LAB EXERCISES IN TRAFFIC ENGINEERING

by

SATISH MOHAN

B. Tech., (Hons)(Civil)
Indian Institute of Technology
Kharagpur, India
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INTRODUCTION

The purpose of this report is to equip the Department of Civil Engineering at Kansas State University with a set of lab exercises to be used for an M. S. course, Traffic Engineering I. Excepting "Highway Capacity" all topics covered in the course have been included in 9 Chapters as below:

I Volume Studies
II Speed Studies
III Travel Time and Delay Studies
IV Intersection Delay Studies
V Intersection Sight Distances
VI Traffic Signal Systems and Networks
VII Parking Studies
VIII Intersection Design and Control
IX Accident Studies

2. Efforts were made to collect data used in exercises from real life situations and local conditions to give the student a feel of the types and dimensions of problems he may be called upon to tackle in his profession. Field exercises were undertaken in Manhattan, for Speed and Travel Time and Delay Studies while real data from published studies have been used in problems on Parking and Accident Studies. Data from field-surveys conducted in Manhattan during Traffic Engineering and Safety Seminar held at Kansas State University in May, 1975, has been used for an exercise on Intersection Volume Studies. In a few exercises of supplemental value, where the aim has been to clarify the definitions of various significant terms, data have been fabricated. Statistical checks have been applied to test the validity of data used in exercises on Speed Studies and Travel Time and Delay Studies.

3. Care has been taken to limit the scope of each problem so that a student could work out its solution in one or two three-hour lab sessions. Actual solutions will depend upon availability of funds, equipment and personnel with the organization and will involve various administrative and community decisions like demolition of structures, aesthetic requirements of a city, trade-offs involved at various stages in long-range solutions, coordination with concerned agencies, expectation level of people and public reaction to any suggested changes.

Some of the problems could perhaps be taken up as class projects in Traffic Engineering II course. Such projects will be more meaningful if the association of the concerned city department is sought, and in that case it may perhaps be necessary to modify the scope of such problems to accommodate the requirements of the city.

4. Most commonly occurring type of problems have been chosen for various chapters.

Volume Studies contain three problems, one on computation of AADT from coverage counts using daily and seasonal expansion factors, one on setting up a traffic counting schedule for the city of Manhattan and one on intersection volume studies.

Speed Studies include six problems. The first four problems involve various analyses of spot speed data and the last two require computation of Time Mean Speed and Space Mean Speed. A knowledge of the precise distinction between the two mean speeds is very necessary to a traffic engineer. It is most important that the same mean should be used throughout any investigation so that all comparisons are fair. There is a danger that a comparison of mean speeds measured some years apart, or by different investigators will be invalid, because they are not of the same kind.

A problem on Travel Time and Delay Studies requires detailed analysis of travel time study data collected by the average car method while another problem defines commonly used terms for various types of delays and speeds.

Intersection Delay Studies include a problem detailing the calculator method. The problem of visibility at intersections has been approached in an exercise on Intersection Sight Distances. Detailed notes prepared by Northwestern University on Intersection Sight Distances have been enclosed with the problem statement. A problem requiring use of sight angle board to determine safe approach speed(s) has been set up as a field exercise.

Time space diagrams have been used for timing the progression system for a balanced and for a preferential situation in the chapter on Traffic Signal Systems and Networks.

An exercise on Parking Studies requires analysis of usage and turn-over study data, while another exercise involves the design of a parking lot with the objective of providing maximum number of spaces.

Another problem, the partial design of a diamond interchange, requires the use of a technique developed by the Texas Transportation Institute, which includes the use of probability of cycle failure curves for cycle split.

Lastly, a problem on Accident Studies requires complete analysis of a set of accident reports on a high accident intersection to set up a step by step approach to remedial measures for improving the accident situation at this location.

Dept. of Civil Engineering
Kansas State University
Manhattan, Kansas 66506

subject LAB EXERCISES IN TRAFFIC ENGINEERING

title VOLUME STUDIES - PROBLEM STATEMENT

Attached is a set of hourly traffic volume data, recorded in the vicinity of downtown, and counts at key and master stations.

Compute Peak Hour Volumes, AADT for each station based on 24-hr. as well as short counts, and analyze the data as required in the problem-statement.

The procedures to be used in the solution may be studied in the following references:

1. "Measuring Traffic Volumes," NCUT Procedure Manual 3A.
2. "Traffic Engineering - Theory & Practice", by L. J. Pignataro - Chapter 9.
3. "Fundamentals of Traffic Engineering", by Kennedy, Kell and Homburger - Chapter 4.

PROBLEM 1

Vehicular traffic volumes were recorded, hourly, for 24-hour periods at several locations in the vicinity of downtown, during summer. The attached table lists hourly volumes for Station A for each of three weekdays (W, Th, F). Shown also are 24-hour counts for Stations B, C, and D.

1. Compute peak hour volume for each of the 24-hour counts, as a percentage of the total 24-hour volume.

2. Assume that Station A is a control station for Stations B, C, and D, and that the count at Station B was made on Wednesday, that at Station C on Thursday and that at Station D on Friday. From a Key Station count, we get the following information on 24-hour volumes at that Key Station for the same days that the control station was operating.

Sunday	3846	Thursday	4608
Monday	4023	Friday	4284
Tuesday	4069	Saturday	4414
Wednesday	3927		

and, from our Master Count Station we get the following data,

AADT = 5456

and, the 24-hour volumes at the Master Station for the same days of the week that the key station operates are

Sunday	5860	Thursday	6785
Monday	6073	Friday	6312
Tuesday	6114	Saturday	6498
Wednesday	5970		

Compute the AADT for the Key Station, Control Station A and Stations B, C, and D.

3. Compute the AADT for Stations B, C, and D assuming that counts were only made at B, C, and D for the following periods, on their respective day of operation,

   a. Counts at B, C, and D for the two-hour period of 9-10 a.m. and 2-3 p.m.

   b. Counts at B, C, and D for the four-hour period of 7-9 a.m. and 4-6 p.m.

   c. Counts at B, C, and D for the eight-hour period of 7-11 a.m. and 2-6 p.m.

   d. Counts at B, C, and D for the five-hour period of 1-6 p.m.

4. Compute the 24-hour volume of traffic at B, C, and D from the short counts for the day of operation of Stations B, C, and D. What is the percent variation between estimated and actual 24-hour volume for each short count case?

5. Comment on the following,

   a. Differences in traffic flow patterns of streets A, B, C, and D. (Plotting hourly values as percentage of 24-hour values will aid in identifying differences.)

   b. Relative accuracy of the different short-count methods in estimating 24-hour volumes.

Table I-1

HOURLY TRAFFIC VOLUMES AND PERCENTAGES

OF TOTAL DAILY TRAFFIC AT DIFFERENT LOCATIONS

Time	Street A						Other Streets					
	A_W		A_{Th}		A_F		B_W		C_{Th}		D_F	
	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%
12-1 A	90	1.3	133	1.6	119	1.5	59	1.4	84	2.0	156	1.5
1-2	35	0.5	58	0.7	62	0.8	19	0.5	39	0.9	58	0.5
2-3	9	0.1	29	0.3	21	0.3	13	0.3	11	0.3	23	0.2
3-4	5	0.1	10	0.1	9	0.1	5	0.1	7	0.2	11	0.1
4-5	9	0.1	9	0.1	7	0.1	3	0.1	2	0.1	11	0.1
5-6	9	0.1	9	0.1	8	0.1	10	0.2	9	0.2	12	0.1
6-7	52	0.8	45	0.5	40	0.5	41	1.0	21	0.5	73	0.7
7-8	509	7.4	473	5.7	359	4.6	219	5.3	246	6.0	557	5.1
8-9	523	7.6	657	7.9	613	7.9	219	5.3	412	10.0	771	7.1
9-10	358	5.2	431	5.2	441	5.7	224	5.4	173	4.2	682	6.3
10-11	395	5.7	485	5.8	424	5.5	168	4.1	160	3.9	571	5.2
11-12	468	6.8	481	5.8	458	5.9	238	5.7	149	3.6	643	5.9
12-1 P	487	7.1	618	7.4	576	7.4	233	5.6	242	5.9	701	6.4
1-2	438	6.3	512	6.1	477	6.2	217	5.2	202	4.9	649	6.0
2-3	365	5.3	491	5.9	440	5.7	254	6.1	192	4.6	619	5.7
3-4	442	6.4	538	6.4	453	5.9	277	6.7	199	4.8	668	6.1
4-5	515	7.5	656	7.8	593	7.7	337	8.1	331	8.0	829	7.6
5-6	647	9.4	727	8.7	657	8.5	394	9.5	484	11.7	1166	10.7
6-7	375	5.4	463	5.5	471	6.1	277	6.7	291	7.0	668	6.1
7-8	347	5.0	434	5.2	411	5.3	269	6.5	242	5.9	579	5.3
8-9	258	3.7	359	4.3	478	6.2	198	4.8	183	4.4	460	4.2
9-10	214	3.1	310	3.7	265	3.4	186	4.5	162	3.9	343	3.2
10-11	188	2.7	264	3.2	183	2.4	168	4.1	156	3.8	372	3.4
11-12	167	2.4	171	2.0	171	2.2	114	2.8	133	3.2	277	2.5
24 hr. Totals	6905	100.0	8363	100.0	7736	100.0	4142	100.0	4130	100.0	10899	100.0

PROBLEM 2

The enclosed map of the City of Manhattan shows the existing physical street system. You are required to locate the following traffic counting stations and set up a 1-year schedule of counting for the various types of counting stations.

1. Major Control Stations

2. Minor Control Stations

3. Key Stations

4. Coverage Count Stations

Also, locate,

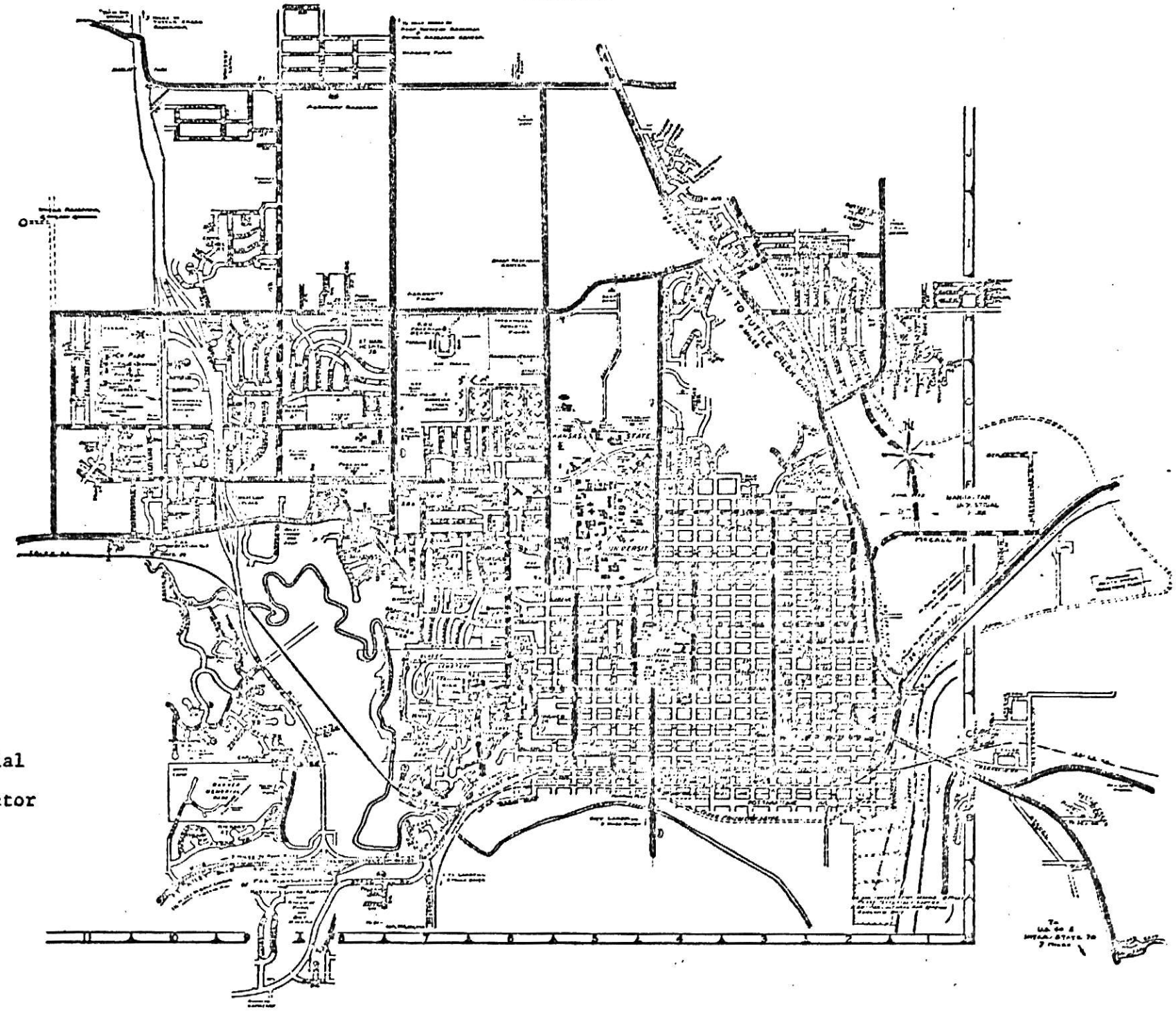
1. Central Traffic District Cordon Line

2. Screen Line

Norms and principles laid down in NCUT procedure manual 3A -"Measuring Traffic Volumes"and in Chapter 9 of text, for locating the above counting stations and lines, may be followed. Different stations may be shown with different dots on the map.

For this problem, it may be assumed that the city is developing a systematic traffic volume counting program for the first time, and only the stationary count method is used for coverage counts.

MANHATTAN
KANSAS



Arterial

Collector

Fig. I-1

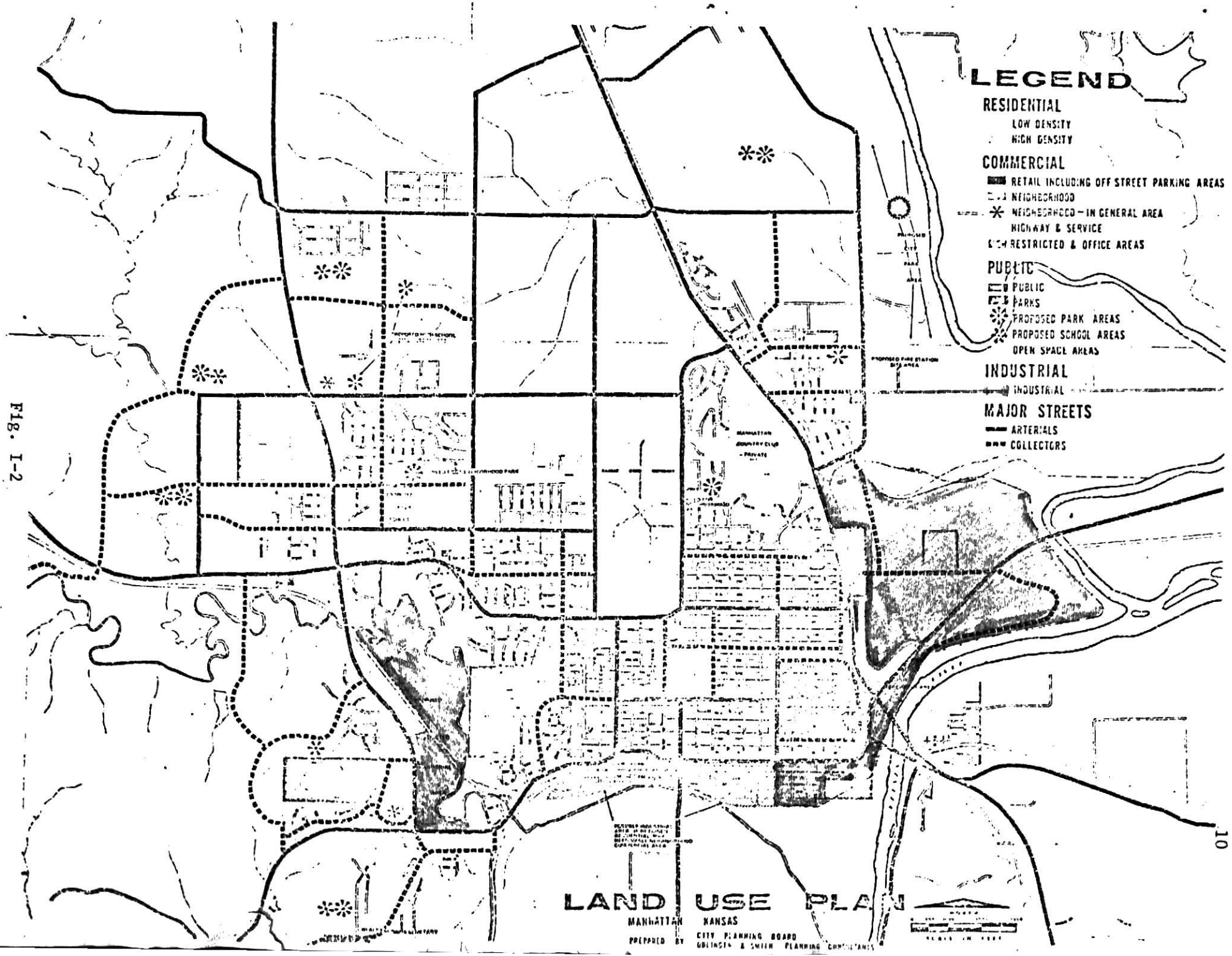

LEGEND
RESIDENTIAL
LOW DENSITY
HIGH DENSITY
COMMERCIAL
RETAIL INCLUDING OFF STREET PARKING AREAS
NEIGHBORHOOD
NEIGHBORHOOD – IN GENERAL AREA
HIGHWAY & SERVICE
RESTRICTED & OFFICE AREAS
PUBLIC
PUBLIC
PARKS
PROPOSED PARK AREAS
PROPOSED SCHOOL AREAS
OPEN SPACE AREAS
INDUSTRIAL
INDUSTRIAL
MAJOR STREETS
ARTERIALS
COLLECTORS
MANHATTAN COUNTRY CLUB - PRIVATE
LAND USE PLAN
MANHATTAN KANSAS
CITY PLANNING BOARD

