



CITY OF BEVERLY
DEPARTMENT OF PUBLIC SERVICES AND ENGINEERING

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Commissioner of Public Services and Engineering

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****NOTICE OF STREET OPENING MORATORIUM****

To Whom It May Concern,

Following the Route 1A Infrastructure Improvement Project, the City of Beverly will be placing a 10-year Street Opening Moratorium on any and all work that will disturb, damage, or compromise the integrity of the pavement, sidewalks, and streetscape features (i.e. utility trenches, curb cuts, etc) associated with the Rt. 1A project. Any and all current and proposed subsurface work performed by private property owners and public utility installers is required to be completed by April 1, 2016. The City has reached out throughout the planning, permitting and design of this project to notify all abutters of the upcoming restriction, and will begin implementing the moratorium by April 1, 2016.

If and when emergency repair work is required, trenches will be topped with 18 inches of crushed stone, 4 inches of asphalt binder course and 2 inches of asphalt wearing course. Trenches will be required to be saw cut back 12 inches from the trench and all constructed paving joints will be treated with an infra-red type system. Should additional petroleum or fines be required for infrared work, they are required to be mixed into the existing pavement to fully seal the pavement joint. Excavations will require full curb to curb restoration or an alternative method agreed upon by the Commissioner of Public Services, or his designee.

Excavation in the Rt.1A moratorium road will be subject to a mandatory surcharge using the following fee schedule per utility cut (linear projects are subject to review based upon linear footage in excess of pavement width):

Road Surface Age:	Associated Fee:
0-24 Months Old	\$10,000
24-48 Months Old	\$8,000
48-72 Months Old	\$6,000
72-96 Months Old	\$4,000
96-120 Months Old	\$2,000
Over 120 Months Old	Standard Permit Fee

** Should a project be able to demonstrate to the satisfaction of the Commissioner of Public Services, or his designee, public benefit and/or substantial hardship, the Commissioner may choose to allow a conditional project with mitigation to offset any perceived impacts to the Rt.1A corridor. **

Gregory M. St. Louis, PE
Beverly City Engineer