

Cost More But Worth More In End

'Controlled Access' Roads In Spotlight

("Controlled access" is a phrase that already has been used in descriptions of the future No. 1 highway by-pass through Southern Pines. What does this mean? Why is the state acquiring a 260-foot right of way—a strip more than half a block wide—for the big Highway 1 project? These questions are interestingly answered in an interview with A. H. Graham, State Highway Commission chairman, written by Jim Chaney and published Sunday in the Raleigh News and Observer. Because of keen and widespread local interest in highway problems, now that that No. 1 by-pass route has been approved, The Pilot is reprinting portions of the interview here.)

State Highway Chairman A. H. Graham is adding a new phrase to North Carolina road-building terminology. It's "controlled access" and it stands for safety.

The phrase will be heard with increasing frequency throughout North Carolina as plans for new and better primary highways take shape.

It means that the Highway Commission will control the use and development of all property along major routes. It means greater safety for the motorist but more restrictions for roadside business and property owners. It is certain to mean more trouble for highway location and right-of-way engineers.

Graham calls it "one of the best tools in the engineer's safety kit." "This one feature," he explains, "is designed to reduce obstacles to the free, uninterrupted flow of traffic by eliminating or restricting entrance from or exit to adjacent property by limiting the number of connections with the high-speed, main highway."

Hazards Eliminated
The through motorist will be able to travel mainline routes safe from cars darting in from side roads or driveways, Graham says, and side hazards from crossing and entering road, parking and from driveways will be eliminated.

Along most State highways, property owners have had the right to build as close to the road as they wished, provided they stayed back of the right-of-way line. As a result, Graham points out, every local road and driveway has tied directly into the main highway.

As controlled access is established, all that will be changed. Only important connection roads and streets will tie directly into the main routes and even these will be fed by way of specially engineered intersections. Grade separations and "clover-legs," Graham predicts, will become as common as bypasses, and side-line traffic will be handled by service roads.

In most cases, he says, service roads will run parallel to main highways. A motorist wishing to find a tourist court or filling station will be able to pull out of the main traffic stream into a service road. Small side streets and private drives will, where necessary, be set back on service roads. And service roads, Graham adds, will be provided for local use in towns and built-up areas.

Basic Difficulty
Graham says the "basic difficulty" posed by controlled access is the "adverse reaction" of property owners, particularly

those who derive their livelihood from highway traffic. Some motel owners and service station operators, he says, "plead the traditional rights of ingress and egress which have always attached to abutting property."

For those roadside business operators who contend controlled access will cost them business, Graham offers some comfort. The pattern for controlled access highways results in a more attractive frontage for roadside property owners, he says, and provides motorists-customers safe and uncluttered service roads to the places they seek to reach.

And, he adds, as access is limited to all abutting property owners, traffic will become accustomed to turning off the main highway into service roads. Traffic is doing that in other states. All along places and service stations along the big turnpikes in the Northeast are set back. Yet they seem always to be crowded with customers.

Proved Its Worth
Graham says it already has been shown that controlled access design has proved its worth in terms of accident reduction.

The U. S. Bureau of Public Roads has reported, he points out, that on a national basis, all available comparisons indicate that the controlled access feature on rural highways has resulted in about one-third the rate of fatalities and one-half the rate of accidents per unit of travel on roads which lack the feature.

"There is no doubt," he says, "that the removal of side hazards—such as crossing and entering roads, from parking and from driveways—makes for an inherently safer design, as well as permitting traffic to move at desirable road speeds without the need for constant maneuvering, weaving and other tiring and dangerous tactics which lead to nerve fatigue, irritation and fatal errors of driver judgment."

Greater Cost Justified
He concedes the cost for rights-of-way will be greater. But he reasons that the cost will be more than justified in long-range planning.

Without controlled access, he says, new roads rapidly become as cluttered and closed in upon by approaching roadside development. Thus, bypasses built only a few years ago to relieve congestion have become as congested as the roads they replaced. And in some cases, bypasses have become necessary to bypass the bypasses.

Controlled access, as Graham sees it, will preserve highway locations and protect the public investment in highway rights-of-way.

