



PUBLIC WORKS COMMITTEE MEETING

JANUARY 10, 2023 - 9:00 A.M.

BRIGHTON TOWN HALL AUDITORIUM

DRAFT AGENDA

MEETING CALLED TO ORDER:

APPROVE MINUTES:

PUBLIC REVIEW OPEN FORUM:

OLD BUSINESS

MATTER RE: Town Hall Study

MATTER RE: Townwide 25 mph Speed Limit

NEW BUSINESS

MATTER RE: Stop Sign and Idlewood Road and Poplar Way

TREES:

Address	Description	Recommendation
28 Sylvan Road	25" Norway Maple	Remove and Replace
195 Wilshire Road	37" Sugar Maple	Remove and Replace

MEETING ADJOURNED:

NEXT COMMITTEE MEETING:

February 14, 2023 at 9:00 A.M



Stantec Consulting Services, Inc.
61 Commercial Street Suite 100
Rochester, NY 14614-1009

December 5, 2022
Updated December 30, 2022

Attention: Mr. Mike Guyon, PE, Commissioner Department of Public Works

Town of Brighton
2300 Elmwood Avenue
Rochester, New York 14618

Dear Mike,

**Reference: Request for Proposal – Townwide Speed Limit Reduction Study
Town of Brighton, Monroe County, NY**

Thank you for this opportunity to submit this traffic study proposal for a Townwide Speed Limit Reduction study. Below is our understanding of the project along with a summary of the proposed scope, fee, and assumptions for your review.

Project Understanding

The Town of Brighton recognizes the safety benefits of lower speed limits which have been demonstrated to increase safety by decreasing accident severity especially with vulnerable users. Lower speeds also provide the following benefits:

- Increase depth of perception and field of vision for motorists which increases the likelihood of seeing all road users especially children, cyclists, pedestrians, the elderly and those with disabilities.
- Promote walking and biking thru a safer street environment thereby increasing physical activity and decreasing dependence on the motor vehicles for shorter trips.
- Increase the probability of a ped-bike user surviving a crash with a motor vehicle which is significantly reduced when the vehicle speed is above 25 mph.
- Contribute to a more sustainable environment.

New York State vehicle and traffic law has recently been amended by Assembly Bill A1007A allowing municipalities the right to further reduce speed limits within their jurisdictional boundaries from 30 mph to 25 MPH. This includes Towns as stated in the amended Section 1662-a of Article 41:

*No such speed limit applicable throughout such towns or within designated areas of such towns shall be established at less than [thirty] **twenty-five miles per hour**.*

In order to establish speed limits within the Town section 1662-a of the New York State vehicle and traffic law indicates the following is required:

*No speed limits shall be established pursuant to the provisions of this section except in accordance with the **engineering considerations and factors for speed limits set forth in the manual and specifications for a uniform system of traffic control devices maintained by the commissioner of transportation** pursuant to section sixteen hundred eighty of this title, as such manual and specifications may be amended from time to time, **certified by a licensed professional engineer who specializes in traffic operations**.*

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Mr. Mike Guyon, PE, Commissioner Department of Public Works

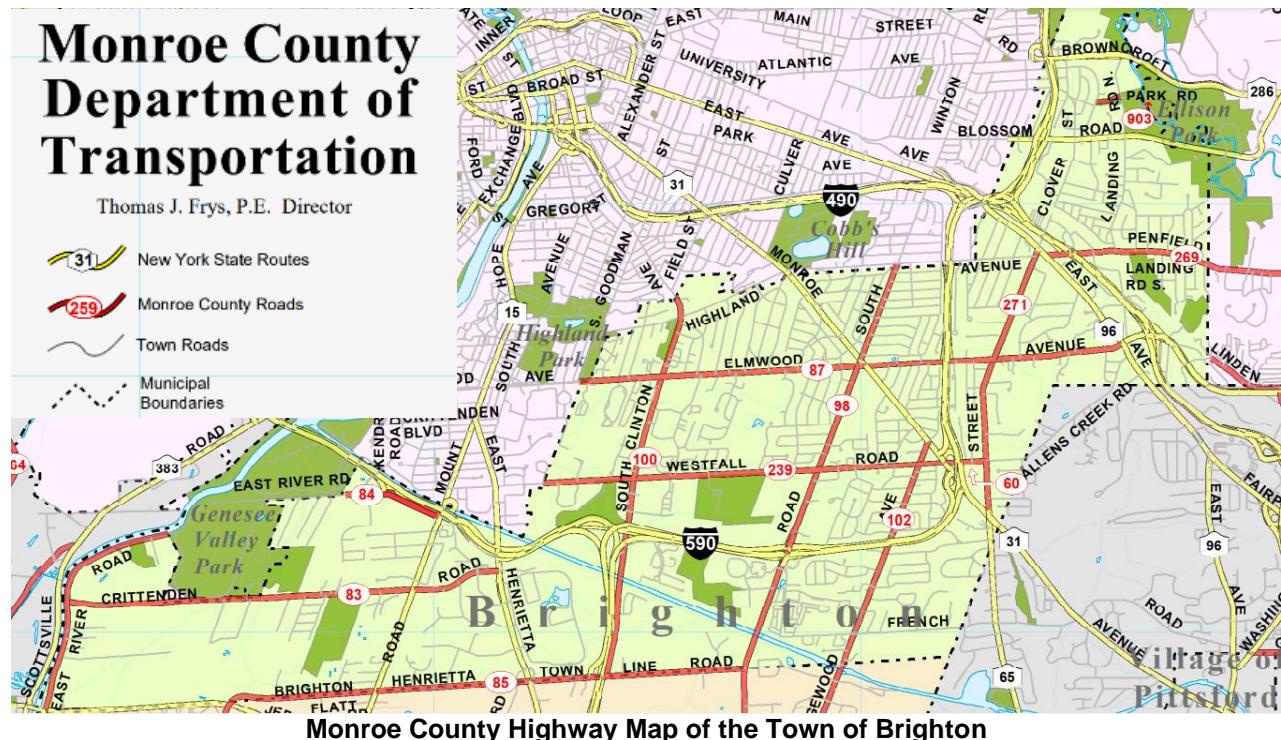
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Reference: Request for Proposal – Townwide Speed Limit Reduction Study Town of Brighton, Monroe County, NY

