

Route 27 Scenic Byway Corridor
Traffic Calming in Kingfield 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 Kingfield Village.

1.2 Kingfield Village

The approach from New Portland to the “built up” section in Kingfield experiences relatively high speeds, open views, and few visual cues for the motorist that they are entering a transition zone to the village. A relatively wide roadway, adjacent perpendicular parking, and minimal setbacks to adjacent buildings, that are typical of a traditional village area, characterize the south portion of the village. Sidewalks are located on both sides of the roadway. Portions of the sidewalks are covered, which is part of the uniqueness of the village. However, due to grade and outdoor display areas, pedestrians tend to walk in the street particularly on the east side, behind parked vehicles, which raises safety concerns. In addition, the parked vehicles at the corner of Routes 16 and 27 obstruct sight lines for motorists, impairing their ability to see pedestrians crossing Route 16. These issues combined with the speed of the roadway make this section of Route 27 an ideal candidate for a variety of traffic calming measures.

The speed of traffic would probably be higher as it approaches Norton Bridge from the southern portion of the village if it were not for the limited width of the bridge. The current width makes it difficult to accommodate a tractor-trailer truck with any oncoming traffic and therefore is an inherent traffic-calming device. The Maine Department of Transportation (MDOT) is planning to replace the bridge and reconstruct 600 feet of Route 27, north of the bridge in 2005. The Town would like to extend traffic calming to this section of Route 27. The northern limit of the Kingfield study area is from West Kingfield Road to Tufts Pond Road, which serves as the gateway to Kingfield from the north. This area is a candidate for gateway treatments and other landscape-based approaches to encourage reduced traffic speeds.

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 the needs and problematic areas were public meetings held in Kingfield, as well as 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 citizens' comments 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 16/27 N of Tufts Pond Road	2810
Rte 16/27 SE of West Kingfield Road	5240
West Kingfield Rd W of Rte 16/27	1050
Rte 27 at New Portland Town Line	2320
Rte 16/27 at Wyman Town Line	2240
Carriage Road NE of Rte. 16/27 (at bridge)	500
Sugarloaf Access SW of Rte 16/27	1600
Rte 16/27 at Kingfield Town Line	2820

*Based on 2002 MaineDOT counts.

Although Maine DOT AADT data does not distinguish between trucks and cars, 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 the following 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?
6020	Route 27 and Freeman Road	0	0.00	No
1694	Route 27 and School Street	0	0.00	No
6998	Route 27 and High Street	1	0.50	No
5100	Route 16 and Route 27	2	0.68	No
6021	Depot, High and Main Streets	5	1.55	No
6158	Route 16 and Bridge between Branch and Depot Streets	1	0.37	No
6159	Route 16/27 and Branch Street	0	0.00	No
6022	Route 16/27 and West Kingfield Road	1	0.43	No
7289	Route 16/27 and Mountain View Road	0	0.00	No
7305	Route 16/27 and Narrow Gauge Road	0	0.00	No
7307	Route 16/27 and Narrow Gauge Road	0	0.00	No
6023	Route 16/27 and Tufts Pond Road	1	0.54	No

MaineDOT Crash Data for 2000-2002: Road Segments

Nodes	Street	From	To	# of Collisions	CRF	HCL?
1694-6020	Main Street	Freeman Ridge Rd.	School St.	5	0.67	No
1694-6998	Main Street	School St.	High St.	0	0.00	No
5100-6998	Main Street	High St.	Maple St.	0	0.00	No
5100-6021	Main Street	Maple St.	Depot St.	0	0.00	No
6021-6159	Main Street	Depot St.	Branch St.	0	0.00	No
6022-6159	Main Street	Branch St.	W. Kingfield Rd.	0	0.00	No
6022-7289	Main Street	W. Kingfield Rd.	Mountain View	2	1.02	No
7289-7305	Main Street	Mountain View	Narrow Gauge	2	0.99	No
7305-7307	Main Street	Narrow Gauge	Narrow Gauge	1	0.41	No
6023-7307	Main Street	Tufts Pond Road	Narrow Gauge	1	0.23	No
6023-6160	Main Street	Tufts Pond Road	North on Main St.	1	0.09	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 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 they 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 the Kingfield 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 KINGFIELD SOUTH

