



PRESENT PLANS CALL FOR SOUTHERN AVENUE EXPRESSWAY TO FOLLOW THIS ROUTE

### Southern Avenue Freeway Proposal

# New Expressway Might Cut Into Parks

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Another east-west expressway through Memphis — which, as presently planned, might cut into portions of two city parks — has come into focus during the present court battle over the Overton Park leg of I-40, now in its 16th day.

The Southern Avenue freeway, as presently conceived, would run more-or-less parallel with I-40, from Interstate 240 on the east to Crump Blvd. in the western section of the city.

The plans for the freeway were spelled out in a 1969 Urban Transportation Study by Harland Bartholomew and Associates and were further clarified recently in testimony by William S. Pollard, engineering consultant, who recommended the Overton Park route of I-40 when he worked as a planner for Harland Bartholomew.

Pollard testified before U.S. Judge Bailey Brown, who is hearing the Overton Park case, that the proposed Southern freeway would probably take a strip of land along the northern portion of Audubon Park and another section out of the northeastern end of the park for an interchange with Perkins Extended.

Pollard also testified a section would be taken out of Glenview park, located in a predominantly black community, for the construction of two interchange ramps.

The freeway, as planned, would originate at Interstate 240, just south of Poplar and would run west across the city. Although there are no firm commitments on plans, preliminary sketches have the freeway running along Poplar to Perkins, where it runs parallel with Southern

Avenue from Perkins to Pendleton.

From Pendleton, the freeway would move south of Southern Avenue and run westerly along Spottswood and McLemore, northwest from S. Wellington and would terminate at Crump Blvd., according to a map prepared for city officials by Harland Bartholomew.

Pollard and Robert Fosnaugh, city traffic engineer, both indicated certain stretches of the Southern Railroad tracks would be the median of the freeway.

There has been no indication as to when the freeway

might actually be constructed. Fosnaugh emphasized that the federal government had slowed down the interstate program, stretching the money allocated over more years than originally announced, making the southern route "one in the pretty distant future, but nevertheless one eventually necessary for a proper freeway network."

Robert Sipowich, a planner with Harland Bartholomew, said the planned freeway was still "subject to change" and that alternate routes would have to be drawn up. "To project a date for construction of the freeway

would be idle speculation," Sipowich said.

Meanwhile, in the courtroom, Judge Brown indicated that forces should begin

moving at once to stop another prolonged battle such as the present Overton Park case.

"I hope the government brings suit to enjoin it (the Southern Freeway) or the conservationists bring suit to stop it before it gets as far along as this has," the judge said, interrupting Pollard's testimony.

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