Engineering considerations for speed limits should include reviewing the following:

- Operating speed (50th and 85th percentile)
- Annual average daily traffic
- Roadway characteristics and geometric conditions
- Level of development in the area around the road
- Crash and injury rates
- Presence of on-street parking,
- Extent of ped/bike activity

Generally, the application of all of the above would be considered in the review of speed limits on expressways, arterials and collector type roadways. While the above are still important in a townwide application the bulk of the roadways will be focussed more on expected volumes, presence of residential development, parking and the likelihood of ped-bike activity.



The majority of Town owned and maintained roadways are primarily residential neighborhood streets. In addition there are several roadways that are either commercial/office feeders and/or see heavier traffic and higher speeds due to their connections. These distinctions will need to be taken into account during the overall review.

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Project Approach

While all of the Town roadways are classified as 'Urban Local' there are distinctions based on the volume, setting and connectivity that will be considered in this study. The extent of engineering considerations applied will be dependent on the following two (2) primary Town roadway groupings:

1. Low-volume residential neighbourhood streets. Residential only street located within a neighbourhood and with expected low vehicle volumes. Within these roadways ped-bike activity is expected to be significant. Group 1 represents most all the Town roadways.
2. Town roadways that serve as commercial/office feeders and/or see heavier traffic and higher speeds due to their connectivity. For the purpose of this study Group 2 town roadways include the following:
 - Allens Creek (a portion from NYS Route 96 to Clover Street)
 - French Road (from Town limits to Winton Road)
 - Lac De Ville Boulevard
 - Senator Keating Boulevard
 - North Landing Road
 - Town Portion of Highland Ave
 - Rue DeVille
 - Town portion of Kendrick Road (Canal to East River Road)

South Landing Road is also a town road but it has already been posted at 25 mph.

Group 1 roadways

Group 1 roadways will consider the following characteristics :

- Residential setting and part of a neighborhood street grid
- Roadway characteristics
- Parking
- Potential for ped-bike activity

Based on the above data collection is not necessary for these roadways based on the residential setting. Desktop survey (Google Maps) to verify roadway characteristic and residential/neighborhood locations. A listing of each residential street is not necessary as it is assumed that any Town road that does not fall under the Group 2 roadways will be considered in Group 1. This study will assume that the residential characteristics of these roadways and their potential for ped-bike activity will be justification for any speed limit reduction.

Group 2 Roadways

These higher volume non-neighborhood Town roadways will consider the following:

- Operating speed (50th and 85th percentile)
- Annual average daily traffic

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Reference: **Request for Proposal – Townwide Speed Limit Reduction Study Town of Brighton, Monroe County, NY**

- Roadway characteristics and geometric conditions
- Level of development in the area around the road
- Crash and injury rates
- Presence of on-street parking
- Extent of ped/bike activity

The Group 2 roadways will require 24 hours of data collection at one mid-block location to determine volume (vehicle and ped-bike) and speed data. In addition, we will ask the Town to provide 3 years of crash data within the corridor review limits which will be summarized.

The Federal Highway Administration has a speed management assessment program called USLIMITS2 which is a web-based tool which helps in setting reasonable, safe and consistent speed limits for specific segments of roads. USLIMITS2 will be utilized as an objective second opinion in the review of the Group 2 Roadway speed limits in coordination with input from the Town.

The presence of schools and any associated school zone speed limits will be identified within the Group 2 roadways review however this study will not detail the requirements for any school zone speed limit adjustments.

Deliverables

Stantec will summarize the findings in a Townwide Speed Limit Assessment study document which will include a summary of the data collection for the Group 2 roadways and recommendations for both the Group 1 and Group 2 roadways. Due to their common characteristics Group 1 roadways will be assessed as one (1) group.

One (1) draft of the study will be submitted to the Town for review and comment. We will update the draft study with Town input and submit a final study document for Town documentation. The Town speed limit amendments will be certified by Stantec.

Meetings

Stantec will attend two (2) in-person and/or virtual meetings with the Town as needed. Additional meetings will be billed as an additional service.

Lump Sum Fee

Group 1 Roadways

The **\$7,932** lump sum fee includes Stantec's base fee of \$7,900 plus \$32 for printing costs. Additional meetings will be billed at \$800 per meeting.