Lack of access control, he stresses, can cut the carrying capacity of a highway by 50 per cent in rural areas and up to 70 per cent in urban areas. The arterial highway that originally was built for through traffic soon loses its value as the adjacent

roadside is built up. "Thus in a few years," Graham says, "we have a through, high-speed highway pockmarked with posted speed limits of 35 to 45 miles per hour and reduced to a business street."

"When this happens," Graham says, "it's an expensive proposition for us to go back in and build another highway on an entirely new location, often parallel to the original and often more direct but outmoded route." Allow this to keep happening, he warns, and you eventually exhaust the possible locations for highways.

'Traffic Use' Yardstick
In terms of traffic use, Graham contends, controlled access will figure out to less than costs of conventional design roads.

"For example," he explains, "we can design and build a standard two-lane highway with good alignment and sight distance that can adequately carry 4,000 vehicles per day.

"If we buy more right-of-way and build two more lanes separated from the original by a 30-foot grassed median strip, we up the carrying capacity of the highway to 20,000 vehicles per day.

"But if we acquire right-of-way for a four-lane divided highway and control its access with parallel service roads entering only at designated safe points, the highway can safely carry up to 30,000 vehicles per day."

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VASS NEWS

(Continued from Page 6)

New Bridge
The new overhead bridge in Vass has been in use for the past two or three weeks, but the road connecting it with the highway has not yet been hardsurfaced. Work of tearing down the old wooden bridge which it replaces was begun Monday.

Brief Mention
Mrs. W. V. Nix had three of her cousins as guests Saturday, Mrs. J. B. Yates of Charlotte and Mrs. Gibson and sister of Rockingham.

Pvt. David Parker of Camp Gordon, Ga., visited his parents, Mr. and Mrs. J. B. Parker, last weekend.

The Rev. and Mrs. Angus McK. Cameron and son, Stephen, of Lake Landing arrived Monday to visit Mr. Cameron's parents, Mr. and Mrs. A. M. Cameron. He is attending the Methodist conference at Fayetteville, also.

Mr. and Mrs. George Fulton and daughter, Brenda, of Coventry, Conn., are spending a 10-day vacation with Mrs. Fulton's mother, Mrs. T. J. Smith, and Mr. Smith. The Fultons made a weekend visit to friends at Kings Mountain.

Mr. and Mrs. Bill Jackson and son of Durham and Mrs. Alberta Whitfield of Jacksonville, Fla., called on Mrs. B. C. McRae Sunday night.

Mr. and Mrs. Raymond Evans and Paul McNeill Burns spent last week in South Carolina visiting Myrtle and Crescent beaches.

Mrs. Herman Thomas and

daughters Sue and Barbara spent last week in Greensboro with Mr. and Mrs. E. B. McDonald and baby. The McDonalds accompanied them home for a weekend stay.

The Rev. and Mrs. Thomas Wolfe and children and Mrs. Thurlow Evans visited in Burlington recently, the Wolfes spending the time with relatives, and Mrs. Evans visiting her aunt, Mrs. A. K. Thompson.

Mrs. Pope Lyon and daughter, Tucker, of Smithfield visited Mr. and Mrs. C. P. McMillan from Sunday until Tuesday night. Mr. Lyon came with them and spent the day Sunday, and returned later to take them home.

Mr. and Mrs. A. B. Parker, Jr., and daughter, Barbara, visited Mr. and Mrs. L. C. Britt at Jackson Springs Sunday.

Mrs. W. R. Smith of Lillington arrived Monday to spend a few days with her sister, Mrs. R. G. Rosser.

Kathy Wolfe, three-year-old daughter of the Rev. and Mrs. Thomas Wolfe, will enter the

Baptist Hospital in Winston-Salem today and on Saturday will undergo a foot operation. J. R. Ball, a student at the Baptist Seminary in Wake Forest, will preach for the Rev. Mr. Wolfe at the Vass Baptist Church Sunday morning, but Mr. Wolfe expects to return from Winston-Salem in time to conduct the Sunday evening service.

Mrs. W. T. Cox, Mrs. R. L. Waddell, Carolyn and Billy Waddell, and M. B. Cox, all of Sanford, were recent callers in the home of Mrs. S. R. Smith, stopping on their way home from Moore County Hospital, where they visited Clyde Cox of Raeford. Mr. Cox was hospitalized as a result of a back injury sustained some time ago. He was better at the latest report.

