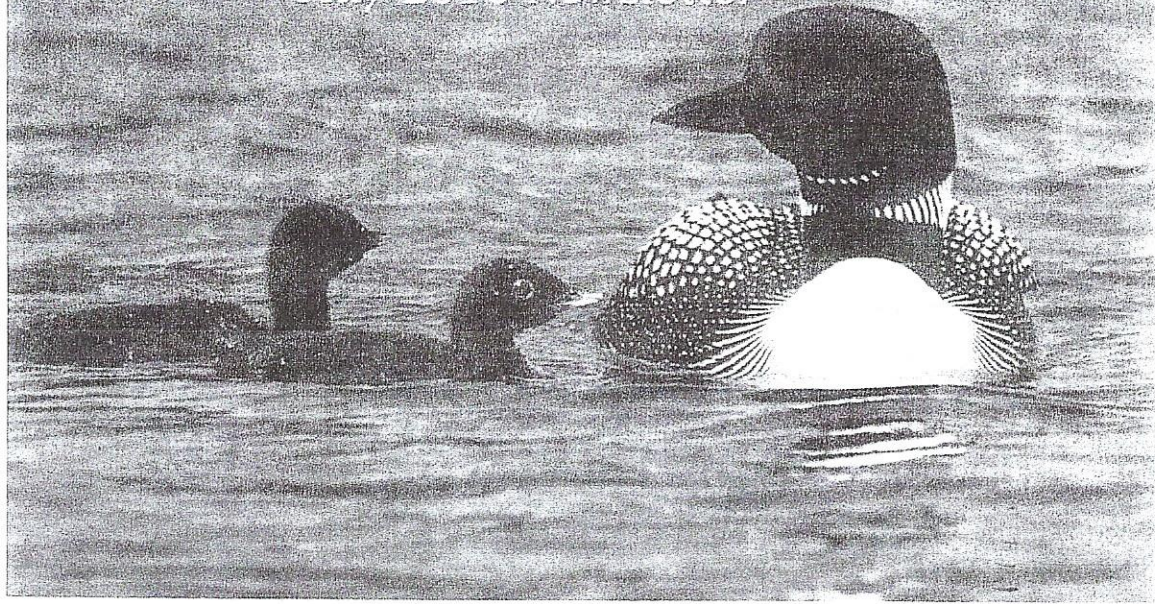


*Tim's Cove Property Owners Association*

*May 2010 Newsletter*





## MAKING THE GRADE, from the President, Dave Inglehart

As part of a larger effort to treat Sebec Shores Road and the two lakeside roads as a single road system, a continuous grading of all three surfaces was performed during the week of May 10, extending from the end of the pavement in Guilford to the two termini at the State Park and the Town Park.

The grading effort this year comes in addition to an extensive thinning of the road margins on upper Sebec Shores Road, courtesy of American Forest's winter operations. The long overdue "haircut" has opened the road considerably, promising to alleviate many of the potholing and drainage problems along the flats at the top of the hill.

Thus far both efforts have been very well-received. More than one resident reports that the road is in "the best condition it's been in 35 years."

The most welcome news of all, perhaps, is that both operations were done at no expense to the TCPOA. The tree-cutting effort and grading of Sebec Shores was done by arrangement with American Forest, and grading of the Willimantic Roads through the town's 2009 allocation. Thanks go to both Scott Olson of American Forest and Fred Turner of Willimantic for an excellent job and for coordinating the grading effort.

As part of the coordinated effort, the TCPOA's chief contractor, Northscape Earthworks, was able to tailgate seven loads of gravel onto Tim's Cove Road in advance of the grading. Gravel was also deposited at the Y and on Rathbun's lot on South Cove Road, with another six loads on order, pending recommendations as to need.

Special thanks is also extended to all those who worked tirelessly on the pot hole filling last summer. It helped us get through an unusually wet summer, which causes exceptional damage to unpaved roads.

While the condition of the roads allows for higher than usual speeds, residents are asked to please show restraint for both safety and road wear considerations.

For pictures of our roads, please visit the website: [www.timscove.org](http://www.timscove.org)





**Where will you buy your fresh fruit and vegetables while staying at camp this summer? Who's your farmer?**

There is nothing better than eating fresh lettuce, the first peas of the season, strawberries, and beet greens to go along with all those grilled goodies at camp. We are fortunate to have Stutzman's in Sangerville for local produce and delicious baked goods, and many other roadside stands in the area. But if you are traveling further away in Maine this summer, you might check out some of these Farmers Markets in our general area. They will all be open by mid June, some earlier as produce begins to ripen.