RECOMMENDATION	PRIORITY	RESPONSIBILITY	RELATIVE COST
Add landscaping to Route 27 gateway sign to give it a more substantial presence along the highway.	Medium	Town, with garden club. With permission of landowner	\$\$
Plant trees at the edge of the right-of-way to change the character of the roadway and reduce the apparent width of the Right Of Way.	Medium	Town, with landowner permission	\$\$\$
Encourage private initiatives to install landscaping near the Right Of Way (for example, shrub masses, stone walls, picket fences).	Medium	Landowner, with town incentive (design sketches)	\$
Post a "No Engine Brakes, Please" sign near the top of hill leading into the village. Avoid conflicts with visibility.	High	Town Public Works Department	\$
Consolidate signage wherever possible to minimize clutter along the roadway.	Medium	Town and property owners	\$

1.7 VILLAGE (starting at High Street)

RECOMMENDATION	PRIORITY	RESPONSIBILITY	RELATIVE COST
Install a crosswalk and signage at High Street to encourage bicyclists to use High Street as an alternative to staying on Route 27.	Medium	Town Public Works Department	\$\$
Provide a wayfinding signage system to guide visitors to town attractions (for example, Stanley Museum, Town Hall, and Library).	Low	Town Manager's Office	\$\$\$
Continue the sidewalk on the west side of Route 27 to the south (up the hill) and around corner to High Street.	Low	Town Public Works Department	\$\$\$
Prune shrubs and trees within the Right Of Way to address visibility problems with route number and speed limit signs.	High	Town Public Works Department with property owners	\$
Study bicycle and pedestrian movements in village. Develop a long-range plan for interconnecting routes to provide alternatives that connect to Route 27.	Low	Androscoggin Valley Council of Governments and Town Managers' office	\$\$
Encourage private property owners to continue to maintain the cobble walls on both sides of the highway approaching the village from the south.	Medium	Town Public Works Department and property owners	\$
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	\$\$
Provide a "Yield for Pedestrians in Crosswalk" cone, to be maintained by local business owners, for all crosswalks in Kingfield.	High	Town Public Works Department and local businesses	\$\$

Consider a curbed highway section on the north side of the hill coming into town. Study the feasibility of installing a sidewalk on both sides of the street. Minimize disturbance to landscaping and other site improvements on private properties.	Medium	Town Public Works Department	\$\$\$\$
Install pedestrian-scale lighting throughout the village. First phase should concentrate on the area from the bottom of the hill to the watering trough.	Medium	Town Public Works Department and Selectmen	\$\$\$\$
Install smaller scaled street trees in protected locations. Consider the need for snow plowing and storage in locating trees.	Medium	Town Public Works Department	\$\$\$
Provide flower baskets hanging from utility poles and other small scale personalizing elements to increase the pedestrian character of the village.	Medium	Garden club and/or downtown business owners	\$\$
Install a "No Engine Brakes, Please" sign on top of the hill. Avoid conflicts with visibility.	High	Town Public Works Department	\$
Provide a curb extension planted with hardy landscaping in front of the former bank building (south of the hotel). Consider the need for snow storage and visibility. Avoid forcing truck travel into the opposing lane.	Medium	Town Public Works Department	\$\$\$
Encourage the installation of additional landscaping in front of commercial and residential properties. Provide guidance for appropriate species and maintenance requirements.	Medium	Town Public Works Department	\$
Provide a granite curb extension at Longfellow's corner. Consider the need for snow storage and visibility.	Medium	Town Public Works Department	\$\$\$
Improve the rear parking lot on the river. Enhance its connection with Route 27 with appropriate landscaping, lighting, and signage.	Medium	Town Public Works Department	\$\$\$\$
Install a crosswalk from Longfellow's to the Exxon station that is coordinated with the curb extension and new island.	High	Town Public Works Department	\$\$
Install a landscaped island at the Exxon Station to separate fuel pumps from the street. Consider the use of a mountable curb that would allow parking for periodic delivery trucks while providing a pedestrian refuge in conjunction with the crosswalk to Longfellow's.	Medium	Town Public Works Department with property owner	\$\$\$
Re-set the watering trough in a landscaped island at the Route 142 intersection. Design to accommodate truck movement while minimizing excessive speed on corner. Include sidewalk, lighting, signage, artwork, and possibly a sitting area in this space. Evaluate a one-way traffic flow onto Route 142 from the north and two-lane traffic on Depot Street.	Medium	Town Public Works Department and Selectmen	\$\$\$\$
Remove one or two on-street parking spaces and provide a curb extension in front of Keenan's store to provide better visibility and facilitate trucks turning onto Route 27 from Route 142.	Medium	Town Public Works Department	\$\$\$
Repaint crosswalks north of Route 16: at Annie's, the second near the north side of the watering trough island.	High	Town Public Works Department	\$\$

1.8 KINGFIELD NORTH

RECOMMENDATION	PRIORITY	RESPONSIBILITY	RELATIVE COST
Extend the sidewalk on the west side of Route 27 to the Woodsman Restaurant.	Low	Town Public Works Department	\$\$\$\$
Use a decorative concrete railing (e.g., Texas Rail) on the new bridge to replicate the look of the existing structure and to extend the village zone to the north. Avoid the use of a heavy-duty highway guardrail so close to the village.	High	Maine Department of Transportation and Androscoggin Valley Council of Governments	\$\$
Plant large street trees throughout. Coordinate with local utility companies to avoid conflicts.	Medium	Town Public Works Department and property owners	\$\$\$
Make landscape improvements to the informal roadside pull-off on the river opposite telephone company building. Define the edge with timber curb; use reclaimed base for surfacing; consider interpretive signage as part of the Scenic Byway.	Medium	Town Public Works Department	\$\$\$
Install a crosswalk to connect the riverfront pull-off on east side of Route 27 with the proposed water access path on the Water District land on the west side of the highway.	Medium	Town Public Works Department	\$\$
Install "No Engine Brakes, Please" signs in the vicinity of either Commercial Street or Narrow Gauge Street and the elementary school. Avoid conflicts with visibility.	High	Town Public Works Department	\$
Install a crosswalk in front of Jordan's and Trafton's.	High	Town Public Works Department	\$\$
Add a crosswalk to the snowmobile crossing in front of the Woodsman Restaurant.	High	Town Public Works Department	\$\$
Study the transition in speed for vehicles approaching the village from the north. Install new speed limit signs accordingly.	Medium	Maine Department of Transportation and Androscoggin Valley Council of Governments	\$\$
Install loam and seed to grass in the esplanade to visually reduce the width of the road approaching the town from the north.	Medium	Town Public Works Department	\$\$\$\$
Install gateway signage and landscaping to complement the sign at the southerly end of town.	Medium	Town with MDOT Gateway program	\$\$

1.9 PHOTOSIMULATIONS



Add landscaping to Route 27 gateway sign to give it a more substantial presence along the highway.



Plant trees at the edge of the right-of-way to change the character of the roadway and reduce the apparent width of the right-of-way.



Install a crosswalk and signage at High Street to encourage bicyclists to use High Street as an alternative to staying on Route 27.



Repaint existing crosswalks throughout the village on a regular basis to maintain visibility. Follow MDOT recommendations for width, paint, reflective beads, and location.



Provide a "Yield for Pedestrians in Crosswalk" cone, to be maintained by local business owners, for all crosswalks in Kingfield.



Install a “No Engine Brakes, Please” sign on top of the hill. Avoid conflicts with visibility.



Repaint existing crosswalks throughout the village on a regular basis to maintain visibility. Follow MDOT recommendations for width, paint, reflective beads, and location.



Install a crosswalk from Longfellow’s to the Exxon station, coordinated with the curb extension and new island.



Install a landscaped island at the Exxon Station to separate fuel pumps from the street. Consider the use of a mountable curb that would allow parking for periodic delivery trucks while providing a pedestrian refuge in conjunction with the crosswalk to Longfellow's.



Re-set the watering trough into a landscaped island at the Route 142 intersection. Design to accommodate truck movement while minimizing excessive speed on corner. Include sidewalk, lighting, signage, artwork, and possibly a sitting area in this space. Evaluate a one-way traffic flow onto Route 142 from the north and two-lane traffic on Depot Street.



Extend the sidewalk on the west side of Route 27 to the Woodsman Restaurant.



Install a crosswalk to connect the riverfront pull-off on east side of Route 27 with the proposed water access path on the Water District land on the west side of the highway.



Plant large street trees throughout. Coordinate with local utility companies to avoid conflicts.

Appendix

Public Meetings

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

There were fewer trucks than normal in the slide show

There are more signs traveling north than south on Route 27

This isn't a true representation of the truck traffic because Route 27, between Coburn Gore and Stratton, is posted.

Truck volume is off by at least 50% and photos were taken at the wrong time of day.

Truck traffic peaks for 2 hours early in the morning and for a few hours in the afternoon.

Where should traffic calming start? Where the speed limit goes from 55 mph to 35 mph.

Most people traveling northbound travel at 55 mph or faster until they get to Valley Gas, they don't reduce speed until the road narrows and shoulders disappear.

How can you slow traffic when there are 8-foot shoulders?

