

**Hancock County
Traffic Incident Management Group Agenda
September 15, 2021
Hancock County MaineDOT Crew Quarters
And Via Zoom**

Welcome

Introductions

In Attendance:

Steve Hunnewell, Assistant State Traffic Engineer, Maine DOT
Steve Theborge, Region Manager in Region 4, Maine DOT
Joe Lacerda, Supervisor of Operations in Region 4, Maine DOT
Alan Farrington, Region Traffic Engineer in Region 4, Maine DOT
Oriana Flemming, Northern Light Medical Transport
Andrew Allen, Assistant Traffic Engineer, Maine DOT
Bob Conary-Hancock Regional Communications Center and Orland Fire
Tim Cote - Hancock County Sheriff's Office
Robert Webber -Winter Harbor Fire Department
David Kerns -Bar Harbor and Mount Desert Police Department
Barbara MacPike - MDI Hospital
John Saunders -Bar Harbor Fire Department
Steve Landry, State Traffic Engineer, Maine DOT
Dianne Rice-Hansen, Transportation Project Manager, BACTS

Guest Speaker

Steve Hunnewell, Assistant State Traffic Engineer- Maine DOT
Presentation on the Maine Traffic Management Center- Slides from Steve's presentation are attached and referenced in the minutes.

Steve shared the phone number¹ for the TMC with the group, and asked them to write it down and use it when they needed to. He wanted to also give an overview of what the TMC is and what they do.

The TMC is open and manned 24/7, 365 days a year. When the TMC was first started it was in a very small room they referred to as the closet². It was very cramped and they did not have the tools they have to use today. In the new TMC there are a minimum of 1 and up to 3 people who work in the TMC at any given time. They cover from Kittery to

¹ Slide #1 and 29

² Slide #3

Fort Kent. Each of the desks has multiple monitors to allow for every possible piece of information there is to be in front of the operators who work at the TMC. This is so they can monitor what is going on out on the roads right from their desks. There is now also a wall of monitors referred to as the Management Information Screens. This wall of screens shows the same information that the operators are seeing at their desks. If upper level management comes to the TMC, they can see exactly what is going on at any given time without interrupting the operators. There is also a second room which is the command center where upper management, government and such would meet in the event of an emergency, or extreme weather event this room also has a wall of Management Information screens³

The mission⁴ of the TMC is three fold (1-3 Operators)

1. Serving as a centralized communications hub, for the public, other Agencies and MaineDOT field personnel in order to both send and receive transportation network information.
2. Detecting all unplanned incidents and being aware of all planned incidents on our transportation network.
3. Communicating that information accurately to other public agencies and Maine DOT field personnel for incident management; and to motorists using 511 and ITS devices (like message boards) so they can make better safety and mobility decisions.

Information⁵ comes in from many different sources such as: traffic/ITS, general public, contractors, MaineDOT crews, municipalities and the State Police. The TMC averages about 100 calls a day. During weather/storm or other events the number of calls can be much higher. Operators are responsible for knowing and keeping track of many things. The current weather conditions /RWTs, all the current construction projects and maintenance lane closures so they can be entered into the 511 database. They may have to call contractors or dispatch plow crews. They also field calls and manage traffic incidents (crashes etc.) and monitor traffic so they can alert the traveling public.

When they moved into the new TMC they wanted to use more technology to better manage traffic. This allows them to be more proactive instead of waiting for someone to call to tell them about a crash or poor road conditions. Some of the technology they are using is TMC alerts via probe data, which gives them real time information. They can monitor the speed of traffic on the roads. They have weather stations and are trying to automate the message boards so that pop up messages alert the traveling public. They are integrating the State Police dispatch into their system so if the State Police

³ Slides # 4 and

⁴ Slide #6

⁵ Slide #7

enter into CAD that there is a traffic incident it would come up on the TMC screens. The state is going to be responsible for a lot more signal maintenance so they will want to be able to monitor them to ensure they are working properly. In the last year they were able to put up cameras along I-295 which allows for streaming video with pan, tilt and zoom features.⁶ This provides a real eye for what is happening. It is important to note these cameras do not record video but if an incident is reported or speeds are slowing the operators can go to these cameras and see what is going on in real time.

The software program the TMC uses is called Compass which is map based. What started it all was the new message boards⁷, all of which have a camera and a radar detector attached to them. They have these situated pretty much after every on ramp on the interstate system as well as some off the interstate system. This allows them to get real time information about the current average speed of the traffic. If traffic slows down this will send an alert to the operator's screen⁸. They can then look at the cameras⁹ to see what may be causing the slow down. If traffic slows below a certain speed that area will come up in yellow to alert the operator.

They also have a way to see what message¹⁰ is on the message boards at any given time. This allows them to be able to remove messages that may no longer need to be there. This is also part of the compass software.

They also have other hybrid signs in southern Maine. These signs¹¹ are auto filled by probe data and help to alert the traveling public of any delays due to high traffic volumes. The probe data vendor they use is TomTom¹². They have probe data for the entire state. Most of this information comes from cell phone data which helps monitor the traveling public's locations and the speeds they are traveling.

MaineDOT developed an app¹³ for the maintenance crews, which can be downloaded to a cell phone. They have 80+ crews out on the roads and they can report back using the app their locations and the road conditions. This saves time for the operators as in the past these crews would be calling in with their reports. The operators could get backed up taking these calls and trying to get this into the system in a timely manner. With the app the information is instantly reflected in the system and on the map. Steve showed a map of what it looks like during a winter storm¹⁴. As the crews report in using the app the map will populate with their reports.

⁶ Slide #8 bottom photo.

⁷ Slide #10

⁸ Slide #11

⁹ Slide #12

¹⁰ Slide #13

¹¹ Slide #14

¹² Slide #15

¹³ Slide #16

¹⁴ Slide #17

In addition to the crews reporting in via the app MaineDOT also put up weather stations¹⁵ around the state. There are currently 6 of them set up in Bangor, Etna, Augusta, Richmond, Freeport and Scarborough. In the software that comes with the weather stations they can set up alerts which will send text messages to the crews phones to let them know to go check the road conditions in those locations. Along with these weather stations, last year MaineDOT hired road meteorologists. These meteorologists¹⁶ can predict based on the current dew points and other conditions if there may be some travel issues like icing.

There are now safety patrols¹⁷ that patrol I-295 from Freeport to Scarborough. These folks are there to help motorists who have broken down, run out of gas, someone who is lost or possibly just debris on the road. They run primarily on the weekdays but in the summer they do go into the weekends. They are looking at potentially expanding this service into the Bangor area.

All of the information that Steve shared in his presentation can be seen on the New England 511.org website¹⁸. Anyone can go to this website and see what is going on. Within that site you can also sign up for what is called My Trips. You put in information about your location and you can get a text alert or email if there is an incident, construction, delays or bad weather etc.

Area Incidents / After Action Reviews

Route 1A Dump Truck rollover- Driver had a medical issue. Signs were put up and two open travel lanes remained open using the shoulder. The first tow truck was not sufficient to right the truck on its own and they had to call in a second truck. Hancock County SO said there was a delay in MaineDOT arriving on scene although they did call.

Route 9 Amherst Fatality - driver lost control of the vehicle in a rain storm and went off the road. Driver was injured, passenger was killed. They had to shut the road down. Police flew the drone. It was a very hard extrication due to the position of the vehicle down an embankment. MaineDOT helped EMS get access to the vehicle. There was some confusion in the beginning mostly due to lack of personnel for the time of day. Otherwise the scene went well.

¹⁵ Slides 18, 19, 20, 21 and 22

¹⁶ Slide #23

¹⁷ Slides # 24, 25 and 26

¹⁸ Slides # 27, 28 and 29

An MRI building was moved to Bar Harbor. The truck moving the trailer which was very low to the ground got stuck on the approach to the Penobscot Narrows Bridge. A wrecker was called to pull it back so they could make the corner. Traffic was rerouted for about 3 hours until the road was cleared. The truck went down 174 instead of 1A. There were meetings prior to the move with transport but there wasn't clear information. They were told not to go in from the back side of the Island but they did anyway. A few signs needed to be removed that day, but the crown in the road was really what got them hung up along the way.

Traffic on 1A is still very high but there have been less personal injury crashes than in past years. Traffic has been lighter on Route 3 and 230. Some folks have a concern with the light at the intersection of Route 3 and 230. It is seen that some drivers are often exhibiting road rage and other issues when it comes to the alternate merge lanes. The two lanes coming into the intersection are moving traffic off the island but it seems to cause a lot of congestion at the merge. Folk are already frustrated having waited at the light for so long and not willing to yield and let others in. Is an alternating merge the best solution?

The detection is not working properly at the traffic light on Verona Island that goes left to Bucksport Rt 1/15/3 by the Irving station. It has been a problem all year.

Route 15 in Sedgwick is back open but there have been speeding complaints.

Statewide TIM update

Maine DOT and an advisory committee have been working with IBI Group to develop a Statewide TIM Strategic Plan. The consultant has provided us with a draft Recommendations Report. We are going to be having a Statewide TIM group meeting in October. Dianne asked any of those in this group that participate in the Statewide group to please mark your calendars for October 18, 2021 at 1 PM. (Note: An email and Evites to those who are on the Statewide TIM Group list went out on September 29.

