



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, I-95 Northbound over Emerson Mill Road (Br #5969)	WIN: 21673.10
Project Scope:	Bridge Replacement	Route: Interstate 95, Northbound
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 538'. Calculating the SSD using Eq 3-44 (AASHTO, A Policy on Geometric Design of Highways and Streets, 2018 7th Edition) the SSD is 672', 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 off-ramp to 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.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Start Node	End Node	Element	Offset	Route - MP	Section U/R Length	Sections					Percent Injury	Annual HM/VM	Crash Rate	Critical Rate	CRF		
						Total Crashes	K	A	B	C						PD	
71111	41162	3966110	0 - 0.54	0095X - 177.34 INT 95 NB	0.54	1	6	0	0	1	1	4	33.3	0.02572	77.76	130.00	0.00
Int of CROSSOVER RD 1 95															Statewide Crash Rate: 62.92		
Study Years: 3.00					Section Totals:	0.54	6	0	0	1	1	4	33.3	0.02572	77.76	130.00	0.60

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
71111	41162	3966110	0 - 0.54	0095X - 177.34	6	0	0	1	1	4	2014-16081 2015-42283 2016-10766 2015-43015 2016-20426 2015-43019	06/10/2014 09/12/2015 03/14/2016 09/16/2015 07/12/2016 09/26/2015	177.36 177.40 177.49 177.74 177.80 177.86	PD B PD PD C PD

Totals: 6 0 0 1 1 4

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													
	AM						PM																				
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11			
SUNDAY	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	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
WEDNESDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
THURSDAY	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	0	0
FRIDAY	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	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Totals	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	6

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	5	23-Bicyclist	0
2-(Sport) Utility Vehicle	1	24-Witness	1
3-Passenger Van	1	25-Other	0
4-Cargo Van (10K lbs or Less)	0	<u>Total</u>	<u>9</u>
5-Pickup	1		
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)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
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	0	0	0	0	6
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	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
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	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	6	2	0	0	0	0	8

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	5	2	0	0	0	0	7
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	1	0	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	6	2	0	0	0	0	8

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	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	1	0	0	0	0	1
25-29	0	0	0	0	0	0
30-39	0	0	0	0	0	0
40-49	3	0	0	0	0	3
50-59	2	0	0	0	0	2
60-69	0	0	0	0	0	0
70-79	1	0	0	0	0	1
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	8	0	0	0	0	8

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

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	8
6-Fall / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	3		
13-Motor Vehicle in Transport	3		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	1		
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	0		
27-Guardrail Face	0		
28-Guardrail End	1		
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		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	1	2
PD	4	0
Total	6	3

Road Character

Road Grade	Total
1-Level	5
2-On Grade	1
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	6

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
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	6
14-Other	0
Total	6

Light

Light Condition	Total
1-Daylight	4
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	0
5-Dark - Not Lighted	2
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	6

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

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	1	1
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	1	0	0	1
JULY	0	0	1	1
AUGUST	0	0	0	0
SEPTEMBER	0	3	0	3
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	1	3	2	6

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

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	Traffic Circle-Roundabout	Total
Object In Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Rear End - Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Head-on - Sideswipe	0	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	0
Pedestrians	0	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	0
Went Off Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	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	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	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	0
Fire	0	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	0
Thrown or Falling Object	0	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	0
Deer	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6

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	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
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	2	0	0	0	0	0	0	0	0	0	0	2
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	3	0	0	0	0	0	0	0	0	0	0	3
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	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

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
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	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
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	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
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

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
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	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
TOTAL	6	0	0	0	0	0	0	0	0	0	0	6

Maine Crash Report Summary

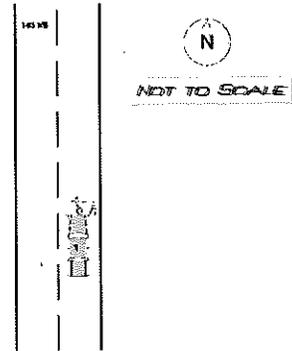
Crash Date: 6/10/2014 Time: 06:20 City: Hampden Street/Highway: I 95
 Start Node: 71111 Int of CROSSOVER RD I 95 End Node: 41162 Int of I 95 RAMP E OFF TO COLD BROOK RD Offset: 0.02
 OE Start Node: 41161 No Info OE End Node: 41736 No Info

Type of Crash: 17 - Deer	Type of Location: 1 - Straight Road
Weather: 2 - Cloudy	Light: 1 - Daylight
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 1 - None

Narrative

V1 WAS TRAVELING NORTH ON I-95 IN HAMPDEN AND STRUCK A DEER THAT RAN INTO THE ROADWAY.

