



**Oak Forest Police Department**  
**15440 S. Central Ave.**  
**Oak Forest IL, 60452**

Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196

May 6, 2015

Per the Illinois Compiled Statutes 625 ILCS 5/11-208.6 Sec. 11-208.6. Automated traffic law enforcement system:

*(k-7) A municipality or county operating an automated traffic law enforcement system shall conduct a statistical analysis to assess the safety impact of each automated traffic law enforcement system at an intersection following installation of the system. The statistical analysis shall be based upon the best available crash, traffic, and other data, and shall cover a period of time before and after installation of the system sufficient to provide a statistically valid comparison of safety impact. The statistical analysis shall be consistent with professional judgment and acceptable industry practice. The statistical analysis also shall be consistent with the data required for valid comparisons of before and after conditions and shall be conducted within a reasonable period following the installation of the automated traffic law enforcement system. The statistical analysis required by this subsection (k-7) shall be made available to the public and shall be published on the website of the municipality or county. If the statistical analysis for the 36 month period following installation of the system indicates that there has been an increase in the rate of accidents at the approach to the intersection monitored by the system, the municipality or county shall undertake additional studies to determine the cause and severity of the accidents, and may take any action that it determines is necessary or appropriate to reduce the number or severity of the accidents at that intersection.*

In December 2010, the Oak Forest Police Department complied with this law and submitted the statistical analysis required. I directed our agency to perform an additional analysis for the next 3 year period through 2013. Calendar year 2014 was not included as IDOT had not yet completed collecting all the data along with traffic counts. We are submitting this analysis voluntarily to IDOT for informational purposes only and will be posted on our website.

Should you have any questions, please do not hesitate to call.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Anderson".

Gregory Anderson  
Chief of Police

**RLR Systems  
Post Installation Crash Data Analysis**

**2010-2013**

**Prepared for:  
Illinois Department of Transportation  
(IDOT)**

**Prepared by:  
Sgt. S. Durano \*105  
Oak Forest Police Department  
Suburban Major Accident Reconstruction Team**



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Schaumburg, IL 60196

2 May 2015

This report is a continuation of the follow up evaluation report that is being submitted to meet the requirement for the Illinois Department of Transportation (IDOT) after the implementation of the Running Red Light Enforcement Systems (RLR), that has been installed and in operation within the City of Oak Forest.

This report includes the following required information:

- Intersection Location
- Date of Implementation
- RLR Camera System manufacturer and contractor name
- Crash Data specific to RLR locations for a four (4) year period following the submission of the initial evaluation report
- Analysis of crash data
- Signal Timing Changes
- Traffic volumes for a four (4) year period following the submission of the initial report.
- Recommendations
- Summary of Adjudication experience and results

**Intersection Locations:**

159<sup>th</sup> St. at Cicero Ave.  
167<sup>th</sup> St. at Cicero Ave.

**RLR Approaches:**

East Bound / West Bound  
North Bound / South Bound

**Date of Implementation:**

13 September 2008

**RLR System Manufacturer and Contractor Name**

Gatso USA, Inc.  
9000 Cummings Center  
Suite 321-U  
Beverly, MA 01915

### **Summary of Crash Data:**

The City of Oak Forest continues to experience a reduced amount of traffic crashes at the two intersections that are equipped with the RLR systems. With the exception of 2011 at the location of 159<sup>th</sup> and Cicero, The Oak Forest Police Department reported traffic crash volumes in the 20's per year. Only in 2011 did the amount of traffic crashes that were reported reach 36, which is well below the 50 crashes that were reported the year prior to the installation of the RLR systems.

In 2013 the amount of traffic crashes at 167<sup>th</sup> and Cicero was reduced by 16 in comparison to the 35 crashes that were reported prior to the installation of the RLR systems in 2008. Each and every year, the Oak Forest Police Department has experienced a reduced amount of traffic crashes that are reported at the intersection of 167<sup>th</sup> and Cicero.

The Comparison that was conducted in 2009 reported a drop in traffic crashes at these two locations by 33. A 2013 review has reported a reduction in traffic crashes at the same two locations by 39.

\* Source of crash data was obtained from the Illinois Department of Transportation. (See attachments)

### **Signal Timing:**

The signal timings are controlled by The Illinois Department of Transportation (IDOT) and set to their specifications.

