

Route 236 Implementation Committee

Summary of Commercial Vehicle Data & Information Relating to Route 236

December 2005

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TRUCK TRAFFIC ON OR NEAR ROUTE 236

(Sources: Maine DOT and SMRPC)

Major truck traffic trends on or near the Route 236 corridor:

Data based on 14 counts executed between 2000 and 2004 on Route 236 and Route 4 by Maine DOT and SMRPC in Eliot, South Berwick, Berwick and North Berwick. See Table , p. 6. Definitions of vehicle classes are on p. 5.

- Depending on the segment of corridor, **truck traffic (vehicle classes 4-13) comprise 5-10% of the total daily traffic** in the area. Truck traffic is heaviest in areas on the corridor from Route 236 in Kittery to Main Street in South Berwick to Route 4 in Berwick. Counting locations revealed that currently, over 1,000 trucks per day are traveling on the above route.
- Of all classes of trucks on the corridor, **2 axle 6 wheel vehicles are the most frequent class of trucks using the road system** in the area. These vehicles (eg. fuel trucks, UPS trucks, & small delivery vehicles) comprise roughly 3% of the total daily traffic in the area.

Truck traffic during peak commuter hours/school-related traffic hours on or near Route 236:

Data based on 10/22/03 and 10/28/03 SMRPC counts of vehicle classification mix between 6-9 AM and 3-6 PM at Route 236 South of Vine Street, Route 236 at the South Berwick/Berwick Town Line, Route 4 at the South Berwick/NH Line, and Route 4 North of Agamenticus Road. See Tables 2a-2d, pp. 7-10.

- At all four gateways to South Berwick's downtown, **peak morning and evening traffic hours handle roughly 45-50% of the total daily truck traffic** at each location.
- Route 4 near Agamenticus Road and Route 236 at Vine Street experience higher volumes of truck traffic than Route 4 at the NH Border and Route 236 at the Berwick town line during morning and evening peak hours. **Route 4 near Agamenticus and Route 236 at Vine Street experience roughly 500 vehicles during morning and evening peak hours combined.** Route 4 at the NH Border experiences roughly 250 trucks during morning and evening commuter hours combined. Route 236 north of the Berwick/South Berwick line experiences roughly 150 trucks during morning and evening peak hours. For all locations, morning and evening truck traffic volumes are evenly split roughly 50% morning and 50% in the evening.
- In general, the **rate of heavy truck traffic during commuter hours (% of trucks during commuter hours vs. during entire day) is in step or slightly below the rate of passenger car traffic** during commuter hours.
- **Two axle, 6 tire vehicles are the largest single class of trucks passing through the downtown area during commuter hours.** There were roughly 180 of these vehicles passing Route 236 at Vine Street, 180 at Route 4 and Agamenticus Road, 100 passing through Route 4 at the New Hampshire State Line and 80 passing through Route 236 at the Berwick Town Line.

How does this compare to I-95 truck traffic?

Data based on Maine DOT 2004 average weigh-in-motion data from Kittery, I-95 location. See Table 3, p. 11.

- On average, roughly 6% of the vehicles northbound and southbound were heavy trucks (3 axles or more), approximately 2,250 vehicles in each direction. **With 2 axle, 6 tire vehicles and buses added to the mix, the total percent of larger vehicles accounted for 8%, ~2,900 (southbound) and 10%, ~3,500 (northbound) of the Turnpike's daily traffic.**

CRASHES INVOLVING LARGE TRUCKS ON ROUTE 236

(Source: *Maine DOT*)

Data based on Maine DOT assessment of Route 236 crashes involving \$1,000 or more in property damage. See Tables 4-8, pp. 12-13.

Crash Data (2000-2004)

- On Route 236, crashes involving large trucks accounted for roughly 8% of all crashes occurring on Route 236 from the I-95 ramp to the Berwick/South Berwick Town Line between 2000 and 2004.
- There were no truck-related fatalities during that period.
- Most of the truck crashes on Route 236 occurred during the middle of the day—not during peak commuter traffic hours.
- Most truck crashes occurred on dry road conditions when there was good weather, during the daytime.
- Of the 42 crashes, ~57% involved the large truck/large truck operator being at fault— ~51% involved the passenger vehicle/passenger vehicle operator being at fault. Of the 46 crashes during the 2000-2004 period, one trucker was found to be asleep at the wheel.
- Of the trucks and passenger vehicles involved in the crashes, crashes were almost always the result of driver behavior. Among the 42 large trucks involved in crashes, 5 of the crashes were attributable to the truck's condition. For passenger vehicles, 1 of the 37 passenger vehicles involved in the crashes was attributable to the passenger vehicle's condition. There were three instances in which "vision obstruction" was an attributable factor to a crash.
- The bulk of truck drivers involved in crashes were 40-60 years old (62% of all truck drivers involved in crashes). This may indicate that more experienced drivers are more likely to be involved in crashes.
- Of the 42 large truck drivers involved in crashes, 22 vehicles were driven by operators with Maine licenses, 16 from operators from other New England states, and 4 from states outside of New England.