Group 2 Roadways

The **\$29,900** lump sum fee includes Stantec's base fee of \$19,500 plus \$10,400 for the traffic data vendor (Quality Counts). Additional meetings will be billed at \$800 per meeting.

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Reference: Request for Proposal – Townwide Speed Limit Reduction Study Town of Brighton, Monroe County, NY

If specific roadways are chosen from among the group 2 roadways the Town can utilize the following table which accounts for varying roadway lengths and associated desktop review and accident analysis effort:

Roadway	Stantec Labor	Data Collection	Total
Allens Creek	\$1,500	\$1,270	\$2,770
French Road	\$4,500	\$1,270	\$5,770
Lac De Ville	\$2,800	\$1,270	\$4,070
Sen Keating	\$1,200	\$1,270	\$2,470
North Landing Road	\$3,500	\$1,270	\$4,770
Highland Avenue	\$3,600	\$1,270	\$4,870
Rue DeVille	\$1,200	\$1,270	\$2,470
Kendrick Road	\$1,200	\$1,510	\$2,710
TOTALS	\$19,500	\$10,400	\$29,900

Schedule

The study will be completed within 3 months of authorization to proceed assuming data collection and crash data can be obtained within one month of Notice to Proceed.

Assumptions

1. Desktop assessments of town roadway characteristics to be provided as described above.
2. 24 hour data traffic volume and speed data will only be required at eight (8) locations under the Group 2 roadways.
3. No more than 50 accidents will be reviewed for all five (5) roadways.
4. Group 1 roadways will be assessed as one (1) group and not individual roadways due to their common characteristics. Listing of each Group 1 roadway in the study is not required unless the listing is provided by the Town.
5. A parking study is not included nor required.
6. Additional roadways can be added to Group 2 as an additional service.

Please review and let us know if you have any questions on our proposal. We look forward to working with the Town on this important study.

December 5, 2022

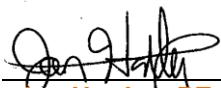
Mr. Mike Guyon, PE, Commissioner Department of Public Works

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Regards,

Stantec Consulting Services, Inc



Jon Hartley, PE

Associate, Transportation

Cel: 585-770-0939

jon.hartley@stantec.com

Attachment: None

c. file

qd document1



Town of
Brighton

Public Works Department

Commissioner of Public Works – Mike Guyon, P.E.

Evert Garcia, P.E.
Town Engineer

MEMO

Date: 12/28/2022

From: Evert Garcia, P.E.

To: Michael Guyon, P.E.

Copy: File

Re: *Stop Control at Idlewood Road and Poplar Way
Warrant Study*

INTRODUCTION

In November 2022, the Department of Public Works received a request from a citizen to consider a three-way stop sign at the intersection of Idlewood Road and Poplar Way in the Evans Farm neighborhood. This memorandum has been prepared to summarize a traffic control evaluation performed by this Department in response to this request. The primary reason for need cited by the requesting party was a three way stop at the intersection of Idlewood and Poplar Way, it would cause folks to slow down and pay more attention to the road, and therefore be safer for pedestrians as Evans Farm is heavy walking neighborhood. Although the Manual on Uniform Traffic Control (MUTCD) states that STOP signs are not to be used for controlling speed, a study was completed to determine if the volumes or crash history were sufficient to warrant the installation of a STOP sign at this intersection.

EVALUATION

The evaluation criteria used are from the Federal Highway Administration's Manual on Uniform Traffic Control Devices 2009, Third Revision (MUTCD), and the NYS Supplement to the MUTCD. Since 1971, the MUTCD has defined the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is the definitive compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.

When a decision is made to control an intersection with a regulatory sign, the decision regarding the appropriate roadway to control should be based on engineering judgement. The MUTCD indicates that multi-way stop



control, as requested by the citizen, should only be used where the volume of traffic on the intersecting roads are approximately equal. In most cases, the roadway carrying the lowest volume of traffic should be controlled if the MUTCD warrants are met. Section 2B.06 of the MUTCD provides guidance for STOP sign applications and indicates that the use of STOP signs on the minor-street approaches, in this case Poplar Way, should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;

The current volumes on Idlewood Road, the through street in this scenario, do not meet the above criteria. As part of the Talmudical Institute of Upstate New York (TIUNY) project proposed in the Town of Brighton, SRF Associates calculated an Average Daily Traffic (ADT) value for Idlewood Road. SRF's ADT value was determined by extrapolating peak hour data collected earlier this year for the TIUNY project. SRF's calculated ADT for Idlewood Road is 1,146 vpd.

Additionally, the NYS DOT Traffic Data Viewer has an Annual Average Daily Traffic (AADT) estimate available for Evans Lane. Evans Lane serves as a de facto entrance road to the Evans Farm neighborhood from Westfall Road. The NYS DOT Data Viewer AADT for Evans Lane is estimated at 1,459 vpd.

- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or

Historically, there haven't been concerns reported (to DPW) by local drivers about the ability to see conflicting traffic for any of the three approaches at this intersection. A recent inspection (see attached pictures) by this Department to the intersection in question confirmed that the approaches to the intersection are relatively free of visual restrictions that would require the road user to stop in order to adequately observe conflicting traffic. There are mature trees and decorative shrubs visible along the intersection approaches, however, they provide minimal visual impact to the road user's ability to see conflicting traffic.

- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

The CLEAR Crash Data Viewer program, which the Brighton Police Department uses to track crash data, was queried for any crashes that occurred at this intersection in the last three years. No crashes were found to have been reported at this intersection in the last three (3) years.

CONCLUSION/RECOMMENDATIONS

1. The existing traffic conditions do not meet the warrants for a STOP control at the intersection of Idlewood Road and Poplar Way.
2. The MUTCD states that the use of YIELD or STOP signs should not be used for speed control. Research has shown that (a) the installation of STOP signs, while reducing roadway speeds immediately adjacent to



Town of
Brighton

the STOP sign, has no effect on overall neighborhood speed limit compliance, and, (b) unwarranted STOP signs tend to have a lower driver compliance rate.



INSPECTION PICTURES



Figure 1- Idlewood Road NB



Figure 2 Idlewood Road SB



Figure 3 Poplar Way WB



Town of
Brighton

Building and Planning
Department

Commissioner of Public Works – Michael Guyon, P.E.

Rick DiStefano
Senior Planner

December 14, 2022

Michael Guyon, Commissioner of Public Works
Town of Brighton
2300 Elmwood Avenue
Rochester, NY 14618

RE: Tree Removals

Dear Commissioner Guyon:

In response to your letter, dated November 22, 2022, and attached tree evaluation forms regarding the proposed removal of town trees located at

28 Sylvan Road
195 Wilshire Road

25" Norway maple
37" Sugar maple

the Tree Council reviewed the forms and visited the sites. The Council is in agreement with the evaluations and supports the removal of the identified trees. As recommended, the Council agrees that a replacement tree should be planted at each of the removal sites.

Sincerely,

Rick DiStefano, Secretary
Brighton Tree Council



A Photographic Guide to the Evaluation of Hazard Trees in Urban Areas
TREE HAZARD EVALUATION FORM 2nd Edition

Site/Address: 28 Sylvan

Map/Location: F1

Owner: public private X unknown other

Date: 10-29-22 Inspector: Zachariah A Potter Jr.

Date of last inspection: _____

HAZARD RATING:

4 + 4 + 4 = 12
 Failure Potential + Size of part + Target Rating = Hazard Rating

X Immediate action needed

 Needs further inspection

X Dead tree

TREE CHARACTERISTICS

Tree #: F1 Species: _____

DBH: 24.83 # of trunks: 1 Height: 30-40 Spread: 20-30

Form: generally symmetric minor asymmetry major asymmetry stump sprout stag-headed

Crown class: dominant co-dominant intermediate suppressed

Live crown ratio: 50 % Age class: young semi-mature mature over-mature/senescing

Pruning history: crown cleaned excessively thinned topped crown raised pollarded crown reduced flush cuts cabled/braced
 none multiple pruning events Approx. dates: _____

Special Value: specimen heritage/historic wildlife unusual street tree screen shade indigenous protected by gov. agency

TREE HEALTH

Foliation color: normal chlorotic necrotic Epicemics? Y N

Growth obstructions:

Foliation density: normal sparse Leaf size: normal small

stakes wire/ties signs cables

Annual shoot growth: excellent average poor Twig Dieback? Y N

curb/pavement guards

Wound/wood development: excellent average poor none

other _____

Vigor class: excellent average fair poor

Major pests/diseases: _____

SITE CONDITIONS

Site Character: residence commercial industrial park open space natural woodland/forest

Landscape type: parkway raised bed container mound lawn shrub border wind break

Irrigation: none adequate inadequate excessive trunk wetted

Recent site disturbance? Y N construction soil disturbance grade change line clearing site clearing

% dripline paved: 0% 10-25% 25-50% 50-75% 75-100% Pavement lifted? Y N

% dripline w/ fill soil: 0% 10-25% 25-50% 50-75% 75-100%

% dripline grade lowered: 0% 10-25% 25-50% 50-75% 75-100%

Soil problems: drainage shallow compacted droughty saline alkaline acidic small volume disease center history of fall

clay expansive slope _____ aspect: _____

Obstructions: lights signage line-of-sight view overhead lines underground utilities traffic adjacent veg. _____

Exposure to wind: single tree below canopy above canopy recently exposed windward, canopy edge area prone to windthrow

Prevailing wind direction: _____ Occurrence of snow/ice storms never seldom regularly

TARGET

Use Under Tree: building parking traffic pedestrian recreation landscape hardscape small features utility lines

Can target be moved? Y N Can use be restricted? Y N

Occupancy: occasional use intermittent use frequent use constant use

TREE DEFECTS

ROOT DEFECTS:

Suspect root rot: Y N Mushroom/conk/bracket present: Y N ID: _____

Exposed roots: severe moderate low Undermined: severe moderate low

Root pruned: _____ distance from trunk Root area affected: _____ % Buttress wounded: Y N When: _____

Restricted root area: severe moderate low Potential for root failure: severe moderate low

LEAN: _____ deg. from vertical natural unnatural self-corrected Soil heaving: Y N

