if right-of-way cannot be had on suitable county-road projects, it is only a question of time until arrangements will be made for spending the entire sum on State-maintained roads.

PRESENT AND FUTURE STATUS OF THE FARM-TO-MARKET ROAD PROGRAM

Ernest H. Coffin,
Wayne County Road Supervisor,
Richmond, Indiana

I am sure those of you who have sponsored a farm-to-market road will agree with me that there is no Santa Claus when it comes to giving you roads with no effort.

To those of you who have not sponsored one, may I say there is no special formula or secret method of securing one? But judging from my own experience, you will receive the utmost co-operation from the state highway engineers.

The procedures involved in procuring and constructing a farm-to-market road are difficult, since there are three different units of government concerned. The state highway department is the "middleman" between the county and federal governments. On each mile of farm-to-market road you will find an average of six property owners. This group is equal to an additional unit of government, and the county highway department sponsoring a farm-to-market road is the "middleman" between this group and the state highway department. In many cases this group of property owners has not been given the proper consideration.

Don't proceed backwards in promoting one of these farm-to-market roads, by selecting the road, making all surveys and plans, and then attempting to get the right-of-way grants. A better plan is to make verbal arrangements with your state highway district engineer fixing the width of right-of-way, type of construction, changes in location, etc., which are all vital to the property owners. At this point, call a meeting of all the property owners adjoining the proposed road and present the plan to them for their approval.

The trend now is towards a dustless road, and in offering this type of road to a group of property owners it will be much easier to get their full co-operation than by simply telling them the road is going to be built regardless of their wishes. Inform them that if they do not avail themselves of the opportunity, some other section of your county will get this improved road. If the funds are not used in your county, they will be used in some other county in the state.

This procedure was followed in Wayne County in obtaining right-of-way for a farm-to-market road. On the day of the meeting, 17 out of 18 interested property owners agreed to grant the right-of-way for an 80-foot road, for the consideration of the construction of, or reconstruction of, the
fences. We had one hold-out from whom we found it entirely impossible for us to get a right-of-way grant. But with 17 property owners signed in favor of the road, public sentiment was so strong that the commissioners felt justified in bringing condemnation proceedings. Court action is still pending. But using the figure as allowed by the viewers appointed by the court, the total cost to the county of resetting fences, and moving one house and another building was $2,987.03, or $702.83 a mile for an 18-foot, black-top road with 6-foot berms on an 80-foot right-of-way. We consider this a worth while project.

It would appear that there has been a lack of effort on the part of the local citizens and officials to secure available benefits from this farm-to-market program. Its future status will be determined by the sincerity of the effort and the cooperation put forth by those who administer the road program in the county unit of government.

COUNTY PLANNING

G. E. Lomml,  
Professor of Topographical Engineering, Purdue University,  
and Chairman, Indiana State Planning Board

Last November, Professor Petty suggested that I make another effort to enlist the active interest of you who attend the Road School in the planning problems of your own communities.

I accepted the assignment for three reasons: First, because I know that no citizen or group of citizens would enjoy greater benefits from a carefully prepared development plan for a county or city than the engineers, commissioners, and other officials. The proper performance of their duties depends upon solutions of problems of a physical nature. Successful planning is also founded upon factual data concerning our physical surroundings. It is true that social and economic conditions must also be analyzed and co-ordinated with those of the physical; but, as an engineer, I cannot subscribe to planning theories that place our social and economic problems on a higher planning plane than physical ones. In fact, it is quite possible that certain economic and social weaknesses of our present-day civilization might be strengthened or even entirely eliminated if the planning process were applied to all public work. The authors of our enabling legislation were apparently of the same mind. For example, one of the duties of a county planning commission involves a study of the county highway system, to result in plans and recommendations. Parks, bridges, drainage and sanitary systems, flood prevention works, aviation fields, and housing are other problems of a physical nature in which the planning commissioners are interested.