

# Students plan open house for Carmichael programs

By MICHAEL JACKSON  
Staff Writer

Students and faculty advisers involved in the Living/Learning Programs in Carmichael Residence Hall will hold an open house on Dec. 1 at 7 p.m. in Carmichael's multi-purpose room.

"The purpose of the open house is for the different Living/Learning Programs to come together for interested students who want to learn something about them," said Craig Calhoun, associate professor of sociology and faculty adviser for the UNITAS Living/Learning Program.

The four Living/Learning Programs, in the areas of Health Sciences, French/Spanish, German and UNITAS, are housed in Carmichael Residence Hall.

"Students will be able to ask questions to see if they're interested in that kind of program for next year," Calhoun said.

Applications for participation in next year's Living/Learning Pro-

grams will be available at the open house. Entertainment and refreshments will also be provided.

The UNITAS program focuses on learning about various cultures through literature, film and discussion, Calhoun said. The four foreign language programs are designed to help students gain command over a particular language and learn about the culture surrounding it.

This is the first year for the UNITAS program.

Program participants live in suite arrangements in Carmichael Residence Hall. The suites house an average of 47 students, although the German House has only 16.

Together, all four programs involve 150 students and eight faculty members.

George Cocolas, professor and associate dean of the School of Pharmacy, is also adviser of the Health Science Living/Learning Program. He said participants in

the health science program hear speakers and conduct discussions and debates weekly.

The health science program is open to anyone with an interest in health professions, Cocolas said. He said the program now involves students in the pre-medical and pre-dental tracts, as well as pharmacy students.

The program provides a "cross-fertilization of ideas and thoughts," Cocolas said. "It gives each student an appreciation of what others have to go through in their course work."

The program has been worthwhile in its first year, he said. "I think there's more to be learned than just going to class," he said. "You should learn just as much out of class as in class."

Applications for participation in next year's program are due Jan. 22. Applicants will be interviewed by students and faculty involved in the program.

# Women play important roles in business world, study shows

By LYDIAN BERNHARDT  
Staff Writer

Female students who plan a business or corporate career can be encouraged by a study recently completed by a professor in the UNC School of Business Administration.

Idealene Kesner, an associate professor of business administration, conducted the study. The study found that women play key decision-making roles on the boards of directors of 250 of the nation's largest companies, although the women constitute only 3.6 percent of the personnel of the boards.

No companies in Raleigh, Durham or Chapel Hill were involved in the study, she said.

Kesner said the results contradicted the belief that women are only tokens or "window dressing" at corporations trying to appear socially responsible. The study was a response to articles in the Wall Street Journal and Newsweek magazine, which said that the number of women serving on boards was declining, and that they were not very active as board members.

"My figures clearly indicate that women aren't being discriminated against in terms of being invited to serve on major committees," she said. "Women only constitute 113 of 3,128 directors, but just counting numbers alone doesn't indicate whether women's opinions are solicited, or if they're respected and hold important positions. Those factors can be determined by looking at the committees of the boards."

Executives in general are more reluctant to serve on committees and boards now because of increased lawsuits against companies, Kesner said. Because women compose a smaller percentage to begin with, she said, it is more obvious when they resign than when their male counterparts do.

"It's not discouraging (that) the number is so small," she said. "In the future, as increased numbers of women gain the tenure and business background they need, more women will rise to the top of the corporate ladder and serve on more committees. The worst news would have been to find that women mostly serve on the 'go get doughnuts' committee, and that's not what we found."

Kesner said the study is a good sign for UNC women and other potential executives, because they can be more

confident that they aren't being hired for reasons other than ability. "As women continue to gain acceptance in the work force, the trend will continue also to value women's opinions in any occupation," she said.

Alicia Hardin, one of the chairwomen of the Campus Y's Women's Forum, said the study should definitely encourage female students at UNC.

Patty Hurst, also a Women's Forum chairwoman, said the low number of women on executive boards was an issue for concern, despite the achievement of the others.

"Obviously, women haven't broken into the top companies like they should have," Hurst said.

# Residents debate proposal to widen bypass

By ANDREA SHAW  
Staff Writer

Chapel Hill and Carrboro residents questioned the need for a 24-foot-wide grass median included in a proposal to widen U.S. 15-501/N.C. 54 during a public hearing Monday night.

N.C. Department of Transportation officials outlined construction plans for the highway aimed at reducing the amount of traffic while preserving the area aesthetically. Plans call for widening the existing 7.1-mile bypass to four lanes between U.S. 15-501 north of Chapel Hill and N.C. 54 west of Carrboro, beginning in 1989.

The bypass will be separated by a planted median, including four-foot shoulders along both the north- and southbound lanes. The shoulders will also serve as bicycle paths.

Strongest concern came from the Chapel Hill Greenways Commission, which submitted to the Board of Transportation a proposal for elevated walkways, pedestrian crossings and overpasses.

Greenways commission member Eva Metzger said the group has proposed greenways along the

bypass. "The concept of the greenways system will be badly flawed," Metzger said. "Pedestrian needs have been ignored by planners."

She said the 24-foot median is dangerous unless measures are taken to ensure pedestrian safety.

"We're accepting the widening of the bypass," Metzger said after the hearing. "But we want it to be safer for pedestrians, which includes pedestrian lights and overpasses."

Under the proposed plan, Hayes Road near Glen Lennox Shopping Center would be eliminated. Stephen Hart, who owns 1.5 acres of property in this area, asked transportation officials to consider retaining access to Hayes Road. He said he plans to construct a 13,000 square-foot office building on this site.

While the hearing was the public's last chance for input into the planning process, transportation official W.A. Garrett assured residents their ideas would be taken into consideration.

Before construction can begin, the DOT must purchase a quadrant on South Columbia Street and the northwest corner of N.C. 54 Bypass. Garrett said three families in the area

would have to relocate. "Everyone involved is contacted individually before any action is taken," he said. "They will be eligible for relocation assistance."

Relocation would include personal assistance in finding a home, moving costs and a down payment on another home.

Garrett said the project will cost about \$18.2 million, including \$14 million designated for construction. Upon approval, construction would begin on Old Greensboro Road to N.C. 54 in Carrboro, which includes an extension toward Main Street.

Based on a 20-year traffic projection, Garrett said the recommendation to widen the highway followed a study of several alternatives, which included: taking no action on the situation, delaying construction, improving the Chapel Hill-Carrboro Transit system, and constructing a highway with different design features.

Garrett said traffic estimates show that Raleigh Road now has a traffic peak of 14,000 to 21,000 cars per day. In the next 20 years, traffic capacity during peak periods could range from 34,000 to 56,000 cars daily.

Also, an air pollution and noise study showed that while residents can expect reduced air pollution, noise in some areas could exceed federal noise abatement criteria, consultant Laurence Meisner said.

Meisner said the areas where noise levels might exceed the federal standard of 67 decibels are north of the bypass on west South Columbia Street and south of the bypass on Old Mason Farm Road.

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