

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

South Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

| | | | |
|-----------------------|--------------------------|------------------------|--|
| Route: 0580101 | Start Node: 14953 | Start Offset: 0 | <input type="checkbox"/> Exclude First Node |
| | End Node: 14954 | End Offset: 0 | <input checked="" type="checkbox"/> Exclude Last Node |
| <hr/> | | | |
| Route: 0580101 | Start Node: 16022 | Start Offset: 0 | <input checked="" type="checkbox"/> Exclude First Node |
| | End Node: 14963 | End Offset: 0 | <input type="checkbox"/> Exclude Last Node |

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

| Nodes | | | | | | | | | | | | | | | |
|--------------------------|----------------|--|---------------------|---------------|----|----------------|---|---|----|------------------|-----------------------|---------------|------|------|------|
| Node | Route - MP | Node Description | U/R | Total Crashes | K | Injury Crashes | | | | Percent Annual M | Crash Rate | Critical Rate | CRF | | |
| | | | | | | A | B | C | PD | Injury Ent-Veh | | | | | |
| 14953 | 0580101 - 0.18 | Int of COTTAGE RD, EDGEWOOD RD, VICTORY AV | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 2.858 | 0.00 | 0.41 | 0.00 | |
| | | | | | | | | | | | Statewide Crash Rate: | 0.14 | | | |
| 16025 | 0580101 - 0.23 | Int of ANGELL AV COTTAGE RD | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 3.031 | 0.00 | 0.40 | 0.00 | |
| | | | | | | | | | | | Statewide Crash Rate: | 0.14 | | | |
| 16024 | 0580101 - 0.29 | Int of COTTAGE RD ELLSMERE AV GOUDY ST | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 50.0 | 3.295 | 0.20 | 0.40 | 0.00 | |
| | | | | | | | | | | | Statewide Crash Rate: | 0.14 | | | |
| 16023 | 0580101 - 0.33 | Int of CLINTON ST COTTAGE RD CRAGGMERE AV | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 3.420 | 0.00 | 0.39 | 0.00 | |
| | | | | | | | | | | | Statewide Crash Rate: | 0.14 | | | |
| A16021 | 0580101 - 0.51 | Int of COTTAGE RD HOMESTEAD AV | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.000 | 0.00 | 0.00 | 0.00 | |
| | | | | | | | | | | | Statewide Crash Rate: | 0.14 | | | |
| P16020 | 0580101 - 0.52 | Int of COTTAGE RD VINCENT ST | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 0.0 | 4.319 | 0.15 | 0.37 | 0.00 | |
| | | | | | | | | | | | Statewide Crash Rate: | 0.14 | | | |
| 14955 | 0580101 - 0.56 | Int of COTTAGE RD, SAWYER ST | 9 | 8 | 0 | 0 | 1 | 0 | 7 | 12.5 | 5.063 | 0.53 | 1.23 | 0.00 | |
| | | | | | | | | | | | Statewide Crash Rate: | 0.71 | | | |
| 14963 | 0580101 - 0.68 | Int of COTTAGE RD HILLSIDE AV MITCHELL RD | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 100.0 | 5.375 | 0.12 | 0.35 | 0.00 | |
| | | | | | | | | | | | Statewide Crash Rate: | 0.14 | | | |
| Study Years: 3.00 | | | NODE TOTALS: | | 14 | 0 | 0 | 2 | 2 | 10 | 28.6 | 27.361 | 0.17 | 0.38 | 0.45 |