Training Updates

We have held several TIM Responder training classes in the state. Dianne is looking to set up an in person training in Southern Maine as well as a virtual class with anticipation of those classes happening in late Oct, early November. Dianne also mentioned that we will be looking at the training documents and presentation as part of the recommendations and that piece will be forthcoming. Dianne had a booth at the 5 county EMA preparedness conference and got a lot of contacts from that. The goal is to hold at least 1 training per month for anyone, and then target the smaller stations for in person training at their stations.

Other Business

Steve Thebarger mentioned that there are issues with staffing moving into the winter. If the OSHA rule for public employees happens it could cause a real staffing issue. Currently they are down 5 plow truck drivers in Hancock and they received 3 applications. All other areas are okay, staffing is tight but he said they can make it work.

Paving contractors are having a hard time keeping up due to staffing issues. The Blue Hill project may not happen this year. The Deer Isle Bridge project will hopefully be done by October.

Steve Landry is still asking for suggestions for areas to put cameras and / or message boards in Hancock County. Looking for those high risk locations. He is planning on putting signs in Trenton near the head of the Island and Route 3 in a couple places.

Barbara MacPike shared that the hospitals are currently so busy with ongoing COVID issues that they are having to transport people to other hospitals and finding that transportation is taking much longer.

It was asked if there were any cameras on the Penobscot Narrows Bridge. There currently are not but that could be looked into. Hancock County SO noted an incident with a staged suicide but they could not determine if there was a jumper. Dianne noted that Maine DOT cameras do not record information therefore they would not show any history. Steve Hunnewell said if the Hancock County SO wanted to put a camera on the bridge that recorded it could but MaineDOT policy is no recording per legislation.

(Information shared at Penobscot Meeting) Andrew Allen said they made some minor tweaks to the signal system at Route 1A and Rt 46 in Holden. These were to adjust the gaps to allow more traffic flow from Rt 46. Although the new signal was working to clear 1A it was causing clogging on both sides of Route 46. These changes were done on 9/27 so hopefully folks will be seeing positive results moving forward.

Next Meeting Dates - It was decided we would move the December meeting to the 2nd Wednesday of the month December 8, 2021 @ 9:30 AM in person and virtual. Setting Dates for 2022 - March June, September and December
Dianne will send a survey with these notes to see what week/day works best.

Adjourn

TMC (Transportation
Management Center)

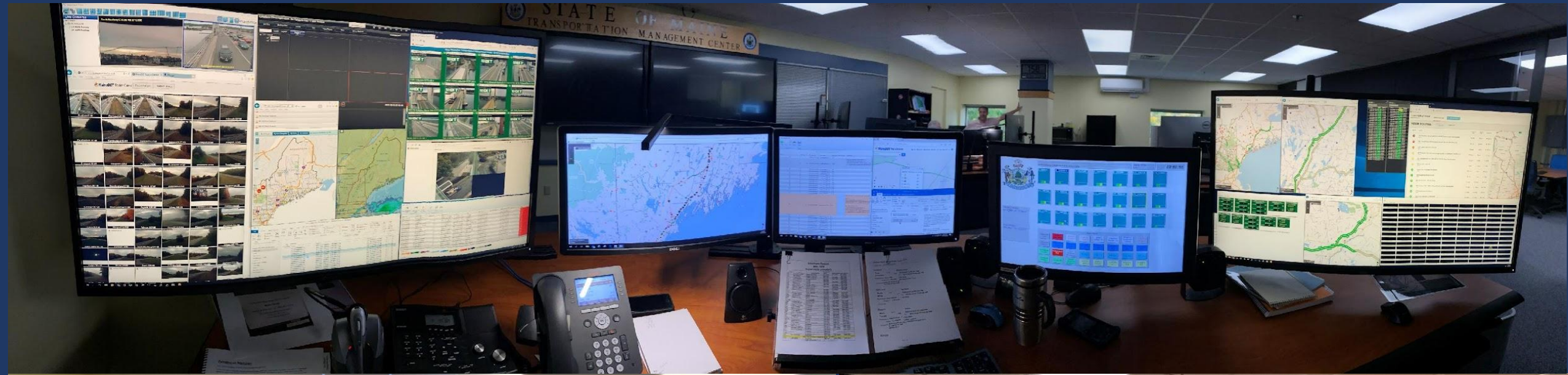
RWIS

Transportation Management Center

The Old TMC



The New Location



Management Information Screens



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2) **Detecting** all Unplanned Incidents, and being aware of all Planned Incidents, on our Transportation Network.

3) **Communicating** that information accurately to other Public Agencies and MaineDOT field personnel for Incident Management; and to Motorists using 511 and ITS Devices (like Message Boards) so they can make better Safety and Mobility decisions.

Traffic/ITS
General Public
Contractors
Crews
Municipalities
State Police



TMC

- Ave 100+
- Hundreds for storm events



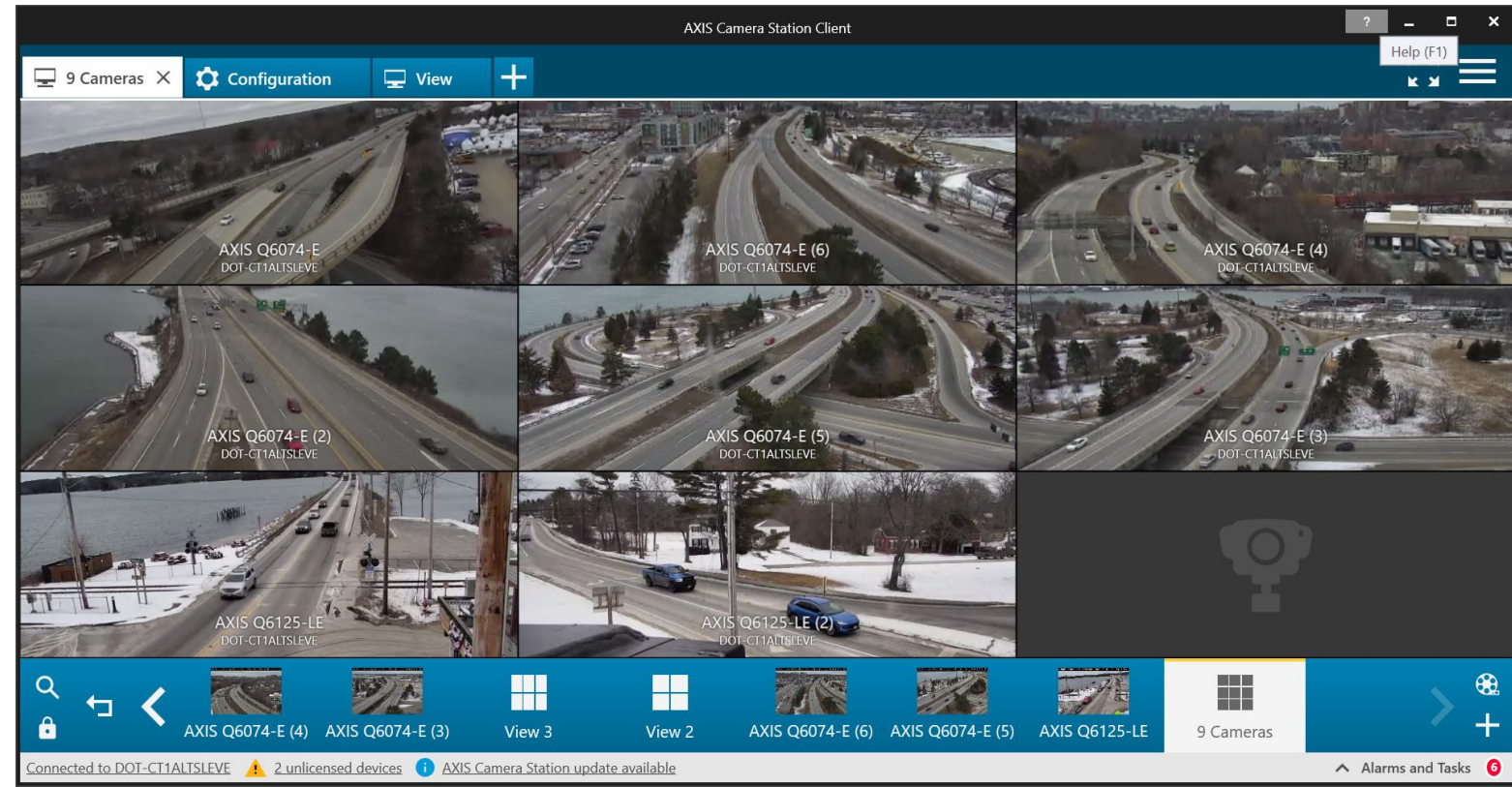
Crews
State Police
General Public

- Keep Track of Weather / RWTs
- Enter ALL State Construction into 511
- Call Contractors
- Dispatch Plow Crews
- Enter Maintenance Lane Closures into 511
- Manage Traffic Incidents (Crashes, etc)
- Field Calls
- Monitor Traffic and Alert the Traveling Public
 - Speeds (TOM TOM and Radar)
 - Road Conditions (RWIS, RWT's)
 - Crashes
 - Message Boards (Cameras and Radar)
 - Safety Patrol
 - Ferry Cancellations
- Enter 10-7/10-8, and Look Out for Safety of Crews

