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Park X-Way Noise Wouldn't Affect Zoo, Says Engineer

By TOM JONES and
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The Overton Park expressway trial entered its second month today with a sound expert for the state testifying that the noise from an expressway would not be noticeable in the zoo.

Dr. William Baker Jr., a

professor of engineering and chairman of biomedical engineering at Vanderbilt University, said he had conducted extensive tests to determine the sound level within the zoo and park. "I don't even believe the ground vibrations will be carried into the park," he said.

Baker added that air vibrations would be blocked by the high wall behind the bear pits and the mound of earth running behind the African veldt area. The 50-year-old engineer said the noise from a car blowing its horn on the bus lane outside the zoo was measured from several places inside the zoo.

"We found that as we came up the the bear pit before the horn was honked, there was the noise from the waterfall," he said. "Then at that place we had the horn honked and got about five decibels change from waterfall level. We took another reading at Lick Creek where

the opening exists (between the earth mounds) and got a two-decibel increase coming through the hole." Baker added that the noise level in front of the camel area was

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Says

Well Sites Along L&N Figure in X-Way Case

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only one decibel above the waterfall level.

Baker said the loudest sound recorded all day was the male lions roaring. He said their roars were measured about 90 feet away and "the intensity was about twice that which we picked up by a truck on the interstate."

Baker said a decibel is the term used to measure sound. He said 130 decibels are enough to cause pain and that above 85 decibels cause discomfort.

He said the decibel reading 100 feet in the forest was 82, "almost but not quite as good as the readings in the zoo." At 150 feet in the forest, the reading was only 75 decibels, he said.

Baker said he had concluded from his test that the sound within 150 feet of the expressway would be "noticeable but not objectionable. Within 50 feet of the roadway, the sound would be uncomfortable, but outside 150 feet, the level will be very acceptable."

Baker said he compared the level of sound in the zoo caused by the automobile horn with the sound caused by trucks on the interstate east of the city.

He said that his readings of the noise on North Parkway were "about the same level" as the readings he recorded in the bear pits with the horn sounding.

An air-pollution expert testified yesterday that there would be more pollution in Overton Park if Interstate

40 were not built at all than if it went through the park.

Dr. Donald Dean Adrian, of Amherst, Mass., a civil and sanitary engineering professor at the University of Massachusetts, testified in U.S. Judge Bailey Brown's court as a state expert on air pollution in a case brought by objectors to the Overton Park expressway routing.

He said his opinion con-

cerning arterial street pollution if there were no expressway was based on the fact that "stop and go, slow-moving traffic" causes more pollutants than fast-moving traffic. Dr. Adrian said fast-moving traffic dilutes pollutants.

Under examination by J. Alan Hanover, special counsel for the state highway department, Dr. Adrian said there would be difference be-

tween the level of pollution to the park and the pollution from the expressway. He said he had tested the pollution levels using the worst possible conditions and still concluded that the park would not be harmed.

The director of the water division of Memphis Light, Gas & Water testified about the 10 water wells located near the L&N Railroad.

Peter Schuyler, testifying for the state defendants, said that the 10 wells supply 40 per cent of the water pumped to the Parkway pumping station. He said the pumping station serves Frayser, North Memphis, downtown and the Medical Center.

He said the 10 water wells run parallel to the L&N tracks from McLean to Watkins and that all must be replaced and two more must be drilled near the Parkway Pumping Station.

Robert Conradt, a California planner for the objectors

to the route, suggested Oct. 7 that an expressway route could be run down the L&N tracks. The state contends that the route would run through the water wells.

Before each well could be relocated, a new one would have to be drilled so the water supply of Memphis would not be affected, Schuyler said, adding that the property in the area was mostly residential. He said if the wells were relocated, houses might have to be bought and wells drilled.

Schuyler testified that three wells north of the track could be relocated without moving the water main, but said that each well takes 30 days to drill at a cost of \$45,000.

The expressway could be built over the water pipes, Schuyler said, as long as they cross at right angles, which are federal requirements. He said that 1,000 feet of the pipes were relocated about two years ago when the N. Parkway underpass

was built under Watkins.

Schuyler said that if the wells were moved, the Light,

Gas and Water Division

would try to establish parks around the new sites, but

this relocation could be very expensive. The lot has to be at least 50 feet wide, he said.