

Traffic Survey Plans Freeways To Surround Area

Wilbur Smith and Associates of Columbia, S. C., employed to project Little Rock-North Little Rock traffic requirements to 1990, disclosed its tentative proposals Friday. A system of improvements, new streets and freeways that will cost an estimated \$150 to \$160 million was foreseen.

The research firm will return next month with definite proposals for the Pulaski Area Transportation Study and with suggested priorities for construction of the new facilities that it proposes. But R. A. Hubbard, project engineer for Smith and Associates, emphasized that the plan would be subject to changes in priorities and detail and would need to be updated continually in the light of economic and other changes that are not foreseeable.

The plan's major feature, perhaps, is the construction of a proposed freeway extending from the South Terminal Interchange eastward around Adams Field, across the Arkansas River, north to McAlmont, crossing John F. Kennedy Boulevard just south of Highway 5 and extending westward to intersect Interstate Route 40 northwest of North Little Rock.

That route, together with Interstate 30 on the south and proposed 430 on the west, which is being designed, would form a belt of controlled-access freeway-type highways completely around the two cities. Many major cities are building or already have this kind of facility.

The Smith proposal also calls for a controlled-access freeway extending from Cantrell and Reservoir Roads on the northwest edge of the city along the Arkansas River down to about the Missouri Pacific Hospital, where it would connect with another major north-south freeway, which they have called the Capitol Freeway, that would intersect Interstate 30 on the south a few blocks west of Arch Street.

Branching off Capitol Freeway to the west along Forty-fourth Street would be still another, connecting with Highway 5 on the west.

The only other major project for Little Rock would be an extension of the East-West Freeway, now under construction, from the present Freeway on the East Side southeastward from East Fourteenth Street to the proposed East Belt Freeway, and a new street skirting the airport and a proposed terminal area to accommodate river traffic. The first mile of that street, branching off the East Belt, would be a freeway-type facility.

In North Little Rock, in addition to the Belt loop, the proposal calls for a "Pulaski Park Expressway" from the intersection of Pike Avenue and the North Belt Freeway extending south across the Arkansas River to the Riverfront Freeway,

with a freeway bugging the north side of the Arkansas River from Burns Park Expressway eastward to England Avenue, Highway 130.

Several streets on the Little Rock side which serve as arterial streets would be extended, as for example Mississippi Avenue southward from the East-West Expressway to West Sixty-fifth Street; John Barrow Road southward from Highway 5 to Interstate 30, Cedar and Pine Streets southward from Twenty-ninth Avenue to Gum Springs Road, Mabelvale Cutoff from Geyer Springs Road eastward to Arch Street Pike, plus several extensions on the far west side of the city.

This part of the Smith report covers only major findings and anticipated traffic patterns, Hubbard said, based on two years' study of the 278 square miles covered by the survey, which is 36 per cent of Pulaski County.

The period of the projection covers an anticipated increase in the area's population from 223,000 in 1964 to 412,000 in 1990 and in numbers of vehicles from 136,009 to 175,000, with comparable increases in auto usage.

The entire major network involved covers 550 miles, of which the Smith report proposes improving or building anew about 300 miles.

The locations shown on the preliminary map of the plan "are not too precise," Hubbard emphasized, since it has not been detailed.

Fewer Cars On Asher Avenue

Among other suggestions are relief of Asher Avenue, which now carries some 38,000 vehicles per day at some locations and would carry only about 9,000 when the network is complete; retention of University Avenue as is, and co-ordination of the plan with industrial development and river traffic on the East Side.



Possible Traffic Patterns 25 Years From Now

This is the preliminary map drawn by Wilbur Smith & Associates with figures indicating anticipated daily traffic volumes on some of the major routes.

"It is a rather bold plan," Hubbard conceded, "but it is not unrealistic in the light of the economic growth foreseen for the area, which will demand either this plan or a comparable one."

Stuart Eurman, director of the Metropolitan Area Planning

Commission with which the compiled by the consulting firm. Wilbur Smith employs have Frank M. Potter, secretary-worked closely, said that after manager of the Arkansas Auto-the final proposals are made, it mobile Club, is chairman of the will be up to local government's overall committee, whose mem-to adopt them as city ordi-bers include representatives nances, replacing those now on from all agencies of government the books as major traffic plans in the area concerned, plus civic which were based on data far and other groups' representa-less sophisticated than that tives.

Counterfeit Money Brings Real Sentence

ST. LOUIS (AP) — Mary Jane Rallo, 20, of St. Louis was sentenced to five years in prison Friday on a charge of passing two counterfeit \$20 bills last May.

Japan-Korea Treaty Ratification Signed

SEOUL (AP) — President Chung Hee Park Friday signed the documents of ratification of the Japan-South Korea normalization treaty and related accords.

Waiting List Accumulated By Guard Units

By the Associated Press
National Guard and Army Reserve units in Arkansas have accumulated waiting lists for enlistment since the intensification of the war in Vietnam.

Maj. Gen. Sherman T. Clinger, adjutant general of the Arkansas Guard, suggested patriotism as the most likely motive for the increase.

"You might say that almost concurrent with the rise of anti-war drives, demonstrations, and the attention they have received, there has been a steady increase in people enlisting," Clinger said.

He called it a surge of patriotism and said it might not show in enlistments in the regular Army because men with commitments at home might not want to go directly into the Army.

"People serve where they can," Clinger said, "They like to serve with friends. A person usually gets to serve in the National Guard with friends and neighbors and he has a fair guarantee that it will stay that way. This is one of the big selling points for the National Guard."

"But by and large, these are bona fide enlistments by men intent on doing their duty," he said. "Draft-dodger is a misnomer, in the first place, and only applies to a very small percentage of the new enlistments."

The units with waiting lists are at Magnolia, Paragould, Rector, Blytheville, Piggott, Marked Tree, Malvern, Benton, Hot Springs, Jonesboro, El Dorado, Fayetteville and Newport.

GM Labor Pact Brings \$43 Each

DETROIT (AP) — More than 345,000 hourly employees at General Motors Corporation received \$43 each Thursday. The money was their share of a special \$14,850,000 account that was set up under provisions of the labor agreement negotiated between GM and the United Auto Workers union last year.

The money comes from the nickel an hour contributed by GM for each employe covered by the supplemental unemployment benefit fund. Once the fund reaches maximum funding, the point where no further contributions are required, the 5 cents goes into the special account for distribution to eligible employes if the amount is at least \$25 for each eligible employe.