

**Hancock County
Traffic Incident Management Group Agenda
June 14, 2021 @ 0930
Hancock Maintenance Garage and Virtual via Zoom**

Welcome

Lt Rod Charette welcomed the group and introductions were made.

Introductions

Those in attendance:

Joe Lacerda, MaineDOT

Steve Theborge, MaineDOT

Ryan Fish, Versant Power

Jerrold Crouse, Versant Power

Kevin Guimond, CMP

Rod Charette, Maine State Police, Troop J

Robert Webber, Winter Harbor Fire Department

Tommy Morris, Hancock County FireFighters Association

Lisa Hanscom, Washington County EMA

Christine Day, Washington County EMA

Craig Shane, Dedham Fire

Dale Rowley, Waldo County EMA

Michael Thompson, MaineDOT

John Sanders, Bar Harbor Fire

Barbara MacPike, MDI Hospital

Andrew Allen, MaineDOT

Michelle Boucher, IBI Group

Area incident discussions:

In the absence of David Kern's from Bar Harbor, Dianne shared 4 incidents that took place in Mt Desert Two on Route 3 and two on Route 102. All the accidents required one lane closures and scenes were cleared in approximately one hour.

On 5/19/21 @ approx. 1700 box truck struck a small car that had done a U-turn on Route 102 near Hammond Lumber. Southbound lane closed and they alternated traffic around the accident scene. Both occupants of the car were transported with non-life-threatening injuries.

On 5/24/21 @approx. 1700 four vehicle accident Route 102 near Echo Lake Chain reaction to first vehicle making U-turn. Northbound lane closed and they alternated traffic

around the crash scene for roughly one hour. Two occupants of separate vehicles were injured, one refused transport and the other transported with minor injuries.

On 5/29/21 @ approx. 1530 two vehicles crashed in the narrow area of Route 3 in Hulls Cove near Lookout Point Road. A vehicle was struck from behind while waiting in the travel lane to make a left turn. No transport of the occupants. Southbound lane closed and they alternated traffic around the crash scene for less than one hour.

On 6/4/21@ approx. 1700 three vehicles crashed Route 3 (Eden St.) at Cottage Street intersection. Two vehicles stopped waiting to make left turns onto Cottage struck from behind. Southbound lane closed and inbound traffic detoured on to West Street around the accident scene for approximately an hour. One passenger was transported for minor injuries.

Although traffic has increased for this season, with Fire and EMS assistance, we were able to keep traffic from backing up on all these crash scenes. We did not receive any reports of delays or standstills in traffic flow during these events

Route 1A Utility work:

There were some discussions about the current utility work being done on Route 1A. near the Lucerne Inn in Dedham. Rod Charette said he had concerns with the construction barrels being left up 24/7 with the amount of seasonal traffic. The first few days several barrels were hit. One truck carrying a 14 ft wide load took out a whole line of barrels because the lanes were too narrow. The plan was revisited and additional signage was added and the lanes were made wider. The site is now marked with a 12 Ft wide load limit. There is now a designated person who stays on site in the evening to retrieve barrels that have been hit.

There was an accident on Route 1A on June 3rd. The accident was a 2 vehicle accident right in front of the Nutrition shop. A vehicle had stopped to turn into the Nutrition shop and the vehicle behind them did not stop and hit the stopped vehicle, split in half and rested on both sides of the road with tons of debris in the roadway. There were 4 total patients, 2 that were considered serious and 2 that were walking wounded. 1 person was heavily trapped in the vehicle. It took at least 45 mins of full road closure to extricate and remove the patients. Then develop a game plan, and open 1 lane. The traffic plan was formulated by Holden police. Unfortunately, due to the severity of the incident all Holden fire crews were tied to patient care and extrication. Maine DOT was called to assist and state police needed to do an accident investigation and mapping. This actually was really quick but due to the time and location traffic was clogged instantly. Even several hours later the side roads and the main Rd were backed up. Not to mention the school released at the same time and both our schools were struggling to move kids and parents around to get kids out.

A few notes and observations by Holden Fire Chief:

1a traffic is busy already and has been very busy for the early summer. The time of day was bad for us. Location was good for detouring but I think we missed the mark. Detours never really got set up well and we tried to detour 1 way creating issues. Communication with us and DOT needs to be better. Radio comms are needed between us and DOT not cell phone calls. (state fire) Detouring could have been west bound 1 A Holden village to Mann Hill and Bagaduce. Eastbound 1A to South Rd to Lower Dedham and back to Village. Then the traffic would have never tried to compete with each other. Our ambulance response was a nightmare. The mapping was fast once Aaron got there.

All in all it went well but traffic was tough. We had the patients extricated within 15 minutes of our arrival. Both patients should make a full recovery.

Andrew Allen wanted to make a notation in the minutes that this area would be good for extending the center turn lane. Those areas that have the center turn lane are not seeing many incidents and the center lanes work very well. At the time of the center lane installation there were two places that did not see as heavy turning traffic as they do now. Maine DOT will revisit this area to see if extending the center lane to these areas is warranted.

Versant and CMP discussion - Representatives from Versant Power and CMP will be giving an overview of their procedures and protocols for “blue sky events” i.e. accidents and “long term events” i.e. weather events.

Kevin Guimond began the conversation. CMP has worked with Maine Emergency Management Agencies (EMA) since 2017 for big storm or system wide events. Back in 2017 during the windstorm they had over 1800 broken poles. CMP declared a big incident and then in turn worked with the county EMA assigning a liaison to the county EMA directors who then would reach out to their local municipalities, fire chiefs, and public safety working through the ICS -all incident management system. The county EMA's then determine which roads are a priority to open. Once a priority list is developed, they then go into what is called “a make safe” operation. and break into strike teams of buckets to go out and cut and clear and make the road safe but not necessarily restore power. We have had really good success with this. CMP works on that list until all the roads are open and safe/passable for EMS however it does not include restoring the power. We also have priority sites such as hospitals. In some circumstances they may prioritize other entities. During the pandemic we had an April storm which took out a lot of power. Because we already had a food shortage and wanted to do the best we could to preserve what food was in the freezers, Hannaford Bros was targeted as a priority site so we did not lose all of the food. In the last few storms of the spring the vaccination clinics were prioritized sites. Of course if a place is really remote you may not be able to get to them even if they should be a prioritized site.

Sagadahoc and Waldo counties are very proactive as is York county. Other counties may not be as organized and therefore it may take longer to get power restored in those areas. Wayne Arsonault from MaineDOT and Kevin speak quite regularly and Kevin always lets Wayne know

when he is going to the EOC to staff it and make the MaineDOT connection, as they are responsible for a great number of roads especially in the rural parts of the state.

The best way to get to CMP is through the EMA. Prior to each weather event they discuss what level the event may be and pre plan and put in place contractors from other States and Canada. They have a sister company in Connecticut that they can call on but prior to them being allowed to come to Maine they have to have all the power restored there. There was at one point an issue where they brought the Canadian contractors in prior to a State of Emergency being declared and because of improper tags the State Police had stopped them in Houlton. After having some conversation they were able to resolve the issues. Once crews are deployed they work on a 17/7 hour rotation. They use about 50 crews during night time and then 150 crews during the day as there is more productivity during daylight hours. Typically they would bring in crews around 1 PM to start their rotations.

Ryan Fish, Jerrod Crouse went over Versant Power's protocols. After 2017 they created similar protocols as CMP. They now create a priority list of what the need is. They get inundated with calls, but during big storms the CSR's collect additional information regarding what the issue is, a downed power line, is the road blocked, are lines crossing a driveway etc. They also have a subset of office employees to watch for emergency tickets in order to prioritize those better. It is important to determine where they need to send crews. Contractors and company employees in bucket trucks can work on lines down. Other field employees can be on site, and identify and secure the area to protect the public and traffic but they cannot work on the lines. Working with EMA and getting information to Versant Power's emergency manager, Janet Skully, is the best way to report issues.

