

Route 27 Scenic Byway Corridor
Traffic Calming in Stratton Village
State PIN # 10244.50

GORRILL-PALMER CONSULTING ENGINEERS, INC.
&
TERRENCE J. DEWAN & ASSOCIATES

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1.1 Introduction

The Route 27 corridor is the principal highway connecting the State of Maine with the Province of Quebec. In addition to this role, the highway provides access to many recreational opportunities including Sugarloaf USA, a popular skiing area between the villages of Kingfield and Stratton, and Bigelow Preserve, popular camping areas, the Appalachian Trail, the Carrabassett River, Flagstaff Lake, Chain of Lakes, as well as many other attractions in the western mountains. Added to these sources of traffic are large logging trucks transporting wood to area mills and truck traffic coming in from Canada. While these various traffic components all play a vital role in the western Maine economy, there are inherent conflicts with the different users of Route 27, particularly in the village areas of Kingfield and Stratton. The goal of this project will be to make these areas of Route 27 safer and more attractive for all users. The focus of this report is the Village of Stratton.

1.2 Stratton Village

The approach to Stratton Village experiences relatively high speeds and few visual cues for the motorist that they are entering a transition zone to the village. The wide shoulders and deep front yard setbacks encourage higher speeds. The village has parallel parking and sidewalks in limited areas on both sides of the street. There is little to alert the driver of pedestrian crossings in this area. The approach to the village from the north currently has overhanging vegetation, which, to some degree, slows traffic as it approaches the village. This section is scheduled to be upgraded; therefore, it is important that gateway treatments be considered.

1.3 Study Approach

Route 27 is designated by the Maine Department of Transportation (Maine DOT) as a scenic byway. There is an inherent conflict between the recreational traffic along this scenic byway, residential traffic, the large trucks that utilize the corridor to transport wood to the mills, and the skiers traveling to and from Sugarloaf, many of whom are not familiar with the local street system. Since there is not a viable alternative route for this truck traffic, both communities have requested this study to evaluate alternative ways to calm the traffic. This study focuses on specific recommendations and actions to improve pedestrian safety, reduce speeds, and improve the quality of life in Kingfield, as well as Stratton. Many of the targeted recommendations of this report can be implemented with relatively low capital investments.

Initial Meeting

A critical component in identifying needs and problem spots were public meetings held in Kingfield and in Stratton on March 10th, 2004. Representatives of the study team, Androscoggin Valley Council of Governments (AVCOG) and the Maine DOT attended this forum. The purpose of the study and the process was presented along with a photo inventory of the corridor but the primary purpose of the meeting was to listen to the public comment regarding their issues and concerns. The minutes of the meeting can be found in the Appendix section of this report.

Site Visits and Data Collection

The consultant team also completed multiple site visits to the Town to collect data, observe existing conditions, and develop a photo inventory of transportation infrastructure. Existing traffic counts were assembled from the Maine DOT along with the most recent collision history.

EXISTING CONDITIONS

1.4 Traffic Volume Data

Traffic volume data was compiled from existing sources. Existing Annual Average Daily Traffic (AADT) was obtained from the Maine DOT and is summarized in the following table:

Maine DOT Annual Average Daily Traffic

Location	AADT*
Rte 27 South of Eustis Ridge Rd	1910
Rte 16 SW of Rte 27 at Bridge	810
Rte 27 N of Route 16/27	2220

*Based on 2002 MaineDOT counts.

Although Maine DOT AADT data does not distinguish between trucks and cars, citizen comment and our own knowledge of the area indicate that there is a heavy truck volume in this area.

1.5 Collision History

In order to evaluate whether a location has a crash problem, Maine DOT uses two criteria to define High Crash Locations (HCL). To be classified as an HCL both criteria must be met.

1. A critical rate factor of 1.00 or more for a three-year period, (A Critical Rate Factor {CRF} compares the actual accident rate to the rate for similar intersections in the State. A CRF of less than 1.00 indicates a rate less than average) and:
2. A minimum of 8 crashes over a three-year period.

