

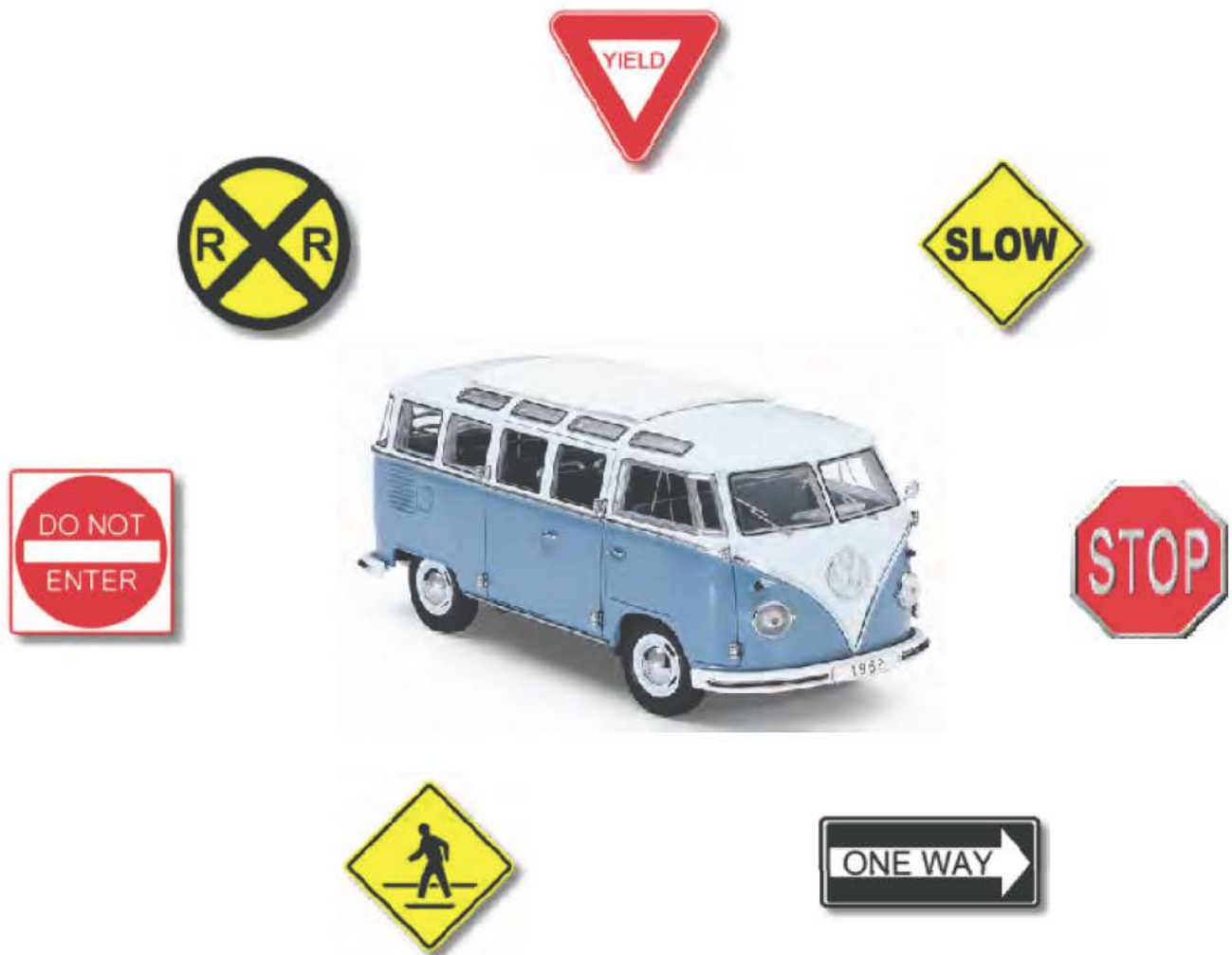
MAINE STATE LEGISLATURE

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STATE OF MAINE CRASH & HIGHWAY FACTS 2014 EDITION



Prepared by:
Maine Department of Transportation
Bureau of Maintenance and Operations
Traffic Engineering Division
Crash Records Section
16 State House Station
Augusta, Maine 04333-0016

STATE OF MAINE

CRASH & HIGHWAY FACTS

2014 EDITION

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CRASH & HIGHWAY FACTS

2014 EDITION

Preface

This publication is a statistical review of reported motor vehicle crashes in Maine during the five-year study period 2010 - 2014. The statistics are compiled from crash reports submitted to the Department of Transportation by the Traffic Division, Department of Public Safety. The Traffic Division receives all police uniform crash reports Form 13:20 A, from state, county and local police agencies.

The enclosed charts, graphs, listings and summaries were produced using the Department of Transportation's Computerized Crash Records System. Except for adjustments to locations and crash-type information for accuracy, no attempt has been made to modify the raw data received from the reporting agencies. However, because crash scenes are often dangerous and chaotic, some inaccuracies in data collection are possible.

A comparison of this report with other summaries of crashes and fatalities may also reveal inconsistencies due to changes in crash classification, late submittals, and differing reporting criteria.

The Department of Transportation and the Department of Public Safety wish to express our sincere thank you to all law enforcement agencies and officers for the work they do on crash investigations. Without their dedication, this report would not be possible.

We welcome your comments and suggestions on this report at:

Maine Department of Transportation
Bureau of Maintenance and Operations
Traffic Engineering Division
Crash Records Section
16 State House Station
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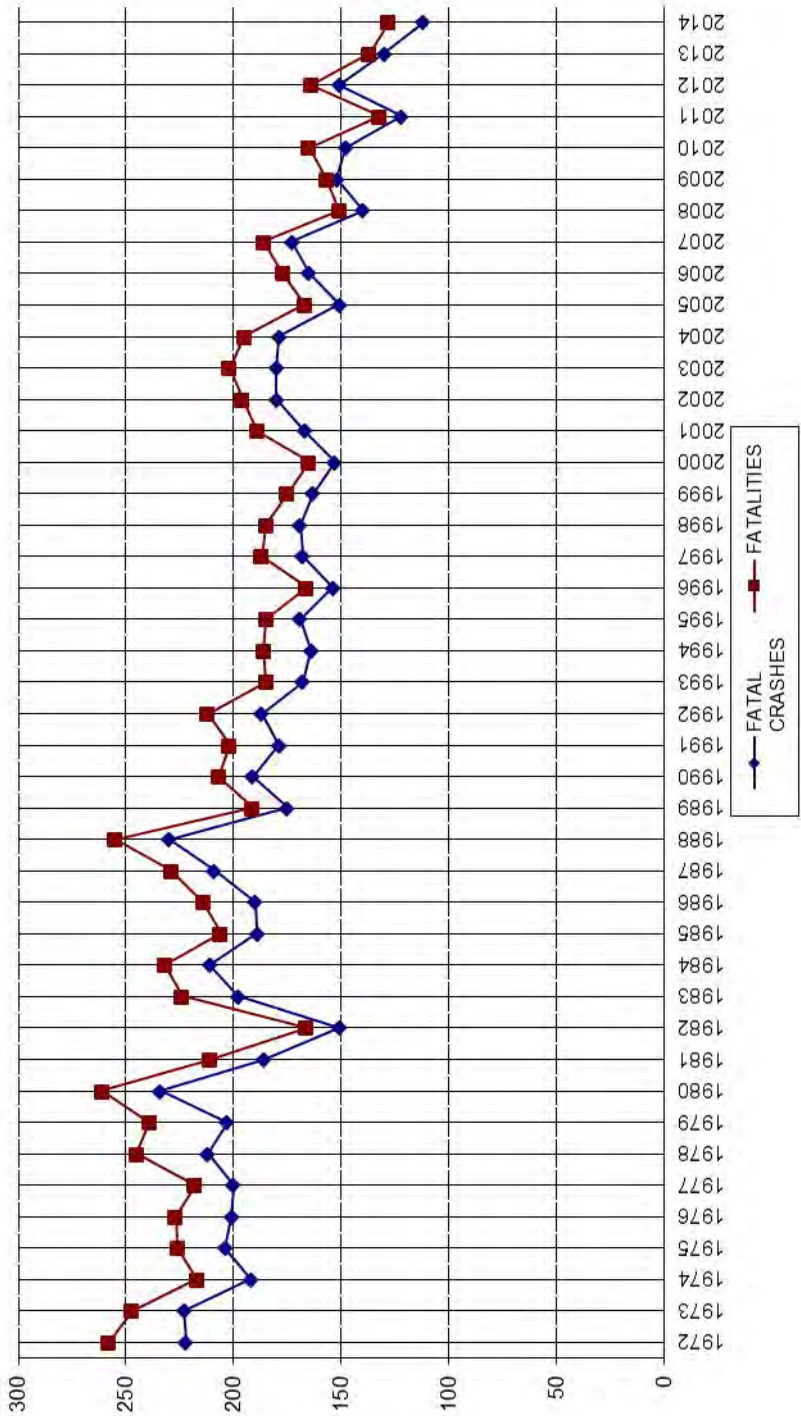
Tel: 207-624-3618
Fax: 207-624-3101





MAINE HIGHWAY FATAL CRASHES AND FATALITIES 1972 - 2014

YEAR	FATAL CRASHES	FATALITIES
1972	222	258
1973	223	247
1974	192	217
1975	204	226
1976	201	227
1977	200	218
1978	212	245
1979	203	239
1980	234	261
1981	186	211
1982	151	166
1983	198	224
1984	211	232
1985	189	206
1986	190	214
1987	209	229
1988	230	255
1989	175	191
1990	191	207
1991	179	202
1992	187	212
1993	168	185
1994	164	186
1995	169	185
1996	154	166
1997	168	187
1998	169	185
1999	163	175
2000	153	165
2001	167	189
2002	180	196
2003	180	202
2004	179	195
2005	151	167
2006	165	177
2007	173	186
2008	140	151
2009	152	157
2010	148	165
2011	122	132
2012	151	164
2013	130	137
2014	112	128



STATEWIDE HISTORICAL CRASHES, INJURIES, LICENSED DRIVERS AND REGISTERED VEHICLES 1972 -2014

CALENDAR YEAR	MAINE TOTAL CRASHES	TOTAL FATAL CRASHES	TOTAL INJURY CRASHES	TOTAL PROPERTY DAMAGE ONLY	TOTAL PERSONS KILLED	TOTAL PERSONS INJURED	TOTAL REGISTERED VEHICLES	TOTAL LICENSED DRIVERS	
1972	24,951	222	7,866	17,085	258	11,453	580,000	551,000	
1973	24,950	223	8,016	16,934	247	11,062	616,000	596,000	
1974	24,788	192	7,960	16,828	217	11,622	662,000	650,000	
1975	26,670	204	8,076	18,594	226	12,591	674,000	628,000	
1976	30,147	201	9,011	21,136	227	13,198	726,000	647,000	
1977	32,183	200	9,123	23,060	218	13,298	749,000	668,000	
1978	32,507	212	9,774	22,733	245	14,267	738,000	683,000	
1979	29,578	203	9,319	20,259	239	13,509	747,000	702,000	
1980	27,911	234	9,267	18,644	261	13,462	759,000	730,000	
1981	26,698	186	8,848	17,850	211	12,688	784,000	753,000	
1982	30,467	151	9,982	20,485	166	14,569	774,000	757,000	
1983	31,369	198	10,441	20,928	224	14,951	774,000	770,000	
1984	34,543	211	11,076	23,467	232	15,979	834,000	791,000	
1985	36,798	189	11,620	25,178	206	16,842	834,000	803,000	
1986	40,378	190	12,338	28,040	214	17,654	843,000	818,000	
1987	42,598	209	13,044	29,554	229	19,058	1,225,910	870,716	
1988	40,039	230	12,939	27,100	255	18,872	1,304,121	866,728	
1989	42,388	175	13,107	29,281	191	18,936	1,224,759	888,591	
1990	36,577	191	11,649	24,928	207	16,739	1,255,783	887,077	
1991	34,093	179	10,894	23,199	202	15,720	1,244,473	888,963	
1992	34,624	187	11,316	23,308	212	16,384	1,277,580	917,965	
1993	36,709	168	11,823	24,886	185	17,077	1,289,495	919,902	
1994	36,533	164	11,673	24,860	186	16,768	1,203,069	881,038	
1995	38,542	169	12,035	26,507	185	17,418	1,233,591	864,447	
1996	39,806	154	11,995	27,811	166	16,978	1,264,977	873,761	
*1997	42,522	168	11,995	30,135	187	17,845	1,334,260	897,453	
1998	40,874	169	11,758	29,116	185	16,712	1,234,620	911,606	
1999	39,037	163	11,478	27,559	175	16,431	1,314,502	911,704	
2000	37,251	153	11,538	25,713	165	16,415	1,467,388	920,185	
2001	37,499	167	11,418	26,081	189	16,125	1,522,007	932,455	
2002	36,762	180	11,435	25,327	196	15,981	1,471,082	948,748	
*2003	35,571	180	10,995	24,576	202	15,066	1,486,609	968,358	
2004	35,190	179	10,886	24,304	195	14,887	1,486,969	984,829	
2005	35,254	151	10,454	24,801	167	14,128	1,491,149	1,003,972	
2006	32,104	165	9,771	22,334	177	13,090	1,492,893	1,005,160	
2007	33,096	173	9,547	23,549	186	12,668	1,542,691	1,009,780	
2008	31,550	142	8,653	22,897	153	11,430	1,548,272	1,009,688	
2009	28,715	152	8,121	20,594	157	10,770	1,519,008	male 503,967	female 512,860
2010	27,654	148	7,933	19,721	165	10,736	1,526,496	male 522,646	female 514,149
2011	28,654	122	8,393	20,261	132	10,949	1,550,052	male 502,653	female 511,455
2012	28,481	151	8,538	19,943	164	11,157	1,533,840	male 499,692	female 509,537
2013	30,453	130	8,131	22,322	137	10,659	1,562,378	male 500,034	female 511,351
2014	31,809	112	7,940	23,756	128	10,473	1,560,054	male 503,693	female 515,225

MAINE STATEWIDE HIGHWAY CRASHES, TRAVEL & CRASH RATES 2012 - 2014

FUNCTIONAL CLASS	STATEWIDE CRASHES		STATEWIDE TRAVEL (HMVM)		STATEWIDE CRASH RATES	
	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN
1) LOCAL	11,425	5068	45.075	10.956	253.46	462.56
2) PRINCIPAL ARTERIAL INTERSTATE	4,792	2,862	71.51	25.407	67.01	112.65
3) PRINCIPAL ARTERIAL INTERSTATE-Other Freeways and Expressways	141	413	1.888	2.99	74.67	138.11
4) OTHER PRINCIPAL ARTERIAL	6,764	5,960	54.082	21.481	125.07	277.45
5) MINOR ARTERIAL	7,904	8,857	50.284	30.044	157.19	294.80
6) MAJOR COLLECTOR (includes all Urban Collectors)	13,046	7,282	66.729	28.158	195.51	258.61
7) MINOR COLLECTOR (not coded in Urban and FUSR)	5,295	418	22.447	2.209	235.89	189.22
8) SIGNALIZED INTERSECTIONS	10,461		15763.806		0.66	

The Statewide Crash Summary is the total for all identified crash locations and does not include Non Highway Crashes or those crashes where the crash location could not be properly identified.

