



City Summary Crash Report

1/1/2016 to 12/31/2016

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

Oakwood	Number Of Crashes					Injury Severity					
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	11	0	3	8	15	0	4	0	3	1	15
Cloudy/Overcast	1	0	0	1	2	0	0	0	0	0	2
Rain	1	0	0	1	2	0	0	0	0	0	3
Unknown	1	0	0	1	1	0	0	0	0	0	1
TOTALS	14	0	3	11	20	0	4	0	3	1	21
TYPE OF CRASH											
Animal	1	0	0	1	1	0	0	0	0	0	2
Fixed Object	5	0	0	5	5	0	0	0	0	0	7
Overturned	1	0	1	0	1	0	1	0	1	0	0
Parked Motor Vehicle	1	0	1	0	2	0	2	0	2	0	0
Pedalcyclist	1	0	1	0	1	0	1	0	0	1	1
Rear End	1	0	0	1	2	0	0	0	0	0	2
Turning	4	0	0	4	8	0	0	0	0	0	9
TOTALS	14	0	3	11	20	0	4	0	3	1	21



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Oakwood	Number Of Crashes							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
CLASS OF CITY												
0 TO 2,500	14	0	3	11	20	0	4	0	3	1	21	
TOTALS	14	0	3	11	20	0	4	0	3	1	21	
ROAD SURFACE CONDITION												
Dry	9	0	2	7	13	0	3	0	2	1	14	
Snow or Slush	1	0	0	1	1	0	0	0	0	0	1	
Unknown	1	0	0	1	1	0	0	0	0	0	1	
Wet	3	0	1	2	5	0	1	0	1	0	5	
TOTALS	14	0	3	11	20	0	4	0	3	1	21	



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Oakwood	Total	Number of Crashes				Total Vehicles	Total Total		Injury Severity			
		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
CLASS OF TRAFFICWAY												
Controlled Rural		1	0	0	1	1	0	0	0	0	0	2
County & Local Roads Rural		11	0	3	8	15	0	4	0	3	1	15
State Numbered Rural		2	0	0	2	4	0	0	0	0	0	4
TOTALS		14	0	3	11	20	0	4	0	3	1	21
DAY OF WEEK												
Sunday		1	0	1	0	2	0	2	0	2	0	0
Monday		3	0	1	2	5	0	1	0	1	0	4
Tuesday		3	0	1	2	3	0	1	0	0	1	4
Wednesday		2	0	0	2	3	0	0	0	0	0	4
Thursday		2	0	0	2	3	0	0	0	0	0	4
Friday		1	0	0	1	1	0	0	0	0	0	2
Saturday		2	0	0	2	3	0	0	0	0	0	3
TOTALS		14	0	3	11	20	0	4	0	3	1	21



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
TIME OF DAY												
06 AM	1	0	0	1	1	0	0	0	0	0	0	1
07 AM	1	0	0	1	2	0	0	0	0	0	0	2
09 AM	1	0	0	1	2	0	0	0	0	0	0	2
11 AM	1	0	0	1	1	0	0	0	0	0	0	2
Noon	1	0	0	1	1	0	0	0	0	0	0	2
3 PM	1	0	1	0	1	0	1	0	1	0	0	0
4 PM	2	0	1	1	3	0	2	0	2	0	0	2
5 PM	3	0	0	3	6	0	0	0	0	0	0	7
8 PM	1	0	0	1	1	0	0	0	0	0	0	1
10 PM	1	0	0	1	1	0	0	0	0	0	0	1
11 PM	1	0	1	0	1	0	1	0	0	0	1	1
TOTALS	14	0	3	11	20	0	4	0	3	1	1	21



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	2	0	0	2	2	0	0	0	0	0	2
Darkness, Lighted Road	1	0	1	0	1	0	1	0	0	1	1
Daylight	10	0	2	8	15	0	3	0	3	0	16
Dusk	1	0	0	1	2	0	0	0	0	0	2
TOTALS	14	0	3	11	20	0	4	0	3	1	21
ROAD DEFECTS											
No Defects	14	0	3	11	20	0	4	0	3	1	21
TOTALS	14	0	3	11	20	0	4	0	3	1	21



