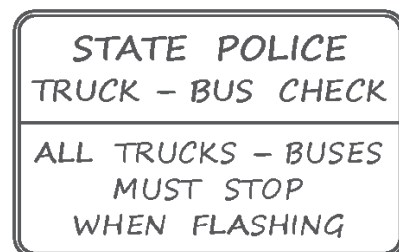
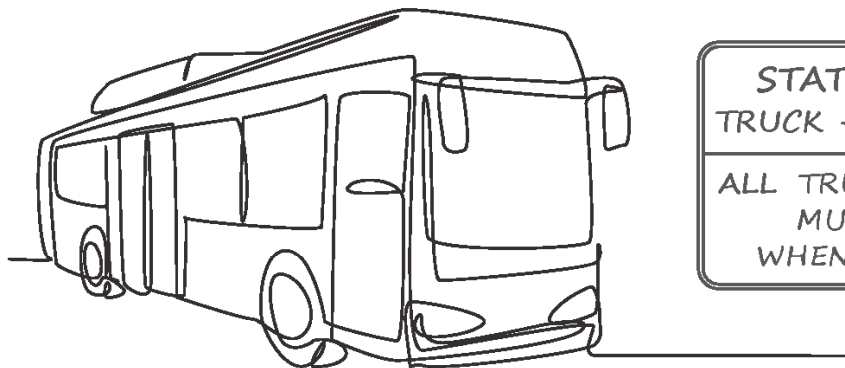
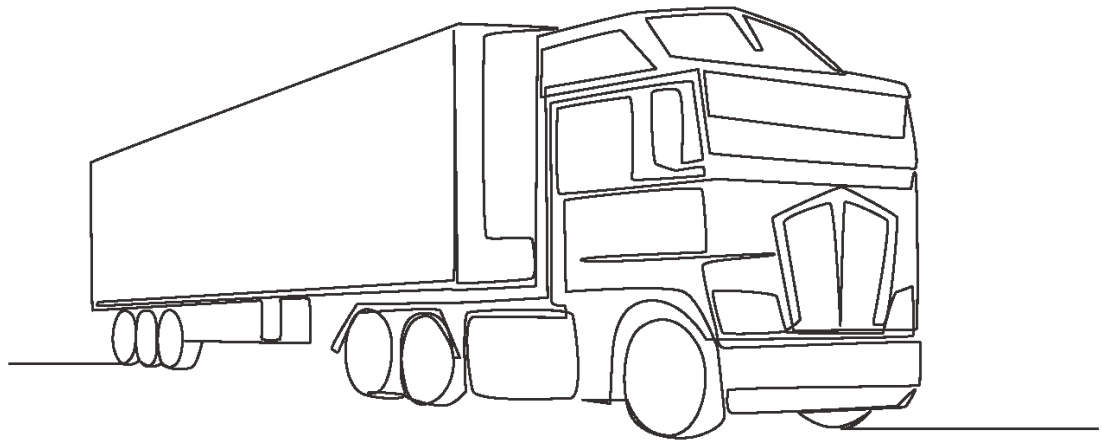


# State of Maine Truck & Bus Crash History

2018-2022



Prepared by:

Maine Department of Transportation  
Office of Safety & Mobility Crash Records Section  
16 State House Station  
Augusta, Maine 04333-0016



STATE OF MAINE  
HIGHWAY TRUCK CRASHES  
2018 - 2022

I. PREFACE ..... i

II. CRASH TABLES AND CHARTS 2018-2022

**Crashes Summarized by:**

County ..... 1-4

Severity ..... 5-6

Rural/Urban Designation ..... 7

Fatal Crashes Map ..... 8

Month ..... 9

Day of Week ..... 10

Time of Day ..... 11

Age Groups ..... 12

Age Groups by Gender ..... 13

Contributing Factors ..... 14-15

Apparent Physical Condition ..... 16

Light Conditions ..... 17

Weather Conditions ..... 18

Road Surface Conditions ..... 19

Vehicle Type ..... 20



# STATE OF MAINE

## HIGHWAY TRUCK CRASHES

### 2018 - 2022

#### Preface

This publication is a statistical review of reported motor vehicle highway crashes involving trucks in Maine during the five-year study period 2018– 2022. These trucks are classified by the following Unit Type: *Medium/Heavy Trucks (More than 10,000 lbs)* and *Other Light Trucks (10,000 lbs or less)*. 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. Fatalities data was provided by the Department of Public Safety. 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. Fatalities data is provided by the Department of Public Safety and does not include deaths that were later determined to be of natural causes.

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.

A link to this publication can be found on the maine.gov website at:

[maine.gov/mdot/safety/crash-data/](https://maine.gov/mdot/safety/crash-data/)

We welcome your comments and suggestions on this report at:

Maine Department of Transportation

Office of Safety & Mobility

Crash Records Section

16 State House Station

Augusta, ME 04333-0016

Tel: 207-624-3616

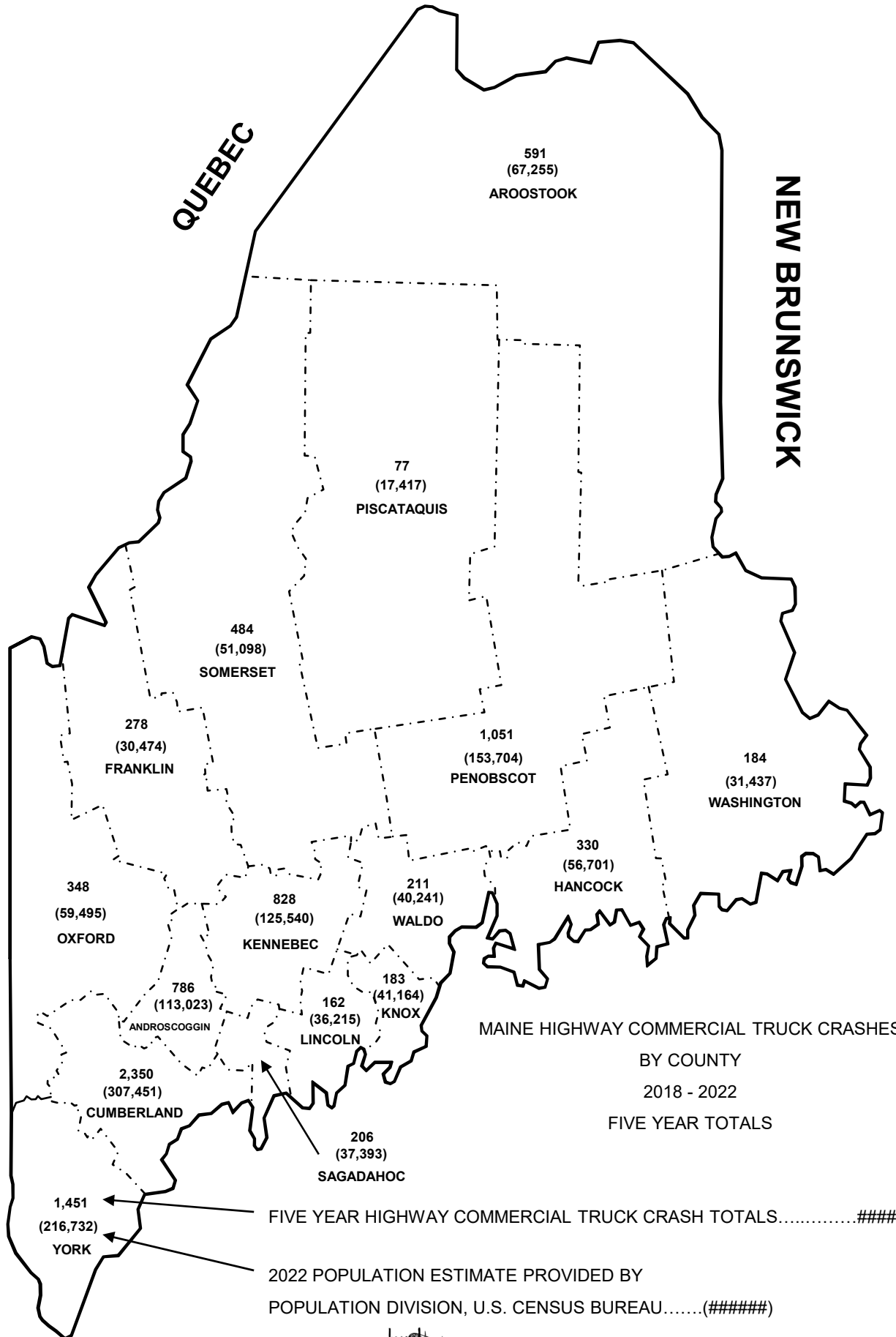




**NEW HAMPSHIRE**

**QUEBEC**

**NEW BRUNSWICK**



MAINE HIGHWAY COMMERCIAL TRUCK CRASHES  
BY COUNTY  
2018 - 2022  
FIVE YEAR TOTALS

FIVE YEAR HIGHWAY COMMERCIAL TRUCK CRASH TOTALS.....####

2022 POPULATION ESTIMATE PROVIDED BY  
POPULATION DIVISION, U.S. CENSUS BUREAU.....(#####)

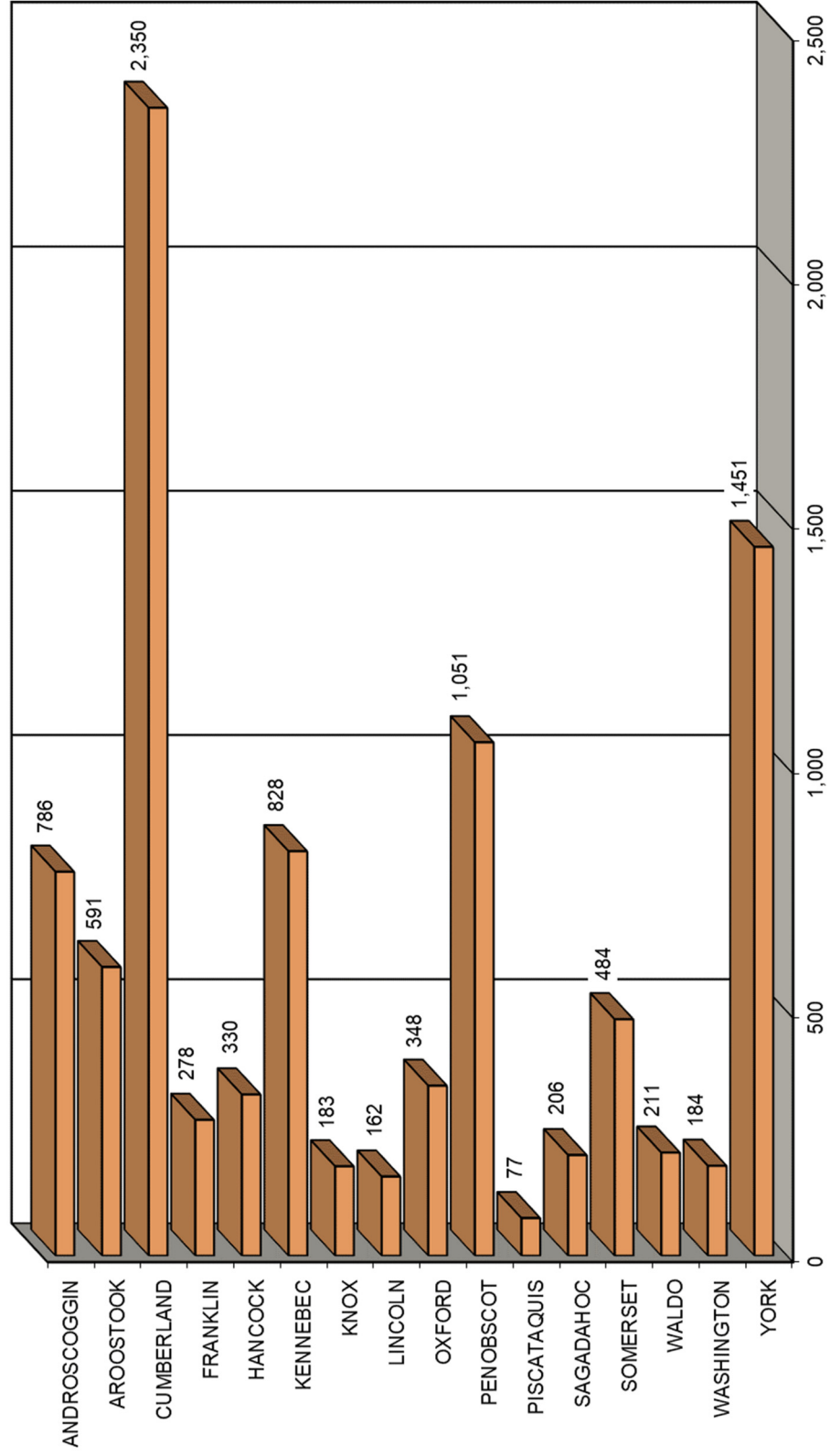


Produced by the Maine Department of Transportation

# MAINE HIGHWAY TRUCK CRASHES

## BY COUNTY

2018-- 2022



# MAINE HIGHWAY TRUCK CRASHES

## BY COUNTY

### 2018 - 2022

COUNTY	INJURY TYPE	2018	2019	2020	2021	2022	TOTAL CRASHES	PERCENT OF TOTAL
ANDROSCOGGIN  Percent Personal Injury 19.21%	FATAL (K)	1	1	1	2	2	7	0.07%
	SUSPECTED SERIOUS (A)	3	4	6	2	4	19	0.20%
	SUSPECTED MINOR (B)	6	9	9	6	8	38	0.40%
	POSSIBLE INJURY (C)	18	12	22	17	18	87	0.91%
	PROPERTY DAMAGE ONLY (O)	121	154	99	135	126	635	6.67%
	<b>COUNTY SUBTOTAL</b>		<b>149</b>	<b>180</b>	<b>137</b>	<b>162</b>	<b>158</b>	<b>786</b>
AROOSTOOK  Percent Personal Injury 20.47%	FATAL (K)	1	1	1	2	1	6	0.06%
	SUSPECTED SERIOUS (A)	2	5	0	2	3	12	0.13%
	SUSPECTED MINOR (B)	1	7	9	15	12	44	0.46%
	POSSIBLE INJURY (C)	14	18	8	8	11	59	0.62%
	PROPERTY DAMAGE ONLY (O)	108	112	84	80	86	470	4.94%
	<b>COUNTY SUBTOTAL</b>		<b>126</b>	<b>143</b>	<b>102</b>	<b>107</b>	<b>113</b>	<b>591</b>
CUMBERLAND  Percent Personal Injury 17.53%	FATAL (K)	3	1	3	1	0	8	0.08%
	SUSPECTED SERIOUS (A)	7	9	4	8	5	33	0.35%
	SUSPECTED MINOR (B)	31	27	18	28	34	138	1.45%
	POSSIBLE INJURY (C)	58	58	46	41	30	233	2.45%
	PROPERTY DAMAGE ONLY (O)	420	450	302	353	413	1,938	20.36%
	<b>COUNTY SUBTOTAL</b>		<b>519</b>	<b>545</b>	<b>373</b>	<b>431</b>	<b>482</b>	<b>2,350</b>
FRANKLIN  Percent Personal Injury 23.74%	FATAL (K)	1	1	0	0	0	2	0.02%
	SUSPECTED SERIOUS (A)	0	2	3	1	2	8	0.08%
	SUSPECTED MINOR (B)	6	5	2	6	5	24	0.25%
	POSSIBLE INJURY (C)	8	7	10	3	4	32	0.34%
	PROPERTY DAMAGE ONLY (O)	48	52	37	31	44	212	2.23%
	<b>COUNTY SUBTOTAL</b>		<b>63</b>	<b>67</b>	<b>52</b>	<b>41</b>	<b>55</b>	<b>278</b>
HANCOCK  Percent Personal Injury 22.73%	FATAL (K)	0	2	1	0	1	4	0.04%
	SUSPECTED SERIOUS (A)	3	1	1	0	1	6	0.06%
	SUSPECTED MINOR (B)	8	6	5	5	7	31	0.33%
	POSSIBLE INJURY (C)	7	6	8	3	10	34	0.36%
	PROPERTY DAMAGE ONLY (O)	59	49	45	35	67	255	2.68%
	<b>COUNTY SUBTOTAL</b>		<b>77</b>	<b>64</b>	<b>60</b>	<b>43</b>	<b>86</b>	<b>330</b>
KENNEBEC  Percent Personal Injury 17.39%	FATAL (K)	2	0	0	0	0	2	0.02%
	SUSPECTED SERIOUS (A)	5	3	3	1	2	14	0.15%
	SUSPECTED MINOR (B)	9	5	5	14	11	44	0.46%
	POSSIBLE INJURY (C)	16	20	17	15	16	84	0.88%
	PROPERTY DAMAGE ONLY (O)	148	160	97	139	140	684	7.18%
	<b>COUNTY SUBTOTAL</b>		<b>180</b>	<b>188</b>	<b>122</b>	<b>169</b>	<b>169</b>	<b>828</b>
KNOX  Percent Personal Injury 18.03%	FATAL (K)	1	0	2	0	0	3	0.03%
	SUSPECTED SERIOUS (A)	3	1	1	0	0	5	0.05%
	SUSPECTED MINOR (B)	3	0	4	2	4	13	0.14%
	POSSIBLE INJURY (C)	4	5	0	2	1	12	0.13%
	PROPERTY DAMAGE ONLY (O)	34	27	19	30	40	150	1.58%
	<b>COUNTY SUBTOTAL</b>		<b>45</b>	<b>33</b>	<b>26</b>	<b>34</b>	<b>45</b>	<b>183</b>
LINCOLN  Percent Personal Injury 24.07%	FATAL (K)	0	1	1	1	2	5	0.05%
	SUSPECTED SERIOUS (A)	1	1	1	3	1	7	0.07%
	SUSPECTED MINOR (B)	1	2	1	1	1	6	0.06%
	POSSIBLE INJURY (C)	7	5	4	2	3	21	0.22%
	PROPERTY DAMAGE ONLY (O)	28	21	17	28	29	123	1.29%
	<b>COUNTY SUBTOTAL</b>		<b>37</b>	<b>30</b>	<b>24</b>	<b>35</b>	<b>36</b>	<b>162</b>



