

MAINE STATE LEGISLATURE

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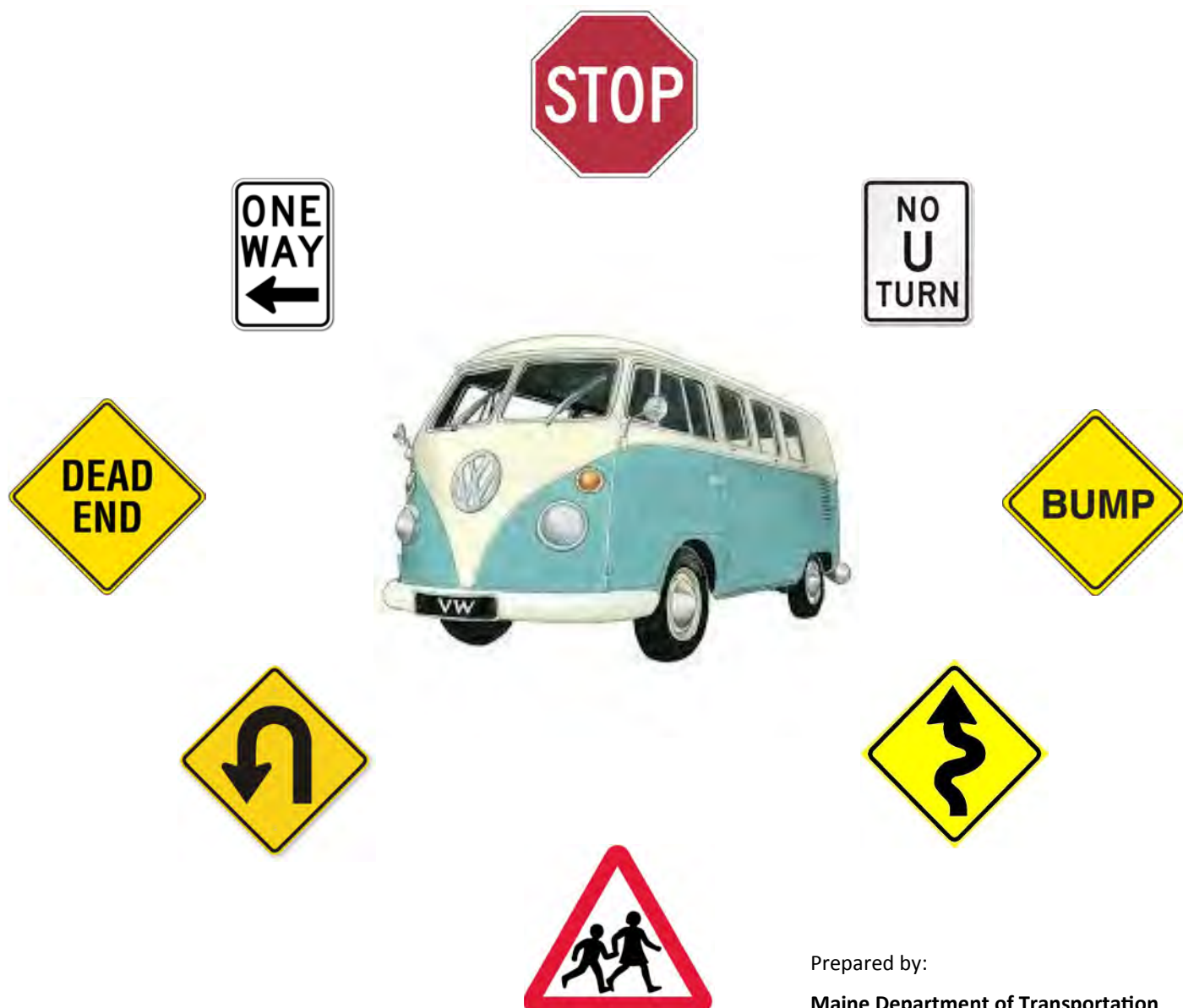


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STATE OF MAINE

CRASH & HIGHWAY FACTS

2016 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

2016 EDITION

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CRASH & HIGHWAY FACTS

2016 EDITION

Preface

This publication is a statistical review of reported motor vehicle crashes in Maine during the five-year study period 2012 - 2016. 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:

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Augusta, ME 04333-0016

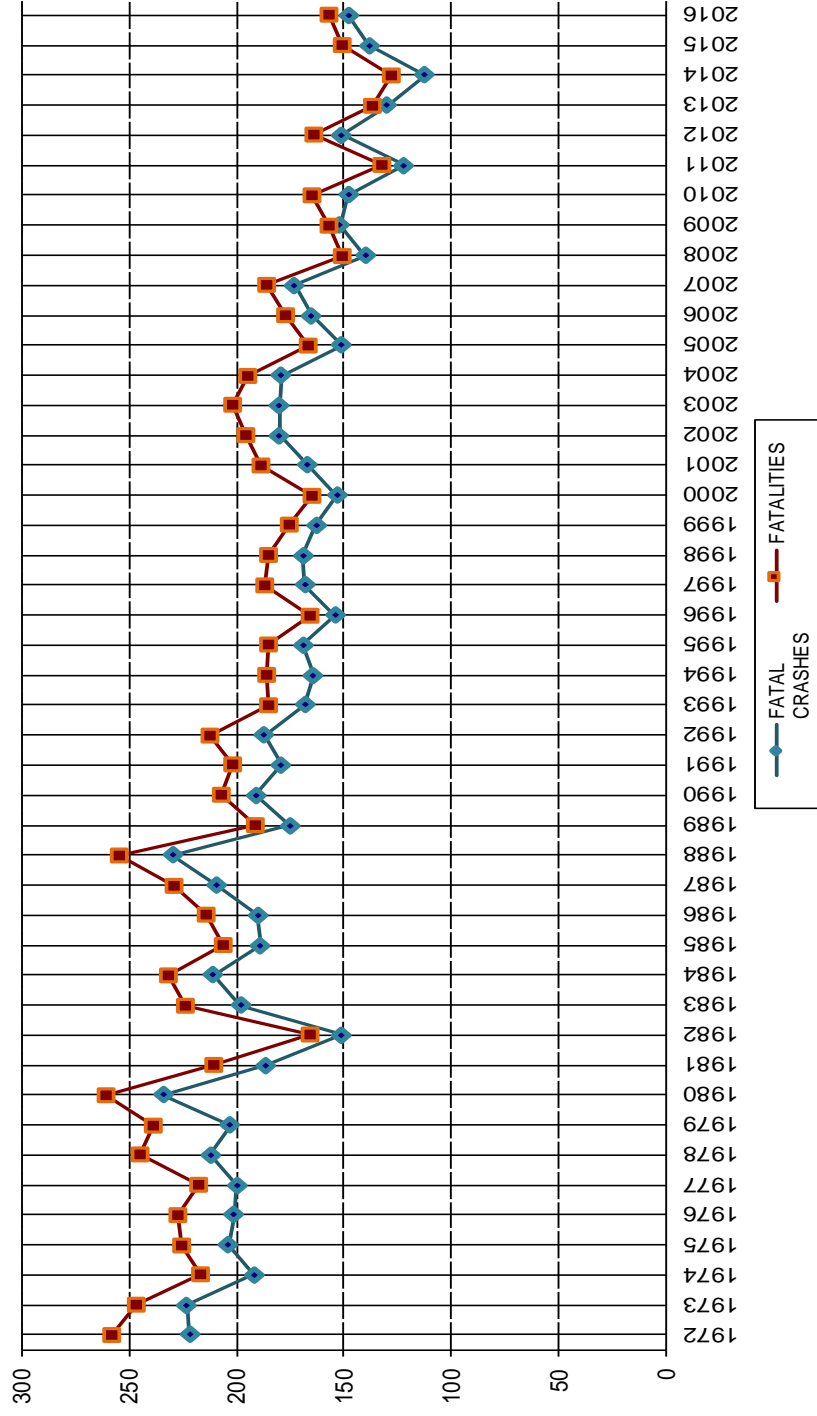
Tel: 207-624-3618

Fax: 207-624-3101



MAINE HIGHWAY FATAL CRASHES AND FATALITIES 1972 - 2016

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
2015	138	151
2016	148	157



MAINE HISTORICAL CRASHES, INJURIES, LICENSED DRIVERS AND REGISTERED VEHICLES 1972 - 2016



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	11,849	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
2010	27,654	148	7,933	19,721	165	10,736	1,526,496	male 512,860
2011	28,654	122	8,933	20,261	132	10,949	1,550,052	female 514,149
2012	28,481	151	8,538	19,943	164	11,157	1,533,840	female 511,455
2013	30,453	130	8,131	22,322	137	10,659	1,562,378	female 509,537
2014	31,809	112	7,940	23,756	128	10,473	1,560,054	female 511,351
2015	32,843	138	8,244	24,461	151	10,928	1,543,278	female 515,225
2016	32,292	148	8,620	24,672	157	11,283	1,604,088	female 515,828
								male 504,674

*Notes: The Total Injury Crash column includes the total fatal crashes and the Total Persons Injured column includes persons fatally injured.

The Total Registered Vehicles column includes trailers.

The data prior to 1997, and 2004 to present is based on the calendar year. From 1997 to 2003, license and registration data is based on the fiscal year.

2003 to 2016 crash and injury data is from TIDE, previous years are from TINIS.

MAINE STATEWIDE HIGHWAY CRASHES, TRAVEL & CRASH RATES

2014 - 2016

FUNCTIONAL CLASS	STATEWIDE CRASHES		STATEWIDE TRAVEL (HMVM)		STATEWIDE CRASH RATES	
	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN
1) LOCAL	11,712	5,521	46.69	11.09	250.87	498.06
2) PRINCIPAL ARTERIAL INTERSTATE	5,039	3,349	74.77	28.84	67.39	116.13
3) PRINCIPAL ARTERIAL INTERSTATE-Other Freeways and Expressways	187	460	2.13	3.00	87.64	153.34
4) OTHER PRINCIPAL ARTERIAL	7,334	6,560	54.98	22.69	133.40	289.06
5) MINOR ARTERIAL	8,557	9,825	51.00	31.58	167.78	311.14
6) MAJOR COLLECTOR (includes all Urban Collectors)	13,864	7,844	68.37	28.13	202.77	278.86
7) MINOR COLLECTOR (not coded in Urban and FUSR)	5,537	777	23.72	3.41	233.42	228.15
8) SIGNALIZED INTERSECTIONS	11,374		16,009.55		0.71	

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.

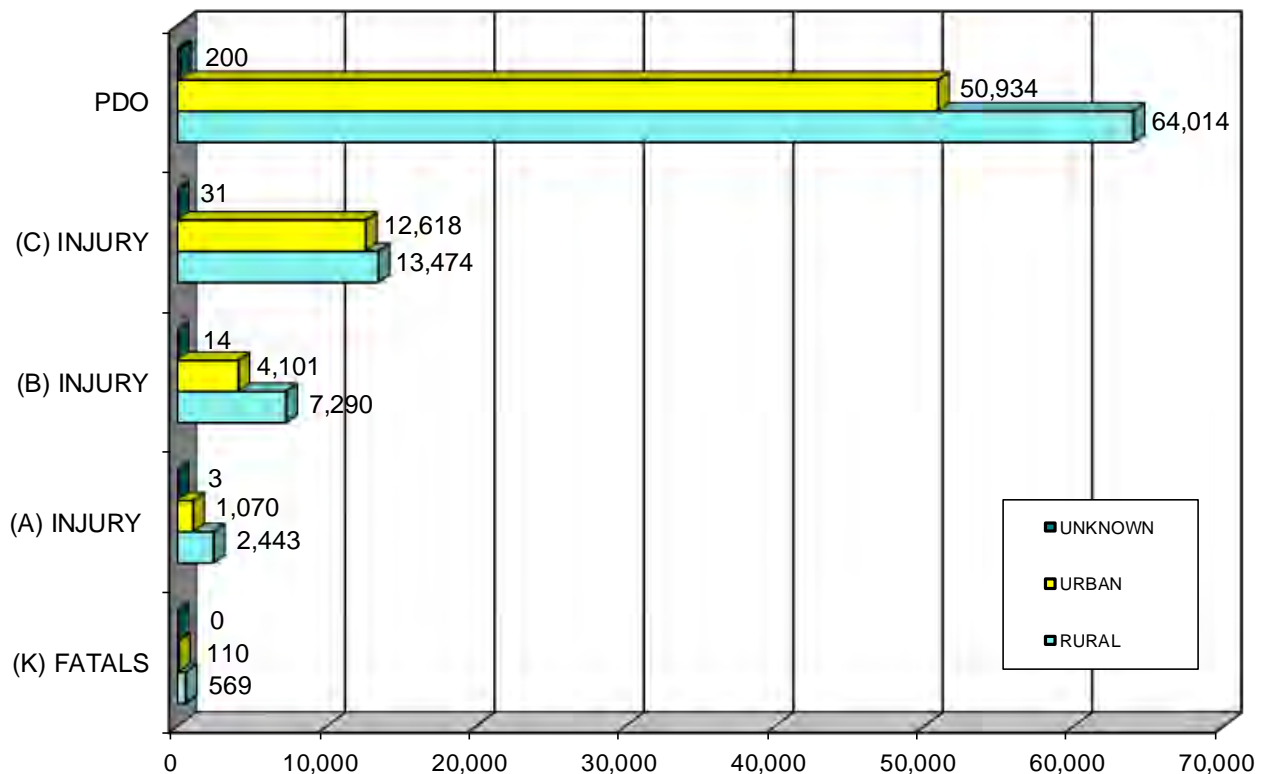
The Statewide Travel Summary shows the number of Vehicle Miles of Travel for the three-year period 2014-2016 expressed as hundred million vehicle miles of travel (HMVM) except for Signalized intersections which is expressed as million entering vehicles (MEV).

