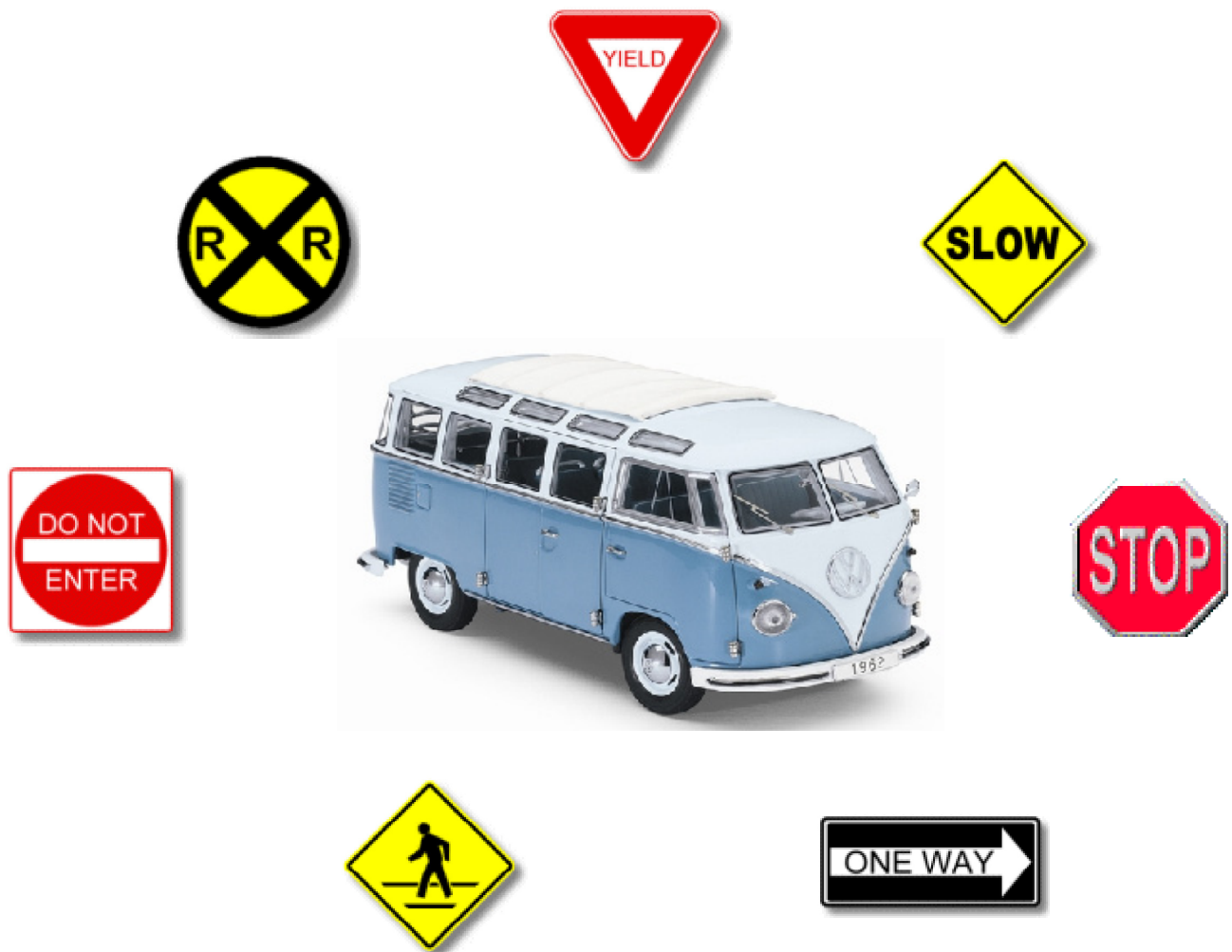


STATE OF MAINE CRASH & HIGHWAY FACTS 2009 EDITION



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

STATE OF MAINE
CRASH & HIGHWAY FACTS
2009 EDITION

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CRASH & HIGHWAY FACTS

2009 EDITION

Preface

This publication is a statistical review of reported motor vehicle crashes in Maine during the five-year study period 2005 - 2009. 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
Augusta, ME 04333-0016

Tel: 207-624-3618

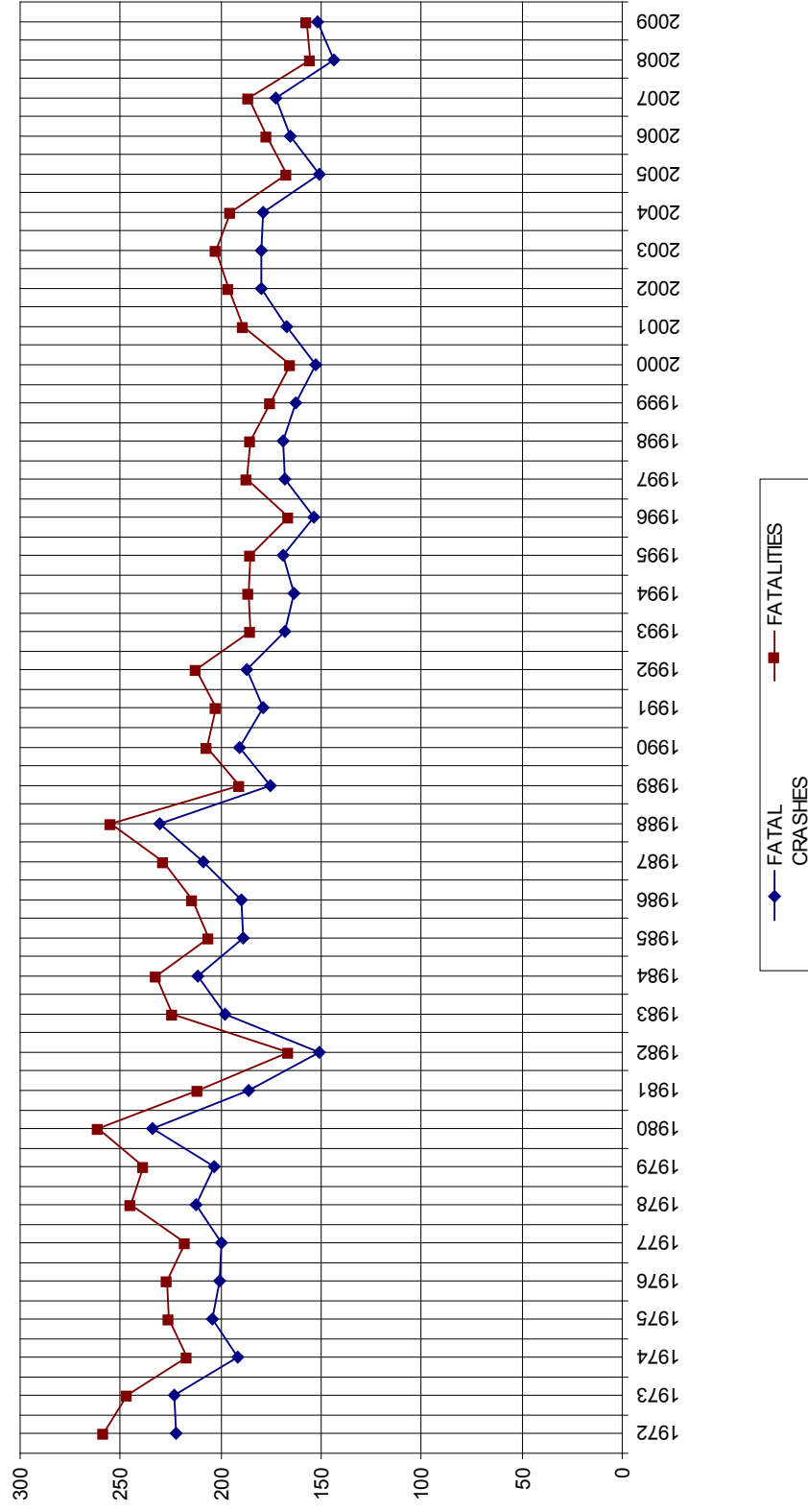
Fax: 207-624-3101





MAINE HIGHWAY FATAL CRASHES AND FATALITIES 1972 - 2009

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	142	153
2009	152	157



STATEWIDE HISTORICAL DATA FOR CRASHES, INJURIES, LICENSED DRIVERS AND REGISTERED VEHICLES

1972 - 2009

CALENDAR YEAR	MAINE TOTAL CRASHES	TOTAL FATAL CRASHES	TOTAL INJURY CRASHES	TOTAL PROPERTY DAMAGE ONLY	TOTAL PERSONS KILLED	TOTAL PERSONS INJURED	TOTAL LICENSED DRIVERS	TOTAL REGISTERED VEHICLES
1972	24,951	222	7,866	17,085	258	11,453	551,000	580,000
1973	24,950	223	8,016	16,934	247	11,062	596,000	616,000
1974	24,788	192	7,960	16,828	217	11,622	650,000	662,000
1975	26,670	204	8,076	18,594	226	12,591	628,000	674,000
1976	30,147	201	9,011	21,136	227	13,198	647,000	726,000
1977	32,183	200	9,123	23,060	218	13,298	668,000	749,000
1978	32,507	212	9,774	22,733	245	14,267	683,000	738,000
1979	29,578	203	9,319	20,259	239	13,509	702,000	747,000
1980	27,911	234	9,267	18,644	261	13,462	730,000	759,000
1981	26,698	186	8,848	17,850	211	12,688	753,000	784,000
1982	30,467	151	9,982	20,485	166	14,569	757,000	774,000
1983	31,369	198	10,441	20,928	224	14,951	770,000	774,000
1984	34,543	211	11,076	23,467	232	15,979	791,000	834,000
1985	36,798	189	11,620	25,178	206	16,842	803,000	834,000
1986	40,378	190	12,338	28,040	214	17,654	818,000	843,000
1987	42,598	209	13,044	29,554	229	19,058	870,716	122,591
1988	40,039	230	12,939	27,100	255	18,872	866,728	1,304,121
1989	42,388	175	13,107	29,281	191	18,936	888,591	1,224,759
1990	36,577	191	11,649	24,928	207	16,739	887,077	1,255,783
1991	34,093	179	10,894	23,199	202	15,720	888,963	1,244,473
1992	34,624	187	11,316	23,308	212	16,384	917,965	1,277,580
1993	36,709	168	11,823	24,886	185	17,077	919,902	1,289,495
1994	36,533	164	11,673	24,860	186	16,768	881,038	1,203,069
1995	38,542	169	12,035	26,507	185	17,418	864,447	1,233,591
1996	39,806	154	11,995	27,811	166	16,978	873,761	1,264,977
*1997	42,522	168	11,995	30,135	187	17,845	897,453	1,334,260
1998	40,874	169	11,758	29,116	185	16,712	911,606	1,234,620
1999	39,037	163	11,478	27,559	175	16,431	911,704	1,314,502
2000	37,251	153	11,538	25,713	165	16,415	920,185	1,467,388
2001	37,499	167	11,418	26,081	189	16,125	932,455	1,522,007
2002	36,762	180	11,435	25,327	196	15,981	948,748	1,471,082
*2003	35,571	180	10,995	24,576	202	15,066	968,358	1,486,609
2004	35,190	179	10,886	24,304	195	14,887	984,829	1,486,969
2005	35,254	151	10,454	24,801	167	14,128	1,003,972	1,491,149
2006	32,104	165	9,771	22,334	177	13,090	1,005,160	1,492,893
2007	33,096	173	9,547	23,549	186	12,668	1,009,780	1,542,691
2008	31,550	142	8,653	22,897	153	11,430	1,009,688	1,548,272
2009	28,715	152	8,121	20,594	157	10,770	1,016,827	1,519,008

*Notes: The Total Injury Crash column includes the 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, licensure and registration data is based on the fiscal year.

2003 to 2009 crash and injury data is from TIDE; previous years are from TINIS.



MAINE STATEWIDE HIGHWAY CRASHES, TRAVEL & CRASH RATES 2007 - 2009

FUNCTIONAL CLASS	STATEWIDE CRASHES		STATEWIDE TRAVEL (HMVM)		STATEWIDE CRASH RATES	
	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN
1) LOCAL	12071	5398	45.055	10.752	267.92	502.05
2) PRINCIPAL ARTERIAL INTERSTATE	4,576	2,759	71.285	22.583	64.19	122.17
3) PRINCIPAL ARTERIAL INTERSTATE-Other Freeways and Expressways	145	454	1.921	3.139	75.47	144.64
4) OTHER PRINCIPAL ARTERIAL	7,228	6907	56.781	22.48	127.30	307.25
5) MINOR ARTERIAL	8,080	8,352	53.293	28.52	151.62	292.85
6) MAJOR COLLECTOR (includes all Urban Collectors)	12,552	7,129	69.045	28.021	181.79	254.42
7) MINOR COLLECTOR (not coded in Urban and FUSR)	5,499	409	23.675	2.047	232.27	199.83
8) SIGNALIZED INTERSECTIONS	9,723		15140.32		0.64	

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.