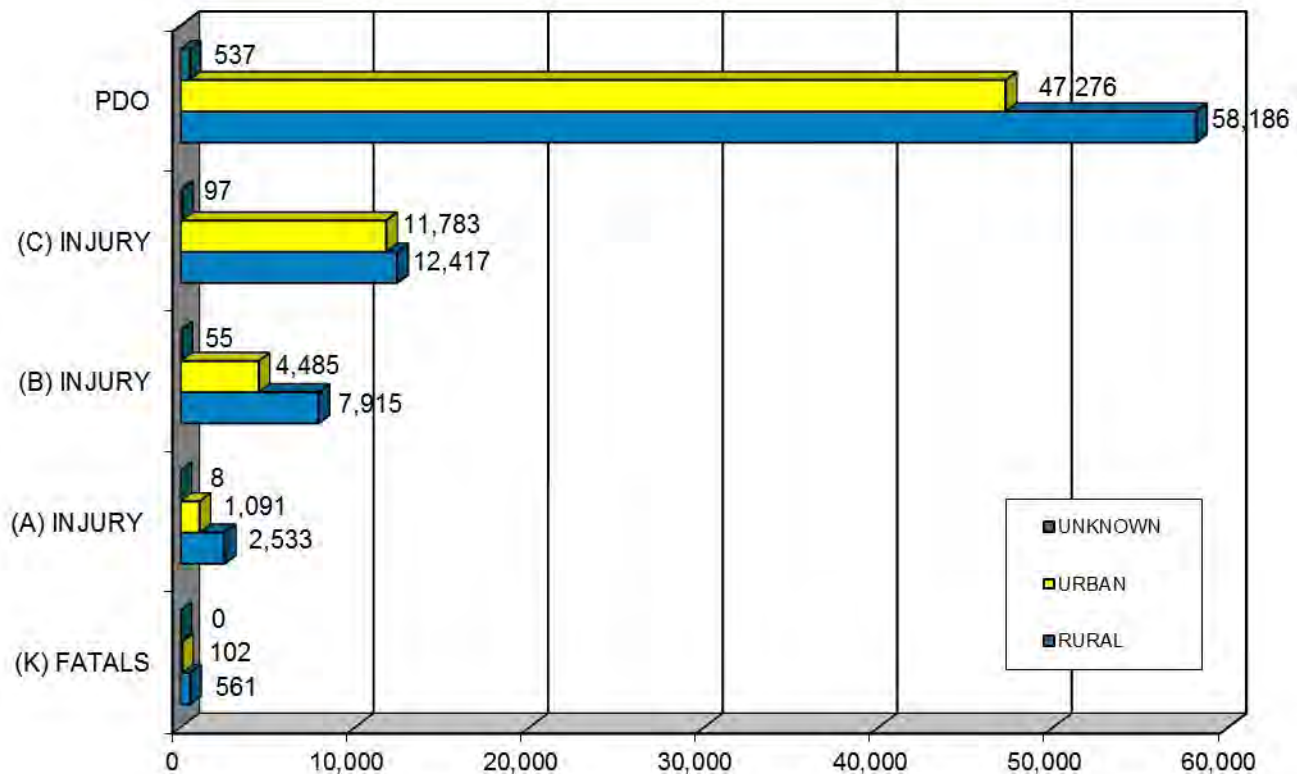
The Statewide Travel Summary shows the number of Vehicle Miles of Travel for the three-year period 2012-2014, expressed as hundred million vehicle miles of travel (HMVM) except for Signalized intersections which is expressed as million entering vehicles (MEV).

The Statewide Crash Rate Summary shows the average rate of crashes for each Functional Classification by Urban/Rural categories. The Crash Rate is determined by dividing the Crashes by the amount of travel.

The Signalized Intersection total is the number of crashes which occurred at all signalized intersections in the State.



MAINE HIGHWAY CRASH SEVERITY BY RURAL URBAN DESIGNATION 2010 - 2014

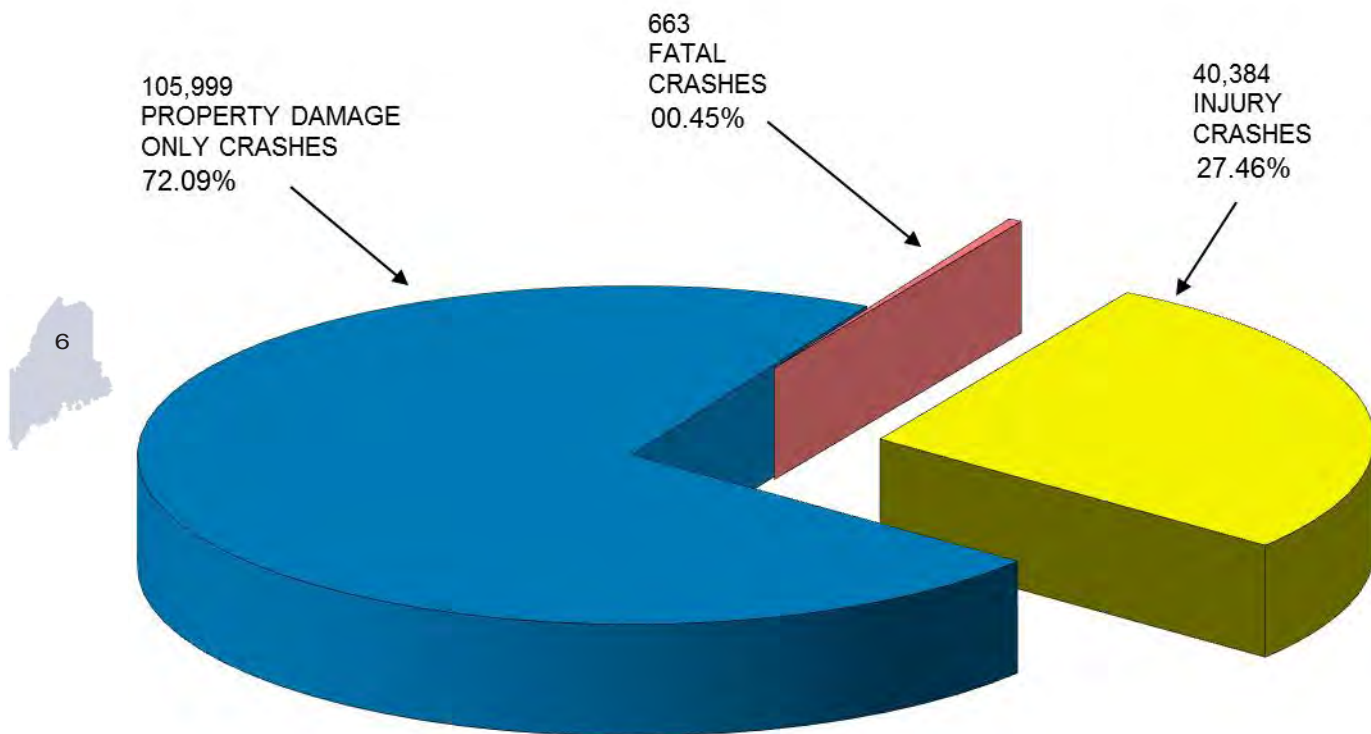


RURAL URBAN DESIGNATION	FATAL CRASHES (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	FIVE YEAR TOTAL
RURAL	561	2,533	7,915	12,417	58,186	81,612
URBAN	102	1,091	4,485	11,783	47,276	64,737
UNKNOWN	0	8	55	97	537	697
TOTAL	663	3,632	12,455	24,297	105,999	147,046

MAINE HIGHWAY CRASHES

2010 - 2014

147,046 TOTAL CRASHES



FEDERAL HIGHWAY ADMINISTRATION

ESTIMATED ECONOMIC LOSS IN MAINE

2010 - 2014

YEAR	PERSONS KILLED	DOLLAR \$ AMOUNT OF LOSS	INCAPACITATING INJURY (A)	DOLLAR \$ AMOUNT OF LOSS	NON INCAPACITATING INJURY (B)	DOLLAR \$ AMOUNT OF LOSS	POSSIBLE INJURY (C)	DOLLAR \$ AMOUNT OF LOSS	PROPERTY DAMAGE ONLY	DOLLAR \$ AMOUNT OF LOSS	ESTIMATED TOTAL ANNUAL COST
2010	165	\$748,770,000	775	\$178,250,000	3,596	\$211,085,200	6,200	\$173,600,000	45,585	\$113,962,500	\$1,425,667,700
2011	132	\$599,016,000	894	\$205,620,000	3,421	\$200,812,700	6,502	\$182,056,000	46,808	\$117,020,000	\$1,304,524,700
2012	164	\$744,232,000	983	\$226,090,000	3,163	\$185,668,100	6,847	\$191,716,000	45,456	\$113,640,000	\$1,461,346,100
2013	137	\$621,706,000	865	\$198,950,000	2,836	\$166,473,200	6,821	\$190,988,000	48,888	\$122,220,000	\$1,300,337,200
2014	128	\$580,864,000	812	\$186,760,000	2,710	\$159,077,000	6,823	\$191,044,000	50,281	\$125,702,500	\$1,243,447,500
TOTAL	726	\$3,294,588,000	4,329	\$995,670,000	15,726	\$923,116,200	33,193	\$929,404,000	237,018	\$592,545,000	\$6,735,323,200

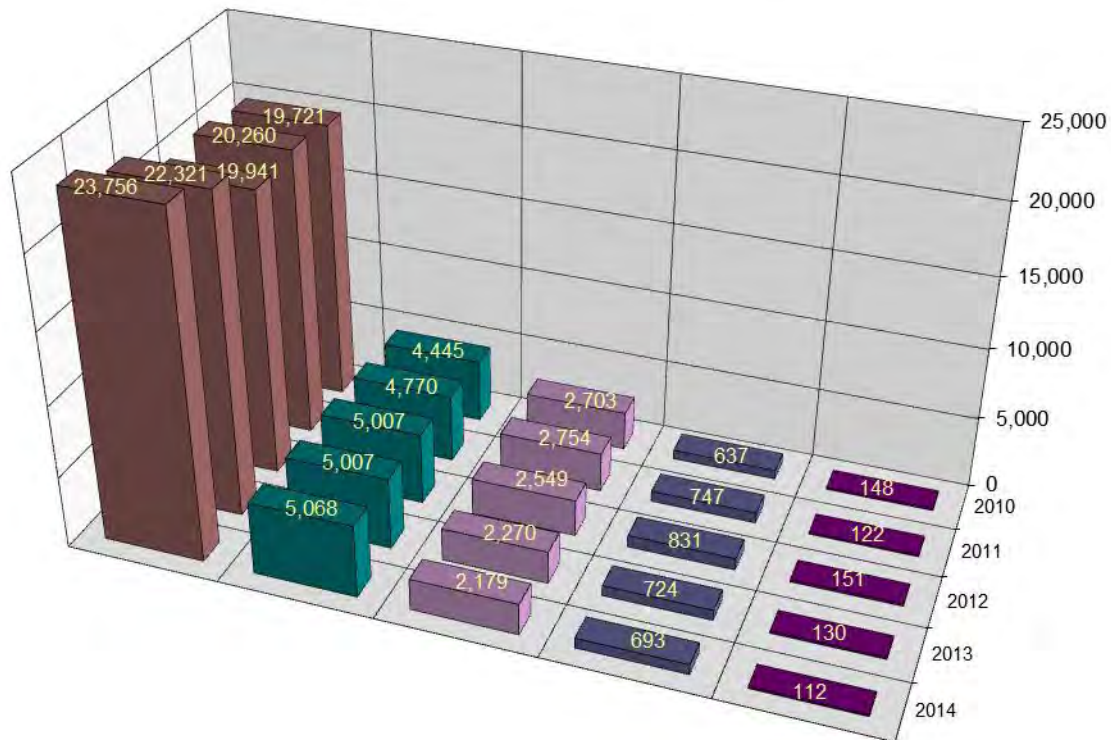
Cost estimates are based on 2012 NSC estimates.

Estimated Dollar amount of loss over 5 year period \$6.7 billion

Death (Per Person)	\$4,538,000
Incapacitating injury (Per Person)	\$230,000
Nonincapacitating (Per Person)	\$58,700
Possible injury (Per Person)	\$28,000
Property damage only (Per Crash)	\$2,500



MAINE HIGHWAY CRASH SEVERITY BY YEAR 2010 - 2014



■ FATAL CRASH (K) ■ INCAPACITATING INJURY (A) ■ NON INCAPACITATING INJURY (B) ■ POSSIBLE INJURY (C) ■ PROPERTY DAMAGE ONLY (PDO)

YEAR	FATAL CRASH (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	TOTAL CRASHES
2010	148	637	2,703	4,445	19,721	27,654
2011	122	747	2,754	4,770	20,260	28,653
2012	151	831	2,549	5,007	19,941	28,479
2013	130	724	2,270	5,007	22,321	30,452
2014	112	693	2,179	5,068	23,756	31,808
TOTAL	663	3,632	12,455	24,297	105,999	147,046
PERCENT	0.45%	PERCENT INJURY CRASHES =			27.46%	72.09%
						100.00%

(K) = Fatal injury. A fatal injury is any injury that results in death. Within 30 days of the crash.

(A) = Incapacitating injury. An Incapacitating injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

(B) = Nonincapacitating injury. A Nonincapacitating injury is any injury, other than fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.

(C) = Possible injury. A possible injury is any injury reported or claimed which is not a fatal injury, incapacitating injury or nonincapacitating injury.

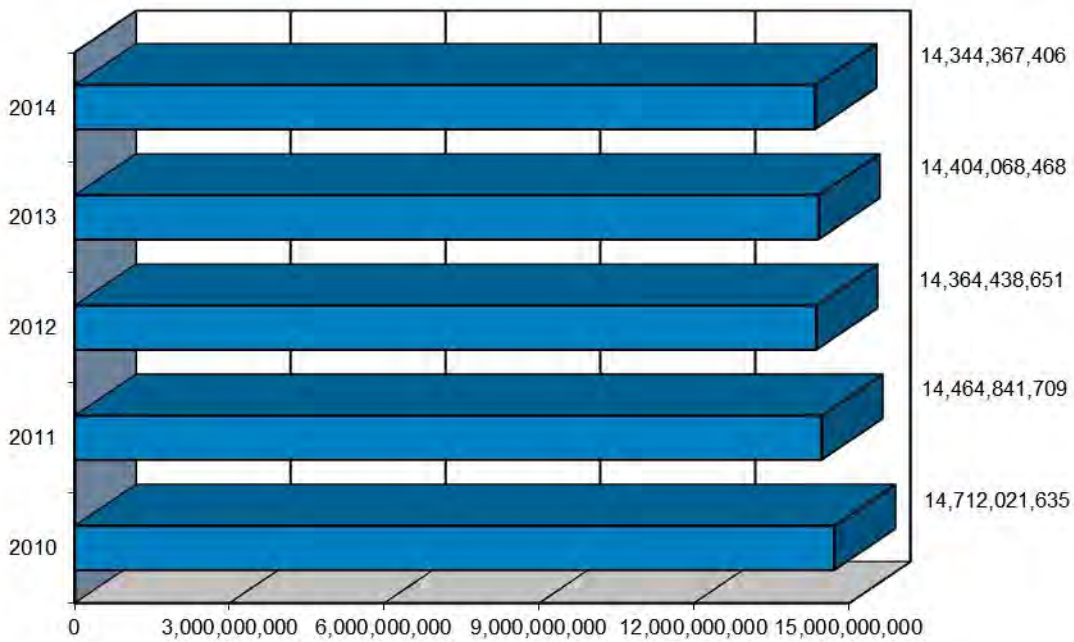
(PDO) = Property Damage only. Damage is harm to property that reduces the monetary value of that property. No injuries.

