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Traffic Flow on Expressway Aired Again

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The question of traffic use on the I-40 expressway came into the Overton Park case again today as the Federal Court trial went into its 23rd day.

Richard Douglas Warpoole, state Highway Department statistician who made the traffic projections for the expressway through the Overton Park segment, testified he had projected figures to the year 2000.

Testifying as a witness for the state defendants, Warpoole explained that the traffic projections were not a

science, but "more of an art because we are dealing with people. It is not an exact mathematical relationship."

Michael Lackner, one of the attorneys for the plaintiffs opposing the Overton Park route, has continuously sniped at the projections, calling them inadequate. He has contended that the park leg of the expressway would be overcrowded and obsolete by 1985.

Several witnesses from the state Highway Department have already testified that they disagreed with Lackner's conclusions.

Warpoole said the projec-

tions are constantly being changed as the interstate system reaches completion and that he daily appraises past projections. He said the methods involved have become more refined and this accounts for differing projections for the same sections of the interstate.

"Anytime a new section of road is built, we make a traffic schedule," he said. "We take the old records and compare to see how much the technique of traffic forecasting was off."

Attorneys for the objectors have stated that if the expressway were routed fur-

ther north, it would serve as many people as the park route. William Pollard, chief engineer for Harland Bartholomew when the firm recommended the park route, has testified that a route north of the park would not serve the traffic needs of the area.

Objectors attorneys have countered that the studies show that more people will enter the expressway interchanges from the north than from the south.

Warpoole disagreed, saying that the placement of interchanges has nothing to do with where the traffic need

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is. "It (the entrance) depends on where they are going," he said. "The movement (of traffic) can come from any point within the traffic zone."

The decision made by former United States Secretary of Transportation Alan S. Boyd to run Interstate-40 through Overton Park was characterized by a former high ranking Transportation official as "unwise" but "legal."

J. D. Braman, assistant secretary of transportation in charge of environment and urban systems under John A. Volpe, present secretary of transportation, made this analysis of Boyd's decision under cross-exami-

nation yesterday by U.S. Attorney Thomas F. Turley.

Braman, who was a witness for the objectors to the park route, had testified that he thought the only thing that he and Volpe had left to determine was minimization of harm to the park. Braman served under Volpe from April 1969 to October 1970. Braman said he did not oppose the route to Volpe because he thought such opposition had been "foreclosed" by the decision of Boyd, Volpe's predecessor.

Turley asked Braman "Was his (Boyd's) decision unwise or illegal?"

"I would say that he made a legal decision but an unwise decision. I would say that there were other prudent and feasible alternatives."

Braman said he recalled "highway men pointing out to me there's a church, a home, school and the only way is to go through the

park. I would tell them that I had more confidence in them as an engineer to come up with something better. They don't want to because it's easier to go through the park."

Braman said his chief dep-

uty reported to him, after viewing Overton Park: "That is one of the worst rapes of a public park I've ever seen."

Braman said he thought the route that would go north of the park and through the southern edge of the South-

western campus was "the best."

He described the L & N alternative route proposed by the plaintiffs by saying, "It looks just like another gerrymandered route that takes the road all over hell's half acre."