



City Summary Crash Report

1/1/2019 to 12/31/2019

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	
WEATHER CONDITION												
Clear	12	0	2	10	14	0	2	0	2	0	17	
Cloudy/Overcast	1	0	0	1	2	0	0	0	0	0	2	
Rain	4	0	1	3	8	0	1	0	1	0	17	
Snow	1	0	0	1	1	0	0	0	0	0	1	
TOTALS	18	0	3	15	25	0	3	0	3	0	37	
TYPE OF CRASH												
Angle	1	0	0	1	2	0	0	0	0	0	3	
Animal	8	0	1	7	8	0	1	0	1	0	9	
Fixed Object	3	0	1	2	3	0	1	0	1	0	3	
Front to Rear	4	0	1	3	8	0	1	0	1	0	17	
Rear to Front	1	0	0	1	2	0	0	0	0	0	3	
Turning	1	0	0	1	2	0	0	0	0	0	2	
TOTALS	18	0	3	15	25	0	3	0	3	0	37	



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
CLASS OF CITY											
0 TO 2,500	18	0	3	15	25	0	3	0	3	0	37
TOTALS	18	0	3	15	25	0	3	0	3	0	37
ROAD SURFACE CONDITION											
Dry	13	0	2	11	16	0	2	0	2	0	25
Snow or Slush	1	0	0	1	1	0	0	0	0	0	1
Wet	4	0	1	3	8	0	1	0	1	0	11
TOTALS	18	0	3	15	25	0	3	0	3	0	37



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Crainville	Total	Number of Crashes				Total Vehicles	Total		Injury Severity			
		Fatal	Injury	Property Damage	Total Killed		Total Injured	A	B	C	O	
CLASS OF TRAFFICWAY												
Urban Local Road or Street		2	0	0	2	4	0	0	0	0	0	5
Urban Minor Arterial		1	0	0	1	2	0	0	0	0	0	3
Urban Other Principal Arterial (PAS)		15	0	3	12	19	0	3	0	3	0	29
TOTALS		18	0	3	15	25	0	3	0	3	0	37



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFICWAY DESCRIPTION											
Divided With Median Barrier	1	0	0	1	2	0	0	0	0	0	8
Divided, No Median Barrier	13	0	3	10	16	0	3	0	3	0	20
Not Divided	2	0	0	2	3	0	0	0	0	0	4
Other	1	0	0	1	2	0	0	0	0	0	3
Ramp	1	0	0	1	2	0	0	0	0	0	2
TOTALS	18	0	3	15	25	0	3	0	3	0	37
DAY OF WEEK											
Sunday	1	0	0	1	1	0	0	0	0	0	2
Monday	2	0	0	2	3	0	0	0	0	0	3
Tuesday	3	0	0	3	4	0	0	0	0	0	6
Wednesday	5	0	0	5	7	0	0	0	0	0	8
Thursday	2	0	2	0	3	0	2	0	2	0	2
Friday	1	0	0	1	1	0	0	0	0	0	1
Saturday	4	0	1	3	6	0	1	0	1	0	15
TOTALS	18	0	3	15	25	0	3	0	3	0	37



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TIME OF DAY											
01 AM	1	0	0	1	1	0	0	0	0	0	2
02 AM	1	0	1	0	1	0	1	0	1	0	0
06 AM	2	0	0	2	2	0	0	0	0	0	2
Noon	1	0	0	1	1	0	0	0	0	0	1
1 PM	1	0	0	1	2	0	0	0	0	0	3
2 PM	2	0	1	1	4	0	1	0	1	0	5
4 PM	1	0	0	1	2	0	0	0	0	0	8
5 PM	4	0	1	3	6	0	1	0	1	0	8
6 PM	1	0	0	1	1	0	0	0	0	0	2
10 PM	2	0	0	2	2	0	0	0	0	0	2
11 PM	2	0	0	2	3	0	0	0	0	0	4
TOTALS	18	0	3	15	25	0	3	0	3	0	37