STATE OF MAINE

ANNUAL VEHICLE MILES OF TRAVEL

BY COUNTY

2010 - 2014



COUNTY	2010	2011	2012	2013	2014
ANDROSCOGGIN	935,305,996	928,271,592	717,610,878	915,302,189	907,228,736
AROOSTOOK	743,465,821	725,283,167	375,669,954	1,674,377,633	712,388,097
CUMBERLAND	3,078,464,257	3,048,732,241	400,514,405	369,209,454	3,063,967,592
FRANKLIN	342,237,085	346,130,924	632,413,381	2,235,076,350	329,166,530
HANCOCK	710,747,593	696,219,381	452,787,657	372,804,061	694,518,551
KENNEBEC	1,495,278,476	1,430,297,384	920,508,399	350,688,054	1,433,443,899
KNOX	359,189,054	355,332,227	688,942,172	3,084,968,316	354,133,965
LINCOLN	381,619,822	371,105,822	165,634,372	1,436,468,392	373,502,055
OXFORD	553,258,306	554,752,232	3,042,966,350	567,777,199	550,885,017
PENOBSCOT	1,750,081,677	1,709,791,148	370,970,845	400,614,630	1,643,479,222
PISCATAQUIS	177,825,266	175,859,635	2,247,274,866	458,256,011	164,927,590
SAGadahoc	462,832,983	458,359,609	561,531,801	633,502,640	453,057,159
SOMERSET	675,293,158	654,597,698	334,967,249	340,657,818	648,702,889
WALDO	394,949,414	403,700,764	1,414,074,452	690,024,273	392,026,403
WASHINGTON	392,901,538	378,717,529	355,809,293	710,027,580	366,736,936
YORK	2,258,571,189	2,227,690,356	1,682,762,577	164,313,868	2,256,202,766
STATEWIDE	14,712,021,635	14,464,841,709	14,364,438,651	14,404,068,468	14,344,367,406

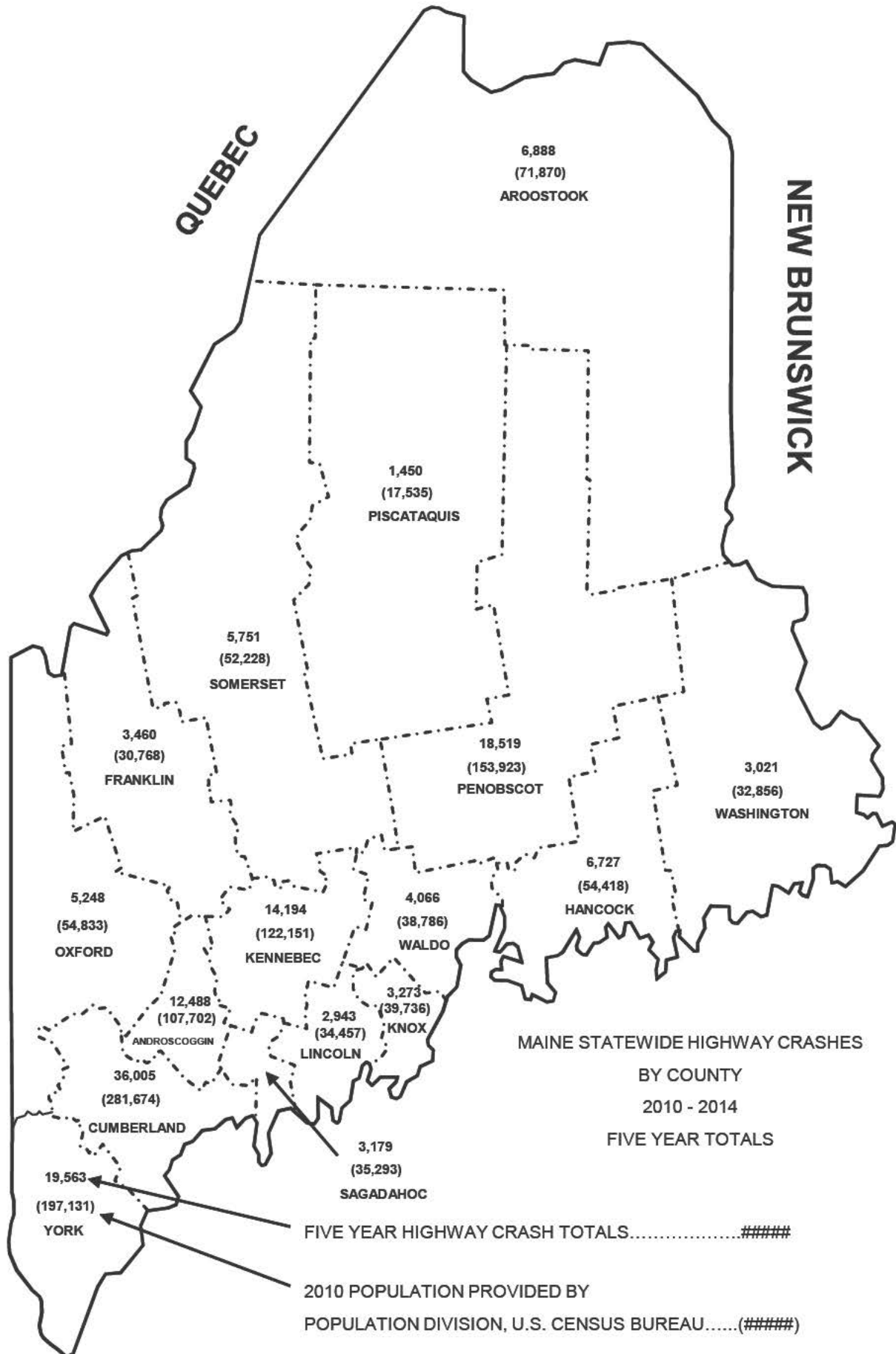


QUEBEC

NEW BRUNSWICK

NEW HAMPSHIRE

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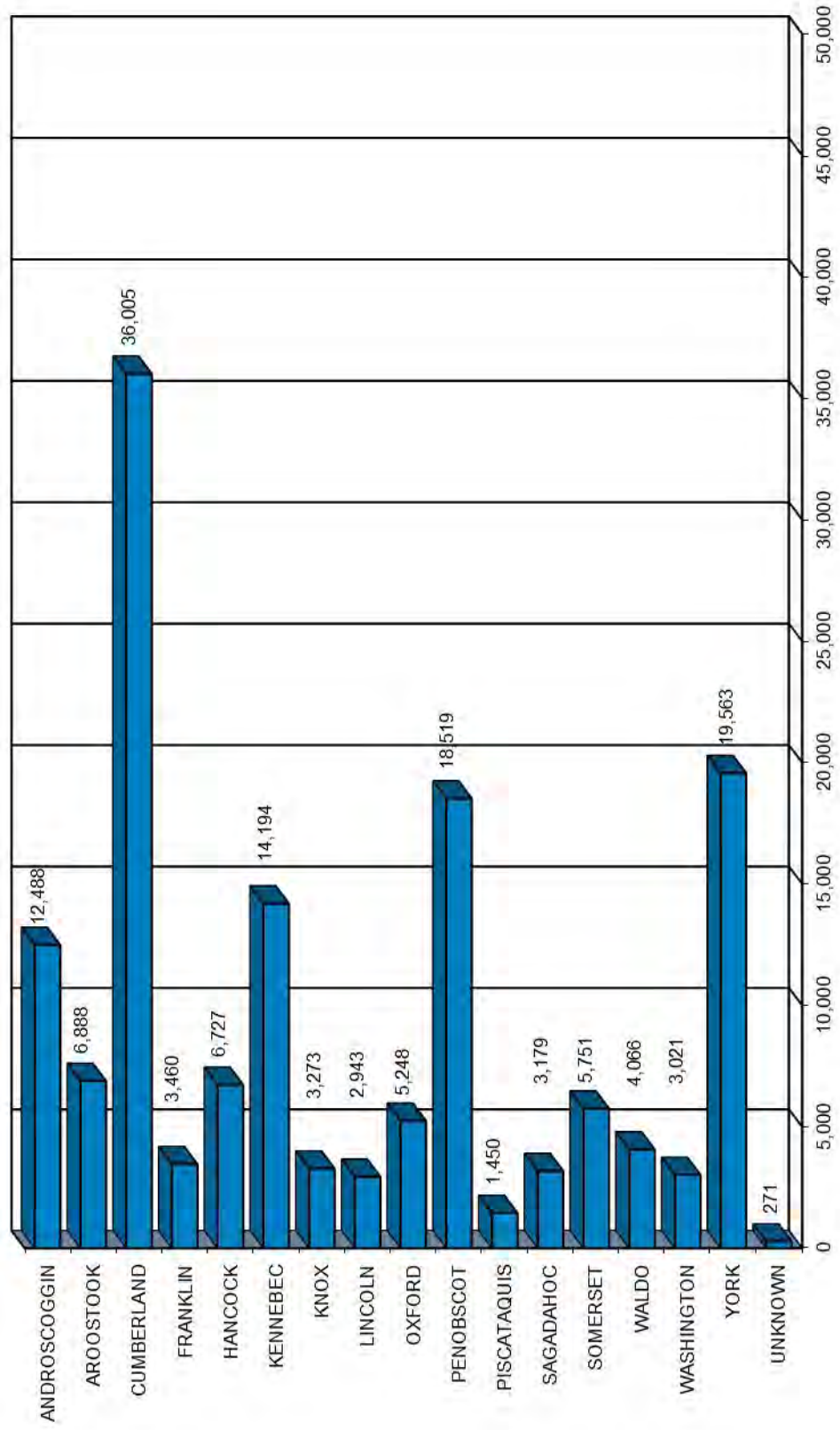


MAINE STATEWIDE HIGHWAY CRASHES
BY COUNTY
2010 - 2014
FIVE YEAR TOTALS

FIVE YEAR HIGHWAY CRASH TOTALS.....#####

2010 POPULATION PROVIDED BY
POPULATION DIVISION, U.S. CENSUS BUREAU.....(#####)

MAINE HIGHWAY CRASHES By County 2010 - 2014



MAINE HIGHWAY CRASH SEVERITY BY COUNTY

2010 - 2014

COUNTY	INJURY TYPE	2010	2011	2012	2013	2014	TOTAL CRASHES	PERCENT OF TOTAL
ANDROSCOGGIN <div>Percent personal injury 27.83%</div>	FATAL (K)	11	10	7	9	8	45	0.03%
	INCAPACITATING (A)	58	77	70	54	44	303	0.18%
	NON-INCAPACITATING (B)	228	214	234	197	169	1,042	0.62%
	POSSIBLE INJURY (C)	388	419	442	442	395	2,086	1.25%
	PROPERTY DAMAGE ONLY (PDO)	1,657	1,794	1,921	1,832	1,808	9,012	5.39%
	COUNTY SUBTOTAL	2,342	2,514	2,674	2,534	2,424	12,488	7.47%
AROOSTOOK <div>Percent personal injury 26.20%</div>	FATAL (K)	10	12	9	10	2	43	0.03%
	INCAPACITATING (A)	21	28	41	34	29	153	0.09%
	NON-INCAPACITATING (B)	135	120	135	124	111	625	0.37%
	POSSIBLE INJURY (C)	171	206	204	212	191	984	0.59%
	PROPERTY DAMAGE ONLY (PDO)	884	987	958	1,115	1,139	5,083	3.04%
	COUNTY SUBTOTAL	1,221	1,353	1,347	1,495	1,472	6,888	4.12%
CUMBERLAND <div>Percent personal injury 26.69%</div>	FATAL (K)	26	13	18	12	10	79	0.05%
	INCAPACITATING (A)	125	141	164	146	135	711	0.43%
	NON-INCAPACITATING (B)	558	618	556	460	477	2,669	1.60%
	POSSIBLE INJURY (C)	1,083	1,195	1,260	1,279	1,334	6,151	3.68%
	PROPERTY DAMAGE ONLY (PDO)	5,020	5,173	4,848	5,500	5,854	26,395	15.79%
	COUNTY SUBTOTAL	6,812	7,140	6,846	7,397	7,810	36,005	21.53%
FRANKLIN <div>Percent personal injury 28.32%</div>	FATAL (K)	8	5	5	6	4	28	0.02%
	INCAPACITATING (A)	17	14	26	15	18	90	0.05%
	NON-INCAPACITATING (B)	78	73	74	54	57	336	0.20%
	POSSIBLE INJURY (C)	106	113	116	95	96	526	0.31%
	PROPERTY DAMAGE ONLY (PDO)	489	508	475	492	516	2,480	1.48%
	COUNTY SUBTOTAL	698	713	696	662	691	3,460	2.07%
HANCOCK <div>Percent personal injury 28.05%</div>	FATAL (K)	7	9	11	8	6	41	0.02%
	INCAPACITATING (A)	49	56	41	36	44	226	0.14%
	NON-INCAPACITATING (B)	183	151	159	128	128	749	0.45%
	POSSIBLE INJURY (C)	174	190	156	172	179	871	0.52%
	PROPERTY DAMAGE ONLY (PDO)	885	1,002	877	958	1,118	4,840	2.89%
	COUNTY SUBTOTAL	1,298	1,408	1,244	1,302	1,475	6,727	4.02%
KENNEBEC <div>Percent personal injury 27.66%</div>	FATAL (K)	6	12	14	16	11	59	0.04%
	INCAPACITATING (A)	67	85	84	63	74	373	0.22%
	NON-INCAPACITATING (B)	255	234	217	230	179	1,115	0.67%
	POSSIBLE INJURY (C)	440	469	509	466	495	2,379	1.42%
	PROPERTY DAMAGE ONLY (PDO)	1,976	1,800	1,857	2,162	2,473	10,268	6.14%
	COUNTY SUBTOTAL	2,744	2,600	2,681	2,937	3,232	14,194	8.49%
KNOX <div>Percent personal injury 30.31%</div>	FATAL (K)	5	3	1	6	4	19	0.01%
	INCAPACITATING (A)	12	18	32	17	18	97	0.06%
	NON-INCAPACITATING (B)	71	59	50	59	65	304	0.18%
	POSSIBLE INJURY (C)	90	112	126	128	116	572	0.34%
	PROPERTY DAMAGE ONLY (PDO)	385	453	446	480	517	2,281	1.36%
	COUNTY SUBTOTAL	563	645	655	690	720	3,273	1.96%
LINCOLN <div>Percent personal injury 35.27%</div>	FATAL (K)	4	5	8	4	9	30	0.02%
	INCAPACITATING (A)	20	26	21	27	22	116	0.07%
	NON-INCAPACITATING (B)	55	50	51	69	49	274	0.16%
	POSSIBLE INJURY (C)	106	118	135	135	124	618	0.37%
	PROPERTY DAMAGE ONLY (PDO)	380	313	307	452	453	1,905	1.14%
	COUNTY SUBTOTAL	565	512	522	687	657	2,943	1.76%

