

**Penobscot County
Traffic Incident Management Group Agenda
September 28, 2021
State Police Barracks - 198 Maine Ave, Bangor
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
Eric Pelletier, Deputy Chief, Bangor Fire Department
Ryan Davis, Fire Chief in Holden and Eddington
Rob McGraw, Fire Chief, East Millinocket Fire
Oriana Flemming, Northern Light Medical Transport
Andrew Emery, Assistant Chief, Bangor Fire Department
Andrew Allen, Assistant Traffic Engineer, Maine DOT
Angela Helms, Northern Light Transport Medical Transport
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 Fort Kent. Each of the desks has multiple monitors to allow for every possible piece of

¹ Slide #1 and 29

² Slide #2

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 enter into CAD that there is a traffic incident it would come up on the TMC screens. The

³ Slides # 3 and 4

⁴ Slide #5

⁵ Slide #6

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 #7 bottom photo.

⁷ Slide #8

⁸ Slide #10

⁹ Slide #11

¹⁰ Slide #13

¹¹ Slide #13

¹² Slide #14

¹³ Slide #15

¹⁴ Slide #16

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. Steve Landry would like to have any feedback on areas or boundaries where this service would be useful -(see more about this under “Other Business”).

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.

Maine DOT is in the process of using GIS to build dashboards¹⁹ that show information that is received at the TMC. These dashboards can be prepared upon request for any location if any entity would find the information useful.

Lastly, MaineDOT is always looking for areas where they can add additional message boards or cameras which can then be integrated into the TMC. In 2024 they plan to add some pan, tilt zoom cameras in the Bangor area. They could also provide dashboards to view the cameras to entities who may find them useful. If anyone has any thoughts on locations please share these with Steve Landry (stephen.landry@maine.gov)

Area Incidents / After Action Reviews

Ryan Davis shared the incident that happened on Route 1A in Holden at the start of Labor Day weekend. There was a rollover near the KOA campground. 1A was

¹⁵ Slides 17, 18 and 19 and 20

¹⁶ Slide #21

¹⁷ Slides #22, 23 and 24

¹⁸ Slides # 25, 26 and 27

¹⁹ Slide # 28

completely shut down for a short time but managed to get alternating traffic flowing in one lane. MaineDOT did show up to assist but at that time we did not set up any detours because they had the one lane open. It was slow going due to the amount of traffic. Message boards were turned on to alert people of the incident so those who knew the area could seek alternate routes. The Penobscot County Sheriff's office did the reconstruction. Ryan noted that was the first time they have worked with PCSO in a potentially fatal reconstruction. They did not have a drone so they were doing it old school so it did keep one lane shut down for a couple hours, longer than it typically would have with the drone, They did however, do a great job.

Steve Landry asked if the PCSO has anyone who can fly a drone or if there is another entity that could have one and get certified to use it in that area. Ryan was asked to reach out to the PCSO to see where they are on drones and training. Ryan said the fire department has thought about using them on fires and we could get someone to get the certification on his staff but wasn't sure if they may also need to be certified as a reconstructionist. - Update post meeting: Ryan reached out to Lt. Jim Ellis to enquire if the PCSO had a drone. Lt Ellis said the PCSO is very interested in getting drones and personnel certified to use them. He said they have submitted an application for a grant through Penobscot County Emergency Management to buy two drones and fund training for personnel to get certified to use them. They have not received notice that they are approved but have been asked to submit additional information.

There were other incidents in the area that Holden has responded to and all went fairly well. He did want to give a shout out to MaineDOT's crew as they are showing up to most every incident to see if we need any help.

Ryan also wanted to share that fire departments across the state are all short staffed. At this time if there is a scene where there is extrication the fire departments cannot help with flagging and traffic. There is just not enough man power. Police a lot of the time want them to direct traffic but they just do not have the staff and they need to take care of the patients and deal with the extrication and recovery efforts. This is just something to think about as we move forward.

Steve Theborge and Joe Lacerda shared that there have been some minor incidents around the bridge projects on the interstate but as far as major incidents there has not been a lot. There has been night paving on the interstate with some lane and ramp closures but other than that nothing to report.

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 piece 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 Theborge 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.

Interstate paving should be wrapping up in the next few weeks. There were some issues in other areas of the state with the recent rain.

Steve Landry mentioned that they are looking at potentially expanding the safety patrol into the Bangor area. Ryan mentioned that the State Police field calls all the time for broken down vehicles and that Aaron Turcotte may be able to share that information. Steve mentioned that they are looking at WAZE data as well to see where the problem areas are. Steve would like to have any feedback on areas or boundaries where this service would be useful.

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 to keep the current date for the December meeting but change the time to 10:30 AM. We hope to have it in person with a virtual option available

Setting Dates for 2022 - March June, September and December

It was decided to look at the 2nd Tuesday of the month as a potential date.

Here are dates I have come up with, please let me know if anyone sees any date that will not work.

March 8, 2022 - 10:30 AM

June 14, 2022 - 10:30 AM

September 13, 2022 10:30 AM

December 13, 2022 - 10:30 AM

Adjourn

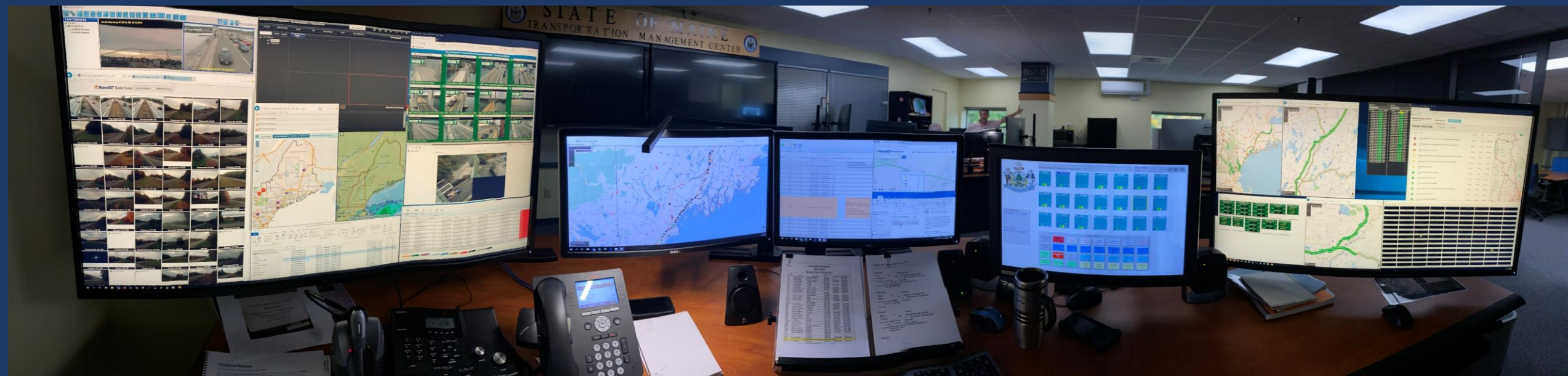
Transportation
Management
Center

207-624-3339

The Old TMC



The New Location



Management Information Screens



The mission of the Maine 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 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



