



Janet T. Mills
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Bruce A. Van Note
COMMISSIONER

August 13, 2019

Leanne Timberlake
Bridge Program
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

RE: APPROVAL OF DESIGN EXCEPTION – SSD
Location: Hampden I-95 Northbound & Southbound, Emerson Mill Road, Bridge Replacement
WIN: 021673.00 (Br 1430) & 021673.10 (Br 5969)

Dear Leanne:

After discussion and consideration of your request for a Design Exception on the I-95 Emerson Mill Road Bridges northbound and southbound by the Engineering Council, the Design Exception has been approved by the Chief Engineer.

Sincerely,

Joyce Noel Taylor, P.E.
Chief Engineer

cc: Jeff Folsom



Design Exception Review Team Meeting Worksheet

Date: August 5, 2019

Submitted by: Leanne Timberlake

Project Name:	Hampden, 1-95 Southbound over Emerson Mill Road (Br #1430)	WIN: 21673.00
Project Scope:	Bridge Replacement	Route: Interstate 95, Southbound
Program:	Bridge	# of DE's 1 of 1

Note: List all DE's on one form per Location. Please fill in all fields that are applicable. Also, attach a map or other details necessary to describe the issue and recommended action. A complete and accurate form is required for Design Exception Review Team consideration.

THIS FORM MUST BE SUBMITTED BY THE ASSISTANT PROGRAM MANAGERS OF DESIGN.

What is the Design Exception(s): Stopping Sight Distance on Crest Vertical Curve
Previous Project Design Exception Activity (if any): None
Summary of overall Project Improvements: Bridge Replacement. This is a design build project that is currently out to bid. There were no PDR plans created for this project. This DE is to give the design build team flexibility in their design while minimizing the extent of interstate approach work.

Design Exception Considerations:

◦ **Reason(s) a Design Exception(s) is needed:**

The existing structure is located on a 950' crest vertical curve and the posted speed is 70 mph. The record plans show the crest curve having a SSD of 523'. Calculating the SSD using Eq 3-44 (AASHTO, A Policy on Geometric Design of Highways and Streets, 2018 7th Edition) the SSD is 653', which corresponds to a 65 mph design speed. To achieve a 70 mph SSD a substantial amount of approach work would be necessary. The Exit 180 on-ramp from Cold Brook Road located to the north of the bridge could possibly be impacted. Also there is a delineated wetland in the median to the north of the bridge that could have permanent impacts if the grade is raised. The proposed alternative is to allow the design builder to maintain or increase the existing SSD to minimize the approach work.

◦ **Are there other Alternatives:**

The approach grades could be flattened, and the length of the crest curve could be increased, but this would increase the amount of interstate reconstruction required by approximately 1000' at each approach. The maintenance of traffic for this construction will likely utilize a temporary structure located within the median. If additional approach work is needed, the length of this temporary diversion will need to be increased to facilitate the reconstruction. If the diversion length is increased it may not be possible to maintain access to the exit ramp during construction. This alternative would increase the cost of the project significantly.

◦ **What mitigation is proposed to minimize impact of the Design Exception:**

Since this is an existing condition there is no mitigation proposed.

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I Section Detail Crash Summary II 1320 Public 1320 Private 1320 Summary

REPORT DESCRIPTION

WIN 21673 Bridge 1430 I-95 SB in Hampden

REPORT PARAMETERS

Year 2013, Start Month 1 through Year 2015 End Month: 12

Route: 0095S

Start Node: 41275

Start Offset: 0

End Node: 71110

End Offset: 0

Exclude First Node

Exclude Last Node

Crash Summary I

Node	Route - MP	Node Description	U/R	Crashes			Injury Crashes			Percent Annual M Injury Ent-Veh	Crash Rate	Critical Rate	CRF	
				Total	K	A	B	C	PD					
41275	0095S - 125.31	Int of I 95 SB RAMP ON FROM COLD BROOK RD	1	1	0	0	0	0	1	0.0	4.588	0.07	0.11	0.00
											Statewide Crash Rate:	0.03		
41274	0095S - 125.58	Non Int I 95 SB	1	2	0	0	1	0	1	50.0	4.588	0.15	0.11	1.28
											Statewide Crash Rate:	0.03		
71110	0095S - 125.84	Int of CROSSOVER RD I 95 SB	1	0	0	0	0	0	0	0.0	4.590	0.00	0.11	0.00
											Statewide Crash Rate:	0.03		

Study Years: 3.00

NODE TOTALS: 3 0 0 1 0 2 33.3 13.766 0.07 0.09 0.83

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	A	B	C	PD	Injury	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
41274	41275	3119833	0 - 0.27	0095S - 125.31 INT 95 SB	0.27	4	0	0	2	0	2	0	50.0	0.01239	107.63	154.94	0.00
															Statewide Crash Rate: 62.64		
71110	41274	3966108	0 - 0.26	0095S - 125.58 INT 95 SB	0.26	5	0	0	0	1	4	4	20.0	0.01193	139.72	156.44	0.00
															Statewide Crash Rate: 62.64		

Study Years: 3.00

Section Totals:

Grand Totals:

0.53	0.53	9	0	0	2	1	6	33.3	0.02432	123.37	131.27	0.94
0.53	0.53	12	0	0	3	1	8	33.3	0.02432	164.50	137.90	1.19

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes			Crash Report	Crash Date	Crash Mile Point	Injury Degree		
						K	A	B					C	PD
41274	41275	3119833	0 - 0.27	0095S - 125.31	4	0	0	2	0	2	2013-31044	11/26/2013	125.40	B
											2013-20598	08/21/2013	125.46	PD
											2013-32212	11/26/2013	125.47	B
											2014-16677	06/22/2014	125.52	PD
71110	41274	3966108	0 - 0.26	0095S - 125.58	5	0	0	0	1	4	2013-34883	12/23/2013	125.61	PD
											2013-30095	11/17/2013	125.71	PD
											2015-53993	12/02/2015	125.73	C
											2015-6551	02/16/2015	125.74	PD
											2015-46269	10/15/2015	125.76	PD

Totals: 9 0 0 0 2 1 6

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	Hour of Day												Un	Tot							
	12	1	2	3	4	5	6	7	8	9	10	11			PM						
SUNDAY	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	4	
MONDAY	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
WEDNESDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	1	0	0	2	0	0	1	0	1	1	1	3	0	0	1	0	0	12

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	8	23-Bicyclist	0
2-(Sport) Utility Vehicle	1	24-Witness	0
3-Passenger Van	1	25-Other	1
4-Cargo Van (10K lbs or Less)	0	Total	18
5-Pickup	5		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	2		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	4	2	1	0	0	0	7
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	4	0	0	0	0	0	4
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	2	0	0	0	0	3
Failed to Keep in Proper Lane	1	0	0	0	0	0	1
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	1	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	11	5	1	0	0	0	17

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	10	5	1	0	0	0	16
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	11	5	1	0	0	0	17

Driver Age by Unit Type

Age	Driver	Bicycle	Snow/Mobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	7	0	0	0	0	7
25-29	0	0	0	0	0	0
30-39	4	0	0	0	0	4
40-49	3	0	0	0	0	3
50-59	1	0	0	0	0	1
60-69	1	0	0	0	0	1
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	1	0	0	0	0	1
Total	18	0	0	0	0	18

Crash Summary II - Characteristics

Most Harmful Event		Injury Data	
Most Harmful Event	Total	Severity Code	Injury Crashes
1-Overturn / Rollover	1	K	0
2-Fire / Explosion	0	A	0
3-Immersion	0	B	3
4-Jackknife	0	C	1
5-Cargo / Equipment Loss Or Shift	0	PD	8
6-Fell / Jumped from Motor Vehicle	0	Total	12
7-Thrown or Falling Object	0		
8-Other Non-Collision	1		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	1		
13-Motor Vehicle in Transport	10		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	2		
27-Guardrail Face	2		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		
Total	17		7

Most Harmful Event		Injury Data	
Most Harmful Event	Total	Severity Code	Injury Crashes
38-Other Fixed Object (wall, building, tunnel, etc.)	0		
39-Unknown	0		
40-Gate or Cable	0		
41-Pressure Ridge	0		
Total	0		0

Traffic Control Devices		Road Character	
Traffic Control Device	Total	Road Grade	Total
1-Traffic Signals (Stop & Go)	0	1-Level	6
2-Traffic Signals (Flashing)	0	2-On Grade	6
3-Advisory/Warning Sign	3	3-Top of Hill	0
4-Stop Signs - All Approaches	0	4-Bottom of Hill	0
5-Stop Signs - Other	0	5-Other	0
6-Yield Sign	0	Total	12
7-Curve Warning Sign	0		
8-Officer, Flagman, School Patrol	0		
9-School Bus Stop Arm	0		
10-School Zone Sign	0		
11-R.R. Crossing Device	0		
12-No Passing Zone	0		
13-None	9		
14-Other	0		
Total	12		

Light		Road Character	
Light Condition	Total	Road Grade	Total
1-Daylight	8	1-Level	6
2-Dawn	2	2-On Grade	6
3-Dusk	0	3-Top of Hill	0
4-Dark - Lighted	0	4-Bottom of Hill	0
5-Dark - Not Lighted	2	5-Other	0
6-Dark - Unknown Lighting	0	Total	12
7-Unknown	0		
Total	12		

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Crashes by Year and Month

Month	2013	2014	2015	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	2	2
MARCH	0	0	1	1
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	1	0	1
JULY	0	0	0	0
AUGUST	1	0	0	1
SEPTEMBER	0	0	0	0
OCTOBER	0	0	2	2
NOVEMBER	3	0	0	3
DECEMBER	1	0	1	2
Total	5	1	6	12

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object In Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	3	0	0	0	0	0	2	0	0	0	0	0	0	5
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	4	0	0	0	0	0	0	1	0	0	0	0	0	5
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	0	0	0	0	0	2	1	0	0	0	0	0	12

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	1	0	0	0	0	0	0	0	0	0	0	1
Daylight	2	0	0	0	0	0	0	0	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	1	0	0	0	0	0	0	0	0	0	1
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	1	0	0	0	1	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	7	1	0	0	0	0	1	1	0	0	0	12

