

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

05/22/2008
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City Summary

Selection Criteria: 1/1/2005 thru 12/31/2005

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| South Pekin | | | | | | | | | | | |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 7 | 0 | 2 | 5 | 12 | 0 | 4 | 1 | 3 | 0 | 8 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| TYPE OF CRASH | | | | | | | | | | | |
| Fixed object | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Parked motor vehicle | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 3 |
| Rear end | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Angle | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 2 | 0 | 0 |
| Turning | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| CLASS OF CITY | | | | | | | | | | | |
| 0 TO 2,500 | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| TOTALS | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 7 | 0 | 2 | 5 | 12 | 0 | 4 | 1 | 3 | 0 | 8 |
| Sand, Mud, Dirt | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| State Numbered Rural | 3 | 0 | 1 | 2 | 5 | 0 | 3 | 1 | 2 | 0 | 3 |
| County & Local Roads Rural | 5 | 0 | 1 | 4 | 9 | 0 | 1 | 0 | 1 | 0 | 6 |
| TOTALS | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| Monday | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Tuesday | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Wednesday | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Thursday | 2 | 0 | 1 | 1 | 4 | 0 | 3 | 1 | 2 | 0 | 2 |
| Saturday | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| TIME OF DAY | | | | | | | | | | | |
| 1 AM | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 10 AM | 2 | 0 | 1 | 1 | 3 | 0 | 3 | 1 | 2 | 0 | 1 |
| 11 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3 PM | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |

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|------------------------|-------------------|----------|----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| South Pekin | | | | | | | | | | | |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 2 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 1 |
| Daylight | 6 | 0 | 1 | 5 | 11 | 0 | 3 | 1 | 2 | 0 | 8 |
| TOTALS | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| ROAD DEFECTS | | | | | | | | | | | |
| Debris on Roadway | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| No Defects | 7 | 0 | 1 | 6 | 13 | 0 | 3 | 1 | 2 | 0 | 9 |
| TOTALS | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| No Controls | 5 | 0 | 1 | 4 | 8 | 0 | 1 | 0 | 1 | 0 | 4 |
| Stop Sign/Flasher | 3 | 0 | 1 | 2 | 6 | 0 | 3 | 1 | 2 | 0 | 5 |
| TOTALS | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Not Applicable | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| TOTALS | 8 | 0 | 2 | 6 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| South Pekin | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| No Defect | 13 | 0 | 3 | 10 | 13 | 0 | 4 | 1 | 3 | 0 | 9 |
| Unknown | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | 14 | 0 | 3 | 11 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |
| VEHICLE TYPE | | | | | | | | | | | |
| Passenger | 8 | 0 | 1 | 7 | 8 | 0 | 1 | 0 | 1 | 0 | 7 |
| Pickup | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 1 |
| SUV | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 |
| Van/Mini-Van | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | 14 | 0 | 3 | 11 | 14 | 0 | 4 | 1 | 3 | 0 | 9 |

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|-----------------------------|------------|-------------------|----------|----------|-----------------|----------------|--------------|-----------------|----------|----------|----------|----------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| South Pekin | | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | | |
| Fatigued | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Had Been Drinking | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Normal | | 8 | 0 | 2 | 6 | 8 | 0 | 2 | 0 | 2 | 0 | 6 |
| Other/Unknown | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 11 | 0 | 3 | 8 | 11 | 0 | 3 | 0 | 3 | 0 | 8 |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 20 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 30-34 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 35-39 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 45-49 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 55-59 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 60-64 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 65-69 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | 11 | 0 | 3 | 8 | 11 | 0 | 3 | 0 | 3 | 0 | 8 |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 2 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 75-79 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| TOTALS | | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |