

CHICAGO MOTOR CLUB ROAD WIDENING PLAN

Offers Outline of Highways to Be Improved Without Increased Taxation

Here is the radial highway widening plan which the Chicago Motor club will ask the state to adopt for 1932 and '33. The broken lines indicate highways which the club recommends for widening to 40 feet; the solid lines indicate radials already widened to 40 feet, or to be widened this year.

Drafted after long and careful research, the Chicago Motor club plan for radial highway widening and

Ill-61—From Euclid avenue, east of Arlington Heights, to the Wisconsin state line.

Ill-19, combined with Ill-23—From Barrington to the Wisconsin state highways and the construction of 55 grade separations. 11 radials beyond state route 22 are included. These would connect with 40-foot strips within route 22, some of which are completed, while others are to be widened this year. Following is a summary of the radials which are now widened or will be widened or built in the metropolitan area by the end of this year:

Summary of Radials

Ill-57—This, combined with Ill-22, will be known as the Skokie highway and will extend from Chicago to Lake Forest.

Ill-21 (Milwaukee avenue)—From

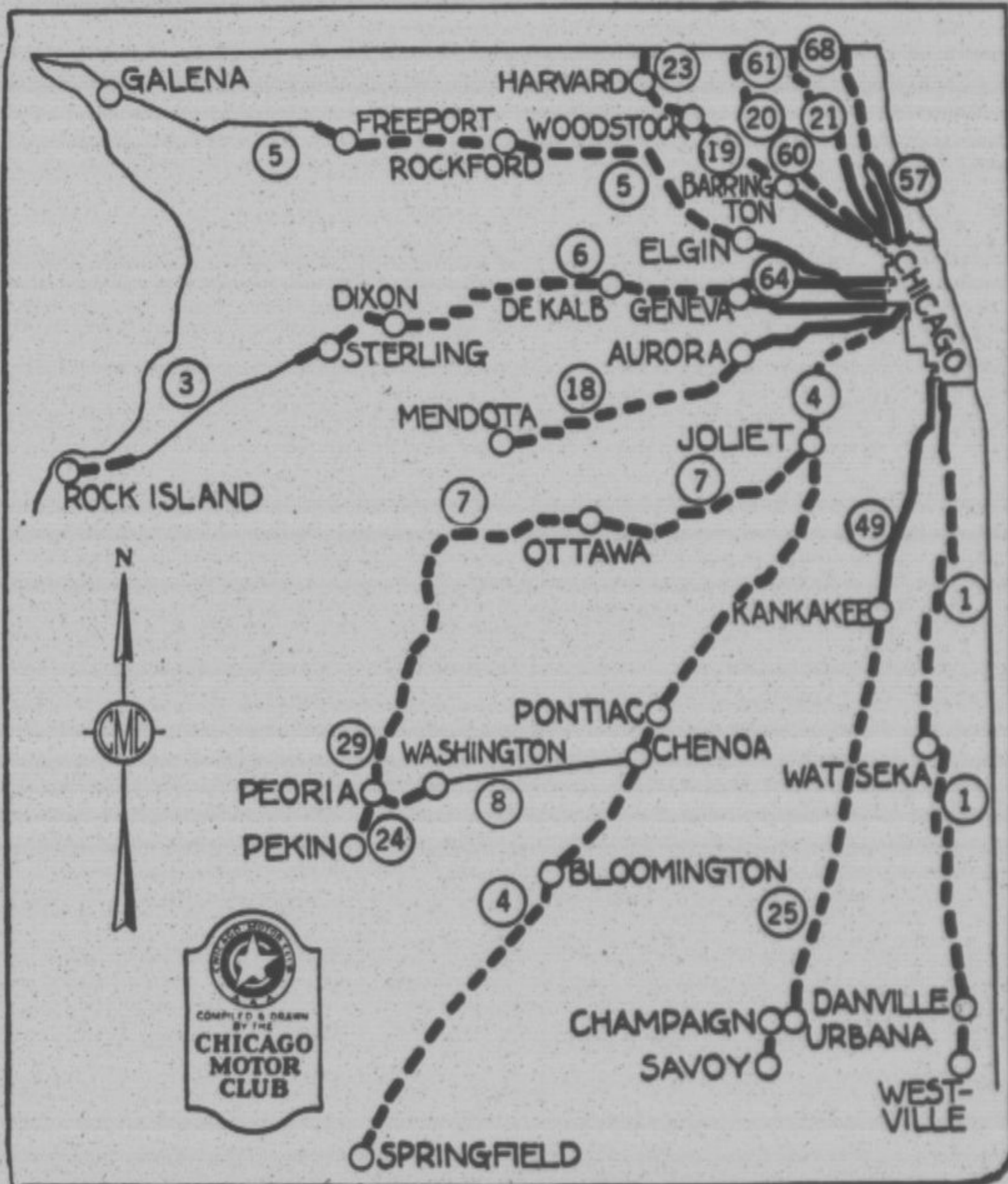
during those years. Following is a summary of the income and expenditures for those years:

Income, 1932 and 1933	
License fees	\$ 40,000,000
Gas tax (state's share)	42,200,000
Federal aid	10,000,000
Unappropriated surplus income for gas tax, 1929, 1930 and 1931	12,827,000
Total estimated income	\$105,027,000
Expenditures, 1932 and 1933	
Principal and interest on bonds	\$ 16,560,000
Maintenance and policing	8,000,000
Refunds to counties (15-D)	4,250,000
Construction of bond issue roads (1,101 miles)	37,718,000
Widening 798.7 miles of radial highways	32,000,000
Building of 55 grade separations metropolitan area	6,400,000
Total estimated expenditures	\$105,027,000

No Tax Increase
"It will be seen at a glance that

the motor club widening and grade separation plan can be accomplished in the ensuing two years without any increase in the present rates of motor vehicle taxation and without causing any delay in the completion of the bond issue highway programs," declared Charles M. Hayes, president of the club.

Four hundred and forty-two cities in the United States have adopted the City Manager plan. The experiment was first made in 1912. It has proved to be the most efficient method ever found for the government of American cities.



grade separation construction in the far flung Chicago metropolitan area during 1932 and 1933 will be introduced in this session of the Illinois legislature.

The motor club plan provides for the widening of 798.7 miles of radial Chicago to Barrington.

Ill-5 (Lake street)—From Chicago to Elgin.

Ill-64 (North avenue)—From Chicago to St. Charles.

Ill-6 (Roosevelt road)—Chicago to Geneva.

Ill-18 (Ogden avenue)—Chicago to Aurora.

Ill-4 (Joliet road)—Widened now from Chicago to Willow Springs road. Possibly may be widened to Joliet by end of this year.

Ill-49 (Governor's highway)—From Chicago to Kankakee.

Ill-1 (Halsted street)—From Chicago to Chicago Heights.

Following is a summary of the motor club's plan for extending this system of four-lane highways in 1932 and 1933:

Ill-68—From the Skokie highway to the Wisconsin state line.

Ill-21—From Half Day to the Wisconsin state line.

Ill-60, combined with Ill-20 and

Chicago to Half Day.

Ill-69 (Rand road)—From Chicago to Euclid avenue, east of Arlington Heights.

Ill-19 (Northwest highway)—From line.

Ill-5—From Elgin to three miles west of Freeport.

Ill-6—From Geneva to two miles west of Sterling. This will serve as an extension of Ill-64.

Ill-18—From Aurora to Mendota. Ill-5—From the point where widening operations cease in 1931 to Springfield.

Ill-7—From Joliet to the intersection with Ill-29; Ill-29 to Peoria, and Ill-24 to Pekin.

Ill-25—From wide Ill-49 at Kankakee to three miles south of Champaign.

Ill-1 — From Chicago Heights to four miles south of Danville.

In Other Centers

In addition to these routes, the plan of the club also provides for sections of widening in other large centers of population, such as Rock Island, Peoria and other cities.

The club has carefully estimated the income which the state will receive for highway purposes in 1932 and '33 and the possible expenditures

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