Maine Crash Report Summary

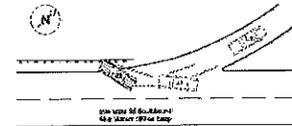
Crash Date: 3/15/2015 Time: 14:15 City: Hampden Street/Highway: I 95 SB
 Start Node: 41275 Int of I 95 SB RAMP ON FROM COLD BROOK RD End Node: 0 Offset: 0
 OE Start Node: 41275 Int of I 95 SB RAMP ON FROM COLD BROOK RD OE End Node:

Type of Crash: 7 - Went Off Road	Type of Location: 8 - Interchanges
Weather: 6 - Snow	Light: 1 - Daylight
Road Grade: 2 - On Grade	Surface Condition: 2 - Wet
Traffic Control: 13 - None	
Cont. Circ. Env 1 2 - Weather Conditions	Cont. Circ. Env 2
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)	Cont. Circ. Road 2

Narrative

On Sunday, March 15, 2015 at 14:15:00, Trooper Stephen M Morrell responded to a crash at the intersection of I 95 SB and RAMP ON FROM COLD BROOK RD in Hampden Maine. At the time of the crash, the weather was snow and the road surface was wet. V1 driver reported that as she was merging onto the interstate she lost control due to a large amount of slush in the roadway. She stated that her vehicle spun out of control and into a guardrail. The vehicle was drivable.

Diagram



Vehicles...

Vehicle #1, operated by Susan Cyr, DOB 11/11/1981 was southbound merging and drove too fast for conditions. Vehicle #1 sustained functional damage to the front.

Vehicle #1 occupant(s) are listed below:
 Driver: Susan Cyr DOB 11/11/1981 Injury: No Injury

Unit: 1 Type: 1 - Passenger Car

Most Damaged Area: 12 - Front

Pre-Crash Actions: 19 - Merging

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 9 - Drove Too Fast For Conditions

Veh. Travel Dir.: 2 - Southbound

Most Harmful Event: 27 - Guardrail Face

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2: 35 - Guardrail Face

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

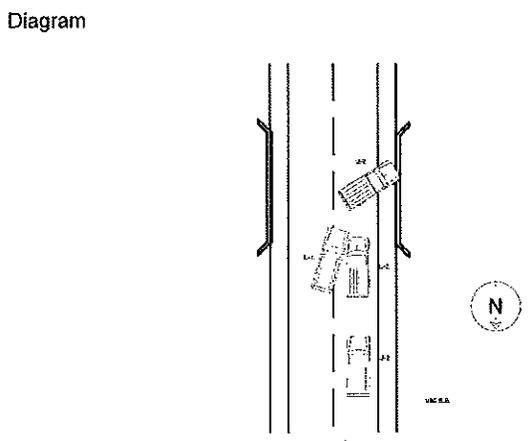
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	33	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: **2/8/2015** Time: **17:36** City: **Hampden** Street/Highway: **I 95 SB**
 Start Node: **41274** Non Int I 95 SB End Node: **0** Offset: **0**
 OE Start Node: **41274** Non Int I 95 SB OE End Node: **41737** No Info

Type of Crash: 2 - Rear End / Sideswipe	Type of Location: 7 - Bridges
Weather: 6 - Snow	Light: 5 - Dark - Not Lighted
Road Grade: 2 - On Grade	Surface Condition: 3 - Snow
Traffic Control: 13 - None	
Cont. Circ. Env 1 1 - None	Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None	Cont. Circ. Road 2

Narrative
 U-2 was traveling southbound on I-95 when U-1, an unknown vehicle, in the passing lane struck him and caused U-2 to strike the bridge railing.



Unit: 1 Type: 25 - Other	Veh. Travel Dir.:
Most Damaged Area:	Most Harmful Event:
Pre-Crash Actions:	Contrib Circ. - Vehicle:
Seq. Events 1:	Seq. Events 2:
Seq. Events 3:	Seq. Events 4:
Driver Distracted By:	Cond. at Time Crash:
Driver Action 1:	Driver Action 2:

Person Type	Age	Sex	Injury Degree
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Unit: 2 Type: 5 - Pickup	Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front	Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway	Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport	Seq. Events 2: 35 - Guardrail Face
Seq. Events 3:	Seq. Events 4:
Driver Distracted By: 1 - Not Distracted	Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action	Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	1 - Male	3 - Non-Incapacitating
2 - Passenger	7	2 - Female	3 - Non-Incapacitating

Maine Crash Report Summary

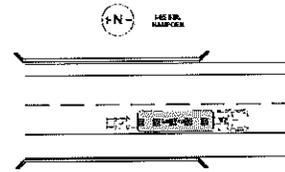
Crash Date: **10/26/2015** Time: **06:30** City: **Hampden** Street/Highway: **I 95 SB**
 Start Node: **41274** Non Int I 95 SB End Node: **0** Offset: **0**
 OE Start Node: **41274** Non Int I 95 SB OE End Node: **41737** No Info

Type of Crash: **2 - Rear End / Sideswipe** Type of Location: **7 - Bridges**
 Weather: **1 - Clear** Light: **2 - Dawn**
 Road Grade: **1 - Level** Surface Condition: **1 - Dry**
 Traffic Control: **13 - None**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative

V1 and V2 was southbound on I-95 in Hampden. V2 had just got on from Exit 180 and was getting up to speed. The operator of V1 did not realize V2 was travelling slower than 70 mph. V1 slammed into the rear of V2 in the driving lane.