Diagram



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 12 - Front
 Pre-Crash Actions: 1 - Following roadway
 Seq. Events 1: 20 - Animal
 Seq. Events 3:
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound
 Most Harmful Event: 12 - Animal
 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	45	1 - Male	5 - No Injury

Maine Crash Report Summary

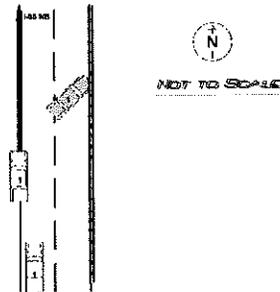
Crash Date: 9/12/2015 Time: 20:43 City: Hampden Street/Highway: I 95
 Start Node: 71111 Int of CROSSOVER RD I 95 End Node: 41162 Int of I 95 RAMP E OFF TO COLD BROOK RD Offset: 0.06
 OE Start Node: **41161** **No Info** OE End Node: **41736** **No Info**

Type of Crash: 7 - Went Off Road	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 2
Cont. Circ. Env 1 1 - None	Cont. Circ. Road 2 1 - None
Cont. Circ. Road 1 1 - None	

Narrative

Diagram

V1 WAS TRAVELING NORTHBOUND ON I-95 IN HAMPDEN. V1 OPERATOR FELL ASLEEP AND V1 VEERED TO THE LEFT SIDE OF THE ROADWAY. V1 THEN STRUCK THE GUARD RAILS ON THE LEFT SIDE OF THE ROADWAY BEFORE VEERING BACK ACROSS BOTH LANES AND STRIKING THE GUARD RAILS ON THE RIGHT SIDE.



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 12 - Front
 Pre-Crash Actions: 1 - Following roadway
 Seq. Events 1: 36 - Guardrail End
 Seq. Events 3:
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 2 - Ran Off Roadway

Veh. Travel Dir.: 1 - Northbound
 Most Harmful Event: 28 - Guardrail End
 Contrib Circ. - Vehicle: 1 - None
 Seq. Events 2: 35 - Guardrail Face
 Seq. Events 4:
 Cond. at Time Crash: 5 - Asleep or Fatigued
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	70	2 - Female	3 - Non-Incapacitating

Maine Crash Report Summary

Crash Date: 9/16/2015 Time: 09:25 City: Hampden Street/Highway: I 95
 Start Node: 71111 Int of CROSSOVER RD I 95 End Node: 41162 Int of I 95 RAMP E OFF TO COLD BROOK RD Offset: 0.4
 OE Start Node: 41161 No Info OE End Node:

Type of Crash: 1 - Object in Road	Type of Location: 1 - Straight Road
Weather: 1 - Clear	Light: 1 - Daylight
Road Grade: 2 - On Grade	Surface Condition: 1 - Dry
Traffic Control: 13 - None	Cont. Circ. Env 2
Cont. Circ. Env 1 1 - None	Cont. Circ. Road 2
Cont. Circ. Road 1 1 - None	

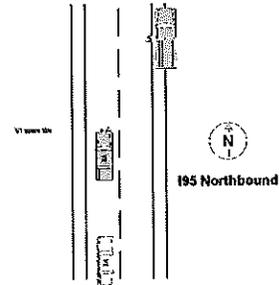
Narrative

V1 was traveling northbound when the driver heard a noise come from his vehicle. The noise was the spare tire coming loose from its hold underneath the truck bed.

The spare tire became separated from the vehicle and landed in the roadway. The driver of V1 pulled to the breakdown lane and stopped.

V2 was traveling northbound. The driver saw V1 pulled to the breakdown lane. The driver then came upon the tire in the roadway. The driver was not able to attempt an evasive maneuver and avoid the tire which was struck causing front end damage to V2.

