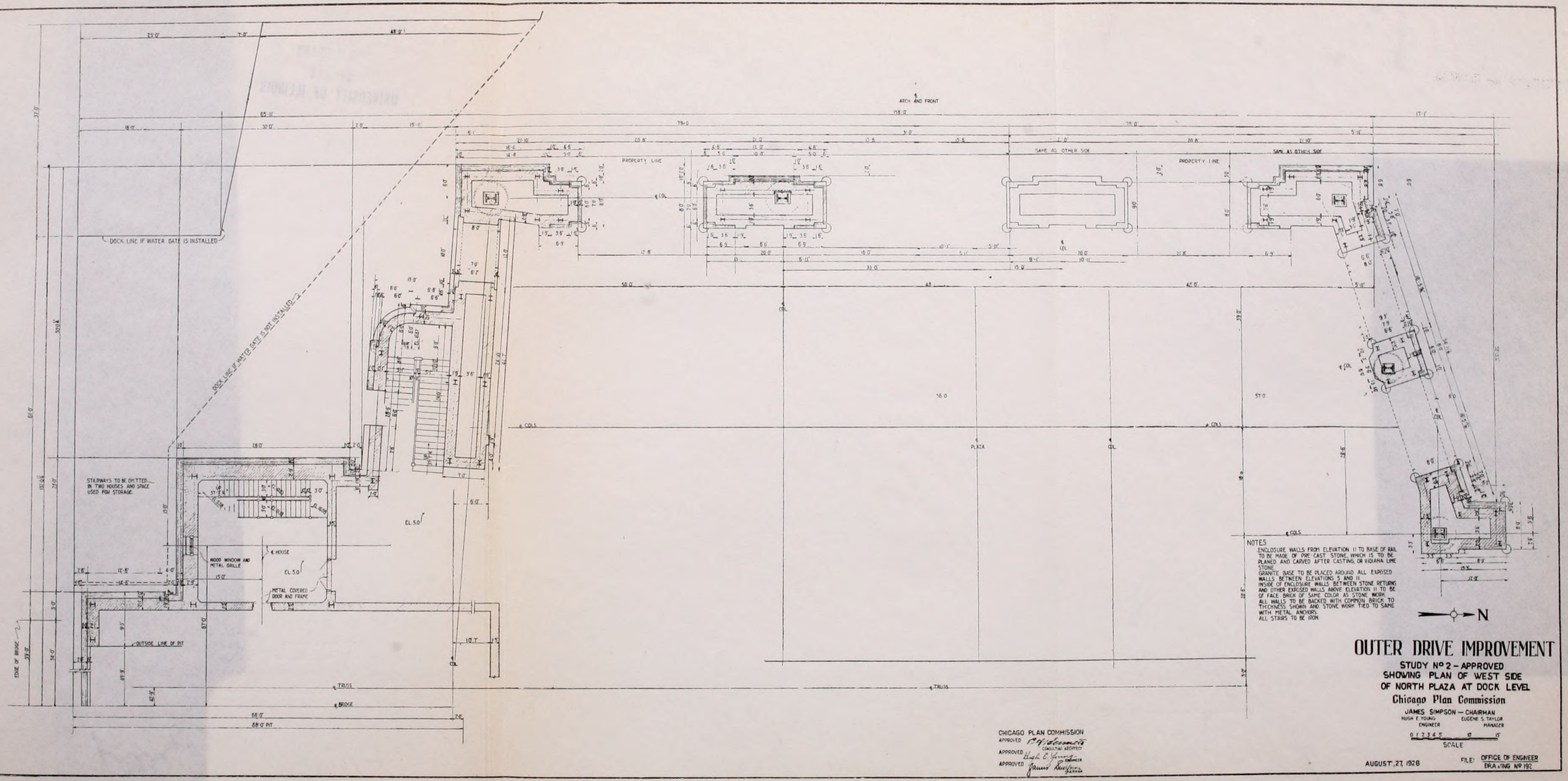
JAMES SIMPSON — CHAIRMAN
HUGH E. YOUNG — ENGINEER
EUGENE S. TAYLOR — MANAGER

0 1 2 3 4 5 10 15
SCALE

AUGUST 27, 1928

FILE: OFFICE OF ENGINEER
DRAWING Nº 192

MISSION
ARCHITECT
ENGINEER
CHAIRMAN



NOTES

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ALL STAIRS TO BE IRON.

N

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 – APPROVED
SHOWING PLAN OF WEST SIDE OF NORTH PLAZA AT DOCK LEVEL

Chicago Plan Commission

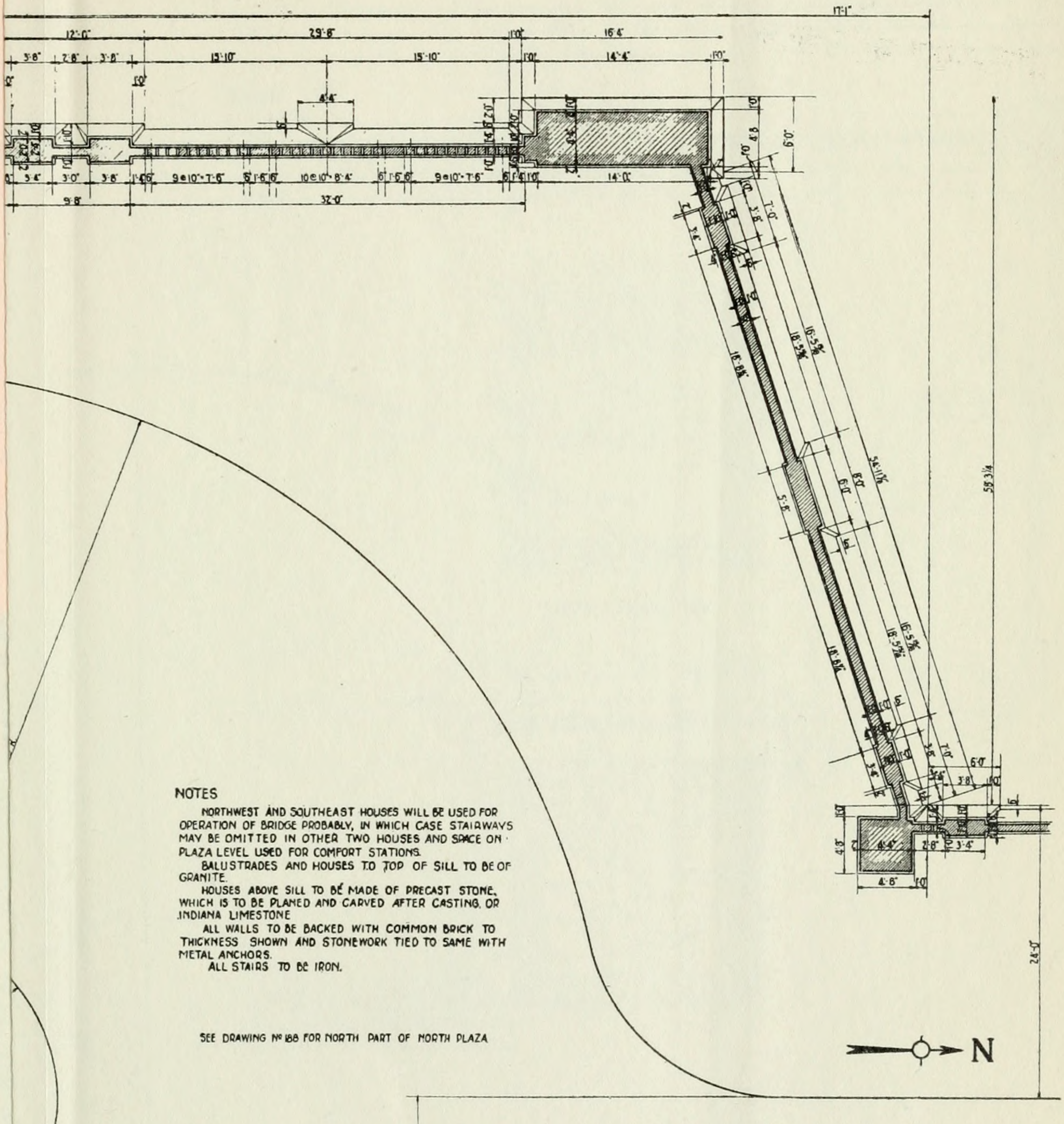
JAMES SIMPSON – CHAIRMAN
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15
SCALE

CHICAGO PLAN COMMISSION
APPROVED [signature] CONSULTING ARCHITECT
APPROVED [signature] ENGINEER
APPROVED [signature] MANAGER

AUGUST 27 1928

FILE: OFFICE OF ENGINEER
DRAWING Nº 192



NOTES

NORTHWEST AND SOUTHEAST HOUSES WILL BE USED FOR OPERATION OF BRIDGE PROBABLY, IN WHICH CASE STAIRWAYS MAY BE OMITTED IN OTHER TWO HOUSES AND SPACE ON PLAZA LEVEL USED FOR COMFORT STATIONS.

BALUSTRADES AND HOUSES TO TOP OF SILL TO BE OF GRANITE.

HOUSES ABOVE SILL TO BE MADE OF PRECAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE

ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONEWORK TIED TO SAME WITH METAL ANCHORS.

ALL STAIRS TO BE IRON.

SEE DRAWING Nº 188 FOR NORTH PART OF NORTH PLAZA

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED

SHOWING PLAN OF BALUSTRADE AND HOUSE AT WEST SIDE OF NORTH PLAZA

Chicago Plan Commission

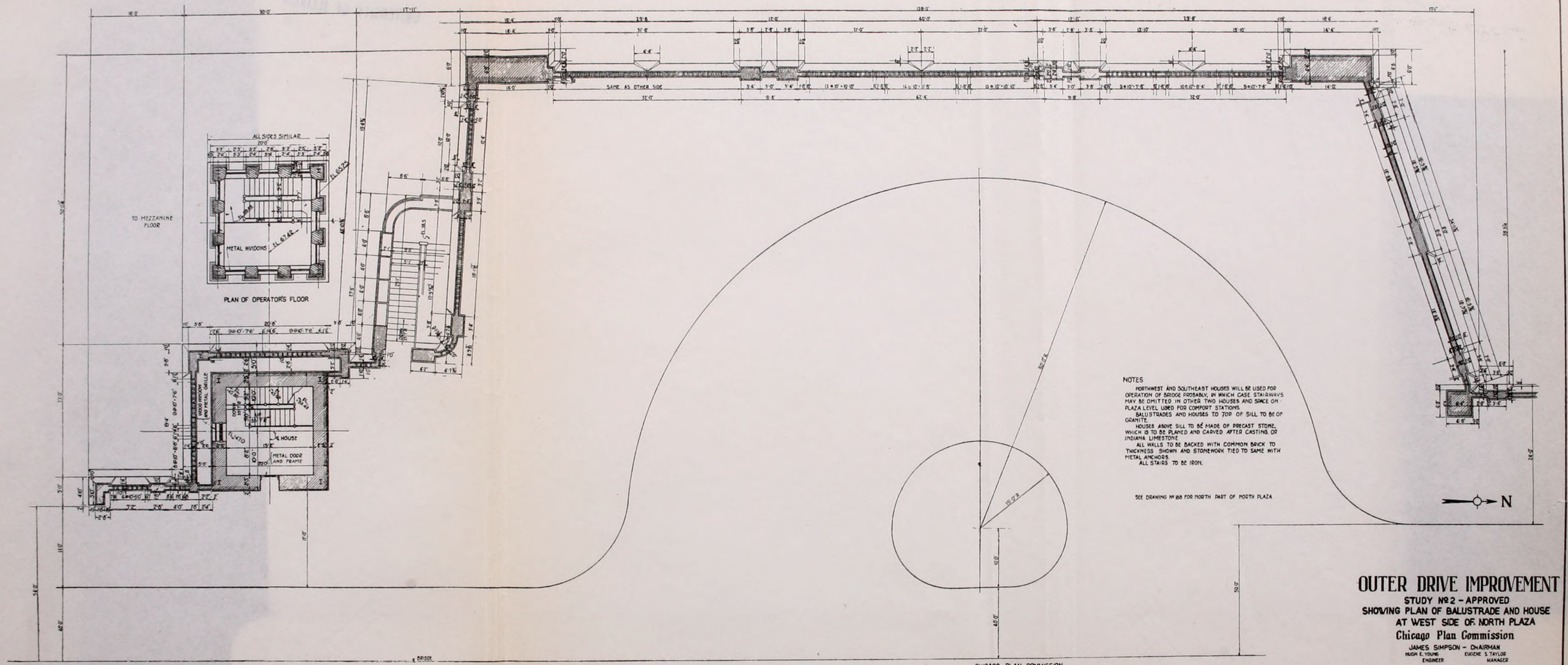
JAMES SIMPSON - CHAIRMAN
HUGH E. YOUNG — ENGINEER
EUGENE S. TAYLOR — MANAGER

0 1 2 3 4 5 10' 15'

SCALE

SEPTEMBER 10, 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 193



NOTES

NORTHWEST AND SOUTHEAST HOUSES WILL BE USED FOR OPERATION OF BRIDGE PROBABLY, IN WHICH CASE STAIRWAYS MAY BE OMITTED IN OTHER TWO HOUSES AND SPACE ON PLAZA LEVEL USED FOR COMFORT STATIONS.

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ALL STAIRS TO BE IRON.

SEE DRAWING Nº 188 FOR NORTH PART OF NORTH PLAZA

CHICAGO PLAN COMMISSION

APPROVED Hugh E. Young
APPROVED James Simpson

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 – APPROVED

SHOWING PLAN OF BALUSTRADE AND HOUSE AT WEST SIDE OF NORTH PLAZA

Chicago Plan Commission

JAMES SIMPSON – CHAIRMAN

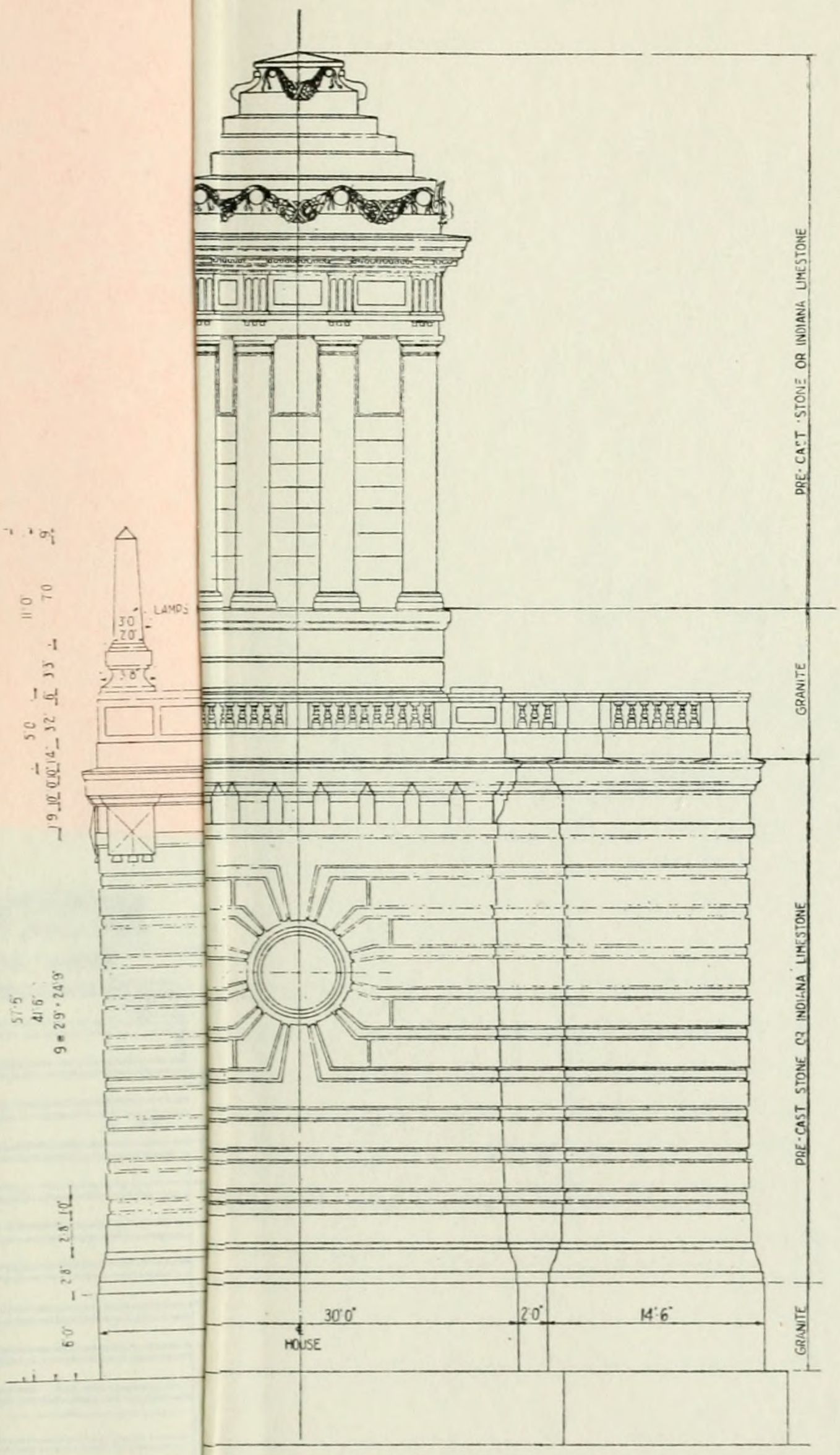
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 1 2 3 4 5 10 15

SCALE

SEPTEMBER 10, 1928

FILE OFFICE OF ENGINEER DRAWING Nº 193



NOTES

FOR DOCK LEVEL PLAN SEE DRAWING Nº 192
FOR UPPER LEVEL PLAN SEE DRAWING Nº 193
SEE DRAWING Nº 188 FOR PLANS AND ELEVATION SOUTH OF THIS PORTION.
THE BASE AROUND ALL EXPOSED WALLS FROM ELEVATIONS 5 TO 11, BALUSTRADES AND HOUSES TO TOP OF SILL TO BE GRANITE.
ENCLOSURE WALLS FROM ELEVATION 11 TO BASE OF RAIL AND HOUSES ABOVE SILL TO BE MADE OF PRE-CAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.
GRANITE WAINSCOT 4'-6" HIGH TO BE PLACED ALONG ALL PUBLIC STAIRWAYS.
INSIDE OF ENCLOSURE WALLS BETWEEN STONE RETURNS AND OTHER EXPOSED WALLS TO BE OF FACE BRICK OF SAME COLOR AS STONE WORK.
ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONE WORK TIED TO SAME WITH METAL ANCHORS.
ALL STAIRS TO BE IRON.

N

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING WEST ELEVATION
OF NORTH PLAZA

Chicago Plan Commission

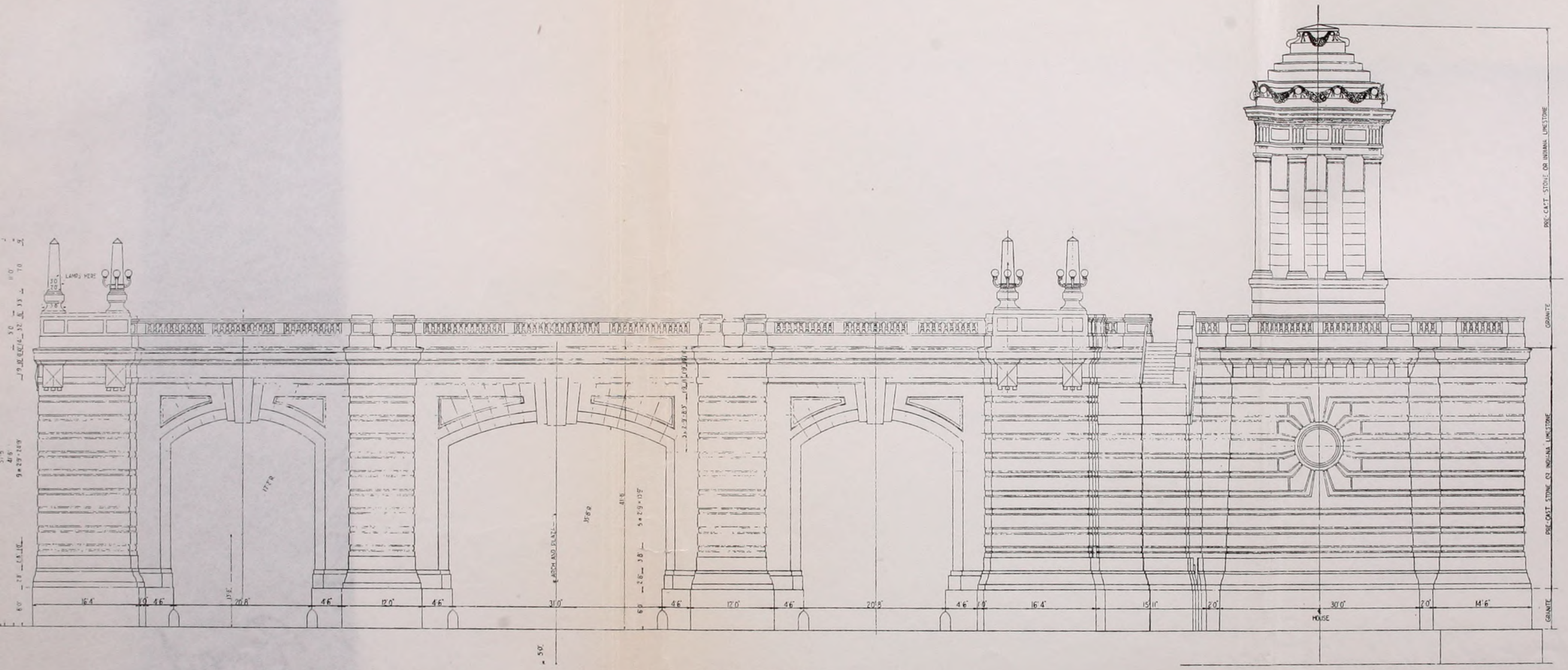
JAMES SIMPSON — CHAIRMAN
HUGH E. YOUNG — ENGINEER
EUGENE S. TAYLOR — MANAGER

0' 1' 2' 3' 4' 5' 10' 15'
SCALE

ISSION
RCHITECT
ENGINEER
CHAIRMAN

SEPTEMBER 5, 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 194



WEST ELEVATION

NOTES

FOR DOCK LEVEL PLAN SEE DRAWING Nº 192
FOR UPPER LEVEL PLAN SEE DRAWING Nº 193
SEE DRAWING Nº 188 FOR PLANS AND ELEVATION SOUTH OF THIS PORTION.
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ALL STAIRS TO BE IRON.

N

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING WEST ELEVATION
OF NORTH PLAZA

Chicago Plan Commission

JAMES SIMPSON – CHAIRMAN
HUGH E. YOUNG, ENGINEER
EUGENE S. TAYLOR, TREASURER

0 1 2 3 4 5 10 15
SCALE

SEPTEMBER 5, 1928

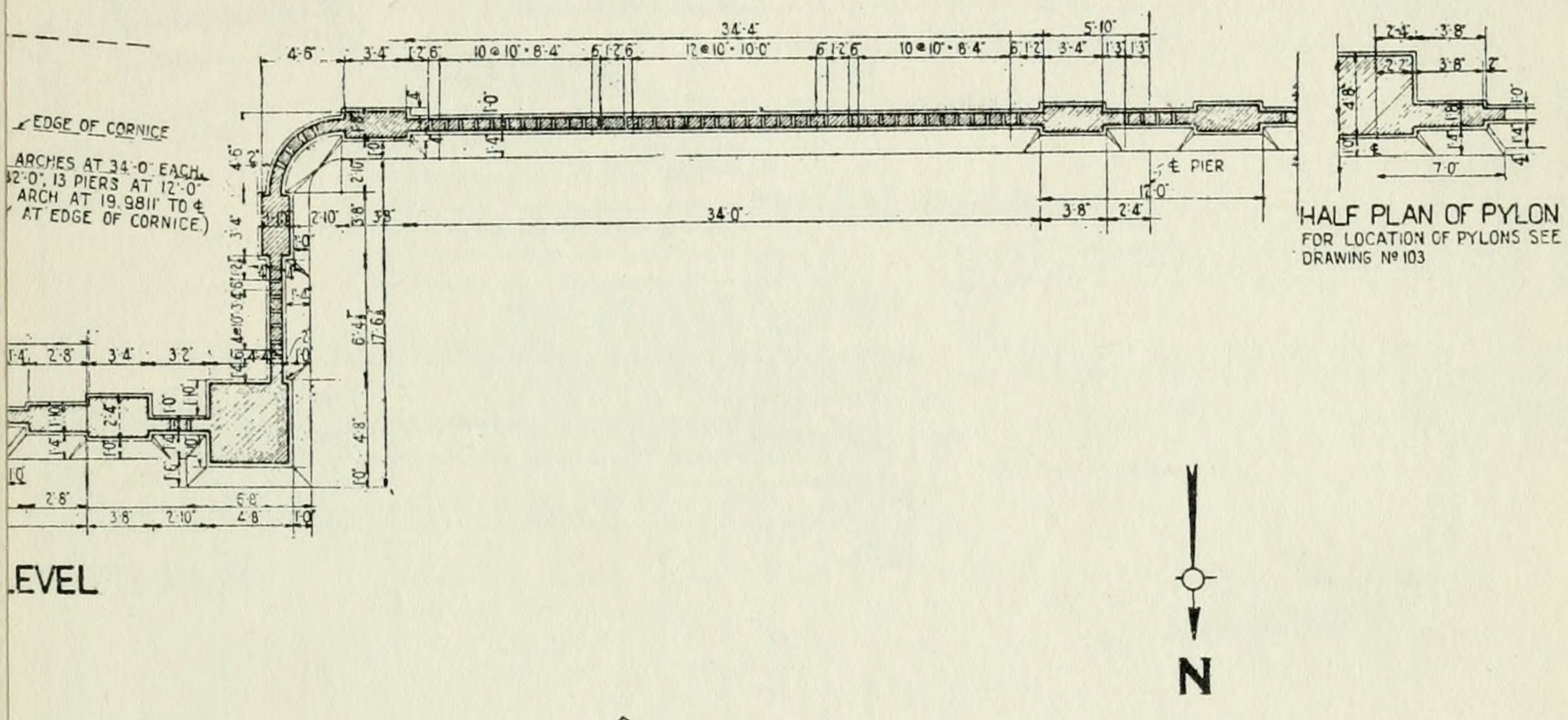
FILE OFFICE OF ENGINEER
DRAWING Nº 194

CHICAGO PLAN COMMISSION
APPROVED
APPROVED Hugh E. Young
APPROVED James Simpson

℄ RIERS AND COLS.

EDGE OF CORNICE

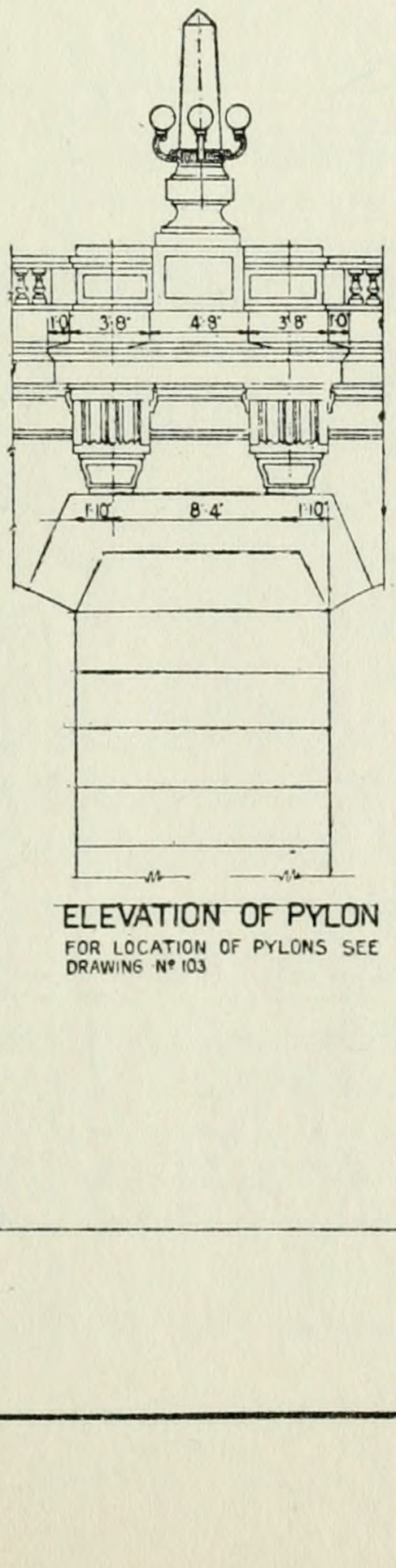
ARCHES AT 34'-0" EACH
32'-0", 13 PIERS AT 12'-0"
ARCH AT 19.9811' TO ℄
AT EDGE OF CORNICE.)



HALF PLAN OF PYLON
FOR LOCATION OF PYLONS SEE
DRAWING Nº 103

LEVEL

N



ELEVATION OF PYLON
FOR LOCATION OF PYLONS SEE
DRAWING Nº 103

NOTES

THE BASE AROUND ALL EXPOSED WALLS, BALUSTRADES AND HOUSE TO TOP OF SILL TO BE GRANITE.

ENCLOSURE WALLS FROM TOP OF BASE TO BASE OF RAIL AND HOUSE ABOVE SILL TO BE MADE OF PRE-CAST STONE, WHICH IS TO BE PLANED AND CARVED AFTER CASTING, OR INDIANA LIMESTONE.

GRANITE WAINSCOT 4'-6" HIGH TO BE PLACED ALONG ALL PUBLIC STAIRWAYS.

INSIDE OF ENCLOSURE WALLS BETWEEN STONE RETURNS AS SHOWN TO BE OF FACE BRICK OF SAME COLOR AS STONE WORK.

ALL WALLS TO BE BACKED WITH COMMON BRICK TO THICKNESS SHOWN AND STONE WORK TIED TO SAME WITH METAL ANCHORS.

ALL STAIRS TO BE IRON.

OUTER DRIVE IMPROVEMENT

STUDY Nº 2 - APPROVED
SHOWING RIVER ELEVATION WEST OF BRIDGE

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
ALBERT A SPRAGUE-VICE-CHAIRMAN
HUGH E. YOUNG — CHIEF ENGINEER
EUGENE S. TAYLOR — MANAGER

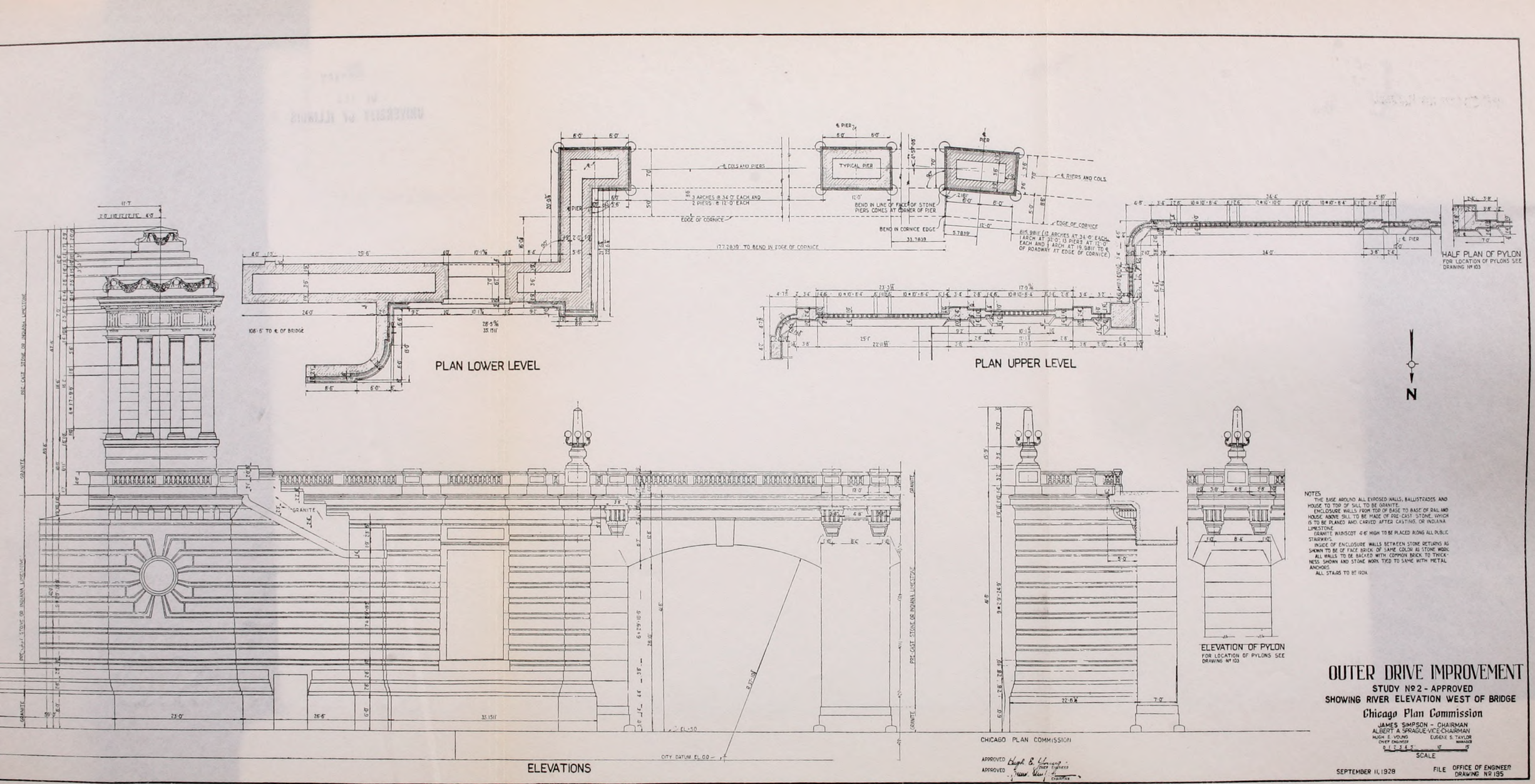
0 1 2 3 4 5' 10' 15'
SCALE

ISSION

ENGINEER
CHAIRMAN

SEPTEMBER 11, 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 195



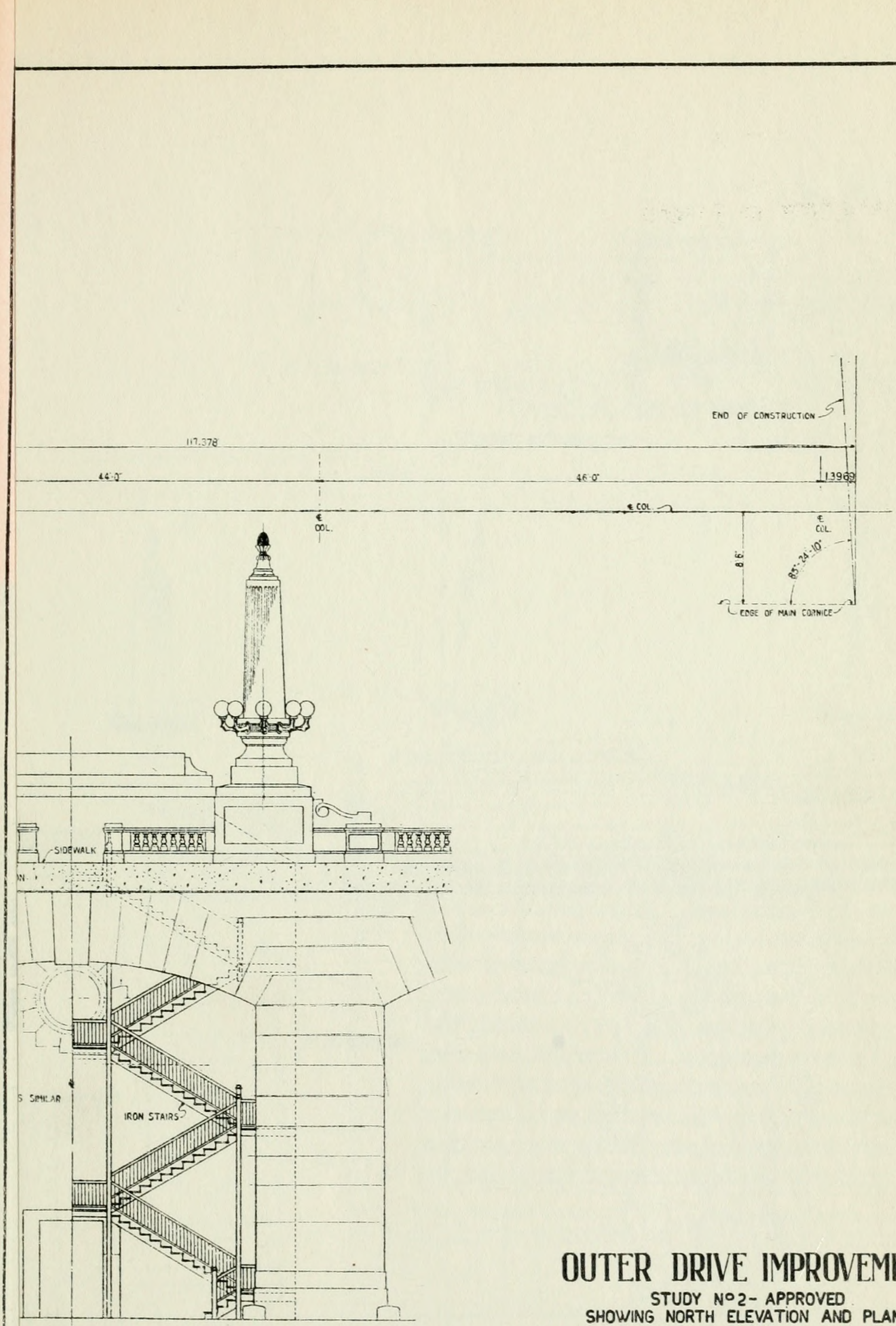
OUTER DRIVE IMPROVEMENT

STUDY Nº2 - APPROVED

SHOWING RIVER ELEVATION WEST OF BRIDGE

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
ALBERT A SPRAGUE-VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER
EUGENE S. TAYLOR, MANAGER