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.



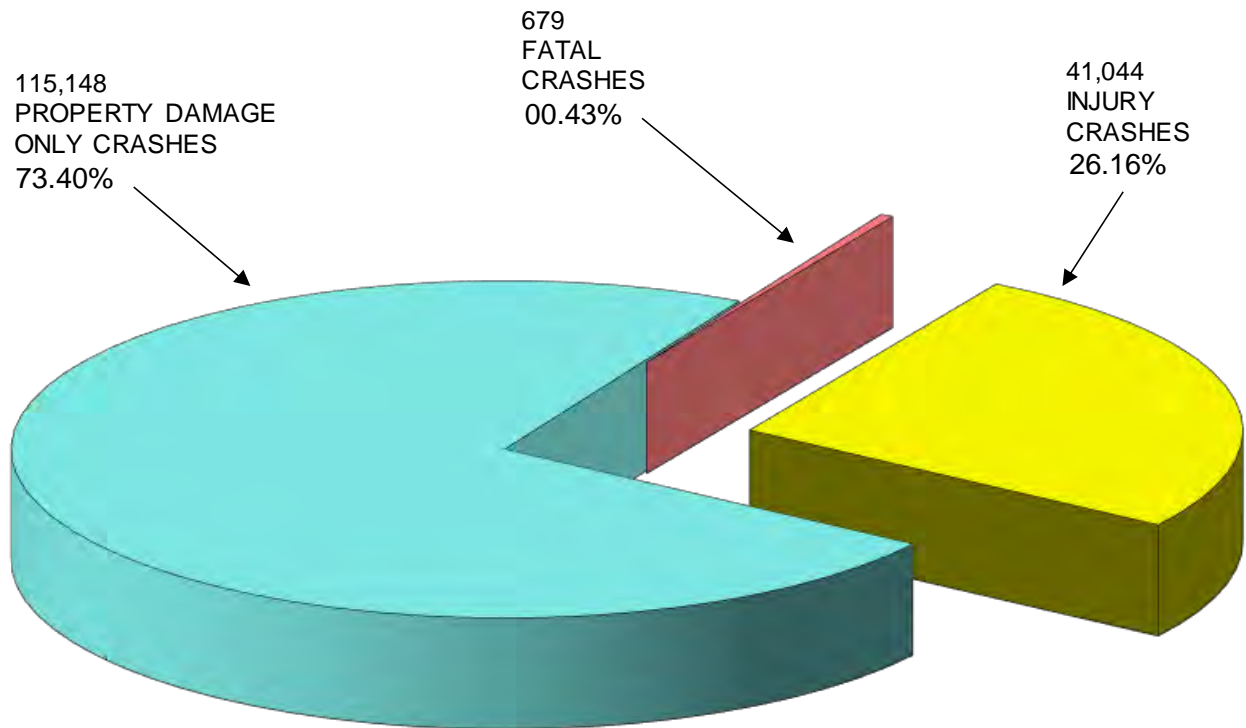
MAINE HIGHWAY CRASH SEVERITY BY RURAL/URBAN DESIGNATION 2012 - 2016



RURAL URBAN DESIGNATION	FATAL CRASHES (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	FIVE YEAR TOTAL
RURAL	569	2,443	7,290	13,474	64,014	87,790
URBAN	110	1,070	4,101	12,618	50,934	68,833
UNKNOWN	0	3	14	31	200	248
TOTAL	679	3,516	11,405	26,123	115,148	156,871



MAINE HIGHWAY CRASHES
2012 - 2016
156,871 TOTAL CRASHES



FEDERAL HIGHWAY ADMINISTRATION ESTIMATED ECONOMIC LOSS IN MAINE

2012 - 2016

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
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
2015	151	\$685,238,000	752	\$172,960,000	2,729	\$160,192,300	7,296	\$204,288,000	53,191	\$132,977,500	\$1,355,655,800
2016	157	\$712,466,000	746	\$171,580,000	2,742	\$160,955,400	7,638	\$213,864,000	52,891	\$132,227,500	\$1,391,092,900
TOTAL	737	\$3,344,506,000	4,158	\$956,340,000	14,180	\$832,366,000	35,425	\$991,900,000	250,707	\$626,767,500	\$6,751,879,500



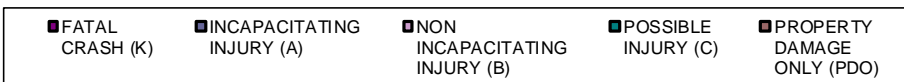
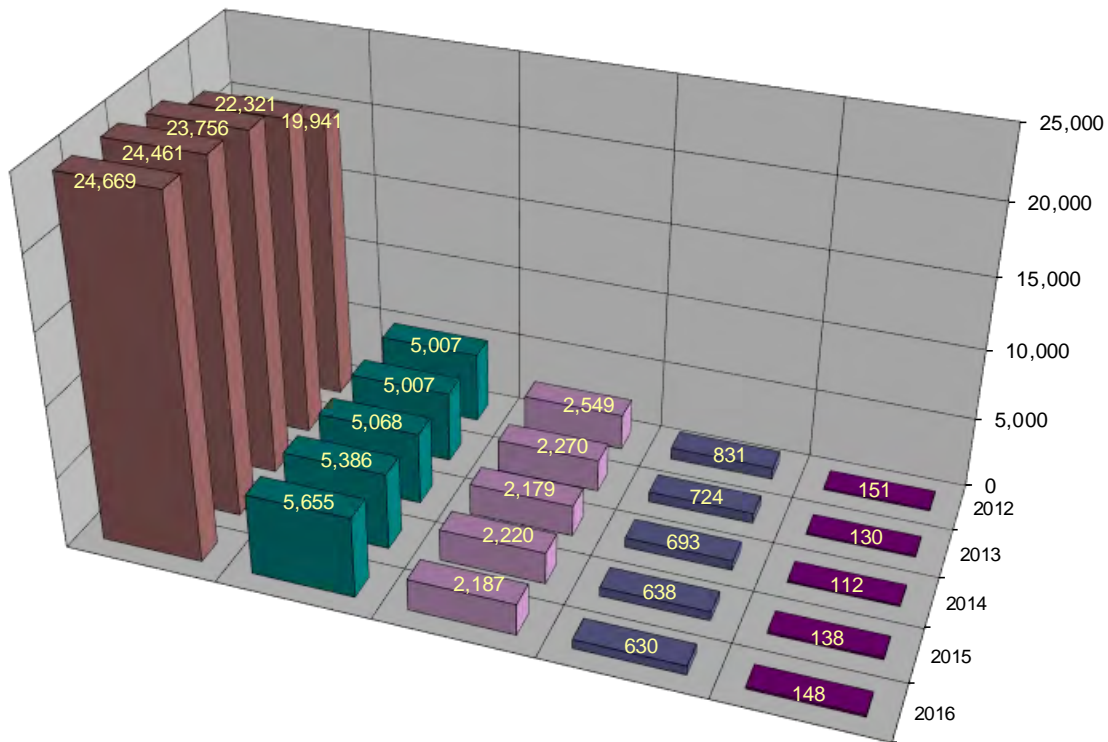
Estimated Dollar amount of loss over 5 year period \$6.7 billion

Cost estimates are based on 2012 NSC estimates.

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

2012 - 2016



YEAR	FATAL CRASH (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	TOTAL CRASHES
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
2015	138	638	2,220	5,386	24,461	32,843
2016	148	630	2,187	5,655	24,669	33,289
TOTAL	679	3,516	11,405	26,123	115,148	156,871
PERCENT	0.43%	PERCENT INJURY CRASHES =			73.40%	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.

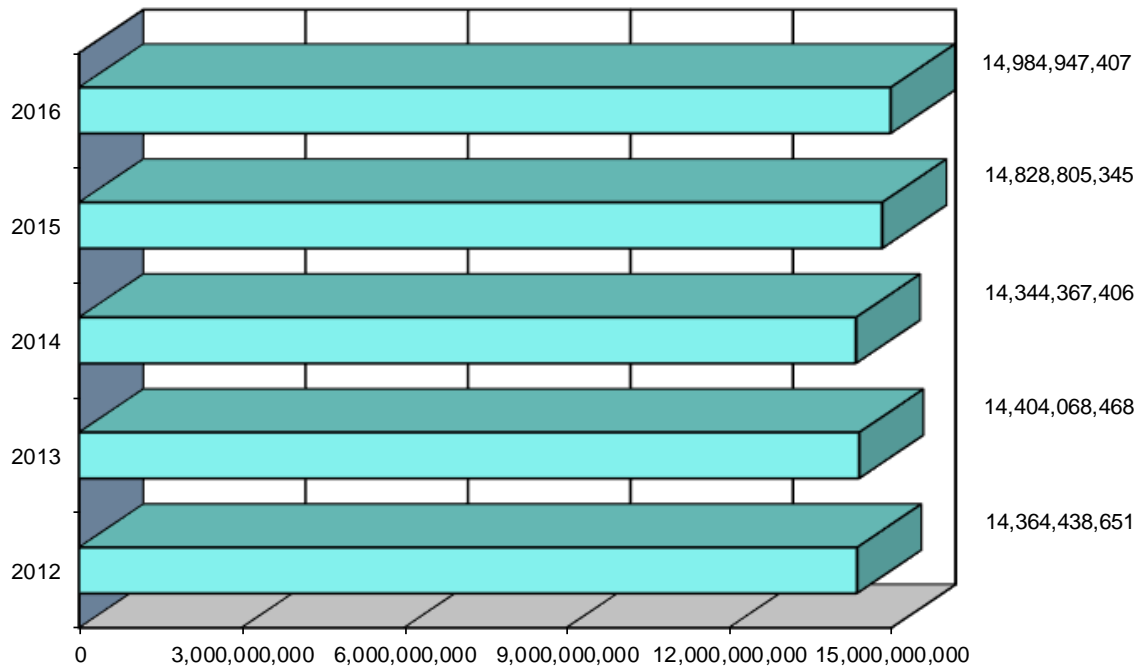
(B) = Non-incapacitating injury. A Non-incapacitating injury is any injury, other than fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.

(C) = Possible injury. A possible injury is any injury reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating 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 2012 - 2016



COUNTY	2012	2013	2014	2015	2016
ANDROSCOGGIN	717,610,878	915,302,189	907,228,736	945,652,786	974,192,376
AROOSTOOK	375,669,954	1,674,377,633	712,388,097	704,984,123	705,363,643
CUMBERLAND	400,514,405	369,209,454	3,063,967,592	3,277,003,982	3,203,913,516
FRANKLIN	632,413,381	2,235,076,350	329,166,530	328,644,796	328,521,471
HANCOCK	452,787,657	372,804,061	694,518,551	705,030,394	741,525,844
KENNEBEC	920,508,399	350,688,054	1,433,443,899	1,468,393,025	1,514,981,066
KNOX	688,942,172	3,084,968,316	354,133,965	358,620,884	372,334,888
LINCOLN	165,634,372	1,436,468,392	373,502,055	380,557,377	403,588,328
OXFORD	3,042,966,350	567,777,199	550,885,017	569,058,568	567,817,309
PENOBSCOT	370,970,845	400,614,630	1,643,479,222	1,684,225,836	1,722,552,129
PISCATAQUIS	2,247,274,866	458,256,011	164,927,590	165,445,474	169,613,102
SAGadahoc	561,531,801	633,502,640	453,057,159	470,717,582	478,882,945
SOMERSET	334,967,249	340,657,818	648,702,889	642,471,226	646,516,495
WALDO	1,414,074,452	690,024,273	392,026,403	399,826,136	412,519,716
WASHINGTON	355,809,293	710,027,580	366,736,936	367,363,802	385,520,160
YORK	1,682,762,577	164,313,868	2,256,202,766	2,360,809,357	2,357,104,419
STATEWIDE	14,364,438,651	14,404,068,468	14,344,367,406	14,828,805,345	14,984,947,407

