



TOWN OF BOXFORD

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MEMORANDUM

To: Ross Povenmire, Conservation and Planning

From: John C. Dold, DPW

Date: March 1, 2018

RE: Determination of Negligible Impact – DNI #2018-8

The Town of Boxford DPW requests the approval of this DNI in order to remove trees listed in the attached photos and map of the section of Georgetown Road north of Ipswich Road.

I would request that the Conservation Commission consider the tree removal as a Minor Activity in accordance with 310CMR, Section 10.02 (2) (b) 1. n. (attached) which states that Minor Activities include “Vegetation (including tree removal) for road safety maintenance”. It is the intent of the DPW to remove the trees as indicated in the attached map in locations C, E, D and G so that the existing defective guardrail can be removed and new guardrail that meets current Mass DOT standards can be installed. In the locations marked as H, I and J, there are no trees to be removed for the new guardrail installation to proceed.

10.02: continued

- i. Installation of underground utilities (e.g., electric, gas, water) within existing paved or unpaved roadways and private roadways/driveways, provided that all work is conducted within the roadway or driveway and that all trenches are closed at the completion of each workday;
- j. Installation and repair of underground sewer lines within existing paved or unpaved roadways and private roadways/driveways, provided that all work is conducted within the roadway or driveway and that all trenches are closed at the end of completion of each workday;
- k. Installation of new equipment within existing or approved electric or gas facilities when such equipment is contained entirely within the developed/disturbed existing fenced yard;
- l. Installation of access road gates at public or private road entrances to existing utility right-of-way access roads, provided that all vehicles and machinery are located within the roadway surface during work;
- m. Removal of existing utility equipment (poles, anchors, lines) along existing or approved roadways or within existing or approved electric, water or gas facilities, provided that all vehicles and machinery are located within the roadway surface during work;
- n. Vegetation cutting for road safety maintenance, limited to the following:
 - i. Removal of diseased or damaged trees or branches that pose an immediate and substantial threat to driver safety from falling into the roadway;
 - ii. Removal of shrubbery or branches to maintain clear guardrails; such removal shall extend no further than six feet from the rear of the guardrail;
 - iii. Removal of shrubbery or branches to maintain sight distances at existing intersections; such removal shall be no farther than five feet beyond the "sight triangles" established according to practices set forth in *American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets, 2011*, 6th edition, and such removal is a minimum of ten feet from a resource area, other than Riverfront Area; and
 - iv. Removal of shrubbery, branches, or other vegetation required to maintain the visibility of road signs and signals.

Cuttings of shrubs and branches from mature trees will be performed with suitable horticultural equipment and methods that do not further damage the trees. To prevent the possible export of invasive plants, cut vegetation should be chipped and evenly spread on site, provided the chips are spread outside the buffer zone, and raked to a depth not to exceed three inches, clear of all drainage ways. Alternatively, all cuttings and slash shall be removed from the site and properly disposed;
- o. Installation, repair, replacement or removal of signs, signals, sign and signal posts and associated supports, braces, anchors, and foundations along existing paved roadways and their shoulders, provided that work is conducted as far from resource areas as practicable, and is located a minimum of ten feet from a resource area, any excess soil is removed from the project location, and any disturbed soils are stabilized as appropriate;
- p. Pavement repair, resurfacing, and reclamation of existing roadways within the right-of-way configuration provided that the roadway and shoulders are not widened, no staging or stockpiling of materials, all disturbed road shoulders are stabilized within 72 hours of completion of the resurfacing or reclamation, and no work on the drainage system is performed, other than adjustments and/or repairs to respective



Figure 1. Southern end of Georgetown Road just north of Ipswich Road where 8 guardrails are proposed for replacement. The various flagged wetlands are also shown.



