

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

10/08/2009
 Page 1 of 9

City Summary

Selection Criteria: 1/1/2008 thru 12/31/2008

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Bartonville | | | | | | | | | | | |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 168 | 0 | 32 | 136 | 272 | 0 | 40 | 12 | 14 | 14 | 305 |
| Fog/Smoke/Haze | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Rain | 24 | 0 | 3 | 21 | 37 | 0 | 4 | 0 | 4 | 0 | 49 |
| Sleet/Hail | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Snow | 20 | 0 | 2 | 18 | 30 | 0 | 2 | 0 | 1 | 1 | 36 |
| Unknown | 9 | 0 | 0 | 9 | 15 | 0 | 0 | 0 | 0 | 0 | 14 |
| TOTALS | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 1 | 1 | 0 | 1 |
| Pedestrian | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 |
| Pedalcyclist | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 |
| Animal | 59 | 0 | 5 | 54 | 59 | 0 | 6 | 1 | 2 | 3 | 81 |
| Fixed object | 34 | 0 | 9 | 25 | 34 | 0 | 9 | 2 | 4 | 3 | 33 |
| Other object | 7 | 0 | 2 | 5 | 8 | 0 | 3 | 0 | 3 | 0 | 7 |
| Other non collision | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Parked motor vehicle | 16 | 0 | 1 | 15 | 37 | 0 | 1 | 0 | 1 | 0 | 19 |
| Rear end | 45 | 0 | 5 | 40 | 98 | 0 | 7 | 1 | 3 | 3 | 119 |
| Sideswipe same direction | 13 | 0 | 1 | 12 | 28 | 0 | 1 | 1 | 0 | 0 | 32 |
| Sideswipe opposite direction | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 11 |
| Angle | 13 | 0 | 4 | 9 | 28 | 0 | 5 | 1 | 1 | 3 | 33 |
| Turning | 25 | 0 | 4 | 21 | 51 | 0 | 8 | 5 | 2 | 1 | 67 |
| TOTALS | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |
| CLASS OF CITY | | | | | | | | | | | |
| 5,000 TO 10,000 | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |
| TOTALS | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 147 | 0 | 29 | 118 | 237 | 0 | 36 | 11 | 13 | 12 | 265 |
| Ice | 9 | 0 | 0 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 13 |
| Snow or Slush | 19 | 0 | 3 | 16 | 29 | 0 | 3 | 1 | 1 | 1 | 32 |
| Wet | 35 | 0 | 5 | 30 | 56 | 0 | 7 | 0 | 5 | 2 | 68 |
| Unknown | 14 | 0 | 0 | 14 | 25 | 0 | 0 | 0 | 0 | 0 | 30 |
| TOTALS | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Urban | 42 | 0 | 10 | 32 | 53 | 0 | 12 | 4 | 5 | 3 | 63 |
| State Numbered Urban | 59 | 0 | 7 | 52 | 99 | 0 | 11 | 1 | 7 | 3 | 112 |
| City Streets Urban | 122 | 0 | 20 | 102 | 206 | 0 | 23 | 7 | 7 | 9 | 232 |
| Unmarked Highway Rural | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |

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|--------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Bartonville | | | | | | | | | | | |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 14 | 0 | 2 | 12 | 18 | 0 | 2 | 0 | 2 | 0 | 27 |
| Monday | 29 | 0 | 4 | 25 | 45 | 0 | 5 | 1 | 1 | 3 | 43 |
| Tuesday | 41 | 0 | 4 | 37 | 67 | 0 | 4 | 1 | 2 | 1 | 78 |
| Wednesday | 32 | 0 | 5 | 27 | 49 | 0 | 7 | 2 | 3 | 2 | 56 |
| Thursday | 40 | 0 | 9 | 31 | 66 | 0 | 12 | 0 | 9 | 3 | 69 |
| Friday | 41 | 0 | 6 | 35 | 71 | 0 | 7 | 5 | 0 | 2 | 82 |
| Saturday | 27 | 0 | 7 | 20 | 43 | 0 | 9 | 3 | 2 | 4 | 53 |
| TOTALS | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 5 | 0 | 1 | 4 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| 1 AM | 7 | 0 | 2 | 5 | 8 | 0 | 3 | 0 | 2 | 1 | 7 |
| 2 AM | 3 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3 AM | 7 | 0 | 0 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4 AM | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| 5 AM | 7 | 0 | 0 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6 AM | 15 | 0 | 1 | 14 | 21 | 0 | 1 | 0 | 1 | 0 | 22 |
| 7 AM | 9 | 0 | 2 | 7 | 17 | 0 | 2 | 1 | 0 | 1 | 24 |
| 8 AM | 8 | 0 | 1 | 7 | 13 | 0 | 1 | 1 | 0 | 0 | 11 |
| 9 AM | 5 | 0 | 1 | 4 | 6 | 0 | 1 | 0 | 1 | 0 | 8 |
| 10 AM | 11 | 0 | 1 | 10 | 20 | 0 | 2 | 0 | 0 | 2 | 22 |
| 11 AM | 14 | 0 | 0 | 14 | 26 | 0 | 0 | 0 | 0 | 0 | 29 |
| Noon | 6 | 0 | 1 | 5 | 9 | 0 | 2 | 0 | 2 | 0 | 11 |
| 1 PM | 6 | 0 | 1 | 5 | 10 | 0 | 1 | 0 | 1 | 0 | 13 |
| 2 PM | 14 | 0 | 3 | 11 | 24 | 0 | 3 | 0 | 1 | 2 | 36 |
| 3 PM | 17 | 0 | 2 | 15 | 34 | 0 | 4 | 1 | 2 | 1 | 42 |
| 4 PM | 13 | 0 | 2 | 11 | 23 | 0 | 2 | 1 | 0 | 1 | 23 |
| 5 PM | 20 | 0 | 3 | 17 | 36 | 0 | 5 | 0 | 3 | 2 | 43 |
| 6 PM | 8 | 0 | 1 | 7 | 14 | 0 | 1 | 0 | 0 | 1 | 14 |
| 7 PM | 9 | 0 | 1 | 8 | 10 | 0 | 1 | 0 | 0 | 1 | 17 |
| 8 PM | 13 | 0 | 4 | 9 | 15 | 0 | 4 | 0 | 2 | 2 | 20 |
| 9 PM | 12 | 0 | 6 | 6 | 19 | 0 | 7 | 5 | 2 | 0 | 22 |
| 10 PM | 6 | 0 | 2 | 4 | 9 | 0 | 3 | 2 | 0 | 1 | 11 |
| 11 PM | 7 | 0 | 1 | 6 | 9 | 0 | 1 | 0 | 1 | 0 | 7 |
| TOTALS | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |

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| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|---|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Bartonville | | | | | | | | | | | |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 44 | 0 | 12 | 32 | 55 | 0 | 13 | 0 | 6 | 7 | 68 |
| Darkness, Lighted Road | 42 | 0 | 7 | 35 | 63 | 0 | 9 | 7 | 2 | 0 | 58 |
| Dawn | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| Daylight | 123 | 0 | 18 | 105 | 217 | 0 | 24 | 5 | 11 | 8 | 260 |
| Dusk | 6 | 0 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 10 |
| Unknown | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| Debris on Roadway | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| Maintenance Zone | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| No Defects | 174 | 0 | 35 | 139 | 276 | 0 | 44 | 11 | 19 | 14 | 300 |
| Rut, Holes | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Unknown | 41 | 0 | 1 | 40 | 71 | 0 | 1 | 0 | 0 | 1 | 91 |
| TOTALS | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 12 | 0 | 3 | 9 | 15 | 0 | 4 | 0 | 2 | 2 | 15 |
| No Controls | 152 | 0 | 23 | 129 | 228 | 0 | 26 | 5 | 14 | 7 | 263 |
| Stop Sign/Flasher | 17 | 0 | 3 | 14 | 32 | 0 | 4 | 2 | 1 | 1 | 36 |
| Traffic Signal | 39 | 0 | 8 | 31 | 77 | 0 | 12 | 5 | 2 | 5 | 88 |
| Yield | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 2 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 7 | 0 | 1 | 6 | 14 | 0 | 3 | 1 | 2 | 0 | 19 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 5 | 0 | 1 | 4 | 10 | 0 | 1 | 0 | 0 | 1 | 10 |
| Intersection of Ramp and Other Roadway | 13 | 0 | 0 | 13 | 26 | 0 | 0 | 0 | 0 | 0 | 27 |
| Not Applicable | 197 | 0 | 34 | 163 | 307 | 0 | 41 | 10 | 17 | 14 | 350 |
| TOTALS | 224 | 0 | 37 | 187 | 359 | 0 | 46 | 12 | 19 | 15 | 408 |

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City Summary

Selection Criteria: 1/1/2008 thru 12/31/2008

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|---------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Bartonville | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Engine/Motor | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| No Defect | 232 | 0 | 49 | 183 | 232 | 0 | 39 | 10 | 17 | 12 | 263 |
| Tires | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| Unknown | 120 | 0 | 7 | 113 | 120 | 0 | 2 | 2 | 0 | 0 | 135 |
| TOTALS | 359 | 0 | 57 | 302 | 359 | 0 | 42 | 12 | 17 | 13 | 408 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Motorcycle (over 150cc) | 5 | 0 | 4 | 1 | 5 | 0 | 6 | 5 | 1 | 0 | 1 |
| Passenger | 186 | 0 | 33 | 153 | 186 | 0 | 23 | 4 | 11 | 8 | 200 |
| Pickup | 79 | 0 | 8 | 71 | 79 | 0 | 7 | 3 | 2 | 2 | 88 |
| SUV | 36 | 0 | 6 | 30 | 36 | 0 | 6 | 0 | 3 | 3 | 51 |
| Tractor with Semi-Trailer | 12 | 0 | 2 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| Truck Single Unit | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Van/Mini-Van | 19 | 0 | 1 | 18 | 19 | 0 | 0 | 0 | 0 | 0 | 33 |
| Unknown | 15 | 0 | 2 | 13 | 15 | 0 | 0 | 0 | 0 | 0 | 14 |
| TOTALS | 359 | 0 | 57 | 302 | 359 | 0 | 42 | 12 | 17 | 13 | 408 |