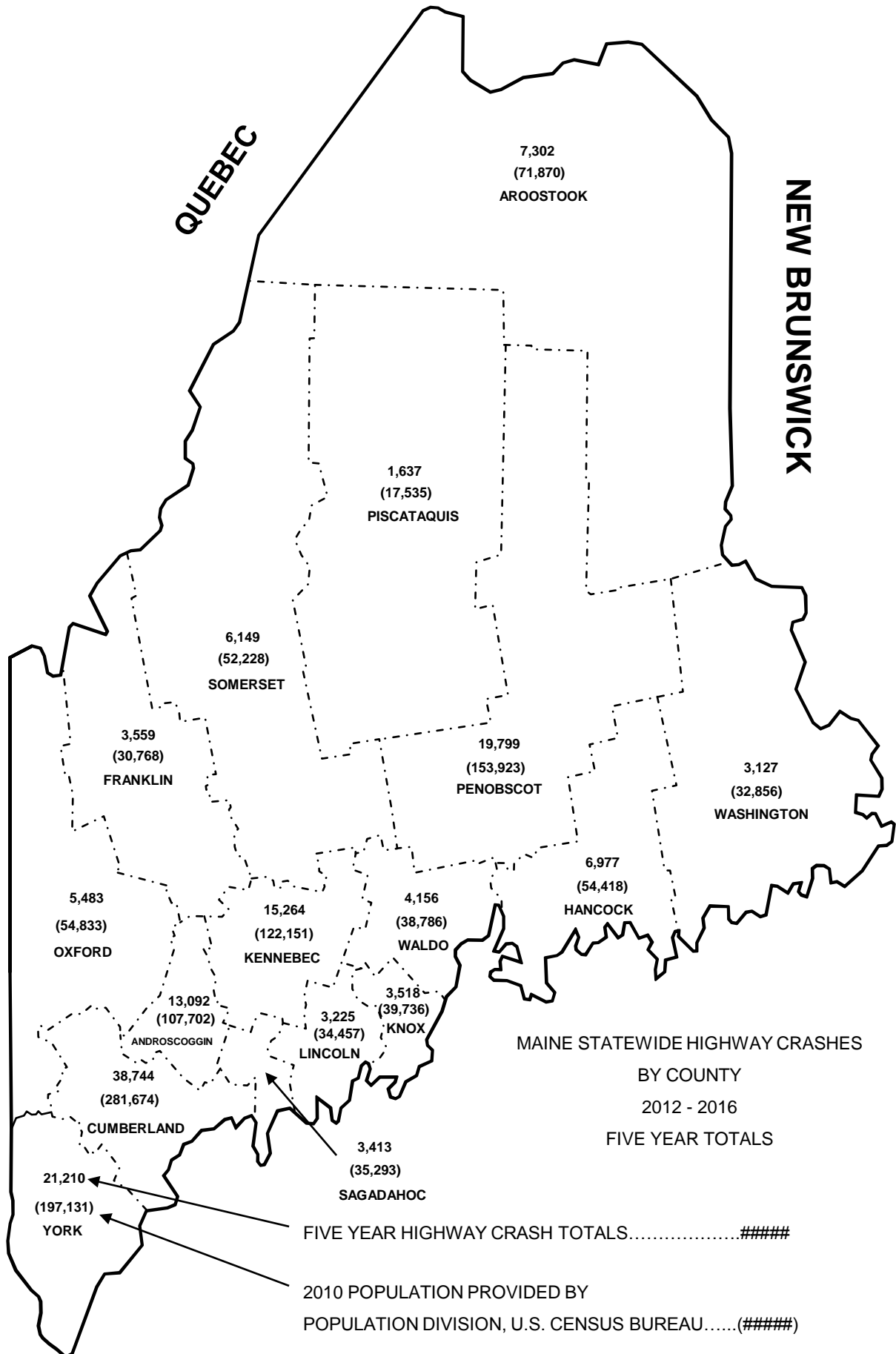


NEW HAMPSHIRE



QUEBEC

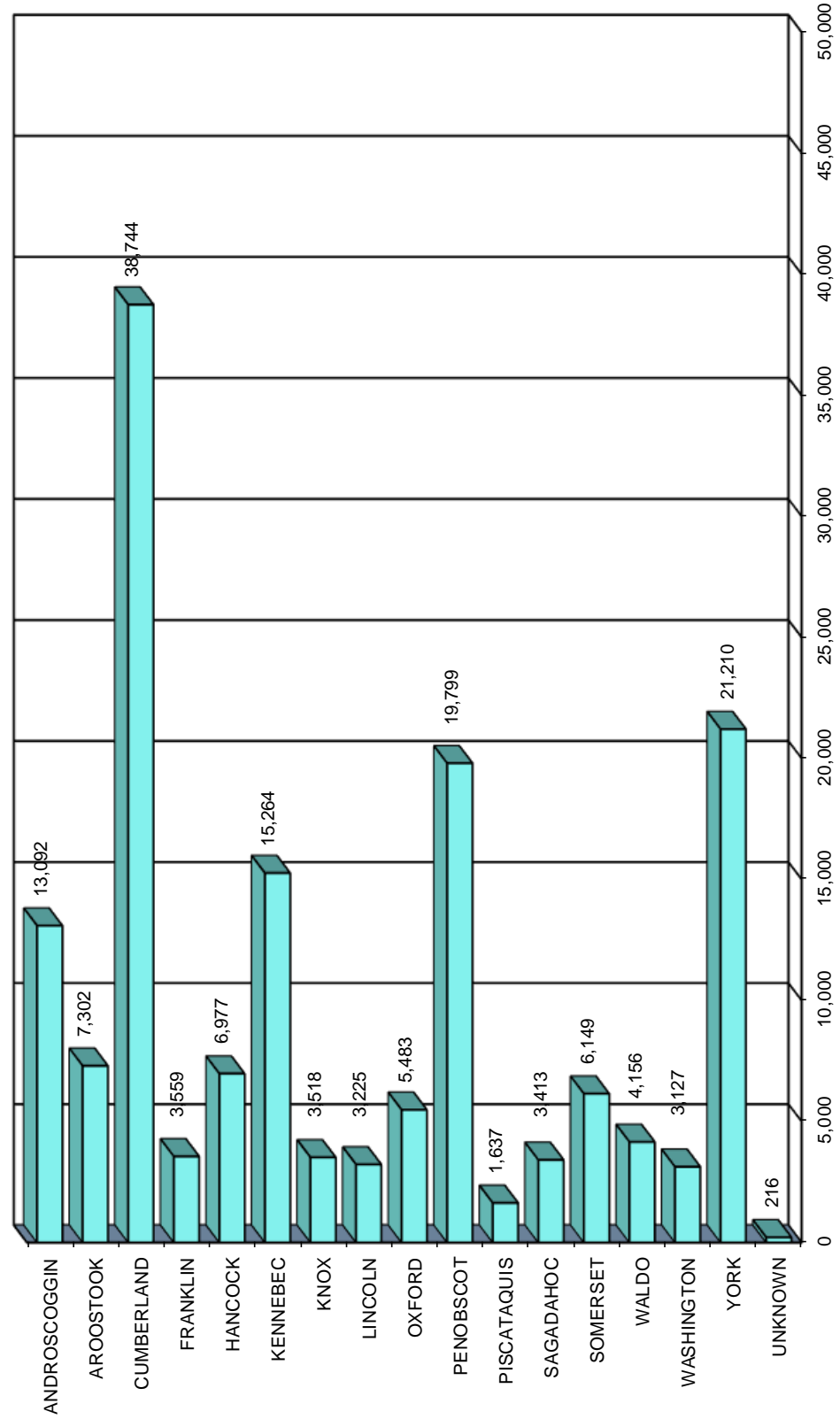
NEW BRUNSWICK



MAINE HIGHWAY CRASHES

BY COUNTY

2012 - 2016



MAINE HIGHWAY CRASH SEVERITY BY COUNTY

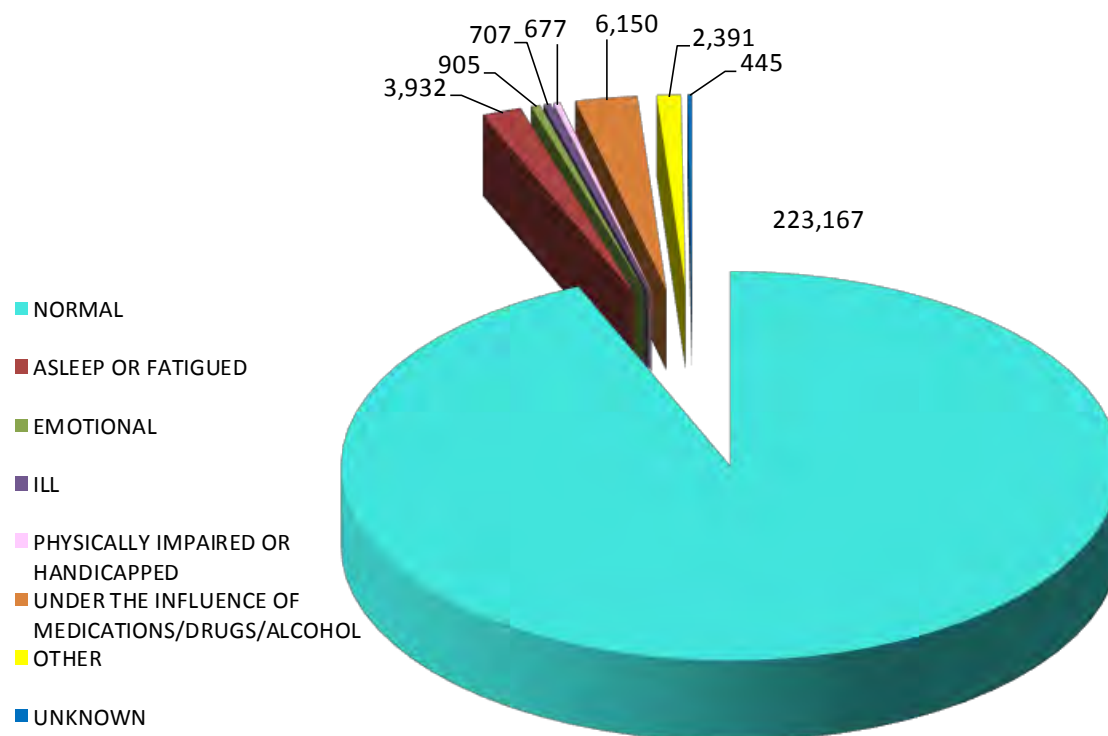
2012 - 2016

COUNTY	INJURY TYPE	2012	2013	2014	2015	2016	TOTAL CRASHES	PERCENT OF TOTAL
ANDROSCOGGIN Percent Personal Injury 27.07%	FATAL (K)	7	9	8	10	14	48	0.03%
	INCAPACITATING (A)	70	54	44	62	77	307	0.18%
	NON-INCAPACITATING (B)	234	197	169	209	188	997	0.60%
	POSSIBLE INJURY (C)	442	442	395	437	476	2,192	1.31%
	PROPERTY DAMAGE ONLY (PDO)	1,921	1,832	1,808	1,994	1,993	9,548	5.71%
	COUNTY SUBTOTAL	2,674	2,534	2,424	2,712	2,748	13,092	7.83%
AROOSTOOK Percent Personal Injury 24.54%	FATAL (K)	9	10	2	13	3	37	0.02%
	INCAPACITATING (A)	41	34	29	35	15	154	0.09%
	NON-INCAPACITATING (B)	135	124	111	104	101	575	0.34%
	POSSIBLE INJURY (C)	204	212	191	188	231	1,026	0.61%
	PROPERTY DAMAGE ONLY (PDO)	958	1,115	1,139	1,109	1,189	5,510	3.30%
	COUNTY SUBTOTAL	1,347	1,495	1,472	1,449	1,539	7,302	4.37%
CUMBERLAND Percent Personal Injury 26.00%	FATAL (K)	18	12	10	14	20	74	0.04%
	INCAPACITATING (A)	164	146	135	116	133	694	0.42%
	NON-INCAPACITATING (B)	556	460	477	501	493	2,487	1.49%
	POSSIBLE INJURY (C)	1,260	1,279	1,334	1,473	1,474	6,820	4.08%
	PROPERTY DAMAGE ONLY (PDO)	4,848	5,500	5,854	6,268	6,199	28,669	17.15%
	COUNTY SUBTOTAL	6,846	7,397	7,810	8,372	8,319	38,744	23.17%
FRANKLIN Percent Personal Injury 26.16%	FATAL (K)	5	6	4	4	7	26	0.02%
	INCAPACITATING (A)	26	15	18	14	9	82	0.05%
	NON-INCAPACITATING (B)	74	54	57	61	60	306	0.18%
	POSSIBLE INJURY (C)	116	95	96	105	105	517	0.31%
	PROPERTY DAMAGE ONLY (PDO)	475	492	516	547	598	2,628	1.57%
	COUNTY SUBTOTAL	696	662	691	731	779	3,559	2.13%
HANCOCK Percent Personal Injury 26.34%	FATAL (K)	11	8	6	8	10	43	0.03%
	INCAPACITATING (A)	41	36	44	28	36	185	0.11%
	NON-INCAPACITATING (B)	159	128	128	117	113	645	0.39%
	POSSIBLE INJURY (C)	156	172	179	215	243	965	0.58%
	PROPERTY DAMAGE ONLY (PDO)	877	958	1,118	1,075	1,111	5,139	3.07%
	COUNTY SUBTOTAL	1,244	1,302	1,475	1,443	1,513	6,977	4.17%
KENNEBEC Percent Personal Injury 25.83%	FATAL (K)	14	16	11	12	15	68	0.04%
	INCAPACITATING (A)	84	63	74	58	42	321	0.19%
	NON-INCAPACITATING (B)	217	230	179	220	218	1,064	0.64%
	POSSIBLE INJURY (C)	509	466	495	495	525	2,490	1.49%
	PROPERTY DAMAGE ONLY (PDO)	1,857	2,162	2,473	2,454	2,375	11,321	6.77%
	COUNTY SUBTOTAL	2,681	2,937	3,232	3,239	3,175	15,264	9.13%
KNOX Percent Personal Injury 28.71%	FATAL (K)	1	6	4	3	2	16	0.01%
	INCAPACITATING (A)	32	17	18	16	17	100	0.06%
	NON-INCAPACITATING (B)	50	59	65	57	51	282	0.17%
	POSSIBLE INJURY (C)	126	128	116	114	128	612	0.37%
	PROPERTY DAMAGE ONLY (PDO)	446	480	517	548	517	2,508	1.50%
	COUNTY SUBTOTAL	655	690	720	738	715	3,518	2.10%
LINCOLN Percent Personal Injury 32.40%	FATAL (K)	8	4	9	2	4	27	0.02%
	INCAPACITATING (A)	21	27	22	16	23	109	0.07%
	NON-INCAPACITATING (B)	51	69	49	53	42	264	0.16%
	POSSIBLE INJURY (C)	135	135	124	125	126	645	0.39%
	PROPERTY DAMAGE ONLY (PDO)	307	452	453	445	523	2,180	1.30%
	COUNTY SUBTOTAL	522	687	657	641	718	3,225	1.93%