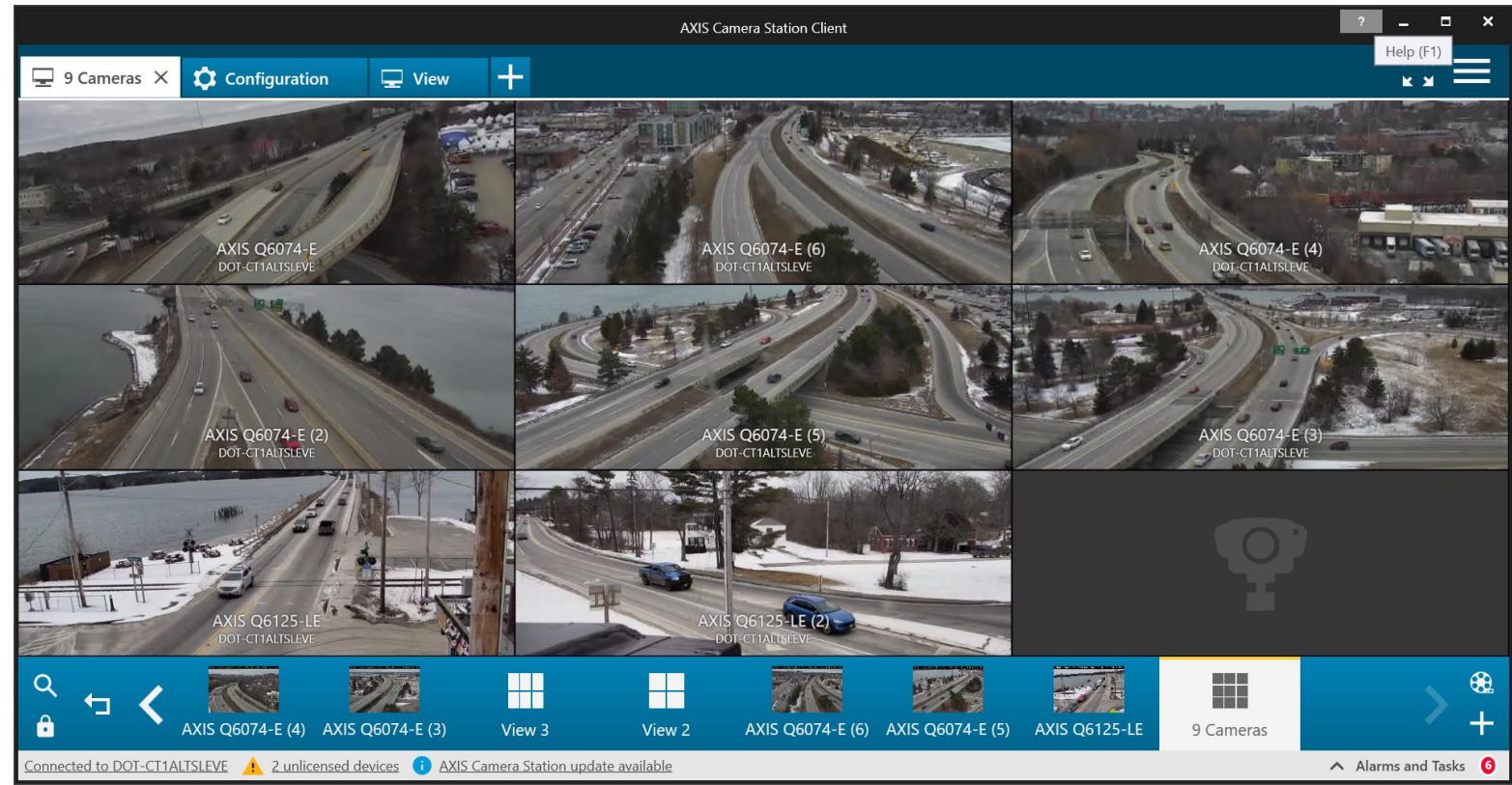
Crews
State Police
General Public

- 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

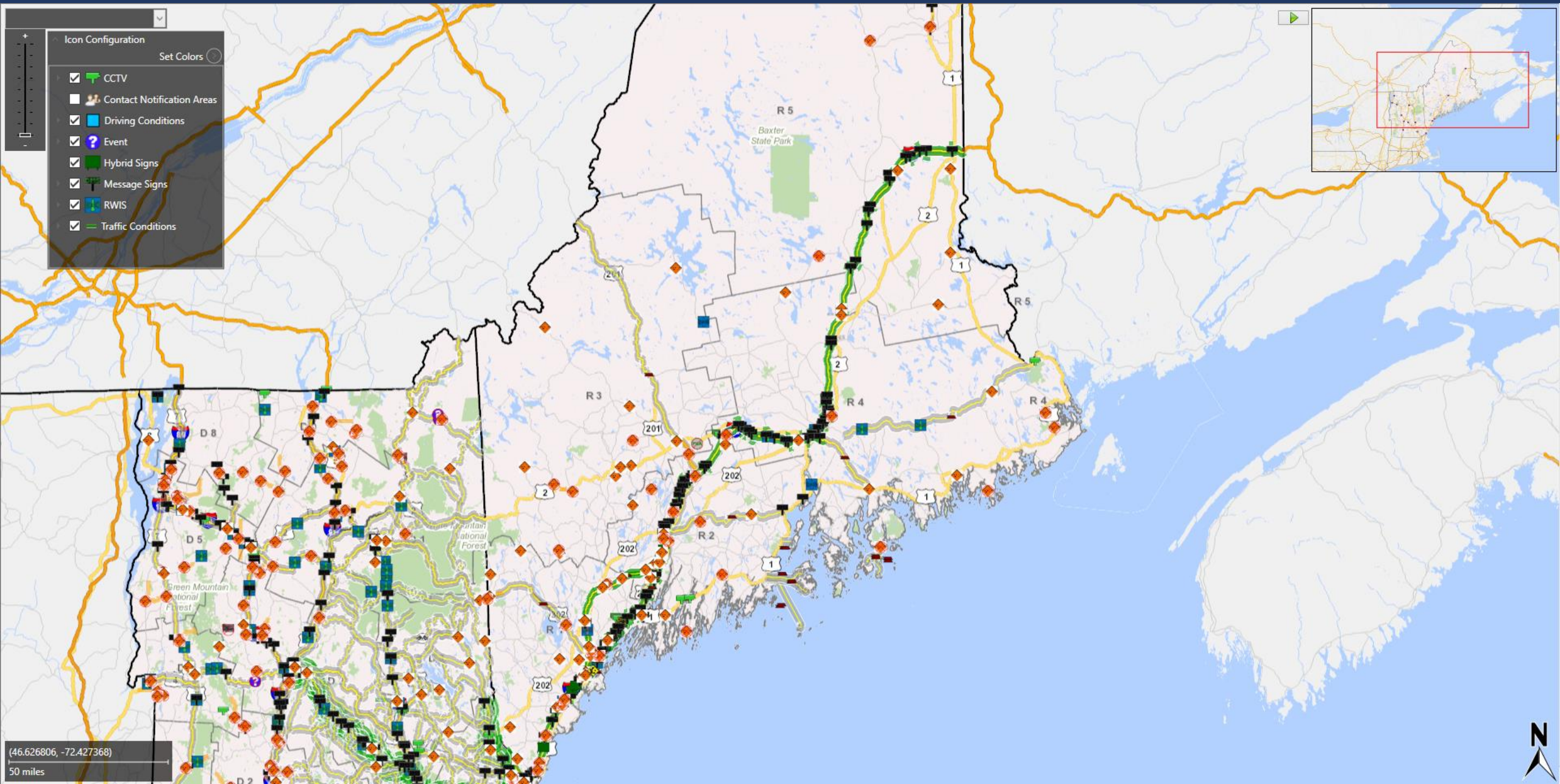
Apply technology to better manage traffic:

