



Comfort above and below: a concrete road beneath a canopy of leaves.

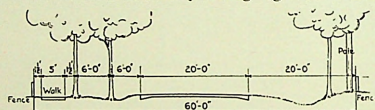
difficulties presented by topography, unusually narrow or wide rights-of-way, or special drainage requirements, may cause deviation from an adopted standard. In the main, however, the planting regulations will be followed, and the desired end will be accomplished.

When widening is to be done and trees already border the pavement an experienced forester should precede the construction operations directing the transplanting of such trees and shrubs as would otherwise be destroyed by the improvement. In this way trees of considerable size, which have taken some years to acquire their growth, may be preserved at low cost.

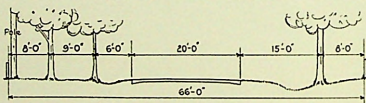
It has been characteristic of the American people to destroy much of this wonderful native growth along our highways with little thought of replacing it. Many a fine tree which has taken years to reach

On the average roadway the pavement will probably never be increased to a width greater than 24 feet. In some locations, however, such as near large cities, the pavement may be widened to as much as 40 feet, or more if car lines are to be accommodated. Adjacent property may shortly be subdivided, and the planting that is done should be not less than 8 feet from the property line so as to allow for sidewalk construction.

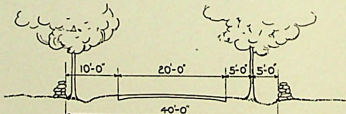
It is recognized that in many cases such future possibilities as these, together with the physical



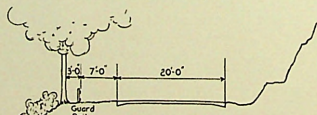
PLANTING ON 60 FT. RIGHT OF WAY



PLANTING ON 66 FT. RIGHT OF WAY



PLANTING ON NARROW RIGHT OF WAY



PLANTING ON HILLSIDE ROADS

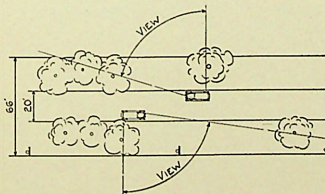
its magnificent height and graceful form has been laid low because it chanced to obstruct the highway surveyor's view or the contractor's plow. It is gratifying, therefore, to see evidence in many locations that our native trees are being preserved.

## II. Spacing

Tree planting in exact parallel rows at regular intervals, with those on one side of the highway opposite or alternating with those on the other, will greatly improve the appearance of our highways and add much to the comfort of the traveler. However, mile upon mile of such planting, even though the species be varied frequently, will soon become monotonous.

It is far more desirable from the standpoint of beauty and comfort to achieve a natural effect in highway planting: spacing many of the trees at uneven intervals, avoiding soldierly rows, and making closely planted groups of three or more of a species. This arrangement will allow the individual specimens to reach their full size and typical shape, while the groups form mass effects not obtained by single trees regularly spaced.

For most species the intervals required to develop specimens will be at least 40 feet and in some cases as much as 60 or 75 feet. Such individuals will stand out in the future as typical of the species. There are no grander trees than those native to our country. And, either as specimens or in groups at the roadside, they have individual and natural beauty.



Informal planting of the naturalistic style affords views of surrounding country in an attractive frame of foliage.



Trees must be far enough from the edge of the pavement to permit adequate drainage, and to allow future widening of the road if increased traffic makes it necessary.

In grouping trees the same species should be used, as a rule; that is, maples in a group, oaks in a group, etc. It is advisable to reproduce, so far as possible, the native growth of the district. If the road passes through an oak grove, carry the oak planting further into the open before planting another species.