OVERLIMIT PERMITS ON ROUTE 236

(Source: Maine Bureau of Motor Vehicles Motor Carrier Services Division)

Overlimit Permits

Data based on entire 2004 permitting data from the Maine Bureau of Motor Vehicles Motor Carrier Services Division. See Tables 9-13, pp. 14-15.

- By comparison, roughly 4% (~1400) of all overlimit vehicles routed through Maine passed through Route 236. 25% (~9200) of all overlimit vehicles routed through Maine passed through the Maine Turnpike.
- Despite there being some demand for durable goods delivered by overlimit vehicles to Route 236 communities, many loads passing through Route 236 have destinations (~47%) as well as origins out-of-state (~62%).
- Approximately half of all overlimit loads routed through Route 236 are manufactured/modular homes.
- Of the total amount of overlimit permitted vehicles passing through 236, there were slightly more “overweight” loads (~26% are 100,000 lbs or greater) than “overwidth” loads (~23% greater than 14’6”) or “overheight” loads (~21% greater than 13’6”) passing through Route 236.
- Ninety-three (~6%) of the loads routed through Route 236 had the option of taking the Turnpike in their routing instructions, meaning the load dimensions, weights and routing was such that the load could avoid Route 236 by going on the Turnpike. All but one of these loads was a modular home. Eighty (~86%) of these loads had destinations out-of-state. Most of the load destinations are listed as simply “NH Line” without mention of the out-of-state city destination, so it is difficult to ascertain if the destination of the load would make it more convenient for the driver take Route 236 instead of the Turnpike.
- The top 5 months in terms of delivery of loads using Route 236 occurred during each of the 4 seasons: April (215), August (162), September (127), December (123) and October (118). This seems to indicate that there is not a major trend whereby overlimit permits are appreciably more in demand in one season than another season.

**NEW ENGLAND STATE
OVERWEIGHT, OVERWIDTH, AND OVERLENGTH REGULATIONS**
(Sources: State of Maine, New Hampshire, Massachusetts, Vermont, Rhode Island, & Connecticut)

More detailed data is available in spreadsheet form in Tables 15-17, p. 16-18.

- All New England states and the Maine Turnpike Authority can make **special case exemptions** of overweight, overwidth, and overlength provisions (eg. military need of highway system, or special engineering review for movement of nonmodular houses, etc.)
- The **maximum weight allowed on interstate highways** is 80,000 LBS
- **Overlimit permitting (including routing) authority in Maine** rests with the Maine Bureau of Motor Vehicles Motor Carrier Services in consultation with the Maine Department of Transportation. The Maine Turnpike Authority has its own permitting authority.
- **Maine Turnpike Authority is exempt** from the 80,000 LBS interstate highway weight limit, because it receives no federal funding. The Maine Turnpike Authority weight limit is 100,000 LBS, but can be exceeded with an engineering review.
- All New England states have **separate or additional regulations for mobile or modular homes**. Typically these regulations are more restrictive than the regulations required for other loads.
- Five of the six New England states are members of the **New England Transportation Consortium (NETC)**. This includes ME, NH, MA, RI and VT. The NETC allows trucking operations to streamline permitting services through one state permit application based on maximum dimensional and weight requirements.
- The Federal Surface Assistance Act mandates states to allow certain overdimension vehicles on certain highways. These highways are part of what is called the “**National Network**”. In Maine, the National Network includes the Federal-Aid Interstate Highway System and the following sections of roadway: US 1 from I-95 in Brunswick to Old US 1 (Vicinity of Congress Street) in Bath; Scarborough Connector from I-295 in South Portland to Scarborough Route 1; and the South Portland Spur from I-95 in South Portland to US 1 in South Portland.

FHWA Vehicle Types

The classification scheme is separated into categories depending on whether the vehicle carries passengers or commodities. Non-passenger vehicles are further subdivided by number of axles and number of units, including both power and trailer units. Note that the addition of a light trailer to a vehicle does not change the classification of the vehicle.