EVATION AT A-B

ISSION

ENGINEER

CHAIRMAN

OUTER DRIVE IMPROVEMENT

STUDY Nº 2- APPROVED
SHOWING NORTH ELEVATION AND PLANS
OF PORTION EAST OF WACKER DRIVE CONNECTION

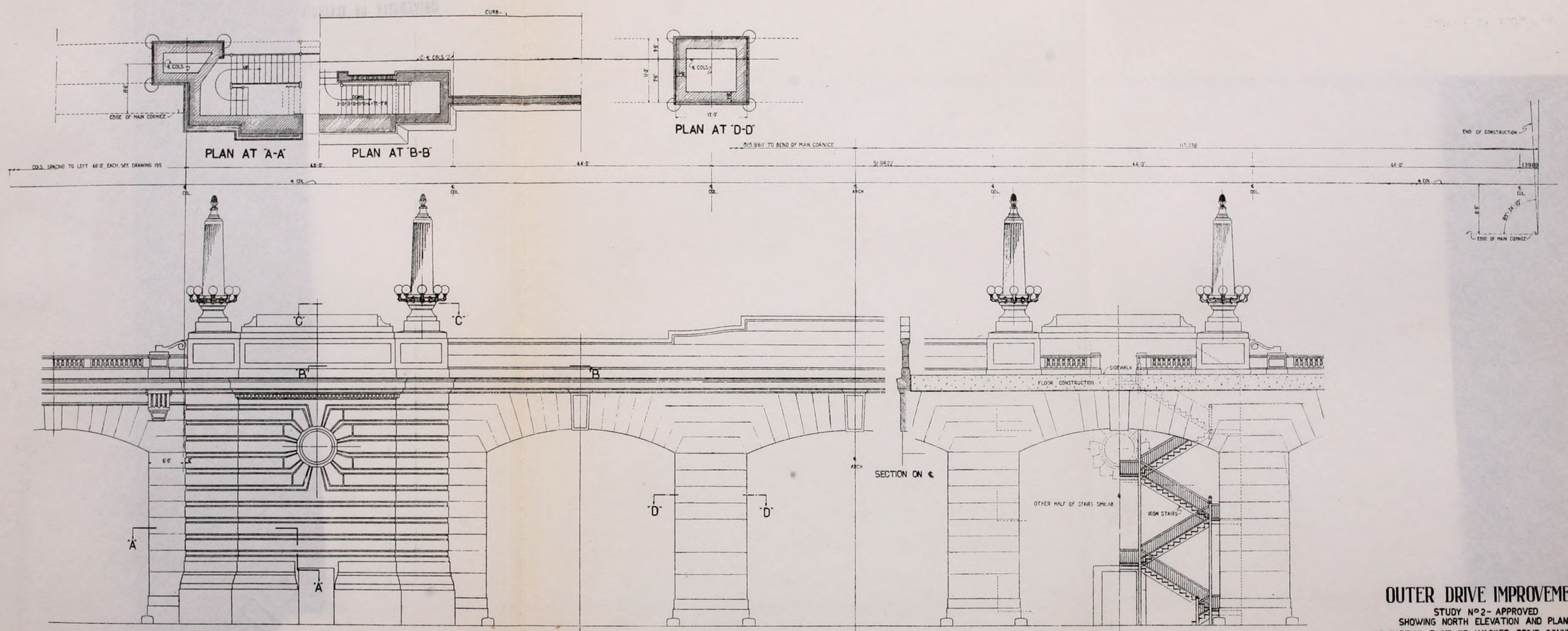
Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE-VICE-CHAIRMAN
HUGH E. YOUNG — CHIEF ENGINEER
EUGENE S. TAYLOR — MANAGER

0 1 2 3 4 5 10' 15'
SCALE

OCTOBER 1, 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 196



CHICAGO PLAN COMMISSION

APPROVED

APPROVED Hugh E. Young
Secretary

OUTER DRIVE IMPROVEMENT

STUDY No 2 - APPROVED
SHOWING NORTH ELEVATION AND PLANS
OF PORTION EAST OF WACKER DRIVE CONNECTION

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN
ALBERT A. SPRAGUE - VICE CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER — EUGENE S. TAYLOR, MANAGER

SCALE

OCTOBER 1, 1928

FILE OFFICE OF ENGINEER
DRAWING No 186

HARBOR DISTRICT Nº 1

BREAKWATER

NAVY PIER

U. S. RESERVE

U. S. NORTH PIER

BREAKWATER

RIVER ENTRANCE

HARBOR DISTRICT Nº 1
HARBOR DISTRICT Nº 2

CHICAGO HARBOR BASIN

U.S. BREAKWATER

HARBOR DISTRICT NO 2

A N G L E

N

OUTER DRIVE IMPROVEMENT

GENERAL PLAN
FROM OHIO STREET TO RANDOLPH STREET

Chicago Plan Commission

JAMES SIMPSON — CHAIRMAN

HUGH E. YOUNG, ENGINEER

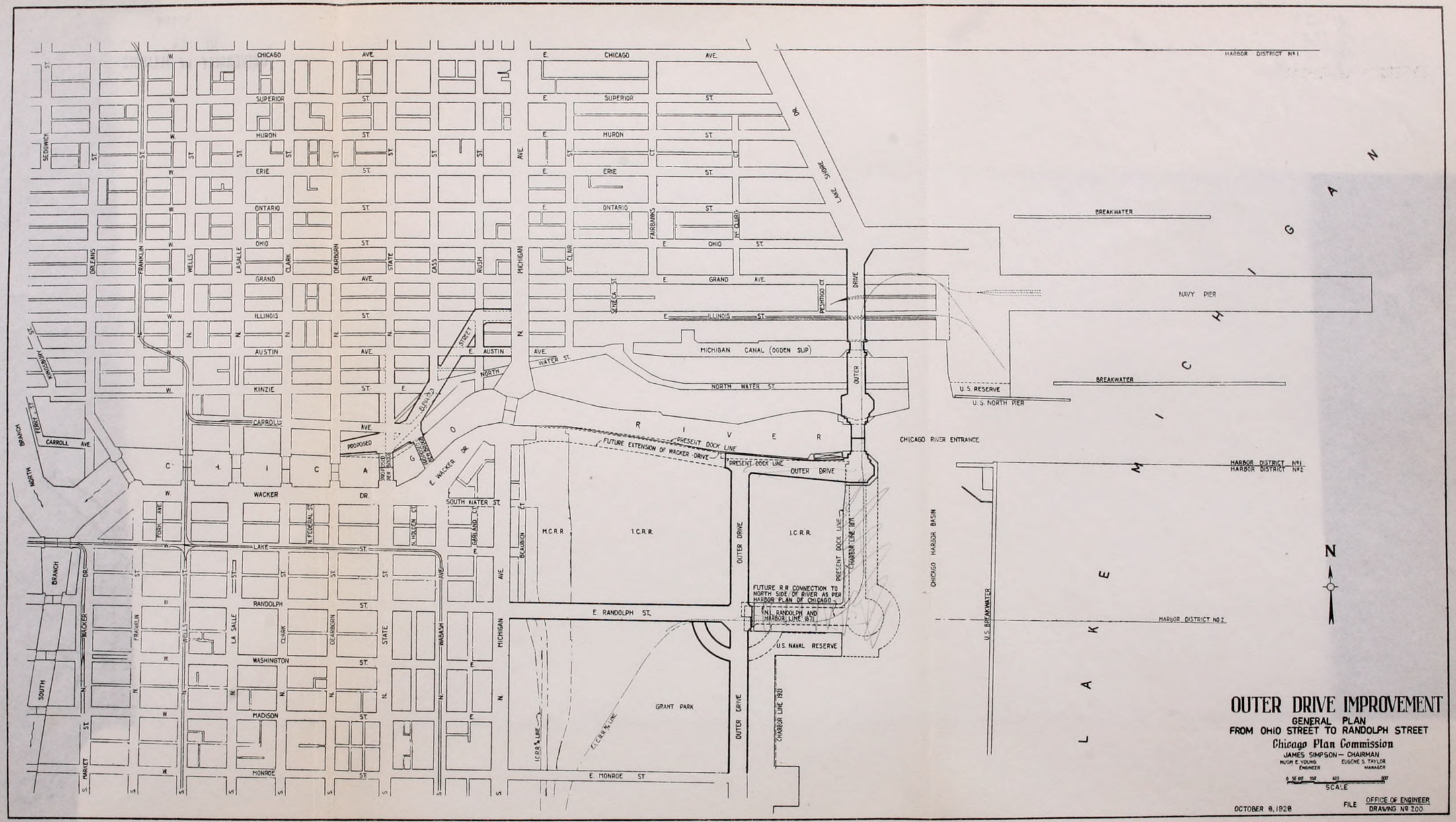
EUGENE S. TAYLOR, MANAGER

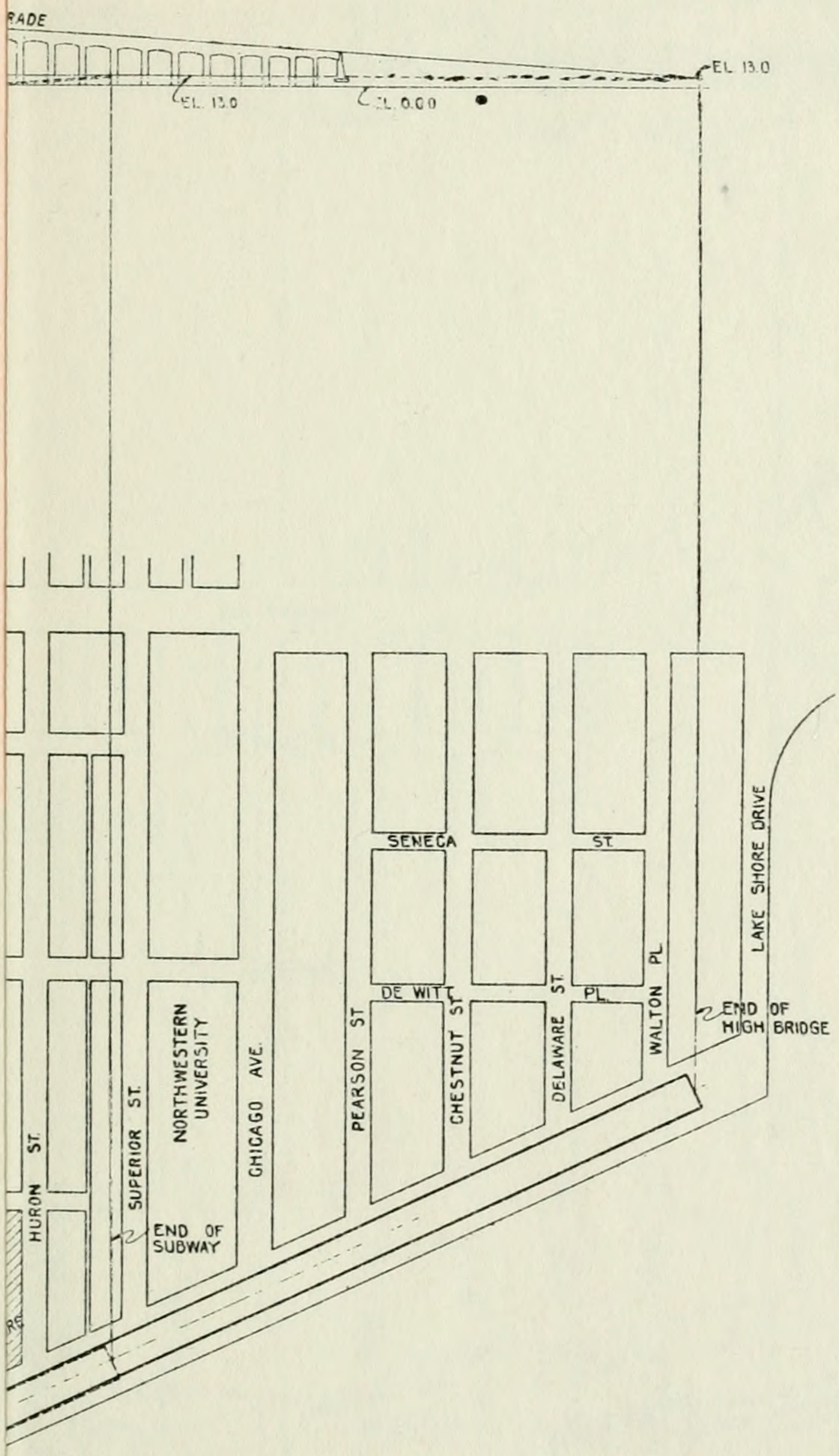
0 50 100 200 400 800

SCALE

OCTOBER 8, 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 200


OUTER DRIVE IMPROVEMENT
GENERAL PLAN
FROM OHIO STREET TO RANDOLPH STREET
Chicago Plan Commission
JAMES SIMPSON — CHAIRMAN
HUGH E. YOUNG ENGINEER
EUGENE S. TAYLOR MANAGER
SCALE
OCTOBER 8, 1928
FILE OFFICE OF ENGINEER DRAWING Nº 200
LAKE MICHIGAN
CHICAGO RIVER
CHICAGO RIVER ENTRANCE
NAVY PIER
BREAKWATER
U.S. RESERVE
U.S. NORTH PIER
MICHIGAN CANAL (OGDEN SLIP)
NORTH WATER ST.
OUTER DRIVE
PRESENT DOCK LINE
FUTURE EXTENSION OF WACKER DRIVE
CHICAGO HARBOR BASIN
U.S. BREAKWATER
HARBOR DISTRICT Nº 1
HARBOR DISTRICT Nº 2
HARBOR DISTRICT NO 2
FUTURE R.R. CONNECTION TO NORTH SIDE OF RIVER AS PER HARBOR PLAN OF CHICAGO
N.I. RANDOLPH AND HARBOR LINE 1871
U.S. NAVAL RESERVE
GRANT PARK
E. RANDOLPH ST.
E. MONROE ST.
E. WACKER DR.
SOUTH WATER ST.
WACKER DR.
LAKE ST.
RANDOLPH ST.
WASHINGTON ST.
MADISON ST.
MONROE ST.
CHICAGO AVE.
SUPERIOR ST.
HURON ST.
ERIE ST.
ONTARIO ST.
OHIO ST.
GRAND AVE.
ILLINOIS ST.
AUSTIN AVE.
KINZIE ST.
CARROLL AVE.
LAKE SHORE DR.
MICHIGAN AVE.
STATE ST.
CLARK ST.
DEARBORN ST.
LA SALLE ST.
WELLS ST.
FRANKLIN ST.
ORLEANS ST.
SEDGWICK ST.
KINGSBURY ST.
FERRY ST.
NORTH BRANCH
SOUTH BRANCH
WACKER DR.
S. MARKET ST.
WABASH AVE.
N. FEDERAL ST.
N. HOLDEN CT.
GARLAND CT.
BEAUBIEN CT.
FAIRBANKS CT.
McCLURG CT.
PESHTIGO CT.
SENECA ST.
CASS ST.
RUSH ST.
ST. CLAIR ST.
PROPOSED
ELEVATED
STREET
M.C.R.R.
I.C.R.R.
I.C.R.R. ¾ LINE
I.C.R.R. ¾ LINE
CHARBOR LINE 1921
CHARBOR LINE 1871
PRESENT DOCK LINE
N



OUTER DRIVE IMPROVEMENT

STUDY

SHOWING COMPARATIVE LENGTHS & HEIGHTS OF THREE WAYS OF CROSSING CHICAGO RIVER VIZ:- TUNNEL - HIGH BRIDGE & MOVABLE BRIDGE

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN

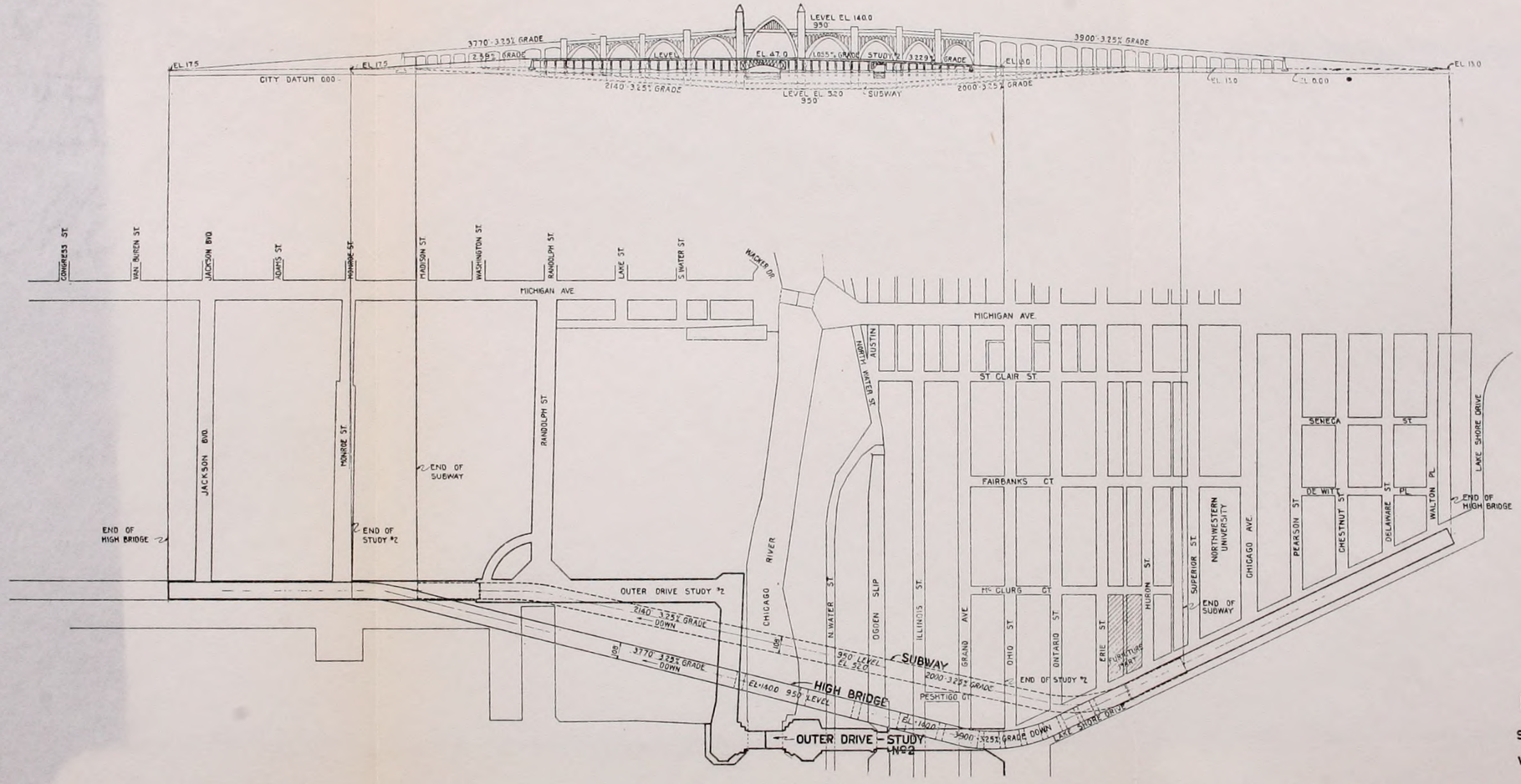
HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 50 100 200 400 800

SCALE

JUNE 22, 1928.

FILE OFFICE OF ENGINEER DRAWING Nº 182



OUTER DRIVE IMPROVEMENT

STUDY

SHOWING COMPARATIVE LENGTHS & HEIGHTS OF THREE WAYS OF CROSSING CHICAGO RIVER VIZ:- TUNNEL - HIGH BRIDGE & MOVABLE BRIDGE

Chicago Plan Commission

JAMES SIMPSON - CHAIRMAN

HUGH E. YOUNG, ENGINEER — EUGENE S. TAYLOR, MANAGER

0 50 100 200 400 800

SCALE

JUNE 22, 1928.

FILE — OFFICE OF ENGINEER DRAWING No. 182

COURT

GRAND AVE

OHIO ST.

LAKE SHORE DRIVE

VE

GRAND AVE.

CIPAL PIER

N

OUTER DRIVE IMPROVEMENT

GENERAL PLAN

SHOWING PRESENT AND PROPOSED SITES,

LIGHTHOUSE SERVICE, DEPARTMENT OF COMMERCE

Chicago Plan Commission

JAMES SIMPSON – CHAIRMAN

ALBERT A. SPRAGUE-VICE-CHAIRMAN

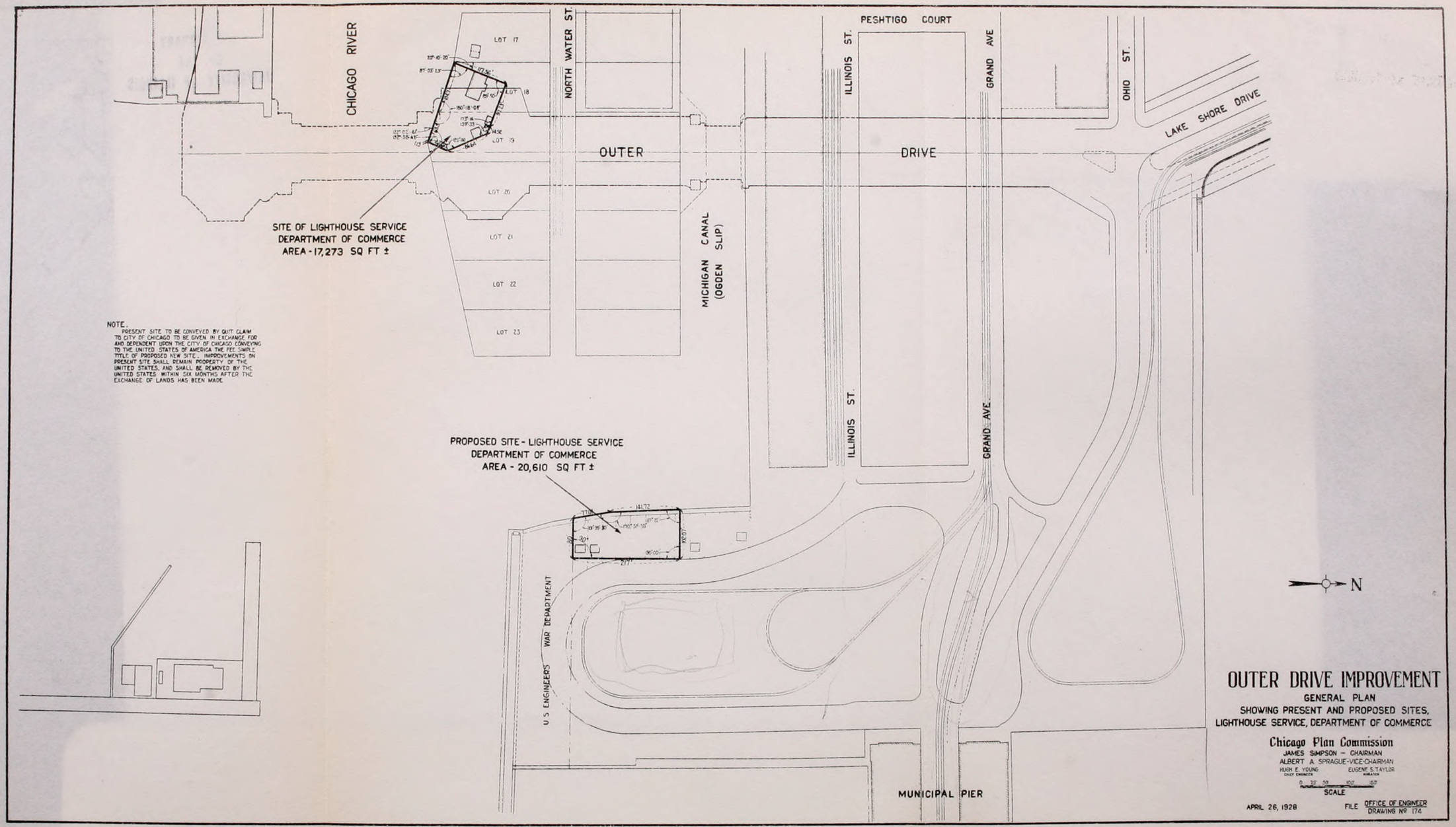
HUGH E. YOUNG, CHIEF ENGINEER — EUGENE S. TAYLOR, MANAGER

0 25' 50' 100' 150'

SCALE

APRIL 26, 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 174



OUTER DRIVE IMPROVEMENT

GENERAL PLAN

SHOWING PRESENT AND PROPOSED SITES,
LIGHTHOUSE SERVICE, DEPARTMENT OF COMMERCE

Chicago Plan Commission

JAMES SIMPSON – CHAIRMAN
ALBERT A. SPRAGUE-VICE-CHAIRMAN
HUGH E. YOUNG, CHIEF ENGINEER — EUGENE S. TAYLOR, MANAGER

0 25 50 100 150
SCALE

APRIL 26, 1928

FILE OFFICE OF ENGINEER
DRAWING Nº 174

The minutes of the Twenty-ninth meeting of the Chicago Plan Commission, held on June 27, 1927, show the following action:

On motion of Mr. Henry G. Zander, seconded by Mr. George C. Nimmons, the following resolution was adopted by a vote of 180 to 1:

"*Whereas* the long and intensive study which the Chicago Plan Commission has made of the best method by which the Outer Drive in Grant Park may be connected with Lake Shore Drive north of the river has resulted in a plan which will meet the situation to the best possible advantage, and at the same time be the most economical of all the numerous alternate routes and types of construction that have been considered; now, therefore, be it

"*Resolved:* That the Chicago Plan Commission, in session June 27, 1927, recommend to the Commissioners of Lincoln Park, and to the Board of South Park Commissioners, that the proposed Outer Drive improvement be developed in accordance with Study No. 2, as shown on the accompanying Drawings No. 102, 103, 105, 116 and 117, dated September 1926, July 1926, March 1927 and April 1927, respectively—which provide for the following main features:

"1. A high-level street 140 feet wide which will extend the Outer Drive from Randolph Street north to the south bank of the river, this thoroughfare to have a roadway width of 100 feet and two sidewalks each 20 feet in width.

"2. A high-level street 140 feet wide along the south bank of the river, comprising the eastern part of the proposed Wacker Drive extension, having a roadway width of 100 feet, a south walk 24 feet in width and a north walk 16 feet in width, this structure to be set back from the river edge to provide a dock 20 feet wide, the architectural treatment to be similar to that of Wacker Drive.

"3. A two-leaf bascule bridge over the Chicago River having a width of 108 feet with provision for two 38 foot roadways, two walks each 14 feet wide, clearance between masonry 220 feet and clearance for navigation 210 feet.

"4. A high-level street 139 feet in width, except for the bridge over the Ogden Slip, extending from the north plaza of the bridge across the Chicago River to the north line of Grand Avenue, having a roadway width of 100 feet, the east walk being 15 feet in width and the west walk 24 feet in width.

"5. A single leaf bascule bridge over the Ogden Slip having a width of 108 feet with provision for two 38 foot roadways and two walks each 14 feet in width.

"6. A filled approach 139 feet in width and extending from the north line of Grand Avenue to the north line of Ohio Street, connecting the high level at Grand Avenue with the normal street level at Ohio Street, having a roadway width of 100 feet and a walk along the east side of the street 15 feet wide and on the west side 24 feet.

"7. That provision be made in both the structural and architectural design for (a) the future extension of Randolph Street, (b) the extension of the Outer Drive south from the bridge along the eastern edge of the Illinois Central property, to Randolph Street, as shown in dotted lines on Drawing No. 116, (c) for the future connection of the proposed Wacker Drive extension between the Outer Drive and Michigan Avenue, (d) for a connection with the suggested north bank drive extending west from the north plaza, and (e) for all intermediate streets such as Lake Street and South Water Street south of the river; and for Illinois Street and possibly North Water Street north of the river.

"8. That provision be made in the design of the approaches and viaduct for the addition later on of a mezzanine level, if and when such facility becomes desirable. This means provision in the original structure for additional loading, structural connections, suitable clearances for both rail traffic below and commercial traffic above such level, this level to have a clear roadway space not less than 60 feet in width—also walks for pedestrian traffic.

"9. That the new Randolph Street viaduct approach be made 128 feet in width with provision for an 84 foot roadway and two walks—24 feet wide on the north side and 20 feet wide on the south side of the viaduct—the design to provide for the future construction of a mezzanine level, the architectural features, grades, elevations and structural features to be made in accordance with the accompanying Drawing No. 103.

"10. That the grades on the roadway shall not exceed those shown on the drawings, the maximum being 4.3 per cent on the north approach between Grand Avenue and Illinois Street.

"11. That the architectural features of the bridge be monumental in character, the plazas and pylons to be executed in

stone, the viaducts to have ornamental stone balustrades and light pylons. Permanently exposed exterior surfaces to be covered with ornamental stone, the arrangement to be such that the ensemble of pylons, stairways to the dock, plazas and bridge structure will have a pleasing and harmonious appearance, a fitting gateway to Chicago from the lake."

Following this meeting of the Plan Commission, its recommendations concerning the Outer Drive connection were duly forwarded to the presidents of the Lincoln Park and South Park boards.

The Federal Government owned a small piece of land on the north bank of the Chicago River just west of the turning basin that was used in the lighthouse service. This property is directly in the pathway of the proposed Outer Drive (See Drawing No. 174.) Therefore on September 16, 1927, the manager of the Chicago Plan Commission, Mr. Eugene S. Taylor, and its chief engineer, Mr. Hugh E. Young, called at the local office of the Lighthouse Service in Milwaukee, Wis., and interviewed Captain Charles H. Hubbard, Superintendent of Lighthouse Service. By good fortune, Commissioner George Putnam of the Lighthouse Service, Department of Commerce, Washington, D. C., chanced to be in Captain Hubbard's office, so that the suggestion of the Plan Commission that this piece of government property be exchanged for another piece of land of similar dimensions in that same general locality, owned by the City of Chicago, was presented to the commissioner as well as the local representative of the Lighthouse Service. The suggestion met with instant approval, subject to certain necessary enabling legislation being passed by the Congress of the United States and the City Council of Chicago.

Late in December, 1927, Mr. Eugene R. Pike was named President of the Lincoln Park Board, to succeed Mr. Jackson, resigned.

On December 28, 1927, Chairman James Simpson of the Chicago Plan Commission addressed the following letter to President Pike:

"Dear Mr. Pike:

In accordance with your request, I outline below the situation with respect to the proposed Outer Drive connection between Lake Shore Drive and the Outer Drive in Grant Park.

The technical staff of the Chicago Plan Commission devoted many months to this problem and prepared detailed plans and estimates of cost for seven alternate routes which this proposed Outer Drive connection might follow. You will find on file in the offices of the Lincoln Park Board a portfolio entitled, 'Outer Drive Improvement—Alternate Studies and Estimates, February, 1927.'

Study No. 2 in this volume covers the plan which was tentatively agreed to some time ago at a meeting attended by representatives of the Lincoln Park Board, the South Park Board, the Chicago Plan Commission, and other governmental agencies. This plan and the accompanying estimates of cost will be found on pages 18 to 47 of this volume.

In brief the recommended plan provides for extending Lake Shore Drive directly south from its present terminus at Ohio Street to and across the Chicago River. South of the river the Outer Drive is to extend west along the proposed extension of Wacker Drive to a point directly north of the existing Outer Drive in Grant Park, with which drive it is to connect by means of a viaduct over the Illinois Central tracks.

There are no obstacles in the way of this extension in the block between Ohio Street and Grand Avenue, inasmuch as the property on the east side of the drive is publicly owned, and that on the west side has been taken care of to the satisfaction of the owners by minor adjustments of grade.

The property between Grand Avenue and the Chicago River, through which this street is to extend, is owned by the Chicago Dock and Canal Company. Negotiations have been under way for some time with Mr. W. O. Green, the representative of this property. The plans have been worked out to a point of mutual agreement in so far as physical conditions

are concerned, but there is a difference of $1,014,000 between their values and the value placed upon their property by the technical staff of the Chicago Plan Commission.

It has been suggested that the Lincoln Park Board institute condemnation proceedings covering this Outer Drive improvement. If this is done, it is hoped that the difference in the estimated values can be adjusted during the period that the condemnation proceedings are in progress. If a mutually satisfactory agreement covering the financial item can be reached in time to permit a court decision within the next three months, then construction work could start next Spring and possibly be completed by the Fall of 1929.

It is planned that the Lincoln Park Board and the South Park Commissioners shall share equally in the cost of the bridge across the Chicago River, and that each park board shall bear the cost of the approach thereto coming within its own jurisdiction.

At the election of November, 1926, the people of the South Park district authorized the issuance of $5,000,000 of bonds by the South Park Commissioners to pay one-half the cost of the Outer Drive bridge and the cost of the south approach thereto. At that same election the people of the Lincoln Park district authorized the issuance of $3,000,000 of bonds to pay the other half of the bridge cost, and the cost of the north approach.

Inasmuch as the bonds so authorized amount to $2,000,000 less than the estimated cost of the Lincoln Park Board's share of the Outer Drive improvement, at the last session of the State Legislature the Plan Commission, with the assistance of others, secured the necessary authorization from the legislature for the Lincoln Park Board to issue $2,000,000 more bonds for the outer drive project. No election having occurred since this permission was granted, this bond issue, of course, has not yet been submitted to the voters for approval.

Inasmuch as the South Park Commissioners have the $5,000,000 mentioned above, and as I am reliably informed that no obstacles remain in the way south of the river, is not the time at hand for the park boards to take official action

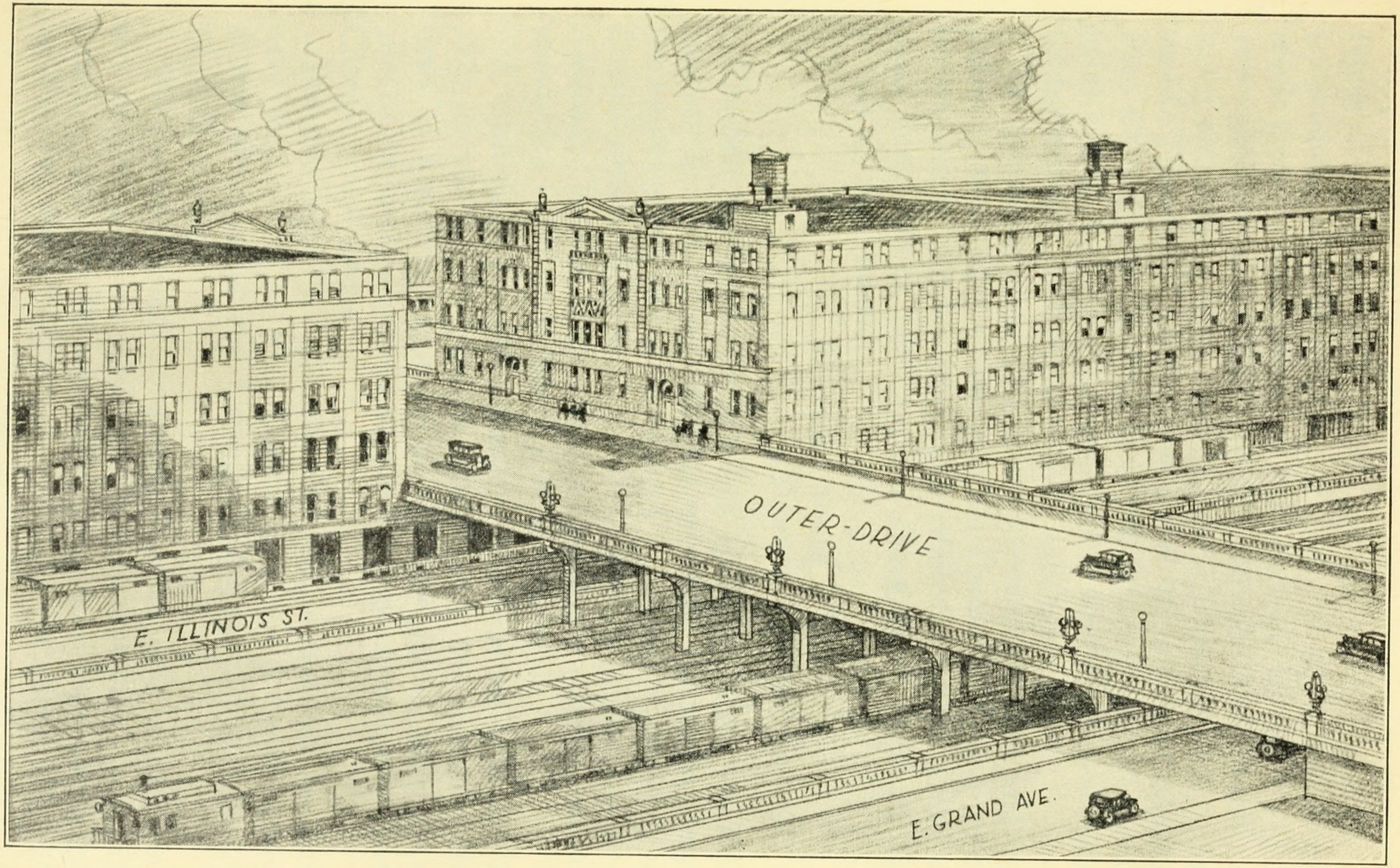
approving this Outer Drive plan, so that the necessary Federal and State bridge permits may be requested and so that the Lincoln Park Board may initiate the condemnation suit suggested?

Our technical staff under the direction of Hugh E. Young, engineer, in the development of the plans for this Outer Drive connection has worked in close harmony and co-operation not only with the engineering departments of the Lincoln Park and South Park boards, but also with the Federal and State departments and the Sanitary District of Chicago.

The plan has been harmonized with the harbor plans worked out by Major Rufus W. Putnam for The Commercial Club of Chicago. Major Putnam was formerly U. S. Government engineer here. His successor, Colonel Edward H. Schulz, is thoroughly familiar with the plan and, I am informed, is awaiting only official action on the part of the two park boards asking governmental approval of the plans for the bridges across the river and the Ogden Slip.

The State Waterway department, M. G. Barnes, chief engineer, is likewise equally familiar with the plan, and, I understand, is also awaiting its submission for official approval. Both the Federal and State governments must issue the necessary permits for these bridges. I am told that the South Park Commissioners are ready and willing to join with the Lincoln Park Board in asking for the permit for the bridge over the river. The permit for the bridge over the slip requires action, I believe, by Lincoln Park alone since the slip is wholly within the Lincoln Park jurisdiction.

I might add, for your fuller information, that the plan for this Outer Drive connection makes provision for the flood gate which the Sanitary District has agreed to construct near the mouth of the river for the purpose of controlling the flow of water in the river at flood times. It is my understanding that the District is anxious to keep its agreement with the Federal Government to have this flood gate complete by 1929, and that the physical conditions of that area are such that the location of this flood gate alongside the Outer Drive bridge is desirable.



OUTER DRIVE IMPROVEMENT. DRAWING No. 150.

Study showing viaduct extending through North Pier Terminal Building and across Illinois Street and Grand Avenue.

During your previous administration you devoted so much time and effort to the advancement of this proposed Outer Drive connection that I know you are fully aware of its tremendous necessity and the great relief to traffic which will result from its construction. I am aware of the fact that it is your purpose, as president of the Lincoln Park Board, to carry out these greatly needed public improvements at top speed. Therefore I offer you whatever assistance the Chicago Plan Commission can give in bringing about immediate official action, in jointly requesting the needed governmental bridge permits, and in serving in any other way.

Early completion of this Outer Drive connection will signalize to the people of the Lincoln Park district your well-known vision, public spirit, and efficiency in the doing of those things which will result in the greatest good for the people of your district.

Sincerely yours,

(Signed) JAMES SIMPSON."

The first meeting of the new Lincoln Park Board was held January 3, 1928. President Pike presented Chairman Simpson's letter to the board, and named a committee consisting of Commissioners Robert H. Morse, John R. Thompson and Alexander Fyfe to investigate the matter and report a recommendation at the next meeting of the board.

A meeting of this sub-committee was held on January 10, 1928, at which consideration was given to the recommendations of the Plan Commission and alternative suggestions offered by representatives of the Chicago Dock and Canal Company and others.

The meeting of the Lincoln Park Board was held on January 11, 1928. The Plan Commission was not represented at this meeting, but the Chicago Tribune, issue of January 12, 1928, states:

"While it was decided to postpone action until James Simpson, chairman of the Chicago Plan Commission, could be heard, a report of the meeting of the link bridge committee on Tuesday was submitted. * * * The committee reported

that it had concerned itself mainly with the proposal of W. O. Green that the bridge be routed to span the river at the foot of the Municipal Pier instead of further west, according to the recommendation of the Plan Commission. Mr. Pike indicated his approval of this plan or one that would not traverse private property when he said that work could be started two or three years sooner could condemnation proceedings be avoided."

On January 11, 1928, the Chicago Plan Commission sent the following letter to President Eugene R. Pike of the Lincoln Park Board:

"Dear Mr. Pike:

In accordance with the request of Engineer Marbach, I am sending you the following Chicago Plan drawings, relative to the Outer Drive improvement. All of the drawings have reference to Study No. 2, which is the plan recommended by the Chicago Plan Commission.

Drawing No. 116—Study showing proposed boulevard connection between Grant Park and Lincoln Park.

Drawing No. 112—Study showing land and buildings affected by proposed boulevard connection between Grant Park and Lincoln Park.

Drawing No. 117—Showing Outer Drive Improvement between Chicago River and Ohio Street.

Drawing No. 150—Showing relation of Outer Drive Improvement to North Pier Terminal building.

Drawing No. 161—Showing relation of viaduct floor to proposed building to be erected by the Robert Gair Company.

Drawing No. 135 and Drawing No. 136—Showing relation of north approach to the Bowes Building.

