

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

10/15/2009
 Page 1 of 4

City Summary

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

| Granville | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 13 | 0 | 1 | 12 | 26 | 0 | 1 | 0 | 0 | 1 | 26 |
| Fog/Smoke/Haze | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Snow | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| TOTALS | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |
| TYPE OF CRASH | | | | | | | | | | | |
| Parked motor vehicle | 5 | 0 | 0 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 7 |
| Angle | 5 | 0 | 0 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 15 |
| Turning | 7 | 0 | 1 | 6 | 14 | 0 | 1 | 0 | 0 | 1 | 17 |
| TOTALS | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |
| CLASS OF CITY | | | | | | | | | | | |
| 0 TO 2,500 | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |
| TOTALS | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 11 | 0 | 1 | 10 | 22 | 0 | 1 | 0 | 0 | 1 | 20 |
| Ice | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Snow or Slush | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 10 |
| Wet | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTALS | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| State Numbered Rural | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| County & Local Roads Rural | 16 | 0 | 1 | 15 | 32 | 0 | 1 | 0 | 0 | 1 | 35 |
| TOTALS | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Monday | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 9 |
| Tuesday | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Wednesday | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Thursday | 3 | 0 | 1 | 2 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| Friday | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| Saturday | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 7 |
| TOTALS | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |

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|---|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11 AM | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 10 |
| Noon | 3 | 0 | 1 | 2 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| 3 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9 PM | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness, Lighted Road | 6 | 0 | 0 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| Dawn | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Daylight | 10 | 0 | 1 | 9 | 20 | 0 | 1 | 0 | 0 | 1 | 25 |
| TOTALS | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |
| ROAD DEFECTS | | | | | | | | | | | |
| No Defects | 14 | 0 | 1 | 13 | 28 | 0 | 1 | 0 | 0 | 1 | 31 |
| Worn Surface | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| No Controls | 9 | 0 | 1 | 8 | 18 | 0 | 1 | 0 | 0 | 1 | 14 |
| No Passing | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Stop Sign/Flasher | 7 | 0 | 0 | 7 | 14 | 0 | 0 | 0 | 0 | 0 | 22 |
| TOTALS | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Not Applicable | 16 | 0 | 1 | 15 | 32 | 0 | 1 | 0 | 0 | 1 | 35 |
| TOTALS | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |

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|------------------------|-------------------|----------|----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Granville | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| No Defect | 29 | 0 | 2 | 27 | 29 | 0 | 1 | 0 | 0 | 1 | 35 |
| Unknown | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 34 | 0 | 2 | 32 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |
| VEHICLE TYPE | | | | | | | | | | | |
| Passenger | 20 | 0 | 2 | 18 | 20 | 0 | 1 | 0 | 0 | 1 | 21 |
| Pickup | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| SUV | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Truck Single Unit | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Van/Mini-Van | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | 34 | 0 | 2 | 32 | 34 | 0 | 1 | 0 | 0 | 1 | 39 |

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|-----------------------------|-------------------|-----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Normal | 26 | 0 | 2 | 24 | 26 | 0 | 1 | 0 | 0 | 1 | 25 |
| Other/Unknown | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 29 | 0 | 2 | 27 | 29 | 0 | 1 | 0 | 0 | 1 | 28 |
| DRIVER AGE/GENDER | | | | | | | | | | | |
| 16 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 17 | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 |
| 19 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 22-24 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 4 |
| 25-29 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 30-34 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 35-39 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 |
| 40-44 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 |
| 45-49 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 55-59 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 60-64 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 75-79 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 95-98 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 29 | 0 | 2 | 27 | 29 | 0 | 1 | 0 | 0 | 28 |
| PASSENGER AGE/GENDER | | | | | | | | | | | |
| 0 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 17 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 25-29 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 |
| 40-44 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 55-59 | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Not Stated | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | | 11 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 11 |