Automatic vehicle classifiers need an algorithm to interpret axle spacing information to correctly classify vehicles into these categories. The algorithm most commonly used is based on the "Scheme F" developed by Maine DOT in the mid-1980s. **The FHWA does not endorse "Scheme F" or any other classification algorithm.**

Axle spacing characteristics for specific vehicle types are known to change from State to State. As a result, no single algorithm is best for all cases. It is up to each agency to develop, test, and refine an algorithm that meets its own needs.

FHWA Vehicle Classes with Definitions

1. **Motorcycles** (Optional) -- All two or three-wheeled motorized vehicles. Typical vehicles in this category have saddle type seats and are steered by handlebars rather than steering wheels. This category includes motorcycles, motor scooters, mopeds, motor-powered bicycles, and three-wheel motorcycles. This vehicle type may be reported at the option of the State.
2. **Passenger Cars** -- All sedans, coupes, and station wagons manufactured primarily for the purpose of carrying passengers and including those passenger cars pulling recreational or other light trailers.
3. **Other Two-Axle, Four-Tire Single Unit Vehicles** -- All two-axle, four-tire, vehicles, other than passenger cars. Included in this classification are pickups, panels, vans, and other vehicles such as campers, motor homes, ambulances, hearses, carryalls, and minibuses. Other two-axle, four-tire single-unit vehicles pulling recreational or other light trailers are included in this classification. *Because automatic vehicle classifiers have difficulty distinguishing class 3 from class 2, these two classes may be combined into class 2.*
4. **Buses** -- All vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles. This category includes only traditional buses (including school buses) functioning as passenger-carrying vehicles. Modified buses should be considered to be a truck and should be appropriately classified.

NOTE: In reporting information on trucks the following criteria should be used:

- a. Truck tractor units traveling without a trailer will be considered single-unit trucks.
 - b. A truck tractor unit pulling other such units in a "saddle mount" configuration will be considered one single-unit truck and will be defined only by the axles on the pulling unit.
 - c. Vehicles are defined by the number of axles in contact with the road. Therefore, "floating" axles are counted only when in the down position.
 - d. The term "trailer" includes both semi- and full trailers.
5. **Two-Axle, Six-Tire, Single-Unit Trucks** -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with two axles and dual rear wheels.
 6. **Three-Axle Single-Unit Trucks** -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with three axles.
 7. **Four or More Axle Single-Unit Trucks** -- All trucks on a single frame with four or more axles.
 8. **Four or Fewer Axle Single-Trailer Trucks** -- All vehicles with four or fewer axles consisting of two units, one of which is a tractor or straight truck power unit.
 9. **Five-Axle Single-Trailer Trucks** -- All five-axle vehicles consisting of two units, one of which is a tractor or straight truck power unit.
 10. **Six or More Axle Single-Trailer Trucks** -- All vehicles with six or more axles consisting of two units, one of which is a tractor or straight truck power unit.
 11. **Five or fewer Axle Multi-Trailer Trucks** -- All vehicles with five or fewer axles consisting of three or more units, one of which is a tractor or straight truck power unit.
 12. **Six-Axle Multi-Trailer Trucks** -- All six-axle vehicles consisting of three or more units, one of which is a tractor or straight truck power unit.
 13. **Seven or More Axle Multi-Trailer Trucks** -- All vehicles with seven or more axles consisting of three or more units, one of which is a tractor or straight truck power unit.