Diagram



Unit: 1 Type: **1 - Passenger Car**

Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **1 - Following roadway**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **6 - Unknown if Distracted**
 Driver Action 1: **14 - Followed Too Closely**

Veh. Travel Dir.: **2 - Southbound**
 Most Harmful Event: **13 - Motor Vehicle in Transport**
 Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	33	1 - Male	5 - No Injury

Unit: 2 Type: **17 - Medium/Heavy Trucks (More than 10,000 lbs)**

Most Damaged Area:
 Pre-Crash Actions: **1 - Following roadway**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

Veh. Travel Dir.: **2 - Southbound**
 Most Harmful Event: **13 - Motor Vehicle in Transport**
 Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	42	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/21/2013 Time: 09:47 City: Hampden Street/Highway: I 95 SB
 Start Node: 41274 Non Int I 95 SB End Node: 41275 Int of I 95 SB RAMP ON FROM COLD BROOK RD Offset: 0.12
 OE Start Node: 41274 Non Int I 95 SB OE End Node: 41275 Int of I 95 SB RAMP ON FROM COLD BROOK RD

Type of Crash: 17 - Deer Type of Location: 1 - Straight Road
 Weather: 1 - Clear Light: 1 - Daylight
 Road Grade: 1 - Level Surface Condition: 1 - Dry
 Traffic Control: 13 - None
 Cont. Circ. Env 1 5 - Animal(s) in Roadway Cont. Circ. Env 2 1 - None
 Cont. Circ. Road 1 1 - None Cont. Circ. Road 2 1 - None

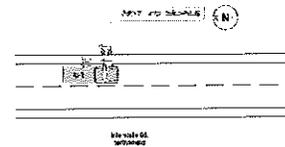
Narrative

Diagram

On Wednesday, August 21, 2013 at 09:47:00, Trooper Michael P Johnston responded to a crash on I 95 SB approximately 0.12 miles East of Non-Int I 95 SB in Hampden Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by Raymond Graves, DOB 08/20/1980 was southbound following roadway. Vehicle #1 sustained minor damage to the front driver quarter panel.



Vehicle #1 occupant(s) are listed below:
 Driver: Raymond Graves DOB 08/20/1980 Injury: No Injury

Unit 1 was traveling south on Interstate 95 in the left hand lane when a deer ran out into the roadway. Unit 1 was unable to avoid the deer and struck it....

Unit: 1 Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs) Veh. Travel Dir.: 2 - Southbound
 Most Damaged Area: 10 - Front Driver Quarter Panel Most Harmful Event: 12 - Animal
 Pre-Crash Actions: 1 - Following roadway Contrib Circ. - Vehicle: 1 - None
 Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2: 20 - Animal
 Seq. Events 3: 50 - No Other Events Seq. Events 4: 50 - No Other Events
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 1: 1 - No Contributing Action Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	33	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number

SP13-062603

Narrative / Diagram Supplemental

On Wednesday, August 21, 2013 at 09:47:00, Trooper Michael P Johnston responded to a crash on I 95 SB approximately 0.12 miles East of Non-Int I 95 SB in Hampden Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by Raymond Graves, DOB 08/20/1980 was southbound following roadway. Vehicle #1 sustained minor damage to the front driver quarter panel.

Vehicle #1 occupant(s) are listed below:

Driver: Raymond Graves DOB 08/20/1980 Injury: No Injury

Unit 1 was traveling south on Interstate 95 in the left hand lane when a deer ran out into the roadway. Unit 1 was unable to avoid the deer and struck it.

Level III inspection also completed see ASPEN Report# ME253700253

Maine Crash Report Summary

Crash Date: 11/26/2013 Time: 14:47 City: Hampden Street/Highway: I 95 SB
 Start Node: 41274 Non Int I 95 SB End Node: 41275 Int of I 95 SB RAMP ON FROM COLD BROOK RD Offset: 0.18
 OE Start Node: 41274 Non Int I 95 SB OE End Node: 41275 Int of I 95 SB RAMP ON FROM COLD BROOK RD

Type of Crash: 2 - Rear End / Sideswipe	Type of Location: 1 - Straight Road
Weather: 2 - Cloudy	Light: 1 - Daylight
Road Grade: 2 - On Grade	Surface Condition: 1 - Dry
Traffic Control: 3 - Advisory/Warning Sign	
Cont. Circ. Env 1 1 - None	Cont. Circ. Env 2
Cont. Circ. Road 1 5 - Work Zones (Construction / Maintenance / Utility)	Cont. Circ. Road 2

Narrative

Diagram

On Tuesday, November 26, 2013 at 14:47:00, Sergeant Sean R Hashey responded to a crash on I 95 SB approximately 0.12 miles East of Non-Int I 95 SB in Hampden Maine. At the time of the crash, the weather was cloudy and the road surface was dry.

Vehicles...