Yellow lights may help get traffic to slow down.

"Jake brakes"/engine noise is a big issue in town

There are a lot pedestrians, bicyclists and runners south of the village.

Need to add signs at the town line specifying state law requirements at crosswalks.

Need crosswalk at the southerly end of town, at the closed store/pump station rather than just before High Street. This will cause people to realize that they're approaching the village and need to slow down.

More people would ride bicycles on Route 27 if shoulders were paved and it was safer.

The sidewalks throughout the village do not connect

Sidewalks are maintained by property owners and not the town.

I would walk to downtown businesses north of the Lord's Bridge if there were sidewalks.

The biggest traffic calming influence from both the north and south is Lord's Bridge. As soon as it's replaced, speeds will increase.

If trucks go the speed limit, they don't need to use engine brakes. About 90% of engine brake use is by inexperienced drivers.

The gateway to the Narrow Gauge regional bicycle/hiking trail could be in Kingfield village.

The town needs to make a decision about plowing and maintaining sidewalks.

Bicycling isn't as much of an issue downtown.

Speed is a bigger issue than lack of space for bicyclists downtown.

Don't want bicycling to be the reason for widening the road in the village.

Bicyclists can use High Street and go around the downtown.

Should be mindful that some bicyclists won't want to use High Street or other local roads and others may want to go east on Route 16 from Route 27.

Crosswalks aren't painted, aren't visible (in Stratton as well) which is a big safety issue, especially at Longfellow's. Crosswalks are painted once a year.

Should have sign at road centerline within crosswalks to alert drivers.

Consider overhead crosswalk signs (there was NO SUPPORT for this comment)

We have utility wire pollution downtown

Need to be mindful of aesthetics – we want to welcome people to town.

Consider textured pavement ("fake bricks") and vehicle actuated speed signs like what's being used in Belgrade.

Neck-outs at downtown crosswalks could work, town could plow around them when plow on-street parking spaces.

Don't eliminate on-street parking.

Sidewalks under porches probably are privately owned.

Sidewalk width is o.k., crosswalks are the issue.

At Route 16 intersection, the majority of the turning movements are to and from the north.

There isn't enough room for two turning trucks to pass at Route 16.

There is a blind spot for traffic turning right off Route 16 onto Route 27 northbound, especially if cars are parked at the restaurant.

There is a lot of traffic coming off Route 16.

The land behind the block of buildings where the restaurant is has development potential, should be considered.

Have traffic calming issues where all state highways come into town.

Need to jazz up the area around the watering trough. This is an opportunity to improve that intersection.

Need to eliminate on-street parking south of the watering trough to improve turning radius for trucks turning right onto Route 27 southbound.

There are issues on Route 142 that should be addressed, including traffic bypassing the village and using Salem Street

State police have received several complaints over the past year about truck traffic using Salem Street as a cut-through.

The sidewalk should be continued north of Lord's Bridge, past Jordan Lumber up to the Woodsman and Tranton's.

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

Barry Matulaitis, reporter
The Original Irregular
Kingfield
265-2773

Joseph Ray
1 Narrow Gauge Street
Kingfield
265-5622

John Goldfrank
P.O. Box 3
Kingfield
265-4394

Dana Smith
319 Main Street
Kingfield

David Kent
13 Curve Street
Kingfield

Susan Perkins
123 Main Street
Kingfield
265-2250

Wendell Dunham
31 Maple Street
Kingfield
265-5897

Trooper Scott Stevens
Maine State Police
246-5663

John Dill, Selectman
265-4891

Gloria Guernsey
Stanley Avenue
Kingfield
265-2049

Frank Doherty
Main & High Street
Kingfield
265-2693

Marianne Stevens
Mt. View Road
Kingfield
265-5628

Ernie Forgione
MDOT
624-3646

Rose Rinaldi
13 Maple Street
Kingfield
265-5725

David Guernsey
Stanley Avenue
Kingfield
265-2049

MDOT Urban Arterial Program Inspector
624-3667

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

Brian Keezer, MDOT - Dixfield

Comments from Route 27 Traffic Calming Public Meeting – Kingfield
May 17, 2004

Change reference to “Jake brakes” to Engine Brakes

Most of the bicyclists, except those on treks, are local traffic and will continue to travel through the village.

Strong agreement that the sidewalk should be continued on the west side.

Make sure the engine brake signs do not interfere with visibility from driveways.

Speculation that the right-of-way may be 3-rods wide.

Having sidewalk maintained year-round at the wall is desirable because school children either walk in the road or on the other side of Route 27 where there is no sidewalk in the winter.