The above plans show the general features of the proposed improvement. We are now completing about seven or eight additional drawings which show the latest modifications with respect to the grades of the roadway, the features of the proposed ramp in North Water Street, the width, outline of trusses, and the architectural features of both the main bridge and the bridge over the slip, and the architectural features of the bridge plazas.

These general design plans also show the character of the structure south of the Chicago River, and have been developed in accordance with agreements reached in conference with the South Park Commission and the Illinois Central Railroad.

The supplemental plans will also cover the changes made in dimensions and elevations agreed upon in conferences with the Chicago Dock and Canal Company. It is expected that these drawings will be completed in about two weeks.

Very truly yours,
(Signed) HUGH E. YOUNG, Engineer."

On February 6, 1928, Attorney Eugene H. Dupee was engaged by the Lincoln Park Board as special counsel for the Commissioners of Lincoln Park in re the Outer Drive Improvement.

On April 6, 1928, the Chicago Plan Commission sent the following letter to Mr. Dupee:

"Dear Mr. Dupee:

In accordance with the request which you made at our recent conference on the Outer Drive Improvement, I am submitting the following suggestions in regard to certain steps to be taken if this improvement is to be carried out in the shortest possible time.

This program is based on the assumption that the Lincoln Park and South Park boards will adopt Plan No. 2 recommended by the Chicago Plan Commission, which provides for the extension of Lake Shore Drive south from Ohio Street across the property of the Chicago Dock and Canal Company and across Michigan Canal to the south bank of the Chicago River, thence west along the south bank to the north and south line of the Outer Drive in Grant Park, thence south along this line, which is the axis of the Field Museum, across the Illinois Central property to Randolph Street, there linking with the completed Outer Drive in Grant Park.

Official approval of Plan No. 2 by the two park boards will greatly expedite matters, as it will immediately dispel any possible uncertainty as to the route this outer drive connection

will follow and will cause immediate steps to be taken by all interested parties toward the completion of the improvement.

The carrying out of this improvement under the Special Assessment Act requires the following preparation with respect to plans, specifications and estimates:

1. An official survey of the site of the proposed improvement.

Note: This work is now under way and will be completed by April 15, 1928.

2. General plans showing the character and extent of the entire improvement, both north and south of the river, are required.

Note: These plans have been completed by the Chicago Plan Commission and have been submitted to the officials of the park boards.

3. Detailed plans of design, specifications and estimates are required immediately in connection with the condemnation proceedings for the section of the improvement on the north side of the river extending from Ohio Street to the center line of the Chicago River. As no steps have been taken in this direction, it means that further progress is dependent upon the completion of this engineering work.

It would be advantageous to have the plans for the two bridges and for the approaches prepared under a single contract, if possible, as it would center responsibility and insure the proper coordination of the bridge and approach plans. It would simplify and standardize the design, estimates and specifications for the entire job, and obviously would minimize errors and avoid duplication, thereby reducing costs.

This work should be started at once. No real progress can be made in carrying out condemnation proceedings until ordinances have been prepared. The sum and substance of the ordinances are detailed plans, specifications and estimates.

If the park boards adopt the plan recommended by the Chicago Plan Commission, I believe they would be in a position to let the contract for the engineering work for the bridges and approaches immediately, as the plans now developed are complete with respect to the general requirements of the improvement. The character of the bridges and ap-



ROUTE OF THE OUTER DRIVE CONNECTION, CHICAGO.

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proach structures with respect to dimensions, grades, elevations, capacities of roadway and sidewalk for traffic, and the type of construction and architectural features have been determined and are fully shown in these general plans. There have also been shown with respect to the bridge plans, the required clearances for navigation both in the open and closed positions.

In other words, the general plans as developed by the Plan Commission anticipate the necessary information an engineering concern must have preliminary to the execution of the details of design, estimates and specifications.

As you know, the preparation of the ordinance plans and specifications and of plans for the two bridges represent the bulk of the engineering work yet to be done.

If agreeable to the park boards, the technical staff of the Chicago Plan Commission will prepare the government plans which must accompany the request of the park boards for permission to construct the bridges over the river and the Michigan Canal. The information necessary for making these drawings was obtained at the time the general plans were prepared and covers the requirements of the District U. S. Engineer's office and the Engineer of the Division of Waterways, State of Illinois.

The key to further progress in the carrying out of this improvement is the prompt preparation of the detail plans, specifications and estimates for the north approach, inasmuch as these must be included in the ordinance to be passed by the Lincoln Park Board in connection with court proceedings to condemn the needed right-of-way through the Chicago Dock and Canal property between Grand Avenue and the Chicago River. In order that this matter may receive prompt consideration I am sending a copy of this letter to Messrs. Wm. H. Beckman, attorney for the Lincoln Park Board, and Edward J. Kelly, president of the South Park Board.

Very truly yours,

(Signed) HUGH E. YOUNG, Engineer."

On March 12, 1928, Special Counsel Eugene H. Dupee submitted to the Lincoln Park Commissioners a legal opinion on the right of the park board to construct the Outer Drive improvement in accordance with the route recommended by the Chicago Plan Commission. This opinion, which had been prepared in collaboration with the attorney for the park board, Colonel William H. Beckman, held that the Lincoln Park Commissioners had power to open and construct a driveway; to build a bridge over the Ogden Slip (Michigan Canal); and to raise money for the payment of land involved, the air rights, the construction of the canal bridge, and one-half the construction of the river bridge.

This legal opinion was accepted by the Lincoln Park Board at its meeting March 14, 1928, and was referred to a special committee, with instruction to confer with the South Park Commissioners and the Chicago Plan Commission.

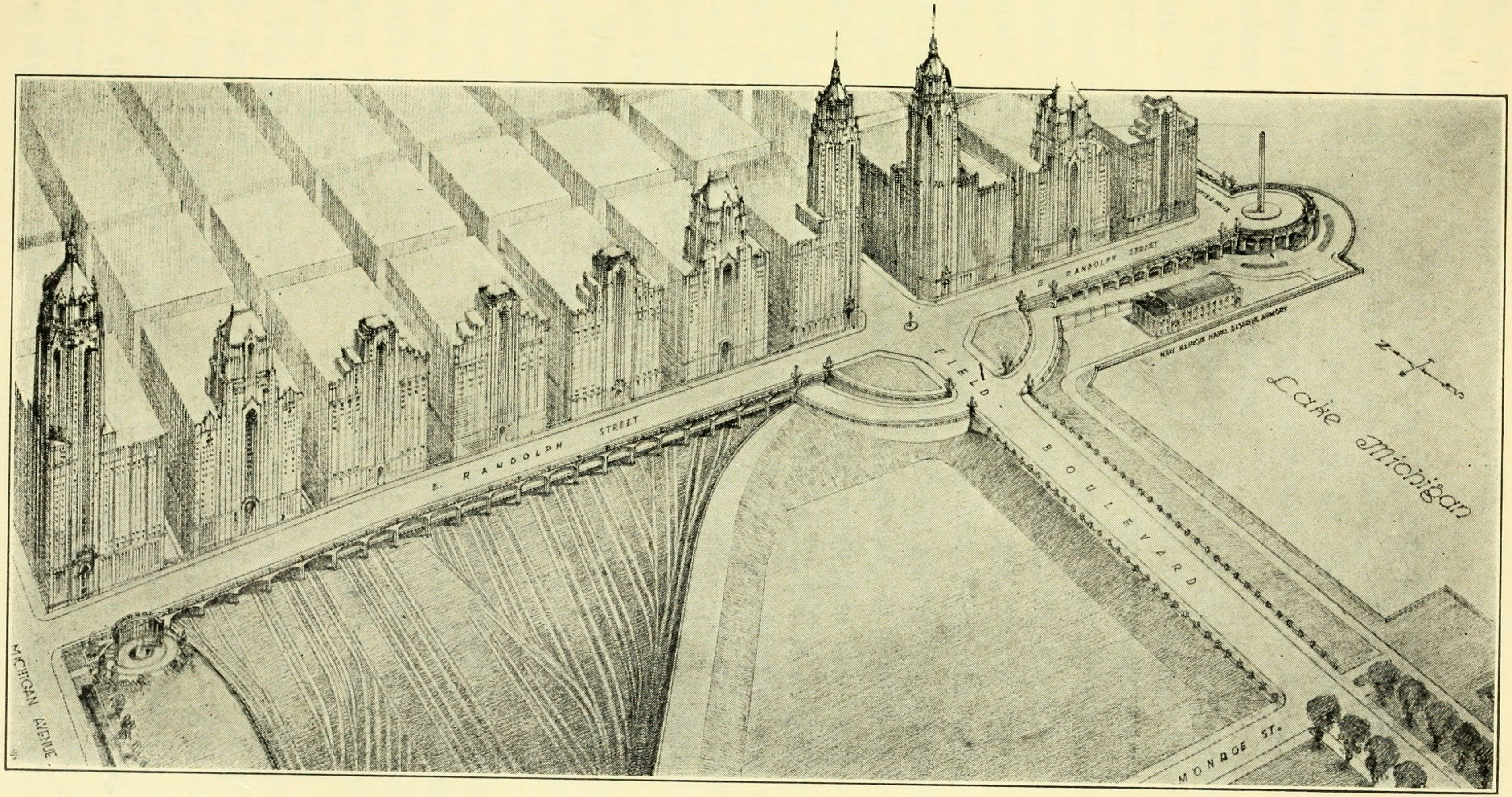
At this same meeting of March 14, 1928, the Lincoln Park Board also authorized the submission to the voters of the park district of a bond issue of $2,000,000 for the project; this proposition to be submitted at the primary election April 10. This sum, added to the $3,000,000 voted in 1926 for the Outer Drive connection, made up the total estimated $5,000,000 share of the Lincoln Park Board, representing one-half the cost of the improvement.

On March 27, 1928, the Chicago Plan Commission sent the following letter to Mr. D. J. Brumley, chief engineer of the Illinois Central Railroad Company:

"Dear Sir:

Herewith set of photostats, also a set of blue prints of our Drawings No. 102, 103, 105, 162, 163, 164 and 165, showing the proposed Outer Drive Improvement, which extends south from the intersection of Ohio Street and Lake Shore Drive to the south bank of the Chicago River, thence west along the bank of the river to a junction with the north extension of the Outer Drive in Grant Park.

Drawing No. 105 shows the line of the improvement and its connection with Randolph Street and the proposed extension of Wacker Drive east of Michigan Avenue.



OUTER DRIVE IMPROVEMENT. DRAWING No. 201.

Study showing possibility of air right development between Randolph Street and the Chicago River east of Michigan Avenue.

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Drawing No. 102 indicates the profile and cross section of the proposed improvement betwen Ohio Street and the Chicago River.

Drawing No. 105 indicates the profile and cross section of the improvement between the Chicago River and Randolph Street. The location and width of the proposed mezzanine level and clearances with reference thereto are indicated in dotted lines on this drawing.

The cut-offs at the corners, both at the Randolph Street and Wacker Drive intersections with the Outer Drive, have been considerably reduced from the dimensions given on former plans. If those corners were now fronted with important buildings, this treatment might be considered extravagant, but considering the fact that the entire tract is in the paper stage of development, and realizing the great benefit to traffic in having the intersections properly planned far in advance of the building development, and while it can be easily and cheaply done, it would seem that the comparatively small area of land taken for this purpose is amply justified, and that the benefits accruing from an orderly and efficient handling of traffic at these points later on when this entire area has been intensively developed would more than compensate for the loss in land area.

The spacing for columns shown for the viaduct between Randolph Street and Wacker Drive is in accordance with information received from your office.

Drawing No. 162 is a study of the Randolph Street viaduct, which has a width of 128 feet, with provision for two sidewalks and an 84 foot roadway. You will note that the columns have been spaced in accordance with information received from your office.

We have indicated an elevation of plus 47 for the roadway on the viaduct, which is productive of undesirable grades at the Michigan Avenue end of the improvement. The drawing tentatively shows a grade of 2¼ per cent extending 100 feet east from the east line of Michigan Avenue; from which point the roadway rises on a grade of 5 per cent until it meets the elevation of plus 47. The city, as a rule, endeavors to limit

the grades on approaches to 3 per cent whenever this can be done within practical limitations. There are, of course, limiting conditions at the connection of the Randolph Street viaduct with Michigan Avenue which do not permit a 3 per cent grade. It is believed that with the grades shown the traffic can be handled satisfactorily. It would be very objectionable to have a grade of over 3 per cent at the junction of the two roadways.

Drawing No. 163 gives a plan and elevation of the bridge over the river. The proposed architectural treatment has been indicated and will be carried out both in granite and stone. The exact line of demarcation between these materials has not been determined. The mezzanine level is indicated on this drawing.

Drawing No. 164 shows the plan of the mezzanine level at the plaza, also a cross section through both the bridge over the river and the Michigan Canal. Provision is made for a lateral ramp in North Water Street connecting with the mezzanine level at the north plaza.

Drawing No. 165 shows the proposed development at the junction of Randolph Street with the Outer Drive in Grant Park both for the initial plan where Randolph Street is terminated at the Outer Drive and the future plan with Randolph Street extended east of the Outer Drive.

The above plans show the general features of the improvement. They are, however, incomplete with respect to notes and dimensions. The drawings show a mezzanine level, but it is not proposed to have this work included in the initial construction of the Outer Drive. Notes will be placed on the drawings to this effect.

We are endeavoring to round out all the information necessary to complete these general plans within the next week or two, and will appreciate any suggestions you may have with respect to the development of the structure on Illinois Central property. It is our desire to submit these plans to the Lincoln Park and South Park Commissioners at the earliest possible date. Very truly yours,

(Signed) HUGH E. YOUNG, Engineer."

On April 11, 1928, the Lincoln Park Commissioners adopted a resolution choosing Plan No. 2, recommended by the Chicago Plan Commission, as the route which the Outer Drive improvement is to follow. This action was taken upon recommendation of the special committee (see page 54), which had had the matter under consideration.

At the primary April 10, 1928, voters of the Lincoln Park District approved the $2,000,000 Outer Drive bond issue by a vote of 53,456 to 53,259.

At the request of President Eugene R. Pike and Attorney William H. Beckman of the Lincoln Park Board, Special Counsel Eugene H. Dupee and Engineer Hugh E. Young of the Chicago Plan Commission went to Washington and on April 20, 1928, presented the following Statement of Facts to Congressman Martin B. Madden, and to Commissioner of Lighthouse Service George Putnam, of the Department of Commerce:

STATEMENT OF FACTS

In explanation of a bill to authorize the Secretary of Commerce to dispose of a certain lighthouse reservation and to acquire certain land for lighthouse purposes.

The Outer Drive Improvement will connect the Lake Shore Drive north of the Chicago River, which is in the Lincoln Park District, with the Outer Drive in Grant Park, south of the Chicago River, situated in the South Park District.

It will become the connecting link in a chain of lake front park improvements now being carried out in the City of Chicago at a cost considerably over $50,000,000.

The Outer Drive, when completed, will become one of the most important thoroughfares in the country, a great interstate route, not only a pleasurable drive through parks along the shore of Lake Michigan, but also a direct, convenient and continuous marginal highway, adjacent to the center of the business district of Chicago.

Immediately upon completion, it will attract 20,000 vehicles from Michigan Avenue, the principal thoroughfare now entering the downtown district from the North Side. The Outer Drive is located about one-half mile east of Michigan Avenue. The latter thoroughfare is badly congested. It now carries approximately 70,000 vehicles per day, being more than any other bridge in the world.

The Outer Drive will permit through traffic to bypass the congested down-

town district, and will accommodate the increase in traffic which for the City of Chicago alone amounts to 1,000 additional vehicles per week.

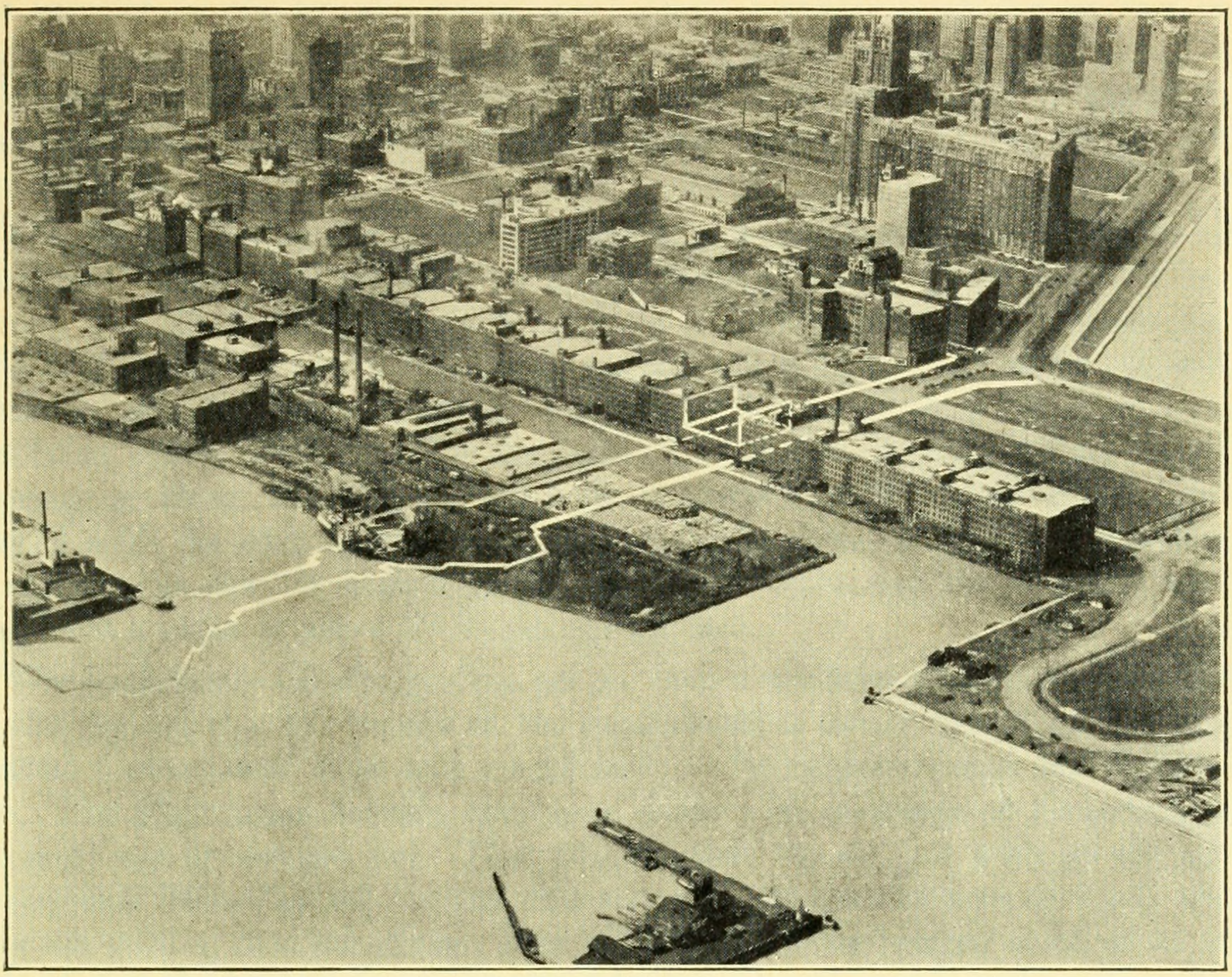
More specifically, the new improvement as approved by the Park Commissioners, provides for the extension of the Lake Shore Drive south from its present terminus at Ohio Street. Rising from that point on a filled approach 139 feet wide, extending from Ohio Street to Grand Avenue, the Outer Drive will extend south on a viaduct structure 139 feet wide over the lands of the Chicago Dock and Canal Company to the Michigan Canal (also known as the Ogden Slip), crossing this slip on a single leaf bascule bridge 108 feet wide, thence south again on viaduct construction over the Chicago Dock and Canal Company's property and a small parcel of land belonging to the United States Lighthouse Service, Department of Commerce, to the Chicago River, crossing the river on a two-leaf bascule bridge 108 feet wide, having a clear channel for navigation of 210 feet between clearance lines. This bridge will be monumental in character, having large plazas on each approach, constructed of granite and Bedford stone. The structural steel work of the bridge and the stone work of the plaza-abutments will be of imposing architectural design, in keeping with the importance of this gateway to Chicago from Lake Michigan.

West from the south plaza the drive is carried on a viaduct 140 feet wide, extending along the south bank of the Chicago River to the north-and-south line of the Outer Drive in Grant Park. This section of the improvement will become a part of the future extension of Wacker Drive, now completed along the south bank of the Chicago River between Lake Street and Michigan Avenue.

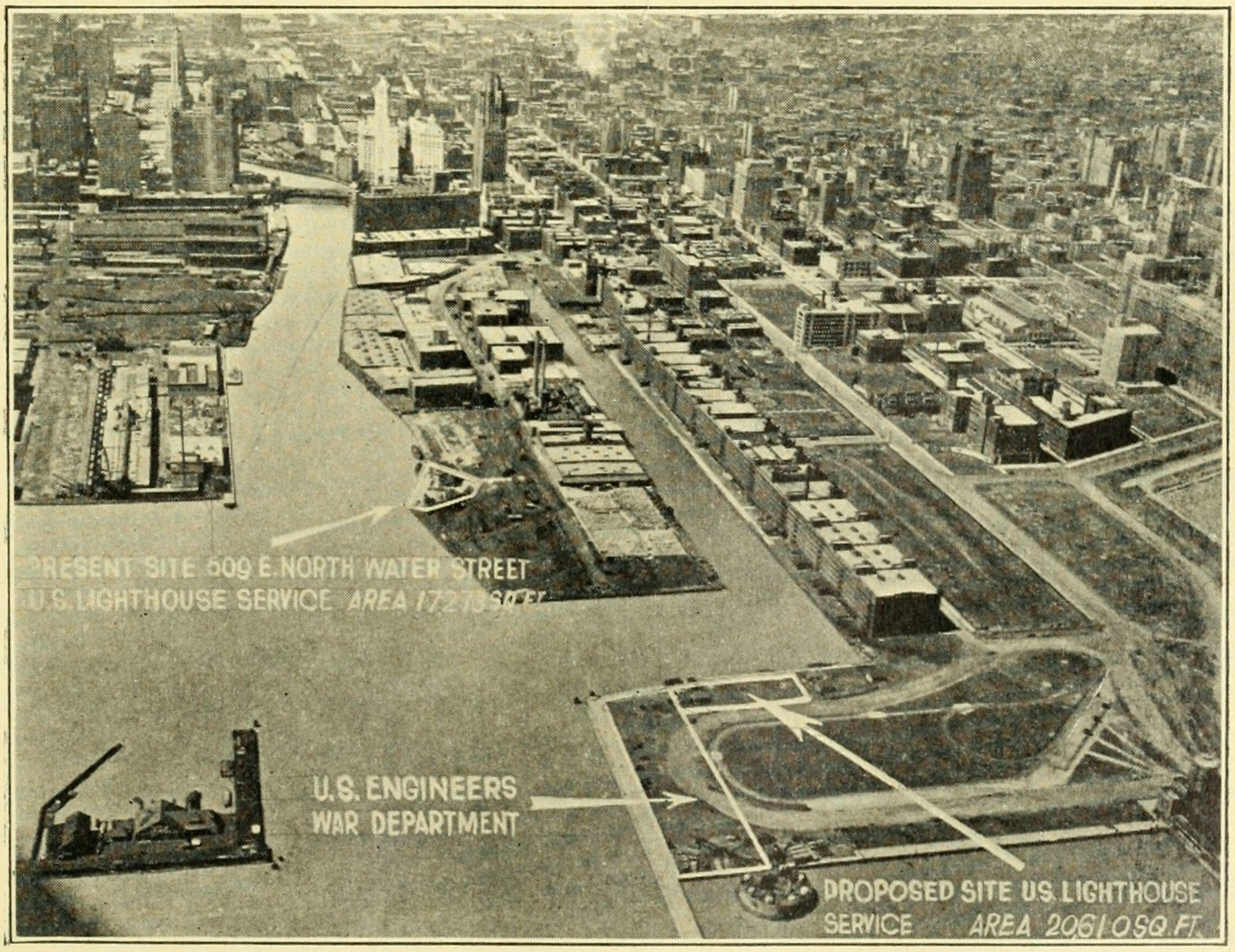
Turning south again, the improvement follows the line of the Outer Drive, which is the north-and-south axis of the Field Museum in Burnham Park, over the railroad yards of the Illinois Central Railroad, on a viaduct structure 140 feet wide, to Randolph Street, the north boundary of Grant Park, where it connects with both Randolph Street and the present Outer Drive in Grant Park.

That part of the Outer Drive improvement located north of the center line of the Chicago River is to be carried out by the Commissioners of Lincoln Park, and the portion south of the center line of the river is to be constructed by the South Park Commissioners. The Lincoln Park portion of the driveway will require the acquisition by Lincoln Park of land owned by the Chicago Dock and Canal Company, and also a small piece of land on the north bank of the Chicago River owned by the United States and occupied by the Lighthouse Service, Department of Commerce. This lighthouse property has a frontage of 170 feet on the Chicago River. It is of irregular shape and has an area of 17,273 square feet (see photographs and drawing accompanying this statement). The improvements made by the Government consist of a concrete dock wall 170 feet in length, a frame residence, and three small structures comprising a steel clad frame building, a brick oil house, and a very small frame building.

To construct this outer driveway it is necessary that Lincoln Park should acquire this lighthouse property. The most direct and simple method and the



ROUTE OF OUTER DRIVE CONNECTION.



LIGHTHOUSE SERVICE AREAS EXCHANGED FOR OUTER DRIVE IMPROVEMENT.

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one favored by the Commissioners of Lincoln Park is to obtain an Act of Congress authorizing the Commissioners of Lincoln Park to condemn this lighthouse property for a compensation to be fixed and stated in the Act. The lighthouse service, with the condemnation award, could then purchase a new location.

The United States has recently acquired a site bounded on the south by the Chicago River and on the west by the Basin of the Michigan Canal (also known as Ogden Slip), which is used by the Department of Engineering. The Lighthouse Service is desirous of acquiring a tract of land which we will hereafter refer to as the "new site" adjoining this property of the Engineers and lying immediately north of the same. The proposed new site has a dock frontage of about 217 feet and an area of about 20,610 square feet, as contrasted with the dock frontage of 170 feet and an area of 17,273 square feet in the present site. It is considered that both the old and the proposed new sites have a value of about $9.00 per square foot.

The Lighthouse Service prefers not to have a condemnation of the old site on the ground that the money of the condemnation award would go into the general Government fund and would have to be reappropriated for the new site. The Lighthouse Service, therefore, prefers an exchange of properties if the same can be worked out. They propose that the old site with its old improvements be exchanged for the new site with its greater area of land, and they are willing that the greater area of land should be treated as an offset to the value of the improvements on the old site.

The Commissioners of Lincoln Park are desirous of doing everything in their power to facilitate the acquisition by the Lighthouse Service of the proposed new site.

The present bill, therefore, is framed to permit carrying out this exchange. The proposed new site is owned by the City of Chicago, a municipality distinct from the Commissioners of Lincoln Park. It is considered by the Commissioners that the city will co-operate with the park in carrying out the arrangements herein outlined. Under power granted by this bill, the United States will permit the United States to convey the old site to the City of Chicago, and will permit the city in exchange to convey the new site to the United States. The park will then purchase the old site from the city, at a price practically commensurate with the value of the new site.

Under the authority of this bill the United States would not part with its old site until at the same moment it received a conveyance of the new site. The bill expressly reserves to the United States the improvements on the old site, and reads, "which improvements shall remain the property of the United States and shall be removed by the United States within six (6) months after the exchange of lands herein authorized."

The proposed bill and the plan herein described have been presented to and discussed with the Commissioner of Lighthouses, Mr. George Putnam, at Washington, who has expressed himself as fully in accord therewith.

This statement is accompanied by photographs and drawings transmitted herewith, showing the location and areas of both the present and proposed new sites for the Lighthouse Service."

The foregoing Statement of Facts was presented to the late Congressman Martin B. Madden on the morning of April 20, 1928. That afternoon Congressman Madden introduced in the House of Representatives a bill, known as H. R. 13198, to authorize the Secretary of Commerce to make the proposed exchange of site for the lighthouse service. This bill was ordered printed and was referred to the Committee on Interstate and Foreign Commerce.

Under date of April 25, 1928, Chairman James Simpson of the Chicago Plan Commission sent the following letter to Senator Charles S. Deneen, at Washington, D. C.:

"Dear Senator Deneen:

Enclosed herewith are memoranda, plans, and photographs relative to the outer drive connecting Lake Shore Drive with the outer boulevard in Grant Park.

This improvement is the result of years of study by the Chicago Plan Commission. To carry it out a small parcel of land owned by the government must be acquired. The manner of doing this is clearly set forth in the enclosed material. Congressman Madden was asked to introduce the necessary legislation in the House of Representatives, which he did in H. R. 13198.

We shall greatly appreciate it if you will introduce a similar bill in the Senate so that action upon it may be had before Congress adjourns. This is an improvement desired by all Chicago, and one which the Lincoln Park and South Park Boards are willing to carry out in line with the recommendations of the Chicago Plan Commission. If there is any further information which you would like to have about it, I shall be glad to supply it upon request.

Very truly yours,

(Signed) JAMES SIMPSON."

On May 1, 1928, Special Counsel Eugene H. Dupee sent the following letter to the Hon. Carl R. Chindblom, House of Representatives, Washington, D. C.:

"Dear Congressman Chindblom:

In re: Lincoln Park Outer Driveway

Referring to our conversation this morning, the legislation which we desire is asked of you at the request of Mr. Eugene R. Pike, President of the Commissioners of Lincoln Park; Colonel Wm. H. Beckman, Attorney for the Commissioners; Mr. James Simpson, Chairman of the Chicago Plan Commission, and myself as special counsel for the Commissioners of Lincoln Park.

I enclose a copy of a letter from myself to Senator Deneen on April 27th, 1928, which contains the necessary information.

I also hand you under separate cover, all the data which were handed to Senator Deneen, which consist of

A draft of a Bill,
A Statement of Facts,
A Photograph and
Two Drawings.

It is necessary that this draft should replace the language of H. R. 13198.

It is highly desirable that this Bill should pass the House and the Senate at the present session, so that work can be begun this summer. If not, the matter will have to wait another year, which would be a serious set-back to this work.

Please advise me if you need any additional information.

If necessary, Colonel Beckman will appear or will send some one to Washington to appear before the Committee, if you think it should be done. Mr. Madden did not think it would be necessary.

Yours very truly,
(Signed) EUGENE H. DUPEE."

On May 2, 1928, Senator Charles S. Deneen introduced in the Senate Bill No. 4309, authorizing the Secretary of Commerce to dispose of a certain lighthouse reservation and to acquire certain land for lighthouse purposes, which bill was read twice and referred to the Committee on Commerce.

On May 5, 1928, Chairman James Simpson of the Chicago Plan Commission received the following letter from Senator Deneen:

"My dear Mr. Simpson:

"I have your recent letter relative to a special bill for the outer drive boulevard in Grant Park. I appreciate your views upon the subject and shall be glad to give them consideration. Attached you will find copy of the bill which I introduced upon the subject. I shall be pleased to obtain as prompt action upon it as possible.

With kind regards, I am,

Yours very truly, (Signed) C. S. DENEEN."

To this letter Chairman Simpson replied, under date of May 7th, as follows:

"My dear Senator Deneen:

I greatly appreciate your continuous and helpful co-operation in connection with the various improvements which Chicago needs so much. We shall all be deeply grateful to you for following up the bill which you introduced, namely S 4309, until its final passage, so that the outer drive improvement may go forward. With best wishes, I am,

Very truly yours,
(Signed) JAMES SIMPSON."

On May 14, 1928, Engineer Hugh E. Young of the Chicago Plan Commission sent the following letter to President

Eugene R. Pike of the Lincoln Park Board and to President Edward J. Kelly of the South Park Board:

"Dear Sir:

Herewith set of blueprints showing more in detail than the drawings previously sent you, our studies of Plan No. 2, the plan recommended by the Plan Commission for the Outer Drive Improvement.

These drawings are now being checked and revised to meet the following suggestions:

The North Pier Terminal Company desires revisions in the grade of the roadway between the Michigan Canal and Illinois Street.

Mr. Bowes, who owns the building at the southwest corner of Ohio Street and the Outer Drive, desires a modification of the grades opposite his property.

The Chicago Surface Lines object to the grades at Grand Avenue.

On the south side of the river, the Illinois Central Railroad desires a reduction in the dimensions of the plazas at the Randolph Street intersection, also at the turn in the drive along the river. They also desire revisions in the dimensions and alignment of the dock.

There are a number of other matters involved in the revisions.

We are endeavoring to meet the conditions proposed by the various interests insofar as they are consistent with good design. We expect to finish these plans within the next week or two, after which new prints will be immediately sent you.

It is believed that these studies will be of value in the development of the details of design, if the general plan meets with your approval, as they give the main requirements with respect to the route, grades, capacity for traffic, type of structure and character of construction, also architectural features.

Two sets of drawings are being made, one showing the mezzanine level and the other without it. If the part of the improvement north of the river is to be carried out by special assessment, the lawyers hold it is imperative that the drawings do not show a mezzanine level, as they consider the provision for such a facility not within the jurisdiction of the Commissioners of Lincoln Park.

The second set is simply a lithographic reproduction of the original set with the mezzanine omitted. It is considered advisable to have one set show the location, dimensions and character of the mezzanine level so that the initial structure will be developed with proper allowance for clearances and structural connections, thereby facilitating the construction of a mezzanine later on.

The full utility of the Outer Drive improvement will not be realized until a crossing is afforded commercial traffic. In fact, such provision will become necessary with the development of the district north and south of the river east of Michigan Avenue, for the reason that the low level of the Michigan Avenue bridge will not then have the capacity to handle all of the commercial traffic in this district.

Blueprints and photostats of both sets will be sent you when completed.

Yours truly,

(Signed) HUGH E. YOUNG."

On May 15, 1928, Congressman Carl R. Chindblom wrote to Chairman James Simpson as follows:

"Dear Mr. Simpson:

I enclose a copy of the bill H. R. 13708 introduced by me* as a substitute for H. R. 13198 introduced by the late Congressman Madden, and a copy of the report of the Committee on Interstate and Foreign Commerce thereon. I will use every effort to secure the enactment of this legislation before adjournment.

Very truly yours,

(Signed) CARL R. CHINDBLOM.

The foregoing letter was duly acknowledged by Chairman Simpson.

On May 18, 1928, Secretary M. E. Connelly of the Board of South Park Commissioners sent the following letter to Eugene S. Taylor, Manager of the Chicago Plan Commission:

"Dear Sir:

I beg to advise you that the following resolution was adopted by the commissioners at their regular monthly meeting held on the 16th inst.:

RESOLVED: That the following plan, known as Plan No. 2, recommended by the Chicago Plan Commission, be adopted by the Board, in order that condemnation proceedings may be instituted by the Commissioners of Lincoln Park on property which it may be necessary for that Board to acquire to complete this plan—

PLAN No. 2.

The extension of Lake Shore Drive south from Ohio Street across the property of the Chicago Dock and Canal Company and across Michigan Canal to the south bank of the Chicago River, thence west along the south bank to the north-and-south line of the Outer Drive in Grant Park, thence south along this line, which is the axis of the Field Museum, across the Illinois Central property to Randolph Street, there linking with the completed Outer Drive in Grant Park.

(Signed) M. E. CONNELLY."

On May 28, 1928, Congressman Carl R. Chindblom sent a telegram to Chairman James Simpson informing him that the House of Representatives had passed the Senate bill for the exchange of the lighthouse site needed for the outer boulevard connection. On the same day Chairman Simpson acknowledged receipt of this telegram, and expressed the thanks and appreciation of the Chicago Plan Commission for the effective action in connection with this bill.

*Introduced on May 12, 1928, referred to the Committee on Interstate and Foreign Commerce, and ordered to be printed.

The act covering the transfer of the lighthouse property, passed by the Congress of the United States and approved by President Calvin Coolidge on May 29, 1928, is as follows:

AN ACT TO AUTHORIZE THE SECRETARY OF COMMERCE TO DISPOSE OF A CERTAIN LIGHTHOUSE RESERVATION AND TO ACQUIRE CERTAIN LAND FOR LIGHTHOUSE PURPOSES.

Be It Enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That the Secretary of Commerce is hereby authorized to convey by quitclaim deed to the city of Chicago, in the State of Illinois, all right, title, and interest of the United States of America in and to lots 17, 18 and 19 in original water lot 35 in Chicago Dock and Canal Company's resubdivision of their subdivision of original water lot 35 and the accretion thereto, all of block 8 and accretion and of that part of block 19 lying east of subblock 2, all in Kinzie's addition to Chicago, according to the plat thereof recorded March 17, 1885, as document 610129, in book 19 of plats, page 77, situated in the city of Chicago, in the State of Illinois; except the buildings placed on said lots 17, 18, and 19 by the United States, which buildings shall remain the property of the United States and shall be removed by the United States within six months after the exchange of lands herein authorized.

Sec. 2. The said conveyance of the aforesaid property to be given in exchange for and dependent upon the city of Chicago conveying to the United States of America the fee simple title, as evidenced by a quitclaim deed and abstracts acceptable to the Attorney General of the United States, to the following tract of land, described by metes and bounds as follows:

Beginning at the point of intersection of the west side of the dock on the east side of the Ogden Slip with the north line of the tract of land conveyed by the city of Chicago to the United States of America by deed dated August 10, 1920, and recorded December 8, 1921, as document 7347325 in book 16850, page 532; running thence east on the north line of said tract a distance of eighty feet; thence north at right angles to the north line of said tract two hundred and seventeen feet; thence west on a line parallel to and two hundred and seventeen feet north of the north line of said tract one hundred feet, more or less, to the west side of said dock on the east side of the Ogden Slip; thence south and southeasterly on the west side of said dock to the place of beginning, the said tract of land conveyed by the city of Chicago to the United States of America being described as follows: A parcel of land adjacent to the north Government pier, and bounded on the east by Lake Michigan, approximately five hundred feet long in an easterly and westerly direction and one hundred feet wide, described as com-

mencing at the junction of the north side of the United States Government pier (running east from the Ogden Slip) with the east side of the north and south municipal pier for place of beginning, said place of beginning being seven hundred feet, more or less, south measured at right angles from a point in the north line of East Illinois Street extended one thousand five hundred feet, more or less, east of the east line of Peshtigo Court; thence northerly along the said north and south pier one hundred and eight feet; thence westerly at an angle from the south to west of ninety-one degrees, a distance of five hundred and six feet, more or less, to the west side of the dock on east side of the Ogden Slip; thence southerly at an angle from east to south seventy-four degrees thirty minutes along the concrete dock one hundred and three feet, more or less, to the United States Government pier; thence easterly at an angle from north to east one hundred and six degrees forty minutes along the United States Government pier for a distance of four hundred and eighty feet, more or less, to place of beginning.

Sec. 3. That in the exchange herein provided the city of Chicago shall provide suitable access or right of way to the property to be conveyed to the United States.

On July 2, 1928, Manager Eugene S. Taylor sent the following letter to Captain Edward A. Evers, Division of Naval Reserve, Fourth Area, Chicago:

"Dear Sir:

When Chairman James Simpson received your letter of June 16th asking him to write to the Governor and urge him to authorize the beginning of work on the proposed new naval armory, Mr. Simpson desired to know where the proposed new Naval Reserve building will be located. As we were unable to give him this information, we have had the enclosed photostat made showing how the U. S. Naval Reserve pier and slip will be affected by the Outer Drive improvement. You will note from this that the Outer Drive, as it will be initially developed, virtually absorbs the entire site now occupied by the Commodore, and also that portion of the slip colored in orange. The dotted lines further indicate how this area will be developed when and if Randolph Street is extended east to meet the proposed future extension of the Outer Drive due south from the south bank of the Chicago River to Randolph Street extended. This will absorb the balance of the present slip.