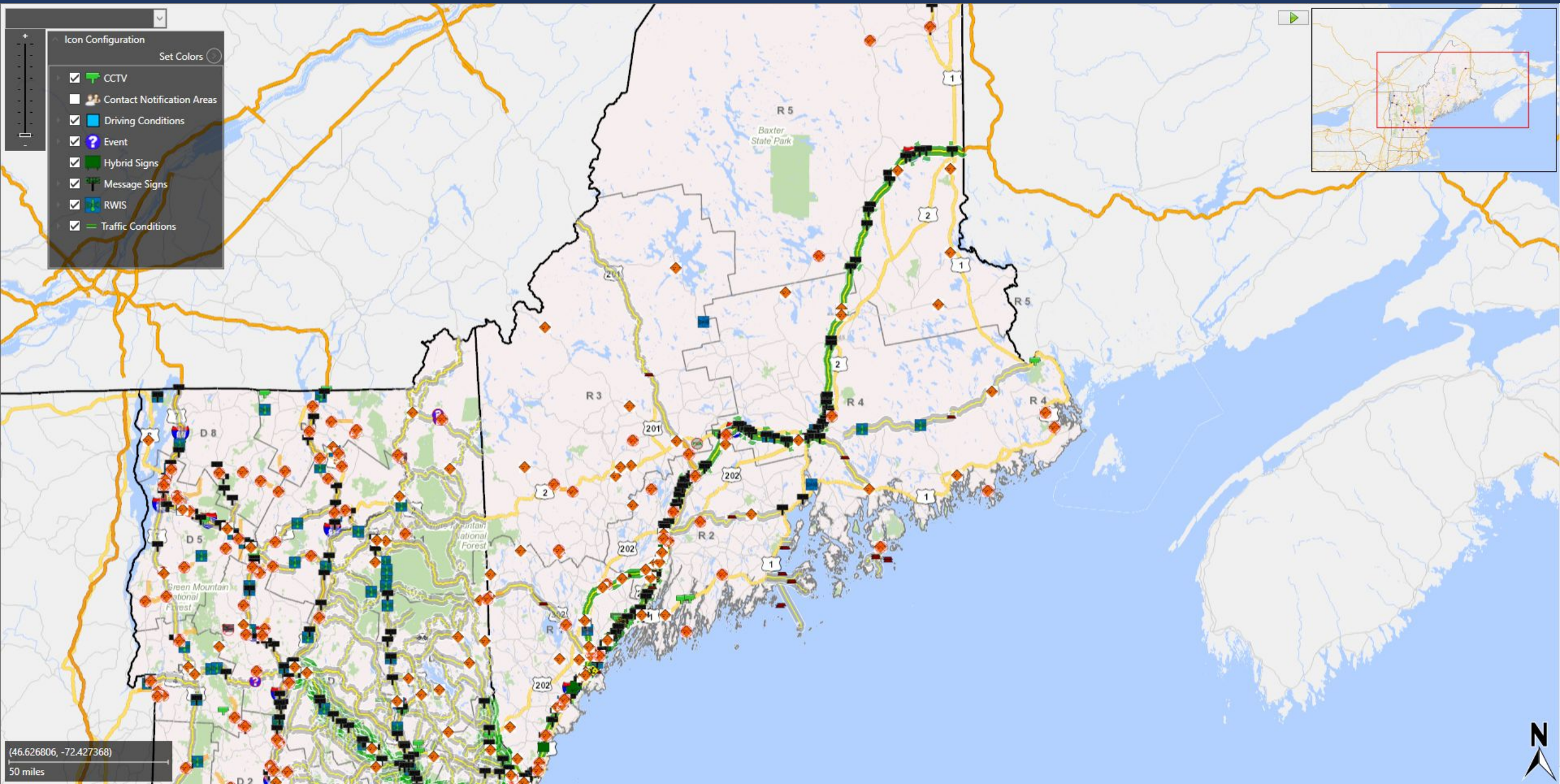
Apply technology to better manage traffic:

Be proactive rather than reactive to more quickly detect and communicate issues on the road network

- TMC Alerts via Probe Data, RWIS,
- ITS Device Automation using Probe Data/RWIS
- State Police CAD Integration
- Traffic Signal alerts
- RWIS alerts and Road Forecasts
- Streaming Video 295 Portland
- RWT App
- Move software
- DataCapable Partnership



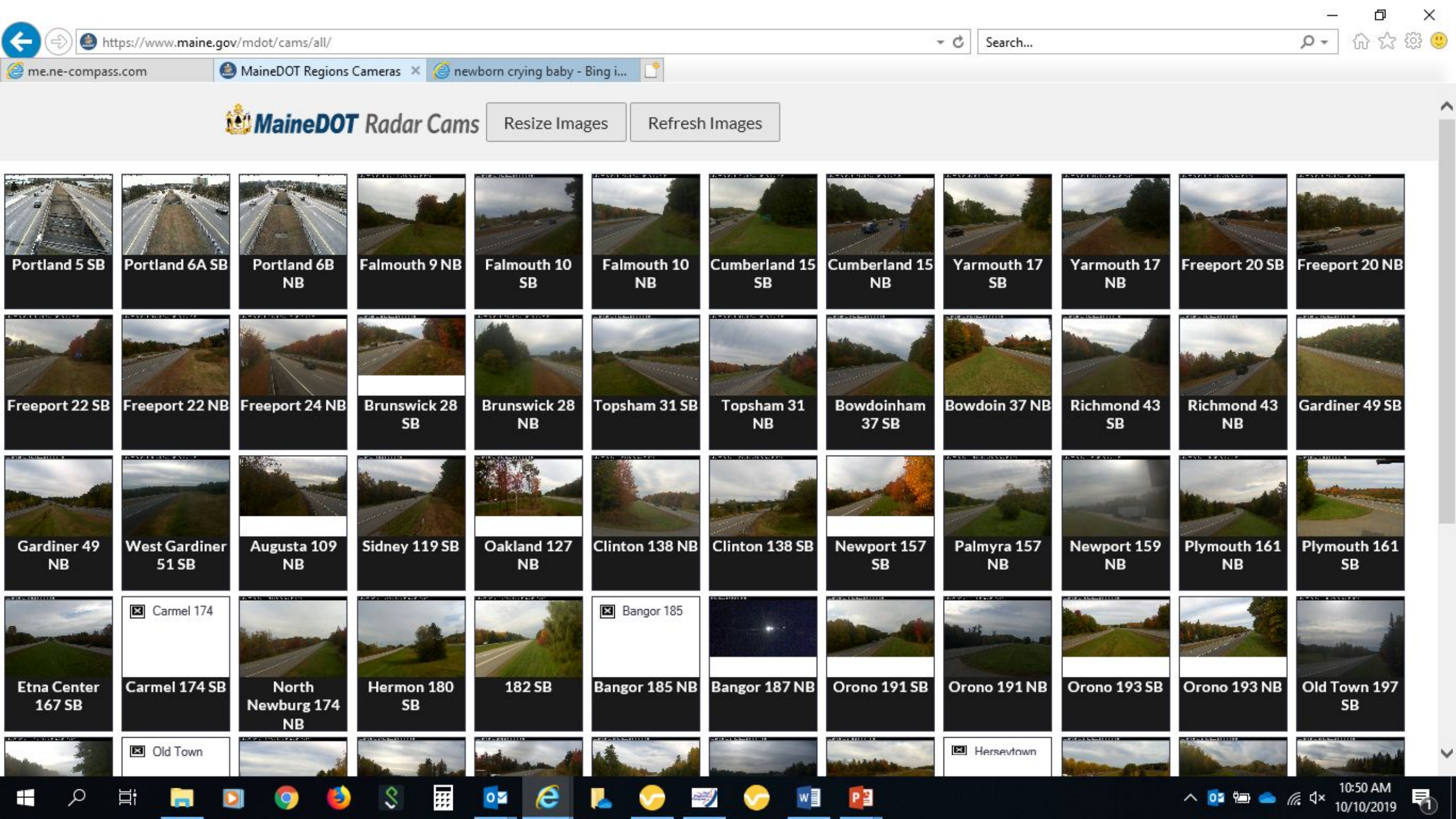
Compass ATMS





I-95 Mile 138 NB	75 mph	12.50 V
I-295 Mile 15 NB	72 mph	12.49 V
I-95 Mile 277 NB	68 mph	12.49 V
I-295 Mile 10 NB	69 mph	12.51 V
I-95 Mile 150 NB	75 mph	12.52 V
I-95 Mile 244 NB	68 mph	12.61 V
I-95 Mile 159 NB	75 mph	12.50 V
I-95 Mile 157 NB	72 mph	12.52 V
I-95 Mile 191 NB	65 mph	8.41 V
I-95 Mile 197 NB	71 mph	12.63 V
I-95 Mile 187 NB	71 mph	12.53 V
I-295 Mile 31 NB	72 mph	12.49 V
I-95 Mile 180 NB	75 mph	11.59 V
I-95 Mile 286 NB	75 mph	12.59 V
I-295 Mile 28 NB	68 mph	12.48 V
I-95 Mile 127 NB	70 mph	12.50 V
I-295 Mile 22 NB	64 mph	12.44 V
I-95 Mile 291 NB	81 mph	12.47 V
I-295 Mile 24 NB	72 mph	12.47 V
I-295 Mile 20 NB	68 mph	12.39 V
I-295 Mile 43 NB	76 mph	12.53 V
I-295 Mile 17 NB	72 mph	12.57 V
I-95 Mile 227 NB	73 mph	12.53 V
I-295 Mile 49 NB	75 mph	12.37 V
I-95 Mile 193 NB	68 mph	12.56 V
I-95 Mile 185 NB	67 mph	12.57 V
I-95 Mile 161 NB	75 mph	12.60 V