### **Traffic Volume:**

The Illinois Department of Transportation maintains both the cities RLR Intersections making traffic volumes available via their web site ([www.gettingaroundillinois.com](http://www.gettingaroundillinois.com)). We can possibly project a decrease in traffic volume with the I-294 / I-57 interchange now open especially with commercial vehicle traffic. The traffic volumes for the following intersection are:

#### ***159<sup>th</sup> and Cicero:***

|   |       |   |
|---|-------|---|
| Pre installation average daily count – 2007:  | 26500 |   |
| Post installation average daily count – 2010: | 26100 | 400 less vehicles per day.  |
| Post installation average daily count – 2014: | 26800 | Increase of 300 vehicles prior to the installation of RLR System. |

#### ***167<sup>th</sup> and Cicero:***

|   |       |                                  |
|---|-------|----------------------------------|
| Pre installation average daily count – 2007:  | 19100 |                                  |
| Post installation average daily count – 2010: | 18100 | 1000 less vehicle per day.       |
| Post installation average daily count – 2013: | 14400 | 4700 less vehicles per day prior |

**Recommendations to further reduce red light violations, severe crashes, and to improve the operations of the intersections:**

This follow up review and analysis of the crash data regarding the RLR systems have continued to reduce traffic crashes by a total of 39 at both intersections. This amount is lower than the initial analysis conducted in 2009 by 6 total crashes. The amount traffic crashes have been reduced to nearly 46% while looking at the pre-installation of the RLR systems in 2007 compared to 2013. To further reduce the possibility of traffic crashes, a traffic study of lowering of speed limits on Cicero Ave from 45 MPH to 40 MPH and on 159<sup>th</sup> St. from 40 MPH to 35 MPH.

**Summary of Adjudication, Experience, and Results:**

The City of Oak Forest issued a total of 3502 citations following the installation of the RLR systems from 9-13-2008 through 9-13-2009. The following is the listing for citations issued throughout the last four years:

|           |                      |  |
|-----------|----------------------|--|
| 2010-2011 | 684 Citations issued | @ 57 Citations per month at both locations |
| 2011-2012 | 956 Citations issued | @ 80 Citations per month at both locations |
| 2012-2013 | 756 Citations issued | @ 63 Citations per month at both locations |
| 2013-2014 | 964 Citations issued | @ 80 Citations per month at both locations |

There were no major construction events at either of these locations during this time frame. Illinois motorist may have become accustomed to stopping for the red lights vs. challenging them.

The monthly hearing has on average approximately 3 to 7 people who appear and contest their violations. The City of Oak Forest has been vigilant in which violations we issue and our current practices match those of the Illinois Compiled Statutes concerning the RLR systems.

**Conclusion:**

Since post installation of the RLR systems, The RLR systems have shown to have been effective in reducing the amount of traffic crashes upon IDOT roads within the City of Oak Forest.

Respectfully Submitted,  
*Sgt. S. Durano \*105*  
Suburban Major Accident Reconstruction Team  
Oak Forest Police Department

Enclosed:  
Crash Stats: 10, 11, 12, 13,  
Traffic Volumes  
RLR Systems Locations

**Crash Data**



**159th and Cicero**

| Year:          | RLR Install |      |      |      |      | Crash Comparison |      |      |      |      | Crash Comparison |      |      |      |      |           |
|----------------|-------------|------|------|------|------|------------------|------|------|------|------|------------------|------|------|------|------|-----------|
|                | 2005        | 2006 | 2007 | 2008 | 2009 | 2007-2009        | 2010 | 2011 | 2012 | 2013 | 2007-2013        | 2010 | 2011 | 2012 | 2013 | 2007-2013 |
| Type of Crash  |             |      |      |      |      |                  |      |      |      |      |                  |      |      |      |      |           |
| Turning:       | 15          | 9    | 10   | 10   | 9    | -1               | 5    | 9    | 5    | 8    | -2               | 5    | 9    | 5    | 8    | -2        |
| Rear End:      | 29          | 26   | 31   | 17   | 17   | -14              | 18   | 22   | 15   | 18   | -13              | 18   | 22   | 15   | 18   | -13       |
| Angle          | 4           | 1    | 4    | 2    | 0    | -4               | 1    | 2    | 0    | 1    | -3               | 2    | 2    | 0    | 1    | -3        |
| Fixed Object:  | 0           | 2    | 3    | 4    | 0    | -3               | 0    | 0    | 0    | 0    | -3               | 0    | 0    | 0    | 0    | -3        |
| Sideswipe:     | 0           | 0    | 2    | 2    | 2    | 0                | 1    | 2    | 0    | 0    | -2               | 1    | 2    | 0    | 0    | -2        |
| Overtaken      |             |      |      |      |      |                  | 0    | 1    | 0    | 0    | 0                | 0    | 1    | 0    | 0    | 0         |
| Pedestrian     |             |      |      |      |      |                  | 0    | 0    | 1    | 0    | 0                | 0    | 0    | 1    | 0    | 0         |
| Total Crashes: | 48          | 39   | 50   | 35   | 28   | -22              | 25   | 36   | 21   | 27   | -23              | 25   | 36   | 21   | 27   | -23       |

