

Lincolville's Rt. 1 Tree Inventory - 2022-2024
conducted by the Lincolville Conservation Commission

This inventory includes deciduous and coniferous trees of ~ 8" dia., and larger, as well as plantings in homeowner's yards along Rt.1, as it passes through ~ 4 mi. of town near our shoreline with the Penobscot Bay. It begins at the (NE) Town Line of Northport and ends at the Knox County Line on the (SW) Camden Town Line.

Tree Inventories are useful documents in citing the health, variety and location of notable species and are a useful tool for towns to have as its roadside tree canopy often comes into play when considerations are discussed with our state's Dept. of Transportation and Public Utility companies.

This became evident in 2000 when Central Maine Power Co. applied for a 7 mi. major power line upgrade that would involve major tree trimming and many large trees being removed from the roadside canopy along the route. It was also decided that, by *State Statute §3282*, a Tree Warden needed to be appointed as a liaison between the Town and CMP.

§3282. Appointment and duties of Tree Wardens:

"The municipal officers of municipalities which have not appointed conservation commissioners under subchapter II may annually appoint one or more tree wardens who have the care and control of all public shade trees upon and along the highways and in the parks of the municipality and all streets within village limits. They shall enforce all laws relating to the preservation of those trees."

".... along the highways ... " mentioned in the Statute above brings up the question of what exactly is the Public Right of Way along highways ? Along Rt.1, which is a Federal Highway, there never was a documented agreement. Along most State and Town roads a three rod road can be used as a general guideline. This means that a three rod road = 49.5' in overall ROW width, which translates to a 24.75' ROW to either side of a road's centerline.

In Rt.1's case Sebago Technics (South Portland) was contracted by MDOT in 2001 to research, plan and survey a reconstruction project along Rt.1 from Shag Rock Rd. to the Ducktrap Bridge. In Sebago Technic's report to MDOT they cited that:

" Rt.1 through Lincolville was first accepted June 26, 1794 by the General Court of the Commonwealth of Massachusetts. No right of way width was given. As such, the State of Maine can claim only a Prescriptive Easement within the Limits of Wrought Portion "

For our purposes though the Lincolville Conservation Commission used the three rod road ROW guideline and inventoried trees and homeowners plantings that lay within ~ 14' of the wrought pavement on either side of Rt.1, which has 11' travel lanes, i.e. 24.75' minus 11' = ~ 13.75' ROW along Rt.1.

An explanation of the column categories listed in yellow at the top of each page:

Seq.#: The list as numbered down the left side of each page.

CMP#: The Inventory segments were established using the existing CMP pole# spans along the highway; i.e. listing of trees ID'd between Pole #222 and #223.

Rt. 1 E/W: Tree locations on East or West side of Rt. 1.

GPS: Exact GPS location of tree ID'd. We also often photographed trees and locations at roadside that we thought notable, such as trees that were near drainage culverts or species/locations being notable.

We also photographed the overlap between the probable footprint of a tree's root system as compared to a common Right of Way (ROW) that the State might claim. Some larger tree's root systems probably extend under the wrought pavement.

D/E: Deciduous trees / Evergreens

Species: of trees/shrubs or groups of trees/shrubs/plantings.

Indv/Group: of the above.

DBH: Diameter at base height: A tree's representative diameter is measured, in inches, at ~ 4' up its trunk from its base.

RPZ: Root Protection Zone: This gives an ~ measurement of how large a tree's root system extends from its trunk. This measurement is commonly ID'd as about the same as the tree's canopy spread above the ground. The more intrusion upon the RPZ there is at ground level, the more the danger for injuring the tree's health.

Many photos taken show how much the RPZ and ROW overlap, the distance in between represents how much the RPZ could be impacted in future.

Health: Good, in decline, other attributes or concerns.

Notes: Includes notes about location factors for the tree, special species of mention, additional ID info. such as driveway #, businesses or other familiar ID locations nearby. Proximity to area where construction may take place, such as drainage ditches/culverts, etc.

