

MHS- Streets

# Expressway Push Promised For '61

## Highway Chief Says Contracts To Equal \$7,000,000 Advance Here In Past Year

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Expressway work put under contract in Memphis and Shelby County last year totaled more than seven million dollars, state Highway Commissioner D. W. Moulton said yesterday. He promised that this year's program will be pushed as fast as funds are available.

Mr. Moulton told The Commercial Appeal from Nashville he could not be specific about the amount of money which would be allocated for expressway construction here this year "because of numerous factors involving rights-of-way."

However, he indicated Memphis could expect as much construction money this year for the interstate system as it received in 1960.

Commissioner Moulton said expressway work this year would be concentrated on paving completed portions of the southeast circumferential leg, building the southwest leg to tie in with the Memphis and Arkansas Bridge, and on the southern end of the north-south segment.

### \$31,500,000 So Far

A breakdown by William S. Pollard Jr., partner in the firm of Harland Bartholomew and Associates, design engineer for the system, showed that since the expressway program got under way in 1958, \$31,500,000 has been allocated to the Memphis system for construction and right-of-way costs.

This includes \$24,500,000 in construction placed under contract since the program began and seven million dollars to acquire the right-of-way for 20.7 miles of the system.

The completed system will cover about 63 miles and cost about 168 million dollars.

Mr. Pollard said he hopes traf-

fic will be buzzing around the entire system by the early 1970s.

Actually, only three and one-half miles of expressway are paved and ready for use. And that portion doesn't lead anywhere.

### To Have Mississippi Tie-In

This completed section runs from the Mississippi state line to Mill Branch Road and will tie in with the Mississippi portion, now under construction.

Work is progressing rapidly on other portions of the south Shelby County leg leading to Mississippi.

A two-mile section from Mill Branch Road to the north side of Nonconah Creek is 46 per cent complete, including the paving.

From the north side of Nonconah Creek to the Alcy Road interchange, leading to the southeast circumferential, grading, structure and drainage work is 100 per cent complete and a paving contract was let last month.

All these segments are considered a part of the north-south portion of the expressway. Other segments, now under final design by the Bartholomew firm include 3.4 miles from Alcy Road to Central and 5.3 miles from Central through to North Watkins.

### Southeast Progress Made

The southeast circumferential, from the interchange with the north-south leg to Bartlett Road, shows the most progress. This stretch covers almost 14 miles and parts may be usable before the end of this year.

Paving contracts were let last month on two segments of this stretch and Commissioner Moulton said other paving contracts could be expected later this year.

Taking it in order from where the north-south leg interchanges with the southeast leg, here is the picture:

A 2.4-mile stretch from the interchange with the north-south leg to a mile east of Highway 51 South (Bellevue) is 100 per cent complete and a paving contract has recently been let; a 2.3-mile stretch from just east of Highway 51 South to just west of Lamar interchange is 78 per cent complete as to structures and grading; a 2.7-mile stretch from just west of the Lamar interchange to west of Perkins interchange is 88 per cent complete as to structures and grading; for 2.8 miles west of Perkins to south of Park is 100 per cent complete and a paving contract has been awarded; work is under way on structures and grading on a five-mile stretch from south of Park to Bartlett Road and is 43 per cent complete.

### Southwest Leg Next

Mr. Pollard believes the southwest leg will be the next scene of concentrated action and his office is far ahead of schedule with plans.

Mr. Pollard's office has under final design a 1.9-mile section just west of the interchange with the north-south leg to west of Horn Lake Road and a 1.5-mile section south of South Parkway to the Memphis-Arkansas Bridge.

In between these two sections, a two-mile stretch west of Horn Lake Road to south of South Parkway is under final design and rights of way have been approved.

The last segment of the expressway expected to be constructed is the east-west leg running from Front to the circumferential, connecting approximately at White Station Road.

The 2.1 mile area, from Front to Claybrook, is under final design by Mr. Pollard. The long 7.6-mile stretch from Claybrook to the circumferential is still under study as to the specific right-of-way it will follow.

Still far off in the future is the north-east leg, which will run east of North Watkins to Bartlett Road. This 7.6-mile stretch is still under study as to the exact right-of-way location.

*= the entire north leg of the circumferential!*

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