May 16, 1967 J. J. SZPYTMAN 3,319,385

PARKING GARAGE FOR DEPRESSED ROADWAYS

Filed April 14, 1965 2 Sheets-Sheet 1

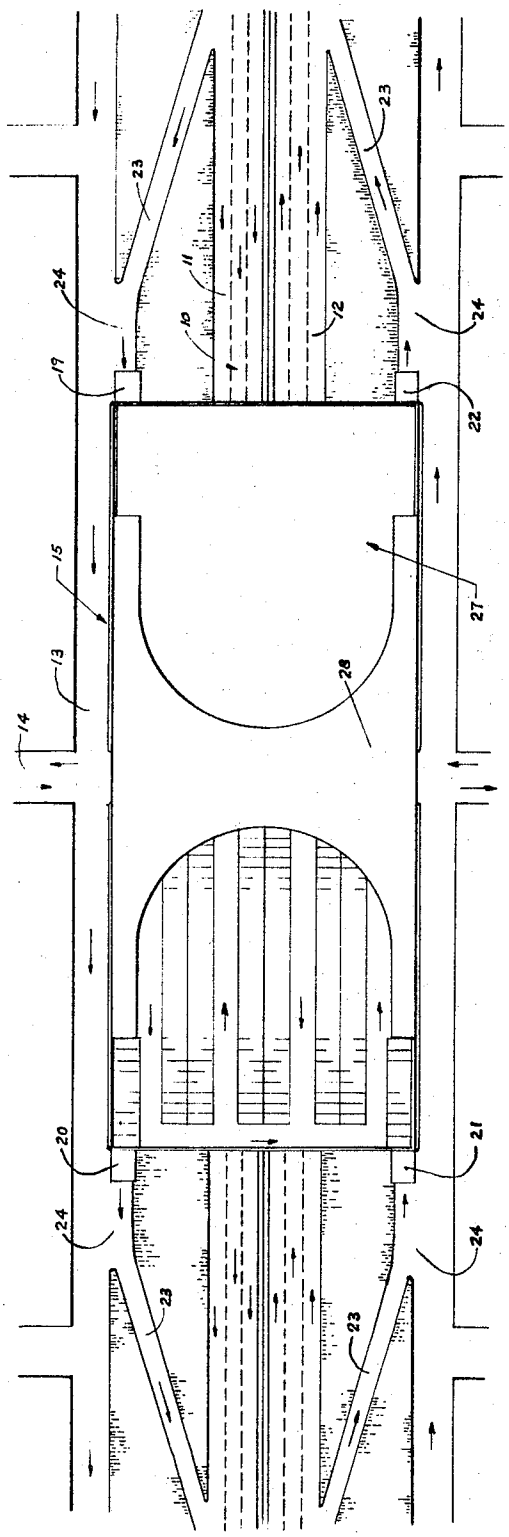


FIG. 1.

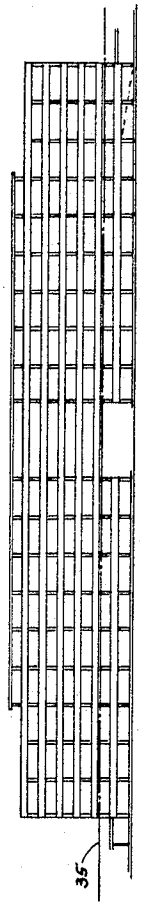


FIG. 2.

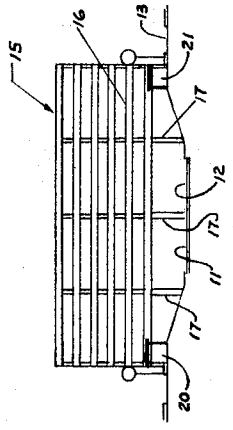


FIG. 3.

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PARKING GARAGE FOR DEPRESSED ROADWAYS

Filed April 14, 1965 2 Sheets-Sheet 2

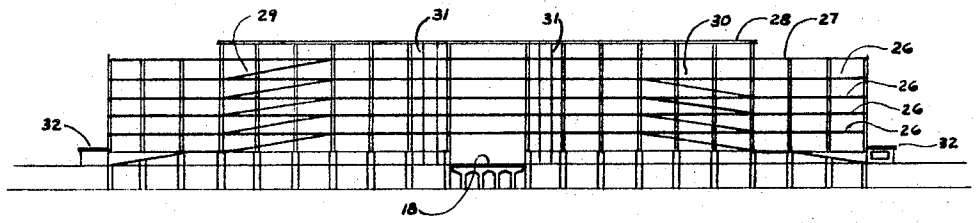


FIG. 4.