I-295 Mile 17 SB	65 mph	12.40 V
I-295 Mile 20 SB	73 mph	12.57 V
I-295 Mile 22 SB	67 mph	12.54 V
I-295 Mile 28 SB	65 mph	12.45 V
I-295 Mile 31 SB	70 mph	12.50 V
I-295 Mile 37 SB	75 mph	12.44 V
I-295 Mile 43 SB	72 mph	12.44 V
I-295 Mile 49 SB	75 mph	12.45 V
I-295 Mile 51 SB	77 mph	12.44 V
I-95 Mile 119 SB	77 mph	12.50 V
I-95 Mile 130 SB	71 mph	12.55 V
I-95 Mile 138 SB	76 mph	12.50 V
I-95 Mile 157 SB	77 mph	12.69 V
I-95 Mile 167 SB	73 mph	12.58 V
I-95 Mile 174 SB	75 mph	12.59 V
I-95 Mile 180 SB	56 mph	12.57 V
I-95 Mile 182 SB	76 mph	12.57 V
I-95 Mile 191 SB	76 mph	12.46 V
I-95 Mile 193 SB	68 mph	12.62 V
I-95 Mile 197 SB	81 mph	12.49 V
I-95 Mile 199 SB	79 mph	12.62 V
I-95 Mile 217 SB	62 mph	12.53 V
I-95 mile 227 SB	73 mph	12.59 V
I-95 Mile 244 SB	80 mph	12.60 V
I-95 Mile 259 SB	75 mph	12.53 V
I-95 Mile 264 SB	75 mph	12.66 V
I-95 mile 276 SB	68 mph	12.48 V



https://www.maine.gov/mdot/cams/all/

Search...



me.ne-compass.com MaineDOT Regions Cameras newborn crying baby - Bing i...



Resize Images Refresh Images

 Portland 5 SB	 Portland 6A SB	 Portland 6B NB	 Falmouth 9 NB	 Falmouth 10 SB	 Falmouth 10 NB	 Cumberland 15 SB	 Cumberland 15 NB	 Yarmouth 17 SB	 Yarmouth 17 NB	 Freeport 20 SB	 Freeport 20 NB
 Freeport 22 SB	 Freeport 22 NB	 Freeport 24 NB	 Brunswick 28 SB	 Brunswick 28 NB	 Topsham 31 SB	 Topsham 31 NB	 Bowdoinham 37 SB	 Bowdoin 37 NB	 Richmond 43 SB	 Richmond 43 NB	 Gardiner 49 SB
 Gardiner 49 NB	 West Gardiner 51 SB	 Augusta 109 NB	 Sidney 119 SB	 Oakland 127 NB	 Clinton 138 NB	 Clinton 138 SB	 Newport 157 SB	 Palmyra 157 NB	 Newport 159 NB	 Plymouth 161 NB	 Plymouth 161 SB
 Etna Center 167 SB	 Carmel 174 SB	 North Newburg 174 NB	 Hermon 180 SB	 182 SB	 Bangor 185 NB	 Bangor 187 NB	 Orono 191 SB	 Orono 191 NB	 Orono 193 SB	 Orono 193 NB	 Old Town 197 SB
 Old Town								 Hersevtown			

File

Standard Signs

Hybrid Signs

	-	-	-	-	-	-
I-295 North MM 2	I-295 Mile 9 NB	I-295 Mile 10 NB	I-295 Mile 15 NB	I-295 Mile 17 NB	I-295 mile 20 NB	I-295 Mile 22 NB
-	-	-	-	-	-	WATERVILLE 18 MI 17 MIN I-95 North MM 108
I-295 Mile 24 NB	I-295 Mile 28 NB	I-295 Mile 31 NB	I-295 Mile 37 NB	I-295 mile 43 NB	I-295 Mile 49 NB	-
-	-	-	-	-	-	-
I-95 Mile 109 NB	I-95 Mile 113 NB	I-95 Mile 120 NB	I-95 Mile 124 NB	I-295 Mile 127 NB	I-95 Mile 130 NB	I-95 Mile 132 NB
-	-	-	-	-	HOGAN RD 19 MI 18 MIN	-
I-95 Mile 138 NB	I-95 Mile 150 NB	I-95 Mile 157 NB	I-95 Mile 159 NB	I-95 Mile 161 NB	I-95 North MM 169.5	I-95 Mile 174 NB
HOGAN RD 7 MI 7 MIN I-95 North MM 179	I-95 Mile 180 Northbound	I-95 North MM 182.5	I-95 Mile 185 NB	I-95 Mile 187 NB	I-95 Mile 191 NB	I-95 Mile 192 NB
-	-	-	-	-	-	-
I-95 Mile 197 NB	I-95 Mile 217 NB	I-95 Mile 227 NB	I-95 Mile 244 NB	I-95 Mile 264 NB	I-95 Mile 277 NB	I-95 Mile 286 Northbound
-	MAINE MALL RD 7 MI 7 MIN	-	-	-	-	-
I-95 Mile 291 NB	I-295 South MM 8	I-295 Mile 10 SB	I-295 Mile 15 SB	I-295 Mile 17 SB	I-295 Mile 20 SB	I-295 Mile 22 SB
-	-	-	PORTLAND 38 MI 35 MIN	-	-	-
I-295 Mile 28 SB	I-295 Mile 31 SB	I-295 Mile 37 SB	I-295 Mile 43 SB	I-295 Mile 49 SB	I-295 Mile 51 SB	I-95 Mile 112 SB
-	-	-	-	-	-	-
I-95 South MM 119	I-95 Mile 124 SB	I-95 Mile 127 SB	I 95 Mile 130 SB	I-95 Mile 132 SB	I-95 Mile 138 SB	I-95 Mile 150 SB
-	-	-	-	-	-	-
I-95 Mile 157 SB	I-95 Mile 161 SB	I-95 Mile 167 SB	I-95 Mile 174 SB	I-95 Mile 180 SB	I-95 Mile 182 SB	I-95 South MM 186
I-395 JUNCTION	-	-	-	-	-	-

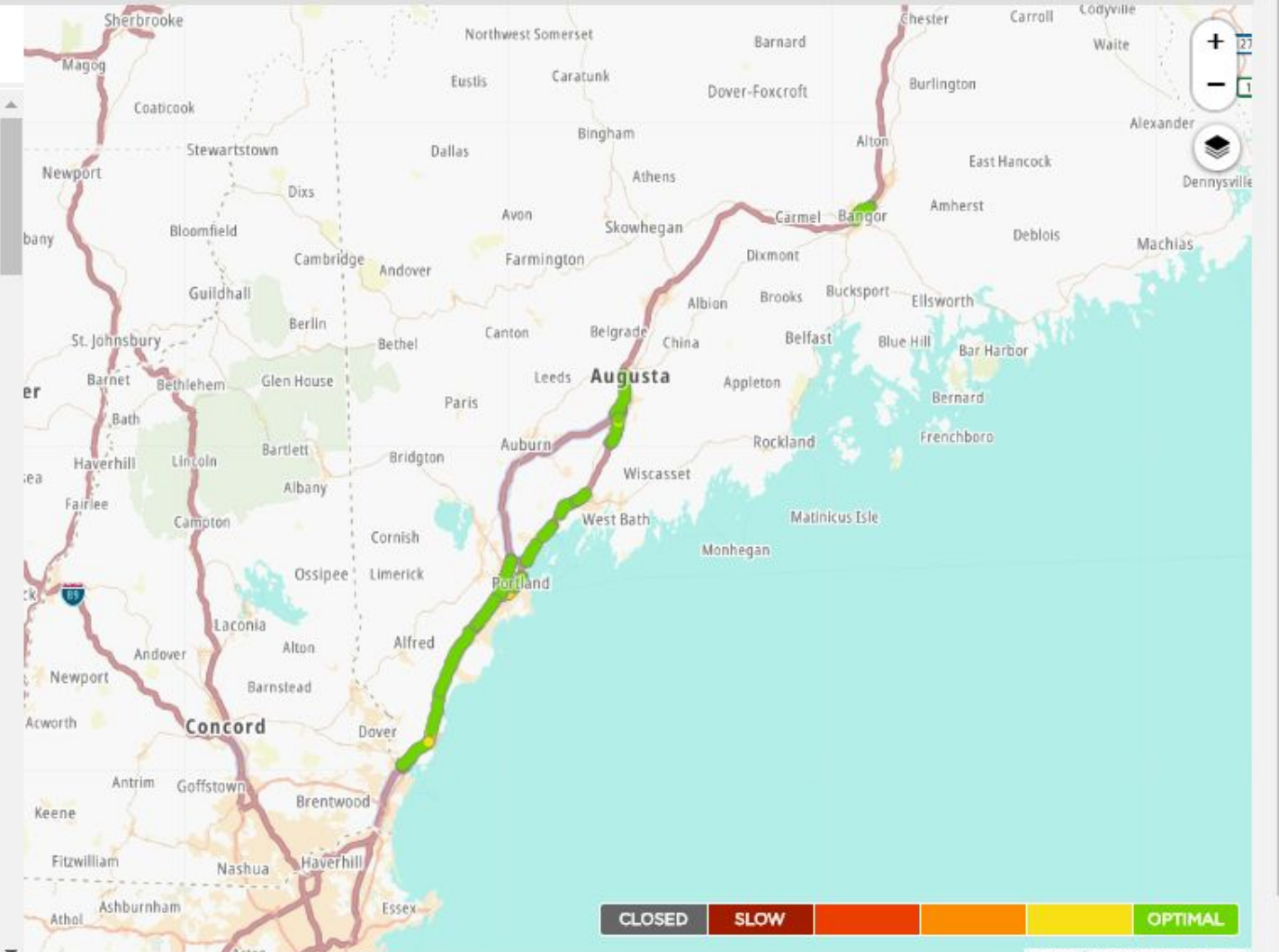


YOUR ROUTES

Total (49) | Active (48) | Processing (1)