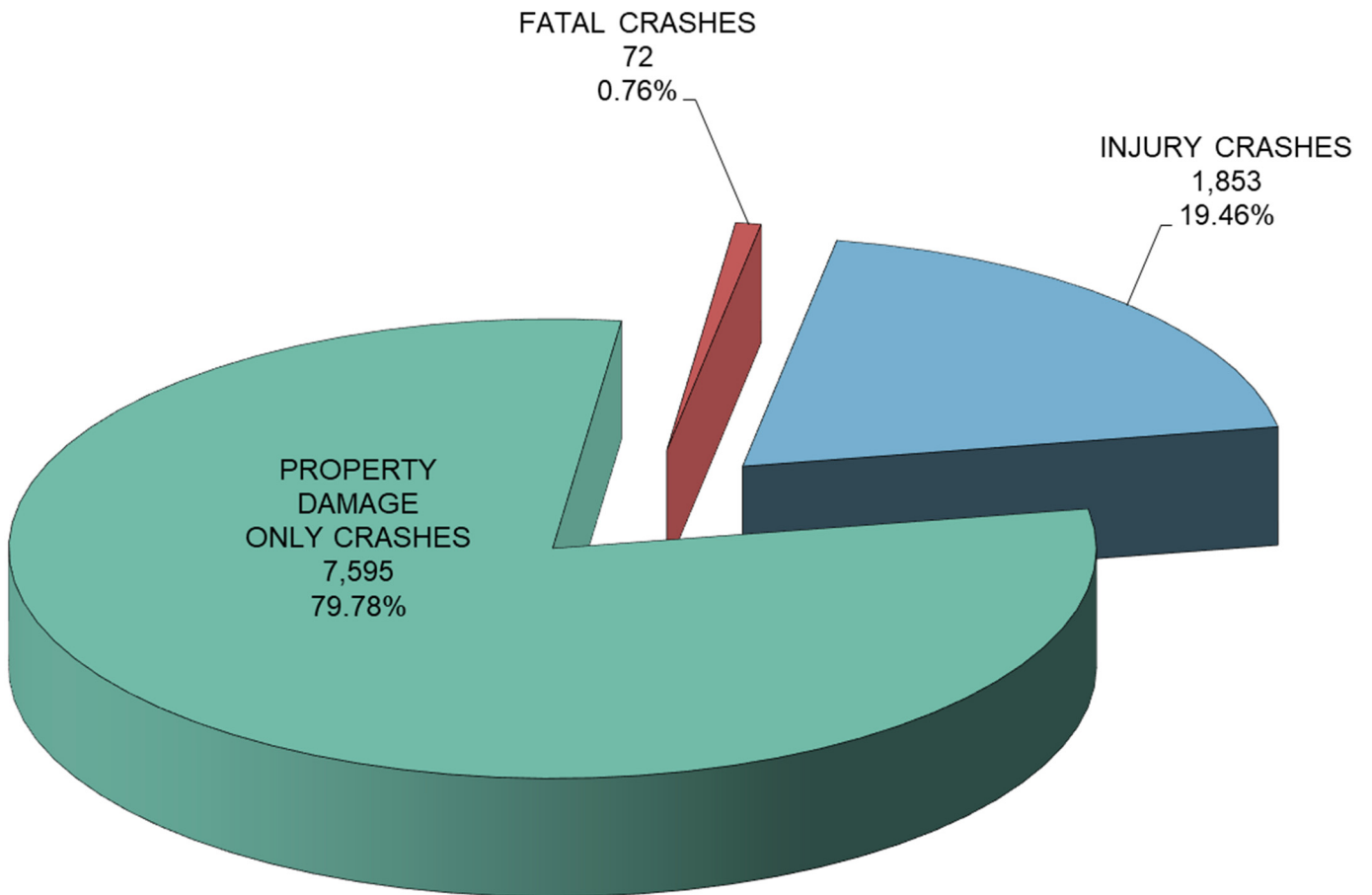


COUNTY	INJURY TYPE	2018	2019	2020	2021	2022	TOTAL CRASHES	PERCENT OF TOTAL
OXFORD Percent Personal Injury 24.43%	FATAL (K)	0	2	1	2	0	5	0.05%
	SUSPECTED SERIOUS (A)	1	2	0	3	4	10	0.11%
	SUSPECTED MINOR (B)	11	3	7	8	4	33	0.35%
	POSSIBLE INJURY (C)	3	13	7	5	9	37	0.39%
	PROPERTY DAMAGE ONLY (O)	61	54	53	45	50	263	2.76%
	<b>COUNTY SUBTOTAL</b>	<b>76</b>	<b>74</b>	<b>68</b>	<b>63</b>	<b>67</b>	<b>348</b>	<b>3.66%</b>
PENOBSCOT Percent Personal Injury 21.22%	FATAL (K)	0	2	1	0	0	3	0.03%
	SUSPECTED SERIOUS (A)	3	3	5	1	0	12	0.13%
	SUSPECTED MINOR (B)	17	21	12	22	29	101	1.06%
	POSSIBLE INJURY (C)	22	24	19	26	16	107	1.12%
	PROPERTY DAMAGE ONLY (O)	158	203	151	159	157	828	8.70%
	<b>COUNTY SUBTOTAL</b>	<b>200</b>	<b>253</b>	<b>188</b>	<b>208</b>	<b>202</b>	<b>1,051</b>	<b>11.04%</b>
PISCATAQUIS Percent Personal Injury 22.08%	FATAL (K)	1	0	0	1	0	2	0.02%
	SUSPECTED SERIOUS (A)	0	0	1	1	0	2	0.02%
	SUSPECTED MINOR (B)	0	1	0	1	2	4	0.04%
	POSSIBLE INJURY (C)	2	3	0	1	3	9	0.09%
	PROPERTY DAMAGE ONLY (O)	14	19	6	11	10	60	0.63%
	<b>COUNTY SUBTOTAL</b>	<b>17</b>	<b>23</b>	<b>7</b>	<b>15</b>	<b>15</b>	<b>77</b>	<b>0.81%</b>
SAGadahoc Percent Personal Injury 21.36%	FATAL (K)	1	0	1	0	0	2	0.02%
	SUSPECTED SERIOUS (A)	2	0	0	1	1	4	0.04%
	SUSPECTED MINOR (B)	4	3	2	2	2	13	0.14%
	POSSIBLE INJURY (C)	9	10	2	2	2	25	0.26%
	PROPERTY DAMAGE ONLY (O)	34	37	31	28	32	162	1.70%
	<b>COUNTY SUBTOTAL</b>	<b>50</b>	<b>50</b>	<b>36</b>	<b>33</b>	<b>37</b>	<b>206</b>	<b>2.16%</b>
SOMERSET Percent Personal Injury 23.35%	FATAL (K)	1	2	0	1	0	4	0.04%
	SUSPECTED SERIOUS (A)	2	1	0	2	0	5	0.05%
	SUSPECTED MINOR (B)	9	6	7	13	7	42	0.44%
	POSSIBLE INJURY (C)	14	17	9	14	8	62	0.65%
	PROPERTY DAMAGE ONLY (O)	79	80	61	86	65	371	3.90%
	<b>COUNTY SUBTOTAL</b>	<b>105</b>	<b>106</b>	<b>77</b>	<b>116</b>	<b>80</b>	<b>484</b>	<b>5.08%</b>
WALDO Percent Personal Injury 19.91%	FATAL (K)	1	0	2	0	0	3	0.03%
	SUSPECTED SERIOUS (A)	0	2	0	3	0	5	0.05%
	SUSPECTED MINOR (B)	2	4	1	3	5	15	0.16%
	POSSIBLE INJURY (C)	5	5	1	3	5	19	0.20%
	PROPERTY DAMAGE ONLY (O)	36	42	24	35	32	169	1.78%
	<b>COUNTY SUBTOTAL</b>	<b>44</b>	<b>53</b>	<b>28</b>	<b>44</b>	<b>42</b>	<b>211</b>	<b>2.22%</b>
WASHINGTON Percent Personal Injury 30.98%	FATAL (K)	0	0	2	3	1	6	0.06%
	SUSPECTED SERIOUS (A)	0	1	0	0	0	1	0.01%
	SUSPECTED MINOR (B)	3	2	6	4	8	23	0.24%
	POSSIBLE INJURY (C)	3	8	6	4	6	27	0.28%
	PROPERTY DAMAGE ONLY (O)	28	32	22	21	24	127	1.33%
	<b>COUNTY SUBTOTAL</b>	<b>34</b>	<b>43</b>	<b>36</b>	<b>32</b>	<b>39</b>	<b>184</b>	<b>1.93%</b>
YORK Percent Personal Injury 20.88%	FATAL (K)	1	3	1	3	2	10	0.11%
	SUSPECTED SERIOUS (A)	4	6	6	4	5	25	0.26%
	SUSPECTED MINOR (B)	23	21	13	28	24	109	1.14%
	POSSIBLE INJURY (C)	42	35	22	32	28	159	1.67%
	PROPERTY DAMAGE ONLY (O)	243	239	239	219	208	1,148	12.06%
	<b>COUNTY SUBTOTAL</b>	<b>313</b>	<b>304</b>	<b>281</b>	<b>286</b>	<b>267</b>	<b>1,451</b>	<b>15.24%</b>
COUNTY GRAND TOTAL Percent Personal Injury 20.22%	FATAL (K)	14	16	17	16	9	72	0.76%
	SUSPECTED SERIOUS (A)	36	41	31	32	28	168	1.76%
	SUSPECTED MINOR (B)	134	122	101	158	163	678	7.12%
	POSSIBLE INJURY (C)	232	246	181	178	170	1,007	10.58%
	PROPERTY DAMAGE ONLY (O)	1,619	1,731	1,287	1,435	1,523	7,595	79.78%
	<b>GRAND TOTAL</b>	<b>2,035</b>	<b>2,156</b>	<b>1,617</b>	<b>1,819</b>	<b>1,893</b>	<b>9,520</b>	<b>100.00%</b>

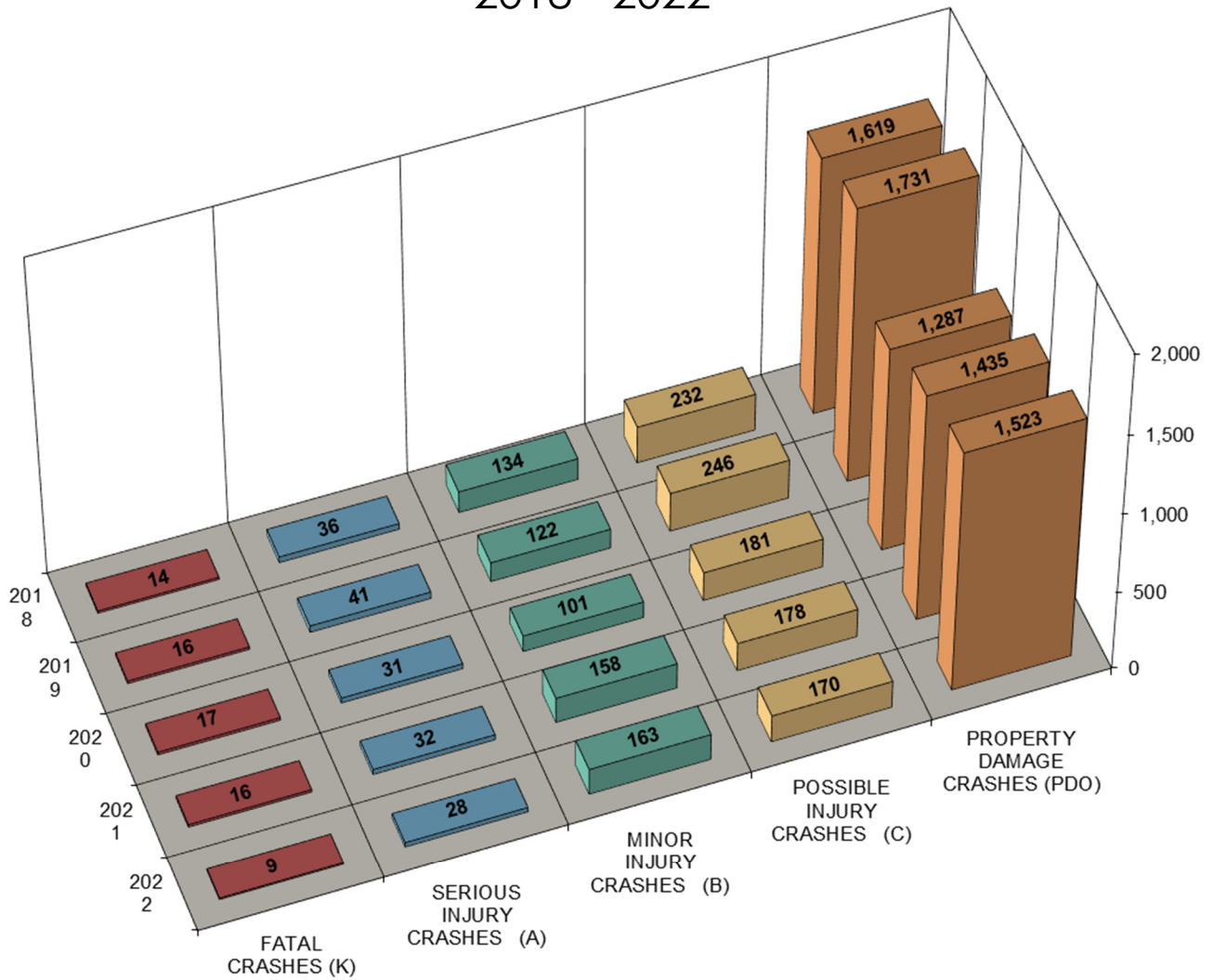


# MAINE HIGHWAY TRUCK CRASHES 2018 - 2022

## 9,520 Total Truck Crashes



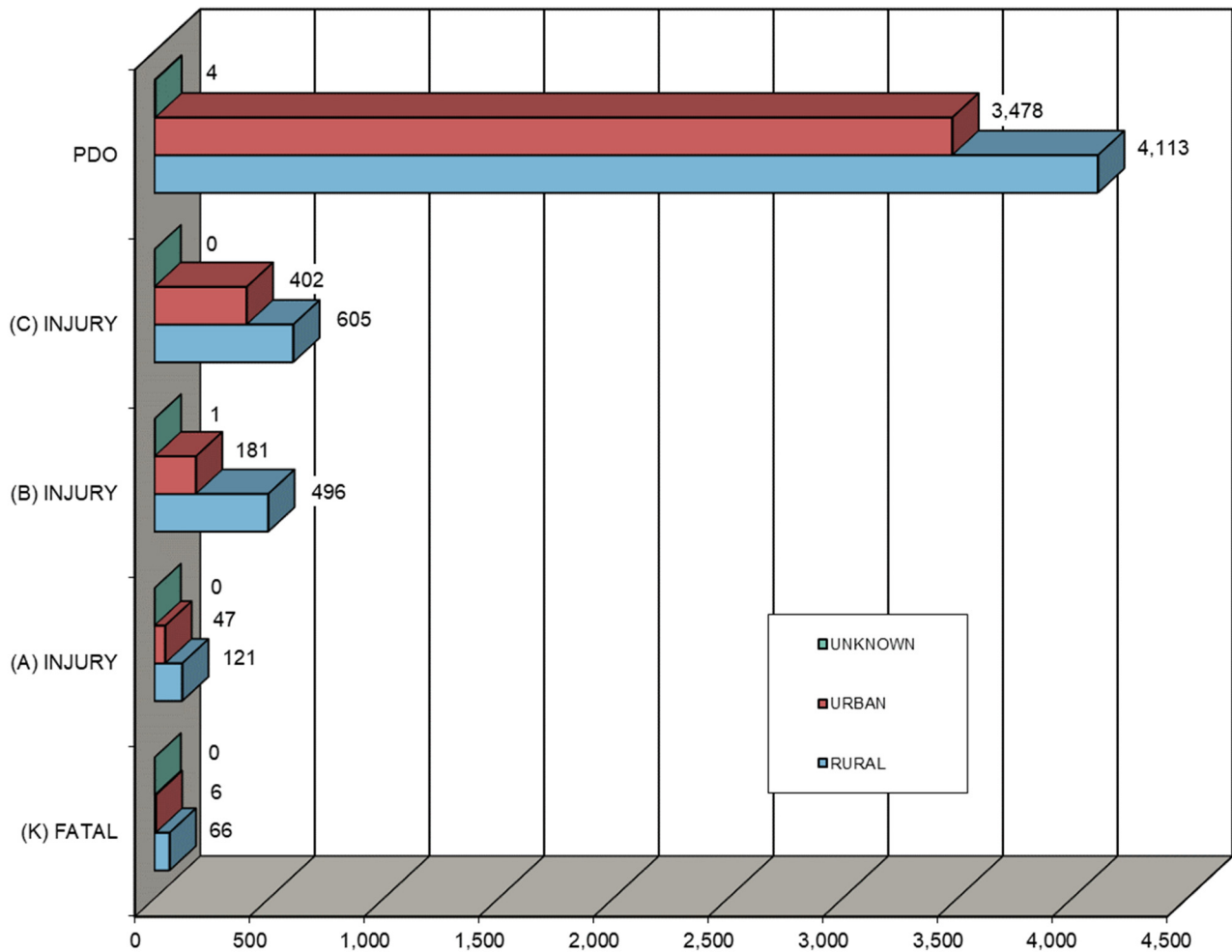
# MAINE HIGHWAY TRUCK CRASH SEVERITY BY YEAR 2018 - 2022



YEAR	FATAL CRASHES (K)	SERIOUS INJURY CRASHES (A)	MINOR INJURY CRASHES (B)	POSSIBLE INJURY CRASHES (C)	PROPERTY DAMAGE CRASHES (PDO)	TOTAL CRASHES	
2018	14	36	134	232	1,619	<b>2,035</b>	
2019	16	41	122	246	1,731	<b>2,156</b>	
2020	17	31	101	181	1,287	<b>1,617</b>	
2021	16	32	158	178	1,435	<b>1,819</b>	
2022	9	28	163	170	1,523	<b>1,893</b>	
<b>TOTAL</b>	<b>72</b>	<b>168</b>	<b>678</b>	<b>1,007</b>	<b>7,595</b>	<b>9,520</b>	
<b>PERCENT</b>	0.76%	<b>PERCENT INJURY =</b>			19.46%	79.78%	<b>100.00%</b>



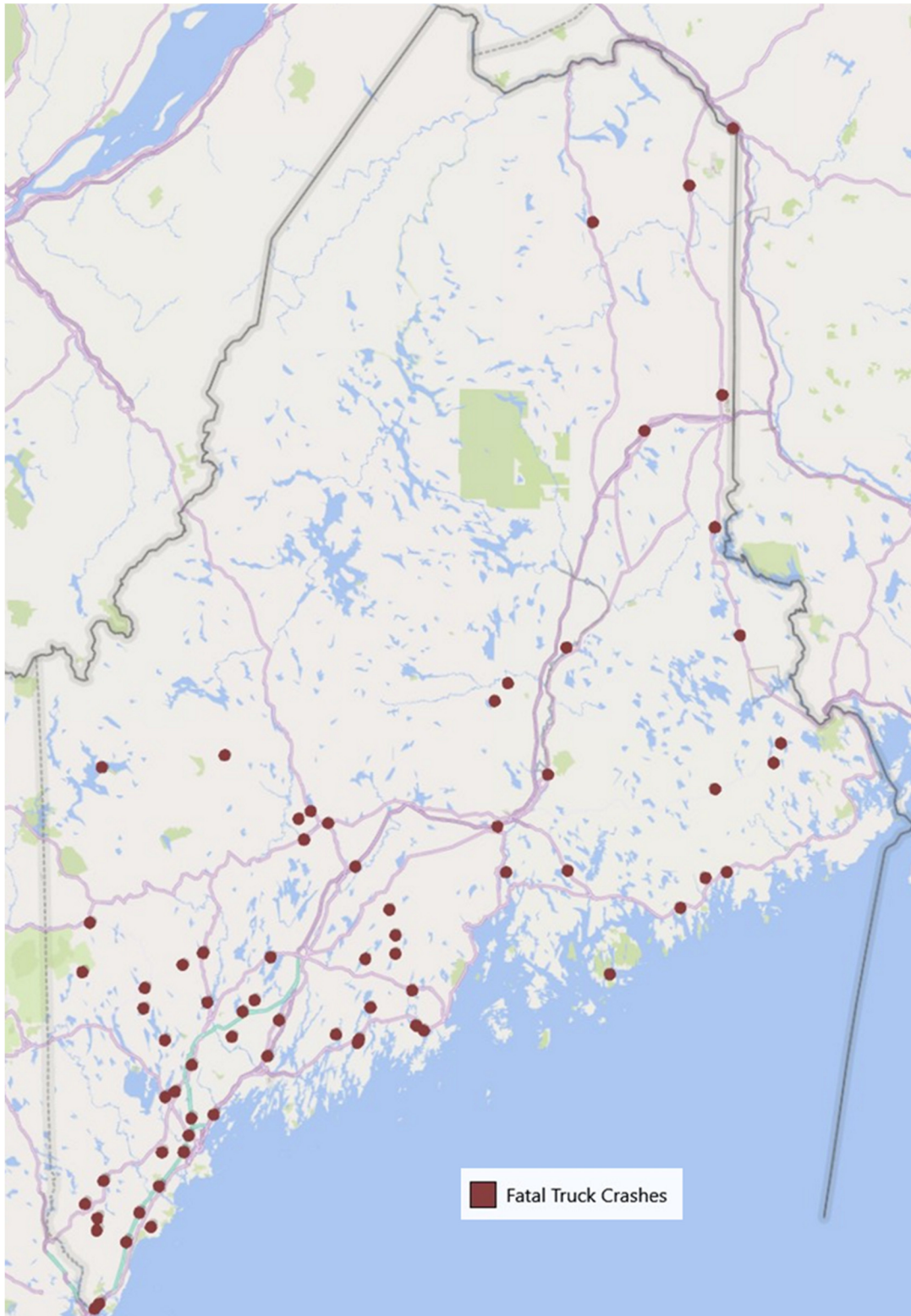
# MAINE HIGHWAY TRUCK CRASH SEVERITY BY RURAL URBAN DESIGNATION 2018 - 2022



RURAL URBAN DESIGNATION	FATAL CRASHES (K)	SERIOUS INJURY CRASHES (A)	MINOR INJURY CRASHES (B)	POSSIBLE INJURY CRASHES (C)	PROPERTY DAMAGE CRASHES (PDO)	FIVE YEAR TOTAL
RURAL	66	121	496	605	4,113	<b>5,401</b>
URBAN	6	47	181	402	3,478	<b>4,114</b>
UNKNOWN	0	0	1	0	4	<b>5</b>
<b>TOTAL</b>	<b>72</b>	<b>168</b>	<b>678</b>	<b>1,007</b>	<b>7,595</b>	<b>9,520</b>



