



City Summary Crash Report

1/1/2019 to 12/31/2019

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

Smithton	Number Of Crashes					Injury Severity					
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	6	0	3	3	9	0	4	2	2	0	6
Rain	1	0	0	1	1	0	0	0	0	0	1
TOTALS	7	0	3	4	10	0	4	2	2	0	7
TYPE OF CRASH											
Angle	1	0	1	0	2	0	2	2	0	0	0
Animal	1	0	0	1	1	0	0	0	0	0	2
Fixed Object	2	0	1	1	2	0	1	0	1	0	1
Front to Rear	2	0	0	2	4	0	0	0	0	0	4
Overtuned	1	0	1	0	1	0	1	0	1	0	0
TOTALS	7	0	3	4	10	0	4	2	2	0	7



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
CLASS OF CITY											
2,500 TO 5,000	7	0	3	4	10	0	4	2	2	0	7
TOTALS	7	0	3	4	10	0	4	2	2	0	7
ROAD SURFACE CONDITION											
Dry	5	0	2	3	8	0	3	2	1	0	6
Wet	2	0	1	1	2	0	1	0	1	0	1
TOTALS	7	0	3	4	10	0	4	2	2	0	7



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CLASS OF TRAFFICWAY												
Urban Major Collector		2	0	1	1	3	0	1	0	1	0	2
Urban Other Principal Arterial (PAS)		5	0	2	3	7	0	3	2	1	0	5
TOTALS		7	0	3	4	10	0	4	2	2	0	7
DAY OF WEEK												
Wednesday		3	0	1	2	3	0	1	0	1	0	3
Thursday		2	0	1	1	4	0	2	2	0	0	2
Friday		1	0	0	1	2	0	0	0	0	0	2
Saturday		1	0	1	0	1	0	1	0	1	0	0
TOTALS		7	0	3	4	10	0	4	2	2	0	7



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
TIME OF DAY												
01 AM	2	0	1	1	2	0	1	0	1	0	1	
03 AM	1	0	1	0	1	0	1	0	1	0	0	
08 AM	1	0	0	1	2	0	0	0	0	0	2	
09 AM	2	0	1	1	4	0	2	2	0	0	2	
6 PM	1	0	0	1	1	0	0	0	0	0	2	
TOTALS	7	0	3	4	10	0	4	2	2	0	7	



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LIGHT CONDITION											
Darkness	3	0	2	1	3	0	2	0	2	0	1
Daylight	4	0	1	3	7	0	2	2	0	0	6
TOTALS	7	0	3	4	10	0	4	2	2	0	7
ROAD DEFECTS											
No Defects	7	0	3	4	10	0	4	2	2	0	7
TOTALS	7	0	3	4	10	0	4	2	2	0	7



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
Lane Use Marking	1	0	1	0	1	0	1	0	1	0	0
No Controls	4	0	2	2	6	0	3	2	1	0	3
Other	1	0	0	1	1	0	0	0	0	0	2
Stop Sign	1	0	0	1	2	0	0	0	0	0	2
TOTALS	7	0	3	4	10	0	4	2	2	0	7
ROADWAY FEATURE											
Not Applicable	7	0	3	4	10	0	4	2	2	0	7
TOTALS	7	0	3	4	10	0	4	2	2	0	7



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Smithton	Number Of Persons						Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER CONDITION											
Normal	8	0	3	5	8	0	3	2	1	0	5
Other/Unknown	2	0	1	1	2	0	1	0	1	0	1
TOTALS	10	0	4	6	10	0	4	2	2	0	6



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
21												
	Male	1	0	1	0	1	0	1	1	0	0	0
25-29												
	Male	1	0	0	1	1	0	0	0	0	0	1
30-34												
	Male	2	0	2	0	2	0	2	0	2	0	0
35-39												
	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
45-49												
	Male	1	0	1	0	1	0	1	1	0	0	0
55-59												
	Male	1	0	0	1	1	0	0	0	0	0	1
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
TOTALS		10	0	4	6	10	0	4	2	2	0	6



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Smithton		Number Of Persons				Total Vehicles	Total Killed	Total Injured	Injury Severity			
		Total	Fatal	Injury	Property Damage				A	B	C	O
PASSENGER AGE/GENDER												
22-24												
	Female	1	0	0	1	1	0	0	0	0	0	1
TOTALS		1	0	0	1	1	0	0	0	0	0	1

Smithton		Number Of Vehicles				Total Vehicles	Total Killed	Total Injured	Injury Severity			
		Total	Fatal	Injury	Property Damage				A	B	C	O
VEHICLE DEFECTS												
	None	9	0	3	6	9	0	3	1	2	0	7
	Unknown	1	0	1	0	1	0	1	1	0	0	0
TOTALS		10	0	4	6	10	0	4	2	2	0	7
VEHICLE TYPE												
	Passenger	3	0	1	2	3	0	1	0	1	0	2
	Pickup	5	0	3	2	5	0	3	2	1	0	2
	SUV	2	0	0	2	2	0	0	0	0	0	3
TOTALS		10	0	4	6	10	0	4	2	2	0	7

Notes

Report No : SDM-ERC117

Sorted by : City



Illinois Department of Transportation

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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.