Bed and breakfast folks can walk to the village using an alternate route, don't need to use the sidewalk at the wall in the winter.

If add curbing, the road may not be wide enough for plows and trailer trucks in the travel lanes together.

Town maintains the crosswalks once a year.

According to John Dill, Chair of the Board of Selectmen, the town has a sufficient number of crosswalks now, need paint and signs.

Board of Selectmen have had requests for a sidewalk at the gas station in the village.

The crosswalk at High Street would slow down vehicles.

Add bike directional sign.

RE: Curb extensions – vegetation must be low enough or high enough to allow for visibility from vehicles pulling out of the bank and laundromat.

Where curb extensions are proposed, currently snow is removed with bucket loader.

Will curb extensions push trucks into the northbound lane to avoid the curb extension? Trucks already cross the centerline on the curve.

Reduce depth of curb extension at the restaurant so doesn't come so close to the travelway. Snow removal here is done with a bucket loader.

Landscaped island at Exxon station is a good idea.

Landscaped island is a great idea for a garden club.

Landscaped island would reduce local excitement, need to ensure adequate turning radii for trucks turning onto Route 27 from Route 16.

Cars coming off Route 16 currently turn right through the gas station lot to get around trucks coming off Route 16.

Slant granite curbing is essential for truck turning movements.

Watering trough improvements are a good idea.

Evaluate the merits of one-way traffic onto Route 142 from the north and two-lane traffic at Depot Street.

On-street parking at Keenan's store creates a visual obstruction for traffic turning right onto Route 27 from Route 142. Remove ½ or one parking space to increase visibility, add neck down at crosswalk.

Extend sidewalk on west side of Route 27 to the Woodsman, is a good idea.

MDOT target date for Norton bridge replacement is to let project in January 2005 and being construction in 2005, complete in 2006.

Town needs to be willing to commit to maintenance of improvements.

A lot of people cross Route 27 at Jordan's/Tranton's but there is no crosswalk shown in the plan. North of the last slide, add a crosswalk to Jordan's/Tranton's, will slow trailer truck traffic.

Add engine brake signs on the north side of the corridor near either the Commercial Street intersection or the Narrow Gauge Street intersection.

Add engine brake sign at elementary school (outside of project area)

Add crosswalk at the snowmobile crossing at Woodsman.

Posted speeds are a concern, should transit to 35 mph better.

Utilities at the Norton bridge will be relocated so that all are on one side of the bridge, probably will go to the telephone side. MDOT will require the wires to higher if recommended in this study.

Kingfield North should reference the telephone company, not the water company.

Don't forget the northerly side of the corridor even though don't have slides.

Need at least a should on the north side of the village for walkers. It's easier to walk on the south side of the village than the north currently.

Provide town with visuals in pdf format for town's website.

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 – KINGFIELD

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. The location of the plant material 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 KINGFIELD SOUTH

RECOMMENDATION	PLANTING STANDARD AND OPTIONS
Add landscaping to Route 27 gateway sign to give it a more substantial presence along the highway.	Low growing shrubs, perennials and ornamental grasses Shrubs <ul style="list-style-type: none"> ➤ <i>Spiraea bumalda</i> (Anthony Waterer Spirea varieties) ➤ <i>Spiraea japonica</i> var. (Japanese Spirea varieties) ➤ <i>Cornus sericea</i> "Isanti" (Compact Red-twig Dogwood) ➤ <i>Juniperus chiensis</i> (Grey Owl Juniper) Perennials (Spring/Summer) <ul style="list-style-type: none"> ➤ <i>Narcissus</i> (Daffodils): early spring ➤ <i>Lupinus</i> (Lupine): blue only, late spring ➤ <i>Hemerocallis</i> (Daylilies): yellow mix varieties for longer blooming period. 'Flava', 'Hyperion', 'Stella Doro' Ornamental Grasses (Summer/Fall) <ul style="list-style-type: none"> ➤ <i>Molina litorialis</i> (Purple Moor Grass) ➤ <i>Sporobolus heterolepsis</i> (Prairie Dropseed)
Plant trees at the edge of the right-of-way to change the character of the roadway and reduce the apparent width of the Right of Way.	Medium Height Trees (avoid utility line conflicts) <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 VILLAGE (starting at High Street)

