



**City Summary Crash Report**

**1/1/2010 to 12/31/2010**

City : Mettawa | \*See Notes at End of Report.

Mettawa	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	97	1	20	76	189	1	30	1	20	9	215
Rain	8	0	3	5	11	0	4	0	4	0	12
Sleet/hail	1	0	0	1	3	0	0	0	0	0	3
Snow	14	0	1	13	20	0	1	0	1	0	22
<b>TOTALS</b>	<b>120</b>	<b>1</b>	<b>24</b>	<b>95</b>	<b>223</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>252</b>
<b>TYPE OF CRASH</b>											
Angle	4	0	1	3	10	0	3	0	2	1	11
Animal	12	0	1	11	13	0	1	0	1	0	15
Fixed object	24	0	5	19	24	0	6	0	5	1	28
Head on	1	0	0	1	3	0	0	0	0	0	8
Parked motor vehicle	2	0	0	2	4	0	0	0	0	0	2
Pedalcyclist	2	0	2	0	2	0	2	0	2	0	4
Rear end	51	1	9	41	114	1	14	1	9	4	125
Sideswipe opp. direction	1	0	0	1	2	0	0	0	0	0	2
Sideswipe same direction	11	0	1	10	25	0	3	0	3	0	32
Turning	12	0	5	7	26	0	6	0	3	3	25
<b>TOTALS</b>	<b>120</b>	<b>1</b>	<b>24</b>	<b>95</b>	<b>223</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>252</b>



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Mettawa	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>CLASS OF CITY</b>											
0 TO 2,500	120	1	24	95	223	1	35	1	25	9	252
<b>TOTALS</b>	<b>120</b>	<b>1</b>	<b>24</b>	<b>95</b>	<b>223</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>252</b>
<b>ROAD SURFACE CONDITION</b>											
Dry	89	1	18	70	177	1	27	1	17	9	205
Ice	1	0	0	1	1	0	0	0	0	0	1
Snow or slush	13	0	1	12	19	0	1	0	1	0	21
Unknown	1	0	0	1	1	0	0	0	0	0	1
Wet	16	0	5	11	25	0	7	0	7	0	24
<b>TOTALS</b>	<b>120</b>	<b>1</b>	<b>24</b>	<b>95</b>	<b>223</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>252</b>



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		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
<b>CLASS OF TRAFFICWAY</b>												
City Streets Urban	25	0	5	20	38	0	5	0	3	2	49	
State Numbered Urban	57	0	12	45	114	0	16	0	10	6	125	
Toll Roads Urban	38	1	7	30	71	1	14	1	12	1	78	
<b>TOTALS</b>	<b>120</b>	<b>1</b>	<b>24</b>	<b>95</b>	<b>223</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>252</b>	
<b>DAY OF WEEK</b>												
Sunday	10	0	2	8	15	0	4	0	4	0	25	
Monday	17	0	4	13	37	0	4	0	3	1	40	
Tuesday	22	0	6	16	39	0	10	0	8	2	36	
Wednesday	20	0	4	16	43	0	4	0	0	4	52	
Thursday	18	0	2	16	34	0	2	0	2	0	40	
Friday	22	0	2	20	40	0	4	0	3	1	44	
Saturday	11	1	4	6	15	1	7	1	5	1	15	
<b>TOTALS</b>	<b>120</b>	<b>1</b>	<b>24</b>	<b>95</b>	<b>223</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>252</b>	