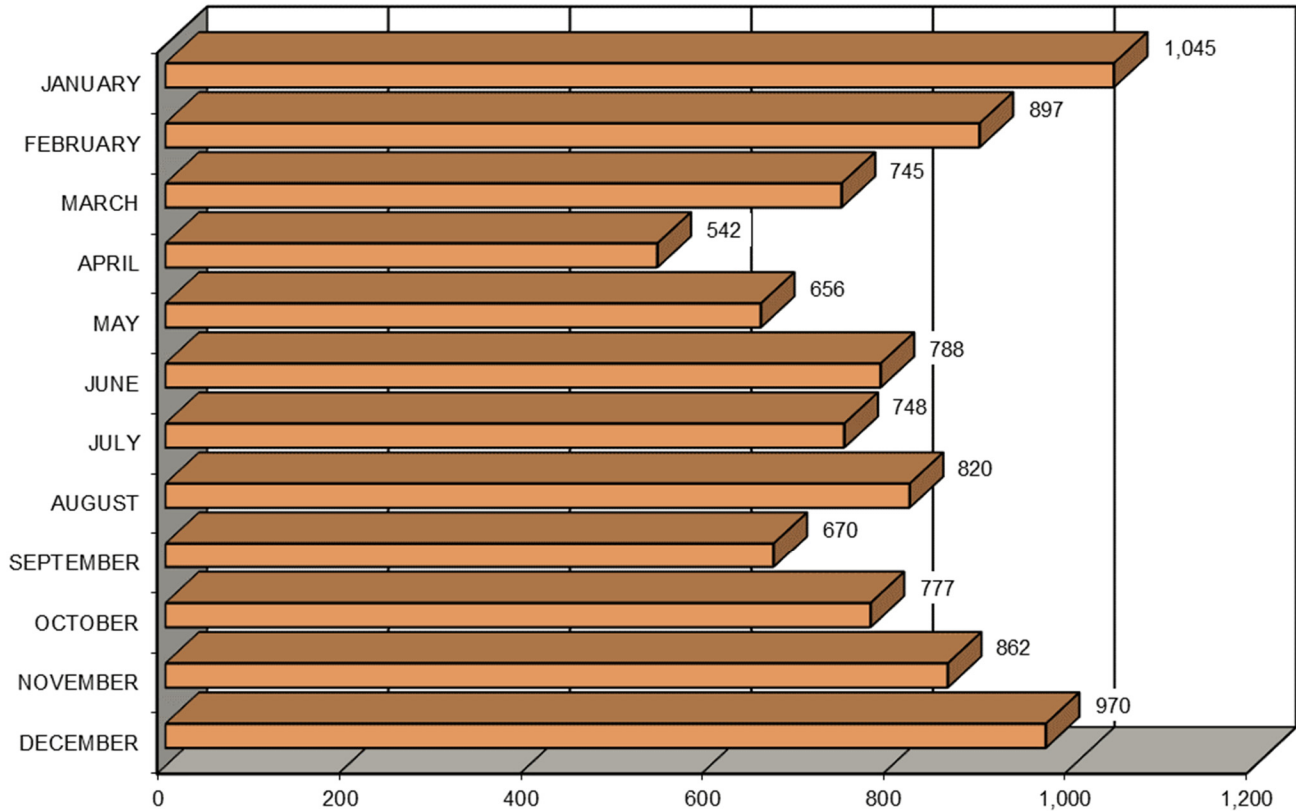
# MAINE HIGHWAY TRUCK CRASHES BY FATAL CRASH LOCATION 2018 - 2022



# MAINE HIGHWAY TRUCK CRASHES

## BY MONTH

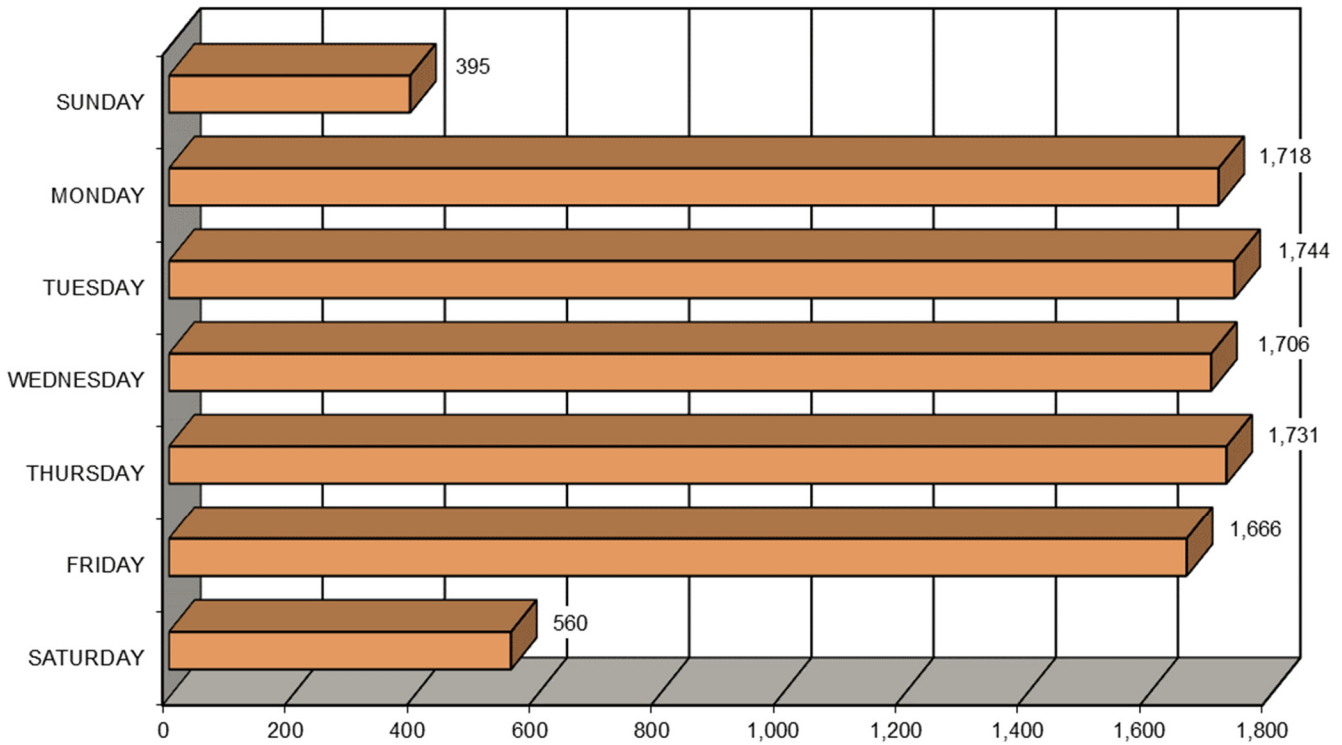
### 2018 - 2022



MONTH	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
JANUARY	239	242	217	135	212	<b>1,045</b>	<b>10.98%</b>
FEBRUARY	168	219	174	154	182	<b>897</b>	<b>9.42%</b>
MARCH	187	159	106	129	164	<b>745</b>	<b>7.83%</b>
APRIL	103	135	85	123	96	<b>542</b>	<b>5.69%</b>
MAY	143	151	94	146	122	<b>656</b>	<b>6.89%</b>
JUNE	164	158	147	153	166	<b>788</b>	<b>8.28%</b>
JULY	158	181	119	141	149	<b>748</b>	<b>7.86%</b>
AUGUST	174	171	146	155	174	<b>820</b>	<b>8.61%</b>
SEPTEMBER	128	165	109	142	126	<b>670</b>	<b>7.04%</b>
OCTOBER	171	170	133	164	139	<b>777</b>	<b>8.16%</b>
NOVEMBER	205	195	134	169	159	<b>862</b>	<b>9.05%</b>
DECEMBER	195	210	153	208	204	<b>970</b>	<b>10.19%</b>
<b>TOTAL</b>	<b>2,035</b>	<b>2,156</b>	<b>1,617</b>	<b>1,819</b>	<b>1,893</b>	<b>9,520</b>	<b>100.00%</b>



# MAINE HIGHWAY TRUCK CRASHES BY DAY OF THE WEEK 2018 - 2022



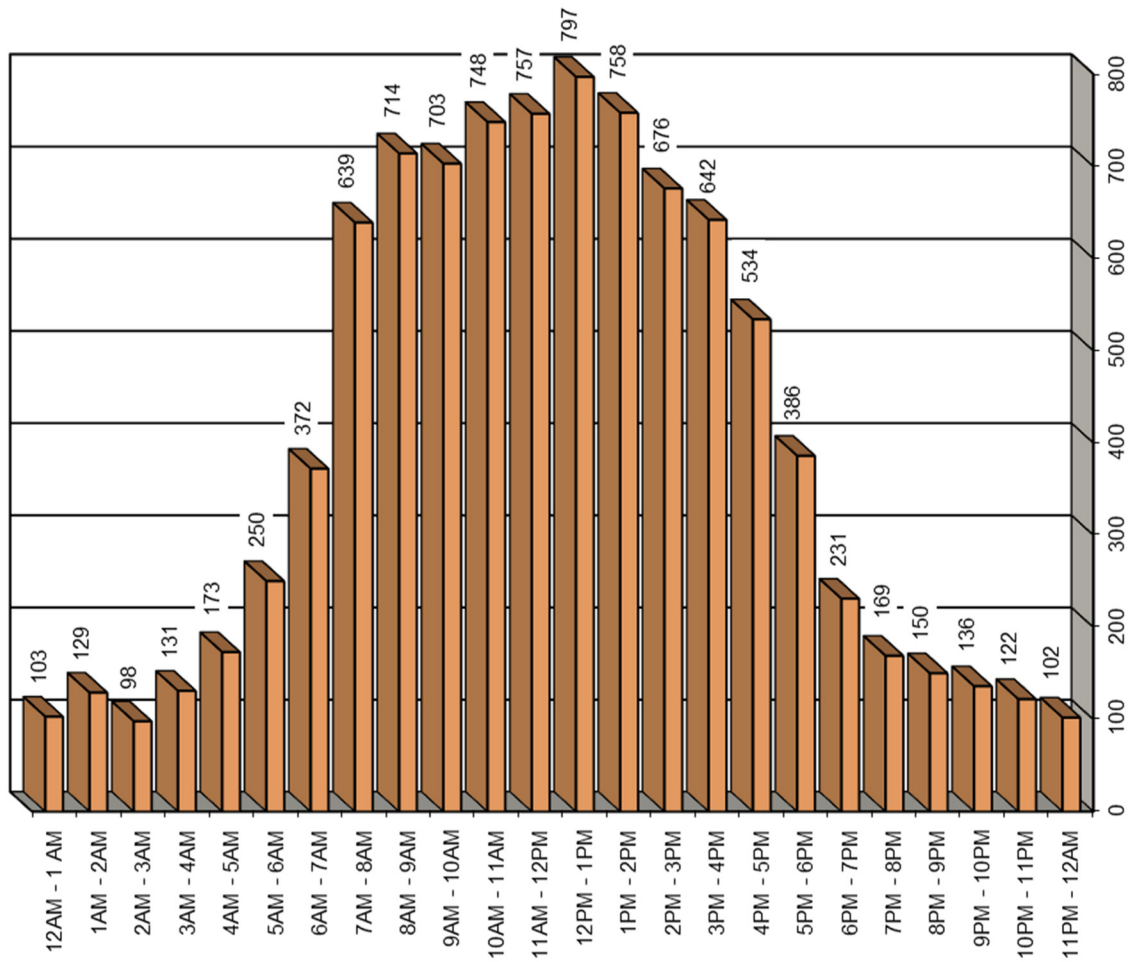
DAY OF THE WEEK	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	79	95	68	77	76	<b>395</b>	<b>4.15%</b>
MONDAY	351	415	292	340	320	<b>1,718</b>	<b>18.05%</b>
TUESDAY	383	409	271	343	338	<b>1,744</b>	<b>18.32%</b>
WEDNESDAY	344	377	275	357	353	<b>1,706</b>	<b>17.92%</b>
THURSDAY	380	381	341	304	325	<b>1,731</b>	<b>18.18%</b>
FRIDAY	383	383	278	279	343	<b>1,666</b>	<b>17.50%</b>
SATURDAY	115	96	92	119	138	<b>560</b>	<b>5.88%</b>
<b>TOTAL</b>	<b>2,035</b>	<b>2,156</b>	<b>1,617</b>	<b>1,819</b>	<b>1,893</b>	<b>9,520</b>	<b>100.00%</b>



# MAINE HIGHWAY TRUCK CRASHES

## BY TIME OF DAY

2018 - 2022

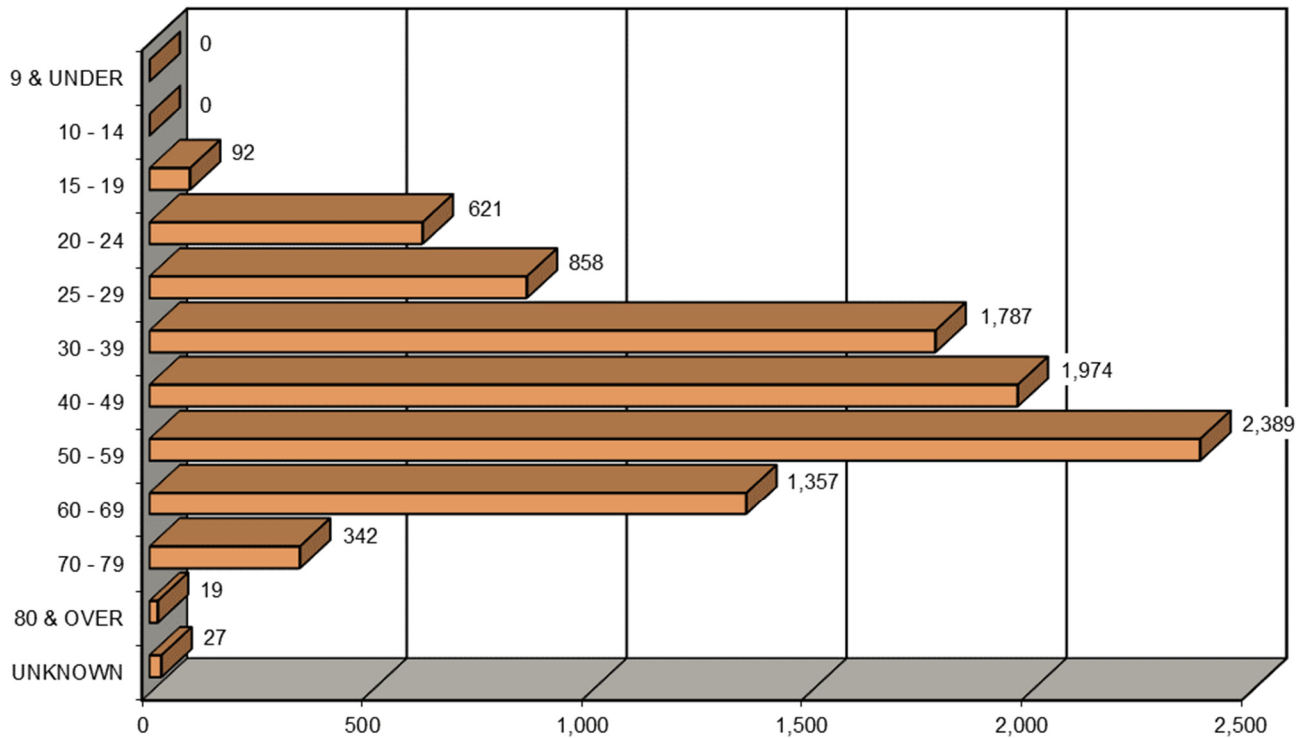


TIME OF DAY	2018	2019	2020	2021	2022	FIVE YEAR TOTAL
12AM - 1AM	17	26	14	22	24	103
1AM - 2AM	21	31	22	28	27	129
2AM - 3AM	22	21	17	19	19	98
3AM - 4AM	31	24	32	21	23	131
4AM - 5AM	35	36	32	39	31	173
5AM - 6AM	57	51	49	48	45	250
6AM - 7AM	78	77	79	69	69	372
7AM - 8AM	132	144	98	128	137	639
8AM - 9AM	158	181	110	116	149	714
9AM - 10AM	184	180	92	109	138	703
10AM - 11AM	167	177	105	129	170	748
11AM - 12PM	174	150	138	156	139	757
12PM - 1PM	171	175	132	158	161	797
1PM - 2PM	143	154	151	162	148	758
2PM - 3PM	125	169	112	140	130	676
3PM - 4PM	121	156	116	128	121	642
4PM - 5PM	117	111	84	96	126	534
5PM - 6PM	91	78	71	69	77	386
6PM - 7PM	50	60	33	55	33	231
7PM - 8PM	41	40	30	27	31	169
8PM - 9PM	30	37	29	26	28	150
9PM - 10PM	24	31	26	30	25	136
10PM - 11PM	24	30	25	20	23	122
11PM - 12AM	22	17	20	24	19	102
<b>TOTAL</b>	<b>2,035</b>	<b>2,156</b>	<b>1,617</b>	<b>1,819</b>	<b>1,893</b>	<b>9,520</b>





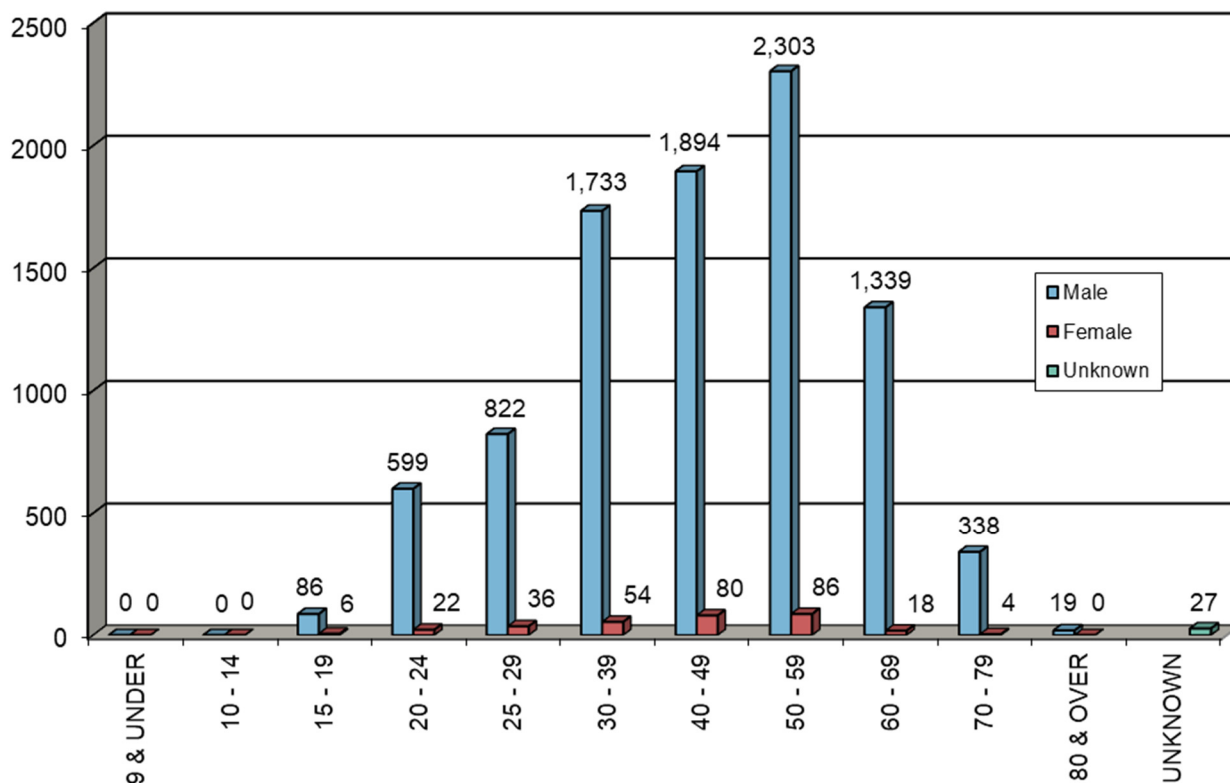
# TRUCK DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2018 - 2022



AGE OF TRUCK DRIVER	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	0	0	0	0	0	0	0.00%
10 - 14	0	0	0	0	0	0	0.00%
15 - 19	16	22	20	19	15	92	0.97%
20 - 24	125	131	101	126	138	621	6.56%
25 - 29	182	194	159	166	157	858	9.06%
30 - 39	369	410	296	323	389	1,787	18.88%
40 - 49	488	441	320	357	368	1,974	20.85%
50 - 59	495	585	411	445	453	2,389	25.24%
60 - 69	266	278	257	284	272	1,357	14.34%
70 - 79	77	75	49	57	84	342	3.61%
80 & OVER	2	5	2	4	6	19	0.20%
UNKNOWN	5	7	9	2	4	27	0.29%
<b>TOTAL</b>	<b>2,025</b>	<b>2,148</b>	<b>1,624</b>	<b>1,783</b>	<b>1,886</b>	<b>9,466</b>	<b>100.00%</b>