**TRAFFIC VEHICLE CLASSIFICATION
ON OR NEAR ROUTE 236**

**Table 1: Vehicle Classification Mix
Selected Classification Traffic Counts 2000-2004**
(Sources: Maine DOT and SMRPC)

Town	Road	Location	Date	Total Traffic - 24 hrs	Vehicle Classification			
					1-3 Total Passenger Vehicles	1-3 % of Total Passenger Vehicles	4-13 Total Heavy Vehicles	4-13 % of Total Heavy Vehicles
South Berwick	SR 236	S of Vine Street	8/4/2004	14672	13583	93%	1089	7%
Berwick	SR 236	N of Carriage Run	10/22/2003	5751	5409	94%	342	6%
Berwick	SR 236	N of Carriage Run	10/28/2003	5769	5498	95%	271	5%
Berwick	SR 236	S of Rouegan Lane	8/4/2005	6556	6106	93%	460	7%
Eliot	SR 236	NW of Beech Rd	2001	16601	15392	93%	1209	7%
Eliot	SR 236	S of South Berwick Town Line	2000	12301	11669	95%	632	5%
South Berwick	SR 236	S of Vine Street	10/22/2003	13712	12621	92%	1091	8%
South Berwick	SR 236	S of Vine Street	10/28/2003	13207	12137	92%	1070	8%
Berwick	SR 4	E of Old Route 4	2002	9610	8757	91%	853	9%
South Berwick	SR 4	NE of Downtown	10/22/2003	10120	9068	90%	1052	10%
South Berwick	SR 4	NH Border	10/22/2003	8764	8271	94%	493	6%
South Berwick	SR 4	NE of Agamenticus Road	10/28/2003	10172	9129	90%	1043	10%
South Berwick	SR 4	NE of Agamenticus Road	8/4/2004	11622	10619	91%	1003	9%
South Berwick	SR 4	NH Border	8/4/2004	9387	8875	95%	512	5%

**Table 2a: Vehicle Classification Mix
Traffic During Commuter/School Opening & Closing Hours
Route 236 at Vine Street
(Source: SMRPC)**

South Berwick, SR 236 S of Vine Street, 10/22/2003

Number of Vehicles by Vehicle Class														
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Totals
6:00-6:59	2	541	261	6	39	7	2	0	8	8	0	0	0	874
7:00-7:59	9	746	239	5	27	25	8	6	4	0	0	0	0	1069
8:00-8:59	8	689	212	9	48	16	3	2	7	7	0	0	0	1001
15:00-15:59	9	795	272	8	45	26	3	6	8	6	0	0	0	1178
16:00-16:69	21	747	317	8	50	14	1	8	8	2	0	0	0	1176
17:00-17:59	11	804	255	4	29	12	1	8	4	2	0	0	0	1130
Total for Day (24 Hrs)	97	9250	3274	96	543	189	32	65	111	55	0	0	0	13712
Total Peak Hr % of Day	62%	47%	48%	42%	44%	53%	56%	46%	35%	45%	NA	NA	NA	47%
Morning Peak Hr % of Day	20%	21%	22%	21%	21%	25%	41%	12%	17%	27%	NA	NA	NA	21%
Evening Peak Hr % of Day	42%	25%	26%	21%	23%	28%	16%	34%	18%	18%	NA	NA	NA	25%

South Berwick, SR 236 S of Vine Street, 10/28/2003

Number of Vehicles by Vehicle Class														
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Totals
6:00-6:59	10	555	242	12	26	16	1	2	4	10	0	0	0	878
7:00-7:59	15	727	225	14	30	16	10	5	6	5	0	0	0	1053
8:00-8:59	13	626	217	18	47	23	3	6	11	2	1	2	1	970
15:00-15:59	13	830	292	6	28	20	4	6	3	4	0	0	0	1206
16:00-16:69	18	803	286	10	45	16	0	14	13	1	1	0	0	1207
17:00-17:59	13	806	283	4	30	12	2	8	3	1	0	0	0	1162
Total for Day (24 Hrs)	126	8908	3103	114	417	219	40	73	134	68	2	2	1	13207
Total Peak Hr % of Day	65%	49%	50%	56%	49%	47%	50%	56%	30%	34%	100%	100%	100%	49%
Morning Peak Hr % of Day	30%	21%	22%	39%	25%	25%	35%	18%	16%	25%	50%	100%	100%	22%
Evening Peak Hr % of Day	35%	27%	28%	18%	25%	22%	15%	38%	14%	9%	50%	0%	0%	27%

**Table 2b: Vehicle Classification Mix
Traffic During Commuter/School Opening & Closing Hours
Route 4 NE of Agamenticus Road
(Source: SMRPC)**

South Berwick, SR 4, NE of Agamenticus Rd, 10/22/2003

Number of Vehicles by Vehicle Class														
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Totals
6:00-6:59	19	393	187	1	41	21	2	0	5	8	0	0	0	677
7:00-7:59	20	535	176	6	24	24	2	2	9	2	0	0	0	800
8:00-8:59	19	454	168	4	28	19	2	3	7	9	0	0	0	713
15:00-15:59	21	485	197	5	25	28	6	6	11	8	1	0	0	793
16:00-16:69	39	569	238	11	37	17	1	3	13	6	0	0	0	934
17:00-17:59	33	541	184	4	29	15	2	2	6	0	0	0	0	816
Total for Day	340	6394	2334	74	433	258	33	38	146	69	1	0	0	10120
Total Peak Hr % of Day	44%	47%	49%	42%	42%	48%	45%	42%	35%	48%	100%	NA	NA	47%
Morning Peak Hr % of Day	17%	22%	23%	15%	21%	25%	18%	13%	14%	28%	0%	NA	NA	22%
Evening Peak Hr % of Day	27%	25%	27%	27%	21%	23%	27%	29%	21%	20%	100%	NA	NA	25%