Decay in plane of lean: Y N Roots broken Y N Soil cracking: Y N

Compounding factors: _____ Lean severity: severe moderate low

CROWN DEFECTS: Indicate presence of individual defects and rate their severity (s = severe, m = moderate, l = low)

DEFECT	ROOT CROWN	TRUNK	SCAFFOLDS	BRANCHES
Poor taper			m	m
Bow, sweep				
Codominants/forks				
Multiple attachments				
Included bark				
Excessive end weight				
Cracks/splits	m			
Hangers				
Girdling	s			
Wounds/seam	s		s	s
Decay	m	s	s	
Cavity	m	s		
Conks/mushrooms/bracket				
Bleeding/sap flow		m	m	
Lobse/cracked bark	m	m	m	m
Nesting hole/bee hive	s	s	s	
Deadwood/stubs			s	s
Borers/termites/ants	s			
Cankers/galls/burls				
Previous failure		s	s	s

HAZARD RATING

Tree part most likely to fail: Scaffolds, Branches

Inspection period: _____ annual _____ biannual _____ other _____

Failure Potential + Size of Part + Target Rating = Hazard Rating

$$4 + 4 + 4 = 12$$

HAZARD ABATEMENT

Prune: remove defective part reduce end weight crown clean thin raise canopy crown reduce restructure shape

Cable/Brace: _____ Inspect further: root crown decay aerial monitor

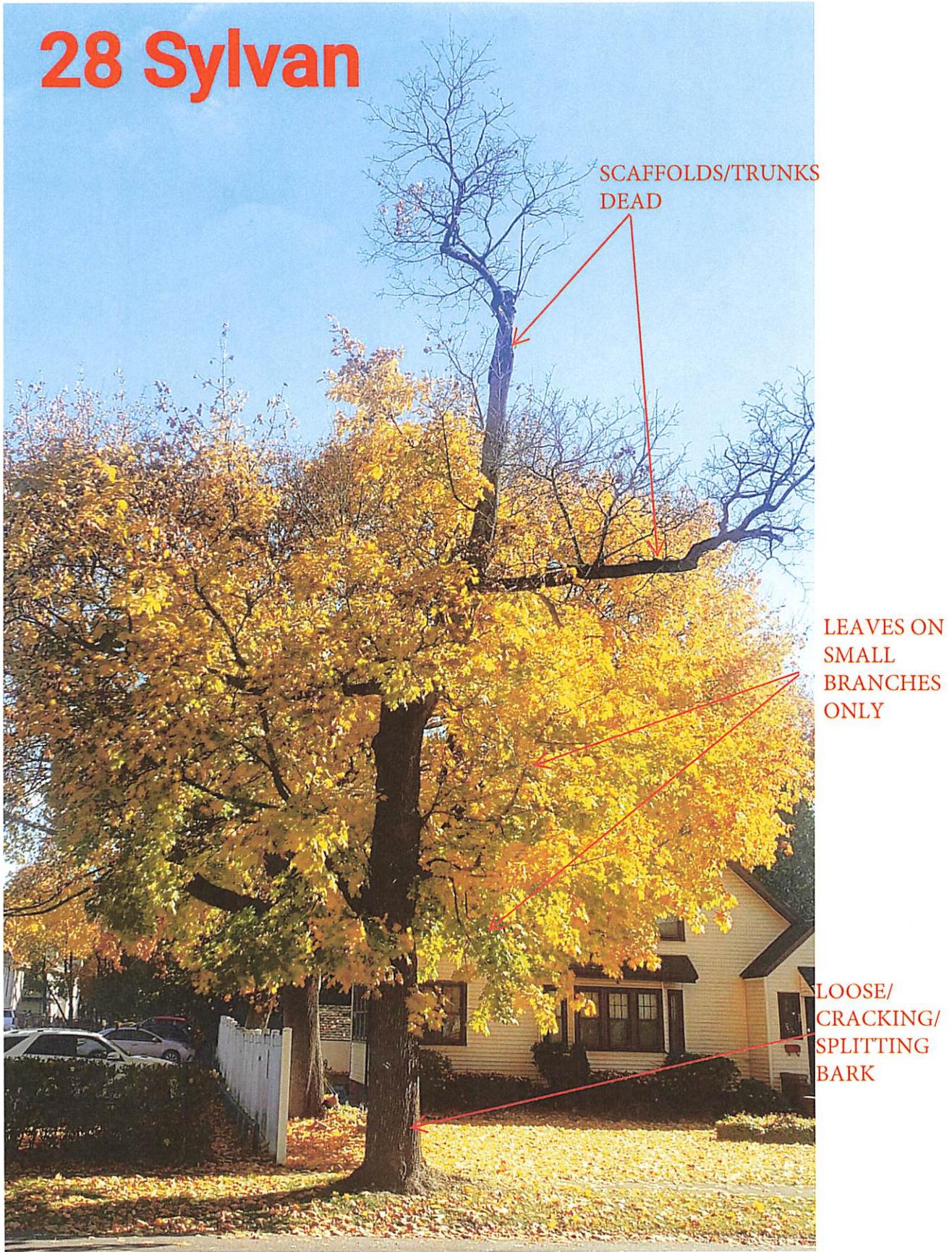
Remove tree: Y N Replace? Y N Move target: Y N Other: _____

