

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

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         |
| <b>Roodhouse</b>              |                   |          |          |                 |                |              |               |                 |          |          |           |
| <b>WEATHER CONDITION</b>      |                   |          |          |                 |                |              |               |                 |          |          |           |
| Clear                         | 14                | 0        | 3        | 11              | 24             | 0            | 6             | 0               | 6        | 0        | 22        |
| Fog/Smoke/Haze                | 1                 | 0        | 0        | 1               | 2              | 0            | 0             | 0               | 0        | 0        | 3         |
| Rain                          | 2                 | 0        | 0        | 2               | 3              | 0            | 0             | 0               | 0        | 0        | 4         |
| Snow                          | 1                 | 0        | 0        | 1               | 1              | 0            | 0             | 0               | 0        | 0        | 1         |
| <b>TOTALS</b>                 | <b>18</b>         | <b>0</b> | <b>3</b> | <b>15</b>       | <b>30</b>      | <b>0</b>     | <b>6</b>      | <b>0</b>        | <b>6</b> | <b>0</b> | <b>30</b> |
| <b>TYPE OF CRASH</b>          |                   |          |          |                 |                |              |               |                 |          |          |           |
| Overturned                    | 1                 | 0        | 1        | 0               | 1              | 0            | 4             | 0               | 4        | 0        | 0         |
| Pedestrian                    | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 0               | 1        | 0        | 2         |
| Animal                        | 1                 | 0        | 0        | 1               | 1              | 0            | 0             | 0               | 0        | 0        | 1         |
| Fixed object                  | 3                 | 0        | 0        | 3               | 3              | 0            | 0             | 0               | 0        | 0        | 4         |
| Parked motor vehicle          | 3                 | 0        | 0        | 3               | 6              | 0            | 0             | 0               | 0        | 0        | 3         |
| Rear end                      | 2                 | 0        | 0        | 2               | 4              | 0            | 0             | 0               | 0        | 0        | 5         |
| Angle                         | 6                 | 0        | 0        | 6               | 12             | 0            | 0             | 0               | 0        | 0        | 14        |
| Turning                       | 1                 | 0        | 1        | 0               | 2              | 0            | 1             | 0               | 1        | 0        | 1         |
| <b>TOTALS</b>                 | <b>18</b>         | <b>0</b> | <b>3</b> | <b>15</b>       | <b>30</b>      | <b>0</b>     | <b>6</b>      | <b>0</b>        | <b>6</b> | <b>0</b> | <b>30</b> |
| <b>CLASS OF CITY</b>          |                   |          |          |                 |                |              |               |                 |          |          |           |
| 0 TO 2,500                    | 18                | 0        | 3        | 15              | 30             | 0            | 6             | 0               | 6        | 0        | 30        |
| <b>TOTALS</b>                 | <b>18</b>         | <b>0</b> | <b>3</b> | <b>15</b>       | <b>30</b>      | <b>0</b>     | <b>6</b>      | <b>0</b>        | <b>6</b> | <b>0</b> | <b>30</b> |
| <b>ROAD SURFACE CONDITION</b> |                   |          |          |                 |                |              |               |                 |          |          |           |
| Dry                           | 15                | 0        | 3        | 12              | 26             | 0            | 6             | 0               | 6        | 0        | 26        |
| Snow or Slush                 | 1                 | 0        | 0        | 1               | 1              | 0            | 0             | 0               | 0        | 0        | 1         |
| Wet                           | 1                 | 0        | 0        | 1               | 1              | 0            | 0             | 0               | 0        | 0        | 1         |
| Unknown                       | 1                 | 0        | 0        | 1               | 2              | 0            | 0             | 0               | 0        | 0        | 2         |
| <b>TOTALS</b>                 | <b>18</b>         | <b>0</b> | <b>3</b> | <b>15</b>       | <b>30</b>      | <b>0</b>     | <b>6</b>      | <b>0</b>        | <b>6</b> | <b>0</b> | <b>30</b> |
| <b>CLASS OF TRAFFICWAY</b>    |                   |          |          |                 |                |              |               |                 |          |          |           |
| State Numbered Rural          | 3                 | 0        | 0        | 3               | 5              | 0            | 0             | 0               | 0        | 0        | 6         |
| County & Local Roads Rural    | 15                | 0        | 3        | 12              | 25             | 0            | 6             | 0               | 6        | 0        | 24        |
| <b>TOTALS</b>                 | <b>18</b>         | <b>0</b> | <b>3</b> | <b>15</b>       | <b>30</b>      | <b>0</b>     | <b>6</b>      | <b>0</b>        | <b>6</b> | <b>0</b> | <b>30</b> |
| <b>DAY OF WEEK</b>            |                   |          |          |                 |                |              |               |                 |          |          |           |
| Sunday                        | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 0               | 1        | 0        | 2         |
| Monday                        | 3                 | 0        | 1        | 2               | 5              | 0            | 4             | 0               | 4        | 0        | 6         |
| Tuesday                       | 5                 | 0        | 1        | 4               | 9              | 0            | 1             | 0               | 1        | 0        | 7         |
| Thursday                      | 4                 | 0        | 0        | 4               | 8              | 0            | 0             | 0               | 0        | 0        | 6         |
| Friday                        | 3                 | 0        | 0        | 3               | 4              | 0            | 0             | 0               | 0        | 0        | 4         |
| Saturday                      | 2                 | 0        | 0        | 2               | 3              | 0            | 0             | 0               | 0        | 0        | 5         |
| <b>TOTALS</b>                 | <b>18</b>         | <b>0</b> | <b>3</b> | <b>15</b>       | <b>30</b>      | <b>0</b>     | <b>6</b>      | <b>0</b>        | <b>6</b> | <b>0</b> | <b>30</b> |

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 ACCUMULATED TOTALS

City Summary

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

| Roodhouse   | NUMBER OF CRASHES |          |          |                 |                |              |               | INJURY SEVERITY |          |          |           |
|---|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|-----------|
|   | TOTAL             | FATAL    | INJURY   | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B        | C        | O         |
| <b>TIME OF DAY</b>                                  |                   |          |          |                 |                |              |               |                 |          |          |           |
| Midnight  | 2                 | 0        | 0        | 2               | 4              | 0            | 0             | 0               | 0        | 0        | 2         |
| 1 AM  | 1                 | 0        | 0        | 1               | 1              | 0            | 0             | 0               | 0        | 0        | 1         |
| 2 AM  | 2                 | 0        | 0        | 2               | 2              | 0            | 0             | 0               | 0        | 0        | 3         |
| 6 AM  | 2                 | 0        | 0        | 2               | 3              | 0            | 0             | 0               | 0        | 0        | 4         |
| 10 AM   | 1                 | 0        | 0        | 1               | 2              | 0            | 0             | 0               | 0        | 0        | 2         |
| Noon  | 2                 | 0        | 0        | 2               | 4              | 0            | 0             | 0               | 0        | 0        | 5         |
| 3 PM  | 2                 | 0        | 1        | 1               | 4              | 0            | 1             | 0               | 1        | 0        | 3         |
| 4 PM  | 2                 | 0        | 0        | 2               | 4              | 0            | 0             | 0               | 0        | 0        | 3         |
| 6 PM  | 1                 | 0        | 0        | 1               | 2              | 0            | 0             | 0               | 0        | 0        | 3         |
| 7 PM  | 2                 | 0        | 1        | 1               | 3              | 0            | 4             | 0               | 4        | 0        | 2         |
| 8 PM  | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 0               | 1        | 0        | 2         |
| <b>TOTALS</b>                                       | <b>18</b>         | <b>0</b> | <b>3</b> | <b>15</b>       | <b>30</b>      | <b>0</b>     | <b>6</b>      | <b>0</b>        | <b>6</b> | <b>0</b> | <b>30</b> |
| <b>LIGHT CONDITION</b>                              |                   |          |          |                 |                |              |               |                 |          |          |           |
| Darkness  | 4                 | 0        | 1        | 3               | 6              | 0            | 4             | 0               | 4        | 0        | 4         |
| Darkness, Lighted Road                              | 3                 | 0        | 1        | 2               | 3              | 0            | 1             | 0               | 1        | 0        | 4         |
| Daylight  | 10                | 0        | 1        | 9               | 19             | 0            | 1             | 0               | 1        | 0        | 19        |
| Unknown   | 1                 | 0        | 0        | 1               | 2              | 0            | 0             | 0               | 0        | 0        | 3         |
| <b>TOTALS</b>                                       | <b>18</b>         | <b>0</b> | <b>3</b> | <b>15</b>       | <b>30</b>      | <b>0</b>     | <b>6</b>      | <b>0</b>        | <b>6</b> | <b>0</b> | <b>30</b> |
| <b>ROAD DEFECTS</b>                                 |                   |          |          |                 |                |              |               |                 |          |          |           |
| No Defects  | 14                | 0        | 3        | 11              | 22             | 0            | 6             | 0               | 6        | 0        | 23        |
| Unknown   | 4                 | 0        | 0        | 4               | 8              | 0            | 0             | 0               | 0        | 0        | 7         |
| <b>TOTALS</b>                                       | <b>18</b>         | <b>0</b> | <b>3</b> | <b>15</b>       | <b>30</b>      | <b>0</b>     | <b>6</b>      | <b>0</b>        | <b>6</b> | <b>0</b> | <b>30</b> |
| <b>TRAFFIC CONTROL</b>                              |                   |          |          |                 |                |              |               |                 |          |          |           |
| No Controls   | 13                | 0        | 3        | 10              | 21             | 0            | 6             | 0               | 6        | 0        | 19        |
| Stop Sign/Flasher                                   | 5                 | 0        | 0        | 5               | 9              | 0            | 0             | 0               | 0        | 0        | 11        |
| <b>TOTALS</b>                                       | <b>18</b>         | <b>0</b> | <b>3</b> | <b>15</b>       | <b>30</b>      | <b>0</b>     | <b>6</b>      | <b>0</b>        | <b>6</b> | <b>0</b> | <b>30</b> |
| <b>ROADWAY FEATURE</b>                              |                   |          |          |                 |                |              |               |                 |          |          |           |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 1                 | 0        | 0        | 1               | 2              | 0            | 0             | 0               | 0        | 0        | 3         |
| Not Applicable                                      | 17                | 0        | 3        | 14              | 28             | 0            | 6             | 0               | 6        | 0        | 27        |
| <b>TOTALS</b>                                       | <b>18</b>         | <b>0</b> | <b>3</b> | <b>15</b>       | <b>30</b>      | <b>0</b>     | <b>6</b>      | <b>0</b>        | <b>6</b> | <b>0</b> | <b>30</b> |