BUTTERNUT
LOCATION "G"



BUTTERNUT 2
LOCATION "G"

OAK TREE
w/ 3 TRUNKS
AT "C"





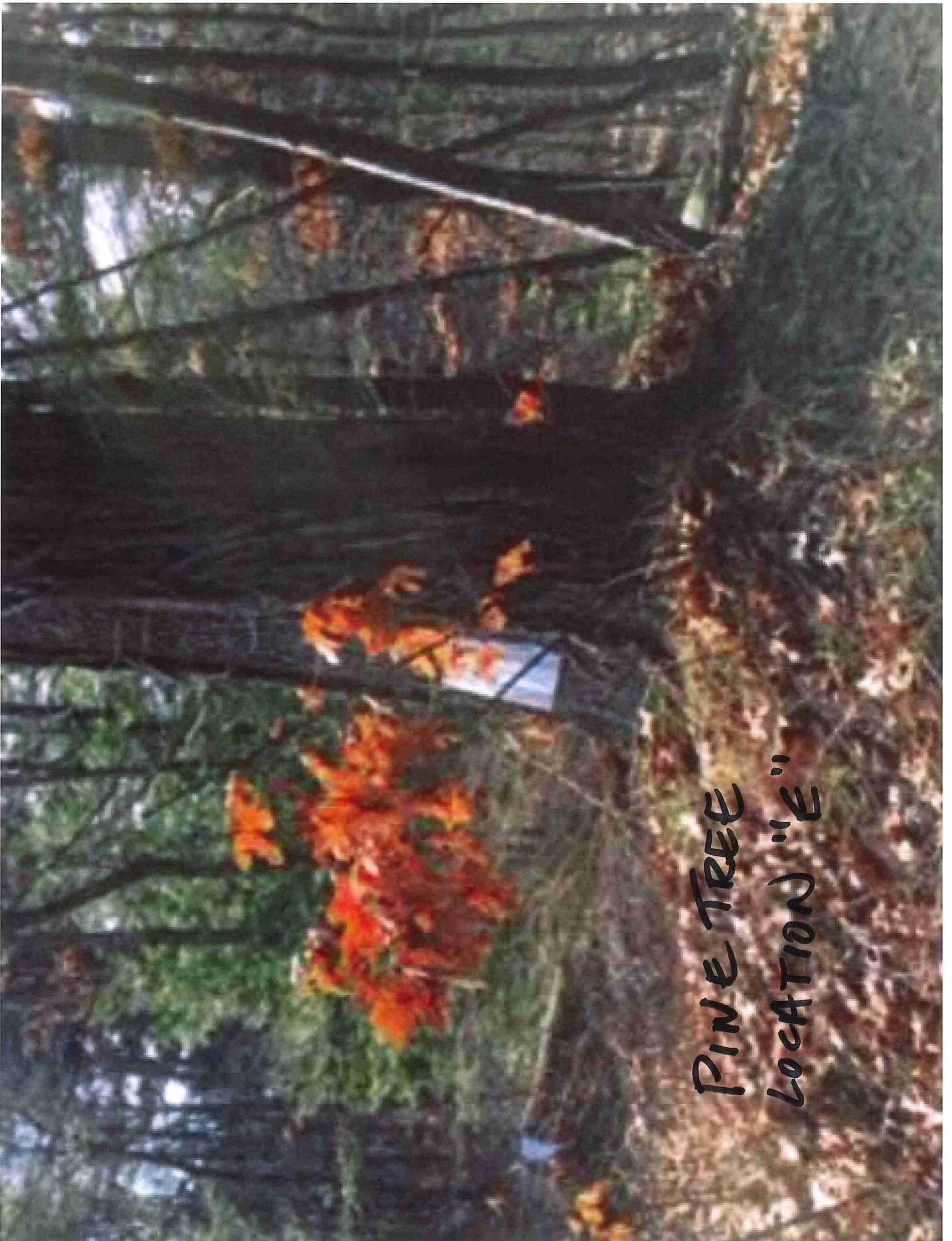
OAK TREE
AT "G"

PINK TREE "C"
LOCATION "C"