Fig. I-2

MANHATTAN
KANSAS

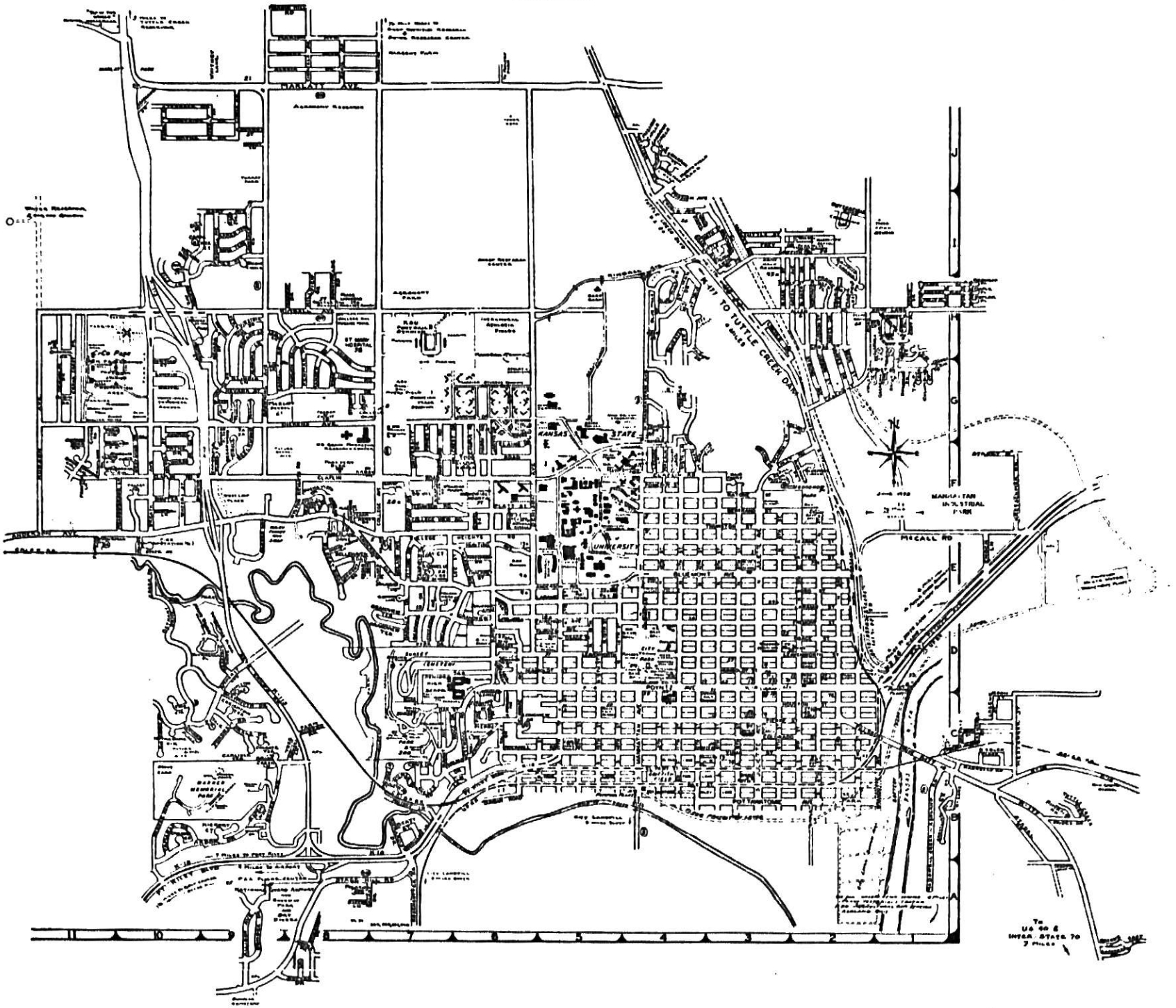


Fig. I-3

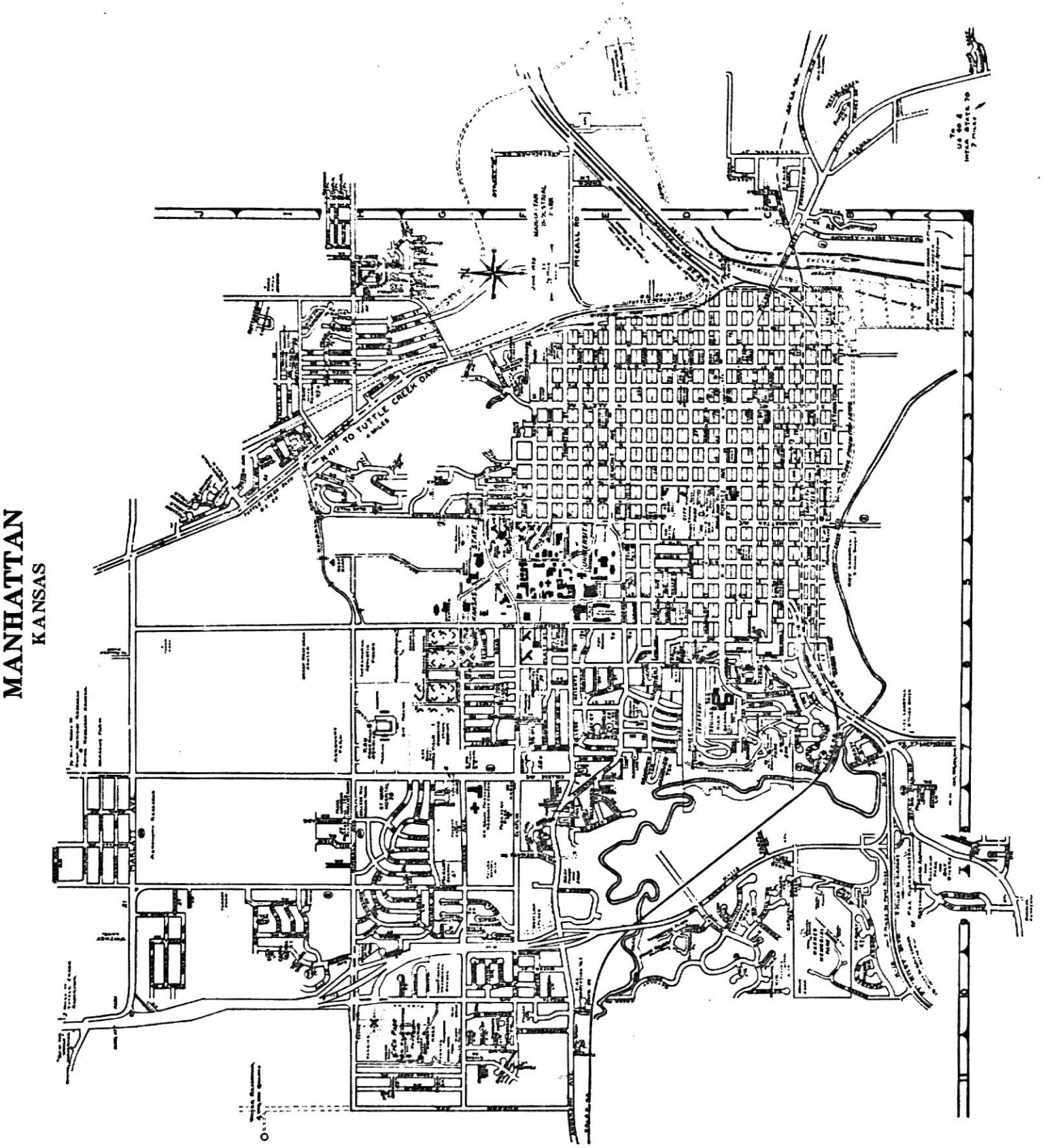

MANHATTAN
KANSAS
TO TUTTLE CREEK DAM
MANHATTAN INDUSTRIAL PARK
MCCALL RD
UNIVERSITY

Fig. I-4

PROBLEM - 3

To study the efficiency of traffic operations on the intersection of Anderson and Sunset, all vehicular movements by five-minute increments were counted and recorded on May 15, 1975, from 3:30 P.M. to 5:30 P.M. All the four approaches of the said intersection were counted. Traffic Volumes as recorded are enclosed on traffic volume field sheets. You are required to summarize and tabulate volume data on the following sheets, for all approaches.

(i) Approach Volume Summary Sheet TM-5

(ii) Traffic Volume Summary Sheet TM-3

2. Analyze the data to determine the following:

(i) Determine the peak hour (the 12 consecutive five-minute increments containing the greatest total volume of traffic). Use TM-5.

(ii) Prepare a graphic summary on TM-3, for that hour, for each approach.

(iii) Determine the peak 15 minutes on each approach within the peak hour.

(iv) Calculate the peak hour factor for each approach.

(v) Determine the percentage of left and right turning vehicles, on each approach for the peak hour.

TRAFFIC VOLUME FIELD SHEET

Intersection of Johnson With Sunset Date [illegible]

Approach N. B. Time Start this Sheet [illegible]

Sheet 1 Of 3 Cycle Length 50 sec.

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
3:30 – 3:35	𝍸 𝍸 I	𝍸 𝍸 I	𝍸 II	29	
3:35 – 3:40	𝍸 IIII	𝍸 𝍸 𝍸	𝍸 III	32	
3:40 – 3:45	𝍸	𝍸	𝍸	15	
3:45 – 3:50	III	𝍸 𝍸 𝍸 I	𝍸 II	26	
3:50 – 3:55	𝍸 I	𝍸 III	𝍸 II	23	
3:55 – 4:00	𝍸 𝍸 II	𝍸 𝍸 II	𝍸 II	31	
4:00 – 4:05	𝍸 III	𝍸 𝍸 I	IIII	22	
4:05 – 4:10	𝍸 I	𝍸 IIII	I	16	
4:10 – 4:15	𝍸 𝍸	𝍸 IIII	II	21	
4:15 – 4:20	𝍸 IIII	𝍸 𝍸	𝍸 I	25	

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. 7-7 Recorder TM-1

TRAFFIC VOLUME FIELD SHEET

Intersection of Madison With Sunset Date [illegible]

Approach N. B. Time Start this Sheet 4:20

Sheet 2 Of 3 Cycle Length 60 Sec

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
4:20–4:25	18	9	2	28	X
4:25–4:30	10	10	2	22	
4:30–4:35	6	10	5	21	
4:35–4:40	5	10	3	18	
4:40–4:45	5	7	8	20	
4:45–4:50				16	
4:50–4:55				32	
4:55–5:00				30	
5:00–5:05				35	
5:05–5:10				30	X

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. 7-8 Recorder TM-1

TRAFFIC VOLUME FIELD SHEET

Intersection of Anderson With Sunset Date 5-15-75

Approach N.B. Time Start this Sheet 5^{10}

Sheet 3 Of 3 Cycle Length 50 Sec

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
5^{10} 5^{15}	卌 卌 卌 I	卌 卌 卌 III	III	37	X
5^{15} 5^{20}	卌 卌 卌	卌 卌 卌 II	卌	37	
5^{20} 5^{25}	卌 III	卌 卌	I	19	X
5^{25} 5^{30}	卌 卌 III	卌 卌 卌		28	

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. 7-8 Recorder

TRAFFIC VOLUME FIELD SHEET

Intersection of Anderson With Sunset Date [illegible]

Approach S.B. Time Start this Sheet [illegible]

Sheet 1 Of 3 Cycle Length 50 Sec

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
3:30 3:35	13	9	0	22	X X X
3:35 3:40	15	14	2	31	X
3:40 3:45	16	5	0	21	
3:45 3:50	13	11	1	25	
3:50 3:55	8	16	0	24	X X
3:55 4:00	7	16	1	23	X X
4:00 4:05	13	12	2	27	X X X
4:05 4:10	8	16	1	25	X
4:10 4:15	7	8	1	16	
4:15 4:20	12	11	2	25	X X X

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. 2-8 Recorder TM-4

TRAFFIC VOLUME FIELD SHEET

Intersection of Anderson With Sunset Date 5-15

Approach S.B. Time Start this Sheet 4:30

Sheet 2 Of 3 Cycle Length [illegible]

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
4:20 4:25	11 ~~IIII~~ ~~IIII~~ ~~II~~	I ~~IIII~~ ~~IIII~~ ~~IIII~~		34	X
4:25 4:30	IIII ~~IIII~~ ~~IIII~~	I ~~IIII~~	II	22	
4:30 4:35	IIII ~~IIII~~ ~~IIII~~	IIII ~~IIII~~ ~~IIII~~	II	30	X
4:35 4:40	I ~~IIII~~	II ~~IIII~~ ~~IIII~~	II	20	
4:40 4:45	I ~~IIII~~ ~~IIII~~	IIII ~~IIII~~	III	23	
4:45 4:50	IIII ~~IIII~~	IIII	III	16	
4:50 4:55	(13) IIII ~~IIII~~	(5) ~~IIII~~	(2) II	17	
4:55 5:00	(7) II ~~IIII~~	(7) II ~~IIII~~	(1) I	15	X X
5:00 5:05	IIII (19) ~~IIII~~ ~~IIII~~ ~~IIII~~	(11) I IIII ~~IIII~~	(3) III	33	X X X X X X X
5:05 5:10	(10) ~~IIII~~ ~~IIII~~	(13) IIII ~~IIII~~ ~~IIII~~	(2) II	25	X X X

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. 7-1 Recorder [illegible] Time [illegible]

TRAFFIC VOLUME FIELD SHEET

Intersection of Anderson With Sunset Date 5-15-7

Approach S.B. Time Start this Sheet 5 10

Sheet 3 Of 3 Cycle Length 50 Sec

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
5 10 5 15	1 ~~IIII~~ ~~IIII~~ ~~IIII~~	~~IIII~~ ~~IIII~~ ~~IIII~~	1	22	X
5 15 5 20	III ~~IIII~~	II ~~IIII~~	1 ~~IIII~~	22	1
5 20 5 25	~~IIII~~	II ~~IIII~~	II	14	
5 25 5 30	II ~~IIII~~	III ~~IIII~~ ~~IIII~~	1	21	

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. 7-7 Recorder TM-1

TRAFFIC VOLUME FIELD SHEET

Intersection of [illegible] With [illegible] Date [illegible]

Approach _____ Time Start this Sheet 3:30

Sheet 1 Of 3 Cycle Length 50

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
[illegible]	2	33	5	40	
[illegible]	0	32	8	40	
3 40 3 45	1	35	2	38	
3 45 3 50	0	31	5	36	
[illegible]	0	40	4	44	
[illegible]	3	35	7	45	
4 00 4 05	0	27	11	38	
4 05 4 10	3	37	13	53	
4 10 4 15	1	36	8	45	
4 15 4 20	1	36	5	42	

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. [illegible] Recorder [illegible] TM-4

TRAFFIC VOLUME FIELD SHEET

Intersection of Anderson With Sunset Date 5-15-

Approach SB Time Start this Sheet 4 20

Sheet 2 Of 3 Cycle Length 50 Sec.

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
4 20 4 25	3	26	5	34	
4 25 4 30	1	25	7	33	
4 30 4 35	1	28	10 11	50	
4 35 4 40	3		15	81	
4 40 4 45	0	52	17	69	
4 45 4 50	2	39	8	49	
4 50 4 55	0	41	7	48	
4 55 5 00	0	35	6	44	
5 00 5 05	2	42	9	53	
5 05 5 10	3	35	7	45	

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. 7-8 Recorder TM-4

TRAFFIC VOLUME FIELD SHEET

Intersection of Anderson With Sunset Date

Approach EB Time Start this Sheet 5 10

Sheet 3 Of 3 Cycle Length 50 Sec

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
5:10 5:15	2	27	5	36	
5:15 5:20	0	40	4	44	
5:20 5:25	1	32	7	40	
5:25 5:30	2	40	5	47	

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. 7-8 Recorder TM-4

TRAFFIC VOLUME FIELD SHEET

Intersection of _____ With _____ Date _____

Approach N.B. Time Start this Sheet _____

Sheet 1 Of 3 Cycle Length _____

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
3:30 3:35	4	34	16	54	
3:35 3:40	3	33	15	56	
3:40 3:45	3	36	10	49	
3:45 3:50	4	35	15	56	
3:50 3:55	4	35	15	54	
3:55 4:00	2	31	10	43	
4:00 4:05	7	35	15	57	X
4:05 4:10	4	33	13	50	
4:10 4:15	3	22	13	38	
4:15 4:20	6	20	10	36	

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. 7-8 Recorder _____

TRAFFIC VOLUME FIELD SHEET

Intersection of _____ With _____ Date _____

Approach 4B. Time Start this Sheet _____

Sheet 2 Of 3 Cycle Length _____

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
4:20–4:25	5	43	2	55	
4:25–4:30	5	40	7	52	
4:30–4:35	2	30	15	47	
4:35–4:40	4	36	5	49	
4:40–4:45	16	34		49	
4:45–4:50	3	39		57	
4:50–4:55	2	55	16	73	
4:55–5:00	3	45	4	52	
5:00–5:05	5	54		76	
5:05–5:10		55	7	65	

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. 7-8 Recorder _____ TM 1

TRAFFIC VOLUME FIELD SHEET

Intersection of SUNSET With ANDERSON Date _____

Approach WB Time Start this Sheet 5 10

Sheet 3 Of 3 Cycle Length 50 Sec

Time	Left (L)	Straight (S)	Right (R)	Total (T)	Loaded Cycle
5 10 5 15	4	51	18	73	
5 15 5 20	7	44	11	62	
5 20 5 25	7	48	11	66	
5 25 5 30	1	35	13	49	

Note: When cycle is loaded place an "X" in the "Loaded Cycle" column.

Team No. 7-8 Recorder _____ TM-4

APPROACH VOLUME SUMMARY SHEET

Intersection of _____ With _____ Date _____

Time _____ To _____ City _____ Cycle Length _____

Time	North Approach				South Approach				East Approach				West Approach				Total
	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	T	

L - Left Turn S - Straight Ahead R - Right Turn

Note: Circle the individual approach total column (T) when cycle is loaded.

Team No. _____ Recorder _____ TM-5

APPROACH VOLUME SUMMARY SHEET

Intersection of _____ With _____ Date _____

Time _____ To _____ City _____ Cycle Length _____

Time	North Approach				South Approach				East Approach				West Approach				Total
	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	T	

L - Left Turn S - Straight Ahead R - Right Turn

Note: Circle the individual approach total column (T) when cycle is loaded.

