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"Park X-Way Wouldn't Add To Pollution, Says Expert"

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M. L. South et al.

Park X-Way Wouldn't Add To Pollution, Says Expert

10-27-71
P1

By KAY PITTMAN BLACK
and
TOM JONES
Press-Scimitar Staff Writers

An air-pollution expert testified in federal court that there would be more pollution in Overton Park if Interstate 40 were not built than would result from the six-lane highway 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 the state's expert on air pollution.

The Overton Park suit, brought by objectors seeking to a park-cutting expressway, enters its 19th day today.

Dr. Adrian, a private air pollution consultant, said he studied pollution in regard to Overton Park for the State Highway Department.

"It is my opinion, based on traffic projection figures, that there would be more pollution resulting from traffic on arterial streets near the park if the expressway were not built than would result from traffic on the expressway once it is constructed," Dr. Adrian said.

Dr. Adrian, a former engineering professor at Vanderbilt, said he had done consulting work on air pollution that would result from Interstate 40 to St. Jude's Hospital for the state highway department.

He said his opinion concerning 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

Turn to Page 6—WELL

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

would try to establish parks around the new sites but this relocation could be very expensive. The distance at least 50 feet wide, he said.

there would be difference between 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. He said each site contains a brick building which housed the original well at

the site, but that all the wells are presently being converted from steam to electric operations.

Schuyler said each of the wells must be replaced and two more must be drilled near the Parkway Pumping Station.

Robert Conrad, 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.

Schuyler testified that the well sites are small parks used for neighborhood recreation. He added that the only time the sites are not available for recreation is once a

year when about three weeks maintenance work is done.

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

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Safety Appointee

KNOXVILLE, Tenn. — (AP) — A University of Tennessee professor, Dr. Robert H. Kirk, has been elected to the board of directors of the National Safety Council. Kirk, head of the U-T Health and Safety Department, will serve on the board's research committee.