

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Paris                         | 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                         | 200               | 1        | 28        | 171             | 369            | 1            | 46            | 13              | 20        | 13        | 411        |
| Rain                          | 45                | 0        | 9         | 36              | 83             | 0            | 12            | 3               | 2         | 7         | 89         |
| Sleet/Hail                    | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1          |
| Snow                          | 6                 | 0        | 0         | 6               | 9              | 0            | 0             | 0               | 0         | 0         | 10         |
| Unknown                       | 11                | 0        | 2         | 9               | 19             | 0            | 4             | 0               | 3         | 1         | 15         |
| <b>TOTALS</b>                 | <b>263</b>        | <b>1</b> | <b>39</b> | <b>223</b>      | <b>481</b>     | <b>1</b>     | <b>62</b>     | <b>16</b>       | <b>25</b> | <b>21</b> | <b>526</b> |
| <b>TYPE OF CRASH</b>          |                   |          |           |                 |                |              |               |                 |           |           |            |
| Overturned                    | 2                 | 0        | 2         | 0               | 2              | 0            | 2             | 1               | 1         | 0         | 0          |
| Pedestrian                    | 2                 | 0        | 2         | 0               | 2              | 0            | 2             | 0               | 1         | 1         | 2          |
| Pedalcyclist                  | 1                 | 0        | 1         | 0               | 1              | 0            | 2             | 2               | 0         | 0         | 1          |
| Animal                        | 14                | 0        | 1         | 13              | 14             | 0            | 1             | 0               | 1         | 0         | 16         |
| Fixed object                  | 35                | 0        | 6         | 29              | 36             | 0            | 6             | 3               | 1         | 2         | 35         |
| Other object                  | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1          |
| Other non collision           | 1                 | 0        | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1          |
| Parked motor vehicle          | 37                | 1        | 0         | 36              | 75             | 1            | 0             | 0               | 0         | 0         | 44         |
| Rear end                      | 51                | 0        | 6         | 45              | 108            | 0            | 9             | 2               | 1         | 6         | 134        |
| Sideswipe same direction      | 5                 | 0        | 1         | 4               | 11             | 0            | 1             | 0               | 1         | 0         | 11         |
| Sideswipe opposite direction  | 5                 | 0        | 0         | 5               | 10             | 0            | 0             | 0               | 0         | 0         | 11         |
| Angle                         | 60                | 0        | 8         | 52              | 121            | 0            | 19            | 6               | 8         | 5         | 141        |
| Turning                       | 47                | 0        | 10        | 37              | 95             | 0            | 18            | 2               | 10        | 6         | 125        |
| Unknown                       | 2                 | 0        | 1         | 1               | 4              | 0            | 1             | 0               | 0         | 1         | 4          |
| <b>TOTALS</b>                 | <b>263</b>        | <b>1</b> | <b>39</b> | <b>223</b>      | <b>481</b>     | <b>1</b>     | <b>62</b>     | <b>16</b>       | <b>25</b> | <b>21</b> | <b>526</b> |
| <b>CLASS OF CITY</b>          |                   |          |           |                 |                |              |               |                 |           |           |            |
| 5,000 TO 10,000               | 263               | 1        | 39        | 223             | 481            | 1            | 62            | 16              | 25        | 21        | 526        |
| <b>TOTALS</b>                 | <b>263</b>        | <b>1</b> | <b>39</b> | <b>223</b>      | <b>481</b>     | <b>1</b>     | <b>62</b>     | <b>16</b>       | <b>25</b> | <b>21</b> | <b>526</b> |
| <b>ROAD SURFACE CONDITION</b> |                   |          |           |                 |                |              |               |                 |           |           |            |
| Dry                           | 159               | 1        | 21        | 137             | 300            | 1            | 37            | 8               | 18        | 11        | 343        |
| Ice                           | 7                 | 0        | 1         | 6               | 10             | 0            | 1             | 1               | 0         | 0         | 9          |
| Sand, Mud, Dirt               | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 2          |
| Snow or Slush                 | 16                | 0        | 1         | 15              | 27             | 0            | 3             | 2               | 1         | 0         | 32         |
| Wet                           | 53                | 0        | 12        | 41              | 97             | 0            | 16            | 5               | 3         | 8         | 100        |
| Unknown                       | 27                | 0        | 4         | 23              | 45             | 0            | 5             | 0               | 3         | 2         | 40         |
| <b>TOTALS</b>                 | <b>263</b>        | <b>1</b> | <b>39</b> | <b>223</b>      | <b>481</b>     | <b>1</b>     | <b>62</b>     | <b>16</b>       | <b>25</b> | <b>21</b> | <b>526</b> |

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| Paris                      | NUMBER OF CRASHES |          |           |                    |                   |                 |                  | INJURY SEVERITY |           |           |            |
|----------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
|                            | TOTAL             | FATAL    | INJURY    | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B         | C         | O          |
| <b>CLASS OF TRAFFICWAY</b> |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| State Numbered Urban       | 97                | 0        | 16        | 81                 | 185               | 0               | 26               | 8               | 9         | 9         | 228        |
| Unmarked Highway Urban     | 3                 | 0        | 0         | 3                  | 3                 | 0               | 0                | 0               | 0         | 0         | 3          |
| City Streets Urban         | 148               | 1        | 20        | 127                | 269               | 1               | 33               | 6               | 16        | 11        | 269        |
| State Numbered Rural       | 5                 | 0        | 1         | 4                  | 6                 | 0               | 1                | 1               | 0         | 0         | 6          |
| Unmarked Highway Rural     | 8                 | 0        | 2         | 6                  | 14                | 0               | 2                | 1               | 0         | 1         | 15         |
| County & Local Roads Rural | 2                 | 0        | 0         | 2                  | 4                 | 0               | 0                | 0               | 0         | 0         | 5          |
| <b>TOTALS</b>              | <b>263</b>        | <b>1</b> | <b>39</b> | <b>223</b>         | <b>481</b>        | <b>1</b>        | <b>62</b>        | <b>16</b>       | <b>25</b> | <b>21</b> | <b>526</b> |
| <b>DAY OF WEEK</b>         |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Sunday                     | 17                | 0        | 1         | 16                 | 30                | 0               | 1                | 0               | 1         | 0         | 41         |
| Monday                     | 36                | 0        | 4         | 32                 | 67                | 0               | 4                | 1               | 0         | 3         | 80         |
| Tuesday                    | 46                | 0        | 5         | 41                 | 83                | 0               | 8                | 2               | 4         | 2         | 88         |
| Wednesday                  | 38                | 0        | 9         | 29                 | 67                | 0               | 16               | 3               | 7         | 6         | 56         |
| Thursday                   | 50                | 0        | 10        | 40                 | 95                | 0               | 19               | 6               | 8         | 5         | 103        |
| Friday                     | 44                | 1        | 6         | 37                 | 83                | 1               | 8                | 1               | 3         | 4         | 91         |
| Saturday                   | 32                | 0        | 4         | 28                 | 56                | 0               | 6                | 3               | 2         | 1         | 67         |
| <b>TOTALS</b>              | <b>263</b>        | <b>1</b> | <b>39</b> | <b>223</b>         | <b>481</b>        | <b>1</b>        | <b>62</b>        | <b>16</b>       | <b>25</b> | <b>21</b> | <b>526</b> |

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|------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
|                        | TOTAL             | FATAL    | INJURY    | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B         | C         | O          |
| <b>TIME OF DAY</b>     |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Midnight               | 6                 | 0        | 1         | 5                  | 12                | 0               | 1                | 0               | 1         | 0         | 9          |
| 1 AM                   | 4                 | 0        | 2         | 2                  | 4                 | 0               | 2                | 1               | 1         | 0         | 2          |
| 4 AM                   | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 1          |
| 5 AM                   | 3                 | 0        | 0         | 3                  | 4                 | 0               | 0                | 0               | 0         | 0         | 4          |
| 6 AM                   | 2                 | 0        | 0         | 2                  | 3                 | 0               | 0                | 0               | 0         | 0         | 4          |
| 7 AM                   | 16                | 0        | 3         | 13                 | 29                | 0               | 4                | 1               | 0         | 3         | 26         |
| 8 AM                   | 16                | 0        | 0         | 16                 | 30                | 0               | 0                | 0               | 0         | 0         | 39         |
