



**City Summary Crash Report**

**1/1/2020 to 12/31/2020**

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

Dwight	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	17	0	4	13	31	0	6	0	1	5	33
Cloudy/Overcast	2	0	1	1	4	0	1	0	1	0	3
Fog/Smoke/Haze	1	0	0	1	1	0	0	0	0	0	1
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>37</b>
<b>TYPE OF CRASH</b>											
Angle	10	0	3	7	20	0	3	0	1	2	21
Fixed Object	3	0	1	2	3	0	1	0	1	0	2
Front to Front	1	0	1	0	2	0	3	0	0	3	2
Front to Rear	1	0	0	1	2	0	0	0	0	0	2
Other Non-Collision	1	0	0	1	1	0	0	0	0	0	1
Parked Motor Vehicle	3	0	0	3	6	0	0	0	0	0	7
Rear to Side	1	0	0	1	2	0	0	0	0	0	2
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>37</b>



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<b>CLASS OF CITY</b>											
2,500 TO 5,000	20	0	5	15	36	0	7	0	2	5	37
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>37</b>
<b>ROAD SURFACE CONDITION</b>											
Dry	17	0	5	12	31	0	7	0	2	5	33
Unknown	1	0	0	1	2	0	0	0	0	0	1
Wet	2	0	0	2	3	0	0	0	0	0	3
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>37</b>



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		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
<b>CLASS OF TRAFFICWAY</b>												
Rural Local Road or Street	1	0	0	1	1	0	0	0	0	0	1	
Urban Local Road or Street	8	0	0	8	14	0	0	0	0	0	17	
Urban Major Collector	3	0	2	1	5	0	2	0	2	0	3	
Urban Minor Arterial	7	0	3	4	14	0	5	0	0	5	13	
Urban Other Principal Arterial	1	0	0	1	2	0	0	0	0	0	3	
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>37</b>	
<b>DAY OF WEEK</b>												
Monday	2	0	1	1	3	0	1	0	1	0	1	
Tuesday	2	0	2	0	4	0	2	0	1	1	3	
Wednesday	5	0	0	5	9	0	0	0	0	0	9	
Thursday	3	0	0	3	5	0	0	0	0	0	4	
Friday	7	0	1	6	13	0	3	0	0	3	19	
Saturday	1	0	1	0	2	0	1	0	0	1	1	
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>37</b>	



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<b>TIME OF DAY</b>											
01 AM	1	0	0	1	1	0	0	0	0	0	1
06 AM	1	0	0	1	2	0	0	0	0	0	3
07 AM	1	0	1	0	2	0	1	0	1	0	1
09 AM	1	0	0	1	2	0	0	0	0	0	2
10 AM	2	0	0	2	4	0	0	0	0	0	4
Noon	4	0	1	3	8	0	1	0	0	1	12
1 PM	1	0	1	0	2	0	1	0	0	1	1
2 PM	2	0	0	2	4	0	0	0	0	0	5
3 PM	1	0	0	1	2	0	0	0	0	0	2
4 PM	1	0	0	1	2	0	0	0	0	0	1
6 PM	1	0	1	0	2	0	3	0	0	3	2
9 PM	1	0	1	0	1	0	1	0	1	0	0
10 PM	3	0	0	3	4	0	0	0	0	0	3
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>37</b>



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<b>LIGHT CONDITION</b>											
Darkness	3	0	2	1	4	0	4	0	1	3	3
Darkness, Lighted Road	2	0	0	2	2	0	0	0	0	0	2
Dawn	1	0	0	1	2	0	0	0	0	0	3
Daylight	13	0	3	10	26	0	3	0	1	2	28
Unknown	1	0	0	1	2	0	0	0	0	0	1
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>37</b>
<b>ROAD DEFECTS</b>											
No Defects	16	0	5	11	29	0	7	0	2	5	29
Unknown	4	0	0	4	7	0	0	0	0	0	8
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>37</b>



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<b>TRAFFIC CONTROL</b>											
No Controls	10	0	1	9	16	0	1	0	1	0	16
Stop Sign	9	0	3	6	18	0	3	0	1	2	19
Unknown	1	0	1	0	2	0	3	0	0	3	2
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>37</b>
<b>ROADWAY FEATURE</b>											
Not Applicable	20	0	5	15	36	0	7	0	2	5	37
<b>TOTALS</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>37</b>



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### 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.