REFRESH
auto 48s

ROUTE	NAME	CURRENT TIME	DELAY TIME	DELAY %
X	295 North from Exit 49 to 51 2.2 mi	2 min	< 1 min	12 %
F1	295 North from Exit 1 to 5 3.3 mi	4 min	< 1 min	12 %
R1	ME Turnpike Exit 42 Scarborough to Exit 53 Falmouth Northbound 10.2 mi	10 min	1 min	6 %
L1	ME Turnpike York Toll to Exit 19 Northbound 11.7 mi	10 min	< 1 min	5 %
U1	ME Turnpike Mile 100 West Gardiner Toll to Mile 109 Augusta Northbound 9.4 mi	8 min	< 1 min	4 %
G1	295 North from Exit 5 to 9 2.8 mi	3 min	< 1 min	3 %
S	295 North from Exit 24 to 28 4.5 mi	4 min	< 1 min	2 %
B	295 South from Exit 51 to 49 2.1 mi	2 min	< 1 min	2 %
W	295 North from Exit 43 to 49 5.8 mi	5 min	< 1 min	2 %



Road Weather Temperature

A mobile app interface for reporting road conditions. The screen shows a status bar at the top with a back arrow, signal strength, and the time 15:39. The title is "Report Conditions" with a back arrow. Below the title is the section "Road (R)" and the subtitle "Pavement Conditions". A list of six options is shown: "1. Bare and Dry", "2. Wet" (selected), "3. Snow", "4. Ice", "5. Slush", and "6. Heavy Snow". At the bottom, there is a navigation bar with three buttons: "Weather", "Temperature", and "Report".

< Report Conditions

Road (R)

Pavement Conditions

- ☐ 1. Bare and Dry
- ☒ 2. Wet
- ☒ 3. Snow
- ☐ 4. Ice
- ☐ 5. Slush
- ☐ 6. Heavy Snow

Weather Temperature Report

A mobile app interface for reporting weather conditions. The screen shows a status bar at the top with a back arrow, signal strength, and the time 15:39. The title is "Report Conditions" with a back arrow. Below the title is the section "Weather (W)". A list of nine options is shown: "1. Clear Skies", "2. Partly Cloudy" (selected), "3. Cloudy", "4. Rain", "5. Freezing Rain", "6. Sleet", "7. Light Snow", "8. Heavy Snow", and "9. Blizzard". At the bottom, there is a navigation bar with three buttons: "Road", "Temperature", and "Report".

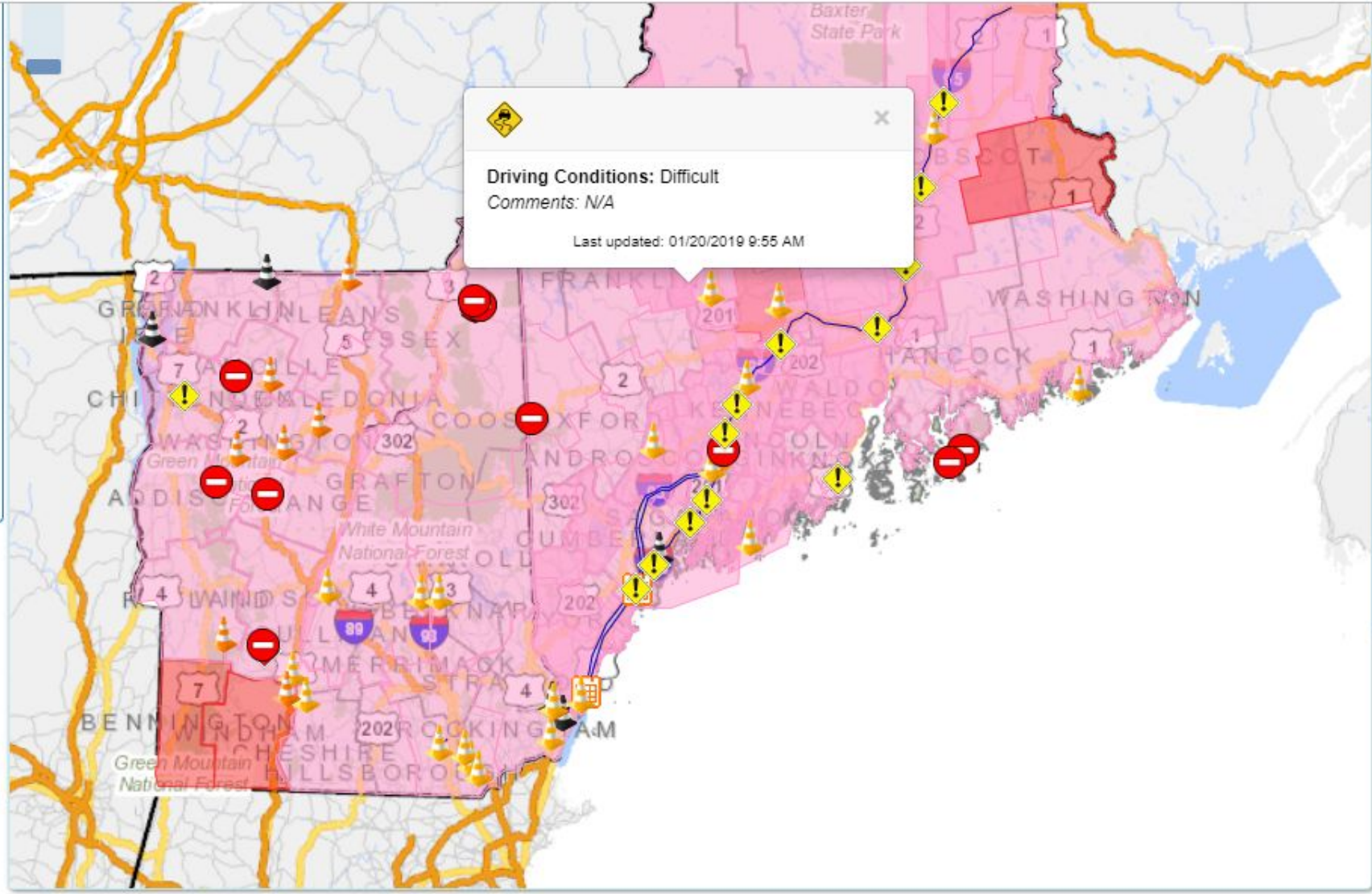
< Report Conditions

Weather (W)

- ☐ 1. Clear Skies
- ☒ 2. Partly Cloudy
- ☒ 3. Cloudy
- ☐ 4. Rain
- ☐ 5. Freezing Rain
- ☐ 6. Sleet
- ☐ 7. Light Snow
- ☐ 8. Heavy Snow
- ☐ 9. Blizzard

Road Temperature Report

- 🚫 ME: Swan's Island Ferry North: Incident
- ⚠️ ME: Rockland Ferry East: Incident
- ⚠️ ME: Rockland Ferry East: Incident
- ⚠️ ME: I-95 South: Weather Event
- ⚠️ ME: I-95 North: Weather Event
- ⚠️ ME: I-295 North: Weather Event
- ⚠️ ME: I-295 North: Weather Event



Map Legend

- ☒ ⚠️ Incident ⓘ
- ☒ 🚧 Roadwork ⓘ
- ☒ 📅 Future Events
- ☐ 📍 Road Restrictions
- ☐ ⚠️ Traffic Speeds ⓘ
- ☐ 🚩 Special Events ⓘ
- ☐ 📹 Cameras
- ☐ 🌡️ Weather Stations
- ☒ 🚧 Driving Conditions
- ☐ 📶 Fair
- ☐ 📶 Difficult
- ☐ 📶 Ice / Hazardous
- ☐ 📶 Message Signs
- ☐ 📶 NWS Doppler Radar