The following table summarizes the crash data provided by Maine DOT:

MaineDOT Crash Data for 2000-2002: Intersections

Node	Intersection	# of Collisions	CRF	HCL?
6039	Route 16/27 and Coplin Plantation Line	0	0.00	No
6163	Route 16/27 and Reservoir Road	0	0.00	No
6164	Route 16/27 and Blanchard Ave Ext.	0	0.00	No
6165	Route 16/27 and Pine Street	1	0.62	No
6166	Route 16/27 and Sargent Ave	0	0.00	No
6040	Route 16/27 and Old Dead River Road	0	0.00	No
7500	Route 16/27 and McCutcheon St.	0	0.00	No
6168	Route 16/27 and Mill Pond	0	0.00	No
6041	Route 16, 27, and Rangeley Road	0	0.00	No
6042	Route 27 and Vaughn Road	0	0.00	No

MaineDOT Crash Data for 2000-2002: Road Segments

Nodes	Street	From	To	# of Collisions	CRF	HCL?
6039-6163	Main Street	Coplin Plt. Line	Reservoir Rd.	1	0.98	No
6163-6164	Main Street	Reservoir Road	Blanchard Ave. Ext.	0	0.00	No
6164-6165	Main Street	Blanchard Ave Ext.	Pine St.	0	0.00	No
6165-6166	Main Street	Pine St.	Sargeant Ave	0	0.00	No
6040-6166	Main Street	Sargeant Ave	Old Dead River Rd.	0	0.00	No
6040-7500	Main Street	Old Dead River Rd.	McCutcheon St.	0	0.00	No
6168-7500	Main Street	McCutcheon St.	Mill Pond	0	0.00	No
6041-6168	Main Street	Mill Pond	Rangeley Rd.	0	0.00	No
6041-6042	Route 27 North	Rangeley Rd.	Vaughn Rd.	2	0.36	No

TRAFFIC CALMING

An important element of a successful village is a feeling of safety for pedestrian activities, a large part of which is dictated by the interaction with vehicular traffic. Primary factors to consider are vehicular speeds and the compliance of drivers with yielding the right of way to pedestrians. These items can be addressed through enforcement, but the most effective approach is to utilize physical features to induce the reactions desired of the drivers. Some examples of these physical features are striped crosswalks, crosswalk signage, and landscaping to reduce the perceived road width. The traffic calming approach is based on the theory that drivers are more likely to slow down when they feel that the safe operating speed for their vehicle has been reduced than when instructed to slow down by a speed limit sign, and are more likely to yield to pedestrians when they are already traveling at a slow speed.

TRANSPORTATION IMPROVEMENT STRATEGIES FOR KEY LOCATIONS

Gorrill-Palmer Consulting Engineers and Terrence J. DeWan Associates have created a list of potential improvements to the roads in and associated with Stratton Village. Due to the large number of possible improvements, the improvements have been rated according to priority and relative cost. In addition, the entity or entities that would be responsible for the improvements is listed.

1.6 EUSTIS, SOUTHERLY TOWN LINE

RECOMMENDATION	PRIORITY	RESPONSIBILITY	RELATIVE COST
Provide a gateway sign with landscaping to note the entrance into Eustis, located opposite the township line.	Medium	FABA, Town with MDOT Gateway program	\$
Plant trees on the right side of Route 27 to visually constrain the right-of-way.	Medium	Town, with land-owner permission	\$\$\$
Post a "No Engine Brakes, Please" sign near the town line (a bilingual sign for Quebec truck traffic is recommended).	High	Town Public Works Department	\$
Remove or prune the evergreen tree that is partially blocking the sign for the Industrial Park (Biomass Facility).	High	Town Public Works Dept. with land-owner permission	\$
Consolidate signage on the curve coming into town from the south to minimize clutter along the roadway.	Medium	Town and property owners	\$

1.7 SOUTHERLY APPROACH

RECOMMENDATION	PRIORITY	RESPONSIBILITY	RELATIVE COST
Provide a "Yield for Pedestrians in Crosswalk" cone, to be maintained by library personnel.	High	Town Public Works Department and local businesses	\$\$
Install way-finding signage, to guide visitors to municipal facilities and local attractions such as town hall, school, library, and Eustis Ridge overlook.	Low	FABA, Town Manager's Office	\$\$\$
Repaint existing crosswalks throughout the village on a regular basis to maintain visibility. Follow MDOT recommendations for width, paint, reflective beads, and location.	High	Town Public Works Department, possibly with other towns	\$\$
Continue to permit and encourage on-street parking, especially in front of the Catholic Church and Town Hall.	High	Town Police Department	\$
Encourage private landscaping initiatives along Route 27 coming into town to help define and visually decrease the width of the ROW. Establish a competition for best landscaping in the community.	Medium	Town Manager/ Selectmen, property owners	\$
Plant large street trees along the highway, 50-75' apart. Coordinate with utility companies to avoid conflicts with existing lines. Investigate funding for street trees through the Maine Forest Service.	Medium	Town Public Works Department	\$\$\$
Provide seasonal / decorative banners on utility poles approaching Stratton Village.	Medium	FABA, Town Selectmen	\$\$

1.8 SOUTHERLY APPROACH

RECOMMENDATION	PRIORITY	RESPONSIBILITY	RELATIVE COST
Encourage the installation of additional landscaping in front of commercial properties (e.g., Irving Station).	Medium	FABA, Private property owners	\$
Plant ornamental street trees and shrub masses north of the fire station. Trees should be 35-50' apart.	Medium	Town Public Works Department, MDOT	\$\$\$
Install a "Welcome to Stratton Village" sign on top of the hill north of the fire station.	Medium	FABA, MDOT Gateways program	\$\$
Increase the size of the posted speed limit sign.	Medium	Town Public Works Dept., MDOT	\$

1.9 STRATTON VILLAGE (NORTH OF THE FIRE STATION TO THE BRIDGE)

RECOMMENDATION	PRIORITY	RESPONSIBILITY	RELATIVE COST
Install benches in selected locations.	Medium	FABA, Town Selectmen	\$\$
Upgrade / maintain the crosswalk (see recommendations above).	High	Town Public Works Department, possibly with other towns	\$\$
Consider possible curb extension(s) in conjunction with the crosswalks to provide better visibility and shorten the crossing distance. Locate to minimize loss of on-street parking.	Medium	Town Public Works Department and local businesses	\$\$\$
Consider an additional crosswalk closer to the bridge.	Medium	Town Public Works Department and local businesses	\$\$
Install a more highly visible "Pedestrian Crossing" sign. Consider a custom-designed sign fitting the character of Stratton.	High	Town Public Works Department and local businesses	\$
Use "Yield for Pedestrians in Crosswalk" cones, to be maintained by local businesses.	High	Town Public Works Department and local businesses	\$\$
Install vertical elements (such as substantial/attractive boulders or granite poles) to confine turning movements going into Plaza.	Medium	Town Public Works Department, Private property owners	\$
Reduce the width of curb cut leading into the parking lot between the Northland and the Stratton Motel. This may gain an additional on-street parking space.	Medium	Town Public Works Department, Private property owners	\$\$
Consider extending the curb on the north side of Fotters Market (near the Coke machine) to provide better visibility on the bridge and more room for landscaping. This may require the loss of one parking space, which may be able to be gained on the opposite side of the street.	Medium	Town Public Works Department, Private property owners	\$\$
Post a second "No Engine Brakes, Please" on top of the hill going down into the village, north of the fire station.	High	Town Public Works Department	\$
Require any new structures along Route 27 to be constructed to a build-to line (maximum setbacks). Prohibit parking between the structure and the roadway.	Low	Town Planning Board, Selectboard	\$

1.9 STRATTON VILLAGE (CONT'D) (North of the Fire Station to the Bridge)

RECOMMENDATION	PRIORITY	RESPONSIBILITY	RELATIVE COST
Replace sidewalk paving with stamped/colored asphalt or pavers as part of a downtown improvement program. Coordinate with landscaping, lighting, and street furnishing.	Medium	Town Selectmen with DECD, Maine Downtown Center	\$\$\$\$
Install pedestrian-scale lighting throughout the village. First phase should concentrate on the area from the Northland to the bridge.	Medium	Town Selectmen with DECD, Maine Downtown Center	\$\$\$\$
Install smaller scaled street trees in protected locations. Consider the need for snow plowing and storage in locating trees.	Medium	Town Public Works Department with property owners	\$\$
Provide flower baskets hanging from utility poles and other small scale personalizing elements to increase the pedestrian character of the village. Follow the recommendations for landscaping on display at Town Hall.	Medium	FABA, local business owners	\$\$

1.10 STRATTON VILLAGE

RECOMMENDATION	PRIORITY	RESPONSIBILITY	RELATIVE COST
Investigate replacing the existing rail with a wooden guardrail (similar to Belgrade Lakes) to add pedestrian interest to the north end of the village.	Medium	Town Public Works Department, MDOT	\$\$\$
Continue the sidewalk material (stamped asphalt/pavers) on both sides of the bridge to make the connection to the Historic Society and the Widow's Walk.	Low	Town Selectmen, FABAA	\$\$\$
Relocate the menu board on the east side of the street next to the bridge, to the right side of its support post to avoid sight conflict with the "Eustis/Rangeley" sign.	Medium	Private property owner	\$
Relocate the "25 MPH Speed Limit" sign further to the north.	High	MDOT	\$
Post signage on the north side of the bridge for southbound traffic to alert them about the approaching village, pedestrians on the bridge, and the curve ahead.	High	MDOT	\$

1.11 STRATTON NORTH

RECOMMENDATION	PRIORITY	RESPONSIBILITY	RELATIVE COST
Coordinate the location of the speed limit signs. Move the southbound 25 MPH sign opposite the northbound 35 MPH sign.	High	MDOT	\$
Pursue the concept of a scenic overlook at the S-curve/causeway, minimizing environmental impacts. Install appropriate signage, detailing, and landscaping to extend the character of Stratton Village / Eustis into the lake.	Medium	Town Selectmen, FABAA	\$\$\$\$
Provide a gateway sign with landscaping to note the entrance into Stratton for southbound motorists.	Medium	FABAA	\$\$

1.12 PHOTOSIMULATIONS



Post a “No Engine Brakes, Please” near the town line.



Remove or prune the evergreen tree that is partially blocking the sign for the Industrial Park (Biomass Facility). Consolidate signage on the curve coming into town from the south.



Plant trees on the left side of Route 27 to visually constrain the Right Of Way.



Plant ornamental street trees and shrub masses north of the fire station. Trees should be 35-50' apart.



Use "Yield for Pedestrians in Crosswalk" cones, to be maintained by local businesses.



Consider possible curb extension(s) in conjunction with the crosswalks to provide better visibility and shorten the crossing distance. Locate to minimize loss of on-street parking.



Install vertical elements (such as substantial/ attractive boulders or granite poles) to confine turning movements going into Plaza.



Install smaller scaled street trees in protected locations. Consider the need for snow plowing and storage in locating trees



Post a second "No Engine Brakes, Please" on top of the hill going down into the village, north of the fire station.



Replace sidewalk paving with stamped/colored asphalt or pavers as part of a downtown improvement program. Coordinate with landscaping, lighting, banners, and street furnishing.



Install pedestrian-scale lighting throughout the village. First phase should concentrate on the area from the Northland to the bridge.



