

Memphis - Streets - Expressway - Interstate 40 - Overton Park

# Millions Go Into X-Way Route to Park

By CHARLES A. BROWN  
Press-Scimitar Staff Writer

Although the battle over routing the east-west expressway flared up anew today, money by the millions is being poured into parts of the expressway that are both east and west of the park and designed to hook up by going through the park.

The money being spent is for construction and right-of-way purchase, and both are moving at a fast pace. But the news of renewing the fight gave encouragement to local opponents of the routing, especially Mayor Ingram.

After learning that Lowell Bridwell, federal highway administrator, plans to visit Memphis for a first-hand look at the park problem, Ingram said:

"Where there's a will, there's a way. I think they ought to rush construction of the northern perimeter expressway. There's no holdup there."

Virgil Rawlings, Tennessee Highway Department right-of-way engineer in Memphis, revealed much progress on the east-west route (I-40).

The present terminus of I-40 is at White Station Road in East Memphis, where it connects with the southern perimeter expressway (I-240). From this point westward to Waring Road, Rawlings said, 98 per cent of property needed for the highway has been bought by the state. Only one structure along this link remains to be torn down.

A total of 81 per cent of

the right of way between Waring and Holmes Road has been bought, Rawlings said. Bids were being taken today for demolition of structures on 69 of the 375 parcels of land in this area.

Most of the property from Holmes to Collins is being appraised for purchase. About four per cent has been bought. Appraisals are also being made on land from Collins to McLean, with about eight per cent purchased. This link covers the Overton Park section.

Detailed right-of-way maps for the next section, between McLean and Clay-

brook, should be turned over to Rawlings in January, said Fred Larson, of the engineering firm of Buchart-Horn, designers of that stretch. The route is final however, Larson said.

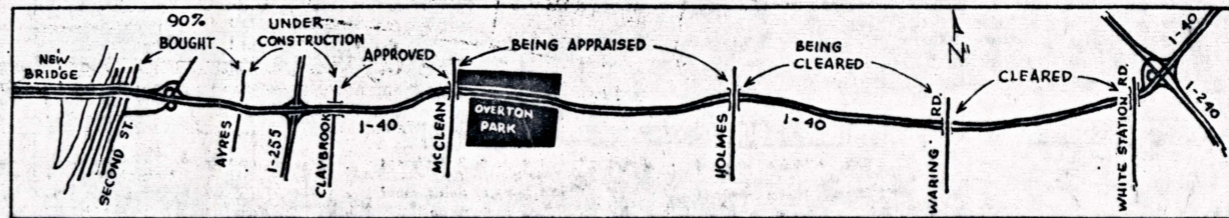
Already under construction between Claybrook and Ayers is the huge, complex mid-town interchange, which will connect the east-west, the north-south and the northern perimeter expressways.

From Ayers westward to Second Street, 90 per cent of the right-of-way has been bought, Rawlings said.

Approaches to the new, \$50 million I-40 bridge across the Mississippi River will begin at Second Street. Piers for the bridge are already under construction; so, its location can't be shifted.

Ingram, who leaves office Dec. 31, said he doesn't think progress on the east-west so far has pinned the route down to Overton Park.

Tennessee Highway Commissioner Charles Speight has insisted that the route is final. He said it would be economically unfeasible to swing it around the park.



—Press-Scimitar Map by Robert Hendrixson

## X-WAY ROUTE QUESTIONED AGAIN

The map shows progress of purchase and demolition for the east-west expressway through Memphis.

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