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Mettawa	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>TIME OF DAY</b>											
Midnight	1	0	0	1	2	0	0	0	0	0	4
01 AM	1	0	0	1	1	0	0	0	0	0	3
02 AM	2	1	0	1	4	1	2	1	1	0	2
03 AM	3	0	1	2	3	0	1	0	1	0	2
04 AM	5	0	1	4	6	0	2	0	2	0	4
06 AM	6	0	3	3	12	0	6	0	6	0	6
07 AM	13	0	5	8	33	0	7	0	4	3	32
08 AM	5	0	1	4	9	0	1	0	0	1	10
09 AM	5	0	5	0	10	0	5	0	3	2	8
10 AM	4	0	0	4	7	0	0	0	0	0	10
Noon	6	0	1	5	9	0	1	0	0	1	11
1 PM	9	0	1	8	15	0	1	0	1	0	19
2 PM	4	0	0	4	10	0	0	0	0	0	16
3 PM	10	0	2	8	21	0	4	0	3	1	29
4 PM	13	0	2	11	26	0	3	0	2	1	27
5 PM	14	0	0	14	27	0	0	0	0	0	34
6 PM	3	0	1	2	4	0	1	0	1	0	5
7 PM	1	0	0	1	2	0	0	0	0	0	2
8 PM	6	0	1	5	8	0	1	0	1	0	8
9 PM	4	0	0	4	7	0	0	0	0	0	10
10 PM	3	0	0	3	5	0	0	0	0	0	5
11 PM	2	0	0	2	2	0	0	0	0	0	5
<b>TOTALS</b>	<b>120</b>	<b>1</b>	<b>24</b>	<b>95</b>	<b>223</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>252</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>LIGHT CONDITION</b>											
Darkness	21	0	1	20	30	0	1	0	1	0	33
Darkness/Lighted road	17	1	3	13	25	1	7	1	6	0	30
Dawn	3	0	2	1	4	0	2	0	2	0	2
Daylight	78	0	18	60	162	0	25	0	16	9	185
Dusk	1	0	0	1	2	0	0	0	0	0	2
<b>TOTALS</b>	<b>120</b>	<b>1</b>	<b>24</b>	<b>95</b>	<b>223</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>252</b>
<b>ROAD DEFECTS</b>											
Maintenance zone	1	0	0	1	6	0	0	0	0	0	8
No defects	117	1	24	92	215	1	35	1	25	9	242
Rut, holes	1	0	0	1	1	0	0	0	0	0	1
Unknown	1	0	0	1	1	0	0	0	0	0	1
<b>TOTALS</b>	<b>120</b>	<b>1</b>	<b>24</b>	<b>95</b>	<b>223</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>252</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>TRAFFIC CONTROL</b>											
Lane use marking	51	1	8	42	93	1	15	1	13	1	101
No controls	34	0	2	32	61	0	2	0	0	2	79
Stop sign/flasher	8	0	3	5	14	0	3	0	2	1	18
Traffic signal	27	0	11	16	55	0	15	0	10	5	54
<b>TOTALS</b>	<b>120</b>	<b>1</b>	<b>24</b>	<b>95</b>	<b>223</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>252</b>
<b>ROADWAY FEATURE</b>											
Intersection of Mrked Rts & Pub Rd(Major Arterial)	9	0	4	5	19	0	5	0	3	2	20
Intersection of Ramp and Other Roadway	22	0	6	16	43	0	7	0	4	3	46
Not Applicable	89	1	14	74	161	1	23	1	18	4	186
<b>TOTALS</b>	<b>120</b>	<b>1</b>	<b>24</b>	<b>95</b>	<b>223</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>25</b>	<b>9</b>	<b>252</b>



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**1/1/2010 to 12/31/2010**

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Mettawa	Number Of Persons				Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury	Property Damage				A	B	C	O
<b>DRIVER CONDITION</b>											
Asleep/fainted	2	0	0	2	2	0	0	0	0	0	2
Fatigued	2	0	2	0	2	0	2	0	0	2	0
Impaired – alcohol	2	1	1	0	2	1	1	0	1	0	0
Normal	201	1	41	159	201	0	23	0	16	7	178
Other/unknown	14	0	1	13	14	0	0	0	0	0	14
<b>TOTALS</b>	<b>221</b>	<b>2</b>	<b>45</b>	<b>174</b>	<b>221</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>17</b>	<b>9</b>	<b>194</b>



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Mettawa		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>DRIVER AGE/GENDER</b>												
<b>17</b>												
	Male	3	0	1	2	3	0	0	0	0	0	3
<b>18</b>												
	Female	3	0	1	2	3	0	0	0	0	0	3
	Male	3	0	0	3	3	0	0	0	0	0	3
<b>19</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	5	0	2	3	5	0	2	0	1	1	3
<b>20</b>												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	2	0	0	1	2	0	1	0	1	0	1
<b>21</b>												
	Female	5	0	0	5	5	0	0	0	0	0	5
	Male	5	0	0	5	5	0	0	0	0	0	5
<b>22-24</b>												
	Female	6	0	0	6	6	0	0	0	0	0	6
	Male	6	0	2	4	6	0	0	0	0	0	6
<b>25-29</b>												
	Female	7	0	2	5	7	0	2	0	1	1	5
	Male	15	0	6	9	15	0	2	0	2	0	13
<b>30-34</b>												
	Female	9	0	2	7	9	0	1	0	1	0	8
	Male	11	1	0	10	11	1	0	0	0	0	10
<b>35-39</b>												
	Female	14	0	6	8	14	0	6	0	4	2	8
	Male	14	0	1	13	14	0	0	0	0	0	14
<b>40-44</b>												
	Female	12	0	3	9	12	0	3	0	3	0	9
	Male	15	0	3	12	15	0	1	0	1	0	14