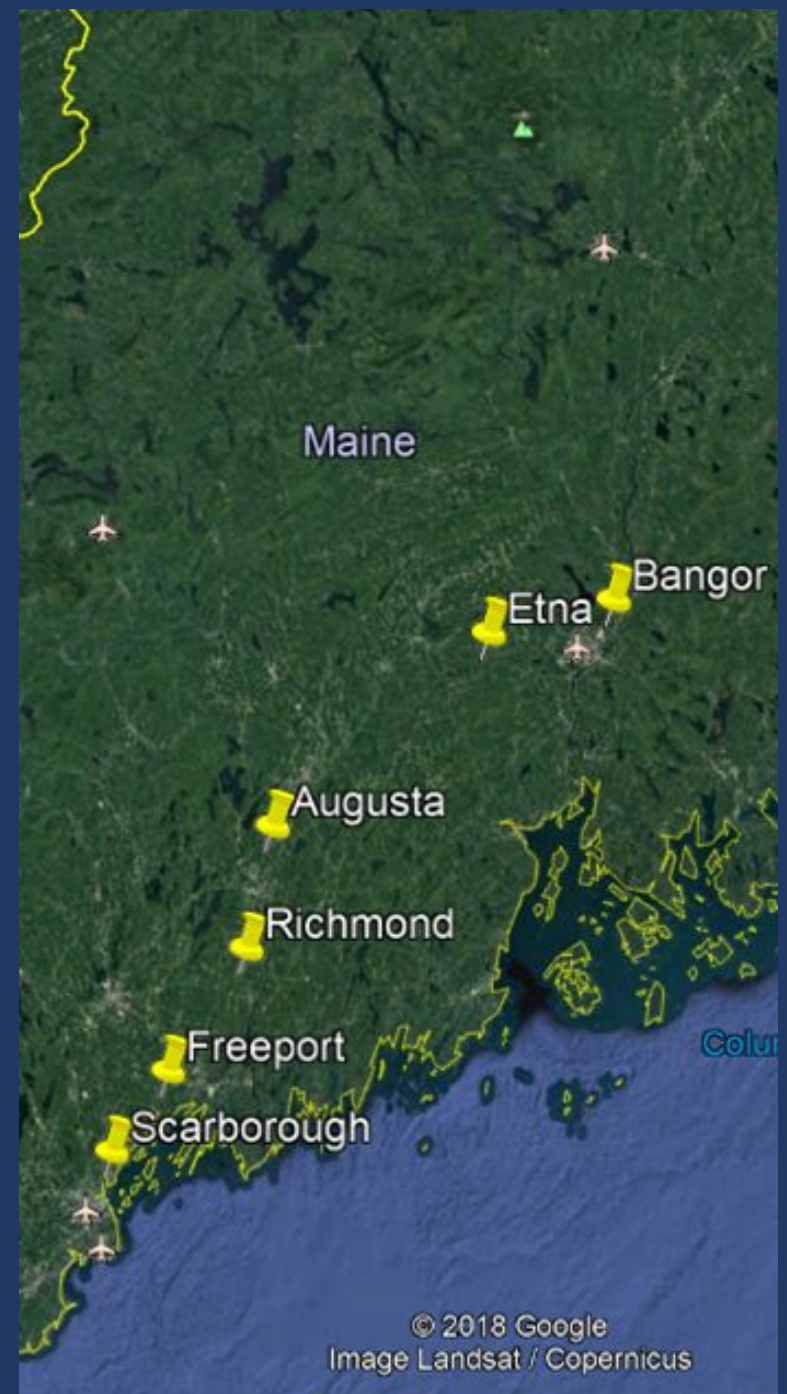
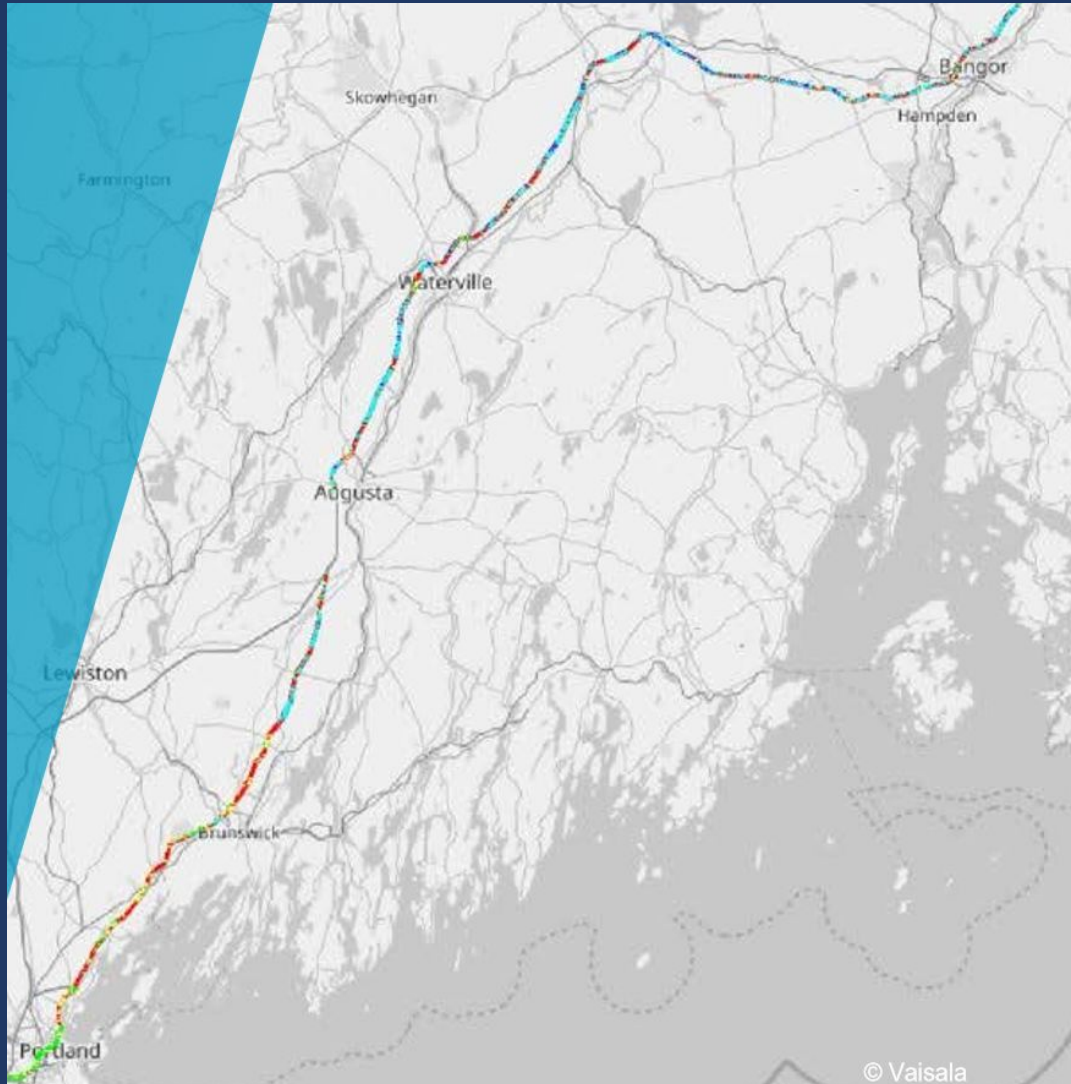
Traveler Safety

Proactive
Planning

Economic and
Environmental
Savings



New Stations



Vaisala RoadDSS - Manage Alerts

Ability to do alerts for Turnpike and NH RWIS Stations

10:31

VAISALA / Navigator

Maine DOT All

Map Station Summary Station Weather Stations Forecasts Alerts Reports

Alert List Manage Alerts

My Alerts

Add New

Shared Alerts

Add New

Enabled

Grip Level < 0.61 Air < 33.0 °F

Grip Level < 0.61 and Surf Temp < 33.0 °F

Grip Level < 0.61 surf state

Grip Level missing

Grip Level < 0.61 Air < 33.0 °F - Observation data alert

Alert conditions

Alert if

Reset alert when

In any of the following stations

Notifications

Send notifications

Notification type

Recipients

Trigger notification

Reset notification

Alert settings

Alert conditions

Alert if

Reset alert when

In any of the following stations

Notifications

Send notifications

Notification type

Recipients

Trigger notification

Reset notification




Alert settings


Alert name

Alert state

10:31 AM


11/6/2020

< (210) 519-0269   

 Maine DoT - Etna2020: Grip Level < 0.61 Air < 33.0 F


Maine DoT - Etna2020: Grip Level < 0.61 and Surf Temp < 33.0 F

3:40 AM

 RESET: Maine DoT - Etna2020: Grip Level < 0.61 Air < 33.0 F, This alert was reset because its reset condition was met.

RESET: Maine DoT - Etna2020: Grip Level < 0.61 and Surf Temp < 33.0 F, This alert was reset because its reset condition was met.

