



City Summary Crash Report

1/1/2017 to 12/31/2017

City : Dowell | *See Notes at End of Report.

Dowell	Number Of Crashes							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
WEATHER CONDITION												
Clear	5	0	2	3	8	0	2	0	2	0	6	
Rain	1	0	0	1	1	0	0	0	0	0	1	
TOTALS	6	0	2	4	9	0	2	0	2	0	7	
TYPE OF CRASH												
Animal	2	0	0	2	2	0	0	0	0	0	2	
Fixed Object	1	0	0	1	1	0	0	0	0	0	1	
Other Object	1	0	1	0	1	0	1	0	1	0	0	
Rear End	2	0	1	1	5	0	1	0	1	0	4	
TOTALS	6	0	2	4	9	0	2	0	2	0	7	



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
CLASS OF CITY												
0 TO 2,500	6	0	2	4	9	0	2	0	2	0	7	
TOTALS	6	0	2	4	9	0	2	0	2	0	7	
ROAD SURFACE CONDITION												
Dry	5	0	2	3	8	0	2	0	2	0	6	
Wet	1	0	0	1	1	0	0	0	0	0	1	
TOTALS	6	0	2	4	9	0	2	0	2	0	7	



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		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
CLASS OF TRAFFICWAY												
County & Local Roads Rural		2	0	0	2	2	0	0	0	0	0	2
State Numbered Rural		3	0	2	1	6	0	2	0	2	0	4
Unmarked Highway Rural		1	0	0	1	1	0	0	0	0	0	1
TOTALS		6	0	2	4	9	0	2	0	2	0	7
DAY OF WEEK												
Tuesday		3	0	1	2	5	0	1	0	1	0	4
Friday		1	0	0	1	2	0	0	0	0	0	2
Saturday		2	0	1	1	2	0	1	0	1	0	1
TOTALS		6	0	2	4	9	0	2	0	2	0	7



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
TIME OF DAY												
04 AM	2	0	1	1	2	0	1	0	1	0	1	
05 AM	1	0	0	1	1	0	0	0	0	0	1	
06 AM	1	0	1	0	3	0	1	0	1	0	2	
11 AM	1	0	0	1	2	0	0	0	0	0	2	
8 PM	1	0	0	1	1	0	0	0	0	0	1	
TOTALS	6	0	2	4	9	0	2	0	2	0	7	



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	3	0	1	2	3	0	1	0	1	0	2
Daylight	3	0	1	2	6	0	1	0	1	0	5
TOTALS	6	0	2	4	9	0	2	0	2	0	7
ROAD DEFECTS											
No Defects	5	0	1	4	8	0	1	0	1	0	7
Other	1	0	1	0	1	0	1	0	1	0	0
TOTALS	6	0	2	4	9	0	2	0	2	0	7



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
No Controls	3	0	0	3	4	0	0	0	0	0	4
No Passing	1	0	0	1	1	0	0	0	0	0	1
Traffic Signal	2	0	2	0	4	0	2	0	2	0	2
TOTALS	6	0	2	4	9	0	2	0	2	0	7
ROADWAY FEATURE											
Bridge	2	0	1	1	5	0	1	0	1	0	4
Not Applicable	4	0	1	3	4	0	1	0	1	0	3
TOTALS	6	0	2	4	9	0	2	0	2	0	7



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Dowell	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O
DRIVER CONDITION												
Alcohol Impaired	1	0	1	0	1	0	1	0	1	0	0	
Had Been Drinking	1	0	0	1	1	0	0	0	0	0	1	
Normal	7	0	3	4	7	0	1	0	1	0	6	
TOTALS	9	0	4	5	9	0	2	0	2	0	7	



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Dowell		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
30-34												
	Male	3	0	2	1	3	0	1	0	1	0	2
35-39												
	Male	1	0	0	1	1	0	0	0	0	0	1
40-44												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	1	0	1	0	1	0	1	0	1	0	0
45-49												
	Male	1	0	0	1	1	0	0	0	0	0	1
60-64												
	Female	1	0	0	1	1	0	0	0	0	0	1
Unknown												
	Female	1	0	0	1	1	0	0	0	0	0	1
TOTALS		9	0	4	5	9	0	2	0	2	0	7

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	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O
PEDALCYCLIST AGE/GENDER												

Dowell	Number Of Vehicles				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O
VEHICLE DEFECTS												
None	9	0	4	5	9	0	2	0	2	0	7	
TOTALS	9	0	4	5	9	0	2	0	2	0	7	
VEHICLE TYPE												
Passenger	4	0	1	3	4	0	1	0	1	0	3	
Pickup	2	0	2	0	2	0	1	0	1	0	1	
SUV	2	0	1	1	2	0	0	0	0	0	2	
Tractor With Semi-Trailer	1	0	0	1	1	0	0	0	0	0	1	
TOTALS	9	0	4	5	9	0	2	0	2	0	7	

Notes

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.