



**City Summary Crash Report**

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

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

Crainville	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	15	1	3	11	28	1	5	2	3	0	34
Rain	2	0	0	2	2	0	0	0	0	0	3
<b>TOTALS</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</b>
<b>TYPE OF CRASH</b>											
Animal	7	0	1	6	7	0	1	1	0	0	8
Fixed Object	2	0	0	2	2	0	0	0	0	0	3
Pedestrian	1	1	0	0	4	1	0	0	0	0	7
Rear End	6	0	2	4	15	0	4	1	3	0	17
Sideswipe Same Direction	1	0	0	1	2	0	0	0	0	0	2
<b>TOTALS</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>CLASS OF CITY</b>												
0 TO 2,500	17	1	3	13	30	1	5	2	3	0	37	
<b>TOTALS</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</b>	
<b>ROAD SURFACE CONDITION</b>												
Dry	14	1	3	10	26	1	5	2	3	0	32	
Unknown	1	0	0	1	2	0	0	0	0	0	2	
Wet	2	0	0	2	2	0	0	0	0	0	3	
<b>TOTALS</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</b>	



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		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
<b>CLASS OF TRAFFICWAY</b>												
County & Local Roads Rural		3	0	0	3	5	0	0	0	0	0	6
State Numbered Rural		5	1	2	2	14	1	4	1	3	0	16
Unmarked Highway Rural		9	0	1	8	11	0	1	1	0	0	15
<b>TOTALS</b>		<b>17</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</b>
<b>DAY OF WEEK</b>												
Sunday		3	0	1	2	4	0	3	0	3	0	5
Monday		2	0	0	2	3	0	0	0	0	0	3
Tuesday		2	1	0	1	5	1	0	0	0	0	8
Wednesday		4	0	2	2	10	0	2	2	0	0	11
Thursday		1	0	0	1	1	0	0	0	0	0	1
Friday		3	0	0	3	5	0	0	0	0	0	6
Saturday		2	0	0	2	2	0	0	0	0	0	3
<b>TOTALS</b>		<b>17</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</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	1	0	2	0	3	0	3	0	2	
01 AM	2	0	0	2	2	0	0	0	0	0	3	
05 AM	1	0	0	1	1	0	0	0	0	0	1	
07 AM	1	0	0	1	1	0	0	0	0	0	1	
11 AM	2	0	1	1	7	0	1	1	0	0	9	
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	
2 PM	1	0	0	1	2	0	0	0	0	0	2	
3 PM	1	0	0	1	2	0	0	0	0	0	2	
6 PM	1	0	0	1	1	0	0	0	0	0	1	
9 PM	3	1	0	2	6	1	0	0	0	0	10	
10 PM	2	0	1	1	2	0	1	1	0	0	2	
<b>TOTALS</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</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	9	1	2	6	13	1	4	1	3	0	17
Darkness, Lighted Road	1	0	0	1	1	0	0	0	0	0	2
Daylight	7	0	1	6	16	0	1	1	0	0	18
<b>TOTALS</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</b>
<b>ROAD DEFECTS</b>											
No Defects	16	1	3	12	28	1	5	2	3	0	35
Unknown	1	0	0	1	2	0	0	0	0	0	2
<b>TOTALS</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>TRAFFIC CONTROL</b>											
Lane Use Marking	6	1	2	3	15	1	4	1	3	0	18
No Controls	9	0	1	8	11	0	1	1	0	0	15
Other	1	0	0	1	2	0	0	0	0	0	2
Stop Sign/Flasher	1	0	0	1	2	0	0	0	0	0	2
<b>TOTALS</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</b>
<b>ROADWAY FEATURE</b>											
Bridge	5	1	2	2	14	1	4	1	3	0	16
Not Applicable	12	0	1	11	16	0	1	1	0	0	21
<b>TOTALS</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</b>



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

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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>DRIVER CONDITION</b>											
Alcohol Impaired	2	0	1	1	2	0	1	0	1	0	1
Normal	28	4	7	17	28	0	3	2	1	0	25
<b>TOTALS</b>	<b>30</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>30</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>26</b>



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>DRIVER AGE/GENDER</b>												
17												
	Female	1	0	0	1	1	0	0	0	0	0	1
18												
	Male	3	0	1	1	3	0	1	0	1	0	2
19												
	Male	1	0	0	0	1	0	0	0	0	0	1
20												
	Male	2	0	0	2	2	0	0	0	0	0	2
21												
	Male	1	0	0	1	1	0	0	0	0	0	1
22-24												
	Male	2	0	0	2	2	0	0	0	0	0	2
25-29												
	Female	3	0	1	1	3	0	0	0	0	0	3
	Male	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												
	Female	2	0	2	0	2	0	2	1	1	0	0
	Male	2	0	0	1	2	0	0	0	0	0	2
45-49												
	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
55-59												
	Male	2	0	2	0	2	0	1	1	0	0	1
60-64												
	Male	1	0	1	0	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
<b>DRIVER AGE/GENDER</b>											
65-69											
Male	2	0	0	2	2	0	0	0	0	0	2
70-74											
Female	1	0	0	1	1	0	0	0	0	0	1
75-79											
Female	1	0	0	1	1	0	0	0	0	0	1
Male	1	0	1	0	1	0	0	0	0	0	1
<b>TOTALS</b>	<b>30</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>30</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>26</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>												
00												
	Male	1	0	0	1	1	0	0	0	0	0	1
01												
	Male	1	0	0	1	1	0	0	0	0	0	1
18												
	Male	1	0	1	0	1	0	0	0	0	0	1
20												
	Male	1	0	1	0	1	0	1	0	1	0	0
22-24												
	Male	1	0	1	0	1	0	0	0	0	0	1
25-29												
	Male	1	0	0	1	1	0	0	0	0	0	1
30-34												
	Male	1	1	0	0	1	0	0	0	0	0	1
35-39												
	Female	1	0	0	1	1	0	0	0	0	0	1
55-59												
	Female	1	1	0	0	1	0	0	0	0	0	1
	Male	1	1	0	0	1	0	0	0	0	0	1
65-69												
	Male	1	0	0	1	1	0	0	0	0	0	1
75-79												
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>TOTALS</b>		<b>12</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>PEDEDSTRIAN AGE/GENDER</b>												
45-49												
	Female	1	1	0	0	1	1	0	0	0	0	0
<b>TOTALS</b>		<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Report No : SDM-ERC117

Sorted by : City



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### City Summary Crash Report

1/1/2018 to 12/31/2018

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

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

**PEDALCYCLIST AGE/GENDER**



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b>												
Walking/Riding With Traffic												
45-49												
	Female	1	1	0	0	1	1	0	0	0	0	0
<b>TOTALS</b>		<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Crainville	Number Of Vehicles							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>VEHICLE DEFECTS</b>												
	None	25	4	8	13	25	0	5	2	3	0	28
	Unknown	5	0	0	5	5	0	0	0	0	0	9
<b>TOTALS</b>		<b>30</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</b>
<b>VEHICLE TYPE</b>												
	Other	1	0	0	1	1	0	0	0	0	0	1
	Other Vehicle With Trailer	1	0	1	0	1	0	0	0	0	0	1
	Passenger	18	2	6	10	18	0	5	2	3	0	22
	Pickup	7	2	1	4	7	0	0	0	0	0	9
	SUV	1	0	0	1	1	0	0	0	0	0	2
	Van/Mini-Van	2	0	0	2	2	0	0	0	0	0	2
<b>TOTALS</b>		<b>30</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>37</b>

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**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.