South Berwick, SR 4, NE of Agamenticus Rd, 10/28/03

Number of Vehicles by Vehicle Class														
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Totals
6:00-6:59	7	440	210	9	26	18	4	2	6	12	0	0	0	734
7:00-7:59	7	571	170	7	33	14	8	1	7	7	0	0	0	825
8:00-8:59	5	465	160	13	28	19	10	6	16	3	0	0	0	725
15:00-15:59	11	602	210	9	34	17	3	3	5	6	0	0	0	900
16:00-16:69	7	635	252	9	34	6	0	2	11	1	0	0	0	957
17:00-17:59	6	595	203	5	27	7	1	3	2	0	0	0	0	849
Total for Day	67	6625	2437	104	384	203	64	45	161	80	0	1	1	10172
Total Peak Hr % of Day	64%	50%	49%	50%	47%	40%	41%	38%	29%	36%	NA	0%	0%	49%
Morning Peak Hr % of Day	28%	22%	22%	28%	23%	25%	34%	20%	18%	28%	NA	0%	0%	22%
Evening Peak Hr % of Day	36%	28%	27%	22%	25%	15%	6%	18%	11%	9%	NA	0%	0%	27%

**Table 2c: Vehicle Classification Mix
Traffic During Commuter/School Opening & Closing Hours
Route 236 N of Berwick/S. Berwick Town Line
(Source: SMRPC)**

Berwick, SR 236, North of Carriage Run, 10/22/03

Number of Vehicles by Vehicle Class														
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Totals
6:00-6:59	2	231	100	5	8	5	0	1	2	0	0	1	0	355
7:00-7:59	0	300	116	3	15	4	2	2	2	0	0	0	0	444
8:00-8:59	4	259	117	2	9	3	0	0	2	1	0	0	0	397
15:00-15:59	3	342	153	2	22	3	0	2	0	0	0	0	0	527
16:00-16:69	4	391	159	0	27	7	1	3	1	0	0	0	0	593
17:00-17:59	2	351	117	1	11	5	1	2	1	1	0	0	0	492
Total for Day	23	3850	1536	36	210	43	4	25	20	3	0	1	0	5751
Total Peak Hr % of Day	65%	49%	50%	36%	44%	63%	100%	40%	40%	67%	NA	100%	NA	49%
Morning Peak Hr % of Day	26%	21%	22%	28%	15%	28%	50%	12%	30%	33%	NA	100%	NA	21%
Evening Peak Hr % of Day	39%	28%	28%	8%	29%	35%	50%	28%	10%	33%	NA	0%	NA	28%

Berwick, SR 236, North of Carriage Run, 10/28/03

Number of Vehicles by Vehicle Class														
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Totals
6:00-6:59	0	268	85	5	9	2	0	0	2	0	0	0	0	371
7:00-7:59	0	286	126	3	9	1	2	2	3	0	0	0	0	432
8:00-8:59	1	277	105	3	10	3	0	4	1	0	0	0	0	404
15:00-15:59	5	356	145	3	15	4	0	2	1	1	0	0	0	532
16:00-16:69	8	404	146	0	21	3	0	3	4	1	0	0	0	590
17:00-17:59	1	390	117	0	15	8	1	2	1	0	0	0	0	535
Total for Day	31	3990	1477	34	156	39	4	16	18	3	1	0	0	5769
Total Peak Hr % of Day	48%	50%	49%	41%	51%	54%	75%	81%	67%	67%	0%	NA	NA	50%
Morning Peak Hr % of Day	3%	21%	21%	32%	18%	15%	50%	38%	33%	0%	0%	NA	NA	21%
Evening Peak Hr % of Day	45%	29%	28%	9%	33%	38%	25%	44%	33%	67%	0%	NA	NA	29%

**Table 2d: Vehicle Classification Mix
Traffic During Commuter/School Opening & Closing Hours
Route 4 at ME/NH State Line
(Source: SMRPC)**