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
Lane Use Marking	1	0	0	1	1	0	0	0	0	0	2
No Controls	11	0	3	8	15	0	4	0	3	1	14
Stop Sign/Flasher	2	0	0	2	4	0	0	0	0	0	5
TOTALS	14	0	3	11	20	0	4	0	3	1	21
ROADWAY FEATURE											
Bridge	2	0	0	2	4	0	0	0	0	0	4
Not Applicable	11	0	3	8	15	0	4	0	3	1	15
Underpass	1	0	0	1	1	0	0	0	0	0	2
TOTALS	14	0	3	11	20	0	4	0	3	1	21



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Oakwood	Number Of Persons						Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER CONDITION											
Illness	1	0	0	1	1	0	0	0	0	0	1
Normal	16	0	2	14	16	0	2	0	2	0	14
Other/Unknown	2	0	1	1	2	0	0	0	0	0	2
TOTALS	19	0	3	16	19	0	2	0	2	0	17



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Oakwood		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
16												
	Male	1	0	0	1	1	0	0	0	0	0	1
17												
	Male	2	0	1	1	2	0	1	0	1	0	1
22-24												
	Male	1	0	0	1	1	0	0	0	0	0	1
25-29												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	1	0	0	1	1	0	0	0	0	0	1
35-39												
	Male	3	0	0	3	3	0	0	0	0	0	3
40-44												
	Male	1	0	0	1	1	0	0	0	0	0	1
50-54												
	Female	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
65-69												
	Male	2	0	0	2	2	0	0	0	0	0	2
75-79												
	Male	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
85-89												
	Female	1	0	1	0	1	0	1	0	1	0	0
Unknown												
	Not Stated	1	0	1	0	1	0	0	0	0	0	1
TOTALS		19	0	3	16	19	0	2	0	2	0	17



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
10-14												
	Female	1	0	0	1	1	0	0	0	0	0	1
30-34												
	Male	1	0	0	1	1	0	0	0	0	0	1
55-59												
	Male	1	0	0	1	1	0	0	0	0	0	1
90-94												
	Male	1	0	1	0	1	0	1	0	1	0	0
Unknown												
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
TOTALS		5	0	1	4	5	0	1	0	1	0	4



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Oakwood	Total	Number Of Persons			Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
		Fatal	Injury						A	B	C	O
PEDALCYCLIST AGE/GENDER												
20												
Male	1	0	1	0	1	0	1	0	0	1	0	
TOTALS	1	0	1	0	1	0	1	0	0	1	0	



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
PEDALCYCLIST PRIOR ACTION AGE/GENDER												
Walking/Riding Against Traffic												
20												
	Male	1	0	1	0	1	0	1	0	0	1	0
TOTALS		1	0	1	0	1	0	1	0	0	1	0

Oakwood	Number Of Vehicles						Injury Severity					
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
VEHICLE DEFECTS												
	None	14	0	2	12	14	0	3	0	3	0	15
	Unknown	6	0	2	4	6	0	0	0	0	0	6
TOTALS		20	0	4	16	20	0	3	0	3	0	21
VEHICLE TYPE												
	Other	1	0	0	1	1	0	0	0	0	0	1
	Passenger	14	0	3	11	14	0	2	0	2	0	15
	Pickup	1	0	0	1	1	0	0	0	0	0	1
	SUV	1	0	1	0	1	0	1	0	1	0	0
	Tractor With Semi-Trailer	2	0	0	2	2	0	0	0	0	0	3
	Tractor Without Semi-Trailer	1	0	0	1	1	0	0	0	0	0	1
TOTALS		20	0	4	16	20	0	3	0	3	0	21

Notes

Report No : SDM-ERC117

Sorted by : City



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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.