COUNTY	INJURY TYPE	2012	2013	2014	2015	2016	TOTAL CRASHES	PERCENT OF TOTAL
OXFORD Percent Personal Injury 28.94%	FATAL (K)	9	5	8	10	9	41	0.03%
	INCAPACITATING (A)	43	39	35	25	23	165	0.11%
	NON-INCAPACITATING (B)	105	115	86	67	99	472	0.30%
	POSSIBLE INJURY (C)	159	198	190	157	205	909	0.58%
	PROPERTY DAMAGE ONLY (PDO)	710	747	810	813	816	3,896	2.48%
	COUNTY SUBTOTAL	1,026	1,104	1,129	1,072	1,152	5,483	3.50%
PENOBSCOT Percent Personal Injury 26.10%	FATAL (K)	19	14	19	15	17	84	0.05%
	INCAPACITATING (A)	105	100	74	74	71	424	0.27%
	NON-INCAPACITATING (B)	292	251	255	214	230	1,242	0.79%
	POSSIBLE INJURY (C)	658	636	635	710	779	3,418	2.18%
	PROPERTY DAMAGE ONLY (PDO)	2,459	2,900	3,118	3,119	3,035	14,631	9.33%
	COUNTY SUBTOTAL	3,533	3,901	4,101	4,132	4,132	19,799	12.62%
PISCATAQUIS Percent Personal Injury 22.48%	FATAL (K)	1	0	1	1	3	6	0.00%
	INCAPACITATING (A)	7	13	18	10	11	59	0.04%
	NON-INCAPACITATING (B)	16	20	20	17	17	90	0.06%
	POSSIBLE INJURY (C)	49	39	51	36	38	213	0.14%
	PROPERTY DAMAGE ONLY (PDO)	204	246	260	283	276	1,269	0.81%
	COUNTY SUBTOTAL	277	318	350	347	345	1,637	1.04%
SAGadahoc Percent Personal Injury 25.73%	FATAL (K)	1	6	2	4	5	18	0.01%
	INCAPACITATING (A)	20	19	16	13	20	88	0.06%
	NON-INCAPACITATING (B)	42	55	50	61	49	257	0.16%
	POSSIBLE INJURY (C)	105	91	103	106	110	515	0.33%
	PROPERTY DAMAGE ONLY (PDO)	458	512	504	514	547	2,535	1.62%
	COUNTY SUBTOTAL	626	683	675	698	731	3,413	2.18%
SOMERSET Percent Personal Injury 25.01%	FATAL (K)	9	6	7	15	6	43	0.03%
	INCAPACITATING (A)	41	31	23	27	28	150	0.10%
	NON-INCAPACITATING (B)	108	80	80	59	61	388	0.25%
	POSSIBLE INJURY (C)	175	184	218	207	173	957	0.61%
	PROPERTY DAMAGE ONLY (PDO)	786	882	976	969	998	4,611	2.94%
	COUNTY SUBTOTAL	1,119	1,183	1,304	1,277	1,266	6,149	3.92%
WALDO Percent Personal Injury 25.89%	FATAL (K)	6	5	4	3	9	27	0.02%
	INCAPACITATING (A)	17	32	26	20	18	113	0.07%
	NON-INCAPACITATING (B)	69	50	52	48	61	280	0.18%
	POSSIBLE INJURY (C)	120	142	130	133	131	656	0.42%
	PROPERTY DAMAGE ONLY (PDO)	592	563	716	606	603	3,080	1.96%
	COUNTY SUBTOTAL	804	792	928	810	822	4,156	2.65%
WASHINGTON Percent Personal Injury 27.89%	FATAL (K)	6	6	6	6	5	29	0.02%
	INCAPACITATING (A)	25	14	19	17	14	89	0.06%
	NON-INCAPACITATING (B)	55	59	53	54	43	264	0.17%
	POSSIBLE INJURY (C)	111	88	87	100	104	490	0.31%
	PROPERTY DAMAGE ONLY (PDO)	437	396	459	460	503	2,255	1.44%
	COUNTY SUBTOTAL	634	563	624	637	669	3,127	1.99%
YORK Percent Personal Injury 28.37%	FATAL (K)	27	17	11	18	19	92	0.06%
	INCAPACITATING (A)	92	84	97	107	93	473	0.30%
	NON-INCAPACITATING (B)	382	315	346	377	360	1,780	1.13%
	POSSIBLE INJURY (C)	665	695	723	784	805	3,672	2.34%
	PROPERTY DAMAGE ONLY (PDO)	2,544	3,044	3,006	3,239	3,360	15,193	9.69%
	COUNTY SUBTOTAL	3,710	4,155	4,183	4,525	4,637	21,210	13.52%
UNKNOWN Percent Personal Injury 18.72%	FATAL (K)	0	0	0	0	0	0	0.0000%
	INCAPACITATING (A)	2	0	1	0	0	3	0.0019%
	NON-INCAPACITATING (B)	4	4	2	1	1	12	0.0076%
	POSSIBLE INJURY (C)	17	5	1	1	2	26	0.0166%
	PROPERTY DAMAGE ONLY (PDO)	62	40	29	18	26	175	0.1116%
	UNKNOWN TOTAL	85	49	33	20	29	216	0.14%
COUNTY GRAND TOTAL Percent Personal Injury 26.60%	FATAL (K)	151	130	112	138	148	679	0.43%
	INCAPACITATING (A)	831	724	693	638	630	3,516	2.24%
	NON-INCAPACITATING (B)	2,549	2,270	2,179	2,220	2,187	11,405	7.27%
	POSSIBLE INJURY (C)	5,007	5,007	5,068	5,386	5,655	26,123	16.65%
	PROPERTY DAMAGE ONLY (PDO)	19,941	22,321	23,756	24,461	24,669	115,148	73.40%
	GRAND TOTAL	28,479	30,452	31,808	32,843	33,289	156,871	100.00%

MAINE HIGHWAY CRASHES BY APPARENT PHYSICAL CONDITION 2012 - 2016



PHYSICAL CONDITION	2012	2013	2014	2015	2016	FIVE YEAR TOTAL	PERCENT OF TOTAL
APPARENTLY NORMAL	40,037	43,348	45,012	47,622	47,148	223,167	93.62%
ASLEEP OR FATIGUED	766	688	763	863	852	3,932	1.65%
EMOTIONAL (depressed, angry, disturbed, etc.)	186	130	177	206	206	905	0.38%
ILL (sick)	154	149	126	144	134	707	0.30%
PHYSICALLY IMPAIRED OR HANDICAPPED	131	139	117	155	135	677	0.28%
UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL	1,220	1,168	1,212	1,187	1,363	6,150	2.58%
OTHER	519	429	485	477	481	2,391	1.00%
UNKNOWN	66	92	104	100	83	445	0.19%
TOTAL	43,079	46,143	47,996	50,754	50,402	238,374	100.00%

