

## ROADSIDE DEVELOPMENT AND WAYSIDE AREAS - DESIGN

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### Acquiring Right-Of-Way

The first step in the development of roadsides and the establishment of wayside areas is the acquisition of adequate right-of-way. Dressing up narrow shoulders cannot take the place of developing the roadside according to its natural state of beauty. Long experience in the purchase of right-of-way has led to the conviction that it costs little more to acquire 100 feet than it does 60 feet, since in most instances the property owner has made up his mind primarily to receive a certain amount of money damages. A bold policy of right-of-way acquisition should motivate every highway authority.

### No Fixed Width

There is absolutely no reason why right-of-way should be maintained at any fixed width, especially where the topography of the country makes it easily possible to obtain the greater width without difficulty, and when by so doing unsightly and objectionable developments automatically would be forestalled. Reference is made in particular to locations along streams or skirting foothills and mountains where the alignment of the stream or the toe of slope is irregular in shape as compared with the alignment of the highway. Special widening of the right-of-way may be made at selected points of vantage for the establishment of wayside areas or roadside parks.

### Type of Roadside Areas

There is a clear distinction between roadside areas and parks. It is not intended that the highway department should go into the construction and maintenance of parks, but rather that these areas should be merely cleared of underbrush and obstructions so as to conserve natural beauty. It may be desirable to add fire-places and simple rustic benches and tables, as well as suitable supplies of pure water safeguarded by highway authorities. By care in planning wayside right-of-way acquisitions, these areas could be spaced at reasonably uniform intervals so the traveling public would be accustomed to the fact that every so often such a resting place would be available.

Whenever existing highways are reconstructed or widened, a survey will often show that instead of widening the existing location it frequently will be found not only practicable but much cheaper to build a new road roughly parallel to the existing one, making one-way roads in each direction. Where such development of one-way roads is not practicable through the entire length, a combination of widening the existing location on some sections and separating roadways on others will be equally successful. This is particularly desirable where to widen the existing roadway would involve not only property damage but destruction of natural beauty. Occasionally these parallel routes could be made quite close together so that the new right-of-way would include a center strip between them.

### Freeways

Freeways are still a new idea in this country because the property owner regards it his inalienable right to enter upon a highway at any point along his property. For those adjacent property owners who insist upon building immediately on the right-of-way or who establish ugly approaches thereto, skillful planting of trees and shrubbery native to the location may be used to screen such development from public view.