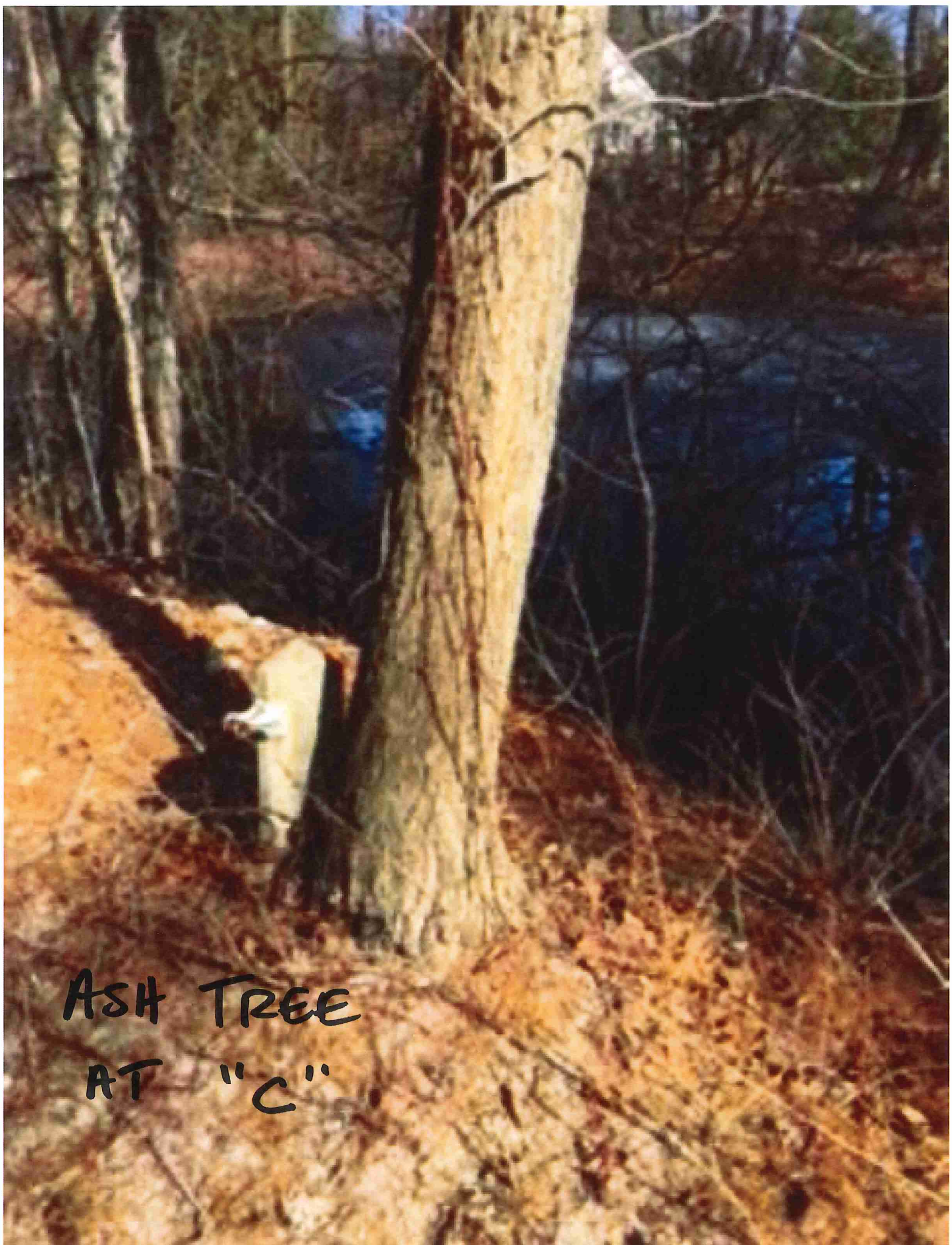
PINE TREE
LOCATION "D"



PINE TREE
LOCATION "E"



PINE TREE
AT "E"



ASH TREE
AT "C"