

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2007 thru 12/31/2007

| Chillicothe | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 82 | 0 | 16 | 66 | 147 | 0 | 24 | 8 | 15 | 1 | 148 |
| Fog/Smoke/Haze | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 4 |
| Rain | 11 | 0 | 3 | 8 | 23 | 0 | 6 | 0 | 2 | 4 | 17 |
| Sleet/Hail | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Snow | 8 | 0 | 0 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 16 |
| Unknown | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Pedestrian | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 |
| Pedalcyclist | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| Animal | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 1 | 6 |
| Fixed object | 17 | 0 | 2 | 15 | 17 | 0 | 3 | 1 | 2 | 0 | 23 |
| Other object | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Parked motor vehicle | 19 | 0 | 1 | 18 | 40 | 0 | 1 | 0 | 1 | 0 | 18 |
| Rear end | 11 | 0 | 3 | 8 | 23 | 0 | 6 | 0 | 2 | 4 | 31 |
| Head on | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 |
| Sideswipe same direction | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 7 |
| Sideswipe opposite direction | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Angle | 22 | 0 | 3 | 19 | 46 | 0 | 5 | 0 | 4 | 1 | 53 |
| Turning | 20 | 0 | 5 | 15 | 40 | 0 | 8 | 6 | 2 | 0 | 44 |
| TOTALS | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |
| CLASS OF CITY | | | | | | | | | | | |
| 5,000 TO 10,000 | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |
| TOTALS | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 57 | 0 | 15 | 42 | 104 | 0 | 23 | 6 | 15 | 2 | 104 |
| Sand, Mud, Dirt | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Snow or Slush | 8 | 0 | 1 | 7 | 12 | 0 | 1 | 0 | 1 | 0 | 18 |
| Wet | 4 | 0 | 2 | 2 | 7 | 0 | 5 | 1 | 1 | 3 | 4 |
| Unknown | 35 | 0 | 2 | 33 | 64 | 0 | 2 | 1 | 0 | 1 | 63 |
| TOTALS | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| State Numbered Urban | 39 | 0 | 8 | 31 | 72 | 0 | 17 | 6 | 6 | 5 | 83 |
| City Streets Urban | 66 | 0 | 12 | 54 | 116 | 0 | 14 | 2 | 11 | 1 | 107 |
| TOTALS | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |

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| Chillicothe | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 11 | 0 | 5 | 6 | 19 | 0 | 7 | 2 | 5 | 0 | 15 |
| Monday | 16 | 0 | 1 | 15 | 29 | 0 | 4 | 0 | 1 | 3 | 34 |
| Tuesday | 17 | 0 | 4 | 13 | 31 | 0 | 8 | 4 | 4 | 0 | 23 |
| Wednesday | 19 | 0 | 3 | 16 | 36 | 0 | 5 | 0 | 4 | 1 | 32 |
| Thursday | 15 | 0 | 3 | 12 | 27 | 0 | 3 | 0 | 2 | 1 | 28 |
| Friday | 13 | 0 | 2 | 11 | 23 | 0 | 2 | 1 | 0 | 1 | 28 |
| Saturday | 14 | 0 | 2 | 12 | 23 | 0 | 2 | 1 | 1 | 0 | 30 |
| TOTALS | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1 AM | 3 | 0 | 1 | 2 | 4 | 0 | 2 | 0 | 2 | 0 | 2 |
| 2 AM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7 AM | 3 | 0 | 1 | 2 | 6 | 0 | 3 | 0 | 3 | 0 | 3 |
| 8 AM | 5 | 0 | 1 | 4 | 10 | 0 | 1 | 0 | 1 | 0 | 7 |
| 9 AM | 9 | 0 | 2 | 7 | 18 | 0 | 3 | 2 | 1 | 0 | 16 |
| 10 AM | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11 AM | 6 | 0 | 1 | 5 | 12 | 0 | 1 | 0 | 1 | 0 | 10 |
| Noon | 5 | 0 | 1 | 4 | 9 | 0 | 2 | 2 | 0 | 0 | 9 |
| 1 PM | 7 | 0 | 0 | 7 | 15 | 0 | 0 | 0 | 0 | 0 | 20 |
| 2 PM | 11 | 0 | 2 | 9 | 19 | 0 | 2 | 0 | 2 | 0 | 19 |
| 3 PM | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4 PM | 10 | 0 | 2 | 8 | 18 | 0 | 2 | 1 | 1 | 0 | 15 |
| 5 PM | 6 | 0 | 1 | 5 | 12 | 0 | 1 | 0 | 1 | 0 | 15 |
| 6 PM | 11 | 0 | 3 | 8 | 18 | 0 | 6 | 0 | 2 | 4 | 26 |
| 7 PM | 5 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8 PM | 4 | 0 | 1 | 3 | 6 | 0 | 2 | 2 | 0 | 0 | 5 |
| 9 PM | 3 | 0 | 2 | 1 | 5 | 0 | 4 | 1 | 3 | 0 | 5 |
| 10 PM | 4 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11 PM | 2 | 0 | 2 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 5 |
| TOTALS | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 9 | 0 | 2 | 7 | 16 | 0 | 2 | 0 | 0 | 2 | 20 |
| Darkness, Lighted Road | 13 | 0 | 4 | 9 | 20 | 0 | 10 | 1 | 6 | 3 | 20 |
| Dawn | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Daylight | 76 | 0 | 13 | 63 | 139 | 0 | 17 | 5 | 11 | 1 | 140 |
| Dusk | 2 | 0 | 1 | 1 | 4 | 0 | 2 | 2 | 0 | 0 | 3 |
| Unknown | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |

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City Summary

Selection Criteria: 1/1/2007 thru 12/31/2007

| Chillicothe | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|--|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Debris on Roadway | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| No Defects | 58 | 0 | 14 | 44 | 101 | 0 | 22 | 7 | 14 | 1 | 103 |
| Unknown | 45 | 0 | 6 | 39 | 83 | 0 | 9 | 1 | 3 | 5 | 85 |
| TOTALS | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 7 | 0 | 0 | 7 | 13 | 0 | 0 | 0 | 0 | 0 | 15 |
| No Controls | 44 | 0 | 8 | 36 | 74 | 0 | 11 | 3 | 7 | 1 | 67 |
| Other Regualtory Sign | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Stop Sign/Flasher | 23 | 0 | 5 | 18 | 43 | 0 | 6 | 2 | 4 | 0 | 48 |
| Traffic Signal | 16 | 0 | 5 | 11 | 31 | 0 | 12 | 2 | 6 | 4 | 32 |
| Yield | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Unknown | 13 | 0 | 2 | 11 | 23 | 0 | 2 | 1 | 0 | 1 | 23 |
| TOTALS | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 7 | 0 | 3 | 4 | 12 | 0 | 7 | 2 | 5 | 0 | 12 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 13 | 0 | 3 | 10 | 28 | 0 | 7 | 2 | 1 | 4 | 28 |
| Not Applicable | 85 | 0 | 14 | 71 | 148 | 0 | 17 | 4 | 11 | 2 | 150 |
| TOTALS | 105 | 0 | 20 | 85 | 188 | 0 | 31 | 8 | 17 | 6 | 190 |

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City Summary

Selection Criteria: 1/1/2007 thru 12/31/2007

| Chillicothe | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|---------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| VEHICLE DEFECTS | | | | | | | | | | | |
| No Defect | 98 | 0 | 24 | 74 | 98 | 0 | 19 | 6 | 9 | 4 | 100 |
| Unknown | 90 | 0 | 11 | 79 | 90 | 0 | 9 | 1 | 6 | 2 | 90 |
| TOTALS | 188 | 0 | 35 | 153 | 188 | 0 | 28 | 7 | 15 | 6 | 190 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Motor Driven Cycle | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Motorcycle (over 150cc) | 2 | 0 | 2 | 0 | 2 | 0 | 3 | 2 | 1 | 0 | 0 |
| Passenger | 109 | 0 | 19 | 90 | 109 | 0 | 18 | 3 | 12 | 3 | 108 |
| Pickup | 39 | 0 | 10 | 29 | 39 | 0 | 4 | 2 | 1 | 1 | 38 |
| SUV | 10 | 0 | 1 | 9 | 10 | 0 | 1 | 0 | 0 | 1 | 18 |
| Tractor with Semi-Trailer | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Truck Single Unit | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Van/Mini-Van | 12 | 0 | 1 | 11 | 12 | 0 | 2 | 0 | 1 | 1 | 9 |
| Unknown | 11 | 0 | 2 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 12 |
| TOTALS | 188 | 0 | 35 | 153 | 188 | 0 | 28 | 7 | 15 | 6 | 190 |

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City Summary

Selection Criteria: 1/1/2007 thru 12/31/2007

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Chillicothe | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Had Been Drinking | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Normal | 107 | 0 | 30 | 77 | 107 | 0 | 17 | 3 | 10 | 4 | 90 |
| Other/Unknown | 58 | 0 | 2 | 56 | 58 | 0 | 2 | 1 | 1 | 0 | 56 |
| TOTALS | 167 | 0 | 33 | 134 | 167 | 0 | 20 | 4 | 12 | 4 | 147 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2007 thru 12/31/2007

| Chillicothe | DRIVER AGE/GENDER | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|-------------|-------------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| 15 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | Female | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 0 | 1 | 0 | 6 |
| | Male | 9 | 0 | 1 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 1 | 1 | 0 | 2 |
| 19 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22-24 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 25-29 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 8 | 0 | 3 | 5 | 8 | 0 | 1 | 0 | 1 | 0 | 7 |
| 30-34 | Female | 7 | 0 | 4 | 3 | 7 | 0 | 3 | 1 | 2 | 0 | 4 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 35-39 | Female | 10 | 0 | 2 | 8 | 10 | 0 | 2 | 0 | 2 | 0 | 8 |
| | Male | 16 | 0 | 5 | 11 | 16 | 0 | 1 | 1 | 0 | 0 | 15 |
| 40-44 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 45-49 | Female | 9 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 50-54 | Female | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 55-59 | Female | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 60-64 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 5 | 0 | 2 | 3 | 5 | 0 | 2 | 0 | 1 | 1 | 3 |
| 65-69 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 70-74 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| 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 | 1 | 0 | 0 | 1 | 1 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 |

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| | | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|-----------------------------|------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|-----------|----------|------------|
| Chillicothe | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 90-94 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Not Stated | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTALS | | 167 | 0 | 33 | 134 | 167 | 0 | 20 | 4 | 12 | 4 | 147 |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 1 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 3 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10-14 | Female | 4 | 0 | 2 | 2 | 4 | 0 | 1 | 1 | 0 | 0 | 3 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Not Stated | 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 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 25-29 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 30-34 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 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 | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| 60-64 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 70-74 | 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 |
| Unknown | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| | Not Stated | 9 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| TOTALS | | 51 | 0 | 13 | 38 | 51 | 0 | 8 | 3 | 3 | 2 | 43 |