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> 'Leprechan' (Dwarf Green Ash) ➤ <i>Crataegus x. 'Toba'</i> (Toba Hawthorne)
<p>Provide flower baskets hanging from utility poles.</p>	<p>Consider color schemes such as yellow or yellow/blue-violet: Annuals for flower baskets:</p> <p>Yellow flowers/leaves: <i>Nemesia</i>, <i>Bidens</i>, <i>Vinca</i> "Illumination" Blue-violet flowers: <i>Petunia</i>, <i>Lobelia</i>, <i>Verbena</i></p>
<p>Provide a curb extension planted with hardy landscaping in front of the former bank building (south of the hotel). Consider the need for snow storage and visibility.</p>	<p>Low growing, hardy and low maintenance perennials and ornamental grasses</p> <p>Perennials (Spring/Summer)</p> <ul style="list-style-type: none"> ➤ <i>Narcissus</i> (Daffodils): early spring ➤ <i>Lupinus</i> (Lupine) (blue only, late spring) ➤ <i>Hemerocallis</i> (Daylillies): yellow mix varieties for longer blooming period. '<i>Flava</i>', '<i>Hyperion</i>', '<i>Stella Doro</i>' <p>Ornamental Grasses (Summer/Fall)</p> <ul style="list-style-type: none"> ➤ <i>Molina litoralis</i> (Purple Moor Grass) ➤ <i>Sporobolus heterolepsis</i> (Prairie Dropseed)
<p>Improve the rear parking lot on the river. Enhance its connection with Route 27 with appropriate landscaping, lighting, and signage.</p>	<p>Consider large scale, native or varieties of native trees to transition between river and parking area</p> <ul style="list-style-type: none"> ➤ <i>Acer rubrum</i> (Red Maple) varieties: 'Red Sunset', 'Northwood' ➤ <i>Ulmus Americana</i> (American Elm) varieties: 'Valley Forge', 'Frontier', 'Homestead' ➤ <i>Fraxinus pennsylvanica</i> (Green Ash) varieties: 'Bergeson', 'Cinmzam'
<p>Install a landscaped island at the Exxon Station to separate fuel pumps from the street.</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> 'Leprechan' (Dwarf Green Ash) ➤ <i>Crataegus x. 'Toba'</i> (Toba Hawthorne)
<p>Re-set the watering trough in a landscaped island at the Route 142 intersection.</p>	<p>Low growing, hardy and low maintenance perennials and ornamental grasses:</p> <p>Perennials (Spring/Summer)</p> <ul style="list-style-type: none"> ➤ <i>Narcissus</i> (Daffodils): early spring ➤ <i>Lupinus</i> (Lupine): blue only, late spring ➤ <i>Hemerocallis</i> (Daylillies): yellow mix varieties for longer blooming period. '<i>Flava</i>', '<i>Hyperion</i>', '<i>Stella Doro</i>' <p>Ornamental Grasses (Summer/Fall)</p> <ul style="list-style-type: none"> ➤ <i>Molina litoralis</i> (Purple Moor Grass) ➤ <i>Sporobolus heterolepsis</i> (Prairie Dropseed)

1.8 Kingfield North

RECOMMENDATION	PLANTING STANDARD AND OPTIONS
Plant large street trees throughout. Coordinate with local utility companies to avoid conflicts.	<p>Medium to 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)
Make landscape improvements to the informal roadside pull-off on the river opposite telephone company building. Define the edge with timber curb; use reclaimed base for surfacing; consider interpretive signage as part of the Scenic Byway.	
Install gateway signage and landscaping to complement the sign at the southerly end of town.	<p>Low growing shrubs, perennials and ornamental grasses</p> <p>Shrubs</p> <ul style="list-style-type: none"> ➤ <i>Spiraea bumalda</i> var. (Anthony Waterer Spirea) varieties ➤ <i>Spiarea japonica</i> var. (Japanese Spirea) varieties ➤ <i>Cornus sericea</i> "Isanti" (Compact Red-twig Dogwood) ➤ <i>Juniperus chinensis</i> (Grey Owl Juniper) <p>Perennials (Spring/Summer)</p> <ul style="list-style-type: none"> ➤ <i>Narcissus</i> (Daffodils): early spring ➤ <i>Lupinus</i> (Lupine): blue only, late spring ➤ <i>Hemerocallis</i> (Daylillies): yellow mix varieties for longer blooming period. 'Flava', 'Hyperion', 'Stella Doro' <p>Ornamental Grasses (Summer/Fall)</p> <ul style="list-style-type: none"> ➤ <i>Molina litorialis</i> (Purple Moor Grass) ➤ <i>Sporobolus heterolepsis</i> (Prairie Dropseed)