



City Summary Crash Report

1/1/2016 to 12/31/2016

City : Sandoval | *See Notes at End of Report.

Sandoval	Number Of Crashes					Injury Severity					
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	11	0	4	7	17	0	7	0	4	3	14
Cloudy/Overcast	1	0	0	1	2	0	0	0	0	0	8
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
TOTALS	14	0	4	10	23	0	7	0	4	3	28
TYPE OF CRASH											
Angle	1	0	0	1	2	0	0	0	0	0	2
Animal	1	0	0	1	1	0	0	0	0	0	2
Fixed Object	4	0	1	3	4	0	1	0	0	1	3
Head On	2	0	2	0	4	0	4	0	3	1	1
Sideswipe Opposite Direction	1	0	0	1	2	0	0	0	0	0	4
Sideswipe Same Direction	1	0	0	1	2	0	0	0	0	0	2
Turning	4	0	1	3	8	0	2	0	1	1	14
TOTALS	14	0	4	10	23	0	7	0	4	3	28



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Sandoval	Number Of Crashes							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
CLASS OF CITY												
0 TO 2,500	14	0	4	10	23	0	7	0	4	3	28	
TOTALS	14	0	4	10	23	0	7	0	4	3	28	
ROAD SURFACE CONDITION												
Dry	11	0	4	7	18	0	7	0	4	3	22	
Snow or Slush	1	0	0	1	2	0	0	0	0	0	2	
Unknown	2	0	0	2	3	0	0	0	0	0	4	
TOTALS	14	0	4	10	23	0	7	0	4	3	28	



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Sandoval	Total	Number of Crashes				Total Vehicles	Total Total		Injury Severity			
		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
CLASS OF TRAFFICWAY												
County & Local Roads Rural		2	0	0	2	3	0	0	0	0	0	3
State Numbered Rural		12	0	4	8	20	0	7	0	4	3	25
TOTALS		14	0	4	10	23	0	7	0	4	3	28
DAY OF WEEK												
Sunday		1	0	0	1	2	0	0	0	0	0	2
Monday		2	0	2	0	3	0	4	0	2	2	0
Tuesday		1	0	0	1	1	0	0	0	0	0	2
Wednesday		3	0	1	2	5	0	2	0	1	1	4
Thursday		3	0	0	3	5	0	0	0	0	0	6
Friday		2	0	1	1	4	0	1	0	1	0	9
Saturday		2	0	0	2	3	0	0	0	0	0	5
TOTALS		14	0	4	10	23	0	7	0	4	3	28



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
TIME OF DAY												
02 AM	1	0	0	1	1	0	0	0	0	0	0	1
08 AM	3	0	1	2	5	0	2	0	1	1	1	6
09 AM	1	0	1	0	1	0	1	0	0	1	0	0
11 AM	1	0	0	1	2	0	0	0	0	0	0	3
Noon	1	0	0	1	2	0	0	0	0	0	0	2
1 PM	1	0	0	1	2	0	0	0	0	0	0	2
2 PM	1	0	1	0	2	0	1	0	1	0	0	1
6 PM	3	0	1	2	5	0	3	0	2	1	1	10
7 PM	1	0	0	1	2	0	0	0	0	0	0	2
10 PM	1	0	0	1	1	0	0	0	0	0	0	1
TOTALS	14	0	4	10	23	0	7	0	4	3	3	28



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	4	0	0	4	5	0	0	0	0	0	6
Darkness, Lighted Road	1	0	1	0	2	0	3	0	2	1	0
Daylight	9	0	3	6	16	0	4	0	2	2	22
TOTALS	14	0	4	10	23	0	7	0	4	3	28
ROAD DEFECTS											
No Defects	11	0	4	7	18	0	7	0	4	3	21
Unknown	3	0	0	3	5	0	0	0	0	0	7
TOTALS	14	0	4	10	23	0	7	0	4	3	28



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
Lane Use Marking	2	0	1	1	4	0	3	0	2	1	4
No Controls	8	0	2	6	11	0	2	0	1	1	10
Stop Sign/Flasher	4	0	1	3	8	0	2	0	1	1	14
TOTALS	14	0	4	10	23	0	7	0	4	3	28
ROADWAY FEATURE											
Bridge	5	0	1	4	8	0	1	0	0	1	14
Not Applicable	9	0	3	6	15	0	6	0	4	2	14
TOTALS	14	0	4	10	23	0	7	0	4	3	28



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Sandoval	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O
DRIVER CONDITION												
Fatigued	2	0	0		2	2	0	0	0	0	0	2
Normal	17	0	6		11	17	0	4	0	2	2	13
Other/Unknown	4	0	1		3	4	0	1	0	0	1	3
TOTALS	23	0	7		16	23	0	5	0	2	3	18



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Sandoval		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
16												
	Female	1	0	0	1	1	0	0	0	0	0	1
17												
	Female	1	0	0	1	1	0	0	0	0	0	1
18												
	Male	1	0	0	1	1	0	0	0	0	0	1
22-24												
	Female	1	0	1	0	1	0	1	0	0	1	0
	Male	1	0	0	1	1	0	0	0	0	0	1
25-29												
	Male	2	0	0	2	2	0	0	0	0	0	2
30-34												
	Female	1	0	0	1	1	0	0	0	0	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												
	Male	1	0	1	0	1	0	0	0	0	0	1
45-49												
	Female	2	0	1	1	2	0	1	0	0	1	1
50-54												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	3	0	2	1	3	0	2	0	1	1	1
55-59												
	Male	2	0	0	2	2	0	0	0	0	0	2
60-64												
	Male	1	0	1	0	1	0	1	0	1	0	0
65-69												
	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
DRIVER AGE/GENDER											
70-74											
Male	1	0	1	0	1	0	0	0	0	0	1
Unknown											
Not Stated	1	0	0	1	1	0	0	0	0	0	1
TOTALS	23	0	7	16	23	0	5	0	2	3	18



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
09												
	Female	1	0	0	1	1	0	0	0	0	0	1
10-14												
	Female	2	0	0	2	2	0	0	0	0	0	2
15												
	Female	1	0	0	1	1	0	0	0	0	0	1
16												
	Female	1	0	0	1	1	0	0	0	0	0	1
17												
	Female	1	0	0	1	1	0	0	0	0	0	1
22-24												
	Female	1	0	1	0	1	0	1	0	1	0	0
25-29												
	Female	1	0	0	1	1	0	0	0	0	0	1
65-69												
	Male	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												
	Female	1	0	1	0	1	0	1	0	1	0	0
Unknown												
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
TOTALS		12	0	2	10	12	0	2	0	2	0	10



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	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O

PEDALCYCLIST AGE/GENDER

Sandoval	Number Of Vehicles				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O

VEHICLE DEFECTS

None	18	0	7	11	18	0	7	0	4	3	22
Unknown	5	0	0	5	5	0	0	0	0	0	6
TOTALS	23	0	7	16	23	0	7	0	4	3	28

VEHICLE TYPE

Passenger	16	0	5	11	16	0	5	0	4	1	18
Pickup	5	0	2	3	5	0	2	0	0	2	5
SUV	1	0	0	1	1	0	0	0	0	0	4
Tractor With Semi-Trailer	1	0	0	1	1	0	0	0	0	0	1
TOTALS	23	0	7	16	23	0	7	0	4	3	28

Notes

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.