

Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2959896.02078559 : YCoordinate 1831274.69251284 | Foot Tolerance : 250 | County : Cook | Intersection Related: Intersections [*See Notes at End of Report.

Date	Weather	Roadway	Injuries			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
			A	B	C																
201301095377																					
2/28/2013 1:00 PM	Clear	Dry	0	0	0	0	Rear End	Daylight	41.14	2959896.02078559	1831274.69251284	Passenger	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
201301179233																					
3/29/2013 4:16 PM	Clear	Dry	0	0	0	0	Rear End	Daylight	41.14	2959896.20326352	1831274.70165308	SUV	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
												SUV	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	2
												Passenger	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	3
201301317951																					
9/3/2013 6:39 PM	Clear	Dry	0	0	0	0	Rear End	Daylight	41.14	2959895.39000867	1831274.66214661	SUV	North	Changing Lanes	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
201301359151																					
10/11/2013 2:19 PM	Clear	Dry	0	0	0	0	Rear End	Daylight	41.14	2959896.02078559	1831274.69251284	Passenger	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
												Passenger	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201301422218																					
12/18/2013 7:20 AM	Clear	Dry	0	0	0	0	Rear End	Daylight	41.14	2959895.79075263	1831274.68143882	Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1



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			A	B	C																
												SUV	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
												SUV	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	3

201301429301																					
12/27/2013 9:00 AM	Clear	Wet	0	0	0	0	Rear End	Daylight	41.14	2959896.02078559	1831274.69251284										
												Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
												SUV	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(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
6	0	0	0	0	6	0	0	0	0	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	6	100.0%	Tuesday	1	16.7%	07 AM	1	16.7%	Passenger	7	50.0%
TOTAL:	6		Wednesday	1	16.7%	09 AM	1	16.7%	Pickup	1	7.1%
			Thursday	1	16.7%	1 PM	1	16.7%	SUV	6	42.9%
			Friday	3	50.0%	2 PM	1	16.7%	TOTAL:	14	
			TOTAL:	6		4 PM	1	16.7%			
						6 PM	1	16.7%			
						TOTAL:	6				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	6	100.0%	Daylight	6	100.0%	Dry	5	83.3%	North	7	50.0%
TOTAL:	6		TOTAL:	6		Wet	1	16.7%	South	4	28.6%
						TOTAL:	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.