



**City Summary Crash Report**

**1/1/2018 to 12/31/2018**

City : Clay City | \*See Notes at End of Report.

Clay City	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>WEATHER CONDITION</b>											
Clear	12	0	4	8	18	0	4	2	2	0	17
<b>TOTALS</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>
<b>TYPE OF CRASH</b>											
Angle	3	0	2	1	7	0	2	1	1	0	7
Animal	5	0	1	4	5	0	1	1	0	0	4
Fixed Object	2	0	1	1	2	0	1	0	1	0	2
Rear End	1	0	0	1	2	0	0	0	0	0	2
Sideswipe Opposite Direction	1	0	0	1	2	0	0	0	0	0	2
<b>TOTALS</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>



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<b>CLASS OF CITY</b>												
0 TO 2,500	12	0	4	8	18	0	4	2	2	0	17	
<b>TOTALS</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	
<b>ROAD SURFACE CONDITION</b>												
Dry	9	0	3	6	14	0	3	1	2	0	14	
Unknown	2	0	1	1	3	0	1	1	0	0	2	
Wet	1	0	0	1	1	0	0	0	0	0	1	
<b>TOTALS</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	



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<b>CLASS OF TRAFFICWAY</b>												
County & Local Roads Rural	2	0	1	1	4	0	1	1	0	0	4	
Unmarked Highway Rural	10	0	3	7	14	0	3	1	2	0	13	
<b>TOTALS</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	
<b>DAY OF WEEK</b>												
Monday	2	0	1	1	2	0	1	0	1	0	2	
Tuesday	1	0	1	0	1	0	1	1	0	0	0	
Wednesday	1	0	0	1	2	0	0	0	0	0	2	
Thursday	2	0	0	2	3	0	0	0	0	0	3	
Friday	5	0	1	4	7	0	1	1	0	0	7	
Saturday	1	0	1	0	3	0	1	0	1	0	3	
<b>TOTALS</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>TIME OF DAY</b>											
Midnight	1	0	0	1	1	0	0	0	0	0	1
06 AM	4	0	1	3	5	0	1	1	0	0	4
07 AM	1	0	0	1	1	0	0	0	0	0	1
09 AM	1	0	1	0	2	0	1	1	0	0	2
10 AM	1	0	1	0	1	0	1	0	1	0	1
Noon	1	0	0	1	2	0	0	0	0	0	2
1 PM	1	0	0	1	2	0	0	0	0	0	2
8 PM	1	0	0	1	1	0	0	0	0	0	1
11 PM	1	0	1	0	3	0	1	0	1	0	3
<b>TOTALS</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>LIGHT CONDITION</b>											
Darkness	2	0	0	2	2	0	0	0	0	0	2
Darkness, Lighted Road	1	0	1	0	3	0	1	0	1	0	3
Dawn	2	0	1	1	2	0	1	1	0	0	1
Daylight	7	0	2	5	11	0	2	1	1	0	11
<b>TOTALS</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>
<b>ROAD DEFECTS</b>											
No Defects	8	0	3	5	13	0	3	1	2	0	13
Unknown	4	0	1	3	5	0	1	1	0	0	4
<b>TOTALS</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>TRAFFIC CONTROL</b>											
No Controls	11	0	3	8	15	0	3	2	1	0	14
Stop Sign/Flasher	1	0	1	0	3	0	1	0	1	0	3
<b>TOTALS</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>
<b>ROADWAY FEATURE</b>											
Not Applicable	12	0	4	8	18	0	4	2	2	0	17
<b>TOTALS</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>



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**1/1/2018 to 12/31/2018**

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Clay City	Number Of Persons				Total Vehicles	Total Killed	Total Injured	Injury Severity				
	Total	Fatal	Injury	Property Damage				A	B	C	O	
<b>DRIVER CONDITION</b>												
Normal	16	0	6	10	16	0	2	1	1	0	14	
Other/Unknown	2	0	1	1	2	0	0	0	0	0	2	
<b>TOTALS</b>	<b>18</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16</b>	



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Clay City		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>DRIVER AGE/GENDER</b>												
19												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	1	0	1	0	1	0	1	0	1	0	0
22-24												
	Male	1	0	0	1	1	0	0	0	0	0	1
35-39												
	Female	2	0	1	1	2	0	0	0	0	0	2
40-44												
	Female	1	0	0	1	1	0	0	0	0	0	1
50-54												
	Male	2	0	0	2	2	0	0	0	0	0	2
55-59												
	Female	1	0	0	1	1	0	0	0	0	0	1
60-64												
	Male	1	0	0	1	1	0	0	0	0	0	1
65-69												
	Male	4	0	3	1	4	0	1	1	0	0	3
75-79												
	Male	1	0	0	1	1	0	0	0	0	0	1
80-84												
	Male	2	0	1	1	2	0	0	0	0	0	2
85-89												
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>TOTALS</b>		<b>18</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16</b>





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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>PASSENGER AGE/GENDER</b>												
40-44												
	Male	1	0	1	0	1	0	0	0	0	0	1
55-59												
	Male	1	0	1	0	1	0	1	0	1	0	0
65-69												
	Female	1	0	1	0	1	0	1	1	0	0	0
<b>TOTALS</b>		<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>

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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**

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

**VEHICLE DEFECTS**

None	13	0	6	7	13	0	3	1	2	0	13
Unknown	5	0	1	4	5	0	1	1	0	0	4
<b>TOTALS</b>	<b>18</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>

**VEHICLE TYPE**

Passenger	8	0	3	5	8	0	2	1	1	0	6
Pickup	7	0	3	4	7	0	2	1	1	0	7
SUV	3	0	1	2	3	0	0	0	0	0	4
<b>TOTALS</b>	<b>18</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>

**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.