**167th and Cicero**

| Year:          | RLR Install |      |      |      |      | Crash Comparison |      |      |      |      | Crash Comparison |      |      |      |      |           |
|----------------|-------------|------|------|------|------|------------------|------|------|------|------|------------------|------|------|------|------|-----------|
|                | 2005        | 2006 | 2007 | 2008 | 2009 | 2007-2009        | 2010 | 2011 | 2012 | 2013 | 2007-2013        | 2010 | 2011 | 2012 | 2013 | 2007-2013 |
| Type of Crash  |             |      |      |      |      |                  |      |      |      |      |                  |      |      |      |      |           |
| Turning:       | 12          | 11   | 12   | 10   | 10   | -2               | 10   | 10   | 6    | 7    | -5               | 10   | 10   | 6    | 7    | -5        |
| Rear End:      | 16          | 14   | 16   | 13   | 9    | -7               | 9    | 17   | 11   | 11   | -5               | 9    | 17   | 11   | 11   | -5        |
| Angle          | 1           | 3    | 1    | 1    | 0    | -1               | 3    | 0    | 0    | 1    | 0                | 3    | 0    | 0    | 1    | 0         |
| Fixed Object:  | 3           | 3    | 4    | 1    | 1    | -3               | 1    | 1    | 0    | 0    | -4               | 1    | 1    | 0    | 0    | -4        |
| Sideswipe:     | 3           | 1    | 2    | 0    | 4    | 2                | 0    | 0    | 0    | 0    | -2               | 0    | 0    | 0    | 0    | -2        |
| Other Object:  | 1           | 0    | 0    | 0    | 0    | 0                | 0    | 0    | 0    | 0    | 0                | 0    | 0    | 0    | 0    | 0         |
| Total Crashes: | 36          | 32   | 35   | 25   | 24   | -11              | 23   | 28   | 17   | 19   | -16              | 23   | 28   | 17   | 19   | -16       |