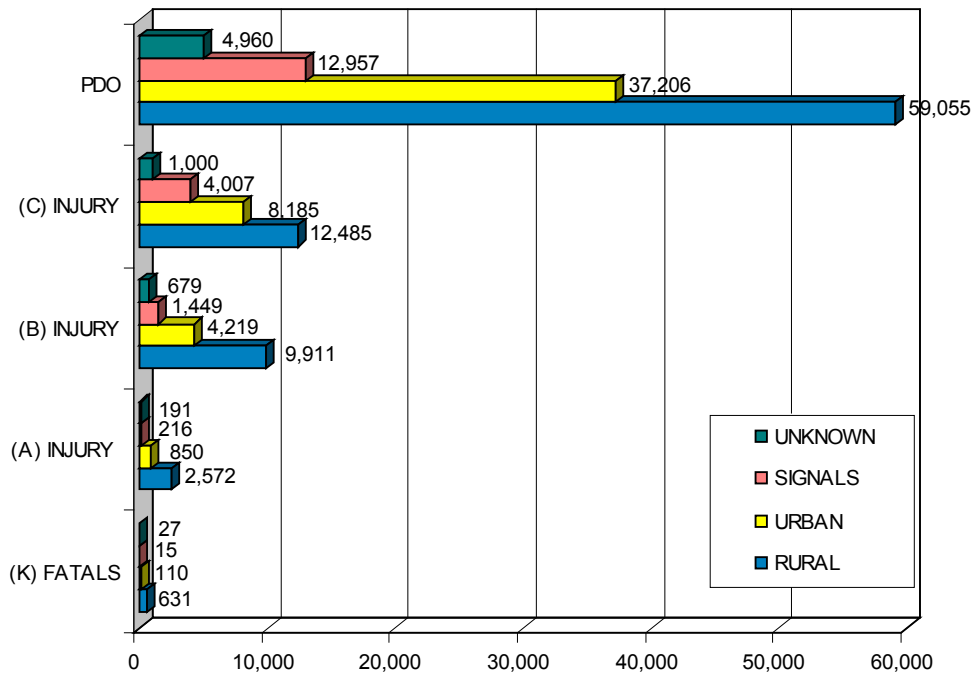
The Statewide Travel Summary shows the number of Vehicle Miles of Travel for the three-year period 2007-2009, expressed as hundred million vehicle miles of travel (HMVM) except for Signalized intersections which is expressed as million entering vehicles (MEV).

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.

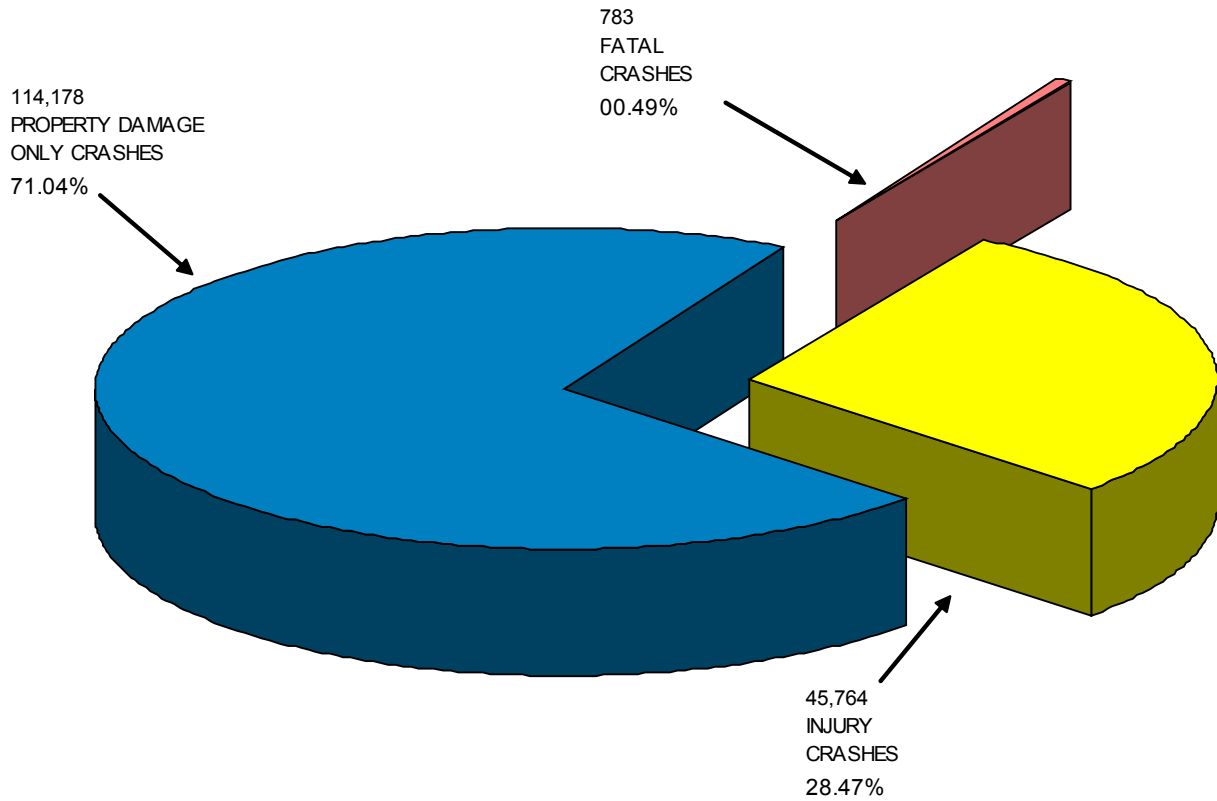


MAINE HIGHWAY CRASH SEVERITY BY RURAL URBAN DESIGNATION 2005 - 2009



RURAL URBAN DESIGNATION	FATAL CRASHES (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	FIVE YEAR TOTAL
RURAL	631	2,572	9,911	12,485	59,055	84,654
URBAN	110	850	4,219	8,185	37,206	50,570
SIGNALIZED INT.	15	216	1,449	4,007	12,957	18,644
UNKNOWN	27	191	679	1,000	4,960	6,857
TOTAL	783	3,829	16,258	25,677	114,178	160,725

MAINE HIGHWAY CRASHES 2005 - 2009 160,725 TOTAL CRASHES



FEDERAL HIGHWAY ADMINISTRATION

ESTIMATED ECONOMIC LOSS IN MAINE

2005 - 2009

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
2005	167	\$668,000,000	1,064	\$213,970,400	4,885	\$246,204,000	8,012	\$195,492,800	66,964	\$147,320,800	\$1,470,988,000
2006	177	\$708,000,000	1,015	\$204,116,500	4,610	\$232,344,000	7,288	\$177,827,200	59,112	\$130,046,400	\$1,452,334,100
2007	186	\$744,000,000	980	\$197,078,000	4,316	\$217,526,400	7,186	\$175,338,400	61,203	\$134,646,600	\$1,466,589,400
2008	153	\$612,000,000	864	\$173,750,400	3,738	\$188,395,200	6,675	\$162,870,000	58,490	\$128,678,000	\$1,265,693,600
2009	157	\$628,000,000	731	\$147,004,100	3,537	\$178,264,800	6,345	\$154,818,000	54,570	\$120,054,000	\$1,228,140,900
TOTAL	840	\$3,360,000,000	4,654	\$935,919,400	21,086	\$1,062,734,400	35,506	\$866,346,400	300,339	\$660,745,800	\$6,885,746,000

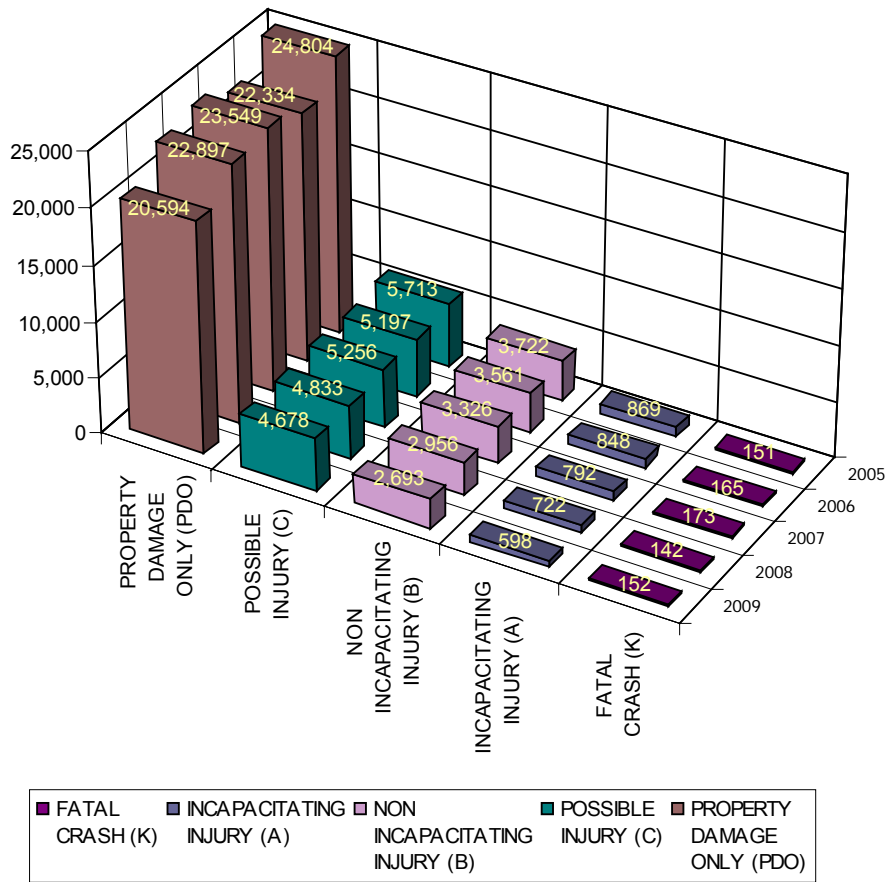
Estimated Dollar amount of loss over 5 year period \$6.8 billion

Cost estimates are based on 2006 NSC estimates.

Death (Per Person)	\$4,000,000
Incapacitating injury (Per Person)	\$201,100
Nonincapacitating (Per Person)	\$50,400
Possible injury (Per Person)	\$24,400
Property damage only (Per Crash)	\$2,200



MAINE HIGHWAY CRASH SEVERITY BY YEAR 2005 - 2009



YEAR	FATAL CRASH (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	TOTAL CRASHES	
2005	151	869	3,722	5,713	24,804	35,259	
2006	165	848	3,561	5,197	22,334	32,105	
2007	173	792	3,326	5,256	23,549	33,096	
2008	142	722	2,956	4,833	22,897	31,550	
2009	152	598	2,693	4,678	20,594	28,715	
TOTAL	783	3,829	16,258	25,677	114,178	160,725	
PERCENT	0.49%	PERCENT INJURY CRASHES =			28.47%	71.04%	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.

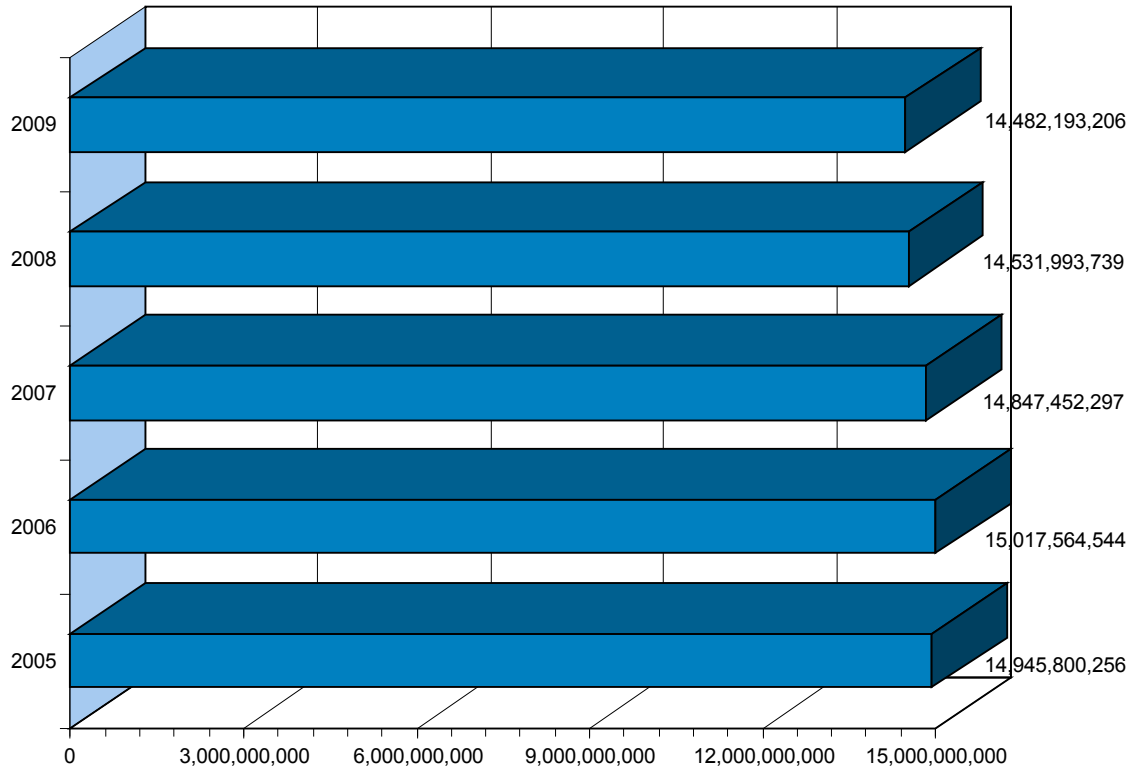
(PDO) = Property Damage only. Damage is harm to property that reduces the monetary value of that property. No injuries.

