

CA 3-17-68

*Careless editing? - but untrue, for whatever reason!*

# Homeowners Stew Over I-40 Path Uncertainties

By RICHARD LENTZ

"If the expressway was going to come through in a few months, I'd just put some pots and pans under my leaking roof," sighed Mrs. George C. Ross, whose home at 1729 Overton Park Road is to be demolished for Interstate 40.

She is one of the property owners participating in the game of pegging the route for I-40 after the City Council asked for another right-of-way change.

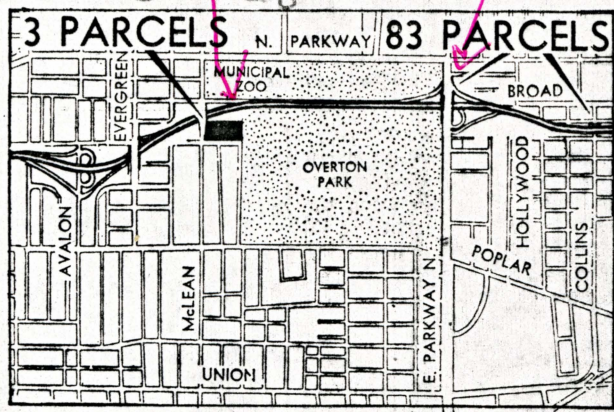
Aside from wear and tear on homeowners' nerves, the route change likely would prove expensive in time and money for the long-delayed superhighway.

"We've been living here for eight years," said Mrs. Ross who lives in a graystone two-story home. "We have eight children and need new rooms in the attic... a new bathroom, and a new roof. Right now, there are major repairs that need to be done but we don't know if we could get our money back."

"I would really like to remain here." The council asked the I-40 path be moved northward so that it would take a southern section of North Parkway and a northern strip of Overton Park Zoo.

Present plans call for the highway to split the zoo and the park.

V. A. Rawlings, regional right-of-way supervisor for the



**IS IT TOO LATE?** — Although the City Council has asked Federal authorities to change the east-west expressway route now scheduled to be built through Overton Park, the buying of land through the park has long been underway. Up to this week, 86 parcels had been purchased in the immediate park vicinity, 83 on the east side and three on the west.

—Staff Drawing

state Highway Department, said 86 homes have already been bought for the planned right-of-way near Overton Park, with more being purchased.

Officials say much of the already acquired property — which cost about \$990,000 — would have to be abandoned if the route is shifted in line with the council's suggestion.

It would take at least a year to redesign the highway according to the council request, Fred H. Larson, designer of I-40, said.

He said at least two miles of the seven-mile stretch at the park would have to be redesigned.

Engineers would have to start a gradual northwest curve on I-40 at Hollywood Street to connect with North Parkway. Otherwise there would be an almost 90-degree turn at the park's boundaries

when I-40 turned north for the link.

Federal interstate highway regulations limit engineers to a three-degree curvature at any one spot, said Mr. Larson.

This means some property now in the line of construction near the park would not be needed because of the realignment. About 40 per cent of the necessary land has been bought and new purchases are made daily.

Mr. Larson, associated with Buchart-Horn Engineers, said other objections to the council-proposed route include need for shifting zoo animals because of construction.

property and elimination of North Parkway as a secondary route to take pressure off the interstate.

"Traffic experts say we need to keep North Parkway open for this," he said.

"It's nerve wracking," said Mrs. G. C. Ramer, whose home at 340 Stonewall is also to be removed for the road. "There are so many things that you would like to do to your home but you let them go because it's going to be taken."

She favors the existing right-of-way through the park. "Not one word has been said (by expressway opponents) about the thousands of people who will use the expressway to go to work."

"It's about to drive me crazy," said a longtime resident of Autumn Avenue. "I would rather know I would have to move tonight than have it hanging over my head like this."

*oboy!*

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*Note fallacies in material under the heading and caption "Is It Too Late?" The buying land through the park has long been underway "?? or does it mean to keep land of the X-way thru the Park"? (When was parkland actually bought? Not until after this, I think!*