| 9 AM                   | 17                | 0        | 2         | 15                 | 32                | 0               | 2                | 0               | 0         | 2         | 35         |
| 10 AM                  | 16                | 1        | 3         | 12                 | 30                | 1               | 3                | 2               | 0         | 1         | 31         |
| 11 AM                  | 14                | 0        | 2         | 12                 | 26                | 0               | 4                | 2               | 1         | 1         | 28         |
| Noon                   | 18                | 0        | 3         | 15                 | 33                | 0               | 3                | 1               | 1         | 1         | 39         |
| 1 PM                   | 20                | 0        | 2         | 18                 | 38                | 0               | 3                | 0               | 0         | 3         | 45         |
| 2 PM                   | 23                | 0        | 5         | 18                 | 49                | 0               | 7                | 1               | 3         | 3         | 50         |
| 3 PM                   | 25                | 0        | 2         | 23                 | 47                | 0               | 4                | 2               | 2         | 0         | 58         |
| 4 PM                   | 18                | 0        | 6         | 12                 | 34                | 0               | 18               | 3               | 10        | 5         | 28         |
| 5 PM                   | 20                | 0        | 4         | 16                 | 36                | 0               | 6                | 3               | 3         | 0         | 38         |
| 6 PM                   | 11                | 0        | 2         | 9                  | 19                | 0               | 2                | 0               | 2         | 0         | 23         |
| 7 PM                   | 5                 | 0        | 1         | 4                  | 8                 | 0               | 1                | 0               | 0         | 1         | 10         |
| 8 PM                   | 6                 | 0        | 0         | 6                  | 11                | 0               | 0                | 0               | 0         | 0         | 11         |
| 9 PM                   | 13                | 0        | 1         | 12                 | 22                | 0               | 2                | 0               | 1         | 1         | 33         |
| 10 PM                  | 4                 | 0        | 0         | 4                  | 7                 | 0               | 0                | 0               | 0         | 0         | 6          |
| 11 PM                  | 5                 | 0        | 0         | 5                  | 6                 | 0               | 0                | 0               | 0         | 0         | 6          |
| <b>TOTALS</b>          | <b>263</b>        | <b>1</b> | <b>39</b> | <b>223</b>         | <b>481</b>        | <b>1</b>        | <b>62</b>        | <b>16</b>       | <b>25</b> | <b>21</b> | <b>526</b> |
| <b>LIGHT CONDITION</b> |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Darkness               | 25                | 0        | 2         | 23                 | 32                | 0               | 2                | 1               | 1         | 0         | 34         |
| Darkness, Lighted Road | 19                | 0        | 3         | 16                 | 35                | 0               | 4                | 0               | 2         | 2         | 46         |
| Dawn                   | 3                 | 0        | 0         | 3                  | 4                 | 0               | 0                | 0               | 0         | 0         | 5          |
| Daylight               | 211               | 1        | 33        | 177                | 401               | 1               | 55               | 15              | 22        | 18        | 434        |
| Unknown                | 5                 | 0        | 1         | 4                  | 9                 | 0               | 1                | 0               | 0         | 1         | 7          |
| <b>TOTALS</b>          | <b>263</b>        | <b>1</b> | <b>39</b> | <b>223</b>         | <b>481</b>        | <b>1</b>        | <b>62</b>        | <b>16</b>       | <b>25</b> | <b>21</b> | <b>526</b> |
| <b>ROAD DEFECTS</b>    |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Construction Zone      | 1                 | 0        | 0         | 1                  | 2                 | 0               | 0                | 0               | 0         | 0         | 3          |
| Debris on Roadway      | 2                 | 1        | 0         | 1                  | 3                 | 1               | 0                | 0               | 0         | 0         | 2          |
| No Defects             | 104               | 0        | 33        | 71                 | 186               | 0               | 56               | 16              | 23        | 17        | 202        |
| Rut, Holes             | 1                 | 0        | 0         | 1                  | 2                 | 0               | 0                | 0               | 0         | 0         | 4          |
| Unknown                | 155               | 0        | 6         | 149                | 288               | 0               | 6                | 0               | 2         | 4         | 315        |
| <b>TOTALS</b>          | <b>263</b>        | <b>1</b> | <b>39</b> | <b>223</b>         | <b>481</b>        | <b>1</b>        | <b>62</b>        | <b>16</b>       | <b>25</b> | <b>21</b> | <b>526</b> |