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	8	0	1	7	8	0	1	0	1	0	10
Darkness, Lighted Road	1	0	0	1	2	0	0	0	0	0	2
Dawn	1	0	0	1	1	0	0	0	0	0	1
Daylight	7	0	2	5	12	0	2	0	2	0	22
Dusk	1	0	0	1	2	0	0	0	0	0	2
TOTALS	18	0	3	15	25	0	3	0	3	0	37
ROAD DEFECTS											
No Defects	16	0	3	13	22	0	3	0	3	0	33
Unknown	2	0	0	2	3	0	0	0	0	0	4
TOTALS	18	0	3	15	25	0	3	0	3	0	37



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
Lane Use Marking	3	0	0	3	6	0	0	0	0	0	10
No Controls	11	0	3	8	13	0	3	0	3	0	14
Other Regualtory Sig	3	0	0	3	4	0	0	0	0	0	11
Stop Sign	1	0	0	1	2	0	0	0	0	0	2
TOTALS	18	0	3	15	25	0	3	0	3	0	37
ROADWAY FEATURE											
Not Applicable	18	0	3	15	25	0	3	0	3	0	37
TOTALS	18	0	3	15	25	0	3	0	3	0	37



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Crainville	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			O
	Total	Fatal	Injury						A	B	C	
DRIVER CONDITION												
Normal	24	0	3	21	24	0	1	0	1	0	23	
Other/Unknown	1	0	1	0	1	0	1	0	1	0	0	
TOTALS	25	0	4	21	25	0	2	0	2	0	23	



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Crainville		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
16												
	Female	1	0	0	1	1	0	0	0	0	0	1
17												
	Female	1	0	0	1	1	0	0	0	0	0	1
20												
	Male	1	0	1	0	1	0	1	0	1	0	0
22-24												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	2	0	1	1	2	0	1	0	1	0	1
25-29												
	Female	2	0	0	2	2	0	0	0	0	0	2
30-34												
	Male	1	0	1	0	1	0	0	0	0	0	1
35-39												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	2	0	0	2	2	0	0	0	0	0	2
40-44												
	Female	1	0	0	1	1	0	0	0	0	0	1
45-49												
	Female	2	0	0	2	2	0	0	0	0	0	2
50-54												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	2	0	0	2	2	0	0	0	0	0	2
55-59												
	Male	3	0	0	3	3	0	0	0	0	0	3
60-64												
	Male	1	0	1	0	1	0	0	0	0	0	1



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Crainville	Number Of Persons						Injury Severity					
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
DRIVER AGE/GENDER												
70-74												
	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		25	0	4	21	25	0	2	0	2	0	23



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
10-14												
	Male	1	0	0	1	1	0	0	0	0	0	1
15												
	Female	1	0	0	1	1	0	0	0	0	0	1
16												
	Male	1	0	0	1	1	0	0	0	0	0	1
17												
	Female	1	0	0	1	1	0	0	0	0	0	1
30-34												
	Male	2	0	0	2	2	0	0	0	0	0	2
35-39												
	Female	1	0	0	1	1	0	0	0	0	0	1
45-49												
	Female	1	0	0	1	1	0	0	0	0	0	1
50-54												
	Female	1	0	1	0	1	0	1	0	1	0	0
55-59												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	1	0	0	1	1	0	0	0	0	0	1
80-84												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	1	0	0	1	1	0	0	0	0	0	1
TOTALS		15	0	1	14	15	0	1	0	1	0	14



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Crainville	Number Of Vehicles				Total Vehicles	Total Killed	Total Injured	Injury Severity			O
	Total	Fatal	Injury	Property Damage				A	B	C	
VEHICLE DEFECTS											
None	21	0	4	17	21	0	3	0	3	0	32
Steering	1	0	0	1	1	0	0	0	0	0	1
Unknown	3	0	0	3	3	0	0	0	0	0	4
TOTALS	25	0	4	21	25	0	3	0	3	0	37
VEHICLE TYPE											
Bus 9 to 15 seats	1	0	0	1	1	0	0	0	0	0	1
Passenger	15	0	2	13	15	0	2	0	2	0	20
Pickup	4	0	1	3	4	0	1	0	1	0	9
Single Unit Truck with Trailer	1	0	0	1	1	0	0	0	0	0	2
Van/Mini-Van	4	0	1	3	4	0	0	0	0	0	5
TOTALS	25	0	4	21	25	0	3	0	3	0	37

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.