

Green Light Flashes For E-W X-Way

By CHARLES A. BROWN
Press-Scimitar Staff Writer

After many months of meetings on major problems involved, the Tennessee Highway Department was moving ahead today with plans for the east-west leg of the Memphis expressway system.

It will pass adjacent to St. Jude Hospital as planned, and will also slice through Overton Park, David Pack, Tennessee Highway Commissioner, announced.

Stiff opposition to the route of the super highway at these two locations has caused much re-study and shuffling of plans since the expressway system was first laid out.

PLEA REJECTED

Pack announced after a three-hour closed door meeting at St. Jude yesterday afternoon that the proposed route of the expressway will not interfere with operation of the hospital, and that it will not be shifted as sought for months by the hospital board and staff members.

The commissioner said some of Overton Park will be spared by shifting a big interchange at East Parkway eastward, but the road itself must pass through the park.

"We have made some modification in design," Pack said, "and will be able to substantially remove the interchange outside the park. One ramp will swing through the edge of the park."

CONSULTANTS

Pack said the decision to leave the road near St. Jude was based on studies made by Dr. Donald Dean Adrian and Dr. William B. Baker Jr., consultants from Vanderbilt at Nashville.

Results of the studies were discussed at the meeting yesterday, also attended by John Cobb, division engineer for U.S. Bureau of Public Roads; James V. Graves, director of highway administration for the highway department; Dr. Adrian and Dr. Baker.

Representing St. Jude were Edward F. Barry, board chairman; Fred P. Gattas, vice chairman; John Ford Canale, secretary; Dr. Gilbert Levy, board member; Dr. Donald Pinkle, medical director, and Bernard Palumbo, business manager.

Barry and others at the meeting referred all questions to Pack.

Pack said construction procedures suggested by Dr. Baker to prevent interference with experiments and delicate instruments at the hospital will be followed. Vibration and air pollution which would result from the expressway have been cited in the past by St. Jude officials as reasons for their requesting locating the road at a greater distance from the hospital. The plan calls for the roadway to be 127 feet from the nearest wing.

Care will be taken during driving of piles for the Lauderdale interchange to be located near the hospital, Pack said. Also, design will be double-checked to be sure no solid matter will transmit vibration from the road to the hospital, and attention will be given to the prevention of excessive dust spreading.

Pack said the studies turned up sources of vibration within the hospital itself which hospital authorities did not know about. He said hospital scientists worked with the men making the studies.

Construction of the east-west leg will begin in 1967, Pack said. It will tie into the planned new bridge across the Mississippi River.

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