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



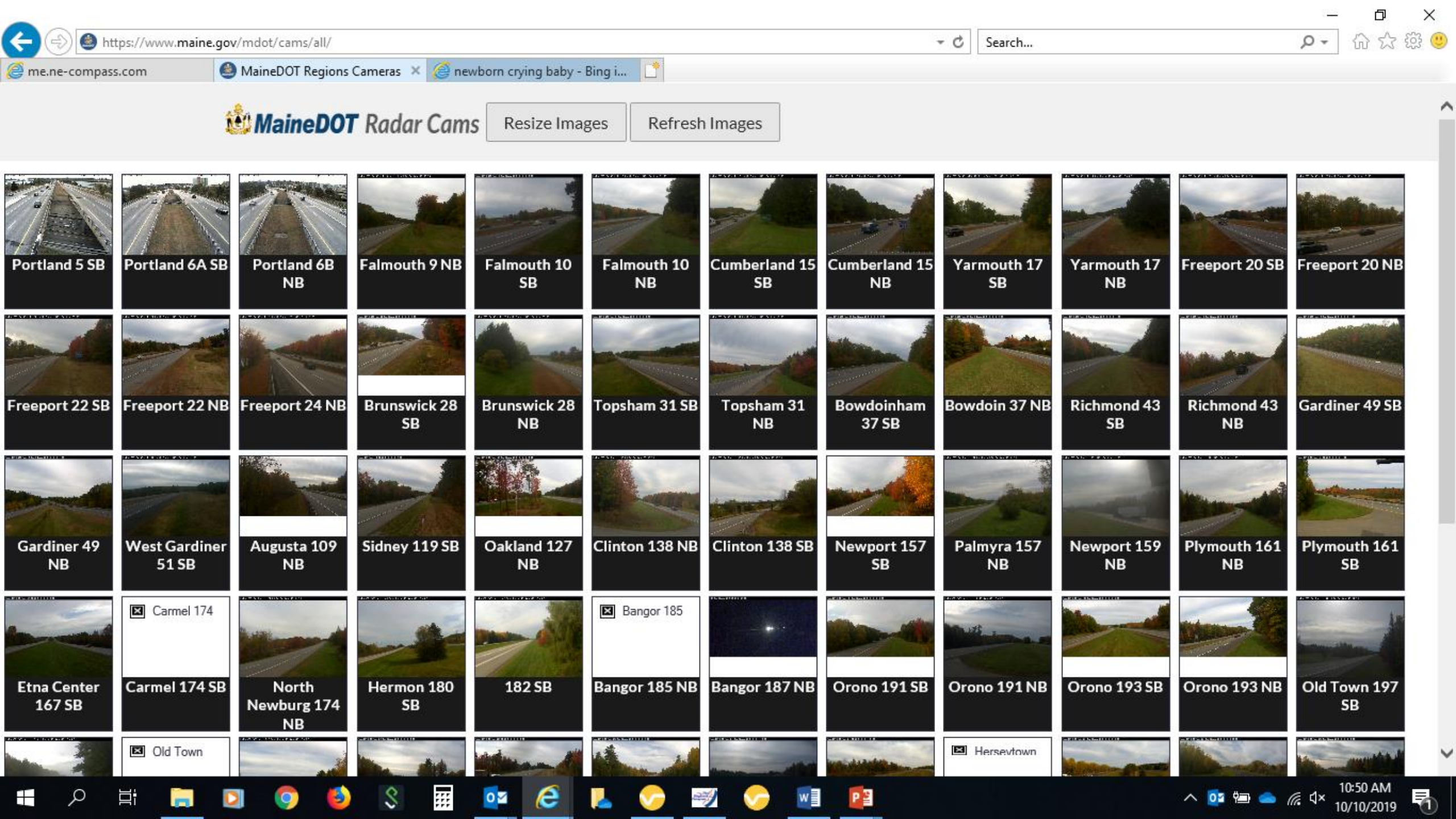
Compass ATMS





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

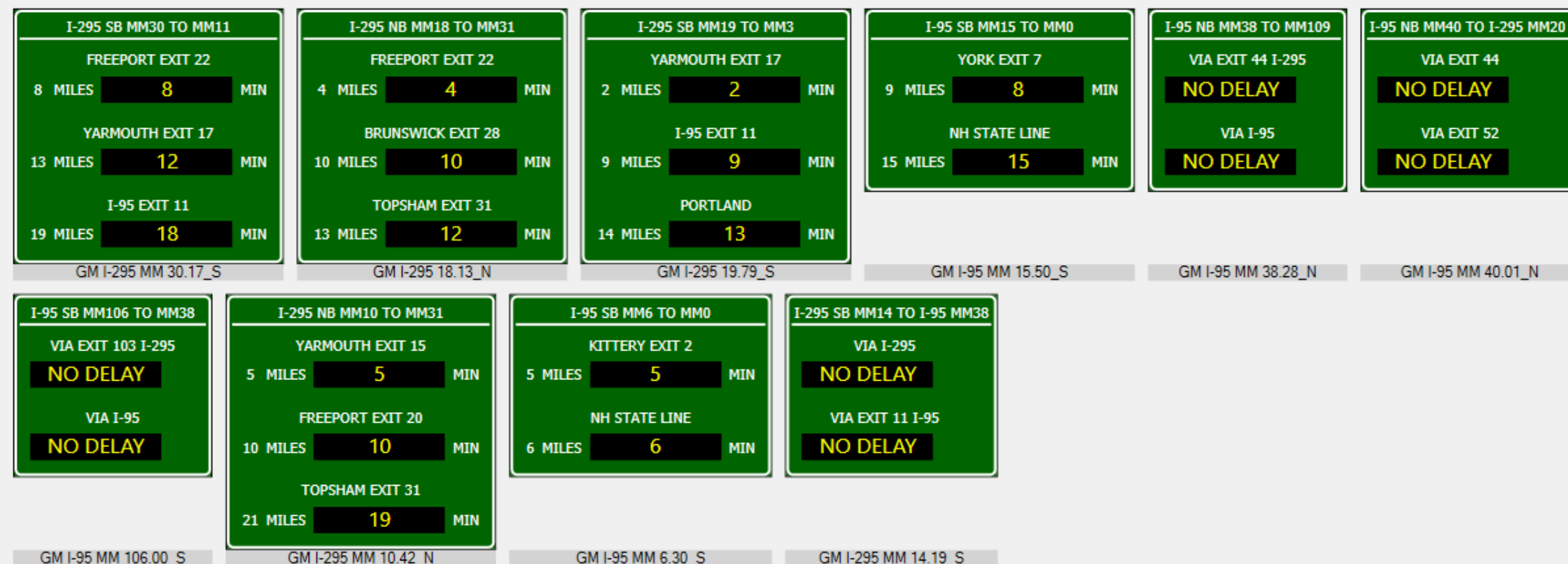
I-295 Mile 17 SB	65 mph	12.40 V
I-295 Mile 20 SB	73 mph	12.57 V
I-295 Mile 22 SB	67 mph	12.54 V
I-295 Mile 28 SB	65 mph	12.45 V
I-295 Mile 31 SB	70 mph	12.50 V