Will you be so good as to indicate on this drawing where the proposed new armory is to be located, so that we may supply Mr. Simpson with the information he wishes.

Very truly yours,

(Signed) EUGENE S. TAYLOR."

On July 7, 1928, Captain Edward A. Evers replied to this letter as follows:

"Dear Mr. Taylor:

Replying to your communication of July 2nd you are advised that it is proposed to erect the armory for the Naval Reserve within the area enclosed

by the green boundary lines shown on the photostat you forwarded with your letter of July 2nd. The building will cover an area 140 ft. wide by 250 ft. long, the length extending in an east and west direction, the east front of the building to be 50 ft. back from the east front of the dock.

We fully expect to abandon the present site of the COMMODORE and tear that structure down as soon as the new armory is completed.

We have no objection to the slip being filled in where it is shown colored in orange. We have also already agreed to the north half of the slip being filled in and as a matter of fact all of that portion now marked in red could be filled in without interfering in any way with our activities. However, we are very anxious to keep a slip on the north side of our dock for wharfage for our training ship, although we could use the south side of our dock providing a protecting bulkhead was put in about 100 ft. south of the dock.

Our present site was settled upon after many conferences with the United States Engineers, the South Park Board and the Chicago Plan Commission. We have delayed building many years waiting for the Plan Commission to settle on a definite policy and we felt that when the present arrangement was settled, in 1921, that the matter was settled for good. However, we are willing to work with the Plan Commission and will do everything in our power to co-operate.

We would greatly appreciate a copy of the photostat, which I am returning as you requested.

Very truly yours,

(Signed) EDW. A. EVERS."

On July 11, 1928, the Commissioners of Lincoln Park and the South Park Commissioners made joint application to the War Department for the necessary Federal permits to construct the Outer Drive bridges across the mouth of the Chicago River and Michigan Canal. A public hearing was held by the War Department on December 12, 1928, and the Federal permits were issued on March 30, 1929, for the bridge over the river and on April 1, 1929, for the bridge over Michigan Canal. The needed permits for these bridges from the State of Illinois were issued December 14, 1928.

On July 11, 1928, the following three applications for approval of plans for a change in the south dock line of the Chicago River were made to the Secretary of War at Washington; the first jointly by the South Park Commissioners and the Illinois Central Railroad Company; the second by the Illinois Central Railroad only; and the third jointly by the City of Chicago, the South Park Commissioners and the Illinois Central Railroad:

APPLICATION FOR APPROVAL OF PLANS FOR A CHANGE IN THE SOUTH DOCK LINE OF THE CHICAGO RIVER

Secretary of War,
War Department, Washington, D. C.

Sir:

1. Application is hereby made jointly by the South Park Commissioners and the Illinois Central Railroad Company, of Chicago, Illinois, for approval by the Chief of Engineers and the Secretary of War, of plans for a change in the location of the south dock line of the Chicago River, made necessary by the construction of the proposed Outer Drive improvement.

2. Plans of the proposed structure are herewith, as follows, in quadruplicate:

(a) General map (Drawing No. 104) showing the location of the proposed change in dock line and the waterway east and west of that location.

(b) General plan (Drawing No. 105) showing the location of the proposed change in the dock line of the Chicago River between a line 117 feet west of and parallel with the center line of the Outer Drive in Grant Park extended north to the river, and the proposed Outer Drive bridge; also showing its relation to the present dock line, to the proposed change in the dock line between Michigan Avenue and the Outer Drive, and to the Michigan Avenue bridge.

(c) Plan (Drawing No. 106) showing the offsets between the present dock line and the proposed dock line to be reconstructed along the south bank of the Chicago River from a line 117 feet west of and parallel with the center line of the Outer Drive in Grant Park extended north to the river and the proposed Outer Drive bridge; also showing a cross section of the proposed new dock and the area between the present and the proposed dock line required for the placement of the proposed flood gate.

REMARKS:

The proposed change in the dock location is necessary to provide space between the river face of the south abutment of the proposed Outer Drive bridge and the balustrade line of the viaduct structure extending westward from the bridge, for the location of the proposed controlling works as indicated on the accompanying plans.

A flood gate to prevent the discharging of the Chicago River into Lake Michigan at the time of heavy storm is required by conditions fixed in a permit issued by the War Department to the Sanitary District of Chicago on the 3rd day of March, 1925. The location shown for it at the Outer Drive bridge has been tentatively approved by the United States District Engineer.

The position of the east end of the flood gate is determined by the necessary relationship which it must have to the river face of the south bridge abutment. Westward from that point the alignment of both the flood gate and the dock is a straight line to a point on the present dock

157.6 feet west of the north-and-south center line of the Outer Drive in Grant Park extended north to the river, as shown on the accompanying drawing No. 106.

The relocation of the dock as proposed will permit of the construction of the flood gate. It will increase the area for marine landing west of the flood gate and it will eliminate the present 50-foot jog at the junction of the proposed Outer Drive with the proposed Wacker Drive extension. Navigation will be benefited in that the entire dock line between the proposed Outer Drive bridge and the Michigan Avenue bridge will be greatly improved in alignment, and the channel widened at the narrow parts.

The property adjacent to the proposed improvement is owned by the applicants, as shown by Drawings No. 104 and 106.

ILLINOIS CENTRAL RAILROAD COMPANY.
F. L. THOMPSON, *Vice-President.*

SOUTH PARK COMMISSIONERS.
EDWARD J. KELLY, *President.*

APPLICATION FOR APPROVAL OF PLANS FOR A CHANGE IN THE SOUTH DOCK LINE OF THE CHICAGO RIVER

Secretary of War,
War Department, Washington, D. C.
Sir:

1. Application is hereby made by the Illinois Central Railroad Company of Chicago, Illinois, for approval by the Chief of Engineers and the Secretary of War, of plans for a change in the location of the south dock line of the Chicago River between Michigan Avenue and the proposed Outer Drive.

2. Plans of the proposed structure are herewith, as follows, in quadruplicate:

(a) A general map (Drawing No. 107) showing the location of the proposed change in dock line and the waterway east and west of that location.

(b) A general plan (Drawing No. 108) showing the location of the proposed change in the south dock line of the Chicago River between Michigan Avenue and the proposed Outer Drive in relation to the present dock line, the Michigan Avenue bridge, and the proposed Outer Drive.

(c) A plan (Drawing No. 109) showing the offsets between the present dock line and the proposed dock line to be reconstructed along the south bank of the Chicago River between Michigan Avenue and the proposed Outer Drive, also showing a cross section through the proposed new dock, also the area gained for navigation along the narrow section of the channel and the areas taken for the proposed new driveway along the wide section of the channel between Michigan Avenue and the proposed Outer Drive.

REMARKS:

The City Council of Chicago has ordered the Board of Local Improvements and the Chicago Plan Commission to submit plans for the extension of Wacker Drive along the south bank of the Chicago River between Michigan Avenue and the proposed Outer Drive improvement. In order to obtain the most efficient structure for the purpose intended, it is desirable to straighten the dock line as shown on the accompanying plans.

The widening of the narrow part of the channel will benefit navigation, and the elimination of the many bends in the present dock line will facilitate the docking of vessels.

In addition to the requirements of the proposed Wacker Drive extension, the relocation of the dock line must be co-ordinated with the dock line of the proposed Outer Drive improvement, so that the entire dock line between the Michigan Avenue bridge and the Outer Drive bridge will be relocated in a position most advantageous to both navigation and street traffic.

The adjacent property is owned by the applicants, as shown by Drawings No. 107 and 108.

ILLINOIS CENTRAL RAILROAD COMPANY.
F. L. THOMPSON, *Vice-President.*

APPLICATION FOR APPROVAL OF PLANS FOR A CHANGE IN THE SOUTH DOCK LINE OF THE CHICAGO RIVER

Secretary of War,
War Department, Washington, D. C.
Sir:

1. Application is hereby made jointly by the City of Chicago, the South Park Commissioners, and the Illinois Central Railroad Company, of Chicago, Illinois, for approval by the Chief of Engineers and the Secretary of War, of plans for a change in the location of the west bulkhead of the slip located at the foot of Randolph Street fronted on the north by Illinois Central property and on the south by the United States Naval Reserve Pier.

2. Plans of the proposed structure are herewith, as follows, in quadruplicate:

(a) General map (Drawing No. 110) showing location of the proposed change in the bulkhead line and its relation to the shore line of Lake Michigan.

(b) Plan (Drawing No. 111) showing the offsets between the present and proposed bulkhead line to be reconstructed as the west boundary line of the slip located between the Illinois Central property and the United States Naval Reserve Pier, and showing also a cross section through the proposed new dock and the area required for the Outer Drive improvement.

REMARKS:

The extension of the Outer Drive in Grant Park northward across Randolph Street to the south bank of the Chicago River encroaches on the west end of the United States Naval Reserve Slip, located at the foot of Randolph Street between Illinois Central property and the United States Naval Reserve Pier. In order to obtain the most efficient structure for the purpose intended, it is desirable to relocate the dock line as shown on the accompanying drawing No. 111.

The proposed relocation of the bulkhead has been planned so as to meet the needs of both the present improvement and the future extension of Randolph Street to the concourse to be located at the east end of the Illinois Central Railroad property, and has been placed in a position most advantageous to both navigation and street requirements.

The adjacent property is owned by the applicants, as shown by Drawings No. 110 and 111.

ILLINOIS CENTRAL RAILROAD COMPANY.
F. L. THOMPSON, *Vice-President.*
SOUTH PARK COMMISSIONERS.
EDWARD J. KELLY, *President.*
CITY OF CHICAGO.
RICHARD W. WOLFE, *Commissioner of Public Works.*

On August 3, 1928, Chairman James Simpson sent the following letter to the Hon. Len Small, then Governor of the State of Illinois:

"Dear Governor Small:

The outer drive between Grant Park and Lake Shore Drive at Ohio Street is rapidly approaching the point where construction can begin. This drive, as you may recall, will absorb virtually the entire site now occupied by the Naval Reserve vessel Commodore. The ship is located at the foot of Randolph Street, is directly in the path of the proposed outer drive connecting the north and south sides of the city, and will have to be abandoned as soon as actual construction work begins.

In order to prevent unnecessary delay in carrying out this outer drive work, I desire to request your further co-operation. I am informed that at the last session of the Legislature a bill was passed appropriating the sum of $350,000 for an armory for the Naval Reserve, but that as yet the state has not undertaken the preparation of plans or the letting of contracts for this building.

I respectfully urge that you give this matter attention and direct that work on this new Naval Reserve armory be undertaken immediately. This will not only remove an obstacle in the way of the outer drive improvement, but will be of great benefit to the Naval Reserve itself, inasmuch as I understand that the Commodore is altogether too small to meet the needs of the Reserve, is in a bad structural condition, and is undeniably an eyesore in an area which we are spending large sums of money to beautify and improve. Will you therefore start this armory matter on its way to early realization?

Very truly yours, (Signed) JAMES SIMPSON."

On August 13, 1928, Manager Eugene S. Taylor of the Chicago Plan Commission sent the following letter to Mr. Z. T. Davis, architect for the new Naval Reserve Armory:

"Dear Sir:

In compliance with your telephone request of Saturday, I hand you herewith a blueprint of Drawing No. 103, dated May 7, 1928, and entitled 'Outer Drive Improvement, Study No. 2, approved, showing plan, profile and cross sections of proposed improvement between Chicago River and Randolph Street.' I believe this will give you all the data you require in order to locate the new Naval Reserve armory in a manner that will fit in not only with the initial outer drive development, but also with the future extension of Randolph Street as indicated by dotted lines on this drawing.

If there is any further information you desire, please advise us.

Very truly yours,

(Signed) EUGENE S. TAYLOR."

During the summer of 1928, Mr. W. O. Green of the Chicago Dock and Canal Company gave cordial co-operation to the efforts of the Chicago Plan Commission to expedite the Outer Drive Improvement, and at the suggestion of the commission selected experts to estimate the amount of the land and building damages which his company would undergo as a result of carrying out the Outer Drive Improvement. The estimate prepared by these experts was considerably higher in amount than the estimate which the technical staff of the Plan Commission had made.

Therefore it became necessary for representatives of the Lincoln Park Board, the Chicago Dock and Canal Company and the Chicago Plan Commission to meet and go over these estimates in considerable detail. These negotiations extended over a period of several months, and figuratively, if not literally, consideration was given to the cost of every brick, every board, every nail and screw, and every item of labor or material involved in removing a portion of the North Pier Terminal Building and in remodeling that structure. Likewise the ground values, tenant leases and every other conceivable item was weighed and determined. When the detail figures were all worked out and agreed to they were only slightly larger than the "cubical content" estimate figures of the Chicago Plan Commission.

Those who participated in arriving at the final agreement

as to the amount of building damages were Messrs. Gerhardt F. Meyne, representing the Lincoln Park Commissioners; Henry Ericsson and George Klewer, representing the Chicago Dock and Canal Company; and Chief Engineer Hugh E. Young of the Chicago Plan Commission. This left the land damages yet to be agreed upon. Other negotiations were held between Messrs. Bertram M. Winston, representing the Lincoln Park Board; Henry Ericsson, representing the Chicago Dock and Canal Company, and Engineer Young of the Plan Commission. In addition, Col. William H. Beckman and Special Counsel Eugene H. Dupee of the Lincoln Park Board worked long and arduously on the legal questions involved; while John R. Thompson, Jr., of the Lincoln Park Board worked out financial details. At the conclusion of these negotiations Chairman James Simpson expressed thanks to all those who participated in them for their fair-minded, civic-spirited effort to hasten the early consummation of this greatly needed boulevard improvement.

As a result, an oral agreement was entered into between the Lincoln Park Board and the Chicago Dock and Canal Company, as to the total amount of the damages which the company was to receive, subject to the Dock and Canal Company being able to effect agreements with its various tenants. Such agreements were quickly entered into with all the tenants, except one. The Robert Gair Company lease had been transferred to the Container Corporation of America, and negotiations were carried on without success between the dock and canal company and this tenant for several months.

When it seemed apparent that there was no immediate prospect of such an agreement being reached, the Lincoln Park Board determined to institute a condemnation suit to secure the needed private property. This suit was started in the Circuit Court of Cook County on March 7, 1929. Shortly thereafter, the dock and canal company succeeded in effecting an agreement with the Container Corporation.

During this period the technical staff of the Chicago Plan

Commission likewise held numerous conferences with representatives of the South Park Commissioners and the Illinois Central Railroad Company, as a result of which many details with respect to the engineering and architectural features of the Outer Drive improvement south of the river were worked out. The features agreed upon were incorporated in an amendment to the Illinois Central-Lake Front Ordinance of 1919, which amendment was approved by the South Park Commissioners on May 6, 1929, and by the City Council of the City of Chicago on October 24, 1929.

This amendment contains provisions whereby the Illinois Central Railroad Company grants to the South Park Commissioners easements for the present and future Outer Drive routes, consisting of Field Boulevard between Randolph Street and the south bank of the Chicago River; Wacker Drive between Field Boulevard and the south abutment of the Outer Drive bridge across the mouth of the Chicago River; an additional East Randolph Street viaduct between Field Boulevard and the edge of Lake Michigan; and the Outer Drive along the edge of the lake between this new additional East Randolph Street viaduct and the Outer Drive bridge. It likewise includes provisions for a new Randolph Street viaduct 128 feet wide between Michigan Avenue and Field Boulevard, and other features not involved in the Outer Drive Improvement and which, therefore, need not be mentioned here.

On September 14, 1928, Chairman James Simpson sent the following letter to Colonel W. C. Weeks, District Engineer, U. S. Engineer's Office, Chicago:

"Dear Sir:

In accordance with the request of the Commissioners of Lincoln Park, the South Park Commissioners and the Illinois Central Railroad Company, the technical staff of the Chicago Plan Commission has prepared the following applications and drawings relative to the permits for the construction of the proposed Outer Drive Improvement:

1. *Proposed bascule bridge over the main branch of the Chicago River at the Outer Drive.*

(a) Joint application in quadruplicate, signed by Eugene R. Pike, President, Commissioners of Lincoln Park, and Edward J. Kelly, President, South Park Commissioners.

(b) Extract from the proceedings of the Lincoln Park Commission with reference to the construction of the bridge.

(c) Extract from the proceedings of the South Park Commission with reference to the construction of the bridge.

(d) One tracing each of drawings No. 100 and No. 101—Plans of proposed structure.

(e) Four sets of blue line prints of drawings No. 100 and No. 101, on which we have outlined in red ink the channel clearance lines for the bridge in both the open and closed positions.

2. *Proposed bascule bridge at the Outer Drive over the Michigan Canal.*

(a) Application in quadruplicate signed by Eugene R. Pike, President, Commissioners of Lincoln Park.

(b) Copy of extract from the proceedings of the Lincoln Park Commission with reference to the construction of the bridge. (The original copy accompanies the application for the bridge over the main channel at the Outer Drive.)

(c) One tracing each of drawings No. 102 and No. 103—Plans of proposed structure.

(d) Four sets of blue line prints of drawings No. 102 and No. 103, on which we have outlined in red ink the channel clearance lines for the bridge in both the open and closed positions.

3. *Proposed change in the location of the south dock line of the Chicago River extending for a distance of approximately 942.33 feet west of the site of the proposed Outer Drive bridge.*

(a) Joint application in quadruplicate, signed by Edward J. Kelly, President, South Park Commissioners, and F. L. Thompson, Vice-President, Illinois Central Railroad.

(b) One tracing each of drawings No. 104, No. 105, and No. 106—Plans of proposed structure.

(c) Four sets of blue line prints of drawings No. 104, No. 105, and No. 106, on which has been outlined in red ink the proposed new location for the dock line.

4. *Proposed change in location of the south dock line of the Chicago River between the proposed Outer Drive Improvement and the Michigan Avenue bridge.*

(a) Application in quadruplicate, signed by F. L. Thompson, Vice-President, Illinois Central Railroad Company.

(b) One tracing each of drawings No. 107, No. 108, and No. 109—Plans of proposed structure.

(c) Four sets of blue line prints of drawings No. 107, No. 108, and No. 109, on which has been outlined in red ink the proposed new location for the dock line.

5. *Proposed change in the location of the west bulkhead of the slip located at the foot of Randolph Street.*

(a) Joint appplication in quadruplicate, signed by Edward J. Kelly, President, South Park Commissioners; Richard W. Wolfe, Commissioner of Public Works, City of Chicago, and F. L. Thompson, Vice-President, Illinois Central Railroad Company.

(b) One tracing each of drawings No. 110 and No. 111, Plans of proposed structure.

(c) Four sets of blue line prints of drawings No. 110 and No. 111, on which has been outlined in red ink the proposed new location for the bulkhead.

(d) Four copies of letter dated July 7, 1928, from Edw. A. Evers, Captain, U. S. N. R., with reference to the proposed improvement, together with four photostatic copies of our drawing No. 103, on which has been indicated in colored pencil the proposed construction referred to in the letter.

The applications and drawings have been signed by the proper city, park, and railroad officials, and are accompanied by extracts from the proceedings of the park commissions authorizing the proposed improvement.

Prior to the approval of the plans by the park commissions and railroad, Hugh E. Young, Engineer of the Chicago Plan Commission, took the plans up with Colonel Edward H. Schulz, U. S. District Engineer, and Major H. J. Wild, Military Assistant. A number of conferences were held at which the important features having a bearing on navigation were carefully studied and agreements reached with reference to the clearances for navigation.

The changes requested by Colonel Schulz with reference to the location of the south dock line between the site of the proposed Outer Drive bridge and the present offset in the dock line located at a point approximately 983 feet west thereof, have been made—also his request for a clearance of 22 feet under the proposed bridge over the Michigan Canal, and for a channel clearance of 70 feet with the bridge in the open position.

Colonel Schulz also suggested that the bridge be moved farther west than shown on the plans, in order to minimize the projection of the south abutment east of the Illinois Central property. When it was pointed out that a location farther west would greatly increase the damage to private property

and would create an offset in the alignment of the Outer Drive, which in the improvement presently contemplated will extend due south from its present terminus at Ohio Street to the south bank of the river and later on farther south to Randolph Street, he indicated that if the changes with reference to the south dock line were made, he might waive the question of the change in the location of the south abutment.

At the request of Colonel Schulz a restudy was made of the form of the plazas with a view of reducing the size, but when the area required for the bridge house and the stairs from the upper level to the low level was provided, the projection of the plaza beyond these parts of the construction was very little, and considering the restriction it would cause in the roadway at the south end of the bridge and the possible future extension of the Outer Drive due south from this point, also the limitations imposed on the architectural treatment of the entire structure, this change was not made.

The Outer Drive bridge will become the gateway to the Chicago River from the lake, and it is proposed to make it monumental in character. The plazas and pylons will be done in stone of the best quality suitable for the purpose.

After Colonel Schulz left for Cleveland, the revised plans were submitted to Major Wild, who considered they were in proper shape for formal presentation—the changes having been made in the dock line clearance as requested by Colonel Schulz.

The plans have been submitted to Mr. L. D. Cornish, Chief Engineer, Division of Waterways, State of Illinois, who has gone over them very carefully and has indicated that they are in satisfactory condition for approval by the State Division of Waterways.

The Plan Commission, at the request of the park and railroad officials, has served in the matter of preparing the plans and applications in order that the interest of all the parties concerned could be coordinated with the plans of the Commission. As a result, I believe, considerable time has been saved in reaching an agreement as to the form in which the applications should be made—our sole purpose being to hasten

the day when this much needed improvement can be opened to the public.

Will you please advise us of the date for the Public Hearing on these applications as we desire to appear and submit a statement giving the recommendations of the Chicago Plan Commission?

Yours truly,

(Signed) JAMES SIMPSON.

Originated by
Hugh E. Young,
Engineer."

On October 31, 1928, the City Council of the City of Chicago passed the following two ordinances:

CONVEYANCE TO THE UNITED STATES GOVERNMENT OF THE CITY'S INTEREST IN A CERTAIN PARCEL OF LAND

On motion of Alderman Clark the Council thereupon took up for consideration the report of the Committee on Finance in the matter of conveyance to the United States Government of the City's interest in a certain parcel of land in connection with the Outer Drive improvement, deferred and published October 17, 1928, page 3769.

Alderman Clark moved to concur in said report and to pass the ordinance submitted therewith (printed in Pamphlet No. 116).

The motion prevailed, by yeas and nays as follows:

Yeas—Coughlin, Anderson, Jackson, Cronson, Grossman, Guernsey, Meyering, Rowan, Wilson, Hartnett, McDonough, O'Toole, Byrne, Moran, Coyle, Ryan, McKinlay, Prignano, D. A. Horan, Cepak, Toman, Arvey, Sloan, Van Norman, A. J. Horan, Clark, Adamkewicz, Kaindl, Seif, Nusser, Mills, Adamowski, Ringa, Chapman, T. J. Bowler, Crowe, Haffa, Loescher, Feigenbutz, Nelson, Hoellen, Massen, Frankhauser, Mose—44.

Nays—None.

The following is said ordinance as passed:

AN ORDINANCE

To authorize the Mayor and City Clerk to execute and deliver to the United States of America a Deed of Conveyance to certain property for lighthouse purposes in exchange for a certain other lighthouse reservation to be acquired by the City.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Mayor and City Clerk are hereby authorized to convey by quit-claim deed to the United States of America all right, title and interest of the City of Chicago in and to the following tract of land described by metes and bounds as follows:

Beginning at the point of intersection of the west side of the dock on the east side of the Ogden slip with the north line of the tract of land

conveyed by the City of Chicago to the United States of America by Deed dated August 10, 1920, and recorded December 8, 1921, as Document 7347325 in Book 16850, page 532; running thence east on the north line of said tract a distance of eighty (80) feet; thence north at right angles to the north line of said tract, two hundred seventeen (217) feet; thence west on a line parallel to and two hundred seventeen (217) feet north of the north line of said tract one hundred (100) feet, more or less, to the west side of said dock on the east side of the Ogden slip; thence south and southeasterly on the west side of said dock to the place of beginning, the said tract of land conveyed by the City of Chicago to the United States of America, being described as follows: a parcel of land adjacent to the North Government Pier, and bounded on the east by Lake Michigan, approximately five hundred (500) feet long in an easterly and westerly direction, and one hundred (100) feet wide described as commencing at the junction of the north side of the United States Government Pier (running east from the Ogden Slip) with the east side of the north and south Municipal Pier for place of beginning, said place of beginning being seven hundred (700) feet, more or less, south, measured at right angles from a point in the north line of East Illinois Street extended one thousand five hundred (1,500) feet, more or less, east of the east line of Peshtigo Street; thence northerly along the said north and south pier one hundred eight (108) feet; thence westerly at an angle from the south to west of ninety-one degrees, a distance of five hundred six (506) feet, more or less to the west side of the dock on the east side of the Ogden Slip; thence southerly at an angle from east to south seventy-four degrees thirty minutes along the concrete dock one hundred three (103) feet, more or less to the United States Government Pier; thence easterly at an angle from north to east one hundred six (106) degrees forty minutes along the United States Government Pier for a distance of four hundred eighty (480) feet, more or less to the place of beginning, together with the right of way over the street now adjoining such property or such future streets as the City of Chicago may cause to be laid out or dedicated giving the United States suitable access to said property. The said premises being marked in yellow on the plat hereto attached.

Section 2. That the said conveyance of the aforesaid property be given in exchange for, and in consideration of a conveyance by the United States of America in fee simple as evidenced by a quit-claim deed executed by the Secretary of Commerce to the City of Chicago in the State of Illinois, all right, title and interest of the United States of America in and to

Lots seventeen (17), eighteen (18) and nineteen (19) in the original water lot thirty-five (35) in Chicago Dock and Canal Companies' re-subdivision of their subdivision of original water lot thirty-five (35) and the accretions thereto, all of Block eight (8) and accretion thereto, and of that part of Block nineteen (19) lying east of sub-block two (2), all in Kinzie's Addition to Chicago, according to the plat thereof recorded March 17, 1885, as Document 610129 in Book 19 of Plats, page

77 situated in the City of Chicago in the State of Illinois; except the buildings placed on said Lots seventeen (17), eighteen (18) and nineteen (19) by the United States, which buildings shall remain the property of the United States, and shall be removed by the United States within six (6) months after the exchange of lands herein authorized. Said last mentioned premises being marked in red on the plat hereto attached.

SECTION 3. That the quit-claim deed above provided for shall be substantially in the form hereto attached.

SECTION 4. This ordinance shall be in effect from and after its passage.

CONVEYANCE OF THE CITY'S INTEREST IN A CERTAIN PARCEL OF LAND TO THE COMMISSIONERS OF LINCOLN PARK

On motion of Alderman Clark the Council thereupon took up for consideration the report of the Committee on Finance relative to conveyance of the City's interest in a certain parcel of land to the Commissioners of Lincoln Park for park and boulevard purposes, deferred and published October 17, 1928, page 3770.

Alderman Clark moved to concur in said report and to pass the ordinance submitted therewith (printed in Pamphlet No. 116).

The motion prevailed, by yeas and nays as follows:

Yeas—Coughlin, Anderson, Jackson, Cronson, Grossman, Guernsey, Meyering, Rowan, Wilson, Hartnett, McDonough, O'Toole, Byrne, Moran, Coyle, Ryan, McKinlay, Prignano, D. A. Horan, Cepak, Toman, Arvey, Sloan, Van Norman, A. J. Horan, Clark, Adamkewicz, Kaindl, Seif, Nusser, Mills, Adamowski, Ringa, Chapman, T. J. Bowler, Crowe, Haffa, Loescher, Feigenbutz, Nelson, Hoellen, Massen, Frankhauser, Mose—44.

Nays—None.

The following is said ordinance as passed:

AN ORDINANCE

Authorizing the conveyance of a certain parcel of land to the Commissioners of Lincoln Park for park or boulevard purposes.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Mayor and the City Clerk are hereby authorized to execute and deliver to The Commissioners of Lincoln Park, a corporation, a quit-claim deed conveying all right, title and interest of the City of Chicago in the following described property, acquired from the United States of America, said property to be used and improved by said The Commissioners of Lincoln Park for park or boulevard purposes, to wit:

That part of Lot eighteen (18) lying easterly of a north and south line drawn fifty-one and one tenth (51.1) feet westerly of and parallel to the east line of said lot, and all of Lot nineteen (19), in the original water lot thirty-five (35) in Chicago Dock & Canal Company's resubdivision of their subdivision of original water lot thirty-five (35) and

the accretion thereto, all of Block eight (8) and accretion and of that part of Block nineteen (19) lying east of sub-block two (2) all in Kinzie's Addition to Chicago, according to the plat thereof recorded March 17, 1885, as document 610129, in Book 19 of plats, page 77, situated in the City of Chicago in the State of Illinois; except the buildings placed on said lots eighteen (18) and nineteen (19) by the United States of America, which buildings are the property of and shall be removed by the said United States within six (6) months after the date this ordinance goes into effect; the said premises being marked in red on the plat thereto attached.

SECTION 2. The quit-claim deed above provided for shall be substantially in the form hereto attached.

SECTION 3. This ordinance shall be in effect from and after its passage, and the delivery by the Secretary of Commerce of the United States of a quit-claim deed conveying to the City of Chicago all right, title and interest of the United States in and to the premises above described.

When it came to actually signing the papers for this property exchange between the Federal Government and the city, however, two or three difficulties arose. One difficulty was that when the State of Illinois gave the City of Chicago permission to fill in the edge of Lake Michigan north of the Chicago River, it included in that permission a clause that the city was not to sell or convey the land. This made it necessary to introduce a bill in the State Legislature conveying the land from the State of Illinois to the United States, and authorizing the City of Chicago to convey to the Government its interest in said land. This bill was taken to Springfield by Assistant Corporation Counsel Roy N. Lesch; was introduced in the Illinois State Legislature as Senate Bill No. 435; was passed by the legislature and was approved by Governor Louis L. Emmerson on June 24, 1929. It is as follows:

AN ACT TO AUTHORIZE THE CITY OF CHICAGO TO CONVEY, GRANT AND RELEASE IN FEE SIMPLE TO THE UNITED STATES OF AMERICA ALL RIGHT, TITLE AND INTEREST OF THE STATE OF ILLINOIS AND CITY OF CHICAGO IN AND TO CERTAIN LAND.

Be it enacted by the People of the State of Illinois, represented in the General Assembly:

SECTION 1. That the City of Chicago be and it is hereby given power and authority to convey, grant or release in fee simple to the

United States of America, all right, title and interest of the State of Illinois and City of Chicago in and to the following described land:

Beginning at the point of intersection of the west side of the dock on the east side of the Ogden Slip with the north line of the tract of land conveyed by the City of Chicago to the United States of America by Deed dated August 10, 1920, and recorded December 8, 1921, as Document 7347325 in Book 16850, page 532; running thence east on the north line of said tract a distance of eighty (80) feet; thence north at right angles to the north line of said tract, two hundred seventeen (217) feet; thence west on a line parallel to, and two hundred seventeen (217) feet north of the north line of said tract one hundred (100) feet, more or less, to the west side of said dock on the east side of the Ogden slip; thence south and southeasterly on the west side of said dock to the place of beginning, the said tract of land conveyed by the City of Chicago to the United States of America being described as follows: a parcel of land adjacent to the North Government Pier, and bounded on the east by Lake Michigan, approximately five hundred (500) feet long in an easterly and westerly direction, and one hundred (100) feet wide described as commencing at the junction of the north side of the United States Government Pier (running east from the Ogden slip) with the east side of the north and south Municipal Pier for place of beginning, said place of beginning being seven hundred (700) feet, more or less, south, measured at right angles from a point in the north line of East Illinois Street extended one thousand five hundred (1,500) feet more or less, east of the east line of Peshtigo Street; thence northerly along the said north and south pier one hundred eight (108) feet; thence westerly at an angle from the south to west of ninety-one degrees, a distance of five hundred six (506) feet, more or less to the west side of the dock on the east side of the Ogden Slip; thence southerly at an angle from east to south seventy-four degrees thirty minutes along the concrete dock one hundred three (103) feet, more or less to the United States Government Pier; thence easterly at an angle from north to east one hundred six (106) degrees forty minutes along the United States Government Pier for a distance of four hundred eighty (480) feet, more or less, to the place of beginning, together with the right of way over the street now adjoining such property or such future streets as the City of Chicago may cause to be laid out or dedicated giving the United States suitable access to said property.

SECTION 2. Whereas, there is now in process of construction a public improvement in the City of Chicago known as the Outer Drive Improvement, which cannot be completed without obtaining a certain tract of land from the Federal government, and the Department of Commerce of the United States of America has indicated that it will not convey such tract of land unless it obtains access to the land described in Section I hereof forthwith, therefore an emergency exists, and because of such emergency this Act shall take effect immediately upon its passage.

On December 7, 1928, the following joint application was made by the Commissioners of Lincoln Park and the South Park Commissioners, and a second application by the Commissioners of Lincoln Park only, to Wm. F. Mulvihill, Supervisor, Illinois Waterway Construction, Division of Waterways, State of Illinois, Chicago:

"Dear Sir:

Application is hereby made jointly by the Commissioners of Lincoln Park and the South Park Commissioners of Chicago for approval by the Division of Waterways, State of Illinois, of plans of a bridge to be constructed across the Chicago River at the Outer Drive, Chicago, Illinois.

Plans of the proposed structure are herewith, as follows, in duplicate:

(a) A map showing the proposed location, and the waterway east and west of the proposed site, extending from Lake Michigan on the east to the junction of the main river with the North and South Branches.

(b) Plan of the bridge showing the length and height of spans; width of draw openings; position of piers, abutments, fenders, etc., and those features which affect navigation, giving on both horizontal sections and elevations the outside structure lines separating the area left for navigation from the area occupied by the bridge, and, in figures, the least clear width of openings at right angles to the axis of the channel, also the least clear heights with reference to water surfaces.

Extracts from the proceedings of the Commissioners of Lincoln Park and of the South Park Commissioners with reference to the construction of the bridge are attached.

Five million dollars has been appropriated by the South Park Commissioners and $5,000,000 by the Commissioners of Lincoln Park for the Outer Drive improvement.

Yours truly,

COMMISSIONERS OF LINCOLN PARK.
EUGENE R. PIKE, *President.*

SOUTH PARK COMMISSIONERS.
EDWARD J. KELLY, *President.*"

"Dear Sir:

Application is hereby made by the Commissioners of Lincoln Park of Chicago for approval by the Division of Waterways, State of Illinois, of plans of a bridge to be constructed across the Michigan Canal (Ogden Slip) at the Outer Drive, Chicago, Illinois.

Plans of the proposed structure are herewith, as follows, in duplicate:

(a) A map showing the proposed location and the waterway east and west of the proposed site, extending from Lake Michigan on the east to the junction of the main river with the North and South Branches.

(b) Plan of the bridge showing the length and height of spans; width of draw openings; position of piers, abutments, fenders, etc., and those features which affect navigation, giving on both horizontal sections and elevations the outside structure lines separating the area left for navigation from the area occupied by the bridge, and, in figures, the least clear width of openings at right angles to the axis of the channel, also the least clear height with reference to water surfaces.

An extract from the proceedings of the Commissioners of Lincoln Park with reference to the construction of the bridge is attached.

Five million dollars has been appropriated by the Commissioners of Lincoln Park for the Outer Drive Improvement.

Yours truly,

COMMISSIONERS OF LINCOLN PARK.

EUGENE R. PIKE, *President*

On December 11, 1928, Engineer Young of the Chicago Plan Commission sent the following letter to Senator Charles S. Deneen:

"Dear Sir:

Mr. James Simpson, Chairman of the Chicago Plan Commission, has directed me to send you the accompanying bill and plans relative to the Outer Drive connecting Lake Shore Drive north of the river with the Outer Boulevard in Grant Park.

This bill is practically the same as the one introduced on January 8, 1926, by Congressman Fred A. Britten, H. R. 7187, approved 69th Congress, February 13, 1926, now null and void because of non-compliance with the requirements of the General Bridge Law which requires that the actual construction of the bridge be commenced within one year and completed within three years from the date of the passing of such act. (Act of March 23, 1906, Ch. 1130, 24 Stat., L. 84.)

This bill differs in one respect from that passed in 1926. It authorizes the Commissioners of Lincoln Park to construct a bridge over the Michigan Canal, otherwise known as the Ogden Slip.

The bill and accompanying prints are also being sent to Congressman Carl R. Chindblom with a request that it be introduced in the House of Representatives.

We shall greatly appreciate it if you will introduce this bill in the Senate so that action upon it can be had at the earliest moment. This is an improvement desired by all Chicago and one which the Lincoln Park and South Park Commissioners are waiting to carry out in accordance with the recommendations of the Chicago Plan Commission. Five million dollars has been appropriated by the South Park Commission and $5,000,000 by the Commissioners of Lincoln Park for this improvement.

The Public Hearing on the application of the Park Commissioners for approval of plans for the construction of these bridges will be held by W. C. Weeks, Lt. Col. Corps of Engineers, District Engineer, on December 12, 1928.

The recommendation to be made by Colonel Weeks to the War Department after the hearing must be accompanied by the applications for the permits in which must be cited the Act of Congress giving legal authority for these structures. Therefore, the report will be held up until the bill has been passed.

Will you kindly write me as soon as the bill is introduced and mail me printed copies of the same?

If there is any further information you would like to have about this improvement, I shall be glad to supply it upon request.

Yours truly,

(Signed) HUGH E. YOUNG."

On December 12, 1928, the Chicago Plan Commission presented the following argument at the public hearing on the application of the Commissioners of Lincoln Park and the South Park Commissioners for approval of plans for the construction of bridges across the Chicago River and Michigan Canal (Ogden Slip), held in the office of Lieut. Col. W. C. Weeks, District Engineer, Corps of Engineers, War Department, Chicago, Illinois:

"The Chicago Plan Commission desires to join with the Board of South Park Commissioners and the Commissioners of Lincoln Park in requesting the Federal Government to grant a permit for the proposed Outer Drive bridge at the mouth of the Chicago River; and to join with the Commissioners of Lincoln Park in requesting a permit for the proposed bridge across the Michigan Canal, or Ogden Slip, as it is more often called.

The general plans for these two bridges and the viaduct structures, which together will form a boulevard connection between Lake Shore Drive at Ohio Street and the Outer Drive in Grant Park, were prepared by the technical staff of the Chicago Plan Commission in co-operation with the technical representatives of the aforementioned park boards and other interested agencies. In the preparation of these plans and designs it was our constant effort to safeguard and improve navigation facilities. This has been done in the plans upon which the bridge permits are requested.

The proposed bridge across the main channel of the Chicago River will have a clear channel for navigation of 220 feet between abutments, furnishing a horizontal clearance of

210 feet (between the pile clumps protecting the abutments) measured at right angles to the channel. This coincides with the width fixed by the Federal Government for the proposed flood gate adjacent to the west side of this Outer Drive bridge. The proposed bridge across the Michigan Canal will have a clear channel for navigation of 70 feet measured at right angles to the channel. Both bridges are to be built 108 feet wide, and with a 22.34 foot vertical clearance above datum for 80 per cent of the distance between abutments (176 feet for the river bridge and 58 feet for the bridge over the slip). Inasmuch as all other bridges over the main channel of the Chicago River provide only 16½ feet of clearance, it will be seen that the Outer Drive bridges, in providing 22.34 feet of vertical clearance, are a decided improvement over the other structures. The bridge over the main channel is planned as a double leaf, and the one over the slip as a single leaf, bascule bridge.

The Lincoln and South Park boards have spent between fifty and seventy-five million dollars, under authority of the Federal Government, in filling in the shallow waters along the shore line of Lake Michigan and in developing park lands and drives thereon. Eventually these drives and boulevards through this newly created park area will extend the entire twenty-six mile distance between the northern and the southern city limits of Chicago.

At present, however, the boulevards along the lake shore south of the main channel of the Chicago River have no connection with the boulevards along the lake shore north of that stream. The Outer Drive bridges and viaducts are planned to provide that connection, so that the drives will be continuous from one end of Chicago to the other. The people of Chicago will be unable to obtain the full benefit of the millions of dollars which they have spent in creating these lake front parks and drives unless they are properly connected, so that the entire development will be accessible to and usable by all sections of the city.