Diagram



Unit: 1 Type: 5 - Pickup	Veh. Travel Dir.: 1 - Northbound		
Most Damaged Area:	Most Harmful Event: 13 - Motor Vehicle in Transport		
Pre-Crash Actions: 1 - Following roadway	Contrib Circ. - Vehicle: 15 - Other		
Seq. Events 1: 6 - Equipment Failure (blown tire, brake failure, etc.)	Seq. Events 2: 21 - Motor Vehicle In Transport		
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	57	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car	Veh. Travel Dir.: 1 - Northbound		
Most Damaged Area: 12 - Front	Most Harmful Event: 15 - Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle		
Pre-Crash Actions: 1 - Following roadway	Contrib Circ. - Vehicle: 1 - None		
Seq. Events 1: 6 - Equipment Failure (blown tire, brake failure, etc.)	Seq. Events 2: 21 - Motor Vehicle In Transport		
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	41	1 - Male	5 - No Injury

Maine Crash Report Summary

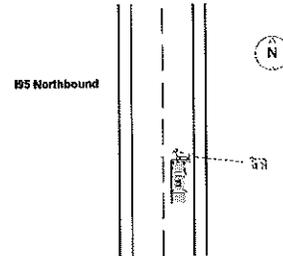
Crash Date: 9/26/2015 Time: 22:30 City: Hampden Street/Highway: I 95
 Start Node: 71111 Int of CROSSOVER RD I 95 End Node: 41162 Int of I 95 RAMP E OFF TO COLD BROOK RD Offset: 0.52
 OE Start Node: 41161 No Info OE End Node: 41162 Int of I 95 RAMP E OFF TO COLD BROOK RD

Type of Crash: 17 - Deer	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

V1 was traveling northbound when a deer entered its path of travel. The driver could not avoid the animal which was struck causing extensive damage to the front end of V1.



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 12 - Front
 Pre-Crash Actions: 1 - Following roadway
 Seq. Events 1: 20 - Animal
 Seq. Events 3:
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound
 Most Harmful Event: 12 - Animal
 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	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 3/14/2016 Time: 16:04 City: Hampden Street/Highway: I 95
 Start Node: 71111 Int of CROSSOVER RD I 95 End Node: 41162 Int of I 95 RAMP E OFF TO COLD BROOK RD Offset: 0.15
 OE Start Node: 41161 No Info OE End Node: 41736 No Info

Type of Crash: 19 - Turkey	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 5 - Animal(s) in Roadway
Cont. Circ. Road 1 1 - None	Cont. Circ. Road 2 1 - None

Narrative

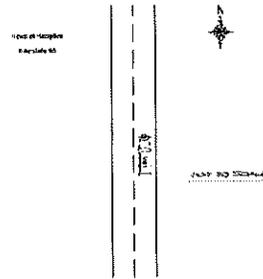
Diagram

On Monday, March 14, 2016 at 16:04:00, Trooper Brenda Coolen responded to a crash on I 95 approximately 0.12 miles West of I 95 over B&ARR EMERSON MILL RD in Hampden Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by Pamela Michaud, DOB 11/27/1964 was northbound following roadway when it struck a turkey in flight. Vehicle #1 sustained functional damage to the front.

Vehicle #1 occupant(s) are listed below:
 Driver: Pamela Michaud DOB 11/27/1964 Injury: No Injury



Unit: 1 Type: 2 - (Sport) Utility Vehicle
 Most Damaged Area: 12 - Front
 Pre-Crash Actions: 1 - Following roadway
 Seq. Events 1: 20 - Animal
 Seq. Events 3: 50 - No Other Events
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound
 Most Harmful Event: 12 - Animal
 Contrib Circ. - Vehicle: 1 - None
 Seq. Events 2: 50 - No Other Events
 Seq. Events 4: 50 - No Other Events
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	51	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 7/12/2016 Time: 15:40 City: Hampden Street/Highway: I 95
 Start Node: 71111 Int of CROSSOVER RD I 95 End Node: 41162 Int of I 95 RAMP E OFF TO COLD BROOK RD Offset: 0.46
 OE Start Node: 41161 No Info OE End Node: 41162 Int of I 95 RAMP E OFF TO COLD BROOK RD

Type of Crash: 2 - Rear End / Sideswipe 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 2
 Cont. Circ. Env 1 1 - None Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative

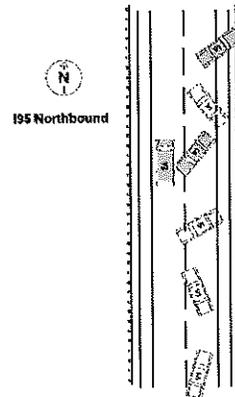
V1 was traveling northbound in the travel lane when the driver felt the vehicle shudder. The shudder became increasingly worse until the driver lost control of V1. V1 spun in the roadway completely and collided with V2 which was traveling northbound in the passing lane.