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| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Bartonville | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 1 | 0 | 0 | 4 |
| Asleep/Fainted | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 1 | 1 | 1 |
| Drug Impaired | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 1 | 1 | 0 | 1 |
| Fatigued | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Had Been Drinking | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| Illness | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Normal | 278 | 0 | 40 | 238 | 278 | 0 | 23 | 3 | 12 | 8 | 255 |
| Other/Unknown | 43 | 0 | 8 | 35 | 43 | 0 | 4 | 4 | 0 | 0 | 39 |
| TOTALS | 336 | 0 | 56 | 280 | 336 | 0 | 34 | 10 | 14 | 10 | 302 |

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 DIVISION OF TRAFFIC SAFETY
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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 15 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | Female | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 8 | 0 | 1 | 7 | 8 | 0 | 1 | 1 | 0 | 0 | 7 |
| 17 | Female | 11 | 0 | 5 | 6 | 11 | 0 | 2 | 1 | 0 | 1 | 9 |
| | Male | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Male | 6 | 0 | 2 | 4 | 6 | 0 | 2 | 0 | 1 | 1 | 4 |
| 19 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 1 | 0 | 0 | 6 |
| 20 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22-24 | Female | 10 | 0 | 3 | 7 | 10 | 0 | 2 | 0 | 0 | 2 | 8 |
| | Male | 13 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 13 |
| 25-29 | Female | 15 | 0 | 4 | 11 | 15 | 0 | 2 | 1 | 1 | 0 | 13 |
| | Male | 21 | 0 | 3 | 18 | 21 | 0 | 3 | 1 | 2 | 0 | 18 |
| 30-34 | Female | 12 | 0 | 4 | 8 | 12 | 0 | 1 | 0 | 0 | 1 | 11 |
| | Male | 12 | 0 | 1 | 11 | 12 | 0 | 1 | 1 | 0 | 0 | 11 |
| 35-39 | Female | 14 | 0 | 4 | 10 | 14 | 0 | 2 | 1 | 1 | 0 | 12 |
| | Male | 17 | 0 | 2 | 15 | 17 | 0 | 1 | 1 | 0 | 0 | 16 |
| 40-44 | Female | 16 | 0 | 2 | 14 | 16 | 0 | 1 | 0 | 0 | 1 | 15 |
| | Male | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| 45-49 | Female | 9 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Male | 18 | 0 | 5 | 13 | 18 | 0 | 4 | 1 | 2 | 1 | 14 |
| 50-54 | Female | 11 | 0 | 2 | 9 | 11 | 0 | 1 | 0 | 1 | 0 | 10 |
| | Male | 18 | 0 | 1 | 17 | 18 | 0 | 1 | 0 | 0 | 1 | 17 |
| 55-59 | Female | 9 | 0 | 2 | 7 | 9 | 0 | 1 | 0 | 1 | 0 | 8 |
| | Male | 17 | 0 | 1 | 16 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| 60-64 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 3 |
| | Male | 9 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 65-69 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 3 |
| 70-74 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 7 | 0 | 2 | 5 | 7 | 0 | 1 | 1 | 0 | 0 | 6 |
| 75-79 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| 80-84 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Bartonville | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | |
| 90-94 | | | | | | | | | | | |
| Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | | | | | | | | | | | |
| Not Stated | 14 | 0 | 3 | 11 | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| TOTALS | 336 | 0 | 56 | 280 | 336 | 0 | 34 | 10 | 14 | 10 | 302 |

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| Bartonville | | | | | | | | | | | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6 | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10-14 | Female | 9 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15 | Female | 8 | 0 | 4 | 4 | 8 | 0 | 1 | 0 | 0 | 1 | 7 |
| 16 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18 | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22-24 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 25-29 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 30-34 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 1 | 1 | 2 |
| 35-39 | Male | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 40-44 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 45-49 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 50-54 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 55-59 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |

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|--|------------|--------|-------------------|----------|-----------|-----------------|----------------|-----------------|---------------|----------|----------|----------|------------|
| Bartonville | | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | | |
| 60-64 | Female | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 65-69 | Female | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 70-74 | Female | | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 75-79 | Female | | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 80-84 | Female | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | Female | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Female | | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Not Stated | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | | | 114 | 0 | 26 | 88 | 114 | 0 | 8 | 2 | 3 | 3 | 106 |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | | |
| 25-29 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 60-64 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | | |
| 16 | Female | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 80-84 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Playing in Roadway | 60-64 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Standing in Roadway | 25-29 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Other | 16 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Turning Right | 80-84 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |