

Bridging The Park Gap

To The Commercial Appeal:

I have read with interest the account of and followed the bureaucratic bungling of the expressway through Overton Park for the last 18 years with bias against the environmentalists. I am amazed at our public servants also; how anyone could suggest a cut-and-cover tunnel is beyond me. The expense is phenomenal and the continuing expense is ridiculous in view of the energy crunch.

For a tunnel, the yearly electrical cost for ventilation alone will be approximately \$62,000 and the lighting cost over and above normal street lighting will be approximately \$18,000, making a total of \$80,000. This is equal to 3960 tons of coal per year. The above costs are estimated based on an electric cost of 6 mills per kwh.

In giving consideration to the

alternatives it seems that a raised roadway on concrete columns, similar to the connections from Union Extended to Walnut Grove would be less costly to install and much less costly to operate in the years to come. This bridge could run through the park above the bus road, and this would give protection to people underneath, or it could be built above North Parkway to appease our Citizens to Protect Overton Park and protect the chipmunks and squirrels.

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Savings Plan

To The Commercial Appeal:

Regarding Claude S. Brinegar's Overton Park I-40 decision:

Save Overton Park — don't put an interstate highway through it.

Save time and energy — don't

plan a costly cut-and-cover design for an illegal route.

Save homes and North Parkway — don't destroy more homes to try to correct a 20-year blunder, by tunneling under North Parkway; many wrongs don't make a right.

Save neighborhoods — don't attract transcontinental tractor-trailer rigs day and night into these park, school and residential areas.

Save money — whether a proposed \$17 million or \$176 million — don't build the interstate at all.

Accept the only feasible and prudent alternative suggested — the "no-build alternative" — and complete the northern circumferential through Memphis as the main I-40. It is under contract for construction from Summer, across Jackson, south of James Road, across North Watkins to Chelsea, where it is completed to I-40. Let's connect I-40—I-240 at Summer with I-40—I-240 at the mid-town interchange via the northern circumferential and keep this a City of Good Abode.

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Letters ^{to the} Editor

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