I-295 Mile 37 SB	75 mph	12.44 V
I-295 Mile 43 SB	72 mph	12.44 V
I-295 Mile 49 SB	75 mph	12.45 V
I-295 Mile 51 SB	77 mph	12.44 V
I-95 Mile 119 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



Standard Signs Hybrid Signs

File

Standard Signs Hybrid Signs



YOUR ROUTES

Total (49)

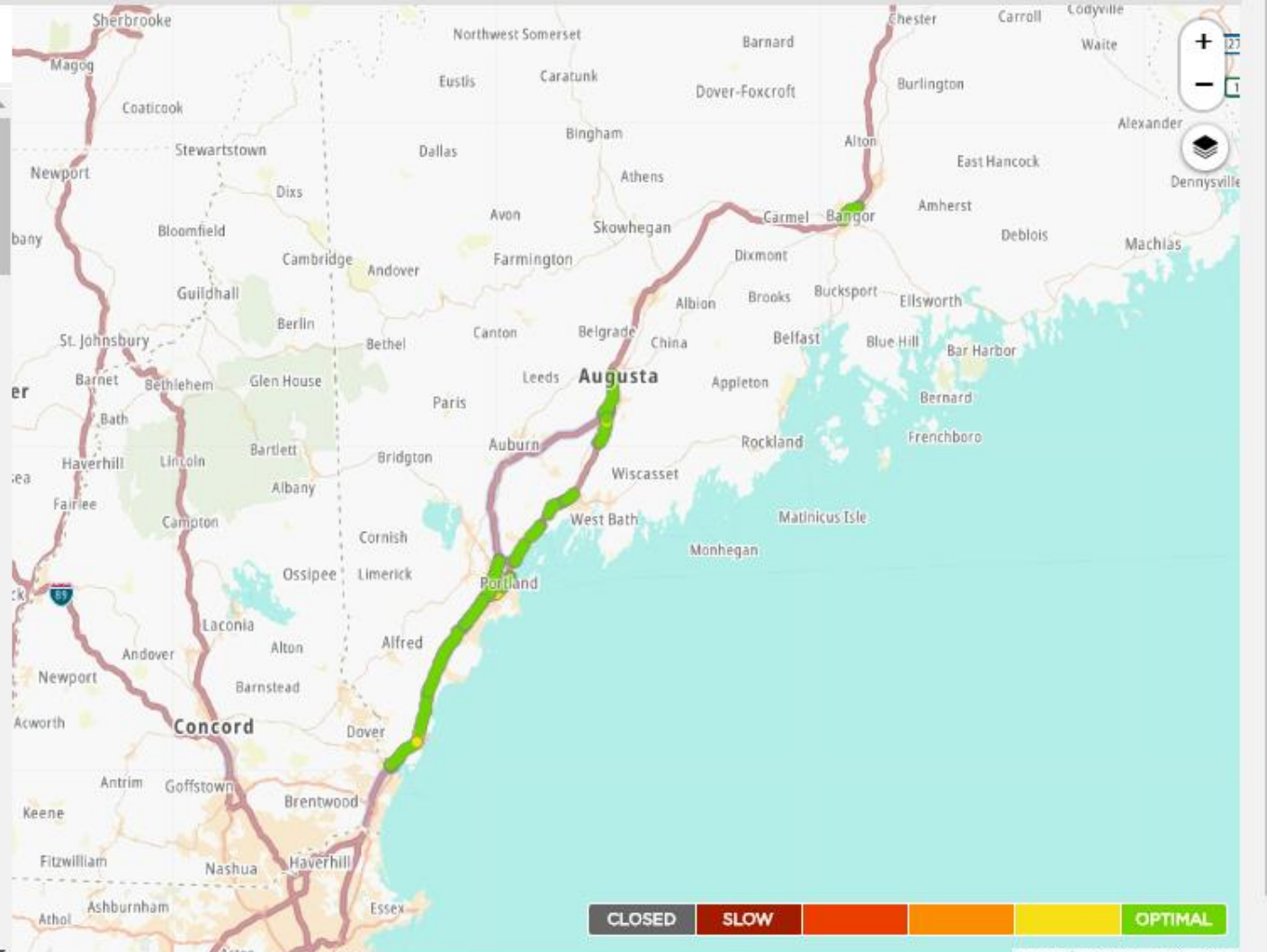
Active (48)