# TRUCK DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP AND GENDER 2018 - 2022



AGE GROUP OF TRUCK DRIVER BY GENDER	2018		2019		2020		2021		2022		TOTALS		FIVE YEAR TOTAL	PERCENT OF TOTAL
	M	F	M	F	M	F	M	F	M	F	M	F		
9 & UNDER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
10 - 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
15 - 19	15	1	20	2	18	2	18	1	15	0	86	6	92	0.97%
20 - 24	122	3	123	8	99	2	122	4	133	5	599	22	621	6.56%
25 - 29	179	3	184	10	152	7	159	7	148	9	822	36	858	9.06%
30 - 39	364	5	399	11	286	10	314	9	370	19	1,733	54	1,787	18.88%
40 - 49	477	11	421	20	304	16	344	13	348	20	1,894	80	1,974	20.85%
50 - 59	480	15	568	17	396	15	426	19	433	20	2,303	86	2,389	25.24%
60 - 69	262	4	275	3	255	2	282	2	265	7	1,339	18	1,357	14.34%
70 - 79	76	1	75	0	49	0	56	1	82	2	338	4	342	3.61%
80 & OVER	2	0	5	0	2	0	4	0	6	0	19	0	19	0.20%
UNKNOWN	5		7		9		2		4		27		27	0.29%
<b>TOTAL BY GENDER</b>	<b>1,977</b>	<b>43</b>	<b>2,070</b>	<b>71</b>	<b>1,561</b>	<b>54</b>	<b>1,725</b>	<b>56</b>	<b>1,800</b>	<b>82</b>	<b>9,133</b>	<b>306</b>		
<b>TOTAL</b>	<b>2,025</b>		<b>2,148</b>		<b>1,624</b>		<b>1,783</b>		<b>1,886</b>		<b>9,466</b>		<b>9,466</b>	<b>100.00%</b>



# CONTRIBUTING FACTORS OF TRUCK DRIVERS & TRUCKS INVOLVED IN MAINE HIGHWAY CRASHES 2018 - 2022

TRUCK DRIVER ACTIONS (actions 1 & 2 combined)	2018	2019	2020	2021	2022	Totals
NO CONTRIBUTING ACTION	956	1,072	828	932	972	4,760
RAN OFF ROADWAY	112	107	97	117	95	528
FAILED TO YIELD RIGHT-OF-WAY	142	129	90	115	104	580
RAN RED LIGHT	7	7	9	9	7	39
RAN STOP SIGN	8	3	2	6	10	29
DISREGARDED OTHER TRAFFIC SIGN	19	20	11	16	10	76
DISREGARDED OTHER ROAD MARKINGS	6	4	7	9	5	31
EXCEEDED POSTED SPEED LIMIT	8	8	13	6	6	41
DROVE TOO FAST FOR CONDITIONS	109	122	78	60	88	457
IMPROPER TURN	81	94	75	103	100	453
IMPROPER BACKING	142	122	96	94	93	547
IMPROPER PASSING	23	19	16	19	24	101
WRONG WAY	5	0	3	2	1	11
FOLLOWED TOO CLOSELY	121	137	79	91	119	547
FAILED TO KEEP IN PROPER LANE	122	147	93	102	121	585
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER	40	41	25	28	31	165
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	41	39	27	20	30	157
OVER-CORRECTING/OVER-STEERING	29	22	19	27	19	116
OTHER CONTRIBUTING ACTION	193	196	128	137	124	778
UNKNOWN	58	48	26	34	36	202
<b>TOTAL</b>	<b>2,222</b>	<b>2,337</b>	<b>1,722</b>	<b>1,927</b>	<b>1,995</b>	<b>10,203</b>
VEHICULAR FACTORS						
NONE	1,966	2,067	1,527	1,727	1,830	9,117
BRAKES	18	15	18	21	13	85
EXHAUST SYSTEM	0	1	3	0	0	4
BODY, DOORS	15	8	2	9	7	41
STEERING	8	5	6	5	4	28
POWER TRAIN	9	8	6	3	8	34
SUSPENSION	1	0	1	0	1	3
TIRES	28	23	30	24	28	133
WHEELS	1	10	4	4	5	24
LIGHTS (head, signal, tail, brake)	3	3	4	3	3	16
WINDOWS/WINDSHIELD	0	0	0	0	1	1
MIRRORS	1	4	1	2	3	11
WIPERS	0	0	0	0	0	0
TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS	6	8	4	9	4	31
OTHER	46	69	49	41	45	250
<b>TOTAL</b>	<b>2,102</b>	<b>2,221</b>	<b>1,655</b>	<b>1,848</b>	<b>1,952</b>	<b>9,778</b>

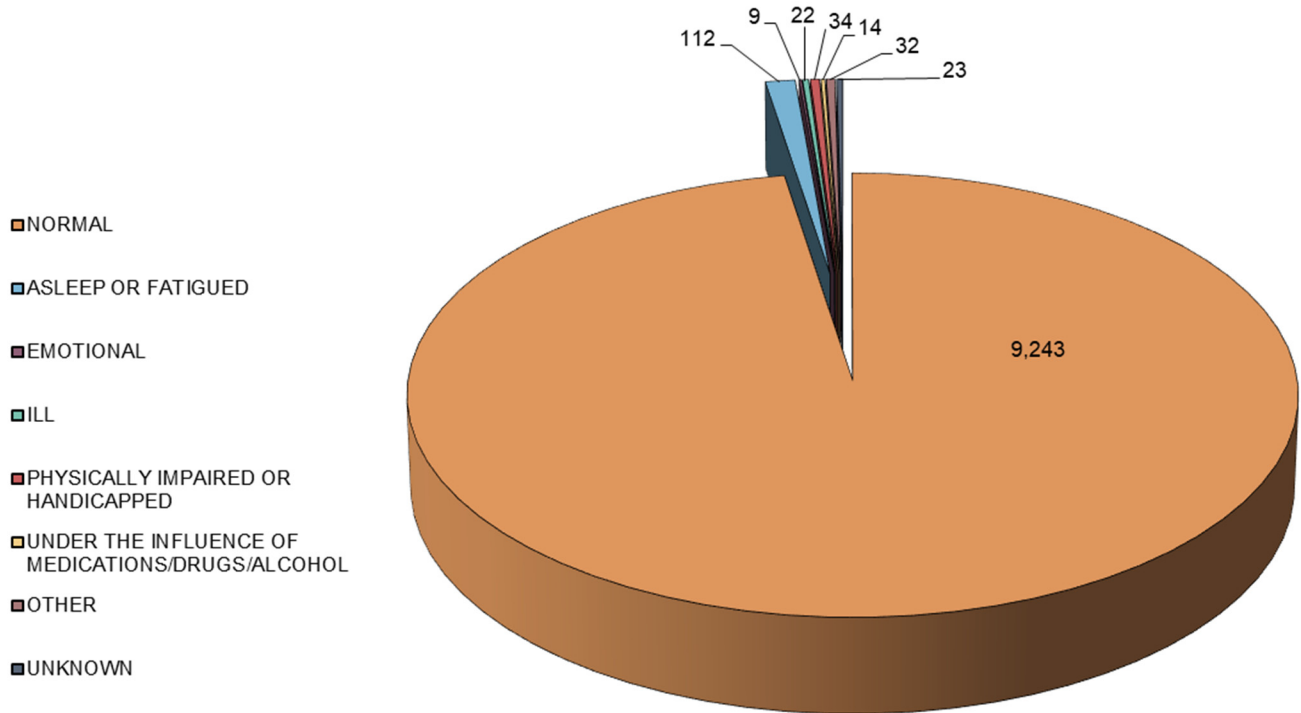


# CONTRIBUTING FACTORS OF ALL VEHICLES INVOLVED IN MAINE HIGHWAY TRUCK CRASHES 2018 - 2022

ALL DRIVER ACTIONS (actions 1 & 2 combined)	2018	2019	2020	2021	2022	Totals
NO CONTRIBUTING ACTION	1,657	1,822	1,404	1,509	1,573	<b>7,965</b>
RAN OFF ROADWAY	125	119	113	131	109	<b>597</b>
FAILED TO YIELD RIGHT-OF-WAY	305	335	256	282	292	<b>1,470</b>
RAN RED LIGHT	13	14	18	25	20	<b>90</b>
RAN STOP SIGN	16	19	18	15	24	<b>92</b>
DISREGARDED OTHER TRAFFIC SIGN	23	25	14	23	14	<b>99</b>
DISREGARDED OTHER ROAD MARKINGS	10	8	11	17	8	<b>54</b>
EXCEEDED POSTED SPEED LIMIT	16	22	23	16	18	<b>95</b>
DROVE TOO FAST FOR CONDITIONS	214	236	162	114	142	<b>868</b>
IMPROPER TURN	104	112	98	125	130	<b>569</b>
IMPROPER BACKING	156	143	114	105	115	<b>633</b>
IMPROPER PASSING	76	79	56	62	75	<b>348</b>
WRONG WAY	7	6	8	8	2	<b>31</b>
FOLLOWED TOO CLOSELY	221	244	173	187	211	<b>1,036</b>
FAILED TO KEEP IN PROPER LANE	231	251	174	190	218	<b>1,064</b>
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER	78	82	63	66	74	<b>363</b>
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	61	57	40	32	44	<b>234</b>
OVER-CORRECTING/OVER-STEERING	38	30	23	41	28	<b>160</b>
OTHER CONTRIBUTING ACTION	275	269	202	206	190	<b>1,142</b>
UNKNOWN	98	87	49	62	61	<b>357</b>
<b>TOTAL</b>	<b>3,724</b>	<b>3,960</b>	<b>3,019</b>	<b>3,216</b>	<b>3,348</b>	<b>17,267</b>
VEHICULAR FACTORS						
NONE	3,449	3,687	2,624	3,015	3,145	<b>15,920</b>
BRAKES	23	17	26	30	22	<b>118</b>
EXHAUST SYSTEM	1	1	3	0	0	<b>5</b>
BODY, DOORS	23	10	4	17	15	<b>69</b>
STEERING	8	5	8	5	8	<b>34</b>
POWER TRAIN	12	9	7	4	8	<b>40</b>
SUSPENSION	2	1	1	0	2	<b>6</b>
TIRES	39	34	34	30	35	<b>172</b>
WHEELS	1	11	5	5	7	<b>29</b>
LIGHTS (head, signal, tail, brake)	4	3	6	3	5	<b>21</b>
WINDOWS/WINDSHIELD	0	2	1	0	4	<b>7</b>
MIRRORS	1	6	2	2	3	<b>14</b>
WIPERS	0	0	0	0	0	<b>0</b>
TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS	6	10	4	9	6	<b>35</b>
OTHER	53	81	53	48	52	<b>287</b>
<b>TOTAL</b>	<b>3,622</b>	<b>3,877</b>	<b>2,778</b>	<b>3,168</b>	<b>3,312</b>	<b>16,757</b>



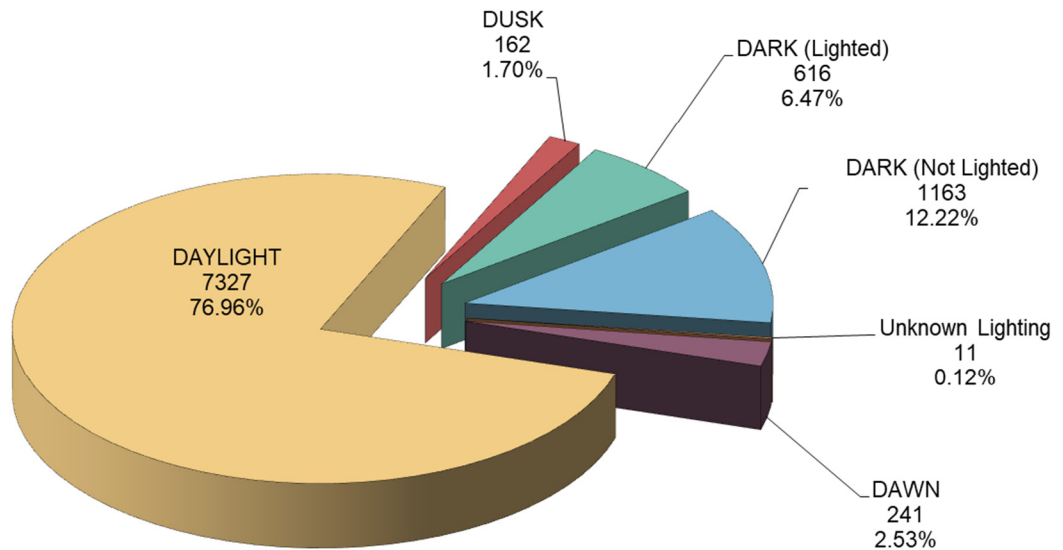
# TRUCK DRIVERS APPARENT PHYSICAL CONDITION IN MAINE HIGHWAY TRUCK CRASHES 2018 - 2022



TRUCK DRIVER PHYSICAL CONDITION	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
APPARENTLY NORMAL	1,976	2,098	1,577	1,751	1,841	<b>9,243</b>	<b>97.41%</b>
ASLEEP OR FATIGUED	23	26	19	22	22	<b>112</b>	<b>1.18%</b>
EMOTIONAL (depressed, angry, disturbed, etc.)	2	3	1	2	1	<b>9</b>	<b>0.09%</b>
ILL (sick)	3	5	7	5	2	<b>22</b>	<b>0.23%</b>
PHYSICALLY IMPAIRED OR HANDICAPPED	5	8	2	9	10	<b>34</b>	<b>0.36%</b>
UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL	4	1	3	4	2	<b>14</b>	<b>0.15%</b>
OTHER	3	2	13	5	9	<b>32</b>	<b>0.34%</b>
UNKNOWN	9	5	2	4	3	<b>23</b>	<b>0.24%</b>
<b>TOTAL</b>	<b>2,025</b>	<b>2,148</b>	<b>1,624</b>	<b>1,802</b>	<b>1,890</b>	<b>9,489</b>	<b>100.00%</b>



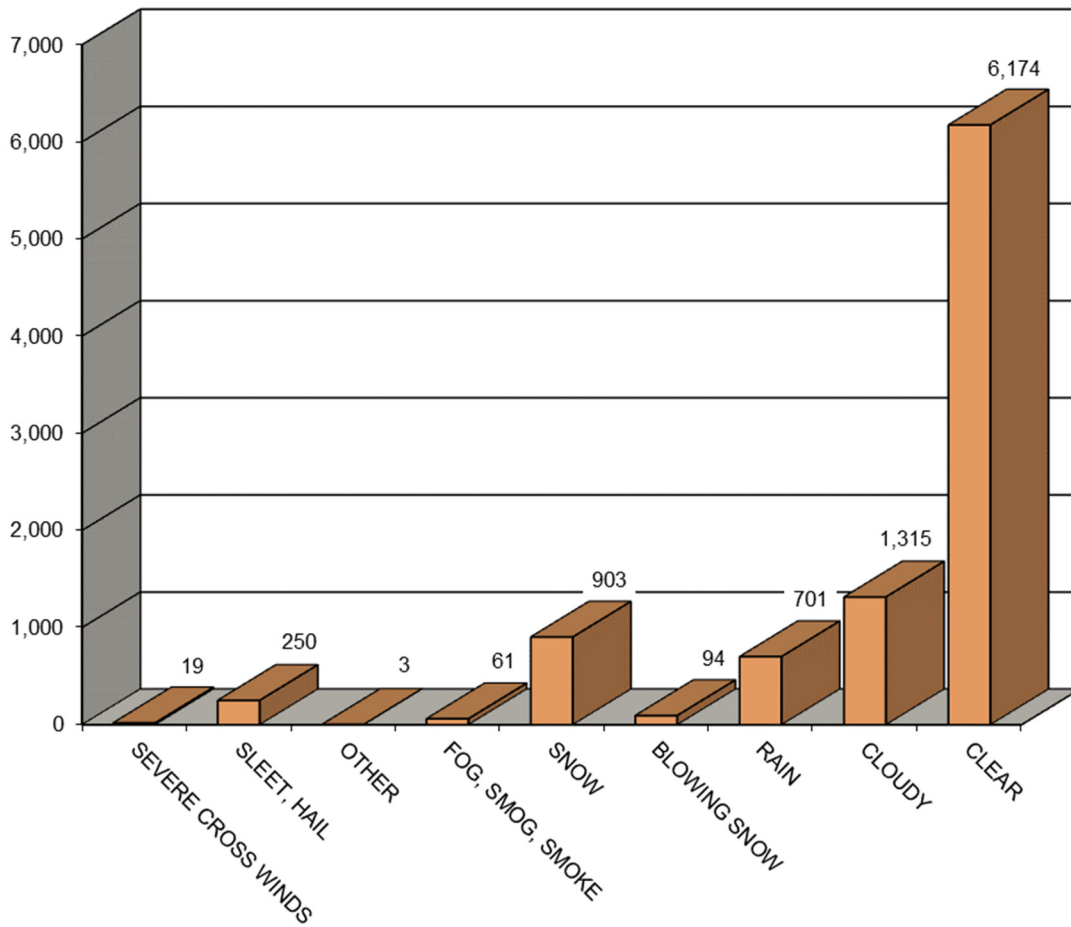
# MAINE HIGHWAY TRUCK CRASHES BY LIGHT CONDITION 2018 - 2022



LIGHT CONDITION	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
DARK (Lighted)	140	150	108	110	108	<b>616</b>	<b>6.47%</b>
DARK (Not Lighted)	239	258	222	225	219	<b>1163</b>	<b>12.22%</b>
DARK (Unknown Lighting)	0	2	4	2	1	<b>9</b>	<b>0.09%</b>
DAWN	49	49	45	57	41	<b>241</b>	<b>2.53%</b>
DAYLIGHT	1563	1659	1210	1397	1498	<b>7327</b>	<b>76.96%</b>
DUSK	42	38	28	28	26	<b>162</b>	<b>1.70%</b>
UNKNOWN	2	0	0	0	0	<b>2</b>	<b>0.02%</b>
<b>TOTAL</b>	<b>2035</b>	<b>2156</b>	<b>1617</b>	<b>1819</b>	<b>1893</b>	<b>9520</b>	<b>100.00%</b>



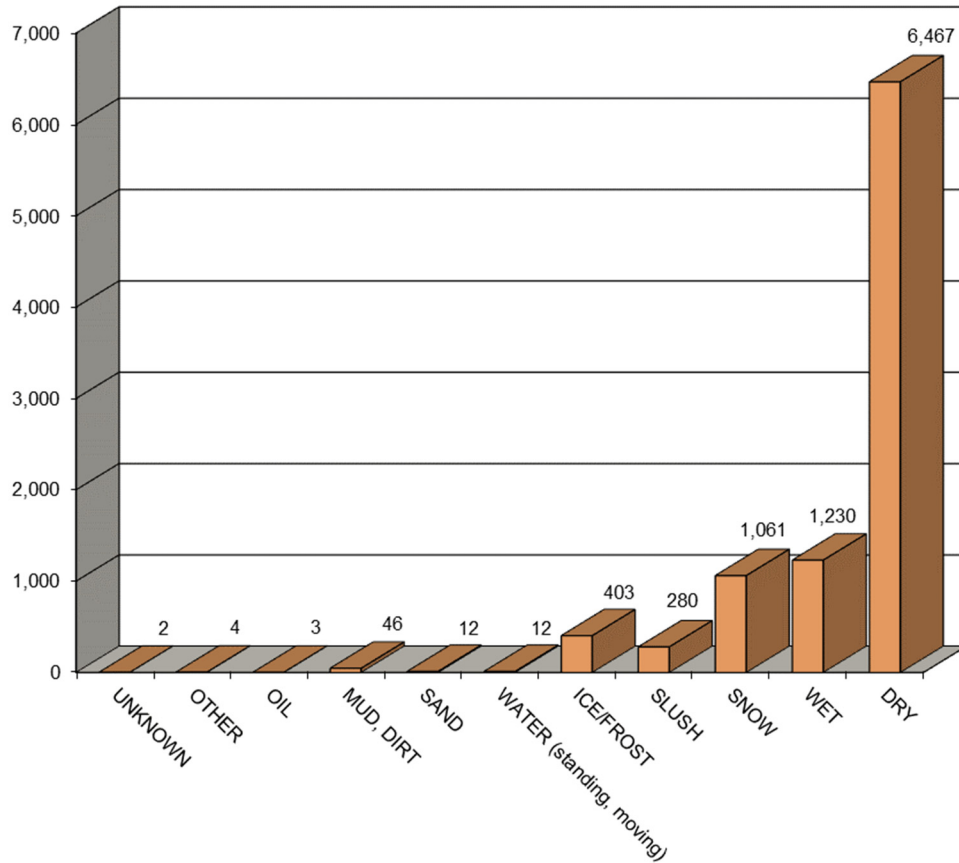
# MAINE HIGHWAY TRUCK CRASHES BY WEATHER CONDITIONS 2018 - 2022



WEATHER CONDITIONS	2018	2019	2020	2021	2022	FIVE YEAR TOTAL
BLOWING SAND, SOIL, DIRT	0	0	0	0	0	<b>0</b>
SEVERE CROSS WINDS	2	7	1	4	5	<b>19</b>
SLEET, HAIL (freezing rain or drizzle)	60	65	32	50	43	<b>250</b>
OTHER	2	1	0	0	0	<b>3</b>
FOG, SMOG, SMOKE	14	7	13	13	14	<b>61</b>
SNOW	254	251	172	108	118	<b>903</b>
BLOWING SNOW	26	22	18	8	20	<b>94</b>
RAIN	140	169	113	127	152	<b>701</b>
CLOUDY	302	299	233	264	217	<b>1,315</b>
CLEAR	1,235	1,335	1,035	1,245	1,324	<b>6,174</b>
<b>TOTAL</b>	<b>2,035</b>	<b>2,156</b>	<b>1,617</b>	<b>1,819</b>	<b>1,893</b>	<b>9,520</b>



