



City Summary Crash Report

1/1/2018 to 12/31/2018

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

Hamel	Number Of Crashes						Injury Severity					
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
WEATHER CONDITION												
Clear	13	0	3	10	24	0	8	2	4	2	19	
Rain	3	0	1	2	4	0	2	0	0	2	6	
Snow	1	0	0	1	3	0	0	0	0	0	5	
TOTALS	17	0	4	13	31	0	10	2	4	4	30	
TYPE OF CRASH												
Angle	1	0	0	1	2	0	0	0	0	0	3	
Animal	3	0	0	3	3	0	0	0	0	0	3	
Fixed Object	2	0	0	2	2	0	0	0	0	0	3	
Parked Motor Vehicle	2	0	0	2	5	0	0	0	0	0	2	
Rear End	5	0	1	4	11	0	2	0	2	0	13	
Sideswipe Opposite Direction	1	0	0	1	2	0	0	0	0	0	2	
Turning	3	0	3	0	6	0	8	2	2	4	4	
TOTALS	17	0	4	13	31	0	10	2	4	4	30	



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CLASS OF CITY												
0 TO 2,500	17	0	4	13	31	0	10	2	4	4	30	
TOTALS	17	0	4	13	31	0	10	2	4	4	30	
ROAD SURFACE CONDITION												
Dry	13	0	3	10	24	0	8	2	4	2	19	
Snow or Slush	1	0	0	1	3	0	0	0	0	0	5	
Wet	3	0	1	2	4	0	2	0	0	2	6	
TOTALS	17	0	4	13	31	0	10	2	4	4	30	



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
CLASS OF TRAFFICWAY												
Controlled Rural		2	0	1	1	3	0	2	0	2	0	2
County & Local Roads Rural		11	0	3	8	21	0	8	2	2	4	22
State Numbered Rural		1	0	0	1	1	0	0	0	0	0	2
Unmarked Highway Rural		3	0	0	3	6	0	0	0	0	0	4
TOTALS		17	0	4	13	31	0	10	2	4	4	30
DAY OF WEEK												
Sunday		1	0	0	1	1	0	0	0	0	0	1
Monday		3	0	0	3	8	0	0	0	0	0	8
Tuesday		1	0	1	0	2	0	2	2	0	0	0
Wednesday		3	0	0	3	5	0	0	0	0	0	6
Thursday		4	0	1	3	6	0	2	0	2	0	6
Friday		4	0	1	3	7	0	2	0	0	2	8
Saturday		1	0	1	0	2	0	4	0	2	2	1
TOTALS		17	0	4	13	31	0	10	2	4	4	30



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
TIME OF DAY												
06 AM	3	0	1	2	5	0	2	0	0	2	5	
08 AM	1	0	0	1	1	0	0	0	0	0	1	
09 AM	1	0	0	1	3	0	0	0	0	0	5	
11 AM	1	0	1	0	2	0	2	2	0	0	0	
1 PM	1	0	0	1	2	0	0	0	0	0	3	
4 PM	2	0	0	2	4	0	0	0	0	0	5	
5 PM	4	0	1	3	7	0	2	0	2	0	7	
6 PM	1	0	1	0	2	0	4	0	2	2	1	
7 PM	2	0	0	2	4	0	0	0	0	0	2	
8 PM	1	0	0	1	1	0	0	0	0	0	1	
TOTALS	17	0	4	13	31	0	10	2	4	4	30	



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	3	0	0	3	4	0	0	0	0	0	5
Darkness, Lighted Road	1	0	0	1	3	0	0	0	0	0	1
Daylight	11	0	3	8	21	0	8	2	4	2	20
Dusk	2	0	1	1	3	0	2	0	0	2	4
TOTALS	17	0	4	13	31	0	10	2	4	4	30
ROAD DEFECTS											
No Defects	17	0	4	13	31	0	10	2	4	4	30
TOTALS	17	0	4	13	31	0	10	2	4	4	30