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 %
M	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

Report Conditions

Road (R)

Pavement Conditions

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

Weather Temperature Report

This is a mobile app interface for reporting road conditions. The screen shows a back arrow and 'Report Conditions' at the top. The main title is 'Road (R)' with a underline. Below it is the subtitle 'Pavement Conditions'. There is a list of six options with radio buttons: '1. Bare and Dry', '2. Wet' (selected), '3. Snow' (selected), '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

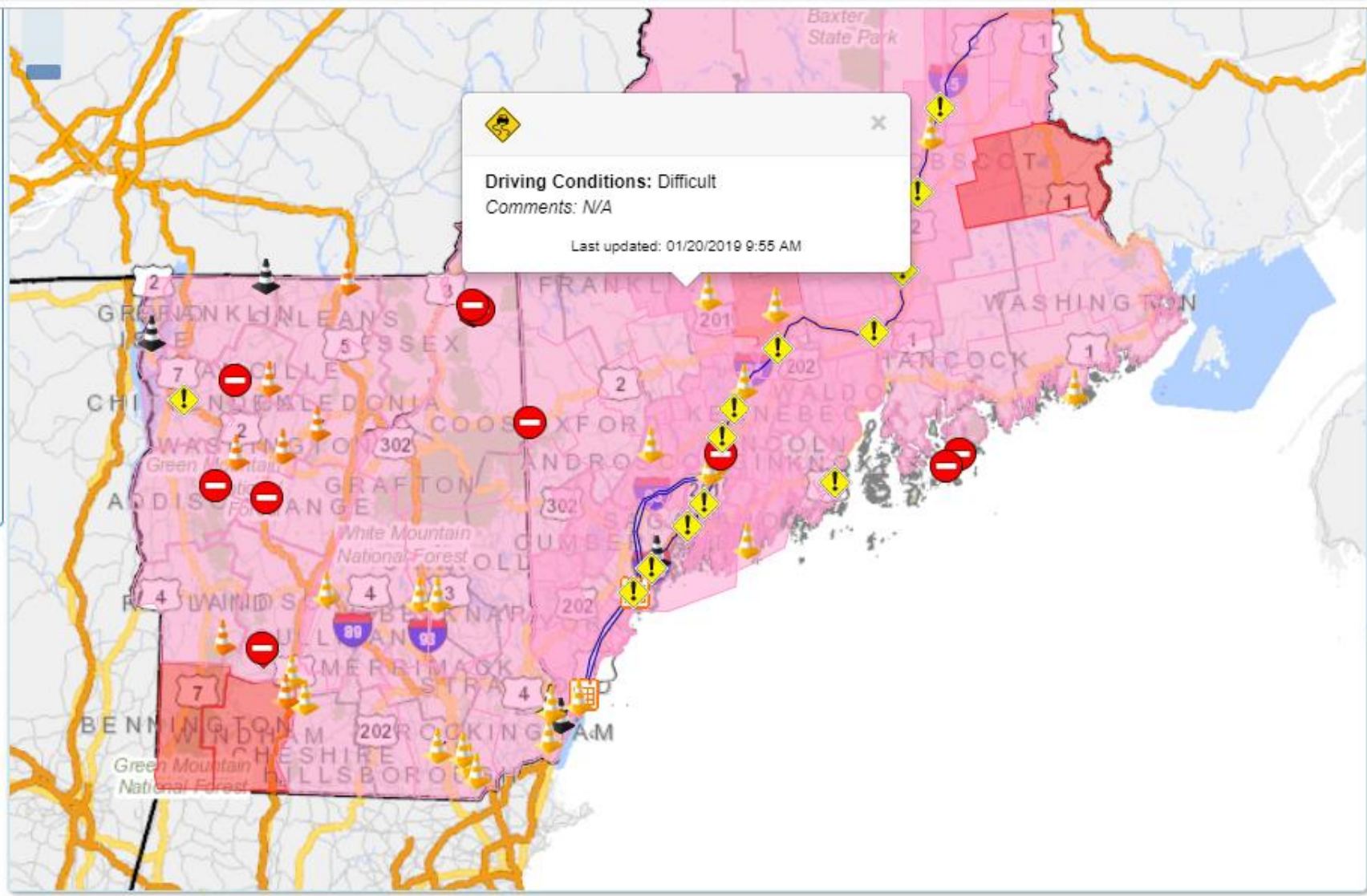
Weather (W)

- ☐ 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

This is a mobile app interface for reporting weather conditions. The screen shows a back arrow and 'Report Conditions' at the top. The main title is 'Weather (W)' with a underline. Below it is a list of nine options with radio buttons: '1. Clear Skies', '2. Partly Cloudy' (selected), '3. Cloudy' (selected), '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'.

- 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
- ☐ Message Signs
- ☐ NWS Doppler Radar

