

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2004 thru 12/31/2004

| Channahon | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 147 | 3 | 33 | 111 | 240 | 3 | 48 | 8 | 32 | 8 | 285 |
| Rain | 12 | 0 | 2 | 10 | 22 | 0 | 2 | 0 | 2 | 0 | 24 |
| Snow | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 2 |
| Unknown | 8 | 0 | 1 | 7 | 13 | 0 | 1 | 0 | 0 | 1 | 12 |
| TOTALS | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 5 | 1 | 2 | 2 | 5 | 1 | 2 | 2 | 0 | 0 | 5 |
| Pedalcyclist | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Animal | 36 | 0 | 2 | 34 | 36 | 0 | 2 | 0 | 2 | 0 | 46 |
| Fixed object | 19 | 0 | 7 | 12 | 19 | 0 | 7 | 2 | 4 | 1 | 15 |
| Other object | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| Other non collision | 3 | 0 | 1 | 2 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| Parked motor vehicle | 14 | 0 | 0 | 14 | 28 | 0 | 0 | 0 | 0 | 0 | 23 |
| Rear end | 35 | 0 | 5 | 30 | 71 | 0 | 7 | 0 | 3 | 4 | 92 |
| Head on | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 2 | 0 | 1 |
| Sideswipe same direction | 7 | 1 | 1 | 5 | 16 | 1 | 7 | 2 | 5 | 0 | 19 |
| Sideswipe opposite direction | 5 | 0 | 3 | 2 | 10 | 0 | 3 | 0 | 3 | 0 | 13 |
| Angle | 12 | 1 | 4 | 7 | 24 | 1 | 5 | 0 | 4 | 1 | 33 |
| Turning | 27 | 0 | 10 | 17 | 55 | 0 | 14 | 1 | 10 | 3 | 62 |
| TOTALS | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |
| CLASS OF CITY | | | | | | | | | | | |
| 5,000 TO 10,000 | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |
| TOTALS | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 134 | 3 | 31 | 100 | 224 | 3 | 45 | 8 | 30 | 7 | 262 |
| Ice | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Sand, Mud, Dirt | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| Snow or Slush | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 2 |
| Wet | 20 | 0 | 3 | 17 | 33 | 0 | 4 | 0 | 3 | 1 | 35 |
| Unknown | 10 | 0 | 2 | 8 | 14 | 0 | 2 | 0 | 1 | 1 | 15 |
| TOTALS | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |

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|----------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Channahon | | | | | | | | | | | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Urban | 5 | 0 | 2 | 3 | 7 | 0 | 2 | 1 | 1 | 0 | 8 |
| State Numbered Urban | 72 | 1 | 19 | 52 | 128 | 1 | 27 | 1 | 21 | 5 | 159 |
| Unmarked Highway Urban | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| City Streets Urban | 50 | 1 | 7 | 42 | 70 | 1 | 7 | 0 | 6 | 1 | 73 |
| Controlled Rural | 23 | 0 | 6 | 17 | 39 | 0 | 7 | 3 | 1 | 3 | 45 |
| State Numbered Rural | 13 | 1 | 1 | 11 | 25 | 1 | 7 | 2 | 5 | 0 | 34 |
| Unmarked Highway Rural | 5 | 0 | 2 | 3 | 7 | 0 | 2 | 1 | 1 | 0 | 3 |
| TOTALS | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 23 | 0 | 5 | 18 | 34 | 0 | 7 | 1 | 6 | 0 | 42 |
| Monday | 24 | 0 | 6 | 18 | 36 | 0 | 7 | 0 | 7 | 0 | 38 |
| Tuesday | 17 | 0 | 2 | 15 | 26 | 0 | 2 | 0 | 1 | 1 | 33 |
| Wednesday | 28 | 0 | 6 | 22 | 48 | 0 | 7 | 0 | 4 | 3 | 49 |
| Thursday | 18 | 1 | 5 | 12 | 31 | 1 | 6 | 1 | 4 | 1 | 31 |
| Friday | 36 | 1 | 9 | 26 | 67 | 1 | 17 | 3 | 10 | 4 | 85 |
| Saturday | 23 | 1 | 4 | 18 | 35 | 1 | 6 | 3 | 3 | 0 | 45 |
| TOTALS | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |

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|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 AM | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3 AM | 3 | 0 | 2 | 1 | 4 | 0 | 2 | 1 | 1 | 0 | 1 |
| 4 AM | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5 AM | 5 | 0 | 2 | 3 | 8 | 0 | 3 | 0 | 0 | 3 | 8 |
| 6 AM | 10 | 0 | 1 | 9 | 14 | 0 | 1 | 0 | 1 | 0 | 13 |
| 7 AM | 5 | 0 | 1 | 4 | 9 | 0 | 1 | 0 | 1 | 0 | 8 |
| 8 AM | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10 AM | 5 | 0 | 1 | 4 | 8 | 0 | 2 | 0 | 2 | 0 | 12 |
| 11 AM | 14 | 1 | 7 | 6 | 22 | 1 | 7 | 2 | 4 | 1 | 19 |
| Noon | 9 | 0 | 4 | 5 | 15 | 0 | 5 | 0 | 4 | 1 | 16 |
| 1 PM | 7 | 0 | 3 | 4 | 13 | 0 | 5 | 1 | 4 | 0 | 12 |
| 2 PM | 12 | 0 | 1 | 11 | 23 | 0 | 1 | 0 | 1 | 0 | 21 |
| 3 PM | 20 | 0 | 3 | 17 | 37 | 0 | 4 | 0 | 2 | 2 | 55 |
| 4 PM | 7 | 0 | 3 | 4 | 13 | 0 | 4 | 0 | 3 | 1 | 19 |
| 5 PM | 13 | 0 | 2 | 11 | 20 | 0 | 2 | 1 | 1 | 0 | 29 |
| 6 PM | 15 | 1 | 3 | 11 | 26 | 1 | 3 | 1 | 2 | 0 | 29 |
| 7 PM | 10 | 0 | 1 | 9 | 14 | 0 | 1 | 1 | 0 | 0 | 18 |
| 8 PM | 10 | 0 | 2 | 8 | 15 | 0 | 4 | 0 | 3 | 1 | 17 |
| 9 PM | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10 PM | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11 PM | 4 | 1 | 1 | 2 | 9 | 1 | 7 | 1 | 6 | 0 | 8 |
| TOTALS | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 40 | 0 | 2 | 38 | 54 | 0 | 2 | 2 | 0 | 0 | 64 |
| Darkness, Lighted Road | 12 | 1 | 4 | 7 | 22 | 1 | 13 | 1 | 10 | 2 | 25 |
| Dawn | 6 | 0 | 2 | 4 | 8 | 0 | 2 | 0 | 1 | 1 | 6 |
| Daylight | 104 | 2 | 28 | 74 | 186 | 2 | 34 | 5 | 24 | 5 | 221 |
| Dusk | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 1 | 5 |
| Unknown | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 20 | 0 | 4 | 16 | 37 | 0 | 4 | 0 | 3 | 1 | 50 |
| No Defects | 117 | 3 | 32 | 82 | 187 | 3 | 47 | 8 | 32 | 7 | 207 |
| Rut, Holes | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Worn Surface | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 29 | 0 | 1 | 28 | 49 | 0 | 1 | 0 | 0 | 1 | 63 |
| TOTALS | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |

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06/12/2008
 Page 4 of 9

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| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|--|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Channahon | | | | | | | | | | | |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 17 | 0 | 5 | 12 | 28 | 0 | 7 | 3 | 4 | 0 | 32 |
| No Controls | 107 | 2 | 26 | 79 | 162 | 2 | 37 | 5 | 27 | 5 | 181 |
| No Passing | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Other Warning Sign | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 2 |
| RR Crossing Gate | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Stop Sign/Flasher | 20 | 1 | 4 | 15 | 40 | 1 | 6 | 0 | 4 | 2 | 56 |
| Traffic Signal | 16 | 0 | 1 | 15 | 33 | 0 | 1 | 0 | 0 | 1 | 39 |
| Unknown | 4 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 7 |
| TOTALS | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 6 | 0 | 1 | 5 | 12 | 0 | 1 | 0 | 0 | 1 | 18 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 10 |
| Intersection of Ramp and Other Roadway | 12 | 1 | 2 | 9 | 27 | 1 | 9 | 1 | 5 | 3 | 33 |
| Not Applicable | 140 | 2 | 34 | 104 | 217 | 2 | 42 | 7 | 30 | 5 | 247 |
| Railroad Crossing | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Underpass | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | 169 | 3 | 37 | 129 | 277 | 3 | 52 | 8 | 35 | 9 | 323 |

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|----------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| No Defect | 204 | 6 | 53 | 145 | 204 | 2 | 44 | 6 | 31 | 7 | 243 |
| Unknown | 71 | 1 | 8 | 62 | 71 | 1 | 7 | 2 | 3 | 2 | 78 |
| TOTALS | 277 | 7 | 61 | 209 | 277 | 3 | 51 | 8 | 34 | 9 | 323 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Motorcycle (over 150cc) | 7 | 1 | 5 | 1 | 7 | 1 | 5 | 2 | 3 | 0 | 2 |
| Other Vehicle with Trailer | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Passenger | 143 | 1 | 38 | 104 | 143 | 0 | 31 | 3 | 20 | 8 | 164 |
| Pickup | 46 | 1 | 5 | 40 | 46 | 1 | 2 | 1 | 1 | 0 | 52 |
| SUV | 22 | 0 | 3 | 19 | 22 | 0 | 2 | 0 | 2 | 0 | 30 |
| Tractor with Semi-Trailer | 13 | 1 | 3 | 9 | 13 | 0 | 0 | 0 | 0 | 0 | 13 |
| Truck Single Unit | 5 | 2 | 2 | 1 | 5 | 1 | 1 | 0 | 1 | 0 | 4 |
| Van/Mini-Van | 30 | 1 | 3 | 26 | 30 | 0 | 9 | 2 | 7 | 0 | 50 |
| Unknown | 9 | 0 | 1 | 8 | 9 | 0 | 1 | 0 | 0 | 1 | 6 |
| TOTALS | 277 | 7 | 61 | 209 | 277 | 3 | 51 | 8 | 34 | 9 | 323 |

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 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

06/12/2008

Page 6 of 9

City Summary

Selection Criteria: 1/1/2004 thru 12/31/2004

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Channahon | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 1 | 1 | 0 | 1 |
| Asleep/Fainted | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Fatigued | 4 | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| Had Been Drinking | 4 | 1 | 1 | 2 | 4 | 1 | 1 | 0 | 1 | 0 | 2 |
| Normal | 217 | 4 | 48 | 165 | 217 | 1 | 27 | 4 | 19 | 4 | 189 |
| Other/Unknown | 34 | 2 | 7 | 25 | 34 | 1 | 5 | 1 | 2 | 2 | 28 |
| TOTALS | 263 | 7 | 61 | 195 | 263 | 3 | 36 | 6 | 24 | 6 | 224 |

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|--------------------------|------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|-----------|----------|------------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 16 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 5 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18 | Female | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 19 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 5 | 1 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 4 |
| 20 | Female | 5 | 0 | 4 | 1 | 5 | 0 | 3 | 0 | 2 | 1 | 2 |
| | Male | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 1 |
| 21 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22-24 | Female | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 6 | 0 | 3 | 3 | 6 | 0 | 2 | 0 | 1 | 1 | 4 |
| 25-29 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 12 | 0 | 3 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| 30-34 | Female | 10 | 1 | 3 | 6 | 10 | 0 | 2 | 0 | 1 | 1 | 8 |
| | Male | 16 | 0 | 3 | 13 | 16 | 0 | 2 | 0 | 2 | 0 | 14 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 35-39 | Female | 14 | 0 | 2 | 12 | 14 | 0 | 2 | 0 | 2 | 0 | 12 |
| | Male | 24 | 0 | 6 | 18 | 24 | 0 | 3 | 2 | 1 | 0 | 21 |
| 40-44 | Female | 16 | 0 | 1 | 15 | 16 | 0 | 1 | 0 | 0 | 1 | 15 |
| | Male | 14 | 2 | 5 | 7 | 14 | 1 | 4 | 1 | 3 | 0 | 9 |
| 45-49 | Female | 8 | 0 | 4 | 4 | 8 | 0 | 3 | 0 | 2 | 1 | 5 |
| | Male | 18 | 2 | 6 | 10 | 18 | 0 | 4 | 1 | 3 | 0 | 14 |
| 50-54 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 19 | 0 | 2 | 17 | 19 | 0 | 1 | 0 | 1 | 0 | 18 |
| 55-59 | Female | 6 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 60-64 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 65-69 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 2 | 0 | 2 |
| 70-74 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 75-79 | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| 80-84 | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | Not Stated | 10 | 0 | 1 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| TOTALS | | 263 | 7 | 61 | 195 | 263 | 3 | 36 | 6 | 24 | 6 | 224 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 4 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2 | Female | 4 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5 | Male | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10-14 | Female | 9 | 0 | 1 | 8 | 9 | 0 | 1 | 0 | 1 | 0 | 8 |
| | Male | 12 | 1 | 0 | 11 | 12 | 0 | 1 | 0 | 1 | 0 | 11 |
| 15 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 3 | 1 | 0 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 16 | Female | 3 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 3 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 17 | Female | 4 | 1 | 1 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 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 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 25-29 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 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 | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 40-44 | Female | 5 | 1 | 1 | 3 | 5 | 0 | 1 | 1 | 0 | 0 | 4 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 45-49 | Female | 5 | 0 | 2 | 3 | 5 | 0 | 2 | 0 | 1 | 1 | 3 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 50-54 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 55-59 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 60-64 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |

