

OPE 18-14

# Press-Scimitar

morrow. High in low 80s. Low tonight in upper 50s. (Details on Page 2.)

MEMPHIS, TENN., THURSDAY, OCTOBER 14, 1971

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## Highway Department Begins Case for Overton X-Way

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Press-Scimitar Staff Writers

Tennessee's Highway Department begins its case in favor of the Interstate 40 expressway through Overton Park today in District Judge Bailey Brown's Federal Court.

The objectors to the highway routing through the central city park rested their case at 3 p.m. yesterday after 11 days of presenting testimony and witnesses.

Attorneys for the objectors got permission from Judge Brown to reopen their case to present the testimony of J. D. Braman, former assistant secretary for Environment and Urban Systems of the Department of Transportation.

Braman, now mayor of Seattle, was to have testified

for the objectors at the opening of the trial, but broke his collarbone and has been unable to come to Memphis.

J. Alan Hanover, attorney for the state Highway Department, said he will call William S. Pollard Jr., an urban planner and civil engineer, as the first witness for the state today. Pollard is expected to be on the witness stand most of the day as the case goes into its 12th day of hearing before Judge Brown.

Pollard was the partner in charge of the Memphis office of Harland Bartholomew & Associates, the firm which planned and studied the expressway design that put Interstate 40 in the park.

Pollard, now a candidate for the Memphis Board of Education, has formed his own engineering, planning and environmental systems

consulting firm, William S. Pollard Consultants, Inc.

Yesterday afternoon, the objectors read into the record documents which detailed the number of tunnels, with use of pumping stations the federal government had approved on highway systems, as well as the number of cut-and-cover tunnels built.

John W. Vardaman, the Washington, D.C., attorney for the objectors, told Judge Brown that the government had approved two cut-and-cover tunnels "larger than would be required to depress the expressway through Overton Park."

Vardaman said an 8,950-foot-long tunnel was being built 65 miles west of Denver and a 3,400-foot tunnel

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# State Opens Defense of Overton Expressway

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was under construction on I-95 in Washington, D.C.

Vardaman said a tunnel through Overton Park would be 2,400 feet long.

The president of the Memphis chapter of the American Institute of Architects yesterday proposed several design changes in the Overton Park expressway including a "land bridge" which would minimize damage to the park.



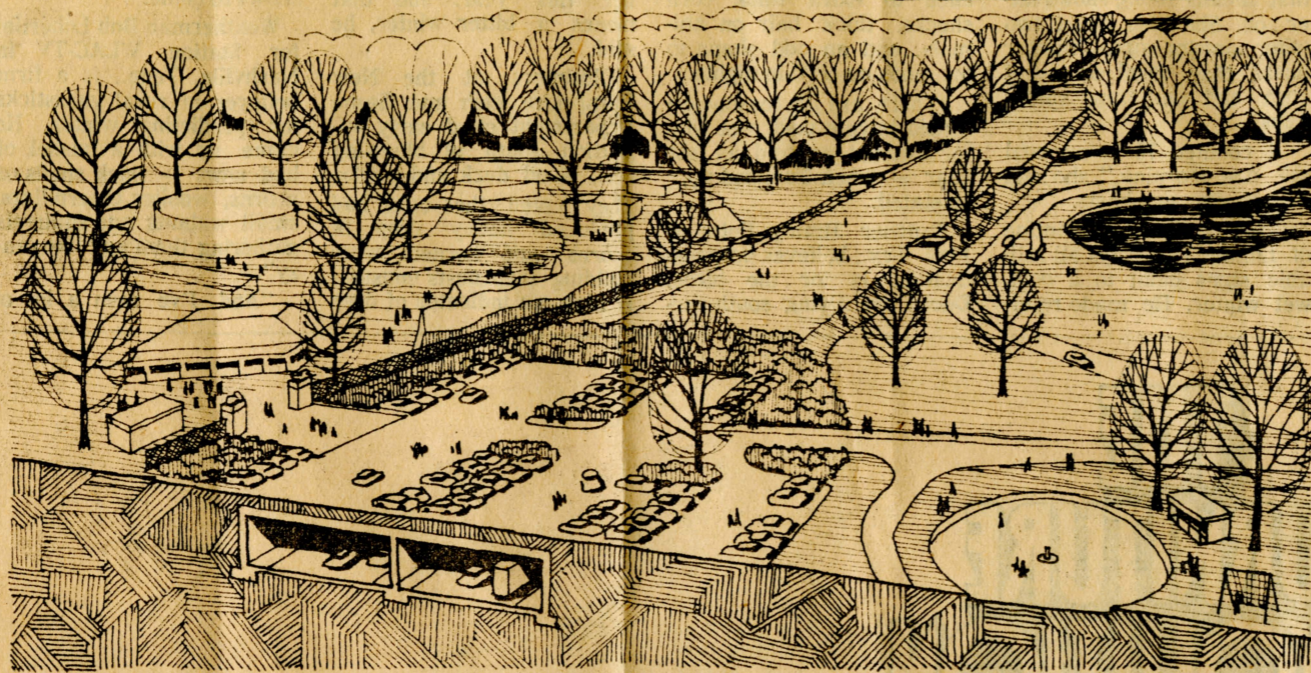
**Harrover** Roy Harrover, architect in his own firm, testified in federal court; "The expressway should be enclosed in some fashion to eliminate the visual distraction and minimize sound damage to the park. By enclosure, at least we maintain a mound of park. This mound could be landscaped. It also would improve the safety of the facility and eliminate the possibility of a child or animal getting in. The expressway could be earthed over. This would return the amount of land taken in the right of way back to the park with double usage of the land, because this mound could be used for parking."