Require any new structures along Route 27 to be constructed to a build-to line (maximum setbacks). Prohibit parking between the structure and the roadway



Consider extending the curb on the north side of Fotters Market (near the Coke machine) to provide better visibility on the bridge and more room for landscaping. This may require the loss of one parking space, which may be able to be gained on the opposite side of the street.



Relocate the menu board on the east side of the street next to the bridge to the right side of its support post to avoid sight conflict with the "Eustis/Rangeley" sign.



Continue the sidewalk material (stamped asphalt/pavers) on both sides of the bridge to make the connection to the Historic Society and the Widow's Walk.



Provide a gateway sign with landscaping to note the entrance into Stratton for southbound motorists.



Pursue the concept of a scenic overlook at the S-curve/causeway, minimizing environmental impacts. Install appropriate signage, detailing and landscaping to extend the character of Stratton Village and Eustis into the lake.

Appendix

Public Meetings

Comments from Route 27 Traffic Calming Public Meeting – Eustis
March 10, 2004

There were no trucks in the slides. The logging industry is working nights because the roads are posted. At 6:30 in the morning there are 4-6 trucks “nose-to-tail”.

Canadian trucks and cars go too fast through town

Speed is a problem is throughout town, not just in one location.

Traffic calming should be applied in Stratton and throughout Eustis.

From the Post Office down, trucks are getting a full head of steam

Straightening the road will increase speeds.

Truckers start using engine breaks near the motel at about 4:00 in the morning. There are no hills there so there is no need for them. Even empty trucks use the engine brakes.

Trucks aren't the only issue. Tourists consider us to be so rural that they don't observe the speed limits. There are no traffic lights so they don't have to slow down.

Residents are guilty of speeding too.

There is one bicycle race in town every year. Would like bicycle lanes.

Pedestrians walk in the road shoulders.

At Stratton Plaza and Northlands, on-street parking makes the road so narrow that two vehicles can't pass.

There isn't enough parking at the Catholic Church or for Family Fun Day so people park on the road shoulder.

The crosswalks at Northland and at the post office are painted but wear off almost instantly.

Traffic is traveling so fast in front of the brown house on the curve that you can't pull out of the driveway safely.

The sidewalks are torn up from the plows, aren't passable.

People are oblivious to crosswalks unless a pedestrian is in the road.

The crosswalk at Fotter's Market is on a curve and trucks don't slow down on the curve.

Hikers and pedestrians use the bridge but after snowstorms the sidewalk isn't plowed.

One resident shoveled the sidewalk bridge after one snowstorm this year so his children could walk across the bridge.

At Stratton Diner, a truck rolled over at least 5 years ago.

Road width isn't an issue. Number of curb cuts isn't an issue.

Curbing at Stratton Plaza being driven over, this is a high priority area.

ATVs ride along the road shoulder north of the village and have worn ruts in the shoulder. People can't bicycle here because of the ATVs.

The biggest speeders probably are Canadians.

Consider flashing yellow lights when pedestrians are on the road.

Most elementary school kids walk to school. No, most are bused now, probably because it's too dangerous to walk.

There are no Welcome To Stratton signs on Route 27 southbound.

A section of Route 27 just north of bridge was rebuilt a few years ago and now has potholes and drainage problems.

Frost heaves slow traffic.

Sight distance is a problem at the Stratton Diner looking north.

Sight distance is a problem on every curve in town – at the fire station, video store, etc.

Truckers park in front of store to shop and take up all the parking spaces.

Need to reestablish the crosswalk in front of Fotter's Market, consider bump-outs. Look at this area more because it is the most dangerous area in town.

Also look at the bridge and at Boralex.

Extend sidewalk onto the bridge.

There is no warning about the curve or turning traffic at the bridge.

State plows the roads, town plows sidewalks.

Consider a median at the centerline approaching the bridge.

Vehicles turning onto Route 16 aren't safe because the curve causes poor sight distance for other vehicles on Route 27.

Another bad section of highway is at the biomass plant where there is a lot of turning traffic.

Snow banks can be so high at the southerly curve that they obscure sight distance.

A pine tree and other trees at the Eustis town line may need to be removed to allow for increased visibility of vehicles approaching the curve.

Need to add a Welcome to Eustis sign

The 25 mph zone is so short that people don't bother slowing down.

If they don't slow to 35 mph, they won't go down to 25 mph.

Traffic should start slowing down at Mainely Yours Restaurant.

Should add crosswalk signs at the centerline of the crosswalk.

Route 27 Traffic Calming Public Meeting Attendance
Eustis
March 10, 2004

Lincoln Vannah
P.O. Box 145
Stratton
246-2062

Jeanne Herhenrothan
P.O. Box 145
Stratton
246-2062

Fran Patterson
P.O. Box 486
Stratton
246-6601

Greg Lambert
P.O. Box 133
Eustis
246-6017

Pam Lambert
P.O. Box 133
Eustis
246-6017

John L. Caldwell, Selectman
P.O. Box 154
Stratton
246-6231

Louise Brochu
J.L. Brochu, Inc.
P.O. Box 180
Stratton

L.E. Hughes
P.O. Box 176
Stratton

Forrest Pelletier
P.O. Box 176
Stratton

Brian Keezer, MDOT
Dixfield

Ernie Forgione, MDOT
Augusta
624-3646

Bret Poi, MDOT
Augusta

Joan Walton, AVCOG
Tom Gorrill, Gorrill Palmer Consulting Engineers, Inc.
Terry DeWan, Terrance J. DeWan Associates, Inc.

Public Meeting Attendance

Eustis Meeting – March 10, 2004

Residents:

Lincoln Vannah, P.O. Box 145, Stratton
Jeanne Hergenrother, P.O. Box 145, Stratton
Fran Patterson, P.O. Box 486, Stratton
Greg Lambert, P.O. Box 133, Eustis
Pam Lambert, P.O. Box 133, Eustis
John L. Caldwell, Eustis Board of Selectmen
Louise Brochu, J.L. Brochu, Inc., P.O. Box 180, Stratton
L.E. Hughes, P.O. Box 176, Stratton
Forrest Pelletier, P.O. Box 176, Stratton

Staff:

Brian Keezer, MDOT
Ernie Forgione, MDOT
Bret Poi, MDOT
Terry DeWan
Tom Gorrill
Joan Walton

Kingfield Meeting – March 10, 2004

Residents:

Joseph Ray, 1 Narrow Gauge Street, Kingfield
John Goldfrank, P.O. Box 3, Kingfield
Dana Smith, 319 Main Street, Kingfield
David Kent, 13 Curve Street, Kingfield
Susan Perkins, 123 Main Street, Kingfield
Wendell Dunham, 31 Maple Street, Kingfield
Trooper Scott Stevens, Maine State Police
John Dill, Kingfield Board of Selectmen
Gloria Guernsey, Stanley Avenue, Kingfield
David Guernsey, Stanley Avenue, Kingfield
Frank Doherty, Main & High Streets, Kingfield
Marianne Stevens, Mt. View Road, Kingfield (Planning Board)
Barry Matulaitis, *The Original Irregular*, Kingfield

Staff:

Ernie Forgione, MDOT
Bret Poi, MDOT

Rose Rinaldi, MDOT
Terry DeWan
Tom Gorrill
Joan Walton

Kingfield Meeting – May 17, 2004

Residents:

Marianne Stevens, 40 Mt. View Road, Kingfield (Planning Board)
Joseph Ray, 1 Narrow Gauge Street, Kingfield
Jack McKee, P.O. Box 219, Kingfield
Richard French, P.O. Box 21, Kingfield
Bev French, P.O. Box 21, Kingfield
John Goldfrank, P.O. Box 3, Kingfield
Susan F. Perkins, 123 Main Street, Kingfield
Frank Doherty, 25 High Street, Kingfield
Virginia Doherty, 25 High Street, Kingfield
Maurice Wing, 20 Riverside Street, Kingfield
John Dill, Kingfield Board of Selectmen
David Guernsey, Kingfield

Staff:

Bob Holbrook, MDOT
Ernie Forgione, MDOT
Brian Keezer, MDOT
Terry DeWan
Tom Gorrill
Joan Walton

Eustis Meeting – May 17, 2004

Residents:

Mary Hopson, Stratton (Widow's Walk)
John L. Caldwell, Eustis Board of Selectmen
Fran Patterson, P.O. Box 486, Stratton

Staff:

Bob Holbrook, MDOT
Ernie Forgione, MDOT
Bret Poi, MDOT
Terry DeWan
Tom Gorrill
Joan Walton

Planting Standards for Traffic Calming

**PLANTING STANDARDS FOR TRAFFIC CALMING
ROUTE 27 – EUSTIS-STRATTON**

Planting recommendations include consideration of the local context such as; rural character, historic architecture, concentrated downtown area, existing plantings, Zone 4 hardy plant material or colder, reduced maintenance, drought tolerant, and display multi-seasonal interest including; flower, leaves, twigs, bark. Each planting location should be analyzed to determine soil conditions by looking at its texture, saturation, percent organic matter, available nutrients, road salt/snow load, and other design considerations such as town-wide color theme, conflicts with utilities, sight distance, views, need for screening.

1.6 A. SOUTHERLY TOWN LINE

RECOMMENDATION	PLANTING STANDARD AND OPTIONS
Prove a gateway sign with landscaping to note the entrance into Eustis, located opposite the township line.	Use native plants and varieties to reflect rural character. Large shrubs and tree under story located behind sign, perennials and ferns in foreground. Large Shrubs and Understory Trees <ul style="list-style-type: none"> ➤ <i>Amelanchier canadensis</i> / <i>Amelanchier laevis</i> (Service berry) ➤ <i>Cornus sericea</i> / <i>Cornus racemosa</i> (Shrub Dogwood) ➤ <i>Sambucus</i> (Elderberry) ➤ <i>Viburnum</i> varieties Perennials: <ul style="list-style-type: none"> ➤ <i>Aesclepias</i> (Butterfly Weed) ➤ <i>Dennstaedtia</i> (Hayscented Fern) ➤ <i>Eupatorium</i> (Joe Pye Weed) ➤ <i>Lupinus</i> (Lupine)
Plant trees on the right side of Route 27 to visually constrain the Right Of Way.	Medium Height Trees (minimize winter shade on road to avoid icing): <ul style="list-style-type: none"> ➤ <i>Acer freemani</i> (Freeman Maple (30'-40')) varieties: 'Autumn Blaze', 'Celebration' ➤ <i>Celtis occidentalis</i> (Hackberry) ➤ <i>Malus</i> (Crabapple) varieties: 'Centurion', 'Donald Wyman', 'Prairie Fire', 'Snowdrift'