Vehicle #1, operated by Theodore Bowers, DOB 12/12/1991 was southbound stopped in traffic. Vehicle #1 sustained functional damage to the rear.



Vehicle #1 occupant(s) are listed below:
 Driver: Theodore Bowers DOB 12/12/1991 Injury: No Injury

Vehicle #2, operated by Connie Curtis, DOB 3/14/1952 was southbound slowing in traffic and followed too closely. Vehicle #2 was towed due to disabling damage to the...

Unit: 1	Type: 3 - Passenger Van	Veh. Travel Dir.: 2 - Southbound	
Most Damaged Area: 6 - Rear		Most Harmful Event: 13 - Motor Vehicle in Transport	
Pre-Crash Actions: 11 - Stopped in traffic		Contrib Circ. - Vehicle: 1 - None	
Seq. Events 1: 21 - Motor Vehicle In Transport		Seq. Events 2:	
Seq. Events 3:		Seq. Events 4:	
Driver Distracted By: 1 - Not Distracted		Cond. at Time Crash: 1 - Apparently Normal	
Driver Action 1: 1 - No Contributing Action		Driver Action 2:	
Person Type	Age	Sex	Injury Degree
1 - Driver	21	1 - Male	5 - No Injury

Unit: 2	Type: 2 - (Sport) Utility Vehicle	Veh. Travel Dir.: 2 - Southbound	
Most Damaged Area: 12 - Front		Most Harmful Event: 13 - Motor Vehicle in Transport	
Pre-Crash Actions: 10 - Slowing in traffic		Contrib Circ. - Vehicle: 1 - None	
Seq. Events 1: 21 - Motor Vehicle In Transport		Seq. Events 2:	
Seq. Events 3:		Seq. Events 4:	
Driver Distracted By: 1 - Not Distracted		Cond. at Time Crash: 1 - Apparently Normal	
Driver Action 1: 14 - Followed Too Closely		Driver Action 2:	
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	61	2 - Female	3 - Non-Incapacitating

STATE OF MAINE CRASH REPORT

Report Number
SP13-086513

Narrative / Diagram Supplemental

On Tuesday, November 26, 2013 at 14:47:00, Sergeant Sean R Hashey responded to a crash on I 95 SB approximately 0.12 miles East of Non-Int I 95 SB in Hampden Maine. At the time of the crash, the weather was cloudy and the road surface was dry.

Vehicles...

Vehicle #1, operated by Theodore Bowers, DOB 12/12/1991 was southbound stopped in traffic. Vehicle #1 sustained functional damage to the rear.

Vehicle #1 occupant(s) are listed below:

Driver: Theodore Bowers DOB 12/12/1991 Injury: No Injury

Vehicle #2, operated by Connie Curtis, DOB 3/14/1952 was southbound slowing in traffic and followed too closely. Vehicle #2 was towed due to disabling damage to the front.

Vehicle #2 occupant(s) are listed below:

Driver: Connie Curtis DOB 3/14/1952 Injury: Non-Incapacitating

Vehicle #1 & Vehicle #2 were southbound on I-95 entering a D.O.T. maintenance area (right lane closure). Traffic slowed rapidly ahead of them due to bottleneaking. A collision took place ahead of these vehicles due to this. Vehicle #1 made an evasive maneuver to the left and braked abruptly to avoid the collision ahead. Vehicle #2 could not stop in time and rear-ended Vehicle #1.

Maine Crash Report Summary

Crash Date: 11/26/2013 Time: 14:45 City: Hampden Street/Highway: I 95 SB
 Start Node: 41274 Non Int I 95 SB End Node: 41275 Int of I 95 SB RAMP ON FROM COLD BROOK RD Offset: 0.11
 OE Start Node: 41274 Non Int I 95 SB OE End Node: 41275 Int of I 95 SB RAMP ON FROM COLD BROOK RD

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 1 - Straight Road
 Weather: 2 - Cloudy Light: 1 - Daylight
 Road Grade: 2 - On Grade Surface Condition: 1 - Dry
 Traffic Control: 3 - Advisory/Warning Sign
 Cont. Circ. Env 1 1 - None Cont. Circ. Env 2
 Cont. Circ. Road 1 5 - Work Zones (Construction / Maintenance / Utility) Cont. Circ. Road 2

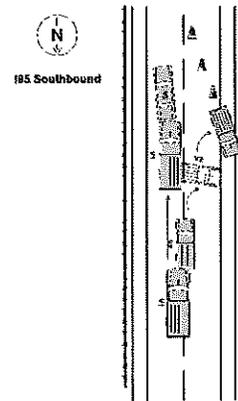
Narrative

V3 was traveling southbound in the passing lane of I95 because of the travel lane being closed for maintenance. The driver was nearly stopped when she looked in the rear view mirror and saw V2 gaining quickly.

V2 was traveling southbound in the travel lane when the driver saw lights from maintenance closing the right lane. The driver moved V2 to the passing lane but then realized that traffic had nearly stopped. The driver had to move back to the right lane to avoid striking V3. V2 was then struck from behind and was pushed into a guardrail where it came to rest facing northbound.