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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>DRIVER AGE/GENDER</b>												
<b>45-49</b>												
	Female	7	0	2	5	7	0	1	0	0	1	6
	Male	14	0	4	10	14	0	3	0	2	1	11
<b>50-54</b>												
	Female	6	0	1	5	6	0	0	0	0	0	6
	Male	11	0	1	10	11	0	0	0	0	0	11
<b>55-59</b>												
	Female	8	0	2	6	8	0	1	0	0	1	7
	Male	8	0	2	6	8	0	1	0	1	0	7
<b>60-64</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	5	0	1	4	5	0	1	0	0	1	4
<b>65-69</b>												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	2	0	0	2	2	0	0	0	0	0	2
<b>70-74</b>												
	Female	3	0	0	3	3	0	0	0	0	0	3
<b>75-79</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	4	0	2	2	4	0	1	0	0	1	3
<b>Unknown</b>												
	Male	2	0	0	2	2	0	0	0	0	0	2
	Not Stated	9	0	1	8	9	0	0	0	0	0	9
<b>TOTALS</b>		<b>221</b>	<b>2</b>	<b>45</b>	<b>174</b>	<b>221</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>17</b>	<b>9</b>	<b>194</b>



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>PASSENGER AGE/GENDER</b>												
<b>04</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>05</b>												
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>06</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	2	0	1	1	2	0	0	0	0	0	2
<b>07</b>												
	Male	1	0	1	0	1	0	1	0	1	0	0
<b>08</b>												
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>09</b>												
	Male	2	0	0	2	2	0	0	0	0	0	2
<b>10-14</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	3	0	0	3	3	0	0	0	0	0	3
<b>15</b>												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	1	0	1	0	1	0	0	0	0	0	1
<b>17</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	2	0	1	1	2	0	0	0	0	0	2
<b>18</b>												
	Female	3	0	2	1	3	0	2	0	2	0	1
	Male	2	0	0	2	2	0	0	0	0	0	2
<b>19</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>PASSENGER AGE/GENDER</b>												
20												
	Male	1	0	0	1	1	0	0	0	0	0	1
21												
	Female	1	0	1	0	1	0	1	0	1	0	0
22-24												
	Male	1	0	0	1	1	0	0	0	0	0	1
25-29												
	Female	3	0	1	2	3	0	0	0	0	0	3
	Male	4	0	1	3	4	0	1	0	1	0	3
30-34												
	Female	4	0	2	2	4	0	1	0	1	0	3
	Male	3	1	0	2	3	0	1	1	0	0	2
35-39												
	Female	2	0	0	2	2	0	0	0	0	0	2
40-44												
	Female	4	0	0	4	4	0	0	0	0	0	4
	Male	1	0	0	1	1	0	0	0	0	0	1
45-49												
	Female	2	0	0	2	2	0	0	0	0	0	2
50-54												
	Female	1	0	0	1	1	0	0	0	0	0	1
55-59												
	Female	3	0	1	2	3	0	0	0	0	0	3
60-64												
	Female	3	0	1	2	3	0	0	0	0	0	3
65-69												
	Male	1	0	0	1	1	0	0	0	0	0	1
70-74												
	Female	1	0	0	1	1	0	0	0	0	0	1



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>PASSENGER AGE/GENDER</b>											
Male	1	0	0	1	1	0	0	0	0	0	1
Unknown											
Female	2	0	0	2	2	0	0	0	0	0	2
<b>TOTALS</b>	<b>65</b>	<b>1</b>	<b>13</b>	<b>51</b>	<b>65</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>58</b>





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Mettawa	Number Of Vehicles				Total Vehicles	Total Killed	Total Injured	Injury Severity				
	Total	Fatal	Injury	Property Damage				A	B	C	O	
<b>VEHICLE DEFECTS</b>												
Brakes	2	0	0	2	2	0	0	0	0	0	0	3
None	174	1	40	133	174	0	30	0	22	8	0	197
Unknown	47	1	5	41	47	1	3	1	1	1	0	52
<b>TOTALS</b>	<b>223</b>	<b>2</b>	<b>45</b>	<b>176</b>	<b>223</b>	<b>1</b>	<b>33</b>	<b>1</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>252</b>
<b>VEHICLE TYPE</b>												
Bus over 15 pass.	1	0	0	1	1	0	0	0	0	0	0	1
Other vehicle with trailer	1	0	0	1	1	0	0	0	0	0	0	2
Passenger	148	1	31	116	148	0	27	0	21	6	0	170
Pickup	15	0	4	11	15	0	0	0	0	0	0	19
Sport utility vehicle (SUV)	35	0	6	29	35	0	3	0	1	2	0	38
Tractor w/ semi-trailer	9	0	0	9	9	0	0	0	0	0	0	9
Truck – single unit	1	0	0	1	1	0	0	0	0	0	0	1
Unknown/NA	1	0	0	1	1	0	0	0	0	0	0	1
Van/mini van	12	1	4	7	12	1	3	1	1	1	0	11
<b>TOTALS</b>	<b>223</b>	<b>2</b>	<b>45</b>	<b>176</b>	<b>223</b>	<b>1</b>	<b>33</b>	<b>1</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>252</b>

**Notes**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.