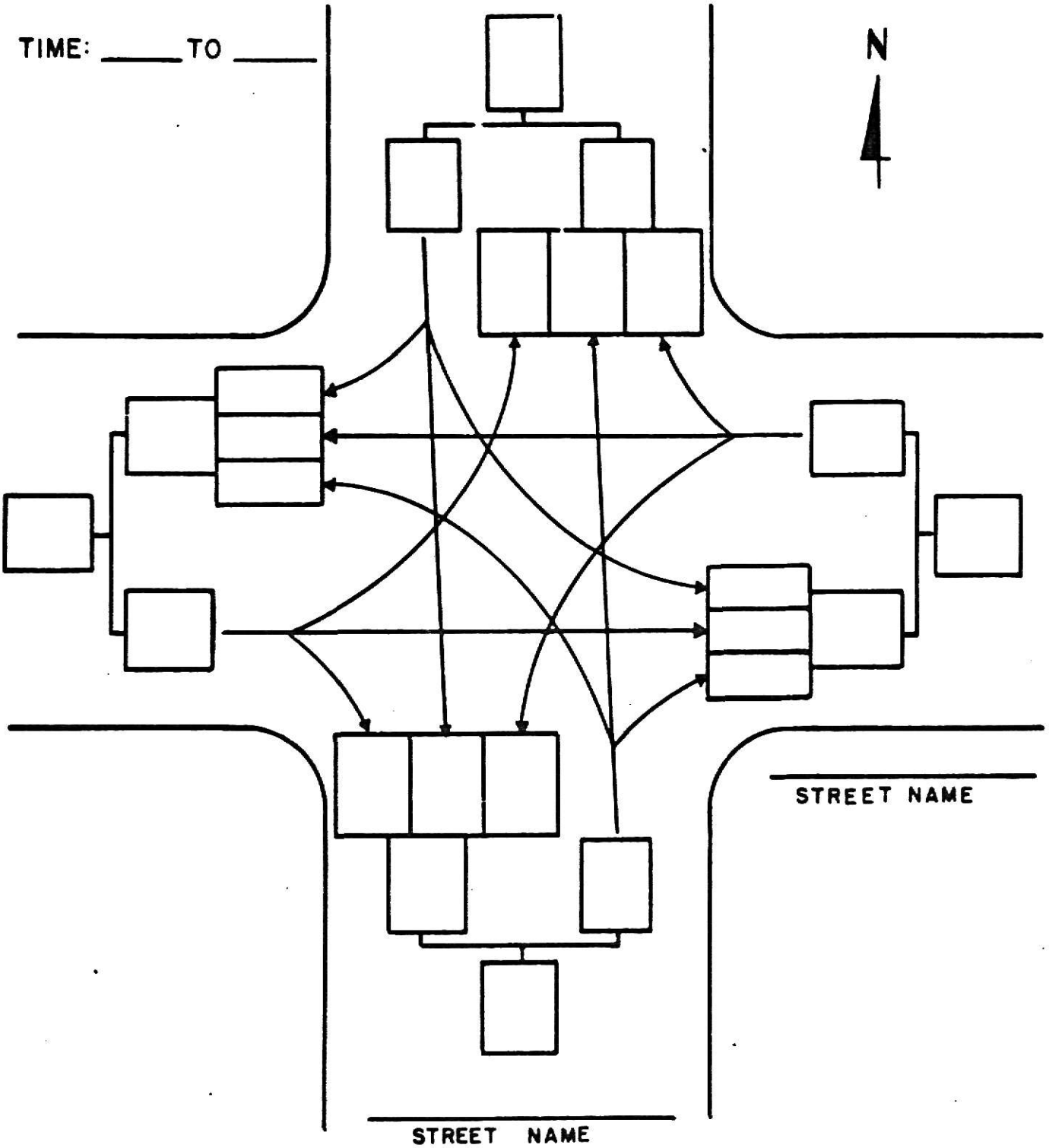
Team No. _____ Recorder _____ TM-5

TRAFFIC VOLUME SUMMARY

CITY _____ DATE _____ DAY _____

INTERSECTION OF _____ AND _____

TIME: _____ TO _____



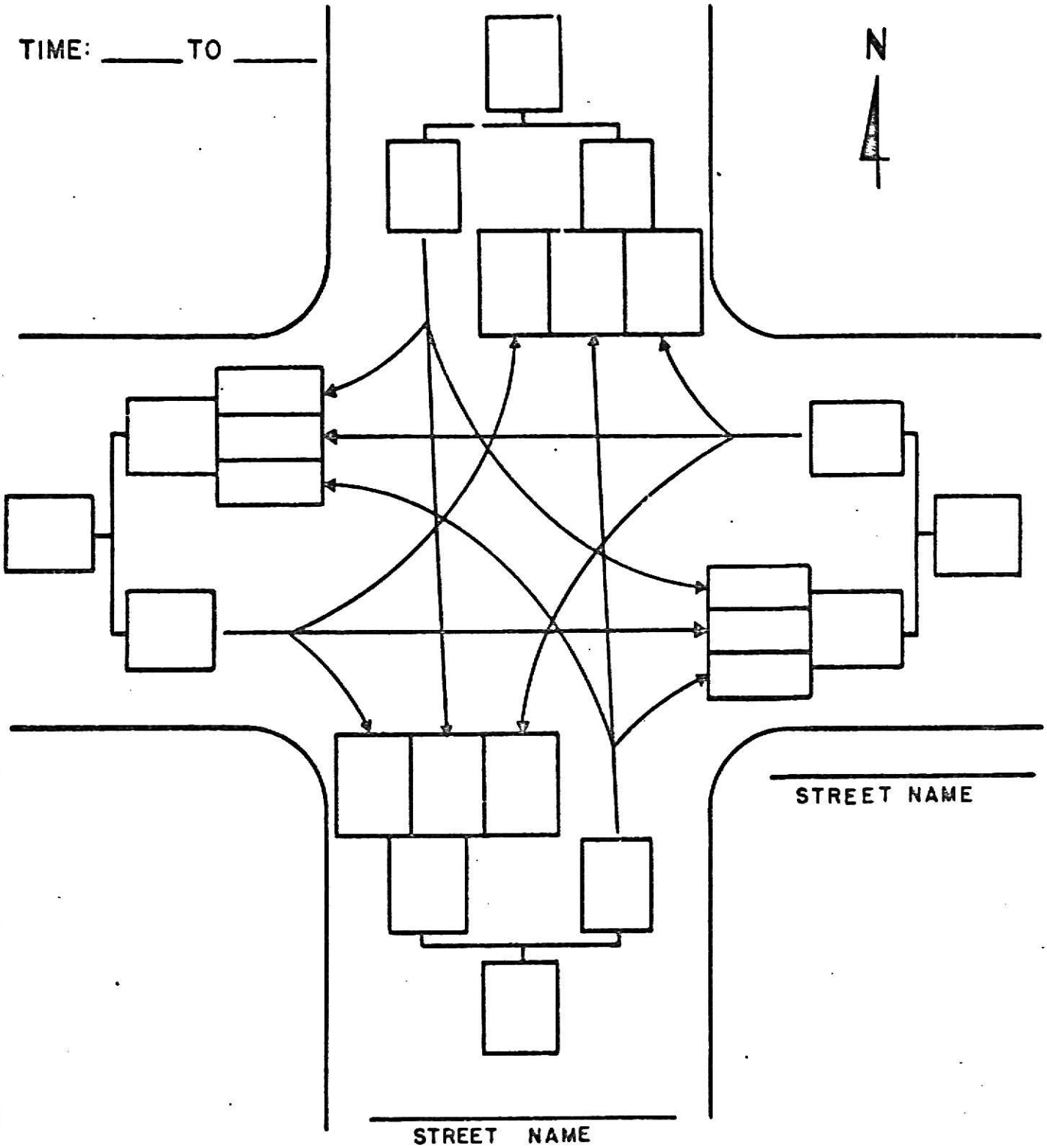
Team No. _____ Recorder _____ TM-3

TRAFFIC VOLUME SUMMARY

CITY _____ DATE _____ DAY _____

INTERSECTION OF _____ AND _____

TIME: _____ TO _____



Team No. Recorder

Dept. of Civil Engineering
Kansas State University
Manhattan, Kansas 66506

subject LAB EXERCISES IN TRAFFIC ENGINEERING

title SPEED STUDIES - PROBLEM STATEMENTS

Attached is a series of work problems on speed studies. These problems are to be worked for details required in their statements. Procedures and other necessary information to be used in the solution of these problems may be studied in the following references:

1. "Traffic Engineering - Theory and Practice," by Louis J. Pignataro - Chapter 8.
2. "Fundamentals of Traffic Engineering," by Kennedy, Kell and Homburger - Chapter 5.
3. "Manual of Traffic Engineering Studies," by ITE - Chapter 3.
4. Paper on "Space Mean Speed Versus Time Mean Speed," by Satish Mohan.

PROBLEM 1

Spot-speed survey conducted with a radar meter on Anderson Avenue, between 1:15 P.M. and 1:30 P.M., on January 7, 1975, gave the following speeds of vehicles:

25	22	25	16	31	25	23
24	20	29	19	25	26	24
33	25	30	18	24	27	25
15	27	31	20	27	28	19
28	27	30	17	25	18	29
25	28	15	23	26	20	22
26	27	18	21	22	21	25
27	21	19	20	22	27	24
26	27	27	24	24	28	32
23	21	35	23	25	29	24
26	24	23	24	24	25	24
24	30	23	22	21	26	37
17	25	17	27	17	20	27
28	26	33	23	23	22	30
26	26	31	25	22	19	26
30	24	23	24	22	21	24
27	32	20	22	23	30	
25	22	19	20	24	29	
25	34	18	20	19	25	
24	23	20	22	18	25	

1. Group the field data and calculate the following:

   (a) Average speed

   (b) 85th percentile speed

   (c) 15th percentile speed

   (d) 50th percentile speed

   (e) Mode and median speeds

2. Draw a cumulative speed curve and read (c), (d) and (e) above.

SPOT SPEED STUDY

Location: _____ (Direction of flow)

On _____ N S E W

Of _____

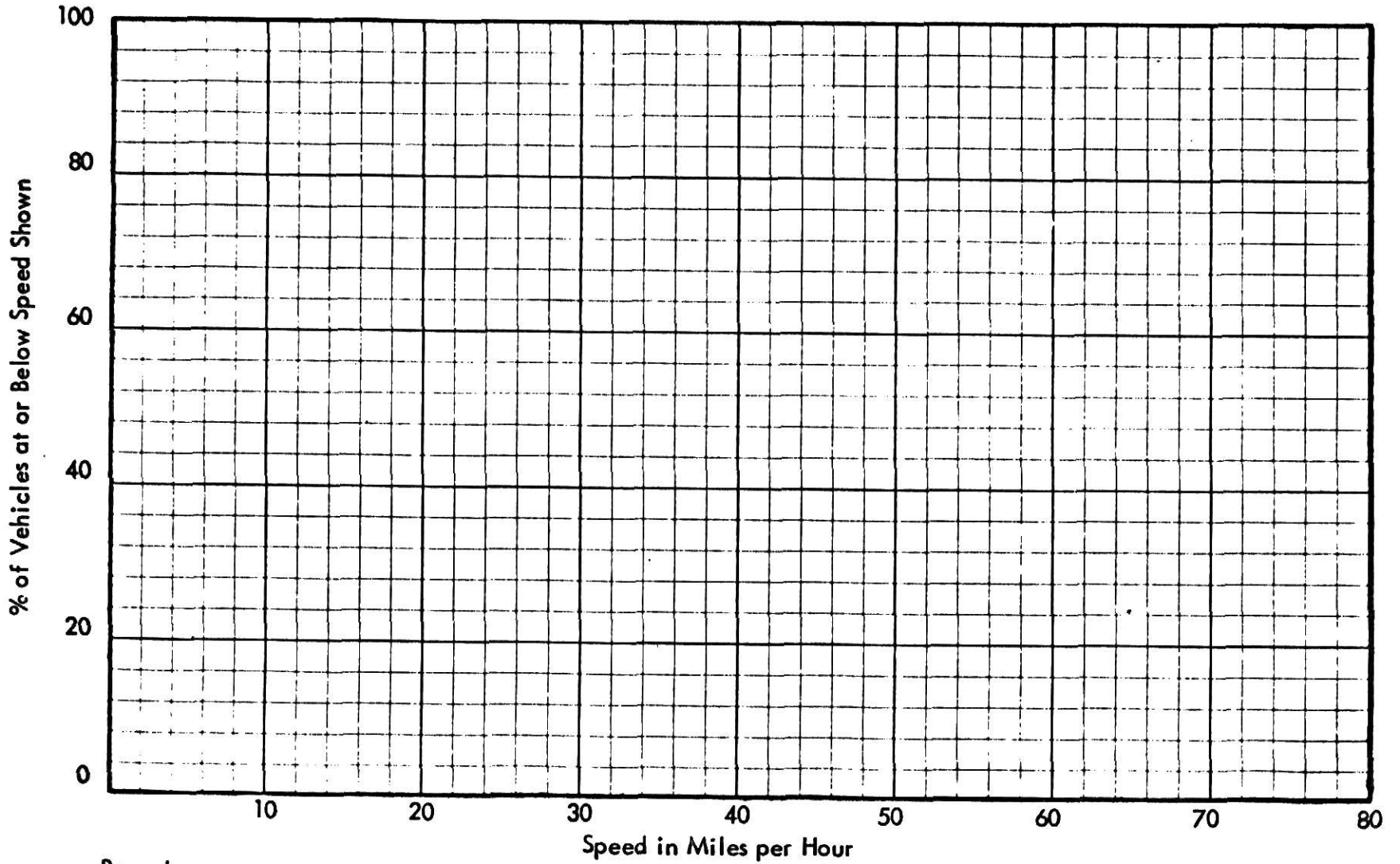
Date _____

Time _____

Weather _____

Drawn by _____

Checked by _____



Remarks _____

Fig. II-1

PROBLEM 2

For the data given in problem 1, compute the following values:

1. The standard deviation.

2. The percent of vehicles in the pace, which is that 10 mph. range of vehicles which includes the most vehicles.

3. Standard error of the means.

(b) What would you recommend as a speed limit on this facility? Explain your reasoning.

PROBLEM 3

Test the observed speed values for fit to normal distribution, using the Chi-square test.

(b) If the data fits the normal distribution, plot the curve and show mean, median and mode therein.

(ii) Also show P_{85} and P_{15} on the curve.

(iii) Compute the pace value from the normal curve.

PROBLEM 4

A 20 mph. speed limit sign was installed on Anderson Avenue, and spot speed survey was repeated in February 1975. Analysis of this sample data gave the following information:

Mean speed = 22.5 mph.

Variance = 4.0

Sample size = 150

(a) Did the posted speed limit cause the average speeds to change?

(b) If a standard error of not more than 0.5 mph. is desired, is the sample size of 150, adequate?

Use "before data" from Problem 1.

PROBLEM 5

Test runs made on a section of highway gave the following measurements:

Run	Overall Travel-time (Min.)	Overall Travel Speed (mph.)
1	3.0	60
2	3.6	50
3	4.5	40
4	6.0	30

Calculate:
1) Time mean speed
2) Space mean speed
3) Average travel time

PROBLEM 6

Speed studies made on a road in United Kingdom gave the following data:

Speed Range (mph.)	Volume (vph.)
2-5	1
6-9	4
10-13	0
14-17	7
18-21	20
22-25	44
26-29	80
30-33	82
34-37	79
38-41	49
42-45	36
46-49	26
50-53	9
54-57	10
58-61	3

Calculate: 1) Time mean speed

2) Space mean speed

Dept. of Civil Engineering
Kansas State University
Manhattan, Kansas 66506

subject LAB EXERCISES IN TRAFFIC ENGINEERING

title TRAVEL TIME AND DELAY STUDIES - PROBLEM STATEMENT

Attached are two problems on travel-time and delay studies. These problems may be solved as required therein. Procedures and other necessary information to be used in the solution of these problems may be studied in the following references:

1. "Determining Travel Time," Procedure Manual 3B, National Committee on Urban Transportation.

2. "Manual of Traffic Engineering Studies," Institute of Traffic Engineers - Chapter 3, pp. 37-44.

3. "Traffic Engineering - Theory and Practice," by L. J. Pignataro Chapter 7.

4. "Fundamentals of Traffic Engineering," by Kennedy, Kell and Homburger - Chapter 6.

PROBLEM 1

Nine test runs were made on Poyntz Avenue in the afternoon of January 8, 1975. Observations recorded for EB runs are enclosed. You are required to check these 9 runs for dispersion and choose the best 6 runs so as to stand the dispersion check. The data for these 6 runs may be analyzed to calculate the following, for each section between two control points. The test runs were made by three teams.

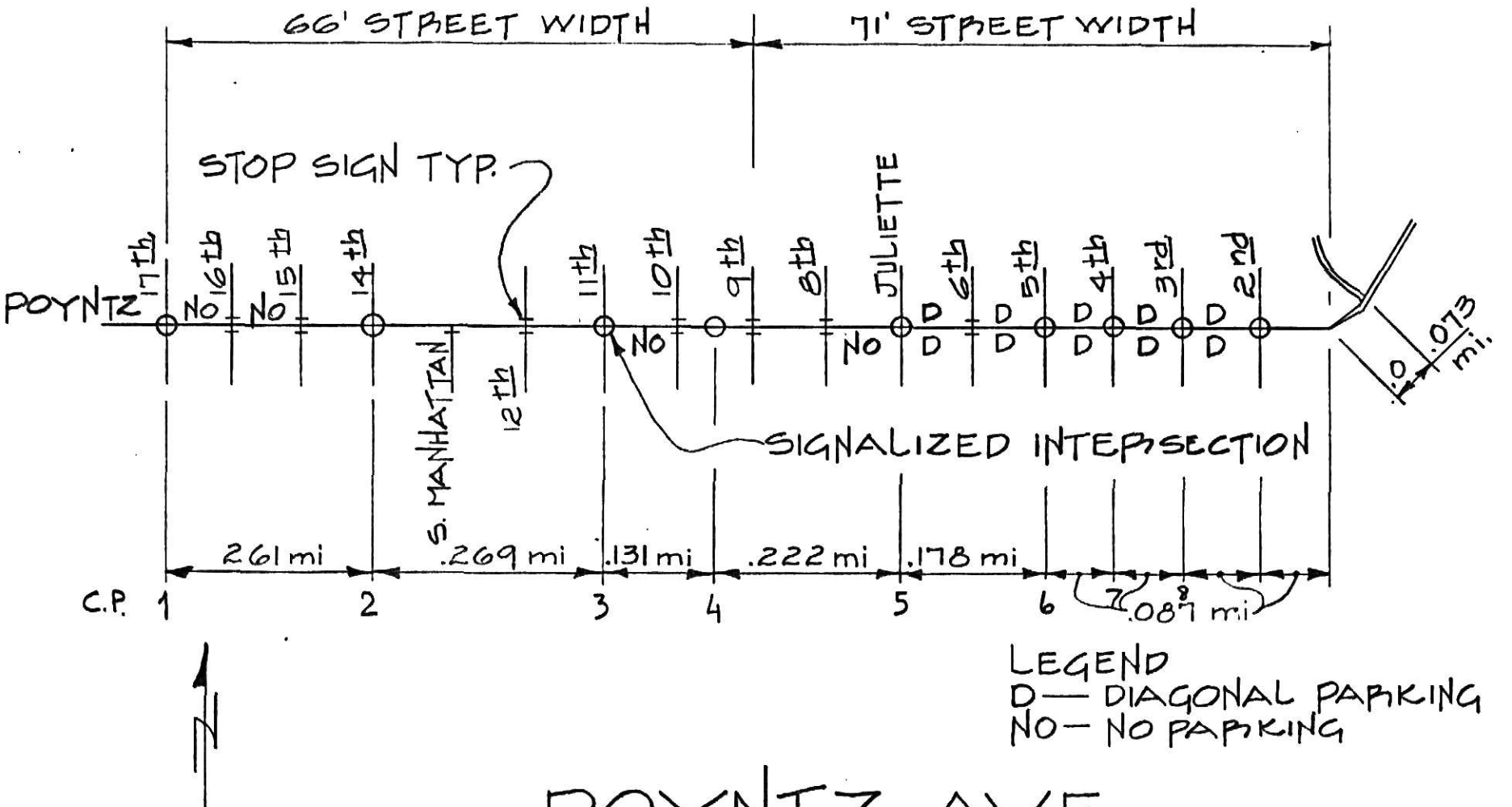
1) Travel time

2) Overall travel speed

3) Rate of motion

4) Delay rate. Standard rate of motion on Poyntz Avenue - an arterial street - may be taken as 2.40 min/mile.

5) Vehicle delay rate. Vol. on each section may be assumed as 1000 vph, in the direction of travel.


66' STREET WIDTH
71' STREET WIDTH
STOP SIGN TYP.
POYNTZ
17th
16th
15th
14th
12th
11th
10th
9th
8th
JULIETTE
6th
5th
4th
3rd
2nd
S. MANHATTAN
NO
D
SIGNALIZED INTERSECTION
.261 mi
.269 mi
.131 mi
.222 mi
.178 mi
.087 mi
.073 mi.
C.P. 1
2
3
4
5
6
7
8
LEGEND
D— DIAGONAL PARKING
NO— NO PARKING

POYNTZ AVE.

