

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2004 thru 12/31/2004

| Sherman | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 38 | 0 | 10 | 28 | 64 | 0 | 10 | 2 | 4 | 4 | 71 |
| Rain | 6 | 0 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 14 |
| Sleet/Hail | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Snow | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overtaken | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 2 |
| Animal | 15 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 19 |
| Fixed object | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| Parked motor vehicle | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 5 |
| Rear end | 8 | 0 | 5 | 3 | 21 | 0 | 5 | 1 | 2 | 2 | 22 |
| Sideswipe same direction | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| Sideswipe opposite direction | 2 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 5 |
| Turning | 10 | 0 | 3 | 7 | 21 | 0 | 3 | 0 | 1 | 2 | 26 |
| TOTALS | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |
| CLASS OF CITY | | | | | | | | | | | |
| 2,500 TO 5,000 | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |
| TOTALS | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 33 | 0 | 10 | 23 | 59 | 0 | 10 | 2 | 4 | 4 | 65 |
| Snow or Slush | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Wet | 11 | 0 | 0 | 11 | 15 | 0 | 0 | 0 | 0 | 0 | 23 |
| TOTALS | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| State Numbered Urban | 12 | 0 | 4 | 8 | 24 | 0 | 4 | 1 | 1 | 2 | 28 |
| City Streets Urban | 28 | 0 | 6 | 22 | 45 | 0 | 6 | 1 | 3 | 2 | 51 |
| Controlled Rural | 6 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 12 |
| Unmarked Highway Rural | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |

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|------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 6 | 0 | 2 | 4 | 11 | 0 | 2 | 1 | 1 | 0 | 14 |
| Monday | 5 | 0 | 1 | 4 | 6 | 0 | 1 | 0 | 0 | 1 | 6 |
| Tuesday | 5 | 0 | 1 | 4 | 8 | 0 | 1 | 0 | 1 | 0 | 10 |
| Wednesday | 7 | 0 | 2 | 5 | 11 | 0 | 2 | 1 | 0 | 1 | 15 |
| Thursday | 7 | 0 | 1 | 6 | 14 | 0 | 1 | 0 | 1 | 0 | 16 |
| Friday | 8 | 0 | 1 | 7 | 14 | 0 | 1 | 0 | 0 | 1 | 16 |
| Saturday | 9 | 0 | 2 | 7 | 14 | 0 | 2 | 0 | 1 | 1 | 16 |
| TOTALS | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4 AM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6 AM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7 AM | 3 | 0 | 1 | 2 | 6 | 0 | 1 | 0 | 1 | 0 | 7 |
| 8 AM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| 9 AM | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10 AM | 3 | 0 | 1 | 2 | 5 | 0 | 1 | 0 | 0 | 1 | 6 |
| 2 PM | 3 | 0 | 2 | 1 | 7 | 0 | 2 | 1 | 0 | 1 | 8 |
| 3 PM | 4 | 0 | 1 | 3 | 8 | 0 | 1 | 0 | 1 | 0 | 12 |
| 4 PM | 1 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 5 |
| 5 PM | 5 | 0 | 1 | 4 | 10 | 0 | 1 | 0 | 1 | 0 | 11 |
| 6 PM | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7 PM | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8 PM | 3 | 0 | 1 | 2 | 6 | 0 | 1 | 0 | 1 | 0 | 7 |
| 9 PM | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 1 | 0 | 0 | 4 |
| 10 PM | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 19 | 0 | 2 | 17 | 23 | 0 | 2 | 1 | 1 | 0 | 28 |
| Darkness, Lighted Road | 4 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| Daylight | 23 | 0 | 8 | 15 | 47 | 0 | 8 | 1 | 3 | 4 | 54 |
| Dusk | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |

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09/04/2008
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Selection Criteria: 1/1/2004 thru 12/31/2004

| Sherman | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|--|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 3 | 0 | 1 | 2 | 9 | 0 | 1 | 0 | 0 | 1 | 10 |
| Maintenance Zone | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| No Defects | 30 | 0 | 9 | 21 | 49 | 0 | 9 | 2 | 4 | 3 | 60 |
| Unknown | 13 | 0 | 0 | 13 | 18 | 0 | 0 | 0 | 0 | 0 | 18 |
| TOTALS | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 5 | 0 | 1 | 4 | 7 | 0 | 1 | 0 | 1 | 0 | 9 |
| No Controls | 25 | 0 | 4 | 21 | 36 | 0 | 4 | 2 | 1 | 1 | 42 |
| Other Regualtory Sign | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Stop Sign/Flasher | 8 | 0 | 3 | 5 | 17 | 0 | 3 | 0 | 2 | 1 | 20 |
| Traffic Signal | 7 | 0 | 1 | 6 | 12 | 0 | 1 | 0 | 0 | 1 | 16 |
| Yield | 1 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 5 |
| TOTALS | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 5 | 0 | 2 | 3 | 10 | 0 | 2 | 0 | 1 | 1 | 11 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 3 | 0 | 1 | 2 | 6 | 0 | 1 | 0 | 0 | 1 | 7 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Not Applicable | 37 | 0 | 7 | 30 | 58 | 0 | 7 | 2 | 3 | 2 | 67 |
| Underpass | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | 47 | 0 | 10 | 37 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |

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City Summary

Selection Criteria: 1/1/2004 thru 12/31/2004

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|---------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Sherman | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| No Defect | 55 | 0 | 24 | 31 | 55 | 0 | 9 | 1 | 4 | 4 | 70 |
| Unknown | 23 | 0 | 1 | 22 | 23 | 0 | 1 | 1 | 0 | 0 | 23 |
| TOTALS | 78 | 0 | 25 | 53 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |
| VEHICLE TYPE | | | | | | | | | | | |
| Passenger | 44 | 0 | 17 | 27 | 44 | 0 | 7 | 1 | 3 | 3 | 49 |
| Pickup | 20 | 0 | 3 | 17 | 20 | 0 | 0 | 0 | 0 | 0 | 24 |
| SUV | 4 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Tractor with Semi-Trailer | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Van/Mini-Van | 6 | 0 | 3 | 3 | 6 | 0 | 3 | 1 | 1 | 1 | 8 |
| Unknown | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTALS | 78 | 0 | 25 | 53 | 78 | 0 | 10 | 2 | 4 | 4 | 93 |

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| Sherman | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | | |
|--------------------------|-------------------|-----------|-----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|-----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | |
| DRIVER CONDITION | | | | | | | | | | | | |
| Normal | 67 | 0 | 25 | 42 | 67 | 0 | 6 | 0 | 2 | 4 | 61 | |
| Other/Unknown | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | |
| TOTALS | 75 | 0 | 25 | 50 | 75 | 0 | 6 | 0 | 2 | 4 | 69 | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 16 | Male | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 17 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| | Male | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 18 | Female | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | Male | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 19 | Female | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 20 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 21 | Female | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 22-24 | Female | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | Male | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 25-29 | Female | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | |
| | Male | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 30-34 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| | Male | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 35-39 | Male | 5 | 0 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 4 | |
| 40-44 | Female | 6 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | |
| | Male | 9 | 0 | 3 | 6 | 0 | 1 | 0 | 0 | 1 | 8 | |
| 45-49 | Female | 4 | 0 | 4 | 0 | 4 | 2 | 0 | 1 | 1 | 2 | |
| | Male | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 50-54 | Female | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | |
| | Male | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 55-59 | Female | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | Male | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 60-64 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| 65-69 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| | Male | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 70-74 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 75-79 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | |
| 80-84 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 95-98 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| Unknown | Not Stated | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | |
| TOTALS | | 75 | 0 | 25 | 50 | 75 | 0 | 6 | 0 | 2 | 4 | 69 |

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 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2004 thru 12/31/2004

| Sherman | PASSENGER AGE/GENDER | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|---------------|----------------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|----------|----------|-----------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| | 3 Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 10-14 Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 10-14 Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 17 Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 17 Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 19 Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 21 Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 22-24 Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 25-29 Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 30-34 Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 35-39 Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 40-44 Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| | 55-59 Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 65-69 Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Unknown Female | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Unknown Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Unknown Not Stated | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | | 28 | 0 | 13 | 15 | 28 | 0 | 4 | 2 | 2 | 0 | 24 |