

Fayette-Jackson Is Area for New Span

First step in acquiring a new bridge—selection of a site—was taken by Peoria Wednesday night when more than 100 persons unanimously voted approval of a site between Fayette and Jackson streets.

The site was selected by the state highway division and Greater Peoria Bridge committee and announced at a public meeting at Hotel Pere Marquette. The audience expressed its sentiment after the proposed bridge was described.

The single purpose of the meeting was to determine if the site was acceptable. It was announced at the outset by Ralph Morgan and Dave Cummings, co-chairmen of the bridge committee, that many details, including financing, are not wholly worked out.

Two sites for the Peoria end of the bridge were considered, the other being between Monson and Sanford streets.

The Fayette-Jackson area was decided best, it was said, in relation to downtown traffic, interchanging traffic between Peoria

and East Peoria, and interstate traffic into and through Peoria.

In its entirety, the main highway of the bridge would be from Knoxville avenue near Glon Oak avenue to a point east of Morton. The highway from Knoxville avenue to the bridge proper would be elevated, intersecting the center of the blocks bordered by Fayette and Jackson streets.

Elmer R. Knight, assistant chief highway engineer, who described on slides the two most acceptable sites, said it would not be necessary to acquire for right-of-way all property in the center of those blocks. Just what would be needed is not yet known, he said.

Connect With 3 Routes
The bridge would span North Washington street and after crossing the river would have interchanges, or approaches, to Routes 116, 24 and 150. A right angle interchange would also connect it with West Washington street in East Peoria, which runs directly to Franklin street bridge.

The bridge, Knight said, would be at least four, and possibly six lanes, depending on predictable traffic at the time of construction. The next steps in getting the bridge, it was said, are acquiring

right-of-way, planning the and making detailed surveys.

The highway division has \$1 million dollars earmarked for purposes. The city's share of acquiring right-of-way has not yet been determined.

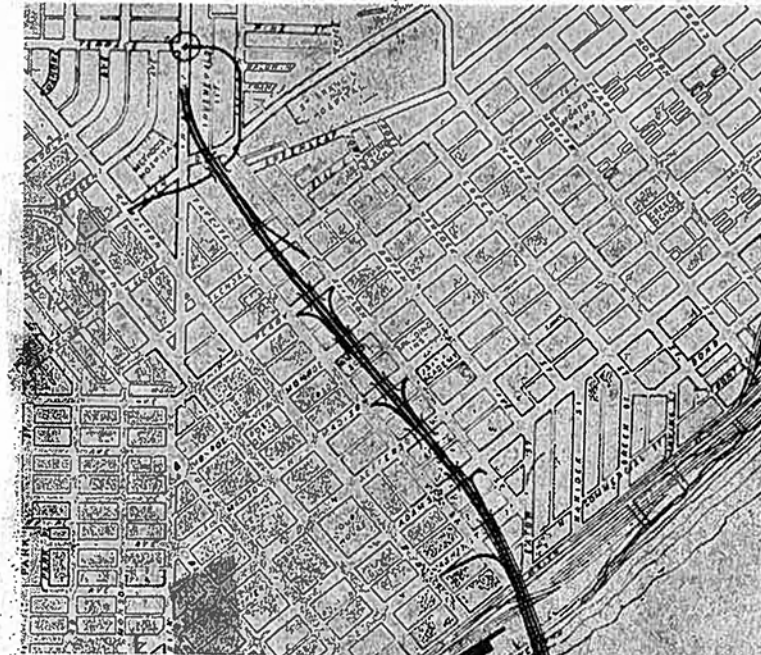
The recent veto by Gov. Stevenson of a five million dollar appropriation for a Peoria bridge will not be in any delay of the highway department in building the bridge, Mr. Knight stated.

11 Years
The need for a new downtown bridge has been under discussion for 11 years, and the first survey was made as early as 1940, it was said.

In the spring of 1949, it was planned by Mr. Cummings, then Peoria mayor, to request a new bridge from Mayor Joseph Malone and Edward Keefe, president of the Associated Peoria Merchants. At that time, the bridge committee was named.

Since that time, help has been given by the city council, Peoria and East Peoria, Peoria engineering council, Peoria board, organized labor, municipalities in the Greater Peoria area.

Present at the meeting were Mr. Morgan, Mr. Cu



THE PEORIA SIDE of the proposed new downtown bridge will begin between Jackson and Fayette streets and will span North Washington street. The approach will begin at Knoxville avenue. To construct the approach, much property in the center of the blocks bordered by Fayette and Jackson must be acquired. This will include the school administration building at 300 North Mohr street. There will be side approaches from Perry and Madison avenues, Washington at Hamilton boulevard and Adams at Jackson. The bridge will be proposed to connect the bridge with West Washington street in East Peoria as shown in the clover leaf diagram. The bridge will connect directly with routes 116, 24 and 150 on the East Peoria side. This map was furnished through the courtesy of the state highway department.

ILLINOIS RIVER
SCHEMATIC LAYOUT SHOWING PROPOSED FACILITIES FOR THE FAYETTE-JACKSON STREET LOCATION



WHAT HAS BEEN DONE to date toward acquiring a downtown Peoria bridge was described at a public meeting Wednesday night sponsored by the Greater Peoria Bridge committee and state highway division. Left to right, Elmer R. Knight, assistant chief highway engineer; F. I. Thony, federal Bureau of Public Roads; John D. Malone, Peoria district engineer; Frank N. Barker, chief highway engineer, and I. Sherertz, state engineer design.—Star photo.