Crash Summary I

| Sections | | | | | | | | | | | | | | | | | | |
|--|----------|---------|-----------------------|-----------------|------------------------------|-----|---------------|----|----------------|---|---|----|----------------|-------------|------------|---------------|--------|------|
| Start Node | End Node | Element | Offset Begin - End | Route - MP | Section Length | U/R | Total Crashes | K | Injury Crashes | | | | Percent Injury | Annual HMVM | Crash Rate | Critical Rate | CRF | |
| | | | | | | | | | A | B | C | PD | | | | | | |
| 14953 | 16025 | 3105963 | 0 - 0.05 | 0580101 - 0.18 | 0.05 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.00144 | 0.00 | 568.81 | 0.00 | |
| Int of COTTAGE RD, EDGEWOOD RD, VICTORY AV | | | | RD INV 05 80101 | Statewide Crash Rate: 171.42 | | | | | | | | | | | | | |
| 16024 | 16025 | 3106365 | 0 - 0.06 | 0580101 - 0.23 | 0.06 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 0.0 | 0.00184 | 362.44 | 534.84 | 0.00 | |
| Int of COTTAGE RD ELLSMERE AV GOUDY ST | | | | RD INV 05 80101 | Statewide Crash Rate: 171.42 | | | | | | | | | | | | | |
| 16023 | 16024 | 3131638 | 0 - 0.04 | 0580101 - 0.29 | 0.04 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0.0 | 0.00133 | 251.50 | 580.54 | 0.00 | |
| Int of CLINTON ST COTTAGE RD CRAGGMERE AV | | | | RD INV 05 80101 | Statewide Crash Rate: 171.42 | | | | | | | | | | | | | |
| 14954 | 16023 | 3105965 | 0 - 0.04 | 0580101 - 0.33 | 0.04 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0.0 | 0.00136 | 244.97 | 576.81 | 0.00 | |
| Int of COTTAGE RD DAVIS ST | | | | RD INV 05 80101 | Statewide Crash Rate: 171.42 | | | | | | | | | | | | | |
| 16021 | 16022 | 3106364 | 0 - 0.05 | 0580101 - 0.46 | 0.05 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 100.0 | 0.00213 | 156.86 | 515.40 | 0.00 | |
| Int of COTTAGE RD HOMESTEAD AV | | | | RD INV 05 80101 | Statewide Crash Rate: 171.42 | | | | | | | | | | | | | |
| 16020 | 16021 | 3122261 | 0 - 0.01 | 0580101 - 0.51 | 0.01 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.00043 | 0.00 | 723.45 | 0.00 | |
| Int of COTTAGE RD VINCENT ST | | | | RD INV 05 80101 | Statewide Crash Rate: 171.42 | | | | | | | | | | | | | |
| 14955 | 16020 | 3105967 | 0 - 0.04 | 0580101 - 0.52 | 0.04 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 100.0 | 0.00172 | 193.65 | 543.93 | 0.00 | |
| Int of COTTAGE RD, SAWYER ST | | | | RD INV 05 80101 | Statewide Crash Rate: 171.42 | | | | | | | | | | | | | |
| 14955 | 14963 | 3105966 | 0 - 0.12 | 0580101 - 0.56 | 0.12 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0.0 | 0.00507 | 65.78 | 412.07 | 0.00 | |
| Int of COTTAGE RD, SAWYER ST | | | | RD INV 05 80101 | Statewide Crash Rate: 171.42 | | | | | | | | | | | | | |
| Study Years: 3.00 | | | | | Section Totals: | | 0.41 | 7 | 0 | 0 | 1 | 1 | 5 | 28.6 | 0.01531 | 152.44 | 317.92 | 0.48 |
| | | | | | Grand Totals: | | 0.41 | 21 | 0 | 0 | 3 | 3 | 15 | 28.6 | 0.01531 | 457.32 | 468.44 | 0.98 |