# MAINE HIGHWAY TRUCK CRASHES BY ROAD SURFACE CONDITIONS 2018 - 2022



ROAD SURFACE CONDITIONS	2018	2019	2020	2021	2022	FIVE YEAR TOTAL
UNKNOWN	1	1	0	0	0	2
OTHER	0	0	0	3	1	4
OIL	0	1	1	0	1	3
MUD, DIRT, GRAVEL	12	7	9	11	7	46
SAND	3	2	1	6	0	12
WATER (standing, moving)	4	2	0	3	3	12
ICE/FROST	99	113	48	56	87	403
SLUSH	80	67	52	44	37	280
SNOW	292	302	189	120	158	1,061
WET	271	296	199	221	243	1,230
DRY	1,273	1,365	1,118	1,355	1,356	6,467
<b>TOTAL</b>	<b>2,035</b>	<b>2,156</b>	<b>1,617</b>	<b>1,819</b>	<b>1,893</b>	<b>9,520</b>





# VEHICLES INVOLVED IN MAINE HIGHWAY TRUCK CRASHES 2018 - 2022

VEHICLE TYPE INVOLVED IN TRUCK CRASHES	2018	2019	2020	2021	2022	FIVE YEAR TOTAL
PASSENGER CAR	840	887	563	628	682	3,600
(SPORT) UTILITY VEHICLE	324	378	280	360	316	1,658
PASSENGER VAN	54	16	31	22	50	173
CARGO VAN (10k or less)	26	46	27	30	37	166
PICKUP TRUCK	268	340	225	286	288	1,407
MOTOR HOME	7	0	1	3	1	12
SCHOOL BUS	7	6	2	5	4	24
CONSTRUCTION	0	4	1	4	2	11
TRANSIT BUS	5	5	3	5	6	24
MOTOR COACH	0	3	3	2	2	10
OTHER BUS	1	6	2	0	1	10
MOTORCYCLE	5	4	7	5	8	29
MOPED	0	0	0	1	2	3
LOW SPEED VEHICLE	1	0	0	0	1	2
AUTOCYCLE	0	0	0	0	0	0
EXPERIMENTAL	0	0	0	0	0	0
OTHER LIGHT TRUCK (10,000 lbs or less)	160	58	157	177	188	740
<b>TOTAL MEDIUM /HEAVY TRUCKS (more than 10,000 lbs)</b>	<b>1914</b>	<b>2114</b>	<b>1476</b>	<b>1647</b>	<b>1747</b>	<b>8,898</b>
Single Unit Truck (2 axles, 6 tires)	580	612	407	441	494	2,534
Single Unit Truck (3 axles)	334	305	246	265	290	1,440
Single Unit Truck (4 axles with rear tri-axle)	90	99	59	89	82	419
Single Unit Truck (5 or more axles)	40	34	34	21	36	165
Truck/Trailer(s) [Single Unit Truck with Trailer(s)]	115	104	103	118	108	548
Truck Tractor (without trailer, bobtail or saddle mount)	10	12	3	6	7	38
Tractor/Semi-Trailer (one trailer - 5 axles)	359	386	305	342	352	1,744
Tractor/Semi-Trailer (one trailer - 6 axles)	160	193	145	143	157	798
Tractor/Semi-Trailer (one trailer - all other axle configurations)	37	36	38	32	35	178
Tractor/Doubles (two trailers)	8	5	1	5	3	22
Tractor/Triples (three trailers)	0	0	0	0	0	0
Other Trucks Greater Than 10,000 lbs. (not listed above)	67	87	63	74	78	369
Unknown Configuration	114	241	72	111	96	634
ATV (2,3,4-WHEEL)	1	0	1	3	4	9
SNOWMOBILE	0	0	0	0	0	0
PEDESTRIAN	18	4	5	5	4	36
BICYCLE	3	1	2	0	0	6
OTHER	40	54	40	33	24	191
<b>TOTAL VEHICLES INVOLVED</b>	<b>3,674</b>	<b>3,926</b>	<b>2,826</b>	<b>3,216</b>	<b>3,367</b>	<b>17,009</b>

Medium/Heavy trucks broken out by configuration





STATE OF MAINE  
HIGHWAY BUS CRASHES  
2018 - 2022

I. PREFACE ..... i

II. CRASH TABLES AND CHARTS 2018-2022

Crashes Summarized by:

County ..... 1-4

Severity ..... 5-6

Rural/Urban Designation ..... 7

Fatal Crashes Map ..... 8

Month ..... 9

Day of Week ..... 10

Time of Day ..... 11

Age Groups ..... 12

Age Groups by Gender ..... 13

Contributing Factors ..... 14-15

Apparent Physical Condition ..... 16

Light Conditions ..... 17

Weather Conditions ..... 18

Road Surface Conditions ..... 19

Vehicle Type ..... 20



# STATE OF MAINE

## HIGHWAY BUS CRASHES

### 2018 - 2022

#### Preface

This publication is a statistical review of reported motor vehicle highway crashes involving buses in Maine during the five-year study period 2018- 2022. These buses are classified by the following Vehicle Configuration: *Bus (seats for 16 or more, including driver)* and *Bus (seats 9-15 people, including driver)* 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. Fatalities data was provided by the Department of Public Safety. 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. Fatalities data is provided by the Department of Public Safety and does not include deaths that were later determined to be of natural causes.

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.

A link to this publication can be found on the maine.gov website at:

[maine.gov/mdot/safety/crash-data/](https://maine.gov/mdot/safety/crash-data/)

We welcome your comments and suggestions on this report at:

Maine Department of Transportation

Office of Safety & Mobility

Crash Records Section

16 State House Station

Augusta, ME 04333-0016

Tel: 207-624-3616

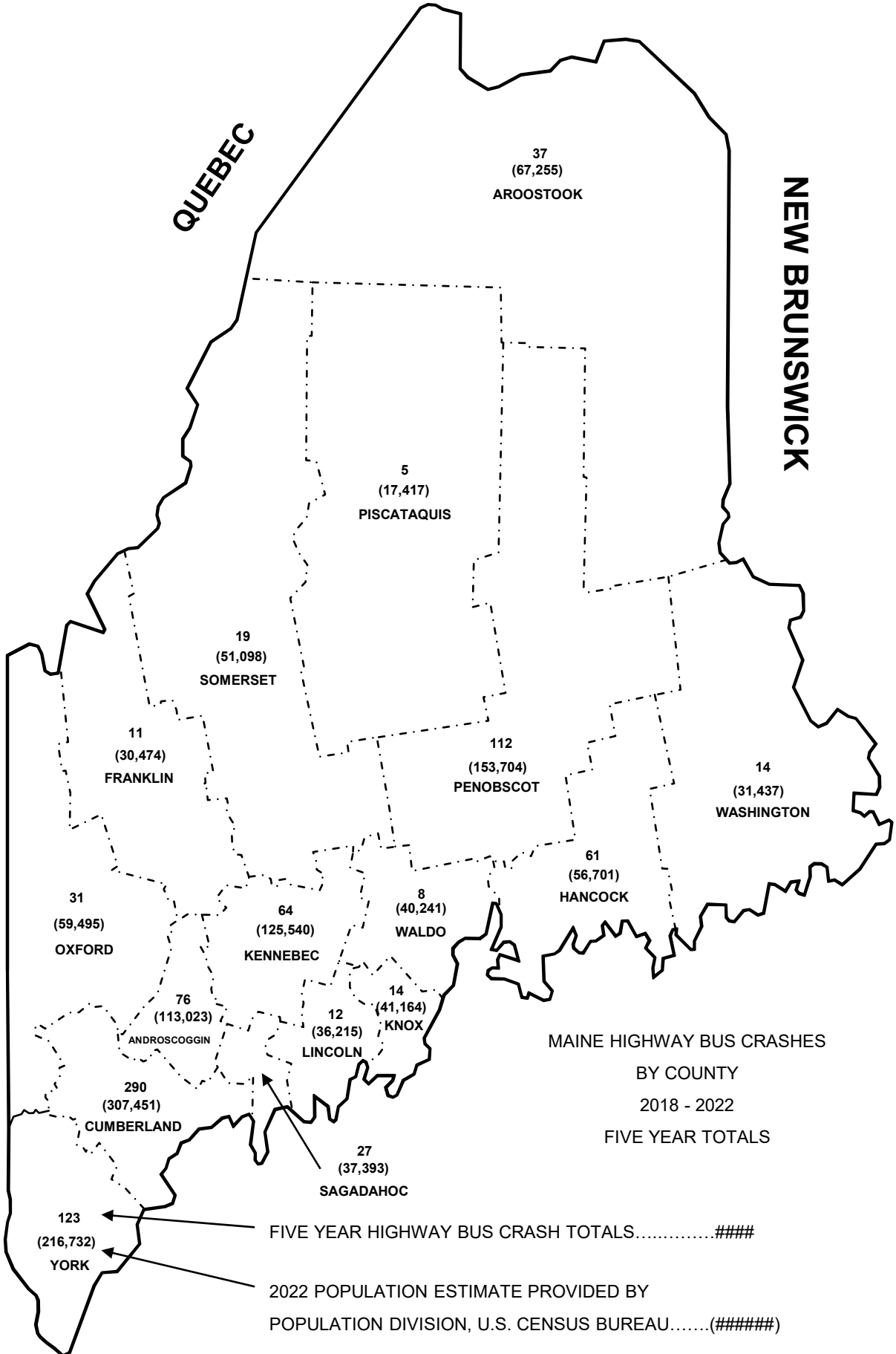




**NEW HAMPSHIRE**

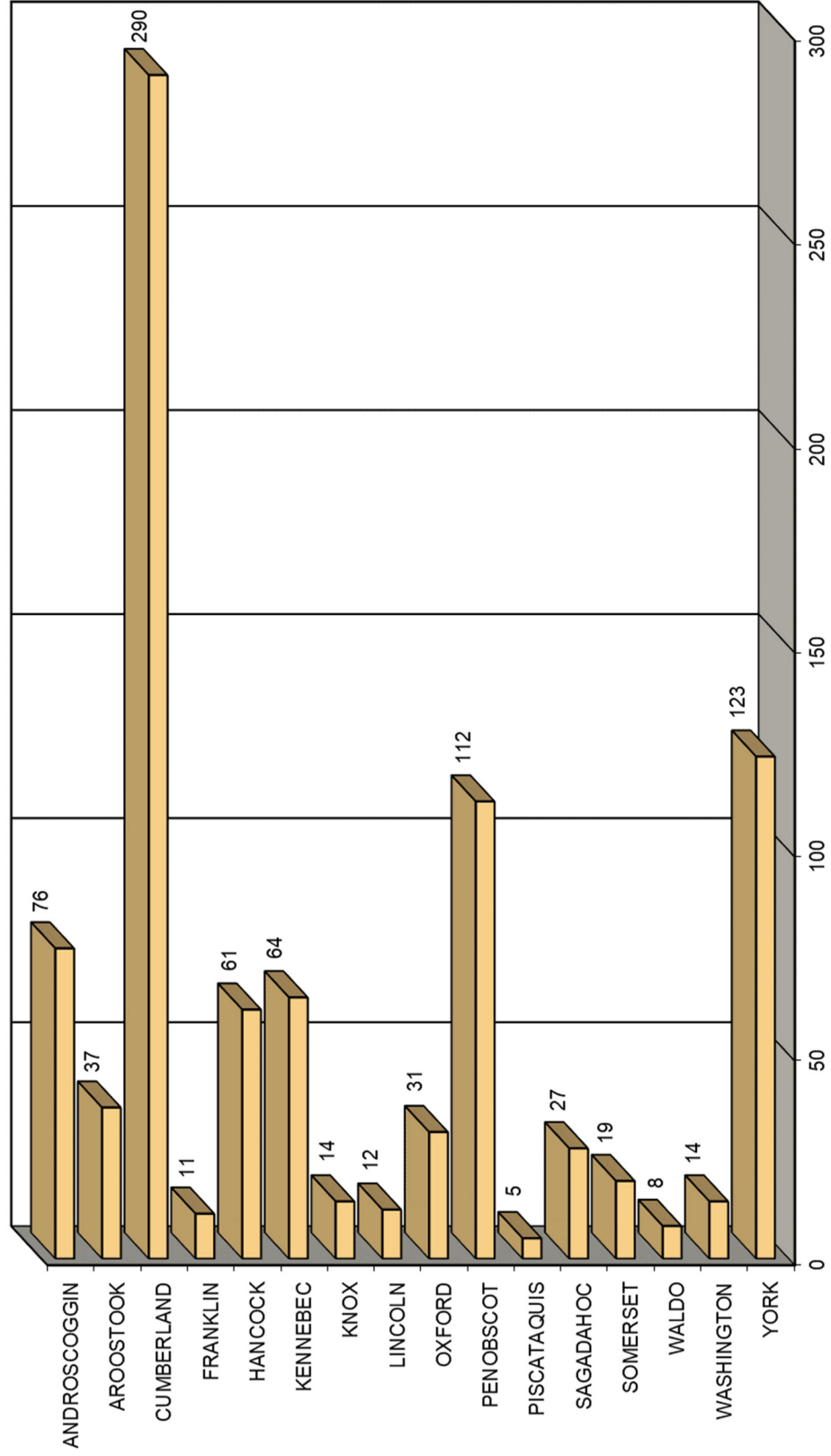
**QUEBEC**

**NEW BRUNSWICK**



Produced by the Maine Department of Transportation

# MAINE HIGHWAY BUS CRASHES BY COUNTY 2018-- 2022



# MAINE HIGHWAY BUS CRASHES

## BY COUNTY

### 2018- 2022

COUNTY	INJURY TYPE CRASHES	2018	2019	2020	2021	2022	TOTAL CRASHES	PERCENT OF TOTAL
ANDROSCOGGIN  Percent Personal Injury 15.79%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	1	1	0	2	1	5	0.05%
	POSSIBLE INJURY (C)	1	3	0	2	1	7	0.08%
	PROPERTY DAMAGE ONLY (O)	11	13	5	15	20	64	0.70%
	<b>COUNTY SUBTOTAL</b>		<b>13</b>	<b>17</b>	<b>5</b>	<b>19</b>	<b>22</b>	<b>76</b>
AROSTOOK  Percent Personal Injury 16.22%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	0	1	0	1	0	2	0.02%
	POSSIBLE INJURY (C)	2	2	0	0	0	4	0.04%
	PROPERTY DAMAGE ONLY (O)	9	9	3	6	4	31	0.34%
	<b>COUNTY SUBTOTAL</b>		<b>11</b>	<b>12</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>37</b>
CUMBERLAND  Percent Personal Injury 13.01%	FATAL (K)	0	0	0	0	1	1	0.01%
	SUSPECTED SERIOUS (A)	1	0	1	1	1	4	0.04%
	SUSPECTED MINOR (B)	4	2	0	0	0	6	0.07%
	POSSIBLE INJURY (C)	9	4	3	4	7	27	0.29%
	PROPERTY DAMAGE ONLY (O)	71	65	26	43	47	252	2.75%
	<b>COUNTY SUBTOTAL</b>		<b>85</b>	<b>71</b>	<b>30</b>	<b>48</b>	<b>56</b>	<b>290</b>
FRANKLIN  Percent Personal Injury 9.09%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	0	0	0	1	0	1	0.01%
	POSSIBLE INJURY (C)	0	0	0	0	0	0	0.00%
	PROPERTY DAMAGE ONLY (O)	3	3	2	1	1	10	0.11%
	<b>COUNTY SUBTOTAL</b>		<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>11</b>
HANCOCK  Percent Personal Injury 6.56%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	0	1	0	2	0	3	0.03%
	POSSIBLE INJURY (C)	0	0	1	0	0	1	0.01%
	PROPERTY DAMAGE ONLY (O)	15	17	3	10	12	57	0.62%
	<b>COUNTY SUBTOTAL</b>		<b>15</b>	<b>18</b>	<b>4</b>	<b>12</b>	<b>12</b>	<b>61</b>
KENNEBEC  Percent Personal Injury 15.63%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	1	1	0	1	0	3	0.03%
	POSSIBLE INJURY (C)	3	0	2	2	0	7	0.08%
	PROPERTY DAMAGE ONLY (O)	6	17	7	10	14	54	0.59%
	<b>COUNTY SUBTOTAL</b>		<b>10</b>	<b>18</b>	<b>9</b>	<b>13</b>	<b>14</b>	<b>64</b>
KNOX  Percent Personal Injury 21.43%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	0	0	0	1	0	1	0.01%
	POSSIBLE INJURY (C)	1	0	1	0	0	2	0.02%
	PROPERTY DAMAGE ONLY (O)	1	4	2	1	3	11	0.12%
	<b>COUNTY SUBTOTAL</b>		<b>2</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>14</b>
LINCOLN  Percent Personal Injury 16.67%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	0	0	0	0	0	0	0.00%
	POSSIBLE INJURY (C)	0	1	0	0	1	2	0.02%
	PROPERTY DAMAGE ONLY (O)	3	3	1	2	1	10	0.11%
	<b>COUNTY SUBTOTAL</b>		<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>12</b>



