

OPB 21-27

Use Of North Parkway Is Urged

To The Commercial Appeal:

I would like to direct this letter to David Pack, state attorney general; Robert Smith, state transportation commissioner; Wyeth Chandler, mayor of Memphis.

With reference to the problem that has existed in the routing of I-40 through the city of Memphis, would it not be possible as well as feasible to by-pass Overton Park by elevating the interstate over and along the present right of way of North Parkway? It is possible the width of North Parkway could almost satisfy the needs for width of a six lane highway with a concrete safety median.

The route could veer slightly north from where it now ends at Highland Street and begin to elevate before it meets Parkway and Summer intersection. Follow North Parkway to the western limits of Overton Park and then veer slightly southward to re-

meet the route that is already planned west of the park.

This could possibly end a long controversy and speed up the completion of the I-40 link through Memphis. It also would possibly ease the minds of a few people who are determined to block the route through Overton Park.

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FEASIBLE

To The Commercial Appeal:

Inasmuch as any ground or elevated method through Overton Park has been ruled out and the tunnel cost as reported to be about one hundred million dollars is prohibitive for city or state, the completion of I-40 boils down to one of five alternatives.

(1) L & N. (2) Southern. (3) Northern. (4) North Parkway at ground level. (5) Overpass over North Parkway.

The first three are extremely undesirable because of extraordinary damage to private, public, and institutional property, plus engineering problems with respect to wells and local arteries of traffic. No. 4 entails loss of an important local traffic artery, large clover leaves, plus property damage potential on either or both sides of present roadway.

This leaves No. 5: overpass down North Parkway. This would take only a minute amount of private property — possibly at southwest corner of East Parkway North and Parkway — depending upon the engineers alignment of curve from present right-of-way slanting north to North Parkway. It will not take any private, public or institutional property on North Parkway including Zoo. It presents no engineering problems. It is feasible and prudent.

ELMER W. HEINRICH
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CA, Feb. 11, 1973 "Letters to Editor"

C.A.

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