STATE OF MAINE

ANNUAL VEHICLE MILES OF TRAVEL

BY COUNTY

2005 - 2009



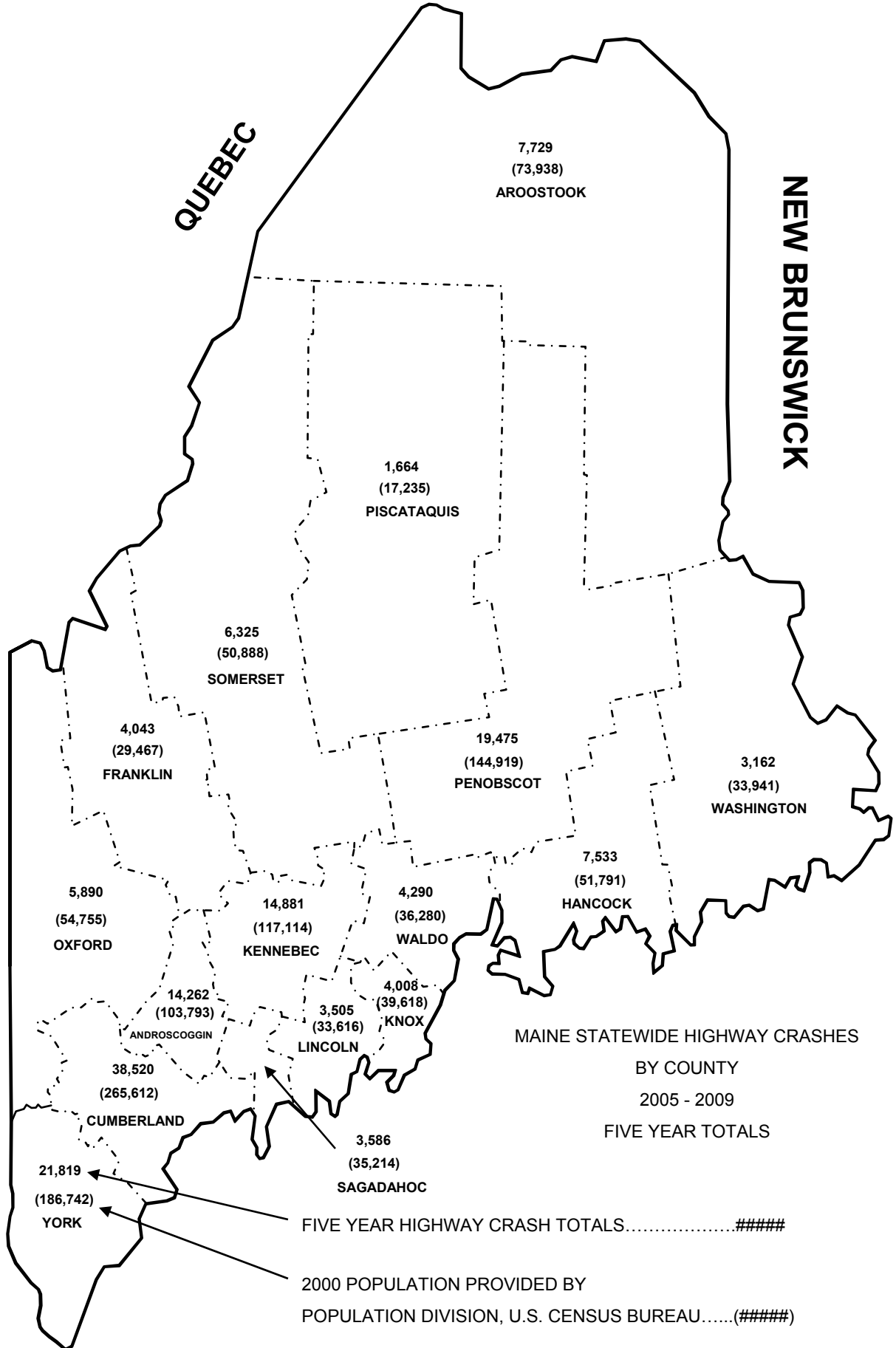
COUNTY	2005	2006	2007	2008	2009
ANDROSCOGGIN	942,743,111	956,194,749	939,069,124	950,075,443	938,430,755
AROOSTOOK	783,793,862	789,472,866	783,512,687	777,979,682	720,635,740
CUMBERLAND	3,153,171,786	3,192,205,568	3,096,511,471	3,060,801,677	3,026,673,041
FRANKLIN	361,603,314	354,557,365	358,139,723	336,983,272	336,547,605
HANCOCK	728,807,582	721,977,508	713,489,331	706,643,285	699,916,641
KENNEBEC	1,462,229,946	1,457,469,681	1,439,430,797	1,423,763,074	1,452,945,821
KNOX	376,148,941	377,335,358	359,651,221	347,502,977	352,713,511
LINCOLN	395,063,580	400,585,065	395,874,073	378,102,777	382,150,309
OXFORD	595,595,445	578,541,053	574,856,516	562,744,105	556,961,999
PENOBSCOT	1,699,730,860	1,742,966,878	1,749,144,930	1,706,342,227	1,732,282,606
PISCATAQUIS	182,165,756	182,900,248	182,590,706	177,388,445	178,253,464
SAGadahoc	461,912,193	466,537,813	455,212,674	441,675,557	447,667,459
SOMERSET	690,793,662	682,030,258	682,521,344	667,406,661	676,397,090
WALDO	411,946,514	402,480,795	408,646,109	399,652,848	401,607,937
WASHINGTON	428,107,355	431,603,437	426,603,379	408,239,302	386,086,734
YORK	2,271,986,349	2,280,705,902	2,282,198,212	2,186,692,407	2,192,922,494
STATEWIDE	14,945,800,256	15,017,564,544	14,847,452,297	14,531,993,739	14,482,193,206



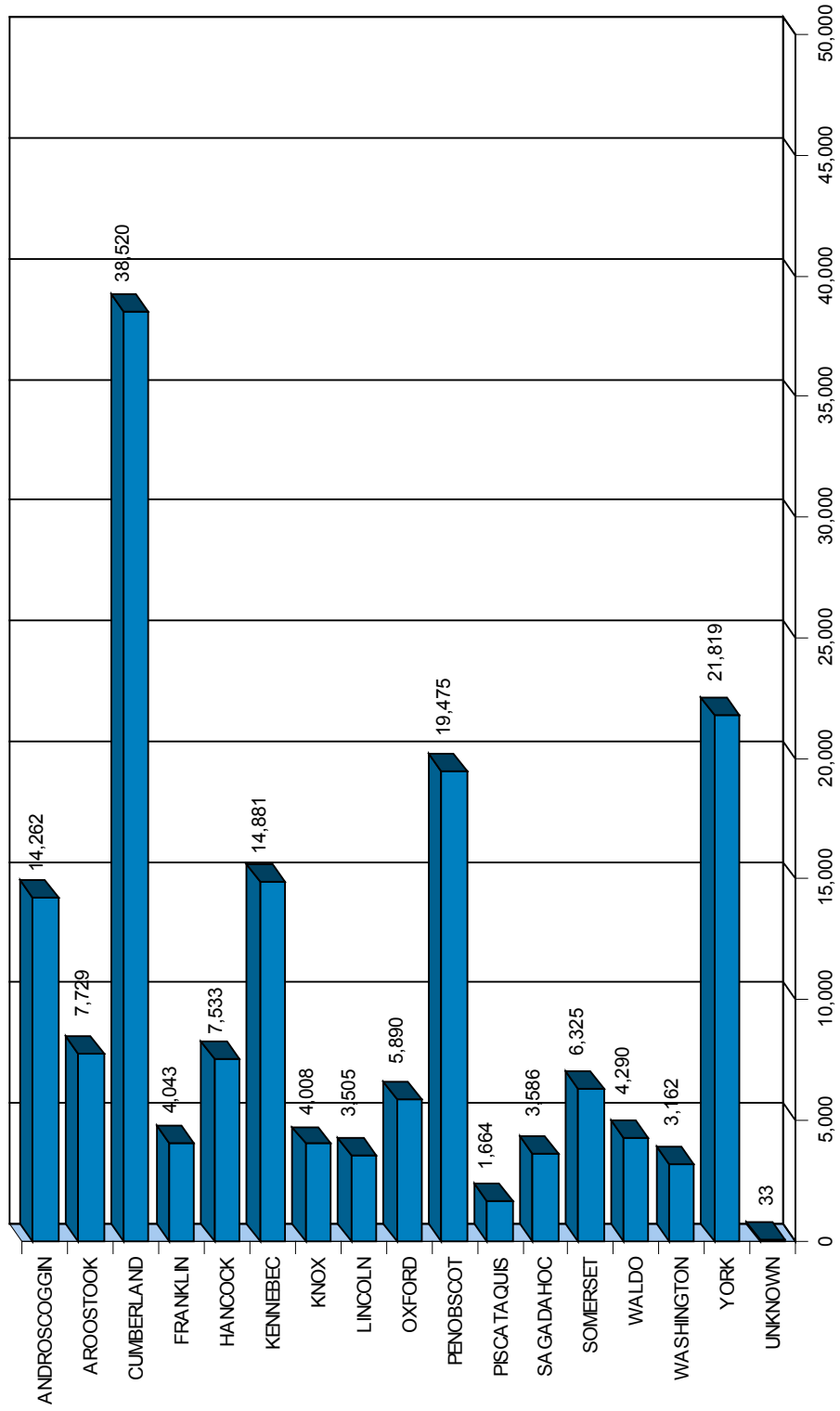
NEW HAMPSHIRE

QUEBEC

NEW BRUNSWICK



MAINE HIGHWAY CRASHES By County 2005 - 2009



MAINE HIGHWAY CRASH SEVERITY BY COUNTY

2005 - 2009



COUNTY	INJURY TYPE	2005	2006	2007	2008	2009	TOTAL CRASHES	PERCENT OF TOTAL
ANDROSCOGGIN Percent personal injury 28.33%	FATAL (K)	9	9	11	8	9	46	0.03%
	INCAPACITATING (A)	78	81	65	57	46	327	0.20%
	NON-INCAPACITATING (B)	309	276	282	268	210	1,345	0.80%
	POSSIBLE INJURY (C)	564	415	422	474	448	2,323	1.39%
	PROPERTY DAMAGE ONLY (PDO)	2,279	1,897	2,110	2,093	1,842	10,221	6.11%
	COUNTY SUBTOTAL	3,239	2,678	2,890	2,900	2,555	14,262	8.53%
AROOSTOOK Percent personal injury 27.61%	FATAL (K)	6	8	13	6	10	43	0.03%
	INCAPACITATING (A)	43	45	33	32	31	184	0.11%
	NON-INCAPACITATING (B)	227	190	188	144	142	891	0.53%
	POSSIBLE INJURY (C)	215	199	216	210	176	1,016	0.61%
	PROPERTY DAMAGE ONLY (PDO)	1,180	1,071	1,150	1,203	991	5,595	3.35%
	COUNTY SUBTOTAL	1,671	1,513	1,600	1,595	1,350	7,729	4.62%
CUMBERLAND Percent personal injury 27.34%	FATAL (K)	23	25	26	21	19	114	0.07%
	INCAPACITATING (A)	150	145	156	114	111	676	0.40%
	NON-INCAPACITATING (B)	752	729	680	618	584	3,363	2.01%
	POSSIBLE INJURY (C)	1,416	1,343	1,291	1,103	1,227	6,380	3.82%
	PROPERTY DAMAGE ONLY (PDO)	6,113	5,487	5,977	5,418	4,992	27,987	16.74%
	COUNTY SUBTOTAL	8,454	7,729	8,130	7,274	6,933	38,520	23.04%
FRANKLIN Percent personal injury 29.98%	FATAL (K)	4	6	5	5	6	26	0.02%
	INCAPACITATING (A)	29	19	31	30	16	125	0.07%
	NON-INCAPACITATING (B)	106	94	79	81	70	430	0.26%
	POSSIBLE INJURY (C)	145	129	150	115	92	631	0.38%
	PROPERTY DAMAGE ONLY (PDO)	625	552	579	596	479	2,831	1.69%
	COUNTY SUBTOTAL	909	800	844	827	663	4,043	2.42%
HANCOCK Percent personal injury 29.90%	FATAL (K)	11	12	14	7	8	52	0.03%
	INCAPACITATING (A)	61	48	45	40	41	235	0.14%
	NON-INCAPACITATING (B)	226	209	220	168	178	1,001	0.60%
	POSSIBLE INJURY (C)	193	187	226	199	159	964	0.58%
	PROPERTY DAMAGE ONLY (PDO)	1,123	992	1,174	1,008	984	5,281	3.16%
	COUNTY SUBTOTAL	1,614	1,448	1,679	1,422	1,370	7,533	4.51%
KENNEBEC Percent personal injury 30.73%	FATAL (K)	15	15	13	18	16	77	0.05%
	INCAPACITATING (A)	75	76	69	73	58	351	0.21%
	NON-INCAPACITATING (B)	286	310	264	256	215	1,331	0.80%
	POSSIBLE INJURY (C)	585	550	537	506	457	2,635	1.58%
	PROPERTY DAMAGE ONLY (PDO)	2,245	2,060	2,065	2,179	1,938	10,487	6.27%
	COUNTY SUBTOTAL	3,206	3,011	2,948	3,032	2,684	14,881	8.90%
KNOX Percent personal injury 29.53%	FATAL (K)	2	6	4	3	6	21	0.01%
	INCAPACITATING (A)	26	24	21	24	16	111	0.07%
	NON-INCAPACITATING (B)	134	93	100	78	68	473	0.28%
	POSSIBLE INJURY (C)	126	122	132	124	118	622	0.37%
	PROPERTY DAMAGE ONLY (PDO)	590	590	595	515	491	2,781	1.66%
	COUNTY SUBTOTAL	878	835	852	744	699	4,008	2.40%
LINCOLN Percent personal injury 31.44%	FATAL (K)	2	5	6	9	7	29	0.02%
	INCAPACITATING (A)	19	26	20	20	14	99	0.06%
	NON-INCAPACITATING (B)	91	76	77	64	60	368	0.22%
	POSSIBLE INJURY (C)	124	104	123	129	126	606	0.36%
	PROPERTY DAMAGE ONLY (PDO)	438	485	544	523	413	2,403	1.44%
	COUNTY SUBTOTAL	674	696	770	745	620	3,505	2.10%