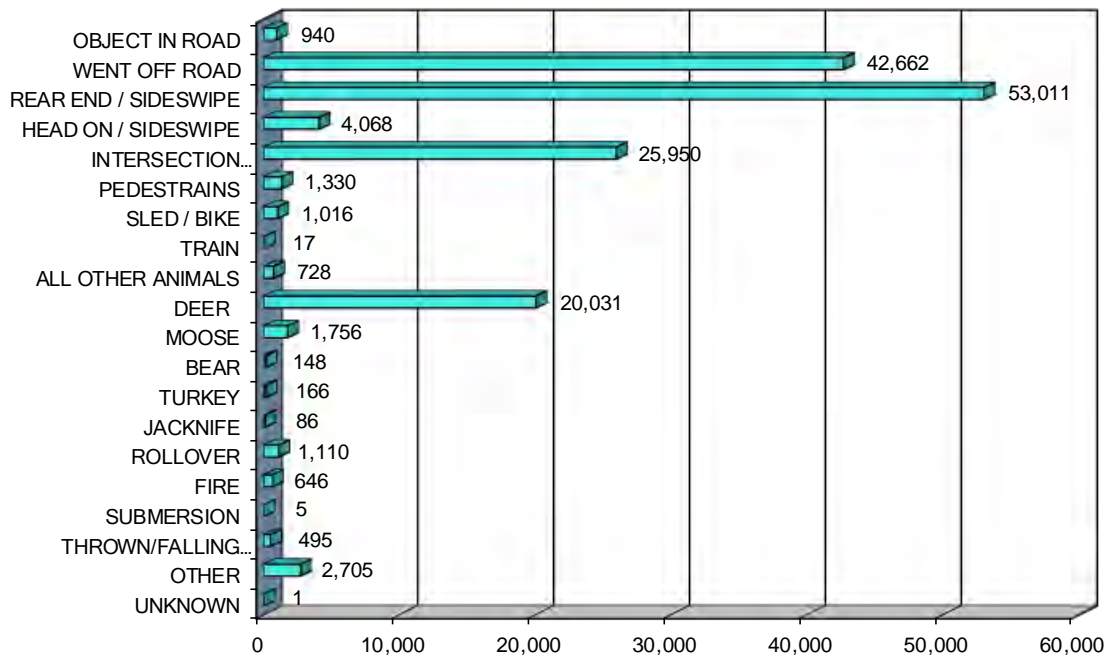


MAINE HIGHWAY CRASHES—SEVERITY BY RESTRAINING DEVICE 2012 - 2016

SAFETY EQUIPMENT USED	Air Bags	FATAL (K)					INCAPACITATING (A)					NON-INCAPACITATING (B)					POSSIBLE INJURY (C)					NO INJURY (PDO)										
		2012	2013	2014	2015	2016	5 YEAR	2012	2013	2014	2015	2016	5 YEAR	2012	2013	2014	2015	2016	5 YEAR	2012	2013	2014	2015	2016	5 YEAR							
Booster Seat	deployed						0	3	1				1	1	1				3	3	8	7	4	7	8	9	35					
	not deployed	1					0	3	4	3	4	9	23	6	13	9	21	16	65	95	156	203	171	209	834							
	n/a,						1	1				6	22	11	10	8	12	7	48	115	108	104	100	81	508							
	unknown																															
TOTAL		1	0	0	1	0	2	4	1	0	0	5	48	17	24	20	34	26	121	217	268	314	279	299	1,377							
Child Restraint other	deployed						0						1	3				1	2						4	5						
	not deployed						0						0	1				2	7	15	3	10	17	18	63							
	n/a,						0																									
	unknown						0							3	2	1			3	7	9	11	5	11	43							
TOTAL		0	0	0	0	0	0	0	0	0	0	4	6	3	3	0	3	3	12	22	13	21	22	33	111							
Child Restraint forward facing	deployed						1	1				1	2	1	4	2	6	19	67	10	11	11	16	49	67	52	185					
	not deployed						0	1	1	1	1	8	47	44	40	46	32	47	209	700	692	759	814	858	3,823							
	n/a,						0																									
	unknown						3	14	6	8	10	9	47	51	34	41	22	23	171	532	511	525	476	397	2,441							
TOTAL		0	0	0	1	1	9	26	22	18	24	23	113	105	85	98	70	89	447	1,259	1,243	1,327	1,313	1,307	6,449							
Child Restraint rear facing	deployed						1	1					1	2	1		4	5	3	13	10	15	13	9	16	63						
	not deployed						0					2	6	11	9	10	17	13	60	198	200	189	268	309	1,164							
	n/a,						0																									
	unknown						0	2		1	1		4	7	10	9	8	3	37	121	134	161	148	121	685							
TOTAL		0	0	0	1	1	0	3	0	5	1	3	12	19	19	23	30	19	110	329	349	363	425	446	1,912							
Child Restraint used incorrectly	deployed						0						0	1			1		1							1						
	not deployed						0						0	1		2			4	3	8			2	13							
	n/a,						1	1	2																							
	unknown						0																									
TOTAL		0	1	0	1	0	2	0	0	0	0	0	0	2	0	4	1	2	9	5	11	4	2	4	2	26						
Lap Belt Only used	deployed	1					1	1					1	1	2	2	1	1	2	12	3	9	2	2	2	18						
	not deployed						0	2		2	1	5	27	12	14	6	12	10	54	82	86	99	86	95	448							
	n/a,						0	4	1					26	13	5	9	9	62	143	82	112	103	119	559							
	unknown						0	4	1																							
TOTAL		1	0	0	0	1	14	16	15	10	7	9	57	45	28	12	22	21	128	228	177	213	191	216	1,025							
None Used	deployed	45	26	35	38	173	386	122	88	88	98	90	486	116	100	112	118	111	557	73	84	52	67	74	350							
	not deployed	20	17	9	13	68	267	130	108	103	82	105	528	199	193	151	162	182	887	304	312	267	367	326	1,576							
	n/a,																															
	unknown	9	7	3	7	4	122	45	36	35	27	28	171	61	38	46	40	50	235	103	94	82	92	109	480							
TOTAL		74	50	41	51	271	775	297	232	226	207	223	1,185	376	331	309	320	343	1,679	480	490	401	526	509	2,406							
Restraint Used other	deployed	2					4	6	6				12	12	5	4		3	24	11	5	7	4	3	30							
	not deployed						1	6	2		3	1	12	14	13	9	3	2	41	124	93	78	22	16	333							
	n/a,																															
	unknown						1	1					1	2	4	2	1	1	2	10	75	35	19	11	8	148						
TOTAL		2	0	0	0	1	6	13	8	0	3	2	26	30	20	14	4	7	75	210	133	104	37	27	511							
Shoulder and Lap Belt - used	deployed	21	34	40	25	34	154	275	265	257	253	238	1,288	853	826	809	862	908	4,258	1,505	1,577	1,571	1,822	1,947	8,422	2,383	2,529	2,632	2,914	3,152	13,610	
	not deployed	13	15	14	16	16	74	189	183	139	131	107	749	1,167	1,089	1,042	1,016	984	5,298	3,547	3,579	3,637	3,944	4,163	18,870	35,183	39,156	41,986	44,707	43,865	204,897	
	n/a,																															
	unknown	9	5	7	3	1	25	40	37	38	23	23	161	214	174	157	141	152	838	598	534	470	415	373	2,390	5,658	5,475	5,228	4,776	4,088	25,225	
TOTAL		43	54	61	44	51	253	504	485	434	407	368	2,198	2,234	2,089	2,008	2,019	2,044	10,394	5,650	5,690	5,678	6,181	6,483	29,682	43,224	47,160	49,846	52,397	51,105	243,732	
Shoulder Belt Only Used	deployed						2	4	3	2	3	3	15	7	9	7	6	8	37	24	18	24	12	13	91	24	26	23	41	31	145	
	not deployed						1	2	1	2	1	1	6	12	10	6	7	7	42	26	40	45	37	25	173	297	392	378	375	372	1,814	
	n/a,																															
	unknown						0	3	2	1	1	2	7	9	6	10	5	5	35	95	79	65	76	43	358							
TOTAL		0	0	1	1	1	3	9	6	4	4	5	28	20	20	15	15	16	86	59	64	79	54	43	299	416	497	466	492	446	2,317	

MAINE HIGHWAY CRASHES BY TYPE

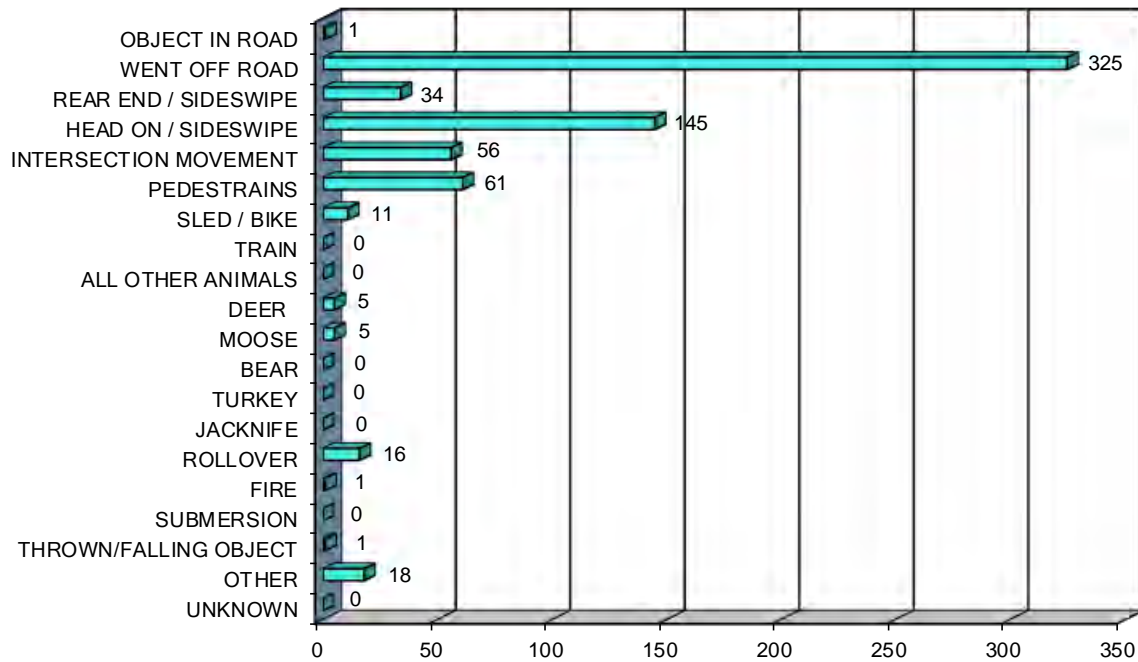
2012 - 2016



CRASH TYPE	2012	2013	2014	2015	2016	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	201	203	179	171	186	940	0.60%
WENT OFF ROAD	8,742	8,497	8,589	7,887	8,947	42,662	27.20%
REAR END / SIDESWIPE	9,365	10,225	10,464	11,507	11,450	53,011	33.79%
HEAD ON / SIDESWIPE	629	797	876	945	821	4,068	2.59%
INTERSECTION MOVEMENT	4,613	4,983	5,207	5,871	5,276	25,950	16.54%
PEDESTRAINS	295	245	270	273	247	1,330	0.85%
SLED / BIKE	210	208	206	185	207	1,016	0.65%
TRAIN	3	4	5	5	0	17	0.01%
ALL OTHER ANIMALS	125	126	162	157	158	728	0.46%
DEER	2,888	3,779	4,441	4,393	4,530	20,031	12.77%
MOOSE	429	386	329	317	295	1,756	1.12%
BEAR	31	33	18	33	33	148	0.09%
TURKEY	29	31	33	30	43	166	0.11%
JACKKNIFE	19	13	22	15	17	86	0.05%
ROLLOVER	193	157	228	265	267	1,110	0.71%
FIRE	113	126	138	135	134	646	0.41%
SUBMERSION	1	0	2	1	1	5	0.00%
THROWN/FALLING OBJECT	73	118	89	100	115	495	0.32%
OTHER	520	521	550	552	562	2,705	1.72%
UNKNOWN	0	0	0	1	0	1	0.00%
TOTALS	28,479	30,452	31,808	32,843	33,289	156,871	100.00%



MAINE FATAL HIGHWAY CRASHES BY TYPE 2012 - 2016



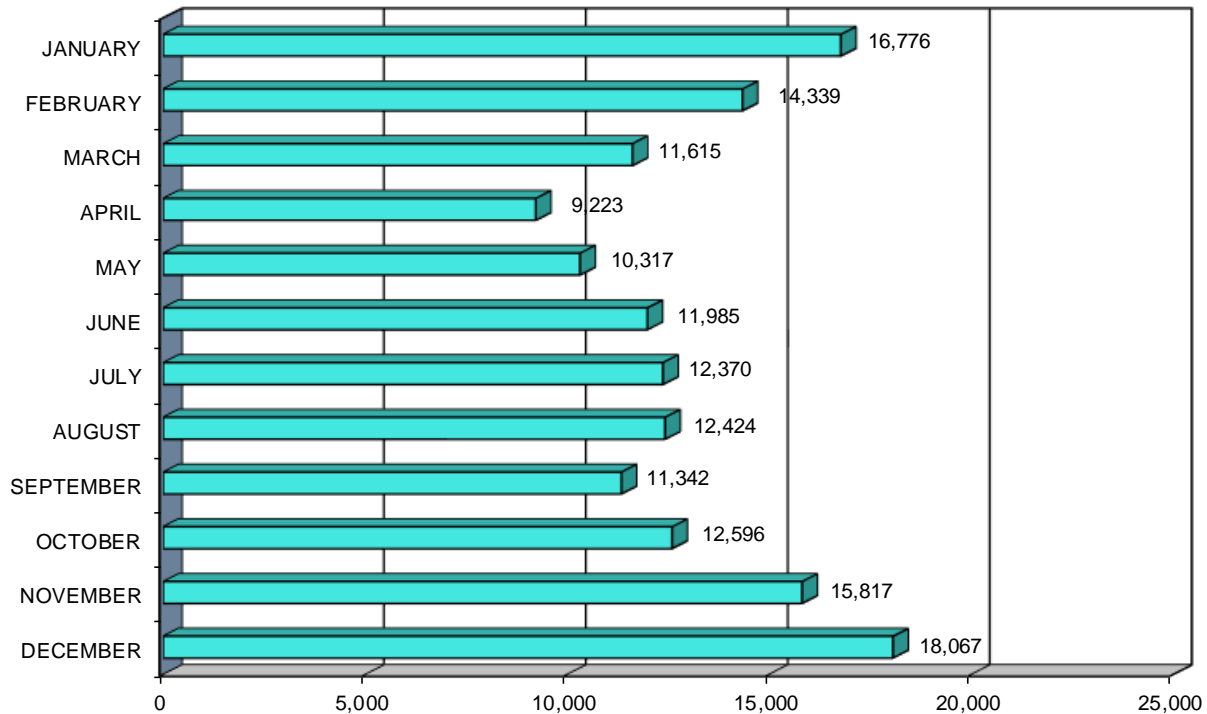
CRASH TYPE	2012	2013	2014	2015	2016	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	0	0	1	0	0	1	0.15%
WENT OFF ROAD	77	63	45	68	72	325	47.86%
REAR END / SIDESWIPE	12	6	4	9	3	34	5.01%
HEAD ON / SIDESWIPE	27	30	36	25	27	145	21.35%
INTERSECTION MOVEMENT	15	8	8	9	16	56	8.25%
PEDESTRAINS	9	10	8	18	16	61	8.98%
SLED / BIKE	1	4	2	0	4	11	1.62%
TRAIN	0	0	0	0	0	0	0.00%
ALL OTHER ANIMALS	0	0	0	0	0	0	0.00%
DEER	0	0	2	2	1	5	0.74%
MOOSE	2	0	1	1	1	5	0.74%
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	5	0	3	5	16	2.36%
FIRE	1	0	0	0	0	1	0.15%
SUBMERSION	0	0	0	0	0	0	0.00%
THROWN/FALLING OBJECT	0	0	0	1	0	1	0.15%
OTHER	4	4	5	2	3	18	2.65%
UNKNOWN	0	0	0	0	0	0	0.00%
TOTALS	151	130	112	138	148	679	100.00%