MAINE HIGHWAY CRASH SEVERITY BY COUNTY

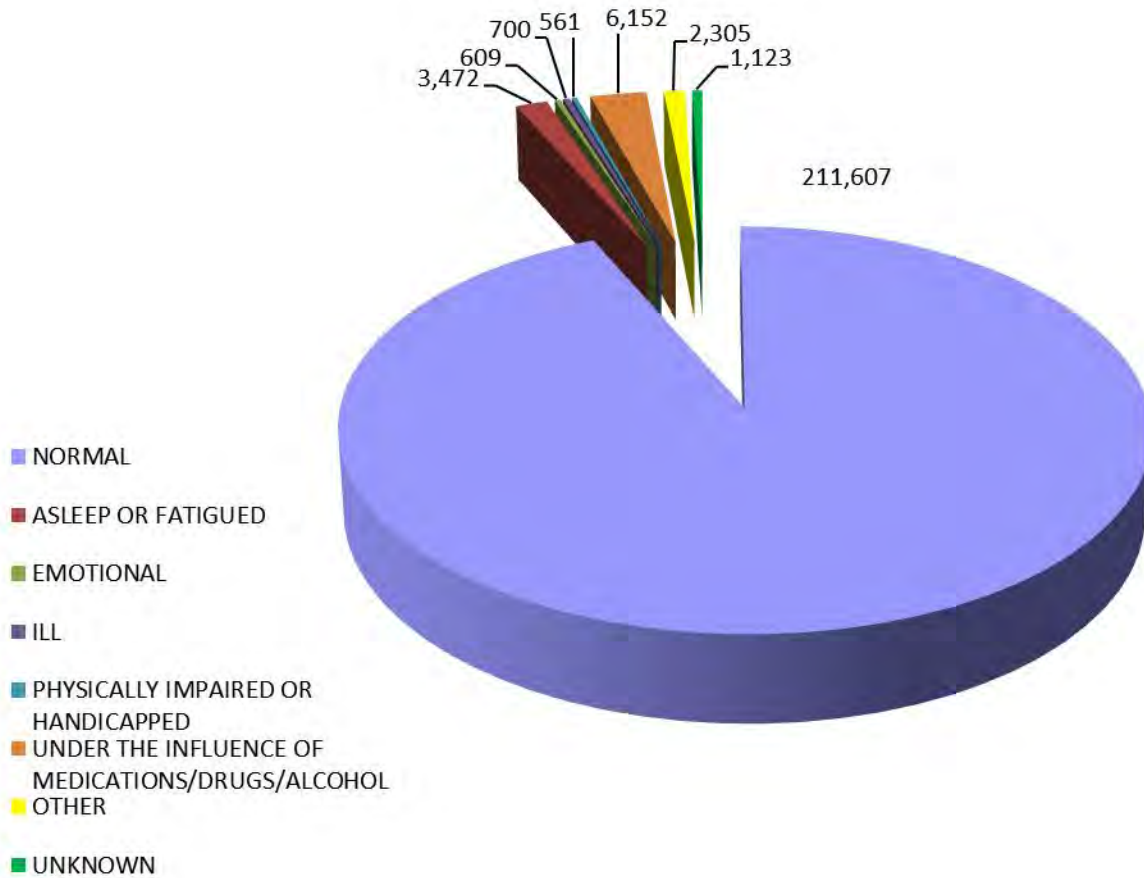
2010 - 2014

COUNTY	INJURY TYPE	2010	2011	2012	2013	2014	TOTAL CRASHES	PERCENT OF TOTAL
OXFORD Percent personal injury 31.14%	FATAL (K)	6	4	9	5	8	32	0.02%
	INCAPACITATING (A)	44	35	43	39	35	196	0.13%
	NON-INCAPACITATING (B)	107	130	105	115	86	543	0.37%
	POSSIBLE INJURY (C)	154	162	159	198	190	863	0.59%
	PROPERTY DAMAGE ONLY (PDO)	698	649	710	747	810	3,614	2.46%
	COUNTY SUBTOTAL	1,009	980	1,026	1,104	1,129	5,248	3.57%
PENOBSCOT Percent personal injury 27.34%	FATAL (K)	11	15	19	14	19	78	0.05%
	INCAPACITATING (A)	46	63	105	100	74	388	0.26%
	NON-INCAPACITATING (B)	329	349	292	251	255	1,476	1.00%
	POSSIBLE INJURY (C)	588	604	658	636	635	3,121	2.12%
	PROPERTY DAMAGE ONLY (PDO)	2,361	2,618	2,459	2,900	3,118	13,456	9.15%
	COUNTY SUBTOTAL	3,335	3,649	3,533	3,901	4,101	18,519	12.59%
PISCATAQUIS Percent personal injury 25.10%	FATAL (K)	3	3	1	0	1	8	0.01%
	INCAPACITATING (A)	3	8	7	13	18	49	0.03%
	NON-INCAPACITATING (B)	8	31	16	20	20	95	0.06%
	POSSIBLE INJURY (C)	43	30	49	39	51	212	0.14%
	PROPERTY DAMAGE ONLY (PDO)	186	190	204	246	260	1,086	0.74%
	COUNTY SUBTOTAL	243	262	277	318	350	1,450	0.99%
SAGadahoc Percent personal injury 26.86%	FATAL (K)	3	5	1	6	2	17	0.01%
	INCAPACITATING (A)	13	18	20	19	16	86	0.06%
	NON-INCAPACITATING (B)	53	66	42	55	50	266	0.18%
	POSSIBLE INJURY (C)	82	104	105	91	103	485	0.33%
	PROPERTY DAMAGE ONLY (PDO)	391	460	458	512	504	2,325	1.58%
	COUNTY SUBTOTAL	542	653	626	683	675	3,179	2.16%
SOMERSET Percent personal injury 27.18%	FATAL (K)	7	10	9	6	7	39	0.03%
	INCAPACITATING (A)	43	34	41	31	23	172	0.12%
	NON-INCAPACITATING (B)	103	93	108	80	80	464	0.32%
	POSSIBLE INJURY (C)	145	166	175	184	218	888	0.60%
	PROPERTY DAMAGE ONLY (PDO)	799	745	786	882	976	4,188	2.85%
	COUNTY SUBTOTAL	1,097	1,048	1,119	1,183	1,304	5,751	3.91%
WALDO Percent personal injury 27.35%	FATAL (K)	9	6	6	5	4	30	0.02%
	INCAPACITATING (A)	21	22	17	32	26	118	0.08%
	NON-INCAPACITATING (B)	79	71	69	50	52	321	0.22%
	POSSIBLE INJURY (C)	120	131	120	142	130	643	0.44%
	PROPERTY DAMAGE ONLY (PDO)	510	573	592	563	716	2,954	2.01%
	COUNTY SUBTOTAL	739	803	804	792	928	4,066	2.77%
WASHINGTON Percent personal injury 29.06%	FATAL (K)	6	1	6	6	6	25	0.02%
	INCAPACITATING (A)	9	18	25	14	19	85	0.06%
	NON-INCAPACITATING (B)	54	57	55	59	53	278	0.19%
	POSSIBLE INJURY (C)	118	86	111	88	87	490	0.33%
	PROPERTY DAMAGE ONLY (PDO)	399	452	437	396	459	2,143	1.46%
	COUNTY SUBTOTAL	586	614	634	563	624	3,021	2.05%
YORK Percent personal injury 29.72%	FATAL (K)	26	9	27	17	11	90	0.06%
	INCAPACITATING (A)	89	104	92	84	97	466	0.32%
	NON-INCAPACITATING (B)	406	435	382	315	346	1,884	1.28%
	POSSIBLE INJURY (C)	637	655	665	695	723	3,375	2.30%
	PROPERTY DAMAGE ONLY (PDO)	2,697	2,457	2,544	3,044	3,006	13,748	9.35%
	COUNTY SUBTOTAL	3,855	3,660	3,710	4,155	4,183	19,563	13.30%
UNKNOWN Percent personal injury 18.38%	FATAL (K)	0	0	0	0	0	0	0.0000%
	INCAPACITATING (A)	0	0	2	0	1	3	0.0020%
	NON-INCAPACITATING (B)	1	3	4	4	2	14	0.0095%
	POSSIBLE INJURY (C)	0	10	17	5	1	33	0.0224%
	PROPERTY DAMAGE ONLY (PDO)	4	86	62	40	29	221	0.1503%
	UNKNOWN TOTAL	5	99	85	49	33	271	0.18%
COUNTY GRAND TOTAL Percent personal injury 27.91%	FATAL (K)	148	122	151	130	112	663	0.45%
	INCAPACITATING (A)	637	747	831	724	693	3,632	2.47%
	NON-INCAPACITATING (B)	2,703	2,754	2,549	2,270	2,179	12,455	8.47%
	POSSIBLE INJURY (C)	4,445	4,770	5,007	5,007	5,068	24,297	16.52%
	PROPERTY DAMAGE ONLY (PDO)	19,721	20,260	19,941	22,321	23,756	105,999	72.09%
	GRAND TOTAL	27,654	28,653	28,479	30,452	31,808	147,046	100.00%

MAINE HIGHWAY CRASHES

BY APPARENT PHYSICAL CONDITION

2010 - 2014



PHYSICAL CONDITION	2010	2011	2012	2013	2014	FIVE YEAR TOTAL	PERCENT OF TOTAL
APPARENTLY NORMAL	41,582	41,628	40,037	43,348	45,012	211,607	93.41%
ASLEEP OR FATIGUED	584	671	766	688	763	3,472	1.53%
EMOTIONAL (depressed, angry, disturbed, etc.)	0	116	186	130	177	609	0.27%
ILL (sick)	127	144	154	149	126	700	0.31%
PHYSICALLY IMPAIRED OR HANDICAPPED	54	120	131	139	117	561	0.25%
UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL	1,361	1,191	1,220	1,168	1,212	6,152	2.72%
OTHER	337	535	519	429	485	2,305	1.02%
UNKNOWN	736	125	66	92	104	1,123	0.50%
TOTAL	44,781	44,530	43,079	46,143	47,996	226,529	100.00%

MAINE HIGHWAY CRASHES - SEVERITY BY RESTRAINING DEVICE 2011 - 2014

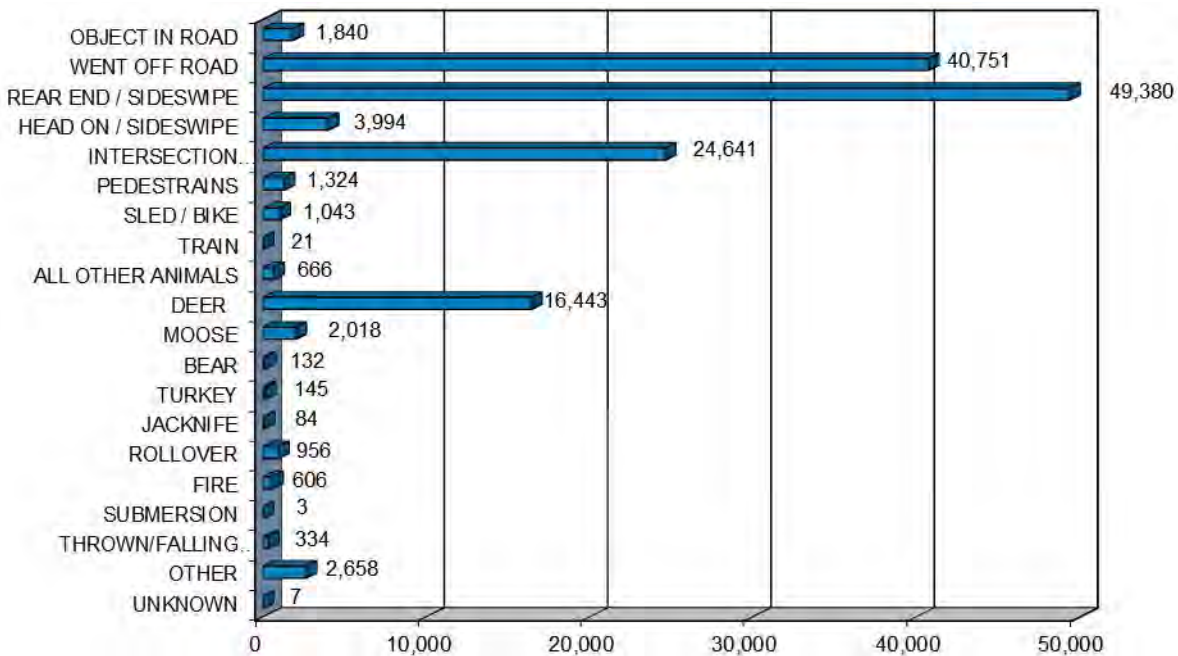
SAFETY EQUIPMENT USED	Air Bags	FATAL (K)						INCAPACITATING (A)						NON-INCAPACITATING (B)						POSSIBLE INJURY (C)						NO INJURY (PDO)					
		2011	2012	2013	2014	2015	5 YEAR	2011	2012	2013	2014	2015	5 YEAR	2011	2012	2013	2014	2015	5 YEAR	2011	2012	2013	2014	2015	5 YEAR	2011	2012	2013	2014	2015	5 YEAR
Booster Seat	deployed						0		3	1			4	1	1	1			3			1	3		4	6	7	4	7		24
	not deployed		1				1						0	4	3	4	3		14	5	6	13	9		33	81	95	156	203		535
	n/a, unknown								1					7	2	2	4			5	11	10	8			77	115	108	104		
TOTAL		0	1	0	0	0	1	0	4	1	0	0	5	12	6	7	7	0	32	10	17	24	12	0	63	164	217	268	314	0	963
Child Restraint other	deployed						0						0		1	1			2						0	1		1	43		45
	not deployed						0						0						0	1	1	2			4	6	15	3	10		34
	n/a, unknown																		0	1	2	1			4	13	7	9	11		40
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	3	3	0	0	8	20	22	13	64	0	119
Child Restraint forward facing	deployed						0	1	1				2		1	4	2		7	7	10	11	11		39	19	27	40	43		129
	not deployed						0	1	1	1	1		4	7	11	12	8		38	30	44	40	46		160	545	700	692	759		2,696
	n/a, unknown								2		1			12	14	6	8		40	56	51	34	41		182	472	532	511	525		2,040
TOTAL		0	0	0	0	0	0	2	4	1	2	0	9	19	26	22	18	0	85	93	105	85	57	0	340	1,036	1,259	1,243	1,327	0	4,865
Child Restraint rear facing	deployed						0						0				1		1	2	1		4		7	2	10	15	13		40
	not deployed						0						0		1		3		4	5	11	9	10		35	119	198	200	189		706
	n/a, unknown													2	2		1			7	7	10	9		33	109	121	134	161		525
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	10	14	19	19	23	0	75	230	329	349	363	0	1,271
Child Restraint used incorrectly	deployed						0						0	1					1				1		1				1		1
	not deployed						0						0						0	1	1		2		4	6	3	8			17
	n/a, unknown			1																	1		1			5	2	2	4		13
TOTAL		0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	4	0	7	11	5	11	4	0	31
Lap Belt Only used	deployed		1				1	2	1				3	4	1	2	2		9	1	7	1	1		10	2	3	9	2		16
	not deployed						0		2		2		4	8	5	8	5		26	11	12	14	6		43	81	82	86	99		348
	n/a, unknown	1						3	4	1				7	10	5	3			9	26	13	5		53	128	143	82	112		465
TOTAL		1	1	0	0	0	1	5	7	1	2	0	15	19	16	15	10	0	60	21	45	28	12	0	105	211	228	177	213	0	829
None Used	deployed	24	45	26	29		124	63	91	77	67		298	83	122	88	88		381	67	116	100	112		395	25	73	84	52		234
	not deployed	12	20	17	9		58	42	57	60	55		214	85	130	108	103		426	133	199	193	151		676	230	304	312	267		1,113
	n/a, unknown	15	9	7	3			38	38	28	21		125	109	45	36	35		225	121	61	38	46		266	276	103	94	82		555
TOTAL		51	74	50	41	0	182	143	186	165	143	0	637	277	297	232	226	0	1,032	321	376	331	309	0	1,337	531	480	490	401	0	1,902
Restraint Used other	deployed		2				2	2	1	1	1		5	5	6	6			17	19	12	5	4		40	23	11	5	7		46
	not deployed						0						0	5	6	2			13	22	14	13	9		58	160	124	93	78		455
	n/a, unknown								1					1	1					20	4	2	1		27	141	75	35	19		270
TOTAL		0	2	0	0	0	2	2	2	1	1	0	5	11	13	8	0	0	32	61	30	20	14	0	125	324	210	133	104	0	771
Shoulder and Lap Belt - used	deployed	26	21	34	40		121	234	275	265	257		1,031	718	853	826	809		3,206	1,129	1,505	1,577	1,571		5,782	1,823	2,383	2,529	23		6,758
	not deployed	6	13	15	14		48	138	189	183	139		649	951	1,167	1,089	1,042		4,249	2,332	3,547	3,579	3,637		13,095	24,165	35,183	39,156	378		98,882
	n/a, unknown	15	9	5	7			121	40	37	38			767	214	174	157		1,312	1,882	598	534	470		3,484	19,031	5,658	5,475	65		30,229
TOTAL		47	43	54	61	0	169	493	504	485	434	0	1,916	2,436	2,234	2,089	2,008	0	8,767	5,343	5,650	5,690	5,678	0	22,361	45,019	43,224	47,160	466	0	135,869
Shoulder Belt Only Used	deployed			1			1	4	4	3	2		13	9	7	9	7		32	13	24	18	24		79	25	24	26	2,632		2,707
	not deployed						0	4	2	1	2		9	9	12	10	6		37	22	26	40	45		133	160	297	392	41,986		42,835
	n/a, unknown							2	3	2			7	4	1	1	2		8	5	9	6	10		30	58	95	79	5,228		5,460
TOTAL		0	0	0	1	0	1	10	9	6	4	0	29	22	20	20	15	0	77	40	59	64	79	0	242	243	416	497	49,846	0	51,002

*Due to the difference in categories on the new police report, only data from 2011-2014 is available.

MAINE HIGHWAY CRASHES

BY TYPE

2010 - 2014



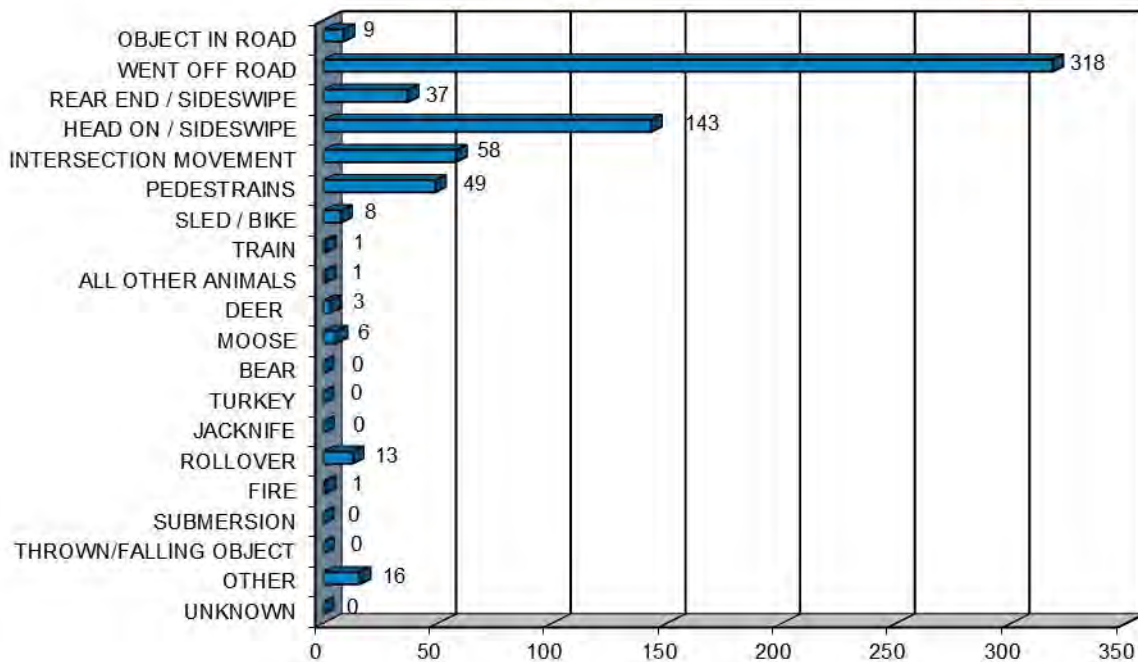
CRASH TYPE	2010	2011	2012	2013	2014	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	1,077	180	201	203	179	1,840	1.25%
WENT OFF ROAD	6,906	8,017	8,742	8,497	8,589	40,751	27.71%
REAR END / SIDESWIPE	9,607	9,719	9,365	10,225	10,464	49,380	33.58%
HEAD ON / SIDESWIPE	840	852	629	797	876	3,994	2.72%
INTERSECTION MOVEMENT	4,727	5,111	4,613	4,983	5,207	24,641	16.76%
PEDESTRAINS	239	275	295	245	270	1,324	0.90%
SLED / BIKE	193	226	210	208	206	1,043	0.71%
TRAIN	6	3	3	4	5	21	0.01%
ALL OTHER ANIMALS	119	134	125	126	162	666	0.45%
DEER	2,581	2,754	2,888	3,779	4,441	16,443	11.18%
MOOSE	517	357	429	386	329	2,018	1.37%
BEAR	18	32	31	33	18	132	0.09%
TURKEY	29	23	29	31	33	145	0.10%
JACKKNIFE	11	19	19	13	22	84	0.06%
ROLLOVER	149	229	193	157	228	956	0.65%
FIRE	122	107	113	126	138	606	0.41%
SUBMERSION	0	0	1	0	2	3	0.00%
THROWN/FALLING OBJECT	6	48	73	118	89	334	0.23%
OTHER	500	567	520	521	550	2,658	1.81%
UNKNOWN	7	0	0	0	0	7	0.00%
TOTALS	27,654	28,653	28,479	30,452	31,808	147,046	100.00%