Harrover also suggested that the expressway route could be entirely or partially enclosed. "There are numerous ways to cover a highway," he said. "We could cover a very short length to be a bridge or cover a greater part up to the length of the park."

He admitted that enclosing the total park route would be almost impossible with the present interchange proposed at E. Parkway.

Harrover, who designed the Academy of Arts in Overton Park, said that the expressway could be run above, below or through Lick Creek. He added that if the expressway were run through the creek level, a system of pumps and siphons would have to be used. He said that the highway could be covered even if it were run over the creek.

Harrover said that if the expressway were run above Lick Creek, a "rather high



**ARCHITECT ROY HARROVER'S CONCEPT OF OVERTON PARK COVERED TUNNEL**

Expressway lanes would be separated by concrete divider. Design would also provide for above-tunnel parking.

earth mound" would be created which would look like "a dam running through the park, but this could be landscaped."

By enclosing the expressway with this mound, Harrover said park land could be used in any number of ways. "The present right of way plans take out a park-

ing lot," he said. "This (mound) could be used for that. This parking lot would undoubtedly have to be replaced. Some further part of parkland would have to be converted to parking lots."

Harrover also criticized

the present design which calls for a 40-foot median strip through the park. He said the present design calls for the width of the expressway to be 204 feet and that this could be reduced to 142 if the median were reduced

with a median wall separating traffic going east and west. He said this design is the same used on a portion of I-55 south of Crump for about 8,000 feet.

**Harrover, who designed the tunnel beneath the run-**

way at the International Airport and a subway tunnel to be built there, said, "I am offering these alternatives as possible ways to reduce the damage to the park down to the absolute practical minimums. I believe at this state that these alternatives are possible and even feasible. All I am saying is that I have not engineered this drawing and that it should be further investigated."

Harrover was called to testify by the objectors to the park route after Judge Bailey Brown indicated that he would call the Memphis architect if neither side in the case put him on the stand.

Under cross-examination by J. Alan Hanover, attorney for the defendant State Highway Department, Harrover said a tunnel through the park "would be safer from the standpoint of those using the park than for the motorist using the expressway."

However, Harrover said, safety for those using the park should be given key consideration because "in a park area you have a heavy concentration of children."

Harrover said that the tunnel, which was one of the many alternative designs he showed the court as a means of minimizing harm to the park, would have to be illuminated at all times and have large fan housings that would blow the pollution out of the tunnel to an area

about 10 feet above ground.

Harrover said none of his alternative designs would do anything about checking pollution that would result from the expressway because large highways "create a heavy concentration of pollution."

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