South Berwick, SR 4, NH Border, 10/22/2003

Number of Vehicles by Vehicle Class														
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Totals
6:00-6:59	3	260	98	1	12	7	0	1	4	2	0	0	0	388
7:00-7:59	4	496	129	5	17	11	0	1	1	1	0	0	0	665
8:00-8:59	1	421	173	1	27	0	0	5	5	3	0	0	0	636
15:00-15:59	1	485	178	9	21	6	2	4	2	1	0	0	0	709
16:00-16:69	6	584	209	2	22	6	0	0	4	0	0	0	0	833
17:00-17:59	6	624	189	3	21	3	0	1	1	0	0	0	0	848
Total for Day	35	6193	2043	44	273	72	7	25	49	23	0	0	0	8764
Total Peak Hr % of Day	60%	46%	48%	48%	44%	46%	29%	48%	35%	30%	NA	NA	NA	47%
Morning Peak Hr % of Day	23%	19%	20%	16%	21%	25%	0%	28%	20%	26%	NA	NA	NA	19%
Evening Peak Hr % of Day	37%	27%	28%	32%	23%	21%	29%	20%	14%	4%	NA	NA	NA	27%

**Table 3: Vehicle Classification Mix
Average Traffic Counts, 2004
Kittery, Interstate 95 at NH Border
(Source: Maine DOT)**

Kittery, Interstate 95, Southbound

Number of Vehicles by Vehicle Class

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	1 to 14	4 to 13	4 to 7	8 to 13
AVERAGE	279	24625	4492	210	1047	118	8	151	1766	195	49	9	1	2279	35228	3553	1383	2170
PERCENT	0.8%	69.9%	12.8%	0.6%	3.0%	0.3%	0.0%	0.4%	5.0%	0.6%	0.1%	0.0%	0.0%	6.5%	100.0%	10.1%	3.9%	6.2%

Kittery, Interstate 95, Northbound

Number of Vehicles by Vehicle Class

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	1 to 14	4 to 13	4 to 7	8 to 13
AVERAGE	176	26567	5250	178	332	109	8	133	1574	153	41	7	1	1517	36045	2535	628	1908
PERCENT	0.5%	73.7%	14.6%	0.5%	0.9%	0.3%	0.0%	0.4%	4.4%	0.4%	0.1%	0.0%	0.0%	4.2%	100.0%	7.0%	1.7%	5.3%

Kittery, Interstate 95, Northbound and Southbound Combined

Number of Vehicles by Vehicle Class

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	1 to 14	4 to 13	4 to 7	8 to 13
AVERAGE	455	51192	9741	388	1379	226	16	284	3339	347	90	16	1	3796	71272	6088	2010	4078
PERCENT	0.6%	71.8%	13.7%	0.5%	1.9%	0.3%	0.0%	0.4%	4.7%	0.5%	0.1%	0.0%	0.0%	5.3%	100.0%	8.5%	2.8%	5.7%

**CRASH DATA INVOLVING LARGE TRUCKS
ON ROUTE 236 (2000-2004)**

(Source: Maine DOT)

**Table 4:
Fatalities/Injuries By Town**

	Number of crashes	Number of Fatalities	Number of Incapacitating Injuries	Number of Evident Injuries	Number of Possible Injuries
Kittery	5	0	0	0	0
Eliot	24	0	2	0	13
South Berwick	13	0	2	2	6
Totals	42	0	4	2	19

**Table 5:
Crashes By Hour of Day
(Military Time)/Town**

	1-3	4-6	7-9	10-12	13-15	16-18	19-21	22-
Kittery	0	0	0	3	0	2	0	0
Eliot	1	1	3	8	8	4	0	0
South Berwick	0	1	2	3	2	3	1	0
Totals	1	2	5	14	10	9	1	0

**Table 6:
Crashes by Month/Year**

	January	February	March	April	May	June	July	August	September	October	November	December	Totals
2000	0	1	2	0	1	0	2	1	1	1	0	2	11
2001	2	1	0	0	1	1	1	1	0	1	1	1	10
2002	0	0	0	1	0	0	1	0	0	1	0	1	4
2003	1	0	0	1	0	2	0	0	1	1	1	2	9
2004	0	0	0	1	0	0	0	1	3	2	0	1	8
Totals	3	2	2	3	2	3	4	3	5	6	2	7	42

**Table 7:
Crashes By Day of Week/Town**

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Totals
Kittery	0	0	0	3	1	1	0	5
Eliot	4	3	4	2	7	2	0	22
South Berwick	2	2	2	4	3	0	2	15
Totals	6	5	6	9	11	3	2	42