Crash Summary

| Section Details | | | | | | | | | | | | | | |
|-----------------|----------|---------|-----------------------|----------------|---------------|---|----------------|---|---|----|--------------|------------|------------------|---------------|
| Start Node | End Node | Element | Offset Begin - End | Route - MP | Total Crashes | K | Injury Crashes | | | | Crash Report | Crash Date | Crash Mile Point | Injury Degree |
| | | | | | | | A | B | C | PD | | | | |
| 14953 | 16025 | 3105963 | 0 - 0.05 | 0580101 - 0.18 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 16024 | 16025 | 3106365 | 0 - 0.06 | 0580101 - 0.23 | 2 | 0 | 0 | 0 | 0 | 2 | 2016-13676 | 05/18/2016 | 0.25 | PD |
| | | | | | | | | | | | 2016-36089 | 12/06/2016 | 0.27 | PD |
| 16023 | 16024 | 3131638 | 0 - 0.04 | 0580101 - 0.29 | 1 | 0 | 0 | 0 | 0 | 1 | 2015-41817 | 09/13/2015 | 0.30 | PD |
| 14954 | 16023 | 3105965 | 0 - 0.04 | 0580101 - 0.33 | 1 | 0 | 0 | 0 | 0 | 1 | 2015-3230 | 01/27/2015 | 0.34 | PD |
| 16021 | 16022 | 3106364 | 0 - 0.05 | 0580101 - 0.46 | 1 | 0 | 0 | 1 | 0 | 0 | 2016-18175 | 07/01/2016 | 0.47 | B |
| 16020 | 16021 | 3122261 | 0 - 0.01 | 0580101 - 0.51 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 14955 | 16020 | 3105967 | 0 - 0.04 | 0580101 - 0.52 | 1 | 0 | 0 | 0 | 1 | 0 | 2016-29867 | 10/20/2016 | 0.54 | C |
| 14955 | 14963 | 3105966 | 0 - 0.12 | 0580101 - 0.56 | 1 | 0 | 0 | 0 | 0 | 1 | 2014-2678 | 01/20/2014 | 0.58 | PD |
| Totals: | | | | | 7 | 0 | 0 | 1 | 1 | 5 | | | | |

Crash Summary II - Characteristics

Crashes by Day and Hour

| Day Of Week | AM | | | | | | | | | | | PM | | | | | | | | | | | Un | Tot | | |
|---------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|----|
| | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | | | 10 | 11 |
| SUNDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| MONDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| TUESDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| WEDNESDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| THURSDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| FRIDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| SATURDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 0 | 2 | 0 | 2 | 1 | 5 | 1 | 2 | 1 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 21 | |

Vehicle Counts by Type

| Unit Type | Total | Unit Type | Total |
|---|-------|--------------|-----------|
| 1-Passenger Car | 23 | 23-Bicyclist | 1 |
| 2-(Sport) Utility Vehicle | 9 | 24-Witness | 2 |
| 3-Passenger Van | 3 | 25-Other | 1 |
| 4-Cargo Van (10K lbs or Less) | 1 | Total | 46 |
| 5-Pickup | 6 | | |
| 6-Motor Home | 0 | | |
| 7-School Bus | 0 | | |
| 8-Transit Bus | 0 | | |
| 9-Motor Coach | 0 | | |
| 10-Other Bus | 0 | | |
| 11-Motorcycle | 0 | | |
| 12-Moped | 0 | | |
| 13-Low Speed Vehicle | 0 | | |
| 14-Autocycle | 0 | | |
| 15-Experimental | 0 | | |
| 16-Other Light Trucks (10,000 lbs or Less) | 0 | | |
| 17-Medium/Heavy Trucks (More than 10,000 lbs) | 0 | | |
| 18-ATV - (4 wheel) | 0 | | |
| 20-ATV - (2 wheel) | 0 | | |
| 21-Snowmobile | 0 | | |
| 22-Pedestrian | 0 | | |

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

| Driver Action at Time of Crash | Dr 1 | Dr 2 | Dr 3 | Dr 4 | Dr 5 | Other | Total |
|--|-----------|-----------|----------|----------|----------|----------|-----------|
| No Contributing Action | 11 | 7 | 1 | 1 | 0 | 0 | 20 |
| Ran Off Roadway | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Failed to Yield Right-of-Way | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| Ran Red Light | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Ran Stop Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Disregarded Other Traffic Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Disregarded Other Road Markings | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exceeded Posted Speed Limit | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Drove Too Fast For Conditions | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Improper Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Improper Backing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Improper Passing | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Wrong Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Followed Too Closely | 3 | 8 | 0 | 0 | 0 | 0 | 11 |
| Failed to Keep in Proper Lane | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Over-Correcting/Over-Steering | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Contributing Action | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 20 | 18 | 1 | 1 | 0 | 0 | 40 |

