



**City Summary Crash Report**

**1/1/2010 to 12/31/2010**

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

Central 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	14	0	1	13	26	0	1	0	1	0	27
<b>TOTALS</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>
<b>TYPE OF CRASH</b>											
Animal	1	0	0	1	1	0	0	0	0	0	1
Fixed object	1	0	0	1	1	0	0	0	0	0	1
Parked motor vehicle	4	0	0	4	9	0	0	0	0	0	5
Pedalcyclist	1	0	1	0	1	0	1	0	1	0	1
Rear end	2	0	0	2	4	0	0	0	0	0	5
Turning	5	0	0	5	10	0	0	0	0	0	14
<b>TOTALS</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</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	14	0	1	13	26	0	1	0	1	0	27
<b>TOTALS</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>
<b>ROAD SURFACE CONDITION</b>											
Dry	14	0	1	13	26	0	1	0	1	0	27
<b>TOTALS</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>



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		Fatal	Injury	Property Damage	Killed		Injured	A	B	C		
<b>CLASS OF TRAFFICWAY</b>												
County & Local Roads Rural		4	0	1	3	5	0	1	0	1	0	7
State Numbered Urban		10	0	0	10	21	0	0	0	0	0	20
<b>TOTALS</b>		<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>
<b>DAY OF WEEK</b>												
Monday		2	0	0	2	3	0	0	0	0	0	3
Wednesday		2	0	1	1	3	0	1	0	1	0	3
Thursday		4	0	0	4	7	0	0	0	0	0	7
Friday		1	0	0	1	2	0	0	0	0	0	2
Saturday		5	0	0	5	11	0	0	0	0	0	12
<b>TOTALS</b>		<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</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>												
01 AM	1	0	0	1	1	0	0	0	0	0	0	1
03 AM	1	0	0	1	2	0	0	0	0	0	0	1
07 AM	1	0	0	1	2	0	0	0	0	0	0	2
08 AM	2	0	0	2	5	0	0	0	0	0	0	3
09 AM	2	0	0	2	4	0	0	0	0	0	0	7
10 AM	2	0	0	2	4	0	0	0	0	0	0	4
Noon	1	0	0	1	1	0	0	0	0	0	0	1
1 PM	2	0	0	2	4	0	0	0	0	0	0	5
2 PM	1	0	0	1	2	0	0	0	0	0	0	2
6 PM	1	0	1	0	1	0	1	0	1	0	0	1
<b>TOTALS</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>27</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	1	0	0	1	1	0	0	0	0	0	1
Darkness/Lighted road	3	0	0	3	7	0	0	0	0	0	4
Daylight	10	0	1	9	18	0	1	0	1	0	22
<b>TOTALS</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>
<b>ROAD DEFECTS</b>											
No defects	14	0	1	13	26	0	1	0	1	0	27
<b>TOTALS</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</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	2	0	0	2	3	0	0	0	0	0	2
No controls	8	0	0	8	16	0	0	0	0	0	17
Stop sign/flasher	4	0	1	3	7	0	1	0	1	0	8
<b>TOTALS</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>
<b>ROADWAY FEATURE</b>											
Intersection of Mrked Rts & Pub Rd(Major Arterial)	4	0	0	4	8	0	0	0	0	0	9
Not Applicable	10	0	1	9	18	0	1	0	1	0	18
<b>TOTALS</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>





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Central 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	0	1	1	0	0	0	0	0	1
20												
	Male	1	0	0	1	1	0	0	0	0	0	1
22-24												
	Female	3	0	0	3	3	0	0	0	0	0	3
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												
	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
	Male	1	0	0	1	1	0	0	0	0	0	1
50-54												
	Female	1	0	1	0	1	0	0	0	0	0	1
55-59												
	Male	1	0	0	1	1	0	0	0	0	0	1
65-69												
	Female	1	0	0	1	1	0	0	0	0	0	1
70-74												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	2	0	0	2	2	0	0	0	0	0	2
75-79												
	Female	1	0	0	1	1	0	0	0	0	0	1
80-84												
	Female	1	0	0	1	1	0	0	0	0	0	1







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**Notes**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.