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State Right-Of-Way Regulations Explained By Chairman Graham

RALEIGH. — Highway Chairman A. H. Graham has called on all property owners who plan to build service stations, drive-ins, motels and other commercial establishments adjoining State highways to first familiarize themselves with the commission's regulation on driveway entrances to highways.

He said some misunderstanding had existed in the past and that some property owners were not aware of the commission's entrance regulations. As a safety measure and to protect the motorist, the commission adopted in 1951 minimum standards for entrances to highways. The commission's 20-page booklet, "Minimum Standards for Entrances to Highways" is available upon request from Robert Burch, Traffic Engineer, State Highway Commission, Raleigh, and from any of the commission's highway offices throughout the State. The booklet clearly states the commission's requirements for entrances from service or commercial businesses to the highway. Inside the booklet are 11 easily-understood sketches dealing with the proper location of service stations or commercial establishments adjoining a main-line highway.

Mr. Graham explained that any property-owner desiring to construct a driveway or driveway connecting with any state highway must first secure and fill out an application for a driveway permit. These application forms can be secured from the state highway maintenance supervisors who are located in each county, or from resident engineers, or from district or division highway offices. An application for a driveway permit must be submitted to the district engineer for his written approval.

The booklet, "Minimum Standards for Entrances to Highways" says: "Any driveway or approach constructed by a property-owner must be for the bona fide purpose of securing access to his property and not for the purpose of parking or servicing vehicles on the highway right of way."

Later, "The construction of parking areas on the highway right of way is specifically prohibited. Those places of business requiring parking space for their customers shall provide same on their premises."

And, "All entrances and exits shall be so located that vehicles approaching or using them will be able to obtain adequate sight distance in both directions along the highway in order to maneuver safely and without interfering with traffic."

At the same time, Mr. Graham said that the commission's engineers throughout the state were being instructed to watch closely for indications of property-owners building commercial establishments too close to the state's highways. To inconvenience the builder as little as possible, the engineers are striving to contact and acquaint the property-owners with the commission's specific driveway regulations.

Where gasoline pumps are located immediately adjacent to the highway's right of way line, it is not permissible for the owner to pave a service lane within the right of way and pump gas into cars which are parked in this area. This means that a service station owner must place his pump fully 12 feet back of the highway right of way line if he plans to service cars between his pumps and the highway; nor shall other establishments use the highway right of way for parking vehicles.

Should the property-owner insist on constructing his driveway so that cars will be served on the highway's right of way, Mr. Graham warned that the owner can be restrained from doing so by court order. The owner will be notified first that he will be restrained and that should he persist in constructing the drive before the restraining order is served, the commission may then place posts or other obstructions on that part of the driveway which is used for servicing, loading or unloading vehicles on the highway right of way so that it cannot be used.

Mr. Graham emphasized that ornamental posts, advertising signs, and walls for entrances may not be placed under any condition on the highway right of way.

On the construction or relocation of highway, an adjoining property-owner may erect temporary wire fences to permit his stock to graze provided the fences do not interfere with use of the right of way for highway purposes. To be on the safe side, these temporary fences should be erected not closer than five feet to the outside of construction lines.

Mr. Graham concluded: "If you plan to build a service station, a store, a restaurant, a motor court or a private home adjoining a State highway, first

see your district engineer to get a driveway permit. Acquaint yourself with the Commission's established driveway regulations. It'll save you a lot of headaches to comply with these regulations from the start."

This Week With Macon County Agents

By S. W. MENDENHALL
(County Agent)

Clyde Downs, Fred Hannah, Charles Ferguson, Albert Ramsey, and Dr. Frank Killian consigned calves to the Feeder Calf Sale held in Asheville recently.

There was a total of 24 of these calves. Four graded choice, 14 graded good, and six graded medium. The average sale price of these calves was a fraction above \$16.

Corn yields of 100 bushels or better have been found on the farms of Douglas Young, J. T. McCoy, W. L. Harper, Jake Waldroop, Charlie Henderson, Robert Taylor, Jake Deal, Owen Ammons, and Harry Kinsland. I feel sure that there are many more farmers in the county who will make 100 bushels of corn per acre. Any farmer who thinks his corn will equal this yield should notify the county agent's office in order that the yield may be checked.

Forty-three farmers of the county have qualified so far for

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a Green Pasture Plaque in the Green Pasture program. This means that they have one and a half acres of improved pasture per animal unit. There are many more farmers in the county who can qualify for this award. They should report their acres of pasture to the county agent's office immediately. Macon County won the Green Pasture flag once and we can do it again.

Sam Winkleblack, of the Holly Springs community, reports he sold tomatoes in the amount of \$50 from thirty vines, in addition to a sufficient supply

of canned tomatoes and juice for home use. The Winkleblacks staked their tomatoes and kept them well covered with copper dust to prevent blight.

Our organized communities are rapidly bringing their year's work to a close in preparation for both the county and area judging. The business men of Franklin are offering \$1,025 in prizes to the top six communities. The county extension personnel wish to congratulate all the communities on the work they have done this year and wish for them even more prog-

ress and achievements for the coming year. There are still communities that have not organized. It is our hope that every community in the county will organize. Get in touch with any one in the county or home agent's office and arrange a meeting date and we will help you set up your organization.

North Carolina farmers estimate their 1953 corn production at only 26.5 bushels per acre from 2,203,000 acres. The 1953 estimated yield dropped 16,522,000 bushels from July 1 to September 1 as a result of severe drought conditions.

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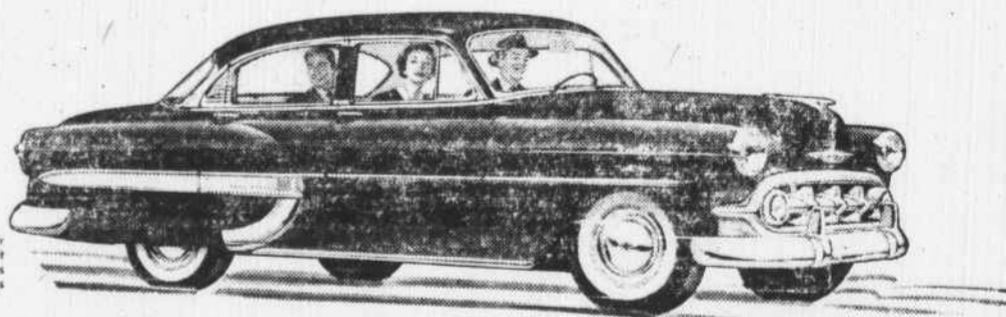
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beauty—extra performance and dependability—extra driving ease, riding ease and safety—which are causing more people to buy Chevrolets than any other car again this year.

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