In anticipation of favorable action by the Federal Govern-

ment upon the requested bridge permits, the people of the Lincoln Park and the South Park districts have each voted a $5,000,000 bond issue to cover their share of the cost of this proposed Outer Drive connection, and the two park boards have conducted negotiations with the owners of all private property affected, so that actual construction work might proceed without delay as soon as the War Department issues the necessary bridge permits.

The necessity and benefits of this Outer Drive Improvement are apparent from the fact that the daily movement of vehicular traffic in Chicago is extremely heavy, amounting to approximately 70,000 vehicles per day on the bridge over the Chicago River next west of this proposed Outer Drive bridge. Traffic movement is increasing continually, and the delay caused by insufficient river crossings results in a very large loss to all those who are affected by traffic congestion upon our north-and-south streets. Counts show that about 25 per cent of the north-and-south bound vehicles that cross the Chicago River are through bound. The proposed Outer Drive bridge, by accommodating much of this through bound traffic, would materially relieve congestion on the other thoroughfares.

The interests of navigation have been fully and properly safeguarded in the design of the bridge structures. Consequently, as chairman of the Chicago Plan Commission, I earnestly urge prompt and favorable action by the War Department upon the applications of the two park boards for the bridges in question.

Very truly yours,

(Signed) JAMES SIMPSON."

On December 13, 1928, the bill authorizing the bridges across the mouth of the Chicago River and Michigan Canal was introduced in Congress, H. R. 15333. This bill was approved January 14, 1929, and is as follows:

An Act granting the consent of Congress to the South Park commissioners and the commissioners of Lincoln Park, separately or jointly, to construct, maintain, and operate a free highway bridge across that portion of Lake

Michigan lying opposite the entrance to Chicago River, Illinois; and granting the consent of Congress to the commissioners of Lincoln Park to construct, maintain, and operate a free highway bridge across the Michigan Canal, otherwise known as the Ogden Slip, in the city of Chicago, Illinois.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the South Park Commissioners and The Commissioners of Lincoln Park, separately or jointly, to construct, maintain, and operate, at a point suitable to the interests of navigation, a free highway bridge and approaches thereto across that portion of Lake Michigan lying opposite the entrance to Chicago River, Illinois, in the city of Chicago, county of Cook, and State of Illinois, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

SEC. 2. That the consent of Congress is hereby granted to The Commissioners of Lincoln Park to construct, maintain, and operate, at a point suitable to the interests of navigation, a free highway bridge, abutments, and approaches thereto across Michigan Canal, otherwise known as Ogden Slip, in the city of Chicago, county of Cook, and State of Illinois, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

SEC. 3. That the actual construction of each of the bridges authorized in this Act shall be commenced within two years and shall be completed within four years from the date of the passage of this Act.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

On December 14, 1928, Chairman James Simpson sent the following letter to Wm. F. Mulvihill, Supervisor, Illinois Waterway Construction, Division of Waterways, State of Illinois, Chicago:

"Dear Sir:

In accordance with the request of the Commissioners of Lincoln Park and the South Park Commissioners, the technical staff of the Chicago Plan Commission has prepared the following applications and accompanying drawings for approval of the Division of Waterways covering the construction of the proposed Outer Drive bridges.

(1) *Application for the proposed bascule bridge across that portion of Lake Michigan lying opposite the mouth of the Chicago River at the Outer Drive.*

(a) Joint application signed by Eugene R. Pike, President, Commissioners of Lincoln Park, and Edward J. Kelly, President, South Park Commissioners.

(b) Extract from the proceedings of the Lincoln Park Commission with reference to the construction of the bridge.

(c) Extract from the proceedings of the South Park Commission with reference to the construction of the bridge.

(d) Two sets of blue line prints of drawings No. 100 and No. 101, on which we have outlined in red ink the channel clearance lines for the bridge in both the open and closed positions.

(2) *Application for the proposed bascule bridge over the Michigan Canal at the Outer Drive.*

(a) Application signed by Eugene R. Pike, President, Commissioners of Lincoln Park.

(b) Copy of extract from the proceedings of the Lincoln Park Commission with reference to the construction of the bridge.

(c) Two sets of blue line prints of drawings No. 102 and No. 103, on which we have outlined in red ink the channel clearance lines for the bridge in both the open and closed positions.

At the Public Hearing held in the office of W. C. Weeks, Lt. Col. Corps of Engineers, District Engineer, on the application of the park commissions there was no opposition offered to the approval of these plans.

Some time ago the plans were submitted informally to Chief Engineer L. D. Cornish of your office, and in accordance with his instructions the accompanying applications and plans have been put in a condition that we hope will justify prompt approval by the State Division of Waterways.

The Chicago Plan Commission, at the request of the park officials, has served in the matter of preparing these plans and applications in order that the interests of all parties concerned could be co-ordinated with each other and with the plans of the Commission. As a result, I believe considerable time has been saved, hastening the day when this much needed improvement can be opened to the public. Yours truly,

(Signed) JAMES SIMPSON."

On April 5, 1929, Manager Eugene S. Taylor of the Chicago Plan Commission sent the following letter to Mr. Joseph F. Peacock, City Real Estate Agent, City Hall, Chicago:

"Dear Mr. Peacock:

I hand you herewith copy of Outer Drive Improvement drawing No. 174. This shows in yellow the area of land conveyed by the United States to the city of Chicago and re-conveyed by the city to the Lincoln Park Board; and in pink the area along the eastern shore line of Michigan Canal to be conveyed by the city to the United States.

We respectfully urge that you give this matter prompt attention and execute the necessary documents turning this latter area over to the Federal Government. The City Council, on October 31, 1928 (Page 3880 of the Council Proceedings), authorized the Mayor and the City Clerk to execute and deliver to the United States of America a deed of conveyance covering this property.

The outer drive improvement has been approved by the Lincoln Park and the South Park Commissioners; the people have voted the bonds necessary for its construction; the Federal and State governments have issued the necessary bridge permits; and a condemnation suit to acquire the property needed

north of the Chicago River has been filed by the Lincoln Park Board. It is very desirable that before this suit comes to trial the final details of transferring the land to the government and to the Lincoln Park Board shall be taken care of by the city. Therefore I again urge prompt action on your part.

Very truly yours, (Signed) EUGENE S. TAYLOR."

On April 27, 1929, Chairman James Simpson of the Plan Commission sent the following letter to President Edward J. Kelly of the South Park Commissioners:

"Dear Mr. Kelly:

Replying to your request for the recommendation of the Chicago Plan Commission with respect to the contract which has been submitted to the South Park Commissioners by the Strauss Engineering Corporation covering the preparation of bidding plans and specifications for the South Park Board's portion of the outer drive improvement, it is a pleasure for us to cooperate with you, and to recommend that the South Park Board immediately enter into this contract. The recommendation that your board do this is made by the Executive Committee of the Chicago Plan Commission. The Commission, having conceived and planned the outer drive improvement in cooperation with the South Park Commissioners and the Lincoln Park Commissioners, is naturally anxious to see construction work begin as soon as may be possible.

As you know, the Chief Engineer of the Chicago Plan Commission, Mr. Hugh E. Young, was retained as Consulting Engineer by the Commissioners of Lincoln Park on this outer drive work. The contract which was sent to the office of the South Park Commissioners is identical with the one already entered into between the Commissioners of Lincoln Park and the Strauss Corporation. In his capacity as Consultant, Engineer Young checked and revised the original Strauss proposal and gave considerable time, attention and effort to the type of structure required under the contract.

The contract as entered into by the Lincoln Park Board specifies the type of structure, and requires it to be of the fixed counterweight type, which is a factor of the utmost importance in a bridge of this size and importance. This contract also provides that it shall become effective only upon a similar contract being entered into between the South Park Commissioners and the Strauss Corporation. There is nothing to be gained by following the suggestion that has been offered of asking various bridge designing companies to submit plans and specifications for the outer drive bridge and the approaches thereto for two reasons. The first reason is that the design and type of structure already has been determined in the many general design plans which the Chicago Plan Commission has prepared for the South Park and Lincoln Park Commissioners. The second reason is that the Lincoln Park Board already has entered into a contract with the Strauss Corporation to design their portion of the bridge over the river, and it is obvious that the remaining portion of that bridge can best be designed by the same concern.

The reasons why the Executive Committee of the Chicago Plan Commission urges the South Park Commissioners immediately to enter into the con-

tract with the Strauss Engineering Corporation for the Outer Drive plans and specifications are:

(1) This contract having been approved by Engineer Young, the committee is confident that it is in proper form.

(2) Both the South Park and the Lincoln Park Commissioners have officially adopted Plan No. 2 recommended by the Chicago Plan Commission for this outer drive improvement, and the contract compels the plans to conform to the general plans officially adopted by the park boards.

(3) The Chicago Dock and Canal Company is the owner of all the private property required north of the river. An agreement has been entered into between this company and the Lincoln Park Board, contingent upon a satisfactory agreement being reached between the dock and canal company and its tenants. Agreements were made some time ago with all the tenants except one, the Container Corporation of America, and this week an oral settlement was concluded with this company and the papers are now being drawn.

(4) The property needed for the plaza and formerly owned by the federal government has been acquired by the Lincoln Park Board.

(5) The necessary federal and state government permits have been issued for the construction of the bridges across the mouth of the Chicago River and Michigan Canal (Ogden Slip).

(6) Inasmuch as it will take six months to prepare the bidding plans and specifications for the outer drive improvement, the time of beginning construction work depends upon the execution of the contract with the Strauss Corporation. By the time the bidding plans and specifications are completed, all the various other steps will have been consummated, so that bids can be taken and construction contracts can be let by your Board and by the Lincoln Park Board.

For these reasons, therefore, our Executive Committee urges immediate action on the part of the South Park Commissioners, so that this great and much needed improvement may go forward with a full head of steam and be completed and in operation by May, 1931.

Very truly yours,

(Signed) JAMES SIMPSON."

On January 10, 1929, the City Council of Chicago passed the following ordinance granting permission to the Commissioners of Lincoln Park to construct the outer drive viaduct across Grand Avenue, Illinois Street and North Water Street:

The Commissioners of Lincoln Park: Construction of Viaducts Across Certain Streets

On motion of Alderman D. A. Horan the Council thereupon took up for consideration the report of the Committee on Local Industries, Streets and Alleys on an ordinance granting permission and authority to The Commissioners of Lincoln Park to construct viaducts across certain streets, deferred and published October 31, 1928, page 3833.

Alderman D. A. Horan moved to concur in said report and to pass said ordinance [printed in Pamphlet No. 120].

The motion prevailed, by yeas and nays as follows:

Yeas — Coughlin, Anderson, Jackson, Cronson, Grossman, Guernsey, Meyering, Govier, Rowan, Wilson, Hartnett, McDonough, Byrne, Moran, Coyle, Ryan, D. A. Horan, Cepak, Toman, J. B. Bowler, Sloan, Van Norman, Maypole, A. J. Horan, Clark, Adamkewicz, Smith, Petlak, Kaindl, Seif, Nusser, Mills, Adamowski, Ringa, Chapman, Crowe, Haffa, Loescher, Feigenbutz, Nelson, Hoellen, Massen, Frankhauser, Mose—44.

Nays—None.

The following is said ordinance as passed:

AN ORDINANCE

Granting the Commissioners of Lincoln Park permission and authority to construct certain viaducts over and across East Grand avenue, East Illinois street and East North Water street in connection with an elevated boulevard or driveway.

Be it ordained by the City Council of the City of Chicago:

Section 1. Permission and authority are hereby granted to The Commissioners of Lincoln Park to construct and maintain at its sole cost and expense a viaduct across Grand avenue of a width of one hundred thirty-nine (139) feet. Said viaduct to be located at the intersection of Grand avenue and the elevated boulevard or driveway running southerly from the intersection of Lake Shore Drive and East Ohio street to the north bank of the Chicago River, as shown on the plans hereto attached and hereby made a part of this ordinance. The construction of said viaduct shall be in accordance with plans and specifications hereto attached and hereby made a part of this ordinance. Before any work is commenced under this ordinance said plans and specifications shall first be submitted to and approved by the Commissioner of Public Works of the City of Chicago.

Section 2. Permission and authority are hereby granted to the Commissioners of Lincoln Park to construct and maintain at its sole cost and expense a viaduct across East Illinois street of a width of one hundred thirty-nine (139) feet. Said viaduct to be located at the intersection of

East Illinois street and the elevated boulevard or driveway running southerly from the intersection of Lake Shore Drive and East Ohio street to the north bank of the Chicago River, as shown on the plans hereto attached and hereby made a part of this ordinance. The construction of said viaduct shall be in accordance with plans and specifications hereto attached and hereby made a part of this ordinance. Before any work is commenced under this ordinance said plans and specifications shall first be submitted to and approved by the Commissioner of Public Works of the City of Chicago.

SECTION 3. Permission and authority are hereby granted to The Commissioners of Lincoln Park to construct and maintain at its sole cost and expense a viaduct across East North Water street of a width of one hundred thirty-nine (139) feet. Said viaduct to be located at the intersection of East North Water street and the elevated boulevard or driveway running southerly from the intersection of Lake Shore Drive and East Ohio street to the north bank of the Chicago River, as shown on the plans hereto attached and hereby made a part of this ordinance. The construction of said viaduct shall be in accordance with plans and specifications hereto attached and hereby made a part of this ordinance. Before any work is commenced under this ordinance said plans and specifications shall first be submitted to and approved by the Commissioner of Public Works of the City of Chicago.

SECTION 4. The permission and authority herein granted to The Commissioners of Lincoln Park to construct viaducts across East Grand avenue, East Illinois and East North Water streets is for the purpose of enabling said Commissioners to construct a new connecting elevated boulevard or driveway running southerly from the intersection of Lake Shore Drive and East Ohio street to the north bank of the Chicago River, to connect the parks under the jurisdiction of the South Park Commissioners, by means of said elevated boulevard or driveway, and a bridge across the mouth of the Chicago River, with the parks under the jurisdiction of The Commissioners of Lincoln Park.

SECTION 5. This ordinance shall take effect and be in force from and after its passage and acceptance in writing by The Commissioners of Lincoln Park within sixty (60) days after the passage of this ordinance.

SPECIFICATIONS.

Viaduct Across East Grand Avenue.

The roadway of the viaduct across East Grand avenue shall be one hundred thirty-nine (139) feet in width. At the north line of East Grand avenue said roadway shall have an elevation of twenty-one and twenty-nine hundredths (21.29) feet above Chicago City datum and at the south line of East Grand avenue said roadway shall have an eleva-

tion of twenty-three and sixty-eight hundredths (23.68) feet above Chicago City datum. The supports for said viaduct shall be by two (2) column bents, one located twelve (12) feet south of the north line of East Grand avenue, and one located twelve (12) feet north of the south line of East Grand avenue. Said viaduct shall be constructed of steel covered with concrete, reinforced concrete or any combination of the foregoing. At the intersection of East Grand avenue and Lake Shore Drive a clearance of thirteen (13) feet six (6) inches shall be provided beneath said viaduct and the elevation of said roadway under said viaduct shall be five (5) feet above Chicago City datum.

Viaduct Across East Illinois Street.

The roadway of the viaduct across East Illinois street shall be one hundred thirty-nine (139) feet in width. At the north line of East Illinois street said roadway shall have an elevation of thirty and seventy-two hundredths (30.72) feet and at the south line of East Illinois street said roadway shall have an elevation of thirty-three and eleven hundredths (33.11) feet above Chicago City datum. The supports for said viaduct shall be by three (3) column bents, one located at the north street line, the second at the center line of the street, being thirty-seven (37) feet south of the north line and the third at the south street line. Said viaduct shall be constructed of steel covered with concrete, reinforced concrete or any combination of the foregoing. At the intersection of East Illinois street and Lake Shore Drive a clearance of sixteen (16) feet six (6) inches shall be provided beneath said viaduct and the elevation of said roadway under said viaduct shall be twelve (12) feet above Chicago City datum.

Viaduct Across East North Water Street.

The roadway of the viaduct across East North Water street shall be one hundred thirty-nine (139) feet in width. At the north line of East North Water street said roadway shall have an elevation of forty-four and forty-seven hundredths (44.47) feet above Chicago City datum and at the south line of East North Water street said roadway shall have an elevation of forty-five and four hundredths (45.04) feet above Chicago City datum. The supports for said viaduct shall be by two (2) column bents, one located four and one-half (4½) feet south of the north line of said East North Water street and the second located four and one-half (4½) feet north of the south line of said East North Water street. Said viaduct shall be constructed of steel covered with concrete, reinforced concrete or any combination of the foregoing. At the intersection of said East North Water street and Lake Shore Drive a clearance of twenty-six (26) feet shall be provided beneath said viaduct and the elevation of said roadway under said viaduct shall be eight (8) feet above Chicago City datum.

To provide sufficient headroom under the outer drive

viaduct across Grand Avenue, it will be necessary to depress Grand Avenue at that point, and to have the street car tracks re-located upon the street as depressed. An ordinance covering this matter was prepared, and was pending before the City Council at the time this volume went to press.

The supporting columns of the outer drive viaduct across North Water Street will interfere with the tracks of the Chicago & Northwestern Railway Company at that point. These viaduct columns will necessitate a relocation of the railroad tracks. Therefore, on June 14, 1929, the following ordinance was passed by the City Council of Chicago:

C. & N. W. Ry. Co.: Change in Location of Tracks in E. North Water St.

The Committee on Finance submitted a report recommending the passage of an ordinance submitted therewith authorizing and directing a change in the location of tracks of the Chicago & Northwestern Railway Company in East North Water street.

Alderman Kaindl moved to concur in said report and to pass said ordinance.

No request being made by any two Aldermen present to defer consideration of said report for final action thereon until the next regular meeting, and the question being put, the vote thereon was as follows:

Yeas—Coughlin, Anderson, Jackson, Cronson, Eaton, Guernsey, Nance, Meyering, Rowan, Wilson, Zintak, McDonough, O'Toole, Byrne, Moran, Morris, Northrup, Pacelli, D. A. Horan, Cepak, J. B. Bowler, Sloan, Van Norman, Maypole, A. J. Horan, Clark, Konkowski, Smith, Rozczynialski, Kaindl, Seif, Taylor, Adamowski, Ross, T. J. Bowler, Albert, Loescher, Feigenbutz, Nelson, Hoellen, Massen, Frankhauser, Mellin—43.

Nays—None.

The following is said ordinance as passed:

AN ORDINANCE

Authorizing and directing the Chicago and North Western Railway Company to change the location of its present railroad tracks and turnouts in East North Water street and readjust the pavement in portions of said street to make possible the construction by The Commissioners of Lincoln Park of the viaduct across East North Water street, authorized by ordinance of the City Council of the City of Chicago, passed January 10, 1929.

WHEREAS, The Chicago and North Western Railway Company has for many years maintained and operated two main line tracks with necessary turnouts in East North Water street under and by virtue of an ordinance of July 17, 1848, to the Galena and Chicago Union Railroad Company; and

WHEREAS, The said Chicago and North Western Railway Company is the successor to the Galena and Chicago Union Railroad Company; and

WHEREAS, On January 10, 1929, the City Council of the City of Chicago passed an ordinance granting to The Commissioners of Lincoln Park permission and authority to construct certain viaducts over and across East Grand avenue, East Illinois street, and East North Water street in connection with an elevated boulevard or driveway, Journal of the Proceedings of the City Council of January 10, 1929, pages 4365 to 4366; and

WHEREAS, In order that the Commissioners of Lincoln Park may construct its said viaduct across East North Water street, so authorized as aforesaid, it will be necessary for said Chicago and North Western Railway Company to relocate its main line tracks and the turnouts to permit the construction of the columns of said viaduct in said street; and

WHEREAS, The said Chicago and North Western Railway Company, under negotiations with The Commissioners of Lincoln Park, are willing to rearrange its said main line tracks and turnouts and to readjust the pavement of East North Water street at such places as may be necessary, caused by such relocation of said tracks; and

WHEREAS, It is necessary for the City of Chicago to grant permission to the said Chicago and North Western Railway Company to relocate its said tracks and turnouts, and to readjust the pavement as aforesaid; and

WHEREAS, The plan hereto attached and marked "Exhibit A" and made a part hereof shows the present tracks and the proposed track changes; therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Chicago and North Western Railway Company be and it is hereby authorized and directed to change the location of its present two main line railroad tracks and its various turnouts in East North Water street, as shown on Exhibit "A." Said changes are to be made as shown on legend on Exhibit "A." That said relocation of tracks and turnouts shall include the two main line tracks and the turnouts in East North Water street lying east of a line parallel with and 815 feet westerly of the westerly line of the proposed outer drive viaduct over East North Water street, and as shown in red and yellow color on Exhibit "A." The two main line tracks are designated as "A-B" and "A-C," and the turnouts are designated "F-G," "J-K," "L-M" and

"P-Q." Said tracks as shown in yellow color replacing tracks now existing in said street and as shown on attached Exhibit "A," colored in green and designated as "D-E" and "N-O." That so much of the main line tracks "A-B" and "A-C" as is shown in yellow replaces that portion of the tracks now shown in green.

SECTION 2. Said Chicago and Northwestern Railway Company, its successors and assigns are hereby authorized to construct and maintain said relocated main line tracks and turnouts in East North Water street, until such time as said tracks or any part of same is or are abandoned by said Chicago and North Western Railway Company, its successors or assigns. That the said Railway Company shall readjust and relay all pavements in East North Water Street which are disturbed or destroyed by the track changes which are hereinabove authorized and directed so as to restore the same to their present condition. Provided, however, that nothing in this ordinance contained shall be construed as obligating said Railway Company to readjust or relay any pavements disturbed or destroyed by reason of the construction of the viaduct across East North Water street by The Commissioners of Lincoln Park.

SECTION 3. That said original ordinance to the Galena and Chicago Union Railroad Company of July 17, 1848, except as the provisions therein are changed or modified by this amendatory ordinance, shall remain in full force and effect, the same as if said original ordinance had not been amended.

SECTION 4. That all track changes or relocations provided for in this ordinance, together with the readjustment of the street pavement shall be done and performed under the supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTION 5. This ordinance shall take effect and be in force from and after its passage and approval.

It had been discovered that at the time the City Council passed the ordinance of October 31, 1928, providing for the conveyance of certain property by the City to the United States, the Mayor and the City Clerk had no power or authority to execute and deliver a deed of conveyance of such property to the United States. This power, however, had been granted by the Legislature of the State of Illinois on June 7, 1929. Therefore it became necessary for the City Council to repeal the ordinance of October 31, 1928, and to pass a new ordinance, which was done on July 10, 1929, as follows:

Repeal of an Ordinance Authorizing a Conveyance to the United States Government of the City's Interest in a Certain Parcel of Land for Lighthouse Purposes.

The Committee on Finance submitted a report recommending the passage of two ordinances submitted therewith in the matter of the exchange of certain property with the United States Government.

Alderman Clark moved to concur in said report.

No request being made by any two Aldermen present to defer consideration of said report for final action thereon until the next regular meeting, and the question being put on the passage of an ordinance repealing an ordinance conveying the City's interest in a certain parcel of land to the United States Government, the vote thereon was as follows:

Yeas—Coughlin, Anderson, Cronson, Eaton, Guernsey, Nance, Meyering, Govier, Rowan, Zintak, McDonough, Byrne, Moran, Coyle, Morris, Northrup, Pacelli, D. A. Horan, Cepak, Toman, Arvey, J. B. Bowler, Sloan, Van Norman, Maypole, A. J. Horan, Clark, Konkowski, Smith, Rozczynialski, Kaindl, Seif, Nusser, Taylor, Ringa, Ross, T. J. Bowler, Albert, Loescher, Feigenbutz, Nelson, Hoellen, Massen, Frankhauser, Mellin—45.

Nays—None.

The following is said ordinance as passed:

AN ORDINANCE

To repeal an ordinance passed October 31, 1928, providing for the conveyance of certain property by the City of Chicago to the United States of America.

WHEREAS, The City Council of the City of Chicago at its regular meeting held October 31, A. D. 1928, passed an ordinance authorizing the Mayor and the City Clerk to execute and deliver to the United States of America, a deed of conveyance to certain property for lighthouse purposes, in exchange for a certain other lighthouse reservation to be acquired by the City, which said ordinance appears on pages 3880 and 3881, of the Council Proceedings of October 31, 1928, and,

WHEREAS, At the time of the passage of this ordinance, no power or authority was vested in the Mayor and the City Clerk to execute and deliver a deed of conveyance to the United States of America, and,

WHEREAS, The Legislature of the State of Illinois, did pass an Act on June 7, 1929, authorizing the conveyance by the City of Chicago of the property in question. Said Act known as Senate Bill No. 435, and,

WHEREAS, It is necessary that a new ordinance be passed by the City Council of the City of Chicago, subsequent to the passage of the Act by the Legislature of the State of Illinois, therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That said ordinance authorizing the Mayor and the City Clerk to execute and deliver to the United States of America, a deed of conveyance to certain property for lighthouse purposes, in exchange for a certain other lighthouse reservation to be acquired by the City, which said ordinance appears on pages 3880 and 3881, of the Council Proceedings of October 31, 1928, is hereby repealed.

SECTION 2. This ordinance shall take effect, and be in force and effect from and after its passage.

—

CONVEYANCE TO THE UNITED STATES GOVERNMENT OF THE CITY'S INTEREST IN A CERTAIN PARCEL OF LAND IN EXCHANGE FOR CERTAIN OTHER PROPERTY

The question next being put on the passage of an ordinance conveying the City's interest in a certain parcel of land to the United States Government in exchange for certain other property, the vote thereon was as follows:

Yeas—Coughlin, Anderson, Cronson, Eaton, Guernsey, Nance, Meyering, Govier, Rowan, Zintak, McDonough, Byrne, Moran, Coyle, Morris, Northrup, Pacelli, D. A. Horan, Cepak, Toman, Arvey, J. B. Bowler, Sloan, Van Norman, Maypole, A. J. Horan, Clark, Konkowski, Smith, Rozczynialski, Kaindl, Seif, Nusser, Taylor, Ringa, Ross, T. J. Bowler, Albert, Loescher, Feigenbutz, Nelson, Hoellen, Massen, Frankhauser, Mellin—45.

Nays—None.

The following is said ordinance as passed:

AN ORDINANCE

To authorize the Mayor and City Clerk to execute and deliver to the United States of America a deed of conveyance to certain property in exchange for certain other property of the United States Government to be acquired by the City.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Mayor and City Clerk are hereby authorized to convey by quit-claim deed to the United States of America all right, title and interest in fee simple of the State of Illinois and the City of Chicago, in and to the following tract of land described by metes and bounds as follows:

Beginning at the point of intersection of the west side of the dock on the east side of the Ogden Slip with the north line of the tract of land conveyed by the City of Chicago to the United States of America by deed dated August 10, 1920, and recorded December 8, 1921, as Document 7347325 in Book 16850, page 532; running thence east on the north line of said tract a distance of eighty (80) feet; thence north at right angles to the north line of said tract two hundred seventeen (217) feet; thence west on a line parallel to and two hundred seventeen (217) feet north of the

north line of said tract one hundred (100) feet, more or less, to the west side of said dock on the east side of the Ogden Slip; thence south and southeasterly on the west side of said dock to the place of beginning, together with a right of way over the public street now adjoining the premises herein conveyed to the United States by the grantor or such other street or streets as the City of Chicago may hereafter cause to be laid out or dedicated, providing suitable access to the property herein conveyed. The tract of land referred to in the above as having been conveyed by the City of Chicago to the United States of America by deed dated August 10, 1920, being described as follows: A parcel of land adjacent to the North Government Pier, and bounded on the east by Lake Michigan, approximately five hundred (500) feet long in an easterly and westerly direction, and one hundred (100) feet wide, described as commencing at the junction of the north side of the United States Government Pier (running east from the Ogden Slip) with the east side of the North and South Municipal Pier for place of beginning, said place of beginning being seven hundred (700) feet, more or less, south, measured at right angles from a point in the north line of East Illinois street extended one thousand five hundred (1,500) feet, more or less, east of the east line of Peshtigo street; thence northerly along the said North and South Pier one hundred eight (108) feet; thence westerly at an angle from the south to west of ninety-one degrees, a distance of five hundred six (506) feet, more or less to the west side of the dock on the east side of the Ogden Slip; thence southerly at an angle from east to south seventy-four degrees thirty minutes along the concrete dock one hundred three (103) feet, more or less to the United States Government Pier; thence easterly at an angle from north to east one hundred six (106) degrees forty minutes along the United States Government Pier for a distance of four hundred eighty (480) feet, more or less to the place of beginning, together with the right of way over the street now adjoining such property or such future streets as the City of Chicago may cause to be laid out or dedicated giving the United States suitable access to said property. The property which this ordinance hereinabove authorizes to be conveyed by the City of Chicago to the United States of America is colored red on the plat hereto attached, which plat is marked "Chicago Plan Commission, Drawing No. 174; Filed Office Superintendent of Lighthouses, 12th District, as Drawing Number 28,278."

SECTION 2. That the said conveyance of the aforesaid property be given in exchange for, and in consideration of a conveyance by the United States of America, as evidenced by a quit-claim deed executed by the Secretary of Commerce to the City of Chicago in the State of Illinois, of all right, title and interest of the United States of America in and to

Lots seventeen (17), eighteen (18) and nineteen (19) in the original water Lot thirty-five (35) in Chicago Dock and Canal Company's re-subdivision of their subdivision of original water Lot thirty-five (35) and the accretions thereto, all of Block eight (8) and accretions thereto, and of that part of Block nineteen (19) lying east of Sub-block two (2), all in Kinzie's Addition to Chicago, according to the plat thereof recorded March 17, 1885, as Document 610129 in Book 19 of Plats, page 77, situated in the City of Chicago in the State of Illinois; except the buildings placed on said Lots seventeen (17), eighteen (18) and nineteen (19) by the United States, which buildings shall remain the property of the United States, and shall be removed by the United States within six (6) months after the exchange of lands herein authorized. The property herein provided to be conveyed by the United States of America to the City of Chicago is colored yellow on the plat hereto attached, which plat is marked "Chicago Plan Commission, Drawing No. 174; Filed Office Superintendent of Lighthouses, 12th District, as Drawing Number 28,278."

SECTION 3. That the quit-claim deed above provided for shall be substantially in the form hereto attached.

SECTION 4. This ordinance shall be in force and effect from and after its passage.

—

QUIT-CLAIM DEED

THIS INDENTURE WITNESSETH, That the grantor, the City of Chicago, a municipal corporation, situated in the County of Cook and State of Illinois, for and in consideration of the conveyance to it by the United States of America by quit-claim deed, of all right, title and interest of the United States of America in and to

Lots seventeen (17), eighteen (18) and nineteen (19) in original water Lot thirty-five (35) in Chicago Dock and Canal Company's re-subdivision of their subdivision of original water Lot thirty-five (35) and the accretions thereto, all of Block eight (8) and accretions thereto, and that part of Block nineteen (19) lying east of Sub-block two (2) in Kinzie's Addition to Chicago according to the plat thereof recorded March 17, 1885, as Document 610129 in Book Nineteen of Plats, page 77, situated in the City of Chicago and State of Illinois, except the buildings placed on said Lots seventeen (17), eighteen (18) and nineteen (19) by the United States, which buildings shall remain the property of the United States and shall be removed by the United States within six (6) months after the exchange of lands herein mentioned.

CONVEYS AND QUIT-CLAIMS to the United States of America all the right, title and interest, in fee simple, of the State of Illinois and the City of Chicago, in and to the following tract of land, situated in the County of Cook and State of Illinois, described as follows:

Beginning at the point of intersection of the west side of the dock on the east side of the Ogden Slip with the north line of the tract of land conveyed by the City of Chicago to the United States of America by deed dated August 10, 1920, and recorded December 8, 1921, as Document 7347325 in Book 16850, page 532; running thence east on the north line of said tract a distance of eighty (80) feet; thence north at right angles to the north line of said tract two hundred seventeen (217) feet; thence west on a line parallel to and two hundred seventeen (217) feet north of the north line of said tract one hundred (100) feet, more or less, to the west side of said dock on the east side of the Ogden Slip; thence south and southeasterly on the west side of said dock to the place of beginning, together with a right of way over the public street now adjoining the premises herein conveyed to the United States by the grantor or such other street or streets as the City of Chicago may hereafter cause to be laid out or dedicated, providing suitable access to the property herein conveyed. The tract of land referred to in the above as having been conveyed by the City of Chicago to the United States of America by deed dated August 10, 1920, being described as follows: A parcel of land adjacent to the North Government Pier, and bounded on the east by Lake Michigan, approximately five hundred (500) feet long in an easterly and westerly direction, and one hundred (100) feet wide, described as commencing at the junction of the north side of United States Government Pier (running east from the Ogden Slip) with the east side of the North and South Municipal Pier for place of beginning, said place of beginning being seven hundred (700) feet, more or less, south, measured at right angles from a point in the north line of East Illinois street extended one thousand five hundred (1,500) feet, more or less, east of the east line of Peshtigo street; thence northerly along the said North and South Pier one hundred eight (108) feet; thence westerly at an angle from the south to west of ninety-one degrees, a distance of five hundred six (506) feet, more or less to the west side of the dock on the east side of the Ogden Slip; thence southerly at an angle from east to south seventy-four degrees thirty minutes along the concrete dock one hundred three (103) feet, more or less, to the United States Government Pier; thence easterly at an angle from north to east one hundred six (106) degrees forty minutes along the United States Government Pier for a distance of four hundred eighty (480) feet, more or less to the place of beginning, together with the right of way over the street now adjoining such property or such future streets as the City of Chicago may cause to be laid out or dedicated giving the United States suitable access to said property.

This instrument is executed in pursuance of an ordinance duly passed by the City Council of the said City of Chicago on the .....day of.....A. D. 1929, published in

the Journal Proceedings of the City Council, pages..... and....., authorizing the Mayor and City Clerk of said City to execute such deed of conveyance.

IN WITNESS WHEREOF, the grantor, the City of Chicago, has caused this instrument to be signed and sealed by its Mayor and City Clerk and its Corporate Seal to be hereto attached.

CITY OF CHICAGO,

By.....

Mayor.

Attest:

.....

City Clerk.

STATE OF ILLINOIS, }
COUNTY OF COOK, } SS:

I, ..., a Notary Public in and for said County in the State aforesaid, do hereby certify that William Hale Thompson, Mayor of the City of Chicago in the County and State aforesaid, and Patrick Sheridan Smith, City Clerk of said City, personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they, as such Mayor and City Clerk, signed, sealed and delivered said instrument as their free and voluntary act, and as the free and voluntary act of the said City of Chicago for the uses and purposes therein set forth.

Given under my hand and notarial seal this.....day of....., A. D. 1929.

.....

Notary Public.

The suit of the Commissioners of Lincoln Park to condemn certain property needed for the outer drive improvement had been filed in the Circuit Court of Cook County on March 7, 1929.

The case was entitled "The Commissioners of Lincoln Park vs. The Chicago Dock and Canal Company et al.," in the Circuit Court of Cook County, Docket No. B-177476, Condemnation. The Case, after being put at issue, and due notice having been given, came on for hearing on July 25th, 1929, in the Circuit Court, before Judge George Fred Rush and a jury. There were present:

Col. Wm. H. Beckman,
Atty. for Petitioner.
Mr. Eugene H. Dupee,
Of counsel for Petitioner.

Messrs. Wilson, McIlvaine, Hale, and Templeton, Attorneys, and Mr. Wm. B. McIlvaine, Sr., of counsel, for respondent, The Chicago Dock and Canal Company.

Messrs. Samuel H. Cody, N. J. Wilcox, Edgar R. Hart, and I. C. Belden, attorneys for respondent, Chicago and North Western Railway Company.

Messrs. Defrees, Buckingham, Jones and Hoffman, attorneys, and Mr. Walker L. Miller, of counsel, for respondents, The North Pier Terminal Company, Interstate Terminal Warehouses, Inc., and the Union Trust Company, Trustee.

Hon. Samuel A. Ettelson, Corporation Counsel, attorney, and Mr. Roy N. Lesch, of counsel for the respondent, the City of Chicago.

Messrs. Winston, Strawn and Shaw, Attorneys, and Mr. John D. Black, of counsel for the respondents, Container Corporation of America and Continental National Bank and Trust Company, Successor in trust to Continental and Commercial Trust and Savings Bank, Trustee.

The petitioner offered the following proofs, which were ordered by the court to be recited in evidence, namely: A certified copy of a set of drawings entitled "Chicago Plan Commission, Outer Drive Improvement, Study No. 2—Revised. Official Drawings." Also, a certified copy of "An Act to fix the boundaries of Lincoln Park in the City of Chicago, and provide for its improvement." In force February 8, 1869. Also a stipulation entered into between The Commissioners of Lincoln Park and The Chicago Dock and Canal Company, on July 25, 1929, and filed in the office of the Clerk of the Circuit Court in the above entitled case, on that date. Also, a certified copy of a resolution adopted by The Commissioners of Lincoln Park on Feb. 14, 1929, and printed on pages 1652, 1653 of the Journal of Proceedings of the Board of The Commissioners of Lincoln Park, adjourned meeting Thursday, February 14, 1929.

Also, a certified copy of a set of drawings entitled "Chicago Plan Commission's Plan No. 2, Outer Driveway" filed in the office of The Commissioners of Lincoln Park on Feb. 14, 1929.

Also, a certified copy of a resolution adopted on July 25, 1929, by The Commissioners of Lincoln Park, relating to the "Outer Driveway."

Also, a certified copy of an ordinance passed by the City Council of the City of Chicago on January 10, 1929, and printed on pages 4365, 4366 of the Journal of the Proceedings of the City Council of the City of Chicago for January 10, 1929, authorizing the Commissioners to construct the Outer Driveway over and across E. Grand Avenue, E. Illinois Street, and E. North Water Street.

Also, a certified copy of an ordinance passed by the City Council of the City of Chicago on June 14, 1929, and printed on pages 455 and 456 of the Journal of the Proceedings of the City Council of the City of Chicago, of January 30, 1929.

Mr. Bertram M. Winston, a witness called by the petitioner, testified, that he was and for more than thirty years has been a real estate broker in the City of Chicago, and was a member of the firm of Winston and Company, real estate brokers; that for many years he had been acquainted with the real estate transactions in the vicinity of the property sought to be condemned in this case, and with the value of this property; that he knows the value of the property sought to be condemned, as of the 7th day of March, 1929, the date of filing the petition in this case; that he is acquainted with the contents of the stipulation this day offered in evidence in this case, and with the building on a portion of said property, and with the respective rights and obligations of the parties with respect to said land and building, under the term of said stipulation; that this viaduct for the Outer Driveway is to be constructed over all of Parcels "B," "C," "D," and "E," that a portion of the ground of each of said parcels is to be occupied by the petitioner by viaduct column foundation, bridge abutments, enclosure walls and piers; that the petitioner is here condemning the space to be filled by the viaduct, viaduct column, column foundation, bridge abutments, enclosure walls and piers, and the air rights over the viaduct, and that the respondent The Chicago Dock and Canal Company is retaining the ownership of all of said Parcels "B," "C," "D," and "E" not condemned; also that the taking of the property here to be taken and the destruction of a part of the building thereon, will cause damage to the remainder of the property forming a part of the property taken; that he is of the opinion that on March 7th, 1929, the actual, fair, cash, market value of the property sought to be taken is as stated in the following tabulation; that in said tabulation the first line under each parcel represents the total area and value of the parcel, the second line represents the portion of the parcel to be filled by the viaduct structure or its parts, and the third line represents the net value of the portion of the parcel actually taken and used; that under parcel "D" is also listed the value of the destroyed part of the building, and that the aggregate value of the land and improvements taken is $1,333,712.00: that the damage to the remainder of the property is $166,288.00, making an aggregate of $1,500,000.00. Mr. Winston's tabulation above referred to is as follows:

OUTER DRIVE IMPROVEMENT
LINCOLN PARK SECTION

PARCEL "B"

38,080 sq. ft. @ $7.00	$266,560.00
5,900 sq. ft. for columns, architectural details and bridge pit	
32,180 sq. ft. @ 11% of $7.00 ($.77)	24,778.60
	$241,781.40

PARCEL "C"		
29,190 sq. ft. @ $7.00		$204,330.00
3,214 sq. ft. for columns and slip bridge abutment		
25,976 sq. ft. @ 11% of $7.00 ($.77)		20,001.52
		$184,328.48
PARCEL "D"		
21,658 sq. ft. @ 8.00		$173,264.00
1,352 sq. ft. for columns and slip bridge abutment		
20,306 sq. ft. @ 11% of $8.00 ($.88)		17,869.28
		$155,394.72
Building		394,176.00
		$549,570.72
PARCEL "E"		
30,302 sq. ft. @ $12.50		$378,775.00
130 sq. ft. for columns and architectural details		
30,172 sq. ft. @ 5½% of $12.50 ($.6875)		20,743.60
		$358,031.40

RESUME OF NET COMPENSATION FOR LAND AND BUILDINGS

Parcel "B"	$ 241,781.40
Parcel "C"	184,328.48
Parcel "D"	549,570.72
Parcel "E"	358,031.40
	$1,333,712.00
Damage to remainder of land and building	166,288.00
	$1,500,000.00

Upon the conclusion of Mr. Winston's testimony, the court instructed the jury in writing, and the jury, having retired and deliberated, brought in their verdict on July 25, 1929, awarding $1,500,000 to The Chicago Dock and Canal Company; $5,750 to the Chicago and Northwestern Railway Company, and $17.00 in sums of $1.00 each to various other defendants, the total of all the awards being $1,505,767.00.

