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# Slurry-Wall Plans For I-40

## To Get State, Federal Study

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WASHINGTON, June 4. — Tennessee and federal highway officials will meet in Nashville Tuesday to discuss using the slurry-wall method to build a cut-and-cover tunnel to carry Interstate 40 under Overton Park in Memphis.

Russell K. McFarland, an engineer on the staff of U.S. Transportation Secretary William T. Coleman Jr., said federal officials will recommend that the state determine the feasibility of the method and the approximate cost of the project if the method is used.

"The next step," McFarland

said, "would be a more detailed study and a more accurate cost estimate."

Both studies probably would be done by private consultants under state supervision with the cooperation of federal representatives, he said.

In the slurry-wall method, trenches are dug which subsequently are filled with steel supports and concrete and become the two outside walls of the tunnel. Surface disturbance can be minimal, both in area and duration. Compared to conventional tunneling, the method minimizes costs and environmental impact, some officials believe.