Crashes by Apparent Physical Condition And Driver

| Apparent Physical Condition | Dr 1 | Dr 2 | Dr 3 | Dr 4 | Dr 5 | Other | Total |
|--|-----------|-----------|----------|----------|----------|----------|-----------|
| Apparently Normal | 19 | 17 | 1 | 1 | 0 | 1 | 39 |
| Physically Impaired or Handicapped | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Emotional(Depressed, Angry, Disturbed, etc.) | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Ill (Sick) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Asleep or Fatigued | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Under the Influence of Medications/Drugs/Alcohol | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 20 | 18 | 1 | 1 | 0 | 1 | 41 |

Driver Age by Unit Type

| Age | Driver | Bicycle | SnowMobile | Pedestrian | ATV | Total |
|--------------|-----------|----------|------------|------------|----------|-----------|
| 09-Under | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-19 | 2 | 0 | 0 | 0 | 0 | 2 |
| 20-24 | 4 | 0 | 0 | 0 | 0 | 4 |
| 25-29 | 4 | 0 | 0 | 0 | 0 | 4 |
| 30-39 | 4 | 0 | 0 | 0 | 0 | 4 |
| 40-49 | 8 | 0 | 0 | 0 | 0 | 8 |
| 50-59 | 8 | 0 | 0 | 0 | 0 | 8 |
| 60-69 | 9 | 0 | 0 | 0 | 0 | 9 |
| 70-79 | 1 | 0 | 0 | 0 | 0 | 1 |
| 80-Over | 2 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 1 | 1 | 0 | 0 | 0 | 2 |
| Total | 43 | 1 | 0 | 0 | 0 | 44 |

Crash Summary II - Characteristics

| Most Harmful Event | | | |
|---|-------|--|-----------|
| Most Harmful Event | Total | Most Harmful Event | Total |
| 1-Overturn / Rollover | 1 | 38-Other Fixed Object (wall, building, tunnel, etc.) | 0 |
| 2-Fire / Explosion | 0 | 39-Unknown | 4 |
| 3-Immersion | 0 | 40-Gate or Cable | 0 |
| 4-Jackknife | 0 | 41-Pressure Ridge | 0 |
| 5-Cargo / Equipment Loss Or Shift | 0 | Total | 43 |
| 6-Fell / Jumped from Motor Vehicle | 0 | | |
| 7-Thrown or Falling Object | 0 | | |
| 8-Other Non-Collision | 0 | | |
| 9-Pedestrian | 0 | | |
| 10-Pedalcycle | 0 | | |
| 11-Railway Vehicle - Train, Engine | 0 | | |
| 12-Animal | 0 | | |
| 13-Motor Vehicle in Transport | 37 | | |
| 14-Parked Motor Vehicle | 1 | | |
| 15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle | 0 | | |
| 16-Work Zone / Maintenance Equipment | 0 | | |
| 17-Other Non-Fixed Object | 0 | | |
| 18-Impact Attenuator / Crash Cushion | 0 | | |
| 19-Bridge Overhead Structure | 0 | | |
| 20-Bridge Pier or Support | 0 | | |
| 21-Bridge Rail | 0 | | |
| 22-Cable Barrier | 0 | | |
| 23-Culvert | 0 | | |
| 24-Curb | 0 | | |
| 25-Ditch | 0 | | |
| 26-Embankment | 0 | | |
| 27-Guardrail Face | 0 | | |
| 28-Guardrail End | 0 | | |
| 29-Concrete Traffic Barrier | 0 | | |
| 30-Other Traffic Barrier | 0 | | |
| 31-Tree (Standing) | 0 | | |
| 32-Utility Pole / Light Support | 0 | | |
| 33-Traffic Sign Support | 0 | | |
| 34-Traffic Signal Support | 0 | | |
| 35-Fence | 0 | | |
| 36-Mailbox | 0 | | |
| 37-Other Post Pole or Support | 0 | | |