STATE OF ILLINOIS, }
COUNTY OF COOK, } ss.

The court received the verdict and on the same day entered an order of final judgment. The judgment, with the verdict incorporated therein, follows:

IN THE CIRCUIT COURT OF COOK COUNTY

General No. B-177476

The Commissioners of Lincoln Park

vs.

The Chicago Dock and Canal Company, et al.

Condemnation

ORDER OF FINAL JUDGMENT

Now comes the petitioner, The Commissioners of Lincoln Park, a Municipal Corporation, by William H. Beckman and Eugene H. Dupee, its attorneys; and comes the respondent, The Chicago Dock and Canal Company, a corporation, by Wilson, McIlvaine, Hale & Templeton, its attorneys; and comes the respondent, Chicago & North Western Railway Company, by Edgar R. Hart and I. C. Belden, its attorneys, and Nelson J. Wilcox, of counsel; and come the respondents, The North Pier Terminal Company, a corporation, Interstate Terminal Warehouses, Inc., a corporation, and The Union Trust Company, a corporation, Trustee, by Defrees, Buckingham, Jones & Hoffman, their attorneys; and comes the City of Chicago, by Samuel A. Ettelson, Corporation Counsel; and come the respondents, Container Corporation of America, a corporation, and Continental National Bank & Trust Company, a corporation, as successor in trust to Continental & Commercial Trust & Savings Bank, Trustee, by Winston, Strawn & Shaw, their attorneys; and the respondents, General Electric Company, a corporation, Martha A. Jamison, Margaret A. Jamison, United States Trust Company of New York, a corporation, John A. Stewart, Farmers Loan & Trust Company of New York, Trustee, the unknown heirs or devisees of Edwin S. Marston, Trustee, deceased, National Conveyor Company, a corporation, Marine Coal Company, a corporation, Furniture Exhibition Company, a corporation, Chicago Coated Board Company, a corporation, Robert Gair Company, a corporation, John B. Livingston, and the unknown owners of and parties interested in the property sought to be condemned in said cause not appearing in response to service of process upon them, and each of them; and it appearing to the Court that due service of personal process has been had upon each and every of the aforesaid respondents more than ten days before the first day of the April, 1929, term of this court, excepting only as to the respondents General Electric Company, a corporation, Martha A. Jamison, Margaret A. Jamison, United States Trust Company of New York, a corporation, John A. Stewart, Farmers Loan & Trust Company of New York, Trustee, the unknown heirs or

devisees of Edwin S. Marston, Trustee, deceased, National Conveyor company, a corporation, Marine Coal Company, a corporation, Furniture Exhibition Company, a corporation, Chicago Coated Board Company, a corporation, Robert Gair Company, a corporation, John B. Livingston, and the unknown owners of and parties interested in the property sought to be condemned in said cause; and that as to all of said last named respondents who have not been served with personal process, as aforesaid, due service of process and notice of the pendency of this suit has been given to all of such respondents, including the unknown owners and parties in interest, as required by the statute in such case made and provided, by a publication of said notice in the Chicago Daily Law Bulletin, a newspaper printed and published in the City of Chicago, County of Cook, and State of Illinois, once in each week for four successive weeks, and that the first publication of said notice in said newspaper was at least forty days prior to the April, 1929, term of this Court and was on, to wit, the 8th day of March, 1929, and that the last publication thereof was made in said newspaper on the 29th day of March, 1929; and by mailing a copy of said notice to each of said respondents at his or its place of residence in accordance with the statute in such case made and provided within ten days of the first publication of said notice.

And the Court Finds that it has jurisdiction of all parties to this suit and that it has jurisdiction of the subject matter therein, and that all parties interested are before the court.

And the Court Finds that a certain stipulation entered into between the petitioner, The Commissioners of Lincoln Park, and the respondents, The Chicago Dock and Canal Company, on the 25th day of July, 1929, was filed in this case on the 25th day of July, 1929, and that in and by virtue of the terms of said stipulation the property sought to be taken by the petitioner in this case, and the uses to be made of the same, and the property remaining uncondemned, and the respective interests and obligations of the parties to said stipulation in and to the property to be taken, and the use to be made of the same, are defined and limited, and that the property and interest which said petitioner is to take in this case, and the uses to be made of the same by said petitioner are to be governed and determined by the terms of said stipulation. (Which said stipulation and drawings are set out in full in the Proceedings of The Commissioners of Lincoln Park, special meeting, July 25, 1929, beginning on p. 1794, and are therefore not here reprinted.)

And The Court being fully advised in the premises does, therefore, order that a jury come, whereupon come the jurors of good and lawful men impanelled to try the issues in this case and to render their verdict, who having been duly selected, examined, and sworn well and truly to ascertain and report the just compensation to the owners of the premises sought to be taken or damaged by these proceedings, and to each person interested therein, according to the facts in the case as they have been made to appear from the evidence, including

the aforesaid stipulation, and having heard the evidence adduced herein, including said stipulation, the arguments of counsel, and the instructions from the Court, bring in their verdict and say:

STATE OF ILLINOIS, }
COUNTY OF COOK, } ss.

IN THE CIRCUIT COURT OF COOK COUNTY

The Commissioners of Lincoln Park } General No.
vs. } B-177476
The Chicago Dock and Canal Company, et al. } Condemnation

VERDICT

We, the jury duly impanelled and sworn in the above entitled cause, do find and report that we have ascertained and determined the just compensation to be paid by said petitioner, The Commissioners of Lincoln Park, to the owners of and parties interested in the lots, pieces and parcels of land hereinafter described, together with the improvements thereon which said petitioner seeks to acquire as stated in its petition in this cause, and as further limited and defined, both as to the property taken and the uses to be made thereof, by the certain stipulation between the petitioner, The Commissioners of Lincoln Park, and the respondents, The Chicago Dock and Canal Company, dated July 26, 1929, and on the said date filed in this cause. Said compensation is as follows:

To The Chicago Dock and Canal Company as the owners of and parties interested in so much of the following described property, to-wit:

PARCEL "B"

That part of Lots 18-19-20 & 21 in Chicago Dock and Canal Company's Resubdivision of their Subdivision of Original Water lot 35 and the Accretion thereto, all of Block 8 and accretion, and that part of Block 19 lying east of Sub-Block 2, all in Kinzie's Addition to Chicago described as follows:

Beginning at a point on the south line of North Water St. and the north line of said lots which is 7.26 feet east of the northwest corner of said lot 19 and running thence south along a straight line a distance of 40 feet to a point which is 7.20 feet east of the west line of said lot 19; thence southwesterly along a straight line a distance of 60.72 feet to a point which is 57 feet south of the north line and 51.10 feet west of the east line (measured parallel with said lot lines) of said lot 18; thence south along a straight line a distance of 30.25 feet to a point which is 87.25 feet south of the north line and 51.10 feet west of the east line (measured parallel with said lot lines) of said lot 18; thence southeasterly along a straight line a distance of 88.30 feet to a point which is 117.94 feet south of the north line and 31.71 feet east of the west line (measured parallel with said lot lines) of said lot 19; thence southeasterly along a straight

line a distance of 14.92 feet to a point which is 124.73 feet south of the north line and 45 feet east of the west line (measured parallel with said lot lines) of said lot 19; thence southeasterly along a straight line a distance of 86.64 feet to a point which is 204.78 feet south of the north line and 78.12 feet east of the west line (measured parallel with said lot lines) of said lot 19; thence southwesterly along a straight line a distance of 42.93 feet to a point on the southerly line of said lot 19 which is 38.85 feet westerly (measured along said southerly lot line) from the southeast corner of said lot 19; thence easterly along said southerly line of lot 19 a distance of 38.85 feet to the southeast corner of said lot 19 and the southwest corner of said lot 20; thence easterly along the southerly line of said lot 20 a distance of 66.63 feet to a point which is 34.79 feet west of the east line of said lot 20 extended; thence northeasterly along a straight line a distance of 18.72 feet to a point which is 211.09 feet south of the north line and 21.53 feet west of the east line (measured parallel with said lot lines) of said lot 20; thence northwesterly along a straight line a distance of 13 feet to a point which is 201.89 feet south of the north line and 30.71 feet west of the east line (measured parallel with said lot lines) of said lot 20; thence northeasterly along a straight line a distance of 51.83 feet to a point which is 165.29 feet south of the north line and 6 feet east of the west line (measured parallel with said lot lines) of said lot 21; thence east along a straight line a distance of 6 feet to a point which is 165.30 feet south of the north line (measured parallel with the west line) of said lot 21; thence north along a straight line a distance of 78 feet to a point which is 12.12 feet east of the west line (measured parallel with the north line) of said lot 21; thence west along a straight line a distance of 6 feet to a point which is 87.29 feet south of the north line (measured parallel with the west line) of said lot 21; thence northwesterly along a straight line a distance of 57.98 feet to a point which is 46.23 feet south of the north line and 34.81 feet west of the east line (measured parallel with said lot lines) of said lot 20; thence north along a straight line a distance of 6 feet to a point which is 34.80 feet west of the east line (measured parallel with the north line) of said lot 20; thence west along a straight line a distance of 19 feet to a point which is 40.20 feet south of the north line of said lot 20; thence north along a straight line a distance of 40.20 feet to a point on said north line of lot 20 which is 46.26 feet east of the northwest corner of said lot and thence west along the north line of said lots 19 and 20 and the south line of North Water St. a distance of 139 feet to the point of beginning.

PARCEL "C"

That part of Lot 27 which lies west of a straight line drawn from a point on the north line of said lot which is 46.66 feet east of the northwest corner thereof to a point on the south line of said lot which is 46.34 feet east of the southwest corner thereof, also, lot 28 (except that part thereof which lies west of a straight line drawn from a point on the north line of said lot which is 7.66 feet east of the northwest

corner thereof to a point on the south line of said lot which is 7.34 feet east of the southwest corner thereof) both in Chicago Dock and Canal Company's Resubdivision of their subdivision of Original Water lot 35 and the accretion thereto, all of Block 8 and Accretion, and that part of Block 19 lying east of Sub-Block 2, all in Kinzie's Addition to Chicago, Cook Co., Ill.

PARCEL "D"

That part of Lot 7 in Chicago Dock and Canal Company's Peshtigo Dock Addition in Section 10, Township 39 North, Range 14 East of the 3rd P. M. described as follows: Beginning at a point on the south line of a strip of land 74 feet in width now used as E. Illinois St. which is 173.70 feet east of the west line and 366 feet south of the north line of said lot 7 and running thence south along a straight line a distance of 156.27 feet to a point on the south line of said lot 7 which is 173.98 feet east of the southwest corner of said lot; thence east along said south line of lot 7 a distance of 145.01 feet; thence north along a straight line which is 145 feet due east of and parallel to the first described straight line and first course in this description a distance of 7.15 feet; thence west along a straight line which is 147.68 feet south of and parallel to said south line of the aforesaid 74 foot strip a distance of 6 feet; thence north along a straight line parallel to the first described straight line and first course in this description a distance of 147.68 feet to its intersection with said south line of the aforesaid 74 foot strip at a point 366 feet south of the north line of said lot 7 and running thence west along said south line of the aforesaid 74 foot strip a distance of 139 feet to the point of beginning.

PARCEL "E"

That part of Lot 7 in Chicago Dock and Canal Company's Peshtigo Dock Addition in Section 10, Township 39 North, range 14 East of the 3rd P. M. described as follows:

Beginning at a point on the south line of E. Grand Ave. which is 74 feet south of the north line and 173.18 feet east of the west line of said lot 7 and running thence south along a straight line a distance of 218 feet to a point on the north line of a strip of land 74 feet in width now used as E. Illinois St. which is 173.57 feet east of said west line of lot 7; thence east along said north line of said 74 foot strip and along a line 218 feet south of and parallel to said south line of E. Grand Ave. a distance of 139 feet; thence north along a straight line a distance of 218 feet to a point on said south line of E. Grand Ave. which is 312.18 feet east of said west line of lot 7 and thence west along said south line of E. Grand Ave. and along a line 74 feet south of and parallel to said north line of lot 7 a distance of 139 feet to the point of beginning.

Together with the improvements thereon, as is to be taken and used in accordance with the terms of said stipulation, situated in the City of Chicago, County of Cook and State of Illinois, as full compensation for said property so to be taken and used in accordance with

said stipulation the sum of One Million Five Hundred Thousand Dollars ($1,500,000.00), being One Million Three Hundred Thirty-three Thousand Seven Hundred and Twelve Dollars ($1,333,712.00) for property taken and One Hundred Sixty-six Thousand Two Hundred Eighty-eight Dollars (($166,288.00) for damages to the remainder of the parcels of property of which the said taken property is a part, for damages to said remainder.

To the Chicago & North Western Railway Company as full compensation for taking and damaging the tracks of said Railway Company in East North Water Street adjacent to the property hereinabove described the sum of Five Thousand Seven Hundred and Fifty Dollars ($5,750.00).

To the North Pier Terminal Company, a corporation, as full compensation for its interest in any and all property taken or damaged in this proceeding the sum of No Dollars.

To General Electric Company, a corporation, as full compensation for its interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To Martha A. Jamison as full compensation for her interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To Margaret A. Jamison as full compensation for her interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To Interstate Terminal Warehouses, Inc., a corporation, as full compensation for its interest in any and all property taken or damaged in this proceeding the sum of No Dollars.

To The Union Trust Company, a corporation, Trustee, as full compensation for its interest in any and all property taken or damaged in this proceeding.....No Dollars.

To United States Trust Company of New York, as full compensation for its interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To John A. Stewart as full compensation for his interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To Farmers Loan & Trust Company of New York, Trustee, as full compensation for its interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To the unknown heirs or devisees of Edwin S. Marston, Trustee, deceased, as full compensation for their interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To National Conveyor Company, a corporation, as full compensation for its interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To Marine Coal Company, a corporation, as full compensation for

its interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To Furniture Exhibition Company, a corporation, as full compensation for its interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To Chicago Coated Board Company, a corporation, as full compensation for its interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To Robert Gair Company, a corporation, as full compensation for its interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To John B. Livingston as full compensation for his interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To City of Chicago as full compensation for an easement over its interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To Continental National Bank & Trust Company, a corporation, successor in trust to Continental & Commercial Trust & Savings Bank, Trustee, as full compensation for its interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To the Unknown Owners of and Parties interested in the above described property as full compensation for their interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

To Container Corporation of America, a corporation, as full compensation for its interest in any and all property taken or damaged in this proceeding the sum of One Dollar ($1.00).

We, the jury, find that the payment of the said amounts to be paid to the aforesaid owners of and parties interested in said lots, pieces and parcels of land and property aforesaid as described in said petition, and as limited and defined by said stipulation will fully compensate said owners and parties interested for the taking and damaging by the petitioner of the said lots, pieces and parcels of land, property and improvements aforesaid for the uses and purposes stated and set forth in the petition and in the aforesaid stipulation filed in said cause.

E. W. COOK, Foreman.
ASHLEY W. GILBERT.
ARTHUR LAWSON.
N. P. GUSTIN.
E. W. LARSON
W. BEICHERT.
H. A. KLATT.
GEO. F. BAKER.
JOHN A. BERGMAN.
C. A. BLOOM.
MICHAEL B. DONOHUE.
RAYMOND M. KING.

which said verdict is signed by each and all of the jurors aforesaid.

WHEREUPON SAID PETITIONER moves for a judgment on said verdict, and the said respondents being present in court, and all parties interested being before the court, and the court being fully advised in the premises,

IT IS, THEREFORE, ORDERED, ADJUDGED, AND DECREED by the Court that the petitioner pay to the several respondents hereinafter

named the several sums of money hereinafter set down as full and just compensation for the taking and damaging of said lots, pieces, and parcels of land, and improvements thereon, as aforesaid, for the uses and purposes set forth in its petition and in the aforesaid stipulation herein, to-wit:

Respondent—	Compensation
The Chicago Dock and Canal Company, Compensation for taking, as above	$1,333,712.00
The Chicago Dock and Canal Company, Damages to remainder	166,288.00
Chicago & Northwestern Railway Company	5,750.00
The North Pier Terminal Company	No Dollars
Interstate Terminal Warehouses, Inc.	No Dollars
The Union Trust Company, Trustee	No Dollars
Container Corporation of America	1.00
Continental National Bank & Trust Company, As successor in trust to Continental & Commercial Trust & Savings Bank, Trustee	1.00
City of Chicago	1.00

IT IS FURTHER ORDERED, ADJUDGED AND DECREED by the Court that the petitioner pay to the County Treasurer of the County of Cook for the benefit of the following parties, owners of and interested in said premises, the following sums as full and just compensation for the taking and damaging of said property for the uses and purposes set forth in its petition as limited and defined by the aforesaid stipulation, to-wit:

Respondent—	Compensation
General Electric Company, a corporation	$1.00
Martha A. Jamison	1.00
Margaret A. Jamison	1.00
United States Trust Company of New York	1.00
John A. Stewart	1.00
Farmers Loan & Trust Company of New York, Trustee	1.00
Unknown heirs or devisees of Edwin S. Marston, Trustee, deceased	1.00
National Conveyor Company, a corporation	1.00
Marine Coal Company, a corporation	1.00
Furniture Exhibition Company, a corporation	1.00
Chicago Coated Board Company, a corporation	1.00
Robert Gair Company	1.00
John B. Livingston	1.00
Unknown owners of and parties interested in said premises	1.00

IT IS FURTHER ORDERED AND ADJUDGED that upon proof being made to the Court that payment has been made by the petitioner to the several parties to whom payments are herein above ordered to be made, and that a payment has been made by the petitioner to the County Treasurer of Cook County for the persons whose awards the petitioner is hereinabove ordered to pay to the County Treasurer, the said petitioner, The Commissioners of Lincoln Park, may enter into and upon and take possession of the above described lands, and property, and im-

provements thereon, as described in said petition, and further limited and defined by the aforesaid stipulation, and use the same for the uses and purposes set forth in said petition and in the aforesaid stipulation.

ENTER:

G. FRED RUSH,

APPROVED: Judge of the Circuit Court of Cook County.

WM. H. BECKMAN, Atty. for Petitioner.
EUGENE H. DUPEE, of Counsel for Petitioner.
WILSON, McILVAINE, HALE AND TEMPLETON.
WINSTON, STRAWN & SHAW.
DENNIS & ANDREWS.
DEFREES, BUCKINGHAM, JONES & HOFFMAN.
CITY OF CHICAGO, by Samuel A. Ettelson, Corporation Counsel,
by Roy N. Lesch, Asst. Corporation Counsel.
EDGAR R. HART, Atty. for Chicago & N. W. Ry. Co.
NELSON J. WILCOX, Atty. for Chicago & N. W. Ry. Co.

On July 25, 1929, after the entry of said judgment, the various condemnation awards were paid by the Commissioners and a warranty deed to the condemned property with a guarantee policy of the Chicago Title and Trust Company was delivered by the Dock Company to the Commissioners. The deed was filed for record in the Recorder's Office of Cook County on July 27, 1929, and was recorded as Document No. 10439522.

The Commissioners of Lincoln Park thereupon entered upon and took possession of the condemned property for the purpose of constructing thereon the Outer Driveway.

On July 25, 1929, the Commissioners of Lincoln Park and the South Park Commissioners each entered into a contract with the Strauss Engineering Corporation for the preparation of bidding plans and specifications for their portion of the outer drive improvement. Barring unforeseen delays, it is expected that the two park boards will be able to advertise for bids on the construction work on the outer drive during the Fall of 1929, and that the improvement will be ready for public use by May 1, 1931.

On July 25, 1929, the Commissioners of Lincoln Park received from Attorney William H. Beckman a brief outline of the various matters involved and the steps taken in connection with the outer drive improvement from the beginning up to the entry of the order of final judgment by the court in the condemnation suit.

On motion of Mr. Thompson, seconded by Mr. Fyfe and unanimously carried, the Commissioners of Lincoln Park unanimously adopted the following resolution:

WHEREAS, THE COMMISSIONERS OF LINCOLN PARK adopted a resolution on February 14, 1929, to construct one-half of a bridge across the Chicago River and an approach or approaches to the north end of said bridge, which approaches include a bridge over the Michigan Canal, otherwise known as the Ogden Slip, thus forming an elevated boulevard or thoroughfare running southerly from the intersection of Lake Shore Drive and East Ohio Street to the north bank of the Chicago River, and connecting Lincoln Park and the boulevards under the control of The Commissioners of Lincoln Park with the boulevards under the control of the South Park Commissioners, which said proposed elevated boulevard or thoroughfare is commonly known as the Lincoln Park Outer Driveway, which Outer Driveway is to be carried over and across the lands hereinafter described by means of a single deck viaduct with supporting columns, column foundations, bridge abutments, enclosure walls and piers, and The Commissioners of Lincoln Park have instituted a condemnation suit for the purpose of acquiring the real estate necessary for the construction of said Outer Driveway as aforesaid;

AND, WHEREAS, The Commissioners of Lincoln Park have by means of bond issues procured funds which are now available for the purpose of carrying out said Outer Driveway project;

AND, WHEREAS, The Commissioners of Lincoln Park by a resolution adopted February 14, 1929, adopted The Chicago Plan Commission Plan No. 2 for said improvement, a copy of which said Plan No. 2 is on file in the office of The Commissioners of Lincoln Park;

AND, WHEREAS, said Plan No. 2 has since been revised by said Chicago Plan Commission and said Commission has prepared a set of plans for said Outer Drive improvement known as "Chicago Plan Commission Outer Drive Improvement, Study No. 2—Revised";

AND, WHEREAS, said condemnation suit is about to come on for hearing and final disposition in the Circuit Court of Cook County;

AND, WHEREAS, so much of said property as it is necessary for The Commissioners of Lincoln Park to acquire in said condemnation suit from said The Chicago Dock and Canal Company has been appraised for the said Commissioners by Mr. B. M. Winston at the sum of One Million Three Hundred Thirty-three Thousand Seven Hundred and Twelve Dollars ($1,333,712.00) for property taken, and at the sum of One Hundred Sixty-six Thousand Two Hundred Eighty-eight Dollars ($166,288.00) for damages to said The Chicago Dock and Canal Company, making a total of One Million Five Hundred Thousand Dollars ($1,500,000.00);

AND, WHEREAS, it is desirable that the respective interests of the Commissioners and the said Dock Company in the North Pier Terminal

Building and in the other property of the Dock Company involved in said condemnation suit be made clear and specific;

AND, WHEREAS, under the directions of the Commissioners a contract has been negotiated between the Commissioners and the Dock Company wherein the Dock Company agrees to sell to the Commissioners the said property required by the Commissioners for its Outer Driveway at the sum of One Million Three Hundred Thirty-three Thousand Seven Hundred and Twelve Dollars ($1,333,712.00) for such property, and the further sum of One Hundred Sixty-six Thousand Two Hundred Eighty-eight Dollars ($166,288.00) for damages to the remainder of said Dock Company's property, making an aggregate of One Million Five Hundred Thousand Dollars ($1,500,000.00);

AND, WHEREAS, the Commissioners have caused a contract between the Commissioners and said Dock Company to be prepared and a stipulation to be prepared to be filed in said condemnation suit to define more accurately the interests of the respective parties and have caused a deed to be drafted to be executed by said Dock Company conveying said property to the Commissioners;

NOW THEREFORE BE IT RESOLVED: That the Commissioners of Lincoln Park hereby adopt and approve as the plan of The Commissioners of Lincoln Park the Chicago Plan Commission Outer Drive Improvement Study No. 2—Revised, a copy of which Revised Plan is this day filed with The Commissioners of Lincoln Park, and that this Revised Plan shall stand as the plan for said Outer Drive Improvement in place of The Chicago Plan Commission Plan No. 2 adopted on February 14, 1929, and the Secretary is instructed to identify said Revised Plan by her signature and the seal of the Commissioners on each sheet of the same under date of July 25, 1929,

BE IT FURTHER RESOLVED That The Commissioners of Lincoln Park approve and through its President and its Secretary enter into the aforesaid contract and stipulation, and through the signature of its Secretary approve the draft of said deed, copies of which contract, stipulation and draft of deed are attached to and by reference made a part of this resolution; and

BE IT FURTHER RESOLVED That the Secretary be authorized and instructed to have a voucher drawn to the order of The Chicago Dock and Canal Company in the sum of One Million Three Hundred Thirty-three Thousand Seven Hundred Twelve Dollars ($1,333,712.00);

A voucher to the order of The Chicago Dock and Canal Company in the sum of One Hundred Sixty-six Thousand Two Hundred Eighty-eight Dollars ($166,288.00);

A voucher to the Chicago & North Western Railway Company in the sum of Five Thousand Seven Hundred Fifty Dollars ($5,750.00);

A voucher to the County Treasurer of Cook County in the sum of Fourteen Dollars ($14.00);

A voucher to the Continental National Bank & Trust Company in the sum of One Dollar ($1.00);

A voucher to the City of Chicago in the sum of One Dollar ($1.00);

A voucher to the Container Corporation of America in the sum of One Dollar ($1.00).

BE IT FURTHER RESOLVED That the contract heretofore entered into between The Commissioners of Lincoln Park and the Strauss Engineering Corporation on January 21, 1929, be and it is hereby rescinded, and The Commissioners of Lincoln Park hereby approve and authorize its President and its Secretary in behalf of said Commissioners to execute a new contract with said Strauss Company, as of this date, a copy of which is attached to and by reference made a part of this resolution.

BE IT FURTHER RESOLVED That the President in behalf of The Commissioners of Lincoln Park be and he is hereby authorized to deliver the aforesaid vouchers to The Chicago Dock and Canal Company for the respective sums of One Million Three Hundred Thirty-three Thousand Seven Hundred and Twelve Dollars ($1,333,712.00), and One Hundred Sixty-six Thousand Two Hundred and Eighty-eight Dollars ($166,288.00) in full payment of the award of compensation which may be entered in said condemnation cause in favor of the said The Chicago Dock and Canal Company, provided that such compensation to said Dock Company does not exceed the aggregate sum of One Million Five Hundred Thousand Dollars ($1,500,000.00), and provided further that upon the delivery of said voucher or vouchers to said Dock Company by the said President, he shall receive from said Dock Company a receipt in full of said compensation and a warranty deed to the premises condemned, said deed to be of the tenor and effect of the copy of the deed hereto attached, and to further receive from said Dock Company a guarantee policy of the Chicago Title and Trust Company in the sum of One Million Three Hundred Thirty-three Thousand Seven Hundred and Twelve Dollars ($1,333,712.00) as per the terms of the contract, copy of which is attached hereto.

On motion of Mr. Fyfe, seconded by Mr. Thompson and unanimously carried, the Commissioners of Lincoln Park unanimously adopted the following testimonial:

TO THE CHICAGO PLAN COMISSION
A TESTIMONIAL ADOPTED BY
THE COMISSIONERS OF LINCOLN PARK

WHEREAS, The Chicago Plan Commission, a voluntary organization of public-spirited citizens of Chicago, have for years worked with diligence, intelligence and vision on the problems arising from the rapid growth of the City of Chicago, and have presented a plan to connect the Lincoln Park System with the South Park System; and

WHEREAS, one of the questions involved was the development of the OUTER DRIVE of Lincoln Park, with proper approaches to and bridges across Ogden Slip and the Chicago River; and

WHEREAS, the legal and practical problems arising out of said development have been satisfactorily accomplished, on fair valuations and within a reasonable time; and

WHEREAS, as a result thereof contracts have been awarded by The Commissioners of Lincoln Park to engineers for designs and specifications of the bridges involved; and

WHEREAS, The Chicago Plan Commission has otherwise greatly assisted and helped The Commissioners of Lincoln Park:

THEREFORE, BE IT RESOLVED That The Commissioners of Lincoln Park express to The Chicago Plan Commission their high regard and sincere appreciation for the vision, intelligence and diligence of The Chicago Plan Commission, and that they felicitate it on its leadership of Chicago affairs and wish for it further great success in the future.

BE IT FURTHER RESOLVED That an engrossed copy of this Resolution be given to The Chicago Plan Commission and that a copy likewise be made a permanent record of the minutes of The Commissioners of Lincoln Park.

Chicago, July 25, 1929.

EUGENE R. PIKE,
President.

Attest:

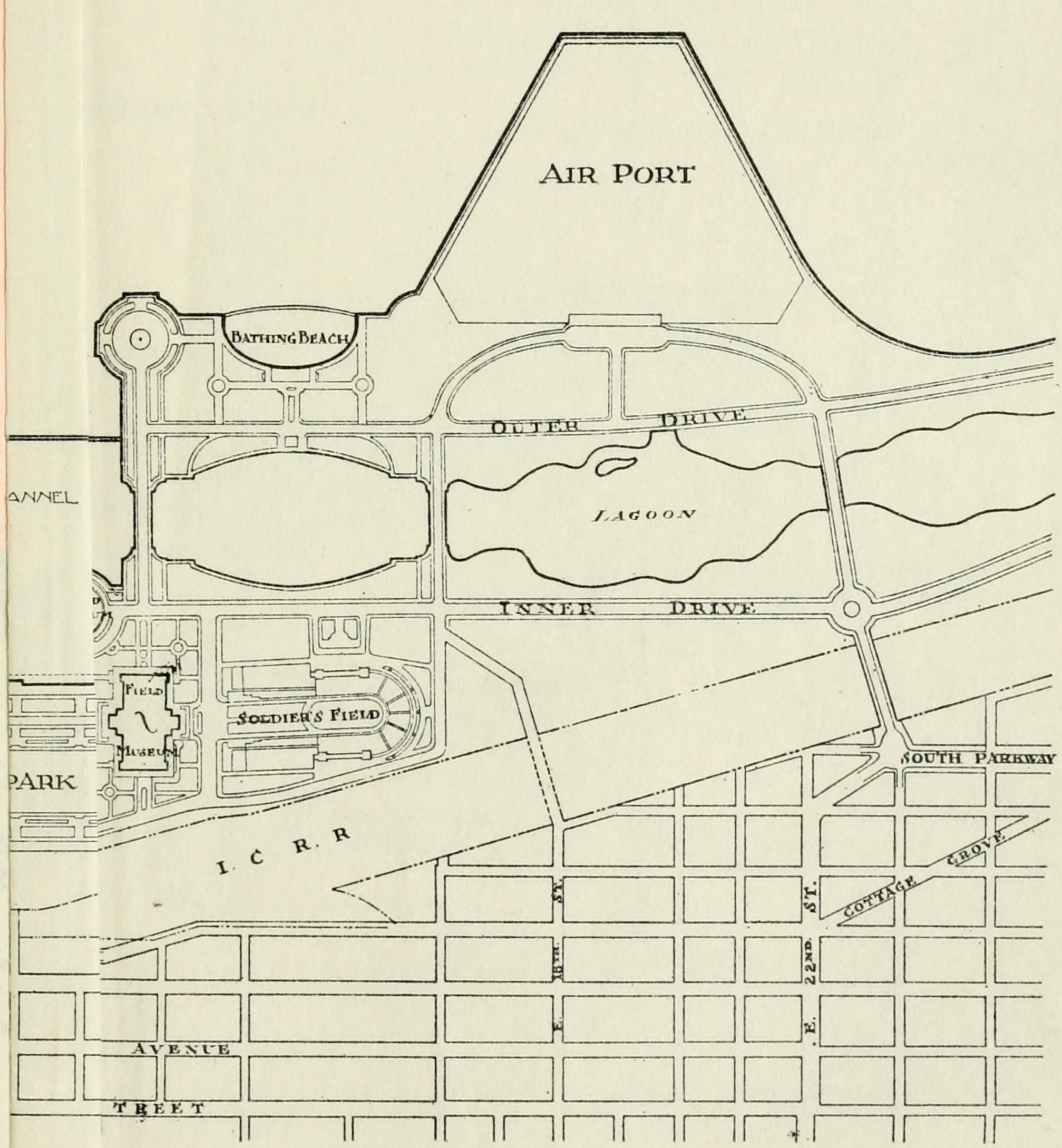
LIDA M. THOMAS,
Secretary.

Addendum

DESCRIPTION OF ALTERNATE ROUTES

STUDY No. 1 (see Drawings No. 98, 101 and 113). Study No. 1 contemplates the extension of Lake Shore Drive south from its present terminus at Ohio Street. Under this plan the new connection would rise from that point on a filled approach 139 feet wide and would extend from Ohio Street to Grand Avenue, thence south on a viaduct structure, 139 feet wide, over the land of the Chicago Dock and Canal Company to the Michigan Canal, crossing this slip on a single leaf bascule bridge 108 feet wide, thence south again on viaduct construction over the Chicago Dock and Canal Company property and a small parcel of land belonging to the United States Lighthouse Service, Department of Commerce, to the Chicago River, crossing the river on a two leaf bascule bridge 108 feet wide, having a clear channel for navigation of 210 feet between clearance lines. This bridge would be monumental in character, having a large plaza on each approach.

From the south plaza the route in Study No. 1 extends south in Lake Michigan approximately parallel with and just east of the Illinois Central property line to Randolph Street, where it terminates in a large circular concourse. This section of the improvement is planned for a width of 140 feet and consists of viaduct construction. West from the concourse the drive in this study is carried on a viaduct 140 feet wide along Randolph Street to the Outer Drive which is the north and south axis of the Field Museum. The part of the Outer Drive Improvement located north of the center line of the Chicago River is in the Lincoln Park District and the portion south of the center line of the river is in the South Park District.