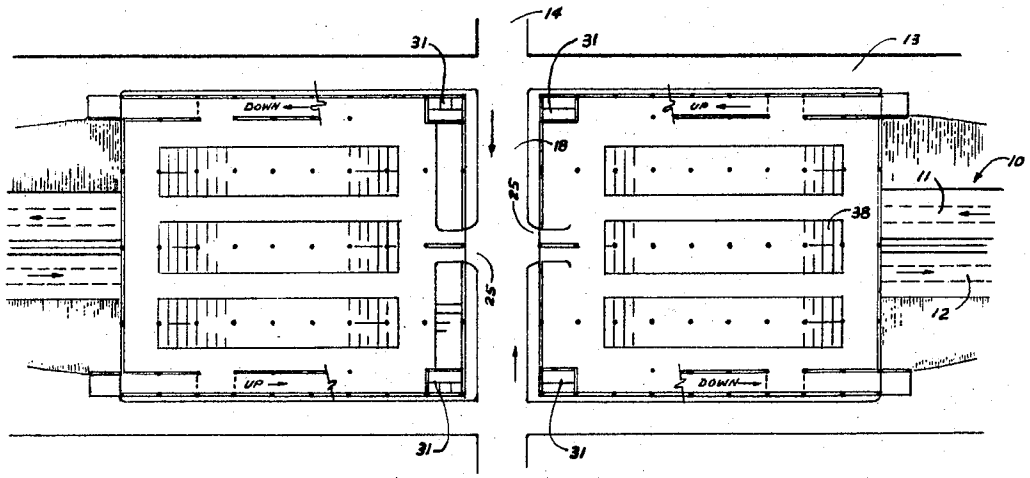


FIG. 5.

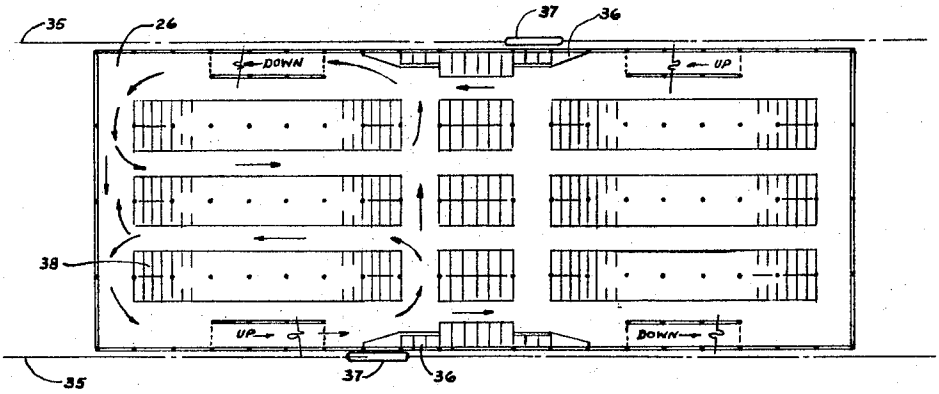


FIG. 6.

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PARKING GARAGE FOR DEPRESSED ROADWAYS

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ABSTRACT OF THE DISCLOSURE

A multi-level parking garage spanning and covering a portion of a depressed roadway, with motor vehicle entrance and exit ramps connecting the garage to the roadway, and with a portion of the lower deck of the garage forming a cross-street bridging the depressed roadway, thereby providing parking spaces above the depressed roadway.

This invention relates to a parking garage for depressed roadways.

Depressed roadways, such as freeways which carry traffic into and out of city areas, ordinarily are constructed in areas where there is no parking adjacent the depressed roadways and wherein the traveler once he enters the depressed roadway must continue to his destination, such as to a downtown area before he may park. Thus, it is an object of this invention to provide a garage arranged right above a section of the depressed roadway to intercept or receive traffic, such as commuting traffic heading from suburban areas towards a metropolitan city area, wherein commuters and the like may leave their cars and either leave the depressed roadway on foot or else by public transportation or else continue on the depressed roadway by means of public transportation so that the garage functions, in addition to being a garage, as a transfer point or depot for public transportation and for transfer to and from public transportation.

Yet another object of this invention is to provide a parking garage above and bridging a depressed roadway with the lower portion of the garage also functioning as a bridge for a cross street located at street level for passing transversely of the depressed roadway, and wherein, the upper portions or decks of the garage may be utilized for purposes other than parking, such as forming a recreational area or helicopter landing field, etc.