2010 Object in Road included guardrail hits.

MAINE FATAL HIGHWAY CRASHES

By Type

2010 - 2014



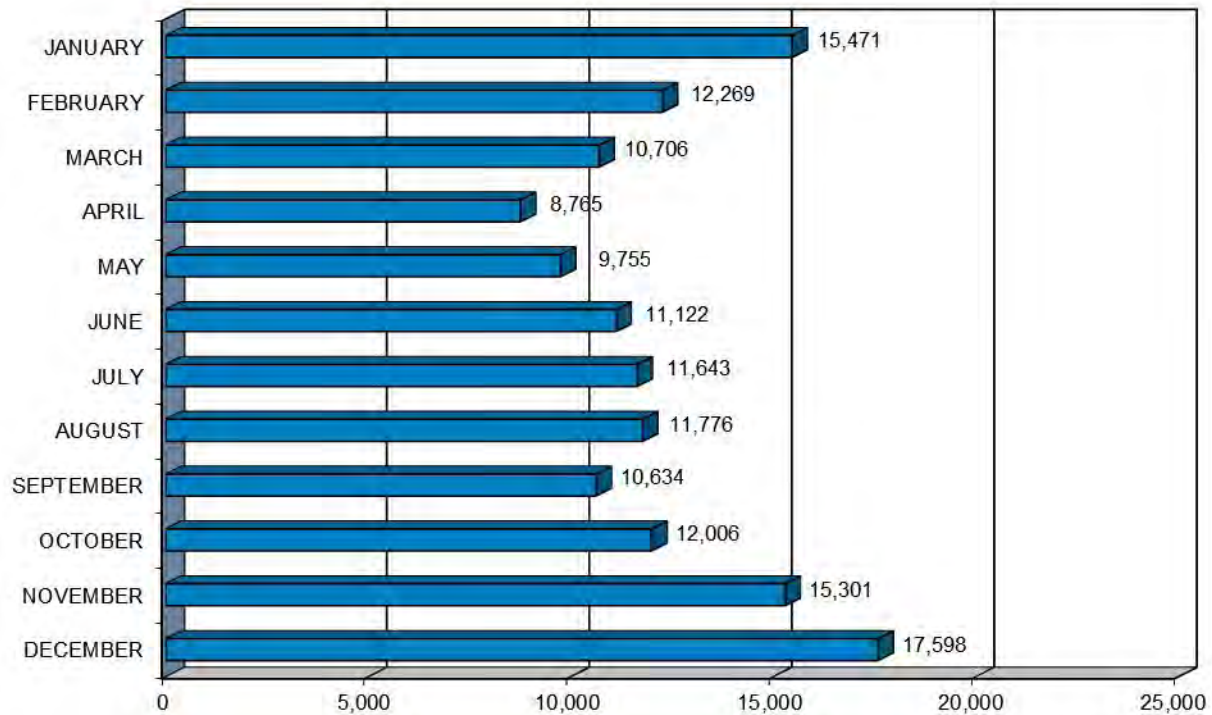
CRASH TYPE	2010	2011	2012	2013	2014	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	8	0	0	0	1	9	1.36%
WENT OFF ROAD	67	66	77	63	45	318	47.96%
REAR END / SIDESWIPE	11	4	12	6	4	37	5.58%
HEAD ON / SIDESWIPE	23	27	27	30	36	143	21.57%
INTERSECTION MOVEMENT	17	10	15	8	8	58	8.75%
PEDESTRAINS	11	11	9	10	8	49	7.39%
SLED / BIKE	1	0	1	4	2	8	1.21%
TRAIN	0	1	0	0	0	1	0.15%
ALL OTHER ANIMALS	1	0	0	0	0	1	0.15%
DEER	0	1	0	0	2	3	0.45%
MOOSE	3	0	2	0	1	6	0.90%
BEAR	0	0	0	0	0	0	0.00%
TURKEY	0	0	0	0	0	0	0.00%
JACKKNIFE	0	0	0	0	0	0	0.00%
ROLLOVER	3	2	3	5	0	13	1.96%
FIRE	0	0	1	0	0	1	0.15%
SUBMERSION	0	0	0	0	0	0	0.00%
THROWN/FALLING OBJECT	0	0	0	0	0	0	0.00%
OTHER	3	0	4	4	5	16	2.41%
UNKNOWN	0	0	0	0	0	0	0.00%
TOTALS	148	122	151	130	112	663	100.00%

2010 Object in Road included guardrail hits.

MAINE HIGHWAY CRASHES

BY MONTH

2010 - 2014

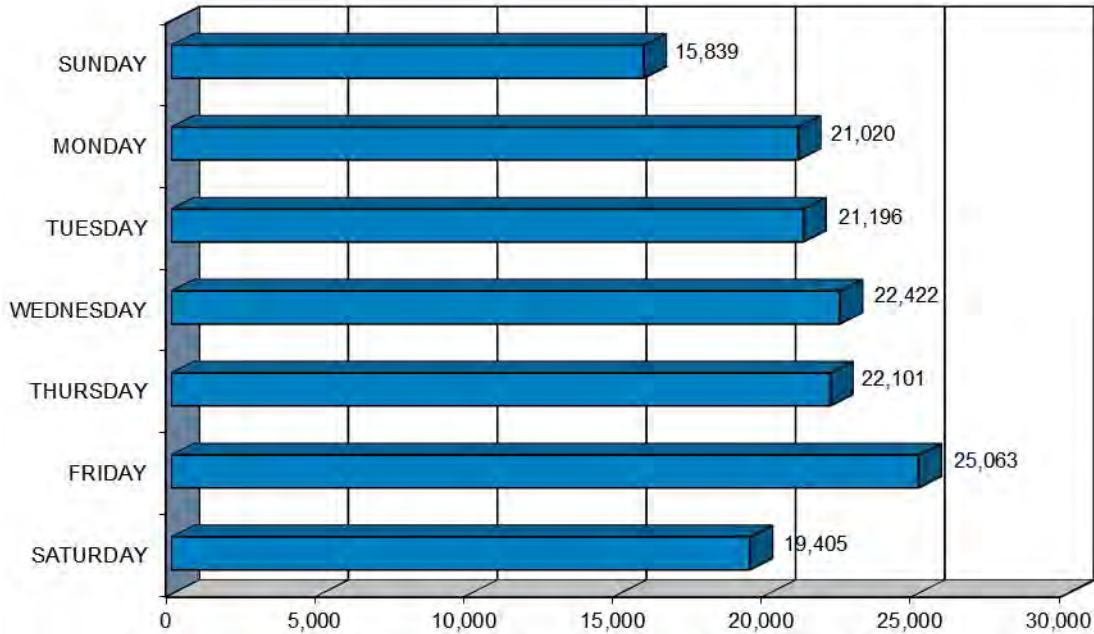


MONTH	2010	2011	2012	2013	2014	FIVE YEAR TOTAL	PERCENT OF TOTAL
JANUARY	3,029	2,776	3,025	2,826	3,815	15,471	10.52%
FEBRUARY	1,999	2,623	2,036	2,882	2,729	12,269	8.34%
MARCH	1,701	2,188	2,200	2,167	2,450	10,706	7.28%
APRIL	1,665	1,931	1,541	1,714	1,914	8,765	5.96%
MAY	2,069	1,696	1,961	2,068	1,961	9,755	6.63%
JUNE	2,062	2,204	2,278	2,272	2,306	11,122	7.56%
JULY	2,238	2,248	2,327	2,396	2,434	11,643	7.92%
AUGUST	2,200	2,322	2,400	2,438	2,416	11,776	8.01%
SEPTEMBER	2,054	1,996	2,135	2,132	2,317	10,634	7.23%
OCTOBER	2,329	2,370	2,356	2,286	2,665	12,006	8.16%
NOVEMBER	2,736	2,819	2,722	3,277	3,747	15,301	10.41%
DECEMBER	3,572	3,480	3,498	3,994	3,054	17,598	11.97%
TOTAL	27,654	28,653	28,479	30,452	31,808	147,046	100.00%

MAINE HIGHWAY CRASHES

BY DAY OF THE WEEK

2010 - 2014



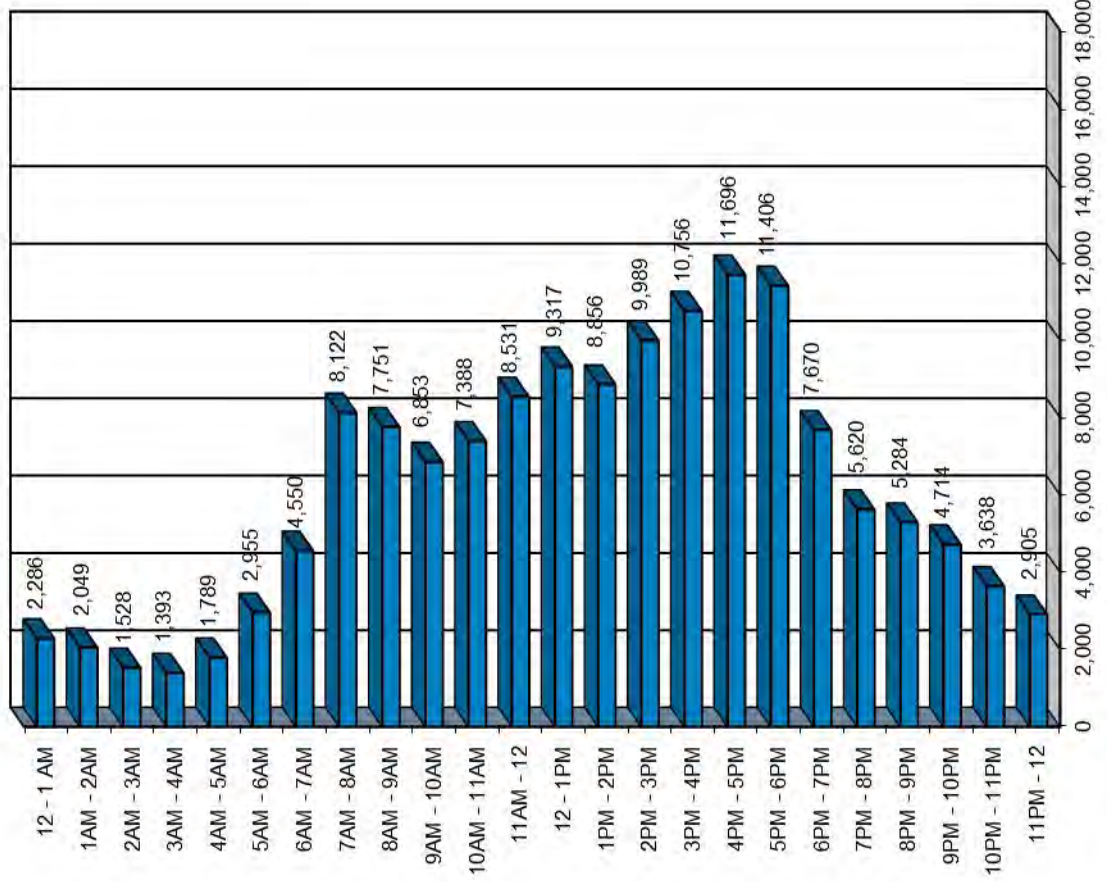
DAY OF THE WEEK	2010	2011	2012	2013	2014	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	2,753	2,888	2,999	3,497	3,702	15,839	10.77%
MONDAY	4,199	3,952	4,070	4,449	4,350	21,020	14.29%
TUESDAY	3,979	4,222	3,956	4,636	4,403	21,196	14.41%
WEDNESDAY	4,208	4,667	3,963	4,732	4,852	22,422	15.25%
THURSDAY	4,260	4,274	4,488	4,310	4,769	22,101	15.03%
FRIDAY	4,719	5,073	5,170	4,877	5,224	25,063	17.04%
SATURDAY	3,536	3,577	3,833	3,951	4,508	19,405	13.20%
TOTAL	27,654	28,653	28,479	30,452	31,808	147,046	100.00%

MAINE HIGHWAY CRASHES

BY TIME OF DAY

2010 - 2014

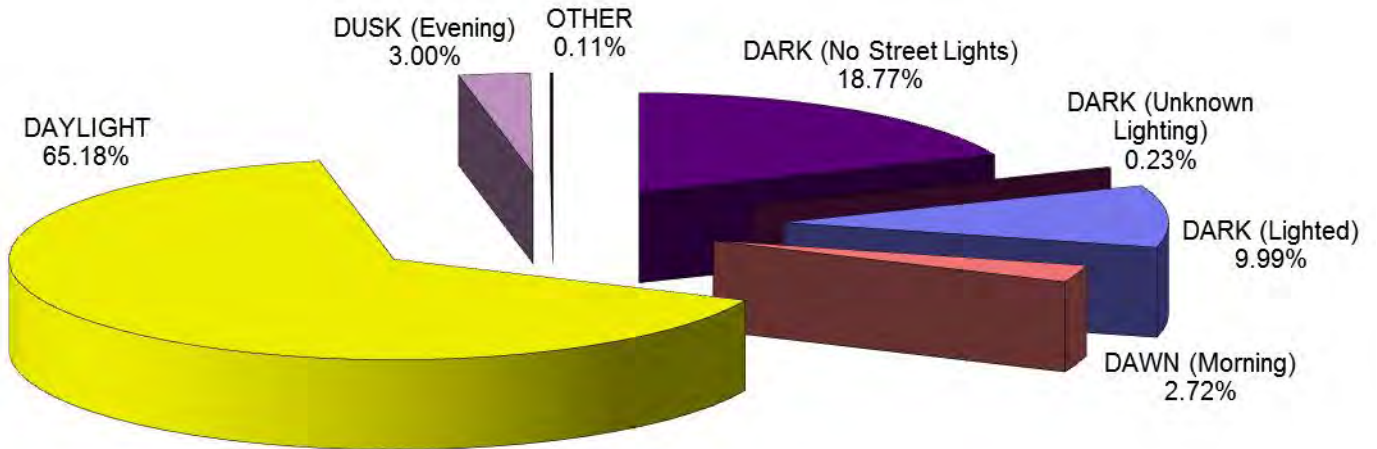
TIME OF DAY	2010	2011	2012	2013	2014	FIVE YEAR TOTAL
12 - 1 AM	379	433	470	491	513	2,286
1AM - 2AM	407	383	416	439	404	2,049
2AM - 3AM	250	287	357	337	297	1,528
3AM - 4AM	246	245	301	309	292	1,393
4AM - 5AM	285	367	352	361	424	1,789
5AM - 6AM	509	523	600	602	721	2,955
6AM - 7AM	769	860	904	1,012	1,005	4,550
7AM - 8AM	1,492	1,675	1,547	1,685	1,723	8,122
8AM - 9AM	1,416	1,592	1,448	1,659	1,636	7,751
9AM - 10AM	1,254	1,385	1,256	1,454	1,504	6,853
10AM - 11AM	1,407	1,444	1,494	1,507	1,536	7,388
11AM - 12	1,567	1,734	1,716	1,724	1,790	8,531
12 - 1PM	1,784	1,852	1,823	1,876	1,982	9,317
1PM - 2PM	1,720	1,736	1,638	1,874	1,888	8,856
2PM - 3PM	1,924	1,986	1,889	2,025	2,165	9,989
3PM - 4PM	2,141	2,153	2,052	2,152	2,258	10,756
4PM - 5PM	2,302	2,275	2,214	2,370	2,535	11,696
5PM - 6PM	2,192	2,174	2,127	2,401	2,512	11,406
6PM - 7PM	1,518	1,472	1,453	1,557	1,670	7,670
7PM - 8PM	993	1,075	1,120	1,177	1,255	5,620
8PM - 9PM	1,016	946	1,022	1,113	1,187	5,284
9PM - 10PM	889	858	960	991	1,016	4,714
10PM - 11PM	661	634	728	790	825	3,638
11PM - 12	533	564	592	546	670	2,905
TOTAL	27,654	28,653	28,479	30,452	31,808	147,046