4:50 AM

 Maine DoT - Monson: Grip Level < 0.61 and Surf Temp < 33.0 F

Maine DoT - Monson: Grip Level < 0.61 surf state

9:2 

11/14/2020 04:21:21	m_robarge	Call Out	called 305 advised him the road temps in the Dixfield area where about 33 degrees, suggested he check his roads
11/14/2020 04:19:34	m_robarge	10-8	
11/14/2020 04:16:54	m_robarge	10-8	
11/14/2020 04:16:44	v_averill	10-8	
11/14/2020 04:13:49	v_averill	10-8	
11/14/2020 04:08:42	v_averill	10-8	
11/14/2020 04:07:06	v_averill	10-8	
11/14/2020 04:06:31	m_robarge	Call Out	called 304, 324 advised them the road temps in the Dixfield area where about 33 degrees, suggested he check Their roads
11/14/2020 04:01:59	v_averill	10-8	
11/14/2020 03:59:36	m_robarge	Call Out	advised 215 and 2161 of the Sidney RWIS Stations Road Temp (32.5 degrees) and suggested they check their roads
11/14/2020 03:59:10	m_robarge	Call Out	ried 1197 (Fryeburg Night Patrol) to get Road Temp with no contact, called 119 to advise of road temps in the Dixfield area around 33 degrees, and that the Wood W
11/14/2020 03:49:55	m_robarge	Other	Called Wood Weather Service to check on future road temps, forecasters are expecting the temps to drop before daybreak, will be calling crews to advise
11/14/2020 03:41:27	m_robarge	10-8	
11/14/2020 03:39:06	m_robarge	Call Out	called 308 advised him the RWIS Station road temps in the Monson area where 32.9 degrees, suggested he check his roads
11/14/2020 03:34:04	v_averill	10-8	
11/14/2020 03:31:12	m_robarge	Call Out	called 3031 advised him the road temps in the Dixfield area where about 33 degrees, suggested he check his roads
11/14/2020 03:15:29	v_averill	10-8	

RWIS Forecast for Sidney (SCBRYZM8V7)



Issued At: Wednesday 4 November 2020 2100 EST
Valid Until: Thursday 5 November 2020 2300 EST

Maine Discussion

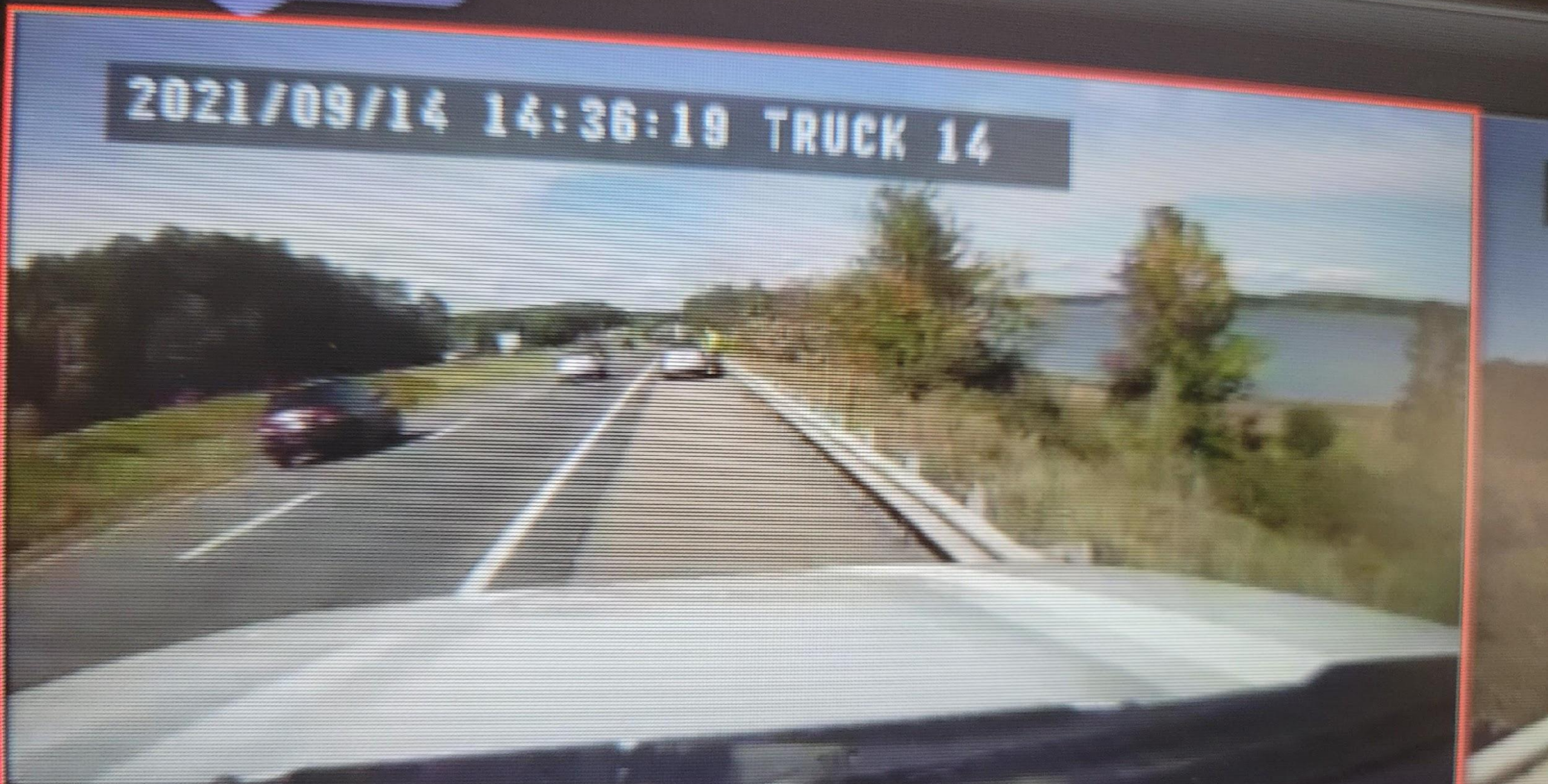
Mainly cloudy today, except with isolated snow showers in the north. Partly cloudy Thursday morning, then mainly sunny Thursday afternoon and evening. Partly cloudy Friday.

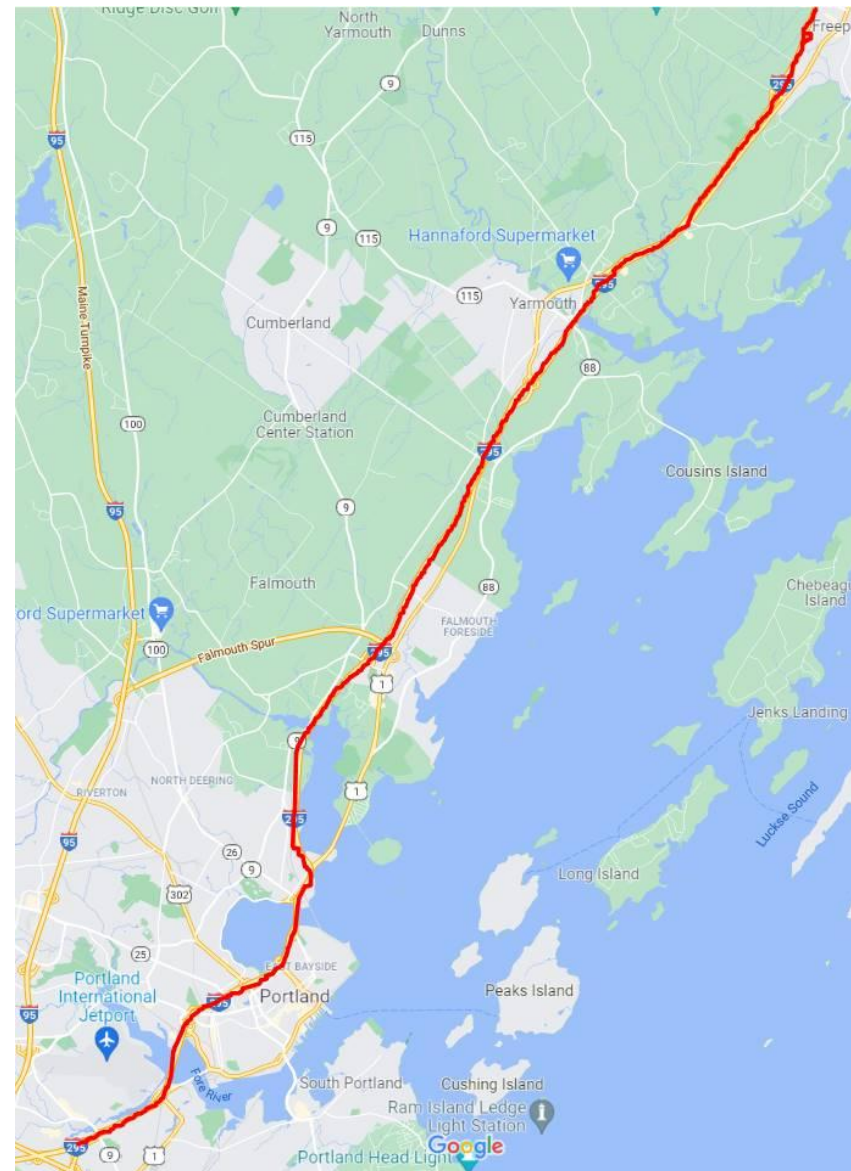
Forecast

T stands for Trace

Date	04			The November 5 2020																					
Period				Overnight						Morning						Afternoon									
Hour (EST)	21	22	23	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21
Snow																									
Snow Showers																									
Liquid Rate (in/h)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Freez. Rate (in/h)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow Rate (in/h)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Liquid Accum. (in)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Freez. Accum. (in)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow Accum. (in)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pressure (mb)	1030	1030	1030	1029	1029	1029	1028	1028	1028	1028	1028	1028	1027	1027	1026	1026	1025	1025	1024	1024	1024	1024	1024	1024	1024
Road Conditions																									
Dry																									
Dew																									
Frost																									
Snow & Ice																									
Wet																									
Pavement Temp (°F)	35	34	32	32	32	32	32	31	31	31	31	35	48	59	67	72	73	71	63	55	50	48	46	44	43
Temperature (°F)	37	38	38	40	41	41	40	40	40	40	40	43	47	51	55	58	60	59	58	55	54	53	51	51	50
Dew Point Temp (°F)	34	36	37	38	38	40	39	39	39	38	38	40	41	42	43	43	44	45	45	45	45	44	43	42	43
Humidity (%)	89	92	94	95	95	95	95	95	96	96	94	88	79	71	64	58	56	59	64	69	71	71	72	73	74