TRAVEL TIME AND DELAY STUDY

Group # 9

TEST RUN # 1

ROUTE POYNTZ AVE. BETWEEN 17th Street AND 3rd Street

DIRECTION EB DAY Wednesday DATE 1/8/75 BEGIN TIME 2:16

DRIVER Mc Callum OBSERVER Stalfus WEATHER Fair Wet

Inside Lane

CP	DESCRIPTION	ACCUM. TIME (MIN)	DELAY TIME (MIN)	DELAY* CODE	COMMENTS
1	17th	0' 0"			
2	14th	0' 28"			Green
3	11th	1' 20"	07"	S	
4	Mid Block	1' 40"			
5	Juliet	2' 25"	13"	S	
6	5th	3' 03"	6.5"	S	
7	4th	3' 20"	2.5"	R	
8	3rd	3' 48"	9"	S	

*DELAY CODES:
S - Traffic Signal
R - Vehicle Turning Right
L - Vehicle Turning Left
C - Congestion
P - Vehicle Parking or Unparking
Z - Other (Explain in COMMENTS)

(2)

TRAVEL TIME AND DELAY STUDY

Group # 9
TEST RUN # 3

ROUTE POYNTZ AVE. BETWEEN 17th street AND 3rd Street

DIRECTION EB DAY Wednesday DATE 1/8/75 BEGIN TIME 2:30

DRIVER Mc Callom OBSERVER Cuhwell Stulfus WEATHER Fair Wet

Curb Lane

CP	DESCRIPTION	ACCUM. TIME (MIN)	DELAY TIME (MIN)	DELAY* CODE	COMMENTS
1	17th	0'-0"			
2	14th	0'-34"			
3	11th	1'-20"	10"	S	
4	Mid Block	1'-44"			
5	Joliet	2'-50"	27.5"	S	
6	5th	3'-49"	29.5"	S	
7	4th	4'-16"	9"	P	
8	3rd	4'-50"	6"	P	

*DELAY CODES:
S - Traffic Signal
R - Vehicle Turning Right
L - Vehicle Turning Left
C - Congestion
P - Vehicle Parking or Unparking
Z - Other (Explain in COMMENTS)

Group # 9

TRAVEL TIME AND DELAY STUDY

TEST RUN # 5

ROUTE POYNTZ AVE. BETWEEN 17th Street AND 3rd Street

DIRECTION EB DAY Wednesday DATE 1/8/75 BEGIN TIME 2:45

DRIVER Mc Callum OBSERVER Cornwell WEATHER Fair Wet

CP	DESCRIPTION	ACCUM. TIME (MIN)	DELAY TIME (MIN)	DELAY* CODE	COMMENTS
1	17th	0' 0"			
2	14th	0' - 31"			
3	11th	1' - 01"			
4	Mid Block	1' - 15"			
5	Inlet	1' - 42"			
6	5th	2' - 07"			
7	4th	2' - 24"			
8	3rd	3' - 13"	34"	S-L	

*DELAY CODES:
S - Traffic Signal
R - Vehicle Turning Right
L - Vehicle Turning Left
C - Congestion
P - Vehicle Parking or Unparking
Z - Other (Explain in COMMENTS)

TRAVEL TIME AND DELAY STUDY

Group # 11

TEST RUN # 1

ROUTE POYNTZ AVE. BETWEEN 17th Street AND 3rd Street

DIRECTION EB DAY Wednesday DATE 1/8/75 BEGIN TIME 2:19

DRIVER Yearnet OBSERVER Williams WEATHER Fair Wet

CP	DESCRIPTION	ACCUM. TIME (MIN)	DELAY TIME (MIN)	DELAY* CODE	COMMENTS
1	17th	0' 0"			
2	14th	0' - 43"			
3	11th	1' - 21"	5.1"	S	
4	Mid Block	1' - 43"			
5	Inlet	2' - 27"	13.6"	S-L	
6	5th	3' - 20"	23.2"	S-L	
7	4th	3' - 37"			
8	3rd	4' - 15"	18.1"	S	

*DELAY CODES:
S - Traffic Signal
R - Vehicle Turning Right
L - Vehicle Turning Left
C - Congestion
P - Vehicle Parking or Unparking
Z - Other (Explain in COMMENTS)

(5)

TRAVEL TIME AND DELAY STUDY

Group # 11

TEST RUN # 3

ROUTE POYNTZ AVE. BETWEEN 17th Street AND 3rd Street

DIRECTION EB DAY Wednesday DATE 1/9/75 BEGIN TIME 2:3[illegible]

DRIVER [illegible] OBSERVER M.T. WEATHER Fair Wet

CP	DESCRIPTION	ACCUM. TIME (MIN)	DELAY TIME (MIN)	DELAY* CODE	COMMENTS
1	17th	0' - 0"			
2	14th	0' - 36"			
3	11th	1' - 24"	11"	S	
4	Mid Block	1' - 50"			
5	Fulton	3' - 1"	26.4"	S	
6	5th	3' - 36"			
7	4th	4' - 25"	27.4"	S	
8	3rd	5' - 9"	24.8"	S	

*DELAY CODES:
S - Traffic Signal
R - Vehicle Turning Right
L - Vehicle Turning Left
C - Congestion
P - Vehicle Parking or Unparking
Z - Other (Explain in COMMENTS)

TRAVEL TIME AND DELAY STUDY

Group # 11

TEST RUN # 5

ROUTE POYNTZ AVE. BETWEEN 17th Street AND 3rd Street

DIRECTION EB DAY Wednesday DATE 1/8/75 BEGIN TIME 2:45

DRIVER Tennant OBSERVER C.C. WEATHER Four Wet

CP	DESCRIPTION	ACCUM. TIME (MIN)	DELAY TIME (MIN)	DELAY* CODE	COMMENTS
1	17th	0'-0"			
2	14th	0'-36"			
3	11th	1'-12"			
4	Mid Block	1'-31"			
5	Intersect	2'-05"			
6	5th	3'-05"	23.5"	S	
7	4th	3'-37"	10"	P	
8	3rd	4'-25"	29.9"	S	

*DELAY CODES:
S - Traffic Signal
R - Vehicle Turning Right
L - Vehicle Turning Left
C - Congestion
P - Vehicle Parking or Unparking
Z - Other (Explain in COMMENTS)

(7)

TRAVEL TIME AND DELAY STUDY

Group # 10

TEST RUN # 1

ROUTE POYNTZ AVE. BETWEEN 17th Street AND 3rd Street

DIRECTION EB DAY Wednesday DATE 1/8/75 BEGIN TIME 3:05

DRIVER Garner OBSERVER Colmsee WEATHER Fair Wet

CP	DESCRIPTION	ACCUM. TIME (MIN)	DELAY TIME (MIN)	DELAY* CODE	COMMENTS
1	17th	0'-0"			
2	14th	0'-35"	4"		
3	11th	1'-13"			
4	Mid Block	1'-29"	27"	S	
5	Intersect	2'-30"	14"	L	
6	5th	3'-15"	51"	P+L+C	
7	4th	4'-16"	24"	C-P	
8	3rd	5'-4"			

*DELAY CODES:
S - Traffic Signal
R - Vehicle Turning Right
L - Vehicle Turning Left
C - Congestion
P - Vehicle Parking or Unparking
Z - Other (Explain in COMMENTS)

TRAVEL TIME AND DELAY STUDY

Group # 10
TEST RUN # 2

ROUTE POYNTZ AVE. BETWEEN 17th Street AND 3rd Street

DIRECTION EB DAY Wednesday DATE 1/8/75 BEGIN TIME 2:35

DRIVER Garner OBSERVER Predmore WEATHER Four Wet

CP	DESCRIPTION	ACCUM. TIME (MIN)	DELAY TIME (MIN)	DELAY* CODE	COMMENTS
1	17th	0'-0"			
2	14th	0'-31"			
3	11th	1'-00"			
4	Mail Block	1'-15"	36.4	L-S	
5	Intlet	2'-17"	18.5	S	
6	5th	3'-5"	6.5	S	
7	4th	3'-30"	29.2	L-S	
8	3rd	4'-18"			

*DELAY CODES:
S - Traffic Signal
R - Vehicle Turning Right
L - Vehicle Turning Left
C - Congestion
P - Vehicle Parking or Unparking
Z - Other (Explain in COMMENTS)

TRAVEL TIME AND DELAY STUDY

Grant # 10
TEST RUN # 5

ROUTE POYNTZ AVE. BETWEEN 17th street AND 3rd Street

DIRECTION EB DAY Wednesday DATE 1/8/75 BEGIN TIME ____

DRIVER Gardner OBSERVER Sabine Molan WEATHER Fair Wet

CP	DESCRIPTION	ACCUM. TIME (MIN)	DELAY TIME (MIN)	DELAY* CODE	COMMENTS
1	17th	0'-0"			
2	14th	0'-50"	17"	S	
3	11th	1'-25"			
4	Mid Block	1'-43"			
5	Fulton	2'-17"			
6	5th	3'-2"	15"	S	
7	4th	3'-33"	12"	C	Mid Block
8	3rd	4'-7"	23"	S	

*DELAY CODES:
S - Traffic Signal
R - Vehicle Turning Right
L - Vehicle Turning Left
C - Congestion
P - Vehicle Parking or Unparking
Z - Other (Explain in COMMENTS)

PROBLEM 2

It is gathered that a passenger car took 12 minutes to travel a 6 mile long section AB of a major arterial, at a speed of 30 mph, in 1960 when there were no intersections between A and B. Later is 1970, it was considered necessary to provide an at grade signalized intersection at C, midway between A and B. A recent delay study made on this section, in a passenger car travelling at 30 mph. from A to B gave the following observations.

The driver noticed the signal while he was 600 ft. away from C, reduced his speed and after stopping for 20 seconds at C, accelerated so as to be travelling at 30 mph. at 500 ft. from C. Total travel from A to B took 13 minutes. Calculate the following for this travel.

1) Stopped time delay

2) Travel-time delay

3) Fixed delay

4) Running speed

5) Overall travel speed

Dept. of Civil Engineering
Kansas State University
Manhattan, Kansas 66506

subject LAB EXERCISES IN TRAFFIC ENGINEERING

title INTERSECTION DELAY STUDIES - PROBLEM STATEMENT

Attached is a problem on intersection delay study by Calculator Method. The field data may be analyzed to calculate the various delays required in the problem. The procedure and other relevant guidance to be used in the solution of this problem may be studied in the following references:

1. "Traffic Engineering - Theory and Practice," by L. J. Pignataro - Chapter 7 (pp-111)

2. "A Comparison of Three Methods for Measuring Delay at Intersections," by Berry and Van Til, TE, December 1954.

PROBLEM 1

Calculator method was used to evaluate the operation of an intersection. A 30-second sample of field data is enclosed on the sample recording form. Analyze the data to calculate the following:

1) Percent of vehicles delayed.

2) Average seconds of delay per vehicle.

3) Average seconds of delay per delayed vehicle.

4) Total vehicle seconds of delay for the intersection.

INTERSECTION DELAY -CALCULATOR METHOD

.CATION: ON_____ AT_____

APPROACH: N, S, E, W.

DATE:_____; WEATHER:_____; RECORDER:_____

CALCULATOR SPEED: BEGIN: 246/30 sec. ; END: 248/30 sec.

$K = \frac{494}{60}$ RPS = 8.233 Rev/Sec.

TIME ENDING	FIELD DATA			ANALYSIS DATA			
	Calculator Read(Veh.-Sec/k)	Vehicles Delayed	Vehicles Thru	Total Vol.	Total delay	Delay per Delay veh.	Delay per veh
	1	2	3	4=2+3	5=1/k	5/2	5/4
0910	884	8	5				
0912	2295	15	5				
0914	4177	19	-5				
0916	1535	14	2				
0918	984	10	4				
0920	653	7	8				
0922	246	1	6				
0924	349	3	5				
0926	364	2	7				
0928	1004	8	-1				
0930	360	6	2				
0932	250	1	6				
0934	988	8	6				
0936	265	4	3				
0938	64	2	1				
0940	377	3	6				

I-3.5 DELAY MEASUREMENT

3.5.1 INTERSECTION DELAY - CALCULATOR METHOD

I. THE EVALUATION OF THE OPERATION OF AN INDIVIDUAL INTERSECTION AND ITS APPROACHES CAN BE MADE BY A MEASUREMENT OF THE DELAY TIME OF THE VEHICLES. METHODS INCLUDE MANUAL TIMING OF VEHICLES OR SAMPLES, MEASURING THE AVERAGE DELAY TIME OF A PLATOON, ETC. THE CALCULATOR METHOD WAS DEVELOPED BY ITTE IN THE EARLY 1950'S AND HAS BEEN FOUND TO BE AN EFFECTIVE RESEARCH AND OPERATIONAL TECHNIQUE. THE TYPE OF CALCULATOR USED IS THE TYPE IN WHICH THE UPPER BANK ROTATES AT A MULTIPLE SPEED OF THE LOWER BANK, DEPENDING UPON WHICH KEY IS DEPRESSED. OLDER MODELS FRIDEN AND MONROE USUALLY WORK.

A. GENERAL DESCRIPTION:

THIS TYPE OF STUDY HAS BEEN FOUND EFFECTIVE IN EVALUATING THE AMOUNT OF DELAY EXPERIENCED BY VEHICLES ENTERING AN INTERSECTION UNDER ANY TYPE OF TRAFFIC CONTROL. THE RESULTS GENERALLY REPORTED AS: a) NUMBER OR PERCENTAGE OF VEHICLES DELAYED; b) AVERAGE SECONDS OF DELAY PER VEHICLE; c) AVERAGE SECONDS OF DELAY PER DELAYED VEHICLE; AND d) TOTAL VEHICLE SECONDS OF DELAY PER APPROACH OR FOR THE INTERSECTION.

B. PROCEDURE:

1. LOCATE A POWER SOURCE, I.E., TRAFFIC SIGNAL CONTROLLER OR SERVICE STATION.
2. SELECT A LOCATION TO VIEW THE APPROACH BEING STUDIED FOR AS LONG A DISTANCE AS TRAFFIC NORMALLY BACKS UP.
3. USE A CONSTANTLY RUNNING ELECTRIC CALCULATOR WITH A DUAL BANK SUCH THAT ONE BANK RUNS AT A CONSTANT SPEED WHILE THE OTHER INCREASES AS THE KEYBOARD DIGIT KEY INCREASES (FRIDEN, MONROE).
4. DEPRESS THE PLUS BAR (ALSO THE 1-KEY ON SOME MACHINES) AND RUN A 60-SECOND CALIBRATION TEST TO OBTAIN THE MACHINE'S SPEED OF ROTATION. RECORD DATE.
5. DEFINE THE TERM DELAY FOR THE PARTICULAR DELAY, I.E., STOPPED, ROLLING, LESS THAN 5 MPH, ETC.
6. USE A CLIPBOARD WITH STOPWATCH, RECORDING FORM AND VOLUME COUNTERS
7. FOR SIGNALIZED INTERSECTION CONTROL, AS THE FIRST VEHICLE APPROACHES THE RED LIGHT, THE 1-KEY AND PLUS BAR ARE DEPRESSED. AS THE SECOND CAR STOPS BEHIND THE FIRST, MOVE THE FINGER FROM THE 1-KEY TO 2; AND SO FORTH UNTIL THE SIGNAL CHANGES TO GREEN. THEN REVERSE THE PROCEDURE AS VEHICLES ENTER THE INTERSECTION BUT KEEPING A BALANCE WITH ADDITIONAL CARS ACCUMULATING AT THE END OF THE QUEUE.
8. WHEN ALL VEHICLES ARE MOVING ON THE GREEN, DEPRESS THE VOLUME COUNTER TO RECORD THE NUMBER OF VEHICLES IN THE QUEUE (DO NOT INCLUDE THOSE ENTERING LATER AS THEY ARE NORMALLY COUNTED IN THE NEXT CYCLE).
9. ON ANOTHER VOLUME COUNTER, RECORD THE CARS THROUGH THE INTERSECTION ON GREEN (NO DELAY).

10. THE SUM OF THE TWO COUNTS REPRESENTS THE TOTAL VOLUME ON THE APPROACH.

11. PERIODICALLY (PER CYCLE, 5 MIN., 15 MIN., HOUR) RECORD THE VOLUME AND CALCULATOR VALUES AND CLEAR TO START OVER.

12. SEE SAMPLE RECORDING FORM.

13. AT THE END OF THE STUDY RUN ANOTHER 60-SECOND CALIBRATION TEST

INTERSECTION DELAY -CALCULATOR METHOD

.CATION: ON_____ AT_____

APPROACH: N, S, E, W.

DATE:_____; WEATHER:_____; RECORDER:_____

CALCULATOR SPEED: BEGIN:_____; END:_____.

K = $\frac{\text{rps}}{60}$ = _____

TIME ENDING	FIELD DATA			ANALYSIS DATA			
	Calculator Read(Veh.-Sec/k)	Vehicles Delayed	Vehicles Thru	Total Vol.	Total delay	Delay per Delay veh.	Delay per veh
	1	2	3	4=2+3	5=1/k	5/2	5/4

Dept. of Civil Engineering
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Manhattan, Kansas 66506

subject LAB EXERCISES IN TRAFFIC ENGINEERING

title INTERSECTION SIGHT DISTANCES - PROBLEM STATEMENT

Attached is a problem on intersection sight distances. You are required to work out the solutions of points made in the problem. Procedures and other relevant information to be used in the solution of the problem may be studied in the following references:

1. "Traffic Engineering - Theory and Practice," by L. J. Pignataro - Chapter 25.
2. "Fundamentals of Traffic Engineering," by Kennedy, Kell and Homburger - Chapter 20.
3. "A Policy on Geometric Design of Rural Highways - AASHO, pp. 392-406.
4. "Intersection Sight Distances," Stock No. 3516, Northwestern University - Enclosed.

PROBLEM 1

Detailed study of an uncontrolled intersection with a high accident rate has revealed that inadequate sight distances for the approaching vehicles are the sole cause of vehicle conflicts. The City Engineer, in a bid to arrive at the best solution of the problem, is considering the following possible alternatives:

1) To shift the structure back.

2) Reduce speed limits on both approaches.

3) Reduce speed limit on minor approach only.

4) Provide the least restrictive control.

Calculate safe stopping distances for the two approaches, draw a sight triangle, and determine the following:

1) Is it safe for vehicles to approach the intersection, at their respective speed limits?

2) If not, what speed is safe for vehicle on Approach A if vehicle on major approach B is operating at the speed limit?

3) If speed limit on major Approach B is brought down to 25 mph, what will be safe approach speed on A?

4) How far back the structure must be shifted to make any speed reductions unnecessary?

5) If intersection control is proposed, which device will you select to provide for the necessary regulation of right-of-way?

Given:

Speed limit on approach,	V_A = 20 mph.,	V_B = 30 mph.
Reaction time	t = 1.5 sec.	
Friction factor	f = 0.50	
Grade on approach,	g_A = 0%,	g_B = 5%
Constant clearance distance	C_D = 15 ft.	

6) Select an intersection and determine the safe approach speed(s) using the sight angle board technique and the attached reference material.