1.7 SOUTHERLY APPROACH

RECOMMENDATION	PLANTING STANDARD AND OPTIONS
<p>Plant large street trees along the highway, 50-75' apart. Coordinate with utility companies to avoid conflicts with existing lines. Investigate funding for street trees through the Maine Forest Service.</p>	<p>Medium and Large Trees</p> <ul style="list-style-type: none"> ➤ <i>Acer saccharum</i> (Sugar Maple) ➤ <i>Ulmus americana</i> (American Elm) varieties 'Valley Forge', 'Frontier', 'Homestead' ➤ <i>Fraxinus pennsylvanica</i> (Green Ash) varieties: Bergeson', 'Cinmzam' ➤ <i>Quercus rubra</i> (Red Oak)
<p>Plant ornamental street trees and shrub masses north of the fire station. Trees should be 35-50' apart.</p>	<p>Medium and Large Trees</p> <ul style="list-style-type: none"> ➤ <i>Acer saccharum</i> (Sugar Maple) ➤ <i>Ulmus Americana</i> (American Elm) varieties: 'Valley Forge', 'Frontier', 'Homestead' ➤ <i>Fraxinus pennsylvanica</i> (Green Ash) varieties: 'Bergeson', 'Cinmzam' ➤ <i>Quercus rubra</i> (Red Oak) <p>Shrub Masses</p> <ul style="list-style-type: none"> ➤ <i>Cornus sericea</i> / <i>Cornus racemosa</i> (Shrub Dogwood) ➤ <i>Syringa</i> (Lilac) ➤ <i>Viburnum</i> (Viburnum) ➤ <i>Forsythia</i> (Forsythia)

1.8 STRATTON VILLAGE (North of the Fire Station to the Bridge)

RECOMMENDATION	PLANTING STANDARD AND OPTIONS
<p>Install smaller scaled street trees in protected locations. Consider the need for snow plowing and storage in locating trees.</p>	<p>Small to Medium Height Trees</p> <ul style="list-style-type: none"> ➤ <i>Syringa reticulata</i> (Japanese Tree Lilac) ➤ <i>Fraxinus pennsylvanica</i> 'Leprechaun' (Dwarf Green Ash) ➤ <i>Crataegus</i> x. 'Toba' (Toba Hawthorne)
<p>Provide flower baskets hanging from utility poles</p>	<p>Color Scheme Option: Red and blue</p> <ul style="list-style-type: none"> ➤ Red flowers: Geranium, <i>Calibrachoa</i>, Nasturtium ➤ Blue flowers: Petunia, Lobelia, <i>Calibrachoa</i>

1.9 STRATTON NORTH

RECOMMENDATION	PLANTING STANDARD AND OPTIONS
<p>Pursue the concept of a scenic overlook at the S-curve/ causeway, minimizing environmental impacts. Install appropriate signage, detailing, and landscaping to extend the character of Stratton Village / Eustis into the lake.</p>	<p>Medium & Large Trees</p> <ul style="list-style-type: none"> ➤ <i>Acer saccharum</i> (Sugar Maple) ➤ <i>Ulmus Americana</i> (American Elm) varieties: 'Valley Forge', 'Frontier', 'Homestead' ➤ <i>Fraxinus pennsylvanica</i> (Green Ash) varieties: 'Bergeson', 'Cinmzam' ➤ <i>Quercus rubra</i> (Red Oak) <p>Shrub Masses</p> <ul style="list-style-type: none"> ➤ <i>Cornus sericea</i> / <i>Cornus.racemosa</i> (Shrub Dogwood) ➤ <i>Viburnum</i> (Viburnum) ➤ <i>Sambucus</i> (Elderberry)
<p>Prove a gateway sign with landscaping to note the entrance into Stratton for southbound motorists.</p>	<p>Use native plants and varieties of natives to reflect rural character. Large shrubs and understory trees located behind sign, perennials and ferns in foreground.</p> <p>Large Shrub / Understory Tree</p> <ul style="list-style-type: none"> ➤ <i>Amelanchier canadensis</i> / <i>Amelanchier laevis</i> (Serviceberry) ➤ <i>Cornus sericea</i> / <i>Cornus racemosa</i> (Shrub Dogwood) ➤ <i>Sambucus</i> (Elderberry) ➤ <i>Viburnum</i> (Viburnum) <p>Perennials</p> <ul style="list-style-type: none"> ➤ <i>Aesclepias</i> (Butterfly Weed) ➤ <i>Dennstaedtia</i> (Hayscented Fern) ➤ <i>Eupatorium</i> (Joe Pye Weed) ➤ <i>Lupinus</i> (Lupine)