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|--|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
|  | TOTAL             | FATAL    | INJURY    | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B         | C         | O          |
| <b>TRAFFIC CONTROL</b>                                   |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Lane Use Marking   | 2                 | 0        | 1         | 1                  | 3                 | 0               | 1                | 1               | 0         | 0         | 6          |
| No Controls  | 161               | 0        | 22        | 139                | 281               | 0               | 32               | 8               | 16        | 8         | 282        |
| No Passing   | 2                 | 0        | 0         | 2                  | 2                 | 0               | 0                | 0               | 0         | 0         | 4          |
| Other Regualtory Sign                                    | 3                 | 1        | 0         | 2                  | 6                 | 1               | 0                | 0               | 0         | 0         | 7          |
| Other RR Crossing  | 1                 | 0        | 0         | 1                  | 3                 | 0               | 0                | 0               | 0         | 0         | 6          |
| Stop Sign/Flasher  | 64                | 0        | 11        | 53                 | 127               | 0               | 20               | 7               | 5         | 8         | 153        |
| Traffic Signal   | 20                | 0        | 2         | 18                 | 40                | 0               | 3                | 0               | 1         | 2         | 52         |
| Yield  | 6                 | 0        | 1         | 5                  | 12                | 0               | 2                | 0               | 0         | 2         | 11         |
| Unknown  | 4                 | 0        | 2         | 2                  | 7                 | 0               | 4                | 0               | 3         | 1         | 5          |
| <b>TOTALS</b>  | <b>263</b>        | <b>1</b> | <b>39</b> | <b>223</b>         | <b>481</b>        | <b>1</b>        | <b>62</b>        | <b>16</b>       | <b>25</b> | <b>21</b> | <b>526</b> |
| <b>ROADWAY FEATURE</b>                                   |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Intersctn of 2 Mrked Rts OR Mrked<br>Rt and 8# OR 2 8#'s | 12                | 0        | 0         | 12                 | 24                | 0               | 0                | 0               | 0         | 0         | 32         |
| Intersection of Mrked Rts & Pub<br>Rd(Major Arterial)    | 13                | 0        | 4         | 9                  | 29                | 0               | 9                | 2               | 3         | 4         | 32         |
| Intersection of Mrked Rts & Pub<br>Rd(Major Collector)   | 25                | 0        | 5         | 20                 | 49                | 0               | 8                | 2               | 3         | 3         | 67         |
| Not Applicable   | 212               | 1        | 30        | 181                | 376               | 1               | 45               | 12              | 19        | 14        | 389        |
| Railroad Crossing  | 1                 | 0        | 0         | 1                  | 3                 | 0               | 0                | 0               | 0         | 0         | 6          |
| <b>TOTALS</b>  | <b>263</b>        | <b>1</b> | <b>39</b> | <b>223</b>         | <b>481</b>        | <b>1</b>        | <b>62</b>        | <b>16</b>       | <b>25</b> | <b>21</b> | <b>526</b> |

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|                              | TOTAL             | FATAL    | INJURY    | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B         | C         | O          |
| <b>VEHICLE DEFECTS</b>       |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| No Defect                    | 177               | 0        | 52        | 125                | 177               | 0               | 48               | 12              | 21        | 15        | 201        |
| Signals                      | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 3          |
| Steering                     | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 1          |
| Tires                        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1               | 0         | 0         | 0          |
| Windows                      | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0         | 0          |
| Unknown                      | 300               | 2        | 15        | 283                | 300               | 1               | 9                | 2               | 2         | 5         | 321        |
| <b>TOTALS</b>                | <b>481</b>        | <b>2</b> | <b>69</b> | <b>410</b>         | <b>481</b>        | <b>1</b>        | <b>59</b>        | <b>15</b>       | <b>24</b> | <b>20</b> | <b>526</b> |
| <b>VEHICLE TYPE</b>          |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Bus over 15 Passengers       | 3                 | 0        | 0         | 3                  | 3                 | 0               | 0                | 0               | 0         | 0         | 3          |
| Bus up to 15 Passengers      | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 1          |
| Motorcycle (over 150cc)      | 4                 | 0        | 3         | 1                  | 4                 | 0               | 4                | 0               | 3         | 1         | 2          |
| Other Vehicle with Trailer   | 2                 | 0        | 0         | 2                  | 2                 | 0               | 0                | 0               | 0         | 0         | 3          |
| Passenger                    | 271               | 1        | 43        | 227                | 271               | 0               | 43               | 12              | 15        | 16        | 295        |
| Pickup                       | 98                | 0        | 10        | 88                 | 98                | 0               | 6                | 1               | 4         | 1         | 109        |
| SUV                          | 33                | 1        | 5         | 27                 | 33                | 1               | 3                | 1               | 1         | 1         | 34         |
| Tractor with Semi-Trailer    | 6                 | 0        | 0         | 6                  | 6                 | 0               | 0                | 0               | 0         | 0         | 6          |
| Tractor without Semi-Trailer | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 1          |
| Truck Single Unit            | 8                 | 0        | 1         | 7                  | 8                 | 0               | 0                | 0               | 0         | 0         | 11         |
| Van/Mini-Van                 | 38                | 0        | 4         | 34                 | 38                | 0               | 1                | 1               | 0         | 0         | 46         |
| Unknown                      | 16                | 0        | 3         | 13                 | 16                | 0               | 2                | 0               | 1         | 1         | 15         |
| <b>TOTALS</b>                | <b>481</b>        | <b>2</b> | <b>69</b> | <b>410</b>         | <b>481</b>        | <b>1</b>        | <b>59</b>        | <b>15</b>       | <b>24</b> | <b>20</b> | <b>526</b> |

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|-------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------|-----------|-----------|------------|
|                         | TOTAL             | FATAL    | INJURY    | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A         | B         | C         | O          |
| <b>DRIVER CONDITION</b> |                   |          |           |                    |                   |                 |                  |           |           |           |            |
| Alcohol Impaired        | 2                 | 0        | 2         | 0                  | 2                 | 0               | 2                | 1         | 1         | 0         | 0          |
| Asleep/Fainted          | 3                 | 0        | 1         | 2                  | 3                 | 0               | 1                | 0         | 0         | 1         | 2          |
| Fatigued                | 2                 | 0        | 0         | 2                  | 2                 | 0               | 0                | 0         | 0         | 0         | 2          |
| Had Been Drinking       | 2                 | 0        | 0         | 2                  | 2                 | 0               | 0                | 0         | 0         | 0         | 2          |
| Illness                 | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1         | 0         | 0         | 0          |
| Normal                  | 384               | 1        | 55        | 328                | 384               | 1               | 35               | 9         | 13        | 13        | 348        |
| Other/Unknown           | 47                | 0        | 10        | 37                 | 47                | 0               | 4                | 1         | 2         | 1         | 43         |
| <b>TOTALS</b>           | <b>441</b>        | <b>1</b> | <b>69</b> | <b>371</b>         | <b>441</b>        | <b>1</b>        | <b>43</b>        | <b>12</b> | <b>16</b> | <b>15</b> | <b>397</b> |

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|--------------------------|------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
|                          |            | TOTAL             | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A | B | C | O  |
| <b>DRIVER AGE/GENDER</b> |            |                   |       |        |                 |                |              |                 |   |   |   |    |
| 16                       | Female     | 13                | 0     | 2      | 11              | 13             | 0            | 1               | 0 | 1 | 0 | 12 |
|                          | Male       | 16                | 0     | 1      | 15              | 16             | 0            | 0               | 0 | 0 | 0 | 16 |
| 17                       | Female     | 12                | 0     | 3      | 9               | 12             | 0            | 2               | 0 | 0 | 2 | 10 |
|                          | Male       | 6                 | 0     | 1      | 5               | 6              | 0            | 1               | 0 | 0 | 1 | 5  |
| 18                       | Female     | 8                 | 0     | 3      | 5               | 8              | 0            | 2               | 1 | 0 | 1 | 6  |
|                          | Male       | 16                | 0     | 0      | 16              | 16             | 0            | 0               | 0 | 0 | 0 | 16 |
| 19                       | Female     | 3                 | 0     | 1      | 2               | 3              | 0            | 1               | 1 | 0 | 0 | 2  |
|                          | Male       | 7                 | 0     | 0      | 7               | 7              | 0            | 0               | 0 | 0 | 0 | 7  |
| 20                       | Female     | 2                 | 0     | 1      | 1               | 2              | 0            | 0               | 0 | 0 | 0 | 2  |