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10/22/2009

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City Summary

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

|                         | NUMBER OF CRASHES |          |          |                    |                   |                 |                  | INJURY SEVERITY |          |          |           |
|-------------------------|-------------------|----------|----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|-----------|
|                         | TOTAL             | FATAL    | INJURY   | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B        | C        | O         |
| <b>Roodhouse</b>        |                   |          |          |                    |                   |                 |                  |                 |          |          |           |
| <b>VEHICLE DEFECTS</b>  |                   |          |          |                    |                   |                 |                  |                 |          |          |           |
| No Defect               | 21                | 0        | 4        | 17                 | 21                | 0               | 5                | 0               | 5        | 0        | 22        |
| Unknown                 | 9                 | 0        | 0        | 9                  | 9                 | 0               | 0                | 0               | 0        | 0        | 8         |
| <b>TOTALS</b>           | <b>30</b>         | <b>0</b> | <b>4</b> | <b>26</b>          | <b>30</b>         | <b>0</b>        | <b>5</b>         | <b>0</b>        | <b>5</b> | <b>0</b> | <b>30</b> |
| <b>VEHICLE TYPE</b>     |                   |          |          |                    |                   |                 |                  |                 |          |          |           |
| Motorcycle (over 150cc) | 1                 | 0        | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0         |
| Passenger               | 17                | 0        | 1        | 16                 | 17                | 0               | 4                | 0               | 4        | 0        | 18        |
| Pickup                  | 6                 | 0        | 0        | 6                  | 6                 | 0               | 0                | 0               | 0        | 0        | 7         |
| SUV                     | 1                 | 0        | 1        | 0                  | 1                 | 0               | 0                | 0               | 0        | 0        | 1         |
| Van/Mini-Van            | 5                 | 0        | 1        | 4                  | 5                 | 0               | 0                | 0               | 0        | 0        | 4         |
| <b>TOTALS</b>           | <b>30</b>         | <b>0</b> | <b>4</b> | <b>26</b>          | <b>30</b>         | <b>0</b>        | <b>5</b>         | <b>0</b>        | <b>5</b> | <b>0</b> | <b>30</b> |

