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## "Possible Council X-Way Route Once Rejected"

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Memphis - Streets - Expressway - Interstate 40 - Overton Park

# Possible Council X-Way Route Once Rejected

By CHARLES A. BROWN

Press-Scimitar Staff Writer

City Council on March 6 passed a resolution proposing the east-west expressway for I-40 be built "using the north perimeter of Overton Park and the south part of N. Parkway Boulevard."

No complete study of this proposal has been found by The Press-Scimitar, but Tom Maxson, city engineer, today revealed a 1966 study showing that two alternates to the long-recommended Overton Park route had been ruled out. Both alternates are shown in the park.

One of the intra-park alternates, a northern route running near N. Parkway, is almost identical to a route suggested by Councilman Wyeth Chandler.

## TWO OTHERS

The Press-Scimitar yesterday disclosed two out-of-park alternates which had been studied for Federal Highway Administrator Lowell K. Bridwell in 1965. These, too, were ruled out as unfeasible in comparison to the original Overton Park route.

The intra-park study was made by the engineering firm of Buchart-Horn after Abe Plough urged state officials to consider a new route. Plough, philanthropist and drug manufacturer, had planned to contribute \$1 million to a \$5 million zoo improvement plan, but later withdrew his offer.

## BUFFER ZONE

The northern corridor studied actually included consideration of two locations. One would leave a minimum of 15 feet between I-40 and the N. Parkway right-of-way. The other would leave an additional 85 feet for a buffer zone of trees between Parkway and the expressway.

All of the zoo, "or at least a considerable portion of it," would have to be re-located if the northern route were chosen, the study said. Estimated cost of a new zoo was \$5 million.

The study said advantages

of the northern route were that it would provide the best arrangement from the zoo standpoint if the zoo were to be re-located in Overton Park; it would leave the largest contiguous area of wilderness; eliminate the need for a pedestrian overpass in front of the zoo; and keep the zoo intact with the rest of the park.

## DELAYS

Disadvantages of the northern route, the study says, are that construction of the expressway would be delayed by re-location of the zoo; that it would take the greatest total area of land from park use - from 27 to 33.7 acres, compared to 21.8 for the recommended route.

Other disadvantages of the northern route cited were that it would take a greater area of wilderness or forest area because of the express-

way and zoo re-location; that two small corners of the park cut off by the highway would be of no value as park land, further reducing the total park area; that the additional length of the road would increase user costs \$118,000 to \$161,000 a year.

The northern route would have the highest construction cost - at least \$525,000 more than the long-recommended route, and at least \$575,000 more than the south-

ern route. It would also have the highest right-of-way cost, the study said.

Among advantages of the recommended route listed were that the zoo would be left undisturbed; the park would be divided by an existing physical division (a bus lane); and the smallest wilderness area would be taken.

Other advantages of the recommended route listed were that the smallest total park area would be taken; enough area would be left in the cut-off portion of the park for future use; it would be shorter than the northern route; has the lowest right-of-way cost and a lower construction cost than the northern route.

## TWO DIVISIONS

Disadvantages of the recommended route included restriction of the zoo to an

elongated rectangular shape, undesirable from a management standpoint and accessibility to users; requires two zoo entrances; requires pedestrian overpass on expressway for zoo entrance; separates zoo from rest of park; divides park into two parts.

The southern alternate studied follows the route proposed by the Tennessee Highway Department through the eastern part of

the park, then swings to the south near the zoo in the middle of the park, at the western edge of the wilderness area.

Only if the city were to buy the residential block south of Galloway west of the park should the southern route be considered, the study said. This would be for necessary zoo expansion.

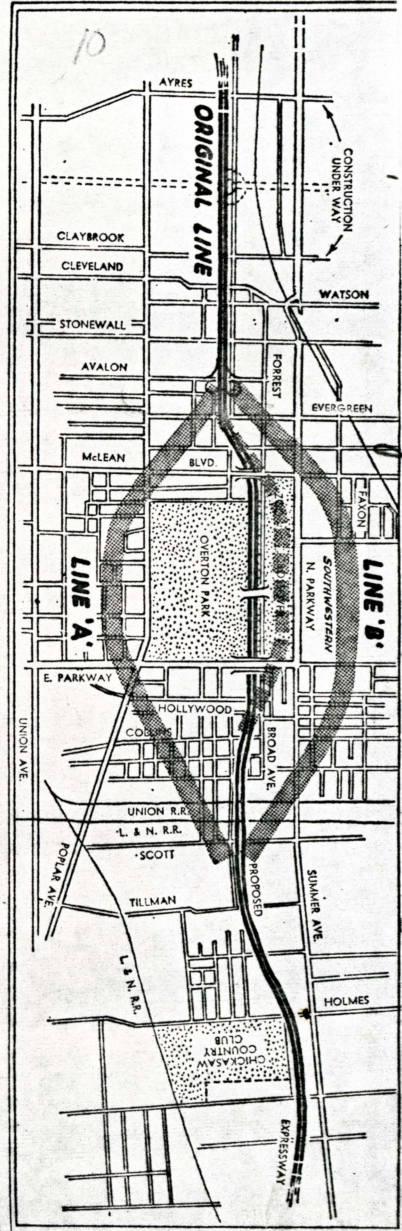
Advantages of the southern routes listed were that it was shortest; left the zoo undisturbed; uses most of the bus route; takes less forest

and total park area than the northern route; leaves room south of the zoo for a more desirable expansion; makes possible ground level pedestrian overpass; and has lowest construction cost.

Among disadvantages of the southern route: Irregular pattern of residential, park and zoo use unless residential area is bought; requires pedestrian overpass; separates zoo from main part of park; and divides park into two parts.

CHECKERED LINE in this map of the Overton Park area shows a northern route WITHIN the park rejected in 1966 as an alternate to the originally recommended I-40 expressway route through the park. This may be the route City Council had in mind when it passed a resolution March 5. Line

B and Line A are out-of-park alternates studied for Federal Highway Commissioner Lowell K. Bridwell. All surveys so far made public show all alternates to be less desirable than the original line through the park.



Note: the Arabic numerals are not mine - were on the library clipping already!

Chandler (Plough plan?)

\* But this way, entire zoo should be re-located - to health of animals and children.

\* "Delay" is no longer a restriction factor!

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