

MINUTES
Calais Roads Advisory Committee Site Visit
to assess why people speed on Lightning Ridge Rd and
visit Lower Martin Rd culvert under construction near the intersection with
Haggett Rd.

Minutes

Tuesday, Oct. 14, 2014

(approved Nov 19, 2014)

Committee members present clock wise from the chair: Stephanie Kaplan (Vice Chair), Barbara Weedon, and Peter Harvey (Secretary)

Committee members absent: Doug Lilley, and Gary Schultz

Others: Rose Pelchuck

**This site visit began at 10:00 AM. We met at the Calais Elementary School
Parking Lot**

The purpose of this site visit was to assess to assess why people speed on Lightning Ridge Rd and visit the Martin Rd culvert under construction near the intersection with Haggett Rd. Stephanie drove all four of us in her car from the school to the Martin Rd project and back. Peter took measurements and notes. We began at the intersection of Rt 14, which is paved up to the school. Lightning Ridge Rd is gravel from the school to the intersection of Adamant Rd.

At # 8 Lightning Ridge Rd

- The total paved roadway is 24 ft wide.
- The total marked lanes are 21 ft
- The drivable verge on the North side is 1 ft
- The drivable verge on the South side is 4 ft
- The fore slope on the North side drivable slop down from road
- The fore slope on the South side steep bank up from road, no room for ditch

Notes:

- The speed limit is 25 mph to the school
- The "T" entrance of Lightning Ridge Road should be narrowed at the intersection with Rt 14 should be narrowed to correspond with break in the center line of Rt 14 to keep traffic entrance perpendicular to Rt 14 for a safer sight distance down into the dip on Rt 14 to the north of the intersection where speeding cars are not visible.

At the school

- The total gravel roadway is 21 ft wide.
- The packed traveled portion of the roadway is 18 ft
- The drivable verge on the North side is 1-2 ft
- The drivable verge on the South side is 3 ft
- The fore slope on the North side steep drop off
- The fore slope on the South side steep drop off

Notes:

- The speed limit is 25 mph at the school

at the Gray Rd intersection

- The total gravel roadway is 21 ft wide.
- The packed traveled portion of the roadway is 18 ft
- The drivable verge on the North side is 1-2 ft
- The drivable verge on the South side is 3 ft
- The fore slope on the North side steep drop off
- The fore slope on the South side drivable ditch

Notes:

- The 25 mph speed limit sign should be moved West to opposite Chapin Rd for better visibility approaching the school zone
- The roadway between Franks farm and this intersection is a raised causeway with no shoulder.
- The Gray Rd entrance should be narrower for a safer entrance into Lightening Ridge Rd.
- Moving the travel portion of Lightening Ridge Rd above this intersection north a few feet would greatly improve the sight distance and safety for Gray Rd, rather than cutting back the south bank of Lightening Ridge Rd.
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At the East side of the Chapin Rd intersection

- The total gravel roadway is 19 ft wide.
- The packed traveled portion of the roadway is 16 ft
- The drivable verge on the North side is 3 ft
- The drivable verge on the South side is 2 ft
- The fore slope on the North side drivable berm down to pasture
- The fore slope on the South side sloped steeply up from road, no room for ditch

Notes:

- Two trucks (a fuel delivery truck & a 10 wheeler Town of Calais truck) drove down the slope toward the school and into the 25 mph zone without putting on their brakes and

slowing down. One car followed later at a slower speed that we presumed to be 25 mph.

at the West side of the Chapin Rd intersection

- The total gravel roadway is 22 ft wide.
- The packed traveled portion of the roadway is 16 ft
- The drivable verge on the North side is 2 ft
- The drivable verge on the South side is 3 ft
- The fore slope on the North side steep drop off
- The fore slope on the South side drivable ditch

Above # 756 Lightning Ridge Rd. driveway

- The total gravel roadway is 20 ft wide.
- The packed traveled portion of the roadway is 16 ft
- The drivable verge on the North side is 3 ft
- The drivable verge on the South side is 4 ft
- The fore slope on the North side drivable slope down to lawn
- The fore slope on the South side is a drivable ditch

at # 1018, Doug Lilley's hedge

- The total gravel roadway is 17 ft wide.
- The packed traveled portion of the roadway is 15 ft
- The drivable verge on the North side is 6 ft
- The drivable verge on the South side is 7 ft
- The fore slope on the North side drivable slope down to lawn & hedge
- The fore slope on the South side level to lawn & trees

Notes:

- We noted that Doug's persistence has keep the road narrower at this point
- Peter noted that he had met a pickup truck and a car at this hedge driving to meet at the school for this meeting and both he and the other two vehicles slowed down to a comfortable (25 mph for him) speed when they met at this narrower section with the grass & hedge on the north side and the grass and mature maple trees on the south side.
- Stephanie asked Doug Lilley his opinion about what would slow down traffic here. Doug said more police patrol. He also said "don't narrow this road any more than it is now."
- Two Calais Town trucks drove thru while we were there.
 - The 6 wheeler seemed to be going a safe speed
 - The 10 wheeler seemed to be going too fast

At the East side of the Tucker Rd intersection

- The total gravel roadway is 19 ft wide.
- The packed traveled portion of the roadway is 15 ft
- The drivable verge on the North side is 2.5 ft
- The drivable verge on the South side is 3.5 ft
- The fore slope on the North side old large berm
- The fore slope on the South side old large berm

at the West side of the Tucker Rd intersection

- The total gravel roadway is 23 ft wide.
- The packed traveled portion of the roadway is 19 ft
- The drivable verge on the North side is 1.5 ft
- The drivable verge on the South side is 2 ft
- The fore slope on the North side drivable slope down
- The fore slope on the South side steep slope up

Notes:

- Tucker Rd entrance should be narrowed to a “T” intersection with 33 ft corner radiuses for a safer entrance into Lightening Ridge Rd.