STUDY № 1

DRAWING № 101

General Plan
for
Lake Front Development

SHOWING PROPOSED OUTER DRIVE BETWEEN GRANT PARK & LINCOLN PARK, INNER DRIVE AND REVISED SHORE LINES, BREAKWATERS & BEACHES

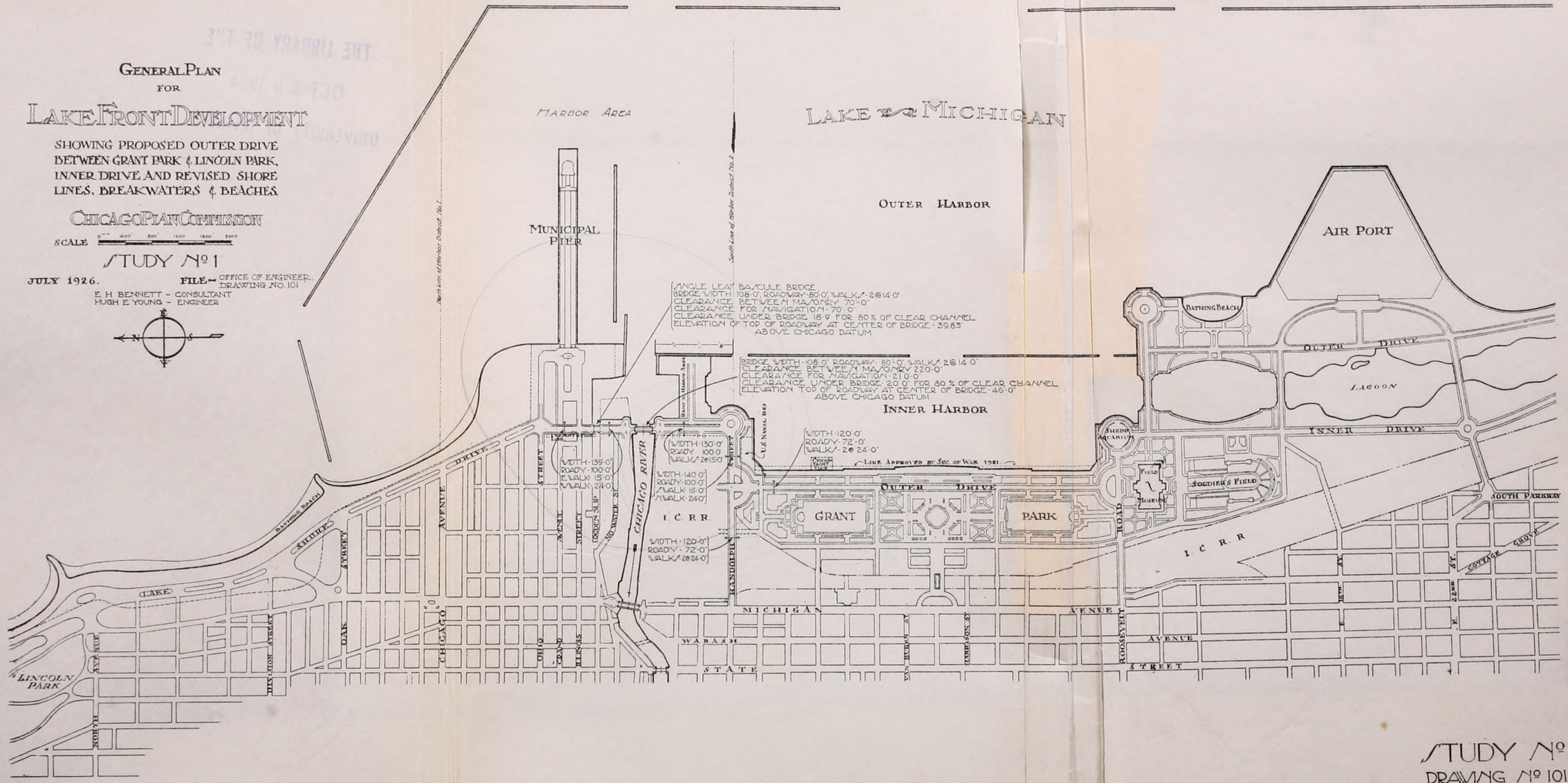
CHICAGO PLAN COMMISSION

SCALE 0 400 800 1200 1600 2000

STUDY No 1

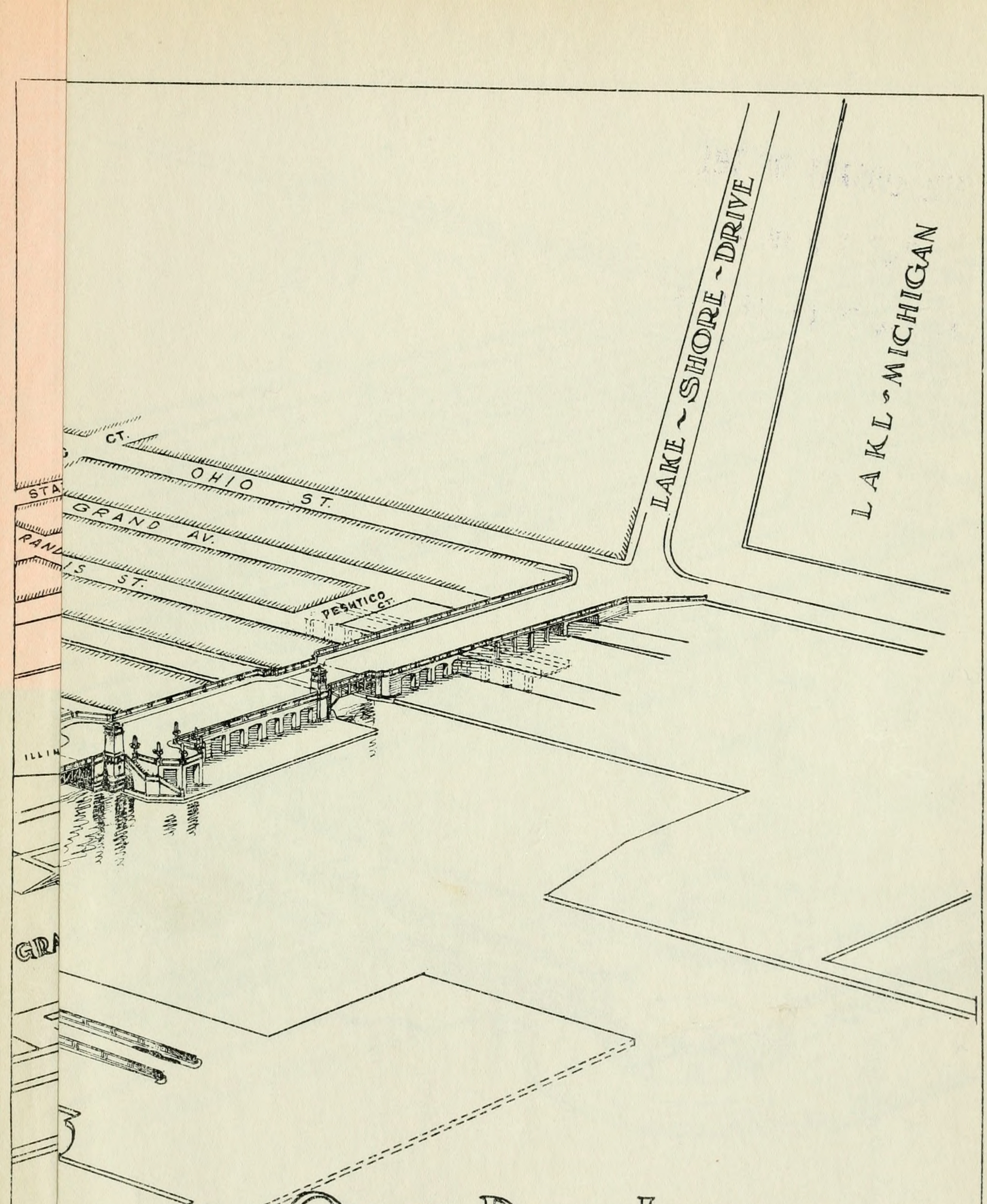
JULY 1926. FILE — OFFICE OF ENGINEER. DRAWING NO. 101

E. H. BENNETT - CONSULTANT
HUGH E. YOUNG - ENGINEER



STUDY No 1
DRAWING No 101

1-3



OUTER DRIVE IMPROVEMENT

STUDY

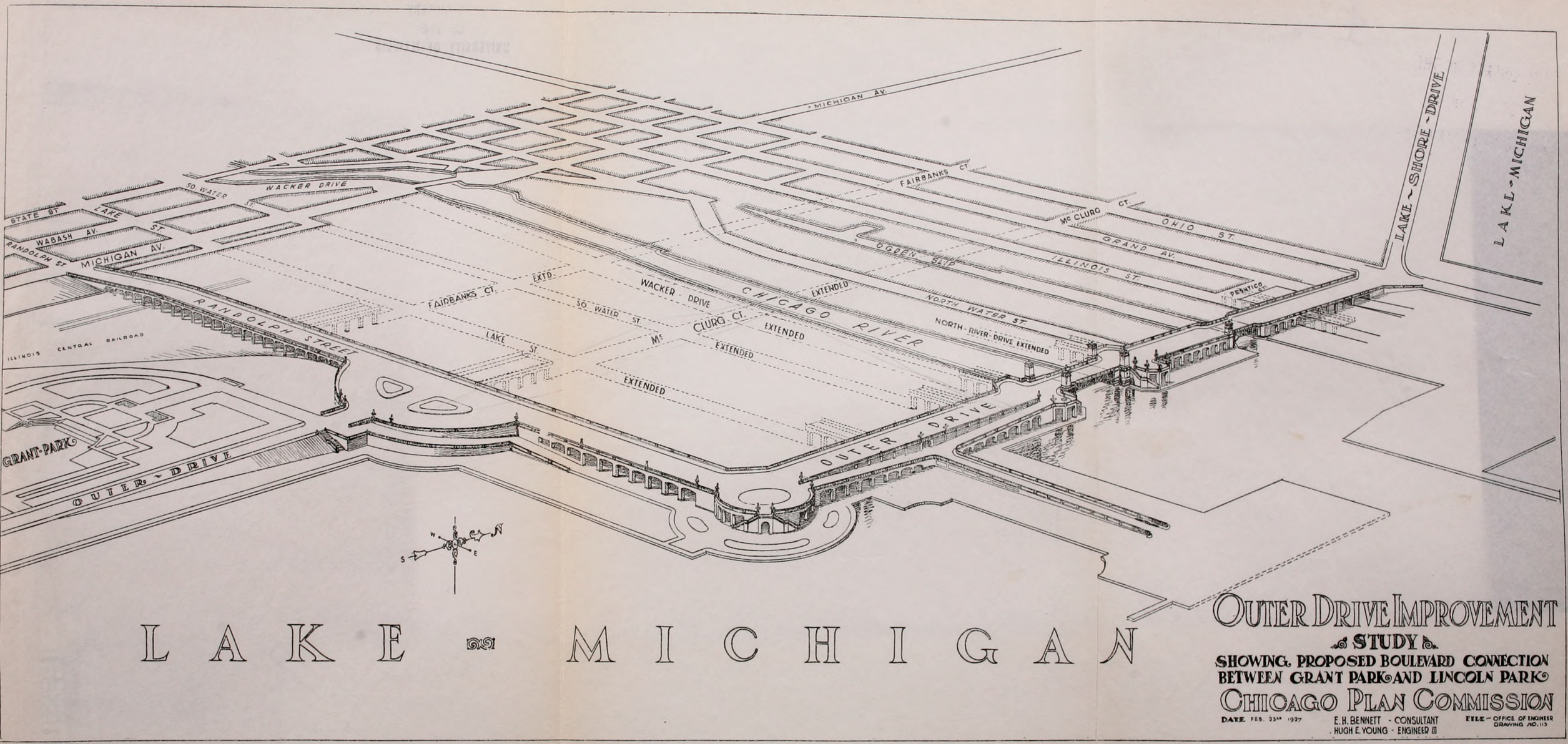
SHOWING PROPOSED BOULEVARD CONNECTION
BETWEEN GRANT PARK AND LINCOLN PARK

CHICAGO PLAN COMMISSION

DATE FEB. 23RD 1927

E. H. BENNETT - CONSULTANT
HUGH E. YOUNG - ENGINEER

FILE ~ OFFICE OF ENGINEER
DRAWING NO. 113



OUTER DRIVE IMPROVEMENT STUDY

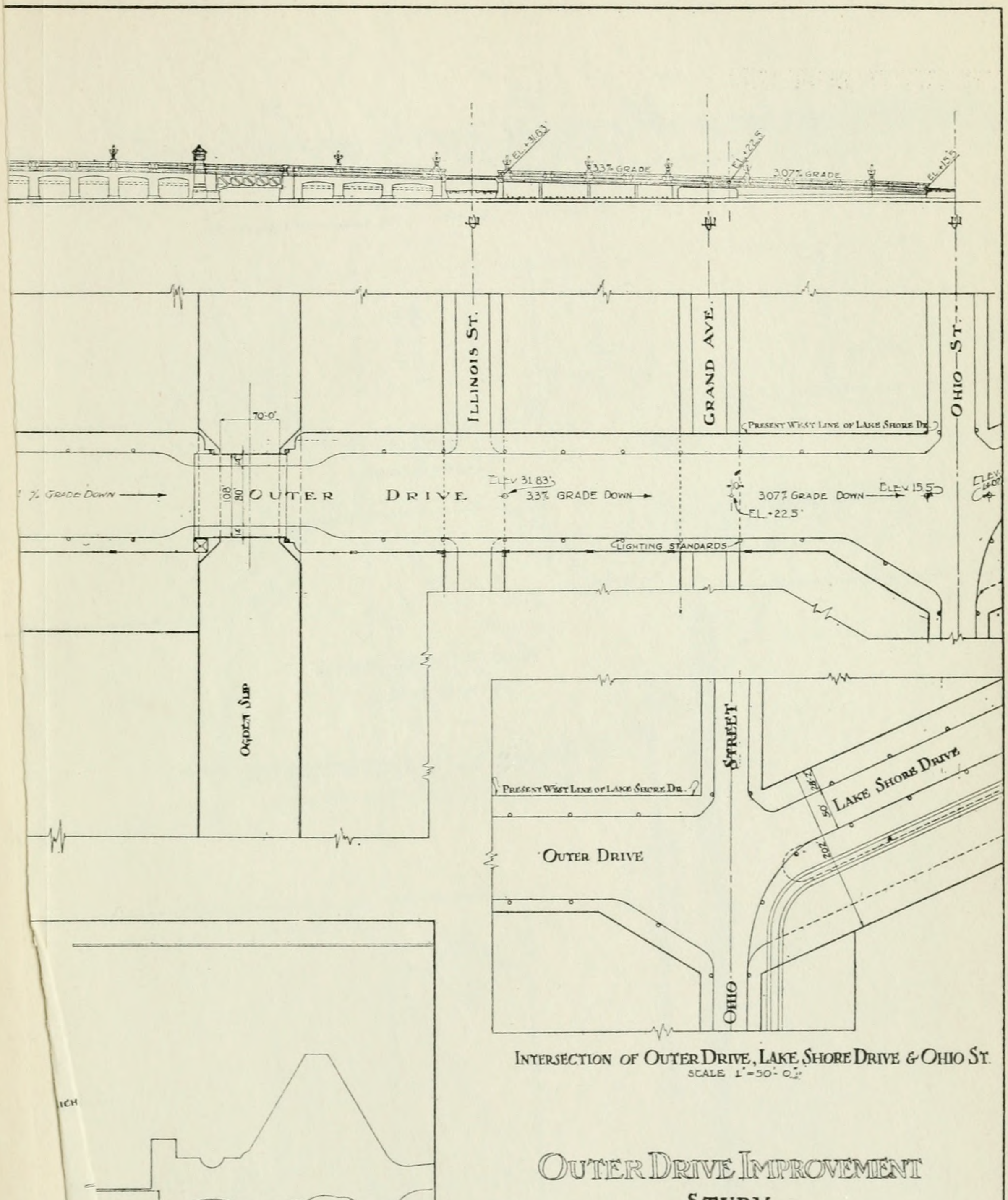
SHOWING PROPOSED BOULEVARD CONNECTION BETWEEN GRANT PARK AND LINCOLN PARK

CHICAGO PLAN COMMISSION

DATE FEB. 25th 1927

E.H. BENNETT - CONSULTANT
HUGH E. YOUNG - ENGINEER

FILE - OFFICE OF ENGINEER
DRAWING NO. 113



INTERSECTION OF OUTER DRIVE, LAKE SHORE DRIVE & OHIO ST.
SCALE 1"=50'-0"

OUTER DRIVE IMPROVEMENT STUDY

SHOWING ELEVATIONS AND SECTIONS FOR PROPOSED TWO LEVEL STREET WITH RAMPS.

CHICAGO PLAN COMMISSION

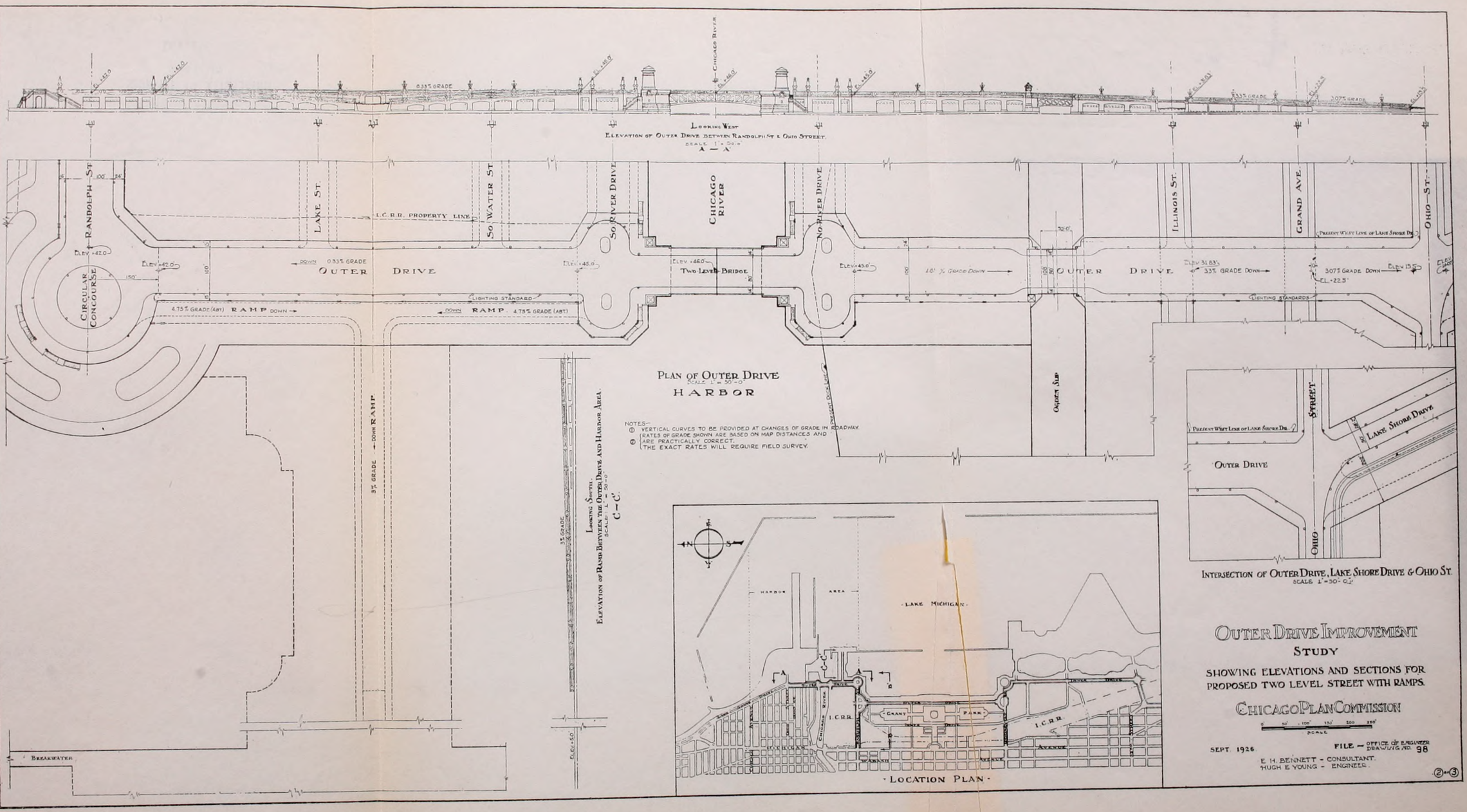
0' 50' 100' 150' 200' 250'
SCALE

SEPT. 1926.

FILE — OFFICE OF ENGINEER DRAWING NO. 98

E. H. BENNETT - CONSULTANT.
HUGH E. YOUNG - ENGINEER.

(2) OF (3)



Looking West
Elevation of Outer Drive between Randolph St & Ohio Street
Scale 1" = 50'-0"
A — A'
Randolph St
Lake St.
So Water St
So River Drive
Chicago River
No River Drive
Illinois St.
Grand Ave.
Ohio St.
I.C.R.R. Property Line
Circular Concourse
Outer Drive
Two Level Bridge
Lighting Standard
Lighting Standards
4.75% Grade (Abt) Ramp Down
Ramp
Present West Line of Lake Shore Dr.
Ogden Slip
Plan of Outer Drive
Scale 1" = 50'-0"
Harbor
Notes—
① Vertical curves to be provided at changes of grade in roadway.
② Rates of grade shown are based on map distances and are practically correct. The exact rates will require field survey.
Looking South
Elevation of Ramp Between the Outer Drive and Harbor Area
Scale 1" = 50'-0"
C — C'
Breakwater
Lake Michigan
Harbor Area
Grant Park
I.C.R.R.
Location Plan
Outer Drive
Lake Shore Drive
Ohio Street
Intersection of Outer Drive, Lake Shore Drive & Ohio St.
Scale 1" = 50'-0"
Outer Drive Improvement
Study
Showing Elevations and Sections for Proposed Two Level Street with Ramps.
Chicago Plan Commission
Scale
Sept. 1926
File — Office of Engineer Drawing No. 98
E. H. Bennett - Consultant.
Hugh E. Young - Engineer.
②-③

OUTER DRIVE IMPROVEMENT
Estimate of Cost to Accompany
Study No. 1
SUMMARY
Upper Level

(1) Section of Improvement located in South Park District.			
(a) Viaduct, retaining walls	$3,960,400		
(b) Fill and dock construction	946,000		
(c) South bridge plaza	451,200		
(d) One-half cost of bridge	1,026,302		
			$6,383,902
(2) Section of Improvement located in Lincoln Park District.			
(a) Viaduct, retaining walls	1,356,869		
(b) Bascule bridge over Michigan Canal	757,015		
(c) North bridge plaza	451,200		
(d) One-half cost of bridge over river	1,026,302		
		$3,591,386	
(e) Condemnation Awards			
Land and buildings	1,500,000		
Contingencies	50,000		
		1,550,000	
			5,141,386
			$11,525,288

NOTES:

Included

(a) Engineering on construction.
(b) Assessment, court and valuation costs estimated at 20%.
(c) Condemnation awards for leaseholds on North Pier Terminal Co. Warehouse included in award for land and building.

Not Included

(d) Cost of suggested ramps and mezzanine level.

Mezzanine Level and Ramps

(1) Section of Improvement located in South Park District.			
(a) Viaduct	$672,399		
(b) Ramps	353,280		
(c) South bridge plaza	99,900		
(d) One-half cost of bridge	151,300		
			$1,276,879
(2) Section of Improvement located in Lincoln Park District.			
(a) Viaduct	136,158		
(b) Bascule bridge over Michigan Canal	112,630		
(c) North bridge plaza	99,900		
(d) One-half cost of bridge over river	151,300		
			499,988
			$1,776,867

NOTES:

Included

(a) Engineering on construction.

Not Included

(b) Cost of upper level.
(c) Land and building damage.

Section of Improvement Located in
SOUTH PARK DISTRICT

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps.
1	Viaduct structure in Randolph Street, including foundations, extending from west line of Outer Drive, Grant Park, to east edge of semi-circle	$496,000	
2	Mezzanine level in Randolph Street, extending from west line of Outer Drive in Grant Park to east edge of semi-circle		$108,000
3	Viaduct structure in Randolph Street extending from east edge of semi-circle to east line of Illinois Central property	728,000	
4	Viaduct structure in Randolph Street extending from east edge of semi-circle to east line of Illinois Central property		123,240
5	East part of semi-circle (exclusive of Randolph Street) necessary to complete drive extending from west line of Outer Drive in Grant Park to east edge of semi-circle. Includes retaining walls carried to —2.0 on the Randolph St. side and east or lake side; also includes fill, pavement and stone front	432,000	
6	West part of semi-circle (exclusive of Randolph Street) for future loop connection with drive. Includes wall to —2.0 on Randolph St. side, but shallow wall on west quadrant which can rest on present fill either spread footing or concrete piles. Also includes fill, stone front, pavement	220,500	
	NOTE: It is assumed that it will be more economical to build the entire semi-circle under one contract than two, because it avoids the cost of handling construction equipment twice.		
7	Fill in U. S. Naval Reserve Slip to elevation plus 5.0	102,000	
8	New dock along south face of U. S. Naval Reserve pier	97,500	
9	Fill in inclined roadway extending from Outer Drive eastward along the U. S. Naval Reserve property to the dock level at the circular concourse, including pavement, curbs, railings, etc.	122,500	
10	Dock level area of circular concourse including roadways, sidewalks, curbing, railings, etc.	79,500	
11	Viaduct circle at intersection of Randolph St. and Outer Drive, including foundations, columns, upper deck and stone front	904,800	
12	Mezzanine level of circular concourse at intersection of Randolph St. and Outer Drive		226,200
13	Upper level of viaduct structure, extending from circle at Randolph St. to south end of bascule bridge plaza	1,179,100	
14	Mezzanine level of viaduct structure, extending from circle at Randolph St. to south end of bascule bridge plaza		214,959
15	Dock wall, Randolph St. to river, including circle at Randolph Street	310,500	

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps.
16	Filling. Back of new dock extending from Randolph St. to river, including circle at Randolph St., minus 16 to plus 5. Average depth of filling 21 feet	234,000	
17	Ramp along Outer Drive, extending from mezzanine level to upper level at Randolph Street circle		176,640
18	Ramp along Outer Drive, extending from mezzanine level to upper level at south bridge plaza		176,640
19	Upper level of south plaza, including architectural treatment in stone	451,200	
20	Low level of plaza (mezzanine)		99,900
21	Two leaf bascule bridge—clear channel 220′, width 108′—length out to out of anchor piers 356′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,026,302	
22	Mezzanine level of bridge—width 85′, length 310′. Includes floor system only (one-half cost)		151,300
	TOTAL	$6,383,902	$1,276,879

Section of Improvement Located in LINCOLN PARK DISTRICT

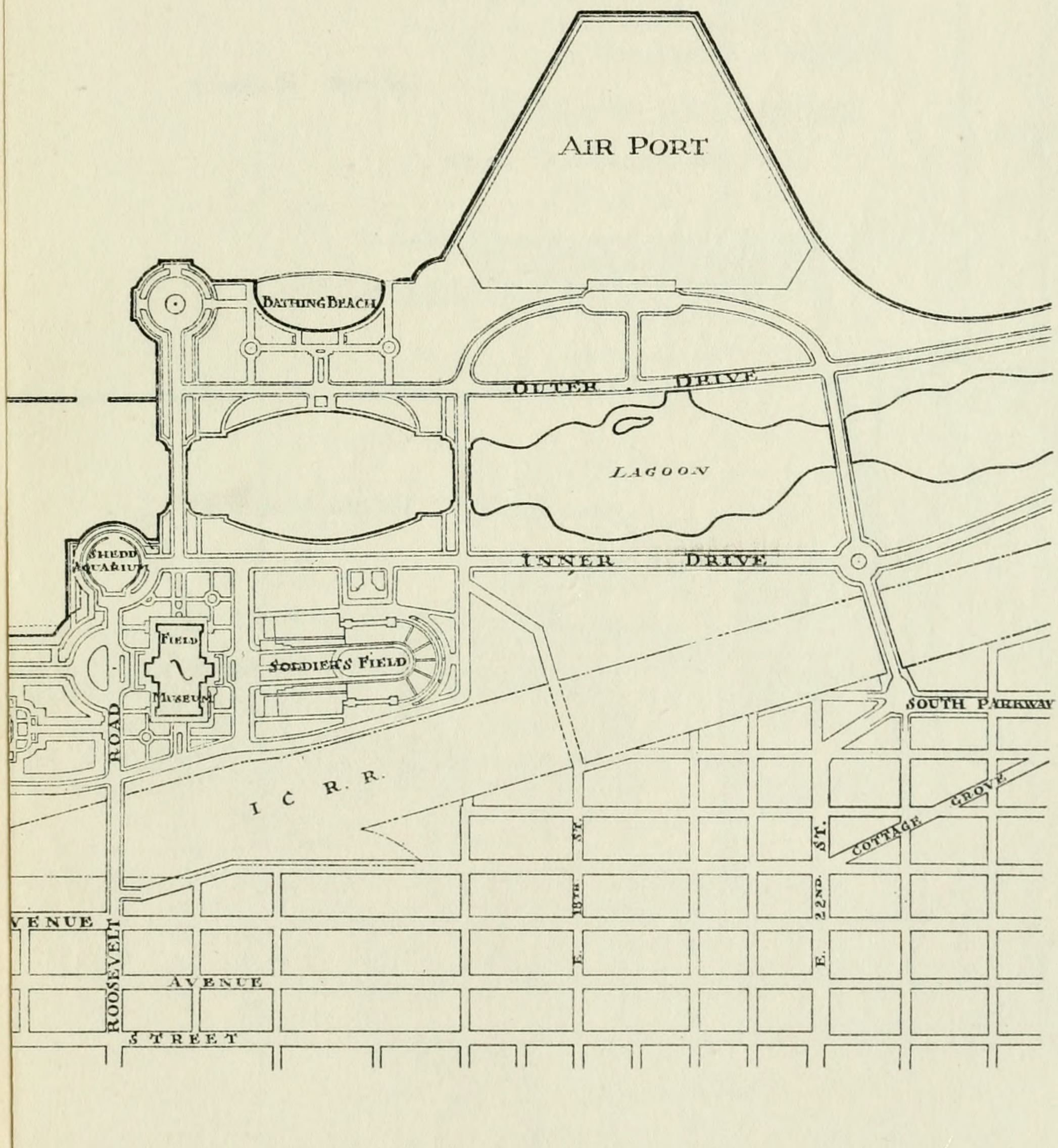
23	Filled approach extending from south line of Ohio Street to north line of Grand Avenue, including retaining walls, pavement, walks, curbs, etc.	$136,634	
24	Viaduct structure (no mezzanine level) extending from north line of Grand Avenue to north line of Illinois Street	446,893	
25	Viaduct structure, upper level extending from north line of Illinois Street to north end of bridge at Ogden Slip	322,282	
26	Mezzanine level extending from north line of Illinois Street to north end of bridge at Ogden Slip		$59,250
27	Ogden Slip crossing. Single leaf bascule bridge, clear channel 70′, width 108′, length out to out of anchor piers 132.5′, including foundations, pylons, mechanical and electrical equipment	757,015	
28	Mezzanine level of bridge, width 85′, length 132.5′. Includes floor system only		112,630
29	Viaduct structure extending from south line of bridge at Ogden Slip to north line of bridge plaza at river	451,060	
30	Mezzanine level of viaduct structure from south line of bridge at Ogden Slip to north line of bridge plaza at river		76,908
31	Upper level of north plaza, including architectural treatment in stone	451,200	
32	Low level of bridge plaza (mezzanine)		99,900
33	Two leaf bascule bridge, clear channel 220′, width 108′, length out to out of anchor piers 356′ (about), including foundations, pylons, mechanical and electrical equipment	1,026,302	
34	Mezzanine level of bridge, width 85′, length 356′, includes floor system only		151,300
	TOTAL	$3,591,386	$499,988

STUDY No. 3 (see Drawing No. 107). The improvement embraced in Study No. 3 provides for extending Lake Shore Drive, which now terminates at Ohio Street, eastward in the line of Ohio Street, rising from the normal level at the Ohio Street—Lake Shore Drive intersection on a filled approach 140 feet wide, meeting a viaduct structure at the lake front at which point the roadway turns south and follows the lake front past Navy Pier on a viaduct structure 140 feet wide to the Chicago River, crossing the river on a two-leaf bascule bridge 108 feet wide, having a clear channel for navigation of 250 feet. This bridge would be monumental in character and would have a large plaza on each approach. It is suggested that the treatment be of granite and Bedford stone.

At the south bank of the river the roadway proposed in Study No. 3, turns west through the waters of the harbor, supported on a viaduct structure 140 feet wide, following the south line of the channel to the north and south line of the Outer Drive in Grant Park. This section of the improvement would become part of the future extension of Wacker Drive as now completed along the south bank of the Chicago River between Lake Street and Michigan Avenue.

Turning south again, the improvement outlined in Study No. 3, follows the line of the Outer Drive, which is the north and south axis of the Field Museum, over the railroad yards of the Illinois Central Railroad on a viaduct structure 140 feet wide to Randolph Street, the northern boundary of Grant Park, where it connects with both Randoph Street and the present Outer Drive in Grant Park.

That part of the Outer Drive Improvement located north of the center line of the Chicago River is to be carried out by the Commissioners of Lincoln Park and the portion south of the center line of the river is to be constructed by the South Park Commissioners.



STUDY No 3

DRAWING No 107

1 of 3

General Plan
for
Lake Front Development

SHOWING PROPOSED OUTER DRIVE BETWEEN GRANT PARK & LINCOLN PARK, INNER DRIVE AND REVISED SHORE LINES, BREAKWATERS & BEACHES

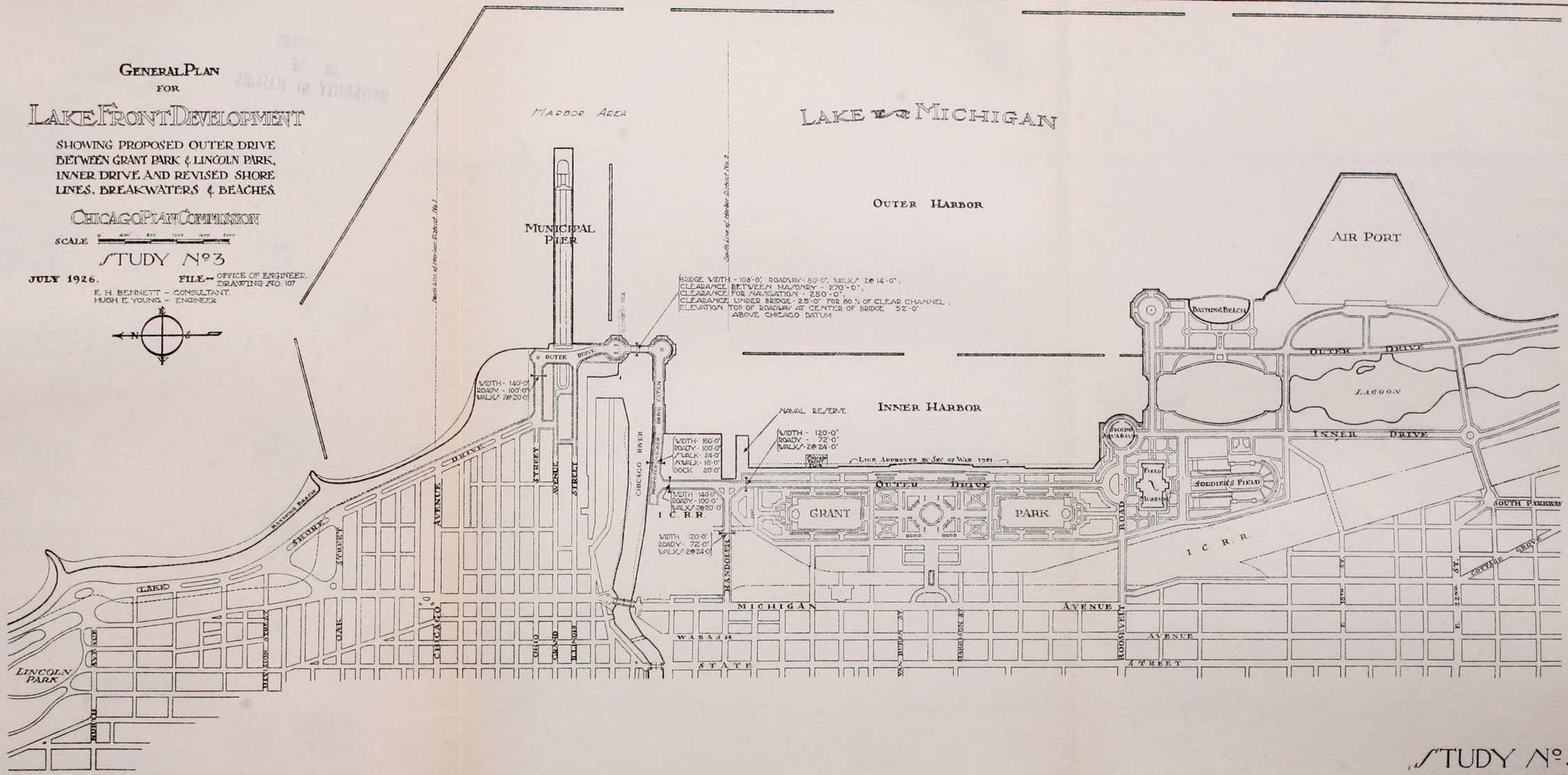
CHICAGO PLAN COMMISSION

SCALE 0 400' 800' 1200' 1600' 2000'

STUDY No 3

JULY 1926. FILE — OFFICE OF ENGINEER. DRAWING NO. 107

E. H. BENNETT - CONSULTANT.
HUGH E. YOUNG - ENGINEER



STUDY No 3
DRAWING No 107

1-3

OUTER DRIVE IMPROVEMENT

Estimate of Cost to Accompany

Study No. 3

SUMMARY

Upper Level

(1) Section of Improvement located in South Park District.		
(a) Viaduct, retaining walls	$4,186,000	
(b) Fill and dock construction	666,000	
(c) South bridge plaza	780,000	
(d) One-half cost of bridge	1,128,600	
		$6,760,600
(2) Section of Improvement located in Lincoln Park District.		
(a) Viaduct, retaining walls	3,202,000	
(b) Fill and dock construction	127,200	
(c) North bridge plaza	780,000	
(d) One-half cost of bridge	1,128,600	
		5,237,800
		$11,998,400

Notes:

(a) Engineering on construction included.

(b) Cost of suggested ramps and mezzanine level not included.

Mezzanine Level

(1) Section of Improvement located in South Park District.		
(a) Viaduct	$739,440	
(b) South bridge plaza	195,000	
(c) One-half cost of bridge	161,500	
		$1,095,940
(2) Section of Improvement located in Lincoln Park District.		
(a) Viaduct	120,870	
(b) North bridge plaza	195,000	
(c) One-half cost of bridge	161,500	
		477,370
		$1,573,310

Notes:

Included

(a) Engineering on construction.

Not Included

(b) Cost of upper level.

(c) Land and building damage.

Section of Improvement Located in
SOUTH PARK DISTRICT

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps.
1	Viaduct structure north of Randolph Street, including foundations	$1,232,000	
2	Mezzanine level, north of Randolph Street		$260,700
3	Upper level of viaduct, including foundations and cut stone facing from west line of Outer Drive to east line of Illinois Central property	1,372,000	

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps.
4	Mezzanine level from west line of Outer Drive to east line of Illinois Central property		229,890
5	Upper level of viaduct from east line of Illinois Central property to west line of south plaza of bridge, including 400′ of structure over water	1,582,000	
6	Mezzanine level from east line of Illinois Central property to west line of south plaza of bridge		248,850
7	Dock wall between west line of Outer Drive, Grant Park, and east line of bridge plaza	504,000	
8	Filling behind dock walls between west line of Outer Drive, Grant Park, and east line of bridge plaza	162,000	
9	South plaza of bridge—includes wall foundations, columns, footings, upper deck and stone facing	780,000	
10	Mezzanine level of south plaza of bridge		195,000
11	Two leaf bascule bridge—clear channel 250′—width 108′—length out to out of anchor piers 380′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,128,600	
12	Mezzanine level of bridge—width 85′—length 380′, includes floor system only (one-half cost)		161,500
	TOTAL	$6,760,600	$1,095,940

Section of Improvement Located in LINCOLN PARK DISTRICT

13	Filled approach including retaining walls, pavements, walks, etc., in Ohio Street from Lake Shore Drive to point 500′ east thereof	$175,000	
14	Viaduct structure (no mezzanine level) extending from point 500′ east of Lake Shore Drive to west edge of plaza at Municipal Pier	392,000	
15	Plaza at Municipal Pier, including foundation—no mezzanine—extending to north line of Illinois Street	1,462,000	
16	Upper level of viaduct from north line of Illinois Street to north end of bridge plaza	1,173,000	
17	Mezzanine level from north side of Illinois Street to north end of bridge plaza		$120,870
18	North bridge plaza, including foundations, columns, upper deck and stone facing	780,000	
19	Mezzanine level of north bridge plaza		195,000
20	Dock wall at north plaza	99,000	
21	Filling back of dock wall	28,200	
22	Two leaf bascule bridge—clear channel 250′, width 108′—length out to out of anchor piers 380′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,128,600	
23	Mezzanine level of bridge, width 85′, length 380′, includes floor system only (one-half cost)		161,500
	TOTAL	$5,237,800	$477,370

STUDY No. 4 (see Drawing No. 109). Study No. 4 provides for extending Lake Shore Drive eastward from its present terminus at Ohio Street along the line of Ohio Street, rising from the normal street level at the turn at Ohio Street, on a filled approach 140 feet wide to a viaduct structure at the lake front, at which point the roadway turns south and follows the lake front past Navy Pier on a viaduct structure 140 feet wide to the Chicago River, crossing the river on a two-leaf bascule bridge 108 feet wide, having clear channel for navigation of 250 feet.

This bridge would be monumental in character, having a large plaza on each approach.

From the south plaza the route indicated in Study No. 4 extends south in Lake Michigan approximately parallel with and just east of the Illinois Central property line to Randolph Street, where it terminates in a large circular concourse. This section of the improvement has a width of 140 feet and consists of viaduct construction.

West from the concourse the drive under this study is carried on a viaduct 140 feet wide along Randolph Street to the Outer Drive, which is the north and south axis of the Field Museum.

That part of the improvement located north of the center line of the Chicago River is in the Lincoln Park District and that portion south of the center line of the river is in the South Park District.

OUTER DRIVE IMPROVEMENT

Estimate of Cost to Accompany

Study No. 4

SUMMARY

Upper Level

(1) Section of Improvement located in South Park District.		
(a) Viaduct, retaining walls	$6,178,100	
(b) Fill and dock construction	1,402,100	
(c) South bridge plaza	741,900	
(d) One-half cost of bridge	1,128,600	
		$9,450,700
(2) Section of Improvement located in Lincoln Park District.		
(a) Viaduct, retaining walls	3,156,000	
(b) Fill and dock construction	66,000	
(c) North bridge plaza	741,900	
(d) One-half cost of bridge	1,128,600	
		5,092,500
		$14,543,200

Notes:

(a) Engineering on construction included.
(b) Cost of suggested ramps and mezzanine level not included.