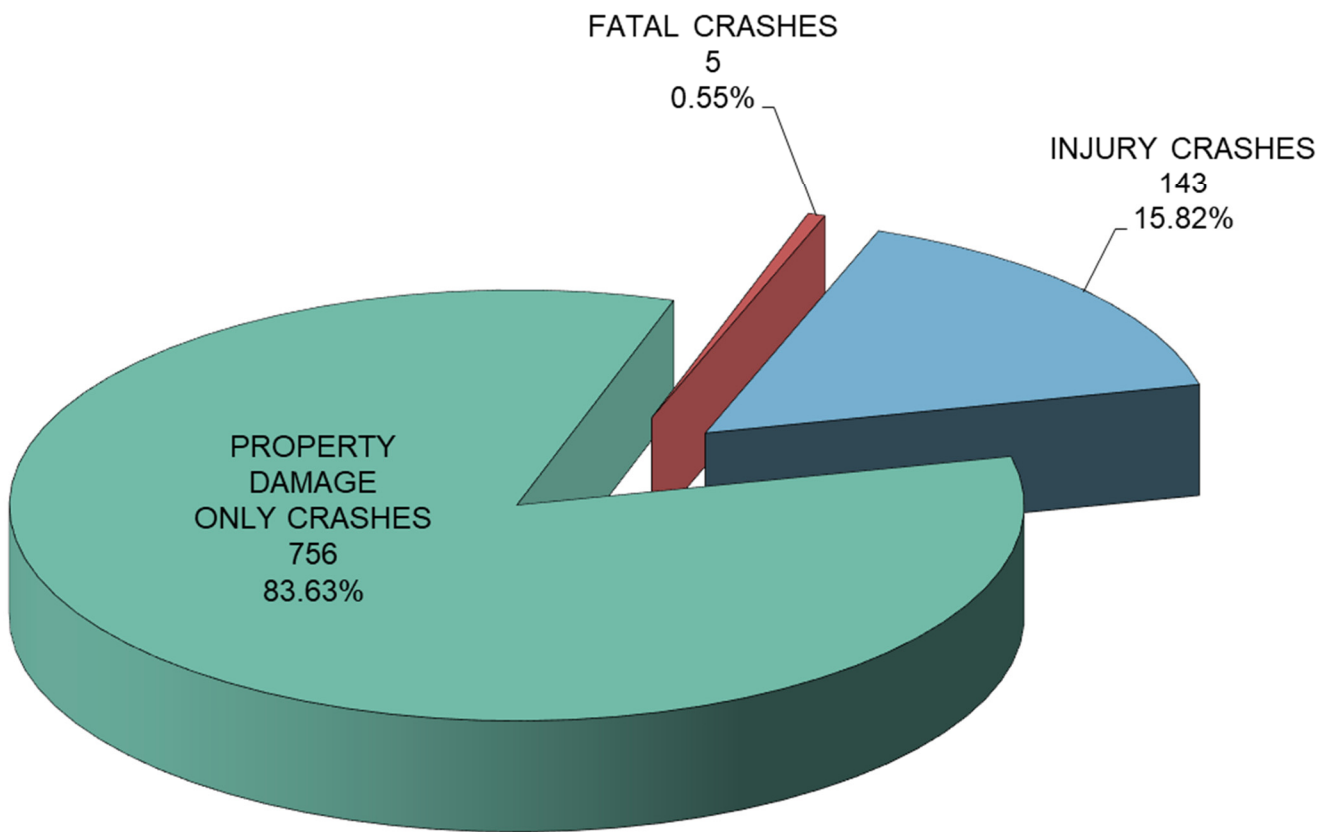


COUNTY	INJURY TYPE CRASHES	2018	2019	2020	2021	2022	TOTAL CRASHES	PERCENT OF TOTAL
OXFORD  Percent Personal Injury 16.13%	FATAL (K)	0	1	0	0	0	1	0.11%
	SUSPECTED SERIOUS (A)	0	0	0	0	1	1	0.11%
	SUSPECTED MINOR (B)	0	0	0	0	0	0	0.00%
	POSSIBLE INJURY (C)	1	2	0	0	0	3	0.33%
	PROPERTY DAMAGE ONLY (O)	5	11	2	5	3	26	2.88%
	<b>COUNTY SUBTOTAL</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>31</b>	<b>3.43%</b>
PENOBSCOT  Percent Personal Injury 14.29%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	1	0	2	1	0	4	0.44%
	SUSPECTED MINOR (B)	0	0	0	2	0	2	0.22%
	POSSIBLE INJURY (C)	2	2	0	1	5	10	1.11%
	PROPERTY DAMAGE ONLY (O)	23	29	15	8	21	96	10.62%
	<b>COUNTY SUBTOTAL</b>	<b>26</b>	<b>31</b>	<b>17</b>	<b>12</b>	<b>26</b>	<b>112</b>	<b>12.39%</b>
PISCATAQUIS  Percent Personal Injury 40.00%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	0	0	0	0	0	0	0.00%
	POSSIBLE INJURY (C)	0	1	0	1	0	2	0.22%
	PROPERTY DAMAGE ONLY (O)	1	0	0	2	0	3	0.33%
	<b>COUNTY SUBTOTAL</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0.55%</b>
SAGadahoc  Percent Personal Injury 22.22%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	1	0	0	0	0	1	0.11%
	POSSIBLE INJURY (C)	1	2	0	2	0	5	0.55%
	PROPERTY DAMAGE ONLY (O)	3	2	3	6	7	21	2.32%
	<b>COUNTY SUBTOTAL</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>27</b>	<b>2.99%</b>
SOMERSET  Percent Personal Injury 31.58%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	1	0	0	0	0	1	0.11%
	SUSPECTED MINOR (B)	0	1	1	0	1	3	0.33%
	POSSIBLE INJURY (C)	2	0	0	0	0	2	0.22%
	PROPERTY DAMAGE ONLY (O)	1	2	4	2	4	13	1.44%
	<b>COUNTY SUBTOTAL</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>19</b>	<b>2.10%</b>
WALDO  Percent Personal Injury 37.50%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	0	0	0	0	0	0	0.00%
	POSSIBLE INJURY (C)	0	2	1	0	0	3	0.33%
	PROPERTY DAMAGE ONLY (O)	1	2	0	2	0	5	0.55%
	<b>COUNTY SUBTOTAL</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0.88%</b>
WASHINGTON  Percent Personal Injury 35.71%	FATAL (K)	1	0	0	0	0	1	0.11%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	0	0	0	0	1	1	0.11%
	POSSIBLE INJURY (C)	1	1	0	0	1	3	0.33%
	PROPERTY DAMAGE ONLY (O)	0	4	0	2	3	9	1.00%
	<b>COUNTY SUBTOTAL</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>1.55%</b>
YORK  Percent Personal Injury 23.58%	FATAL (K)	1	0	0	0	1	2	0.22%
	SUSPECTED SERIOUS (A)	0	0	0	0	1	1	0.11%
	SUSPECTED MINOR (B)	2	1	0	0	2	5	0.55%
	POSSIBLE INJURY (C)	6	2	1	6	6	21	2.32%
	PROPERTY DAMAGE ONLY (O)	27	22	18	12	15	94	10.40%
	<b>COUNTY SUBTOTAL</b>	<b>36</b>	<b>25</b>	<b>19</b>	<b>18</b>	<b>25</b>	<b>123</b>	<b>13.61%</b>
COUNTY GRAND TOTAL  Percent Personal Injury 16.37%	FATAL (K)	2	1	0	0	2	5	0.55%
	SUSPECTED SERIOUS (A)	3	0	3	2	3	11	1.22%
	SUSPECTED MINOR (B)	9	8	1	10	5	33	3.65%
	POSSIBLE INJURY (C)	29	22	9	18	21	99	10.95%
	PROPERTY DAMAGE ONLY (O)	180	203	91	127	155	756	83.63%
	<b>GRAND TOTAL</b>	<b>223</b>	<b>234</b>	<b>104</b>	<b>157</b>	<b>186</b>	<b>904</b>	<b>100.00%</b>

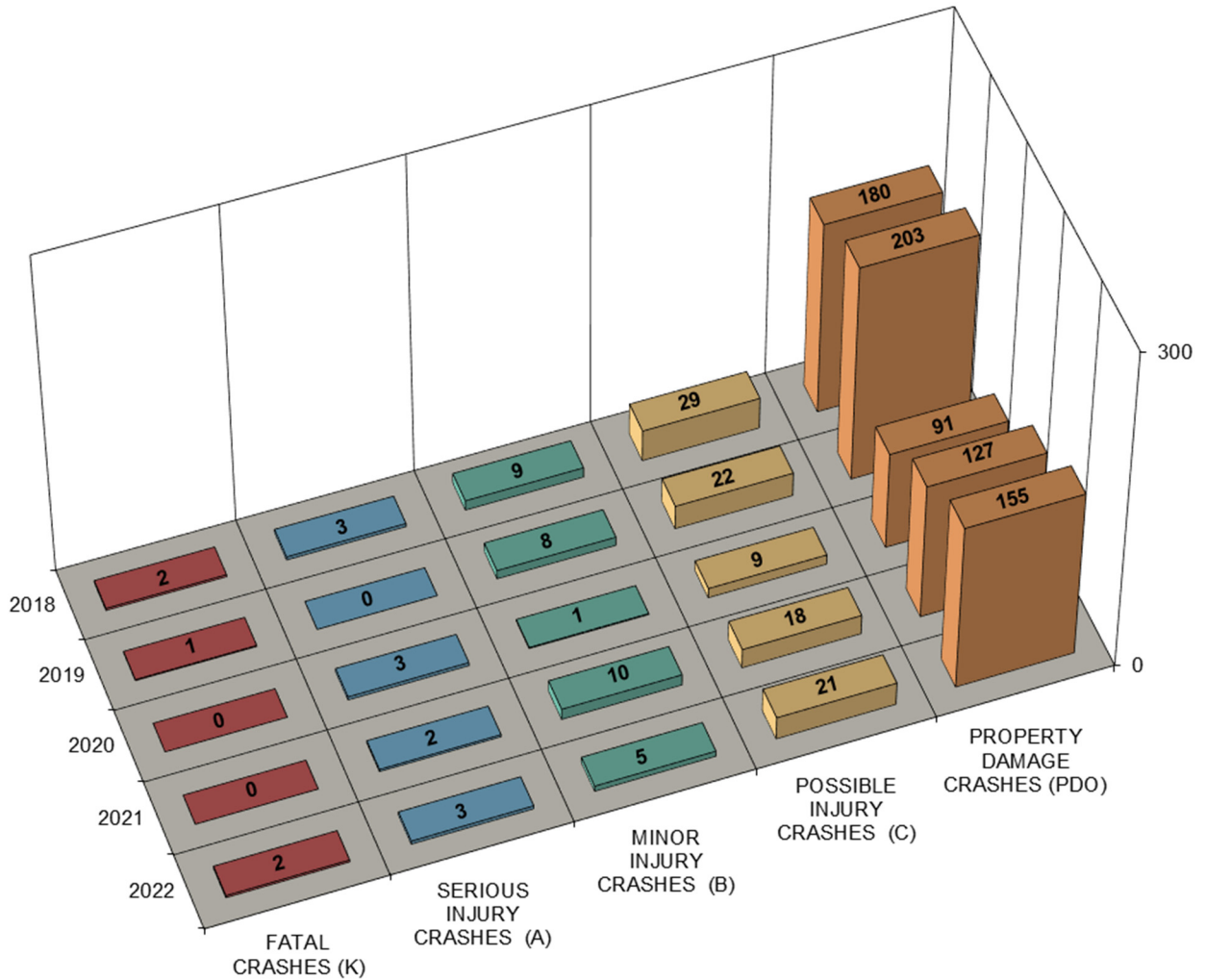


# MAINE HIGHWAY BUS CRASHES 2018 - 2022

## 904 Total Bus Crashes



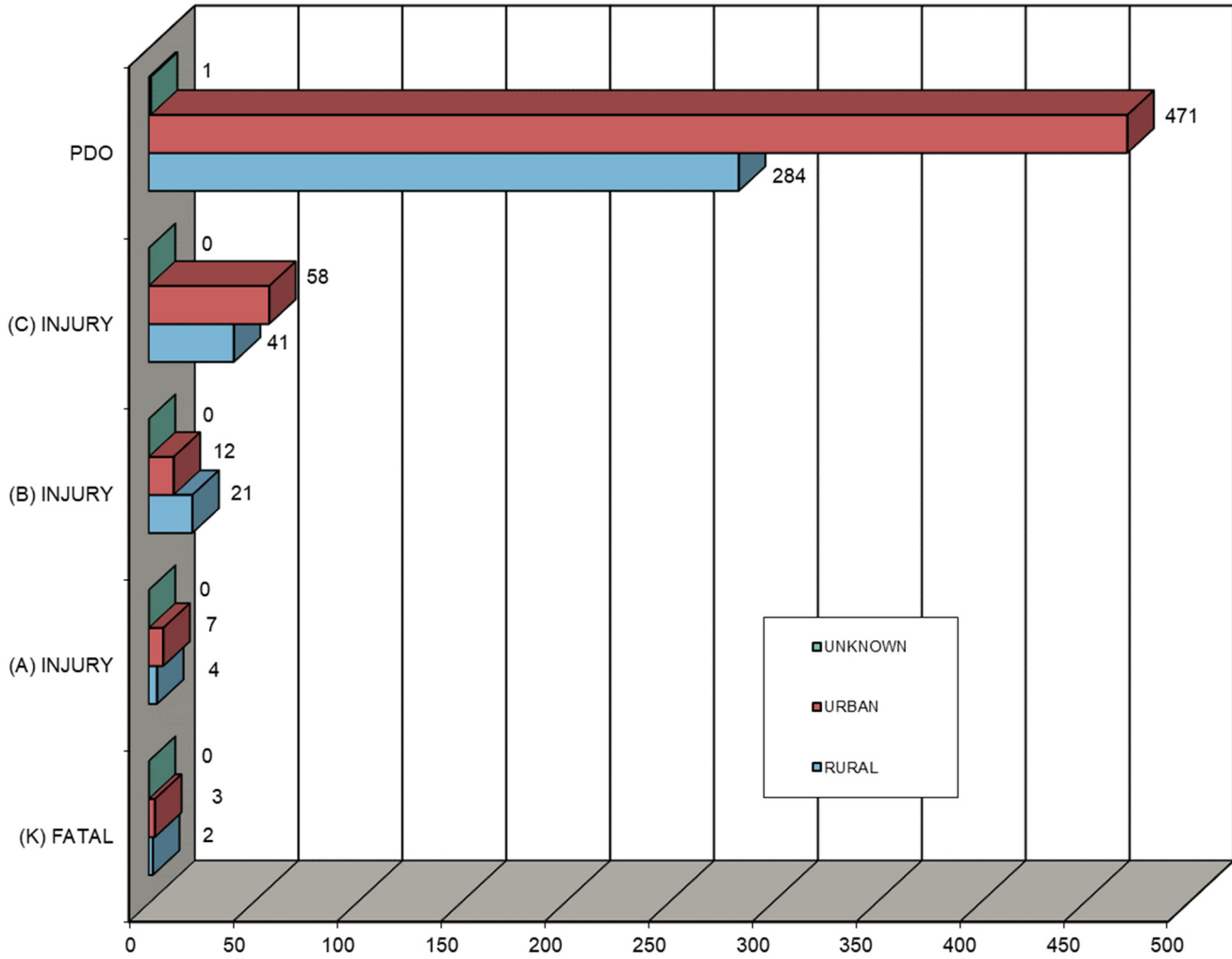
# MAINE HIGHWAY BUS CRASH SEVERITY BY YEAR 2018 - 2022



YEAR	FATAL CRASHES (K)	SERIOUS INJURY CRASHES (A)	MINOR INJURY CRASHES (B)	POSSIBLE INJURY CRASHES (C)	PROPERTY DAMAGE CRASHES (PDO)	TOTAL CRASHES
2018	2	3	9	29	180	<b>223</b>
2019	1	0	8	22	203	<b>234</b>
2020	0	3	1	9	91	<b>104</b>
2021	0	2	10	18	127	<b>157</b>
2022	2	3	5	21	155	<b>186</b>
<b>TOTAL</b>	<b>5</b>	<b>11</b>	<b>33</b>	<b>99</b>	<b>756</b>	<b>904</b>
<b>PERCENT</b>	<b>0.55%</b>	<b>PERCENT INJURY =</b>		<b>15.82%</b>	<b>83.63%</b>	<b>100.00%</b>



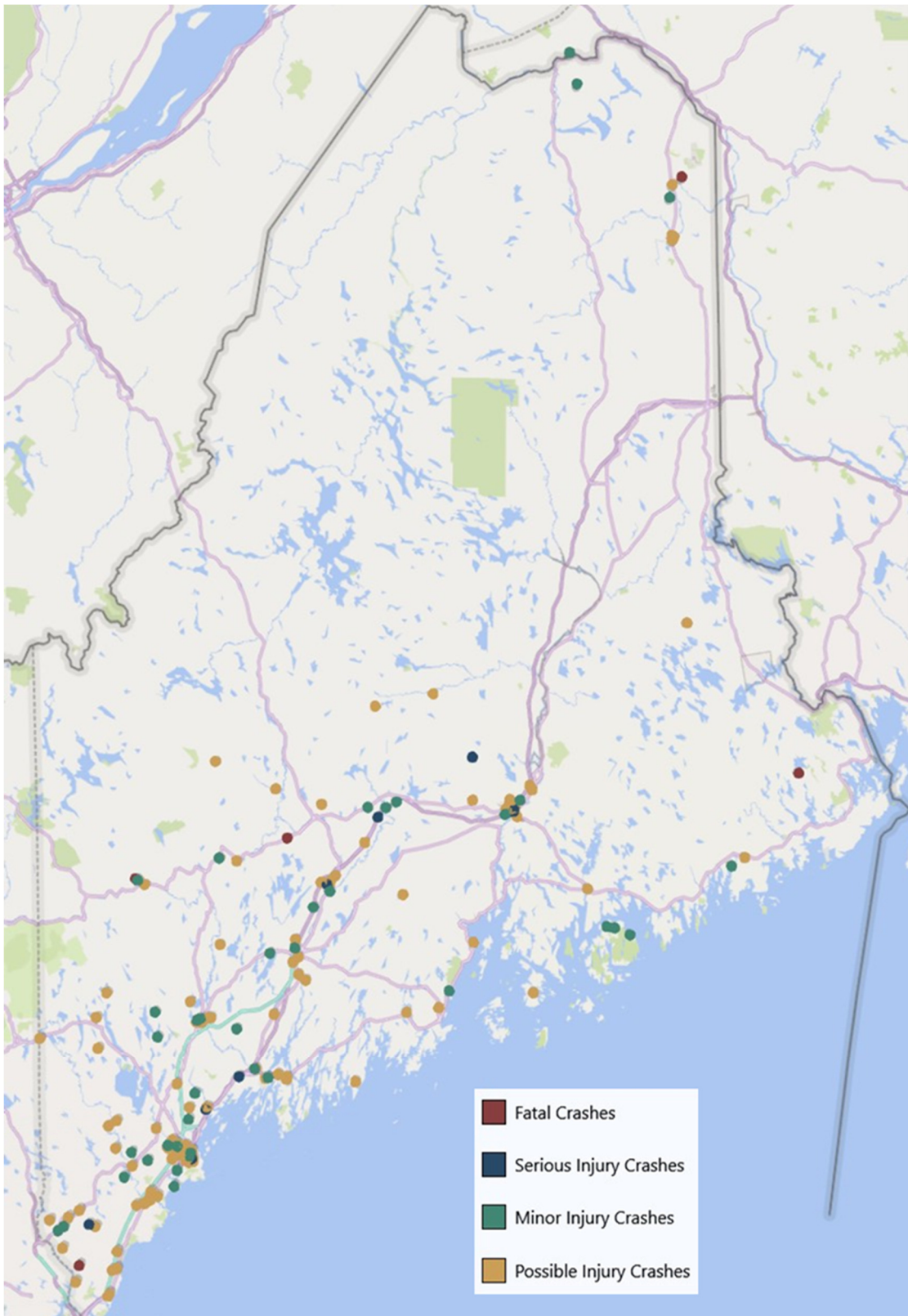
# MAINE HIGHWAY BUS CRASH SEVERITY BY RURAL URBAN DESIGNATION 2018 - 2022



RURAL URBAN DESIGNATION	FATAL CRASHES (K)	INJURY CRASHES (A)	INJURY CRASHES (B)	POSSIBLE INJURY CRASHES (C)	PROPERTY DAMAGE CRASHES (PDO)	FIVE YEAR TOTAL
RURAL	2	4	21	41	284	<b>352</b>
URBAN	3	7	12	58	471	<b>551</b>
UNKNOWN	0	0	0	0	1	<b>1</b>
<b>TOTAL</b>	<b>5</b>	<b>11</b>	<b>33</b>	<b>99</b>	<b>756</b>	<b>904</b>



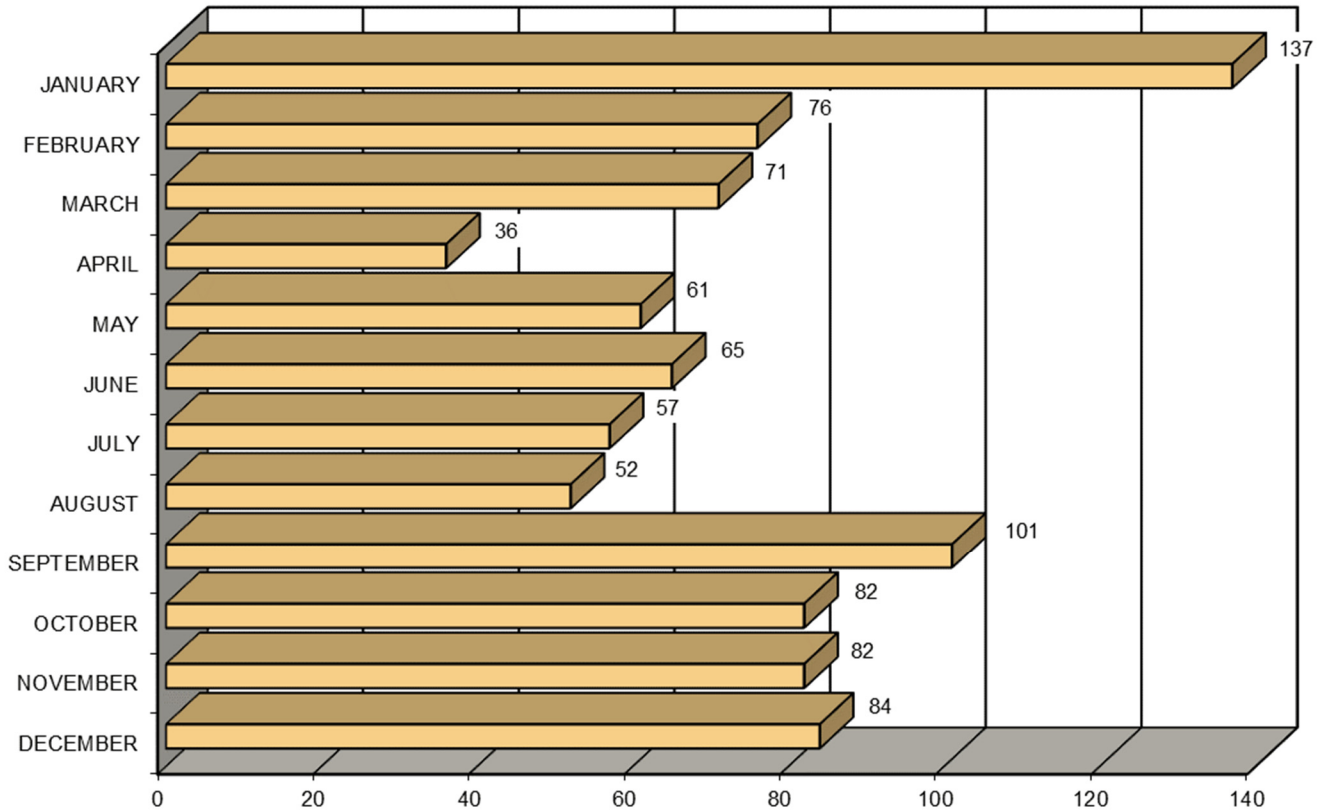
# MAINE HIGHWAY BUS CRASH LOCATIONS BY INJURY LEVEL 2018 - 2022