| Traffic Control Devices | | |
|-----------------------------------|-----------|--|
| Traffic Control Device | Total | |
| 1-Traffic Signals (Stop & Go) | 11 | |
| 2-Traffic Signals (Flashing) | 0 | |
| 3-Advisory/Warning Sign | 0 | |
| 4-Stop Signs - All Approaches | 0 | |
| 5-Stop Signs - Other | 2 | |
| 6-Yield Sign | 0 | |
| 7-Curve Warning Sign | 0 | |
| 8-Officer, Flagman, School Patrol | 0 | |
| 9-School Bus Stop Arm | 0 | |
| 10-School Zone Sign | 0 | |
| 11-R.R. Crossing Device | 0 | |
| 12-No Passing Zone | 1 | |
| 13-None | 7 | |
| 14-Other | 0 | |
| Total | 21 | |

| Injury Data | | |
|---------------|----------------|--------------------|
| Severity Code | Injury Crashes | Number Of Injuries |
| K | 0 | 0 |
| A | 0 | 0 |
| B | 3 | 7 |
| C | 3 | 7 |
| PD | 15 | 0 |
| Total | 21 | 14 |

| Road Character | |
|------------------|-----------|
| Road Grade | Total |
| 1-Level | 21 |
| 2-On Grade | 0 |
| 3-Top of Hill | 0 |
| 4-Bottom of Hill | 0 |
| 5-Other | 0 |
| Total | 21 |

| Light | |
|---------------------------|-----------|
| Light Condition | Total |
| 1-Daylight | 18 |
| 2-Dawn | 0 |
| 3-Dusk | 2 |
| 4-Dark - Lighted | 1 |
| 5-Dark - Not Lighted | 0 |
| 6-Dark - Unknown Lighting | 0 |
| 7-Unknown | 0 |
| Total | 21 |

Crash Summary II - Characteristics**Crashes by Year and Month**

| Month | 2014 | 2015 | 2016 | Total |
|--------------|----------|----------|-----------|-----------|
| JANUARY | 1 | 1 | 1 | 3 |
| FEBRUARY | 0 | 1 | 0 | 1 |
| MARCH | 0 | 1 | 1 | 2 |
| APRIL | 1 | 1 | 0 | 2 |
| MAY | 0 | 0 | 2 | 2 |
| JUNE | 0 | 0 | 1 | 1 |
| JULY | 0 | 0 | 2 | 2 |
| AUGUST | 0 | 1 | 1 | 2 |
| SEPTEMBER | 0 | 1 | 0 | 1 |
| OCTOBER | 0 | 0 | 1 | 1 |
| NOVEMBER | 0 | 0 | 0 | 0 |
| DECEMBER | 1 | 1 | 2 | 4 |
| Total | 3 | 7 | 11 | 21 |

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

| Crash Type | Straight Road | Curved Road | Three Leg Intersection | Four Leg Intersection | Five or More Leg Intersection | Driveways | Bridges | Interchanges | Other | Parking Lot | Private Way | Cross Over | Railroad Crossing | Traffic Circle-Roundabout | Total |
|--------------------------|---------------|-------------|------------------------|-----------------------|-------------------------------|-----------|----------|--------------|----------|-------------|-------------|------------|-------------------|---------------------------|-----------|
| Object in Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear End - Sideswipe | 2 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Head-on - Sideswipe | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Intersection Movement | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Train | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Went Off Road | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| All Other Animal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycle | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jackknife | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rollover | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Fire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Submersion | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Thrown or Falling Object | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deer | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Moose | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Turkey | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 5 | 0 | 2 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

| Weather Light | Dry | Ice/Frost | Mud, Dirt, Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water (Standing, Moving) | Wet | Total |
|---------------------------------|-----|-----------|-------------------|-----|-------|------|-------|------|---------|--------------------------|-----|-------|
| Blowing Sand, Soil, Dirt | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blowing Snow | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clear | | | | | | | | | | | | |
| Dark - Lighted | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cloudy | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

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

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

| Weather Light | Dry | Ice/Frost | Mud, Dirt, Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water (Standing, Moving) | Wet | Total |
|---|-----------|-----------|----------------------|----------|----------|----------|----------|----------|----------|--------------------------------|----------|-----------|
| Sleet, Hail (Freezing Rain or Drizzle) | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Snow | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 21 |