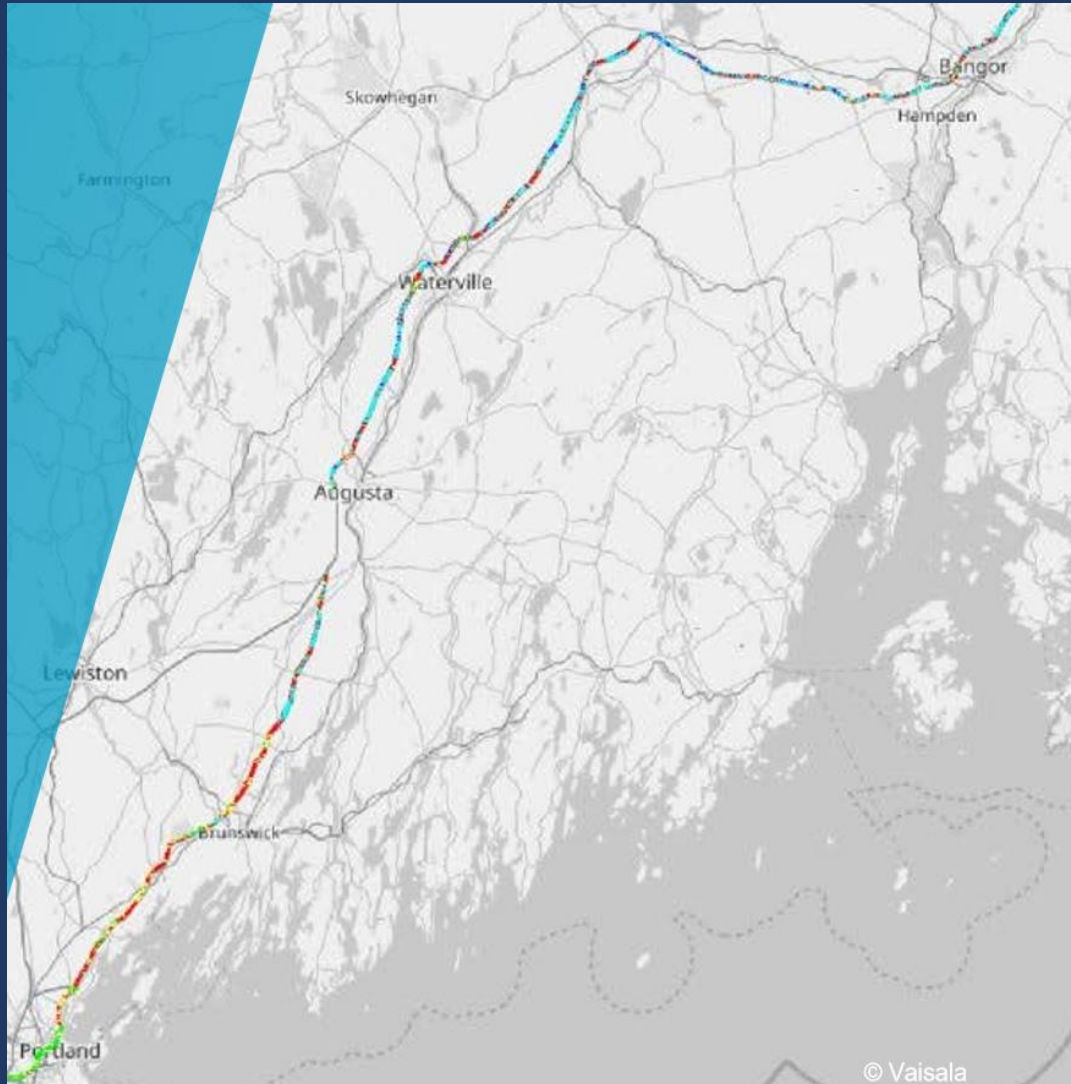
Traveler Safety

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 Wall | 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

Edit

Delete

Last edited by mainedot 03.11.2020

Alert conditions

Alert if

Grip Level falls below 0.61 and Air Temp falls below 33.0 °F

Reset alert when

Grip Level rises above 0.61 for 1 hour or Air Temp rises above 33.0 °F for 1 hour

In any of the following stations

Maine DoT - Bangor2020

Maine DoT - Clifton

Maine DoT - Etna2020

Maine DoT - Falmouth2020

Maine DoT - Freeport2020

Maine DoT - Richmond2020

Maine DoT - Sidney2020

Maine DoT - Soucey

Maine TPK - Eagles Nest

Maine TPK - Saco River

Notifications

Send notifications

When alert is triggered and when alert is reset

Notification type

Email and SMS

Recipients

Steve cell
TMC
steve h work email

Trigger notification

Email subject

Message

Reset notification

Email subject

Message

Alert settings

Alert name


Grip Level < 0.61 Air < 33.0 °F

Alert state

Enabled


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 

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.

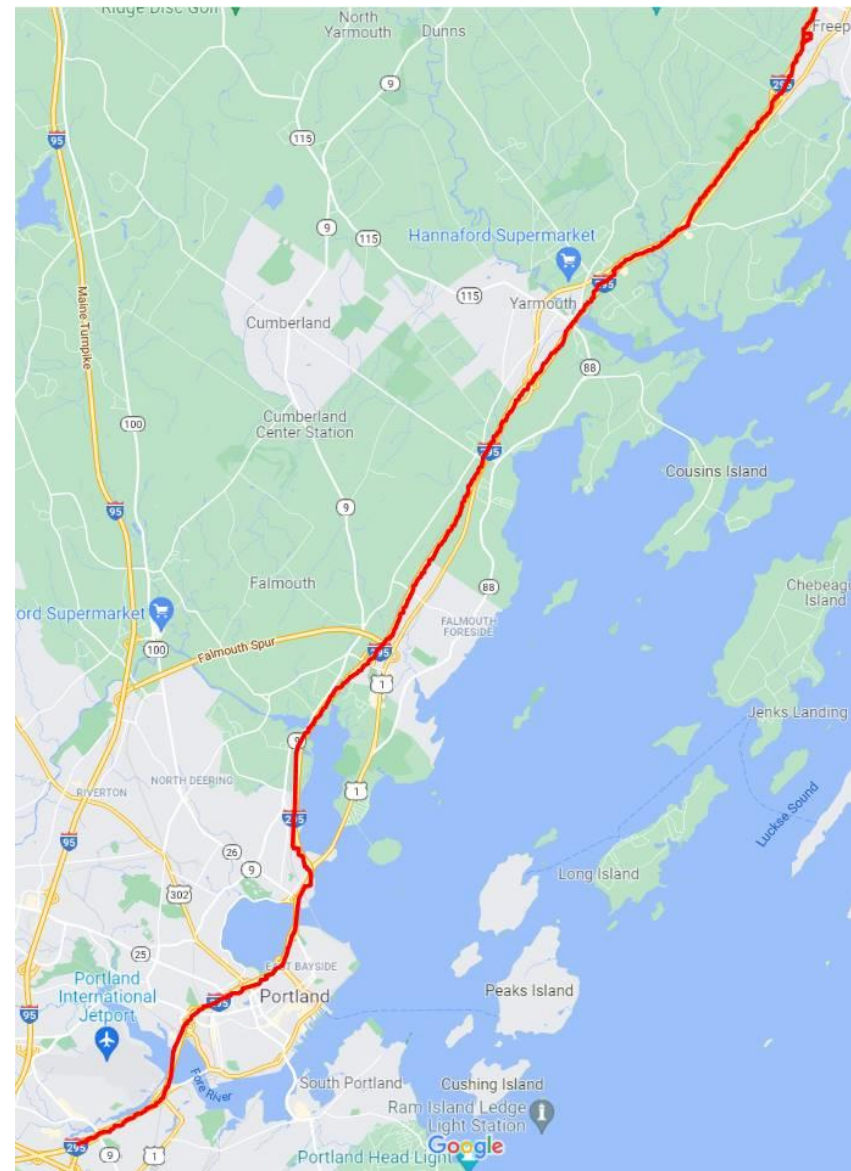
Forecast

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	39	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