These and other objects and advantages of this invention will become apparent upon reading the following description, of which the attached drawings form a part.

In these drawings:

FIG. 1 is a plan view of a depressed roadway and adjacent street area and the parking garage arranged thereon.

FIG. 2 is an elevational view of the parking garage.

FIG. 3 is an end view of the garage.

FIG. 4 is a cross-sectional view similar to FIG. 2 showing a portion of the interior of the garage.

FIG. 5 is a plan view of the lower deck of the garage, and

FIG. 6 is a plan view of an intermediate deck of the garage.

FIG. 1 illustrates a depressed roadway **10**, such as a freeway or expressway passing through a city area and

having a number of lanes **11** directing traffic in one direction and a number of opposite lanes **12** directing traffic in the opposite direction.

At street level **13** may be found the conventional parallel streets with a cross street **14**.

The parking garage generally designated as **15** is arranged to transversely bridge over the depressed roadway at the cross street **14** and, to that end, its lower deck **16**, arranged upon support columns **17**, bridges the depressed roadway at slightly above street level **13** so that natural light may shine through to the roadway beneath the garage. The cross street **14** extends across said garage by means of a bridge area **18** for the cross street. Alternatively, the lower deck may be level with the street **14** so that the street crosses upon the lower deck.

The lower deck is provided with an entrance ramp **19** and an exit ramp **20** directed into and from one of the set of traffic lanes **11** and an entrance ramp **21** and exit ramp **22** directed to and from the opposite lanes **12** for receiving and discharging traffic smoothly from and onto the depressed roadway. The various ramps are extended downwardly into approachways **23** to bring them down to the depressed roadways, and, in addition, are provided with exit and entrance areas **24** so that a vehicle may either enter or exit from street level, in addition to being able to enter or exit from the depressed roadway.

In addition, entrance and exit ramps **25** are provided at the cross street bridge area **18**.

A number of intermediate decks **26** are provided above the lower deck and above that an upper deck **27** and a roof **28** are provided. As shown in FIG. 1, the roof may be a partial roof covering only a portion of the area for pedestrian walking purposes or for shops or for recreation areas and the like.

Vehicle "up" rams **29** permit vehicles to drive from one to the other of the ramps and vehicle "down" ramps **30** carry the vehicles downwardly from one ramp to the other until they reach the lower deck for exiting.

In addition, elevator and stairwell sections **31** may be provided at various convenient corners of the garage for pedestrian movement from one deck level to another, and toll booths **32** may be provided at the entrances and exits for issuing parking tickets and receiving tolls based upon length of time of parking.

The lower deck may also function as a bus terminal for carrying people from the parking garage to a downtown area, for example. In addition, monorail tracks **35** may be provided on the opposite side of the depressed roadway **10**, and stations or platforms for the monorail cars may be provided at **36** on the second deck, where the monorail cars **37** may stop for pickup and discharge of passengers.

Conventional parking guide lines **38** may be painted upon the various decks to indicate places for parking and entrances and exits.

As can be seen, the entire garage utilizes what would otherwise be waste area, that is, exposed area above an expressway and, in effect, functions as a transfer area where automobile vehicles may be parked and the drivers and passengers thereof may transfer to either buses or monorails for continuing their travel upon the same road, but by public conveyance, and wherein the transfer may be rapidly effected because of the rapid movement

of the vehicles into the parking areas and the number of entrances and exits for vehicles and people.

In addition, the garage may include recreation areas, shops and the like so that it forms a shopping center.

This invention may be further developed within the scope of the following claim. Accordingly, it is desired that the foregoing description be read as being merely illustrative of an operative embodiment of this invention and not in a strictly limited sense.

I now claim:

A parking garage for depressed roadways, comprising a parking deck transversely bridging a depressed roadway at approximately street level; a street transversely bridging said roadway between the opposite ends of said deck; a pair of entrance ramps and a pair of exit ramps each extending downwardly of said deck to the depressed roadway and opening into the direction of travel of the oppositely directed lanes of said roadway for receiving and discharging vehicles from and to said roadway; an open space between the lower surface of said deck and the roadway and street level for passage of natural light

to the roadway beneath said deck; entrance and exit ramp connecting said deck to said street for entrance and exit of vehicles to and from the street from said deck; at least one additional parking deck located and spaced above said first mentioned parking deck and connected thereto by means of ramps.

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J. MURTAGH, *Primary Examiner.*