MAINE HIGHWAY CRASHES

BY MONTH

2012 - 2016



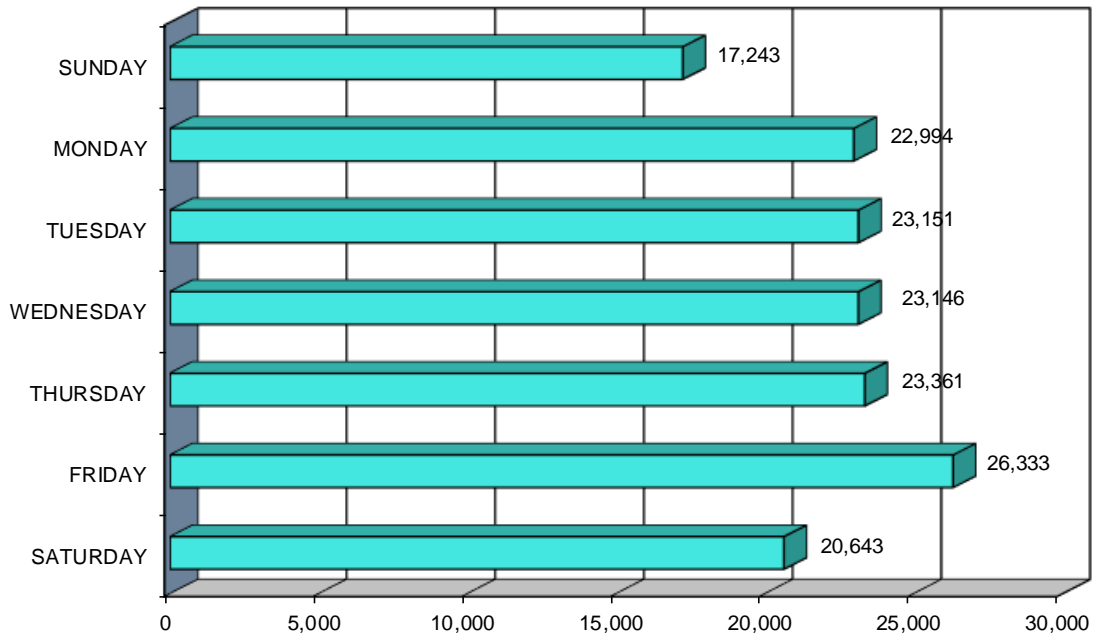
MONTH	2012	2013	2014	2015	2016	FIVE YEAR TOTAL	PERCENT OF TOTAL
JANUARY	3,025	2,826	3,815	3,871	3,239	16,776	10.69%
FEBRUARY	2,036	2,882	2,729	3,677	3,015	14,339	9.14%
MARCH	2,200	2,167	2,450	2,311	2,487	11,615	7.40%
APRIL	1,541	1,714	1,914	2,093	1,961	9,223	5.88%
MAY	1,961	2,068	1,961	2,133	2,194	10,317	6.58%
JUNE	2,278	2,272	2,306	2,449	2,680	11,985	7.64%
JULY	2,327	2,396	2,434	2,532	2,681	12,370	7.89%
AUGUST	2,400	2,438	2,416	2,474	2,696	12,424	7.92%
SEPTEMBER	2,135	2,132	2,317	2,333	2,425	11,342	7.23%
OCTOBER	2,356	2,286	2,665	2,745	2,544	12,596	8.03%
NOVEMBER	2,722	3,277	3,747	2,902	3,169	15,817	10.08%
DECEMBER	3,498	3,994	3,054	3,323	4,198	18,067	11.52%
TOTAL	28,479	30,452	31,808	32,843	33,289	156,871	100.00%



MAINE HIGHWAY CRASHES

BY DAY OF THE WEEK

2012 - 2016

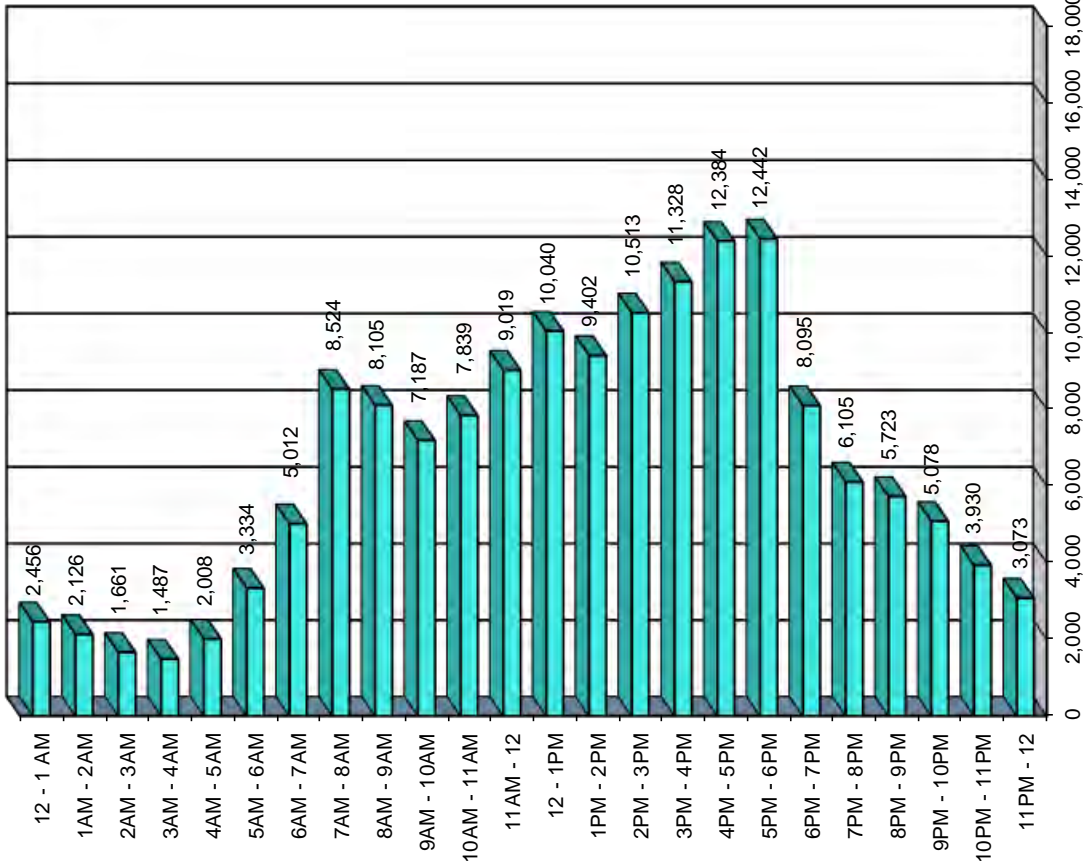


DAY OF THE WEEK	2012	2013	2014	2015	2016	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	2,999	3,497	3,702	3,753	3,292	17,243	10.99%
MONDAY	4,070	4,449	4,350	4,888	5,237	22,994	14.66%
TUESDAY	3,956	4,636	4,403	5,061	5,095	23,151	14.76%
WEDNESDAY	3,963	4,732	4,852	4,814	4,785	23,146	14.75%
THURSDAY	4,488	4,310	4,769	5,005	4,789	23,361	14.89%
FRIDAY	5,170	4,877	5,224	5,264	5,798	26,333	16.79%
SATURDAY	3,833	3,951	4,508	4,058	4,293	20,643	13.16%
TOTAL	28,479	30,452	31,808	32,843	33,289	156,871	100.00%

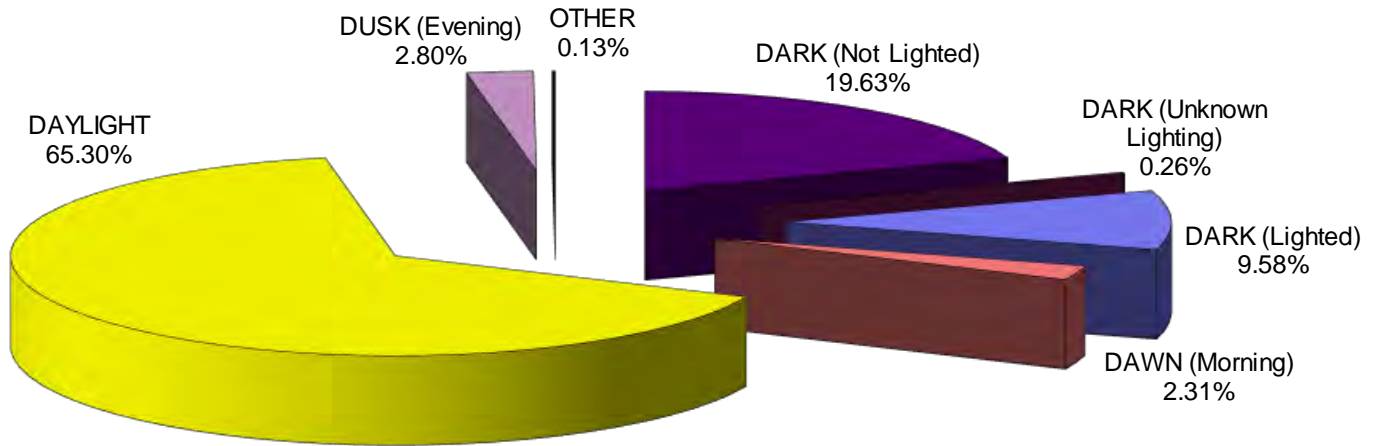


MAINE HIGHWAY CRASHES BY TIME OF DAY 2012 - 2016

TIME OF DAY	2012	2013	2014	2015	2016	FIVE YEAR TOTAL
12 - 1 AM	470	491	513	481	501	2,456
1AM - 2AM	416	439	404	429	438	2,126
2AM - 3AM	357	337	297	318	352	1,661
3AM - 4AM	301	309	292	279	306	1,487
4AM - 5AM	352	361	424	408	463	2,008
5AM - 6AM	600	602	721	674	737	3,334
6AM - 7AM	904	1,012	1,005	1,043	1,048	5,012
7AM - 8AM	1,547	1,685	1,723	1,761	1,808	8,524
8AM - 9AM	1,448	1,659	1,636	1,700	1,662	8,105
9AM - 10AM	1,256	1,454	1,504	1,501	1,472	7,187
10AM - 11AM	1,494	1,507	1,536	1,627	1,675	7,839
11AM - 12	1,716	1,724	1,790	1,896	1,893	9,019
12 - 1PM	1,823	1,876	1,982	2,127	2,232	10,040
1PM - 2PM	1,638	1,874	1,888	2,031	1,971	9,402
2PM - 3PM	1,889	2,025	2,165	2,179	2,255	10,513
3PM - 4PM	2,052	2,152	2,258	2,459	2,407	11,328
4PM - 5PM	2,214	2,370	2,535	2,586	2,679	12,384
5PM - 6PM	2,127	2,401	2,512	2,716	2,686	12,442
6PM - 7PM	1,453	1,557	1,670	1,701	1,714	8,095
7PM - 8PM	1,120	1,177	1,255	1,245	1,308	6,105
8PM - 9PM	1,022	1,113	1,187	1,232	1,169	5,723
9PM - 10PM	960	991	1,016	1,036	1,075	5,078
10PM - 11PM	728	790	825	793	794	3,930
11PM - 12	592	546	670	621	644	3,073
TOTAL	28,479	30,452	31,808	32,843	33,289	156,871



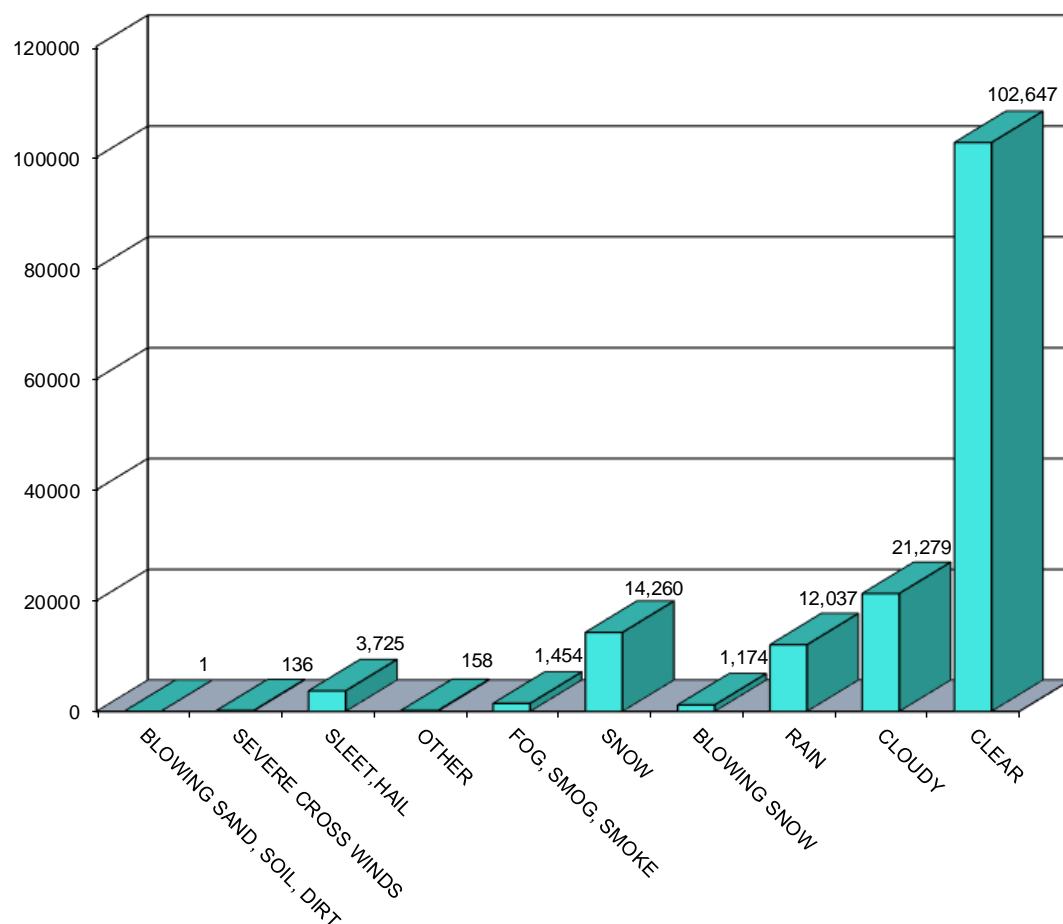
MAINE HIGHWAY CRASHES BY LIGHT CONDITIONS 2012 - 2016



LIGHT CONDITION	2012	2013	2014	2015	2016	FIVE YEAR TOTAL	PERCENT OF TOTAL
DARK (Not Lighted)	5,532	5,931	6,409	6,298	6,624	30,794	19.63%
DARK (Unknown Lighting)	64	89	91	77	86	407	0.26%
DARK (Lighted)	2,756	2,874	3,125	3,177	3,091	15,023	9.58%
DAWN (Morning)	753	693	737	700	740	3,623	2.31%
DAYLIGHT	18,581	19,942	20,474	21,623	21,818	102,438	65.30%
DUSK (Evening)	765	889	925	926	880	4,385	2.80%
OTHER	28	34	47	42	50	201	0.13%
TOTAL	28,479	30,452	31,808	32,843	33,289	156,871	100.00%