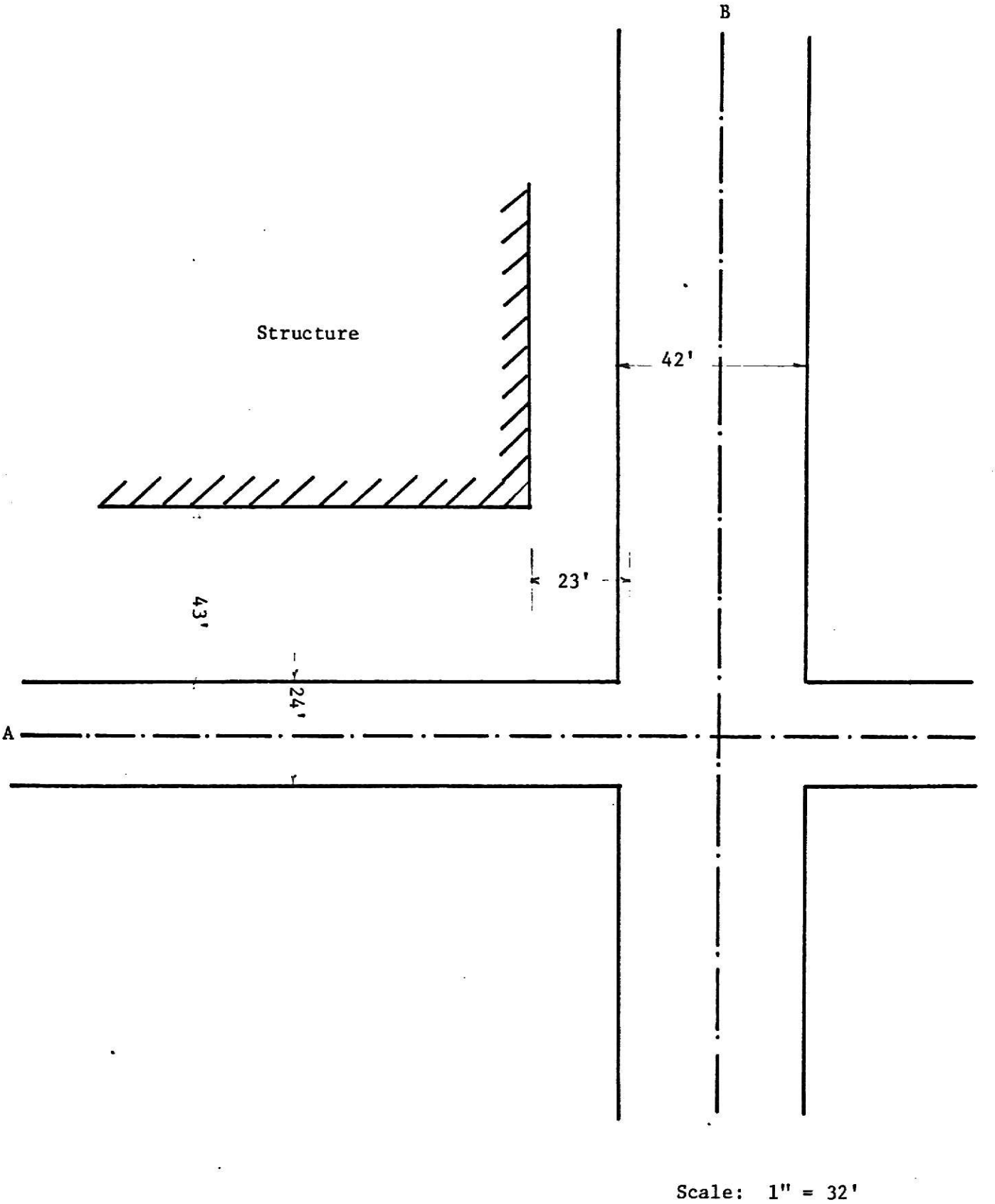


Fig. V-1

subject TRAFFIC ENGINEERING CONTROL

title INTERSECTION SIGHT DISTANCES (SAFE APPROACH SPEEDS)

I. Introduction

A. Sight Distance

There are potential vehicle conflicts at every intersection. The possibility of these conflicts actually occurring can be greatly reduced through proper channelization and appropriate traffic controls, but the avoidance of accidents and the efficiency of traffic operation must still depend to a large extent upon the judgment, capabilities and responses of the individual driver. The intersection design must provide sufficient sight distances for the driver to perceive potential conflicts and to carry out the actions needed to negotiate the intersection in safety.

II. Safe Approach Speed at Intersections

Drivers approaching an uncontrolled intersection should have an unobstructed view great enough to enable them, after perceiving a vehicle on the cross road, to decide whether to stop, change speed, or continue through the intersection. The greatest distance is required when it is necessary to decide whether or not to stop.

A. Figure 1 shows the sight triangle which is developed when two vehicles approach the same intersection. The stopping sight distance SSD is given by:

SSD = Reaction Distance + Braking Distance + Clearance Distance (1)

$$SSD = 1.47V(t) + \frac{V^2}{30(f + g)} + C_D \quad (2)$$

where:

V = Speed of vehicle (assumed 85th P or speed limit)

t = Reaction time (1/2 - 1 1/2 seconds)

f = Friction factor

g = Grade on the approach

C_D = Constant Clearance Distance = 15 feet

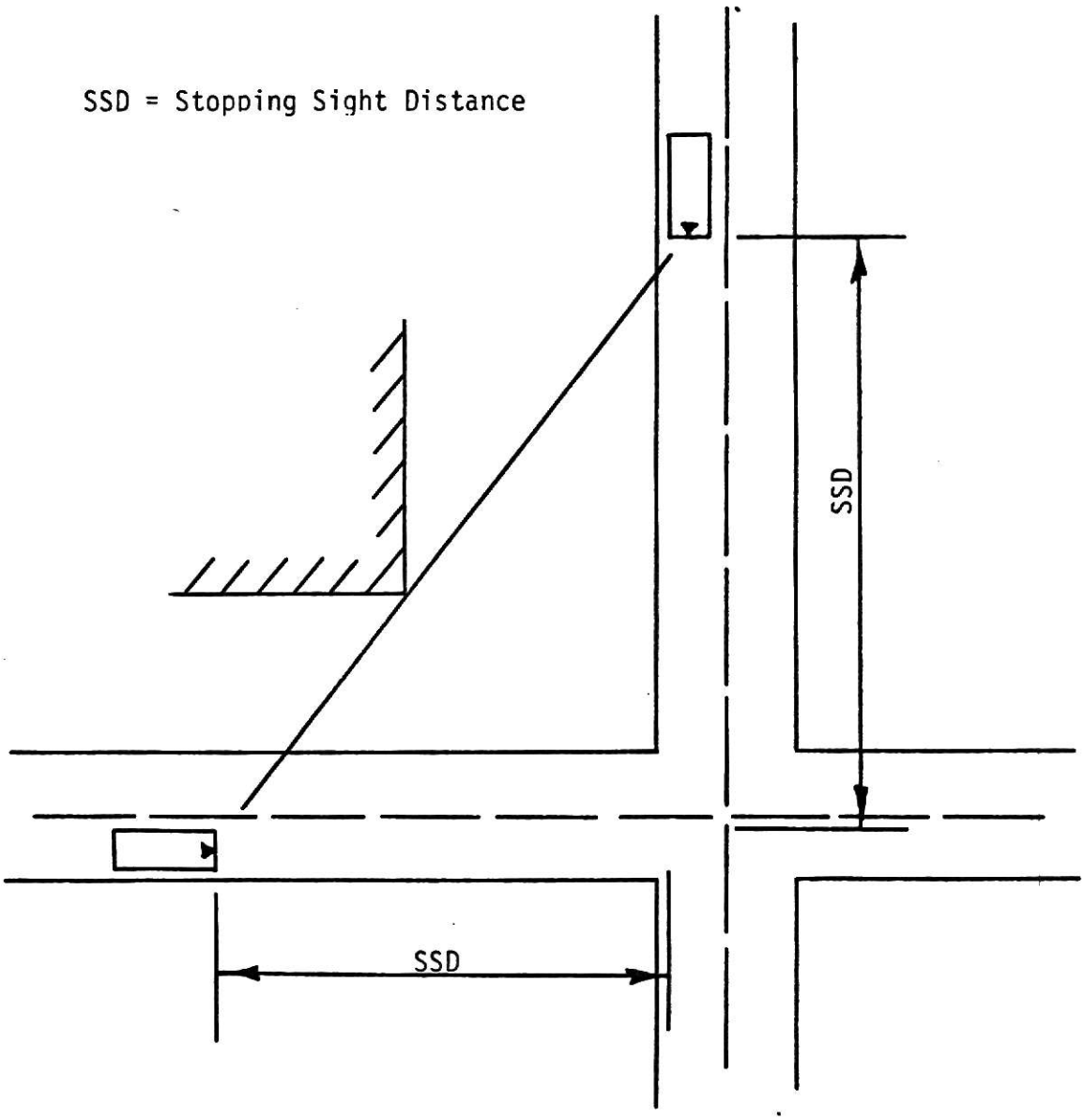
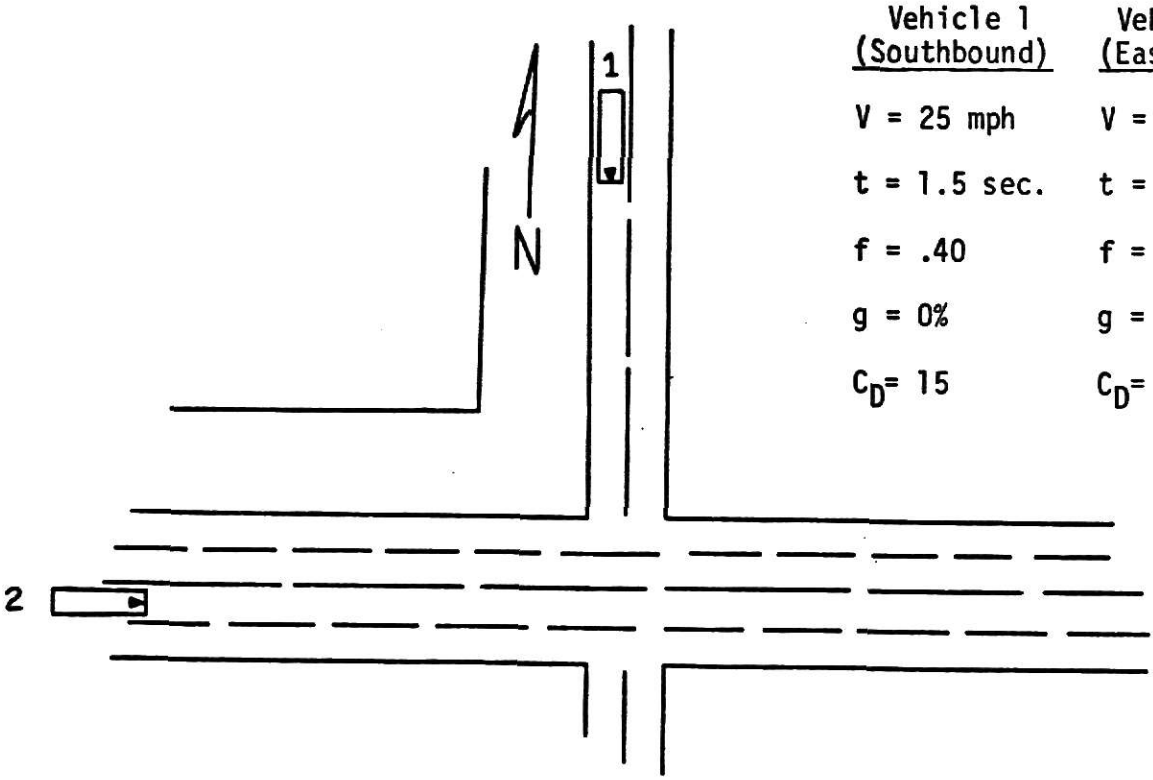


FIGURE 1

B. For example, assume the following intersection geometrics and speed data.



Vehicle 1 (Southbound)	Vehicle 2 (Eastbound)
V = 25 mph	V = 30 mph
t = 1.5 sec.	t = 1.5 sec.
f = .40	f = .40
g = 0%	g = 0%
C_D= 15	C_D= 15

FIGURE 2

Calculating SSD for both vehicles:

$$SSD_1 = 1.47(25)(1.5) + \frac{25^2}{30(.4)} + 15 = 122 \text{ feet (Call it 120 feet)}$$

$$SSD_2 = 1.47(30)(1.5) + \frac{30^2}{30(.4)} + 15 = 156 \text{ feet (Call it 150 feet)}$$

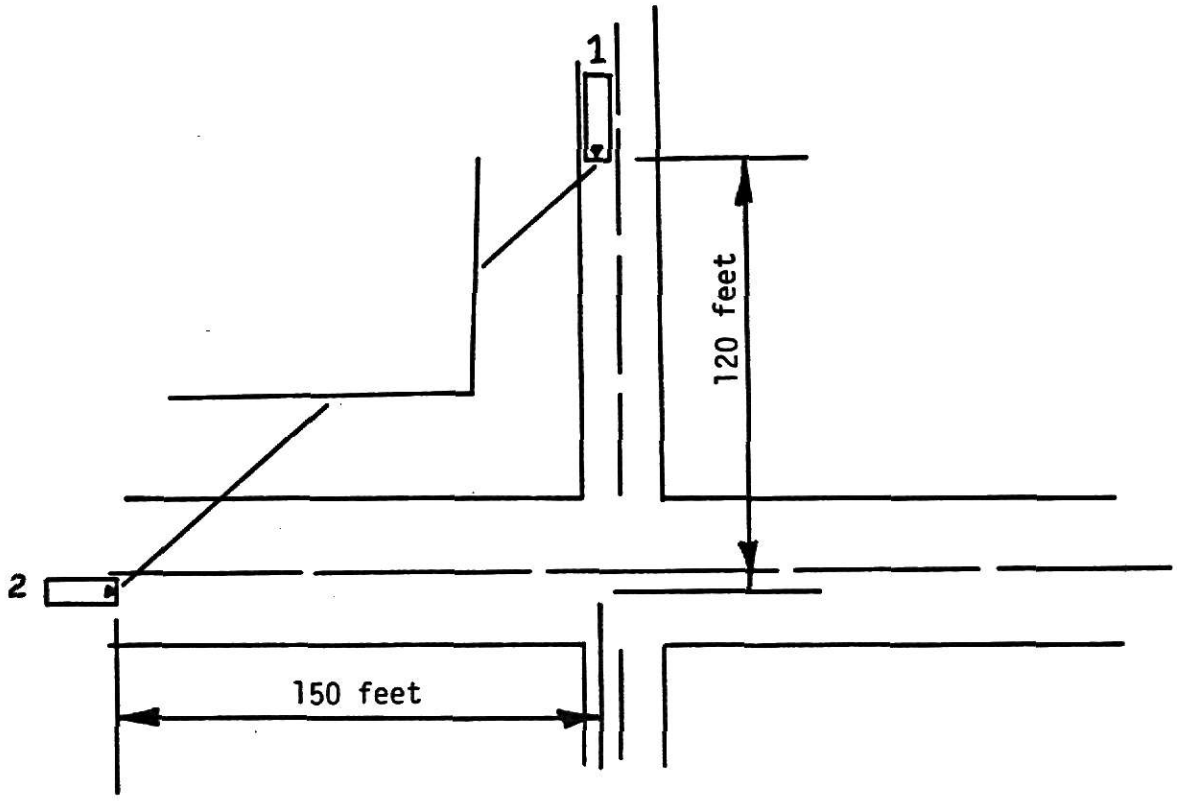


FIGURE 3

C. After constructing the sight triangle on the above scale drawing it can be seen that the obstacle in the northwest quadrant blocks the view of the approaching vehicles. *In other words*, it is not safe for those vehicles to approach the intersection at the respective speed limits.

D. The next question, which has more application to intersection studies, is just what speed is it safe for vehicle 1 to approach the intersection if vehicle 2, the vehicle on the major road, is operating at the speed limit?

E. Figure 4 gives the graphical explanation of this problem.

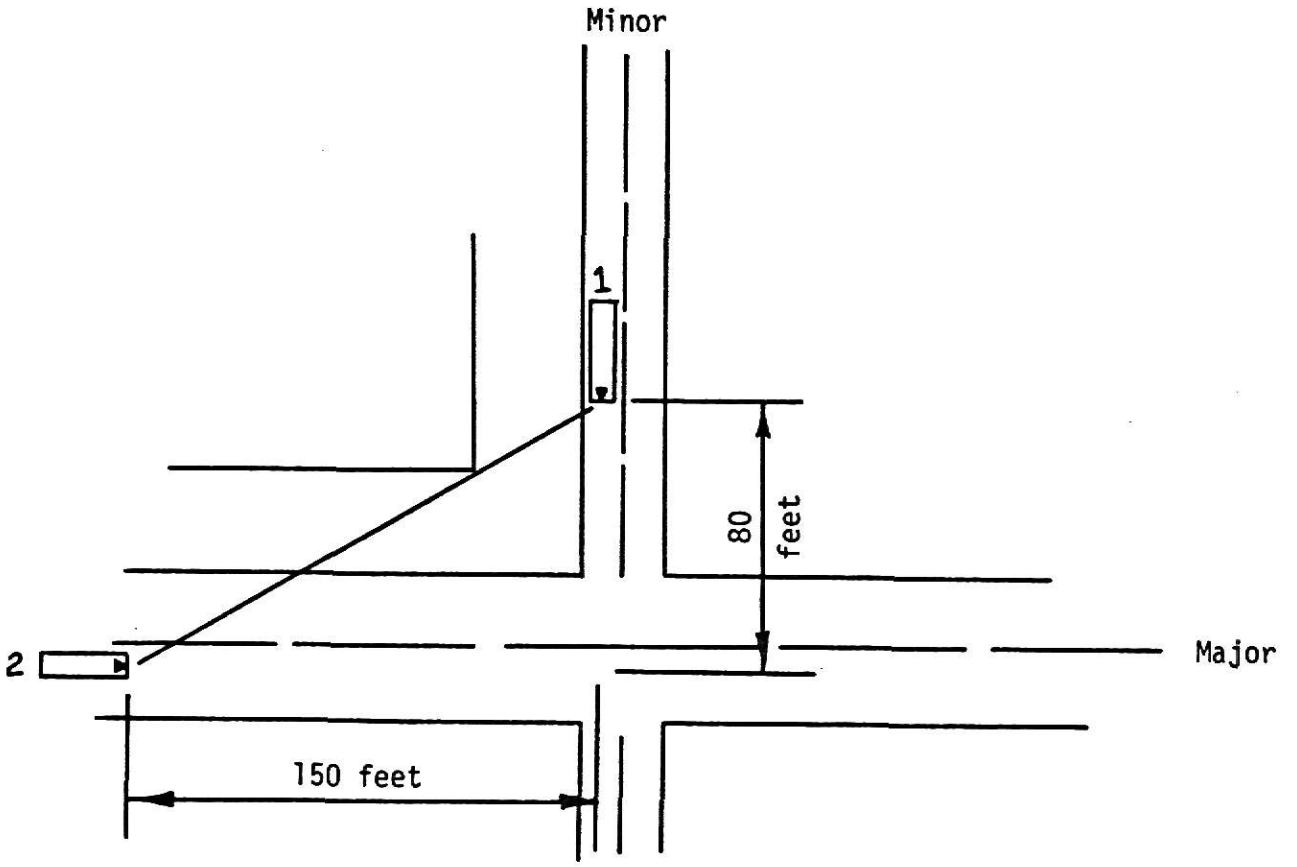


FIGURE 4

1. From the above scale drawing, vehicle 1 will not see vehicle 2 until 80 feet or less from the intersection.

2. Using 80 feet, solve for the speed of vehicle 1 which will give that vehicle enough time to stop, change speed or continue through the intersection.

SSD = 80 feet

V = ?

t = 1.5 sec.

f = .40

g = 0%

C_D = 15 feet

$$SSD = 1.47V(t) + \frac{V^2}{30(f)} + 15$$

$$80 = 1.47(V)(1.5) + \frac{V^2}{30(.4)} + 15$$

V = 18 mph

3. This means that the Safe Approach Speed for minor street is 18 mph. More positive control is necessary if vehicles approach the intersection at a speed greater than 18 mph.

F. Safe Approach Speed studies are applicable to the following problems.

1. Determining if there is a view obstruction at the prevailing speeds.

2. Finding out how far back a view obstruction must be removed to make further speed reductions unnecessary.

3. Determining what restriction of parking is required to "open up" the intersection.

4. Deciding whether there is a sufficient view obstruction to require a stop sign.

5. Determining whether a yield sign is desirable.

6. Establishing design standards and zoning ordinances which will eliminate view obstructions on new or improved streets or highways.

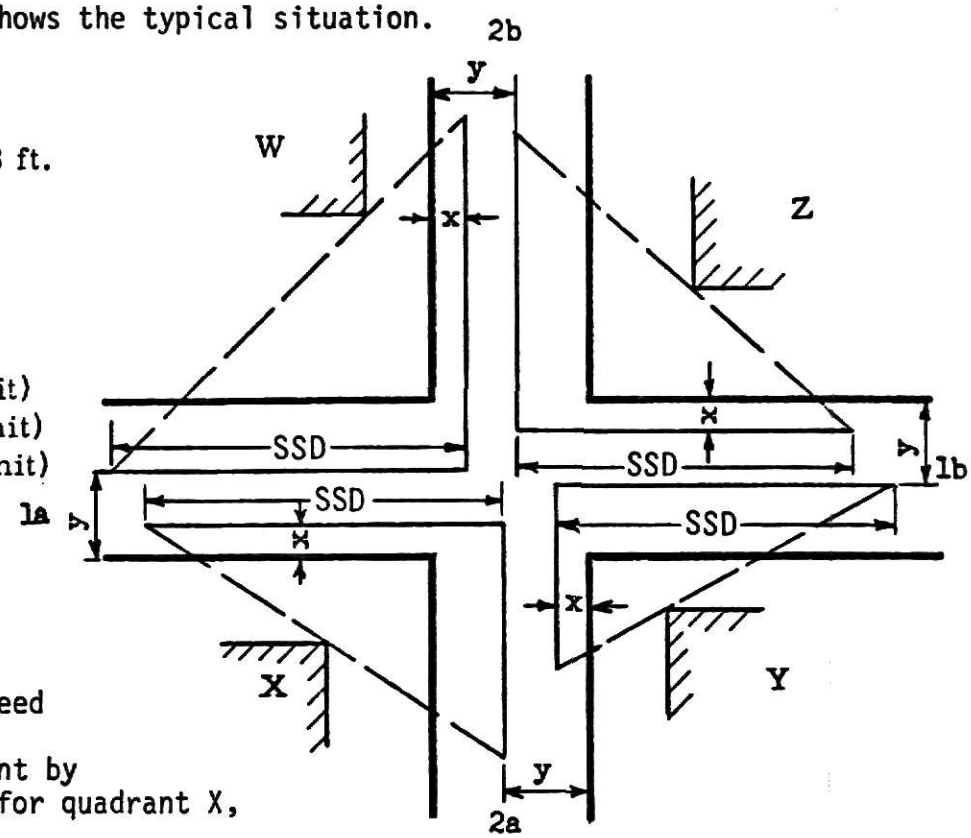
III. Safe Approach Speed Check (Simplified Field Method Using Sight Angles)

A. There is a simpler method to determine safe approach speed for intersections. This involves measuring or determining the sight angles or sight distances on all corners of the intersections.

The figure below shows the typical situation.

x = 6 ft.
y = 1/2 street width + 3 ft. (two-way)
y = street width − 4 ft. (one-way street)

SSD = 70 ft. (20MPH limit)
SSD = 90 ft. (25 MPH limit)
SSD = 120 ft. (30 MPH limit)



Procedure:

1. Assume (1a) approach speed same as speed limit.
2. Establish collision point by measurement of x and y for quadrant X, and mark.
3. Measure distance SSD for assumed speed, along approach line (1a) (x distance from the curb), and mark point.
4. Set up sight angle board, facing toward collision point and with zero angle line along approach line (1a).
5. Sight maximum angle as limited by obstruction X.
6. Classify speed range from following table. This is the maximum safe speed for approach (2a) when (1a) is at speed limit. The reverse is also true (if (2a) approaches at speed limit, above value is maximum safe speed for (1a)).
7. Repeat angle measurement for quadrant W, using proper approach lines (y distance from curb (1a) x distance from curb (2b)). Check table for safe approach speed (2b).
8. Measure out distance SSD on approach (1b) and follow above steps for quadrants Y and Z.

APPROACH SPEED LIMIT	CLASS			
	I (Over 45°)	II (30° to 45°)	III (15° to 30°)	IV (Less than 15°)
20 MPH	20 MPH & Over	13 to 19 MPH	5 to 12 MPH	0 to 4 MPH
25 MPH	25 MPH & Over	16 to 24 MPH	6 to 15 MPH	0 to 5 MPH
30 MPH	30 MPH & Over	20 to 29 MPH	10 to 19 MPH	0 to 9 MPH

SIGHT ANGLE BOARD FOR MEASURING SAFE APPROACH SPEED (CONSTRUCTION DETAILS)

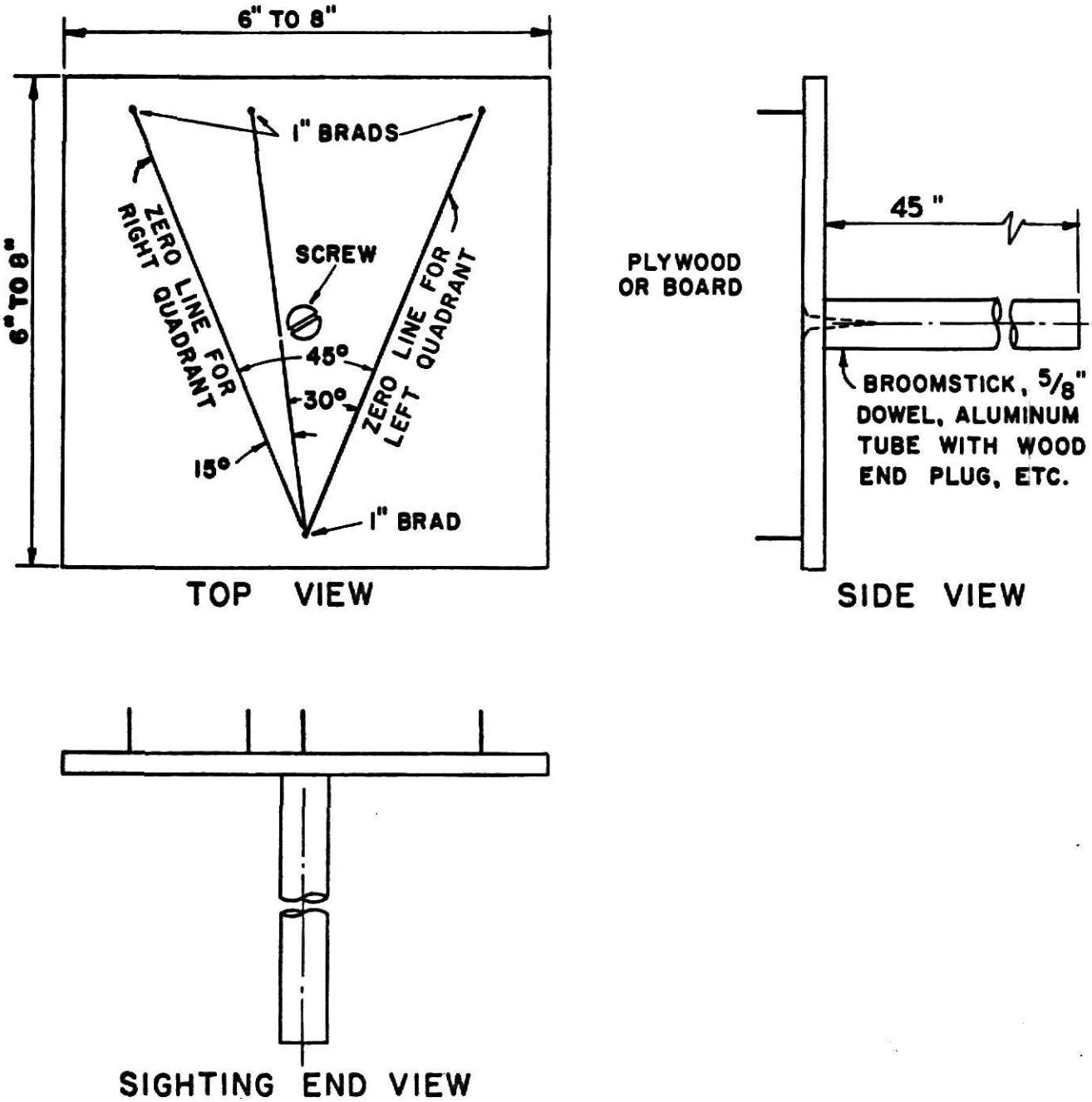


FIGURE 5a

*Remember - The Stopping Sight Distance (SSD) is given by:

SSD = Reaction Distance + Braking Distance + Clearance Distance

$$SSD = 1.47V(t) + \frac{V^2}{30(f+g)} + C_D$$

A number of factors affect the safe approach speed and therfore several assumptions have to be made: Approaching vehicles are in the most dangerous legal position in respect to lateral placement on the roadway; driver reaction time is 1 second (urban); coefficient of friction of the street is 0.5; and the clearance distance is 15 feet.

B. Suggested Criteria Based on Safe Approach Speed

1. If a critical sight restriction exists:

   a. First, determine if obstruction can be eliminated or modified.

   b. Second, determine relationship of measured approach speed (85th percentile) to calculated safe speed.

   c. Third, determine suitability of speed zone or advisory speed limit.

   d. Fourth, if intersection control is indicated, select most appropriated device.

2. The type of control employed should be the least restrictive control that provides for the necessary regulation of right-of-way depending upon the critical approach speed determination.

   a. Critical approach speed in range of 0 to 10 mph; consider 2-way or 4-way stop.

   b. Critical approach speed greater than 10 mph but less than speed limit or 85 percentile speed; consider yield or 2-way stop.

   c. Critical approach speed is equal to or greater than speed limit or 85 percentile speed; consider right-of-way rule or yield sign.

IV. Sight-Distance Requirements at Two-Way Stop Controlled Intersections

A. When a vehicle which is stopped at an intersection that has two-way Stop Control crosses the intersection and continues in the same direction, the stopped vehicle must move a distance L as shown in Figure 6 before clearing the approach on the left and a distance R before clearing the approach on the right. Once the vehicle has moved those distances it would no longer be in conflict with crossroad vehicles using those respective approaches.

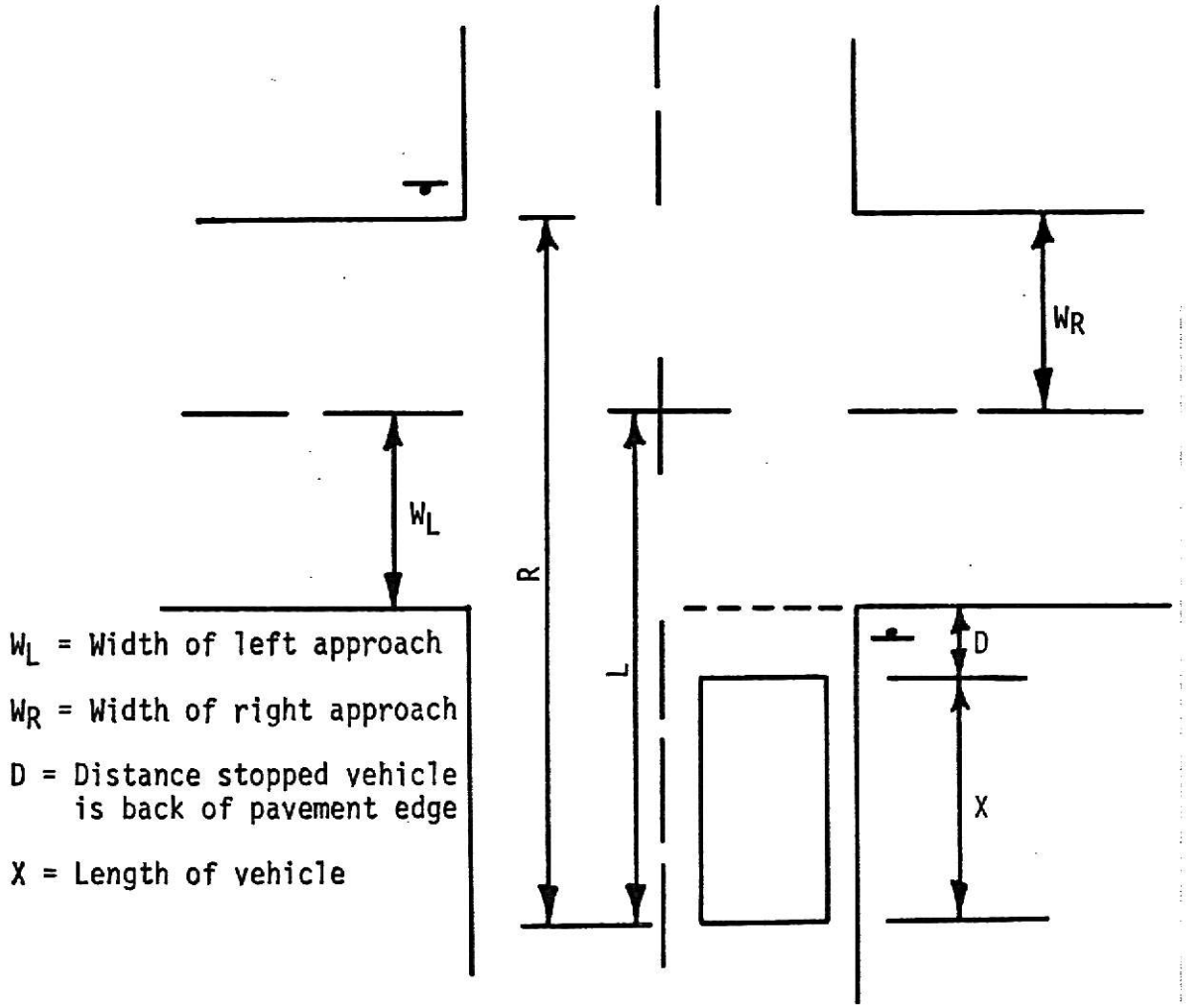
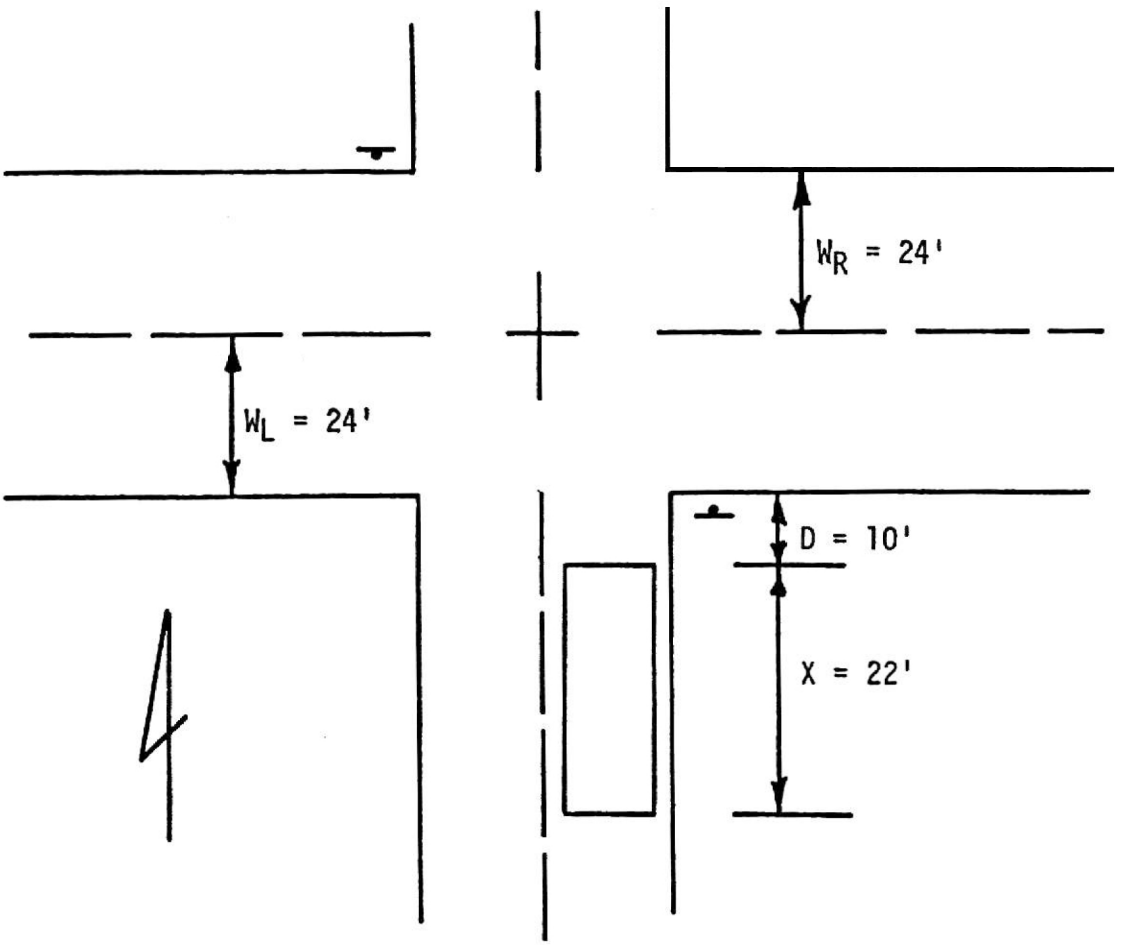


FIGURE 6

B. In Figure 7, dimensions are given for a typical intersection and the clearance distances L and R are calculated.



$$L = X + D + W_L = 22 + 10 + 24 = 56' \quad (1)$$

$$R = X + D + W_L + W_R = 22 + 10 + 24 + 24 = 80' \quad (2)$$

FIGURE 7

C. Using a reasonable estimate of the acceleration rate of a passenger car it is possible to calculate the time in seconds it takes a vehicle to clear the left approach (distance L) and then the right approach (distance R). In practice the rate depends on both the aggressiveness of the driver and the acceleration capability of the passenger car but for safe design the engineers utilize the slower rate of a conservative driver in a typical passenger car. Without discussing the derivation of the formula, these times can be calculated as follows:

$$t_R = \sqrt{\frac{2R}{a}} \qquad (3)$$

$$t_L = \sqrt{\frac{2L}{a}} \qquad (4)$$

where:

a = acceleration rate of a passenger car = $4.5'/sec^2$ (1)

AND

t_L = the time to traverse the left approach

t_R = the time to traverse the right approach

In our example, where R = 80' and L = 56':

$$t_R = \sqrt{\frac{2R}{a}} = \sqrt{\frac{2(80)}{4.5}} = 6.0 \text{ sec} \pm$$

$$t_L = \sqrt{\frac{2L}{a}} = \sqrt{\frac{2(56)}{4.5}} = 5.0 \text{ sec} \pm$$

---

(1) This is the passenger car acceleration rate used in Figure VIII-4 on page 397 of A Policy on Geometric Design of Highways, 1965 published by the American Association of State Highway Officials.

D. The time to traverse the distances R & L is not the only consideration in determining how long it takes a vehicle to clear the respective approaches. The time that it takes to stop vehicle to clear the intersection is the time it takes to traverse the right approach or the left approach (t_R or t_L) plus a reaction time which allows the driver of the stopped vehicle to perceive adequate clearance and react accordingly. Putting this into a formula:

$$T_R = (t_R + J) \qquad (5)$$

$$T_L = (t_R + J) \qquad (6)$$

where:

J = reaction time = 1 second[2]

T_R = the total clearance time for the right approach

T_L = the total clearance time for the left approach

In our example, the calculations would be as follows:

$$T_R = (t_R + J) = 6.0 + 1.0 = 7.0 \text{ seconds}$$

$$T_L = (t_L + J) = 5.0 + 1.0 = 6.0 \text{ seconds}$$

---

(2) The American Association of State Highway Officials recommends a reaction time for this situation of 1 second in urban areas and 2 seconds on rural areas on page 395 of A Policy on Geometric Design of Highways, 1965.

E. For safe operation, the length open to view to the right and to the left of the stopped driver must be greater than the distance the cross vehicles would travel during the time the previously stopped vehicle is clearing the respective approaches (T_R & T_L). The open distance requirement is referred to as sight distance. The formulas to calculate the distance these crossroad vehicles will move, and hence the sight distance requirement, is given by the following formulas:

$$SD_R = 1.47\ V\ (T_R) \qquad (7)$$

$$SD_L = 1.47\ V\ (T_L) \qquad (8)$$

where:

V = speed limit on the crossroad

SD_R = sight distance to the right

SD_L = sight distance to the left

F. These sight distances are measured using a height of eye of 3.75' and a height of object of 4.5'

G. If the actual sight distance to the left and to the right at the intersection is less than those calculated using the above formulas, then it is unsafe for the vehicles on the crossroad to travel at the posted speed limit.

Using out example data and assuming that the speed limit is 35 mph on a crossroad:

$$SD_R = 1.47V(T_R) = 1.47(35)(7.0) = 360 \pm$$

$$SD_L = 1.47V(T_L) = 1.47(35)(6.0) = 310 \pm$$

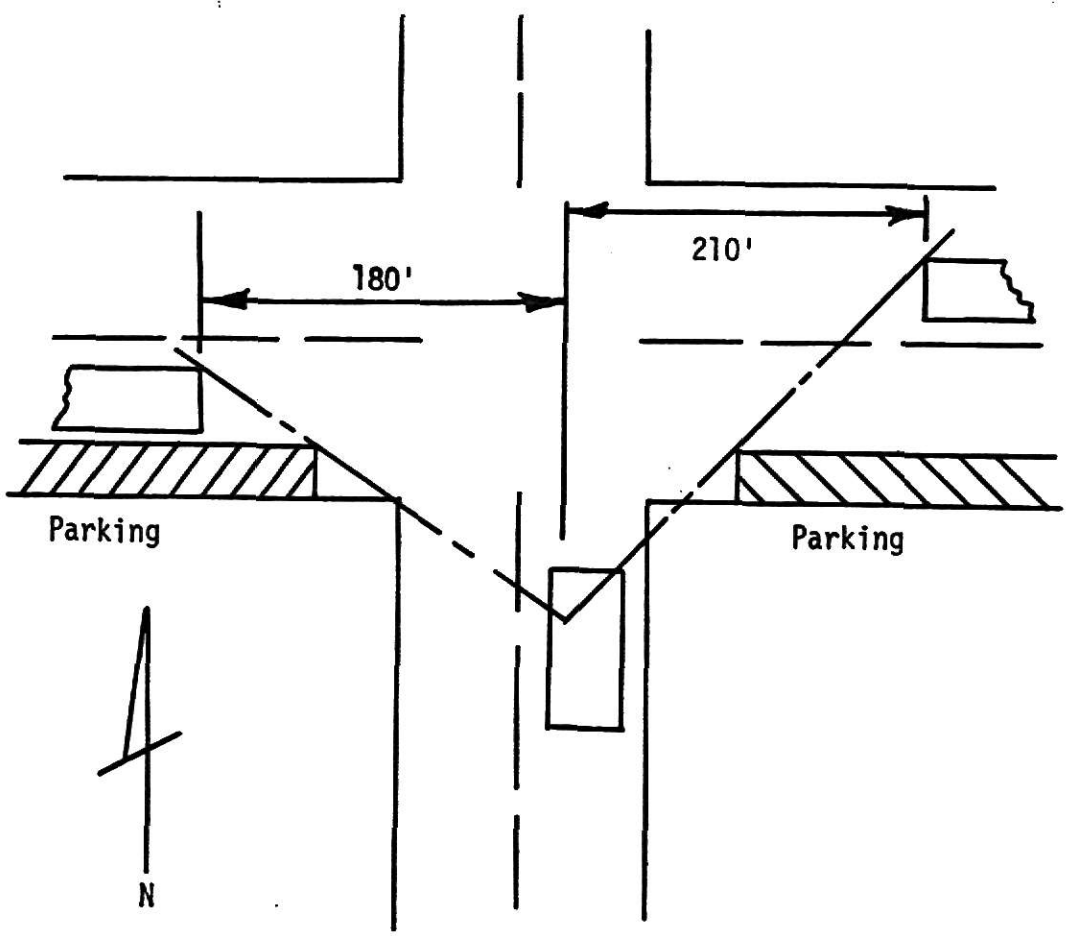
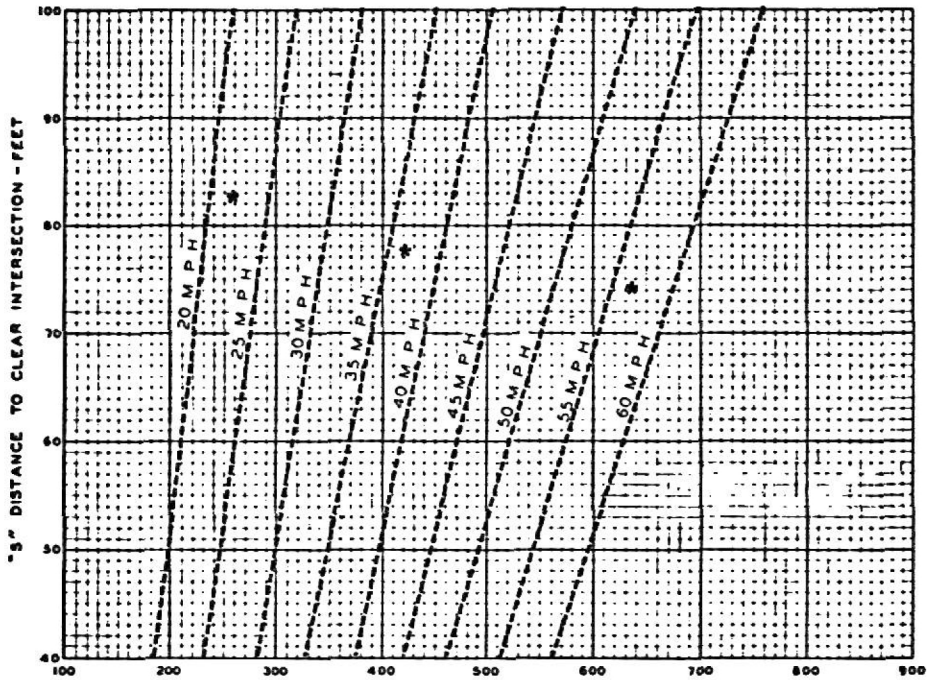


FIGURE 8

H. Assume, in our example, that parking is allowed along the south side of the crossroad as shown in Figure 8. If a vehicle is placed at the stop line, this parking condition allows only 210 feet of sight distance to the right and 180 feet of sight distance to the left. Comparing these physical conditions with the SD_R and SD_L previously calculated, it is obvious that this intersection is unsafe if vehicles on the crossroad are allowed to continue to travel at the existing speed limit.

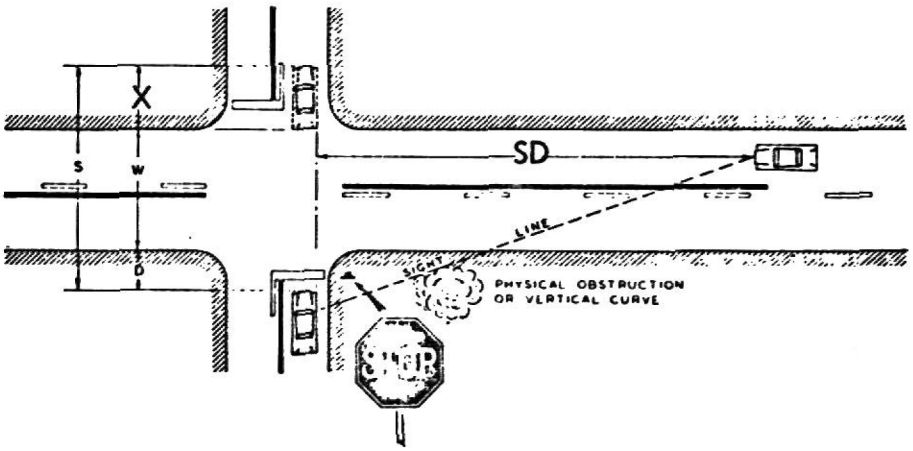
IV. Sight-Distance Requirements At Two-Way Controlled Intersections (Graphical)[1]

A. Maximum Safe Approach Speed for Intersection Approach with Stop Control on Minor Road (Rural)[2]



*Speed in miles per hour for major route

SIGHT DISTANCE TO CONFLICT POINT - FEET



(For one direction of travel only) FIGURE 9

(1) In urban or suburban areas the values for distance to conflict may be reduced about 13 percent.

(2) Check AASHO publication entitled A Policy on Geometric Design of Highways, 1965 for sight distances for trucks.

The sight line is from a point 3.75 feet above the road to a point 4.5 feet above the road.

S = Distance to clear intersection - feet

X = Length of car (20 feet)

W = Width of thru street - feet

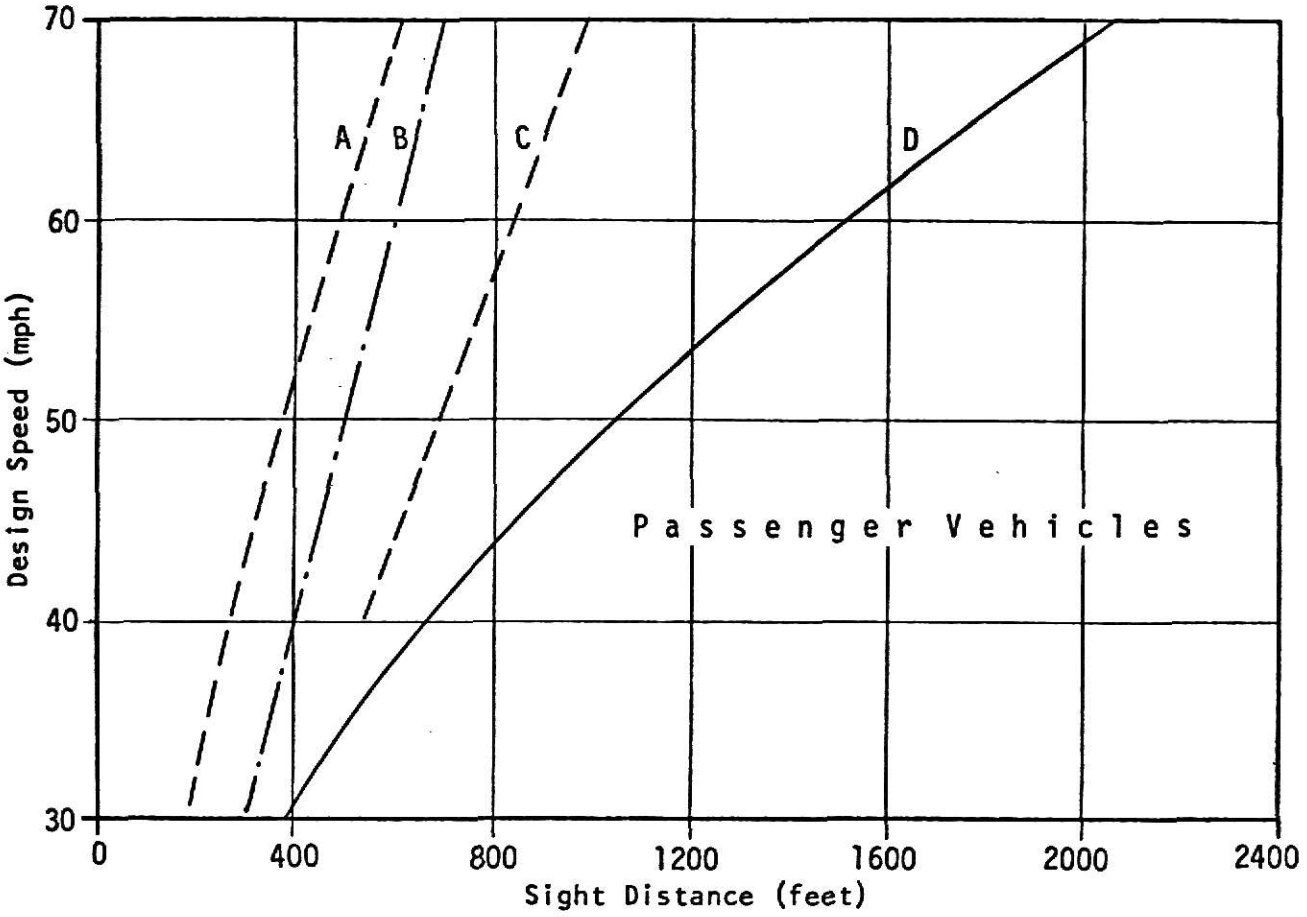
D = Distance from front of normal stop position to edge of thru street - feet

SD = Distance along thru street to conflict point

B. Additional Considerations

There are additional sight distance requirements for turning movements after a stop. Figure 10 indicates some of these requirements for passenger vehicles. Curve B is for a direct crossing. Curve C is for a left turn across the path of a vehicle approaching from the left and Curve D is for a left turn in which the turning vehicle is overtaken by a vehicle approaching from the right. The last Condition requires the longest sight distance. The requirement for a right turn would be somewhat less than for the left turn. Requirements for trucks making left or right turns would be substantially greater than for passenger vehicles.

Curve	Represents
A	Safe Stopping sight Distance
B	Safe Sight Distance for P vehicle, crossing 2-lane highway from stop.
C	Safe Sight Distance for P vehicle turning left into 2-lane highway across P vehicle approaching from left.
D	Safe Sight Distance for P vehicle to turn left into 2-lane highway and attain Average Running Speed before being overtaken by P vehicle approaching in same direction at Design Speed.



INTERSECTION SIGHT DISTANCE RELATIONS

Stop Control on Approach to 2-Lane Major Highway

FIGURE 10

Dept. of Civil Engineering
Kansas State University
Manhattan, Kansas 66506

subject LAB EXERCISES IN TRAFFIC ENGINEERING

title TRAFFIC SIGNAL SYSTEMS AND NETWORKS - PROBLEM STATEMENT

Attached are two problems on Traffic Signal Systems and Networks. These Problems are to be worked for details required in their statements. Procedures and other necessary information to be used in the solution of these problems may be studied in the following references:

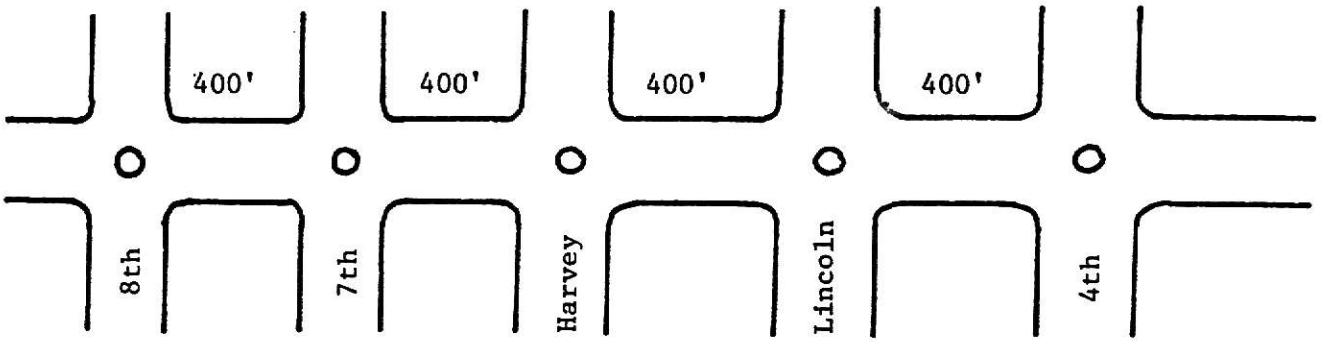
1. "Traffic Engineering - Theory and Practice," by Louis J. Pignataro - Chapter 24.

2. "An Introduction to Highway Transportation Engineering" - Chapter 10.

3. "Fundamentals of Traffic Engineering," by Kennedy, Kell and Homburger - Chapter 25.

PROBLEM 1

The spacing of traffic signals in Wellington, Kansas (CBD) are shown below:



400 ft. stop-line to stop-line distance

O → represents signalized intersection

Fig. VI-1

All signals are fixed time with a cycle length of 50 seconds. The cycle splits are all 50-50 except the intersection at Washington and Harvey where a capacity analysis indicates that 60 percent of the green time be allocated to Washington Street (60-40, N-S, cycle split). The desired speed is 20 mph.

Using time-space diagrams, determine the following for each case indicated below for Washington Street. Only be concerned with N-S progression as volumes on east-west streets are minimal. An industrial park is located north and a residential area directly south of the CBD.

Determine:
(a) The timing offsets using 8th Street as a reference.

(b) The width in seconds of the green band for each direction.

(c) The efficiency of the green band in each direction.

(d) The maximum and minimum constant speeds that a driver could travel in each direction and not encounter a red signal.

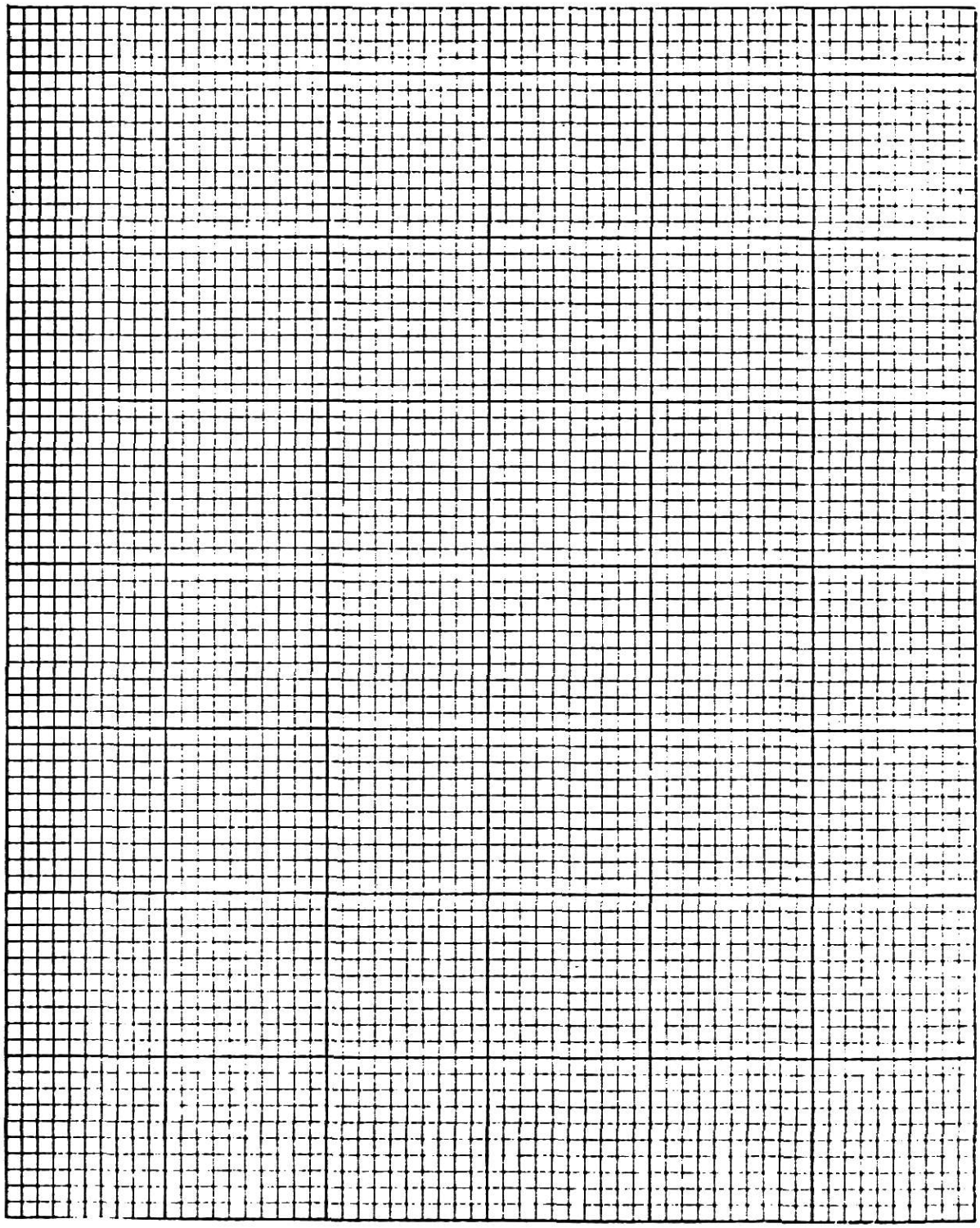
Case 1: Balanced two-way progression (i.e. Green bands of approximately equal width and speed in each direction).