**Table 8:
Environmental Conditions/All Crashes**

Road Conditions					Weather Conditions				Light Conditions				
Dry	Wet	Ice Packed Snow Not Sanded	Ice Packed Snow Sanded	Snow Slush Sanded	Dry	Cloudy	Rain	Snow	Dark (no street lights)	Dark (street lights on)	Dawn (morning)	Daylight	Dusk (evening)
31	8	1	1	1	32	1	6	3	1	1	2	36	2

OVERLIMIT TRUCK PERMITTING INFORMATION

*(Sources for Table 9-14: Maine Bureau of Motor Vehicles Motor Carrier Services;
Sources for Tables 15-17 derived from TC Permit Service, Inc., Relevant State DOTs and Bureau of Motor Vehicles)*

**Table 9:
General Permitting Data**

Fiscal Year 2005 Data	
Total Permits Issued in Maine	36538
Permits Routed Through Route 236	1407 4%
Permits Routed Through Turnpike	9205 25%
Weight High (lbs)	213,462
Weight Median (lbs)	10,800
Height High	17' 1"
Height Median	13' 6"
Width High	18' 5"
Width Median	13' 9"
Length High	120'
Length Median	78' 6"

**Table 10:
Top Origins Using Rte 236**
(by permits issued)

NH/ME Line	399
South Paris	216
Quebec Line	172
Oxford	144
Eliot	86
Kittery	72
South Paris	39
Jackman	22
Berwick	19
South Casco	15
Wells	15
Casco	14
South Berwick	13
Sanford	12
Scarborough	11
Westbrook	10

**Table 11:
Top Destinations Using Rte 236**
(by permits issued)

NH/ME Line	611
Kittery	125
Eliot	101
Berwick	28
New Brunswick/ME Line	23
Lewiston	21
South Berwick	21
Wells	17
Houlton	16
Oxford	14
Auburn	13
CT Line	13
South Paris	12
York	12
Presque Isle	11

Table 12:
Top Companies Using Rte 236
(by permits issued)

Maine Modular Haulers	228
Transport LFL	92
Keiser Industries	82
Maison Marcoux	48
Hallamore Corp/Hallmark Corp	47
Moore's Crane Rental Corp	43
Irving Equipment	37
Oxford Homes	37
P.S. Marston Associates	28
Burlington Homes of Maine	23
Schiavi Leasing	22
Bennett Truck	20
Highlander Heavy Hauling	20
New England Homes, Inc	20
Crawford Homes, Inc.	19
Murphy's Yacht Transport	18
Marblehead Trading Co	16
Mick Construction Corp	14
Pike Industries, Inc	14
Paul O'Halloram Inc	13
R Stewart Trucking Inc	13
Transport Habitec 2000 INC	13
Richard Drake Construction LLC	12
AXL	11
Justus Boat Transport	11
Stuart Torno & Stuart	11
Transport Secto	11
Daily Express Inc.	10
TOOLS-4-HIRE	10

Table 13:
Top Loads Routed on Rte 236
(by permits issued)

Mod/Pre Fab Housing	698	50%
Construction Equipment	351	25%
Other	150	11%
Building Materials/Components	100	7%
Boats	85	6%
Other Prefab Structures	23	2%

Table 14:
Top Months for Overlimit Permit
(by permits issued based on effective date of permit)

April	215
August	162
September	127
December	123
October	118
May	105
November	102
February	99
June	96
March	93
January	86
July	81

**Table 15:
Overlimit Regulations in New England (Dimensions/Weight)**

	ME	ME TURNPIKE	NETC ¹	CT	MA	NH	VT
Maximum Width	Limited to physical constraints of route	14'6" ²	14'6"	16' ³	14'	16'6"	14'6"
Maximum Height	Limited to physical constraints of route	13'6"	13'6"	Limited to the physical constraints of route	13'8"	13'6"	13'6"
Maximum Length	65' 74' 75' ⁴	65' 74' 75' ⁴	90'	None found	115'	95'	90'
Maximum Weight (off of Interstate System)	-130K LBS gross weight if 5 axles -140K LBS gross weight if 6 axles -159K-167K LBS gross weight for 7 axles ⁵	100K LBS	-108K LBS gross weight if 5 axles -120K LBS gross weight if 6 or more axles	-122K LBS gross weight if 5 axles -130K gross weight LBS if 6 axles	-99K LBS if between 5-8 reducible gross weight 130K if between 5-8 non-reducible gross weight	99K LBS gross weight if 6 or more axles	-99K LBS if reducible load -130K LBS if non-reducible load

¹ Members of the New England Transportation Consortium (NETC) include ME, MA, NH, RI and VT.