V1 was traveling southbound in the passing lane because of merging traffic ahead. The driver adjusted his radio and looked up to see V2 swerving to the right and slowing. The driver of V1 tried to slow and avoid V2 but could...

Diagram



Unit: 1 Type: 5 - Pickup Veh. Travel Dir.: 2 - Southbound
 Most Damaged Area: 12 - Front Most Harmful Event: 13 - Motor Vehicle in Transport
 Pre-Crash Actions: 15 - Avoiding Vehicle Object, Pedestrian, Animal in Roadway Contrib. Circ. - Vehicle: 1 - None
 Seq. Events 1: 11 - Cross Centerline Seq. Events 2: 21 - Motor Vehicle In Transport
 Seq. Events 3: 21 - Motor Vehicle In Transport Seq. Events 4:
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 1: 9 - Drove Too Fast For Conditions Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	24	1 - Male	3 - Non-Incapacitating

Unit: 2 Type: 5 - Pickup Veh. Travel Dir.: 2 - Southbound
 Most Damaged Area: 6 - Rear Most Harmful Event: 13 - Motor Vehicle in Transport
 Pre-Crash Actions: 15 - Avoiding Vehicle Object, Pedestrian, Animal in Roadway Contrib. Circ. - Vehicle: 1 - None
 Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2: 35 - Guardrail Face
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 1: 17 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	19	1 - Male	3 - Non-Incapacitating
2 - Passenger	20	2 - Female	5 - No Injury

Unit: 3 Type: 1 - Passenger Car Veh. Travel Dir.: 2 - Southbound
 Most Damaged Area: 6 - Rear Most Harmful Event: 13 - Motor Vehicle in Transport
 Pre-Crash Actions: 10 - Slowing in traffic Contrib. Circ. - Vehicle: 1 - None
 Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 1: 1 - No Contributing Action Driver Action 2:

Maine Crash Report Summary

Person Type	Age	Sex	Injury Degree
1 - Driver	20	2 - Female	3 - Non-Incapacitating

STATE OF MAINE CRASH REPORT

Report Number
SP13-086525

Narrative / Diagram Supplemental

V3 was traveling southbound in the passing lane of I95 because of the travel lane being closed for maintenance. The driver was nearly stopped when she looked in the rear view mirror and saw V2 gaining quickly.

V2 was traveling southbound in the travel lane when the driver saw lights from maintenance closing the right lane. The driver moved V2 to the passing lane but then realized that traffic had nearly stopped. The driver had to move back to the right lane to avoid striking V3. V2 was then struck from behind and was pushed into a guardrail where it came to rest facing northbound.

V1 was traveling southbound in the passing lane because of merging traffic ahead. The driver adjusted his radio and looked up to see V2 swerving to the right and slowing. The driver of V1 tried to slow and avoid V2 but could not.

V1 struck V2 which pushed V2 into the guardrail. V1 then continued and rear ended V3.

Maine Crash Report Summary

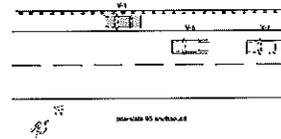
Crash Date: **6/22/2014** Time: **03:30** City: **Hampden** Street/Highway: **I 95 SB**
 Start Node: **41274** Non Int I 95 SB End Node: **41275** Int of I 95 SB RAMP ON FROM COLD BROOK RD Offset: **0.06**
 OE Start Node: **41274** Non Int I 95 SB OE End Node: **41275** Int of I 95 SB RAMP ON FROM COLD BROOK RD

Type of Crash: 10 - Other	Type of Location: 1 - Straight Road
Weather: 1 - Clear	Light: 5 - Dark - Not Lighted
Road Grade: 1 - Level	Surface Condition: 1 - Dry
Traffic Control: 13 - None	
Cont. Circ. Env 1 1 - None	Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None	Cont. Circ. Road 2

Narrative

Diagram

Unit one was traveling south on I-95 and had just left Dysart's fuel stop. While driving, the hood swung away from the front end opening up and bending the hinges and smashing the windshield. The hood was damaged as a result.



Unit: 1 Type: **1 - Passenger Car**
 Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **1 - Following roadway**
 Seq. Events 1: **16 - Other Non-Collision**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

Veh. Travel Dir.: **2 - Southbound**
 Most Harmful Event: **8 - Other Non-Collision**
 Contrib Circ. - Vehicle: **15 - Other**
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	21	2 - Female	5 - No Injury

Maine Crash Report Summary

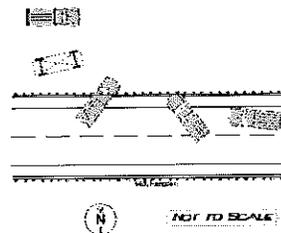
Crash Date: 11/17/2013 Time: 06:23 City: Hampden Street/Highway: I 95 SB
 Start Node: 71110 Int of CROSSOVER RD I 95 SB End Node: 41274 Non Int I 95 SB Offset: 0.13
 OE Start Node: 41274 Non Int I 95 SB OE End Node: 41737 No Info

Type of Crash: 7 - Went Off Road	Type of Location: 1 - Straight Road
Weather: 3 - Fog, Smog, Smoke	Light: 2 - Dawn
Road Grade: 2 - On Grade	Surface Condition: 5 - Ice/Frost
Traffic Control: 13 - None	
Cont. Circ. Env 1 2 - Weather Conditions	Cont. Circ. Env 2
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)	Cont. Circ. Road 2

Narrative

Diagram

Unit 1 was traveling south when it lost control due to black ice. It struck the right guardrail, went over the guardrail, and rolled down an embankment.



