

## As Engineers See East-West Leg

The Press-Scimitar checked with engineers to determine if the east-west expressway will impede travel across the city, as some opponents of the expressway have charged.

It was determined:

No through streets will be blocked. There will be six interchanges. Numerous streets will go over or under the expressway.

Roger L. Middaugh, chief project engineer for Buchart-Horn, consulting engineers from York, Pa., who are planning the 7.5 miles of expressway between Claybrook and White Station Road, predicted improvements caused by the expressway will speed up north-south traffic.

Claybrook will go under the expressway.

Cleveland and Watkins under.

Interchange at Stonewall (formerly set for Avalon) with north-south traffic passing over expressway.

Thru Overton Park with two roads over expressway in park.

Interchange at East Parkway, with north-south traffic over expressway.

Hollywood goes under.

Pedestrian overpass at Merton, but street will stop.

Collins and Scott under expressway, with pedestrian overpass at Carpenter.

Interchange at Tillman, with north-south traffic going under expressway.

Vandalia goes under expressway.

Holmes goes under.

Interchange at Highland, with north-south traffic over.

*Mfg - Parks - Overton  
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## Would Expressway Sever the Zoo?

The proposed east-west expressway through Overton Park would sever the Memphis Zoo from the rest of the park and isolate it between the expressway and North Parkway, says Rev. James Barr.

"The zoo will sit like an island between these vast rivers of traffic with the ear-splitting din of Diesel trucks filling the air." Mr. Barr, the minister of First Unitarian Church, told the Citizens to Preserve Overton Park meeting at Memphis Public Library yesterday.

This step would be particularly disastrous "just at a time when one of Memphis' best-known philanthropists has seen fit to sponsor and endow a vast renewal and improvement program at the Zoo," Barr said.

### OFFICIAL EXPRESSION

Barr's statement, drawn up as an official expression of the group, was adopted by the some 60 persons at the meeting.

In spite of statements made to The Press-Scimitar by city commissioners that the decision on the expressway route is out of their hands, the commission could still change the routing, Barr said.

"If the commission voted not to have the expressway, it can't be built there," he said.

### PHONE CALLS

Mrs. Ralph Handy, chairman, told the group to deluge the commissioners with phone calls and letters protesting the infringement on the park. "Call them up and take up

their time. They're taking up ours," she said.

Tom Meanley, owner of the Memphis Queen, said: "There are two perimeter routes. That is the original idea of expressways. Why does a highway across country have to run through the middle of town?"

Mr. Barr referred to a statement made by Commissioner Hunter Lane that the expressway "would not cost us anything."

### COST PARKLAND

Barr said: "Of course it will cost us something. It will cost us . . . about 13 per cent of the remaining parkland; it will cost us countless other acres of usable land along the steep sides of the highway; it will cost us hundreds of trees." These costs are in addition to the \$42 million cost of the expressway, which is shared by all taxpayers of the state and federal governments. Barr said.

Mrs. Handy said another meeting of the group will be held at the Memphis Public Library, Peabody and McLean, at 7:30 p.m. Tuesday.

## New Roadway By Mid-'67

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Bend has not been impaired by the highway. I think it will be the same with those who fear the expressway passing through Overton Park."

Pack added, "We expect controversy with some landowners about the price of their individual properties, but that won't slow us down. While we are debating (with the final hold-outs), we still can be working on portions of the expressway."

### IN THREE YEARS

Estimates are that the construction itself will take two years, which means it will be mid-1967 before the roadway is opened in its entirety. Stretches will be completed before then.

"We can't foresee any really difficult problems in building that expressway," Pack said. "Most of it passes through suburban Memphis, and portions through commercial and high industrial property. We will give property owners

notice of notice about moving. Engineers now are working out details of precisely where the expressway will go, and exactly what properties it will take.

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