|                          | Male       | 7                 | 0     | 1      | 6               | 7              | 0            | 0               | 0 | 0 | 0 | 7  |
| 21                       | Female     | 8                 | 0     | 3      | 5               | 8              | 0            | 1               | 1 | 0 | 0 | 7  |
|                          | Male       | 5                 | 0     | 1      | 4               | 5              | 0            | 0               | 0 | 0 | 0 | 5  |
| 22-24                    | Female     | 21                | 0     | 3      | 18              | 21             | 0            | 2               | 0 | 2 | 0 | 19 |
|                          | Male       | 12                | 0     | 1      | 11              | 12             | 0            | 0               | 0 | 0 | 0 | 12 |
| 25-29                    | Female     | 17                | 1     | 5      | 11              | 17             | 1            | 4               | 1 | 2 | 1 | 12 |
|                          | Male       | 15                | 0     | 1      | 14              | 15             | 0            | 1               | 0 | 0 | 1 | 14 |
| 30-34                    | Female     | 15                | 0     | 3      | 12              | 15             | 0            | 3               | 2 | 0 | 1 | 12 |
|                          | Male       | 22                | 0     | 4      | 18              | 22             | 0            | 4               | 1 | 2 | 1 | 18 |
| 35-39                    | Female     | 17                | 0     | 6      | 11              | 17             | 0            | 2               | 1 | 1 | 0 | 15 |
|                          | Male       | 16                | 0     | 2      | 14              | 16             | 0            | 2               | 0 | 1 | 1 | 14 |
| 40-44                    | Female     | 17                | 0     | 1      | 16              | 17             | 0            | 1               | 0 | 1 | 0 | 16 |
|                          | Male       | 18                | 0     | 2      | 16              | 18             | 0            | 1               | 1 | 0 | 0 | 17 |
| 45-49                    | Female     | 16                | 0     | 3      | 13              | 16             | 0            | 2               | 0 | 2 | 0 | 14 |
|                          | Male       | 16                | 0     | 1      | 15              | 16             | 0            | 0               | 0 | 0 | 0 | 16 |
| 50-54                    | Female     | 13                | 0     | 3      | 10              | 13             | 0            | 1               | 0 | 0 | 1 | 12 |
|                          | Male       | 14                | 0     | 2      | 12              | 14             | 0            | 2               | 0 | 2 | 0 | 12 |
| 55-59                    | Female     | 11                | 0     | 1      | 10              | 11             | 0            | 1               | 1 | 0 | 0 | 10 |
|                          | Male       | 8                 | 0     | 1      | 7               | 8              | 0            | 1               | 0 | 0 | 1 | 7  |
| 60-64                    | Female     | 9                 | 0     | 1      | 8               | 9              | 0            | 1               | 1 | 0 | 0 | 8  |
|                          | Male       | 11                | 0     | 1      | 10              | 11             | 0            | 0               | 0 | 0 | 0 | 11 |
|                          | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| 65-69                    | Female     | 7                 | 0     | 2      | 5               | 7              | 0            | 2               | 0 | 0 | 2 | 5  |
|                          | Male       | 9                 | 0     | 1      | 8               | 9              | 0            | 1               | 0 | 1 | 0 | 8  |
| 70-74                    | Female     | 3                 | 0     | 0      | 3               | 3              | 0            | 0               | 0 | 0 | 0 | 3  |
|                          | Male       | 5                 | 0     | 1      | 4               | 5              | 0            | 1               | 1 | 0 | 0 | 4  |
| 75-79                    | Female     | 11                | 0     | 2      | 9               | 11             | 0            | 1               | 0 | 0 | 1 | 10 |
|                          | Male       | 7                 | 0     | 1      | 6               | 7              | 0            | 0               | 0 | 0 | 0 | 7  |
| 80-84                    | Female     | 5                 | 0     | 1      | 4               | 5              | 0            | 0               | 0 | 0 | 0 | 5  |
|                          | Male       | 7                 | 0     | 1      | 6               | 7              | 0            | 0               | 0 | 0 | 0 | 7  |
| 85-89                    | Female     | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Paris | DRIVER AGE/GENDER  | NUMBER OF CRASHES |          |           |                 |                |              | INJURY SEVERITY |           |           |           |            |
|-------|--------------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|-----------|-----------|-----------|------------|
|       |                    | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A         | B         | C         | O          |
|       | 90-94 Female       | 2                 | 0        | 2         | 0               | 2              | 0            | 2               | 0         | 1         | 1         | 0          |
|       | Unknown Not Stated | 12                | 0        | 0         | 12              | 12             | 0            | 0               | 0         | 0         | 0         | 12         |