Unit: 1 Type: 5 - Pickup	Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 13 - Top/Roof	Most Harmful Event: 26 - Embankment
Pre-Crash Actions: 16 - Skidding	Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 35 - Guardrail Face	Seq. Events 2: 34 - Embankment
Seq. Events 3: 33 - Ditch	Seq. Events 4:
Driver Distracted By: 1 - Not Distracted	Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 9 - Drove Too Fast For Conditions	Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	49	2 - Female	5 - No Injury

Maine Crash Report Summary

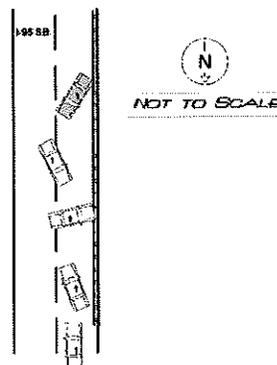
Crash Date: 12/23/2013 Time: 12:42 City: Hampden Street/Highway: I 95 SB
 Start Node: 71110 Int of CROSSOVER RD I 95 SB End Node: 41274 Non Int I 95 SB Offset: 0.23
 OE Start Node: 41274 Non Int I 95 SB OE End Node: 41737 No Info

Type of Crash: 7 - Went Off Road	Type of Location: 1 - Straight Road
Weather: 4 - Rain	Light: 1 - Daylight
Road Grade: 2 - On Grade	Surface Condition: 4 - Slush
Traffic Control: 3 - Advisory/Warning Sign	Cont. Circ. Env 2 1 - None
Cont. Circ. Env 1 2 - Weather Conditions	Cont. Circ. Road 2 1 - None
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)	

Narrative

Diagram

V1 WAS TRAVELING SOUTHBOUND ON I-95 IN HAMPDEN. V1 WAS TRAVELING TOO FAST FOR THE ICE/SLUSH COVERED ROAD CONDITIONS AND V1 OPERATOR LOST CONTROL. V1 ROTATED OUT OF CONTROL AND STRUCK THE GUARDRAILS ON THE RIGHT SIDE OF THE ROADWAY.



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 6 - Rear
 Pre-Crash Actions: 1 - Following roadway
 Seq. Events 1: 35 - Guardrail Face
 Seq. Events 3:
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 9 - Drove Too Fast For Conditions

Veh. Travel Dir.: 2 - Southbound
 Most Harmful Event: 27 - Guardrail Face
 Contrib Circ. - Vehicle: 1 - None
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	22	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **2/16/2015** Time: **11:00** City: **Hampden** Street/Highway: **I 95 SB**
 Start Node: **71110** Int of **CROSSOVER RD I 95 SB** End Node: **41274** Non Int **I 95 SB** Offset: **0.1**
 OE Start Node: **41274** **Non Int I 95 SB** OE End Node: **41737** **No Info**

Type of Crash: 7 - Went Off Road	Type of Location: 1 - Straight Road
Weather: 7 - Blowing Snow	Light: 1 - Daylight
Road Grade: 1 - Level	Surface Condition: 1 - Dry
Traffic Control: 13 - None	
Cont. Circ. Env 1 2 - Weather Conditions	Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None	Cont. Circ. Road 2 1 - None

Narrative	Diagram
<p>On Monday, February 16, 2015 at 11:00:00, Trooper Darren Vittum responded to a crash on I 95 SB approximately 475 feet West of Non-Int I 95 SB in Hampden Maine. At the time of the crash, the weather was blowing snow and the road surface was dry.</p>	

V1 was southbound on I-95 in Hampden. The operator of V1 said a strong wind blew her into the snow bank in the passing lane causing her to lose control and cross over both lanes of travel into the snow bank in the break down lane.

Vehicles...

Vehicle #1, operated by MELINDA SHERMAN, DOB 05/12/1975 was southbound following roadway and failed to keep in proper lane. Vehicle #1 was towed due to disabling damage to the...

Unit: 1 Type: 1 - Passenger Car	Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front	Most Harmful Event: 26 - Embankment
Pre-Crash Actions: 1 - Following roadway	Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 9 - Went Off Roadway Left	Seq. Events 2: 8 - Went Off Roadway Right
Seq. Events 3: 34 - Embankment	Seq. Events 4:
Driver Distracted By: 1 - Not Distracted	Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 15 - Failed to Keep in Proper Lane	Driver Action 2: 9 - Drove Too Fast For Conditions

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	39	2 - Female	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
SP15-013411

Narrative / Diagram Supplemental

On Monday, February 16, 2015 at 11:00:00, Trooper Darren Vittum responded to a crash on I 95 SB approximately 475 feet West of Non-Int I 95 SB in Hampden Maine. At the time of the crash, the weather was blowing snow and the road surface was dry.