V2 was struck in the passenger side front. V2 then struck a guardrail on the left side of the roadway before coming to rest in the breakdown lane.

V1 caromed off of V2 and came to rest facing southeast against the guardrail on the right side of the roadway.

The cause of the shudder was the tire tread on the driver's side rear tire breaking loose and coming free of the tire where it landed and remained in the passing lane.

Diagram



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 1 - Front Passenger Corner
 Pre-Crash Actions: 16 - Skidding
 Seq. Events 1: 11 - Cross Centerline
 Seq. Events 3: 35 - Guardrail Face
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 1 - Northbound
 Most Harmful Event: 13 - Motor Vehicle in Transport
 Contrib Circ. - Vehicle: 8 - Tires
 Seq. Events 2: 21 - Motor Vehicle In Transport
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

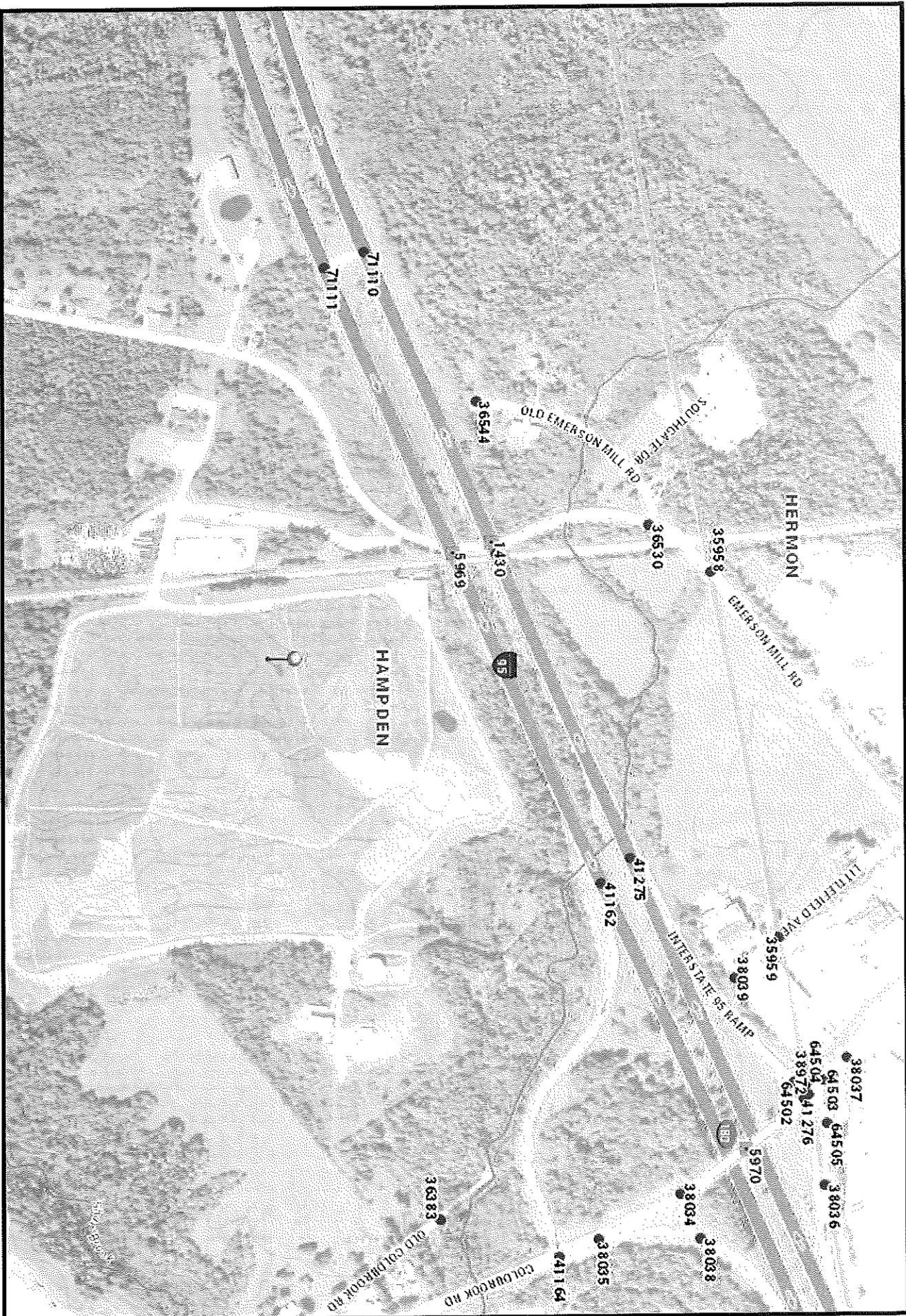
Person Type	Age	Sex	Injury Degree
1 - Driver	19	2 - Female	5 - No Injury

