

**ENGINEERING DIRECTIVES AND STANDARDS**

Volume : 1                      Effective Date :  
Chapter : 1                      Revision Date : 09/03/2004  
Section : 1                      Subject : **TREATMENT OF SIGNIFICANT TREES IN DOTD RIGHT-OF-WAY**  
Directive : 21

**1. PURPOSE:**

The purpose of this directive is to establish a general policy governing the treatment of significant trees by the Department within the highway right-of-way, zone of construction or operational influence.

**2. DEFINITION:**

For the purposes of this policy, a significant tree is a Live Oak, Red Oak, White Oak, Magnolia or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height (4'-6" above the ground), and having a form that separates it from the surrounding vegetation or is considered historic. A historic tree is a tree that stands at a place where an event of historic significance occurred that had local, regional, or national importance. A tree may also be considered historic if it has taken on a legendary stature to the community; mentioned in literature or documents of historic value; considered unusual due to size, age or has landmark status. Significant trees must be in good health and not in a declining condition.

**3. DESIGN CONSIDERATIONS:**

The Landscape Architectural staff, and District Roadside Development Coordinators shall be consulted during the scoping and/or environmental phase. The Landscape Architectural staff shall identify significant trees during the scoping and/or environmental phase. The Design Section shall indicate significant trees on the plans and implement a context sensitive design (i.e. preservation, specified limited impact, or special treatment) to accommodate these trees where practical.

**4. CONSTRUCTION AND MAINTENANCE CONSIDERATIONS:**

The Project Engineer or the Maintenance Engineer shall ensure that the contractor's or maintenance staff's operations, respectively, are sensitive to the treatment indicated in the plans or the situation. Construction and maintenance considerations may include but are not limited to temporary fencing to protect trees from construction equipment, avoidance of root zones, care of overhanging branches, safety issues where the tree must be removed, installing guard rail etc.

Significant tree issues arising on construction and/or maintenance projects shall be managed by the District Roadside Development Coordinators, who shall seek the guidance of the Landscape Architectural staff when questions arise.

**5. CONSIDERATIONS FOR UTILITY COMPANIES:**

Utility operators shall not prune trees identified as significant by the Department. Alternate construction methods such as changing the alignment will be required to avoid impacting the significant tree(s). Removal of significant trees may be necessary when electrical utility lines cannot be aligned to avoid removal. Consideration will be given to boring to place utilities under only significant Live Oaks or trees of historical significance where all other means of avoiding the trees have failed.

**6. OTHER ISSUANCES AFFECTED:**

This directive supersedes EDSM I.1.1.21 issued 05/31/2002.

**7. EFFECTIVE DATE:**

This policy becomes effective upon receipt.

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