

Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2959569.320757 : YCoordinate 1836588.932189 | Foot Tolerance : 250 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	Injuries A	Injuries B	Injuries C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201701359427																				
12/14/2017 11:53 AM	Clear	Dry	0	0	0	0	Rear End	Daylight	2.99	2959543.5 1836590.5	Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Unknown	East	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201701383773																				
2/16/2017 3:55 PM	Clear	Dry	0	0	1	0	Rear End	Daylight	42.19	2959569.25063542 1836590.46539078	Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201701439434																				
7/2/2017 11:25 AM	Clear	Dry	0	0	0	0	Turning	Daylight	42.19	2959609.1836313 1836591.68842527	SUV	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201701183880																				
7/23/2017 3:49 AM	Clear	Dry	0	0	3	0	Rear End	Darkness, Lighted Road	42.19	2959609.26836412 1836591.69271688	Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Pickup	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201701202189																				
8/6/2017 6:25 PM	Clear	Dry	0	0	1	0	Rear End	Daylight	42.19	2959569.27636034 1836589.66711909	SUV	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

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Date	Weather	Roadway	----- A	Injuries B	----- C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201701273999																				
10/18/2017 10:04 AM	Clear	Dry	0	0	0	0	Angle	Daylight	42.19	2959609.43915233 1836591.70136708	Other	North	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											Pickup	West	Straight Ahead	Motor Vehicle In Traffic	Intersection	Ran Off Roadway	Off Pavement - Right	Light Support	Off Pavement - Right	2
201701337795																				
12/15/2017 12:50 PM	Cloudy/Overcast	Dry	0	6	0	1	Turning	Daylight	42.19	2959608.94489467 1836591.67633357	SUV	South	Turning Left	Motor Vehicle In Traffic	Intersection	Overturn	Intersection	(UNK)	(UNK)	1
											SUV	North	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2

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TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
7	1	0	0	3	3	1	11	0	6	5

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	14.3%	Wednesday	1	14.3%	03 AM	1	14.3%	Other	1	7.1%
Rear End	4	57.1%	Thursday	2	28.6%	10 AM	1	14.3%	Passenger	6	42.9%
Turning	2	28.6%	Friday	1	14.3%	11 AM	2	28.6%	Pickup	2	14.3%
TOTAL:	7		Sunday	3	42.9%	Noon	1	14.3%	SUV	4	28.6%
			TOTAL:	7		3 PM	1	14.3%	Unknown	1	7.1%
						6 PM	1	14.3%	TOTAL:	14	
						TOTAL:	7				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	6	85.7%	Darkness, Lighted Road	1	14.3%	Dry	7	100.0%	East	2	14.3%
Cloudy/Overcast	1	14.3%	Daylight	6	85.7%	TOTAL:	7		North	5	35.7%
TOTAL:	7		TOTAL:	7					South	4	28.6%
									West	3	21.4%
									TOTAL:	14	

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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.