|       | <b>TOTALS</b>      | <b>441</b>        | <b>1</b> | <b>69</b> | <b>371</b>      | <b>441</b>     | <b>1</b>     | <b>43</b>       | <b>12</b> | <b>16</b> | <b>15</b> | <b>397</b> |



IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Paris                       |        | NUMBER OF CRASHES |       |        |                 |                | INJURY SEVERITY |               |   |   |   |    |
|-----------------------------|--------|-------------------|-------|--------|-----------------|----------------|-----------------|---------------|---|---|---|----|
|                             |        | TOTAL             | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED    | TOTAL INJURED | A | B | C | O  |
| <b>PASSENGER AGE/GENDER</b> |        |                   |       |        |                 |                |                 |               |   |   |   |    |
| 0                           | Female | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
|                             | Male   | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
| 1                           | Female | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
| 2                           | Female | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 0 | 1 | 0 | 1  |
|                             | Male   | 5                 | 0     | 2      | 3               | 5              | 0               | 1             | 0 | 1 | 0 | 4  |
| 3                           | Female | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 4                           | Female | 1                 | 0     | 1      | 0               | 1              | 0               | 1             | 0 | 1 | 0 | 0  |
|                             | Male   | 2                 | 0     | 1      | 1               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
| 5                           | Female | 2                 | 1     | 0      | 1               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
|                             | Male   | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
| 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 | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
|                             | Male   | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 9                           | Female | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 10-14                       | Female | 13                | 0     | 3      | 10              | 13             | 0               | 2             | 0 | 0 | 2 | 11 |
|                             | Male   | 7                 | 0     | 0      | 7               | 7              | 0               | 0             | 0 | 0 | 0 | 7  |
| 15                          | Female | 6                 | 0     | 4      | 2               | 6              | 0               | 2             | 1 | 0 | 1 | 4  |
|                             | Male   | 7                 | 0     | 1      | 6               | 7              | 0               | 0             | 0 | 0 | 0 | 7  |
| 16                          | Female | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
|                             | Male   | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 17                          | Female | 6                 | 0     | 0      | 6               | 6              | 0               | 0             | 0 | 0 | 0 | 6  |
|                             | Male   | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 0 | 1 | 0 | 1  |
| 18                          | Female | 3                 | 0     | 1      | 2               | 3              | 0               | 0             | 0 | 0 | 0 | 3  |
|                             | Male   | 6                 | 0     | 0      | 6               | 6              | 0               | 0             | 0 | 0 | 0 | 6  |
| 19                          | Female | 3                 | 0     | 0      | 3               | 3              | 0               | 0             | 0 | 0 | 0 | 3  |
| 20                          | Male   | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
| 21                          | Female | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 1 | 0 | 0 | 1  |
|                             | Male   | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 22-24                       | Female | 6                 | 0     | 1      | 5               | 6              | 0               | 1             | 0 | 1 | 0 | 5  |
|                             | Male   | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 25-29                       | Female | 3                 | 0     | 1      | 2               | 3              | 0               | 1             | 1 | 0 | 0 | 2  |
|                             | Male   | 5                 | 0     | 2      | 3               | 5              | 0               | 0             | 0 | 0 | 0 | 5  |
| 30-34                       | Female | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 0 | 1 | 0 | 1  |
|                             | Male   | 5                 | 0     | 2      | 3               | 5              | 0               | 1             | 0 | 1 | 0 | 4  |
| 35-39                       | Female | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
|                             | Male   | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 40-44                       | Female | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 0 | 0 | 1 | 1  |
|                             | Male   | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 45-49                       | Female | 1                 | 0     | 1      | 0               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Paris  | NUMBER OF CRASHES |            |          |                 |                |              |               | INJURY SEVERITY |          |          |          |            |
|--|-------------------|------------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|----------|------------|