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|-----------------------------|-------------------|-------------------|----------|----------|-----------------|----------------|--------------|-----------------|----------|----------|----------|-----------|
| Roodhouse                   |                   | TOTAL             | FATAL    | INJURY   | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A        | B        | C        | O         |
| <b>DRIVER CONDITION</b>     |                   |                   |          |          |                 |                |              |                 |          |          |          |           |
|                             | Had Been Drinking | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
|                             | Normal            | 21                | 0        | 4        | 17              | 21             | 0            | 2               | 0        | 2        | 0        | 19        |
|                             | Other/Unknown     | 5                 | 0        | 0        | 5               | 5              | 0            | 0               | 0        | 0        | 0        | 5         |
| <b>TOTALS</b>               |                   | <b>27</b>         | <b>0</b> | <b>4</b> | <b>23</b>       | <b>27</b>      | <b>0</b>     | <b>2</b>        | <b>0</b> | <b>2</b> | <b>0</b> | <b>25</b> |
| <b>DRIVER AGE/GENDER</b>    |                   |                   |          |          |                 |                |              |                 |          |          |          |           |
| 16                          | Female            | 2                 | 0        | 0        | 2               | 2              | 0            | 0               | 0        | 0        | 0        | 2         |
|                             | Male              | 1                 | 0        | 1        | 0               | 1              | 0            | 1               | 0        | 1        | 0        | 0         |
| 18                          | Male              | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 19                          | Female            | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 20                          | Male              | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 22-24                       | Female            | 2                 | 0        | 0        | 2               | 2              | 0            | 0               | 0        | 0        | 0        | 2         |
|                             | Male              | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 25-29                       | Female            | 2                 | 0        | 2        | 0               | 2              | 0            | 0               | 0        | 0        | 0        | 2         |
|                             | Male              | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 30-34                       | Female            | 2                 | 0        | 0        | 2               | 2              | 0            | 0               | 0        | 0        | 0        | 2         |
|                             | Male              | 2                 | 0        | 1        | 1               | 2              | 0            | 1               | 0        | 1        | 0        | 1         |
| 35-39                       | Female            | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
|                             | Male              | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 40-44                       | Female            | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 55-59                       | Female            | 2                 | 0        | 0        | 2               | 2              | 0            | 0               | 0        | 0        | 0        | 2         |
| 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                       | Female            | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 70-74                       | Male              | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 80-84                       | Male              | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 85-89                       | Male              | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| <b>TOTALS</b>               |                   | <b>27</b>         | <b>0</b> | <b>4</b> | <b>23</b>       | <b>27</b>      | <b>0</b>     | <b>2</b>        | <b>0</b> | <b>2</b> | <b>0</b> | <b>25</b> |
| <b>PASSENGER AGE/GENDER</b> |                   |                   |          |          |                 |                |              |                 |          |          |          |           |
| 6                           | Female            | 1                 | 0        | 1        | 0               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 10-14                       | Male              | 1                 | 0        | 1        | 0               | 1              | 0            | 1               | 0        | 1        | 0        | 0         |
| 16                          | Male              | 1                 | 0        | 1        | 0               | 1              | 0            | 1               | 0        | 1        | 0        | 0         |
| 18                          | Male              | 1                 | 0        | 1        | 0               | 1              | 0            | 1               | 0        | 1        | 0        | 0         |
| 22-24                       | Female            | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 25-29                       | Male              | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| 50-54                       | Female            | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| Unknown                     | Not Stated        | 1                 | 0        | 0        | 1               | 1              | 0            | 0               | 0        | 0        | 0        | 1         |
| <b>TOTALS</b>               |                   | <b>8</b>          | <b>0</b> | <b>4</b> | <b>4</b>        | <b>8</b>       | <b>0</b>     | <b>3</b>        | <b>0</b> | <b>3</b> | <b>0</b> | <b>5</b>  |

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|---|-------------------|----------|----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|----------|
|   | TOTAL             | FATAL    | INJURY   | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B        | C        | O        |
| <b>Roodhouse</b>                          |                   |          |          |                    |                   |                 |                  |                 |          |          |          |
| <b>PEDESTRIAN AGE/GENDER</b>              |                   |          |          |                    |                   |                 |                  |                 |          |          |          |
| 25-29 Male                                | 1                 | 0        | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        |
| <b>TOTALS</b>                             | <b>1</b>          | <b>0</b> | <b>1</b> | <b>0</b>           | <b>1</b>          | <b>0</b>        | <b>1</b>         | <b>0</b>        | <b>1</b> | <b>0</b> | <b>0</b> |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b> |                   |          |          |                    |                   |                 |                  |                 |          |          |          |
| Standing in Roadway 25-29 Male            | 1                 | 0        | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        |
| <b>TOTALS</b>                             | <b>1</b>          | <b>0</b> | <b>1</b> | <b>0</b>           | <b>1</b>          | <b>0</b>        | <b>1</b>         | <b>0</b>        | <b>1</b> | <b>0</b> | <b>0</b> |