



City Summary Crash Report

1/1/2017 to 12/31/2017

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

Alma	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	3	0	1	2	5	0	4	0	3	1	8
Rain	1	0	1	0	1	0	1	0	1	0	0
TOTALS	4	0	2	2	6	0	5	0	4	1	8
TYPE OF CRASH											
Angle	1	0	1	0	2	0	4	0	3	1	0
Animal	1	0	0	1	1	0	0	0	0	0	2
Fixed Object	1	0	1	0	1	0	1	0	1	0	0
Rear End	1	0	0	1	2	0	0	0	0	0	6
TOTALS	4	0	2	2	6	0	5	0	4	1	8



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
CLASS OF CITY												
0 TO 2,500	4	0	2	2	6	0	5	0	4	1	8	
TOTALS	4	0	2	2	6	0	5	0	4	1	8	
ROAD SURFACE CONDITION												
Dry	3	0	1	2	5	0	4	0	3	1	8	
Wet	1	0	1	0	1	0	1	0	1	0	0	
TOTALS	4	0	2	2	6	0	5	0	4	1	8	



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		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
CLASS OF TRAFFICWAY												
County & Local Roads Rural		1	0	0	1	1	0	0	0	0	0	2
Unmarked Highway Rural		3	0	2	1	5	0	5	0	4	1	6
TOTALS		4	0	2	2	6	0	5	0	4	1	8
DAY OF WEEK												
Monday		2	0	2	0	3	0	5	0	4	1	0
Tuesday		1	0	0	1	1	0	0	0	0	0	2
Friday		1	0	0	1	2	0	0	0	0	0	6
TOTALS		4	0	2	2	6	0	5	0	4	1	8



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TIME OF DAY												
11 AM	1	0	1	0	2	0	4	0	3	1	0	0
3 PM	1	0	0	1	2	0	0	0	0	0	0	6
7 PM	1	0	1	0	1	0	1	0	1	0	0	0
8 PM	1	0	0	1	1	0	0	0	0	0	0	2
TOTALS	4	0	2	2	6	0	5	0	4	1	0	8



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	1	0	1	0	1	0	1	0	1	0	0
Daylight	3	0	1	2	5	0	4	0	3	1	8
TOTALS	4	0	2	2	6	0	5	0	4	1	8
ROAD DEFECTS											
No Defects	4	0	2	2	6	0	5	0	4	1	8
TOTALS	4	0	2	2	6	0	5	0	4	1	8



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
No Controls	2	0	1	1	2	0	1	0	1	0	2
Other Regualtory Sig	1	0	0	1	2	0	0	0	0	0	6
Stop Sign/Flasher	1	0	1	0	2	0	4	0	3	1	0
TOTALS	4	0	2	2	6	0	5	0	4	1	8
ROADWAY FEATURE											
Not Applicable	4	0	2	2	6	0	5	0	4	1	8
TOTALS	4	0	2	2	6	0	5	0	4	1	8



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER CONDITION											
Illness	1	0	1	0	1	0	1	0	1	0	0
Normal	5	0	2	3	5	0	2	0	1	1	3
TOTALS	6	0	3	3	6	0	3	0	2	1	3



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
18												
	Male	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
30-34												
	Female	2	0	1	1	2	0	1	0	1	0	1
50-54												
	Male	1	0	1	0	1	0	1	0	1	0	0
55-59												
	Female	1	0	1	0	1	0	1	0	0	1	0
TOTALS		6	0	3	3	6	0	3	0	2	1	3



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
03												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	1	0	1	0	1	0	1	0	0
05												
	Male	1	0	0	1	1	0	0	0	0	0	1
22-24												
	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
45-49												
	Female	1	0	0	1	1	0	0	0	0	0	1
60-64												
	Male	1	0	1	0	1	0	1	0	1	0	0
TOTALS		7	0	2	5	7	0	2	0	2	0	5



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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

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

VEHICLE DEFECTS

None	6	0	3	3	6	0	5	0	4	1	8
TOTALS	6	0	3	3	6	0	5	0	4	1	8

VEHICLE TYPE

Passenger	3	0	1	2	3	0	2	0	2	0	7
Pickup	2	0	1	1	2	0	1	0	1	0	1
SUV	1	0	1	0	1	0	2	0	1	1	0
TOTALS	6	0	3	3	6	0	5	0	4	1	8

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.