² Vehicles which, with the load thereon, exceed ten (10) feet in overall width will be allowed to enter or exit the Turnpike only at Toll Plazas designated by the Authority, from time to time, as accommodating wide loads. The absolute maximum width allowed is 14' 6". Vehicles will not be allowed to travel on the Turnpike during those periods of time when paving, repaving, bridge work, construction work or other type of maintenance is under way which will require the restriction of the movement of vehicles and loads in excess of 8 feet 6 inches (8'6") in width, unless specifically authorized by a permit issued by the Maine Turnpike Authority.

³ Except for national defense movements and house movements.

⁴ Typically maximum length is 65' except for special vehicles (car hauling tractor trailer is example of larger max allowed).

⁵ Weights in excess require detailed engineering review.

Table 16: Regulations for Mobile/Modular Homes (Dimensions/Weight)

Special reviews are allowed in each of the states if proposed load exceed maximum dimensions/weight guidelines

	ME	ME TURNPIKE	CT	MA	NH	VT
Maximum Width	16'8"	14'6" ⁶	14' ⁷	16'	16'6"	14'6"
Maximum Height	14'	13'6"	Limited to physical constraints of route	13'6"	13'6"	13'6"
Maximum Length	65'	65'	90'	115'	95'	90'
Maximum Weight (off of Interstate System)	-130K LBS if 5 axles -140K LBS if 6 axles -159K-167K LBS for 7 axles ⁸	100K LBS	122K LBS if 5 axles -130K LBS if 6 axles	-99K LBS if between 5-8 reducible gross weight 130K if between 5-8 non-reducible gross weight	99K LBS	-99K LBS if between 5-8 reducible gross weight 130K if between 5-8 non-reducible gross weight

⁶ Vehicles which, with the load thereon, exceed ten (10) feet in overall width will be allowed to enter or exit the Turnpike only at Toll Plazas designated by the Authority, from time to time, as accommodating wide loads. The absolute maximum width allowed is 14' 6". Vehicles will not be allowed to travel on the Turnpike during those periods of time when paving, repaving, bridge work, construction work or other type of maintenance is under way which will require the restriction of the movement of vehicles and loads in excess of 8 feet 6 inches (8'6") in width, unless specifically authorized by a permit issued by the Maine Turnpike Authority.

⁷ Includes eaves and overhangs, door knobs, etc.,.

⁸ Weights in excess require detailed engineering review.

Table 17: Overlimit Hours of Operation Regulations

	ME	ME TURNPIKE	NETC	CT	MA	NH	VT
Operating Hour Requirements	-11' 6" to 13' 6" width = Permits not issued for Saturdays, Sundays, legal holidays -13' 6" to 14' 6" width = same restrictions as above, as well as Friday after 12PM 14' 6" to 16' 8" width = same restrictions as above, except restrictions on all hours of Friday and Thursdays after preceding Friday Holiday.	Vehicles will be allowed to travel on the Turnpike only during the period beginning one-half (1/2) hour before sunrise and ending one-half (1/2) hour after sunset (daylight hours) exclusive of Saturdays, Sundays and holidays.	?	1 HALF HOUR AFTER SUNRISE TO 1 HALF HOUR BEFORE SUNSET. LOADS OVER 13'6" WIDE OR OVER 14' HIGH CAN TRAVEL TUESDAY- THURSDAY 9:00AM TO 4:00PM (MOUNTAIN TIME)	ALL OVER DIMENSIONAL AND OVERWEIGHT VEHICLES MAY TRAVEL MONDAY 12:01AM-12:00 NOON SATURDAY VEHICLES BETWEEN 12' AND 14' WIDE, OVER 80' BUT NOT LONGER THAN 115' & NOT OVER 14' HIGH MAY TRAVEL DURING DAYLIGHT HOURS ONLY (EXCEPT BETWEEN THE HOURS OF 3:30-7:00PM)	1/2 HOUR BEFORE SUNRISE TO 1/2 HOUR AFTER SUNSET- VEHICLES THAT ARE OVERWEIGHT ONLY SHALL NOT BE RESTRICTED TO THE TIME OF TRAVEL	1/2 HOUR BEFORE SUNRISE TO 1/2 HOUR AFTER SUNSET. VEHICLES WHICH ARE OVERWEIGHT ONLY AND ARE CAPABLE OF TRAVELING WITH THE FLOW OF TRAFFIC ARE NOT RESTRICTED TO DAYLIGHT HOURS. NO WEEKEND TRAVEL