Mr. and Mrs. Max Edwards are building a new home next to the Presbyterian Church at Lakeview.

Mrs. J. B. Parker and little son, Joe, visited Airman 1c and Mrs. W. R. McGill and son, Robbie, at Sumter, S. C., recently.

Mrs. Archie McNair and chil-

dren of Atlanta, Ga., who have been visiting the children's grandparents, Mr. and Mrs. T. L. McNair and Mrs. O. M. Bullock, are spending this week with Mr. and Mrs. C. D. Painter at Fuquay. Mr. and Mrs. Edward McNair and Ronnie of Charlotte visited the McNairs Sunday afternoon.

Mr. and Mrs. Jack Morgan and sons, Bruce and David, returned Sunday after spending a 10-day vacation with Mrs. Morgan's mother, Mrs. Annie Shankle, at Ansonville.

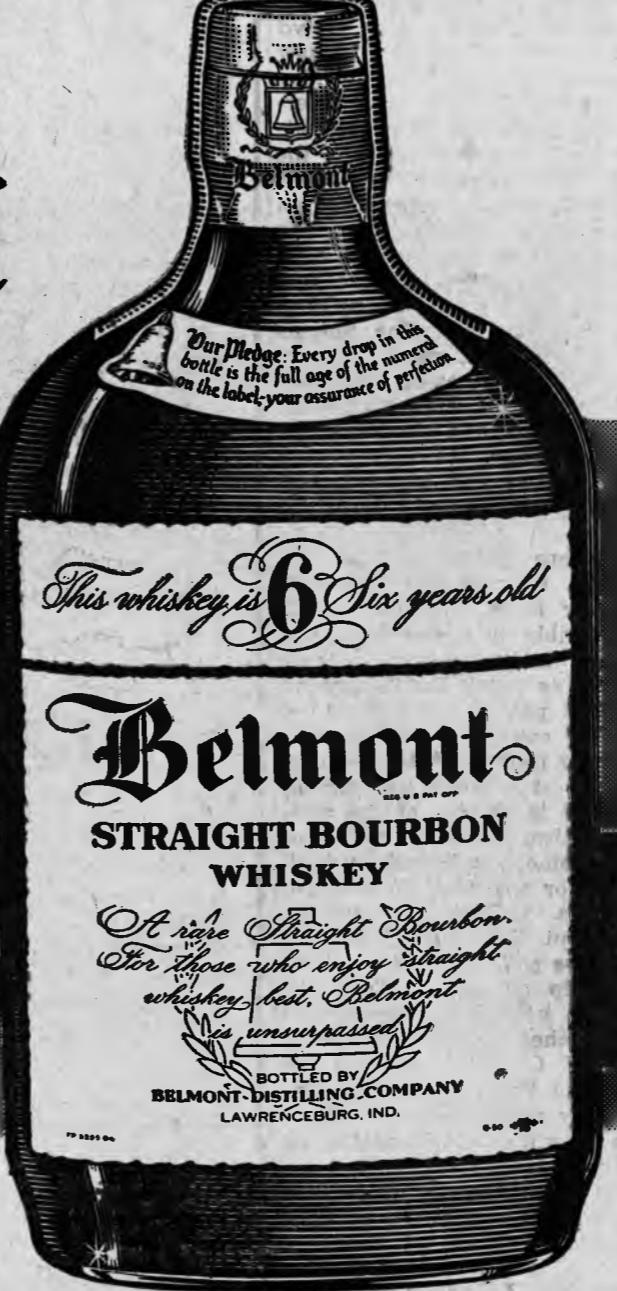
Guests of Commander and Mrs. Edwin L. Finch several days last week and over the weekend were Lt. Barney Green of the Naval Medical Center at Bethesda, Md., Commander and Mrs. Carl E. Schweinfurth and son Eddie of Arlington, Va., and Lt. and Mrs. T. G. Leach and daughter Linda of Camp Lejeune.

Before buying equipment to irrigate tobacco, at least six acre inches of water for each acre of crop to be irrigated should be on hand or in sight.

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