MAINE HIGHWAY CRASHES

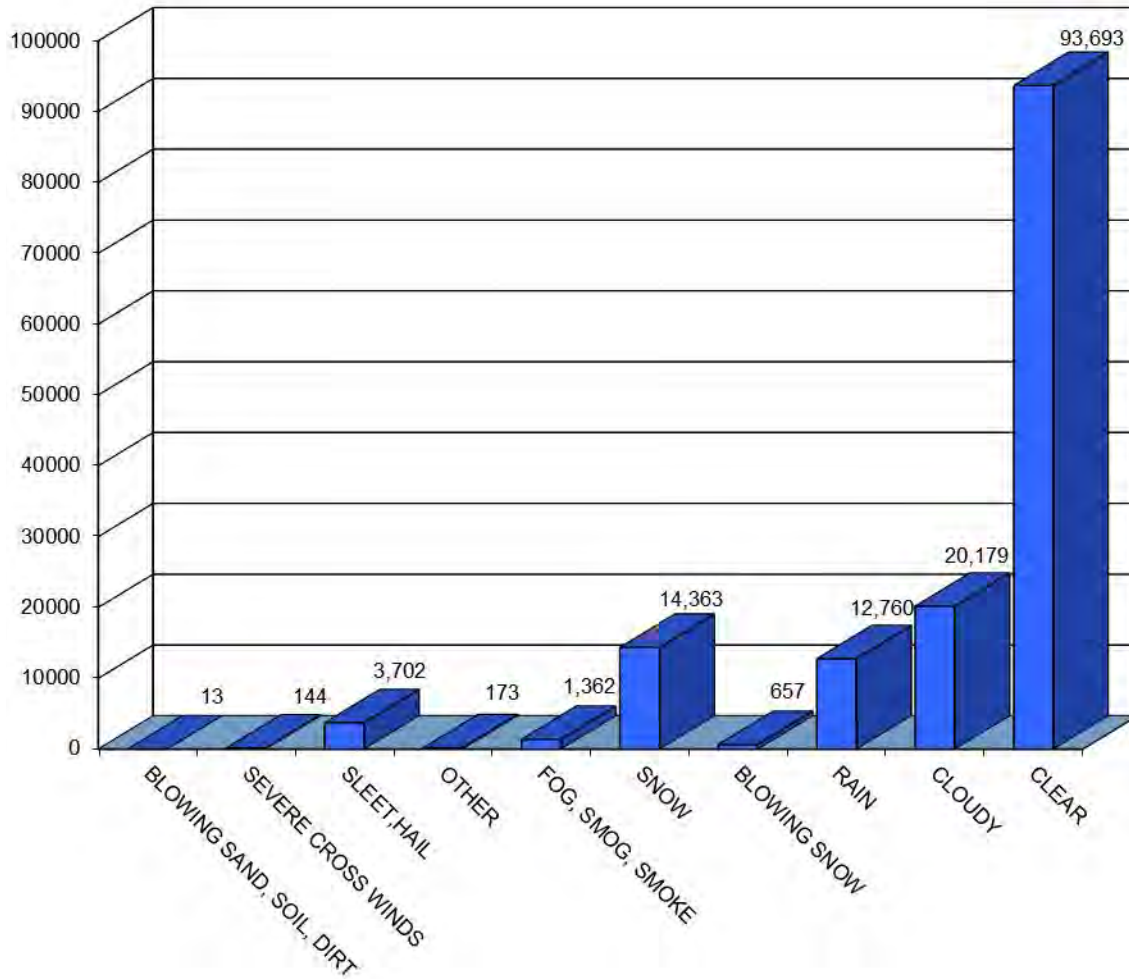
BY LIGHT CONDITIONS

2010 - 2014



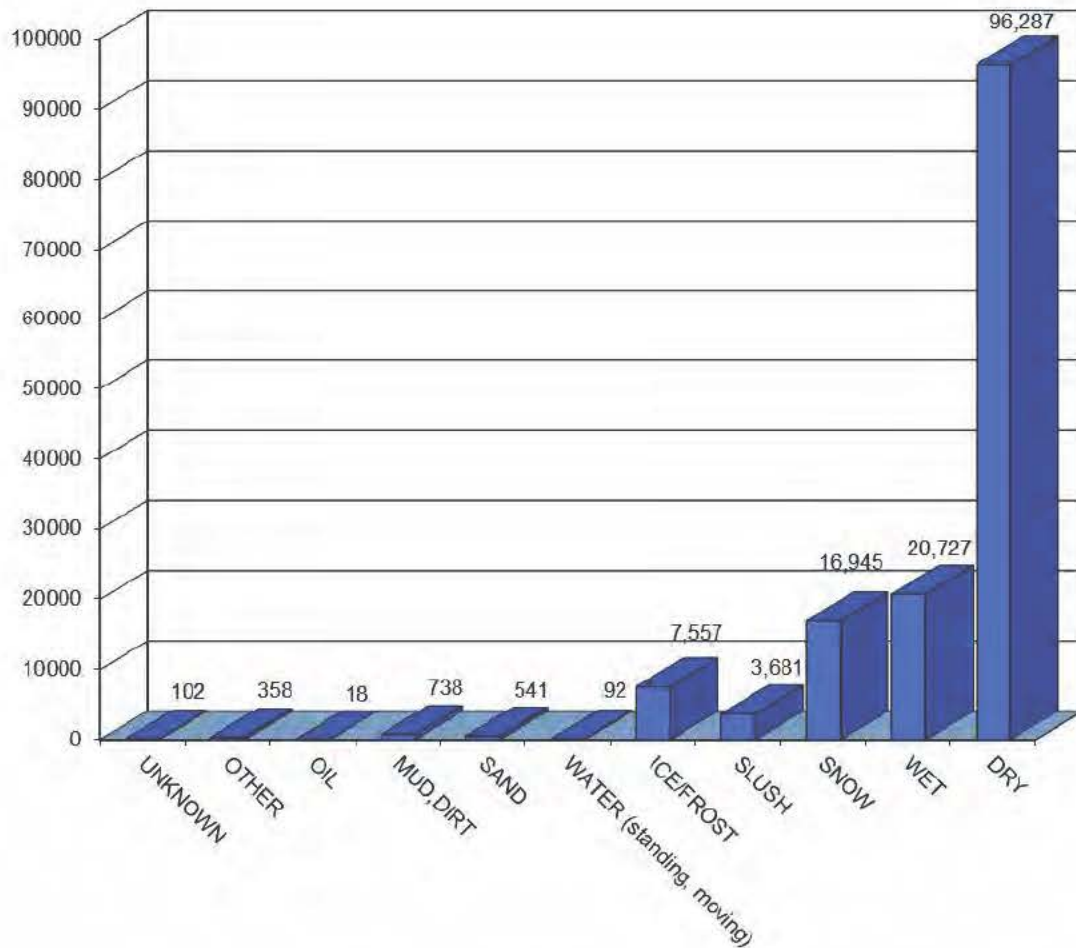
LIGHT CONDITION	2010	2011	2012	2013	2014	FIVE YEAR TOTAL	PERCENT OF TOTAL
DARK (Not Lighted)	4,812	4,912	5,532	5,931	6,409	27,596	18.77%
DARK (Unknown	0	99	64	89	91	343	0.23%
DARK (Lighted)	3,079	2,863	2,756	2,874	3,125	14,697	9.99%
DAWN (Morning)	985	836	753	693	737	4,004	2.72%
DAYLIGHT	17,820	19,024	18,581	19,942	20,474	95,841	65.18%
DUSK (Evening)	943	885	765	889	925	4,407	3.00%
OTHER	15	34	28	34	47	158	0.11%
TOTAL	27,654	28,653	28,479	30,452	31,808	147,046	100.00%

MAINE HIGHWAY CRASHES BY WEATHER CONDITIONS 2010 - 2014



WEATHER CONDITIONS	2010	2011	2012	2013	2014	FIVE YEAR TOTAL
BLOWING SAND, SOIL, DIRT	6	6	1	0	0	13
SEVERE CROSS WINDS	40	23	22	45	14	144
SLEET,HAIL (freezing rain or drizzle)	401	851	826	678	946	3,702
OTHER	42	34	23	34	40	173
FOG,SMOG,SMOKE	180	264	362	289	267	1,362
SNOW	2,797	3,042	2,244	3,465	2,815	14,363
BLOWING SNOW	0	62	91	276	228	657
RAIN	2,697	2,554	2,575	2,267	2,667	12,760
CLOUDY	3,665	3,854	3,953	4,348	4,359	20,179
CLEAR	17,826	17,963	18,382	19,050	20,472	93,693
TOTAL	27,654	28,653	28,479	30,452	31,808	147,046

MAINE HIGHWAY CRASHES BY ROAD SURFACE CONDITIONS 2010 - 2014



ROAD SURFACE CONDITIONS	2010	2011	2012	2013	2014	FIVE YEAR TOTAL
UNKNOWN	0	0	0	43	59	102
OTHER	161	105	49	21	22	358
OIL	8	6	2	1	1	18
MUD,DIRT	15	150	202	186	185	738
SAND	0	68	181	133	159	541
WATER (standing, moving)	0	14	25	23	30	92
ICE/FROST	0	2,656	1,460	1,328	2,113	7,557
SLUSH	0	495	1,091	1,053	1,042	3,681
SNOW	4,464	2,982	2,348	3,880	3,271	16,945
WET	4,013	4,278	3,925	4,181	4,330	20,727
DRY	18,993	17,899	19,196	19,603	20,596	96,287
TOTAL	27,654	28,653	28,479	30,452	31,808	147,046

*2010, figures that were previously WINTRY (old categories) were moved to SNOW (new categories)

VEHICLES INVOLVED IN MAINE HIGHWAY CRASHES 2010 - 2014

VEHICLE TYPE INVOLVED	2010	2011	2012	2013	2014	FIVE YEAR TOTAL
PASSENGER CAR	24,374	26,916	25,212	26,482	27,129	130,113
(SPORT) UTILITY VEHICLE	6,849	7,775	7,712	8,657	9,408	40,401
PASSENGER VAN	696	517	1,319	1,897	1,938	6,367
CARGO VAN (10k or less)	2,089	345	405	409	456	3,704
PICKUP TRUCK	7,796	7,868	7,478	7,952	8,169	39,263
MOTOR HOME	33	29	38	35	39	174
SCHOOL BUS	105	102	87	98	110	502
TRANSIT BUS	29	43	29	41	38	180
MOTOR COACH	11	5	7	9	11	43
OTHER BUS	0	21	18	17	14	70
MOTORCYCLE	588	599	627	571	589	2,974
MOPED	28	29	45	42	35	179
LOW SPEED VEHICLE	0	0	8	7	10	25
AUTOCYCLE	0	1	3	3	4	11
EXPERIMENTAL	0	1	0	3	1	5
OTHER LIGHT TRUCK (10,000 lbs or less)	0	82	118	140	163	503
MEDIUM /HEAVY TRUCKS (more than 10,000 lbs)	1,395	1,525	1,366	1,476	1,641	7,403
ATV (2,3,4-WHEEL)	21	15	19	12	18	85
SNOWMOBILE	11	6	2	3	13	35
PEDESTRIAN	268	290	314	275	298	1,445
BICYCLE	198	231	216	213	210	1,068
OTHER	290	420	378	497	498	2,083
TOTAL VEHICLES INVOLVED	44,781	46,820	45,401	48,839	50,792	236,633

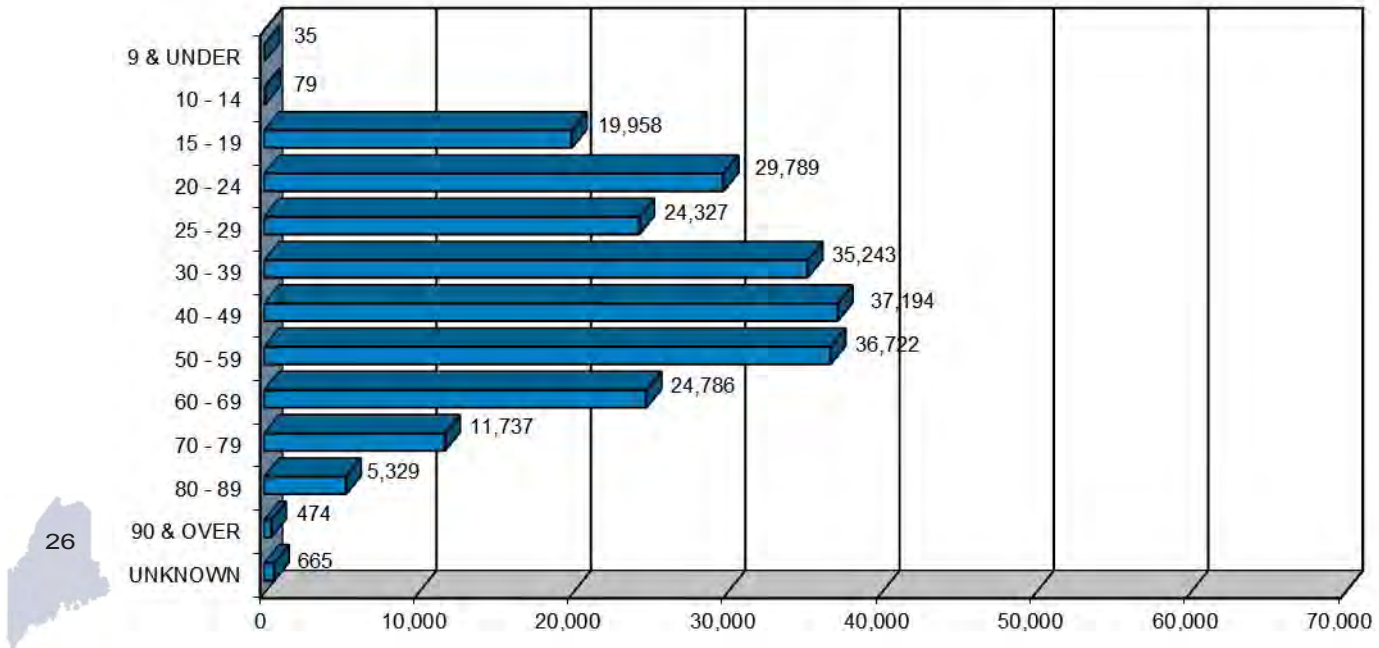
CONTRIBUTING FACTORS TO MAINE HIGHWAY CRASHES 2011 - 2014

DRIVER ACTIONS (actions 1 & 2 combined)	2011	2012	2013	2014	2015
NO CONTRIBUTING ACTION	16,309	22,001	24,190	25,065	
RAN OFF ROADWAY	2,676	3,711	3,440	3,414	
FAILED TO YIELD RIGHT-OF-WAY	4,743	4,628	4,650	4,837	
RAN RED LIGHT	292	406	440	425	
RAN STOP SIGN	264	333	347	330	
DISREGARDED OTHER TRAFFIC SIGN	117	124	96	111	
DISREGARDED OTHER ROAD MARKINGS	76	93	72	65	
EXCEEDED POSTED SPEED LIMIT	2,593	717	617	535	
DROVE TOO FAST FOR CONDITIONS	2,202	3,652	4,062	4,259	
IMPROPER TURN	759	869	900	919	
IMPROPER BACKING	908	878	1,008	1,113	
IMPROPER PASSING	534	523	514	536	
WRONG WAY	44	48	51	44	
FOLLOWED TOO CLOSELY	3,948	4,023	4,494	4,609	
FAILED TO KEEP IN PROPER LANE	1,088	1,339	1,537	1,619	
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER	858	1,290	1,272	1,212	
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	569	789	802	722	
OVER-CORRECTING/OVER-STEERING	466	631	672	605	
OTHER CONTRIBUTING ACTION	1,481	2,072	2,158	2,281	
UNKNOWN	1,020	1,444	1,425	1,385	
VEHICULAR FACTORS	40,947	49,571	52,747	54,088	
NONE	44,574	42,429	45,985	48,020	
BRAKES	279	348	311	314	
EXHAUST SYSTEM	7	13	7	9	
BODY, DOORS	574	409	261	122	
STEERING	100	97	84	75	
POWER TRAIN	55	58	62	60	
SUSPENSION	24	19	20	24	
TIRES	276	358	359	330	
WHEELS	57	73	65	88	
LIGHTS (head, signal, tail, brake)	59	39	29	45	
WINDOWS/WINDSHIELD	32	24	26	26	
MIRRORS	14	10	10	12	
WIPERS	3	3	3	3	
TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS	18	34	30	37	
OTHER	797	551	607	595	
	46,869	44,465	47,859	49,760	

Note: There is the potential for two contributing factors per vehicle and multiple vehicles per crash.