Effect on adjacent trees: none evaluate

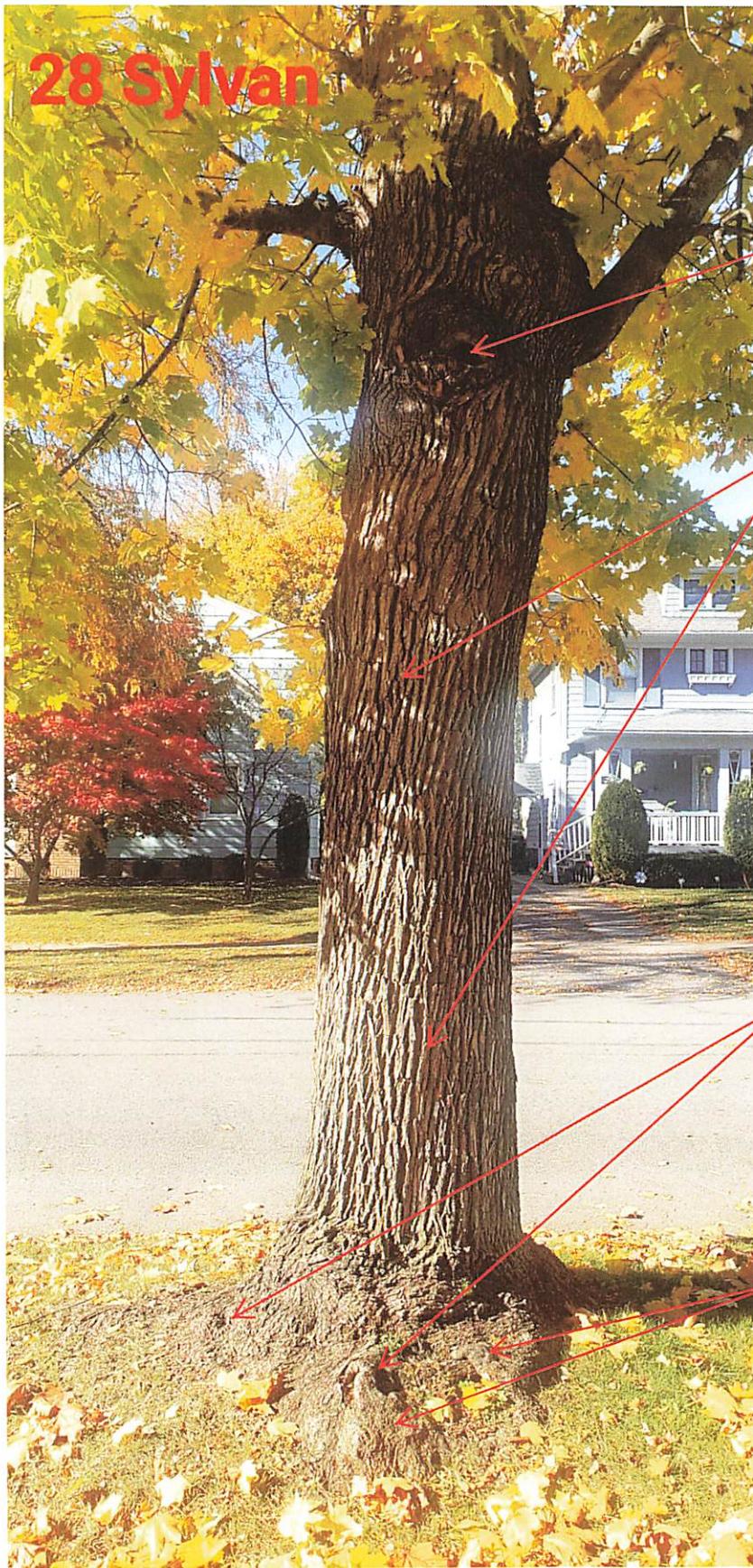
Notification: owner manager governing agency Date: 10.28.22

COMMENTS

28 Sylvan



28 Sylvan



NESTING HOLE

LOOSE/CRACKING BARK

BORERS/TERMITES/ANTS
NESTING HOLE

GIRDLING ROOTS

10/14 Braided Tree

Site/Address: 195 Wilshire Road

Map/Location:

Owner: public private unknown other Date: 11/7/22 Inspector: Kyle Sears

Date of last inspection:

HAZARD RATING:
$$\frac{4}{Failure} + \frac{2}{Size} + \frac{4}{Target} = \frac{10}{Hazard Rating}$$
 Immediate action needed Needs further inspection Dead tree**TREE CHARACTERISTICS**Tree #: _____ Species: Sugar Maple (12" diam)DBH: 37" # of trunks: 1 Height: 30' Spread: 24'Form: generally symmetric minor asymmetry major asymmetry stump sprout stag-headedCrown class: dominant co-dominant intermediate suppressedLive crown ratio: 2 % Age class: young semi-mature mature over-mature/senescentPruning history: crown cleaned excessively thinned topped crown raised pollarded crown reduced flush cuts cabled/braced
 none multiple pruning events Approx. dates: _____Special Value: specimen heritage/historic wildlife unusual street tree screen shade indigenous protected by gov. agency**TREE HEALTH**Foliation color: normal chlorotic necrotic Epicormics? Y NFoliation density: normal sparse Leaf size: normal smallAnnual shoot growth: excellent average poor Twig Dieback? Y NWound/wood development: excellent average poor noneVigor class: excellent average fair poorGrowth obstructions: stakes wire/ties signs cables curb/pavement guards other _____Major pests/diseases: Wood Pecker, ants & Beetle Damage, Fungus growing, DEAD TREE**SITE CONDITIONS**Site Character: residence commercial industrial park open space natural woodland/forestLandscape type: parkway raised bed container mound lawn shrub border wind breakIrrigation: none adequate inadequate excessive trunk wet/floodedRecent site disturbance? Y N construction soil disturbance grade change line clearing site clearing% dripline paved: 0% 10-25% 25-50% 50-75% 75-100% Pavement lifted? Y N% dripline w/ till soil: 0% 10-25% 25-50% 50-75% 75-100%% dripline grade lowered: 0% 10-25% 25-50% 50-75% 75-100%Soil problems: drainage shallow compacted droughty saline alkaline acidic small volume disease center history of fail clay expansive slope _____ aspect: _____Obstructions: lights signage line-of-sight view overhead lines underground utilities traffic adjacent veg. _____Exposure to wind: single tree below canopy above canopy recently exposed windward, canopy edge area prone to windthrowPrevailing wind direction: Westerly Occurrence of snow/ice storms never seldom regularly**TARGET**Use Under Tree: building parking traffic pedestrian recreation landscape hardscape small features utility linesCan target be moved? Y N Can use be restricted? Y NOccupancy: occasional use intermittent use frequent use constant use

TREE DEFECTS

ROOT DEFECTS:

Suspect root rot: Y N Mushroom/conk/bracket present: Y N ID: _____

Exposed roots: severe moderate low Undersigned: severe moderate low

Root pruned: _____ distance from trunk Root area affected: _____ % Buttress wounded: Y N When: _____

Restricted root area: severe moderate low Potential for root failure: severe moderate low

LEAN: 0° deg. from vertical natural unnatural self-corrected Soil heaving: Y N

Decay in plane of lean: Y N Roots broken: Y N Soil cracking: Y N

Compounding factors: DEAD TREE Lean severity: severe moderate low

CROWN DEFECTS: Indicate presence of individual defects and rate their severity (s = severe, m = moderate, l = low)

DEFECT	ROOT CROWN	TRUNK	SCAFFOLDS	BRANCHES
Poor taper				
Bow, sweep				
Codominants/forks		D	D	D
Multiple attachments				
Included bark				
Excessive end weight		E	E	E
Cracks/splits				
Hangers				
Girdling				
Wounds/seam		A	A	A
Decay				
Cavity				
Conks/mushrooms/bracket		D	D	D
Bleeding/sap flow				
Lobose/cracked bark				
Nesting hole/bee hive				
Deadwood/stubs				
Borers/termites/ants				
Cankers/galls/burls				
Previous failure				

HAZARD RATING

Tree part most likely to fail: Trunk / Limbs

Failure potential: 1 - low; 2 - medium; 3 - high; 4 - severe

Size of part: 1 - <6" (15 cm); 2 - 6-18" (15-45 cm);

3 - 18-30" (45-75 cm); 4 - >30" (75 cm)

Failure Potential + Size of Part + Target Rating = Hazard Rating

$$5 + 2 + 4 = 10$$

Target rating: 1 - occasional use; 2 - intermittent use;

3 - frequent use; 4 - constant use

HAZARD ABATEMENT

Prune: remove defective part reduce end weight crown clean thin raise canopy crown reduce restructure shape

Cable/Brace: _____ Inspect further: root crown decay aerial monitor

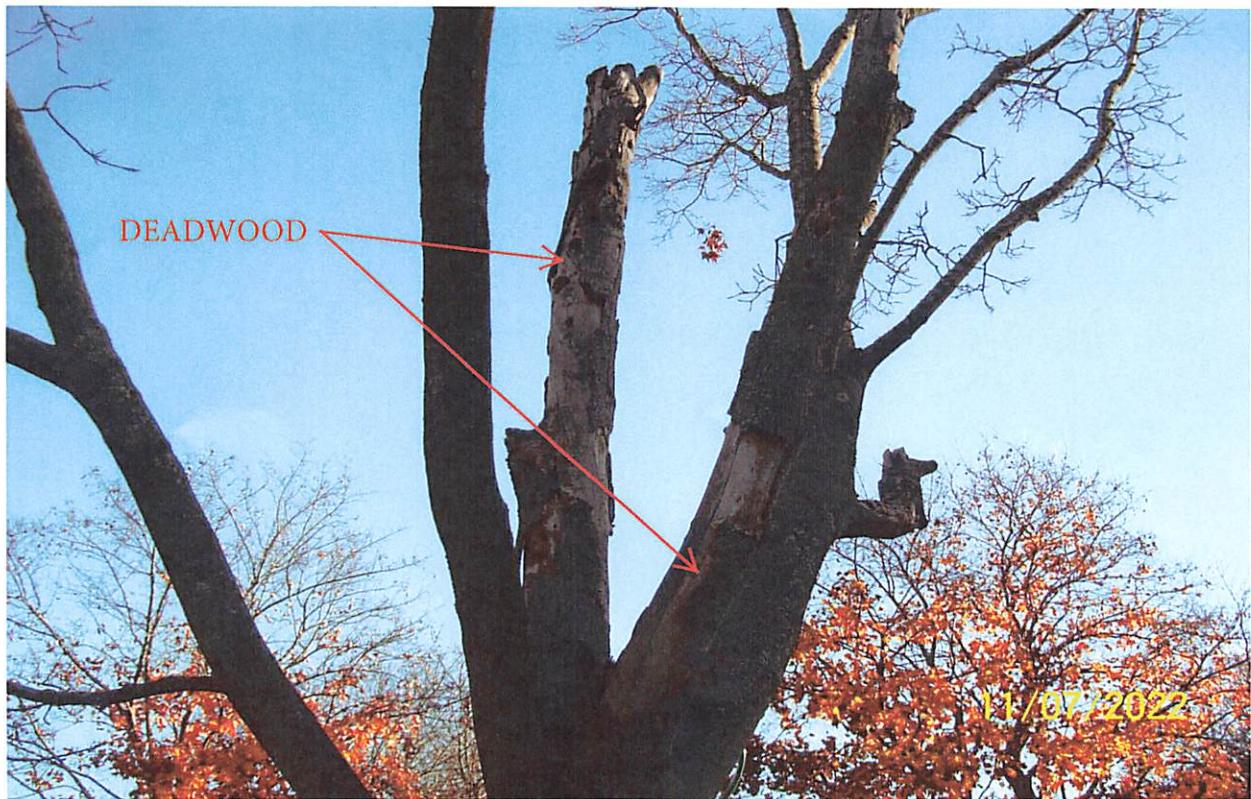
Remove tree: Y N Replace? Y N Move target: Y N Other: _____

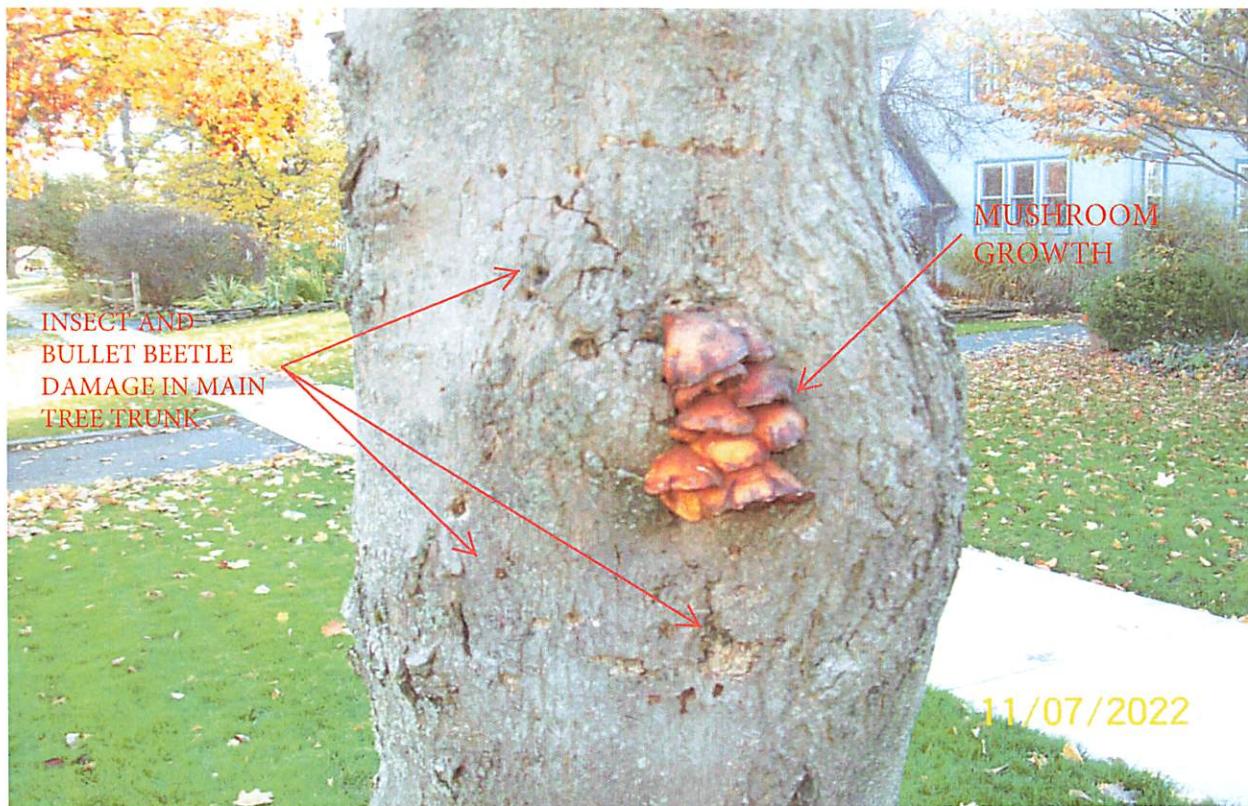
Effect on adjacent trees: none evaluate

Notification: owner manager governing agency Date: 11/7/22

COMMENTS

DEAD Tree, Remove & Replace







WOODWOUND
DEVELOPMENT
POOR

11/07/2022