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
Lane Use Marking	3	0	1	2	4	0	2	2	0	0	2
No Controls	10	0	2	8	19	0	6	0	4	2	17
Stop Sign/Flasher	4	0	1	3	8	0	2	0	0	2	11
TOTALS	17	0	4	13	31	0	10	2	4	4	30
ROADWAY FEATURE											
Bridge	1	0	1	0	2	0	2	0	2	0	1
Not Applicable	15	0	3	12	28	0	8	2	2	4	28
Underpass	1	0	0	1	1	0	0	0	0	0	1
TOTALS	17	0	4	13	31	0	10	2	4	4	30



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Hamel	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O
DRIVER CONDITION												
Emotional	2	0	2	0	2	0	1	0	0	1	1	
Normal	26	0	6	20	26	0	5	2	2	1	21	
TOTALS	28	0	8	20	28	0	6	2	2	2	22	



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Hamel		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
16												
	Female	1	0	1	0	1	0	0	0	0	0	1
18												
	Male	1	0	0	1	1	0	0	0	0	0	1
19												
	Male	1	0	1	0	1	0	1	0	1	0	0
21												
	Male	1	0	0	1	1	0	0	0	0	0	1
22-24												
	Female	2	0	1	1	2	0	1	0	0	1	1
	Male	1	0	0	1	1	0	0	0	0	0	1
25-29												
	Male	1	0	0	1	1	0	0	0	0	0	1
30-34												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
35-39												
	Female	2	0	1	1	2	0	1	0	0	1	1
	Male	1	0	0	1	1	0	0	0	0	0	1
40-44												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
45-49												
	Male	1	0	0	1	1	0	0	0	0	0	1
55-59												
	Male	3	0	0	3	3	0	0	0	0	0	3
60-64												
	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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Hamel		Number Of Persons					Injury Severity					
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
65-69												
	Female	2	0	1	1	2	0	1	1	0	0	1
	Male	2	0	1	1	2	0	0	0	0	0	2
70-74												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	1	0	1	0	1	1	0	0	0
75-79												
	Male	1	0	1	0	1	0	1	0	1	0	0
TOTALS		28	0	8	20	28	0	6	2	2	2	22



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Hamel		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
00												
	Female	1	0	1	0	1	0	0	0	0	0	1
01												
	Female	1	0	1	0	1	0	1	0	0	1	0
02												
	Female	1	0	0	1	1	0	0	0	0	0	1
05												
	Female	1	0	0	1	1	0	0	0	0	0	1
07												
	Female	1	0	0	1	1	0	0	0	0	0	1
10-14												
	Male	2	0	2	0	2	0	1	0	0	1	1
16												
	Female	1	0	1	0	1	0	0	0	0	0	1
21												
	Female	1	0	1	0	1	0	1	0	1	0	0
22-24												
	Female	1	0	0	1	1	0	0	0	0	0	1
75-79												
	Female	1	0	1	0	1	0	1	0	1	0	0
	Male	1	0	0	1	1	0	0	0	0	0	1
TOTALS		12	0	7	5	12	0	4	0	2	2	8

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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

Hamel	Number Of Vehicles				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O

VEHICLE DEFECTS

None	30	0	8	22	30	0	10	2	4	4	29
Steering	1	0	0	1	1	0	0	0	0	0	1
TOTALS	31	0	8	23	31	0	10	2	4	4	30

VEHICLE TYPE

Passenger	18	0	8	10	18	0	10	2	4	4	16
Pickup	2	0	0	2	2	0	0	0	0	0	2
SUV	3	0	0	3	3	0	0	0	0	0	6
Tractor With Semi-Trailer	5	0	0	5	5	0	0	0	0	0	3
Van/Mini-Van	3	0	0	3	3	0	0	0	0	0	3
TOTALS	31	0	8	23	31	0	10	2	4	4	30

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.