|  | TOTAL             | FATAL      | INJURY   | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B        | C        | O        |            |
| <b>PASSENGER AGE/GENDER</b>                  |                   |            |          |                 |                |              |               |                 |          |          |          |            |
| 50-54  | Female            | 1          | 0        | 0               | 1              | 1            | 0             | 0               | 0        | 0        | 0        | 1          |
|  | Male              | 1          | 0        | 0               | 1              | 1            | 0             | 0               | 0        | 0        | 0        | 1          |
| 55-59  | Female            | 1          | 0        | 0               | 1              | 1            | 0             | 0               | 0        | 0        | 0        | 1          |
| 60-64  | Female            | 3          | 0        | 1               | 2              | 3            | 0             | 0               | 0        | 0        | 0        | 3          |
|  | 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        | 1               | 0              | 1            | 0             | 1               | 0        | 1        | 0        | 0          |
| 75-79  | 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        | 1               | 1              | 2            | 0             | 0               | 0        | 0        | 0        | 2          |
|  | Male              | 2          | 0        | 0               | 2              | 2            | 0             | 0               | 0        | 0        | 0        | 2          |
| Unknown                                      | Female            | 5          | 0        | 1               | 4              | 5            | 0             | 1               | 0        | 0        | 1        | 4          |
|  | Male              | 4          | 0        | 1               | 3              | 4            | 0             | 0               | 0        | 0        | 0        | 4          |
|  | Not Stated        | 4          | 0        | 0               | 4              | 4            | 0             | 0               | 0        | 0        | 0        | 4          |
| <b>TOTALS</b>                                |                   | <b>145</b> | <b>1</b> | <b>30</b>       | <b>114</b>     | <b>145</b>   | <b>0</b>      | <b>16</b>       | <b>3</b> | <b>8</b> | <b>5</b> | <b>129</b> |
| <b>PEDESTRIAN AGE/GENDER</b>                 |                   |            |          |                 |                |              |               |                 |          |          |          |            |
| 10-14  | Female            | 1          | 0        | 1               | 0              | 1            | 0             | 1               | 0        | 1        | 0        | 0          |
| 45-49  | Male              | 1          | 0        | 1               | 0              | 1            | 0             | 1               | 0        | 0        | 1        | 0          |
| <b>TOTALS</b>                                |                   | <b>2</b>   | <b>0</b> | <b>2</b>        | <b>0</b>       | <b>2</b>     | <b>0</b>      | <b>2</b>        | <b>0</b> | <b>1</b> | <b>1</b> | <b>0</b>   |
| <b>PEDAL CYCLIST AGE/GENDER</b>              |                   |            |          |                 |                |              |               |                 |          |          |          |            |
| Unknown                                      | Female            | 1          | 0        | 1               | 0              | 1            | 0             | 1               | 1        | 0        | 0        | 0          |
| <b>TOTALS</b>                                |                   | <b>1</b>   | <b>0</b> | <b>1</b>        | <b>0</b>       | <b>1</b>     | <b>0</b>      | <b>1</b>        | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b>   |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b>    |                   |            |          |                 |                |              |               |                 |          |          |          |            |
| Crossing - With Signal                       | 45-49             | Male       | 1        | 0               | 1              | 0            | 1             | 0               | 0        | 0        | 1        | 0          |
| Entering/Leaving/Crossing                    | 10-14             | Female     | 1        | 0               | 1              | 0            | 1             | 0               | 0        | 1        | 0        | 0          |
| Unspecified Location                         |                   |            |          |                 |                |              |               |                 |          |          |          |            |
| <b>TOTALS</b>                                |                   | <b>2</b>   | <b>0</b> | <b>2</b>        | <b>0</b>       | <b>2</b>     | <b>0</b>      | <b>2</b>        | <b>0</b> | <b>1</b> | <b>1</b> | <b>0</b>   |
| <b>PEDAL CYCLIST PRIOR ACTION AGE/GENDER</b> |                   |            |          |                 |                |              |               |                 |          |          |          |            |
| Unknown                                      | Unknown           | Female     | 1        | 0               | 1              | 0            | 1             | 0               | 1        | 0        | 0        | 0          |
| <b>TOTALS</b>                                |                   | <b>1</b>   | <b>0</b> | <b>1</b>        | <b>0</b>       | <b>1</b>     | <b>0</b>      | <b>1</b>        | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b>   |