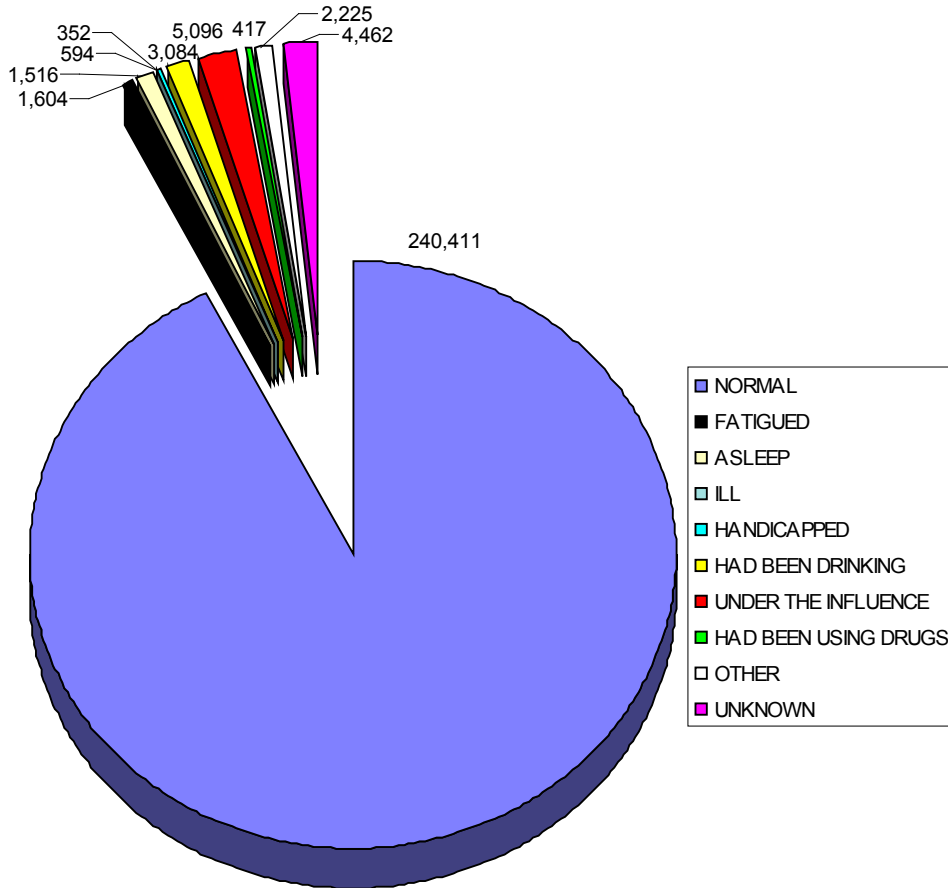
MAINE HIGHWAY CRASH SEVERITY BY COUNTY

2005 - 2009

COUNTY	INJURY TYPE	2005	2006	2007	2008	2009	TOTAL CRASHES	PERCENT OF TOTAL
OXFORD Percent personal injury 30.10%	FATAL (K)	9	12	5	7	8	41	0.03%
	INCAPACITATING (A)	54	38	38	41	31	202	0.13%
	NON-INCAPACITATING (B)	140	154	144	123	91	652	0.41%
	POSSIBLE INJURY (C)	193	179	184	180	142	878	0.55%
	PROPERTY DAMAGE ONLY (PDO)	910	827	864	863	653	4,117	2.56%
	COUNTY SUBTOTAL	1,306	1,210	1,235	1,214	925	5,890	3.66%
PENOBSCOT Percent personal injury 30.22%	FATAL (K)	14	14	19	16	11	74	0.05%
	INCAPACITATING (A)	96	99	81	76	58	410	0.26%
	NON-INCAPACITATING (B)	414	473	439	361	350	2,037	1.27%
	POSSIBLE INJURY (C)	717	674	689	631	653	3,364	2.09%
	PROPERTY DAMAGE ONLY (PDO)	2,896	2,624	2,791	2,694	2,585	13,590	8.46%
	COUNTY SUBTOTAL	4,137	3,884	4,019	3,778	3,657	19,475	12.12%
PISCATAQUIS Percent personal injury 26.08%	FATAL (K)	6	3	1	1	6	17	0.01%
	INCAPACITATING (A)	11	8	10	7	7	43	0.03%
	NON-INCAPACITATING (B)	24	27	17	22	25	115	0.07%
	POSSIBLE INJURY (C)	63	61	55	41	39	259	0.16%
	PROPERTY DAMAGE ONLY (PDO)	276	260	226	256	212	1,230	0.77%
	COUNTY SUBTOTAL	380	359	309	327	289	1,664	1.04%
SAGadahoc Percent personal injury 31.23%	FATAL (K)	7	3	5	1	7	23	0.01%
	INCAPACITATING (A)	20	17	25	19	15	96	0.06%
	NON-INCAPACITATING (B)	127	102	82	87	65	463	0.29%
	POSSIBLE INJURY (C)	141	110	115	87	85	538	0.33%
	PROPERTY DAMAGE ONLY (PDO)	574	542	497	440	413	2,466	1.53%
	COUNTY SUBTOTAL	869	774	724	634	585	3,586	2.23%
SOMERSET Percent personal injury 28.33%	FATAL (K)	13	14	15	7	9	58	0.04%
	INCAPACITATING (A)	44	54	39	46	31	214	0.13%
	NON-INCAPACITATING (B)	156	127	113	86	98	580	0.36%
	POSSIBLE INJURY (C)	222	179	175	209	155	940	0.58%
	PROPERTY DAMAGE ONLY (PDO)	967	856	917	1,012	781	4,533	2.82%
	COUNTY SUBTOTAL	1,402	1,230	1,259	1,360	1,074	6,325	3.94%
WALDO Percent personal injury 30.05%	FATAL (K)	5	6	6	6	4	27	0.02%
	INCAPACITATING (A)	21	21	28	24	18	112	0.07%
	NON-INCAPACITATING (B)	100	111	112	110	79	512	0.32%
	POSSIBLE INJURY (C)	141	125	121	116	135	638	0.40%
	PROPERTY DAMAGE ONLY (PDO)	606	576	605	647	567	3,001	1.87%
	COUNTY SUBTOTAL	873	839	872	903	803	4,290	2.67%
WASHINGTON Percent personal injury 29.63%	FATAL (K)	4	7	7	6	3	27	0.02%
	INCAPACITATING (A)	21	22	28	16	15	102	0.06%
	NON-INCAPACITATING (B)	104	70	58	50	38	320	0.20%
	POSSIBLE INJURY (C)	96	103	108	84	97	488	0.30%
	PROPERTY DAMAGE ONLY (PDO)	488	417	445	451	424	2,225	1.38%
	COUNTY SUBTOTAL	713	619	646	607	577	3,162	1.97%
YORK Percent personal injury 29.37%	FATAL (K)	21	20	23	21	23	108	0.07%
	INCAPACITATING (A)	121	125	103	103	90	542	0.34%
	NON-INCAPACITATING (B)	523	519	471	440	419	2,372	1.48%
	POSSIBLE INJURY (C)	769	716	710	623	569	3,387	2.11%
	PROPERTY DAMAGE ONLY (PDO)	3,491	3,094	3,008	2,994	2,823	15,410	9.59%
	COUNTY SUBTOTAL	4,925	4,474	4,315	4,181	3,924	21,819	13.58%
UNKNOWN Percent personal injury 39.39%	FATAL (K)	0	0	0	0	0	0	0.0000%
	INCAPACITATING (A)	0	0	0	0	0	0	0.0000%
	NON-INCAPACITATING (B)	3	1	0	0	1	5	0.0031%
	POSSIBLE INJURY (C)	3	1	2	2	0	8	0.0050%
	PROPERTY DAMAGE ONLY (PDO)	3	4	2	5	6	20	0.0124%
	UNKNOWN TOTAL	9	6	4	7	7	33	0.02%
COUNTY GRAND TOTAL Percent personal injury 29.28%	FATAL (K)	151	165	173	142	152	783	0.49%
	INCAPACITATING (A)	869	848	792	722	598	3,829	2.38%
	NON-INCAPACITATING (B)	3,722	3,561	3,326	2,956	2,693	16,258	10.12%
	POSSIBLE INJURY (C)	5,713	5,197	5,256	4,833	4,678	25,677	15.98%
	PROPERTY DAMAGE ONLY (PDO)	24,804	22,334	23,549	22,897	20,594	114,178	71.04%
	GRAND TOTAL	35,259	32,105	33,096	31,550	28,715	160,725	100.00%



MAINE HIGHWAY CRASHES BY APPARENT PHYSICAL CONDITION 2005 - 2009



PHYSICAL CONDITION	2005	2006	2007	2008	2009	FIVE YEAR TOTAL	PERCENT OF TOTAL
NORMAL	53,300	47,243	49,344	46,753	43,771	240,411	92.55%
FATIGUED	347	344	305	327	281	1,604	0.62%
ASLEEP	336	352	305	252	271	1,516	0.58%
ILL	120	108	105	138	123	594	0.23%
HANDICAPPED	60	76	86	77	53	352	0.14%
HAD BEEN DRINKING	663	687	674	569	491	3,084	1.19%
UNDER THE INFLUENCE	1,102	1,127	1,038	941	888	5,096	1.96%
HAD BEEN USING DRUGS	83	80	84	83	87	417	0.16%
OTHER	526	487	438	424	350	2,225	0.86%
UNKNOWN	905	890	964	913	790	4,462	1.72%
TOTAL	57,442	51,394	53,343	50,477	47,105	259,761	100.00%

MAINE HIGHWAY CRASHES SEVERITY BY RESTRAINING DEVICE

2005 - 2009

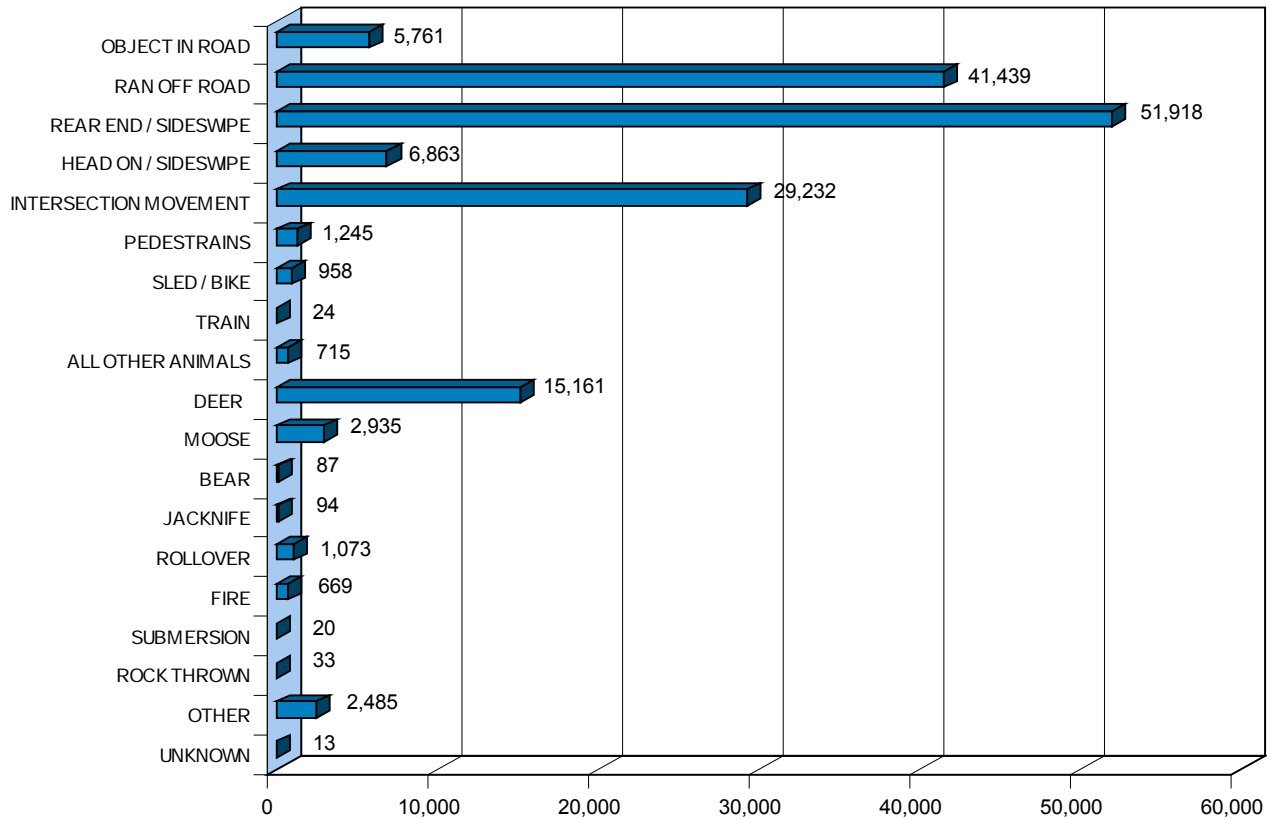
	FATAL (K)					INCAPACITATING (A)					NON-INCAPACITATING (B)					POSSIBLE INJURY (C)					PROPERTY DAMAGE ONLY (PDO)					5 YEAR SUBTOTAL														
	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009															
SAFETY EQUIPMENT USED																																								
Restraint device installed - used	38	33	37	33	38	179	444	359	374	348	287	1,812	2,709	2,558	2,267	2,163	12,494	5,922	5,274	4,959	4,719	26,124	56,702	50,453	52,771	50,606	47,314													
Restraint device installed - not used	61	61	71	41	42	276	213	213	165	106	89	786	610	528	502	309	2,215	505	506	421	310	2,013	1,301	1,121	1,027	789	649													
Restraint device not installed	0	6	1	3	1	11	19	15	21	16	14	85	42	32	40	49	184	84	47	51	49	288	1,712	1,242	1,014	1,005	1,075													
Child restraint - used	2	0	1	0	1	4	5	4	7	3	3	22	60	51	38	46	237	128	103	108	117	540	2,321	2,164	2,033	1,929	1,799													
Air bags deployed	12	13	11	15	13	64	63	59	49	38	27	236	224	185	158	106	778	192	145	182	115	755	300	262	250	209	176													
Helmet Used	9	6	6	8	5	34	51	68	66	62	70	317	167	155	159	152	787	94	97	112	128	567	80	58	77	69	68													
Helmet Not Used	12	18	16	15	22	83	61	72	86	89	55	363	161	142	165	158	773	102	89	113	98	499	54	58	54	63	44													
Child restraint - not used	0	0	0	0	0	0	1	3	1	2	0	7	5	10	4	4	24	3	6	3	2	15	27	38	35	30	30													
Child restraint - used incorrectly	0	0	0	0	0	0	1	1	0	0	0	2	0	2	2	3	9	5	4	9	2	21	26	27	34	33	22													
Air bags deployed and seat belts used	11	13	22	18	15	79	100	98	110	115	107	530	501	523	433	384	2,252	580	588	536	545	2,771	1,002	1,013	1,053	958	911													
Unknown restraining device	22	27	22	20	20	111	106	123	101	85	80	495	318	275	255	261	1,336	397	431	396	352	1,922	3,444	2,704	2,854	2,814	2,508													
Unknown injury for all safety equipment																																								
TOTAL	167	177	187	153	157	841	1,064	1,015	980	864	732	4,655	4,885	4,612	4,314	3,738	21,089	8,012	7,280	7,187	6,679	35,515	66,969	59,140	61,202	58,505	54,596													

2005-2009 CAS data * Figures from CAS and TIDE may differ.

MAINE HIGHWAY CRASHES

BY TYPE

2005 - 2009

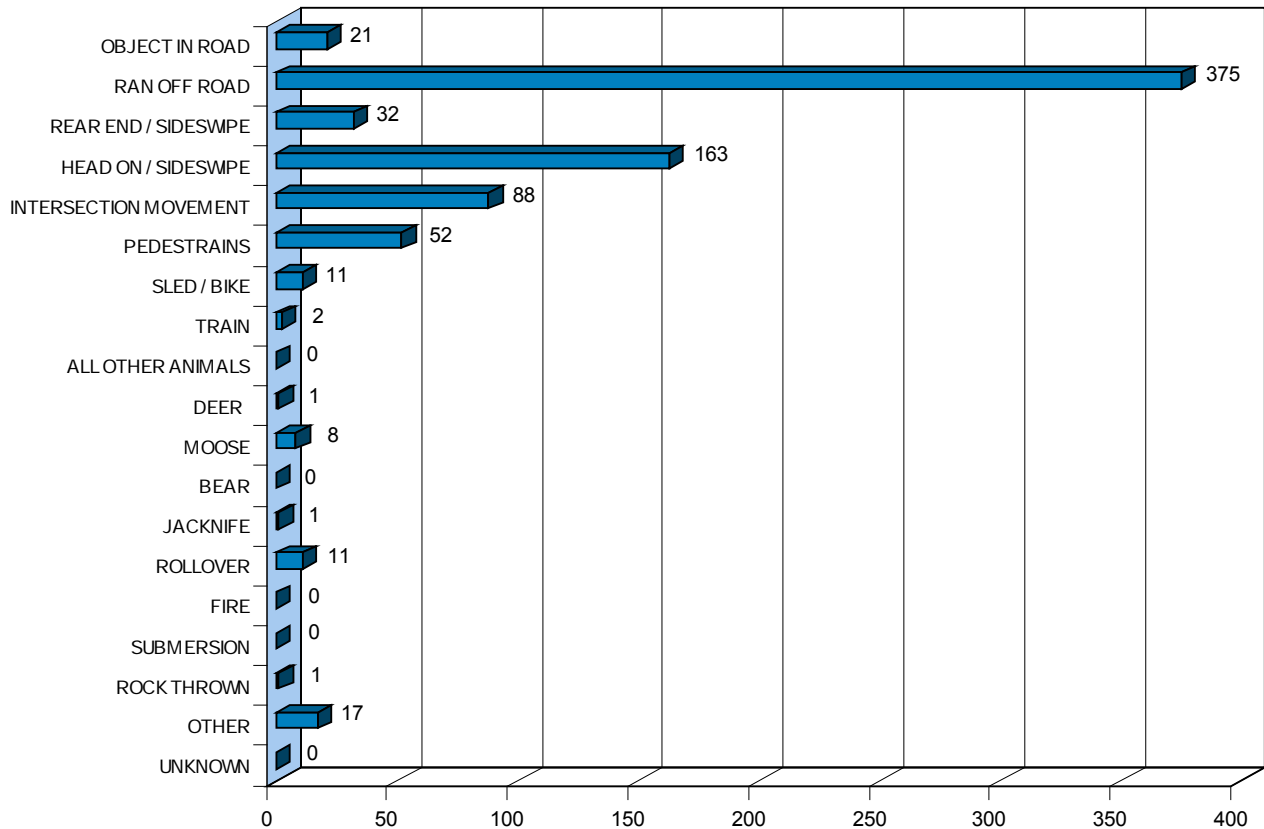


CRASH TYPE	2005	2006	2007	2008	2009	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	947	1,151	999	1,483	1,181	5,761	3.58%
RAN OFF ROAD	9,559	8,987	8,114	8,202	6,577	41,439	25.78%
REAR END / SIDESWIPE	11,318	9,498	10,665	10,399	10,038	51,918	32.30%
HEAD ON / SIDESWIPE	1,134	877	2,891	1,129	832	6,863	4.27%
INTERSECTION MOVEMENT	6,822	6,686	4,842	5,419	5,463	29,232	18.19%
PEDESTRAINS	246	251	250	263	235	1,245	0.77%
SLED / BIKE	202	195	207	185	169	958	0.60%
TRAIN	2	7	7	6	2	24	0.01%
ALL OTHER ANIMALS	152	132	147	137	147	715	0.44%
DEER	2,892	2,952	3,330	3,077	2,910	15,161	9.43%
MOOSE	673	650	649	474	489	2,935	1.83%
BEAR	21	17	19	13	17	87	0.05%
JACKKNIFE	23	25	19	16	11	94	0.06%
ROLLOVER	340	161	367	137	68	1,073	0.67%
FIRE	165	129	119	140	116	669	0.42%
SUBMERSION	8	3	7	1	1	20	0.01%
ROCK THROWN	12	4	7	5	5	33	0.02%
OTHER	740	380	457	458	450	2,485	1.55%
UNKNOWN	3	0	0	6	4	13	0.01%
TOTALS	35,259	32,105	33,096	31,550	28,715	160,725	100.00%

MAINE FATAL HIGHWAY CRASHES

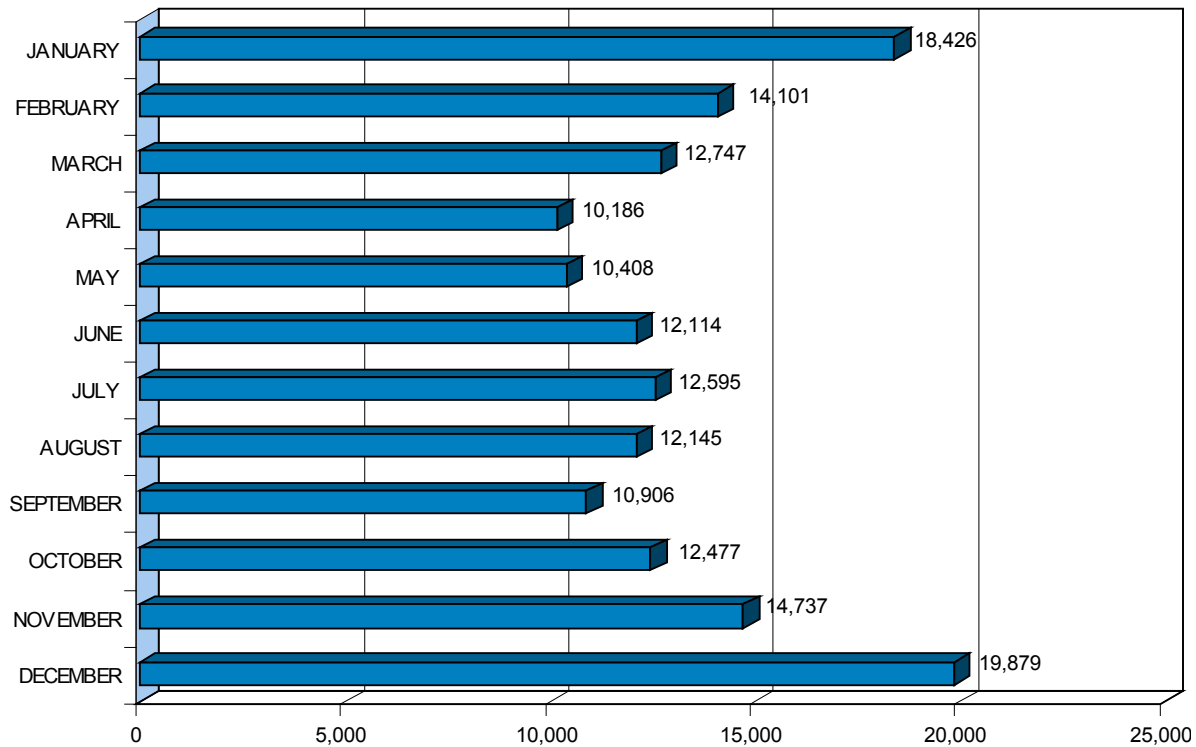
BY TYPE

2005 - 2009



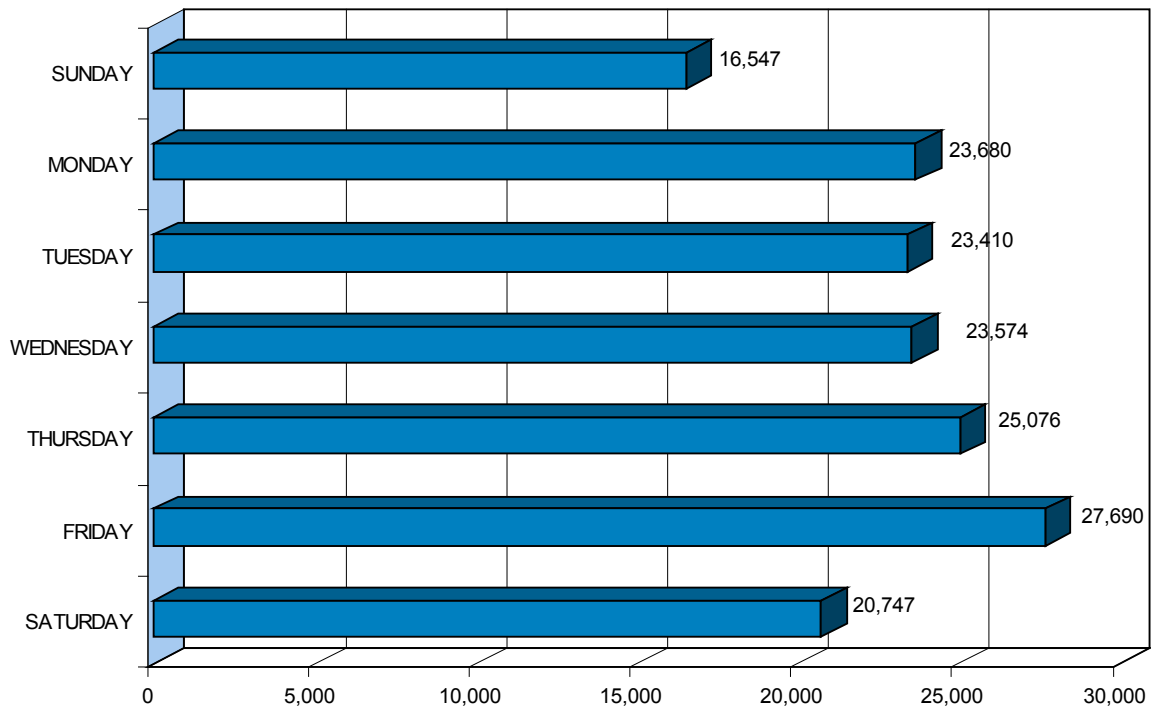
CRASH TYPE	2005	2006	2007	2008	2009	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	3	7	2	5	4	21	2.68%
RAN OFF ROAD	79	74	90	66	66	375	47.89%
REAR END / SIDESWIPE	4	8	7	5	8	32	4.09%
HEAD ON / SIDESWIPE	34	31	30	31	37	163	20.82%
INTERSECTION MOVEMENT	12	23	18	15	20	88	11.24%
PEDESTRAINS	10	11	9	11	11	52	6.64%
SLED / BIKE	3	3	1	4	0	11	1.40%
TRAIN	0	1	1	0	0	2	0.26%
ALL OTHER ANIMALS	0	0	0	0	0	0	0.00%
DEER	1	0	0	0	0	1	0.13%
MOOSE	1	2	4	0	1	8	1.02%
BEAR	0	0	0	0	0	0	0.00%
JACKNIFE	0	0	1	0	0	1	0.13%
ROLLOVER	2	1	6	0	2	11	1.40%
FIRE	0	0	0	0	0	0	0.00%
SUBMERSION	0	0	0	0	0	0	0.00%
ROCK THROWN	1	0	0	0	0	1	0.13%
OTHER	1	4	4	5	3	17	2.17%
UNKNOWN	0	0	0	0	0	0	0.00%
TOTALS	151	165	173	142	152	783	100.00%

MAINE HIGHWAY CRASHES BY MONTH 2005 - 2009



MONTH	2005	2006	2007	2008	2009	FIVE YEAR TOTAL	PERCENT OF TOTAL
JANUARY	4,660	4,147	3,098	3,097	3,424	18,426	11.46%
FEBRUARY	2,985	2,541	2,597	3,721	2,257	14,101	8.77%
MARCH	2,843	2,380	2,530	2,724	2,270	12,747	7.93%
APRIL	1,960	1,891	2,778	1,916	1,641	10,186	6.34%
MAY	2,057	2,235	2,237	1,893	1,986	10,408	6.48%
JUNE	2,699	2,626	2,472	2,174	2,143	12,114	7.54%
JULY	2,817	2,570	2,573	2,336	2,299	12,595	7.84%
AUGUST	2,603	2,459	2,540	2,266	2,277	12,145	7.56%
SEPTEMBER	2,270	2,270	2,345	1,919	2,102	10,906	6.79%
OCTOBER	2,613	2,662	2,665	2,264	2,273	12,477	7.76%
NOVEMBER	3,665	2,699	3,053	2,879	2,441	14,737	9.17%
DECEMBER	4,084	3,624	4,208	4,361	3,602	19,879	12.37%
UNKNOWN	3	1	0	0	0	4	0.00%
TOTAL	35,259	32,105	33,096	31,550	28,715	160,725	100.00%

MAINE HIGHWAY CRASHES BY DAY OF THE WEEK 2005 - 2009



DAY OF THE WEEK	2005	2006	2007	2008	2009	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	3,445	3,410	3,292	3,164	3,236	16,547	10.30%
MONDAY	5,084	4,941	5,031	4,328	4,296	23,680	14.73%
TUESDAY	5,087	4,357	4,858	4,874	4,234	23,410	14.57%
WEDNESDAY	5,267	4,375	4,787	4,814	4,331	23,574	14.67%
THURSDAY	5,731	4,992	5,163	4,596	4,594	25,076	15.60%
FRIDAY	6,009	5,630	5,887	5,666	4,498	27,690	17.23%
SATURDAY	4,635	4,400	4,078	4,108	3,526	20,747	12.91%
TOTAL	35,258	32,105	33,096	31,550	28,715	160,724	100.00%

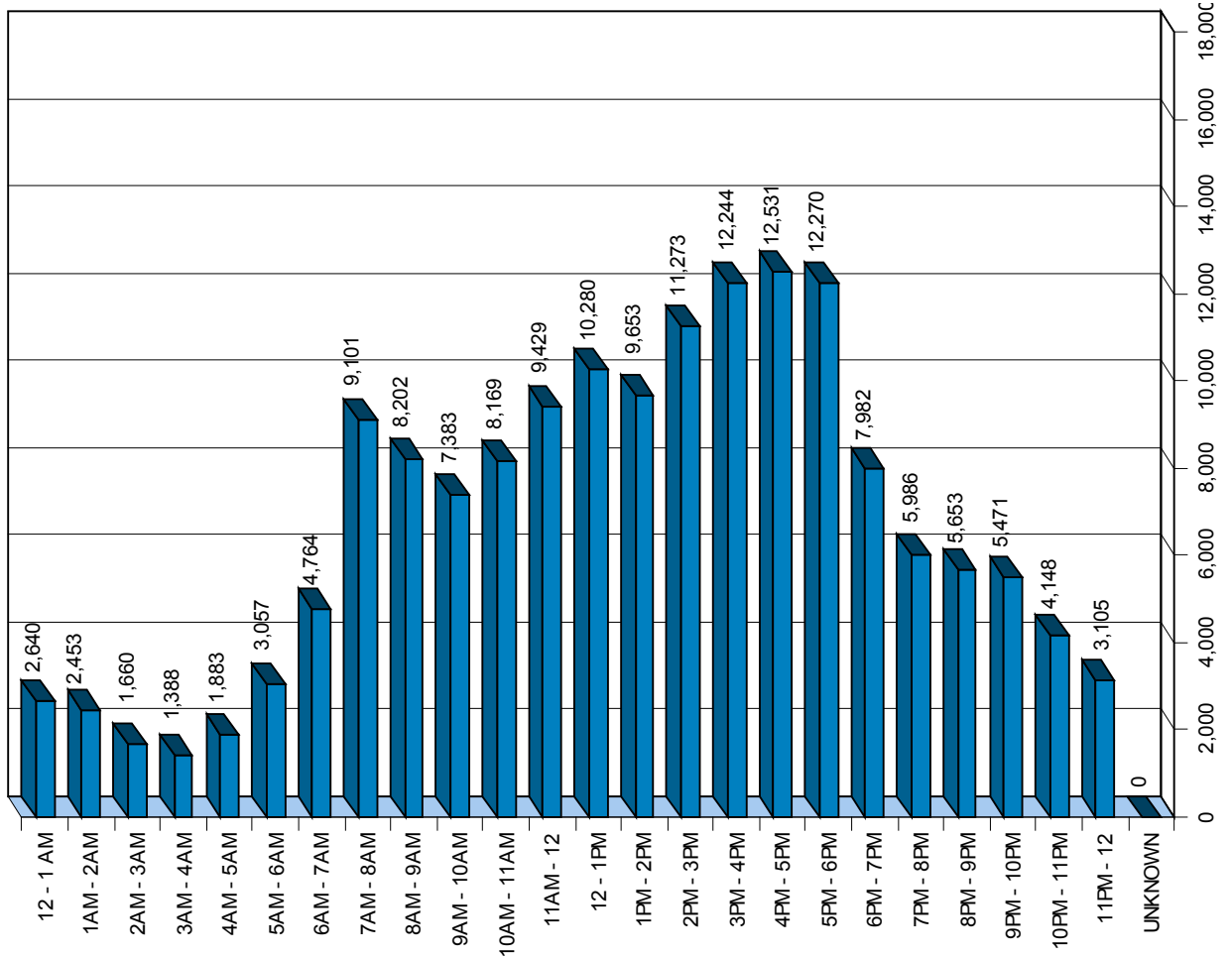
* Note: 1 unknown not included for 2005.



MAINE HIGHWAY CRASHES

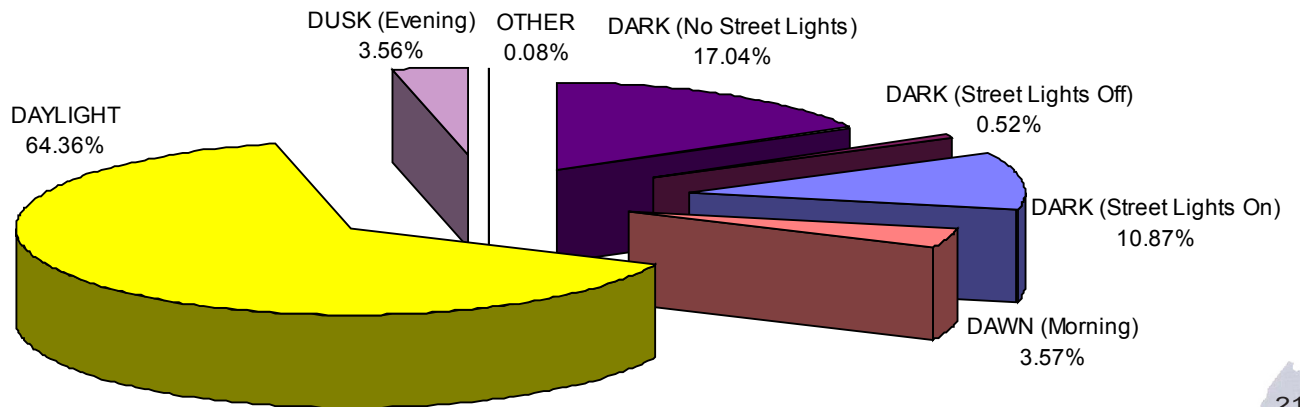
By Time of Day

2005 - 2009



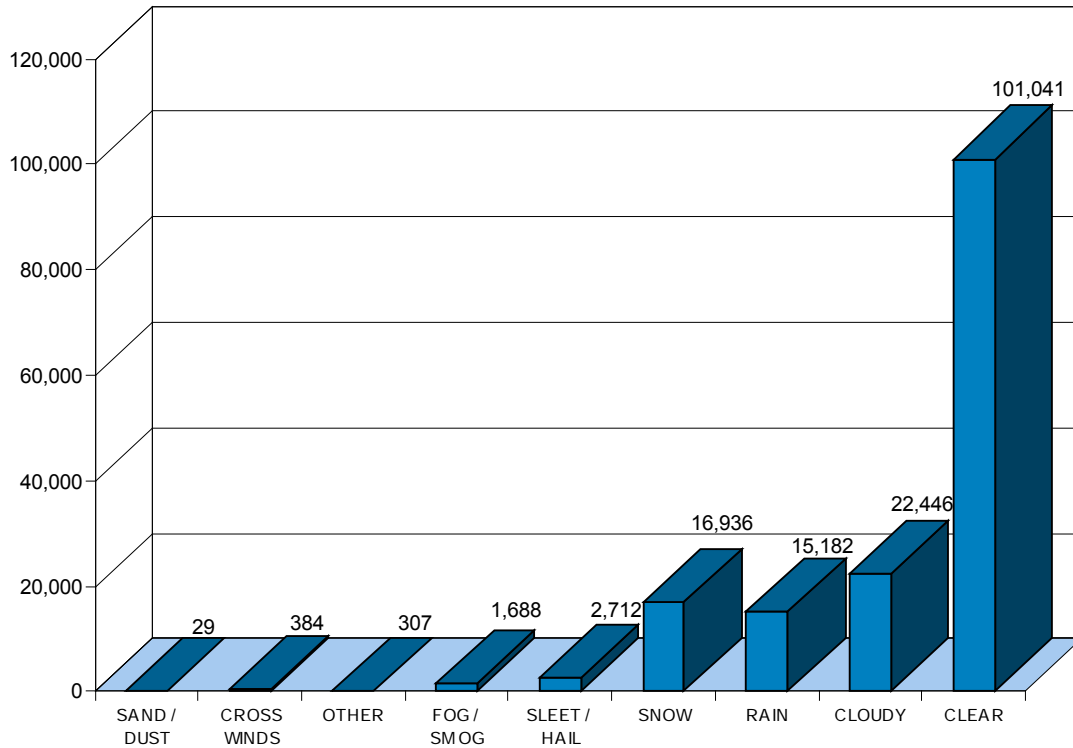
TIME OF DAY	2005	2006	2007	2008	2009	FIVE YEAR TOTAL
12 - 1 AM	578	540	558	523	441	2,640
1AM - 2AM	539	501	509	479	425	2,453
2AM - 3AM	364	356	352	316	272	1,660
3AM - 4AM	285	324	260	296	223	1,388
4AM - 5AM	390	390	413	382	308	1,883
5AM - 6AM	638	635	636	669	479	3,057
6AM - 7AM	996	962	1,026	1,016	764	4,764
7AM - 8AM	2,021	1,716	1,877	1,865	1,622	9,101
8AM - 9AM	1,856	1,501	1,636	1,723	1,486	8,202
9AM - 10AM	1,713	1,416	1,489	1,476	1,289	7,383
10AM - 11AM	1,811	1,646	1,629	1,644	1,439	8,169
11AM - 12	2,189	1,865	1,939	1,782	1,654	9,429
12 - 1PM	2,341	2,130	2,026	1,948	1,835	10,280
1PM - 2PM	2,116	1,976	1,943	1,916	1,702	9,653
2PM - 3PM	2,511	2,282	2,260	2,161	2,059	11,273
3PM - 4PM	2,732	2,448	2,438	2,389	2,237	12,244
4PM - 5PM	2,685	2,497	2,646	2,421	2,282	12,531
5PM - 6PM	2,693	2,498	2,542	2,320	2,217	12,270
6PM - 7PM	1,758	1,600	1,694	1,487	1,443	7,982
7PM - 8PM	1,225	1,144	1,292	1,230	1,095	5,986
8PM - 9PM	1,139	1,097	1,232	1,104	1,081	5,653
9PM - 10PM	1,146	1,065	1,181	1,045	1,034	5,471
10PM - 11PM	873	891	869	766	749	4,148
11PM - 12	660	625	649	592	579	3,105
UNKNOWN	0	0	0	0	0	0
TOTAL	35,259	32,105	33,096	31,550	28,715	160,725