At the West side of the George Rd intersection

- The total gravel roadway is 21 ft wide.
- The packed traveled portion of the roadway is 16 ft
- The drivable verge on the North side is 2 ft
- The drivable verge on the South side is 1 ft
- The fore slope on the North side steep bank down
- The fore slope on the South side steep bank down

Notes:

- Short line of sight in both directions from George Rd
- The entrance is too steep for cars to stop in slippery conditions and gain traction to get up the hill
- There is a large very dead maple tree north west of this intersection that should be cut down for better sight distance.
- The owners of #1487 (the school house) should remove the roadside flowers east of their house for a better sight distance for their driveway

Between # 1936 (Larry Smith) and # 2084 (Pat Johnson)

- The total gravel roadway is 23 ft wide.
- The packed traveled portion of the roadway is 19 ft
- The drivable verge on the North side is 1 ft

- The drivable verge on the South side is 1.5 ft
- The fore slope on the North side steep bank down
- The fore slope on the South steep slope down

Notes:

- This road section wider than the rest encourages speeding in this section. It is the new section built when the road was moved when the school was built.
- It is too wide all the way to # 2220 (John Winston)

At # 2364 (Mike Garand)

- The total gravel roadway is 21 ft wide.
- The packed traveled portion of the roadway is 17 ft
- The drivable verge on the North side is 4 ft
- The drivable verge on the South side is 4 ft
- The fore slope on the North side drivable slope down to lawn
- The fore slope on the South side drivable berm

Notes:

- Mike Garand told Rose that cars speed down this hill
- The roadway could be moved north a few feet for better sight distance for Pelchuck's driveway (# 2365).

At the Adamant Rd intersection

- The total gravel roadway is 22 ft wide.
- The packed traveled portion of the roadway is 18 ft
- The drivable verge on the North side is 3 ft
- The drivable verge on the South side is 0 ft
- The fore slope on the North side steep slope down
- The fore slope on the South side is raised ledge

Notes: This intersection is sweeps very wide, 120 ft. It would be safer and easier to plow in the winter if it were narrowed.

Lower Martin Rd culvert site visit

12:07 to 12:24 We visited Lower Martin Rd culvert under construction near the intersection with Haggett Rd. Alfred took time from his lunch break to show us the project. He is hoping to avoid putting up guard rails by having gentle slopes down from the roadway. He will make the entrance to Haggett road narrower and more perpendicular than it is currently.

THE DRIVE BACK TO THE SCHOOL: We tried different speeds as we drove back to the school and found 35 mph to be the maximum comfortable/safe speed; slowing down when meeting traffic in the narrower sections and curves with short sight distances. The speed limit is the maximum speed limit in the best conditions. Drivers should reduce their speed as conditions worsen.

Comments back at the school parking lot:

Barbara noted that it is worth doing these site visits several times for close evaluation. There is a lot of fine tuning that needs to be done that is important because the pieces are cumulative. The wide parts can be narrowed by increasing the verge. There is no quick solution. She agreed with Doug, that there is not much you can do to get people to go slower. There should be more subtle adjustments to different parts of the road. She thinks that Lightning Ridge Road is really a Collector Road because it is a major way out to Rt 14. But that we can treat it as a secondary road for speed and widths.

Stephanie thought the road is a pretty good width for a lot of it. A couple areas are just unnecessarily wide and should be narrowed in order to provide better sight distance for driveways and things like that. She said that Conrad said not to classify roads as they are used, but how we want them to be used. We should definitely recommend moving the 25 mph school sign from Gray Rd west up the hill to opposite Chapin Rd. She also said that we should recommend putting caution signs on both sides of George Rd and take down the large dead maple tree West of that intersection because there is not much else that can be done. Cars cannot stop coming out up out of George Rd when the roads are slippery.

Peter said that he learned to take better field notes about measurements and observations quickly. We can do a "Farm Zone" (narrow the road and lower the speed limit) at the two farms. May need to put up a permanent flashing radar sign for the school. Need to narrow the road from Adamant Rd to Larry Smiths. He agreed with Barbara that this road is a major way out to Rt 14 and should be classified a collector unless we come up with a better alternative road to Rt 14. He thinks the speed limit should be 35 mph except at Doug Lilley's farm yard, the Franks farm yard, and the school where it should be 25 mph. Peter added that he thinks people also drive faster going up long hills as well as down them. Much of this road is a built up causeway, the result of decades of filling in wet areas.

Rose found the road is wider in certain areas. She doesn't think it needs to be as wide as it is. Because it is a hill from one end to the other, we will need to come up with some creative solutions to get people to slow down.

12:35 We adjourned at the school.

Or next regular meeting is: Tuesday, Oct 21, 2015, 10 am at the Calais Town Office

Agenda:

- Review/Approve the minutes of :
 - Sept 16,
 - Sept 25,
 - Oct 14,

- Assess the Oct 14 site visit to Lightening Ridge Rd and the visit to the Lower Martin Rd culvert under construction near the intersection with Haggett Rd.

Submitted by Peter Harvey, Secretary

Road Survey Template

- The total gravel roadway is ___ ft wide (20,14,12 ft)
- The packed traveled portion of the roadway is ___ ft wide
- The unpacked gravel on the north/east side is ___ ft wide
- The unpacked gravel on the south/west side is ___ ft wide
- The drivable verge (vegetated shoulder) on the north/east side is ___ ft wide
- The drivable verge (vegetated shoulder) on the south/west side is ___ ft wide
- The ditch or runoff sheeting slope on the north/east side is ___ ft wide
- The ditch or runoff sheeting slope on the south/west side is ___ ft wide