Unit: 2 Type: 3 - Passenger Van
 Most Damaged Area: 1 - Front Passenger Corner
 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

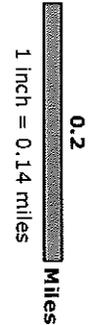
Veh. Travel Dir.: 1 - Northbound
 Most Harmful Event: 13 - Motor Vehicle in Transport
 Contrib Circ. - Vehicle: 1 - None
 Seq. Events 2: 35 - Guardrail Face
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	42	1 - Male	5 - No Injury
2 - Passenger	79	1 - Male	5 - No Injury
2 - Passenger	47	2 - Female	4 - Possible Injury
2 - Passenger	45	1 - Male	4 - Possible Injury
2 - Passenger	44	2 - Female	5 - No Injury
2 - Passenger	76	2 - Female	5 - No Injury
2 - Passenger	5	2 - Female	5 - No Injury
2 - Passenger	12	2 - Female	5 - No Injury
2 - Passenger	10	1 - Male	5 - No Injury

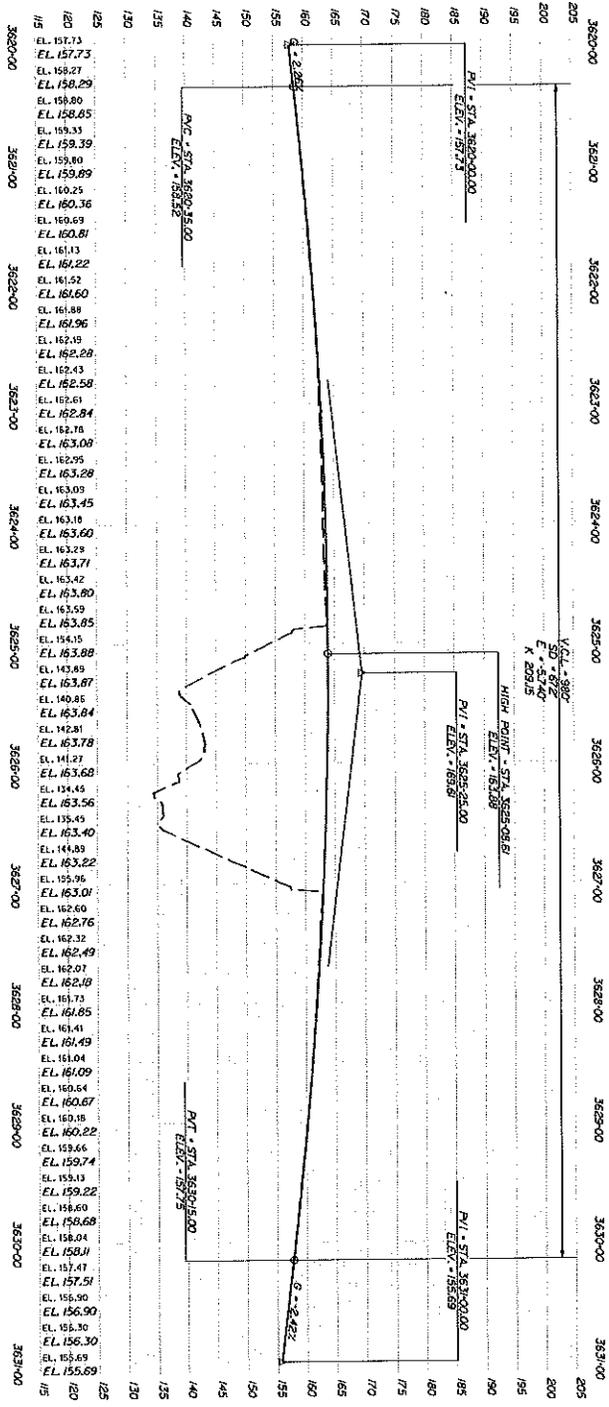
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Date: 6/15/2017
Time: 10:03:00 AM



EMERSON MILL BRIDGE
(EXISTING PROFILE)