# MAINE HIGHWAY BUS CRASHES

## BY MONTH

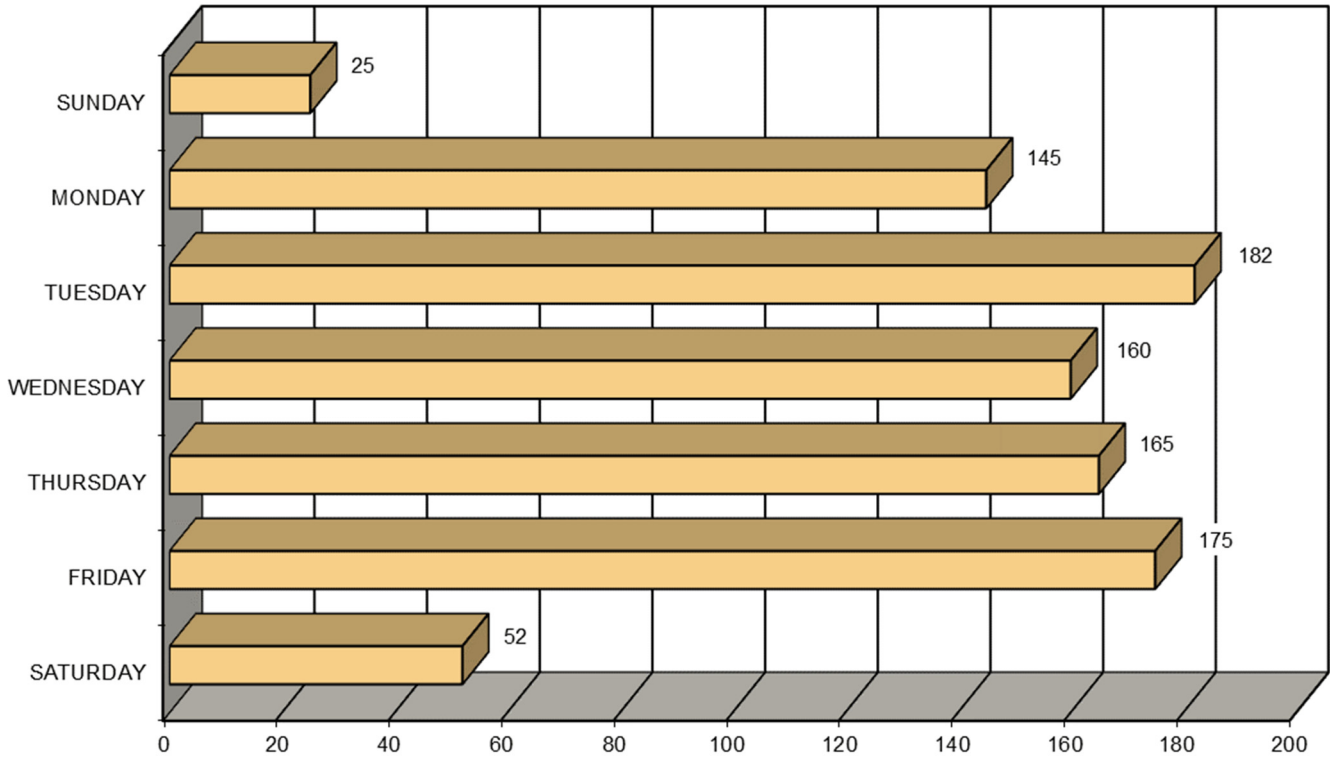
### 2018 - 2022



MONTH	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
JANUARY	40	33	19	12	33	<b>137</b>	<b>15.15%</b>
FEBRUARY	18	25	12	10	11	<b>76</b>	<b>8.41%</b>
MARCH	17	20	10	10	14	<b>71</b>	<b>7.85%</b>
APRIL	9	14	2	3	8	<b>36</b>	<b>3.98%</b>
MAY	18	13	2	9	19	<b>61</b>	<b>6.75%</b>
JUNE	13	11	8	14	19	<b>65</b>	<b>7.19%</b>
JULY	13	18	5	13	8	<b>57</b>	<b>6.31%</b>
AUGUST	14	11	7	12	8	<b>52</b>	<b>5.75%</b>
SEPTEMBER	25	25	7	28	16	<b>101</b>	<b>11.17%</b>
OCTOBER	17	21	8	19	17	<b>82</b>	<b>9.07%</b>
NOVEMBER	17	19	10	15	21	<b>82</b>	<b>9.07%</b>
DECEMBER	22	24	14	12	12	<b>84</b>	<b>9.29%</b>
<b>TOTAL</b>	<b>223</b>	<b>234</b>	<b>104</b>	<b>157</b>	<b>186</b>	<b>904</b>	<b>100.00%</b>



# MAINE HIGHWAY BUS CRASHES BY DAY OF THE WEEK 2018 - 2022



DAY OF THE WEEK	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	6	5	3	7	4	<b>25</b>	<b>2.77%</b>
MONDAY	28	27	28	27	35	<b>145</b>	<b>16.04%</b>
TUESDAY	36	47	18	41	40	<b>182</b>	<b>20.13%</b>
WEDNESDAY	46	43	13	24	34	<b>160</b>	<b>17.70%</b>
THURSDAY	47	45	19	25	29	<b>165</b>	<b>18.25%</b>
FRIDAY	49	50	19	27	30	<b>175</b>	<b>19.36%</b>
SATURDAY	11	17	4	6	14	<b>52</b>	<b>5.75%</b>
<b>TOTAL</b>	<b>223</b>	<b>234</b>	<b>104</b>	<b>157</b>	<b>186</b>	<b>904</b>	<b>100.00%</b>

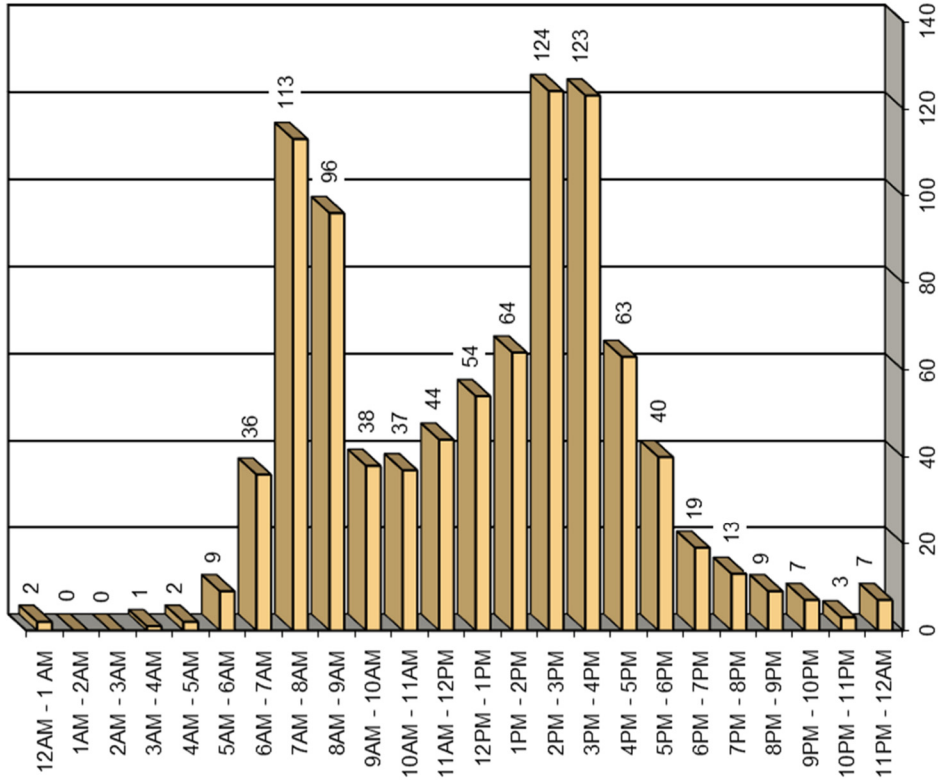


# MAINE HIGHWAY BUS CRASHES

## BY TIME OF DAY

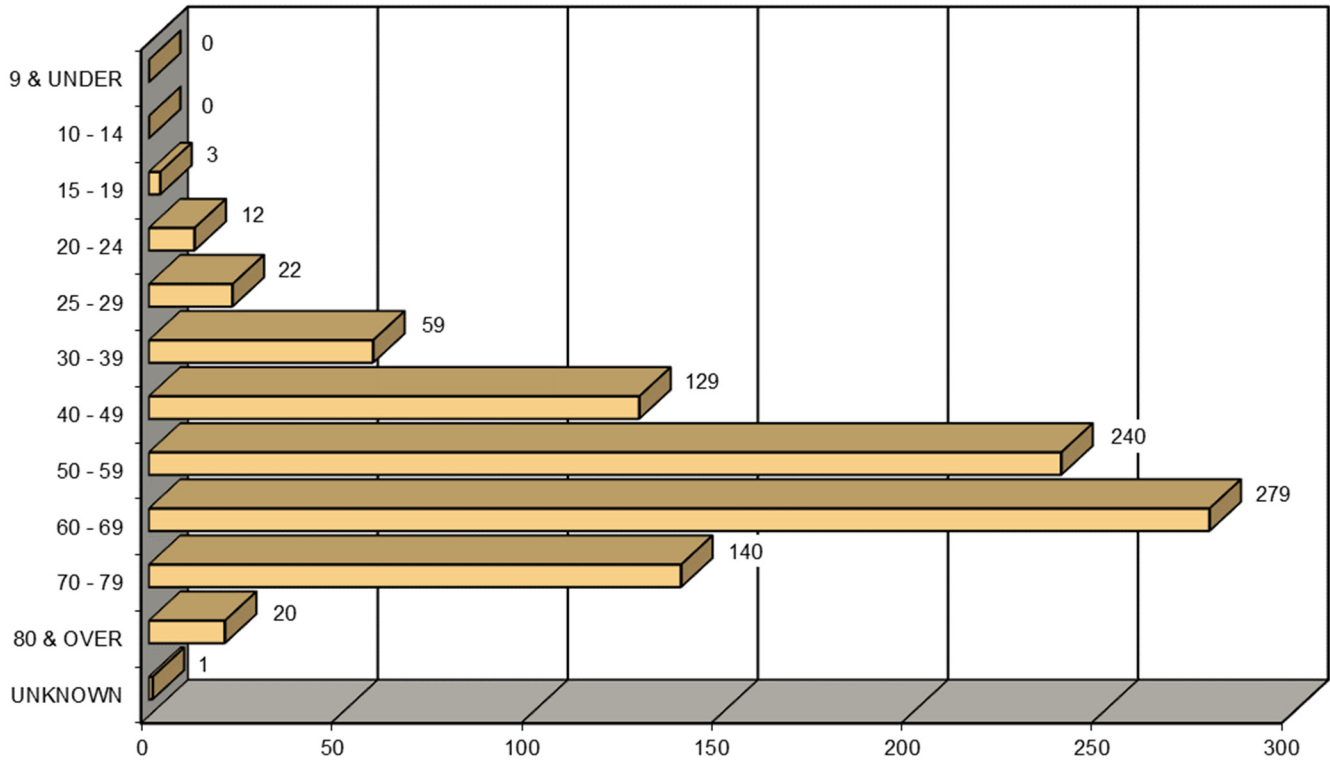
2018 - 2022

TIME OF DAY	2018	2019	2020	2021	2022	FIVE YEAR TOTAL
12AM - 1AM	1	1	0	0	0	2
1AM - 2AM	0	0	0	0	0	0
2AM - 3AM	0	0	0	0	0	0
3AM - 4AM	0	0	0	1	0	1
4AM - 5AM	0	0	1	1	0	2
5AM - 6AM	3	1	1	2	2	9
6AM - 7AM	11	8	3	4	10	36
7AM - 8AM	28	23	18	16	28	113
8AM - 9AM	19	24	11	12	30	96
9AM - 10AM	8	8	8	12	2	38
10AM - 11AM	11	11	6	5	4	37
11AM - 12PM	12	11	4	11	6	44
12PM - 1PM	11	14	6	12	11	54
1PM - 2PM	19	12	11	12	10	64
2PM - 3PM	23	41	13	20	27	124
3PM - 4PM	36	31	7	24	25	123
4PM - 5PM	16	16	8	9	14	63
5PM - 6PM	13	12	3	5	7	40
6PM - 7PM	4	7	3	2	3	19
7PM - 8PM	1	4	0	2	6	13
8PM - 9PM	1	4	1	3	0	9
9PM - 10PM	3	4	0	0	0	7
10PM - 11PM	0	1	0	1	1	3
11PM - 12AM	3	1	0	3	0	7
<b>TOTAL</b>	<b>223</b>	<b>234</b>	<b>104</b>	<b>157</b>	<b>186</b>	<b>904</b>





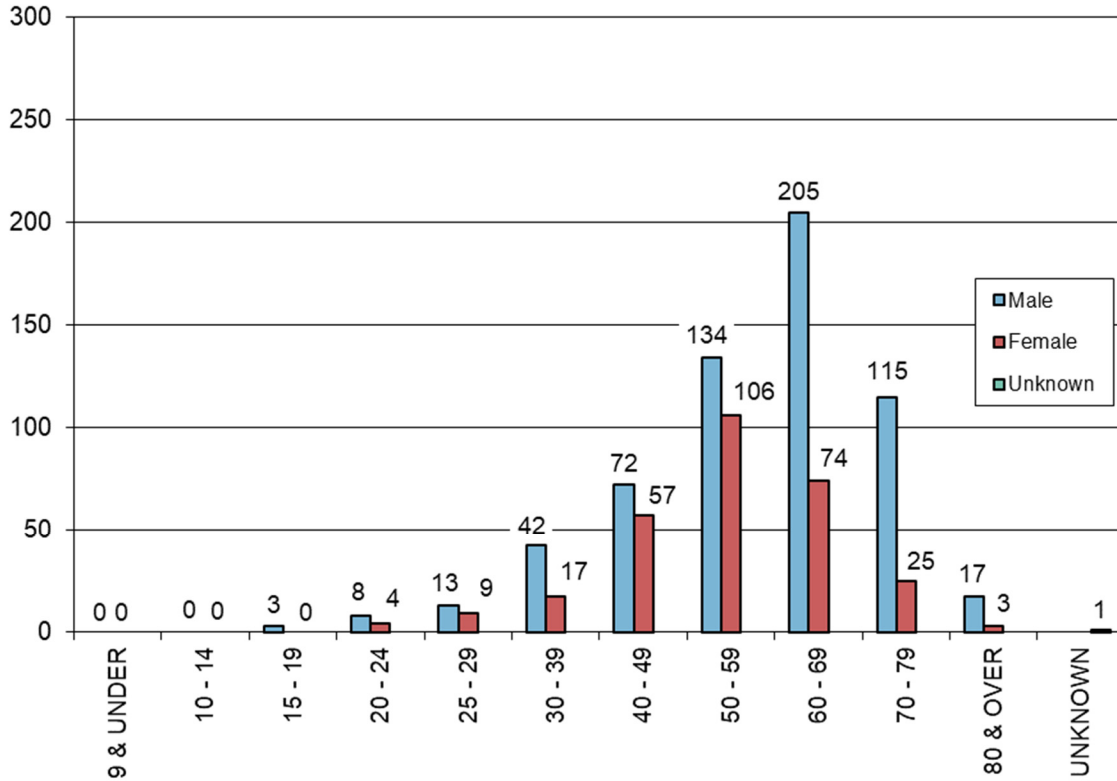
# BUS DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2018 - 2022



AGE OF BUS DRIVER	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	0	0	0	0	0	<b>0</b>	<b>0.00%</b>
10 - 14	0	0	0	0	0	<b>0</b>	<b>0.00%</b>
15 - 19	0	1	0	1	1	<b>3</b>	<b>0.33%</b>
20 - 24	4	2	1	4	1	<b>12</b>	<b>1.33%</b>
25 - 29	6	4	3	7	2	<b>22</b>	<b>2.43%</b>
30 - 39	14	10	9	10	16	<b>59</b>	<b>6.52%</b>
40 - 49	41	32	14	15	27	<b>129</b>	<b>14.25%</b>
50 - 59	58	73	34	39	36	<b>240</b>	<b>26.52%</b>
60 - 69	77	62	31	48	61	<b>279</b>	<b>30.83%</b>
70 - 79	23	46	12	26	33	<b>140</b>	<b>15.47%</b>
80 & OVER	0	4	1	6	9	<b>20</b>	<b>2.21%</b>
UNKNOWN	0	0	0	1	0	<b>1</b>	<b>0.11%</b>
<b>TOTAL</b>	<b>223</b>	<b>234</b>	<b>105</b>	<b>157</b>	<b>186</b>	<b>905</b>	<b>100.00%</b>



# BUS DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP AND GENDER 2018 - 2022



AGE GROUP OF BUS DRIVER BY GENDER	2018		2019		2020		2021		2022		TOTALS		FIVE YEAR TOTAL	PERCENT OF TOTAL
	M	F	M	F	M	F	M	F	M	F	M	F		
9 & UNDER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
10 - 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
15 - 19	0	0	1	0	0	0	1	0	1	0	3	0	3	0.33%
20 - 24	1	3	2	0	1	0	3	1	1	0	8	4	12	1.33%
25 - 29	4	2	1	3	2	1	4	3	2	0	13	9	22	2.43%
30 - 39	10	4	9	1	6	3	7	3	10	6	42	17	59	6.52%
40 - 49	26	15	18	14	6	8	9	6	13	14	72	57	129	14.25%
50 - 59	35	23	33	40	15	19	28	11	23	13	134	106	240	26.52%
60 - 69	61	16	48	14	23	8	34	14	39	22	205	74	279	30.83%
70 - 79	21	2	38	8	8	4	22	4	26	7	115	25	140	15.47%
80 & OVER	0	0	3	1	1	0	5	1	8	1	17	3	20	2.21%
UNKNOWN	0		0		0		1		0		1		1	0.11%
<b>TOTAL BY GENDER</b>	<b>158</b>	<b>65</b>	<b>153</b>	<b>81</b>	<b>62</b>	<b>43</b>	<b>113</b>	<b>43</b>	<b>123</b>	<b>63</b>	<b>609</b>	<b>295</b>		
<b>TOTAL</b>	<b>223</b>		<b>234</b>		<b>105</b>		<b>157</b>		<b>186</b>		<b>905</b>		<b>905</b>	<b>100.00%</b>



# CONTRIBUTING FACTORS OF BUSES BUS DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES 2018 - 2022

<b>BUS DRIVER ACTIONS (actions 1 &amp; 2 combined)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Totals</b>
NO CONTRIBUTING ACTION	126	122	53	67	97	<b>465</b>
RAN OFF ROADWAY	7	3	4	2	6	<b>22</b>
FAILED TO YIELD RIGHT-OF-WAY	17	17	14	17	22	<b>87</b>
RAN RED LIGHT	1	0	0	0	1	<b>2</b>
RAN STOP SIGN	0	1	1	0	0	<b>2</b>
DISREGARDED OTHER TRAFFIC SIGN	1	0	0	0	0	<b>1</b>
DISREGARDED OTHER ROAD MARKINGS	4	4	0	0	0	<b>8</b>
EXCEEDED POSTED SPEED LIMIT	0	0	0	2	1	<b>3</b>
DROVE TOO FAST FOR CONDITIONS	0	0	2	5	0	<b>7</b>
IMPROPER TURN	20	34	13	20	19	<b>106</b>
IMPROPER BACKING	7	6	4	13	6	<b>36</b>
IMPROPER PASSING	4	0	2	5	1	<b>12</b>
WRONG WAY	0	0	0	0	1	<b>1</b>
FOLLOWED TOO CLOSELY	10	6	3	2	9	<b>30</b>
FAILED TO KEEP IN PROPER LANE	17	14	3	12	9	<b>55</b>
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER	2	5	0	1	6	<b>14</b>
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	4	5	4	0	0	<b>13</b>
OVER-CORRECTING/OVER-STEERING	3	2	4	3	4	<b>16</b>
OTHER CONTRIBUTING ACTION	17	17	3	13	14	<b>64</b>
UNKNOWN	6	5	1	6	1	<b>19</b>
<b>TOTAL</b>	<b>246</b>	<b>241</b>	<b>111</b>	<b>168</b>	<b>197</b>	<b>963</b>
<b>VEHICULAR FACTORS</b>						
NONE	218	232	103	151	186	<b>890</b>
BRAKES	1	1	0	2	0	<b>4</b>
EXHAUST SYSTEM	0	0	0	0	0	<b>0</b>
BODY, DOORS	2	0	0	1	1	<b>4</b>
STEERING	0	0	0	0	0	<b>0</b>
POWER TRAIN	1	0	0	0	0	<b>1</b>
SUSPENSION	0	0	0	0	0	<b>0</b>
TIRES	0	0	1	1	0	<b>2</b>
WHEELS	0	0	0	0	0	<b>0</b>
LIGHTS (head, signal, tail, brake)	0	0	0	1	0	<b>1</b>
WINDOWS/WINDSHIELD	0	0	0	0	0	<b>0</b>
MIRRORS	0	0	0	1	0	<b>1</b>
WIPERS	0	0	0	0	0	<b>0</b>
TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS	0	1	0	0	0	<b>1</b>
OTHER	2	2	1	0	0	<b>5</b>
<b>TOTAL</b>	<b>224</b>	<b>236</b>	<b>105</b>	<b>157</b>	<b>187</b>	<b>909</b>

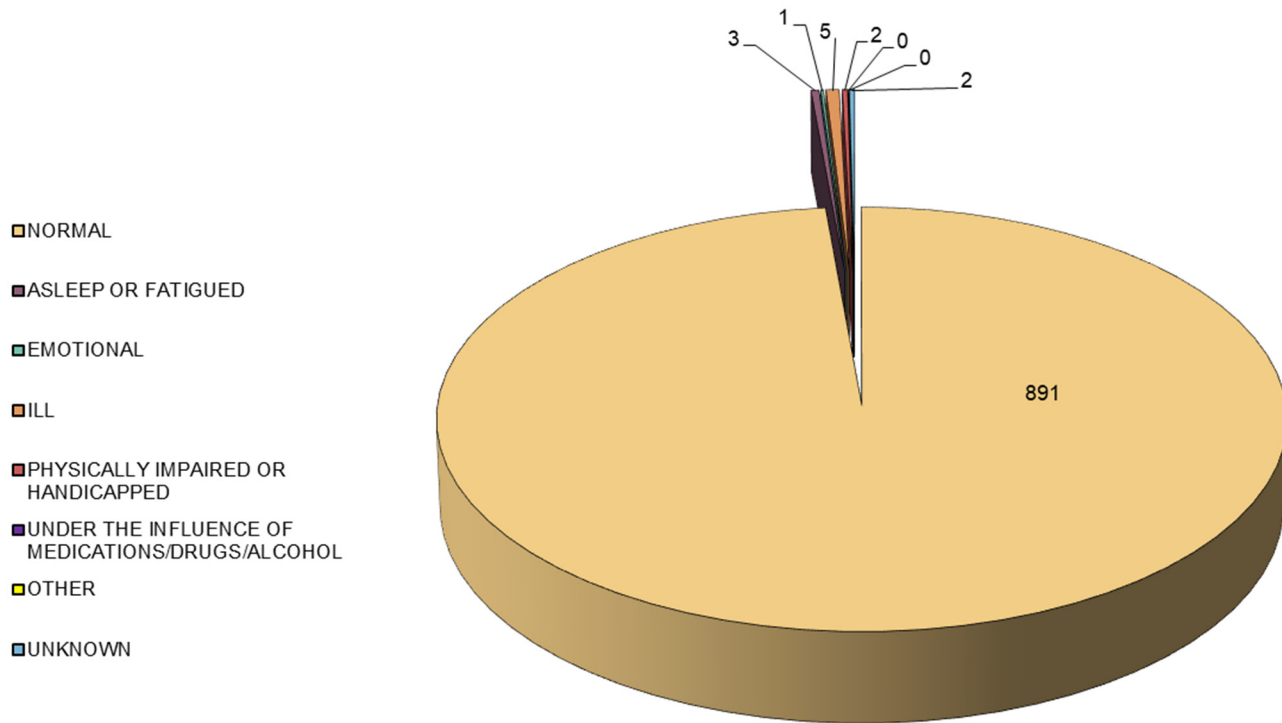


# CONTRIBUTING FACTORS OF ALL VEHICLES INVOLVED IN MAINE HIGHWAY BUS CRASHES 2018 - 2022

ALL DRIVER ACTIONS (actions 1 & 2 combined)	2018	2019	2020	2021	2022	Totals
NO CONTRIBUTING ACTION	210	207	94	128	172	811
RAN OFF ROADWAY	7	3	4	4	7	25
FAILED TO YIELD RIGHT-OF-WAY	40	43	25	33	42	183
RAN RED LIGHT	4	0	1	4	3	12
RAN STOP SIGN	3	3	2	2	1	11
DISREGARDED OTHER TRAFFIC SIGN	1	2	0	0	1	4
DISREGARDED OTHER ROAD MARKINGS	1	1	0	0	0	2
EXCEEDED POSTED SPEED LIMIT	2	2	1	2	1	8
DROVE TOO FAST FOR CONDITIONS	15	16	5	10	10	56
IMPROPER TURN	21	38	14	22	22	117
IMPROPER BACKING	11	14	8	16	7	56
IMPROPER PASSING	10	5	2	9	5	31
WRONG WAY	0	0	0	0	1	1
FOLLOWED TOO CLOSELY	35	25	10	9	29	108
FAILED TO KEEP IN PROPER LANE	28	26	5	16	14	89
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER	7	11	4	2	7	31
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	5	9	4	2	3	23
OVER-CORRECTING/OVER-STEERING	3	3	4	3	4	17
OTHER CONTRIBUTING ACTION	24	25	6	22	24	101
UNKNOWN	11	9	2	7	4	33
<b>TOTAL</b>	<b>438</b>	<b>442</b>	<b>191</b>	<b>291</b>	<b>357</b>	<b>1,719</b>
VEHICULAR FACTORS						
NONE	416	444	182	290	355	1,687
BRAKES	1	2	2	2	2	9
EXHAUST SYSTEM	0	0	0	0	0	0
BODY, DOORS	5	1	0	2	3	11
STEERING	1	0	0	0	0	1
POWER TRAIN	1	1	0	0	0	2
SUSPENSION	0	0	0	0	0	0
TIRES	0	0	2	1	0	3
WHEELS	0	0	0	0	0	0
LIGHTS (head, signal, tail, brake)	0	0	0	1	0	1
WINDOWS/WINDSHIELD	1	0	0	0	1	2
MIRRORS	0	0	0	2	0	2
WIPERS	0	0	0	0	0	0
TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS	0	1	0	0	0	1
OTHER	1	5	2	1	0	9
<b>TOTAL</b>	<b>426</b>	<b>454</b>	<b>188</b>	<b>299</b>	<b>361</b>	<b>1,728</b>



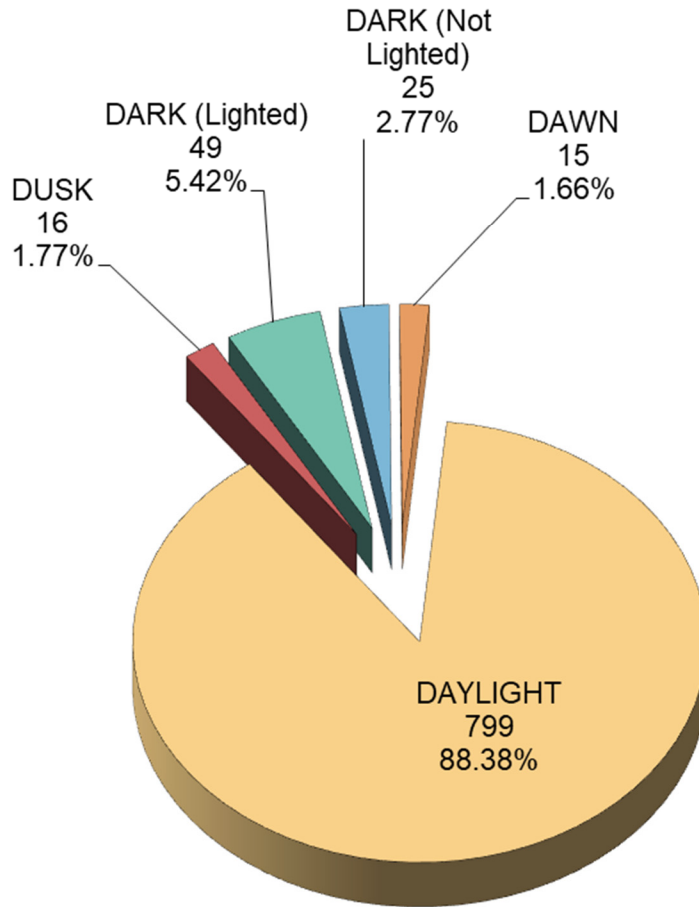
# MAINE HIGHWAY BUS CRASHES BY DRIVER APPARENT PHYSICAL CONDITIONS 2018 - 2022



BUS DRIVER PHYSICAL CONDITION	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
APPARENTLY NORMAL	221	232	103	153	182	891	98.56%
ASLEEP OR FATIGUED	0	1	1	0	1	3	0.33%
EMOTIONAL (depressed, angry, disturbed, etc.)	0	0	0	1	0	1	0.11%
ILL (sick)	1	1	0	0	3	5	0.55%
PHYSICALLY IMPAIRED OR HANDICAPPED	1	0	0	1	0	2	0.22%
UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL	0	0	0	0	0	0	0.00%
OTHER	0	0	0	0	0	0	0.00%
UNKNOWN	0	0	0	2	0	2	0.22%
<b>TOTAL</b>	<b>223</b>	<b>234</b>	<b>104</b>	<b>157</b>	<b>186</b>	<b>904</b>	<b>100.00%</b>



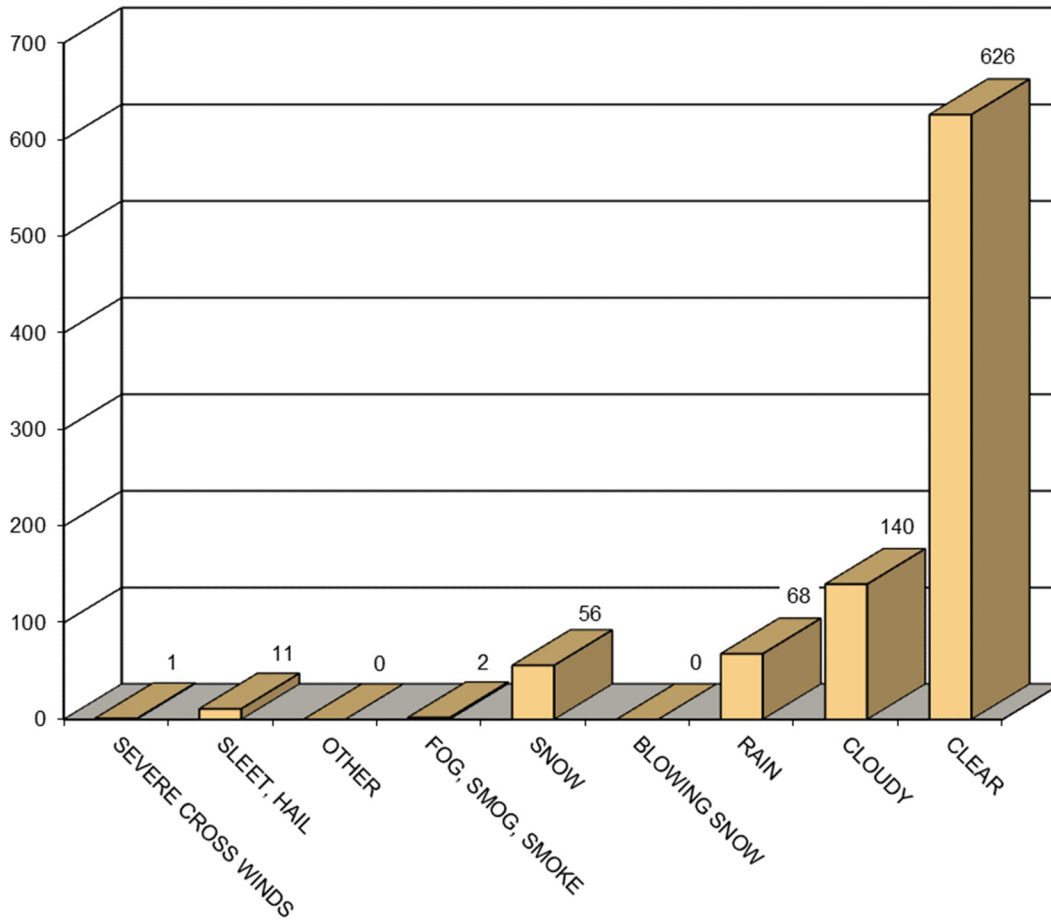
# MAINE HIGHWAY BUS CRASHES BY LIGHT CONDITION 2018 - 2022



LIGHT CONDITION	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
DARK (Lighted)	12	16	4	9	8	49	5.42%
DARK (Not Lighted)	10	5	2	4	4	25	2.77%
DARK (Unknown Lighting)	0	0	0	0	0	0	0.00%
DAWN	1	3	2	4	5	15	1.66%
DAYLIGHT	197	205	93	137	167	799	88.38%
DUSK	3	5	3	3	2	16	1.77%
UNKNOWN	0	0	0	0	0	0	0.00%
<b>TOTAL</b>	<b>223</b>	<b>234</b>	<b>104</b>	<b>157</b>	<b>186</b>	<b>904</b>	<b>100.00%</b>



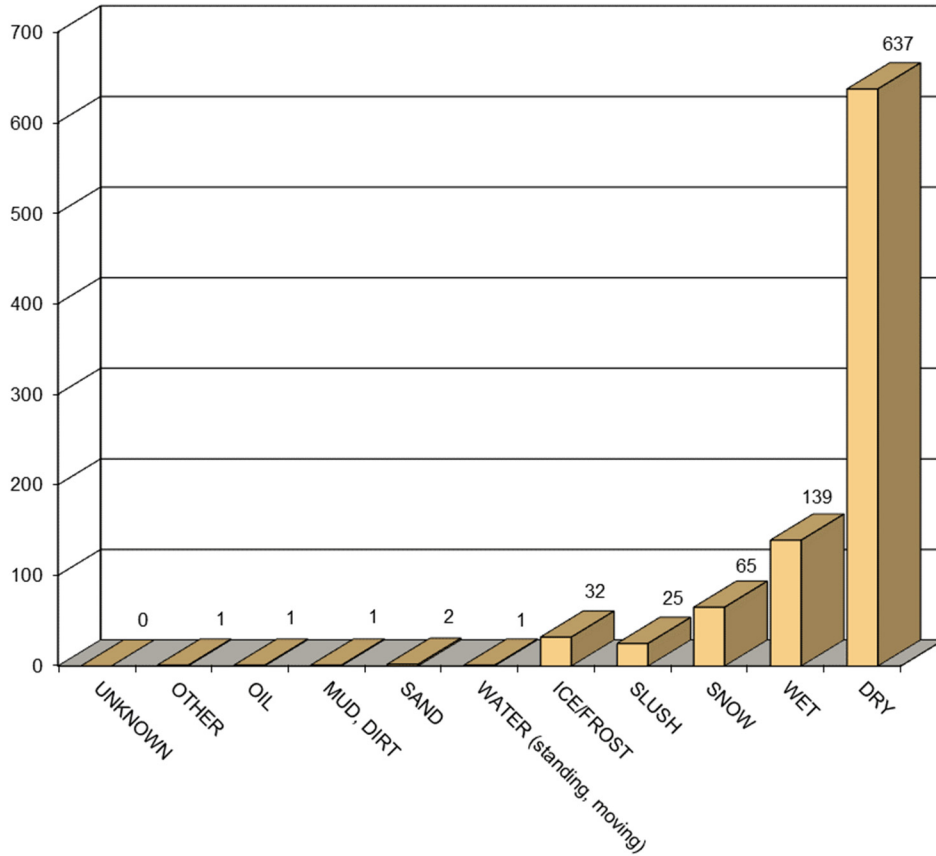
# MAINE HIGHWAY BUS CRASHES BY WEATHER CONDITIONS 2018 - 2022



WEATHER CONDITIONS	2018	2019	2020	2021	2022	FIVE YEAR TO-TAL
BLOWING SAND, SOIL, DIRT	0	0	0	0	0	0
SEVERE CROSS WINDS	0	0	0	1	0	1
SLEET, HAIL (freezing rain or drizzle)	3	4	0	1	3	11
OTHER	0	0	0	0	0	0
FOG, SMOG, SMOKE	0	0	0	1	1	2
SNOW	12	19	8	9	8	56
BLOWING SNOW	0	0	0	0	0	0
RAIN	18	18	11	11	10	68
CLOUDY	40	36	16	22	26	140
CLEAR	150	157	69	112	138	626
<b>TOTAL</b>	<b>223</b>	<b>234</b>	<b>104</b>	<b>157</b>	<b>186</b>	<b>904</b>



# MAINE HIGHWAY BUS CRASHES BY ROAD SURFACE CONDITIONS 2018 - 2022



ROAD SURFACE CONDITIONS	2018	2019	2020	2021	2022	FIVE YEAR TOTAL
UNKNOWN	0	0	0	0	0	<b>0</b>
OTHER	0	1	0	0	0	<b>1</b>
OIL	0	0	0	1	0	<b>1</b>
MUD, DIRT, GRAVEL	0	0	0	1	0	<b>1</b>
SAND	0	0	0	0	2	<b>2</b>
WATER (standing, moving)	1	0	0	0	0	<b>1</b>
ICE/FROST	8	10	4	1	9	<b>32</b>
SLUSH	9	5	4	4	3	<b>25</b>
SNOW	13	30	6	7	9	<b>65</b>
WET	38	44	22	17	18	<b>139</b>
DRY	154	144	68	126	145	<b>637</b>
<b>TOTAL</b>	<b>223</b>	<b>234</b>	<b>104</b>	<b>157</b>	<b>186</b>	<b>904</b>





# VEHICLES INVOLVED IN MAINE HIGHWAY BUS CRASHES 2018 - 2022

VEHICLE TYPE INVOLVED IN BUS CRASHES	2018	2019	2020	2021	2022	FIVE YEAR TOTAL
PASSENGER CAR	102	95	43	63	88	<b>391</b>
(SPORT) UTILITY VEHICLE	45	62	20	46	40	<b>213</b>
PASSENGER VAN	28	21	4	10	12	<b>75</b>
CARGO VAN (10k or less)	5	5	4	1	5	<b>20</b>
PICKUP TRUCK	33	46	12	23	26	<b>140</b>
MOTOR HOME	0	4	1	1	0	<b>6</b>
SCHOOL BUS	121	127	46	84	115	<b>493</b>
TRANSIT BUS	64	57	35	44	43	<b>243</b>
MOTOR COACH	7	8	2	4	5	<b>26</b>
OTHER BUS	10	13	12	13	13	<b>61</b>
MOTORCYCLE	1	1	1	0	2	<b>5</b>
MOPED	0	0	0	0	1	<b>1</b>
LOW SPEED VEHICLE	0	0	0	0	0	<b>0</b>
AUTOCYCLE	0	0	0	0	0	<b>0</b>
EXPERIMENTAL	0	0	0	0	0	<b>0</b>
OTHER LIGHT TRUCK (10,000 lbs or less)	2	0	1	1	2	<b>6</b>
MEDIUM /HEAVY TRUCKS (more than 10,000 lbs)	7	17	5	9	8	<b>46</b>
ATV (2,3,4-WHEEL)	1	0	0	0	0	<b>1</b>
SNOWMOBILE	0	0	0	0	0	<b>0</b>
PEDESTRIAN	0	4	3	1	2	<b>10</b>
BICYCLE	0	3	0	1	1	<b>5</b>
OTHER	2	0	4	2	2	<b>10</b>
<b>TOTAL VEHICLES INVOLVED</b>	<b>428</b>	<b>463</b>	<b>193</b>	<b>303</b>	<b>365</b>	<b>1,752</b>