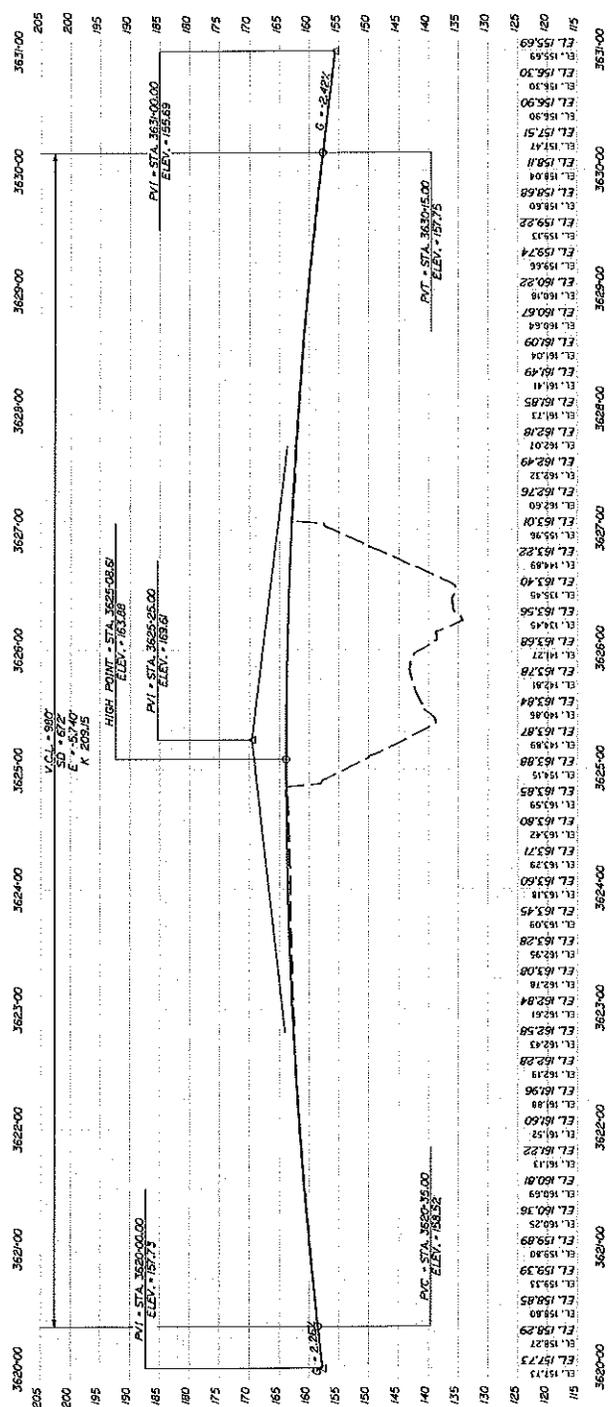
V1 was southbound on I-95 in Hampden. The operator of V1 said a strong wind blew her into the snow bank in the passing lane causing her to lose control and cross over both lanes of travel into the snow bank in the break down lane.

Vehicles...

Vehicle #1, operated by MELINDA SHERMAN, DOB 05/12/1975 was southbound following roadway and failed to keep in proper lane. Vehicle #1 was towed due to disabling damage to the front.

Vehicle #1 occupant(s) are listed below:

Driver: MELINDA SHERMAN DOB 05/12/1975 Injury: No Injury



EMERSON MILL BRIDGE
(EXISTING PROFILE)



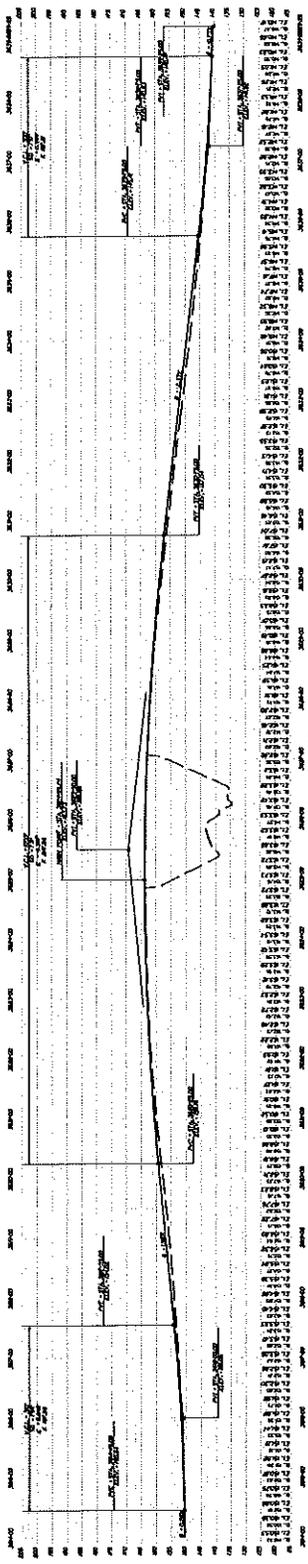
Scale of Feet

DATE: 11/11/11
DRAWN BY: [illegible]

PROJECT: [illegible]

NO. OF SHEETS: [illegible]

SHEET NO. [illegible]



SECTION THROUGH ROADWAY
 TO BE CONSTRUCTED