# Oak Forest, IL RLR Camera Enforcement Systems Locations



**Location #1:**

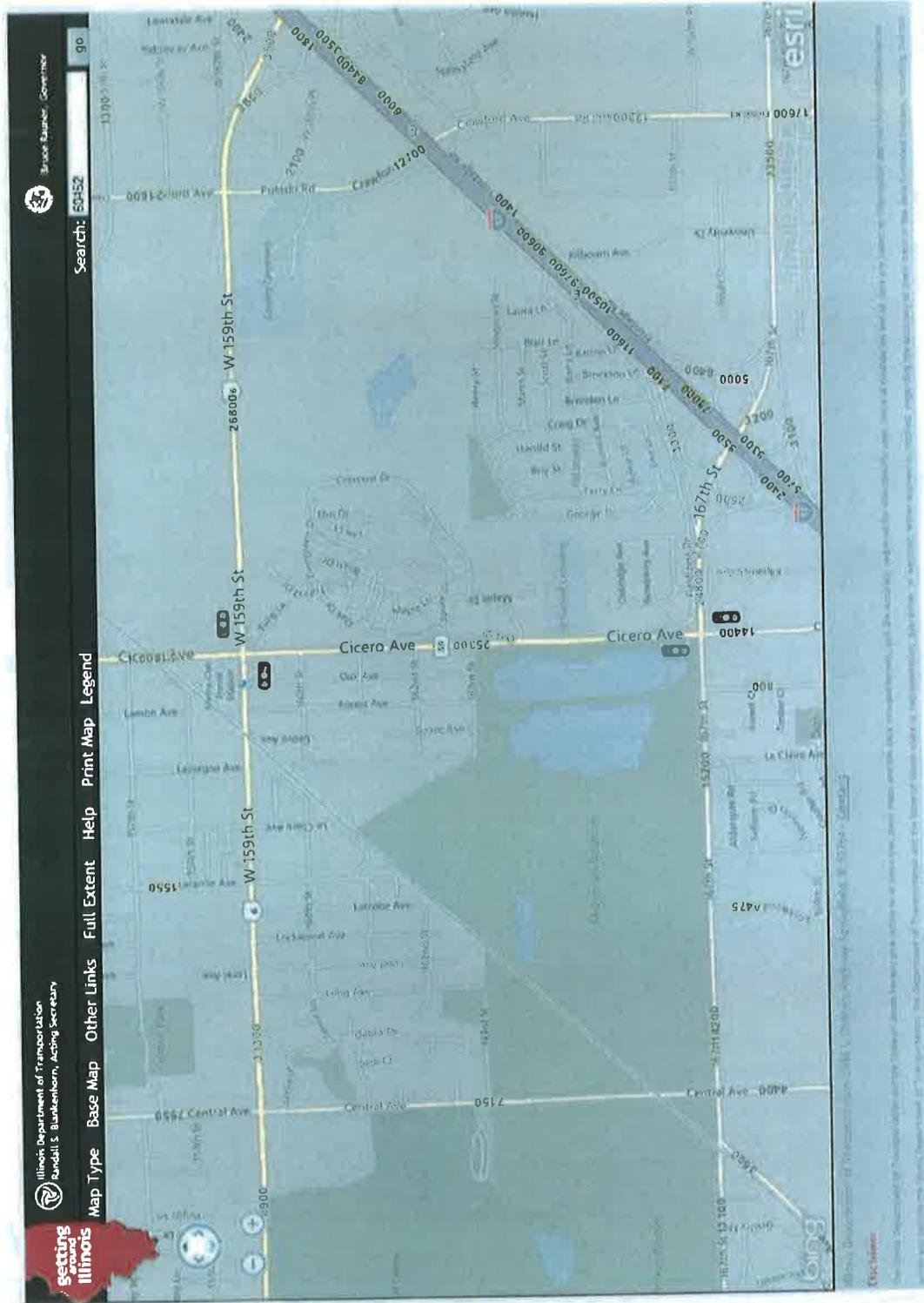
159<sup>th</sup> St (US Route 6) at Cicero Ave. (IL Route 50)

**Location #2:**

167<sup>th</sup> St at Cicero Ave. (IL Route 50)



Oak Forest Traffic Volumes





**Illinois Department of Transportation**  
 Division of Transportation Safety

**Collision Diagram**  
 1/1/2010 to 12/31/2010

Crash Route: IL050 | From MileStation 35.61 to 35.61 | County : Cook | Intersection Related: Intersections | \*See Notes at End of Report.

Report No : SDM-PC002  
 Sorted by : Mile / Date / ICN

| 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 |
|---------------|---------------|------------------|------------------|------------------|-------------------------|--------------|---------------|------------|------------|------------|
| 23            | 0             | 3                | 4                | 1                | 15                      | 0            | 10            | 3          | 4          | 3          |