Mezzanine Level

(1) Section of Improvement located in South Park District.		
(a) Viaduct	$738,420	
(b) South bridge plaza	185,475	
(c) One-half cost of bridge	161,500	
		$1,085,395
(2) Section of Improvement located in Lincoln Park District.		
(a) Viaduct	116,130	
(b) North bridge plaza	185,475	
(c) One-half cost of bridge	161,500	
		463,105
		$1,548,500

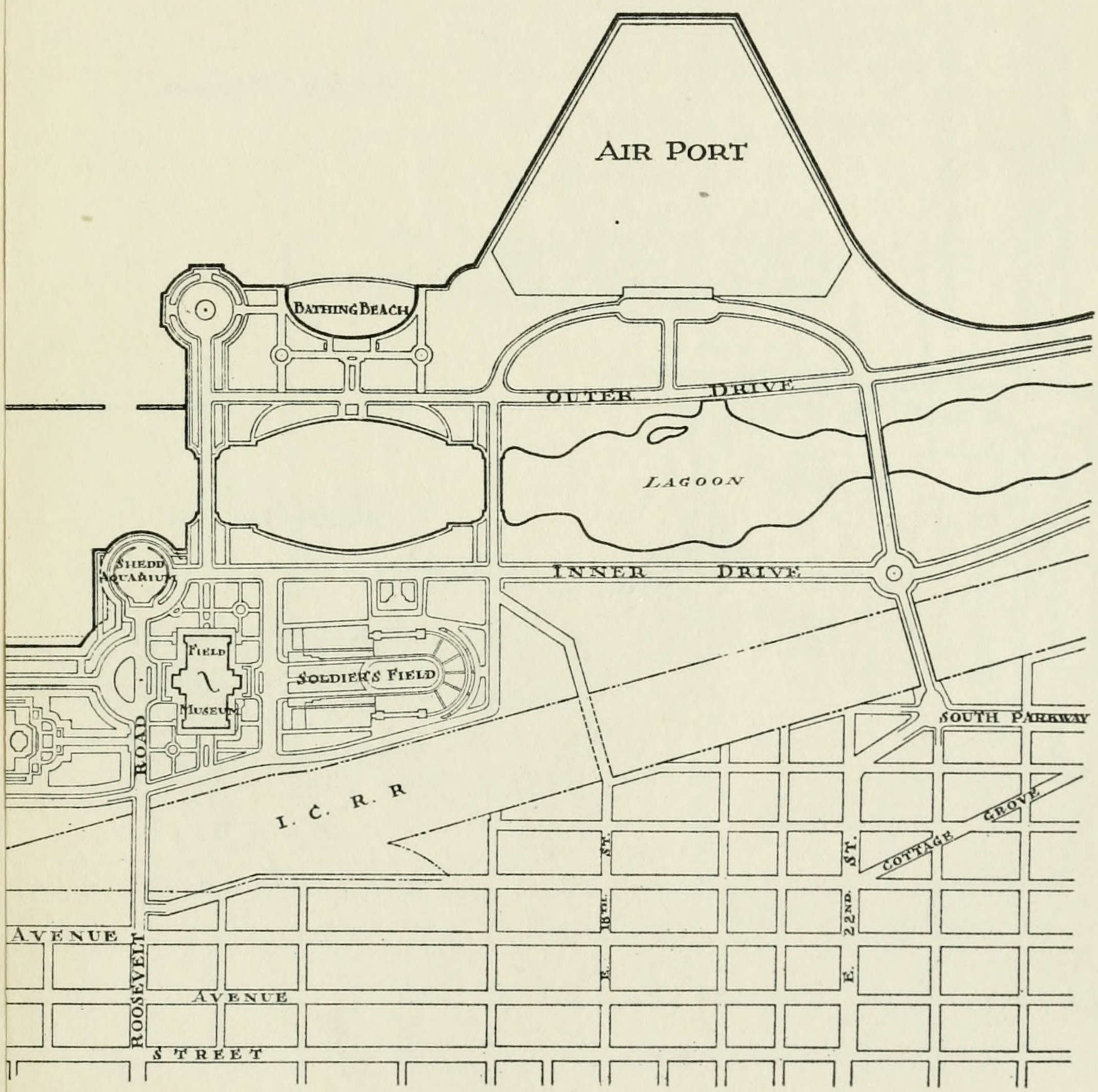
Notes:

Included

(a) Engineering on construction.

Not Included

(b) Cost of upper level.
(c) Land and building damage.



STUDY Nº4

DRAWING Nº109

General Plan
for
Lake Front Development

SHOWING PROPOSED OUTER DRIVE BETWEEN GRANT PARK & LINCOLN PARK, INNER DRIVE AND REVISED SHORE LINES, BREAKWATERS & BEACHES

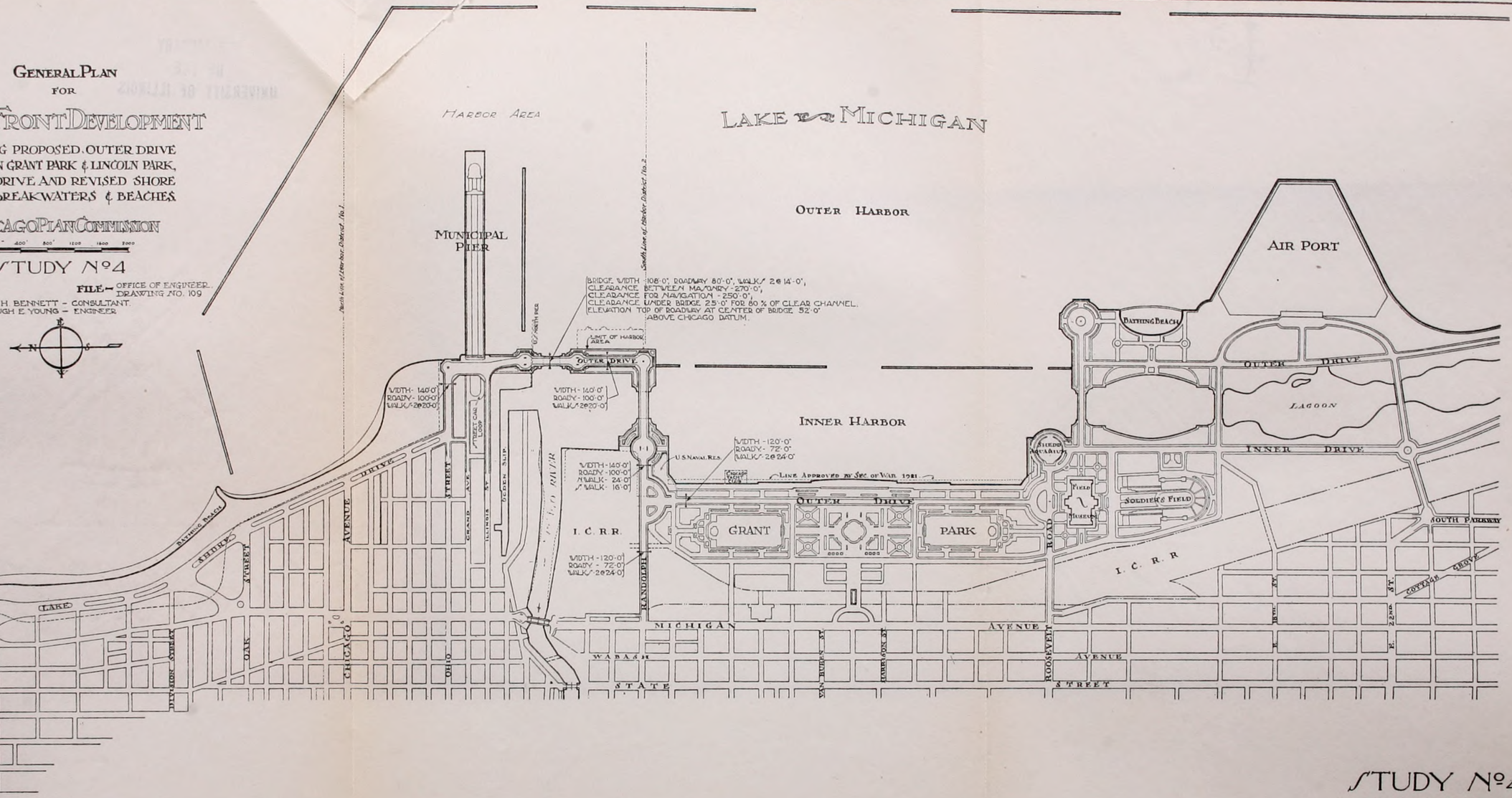
CHICAGO PLAN COMMISSION

SCALE 0' 400' 800' 1200' 1600' 2000'

STUDY No 4

JULY 1926. FILE – OFFICE OF ENGINEER. DRAWING NO. 109

E. H. BENNETT – CONSULTANT.
HUGH E. YOUNG – ENGINEER



STUDY No 4
DRAWING No 109

1-3

Section of Improvement Located in SOUTH PARK DISTRICT

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps
1	Viaduct structure in Randolph Street, including foundations, extending from west line of Outer Drive in Grant Park to east edge of semi-circle	$496,000	
2	Mezzanine level in Randolph Street, extending from west line of Outer Drive in Grant Park to east edge of semi-circle		$108,000
3	East part of semi-circle (exclusive of Randolph Street) necessary to complete drive extending from west line of Outer Drive in Grant Park to east edge of semi-circle. Includes retaining walls carried to —2.0 on Randolph Street side and east or lake side, also includes fill, pavement and stone facing	432,000	
4	West part of semi-circle (exclusive of Randolph Street) for future loop connection with drive. Includes wall to —2.0 on Randolph Street side, but shallow wall on west quadrant which can rest on present fill, either spread footing or concrete piles. Also includes fill, stone facing, pavement	220,500	
5	Filled incline extending from Outer Drive to dock level of circular concourse, including paving, curbs, railings, etc	122,500	
6	Viaduct structure in Randolph Street, extending from east edge of semi-circle to west edge of circular concourse at east line of Illinois Central property	560,000	
7	Mezzanine in Randolph Street extending from east edge of semi-circle to west edge of circular concourse at east line of Illinois Central property		94,800
8	Upper level of circular concourse at east line of Illinois Central property, including columns and foundations	1,359,600	
9	Mezzanine level of circular concourse at east line of Illinois Central property		90,060
10	Dock level area of circular concourse, including roadways, sidewalk, curbing, railing, etc	110,000	
11	Viaduct structure from east edge of circular concourse at east line of Illinois Central property to west line of concourse at east end of Randolph Street. Includes 400′ of structure over water	1,330,000	
12	Mezzanine level from east edge of circular concourse to west edge of concourse at east end of Randolph Street		206,190
13	Dock wall from east line of Illinois Central property to west dock line of Outer Drive, north of Randolph Street	360,000	
14	Filling to elevation plus 5.0 between dock walls from east line of Illinois Central property to west line of Outer Drive—includes filling in Naval Reserve Slip	294,600	
15	Concourse at intersection of Randolph Street and Outer Drive	607,500	

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps.
16	Mezzanine level of concourse at intersection of Randolph Street and Outer Drive		61,620
17	Upper level of viaduct between concourse at Randolph Street and south plaza of bridge	1,050,000	
18	Mezzanine level between concourse at Randolph Street and south plaza of bridge		177,750
19	Dock wall between south line of Randolph Street and bridge	397,500	
20	Filling between dock walls from south line of Randolph Street to bridge	240,000	
21	Upper level of south plaza of bridge, including foundation and architectural treatment in stone	741,900	
22	Mezzanine level of south plaza		185,475
23	Two leaf bascule bridge clear channel 250′—width 108′—length out to out of anchor piers 380′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,128,600	
24	Mezzanine level of bridge, width 85′, length 380′, includes floor system only (one-half cost)		161,500
	TOTAL	$9,450,700	$1,085,395

Section of Improvement Located in LINCOLN PARK DISTRICT

25	Filled approach including retaining walls, pavements, walks, etc., in Ohio Street, from Lake Shore Drive to a point 500′ east thereof	$175,000	
26	Viaduct structure (no mezzanine level) from point 500′ east of Lake Shore Drive to west edge of plaza at Municipal Pier	392,000	
27	Plaza at Municipal Pier, including foundations (no mezzanine)	1,462,000	
28	Upper level of viaduct from north line of Illinois Street to north end of bridge plaza	1,127,000	
29	Mezzanine level from north line of Illinois Street to north end of bridge plaza		$116,130
30	North bridge plaza including foundations, columns, upper deck and stone facing	741,900	
31	Mezzanine level of north bridge plaza		185,475
32	Dock wall on east side of north plaza	60,000	
33	Filling back of dock wall at north plaza	6,000	
34	Two leaf bascule bridge—clear channel 250′—width 108′—length out to out of anchor piers 380′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,128,600	
35	Mezzanine level of bridge, width 85′, length 380′, includes floor system only (one-half cost)		161,500
	TOTAL	$5,092,500	$463,105

STUDY No. 5 (see Drawing No. 114). Study No. 5 provides for the following connection between Grant Park and Lake Shore Drive at Erie Street:

Beginning at Erie Street, the new driveway, 140 feet in width, extends in a southwesterly direction, crossing private property at the normal street level as far south as East Ohio Street, from which point the roadway rises on a grade, being carried on a filled approach 140 feet in width, to Grand Avenue, continuing southwesterly from Grand Avenue on a viaduct structure 140 feet in width, meeting the line of McClurg Court, which is also the line of the Outer Drive in Grant Park extended north. The section of the improvement between Grand Avenue and Illinois Street crosses property owned by the Chicago Dock and Canal Company.

Turning south at Illinois Street, the new improvement is carried on viaduct construction, 140 feet in width, over the lands of the Chicago Dock and Canal Company to the Michigan Canal, crossing this canal on a single leaf bascule bridge 108 feet wide, thence south again on viaduct construction over the Chicago Dock and Canal Company property to the Chicago River, crossing the river on a two-leaf bascule bridge 108 feet wide, having clear channel for navigation of 210 feet between clearance lines. This bridge will be monumental in character, having a large plaza at each approach.

South from the south plaza the improvement follows the line of the Outer Drive, which is the north and south axis of the Field Museum, over the railroad yards of the Illinois Central Railroad on a viaduct structure 140 feet wide to Randolph Street, the northern boundary of Grant Park, where it connects with both Randolph Street and the present Outer Drive in Grant Park.

That part of the improvement located north of the center line of the Chicago River is in the Lincoln Park District and that portion south of the center line of the river is in the South Park District.

OUTER DRIVE IMPROVEMENT

Estimate of Cost to Accompany

Study No. 5

SUMMARY

Upper Level

(1) Section of Improvement located in South Park District.			
(a) Viaduct, retaining walls	$1,385,440		
(b) One-half cost of ornamental stone work on stairs, etc.	100,000		
(c) One-half cost of bridge	1,057,320		
			$2,542,760
(2) Section of Improvement located in Lincoln Park District.			
(a) Paving, curbing, etc.	117,824		
(b) Viaduct, retaining walls	1,347,150		
(c) Bascule bridge over Ogden Slip	715,500		
(d) One-half cost of ornamental stone work on stairs, etc.	100,000		
(e) One-half cost of bridge	1,057,320		
		$3,337,794	
(f) Condemnation Awards—			
Land	2,604,060		
Buildings	1,393,571		
Assessment, court and valuation costs	799,526		
		4,797,157	
			8,134,951
			10,677,711

Notes:

(a) Engineering on construction included.
(b) Assessment, court and valuation costs estimated at 20%.
(c) Condemnation awards for leaseholds included in awards for land and buildings.
(d) Cost of suggested ramp and mezzanine level *not included*.

Mezzanine Level

(1) Section of Improvement located in South Park District.			
(a) Viaduct	$293,169		
(b) One-half cost of bridge	151,300		
			$444,469
(2) Section of Improvement located in Lincoln Park District.			
(a) Viaduct	165,783		
(b) Bascule bridge over Ogden Slip	112,630		
(c) One-half cost of bridge over river	151,300		
			429,713
			$874,182

Notes:

Included
(a) Engineering on construction.
Not Included
(b) Cost of upper level.
(c) Land and building damage.

GENERAL PLAN
FOR
LAKE FRONT DEVELOPMENT
STUDY SHOWING PLAN OF
PROPOSED BOULEVARD CONNECTION
BETWEEN GRANT PARK
AND LINCOLN PARK.

CHICAGO PLAN COMMISSION

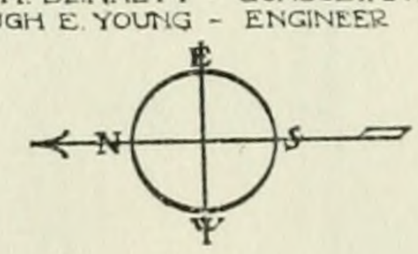
SCALE 100' 200' 300' 400' 500'

STUDY Nº 5

FEB. 1927.

FILE – OFFICE OF ENGINEER.
DRAWING NO. 114

E. H. BENNETT - CONSULTANT
HUGH E. YOUNG - ENGINEER



GENERAL PLAN
FOR
LAKE FRONT DEVELOPMENT
STUDY SHOWING PLAN OF
PROPOSED BOULEVARD CONNECTION
BETWEEN GRANT PARK
AND LINCOLN PARK.

CHICAGO PLAN COMMISSION

SCALE

STUDY No. 5

FEB. 1927. FILE — OFFICE OF ENGINEER. DRAWING NO. 114

E. H. BENNETT - CONSULTANT
HUGH E. YOUNG - ENGINEER

Section of Improvement Located in SOUTH PARK DISTRICT

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps.
1	Viaduct structure north of Randolph Street, including foundations	$1,385,440	
2	Mezzanine level between Randolph Street and river		$293,169
3	Architectural treatment of stairway to dock, etc.	100,000	
4	Two leaf bascule bridge, clear channel 220′—width 108′—length out to out of anchor piers 356′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,057,320	
5	Mezzanine level of bridge, width 85′, length 356′, including floor system only (one-half cost)		151,300
	TOTAL	$2,542,760	$444,469

Note: It is assumed that an easement will be granted by the Illinois Central Railroad to construct a viaduct over their tracks.

Section of Improvement Located in LINCOLN PARK DISTRICT

6	Street paving, grading, curbing, etc., extending from westerly line of Lake Shore Drive to the north line of Ohio Street	$82,600	
7	Ohio Street intersection, including east and west filled approaches	35,224	
8	Filled approach, extending from the south line of Ohio Street to the north line of Grand Avenue, including retaining walls, pavement, walks, curbs, etc.	87,500	
9	Viaduct structure (no mezzanine level) extending from the north line of Grand Avenue to the north line of Illinois Street	351,750	
10	Viaduct structure, upper level, extending from north line of Illinois Street to north line of Ogden Slip	285,600	
11	Mezzanine level extending from north line of Illinois Street to north end of bridge at Ogden Slip		$60,435
12	Ogden Slip crossing. Single leaf bascule bridge, clear channel 70′, width 108′, length out to out of anchor piers 132.5′, including foundations, pylons, mechanical and electrical equipment	715,500	
13	Mezzanine level of bridge, width 85′, length 132.5′. Includes floor system only		112,630
14	Viaduct structure extending from south line of bridge at Ogden Slip to north end of bridge at river	622,300	
15	Mezzanine level of viaduct structure from south line of bridge at Ogden Slip to north end of bridge at river		105,348

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps.
16	Architectural treatment of stairways to docks, etc.	100,000	
17	Two leaf bascule bridge, clear channel 220', width 108', length out to out of anchor piers 356' (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,057,320	
18	Mezzanine level of bridge, width 85', length 356', including floor system only (one-half cost)		151,300
	TOTAL	$3,337,794	$429,713

Section of Improvement Located in

SOUTH PARK DISTRICT

Estimated Condemnation Awards for Land and Buildings Taken

Randolph Street to Chicago River

Land owned by the Illinois Central Railroad. It is assumed that the railroad company will grant an easement for the construction of a viaduct over their property.

Buildings. There are two buildings on the line of the improvement. One is a 1-story building of frame construction, 22 feet in height, used for storage of salt; the other is a 2-story brick cold storage warehouse, 25 feet in height. The proposed elevation of the upper level floor is such that it will clear these structures.

Section of Improvement Located in

LINCOLN PARK DISTRICT

Estimated Condemnation Awards for Land and Buildings Taken

Lake Shore Drive to East Ontario Street	
Land taken	$882,000
East Ontario Street to East Ohio Street	
Land and buildings	991,500
East Ohio Street to East Grand Avenue	
Land taken	505,440
East Grand Avenue to East Illinois Street	
Easement for use of air rights	367,488
East Illinois Street to Michigan Canal	
Easement for use of air rights and building damages	727,921
Ogden Slip to North Water Street	
Easement for air rights and building damages	761,016
North Water Street to Chicago River	
Easement for air rights and building damages	561,792
Total	$4,797,157

NOTE—Estimated condemnation awards for land and buildings include 20% for assessment, court and valuation costs.

STUDY No. 6 (see Drawing No. 115). Study No. 6 covers the extension of the Outer Drive in Grant Park north across the Chicago River to Ohio Street, and connects it with Lake Shore Drive at Erie Street by means of a diagonal connection between Erie Street and Ohio Street.

Beginning at Erie Street, the roadway in Study No. 6 extends southwesterly 140 feet in width from Lake Shore Drive, crossing private property between Erie Street and Ohio Street at the normal street level. From Ohio Street the roadway rises on a filled approach 140 feet wide, extending from Ohio Street to Grand Avenue, thence south on a viaduct structure, 140 feet wide, over the lands of the Chicago Dock and Canal Company to the Michigan Canal, crossing this canal on a single leaf bascule bridge 108 feet wide, thence south again on viaduct construction over the Chicago Dock and Canal Company property to the Chicago River, crossing the river on a two-leaf bascule bridge 108 feet wide, having a clear channel for navigation of 210 feet between clearance lines. The bridge to be constructed at this point would be monumental in character, having a large plaza on both the north and south approaches.

South from the south plaza of the improvement the route covered in Study No. 6 follows the line of the Outer Drive, which is the north and south axis of the Field Museum, over the railroad yards of the Illinois Central Railroad on a viaduct structure 140 feet wide, to Randolph Street, the northern boundary of Grant Park, where it connects with both Randolph Street and the present Outer Drive in Grant Park.

That part of the improvement located north of the center line of the Chicago River is in the Lincoln Park District and that portion south of the center line of the river is in the South Park District.

OUTER DRIVE IMPROVEMENT

Estimate of Cost to Accompany

Study No. 6

SUMMARY

Upper Level

(1) Section of Improvement located in South Park District.			
(a) Viaduct, retaining walls	$1,385,440		
(b) One-half cost of ornamental stone work on stairways, etc.	100,000		
(c) One-half cost of bridge	1,057,320		
			$2,542,760
(2) Section of Improvement located in Lincoln Park District.			
(a) Paving, curbing, etc.	146,580		
(b) Viaduct, retaining walls	1,290,800		
(c) Bascule bridge over Ogden Slip	715,500		
(d) One-half cost of ornamental stone work on stairways, etc.	100,000		
(e) One-half cost of bridge	1,057,320		
		$3,310,200	
(f) Condemnation Awards—			
Land	2,844,060		
Buildings	1,625,865		
Assessment, court and valuation costs	893,985		
		5,363,910	
			8,674,110
			$11,216,870

Notes:

Included

(a) Engineering on construction.
(b) Assessment, court and valuation costs estimated at 20%.
(c) Condemnation awards for leaseholds included in awards for land and buildings.

Not Included

(d) Cost of suggested ramp and mezzanine level.

Mezzanine Level

(1) Section of Improvement located in South Park District.			
(a) Viaduct	$293,169		
(b) One-half cost of bridge	151,300		
			$444,469
(2) Section of Improvement located in Lincoln Park District.			
(a) Viaduct	165,783		
(b) Bascule bridge over Ogden Slip	112,630		
(c) One-half cost of bridge over river	151,300		
			429,713
			$874,182

Notes:

Included

(a) Engineering on construction.

Not Included

(b) Cost of upper level.
(c) Land and building damage.

GENERAL PLAN
FOR
LAKE FRONT DEVELOPMENT
STUDY SHOWING PLAN OF
PROPOSED BOULEVARD CONNECTION
BETWEEN GRANT PARK
AND LINCOLN PARK.

CHICAGO PLAN COMMISSION

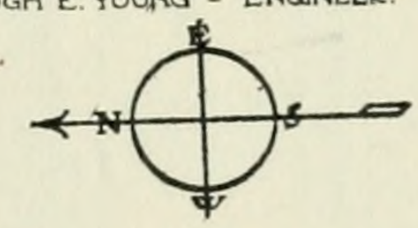
SCALE 0' 100' 200' 300' 400' 500'

STUDY Nº 6

FEB. 1927.

FILE— OFFICE OF ENGINEER
DRAWING NO. 115

E. H. BENNETT - CONSULTANT.
HUGH E. YOUNG - ENGINEER.

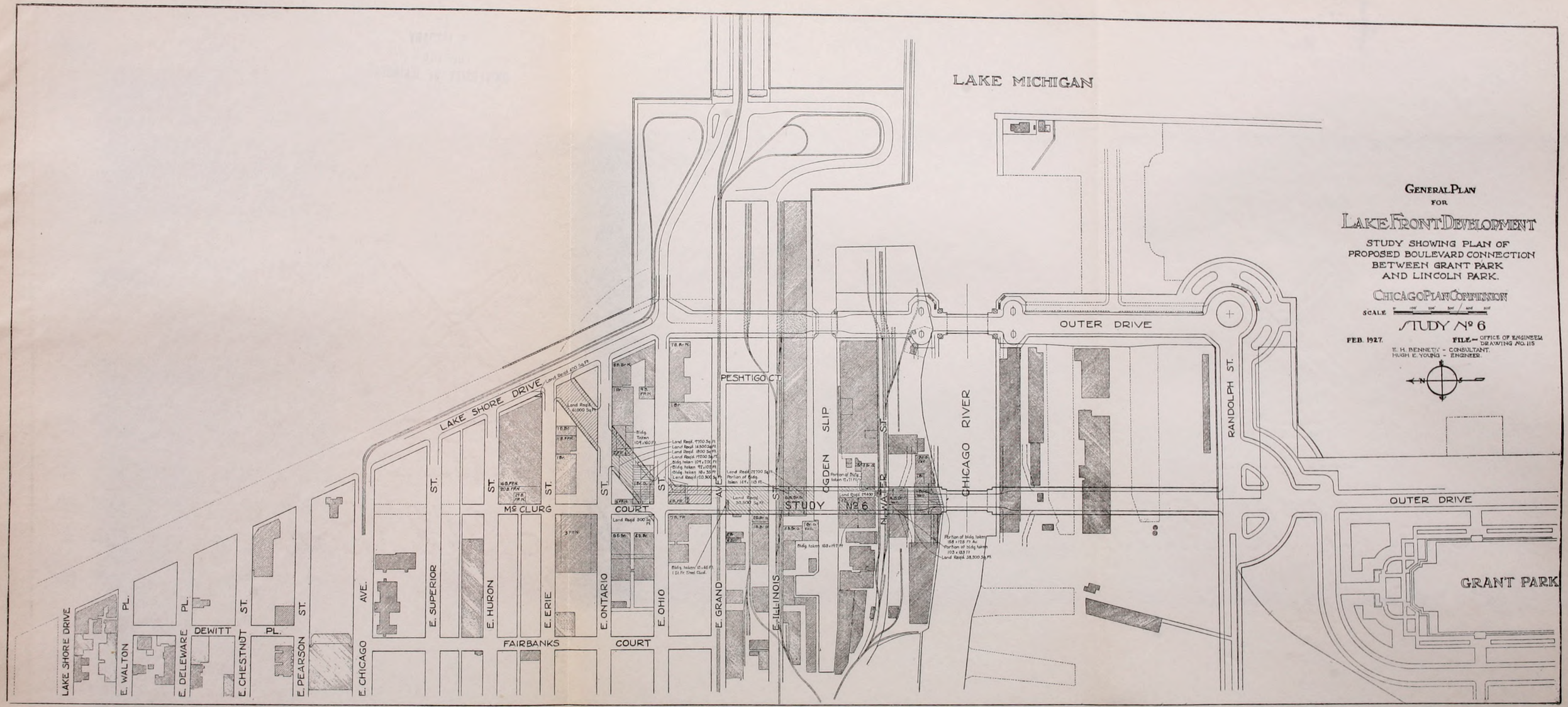


R DRIVE

RANDOLPH ST.

OUTER DRIVE

GRANT PARK



GENERAL PLAN
FOR
LAKE FRONT DEVELOPMENT
STUDY SHOWING PLAN OF
PROPOSED BOULEVARD CONNECTION
BETWEEN GRANT PARK
AND LINCOLN PARK.

CHICAGO PLAN COMMISSION

SCALE 0 100' 200' 300' 400' 800'

STUDY No 6

FEB. 1927. FILE — OFFICE OF ENGINEER DRAWING NO. 115

E. H. BENNETT - CONSULTANT.
HUGH E. YOUNG - ENGINEER.

Section of Improvement Located in SOUTH PARK DISTRICT

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps.
1	Viaduct structure north of Randolph Street, including foundations	$1,385,440	
2	Mezzanine level between Randolph Street and river		$293,169
3	Architectural treatment of stairway to dock, etc.	100,000	
4	Two leaf bascule bridge, clear channel 220′—width 108′—length out to out of anchor piers 356′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,057,320	
5	Mezzanine level of bridge, width 85′, length 356′, including floor system only (one-half cost)		151,300
	TOTAL	$2,542,760	$444,469

Note: It is assumed that an easement will be granted by the Illinois Central Railroad to construct a viaduct over their tracks.

Section of Improvement Located in LINCOLN PARK DISTRICT

6	Street paving, grading, curbing, etc., extending from westerly line of Lake Shore Drive to north line of Ohio Street	$106,400	
7	Ohio Street intersection, including north, east and west filled approaches	40,180	
8	Filled approach, extending from the south line of Ohio Street to the north line of Grand Avenue, including retaining walls, pavement, walks, curbs, etc.	76,300	
9	Viaduct structure (no mezzanine) extending from the north line of Grand Avenue to the north line of Illinois Street	306,600	
10	Viaduct structure, upper level extending from north line of Illinois Street to north line of Ogden Slip	285,600	
11	Mezzanine level extending from north line of Illinois Street to north end of bridge at Ogden Slip		$60,435
12	Ogden Slip crossing. Single leaf bascule bridge, clear channel 70′, width 108′, length out to out of anchor piers, 132.5′, including foundations, pylons, mechanical and electrical equipment	715,500	
13	Mezzanine level of bridge, width 85′, length 132.5′, includes floor system only		112,630
14	Viaduct structure extending from south line of bridge at Ogden Slip to north end of bridge at river	622,300	
15	Mezzanine level of viaduct structure from south line of bridge at Ogden Slip to north end of bridge at river		105,348

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps.
16	Architectural treatment of stairways to docks, etc.	100,000	
17	Two leaf bascule bridge, clear channel 220′, width 108′, length out to out of anchor piers 356′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,057,320	
18	Mezzanine level of bridge, width 85′, length 356′, including floor system only (one-half cost)		151,300
	TOTAL	$3,310,200	$429,713

Section of Improvement Located in

SOUTH PARK DISTRICT

Estimated Condemnation Awards for Land and Buildings Taken

Randolph Street to Chicago River

Land owned by the Illinois Central Railroad. It is assumed that the railroad company will grant an easement for the construction of a viaduct over their property.

Buildings. There are two buildings on the line of the improvement. One is a 1-story building of frame construction, 22 feet in height, used for storage of salt; the other is a 2-story brick cold storage warehouse 25 feet in height. The proposed elevation of the upper level floor is such that it will clear these structures.

Section of Improvement Located in

LINCOLN PARK DISTRICT

Estimated Condemnation Awards for Land and Buildings Taken

Lake Shore Drive to East Ontario Street	
Land taken	$1,242,000
East Ontario Street to East Ohio Street	
Land taken and building damages	1,132,620
East Ohio Street to East Grand Avenue	
Land taken and building damages	619,020
East Grand Avenue to East Illinois Street	
Easement for use of air rights and building damages	323,760
East Illinois Street to Ogden Slip	
Easement for air rights and building damages	723,702
Ogden Slip to North Water Street	
Easement for air rights and building damages	761,016
North Water Street to Chicago River	
Easement for air rights and building damages	561,792
Total	$5,363,910

NOTE: Estimated condemnation awards for land and buildings include 20% for assessment, court and valuation costs.

STUDY No. 7 (see Drawing No. 119). Study No. 7 contemplates extending the Outer Drive in Grant Park north across the Chicago River and Michigan Canal to East Huron Street, where a connection is made with Lake Shore Drive by means of a diagonal street extending from East Huron Street to East Superior Street.

Beginning at a large plaza at the junction of East Superior Street and Lake Shore Drive, in this study the new roadway, 140 feet in width, extends southwesterly across private property at normal street level to East Huron Street, thence southward following McClurg Court, which is the line of the Outer Drive in Grant Park extended north, 140 feet in width across private property at normal street level to East Ohio Street. From Ohio Street to Grand Avenue the improvement is carried on a filled approach 140 feet in width.

From Grand Avenue the new improvement is carried on viaduct construction 140 feet in width over the lands of the Chicago Dock and Canal Company to the Michigan Canal, crossing this canal on a single-leaf bascule bridge 108 feet wide, thence south again on viaduct construction over the Chicago Dock and Canal Company property to the Chicago River, crossing the river on a two-leaf bascule bridge 108 feet wide, having a clear channel for navigation of 210 feet between clearance lines. This bridge would be monumental in character, having a large plaza at each approach.

South from the south plaza the route follows the line of the Outer Drive, which is the north and south axis of the Field Museum, over the railroad yards of the Illinois Central Railroad on a viaduct structure 140 feet wide to Randolph Street, the northern boundary of Grant Park, where it connects with both Randolph Street and the present Outer Drive in Grant Park.

That part of the improvement located north of the center line of the Chicago River is in the Lincoln Park District and that portion south of the center line of the river is in the South Park District.

OUTER DRIVE IMPROVEMENT

Estimate of Cost to Accompany

Study No. 7

SUMMARY

Upper Level

(1) Section of Improvement located in South Park District.		
(a) Viaduct, retaining walls	$1,385,440	
(b) One-half cost of ornamental stone work on stairways, etc.	100,000	
(c) One-half cost of bridge	1,057,320	
		$2,542,760
(2) Section of Improvement located in Lincoln Park District.		
(a) Paving, curbing, etc.	239,980	
(b) Viaduct, retaining walls	1,290,800	
(c) Bascule bridge over Ogden Slip	715,500	
(d) One-half cost of ornamental stone work on stairways, etc.	100,000	
(e) One-half cost of bridge	1,057,320	
		3,403,600
(f) Condemnation Awards—		
Land	2,830,960	
Buildings	1,700,645	
Assessment, court and valuation costs	906,321	
		5,437,926
		8,841,526
		$11,384,286

Notes:

Included

(a) Engineering on construction.

(b) Assessment, court and valuation costs estimated at 20%.

(c) Condemnation awards for leaseholds included in awards for land and buildings.

Not Included

(d) Cost of suggested ramp and mezzanine level.

Mezzanine Level

(1) Section of Improvement located in South Park District.		
(a) Viaduct	$293,169	
(b) One-half cost of bridge	151,300	
		$444,469
(2) Section of Improvement located in Lincoln Park District.		
(a) Viaduct	165,783	
(b) Bascule bridge over Ogden Slip	112,630	
(c) One-half cost of bridge over river	151,300	
		429,713
		$874,182

Notes:

Included

(a) Engineering on construction.

Not Included

(b) Cost of upper level.

(c) Land and building damage.

GENERAL PLAN
FOR
LAKE FRONT DEVELOPMENT
STUDY SHOWING PLAN OF
PROPOSED BOULEVARD CONNECTION
BETWEEN GRANT PARK
AND LINCOLN PARK.

CHICAGO PLAN COMMISSION

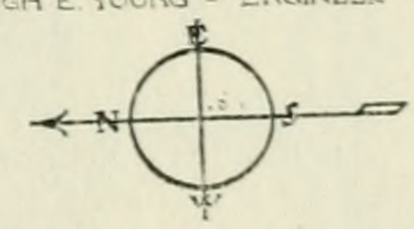
SCALE 0 100' 200' 300' 400' 500'

STUDY № 7.

MAY, 1927

FILE — OFFICE OF ENGINEER
DRAWING NO. 119

E. H. BENNETT - CONSULTANT
HUGH E. YOUNG - ENGINEER



DRIVE

RANDOLPH ST.

OUTER DRIVE

GRANT PARK

LAKE MICHIGAN
LAKE SHORE DRIVE
PESHTIGO CT.
OUTER DRIVE
OUTER DRIVE
RANDOLPH ST.
OGDEN SLIP
CHICAGO RIVER
N. WATER ST
E. GRAND AVE
E. ILLINOIS
E. OHIO
E. ONTARIO
E. ERIE
E. HURON
E. SUPERIOR
E. CHICAGO AVE
E. PEARSON ST
E. CHESTNUT ST
E. DELEWARE PL
E. WALTON PL
DEWITT PL.
McCLURG COURT
FAIRBANKS COURT
LAKE SHORE DRIVE
GRANT PARK
GENERAL PLAN
FOR
LAKE FRONT DEVELOPMENT
STUDY SHOWING PLAN OF
PROPOSED BOULEVARD CONNECTION
BETWEEN GRANT PARK
AND LINCOLN PARK.
CHICAGO PLAN COMMISSION
SCALE
STUDY No 7.
MAY, 1927
FILE — OFFICE OF ENGINEER
DRAWING NO. 119
N

Section of Improvement Located in SOUTH PARK DISTRICT

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps.
1	Viaduct structure north of Randolph Street, including foundations	$1,385,440	
2	Mezzanine level between Randolph Street and river		$293,169
3	Architectural treatment of stairway to dock, etc.	100,000	
4	Two leaf bascule bridge, clear channel 220′, width 108′, length out to out of anchor piers 356′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,057,320	
5	Mezzanine level of bridge, width 85′, length 356′, including floor system only (one-half cost)		151,300
	TOTAL	$2,542,760	$444,469

Note: It is assumed that an easement will be granted by the Illinois Central Railroad to construct a viaduct over their tracks.

Section of Improvement Located in LINCOLN PARK DISTRICT

6	Street paving, grading, curbing, etc., extending from westerly line of Lake Shore Drive to north line of Ohio Street	$199,800	
7	Ohio Street intersection, including north, east and west filled approaches	40,180	
8	Filled approach, extending from the south line of Ohio Street to the north line of Grand Avenue, including retaining walls, pavement, walks, curbs, etc	76,300	
9	Viaduct structure (no mezzanine) extending from the north line of Grand Avenue to the north line of Illinois Street	306,600	
10	Viaduct structure, upper level extending from north line of Illinois Street to north line of Ogden Slip	285,600	
11	Mezzanine level extending from north line of Illinois Street to north end of bridge at Ogden Slip		$60,435
12	Ogden Slip crossing. Single leaf bascule bridge, clear channel 70′, width 108′, length out to out of anchor piers 132.5′, including foundations, pylons, mechanical and electrical equipment	$715,500	
13	Mezzanine level of bridge, width 85′, length 132.5′, includes floor system only		112,630
14	Viaduct structure extending from south line of bridge at Ogden Slip to north end of bridge at river	622,300	
15	Mezzanine level of viaduct structure from south line of bridge at Ogden Slip to north end of bridge at river		105,348

Item	Description	Cost of Upper Level	Cost of Mezz. and Ramps
16	Architectural treatment of stairways to docks, etc.	100,000	
17	Two leaf bascule bridge, clear channel 220′, width 108′, length out to out of anchor piers 356′ (about), including foundations, pylons, mechanical and electrical equipment (one-half cost)	1,057,320	
18	Mezzanine level of bridge, width 85′, length 356′, including floor system only (one-half cost)		151,300
	TOTAL	$3,403,600	$429,713

Section of Improvement Located in

SOUTH PARK DISTRICT

Estimated Condemnation Awards for Land and Buildings Taken

Randolph Street to Chicago River

Land owned by the Illinois Central Railroad. It is assumed that the railroad company will grant an easement for the construction of a viaduct over their property.

Buildings. There are two buildings on the line of the improvement. One is a 1-story building of frame construction, 22 feet in height, used for storage of salt; the other is a 2-story brick cold storage warehouse 25 feet in height. The proposed elevation of the upper level floor is such that it will clear these structures.

Section of Improvement Located in

LINCOLN PARK DISTRICT

Estimated Condemnation Awards for Land and Buildings Taken

Lake Shore Drive to East Superior Street	
Land taken	$105,600
East Superior Street to East Huron Street	
Land taken	947,160
East Huron Street to East Erie Street	
Land taken	334,800
East Erie Street to East Ontario Street	
Land taken and building damages	689,400
East Ontario Street to East Ohio Street	
Land taken and building damages	381,756
East Ohio Street to East Grand Avenue	
Land taken and building damages	608,940
East Grand Avenue to East Illinois Street	
Easement for use of air rights and building damages	323,760
East Illinois Street to Ogden Slip	
Easement for air rights and building damages	723,702
Ogden Slip to North Water Street	
Easement for air rights and building damages	761,016
North Water Street to Chicago River	
Easement for air rights and building damages	561,792
Total	$5,437,926

NOTE: Estimated condemnation awards for land and buildings include 20% for assessment, court and valuation costs.

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