

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

03/10/2008
 Page 1 of 7

City Summary

Selection Criteria: 1/1/2006 thru 12/31/2006

| Chillicothe | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 65 | 0 | 10 | 55 | 117 | 0 | 14 | 1 | 9 | 4 | 109 |
| Fog/Smoke/Haze | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Rain | 7 | 0 | 2 | 5 | 10 | 0 | 2 | 0 | 2 | 0 | 10 |
| Snow | 4 | 0 | 1 | 3 | 8 | 0 | 1 | 1 | 0 | 0 | 15 |
| Unknown | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Pedestrian | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 5 |
| Pedalcyclist | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Animal | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| Fixed object | 9 | 0 | 3 | 6 | 9 | 0 | 3 | 0 | 3 | 0 | 7 |
| Other object | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Other non collision | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Parked motor vehicle | 17 | 0 | 2 | 15 | 38 | 0 | 2 | 1 | 1 | 0 | 16 |
| Rear end | 12 | 0 | 1 | 11 | 24 | 0 | 1 | 0 | 0 | 1 | 33 |
| Sideswipe same direction | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| Sideswipe opposite direction | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Angle | 19 | 0 | 4 | 15 | 38 | 0 | 8 | 1 | 4 | 3 | 39 |
| Turning | 6 | 0 | 1 | 5 | 12 | 0 | 1 | 0 | 1 | 0 | 12 |
| TOTALS | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |
| CLASS OF CITY | | | | | | | | | | | |
| 5,000 TO 10,000 | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |
| TOTALS | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 46 | 0 | 8 | 38 | 83 | 0 | 11 | 0 | 9 | 2 | 80 |
| Ice | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sand, Mud, Dirt | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Snow or Slush | 2 | 0 | 1 | 1 | 4 | 0 | 1 | 1 | 0 | 0 | 8 |
| Wet | 9 | 0 | 2 | 7 | 14 | 0 | 2 | 0 | 2 | 0 | 12 |
| Unknown | 21 | 0 | 2 | 19 | 38 | 0 | 3 | 1 | 0 | 2 | 36 |
| TOTALS | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| State Numbered Urban | 32 | 0 | 8 | 24 | 58 | 0 | 11 | 1 | 7 | 3 | 72 |
| City Streets Urban | 44 | 0 | 5 | 39 | 80 | 0 | 6 | 1 | 4 | 1 | 64 |
| State Numbered Rural | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Unmarked Highway Rural | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |

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|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 9 | 0 | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 20 |
| Monday | 7 | 0 | 0 | 7 | 14 | 0 | 0 | 0 | 0 | 0 | 11 |
| Tuesday | 17 | 0 | 2 | 15 | 29 | 0 | 2 | 1 | 0 | 1 | 32 |
| Wednesday | 9 | 0 | 3 | 6 | 14 | 0 | 4 | 0 | 2 | 2 | 17 |
| Thursday | 11 | 0 | 1 | 10 | 19 | 0 | 1 | 0 | 1 | 0 | 16 |
| Friday | 18 | 0 | 5 | 13 | 32 | 0 | 8 | 0 | 7 | 1 | 31 |
| Saturday | 9 | 0 | 2 | 7 | 16 | 0 | 2 | 1 | 1 | 0 | 13 |
| TOTALS | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |
| TIME OF DAY | | | | | | | | | | | |
| 1 AM | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 2 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3 AM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7 AM | 4 | 0 | 1 | 3 | 6 | 0 | 1 | 0 | 1 | 0 | 6 |
| 8 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9 AM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11 AM | 8 | 0 | 1 | 7 | 15 | 0 | 3 | 0 | 3 | 0 | 9 |
| Noon | 6 | 0 | 0 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 16 |
| 1 PM | 7 | 0 | 2 | 5 | 11 | 0 | 3 | 0 | 1 | 2 | 12 |
| 2 PM | 6 | 0 | 0 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3 PM | 3 | 0 | 1 | 2 | 6 | 0 | 1 | 1 | 0 | 0 | 3 |
| 4 PM | 8 | 0 | 2 | 6 | 17 | 0 | 2 | 0 | 1 | 1 | 15 |
| 5 PM | 10 | 0 | 2 | 8 | 17 | 0 | 2 | 1 | 1 | 0 | 20 |
| 6 PM | 6 | 0 | 2 | 4 | 12 | 0 | 2 | 0 | 2 | 0 | 9 |
| 7 PM | 3 | 0 | 1 | 2 | 6 | 0 | 2 | 0 | 1 | 1 | 4 |
| 8 PM | 6 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9 PM | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 11 | 0 | 4 | 7 | 16 | 0 | 4 | 1 | 3 | 0 | 13 |
| Darkness, Lighted Road | 15 | 0 | 2 | 13 | 28 | 0 | 3 | 0 | 2 | 1 | 29 |
| Dawn | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Daylight | 52 | 0 | 6 | 46 | 96 | 0 | 9 | 1 | 5 | 3 | 97 |
| Unknown | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |

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|--|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Debris on Roadway | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| No Defects | 43 | 0 | 11 | 32 | 77 | 0 | 14 | 1 | 11 | 2 | 71 |
| Unknown | 34 | 0 | 2 | 32 | 60 | 0 | 3 | 1 | 0 | 2 | 62 |
| TOTALS | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| No Controls | 37 | 0 | 5 | 32 | 65 | 0 | 5 | 0 | 4 | 1 | 55 |
| No Passing | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 |
| Other Warning Sign | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Stop Sign/Flasher | 23 | 0 | 7 | 16 | 40 | 0 | 11 | 1 | 7 | 3 | 41 |
| Traffic Signal | 9 | 0 | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 27 |
| Yield | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 5 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| TOTALS | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 4 | 0 | 1 | 3 | 8 | 0 | 1 | 0 | 0 | 1 | 12 |
| Not Applicable | 74 | 0 | 12 | 62 | 130 | 0 | 16 | 2 | 11 | 3 | 124 |
| TOTALS | 80 | 0 | 13 | 67 | 142 | 0 | 17 | 2 | 11 | 4 | 140 |

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|----------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| No Defect | 67 | 0 | 12 | 55 | 67 | 0 | 9 | 1 | 7 | 1 | 74 |
| Unknown | 74 | 0 | 8 | 66 | 74 | 0 | 5 | 1 | 1 | 3 | 62 |
| TOTALS | 142 | 0 | 21 | 121 | 142 | 0 | 15 | 2 | 9 | 4 | 137 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus up to 15 Passengers | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Other Vehicle with Trailer | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Passenger | 74 | 0 | 11 | 63 | 74 | 0 | 11 | 2 | 5 | 4 | 72 |
| Pickup | 22 | 0 | 4 | 18 | 22 | 0 | 1 | 0 | 1 | 0 | 20 |
| SUV | 10 | 0 | 1 | 9 | 10 | 0 | 1 | 0 | 1 | 0 | 7 |
| Tractor with Semi-Trailer | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Truck Single Unit | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Van/Mini-Van | 20 | 0 | 3 | 17 | 20 | 0 | 1 | 0 | 1 | 0 | 19 |
| Unknown | 9 | 0 | 2 | 7 | 9 | 0 | 1 | 0 | 1 | 0 | 11 |
| TOTALS | 142 | 0 | 21 | 121 | 142 | 0 | 15 | 2 | 9 | 4 | 137 |

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|-------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Chillicothe | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Asleep/Fainted | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Had Been Drinking | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Illness | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Normal | 79 | 0 | 14 | 65 | 79 | 0 | 5 | 0 | 4 | 1 | 74 |
| Other/Unknown | 36 | 0 | 3 | 33 | 36 | 0 | 2 | 1 | 0 | 1 | 34 |
| TOTALS | 121 | 0 | 19 | 102 | 121 | 0 | 9 | 1 | 6 | 2 | 112 |

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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 | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 17 | Male | 4 | 0 | 2 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| 18 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22-24 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| 25-29 | Female | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 30-34 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 35-39 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 40-44 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 45-49 | Female | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 50-54 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 55-59 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 1 | 0 | 0 | 3 |
| | Male | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 60-64 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 7 | 0 | 2 | 5 | 7 | 0 | 1 | 0 | 0 | 1 | 6 |
| 65-69 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Male | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 70-74 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 75-79 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 80-84 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 90-94 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Not Stated | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | | 121 | 0 | 19 | 102 | 121 | 0 | 9 | 1 | 6 | 2 | 112 |