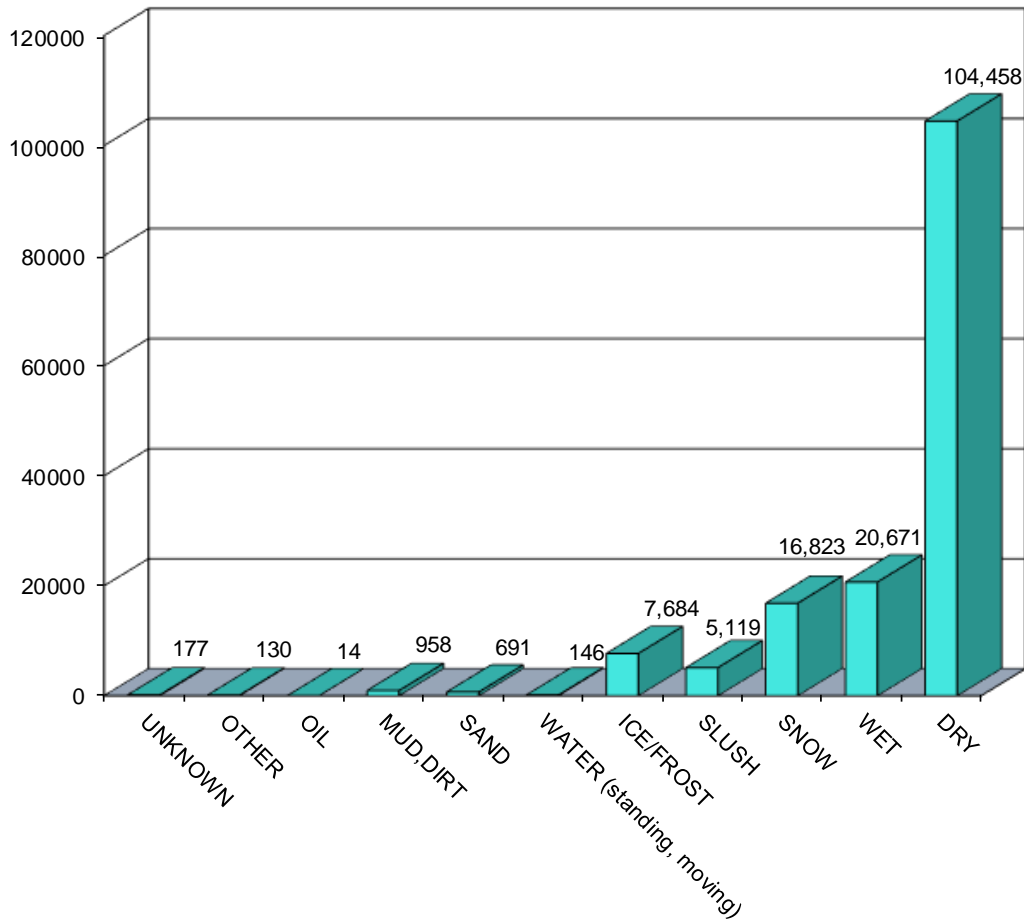
MAINE HIGHWAY CRASHES BY WEATHER CONDITIONS 2012 - 2016



WEATHER CONDITIONS	2012	2013	2014	2015	2016	FIVE YEAR TOTAL
BLOWING SAND, SOIL, DIRT	1	0	0	0	0	1
SEVERE CROSS WINDS	22	45	14	39	16	136
SLEET, HAIL (freezing rain or drizzle)	826	678	946	562	713	3,725
OTHER	23	34	40	29	32	158
FOG, SMOG, SMOKE	362	289	267	330	206	1,454
SNOW	2,244	3,465	2,815	2,554	3,182	14,260
BLOWING SNOW	91	276	228	413	166	1,174
RAIN	2,575	2,267	2,667	2,311	2,217	12,037
CLOUDY	3,953	4,348	4,359	4,372	4,247	21,279
CLEAR	18,382	19,050	20,472	22,233	22,510	102,647
TOTAL	28,479	30,452	31,808	32,843	33,289	156,871



MAINE HIGHWAY CRASHES BY ROAD SURFACE CONDITIONS 2012 - 2016



ROAD SURFACE CONDITIONS	2012	2013	2014	2015	2016	FIVE YEAR TOTAL
UNKNOWN	0	43	59	41	34	177
OTHER	49	21	22	20	18	130
OIL	2	1	1	5	5	14
MUD,DIRT	202	186	185	179	206	958
SAND	181	133	159	92	126	691
WATER (standing, moving)	25	23	30	37	31	146
ICE/FROST	1,460	1,328	2,113	1,440	1,343	7,684
SLUSH	1,091	1,053	1,042	965	968	5,119
SNOW	2,348	3,880	3,271	3,974	3,350	16,823
WET	3,925	4,181	4,330	4,299	3,936	20,671
DRY	19,196	19,603	20,596	21,791	23,272	104,458
TOTAL	28,479	30,452	31,808	32,843	33,289	156,871



VEHICLES INVOLVED IN MAINE HIGHWAY CRASHES 2012 - 2016

VEHICLE TYPE INVOLVED	2012	2013	2014	2015	2016	FIVE YEAR TOTAL
PASSENGER CAR	25,212	26,482	27,129	28,398	27,972	135,193
(SPORT) UTILITY VEHICLE	7,712	8,657	9,408	10,148	10,450	46,375
PASSENGER VAN	1,319	1,897	1,938	1,897	1,867	8,918
CARGO VAN (10k or less)	405	409	456	473	519	2,262
PICKUP TRUCK	7,478	7,952	8,169	8,939	8,803	41,341
MOTOR HOME	38	35	39	43	41	196
SCHOOL BUS	87	98	110	102	114	511
TRANSIT BUS	29	41	38	57	50	215
MOTOR COACH	7	9	11	5	21	53
OTHER BUS	18	17	14	20	15	84
MOTORCYCLE	627	571	589	631	571	2,989
MOPED	45	42	35	34	49	205
LOW SPEED VEHICLE	8	7	10	9	6	40
AUTOCYCLE	3	3	4	1	2	13
EXPERIMENTAL	0	3	1	1	0	5
OTHER LIGHT TRUCK (10,000 lbs or less)	118	140	163	163	137	721
MEDIUM /HEAVY TRUCKS (more than 10,000 lbs)	1,366	1,476	1,641	1,682	1,713	7,878
ATV (2,3,4-WHEEL)	19	12	18	19	19	87
SNOWMOBILE	2	3	13	11	5	34
PEDESTRIAN	314	275	298	305	283	1,475
BICYCLE	216	213	210	191	212	1,042
OTHER	378	497	498	558	537	2,468
TOTAL VEHICLES INVOLVED	45,401	48,839	50,792	53,687	53,386	252,105



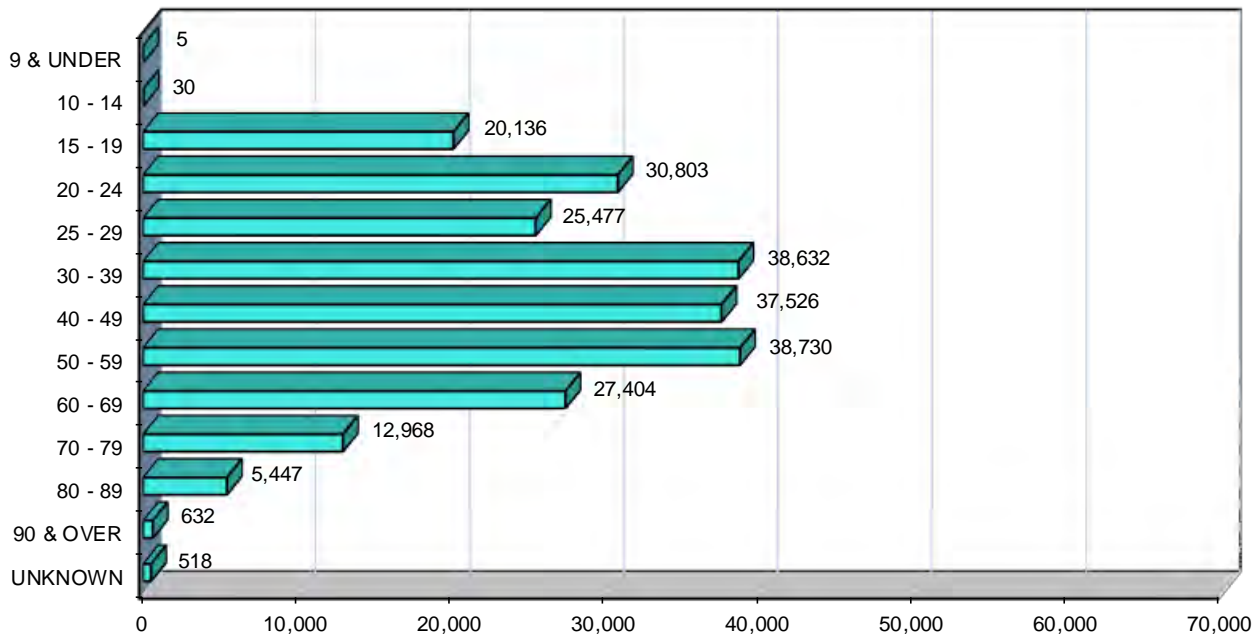
CONTRIBUTING FACTORS TO MAINE HIGHWAY CRASHES 2012 - 2016

DRIVER ACTIONS (actions 1 & 2 combined)	2012	2013	2014	2015	2016
NO CONTRIBUTING ACTION	22,001	24,190	25,065	26,521	26,359
RAN OFF ROADWAY	3,711	3,440	3,414	3,393	3,765
FAILED TO YIELD RIGHT-OF-WAY	4,628	4,650	4,837	5,507	5,117
RAN RED LIGHT	406	440	425	481	410
RAN STOP SIGN	333	347	330	412	389
DISREGARDED OTHER TRAFFIC SIGN	124	96	111	141	126
DISREGARDED OTHER ROAD MARKINGS	93	72	65	80	73
EXCEEDED POSTED SPEED LIMIT	717	617	535	580	603
DROVE TOO FAST FOR CONDITIONS	3,652	4,062	4,259	3,837	3,898
IMPROPER TURN	869	900	919	1,051	992
IMPROPER BACKING	878	1,008	1,113	1,225	1,089
IMPROPER PASSING	523	514	536	554	493
WRONG WAY	48	51	44	63	40
FOLLOWED TOO CLOSELY	4,023	4,494	4,609	5,126	5,354
FAILED TO KEEP IN PROPER LANE	1,339	1,537	1,619	2,013	1,838
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER	1,290	1,272	1,212	1,245	1,360
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	789	802	722	765	718
OVER-CORRECTING/OVER-STEERING	631	672	605	569	574
OTHER CONTRIBUTING ACTION	2,072	2,158	2,281	2,384	2,338
UNKNOWN	1,444	1,425	1,385	1,233	1,212
VEHICULAR FACTORS	49,571	52,747	54,086	57,180	56,748
NONE	42,429	45,985	48,020	50,877	50,512
BRAKES	348	311	314	341	310
EXHAUST SYSTEM	13	7	9	10	6
BODY, DOORS	409	261	122	150	188
STEERING	97	84	75	79	100
POWER TRAIN	58	62	60	70	88
SUSPENSION	19	20	24	31	20
TIRES	358	359	330	321	408
WHEELS	73	65	88	67	67
LIGHTS (head, signal, tail, brake)	39	29	45	52	38
WINDOWS/WINDSHIELD	24	26	26	28	13
MIRRORS	10	10	12	12	8
WIPERS	3	3	3	2	2
TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS	34	30	37	31	25
OTHER	551	607	595	529	487
	44,465	47,859	49,760	52,600	52,272

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



DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2012 - 2016



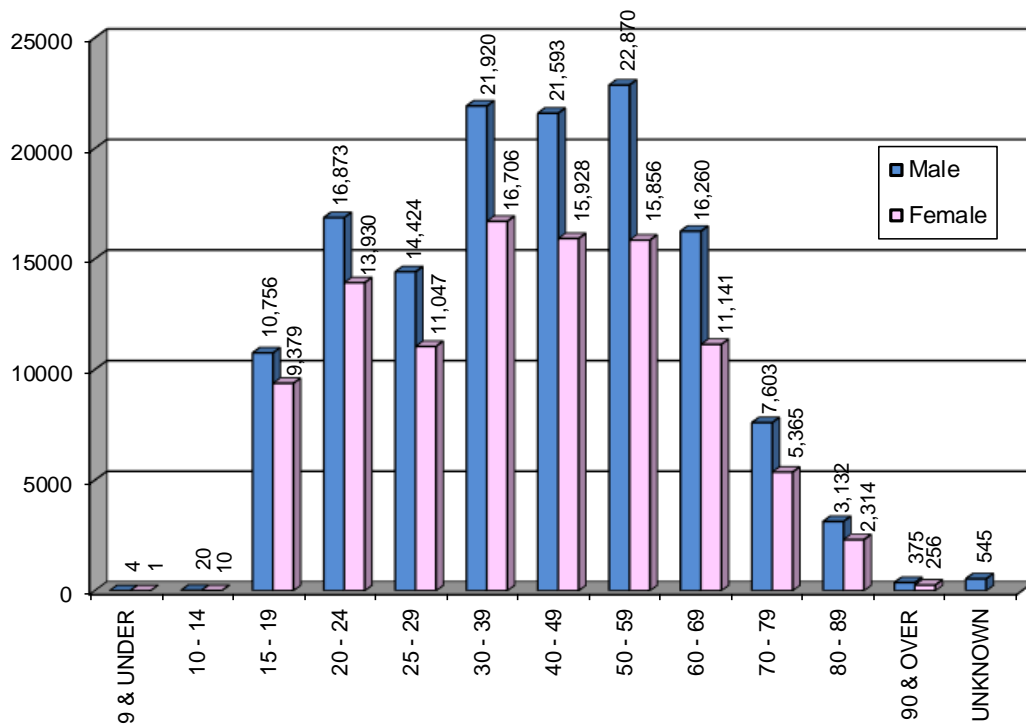
AGE GROUP	2012	2013	2014	2015	2016	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	1	2	1	0	1	5	0.00%
10 - 14	9	3	5	6	7	30	0.01%
15 - 19	3,806	3,698	3,598	4,464	4,570	20,136	8.45%
20 - 24	5,878	6,124	6,037	6,432	6,332	30,803	12.93%
25 - 29	4,464	4,905	5,159	5,337	5,612	25,477	10.69%
30 - 39	6,733	7,328	8,048	8,198	8,325	38,632	16.21%
40 - 49	7,011	7,453	7,531	8,029	7,502	37,526	15.75%
50 - 59	6,935	7,616	7,940	8,210	8,029	38,730	16.25%
60 - 69	4,662	5,242	5,656	5,988	5,856	27,404	11.50%
70 - 79	2,293	2,428	2,649	2,737	2,861	12,968	5.44%
80 - 89	1,014	1,089	1,139	1,140	1,065	5,447	2.29%
**90 & OVER	127	141	107	109	148	632	0.27%
UNKNOWN	80	114	126	104	94	518	0.22%
TOTAL	43,013	46,143	47,996	50,754	50,402	238,308	100.00%



DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES

BY AGE GROUP/GENDER

2012 - 2016

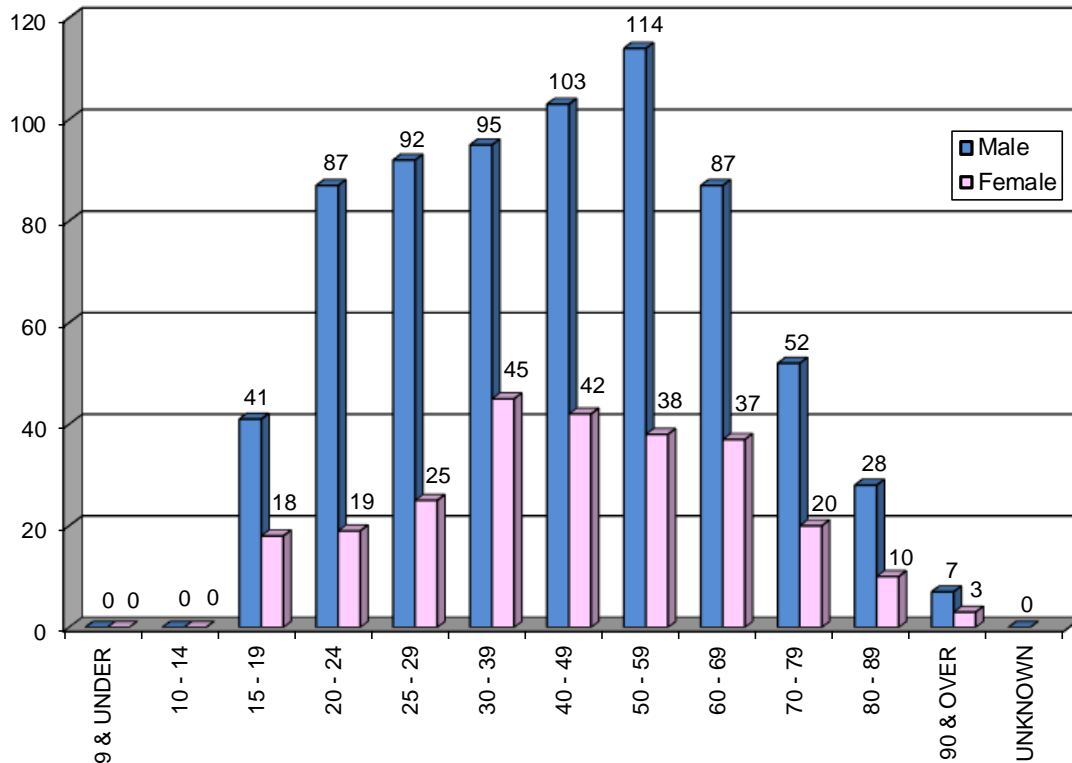


	2012		2013		2014		2015		2016		TOTALS			
AGE GROUP BY GENDER	M	F	M	F	M	F	M	F	M	F	M	F	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	1	0	2	0	0	1	0	0	1	0	4	1	5	0.00%
10 - 14	5	4	3	0	5	0	2	4	5	2	20	10	30	0.01%
15 - 19	1,996	1,810	1,912	1,786	1,924	1,674	2,407	2,056	2,517	2,053	10,756	9,379	20,135	8.45%
20 - 24	3,196	2,682	3,302	2,822	3,354	2,683	3,545	2,887	3,476	2,856	16,873	13,930	30,803	12.93%
25 - 29	2,468	1,995	2,726	2,179	2,947	2,210	3,080	2,256	3,203	2,407	14,424	11,047	25,471	10.69%
30 - 39	3,849	2,884	4,105	3,223	4,572	3,473	4,712	3,484	4,682	3,642	21,920	16,706	38,626	16.21%
40 - 49	4,045	2,964	4,201	3,252	4,352	3,178	4,639	3,388	4,356	3,146	21,593	15,928	37,521	15.74%
50 - 59	4,017	2,917	4,534	3,082	4,758	3,181	4,857	3,353	4,704	3,323	22,870	15,856	38,726	16.25%
60 - 69	2,784	1,875	3,150	2,092	3,377	2,279	3,539	2,449	3,410	2,446	16,260	11,141	27,401	11.50%
70 - 79	1,346	947	1,392	1,036	1,563	1,086	1,610	1,127	1,692	1,169	7,603	5,365	12,968	5.44%
80 - 89	562	451	604	485	669	470	672	468	625	440	3,132	2,314	5,446	2.29%
*90 & OVER	78	49	81	60	67	40	71	38	78	69	375	256	631	0.26%
UNKNOWN	88		114		133		110		100		545		545	0.23%
TOTAL BY GENDER	24,347	18,578	26,012	20,017	27,588	20,275	29,134	21,510	28,749	21,553	135,830	101,933		
TOTAL	43,013		46,143		47,996		50,754		50,402		238,308		238,308	100.00%



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

2012 - 2016



AGE GROUP BY GENDER	2012		2013		2014		2015		2016		TOTALS		FIVE YEAR TOTAL	PERCENT OF TOTAL
	M	F	M	F	M	F	M	F	M	F	M	F		
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	12	2	6	4	6	3	6	3	11	6	41	18	59	6.13%
20 - 24	24	5	17	2	15	5	16	4	15	3	87	19	106	11.01%
25 - 29	24	5	19	3	16	6	17	8	16	3	92	25	117	12.15%
30 - 39	19	6	14	10	10	9	27	7	25	13	95	45	140	14.54%
40 - 49	25	9	18	3	16	9	24	10	20	11	103	42	145	15.06%
50 - 59	21	7	24	7	22	10	20	8	27	6	114	38	152	15.78%
60 - 69	20	7	22	12	15	7	12	3	18	8	87	37	124	12.88%
70 - 79	14	6	11	3	7	5	8	5	12	1	52	20	72	7.48%
80 - 89	3	3	4	4	7	1	9	0	5	2	28	10	38	3.95%
90 & OVER	3	1	2	0	2	0	0	1	0	1	7	3	10	1.04%
UNKNOWN	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
TOTAL BY GENDER	165	51	137	48	116	55	139	49	149	54	699	257		
TOTAL	216		185		171		188		203		956		963	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
Update: The bill amends the law to specify that operators must yield the right-of-way to pedestrians who have shown visible intent to enter the marked crosswalk.	2015
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



Bill creates a “vulnerable user law” to protect people on public ways who are not in motor vehicles. A “vulnerable user” is defined as a pedestrian, a person performing emergency work or a person riding or using a non-motorized device or certain motorized devices such as a scooter, Segway or electric personal assistive mobility device. A motorist who assaults, attempts to assault, taunts or distracts a vulnerable user, because that person is a vulnerable user, commits a traffic infraction and is subject to the same penalties as a person who texts while operating a motor vehicle. **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
Update: The following persons must wear protective headgear:	
A. If under 18 years of age, a passenger on a motorcycle or moped or in an attached side car;	
B. If under 18 years of age, an operator of a motorcycle or moped ;	
C. An operator of a motorcycle or moped , operating under a learner’s permit or within one year of successfully completing a driving test.	
Compliance. An operator of a motorcycle or moped or a parent or guardian may not allow a passenger under the age of 18 years to ride in violation of this section.	
	May 10, 2017
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
Applicants for a motorcycle license/permit are required to complete a motorcycle driver education program that consists of both classroom and hands on rider training. Further, a person who currently has a permit or who does not successfully complete the hands on training and is only issued a motorcycle permit must complete the road test portion within the 2 year term of the permit or they will be required to take another rider education course.	
	April 15, 2016
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. (Repealed 09/28/2011)	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 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:

October 9, 2013

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 **any handheld electronic device or** 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 **any handheld electronic device or** mobile telephone.



Period of Restriction

August 30, 2012

- 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.
- A driver violating these restrictions must have the license restrictions extended for an additional 270 days.

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



Obeying School Crossing Guards

An operator of a motor vehicle shall obey a hand signal or handheld traffic control device of a school crossing guard qualified under subsection 1. A violation of this subsection is a traffic infraction.

June 6, 2017

Emergency Lights

Except as provided in Sec. 1. 29-A MRSA §2054, sub-§2, ¶D, a vehicle may not be equipped with or display a blue light.

Only vehicles listed in Sec. 2. 29-A MRSA §2054, sub-§2, ¶F, rural mail vehicles as provided in paragraph C, subparagraph (5) and school buses may be equipped with, display or use a red auxiliary or emergency light.

April 19, 2007

Occupant Protection Laws

Legislation

Effective Date

Operators of vehicles equipped with seat belts must be secured in the operator's seat belt.

1997

Persons 18 years or older who are passengers in a vehicle equipped with seat belts, must be properly secured in a seat belt.

1997

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

Children aged 0 to 4 years must be secured in a child safety seat.

September 23, 1983

Children aged 4 to 13 years must be secured in a child safety seat or safety belt.

September 29, 1987

Law expanded to include children 4 to 16 years

September 30, 1989

Law expanded to include children 4 to 19 years

October 9, 1991

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**

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

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

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

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

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

Update: Smoking (a lighted cigarette, cigar, pipe, weed, plant, regulated narcotic or other combustible substance) is prohibited in a motor vehicle by the operator or a passenger when a person who has not attained 16 years of age is present in that motor vehicle, regardless of whether the motor vehicle's windows are open.

June 8, 2017



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
The Secretary of State has administrative authority to suspend a person for operating under the influence of drugs with a proper report from a drug recognition expert	September 28, 2011
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
Update: The Secretary of State may reinstate the license of a first-time offender convicted of operating under the influence if a person installs an approved ignition interlock device after serving the required suspension term, meeting the terms of restoration and maintain the device for the required amount of time.	October 9, 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

Update: I-295, exit 9 to just beyond Lewiston Rd. on ramp in Topsham, reduced from 70 to 65 MPH

March 21, 2017

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)
2016 (July 1)	no increase	30.0 cents per gallon (31.2 cents)
2017 (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**.