MAINE HIGHWAY CRASHES BY LIGHT CONDITIONS 2005 - 2009



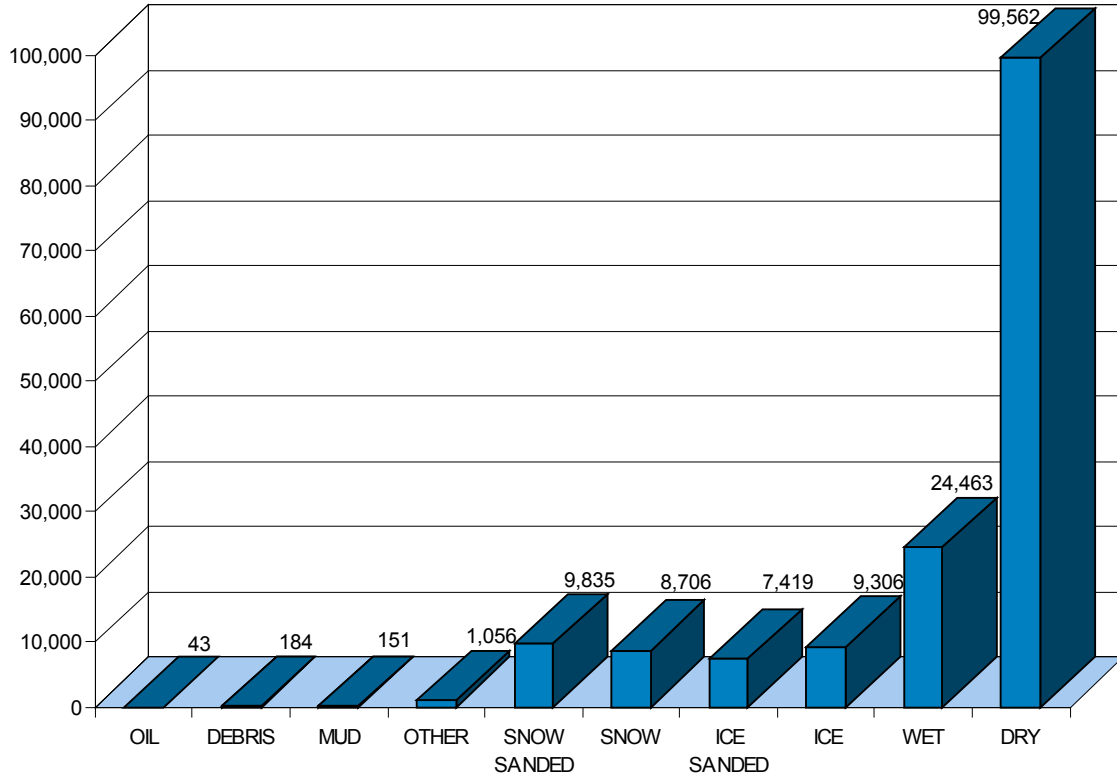
LIGHT CONDITION	2005	2006	2007	2008	2009	FIVE YEAR TOTAL	PERCENT OF TOTAL
DARK (No Street Lights)	5,766	5,613	5,752	5,436	4,813	27,380	17.04%
DARK (Street Lights Off)	182	159	159	191	145	836	0.52%
DARK (Street Lights On)	3,742	3,469	3,540	3,469	3,257	17,477	10.87%
DAWN (Morning)	1,252	1,174	1,144	1,197	977	5,744	3.57%
DAYLIGHT	22,995	20,528	21,296	20,111	18,505	103,435	64.36%
DUSK (Evening)	1,291	1,144	1,177	1,123	993	5,728	3.56%
OTHER	31	18	28	23	25	125	0.08%
TOTAL	35,259	32,105	33,096	31,550	28,715	160,725	100.00%

MAINE HIGHWAY CRASHES BY WEATHER CONDITIONS 2005 - 2009



WEATHER CONDITIONS	2005	2006	2007	2008	2009	FIVE YEAR TOTAL
SAND/DUST	6	4	9	3	7	29
CROSS WINDS	59	90	111	73	51	384
OTHER	63	64	71	62	47	307
FOG/SMOG	395	408	251	378	256	1,688
SLEET/HAIL	646	335	685	743	303	2,712
SNOW	4,320	3,167	3,403	3,735	2,311	16,936
RAIN	3,427	3,611	2,469	2,988	2,687	15,182
CLOUDY	4,999	4,580	4,360	4,391	4,116	22,446
CLEAR	21,344	19,846	21,737	19,177	18,937	101,041
TOTAL	35,259	32,105	33,096	31,550	28,715	160,725

MAINE HIGHWAY CRASHES BY ROAD SURFACE CONDITIONS 2005 - 2009






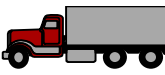



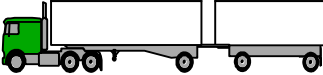

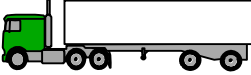




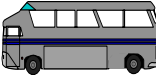
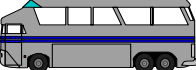


ROAD SURFACE CONDITIONS	2005	2006	2007	2008	2009	FIVE YEAR TOTAL
OIL	9	10	9	9	6	43
DEBRIS	44	43	31	36	30	184
MUD	35	37	19	23	37	151
OTHER	234	241	214	209	158	1,056
SNOW SANDED	2,438	1,507	2,280	2,129	1,481	9,835
SNOW	2,125	1,555	1,831	1,937	1,258	8,706
ICE SANDED	1,807	1,025	1,518	1,757	1,312	7,419
ICE	2,390	1,657	1,638	2,372	1,249	9,306
WET	5,644	5,348	4,132	4,819	4,520	24,463
DRY	20,533	20,682	21,424	18,259	18,664	99,562
TOTAL	35,259	32,105	33,096	31,550	28,715	160,725

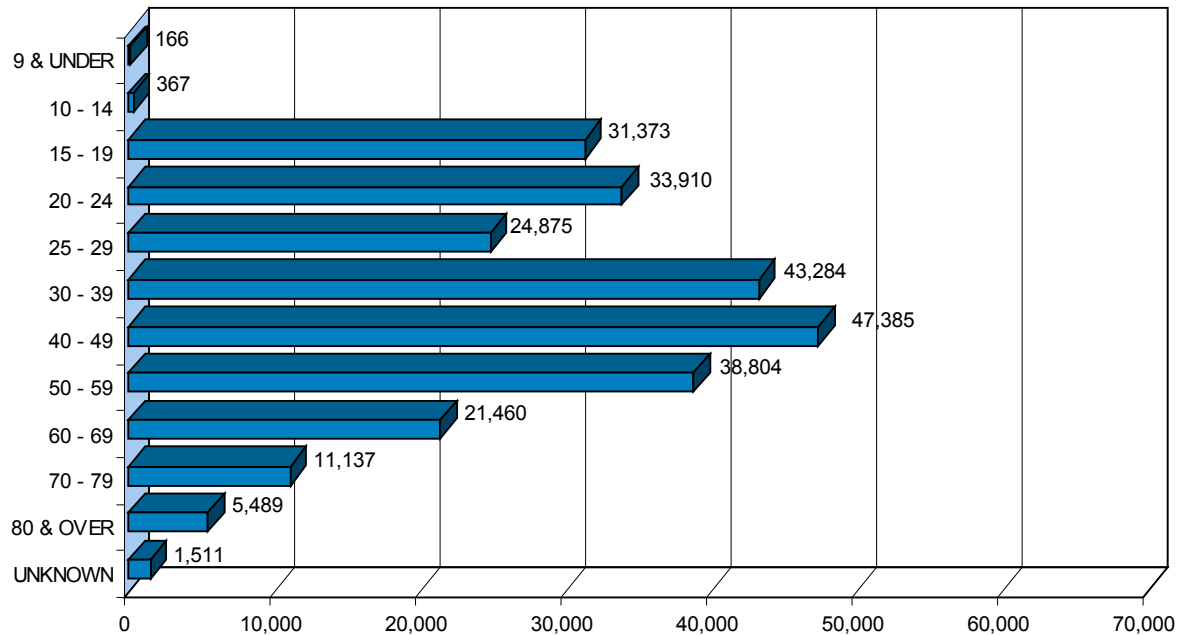
VEHICLES INVOLVED IN MAINE HIGHWAY CRASHES 2005 - 2009

VEHICLE TYPE INVOLVED	2005	2006	2007	2008	2009	FIVE YEAR TOTAL
2-DOOR	4,878	3,965	3,663	3,226	2,980	18,712
4-DOOR	22,990	21,145	21,811	20,963	20,417	107,326
CONVERTIBLE	136	137	136	138	111	658
STATION WAGON	2,647	2,214	2,286	2,153	1,892	11,192
VAN/CAMPER	4,028	3,851	3,806	3,342	3,059	18,086
PICKUP TRUCK	10,966	9,416	9,997	9,322	8,646	48,347
SCHOOL BUS	131	101	98	103	100	533
MOTOR HOME	42	41	34	38	36	191
MOTORCYCLE	591	573	640	636	588	3,028
MOPED	18	13	25	31	29	116
MOTOR BIKE	8	11	24	8	10	61
BICYCLE	214	195	211	185	170	975
SNOWMOBILE	20	4	11	13	17	65
PEDESTRIAN	277	272	266	289	270	1,374
ATV	19	15	16	17	24	91
SUV	7,520	6,888	7,374	7,259	6,837	35,878
UNKNOWN	647	640	865	860	214	3,226
(10) BOBTAIL	35	31	25	27	30	148
(20) 2ADT	835	668	732	704	651	3,590
(30) 3ASU	271	239	280	220	183	1,193
(40) 4ASU	86	66	86	64	59	361
(21) 2ASA	50	41	49	48	51	239
(22) 2ATA	100	108	97	77	57	439
(31) 3ASA	26	16	24	27	18	111
(32) 3ATA	390	328	345	302	280	1,645
(33) 3ATR	215	183	198	146	135	877
(42) 4ATA	8	5	5	7	7	32
(25) 2AT1A2ATR	24	35	32	33	26	150
(35) 3AT1A2ATR	75	70	74	79	70	368
(36) 3AT2A2ATR	23	9	14	17	13	76
(50) OTHER	78	38	42	60	44	262
(81) 2AX CM BUS	44	33	38	34	38	187
(82) 3AX CM BUS	13	13	13	18	9	66
(98) FARM/TRAC	37	30	26	31	34	158
TOTAL VEHICLES INVOLVED	57,442	51,394	53,343	50,477	47,105	259,761