**Bangor Farmers Market:**

West Market Square on Thursday 5pm – 8pm

**Dexter Farmers' Market:**

Parking lot at P&L Country Grocery on Rte 7 Friday 9am – 1pm

**Newport Farmers & Artisans Market:**

Paris Farmers Union store parking lot Rte 2 Saturday 9am – 1pm

**Orono Farmers' Market:**

University Steam Plant Parking Lot on College Ave

Tuesday 2pm – 5:30pm and Saturday 8am – 1pm

**Skowhegan Farmers' Market:**

Somerset Grist Mill (the old jail), across from the Indian  
Saturday 9am – 1pm





## The 26th Annual Maine Audubon Loon Count Results: In Spite of Heavy Rains, Loon Numbers Are Resilient January 14, 2010 FALMOUTH, Maine

Data from the 26th Annual Maine Audubon Loon Count shows that while the population of adult loons held relatively steady in 2009, the number of loon chicks was substantially lower than in 2008 probably due to extremely wet weather. After analyzing the observations of hundreds of loon-counting volunteers, Maine Audubon biologist Susan Gallo estimated that there were 2,753 adult loons and 175 chicks in the southern half of the state the region where the count's data was most robust this past summer. These estimates are based on observations made by over 900 volunteer counters on 311 lakes and ponds across the state over the course of a single Saturday in July. The estimated number of adult loons is roughly the same as was estimated from last year's loon count. But the number of chicks this year was the 6th-lowest in the count's 26-year history. Too much rain can be a big problem for loons, and in June and July of 2009, the weather station in Gray recorded almost 20 inches falling on 38 different days. "When lake levels rise after big rain events, nests are flooded and eggs literally float away," says Gallo, who coordinates the loon count and analyzes its results every year. Maine Audubon is also analyzing loon count data to monitor the long-term effects of climate change. "Loons are connected to northern climates, and Maine is at the southern edge of their range," explains Gallo. Over time, data from the loon count has the potential to track changes in the Maine population that may end up being climate-related. Still, chicks fared better this year than in 2006, another wet summer. It's also possible that Maine gained more chicks after the day of the count. "Loons do re-nest if their first attempt fails," explains Gallo, "so it's likely there were also additional nests later in the summer, when weather was drier." In spite of heavy rains statewide on the day of the count, 917 participants braved the weather to contribute one more year's worth of scientific observations. The high rate of participation not only generates more reliable scientific data; it also makes the Maine Audubon Loon Count the biggest wildlife-monitoring project of its kind in New England. The loon count is the centerpiece of Maine Audubon's Maine Loon Project. Through the project, Maine Audubon actively engages people in conservation, educates the public about loon biology, and collects the scientific data needed to advocate for legislation that benefits loons and the lakes they live in. "The loon count gives hundreds of Mainers and summer visitors a meaningful way to engage with wildlife on our lakes," says Maine Audubon executive director Ted Koffman. "Because they are making this connection, volunteers are more likely to take other steps to protect Maine's environment, whether by calling a legislator about conservation policy or by switching to less-polluting lawn care products." Audubon.org Copyright 2009 Maine Audubon. All rights reserved. Printed with permission from the Maine Audubon Society.

## *The Long and Winding Road*

It wasn't very many years ago we all used to bring into camp all the supplies we needed to stay put and enjoy the lake for a few days. Anything to avoid getting in the car for yet again! But there has been a steady increase in the number of cars going in and out the road. Perhaps it is higher camp occupancy at any one time, but more likely, we are making more and more runs to town, since the road is in much better shape than in years past. However, all those extra trips mean more wear and tear on our dirt road.

Our camp road, from the big Y to the intersection of Sebec Shores and Wharff roads is about 6 miles long. It's about another 6 miles to town in Dover. If we follow the speed limits on the paved roads, and travel at 20 miles per hour on the dirt road, we'll get there in about 30 minutes. If we've remembered to bring the list, we'll spend some time running a few errands, maybe make a couple of other stops along the way, then head back in to camp. Round trip is an hour *without* running all those errands! Before we know it, half the day is gone!

I know what you're thinking: "I can make it out and back faster than 30 minutes. Why, I can get away with 30, sometimes 35 mph on the dirt road, and shorten the trip." That may be so, but have you ever stopped to figure out how much time you actually save driving faster on the dirt road? If you do the math, the difference between going 20mph and 30mph saves you only a mere 6 minutes!

What is six minutes when the whole trip is going to take you over an hour anyway? Well, time is money, as the saying goes. Unfortunately, in this case, saving that 6 minutes is really costing us more, not saving. Why? Because excessive speed on the dirt road increases erosion, creates potholes, and sends buckets full of gravel into the ditch, not to mention clouds of dust in the air. So out we go, yet another six hour shift of filling potholes with another costly load of gravel and stone. Maybe it makes more *cents* to drive slower, and less often on the dirt road that we pay for, every year? Something to think about.

