

I-40 Work To Match Bridge Pace

Interstate 40, the east-west expressway, should be completed through Memphis by the time the new Mississippi River bridge opens about July 1, 1972, a state highway official said yesterday.

Engineer Ray Terrell in Nashville said the seven segments of the 9.5 mile expressway will be finished by late 1971 if weather permits. The sections are scheduled to be opened for traffic as they are completed.

He gave this report of progress:

A contract was let May 29 for the 1.74 mile stretch from White Station Road to just west of Waring Road, and construction should be complete in the fall of 1971.

Bids were opened Friday for the 2.065 miles from just west of Waring Road to Bon Air. A contract has not been awarded but completion should come in late 1971.

The Tennessee Highway Department is aiming for an August bid letting for the 2.4-mile segment from Bon Air to Lick Creek in Overton Park. Right-of-way acquisition has been completed and the segment should be finished in late 1971.

Right-of-way acquisition is underway from Lick Creek to Claybrook, a distance of

1.48 miles. A contract will be let next spring with a completion date of late 1971 or early 1972.

The .75 of a mile stretch from Claybrook to Ayers which includes the mid-town interchange is being paved and should be finished by the summer of 1970, as will the .83 of a mile from Ayers to Lauderdale.

Bids are tentatively scheduled to be taken in December for the .2 of a mile from Lauderdale to North Third, which will tie in to the east approach to the bridge.

Contracts have not been let for the approach and for overpasses between Second and Front, Mr. Terrell said.

Paving is underway on the mid-town interchange with I-225 and three legs of the interchange should be open by the summer or fall of 1970. But, he said, the eastern portion will not open until 1971.

Before the end of next year the entire expressway will be under construction, Mr. Terrell said.

Chance For New Route 'Doesn't Look Good'

From The Commercial Appeal
Nashville Bureau

NASHVILLE, June 30. — Unless Congress adds more

mileage to the interstate highway system, it is unlikely federal approval will be given for construction of the riverfront and northwest expressway in Memphis.

"It doesn't look good," C. S. Harmon, director of research and planning for the Tennessee Highway Department, said Monday.

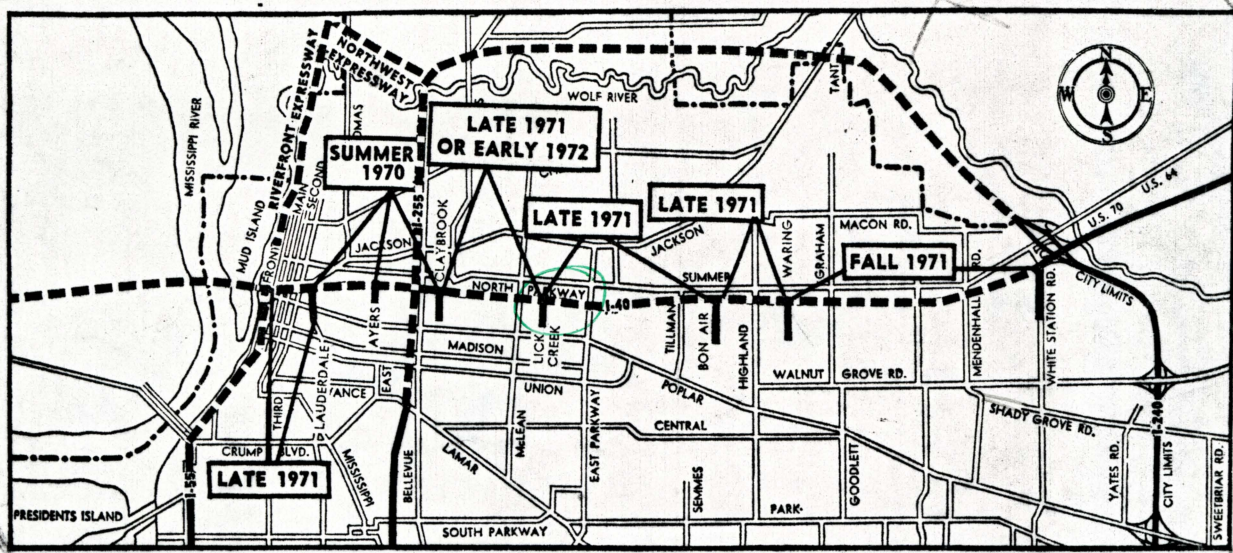
Gov. Buford Ellington last fall called on the federal government to add two major segments to the Shelby County interstate highway system.

One was the riverfront and northwest expressway, which would run north along the Mississippi River from Interstate 55, cross Interstate 40 and tie in with I-240 on the northwest circumferential route.

The other was the Nonconah Parkway, which would be part of a new interstate route between Birmingham and Kansas City, running southeast from the southeastern corner of I-240 to the Mississippi line.

Harmon said that while Congress added 1,500 miles to the system, requests for 10,000 additional miles came in from the states. The United States Bureau of Public Roads, Harmon said, rated the requests as to priority, and "We didn't get in the priority group."

*up?
Buford?*



East-West Expressway Work Is Scheduled In Segments

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Bon Air runs parallel to highlighted I-40 between them.