| Type of Crash | Total     | %     | Day of Wk     | Total     | %     | Hour of Day   | Total     | %     | Vehicle Type      | Total     | %     |
|---------------|-----------|-------|---------------|-----------|-------|---------------|-----------|-------|-------------------|-----------|-------|
| Angle         | 3         | 13.0% | Monday        | 5         | 21.7% | Midnight      | 1         | 4.3%  | Passenger         | 28        | 58.3% |
| Fixed Object  | 1         | 4.3%  | Tuesday       | 8         | 26.1% | 06 AM         | 1         | 4.3%  | Pickup            | 3         | 6.3%  |
| Rear End      | 9         | 39.1% | Wednesday     | 1         | 4.3%  | 07 AM         | 5         | 21.7% | SUV               | 9         | 18.8% |
| Turning       | 10        | 43.5% | Thursday      | 4         | 17.4% | 08 AM         | 2         | 8.7%  | Truck/Single Unit | 1         | 2.1%  |
| <b>TOTAL:</b> | <b>23</b> |       | Friday        | 3         | 13.0% | 11 AM         | 1         | 4.3%  | Unknown           | 1         | 2.1%  |
|               |           |       | Saturday      | 3         | 13.0% | Noon          | 1         | 4.3%  | Van/Mini-Van      | 6         | 12.5% |
|               |           |       | Sunday        | 1         | 4.3%  | 1 PM          | 1         | 4.3%  | <b>TOTAL:</b>     | <b>46</b> |       |
|               |           |       | <b>TOTAL:</b> | <b>23</b> |       | 3 PM          | 2         | 8.7%  |                   |           |       |
|               |           |       |               |           |       | 4 PM          | 1         | 4.3%  |                   |           |       |
|               |           |       |               |           |       | 5 PM          | 4         | 17.4% |                   |           |       |
|               |           |       |               |           |       | 7 PM          | 1         | 4.3%  |                   |           |       |
|               |           |       |               |           |       | 8 PM          | 1         | 4.3%  |                   |           |       |
|               |           |       |               |           |       | 10 PM         | 1         | 4.3%  |                   |           |       |
|               |           |       |               |           |       | 11 PM         | 1         | 4.3%  |                   |           |       |
|               |           |       |               |           |       | <b>TOTAL:</b> | <b>23</b> |       |                   |           |       |

| Weather Cond  | Total     | %     | Light Cond             | Total     | %     | Road Surface  | Total | %     | DIRRP     | Total | %     |
|---------------|-----------|-------|------------------------|-----------|-------|---------------|-------|-------|-----------|-------|-------|
| Clear         | 20        | 87.0% | Darkness/ Lighted Road | 4         | 17.4% | Dry           | 17    | 73.9% | East      | 9     | 18.8% |
| Rain          | 1         | 4.3%  | Daylight               | 18        | 78.3% | Snow or Slush | 1     | 4.3%  | North     | 10    | 20.8% |
| Snow          | 2         | 8.7%  | Dusk                   | 1         | 4.3%  | Unknown       | 1     | 4.3%  | Northeast | 5     | 10.4% |
| <b>TOTAL:</b> | <b>23</b> |       | <b>TOTAL:</b>          | <b>23</b> |       |               |       |       | South     | 13    | 27.1% |



**Illinois Department of Transportation**  
 Division of Transportation Safety

**Collision Diagram**

1/1/2011 to 12/31/2011

Crash Route: IL050 | From MileStation 35.61 to 35.61 | County : Cook | Intersection Related: Intersections | \*See Notes at End of Report.

Report No : SDM-RC002  
 Sorted by : Mile / Date / ICN

| 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 |
|---------------|---------------|------------------|------------------|------------------|-------------------------|--------------|---------------|------------|------------|------------|
| 28            | 0             | 0                | 3                | 1                | 24                      | 0            | 6             | 0          | 3          | 3          |

| Type of Crash | Total | %     | Day of Wk | Total | %     | Hour of Day | Total | %     | Vehicle Type | Total | %     |
|---------------|-------|-------|-----------|-------|-------|-------------|-------|-------|--------------|-------|-------|
| Fixed Object  | 1     | 3.6%  | Monday    | 5     | 17.9% | 06 AM       | 1     | 3.6%  | Other        | 1     | 1.7%  |
| Rear End      | 17    | 60.7% | Tuesday   | 1     | 3.6%  | 07 AM       | 2     | 7.1%  | Passenger    | 40    | 67.8% |
| Turning       | 10    | 35.7% | Wednesday | 4     | 14.3% | 08 AM       | 2     | 7.1%  | Pickup       | 3     | 5.1%  |
| TOTAL:        | 28    |       | Thursday  | 7     | 25.0% | 08 AM       | 1     | 3.6%  | SUV          | 12    | 20.5% |
|               |       |       | Friday    | 4     | 14.3% | 10 AM       | 2     | 7.1%  | Unknown      | 1     | 1.7%  |
|               |       |       | Saturday  | 4     | 14.3% | 11 AM       | 1     | 3.6%  | Van/Mini-Van | 2     | 3.4%  |
|               |       |       | Sunday    | 3     | 10.7% | Noon        | 2     | 7.1%  | TOTAL        | 59    |       |
|               |       |       | TOTAL:    | 28    |       | 1 PM        | 4     | 14.3% |              |       |       |
|               |       |       |           |       |       | 2 PM        | 2     | 7.1%  |              |       |       |
|               |       |       |           |       |       | 3 PM        | 1     | 3.6%  |              |       |       |
|               |       |       |           |       |       | 4 PM        | 2     | 7.1%  |              |       |       |
|               |       |       |           |       |       | 5 PM        | 1     | 3.6%  |              |       |       |
|               |       |       |           |       |       | 6 PM        | 1     | 3.6%  |              |       |       |
|               |       |       |           |       |       | 7 PM        | 1     | 3.6%  |              |       |       |
|               |       |       |           |       |       | 8 PM        | 1     | 3.6%  |              |       |       |
|               |       |       |           |       |       | 9 PM        | 2     | 7.1%  |              |       |       |
|               |       |       |           |       |       | 10 PM       | 2     | 7.1%  |              |       |       |
|               |       |       |           |       |       | TOTAL:      | 28    |       |              |       |       |

