


Highway Division Maintenance Leadership Team Operational Notice

NUMBER	SUPERSEDES	EFFECTIVE DATE	CANCELLATION DATE
MG 133-2		12/01/2010	
SUBJECT		ISSUING BODY	
Prioritization of Hazard Tree Removal / Tree Corridor Plans		Maintenance and Operations Engineer 	

PURPOSE: Define the process for hazard tree prioritization removal. Define the process for developing and documenting prioritized tree corridor plans.

BACKGROUND: The State highway system has many miles of tree lined highways. Numerous trees along many of the routes would be classified as hazardous. Hazard trees and tree corridors have been managed statewide using a variety of methods. The Maintenance Leadership Team has adopted a hazard tree removal and tree corridor prioritization and removal plan guide. The purpose of this plan is to create a consistent statewide process for documenting and prioritizing hazard tree removal plans. The plan is based on a prioritization of highway corridors for hazard tree removal to be completed by Districts as resources allow.

PROCESS:

Hazard trees are prioritized for removal in one of two methods.

On an individual basis for imminent hazards

Individual imminent hazard trees that are discovered in the course of routine driving and maintenance work and determined to be a imminent hazard by the TMM or Forester, will be removed as soon as possible following appropriate procedures for trees on and off the ODOT right of way.

A prioritized corridor removal approach

A prioritized corridor hazard tree removal plan will include highway segments based on a priority rating of 1 to 3 and a not applicable rating. Priority 1 being the highest priority rating and so forth. Districts can have multiple corridors with the same priority rating.

Not applicable classified sections are trees at a height or location that prevents them from impacting the highway should they fall. This includes farmland and locations trees do not exist.

Corridor removal project will be completed as resources allow, weighed against all other safety priorities in the District, and performed at the level allowed by the performance budget.

The corridor priority rating will be based on factors such as:

- Potential storm exposure and frequency
- History of trees in corridor
- Tree species or health
- Potential of trees closing highway during storms
- ADT
- Critical nature of lifeline routes to communities or facilities
- Run off the road crash history

Corridor priority plans should be plotted out on a map and updated as needed. A brief description of each corridor can be used to coincide with the plotted map. Corridor priority lengths and plans can change as needed, based on work performed or conditions change for that corridor and as the plan is updated.

Corridor priority plans should be comparable to abutting Districts, unless the abutting District has already conducted hazard tree removal from that corridor, weather patterns change or change in tree types, etc.