APPENDIX

VEHICLE CODE	AXLE CONFIGURATION	DESCRIPTION
10		TRUCK TRACKTOR ONLY (BOB TAIL)
20		2 AXLE SINGLE UNIT WITH DUAL TIRES
21		2 AXLE TRACTOR WITH SINGLE AXLE SEMI
22		2 AXLE TRACTOR WITH TANDEM AXLE SEMI
25		2 AXLE TRACTOR WITH SINGLE AXLE SEMI AND 2 AXLE TRAILER
30		3 AXLE SINGLE UNIT
31		3 AXLE TRACTOR WITH SINGLE AXLE SEMI
32		3 AXLE TRACTOR WITH TANDEM AXLE SEMI
33		3 AXLE TRACTOR WITH TRIDEM AXLE SEMI
35		3 AXLE TRACTOR WITH SINGLE AXLE SEMI AND 2 AXLE TRAILER
36		3 AXLE TRACTOR WITH TANDEM AXLE SEMI AND 2 AXLE TRAILER
37		5 AXLE SEMI; SPLIT TRAILER TANDEM
38		6 AXLE SEMI; SPLIT TRAILER TANDEM WITH CENTER AXLE
39		6 AXLE; STANDARD TRAILER TANDEM WITH CENTER AXLE
40		4 AXLE SINGLE UNIT
42		4 AXLE TRACTOR WITH TANDEM AXLE SEMI
50	ANY OTHER AXLE CONFIGURATION	ANY TRUCK NOT DESCRIBED ABOVE
81		2 AXLE BUS
82		3 AXLE BUS

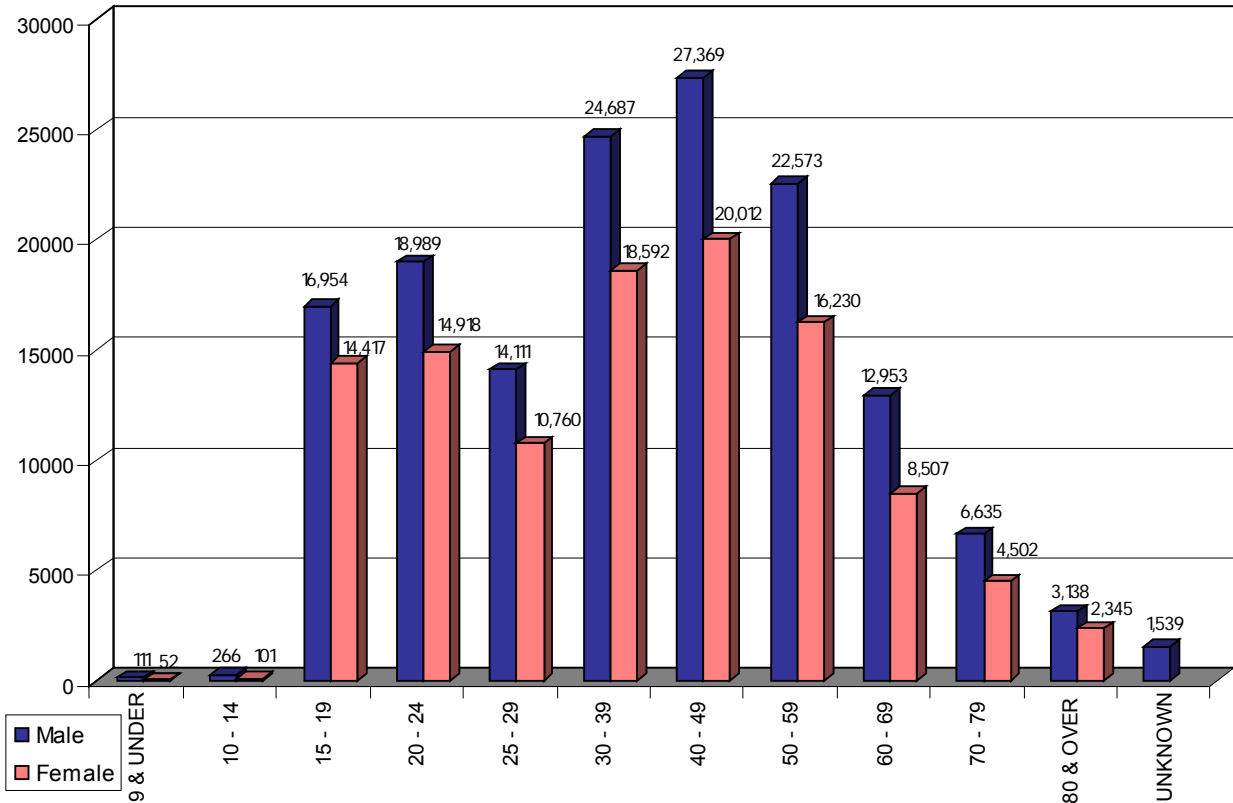
DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2005 - 2009



AGE GROUP	2005	2006	2007	2008	2009	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	34	45	38	25	24	166	0.06%
10 - 14	91	84	69	66	57	367	0.14%
15 - 19	7,252	6,503	6,387	5,781	5,450	31,373	12.08%
20 - 24	7,720	6,773	6,848	6,460	6,109	33,910	13.05%
25 - 29	5,343	4,899	5,175	4,926	4,532	24,875	9.58%
30 - 39	9,958	8,718	8,861	8,260	7,487	43,284	16.66%
40 - 49	10,684	9,393	9,761	9,247	8,300	47,385	18.24%
50 - 59	8,191	7,504	8,061	7,715	7,333	38,804	14.94%
60 - 69	4,223	3,875	4,489	4,461	4,412	21,460	8.26%
70 - 79	2,442	2,180	2,234	2,187	2,094	11,137	4.29%
80 & OVER	1,141	1,073	1,089	1,101	1,085	5,489	2.11%
UNKNOWN	363	347	331	248	222	1,511	0.58%
TOTAL	57,442	51,394	53,343	50,477	47,105	259,761	100.00%

*Note: Drivers include pedestrians, bicyclists, snowmobile and ATV operators.

DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP/GENDER 2005 - 2009



AGE GROUP BY GENDER	2005		2006		2007		2008		2009		TOTALS		FIVE YEAR TOTAL	PERCENT OF TOTAL
	M	F	M	F	M	F	M	F	M	F	M	F		
9 & UNDER	23	11	33	12	23	15	12	10	20	4	111	52	163	0.06%
10 - 14	68	23	55	29	51	18	51	15	41	16	266	101	367	0.14%
15 - 19	3,961	3,291	3,545	2,958	3,423	2,964	3,104	2,675	2,921	2,529	16,954	14,417	31,371	12.08%
20 - 24	4,395	3,325	3,835	2,938	3,804	3,044	3,593	2,864	3,362	2,747	18,989	14,918	33,907	13.05%
25 - 29	3,076	2,267	2,765	2,134	2,980	2,195	2,834	2,088	2,456	2,076	14,111	10,760	24,871	9.57%
30 - 39	5,751	4,207	5,008	3,710	5,138	3,723	4,652	3,603	4,138	3,349	24,687	18,592	43,279	16.66%
40 - 49	6,259	4,425	5,379	4,014	5,577	4,184	5,318	3,925	4,836	3,464	27,369	20,012	47,381	18.24%
50 - 59	4,850	3,341	4,332	3,172	4,691	3,370	4,448	3,266	4,252	3,081	22,573	16,230	38,803	14.94%
60 - 69	2,592	1,631	2,308	1,567	2,752	1,737	2,695	1,766	2,606	1,806	12,953	8,507	21,460	8.26%
70 - 79	1,468	974	1,268	912	1,329	905	1,313	874	1,257	837	6,635	4,502	11,137	4.29%
80 & OVER	670	471	586	487	646	443	653	442	583	502	3,138	2,345	5,483	2.11%
UNKNOWN	363		347		331		276		222		1,539		1,539	0.59%
TOTAL BY GENDER	33,113	23,966	29,114	21,933	30,414	22,598	28,673	21,528	26,472	20,411	147,786	110,436		
TOTAL	57,442		51,394		53,343		50,477		47,105		259,761		259,761	100.00%

CONTRIBUTING FACTORS TO MAINE HIGHWAY CRASHES 2005 - 2009

HUMAN FACTORS	DRIVER VEH. 1	DRIVER VEH. 2	DRIVER VEH. 3	DRIVER VEH. 4	DRIVER VEH. 5	OTHER	FIVE YEAR TOTAL	FIVE YEAR TOTAL CRASHES BY FACTOR 1&2
NO IMPROPER DRIVING	56,765	57,306	4,669	617	96	43	119,496	156,832
<i>FAIL TO YIELD RIGHT OF WAY</i>	<i>12,720</i>	<i>6,157</i>	<i>98</i>	<i>6</i>	<i>4</i>	<i>2</i>	<i>18,987</i>	<i>23,297</i>
<i>ILLEGAL UNSAFE SPEED</i>	<i>24,768</i>	<i>1,916</i>	<i>155</i>	<i>29</i>	<i>9</i>	<i>11</i>	<i>26,888</i>	<i>32,092</i>
FOLLOW TOO CLOSE	7,299	4,402	652	95	17	6	12,471	16,614
DISREGARD TRAFFIC CONTROL	1,896	966	29	1	1	0	2,893	3,946
DRIVING LEFT OF CENTER	1,100	371	11	4	0	0	1,486	2,108
IMPROPER PASSING	1,539	990	22	0	0	0	2,551	3,236
IMPROPER LANE CHANGE	1,716	898	16	5	2	0	2,637	3,578
IMPROPER START/STOP	616	409	21	3	0	0	1,049	1,412
IMPROPER TURN	1,844	869	22	1	0	0	2,736	3,899
UNSAFE BACKING	2,823	1,181	11	2	0	0	4,017	4,638
NO/IMPROPER SIGNAL	326	296	7	1	0	0	630	823
IMPEDING TRAFFIC	284	186	14	0	0	0	484	743
<i>DRIVER INATTENTION</i>	<i>27,785</i>	<i>10,442</i>	<i>840</i>	<i>107</i>	<i>6</i>	<i>3</i>	<i>39,183</i>	<i>63,019</i>
DRIVER INEXPERIENCE	3,164	391	21	2	2	0	3,580	8,983
PEDESTRIAN VIOLATION	84	348	27	5	5	1	470	572
PHYSICAL IMPAIRMENT	3,137	183	17	3	1	0	3,341	4,770
VISION OBSCURED GLASS	207	60	4	2	1	0	274	522
VISION OBSCURED LIGHT	735	283	22	1	0	0	1,041	1,899
VISION OBSCURED OTHER	1,236	585	12	1	0	0	1,834	3,841
OTHER HUMAN FACTOR	4,501	750	51	7	1	1	5,311	9,214
HIT & RUN	469	439	28	8	2	0	946	1,780
HUMAN FACTOR TOTAL	155,014	89,428	6,749	900	147	67	252,305	347,818
VEHICULAR FACTORS								
DEFECTIVE BRAKES	522	163	17	3	1	0	706	1,047
DEFECTIVE TIRE	617	49	5	1	0	0	672	1,056
DEFECTIVE LIGHTS	50	39	1	1	0	0	91	135
DEFECTIVE SUSPENSION	65	2	0	0	0	0	67	85
DEFECTIVE STEERING	155	5	1	0	0	0	161	199
OTHER VEHICLE DEFECT	1,389	246	20	3	2	0	1,660	2,323
UNKNOWN	2,420	1,538	108	21	9	3	4,099	166,255
VEHICULAR FACTOR TOTAL	5,218	2,042	152	29	12	3	7,456	171,100
GRAND TOTAL	160,232	91,470	6,901	929	159	70	259,761	518,918

**** Top 3 actual factors shown in italics**

Note: There is the potential for two contributing factors per vehicle and multiple vehicles per crash. The first seven columns list factors, by driver, that appeared in the first apparent contributing factor field. The last column counts each crash where said factor occurred (regardless of which driver it was listed under or whether it was listed as apparent contributing factor one or two).

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; orb. 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
A motor vehicle may cross the center line in a no passing zone to pass bicyclists if it is safe to do so.	2007



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
Requires a person under 18 years of age to wear a helmet while on a motorcycle	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

Truck Laws

General Law Gross Weight Limits

(Applies to all State highways, Interstate 95 in Kittery and the Maine Turnpike)

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 of 3-axle tractor-triaxle semitrailer vehicle; the 80,000 pound limit applies to all other combination vehicles over 4 axles except for certain vehicles carrying certain special commodities that are granted a weight tolerance. (Note: 53 foot semitrailer vehicles are limited to 80,000 pounds GVW on the Maine Turnpike.)

Interstate Highway System weight limits

For operation on the Interstate Highway System, excluding Interstate 95 in Kittery and the Maine Turnpike portion of Interstate 95, the federal Bridge Formula B, 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 the group. The maximum gross vehicle weight allowed for divisible loads is 80,000 pounds.

** (For full compliance information, refer to “State of Maine Laws for the Operation of Commercial Vehicles.” For a copy, contact Tim Bolton at MaineDOT, 624-3559)

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

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

Headlights must be illuminated:

- a. During the period ½ hour after sunset to ½ hour before sunrise;
- b. 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
- c. At any time when windshield wipers are in constant use. 1997

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

change - 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

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 -Operating under the influence of drugs	September 28, 1987 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



Blood Alcohol Content (BAC) Limits

Impairment set at .10% to .15%	Effective Date 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

Reduced from 21 to 20	Effective Date 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

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

Accident Reportability Threshold

Property damage threshold for reportable accidents
is raised from \$500.00 to \$1000.00.

September 30, 1999

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)

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.