| Weather Cond | Total | %     | Light Cond             | Total | %     | Road Surface | Total | %     | DRFP | Total | %     |
|--------------|-------|-------|------------------------|-------|-------|--------------|-------|-------|------|-------|-------|
| Clear        | 21    | 75.0% | Darkness/ Lighted Road | 6     | 21.4% | Dry          | 14    | 50.0% | East | 8     | 13.6% |



**Collision Diagram**

1/1/2012 to 12/31/2012

Crash Route: IL050 | From MileStation 35.61 to 35.61 | County : Cook | Intersection Related: Intersections | \*\*See Notes at End of Report.

| 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 |
|---------------|---------------|------------------|------------------|------------------|-------------------------|--------------|---------------|------------|------------|------------|
| 17            | 0             | 0                | 2                | 0                | 15                      | 0            | 2             | 0          | 2          | 0          |

| Type of Crash | Total     | %     | Day of Wk     | Total     | %     | Hour of Day   | Total     | %     | Vehicle Type              | Total     | %     |
|---------------|-----------|-------|---------------|-----------|-------|---------------|-----------|-------|---------------------------|-----------|-------|
| Rear End      | 11        | 64.7% | Monday        | 1         | 5.9%  | Midnight      | 1         | 5.9%  | Passenger                 | 19        | 54.3% |
| Turning       | 6         | 35.3% | Wednesday     | 4         | 23.5% | 01 AM         | 1         | 5.9%  | Pickup                    | 2         | 5.7%  |
| <b>TOTAL:</b> | <b>17</b> |       | Thursday      | 3         | 17.6% | 05 AM         | 2         | 11.8% | SUV                       | 7         | 20.0% |
|               |           |       | Friday        | 5         | 29.4% | 06 AM         | 1         | 5.9%  | Tractor With Semi-Trailer | 1         | 2.9%  |
|               |           |       | Saturday      | 2         | 11.8% | 07 AM         | 1         | 5.9%  | Truck Single Unit         | 1         | 2.9%  |
|               |           |       | Sunday        | 2         | 11.8% | 10 AM         | 1         | 5.9%  | Unknown                   | 2         | 5.7%  |
|               |           |       | <b>TOTAL:</b> | <b>17</b> |       | 11 AM         | 1         | 5.9%  | Van/Mini-Van              | 3         | 8.6%  |
|               |           |       |               |           |       | 3 PM          | 2         | 11.8% | <b>TOTAL:</b>             | <b>36</b> |       |
|               |           |       |               |           |       | 4 PM          | 2         | 11.8% |                           |           |       |
|               |           |       |               |           |       | 7 PM          | 3         | 17.6% |                           |           |       |
|               |           |       |               |           |       | 8 PM          | 1         | 5.9%  |                           |           |       |
|               |           |       |               |           |       | 9 PM          | 1         | 5.9%  |                           |           |       |
|               |           |       |               |           |       | <b>TOTAL:</b> | <b>17</b> |       |                           |           |       |