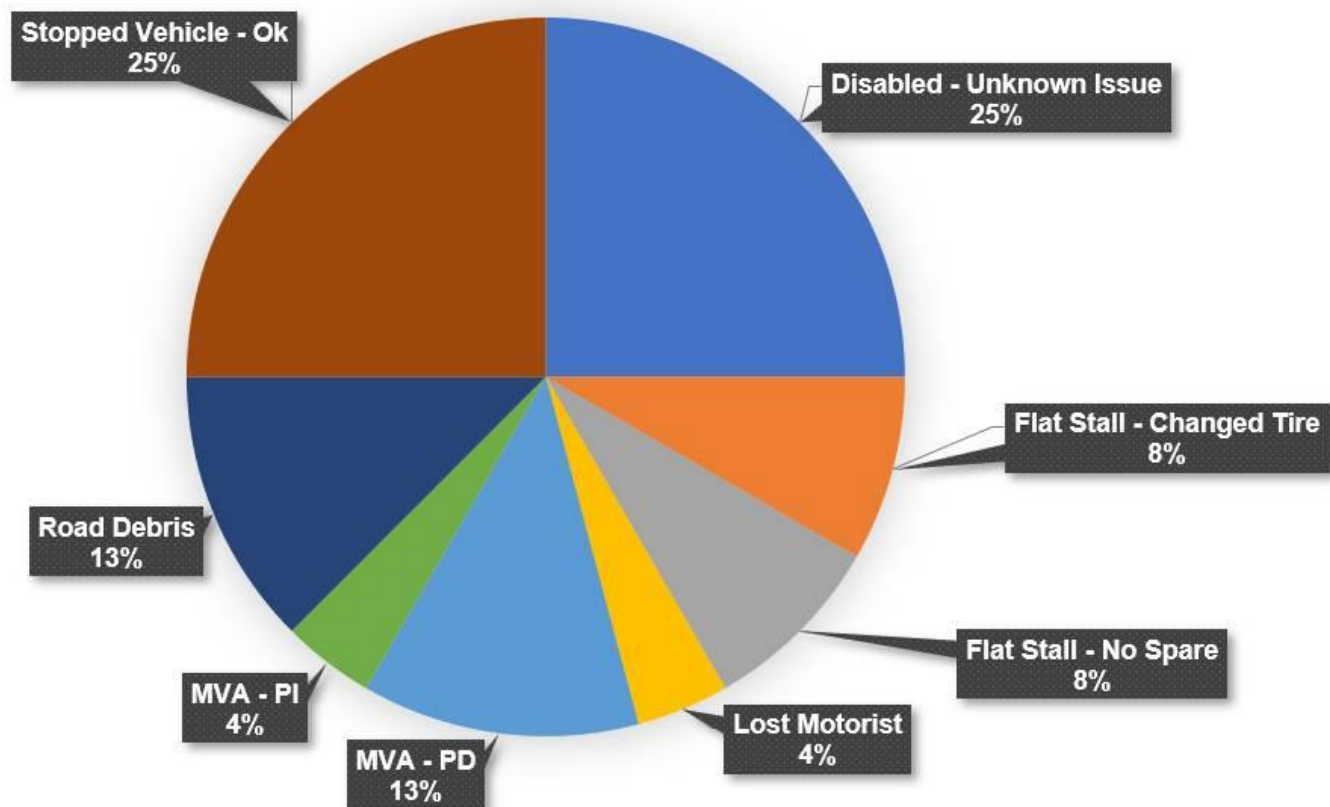
2021/09/14 14:36:19 TRUCK 14






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**

HomeTrafficTransitTruckingParkingBikingWeatherAirportsMy TripsMore Info

Select Language

Map ViewList View

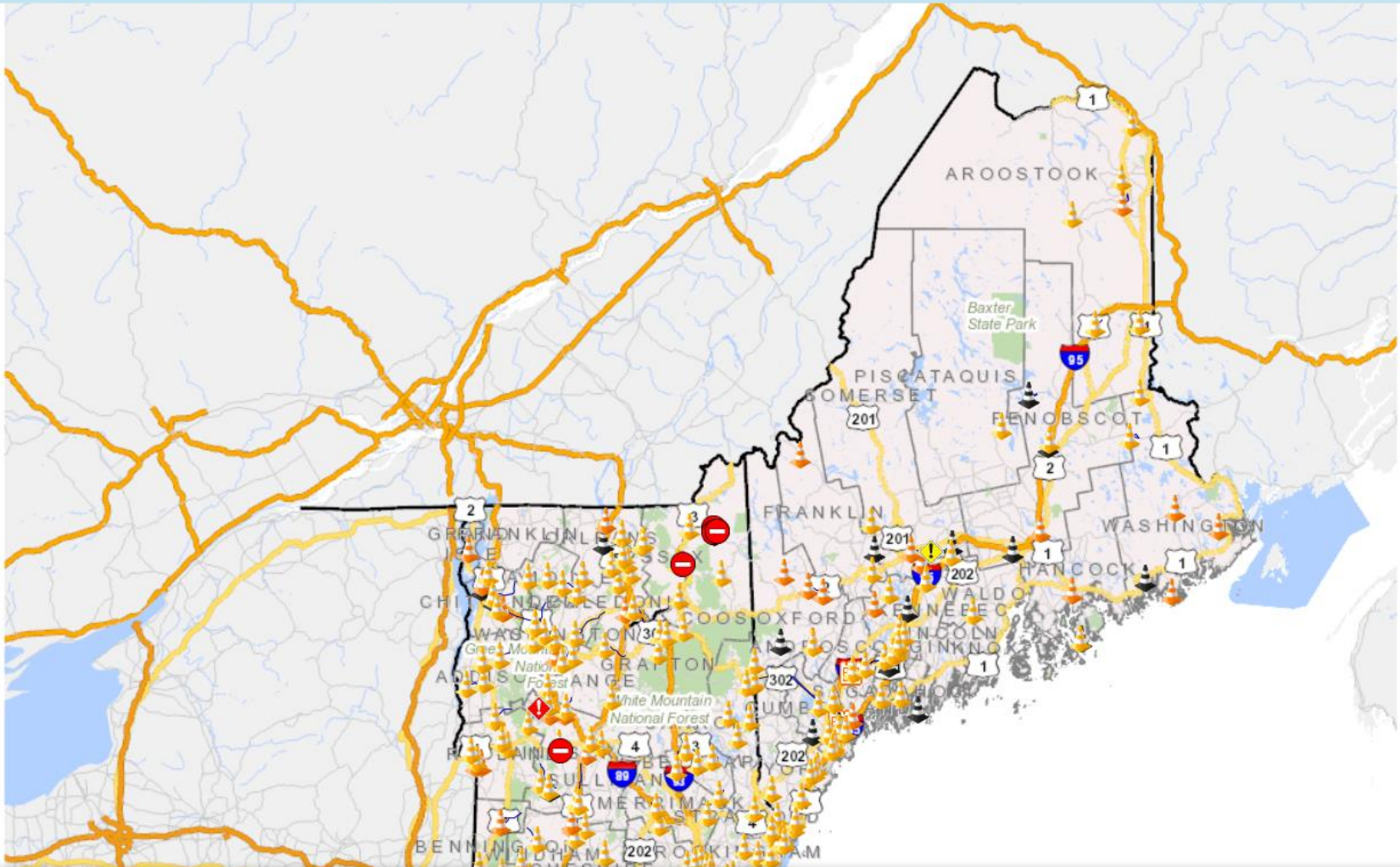
Emergency Announcements

- 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: ME-102 South: Roadwork
- ME: ME-11 North: Roadwork

All RegionsNew HampshireMaineVermontLast Updated: 10/15/2019 3:55 PMRefresh Page



Map Legend

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

**NH - Franconia Notch**

2:46



< noreply@newengland... 🔍 ⋮

(MyTrips: Penobscot County [part 2]) lane for ditching next 2 weeks 7am -5 pm daily .