*Due to changes in the new crash report, making contributing factors drastically different, used only new categories above.

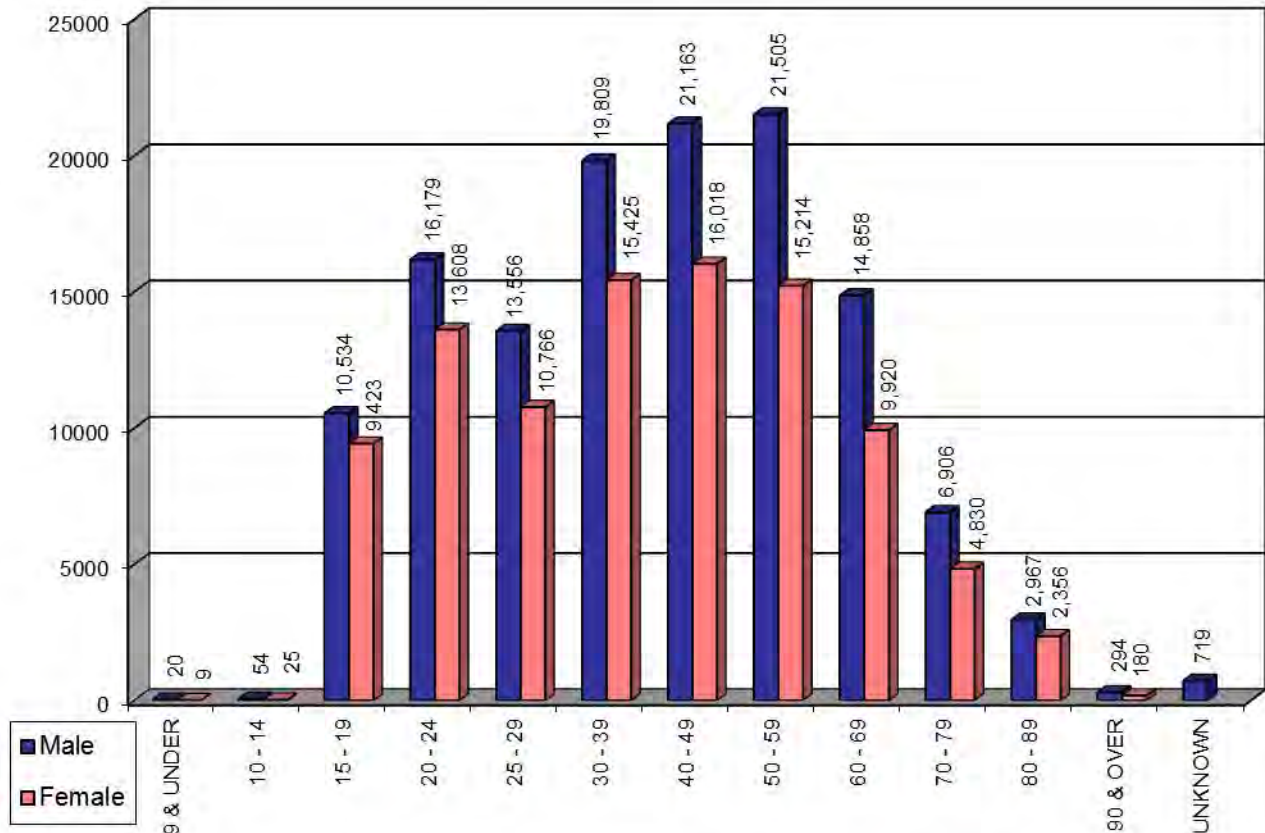
DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2010 - 2014



AGE GROUP	2010	2011	2012	2013	2014	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	30	1	1	2	1	35	0.02%
10 - 14	56	6	9	3	5	79	0.03%
15 - 19	5,035	3,821	3,806	3,698	3,598	19,958	8.82%
20 - 24	5,795	5,955	5,878	6,124	6,037	29,789	13.16%
25 - 29	4,483	5,316	4,464	4,905	5,159	24,327	10.75%
30 - 39	7,034	6,100	6,733	7,328	8,048	35,243	15.57%
40 - 49	7,545	7,654	7,011	7,453	7,531	37,194	16.43%
50 - 59	6,979	7,252	6,935	7,616	7,940	36,722	16.22%
60 - 69	4,421	4,805	4,662	5,242	5,656	24,786	10.95%
70 - 79	2,139	2,228	2,293	2,428	2,649	11,737	5.19%
80 - 89	1,073	1,014	1,014	1,089	1,139	5,329	2.35%
**90 & OVER		99	127	141	107	474	0.21%
UNKNOWN	191	154	80	114	126	665	0.29%
TOTAL	44,781	44,405	43,013	46,143	47,996	226,338	100.00%

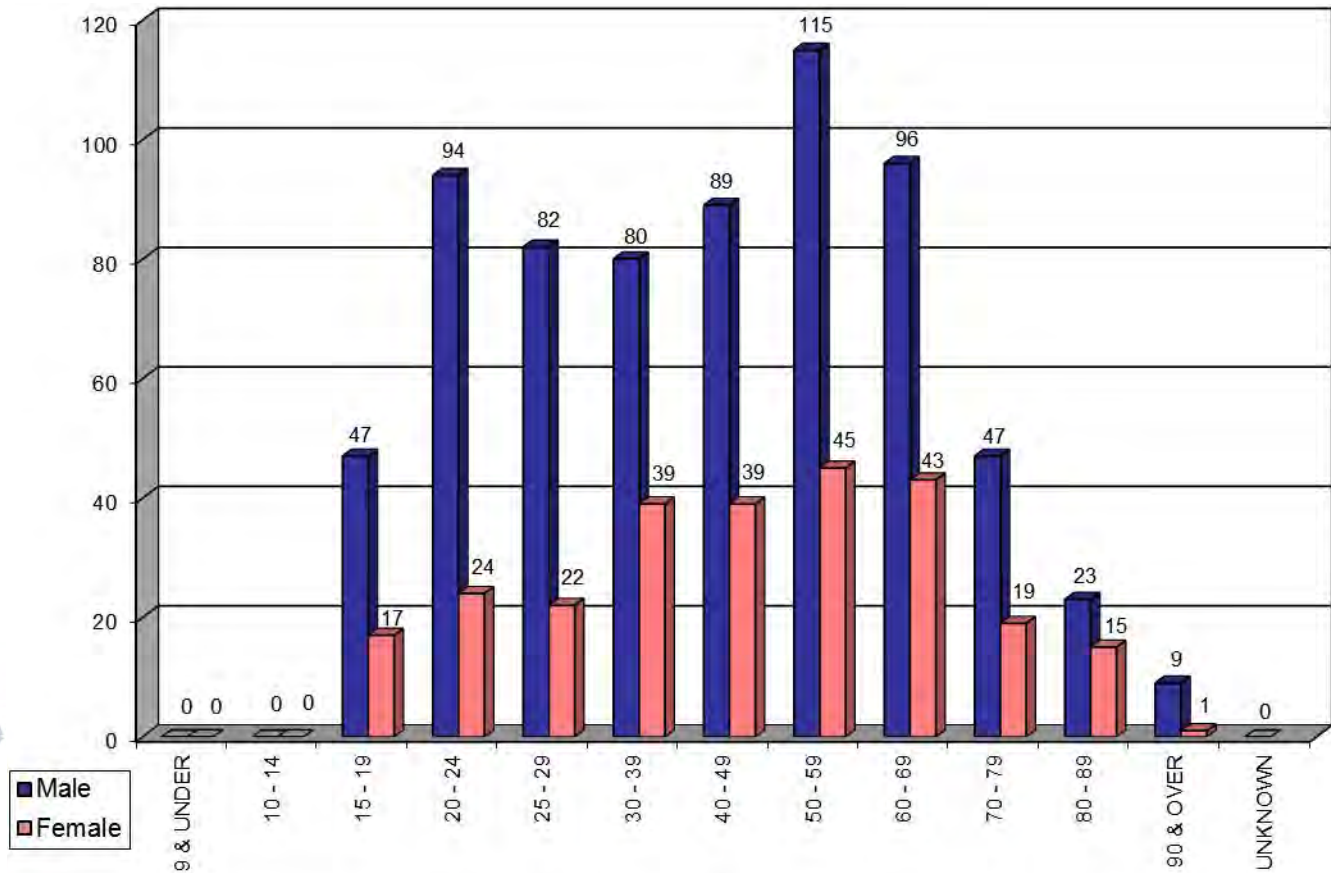
Note: 2010 drivers included pedestrians & bicyclists.
All years - drivers include snowmobile and ATV operators.
**90+ added in 2011

DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP/GENDER 2010 - 2014



	2010		2011		2012		2013		2014		TOTALS			
AGE GROUP BY GENDER	M	F	M	F	M	F	M	F	M	F	M	F	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	16	8	1	0	1	0	2	0	0	1	20	9	29	0.01%
10 - 14	37	19	4	2	5	4	3	0	5	0	54	25	79	0.03%
15 - 19	2,659	2,375	2,043	1,778	1,996	1,810	1,912	1,786	1,924	1,674	10,534	9,423	19,957	8.82%
20 - 24	3,202	2,592	3,125	2,829	3,196	2,682	3,302	2,822	3,354	2,683	16,179	13,608	29,787	13.16%
25 - 29	2,450	2,031	2,965	2,351	2,468	1,995	2,726	2,179	2,947	2,210	13,556	10,766	24,322	10.75%
30 - 39	3,885	3,143	3,398	2,702	3,849	2,884	4,105	3,223	4,572	3,473	19,809	15,425	35,234	15.57%
40 - 49	4,243	3,298	4,322	3,326	4,045	2,964	4,201	3,252	4,352	3,178	21,163	16,018	37,181	16.43%
50 - 59	3,980	2,998	4,216	3,036	4,017	2,917	4,534	3,082	4,758	3,181	21,505	15,214	36,719	16.22%
60 - 69	2,681	1,737	2,866	1,937	2,784	1,875	3,150	2,092	3,377	2,279	14,858	9,920	24,778	10.95%
70 - 79	1,260	878	1,345	883	1,346	947	1,392	1,036	1,563	1,086	6,906	4,830	11,736	5.19%
80 - 89	593	475	539	475	562	451	604	485	669	470	2,967	2,356	5,323	2.35%
*90 & OVER			68	31	78	49	81	60	67	40	294	180	474	0.21%
UNKNOWN	221		163		88		114		133		719		719	0.32%
TOTAL BY GENDER	25,006	19,554	24,892	19,350	24,347	18,578	26,012	20,017	27,588	20,275	127,845	97,774		
TOTAL	44,781		44,405		43,013		46,143		47,996		226,338		226,338	100.00%

DRIVERS INVOLVED IN FATAL MAINE HIGHWAY CRASHES BY AGE GROUP/GENDER 2010 - 2014



	2010		2011		2012		2013		2014		TOTALS			
AGE GROUP BY GENDER	M	F	M	F	M	F	M	F	M	F	M	F	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
10 - 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
15 - 19	10	7	13	1	12	2	6	4	6	3	47	17	64	6.77%
20 - 24	24	4	14	8	24	5	17	2	15	5	94	24	118	12.47%
25 - 29	17	4	6	4	24	5	19	3	16	6	82	22	104	10.99%
30 - 39	18	8	19	6	19	6	14	10	10	9	80	39	119	12.58%
40 - 49	16	10	14	8	25	9	18	3	16	9	89	39	128	13.53%
50 - 59	26	11	22	10	21	7	24	7	22	10	115	45	160	16.91%
60 - 69	22	6	17	11	20	7	22	12	15	7	96	43	139	14.69%
70 - 79	11	4	4	1	14	6	11	3	7	5	47	19	66	6.98%
80 - 89	6	3	3	4	3	3	4	4	7	1	23	15	38	4.02%
90 & OVER	1	0	1	0	3	1	2	0	2	0	9	1	10	1.06%
UNKNOWN	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
TOTAL BY GENDER	151	57	113	53	165	51	137	48	116	55	673	264		
TOTAL	208		166		216		185		171		937		946	100.00%

Pedestrian Laws

Legislation	Effective Date
When use of a sidewalk next to a public way is practicable, a pedestrian may not walk on that public way.	1993
Where sidewalks are not provided, a pedestrian shall walk facing approaching traffic on the left side of the public way or the way's shoulder when practicable.	1993
When traffic-control devices are not in operation, an operator must yield the right-of-way to a pedestrian crossing in a marked crosswalk.	1999
A pedestrian must yield the right-of-way to a vehicle when crossing a way: <ul style="list-style-type: none"> a. Other than within a marked crosswalk; or b. With an available pedestrian tunnel or overhead pedestrian crossing. 	1993

Bicycle Laws

Legislation	Effective Date
A person under 16 years old, operator or passenger, on a bicycle on a public roadway or public bikeway shall wear a helmet .	1999
A bicycle passenger must be seated properly in a bicycle passenger seat.	1999
A person operating a bicycle or scooter shall ride it as far as practicable to the right side of the way , except when making a left turn, unless other provisions have been made by a municipality for the location of bicycle or scooter traffic.	
A person operating a bicycle may travel on paved shoulders .	
A person operating a vehicle that passes a person operating a bicycle and proceeding in the same direction may not make a right turn at any intersection or into any road or way unless the turn can be made with reasonable safety.	
A motor vehicle must allow at least 3 feet of space when passing a bicyclist.	2007
Bicyclists are now part of the definition of "traffic" and a collision between a motor vehicle and a bicyclist or roller skier is prima facie evidence that the motorist violated the three foot law .	October 2013
A motor vehicle may cross the center line in a no passing zone to pass bicyclists if it is safe to do so.	2007
A person commits a <i>Class E crime</i> if the person operates a vehicle past a yield sign and collides with a vehicle, a person riding a bicycle or a pedestrian proceeding on the intersecting way. A person commits a <i>traffic infraction</i> if the person operates a vehicle or a bicycle past a yield sign and fails to yield the right-of-way to a vehicle , a person riding a bicycle or pedestrian proceeding on the intersecting way.	2015
A bicycle, roller skier or other non-motorized traffic must yield the right-of-way to a pedestrian crossing the way in a marked crosswalk.	2015

A person operating a bicycle or roller skis shall obey a **traffic control device**, unless otherwise directed by a law enforcement officer. **2015**

Motorcycle Laws

Legislation	Effective Date
Helmets required for all motorcyclists	October 7, 1967
Repeal of 1967 requirement for wearing helmets	October 24, 1977
Helmets required for all persons under 15	July 3, 1980
Helmets required for all persons under 15, for all operators under a learner's permit, or any first year operators and the passengers of all operators required to wear a helmet	September 23, 1983
The following persons must wear protective headgear: A. If under 18 years of age, a passenger on a motorcycle or in an attached side car; B. If under 18 years of age, an operator of a motorcycle; C. An operator of a motorcycle, operating under a learner's permit or within one year of successfully completing a driving test; and D. A passenger of an operator required to wear headgear.	September 15, 2009
Motorcycle operator education required for persons under 21, prior to permit or permission	March 1, 1987
Motorcycle operator education required for all persons applying for a motorcycle learner's permit	April 3, 1992
Headlight on while operating	June 28, 1974
More than 2 motorcycles may not be operated abreast within the same lane.	2003
A motor vehicle may not be driven in such a manner as to deprive a motorcycle of the full use of a lane	2003
Autocycles , three-wheeled vehicles with an enclosed cab (including battery electric vehicles) will be allowed on Maine roads that have a speed limit of 45 mph or less.	September 15, 2009

ATV Laws

- 1. Minimum age.** Except as provided in subsection 5, a person under 10 years of age may not operate an ATV.
- 2. Permitting child under 10 years to operate ATV.** Except as provided in subsection 6, a person may not permit a child under 10 years of age to operate an ATV.
- 3. Unlawfully operating ATV by person 10 to under 16 years of age.** Except as provided in subsection 6, a person 10 years of age or older but under 16 years of age may not operate an ATV unless that person has successfully completed a training course approved by the department pursuant to section 13152 and is accompanied by an adult. Proof of having

completed a training course must be presented for inspection upon request of a law enforcement officer.

Operating ATV without protective headgear.

Notwithstanding Title 29-A, section 2083, a person under 18 years of age may not operate an ATV without protective headgear.

Carrying passenger on ATV without headgear. Notwithstanding Title 29-A, section 2083, a person may not carry a passenger under 18 years of age on an ATV unless the passenger is wearing protective headgear.

Snowmobile Laws

Failing to stop snowmobile before entering public way. A person shall bring a snowmobile to a complete stop before entering a public way or a private way maintained for travel.

Failing to yield right-of-way while operating snowmobile. A person shall yield the right-of-way to all vehicular traffic while operating a snowmobile on a public way or a private way maintained for travel.

Operating a snowmobile while underage. A person under 14 years of age may not operate a snowmobile across any public way maintained for travel.

Permitting an unaccompanied child to operate a snowmobile. A person may not permit a child under 10 years of age to operate a snowmobile unless the child is accompanied by an adult. This subsection does not apply on land that is owned by the parent or guardian or on land where permission for use has been granted to the parent or guardian.

Headgear required. This subsection applies to snowmobile trails funded by the Snowmobile Trail Fund of the Department of Agriculture, Conservation and Forestry, Bureau of Parks & Lands.

A. A person operating a snowmobile on a snowmobile trail identified by the Department of Agriculture, Conservation and Forestry, Bureau of Parks and Lands as having been funded by the Snowmobile Trail Fund pursuant to section 1893, subsection 3:

(1) If the person is under 18 years of age, shall wear protective headgear that conforms to the standards established under Title 29-A, section 2083, subsection 3; and

(2) May not carry a passenger under 18 years of age on the snowmobile unless the passenger is wearing protective headgear that conforms to the standards established under Title 29-A, section 2083, subsection 3.

For full ATV/Snowmobile regulations see:

http://www.maine.gov/ifw/atv_snowmobile_watercraft/laws.htm

Truck Laws

General Law Gross Weight Limits

Maine's General Law gross weight limit applies to the following highways:

- Interstate 95 from New Hampshire to Exit 113 (Augusta, Cushnoc Bridge) which includes the Maine Turnpike;
- All non-Interstate highways.

Maine's General Law provides that the total weight of a vehicle or combination of vehicles, plus their load, is limited by the number of axles to:

2 axles.....	34,000 pounds
3 axles.....	54,000 pounds
4 axles.....	69,000 pounds*
5 axles.....	80,000 pounds
6 axles.....	100,000 pounds**

*Also applies to all single unit vehicles over 4 axles.

**Applies only to a combination vehicle consisting of a 3 axle truck tractor towing a triaxle semitrailer unit that is operating on the General Law highways listed above. (1) The 80,000 pound limit applies to all other combination vehicles over 4 axles, except for certain vehicles carrying special commodities which are allowed additional weight tolerances. (2) Any interstate highway in Maine for as long as Federal law exempting Maine from the 80,000 pound interstate limit is in effect.

Interstate Highway System weight limits

For operation on the Interstate Highway System, excluding those segments of the Interstate Highway System listed above, the weight of the vehicle or combinations of vehicles, plus their load, is limited by Bridge Formula B, modified. In addition, the Bridge Formula also limits the total weight of any group of consecutive axles of a vehicle or combination of vehicles according to the distance between the centers of the extreme axles in a group. The greatest load allowed is 80,000 pounds.

Update: A transportation bill will allow trucks weighing up to **100,000** pounds on all interstate highways in Maine for the next 20 years. **November 2011**

For full regulations go to: <http://www.maine.gov/sos/bmv/commercial/swlimit.htm>

Projecting Loads

Every vehicle carrying objects that project more than 4 feet from the rear must, during the period of ½ hour after sunset and ½ hour before sunrise, carry a red light at or near the rear end of the project objects. At all other times, the vehicle must carry a 12x12 inch clean red cloth attached at or near the end of the projecting object. Loads must be covered or otherwise secured or confined to prevent any portion of the load from falling from or spilling out of the vehicle.

Trailers, semi-trailers, or vehicles being towed must, in addition to the tow bar or coupling device, have a safety chain or steel cable made of not less than ¼ inch wire so attached as to prevent breakaway from the towing vehicle. (This requirement does not apply to truck tractor and semi-trailer units equipped with a fifth wheel mechanism.)

Trailers that are wider than the towing vehicle must be equipped with reflective material or a lamp on each front corner that is visible to oncoming traffic.

Miscellaneous Motor Vehicle Laws

Legislation

Effective Date

Act to Protect Young Drivers and Passengers

September 3, 2003

Established 3 step graduated licensing system consisting of supervised instruction permit, intermediate license and unrestricted license.

Key points:

A person under 21 years of age may not apply for an intermediate license until:

- 6 months after being issued a supervised instruction permit
- Completion of a minimum of 35 hours of driving, including 5 hours of night driving, while accompanied by a parent, guardian or licensed driver at least 20 years of age.
- A driver operating with a supervised instruction permit may not drive while using a mobile telephone.

A driver under 18 years of age with an intermediate license may not:

- Carry passengers other than immediate family members unless accompanied by a licensed operator who is at least 20 years of age and has held a valid license for the past 2 years and is occupying the seat beside the driver for six months after licensure.
- Operate a motor vehicle between the hours of 12 a.m. and 5 a.m.
- Operate a motor vehicle while using a mobile telephone.

Period of restrictions:

- The license restrictions are for 180 days from license issuance.
- A driver violating these requirements must have the license restrictions extended for an additional 180 days.
- The additional period of license restrictions may extend beyond the person's 18th birthday.
- Any violation of the license restrictions during the period of this extension must result in a further extension of the license restrictions.

Anyone under 18 years of age is prohibited from driving while using a mobile phone or handheld electronic device.

2007

Update:

Learner's Permit - Under 21 years old:

If a permit is issued to a person under 21 years of age that person must hold the permit for 6 months before applying for a road test and are prohibited from using a cellular phone while operating with a permit.

If a permit is issued to a person under 21 years of age, they must log 70 hours of driving and 10 of the hours must be done after dark.

If a permit expires, the person must take an exam for a new permit but will not be required to wait before applying for a road test. The restriction from using a cellular phone still applies.

Learner's Permit - Age 21 and Over:

If a permit is issued to a person 21 years of age and over, that person does not have to wait 6 months before applying for a road test, however, they are prohibited from using a cellular phone while operating with a permit.

License - Under 18 years of age:

If a license is issued to a person under the age of 18, that person will receive an "Intermediate License" which prohibits the licensee from the following:

A. Carrying passengers other than immediate family members (grandparent; stepgrandparent; parent; stepparent; spouse; child; stepchildren; brother; sister; stepbrother; stepsister) unless accompanied by a licensed operator who meets the requirements of section 1304, subsection 1, paragraph E.

B. Operating a motor vehicle between the hours of 12 a.m. and 5 a.m.; or

C. Operating a motor vehicle while using a mobile telephone.

Period of Restriction

The license restrictions are in effect for a period of 270 days from license issuance. The period of license restrictions may extend beyond the person's 18th birthday.

Also:

-during the first two years a young driver has a license, any violation will result in a 30-day license suspension for the first offense and longer suspensions for subsequent offenses.

-major violations, such as driving under the influence, will bring suspensions, a driver improvement course, community service and \$200 reinstatement fees.

August 2012

For full information go to : <http://www.maine.gov/sos/bmv/licenses/graduateddriverlicense.htm>

Distracted Driver Law: A person may be issued a citation or summons for "failure to maintain control of a motor vehicle" if they were "operating a motor vehicle while distracted" and committed a traffic infraction or crime, or are involved in a reportable accident. Distracting activities are defined as, anything that is not necessary to the operation of the vehicle and that actually impairs, or would reasonably be expected to impair, the ability of the person to safely operate the vehicle.

September 12, 2009

Texting while Operating a Motor Vehicle: A person may not operate a motor vehicle while engaging in text messaging. A person who violates this section commits a traffic infraction for which a fine of not less than \$100 may be adjudged.

September 2011

The minimum fine for texting and driving increases from \$100 to \$250

2012

Update: A driver who is cited for texting while driving will receive a \$250 minimum fine for a first time violation and a \$500 fine on a second or subsequent offense within 3 yrs. In addition, texting violations will now include a 30 day license suspension on a second offense; a 60 day suspension on a third offense; a 90 day suspension on a fourth offense and subsequent violation. These suspension periods are mandatory, without a right to a hearing.

October 2013

Headlights must be illuminated:

- During the period ½ hour after sunset to ½ hour before sunrise;
- At any time when, due to insufficient light or unfavorable atmospheric conditions, including, but not limited to, rain, freezing rain, fog or snow, persons or vehicles on the way are not discernible for a distance of 1,000 feet ahead; and
- At any time when windshield wipers are in constant use.

1997

Update: The time of day during which vehicles must use headlights is expanded to the period from sunset to sunrise.

2015

Safety of Public Service Vehicles: Stationary Vehicles- The operator of a vehicle passing a stationary authorized emergency vehicle using an emergency light or a stationary public service vehicle using its authorized lights, with due regard to the safety and traffic conditions, shall pass in a lane not adjacent to that of the authorized emergency vehicle or public service vehicle, if possible, or if passing in a nonadjacent lane is impossible or unsafe, pass the emergency vehicle or public service vehicle at a careful and prudent speed reasonable for passing the authorized emergency vehicle or public service vehicle safely. A violation of this subsection is a traffic infraction for which a minimum fine of \$250 must be adjudged. **2015**

Proof of Insurance: Police officers as well as the BMV may now accept proof of current insurance in electronic form. **October 2013**

Accident Reportability Threshold

Property damage threshold for reportable accidents is raised from \$500.00 to \$1000.00. **September 30, 1999**

Occupant Protection Laws

Legislation	Effective Date
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Operators of vehicles equipped with seat belts must be secured in the operator's seat belt.	1997
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Persons 18 years or older who are passengers in a vehicle equipped with seat belts, must be properly secured in a seat belt.	1997
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An officer may cite a driver or passenger 18 or older solely for failing to wear a seat belt. If a child is unbuckled, the driver can also be cited. The driver no longer needs to have been stopped for another violation.	2007
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Children aged 0 to 4 years must be secured in a child safety seat.	September 23, 1983
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Children aged 4 to 13 years must be secured in a child safety seat or safety belt.	September 29, 1987
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Law expanded to include children 4 to 16 years	September 30, 1989
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Law expanded to include children 4 to 19 years	October 9, 1991
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Children who weigh less than 40 pounds being transported in a motor vehicle that is required to be equipped with seat belts, the operator must have the child properly secured in a child safety seat.	2001
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Children who weigh at least 40 pounds but less than 80 pounds and who are less than 8 years old must be properly secured in a federally approved child restraint system.	2003
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Children who are at least 8 years old but less than 18 years old or are less than 18 years old and more than 4 feet, 7 inches tall must be secured in a seat belt.	2003
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Update - Children who are at least 8 years old but less than 18 years old or are less than 18 years old and more than 4 feet, 9 inches tall must be secured in a seat belt.	2007
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Children who are less than 12 years old and who weigh less than 100 pounds must be properly secured in the rear seat of a vehicle, if possible.	2003
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Smoking is prohibited in a motor vehicle when a passenger 16 years or younger is present, regardless of if the windows are open. **September 2008**

Operating Under the Influence of Alcohol (OUI) Laws

Legislation	Effective Date
OUI per se	September 18, 1981
Bac limit set at .02% for drivers under age 21	June 23, 1983
Bac limit set at .00% for drivers under age 21	September 1995
Administrative per se suspension	January 1, 1984
Alcohol Awareness Week established	September 19, 1985
Drivers prohibited from drinking while driving	September 28, 1987
-Operating under the influence of drugs	July 14, 1990
Minors prohibited from liquor possession in a motor vehicle	October 13, 1993
The Secretary of State is allowed to reinstate the license of a person convicted of more than one violation of the operating under the influence laws if the person installs an approved ignition interlock device; provides for a specified number of years operation as a condition of license reinstatement; provides for reinstatement fees.	September 2008
Technical Corrections made to the above law (see Ch. 54 LD 180)	September 2009
UPDATE: The suspension period for an OUI offender with three or more previous offenses within 10 years has been increased from 6 years to 8 years.	October 2013
UPDATE: The license of a person with 4 or more OUI offenses may be eligible for early reinstatement after serving 4 years of a suspension period, if an approved ignition interlock device is installed for a period of 4 years.	October 2013

Blood Alcohol Content (BAC) Limits

	Effective Date
Impairment set at .10% to .15%	October 1, 1969
Intoxication set at > .15%	October 1, 1969
Reduced from .15% to .10%	September 23, 1971
Under age 20 set at .02%	June 23, 1983
Under age 21 set at .02%	July 1, 1985
Reduced from .10% to .08%	August 4, 1988
Under age 21 set at .00%	September 1995

Legal Drinking Age

	Effective Date
Reduced from 21 to 20	October 1, 1969
Reduced from 20 to 18	June 9, 1972
Raised from 18 to 20	October 24, 1977
Raised from 20 to 21	July 1, 1985

Interstate System Speed Limit

Legislation

Effective Date

Reduced on I-95 and I-495 from 70 to 55 MPH statewide

November 1973

Raised on I-95 from 55 to 65 MPH in rural areas

June 1987

Raised on I-495 from 55 to 65 MPH in rural areas

October 1987

Raised on I-95 between Old Town to Houlton only, from 65 to 75 MPH

September 2011

Speed limit changes on Maine Turnpike – Kittery to Augusta

Kittery, mm 2.1 to Scarborough, mm 44.1 from 65 to 70 MPH

Scarborough, mm 44.1 to Falmouth, mm 52.3 from 55 to 60 MPH

Falmouth, mm 52.3 to Augusta, mm 109 from 65 to 70 MPH

Falmouth Spur (east side of barrier), mm 2.8 to mm 3.8 from 50 to 60 MPH

Falmouth Spur (west side of barrier), mm 0.5 to mm 2.8 from 50 to 60 MPH **August 11, 2014**

Other speed limit changes

I-295 just north of Tukey's Bridge in Portland to mm 51 in West Gardiner, from 65 to 70 MPH

Maine Turnpike connector, from 50 to 55 MPH

Scarborough Connector, from 55 to 60 MPH

I-195 in Saco, from 55 to 60 MPH

Rt. 1, from Rt. 196 to Bath, from 55 to 60 MPH

I-95, from mm 114 to mm 126, from 65 to 70 MPH

from mm 134 to mm 181 in Bangor, from 65 to 70 MPH

from mm 181 to mm 188 in Bangor, from 55 to 60 MPH

from mm 188 to Old Town, from 65 to 70 MPH

I-395, to Exit 4, from 55 to 60 MPH

from Exit 4 to Rt. 1A ramp, from 55&60 to 65 MPH

****interstate speed limit descriptions are Northbound**



State of Maine Motor Fuel Tax Rate Table

Year		Per gallon tax
1923		1 cent per gallon
1925		3 cents per gallon
1927		4 cents per gallon
1947 (June 1)		6 cents per gallon
1955 (July 1)		7 cents per gallon
1969 (July 1)		8 cents per gallon
1971 (July 1)		9 cents per gallon
1983 (April 1)		14 cents per gallon
1988 (July 1)		16 cents per gallon (19 cents)
1989 (April 1)		17 cents per gallon (20 cents)
1991 (July 17)		19 cents per gallon (20 cents)
1999 (August 1)		22 cents per gallon (23 cents)
2003 (July 1)		24.6 cents per gallon (25.7 cents)
2004 (July 1)		25.2 cents per gallon (26.3 cents)
2005 (July 1)		25.9 cents per gallon (27 cents)
2006 (July 1)		26.8 cents per gallon (27.9 cents)
2007 (July 1)		27.6 cents per gallon (28.8 cents)
2008 (July 1)		28.4 cents per gallon (29.6 cents)
2009 (July 1)		29.5 cents per gallon (30.7 cents)
2010 (July 1)	no increase	29.5 cents per gallon (30.7 cents)
2011 (July 1)		30.0 cents per gallon (31.2 cents)
2012 (July 1)	no increase	30.0 cents per gallon (31.2 cents)
2013 (July 1)	no increase	30.0 cents per gallon (31.2 cents)
2014 (July 1)	no increase	30.0 cents per gallon (31.2 cents)
2015 (July 1)	no increase	30.0 cents per gallon (31.2 cents)

Diesel fuel first taxed in 1949 at the same rate as gasoline. Through 1987, subsequent increases in the gas tax have applied to diesel fuels. The diesel fuel tax rates, when different from gasoline rates, are shown in parenthesis.