| Weather Cond  | Total     | %     | Light Cond             | Total     | %     | Floed Surface | Total     | %     | DIRSP     | Total | %     |
|---------------|-----------|-------|------------------------|-----------|-------|---------------|-----------|-------|-----------|-------|-------|
| Clear         | 15        | 88.2% | Darkness/ Lighted Road | 7         | 41.2% | Dry           | 11        | 64.7% | East      | 2     | 5.7%  |
| Rain          | 1         | 5.9%  | Daylight               | 8         | 47.1% | Unknown       | 4         | 23.5% | North     | 8     | 22.9% |
| Unknown       | 1         | 5.9%  | Dusk                   | 1         | 5.9%  | Wet           | 2         | 11.8% | Northeast | 4     | 11.4% |
| <b>TOTAL:</b> | <b>17</b> |       | Unknown                | 1         | 5.9%  | <b>TOTAL:</b> | <b>17</b> |       | South     | 7     | 20.0% |
|               |           |       | <b>TOTAL:</b>          | <b>17</b> |       |               |           |       | Southeast | 1     | 2.9%  |
|               |           |       |                        |           |       |               |           |       | Unknown   | 2     | 5.7%  |



**Illinois Department of Transportation**  
 Division of Transportation Safety

**Collision Diagram**  
 1/1/2013 to 12/31/2013

Crash Route: IL050 | From MileStation 35.61 to 35.61 | County : Cook | Intersection Related: Intersections | \*See Notes at End of Report.

| 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 |
|---------------|---------------|------------------|------------------|------------------|-------------------------|--------------|---------------|------------|------------|------------|
| 19            | 0             | 1                | 1                | 3                | 14                      | 0            | 7             | 1          | 2          | 4          |

| Type of Crash | Total | %     | Day of Wk | Total | %     | Hour of Day | Total | %     | Vehicle Type      | Total | %     |
|---------------|-------|-------|-----------|-------|-------|-------------|-------|-------|-------------------|-------|-------|
| Angle         | 1     | 5.3%  | Tuesday   | 5     | 26.3% | Midnight    | 1     | 5.3%  | Passenger         | 22    | 57.9% |
| Rear End      | 11    | 57.9% | Wednesday | 2     | 10.5% | 06 AM       | 1     | 5.3%  | Pickup            | 1     | 2.6%  |
| Turning       | 7     | 36.8% | Thursday  | 2     | 10.5% | 09 AM       | 1     | 5.3%  | SUV               | 13    | 34.2% |
| TOTAL:        | 19    |       | Friday    | 5     | 26.3% | 1 PM        | 2     | 10.5% | Truck Single Unit | 1     | 2.6%  |
|               |       |       | Saturday  | 2     | 10.5% | 2 PM        | 2     | 10.5% | Van/Mini-Van      | 1     | 2.6%  |
|               |       |       | Sunday    | 3     | 15.8% | 3 PM        | 2     | 10.5% | TOTAL:            | 38    |       |
|               |       |       | TOTAL:    | 19    |       | 4 PM        | 2     | 10.5% |                   |       |       |
|               |       |       |           |       |       | 5 PM        | 4     | 21.1% |                   |       |       |
|               |       |       |           |       |       | 6 PM        | 2     | 10.5% |                   |       |       |
|               |       |       |           |       |       | 10 PM       | 1     | 5.3%  |                   |       |       |
|               |       |       |           |       |       | 11 PM       | 1     | 5.3%  |                   |       |       |
|               |       |       |           |       |       | TOTAL:      | 19    |       |                   |       |       |

| Weather Cond | Total | %     | Light Cond              | Total | %     | Road Surface | Total | %     | DIRP      | Total | %     |
|--------------|-------|-------|-------------------------|-------|-------|--------------|-------|-------|-----------|-------|-------|
| Clear        | 17    | 89.5% | Darkness                | 1     | 5.3%  | Dry          | 14    | 73.7% | East      | 11    | 28.9% |
| Rain         | 2     | 10.5% | Darkness/ Lightest Road | 3     | 15.8% | Unknown      | 1     | 5.3%  | North     | 5     | 13.2% |
| TOTAL:       | 19    |       | Daylight                | 13    | 68.4% | Wet          | 4     | 21.1% | Northeast | 1     | 2.6%  |
|              |       |       | Dusk                    | 2     | 10.5% | TOTAL:       | 19    |       | Northwest | 3     | 7.9%  |
|              |       |       | TOTAL:                  | 19    |       |              |       |       | South     | 1     | 2.6%  |
|              |       |       |                         |       |       |              |       |       | Southeast | 1     | 2.6%  |
|              |       |       |                         |       |       |              |       |       | Southwest | 1     | 2.6%  |