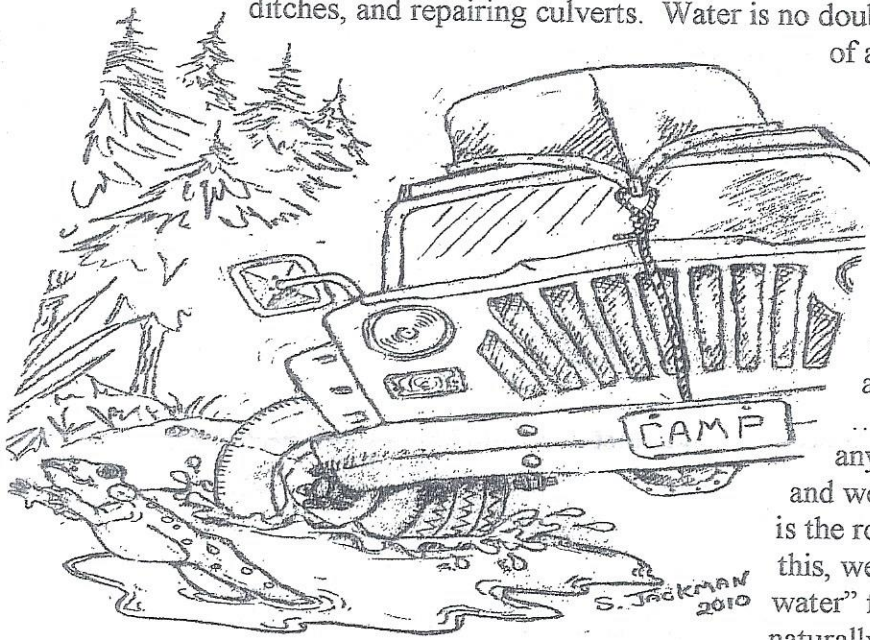


## Wow! Why So Many Pot Holes?

Every year it's the same old thing, Potholes! Rural gravel surface roads suffer from a number of problems such as soil wash outs from the spring rains and snow melt, poor quality gravel base material, winter frost pushing up new boulders. Etc.

Water management is one of the key elements to minimizing the degradation of our camp access roads.

Every year in the spring and fall, our dues are allocated to make improvements including proper grading and profile of the road's surface, clear and clean ditches, and repairing culverts. Water is no doubt the biggest enemy to the durability of a gravel road surface.



Under static conditions, these repairs and improvements would last a long time, perhaps the whole summer. However, we do actually use the road ...a lot!

One of the major reoccurring issues and complaints about our road is ...Our good friend the pothole! After any rain event, everything gets soggy and wet; this would include the gravel that is the road. Try as we might to eliminate this, we always will have some "standing water" for a time until the road can dry naturally.

Potholes develop when this standing water is displaced buy passing car tires. Every time a rolling tire displaces this water, it also hydraulically displaces some road material leaving a small depression. This process starts out small, but very quickly with each passing vehicle the pothole grows larger and larger holding more water, that displaces even more road gravel. In a matter of hours, a formidable pothole is born.

The faster the vehicle speed, the more violently the vehicle displaces water and gravel. Tire size and vehicle weight will aggravate this effect as well. A few days of wet weather and summer time traffic will degrade a good road in short order, if we don't take care!

There are some actions we can take to help preserve our roads. (1) Reduce speed in rainy and wet conditions. (2) Try to avoid driving through standing water if at all possible. We get the road we deserve through our own actions. By doing our part, we pay respect to all the hard working, dues paying members of our Tim's Cove Property Owners Association.



## "He Came In Through The Bathroom Window"

Submitted by Steve Jackman

If you are like me, and I would like to think I'm like most people, you think about your camp when you're away from it. During the week you think, "I hope that power outage didn't spoil the food in the refrigerator, or did I put the chain saw in the shed? What kind of knot did the kids use to tie the boat off, or I hope this week's flood doesn't take my picnic table down to the dam"?

How about the off-season after we close up for the year and we've been home for a few weeks. "Hope no one breaks in, or vandalizes my stuff" It's always a relief in the spring to drive into camp, get out of the truck, stretch from the long drive and find every thing just as you left it. Perhaps even a note from the Piscataquis County sheriff's dept. letting you know they checked in over the winter and all is well. The odds are very good that most years, things will winter over just fine.

We can all imagine the worst thing happening. Arriving back to camp for the first time to find a window broken,, thinking it could have been exposed to the winter elements perhaps for months! Instead of unpacking the groceries and turning on the water, you must spend your time assessing the damage, taking an inventory and budgeting the unexpected cost of getting your summer underway.

What can we camp owners do, in an effort to protect ourselves from theft or vandalism? How can we "deselect" ourselves from being an attractive prospect during the seclusion of the "off season"? Most of the things that help better secure your camp, or make it less attractive to a prospective felon are pretty much basic. Just in case, here are some suggestions for security:

1. Simply post your property buildings. A trespass can't happen unless you make it a trespass. You must "give notice" verbal notice or proper sign posting. Here is how to post your land, <http://www.maine.gov/lor/faq.htm>
2. "Black out" or otherwise make invisible the contents of your camp and or sheds.
3. Chain or gate the entrance to your camp, this in some cases can qualify as "notice" to trespassers.
4. Double cable and lock the things left out that could be carried away: canoes, kayaks, small metal boats etc. Lock it or loose it.
5. Consider a "threshold for pain". If you are broken into what could you tolerate as a loss? Then actually remove items you are unwilling to risk losing.
6. Talk to your neighbors and agree to look out for each other's camp. Exchange "away time" phone numbers so that you can call them if you notice irregularities.
7. Post your contact information such as home phone, cell phone and e-mail, so in the event that someone happens across a problem on your property you can be contacted. In addition, post the Piscataquis sheriff's phone number as well. It is (800) 432-7372 or (207) 564-3304.