9:20 AM



(MyTrips: Carroll County) NH
Carroll: RoadMaintenance;
Wolfeboro, NH-109A North,
Sandstrom Rd to NH-109.
Right lane closed.

9:25 AM



(MyTrips: Kennebec County) Kennebec:
RoadMaintenance; Augusta,
Augusta I 95 north mile 111
left lane closed guard rail
repair.

10:20 AM



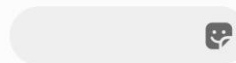
(MyTrips: York County)
York: Crash; Saco, I-95
South, MM 33. Left lane
closed.

10:38 AM



(MyTrips: Waldo County)
Waldo: RoadMaintenance;
Belmont, Searsmont/
Belmont Rte 131 is open to
traffic.

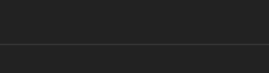
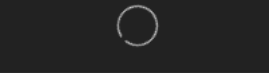
1:49 PM



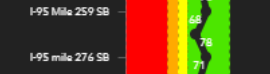
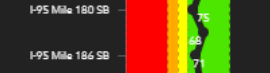
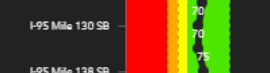
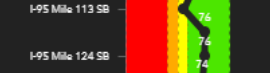
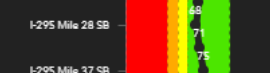
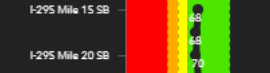
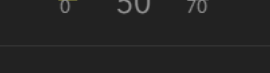
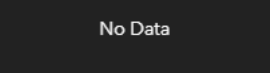
MaineDOT Region Selectable Interstate DMS & speeds

Region Selection None

Interstate Speeds NB

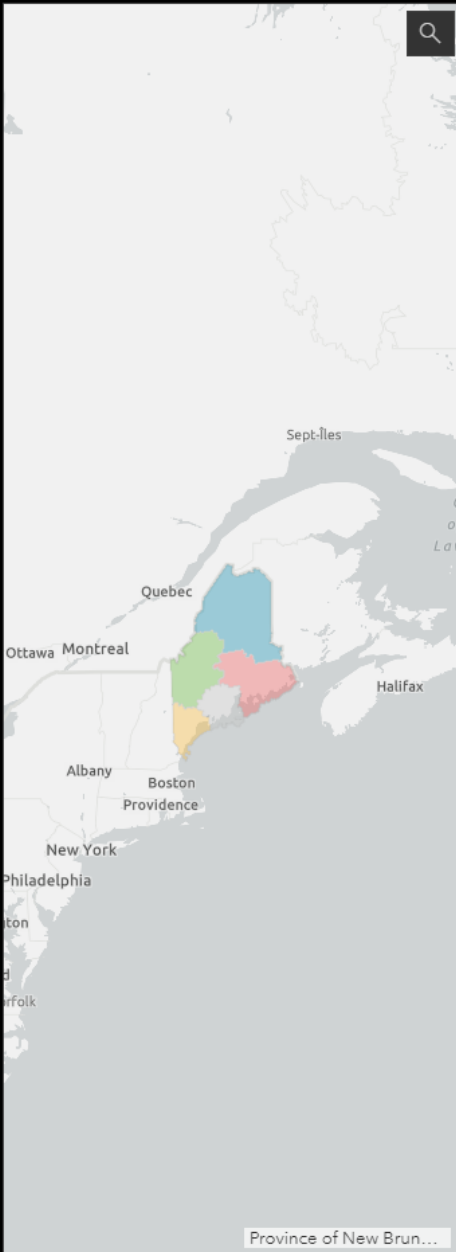


Interstate Speeds SB



Last update: a few seconds ago

I-295 Mile 09 NB	I-295 Mile 31 NB	I-95 Mile 120 NB	I-95 Mile 276 SB
I-295 Mile 10 NB	I-295 Mile 31 SB	I-95 Mile 124 NB	I-95 Mile 277 NB
I-295 Mile 10 SB	I-295 Mile 37 NB	I-95 Mile 124 SB	I-95 Mile 285 SB
I-295 Mile 15 NB	I-295 Mile 37 SB	I-95 Mile 127 NB	I-95 Mile 286 NB
I-295 Mile 15 SB	I-295 Mile 43 NB	I-95 Mile 127 SB	I-95 Mile 291 NB
I-295 Mile 17 NB	I-295 Mile 43 SB	I-95 Mile 130 NB	I-95 Mile 291 SB
I-295 Mile 17 SB	I-295 Mile 49 NB	I-95 Mile 130 SB	I-95 Mile 301 SB
I-295 Mile 17 SB	I-295 Mile 49 SB	I-95 Mile 132 NB	
I-295 Mile 20 NB	I-295 Mile 51 SB	I-95 Mile 132 SB	
I-295 Mile 20 SB	I-295 Mile 51 SB	I-95 Mile 138 NB	
I-295 Mile 22 NB	I-95 Mile 109 NB	I-95 Mile 138 SB	
I-295 Mile 22 SB	I-95 Mile 113 NB	I-95 Mile 150 NB	
I-295 Mile 22 SB	I-95 Mile 113 SB	I-95 Mile 150 SB	
I-295 Mile 24 NB	I-95 Mile 119 SB	I-95 Mile 157 NB	
I-295 Mile 28 NB	VC1263 @ Freeport Lot		
I-295 Mile 28 SB			
I-95 Mile 193 SB			
I-95 Mile 199 SB			
I-95 Mile 227 SB			
I-95 Mile 259 SB			
I-95 Mile 276 SB			
I-95 Mile 291 SB			



Transportation Management Center 207-624-3339

DMS and Camera Locations, Corridors to Monitor??