There are times when it is hard for the line crews to make it safe. They can however verify there is a line down and if it is a power line rather than cable or telephone. Versant and CMP cannot work on other utility lines beyond power. CMP will help out Versant once their systems have been restored and vice versa. Kevin talks to Janet Skully on a regular basis.

Jerrod wanted to also point out that sometimes there are additional utilities involved and although power has been restored the other lines have not and will have to wait for the other utility crews to get there before the area is cleared. In some cases these could include communication lines that have 911 capabilities.

During a car /pole accident they can reset and restore power but not the other utilities. All utilities use some of the same contractors but not always as there are more and more independent communication companies connecting to the poles. Versant noted that each of their poles have a yellow tag, if a person can identify that impacted pole safely or the closest pole number this can be plugged into a GPS and they can find the location immediately.

Versant runs similar hours but a 16/8 hour rotation also putting more crews out during the day and less at night.

The other concern that has come up more in recent years is solar grids and dams. These are not owned by the power companies and in some cases they must take those down since they back feed - similar to a generator hooked to a house.

Both CMP and Versant wanted to also make EMS, Fire, and Public Safety aware that they are training their crews to immediately seek out the person in charge when arriving on site. Communication between all entities is key. They also ask that when a scene is cleared particularly after an accident they may still need to be on site to set a pole or run lines. There have been times when all the other disciplines leave and the power crews are left vulnerable to the moving traffic. They do have their own flagging crews but it could take a while for them to get there and if they could have someone stay with them to protect their zone until the flaggers arrive it would be greatly appreciated.

Lastly if there is an emergency, a person's life is in danger there is a way to dump the grid and remotely kill the power. This however impacts in some cases a very large area. The power cannot be restored until trucks are on site. Neither power company can verify if a line is dead or safe until a truck is on site to verify it has been grounded. If anyone has questions for either CMP or Versant please forward them to Dianne and she will forward them on.

Kevin also wanted to let folks know he has been teaching a safety class at many of the fire departments. If anyone is interested in having him come to their station to teach the class please get a hold of him. @ kevin.guimond@avangrid.com

Statewide TIM update

Dianne introduced Michele Boucher from the IBI Group. They have been hired by the State to develop a TIM Strategic Plan. Their first task is to develop an existing conditions report. Michelle asked the group if there were any existing documents, policies, procedures (SOPs) that exist and if so would you please share them with her. Steve Thebargue will provide the mission statement that everyone signed when they organized the Hancock Group. She asked if anyone had any questions or wanted to discuss the current adopted objectives that the Maine TIM program focuses on

- ❖ Increase responder safety by eliminating struck-by incidents, injuries, and fatalities.
- ❖ Minimize impacts to the free flow of traffic
- ❖ Decrease incident clearance time
- ❖ Decrease secondary incident occurrences
- ❖ Improve inter-agency communication during incidents

She also talked about the training materials and they will be reviewing those and developing some online/virtual options for Responder training.

Michelle will be meeting with other TIM groups across the State as well.

Detour routes and signage updates:

Joe Lacerda shared that there are now new mile markers on Route 9 from 46 to Calais and when the bi pass is complete the mile markers will go to that off ramp.

Andrew Allen shared that the folding pink detour signs should be going up any time. They did need to redo a couple of them that had misspellings on them. The group discussed putting together some protocols on who is responsible for opening and closing the signs. We also need to do some sort of media campaign to inform the public about the signs, what they are and what to do if they are open.

Training Update:

Dianne updated the group on training opportunities. There will be a responder training class on July 14th at the Maintenance Garage in Hancock, and another training in Bangor at the Region 4 garage on July 19, 2021, both classes are to be held from 8 AM to 12 PM. Please see attached flyer for more details. Feel free to share this flyer with anyone you think will benefit from this training.

Next Meeting Dates:

1. September 15, 2021 @ 0930 in person/virtual
2. December 15, 2021 @ 0930 in person/virtual

Adjourn