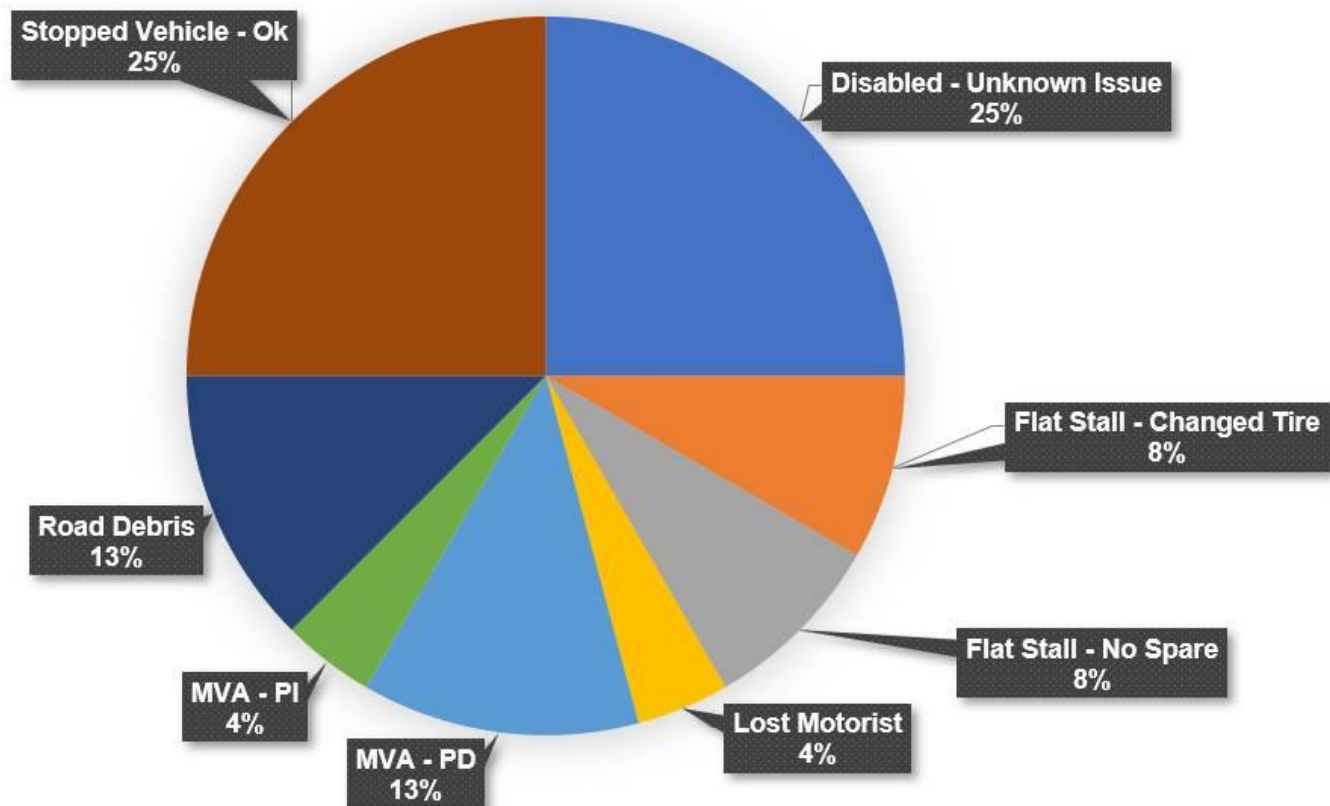
2021/09/14 14:36:19 TRUCK 14





September 4 - September 10, 2021 24 Total Stops

Row Labels	Count of Stop Type
Disabled - Unknown Issue	6
Flat Stall - Changed Tire	2
Flat Stall - No Spare	2
Lost Motorist	1
MVA - PD	3
MVA - PI	1
Road Debris	3
Stopped Vehicle - Ok	6
Grand Total	24



New England 511



New England 511

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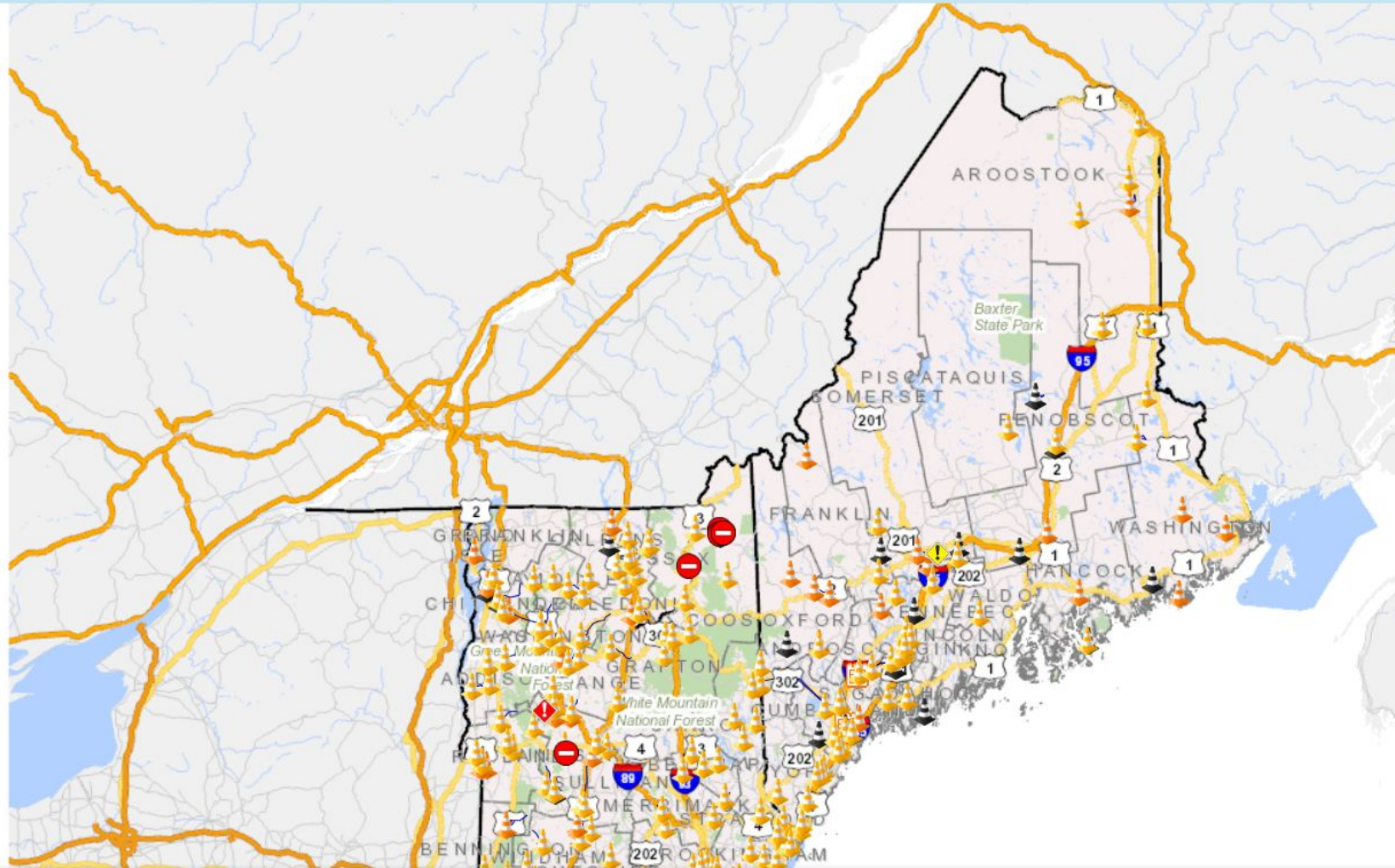
Emergency Announcements

- NH: Hogback Rd East: Incident
- VT: US-4 East: Incident

Incidents/Construction

- ME: ME-27 North: Roadwork
- ME: ME-152 North: Roadwork
- ME: ME-26 North: Roadwork
- ME: ME-35 North: Roadwork
- ME: I-95 North: Roadwork
- ME: ME-25 West: Roadwork
- ME: I-95 South: Roadwork
- ME: I-95 South: Roadwork
- ME: ME-102 South: Roadwork
- ME: ME-11 North: Roadwork

[All Regions](#) [New Hampshire](#) [Maine](#) [Vermont](#) Last Updated: 10/15/2019 3:55 PM [Refresh Page](#)



NH - Franconia Notch

Map Legend

- ☒ Incident
- ☒ Roadwork
- ☒ Future Events
- ☐ Road Restrictions
- ☐ Traffic Speeds
- ☐ Special Events
- ☐ Cameras
- ☐ Weather Stations
- ☐ Driving Conditions
- ☐ Message Signs
- ☐ NWS Doppler Radar