Case 2: All signals set to favor southbound (evening peak) traffic.

N
4

TIME-SPACE DIAGRAM

Progression _____ = _____ Ft/Sec. _____ MPH



DISTANCE IN FEET

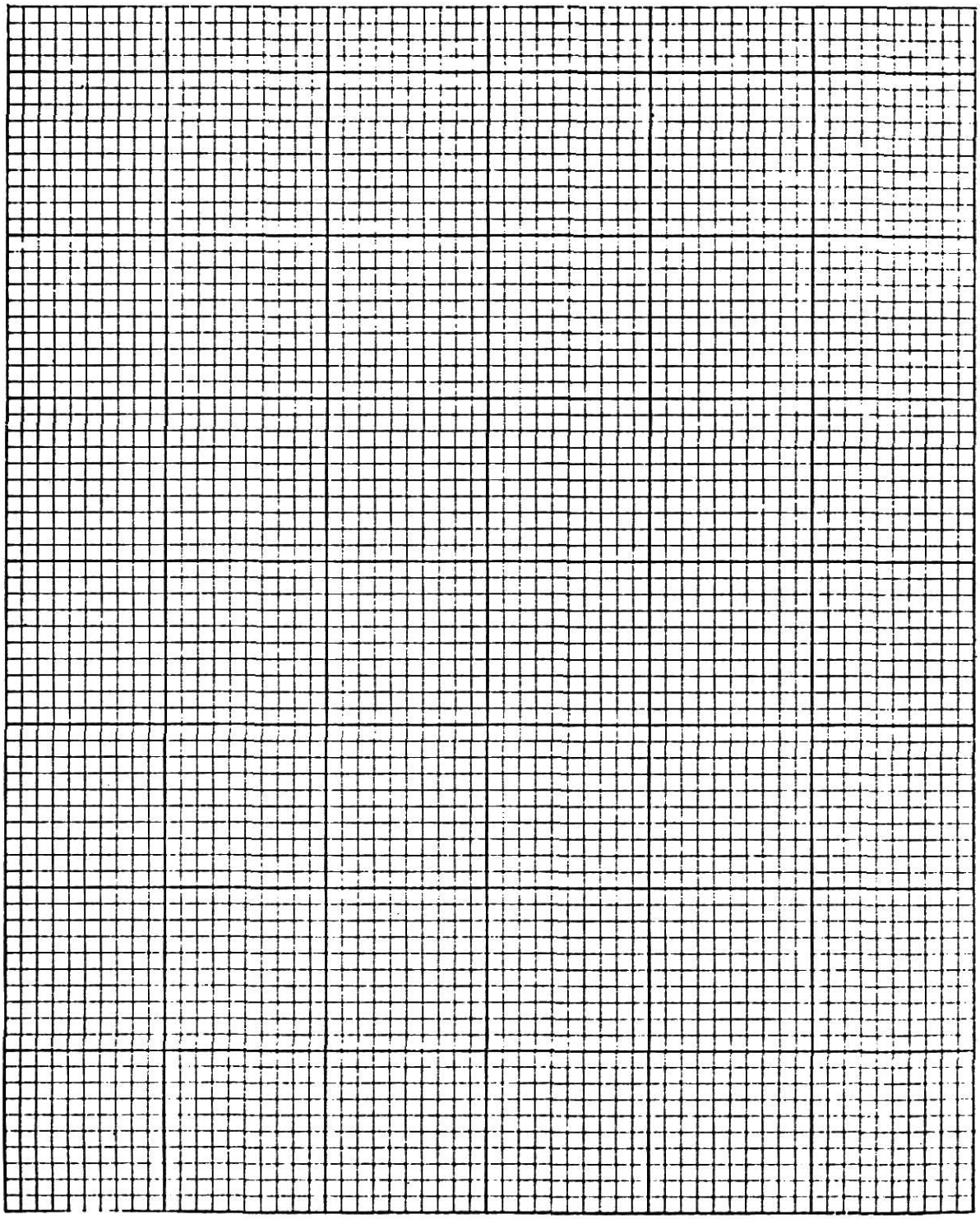
TIME IN SECONDS

3107 f

N

TIME-SPACE DIAGRAM

Progression _____ = _____ Ft/Sec. _____ MPH



DISTANCE IN FEET

TIME IN SECONDS

3107 f

PROBLEM 2

For the one-way street network shown below, the following data are given:

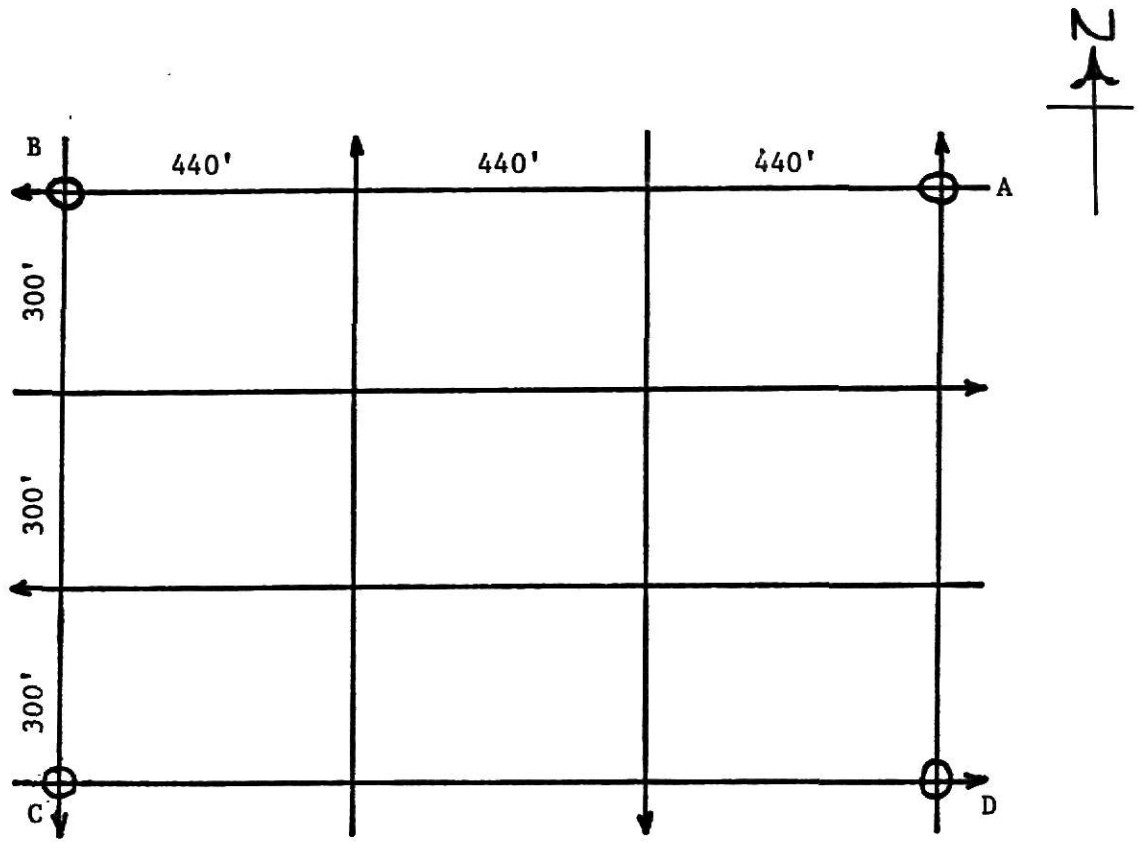


Fig. VI-2

Fixed time signals are located at A, B, C, D.
Cycle length desired: Approximately 60 seconds
Speed desired: Approximately 30 mph (not to exceed 30 mph)
60% of cycle is green on East-West streets
40% of cycle is green on North-South streets

Required: To provide a coordinated network, determine:

(1) Cycle length to nearest 5 seconds

(2) Progression speeds

(3) Signal offsets written on diagram

Dept. of Civil Engineering
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subject LAB EXERCISES IN TRAFFIC ENGINEERING

title PARKING STUDIES - PROBLEM STATEMENT

Attached are two work problems on parking studies. The problems are required to be worked to supply details wanted in the statements. Procedures and other necessary data to be used in the solution of these problems may be studied in the following references:

1. "Traffic Engineering - Theory and Practice" by Louis J. Pignataro - Chapter 16.
2. "Traffic Engineering Handbook" by ITE - Chapter 12.
3. "Manual of Traffic Engineering Studies" by ITE - Chapter 6.
4. "Conducting a Limited Parking Study" NCUT Procedure Manual 3C.

PROBLEM 1

A one-day parking usage and turnover study was conducted in the CBD of a small city, between the hours 10 a.m. to 6 p.m. Each space was inventoried once an hour to determine if a vehicle was parked, and if it was the same vehicle recorded in the previous round. All the curb stalls had a 2-hr. parking limit.

An analysis of parking meter revenues for the day of study indicated that the day's earnings were equal to 90% of the average day for on-street and 85% for off-street facilities.

The data collected during study is given in Fig.VII-1 and Table VII-1. You are required to analyze the given data, to calculate the following:

i) Percent usage for each block.

ii) Turnover for each block.

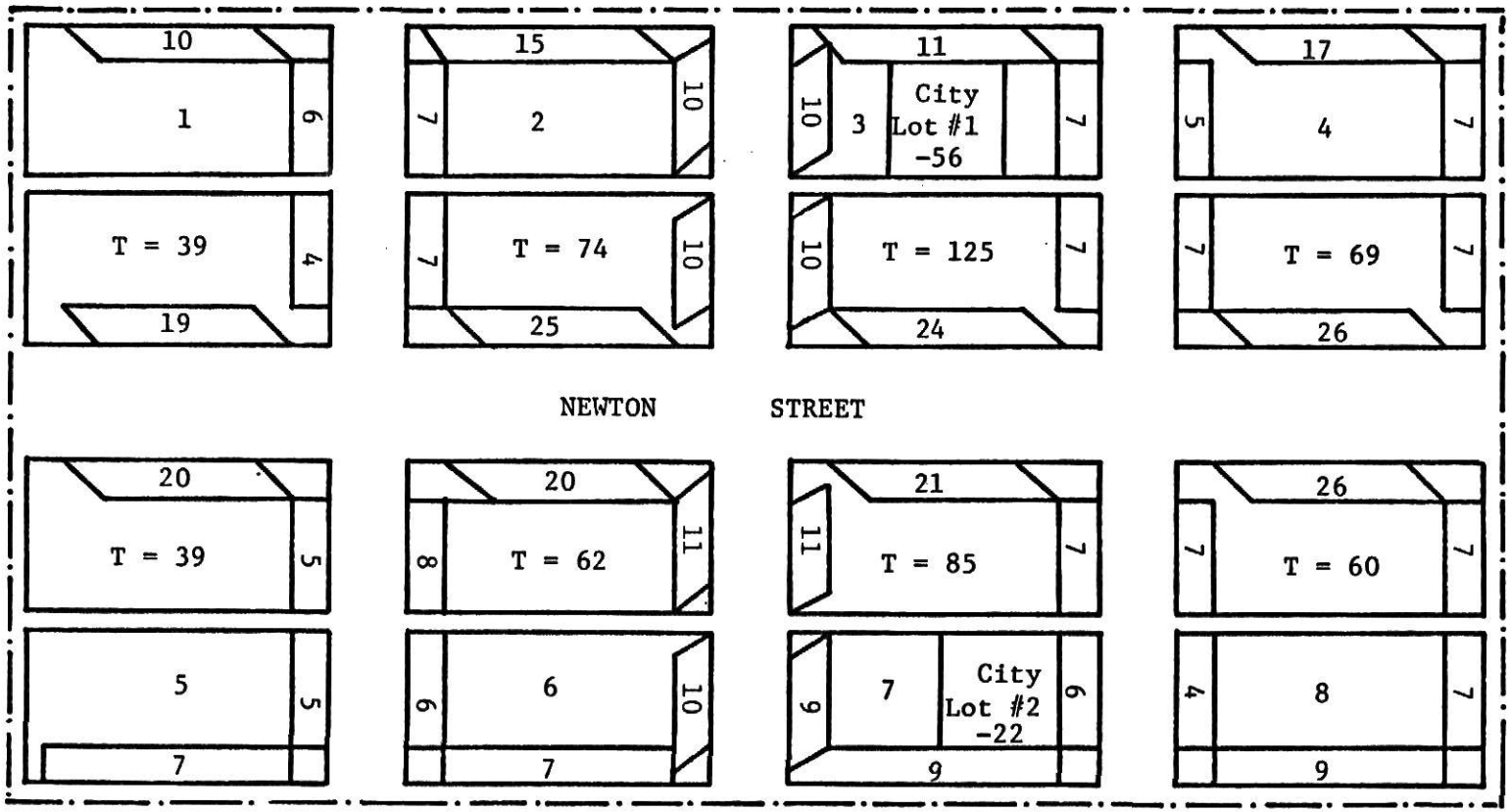
iii) What will you expect the turnover to approach as a limit?

iv) If the efficiency factor for curb stalls is 0.85 and for lots is 0.75, find the practical space hours in each block.

(b) Due to an increase in traffic demand, it has been decided to change existing 45° angle parking along Newton Street to parallel metered spaces, with the same 2-hr. limit. You are required to examine the revised situation and suggest a proper solution to the problem posed due to reduction in curb spaces. Use Fig. 16-2 'Pignataro' for typical space dimensions.

Table VII-1

Block Number	Available Spaces	Space Hours Used	Number of Parkers
1	39	98	51
2	74	308	199
3	125	668	388
4	69	321	232
5	39	132	71
6	62	220	150
7	85	486	331
8	60	268	214



CBD PARKING INVENTORY

Angle Parking

Parallel Parking

Fig. VII-1

PROBLEM 2

A sketch of existing parking lot, south of K-State Union building is given in Fig. VII-2. Assuming that the portion ABCDE is satisfactory, design the portion EGHIKM, with the sole objective of accommodating maximum number of cars.

All entrances and exits are to be provided along AE only.

Show the detailed layout on a 11" x 8 1/2" sheet and give the total number of parking spaces provided.

More than one parking angle may be used if necessary to maximize space utilization. Use Table 16-1 of textbook for typical parking lot capacity figures. Any more information regarding standards may be obtained from Chapter 12 of "Traffic Engineering Handbook."

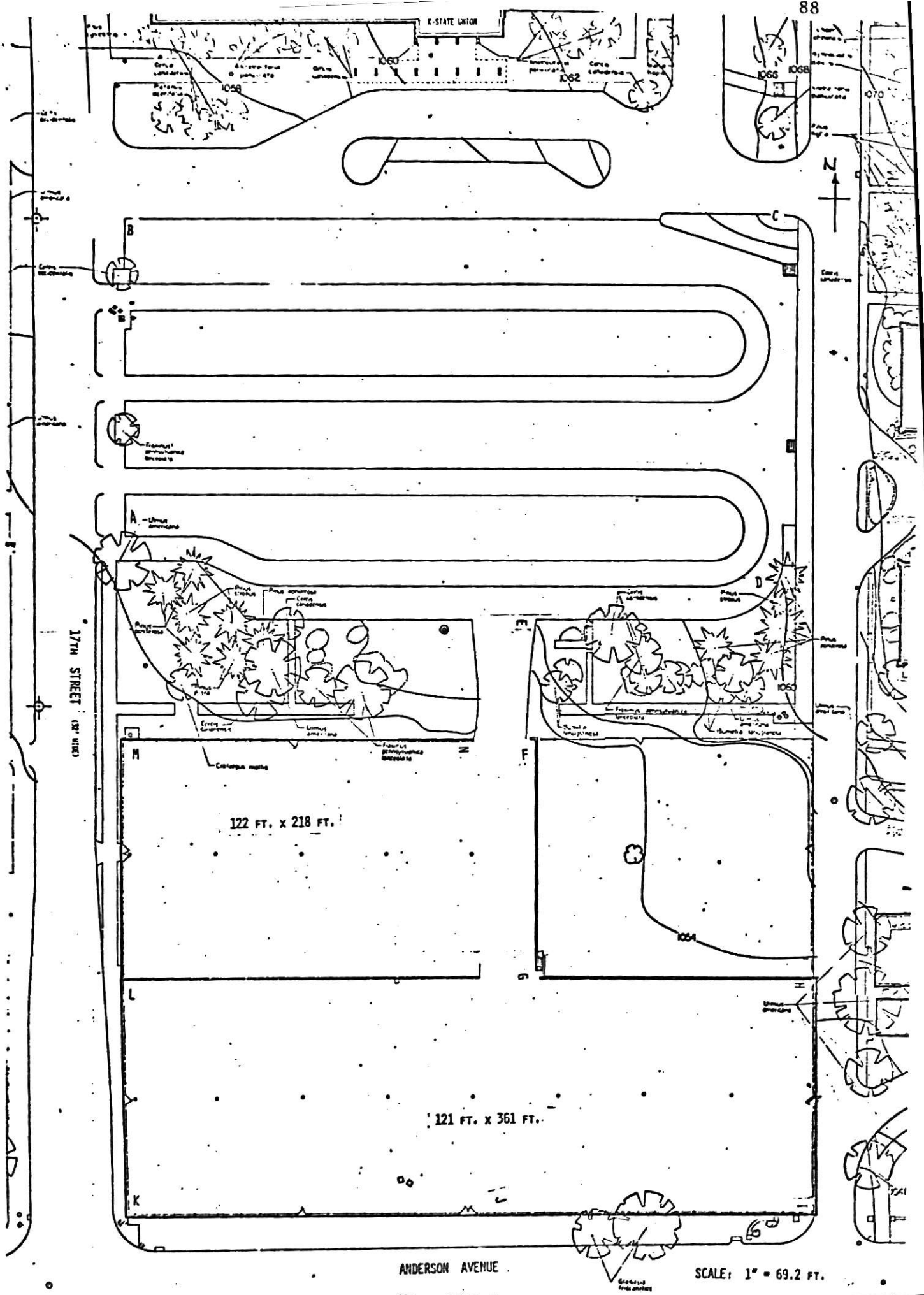

K-STATE UNION
1060
1058
1062
1066
1068
1070
N
B
C
A
D
E
V
1060
17TH STREET (30' WIDE)
M
F
122 FT. x 218 FT.
1064
G
L
H
121 FT. x 361 FT.
K
I
ANDERSON AVENUE
SCALE: 1" = 69.2 FT.

Fig. VII-2

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Manhattan, Kansas 66506

subject LAB EXERCISES IN TRAFFIC ENGINEERING

title INTERSECTION DESIGN AND CONTROL-PROBLEM STATEMENT

Attached is a problem on the design of a diamond interchange. All the features concerning its design and control may be worked out. Procedures and other relevant information necessary may be studied in the following references:

1. "A Study of the Peaking Characteristics of Signalized Urban Intersections as Related to Capacity and Design," by Donald R. Drew and Charles Pinell, Texas Transportation Institute Journal.

2. "The Value of Signal Phase Overlap in Signalized Intersection Capacity," a paper by Charles Pinell.

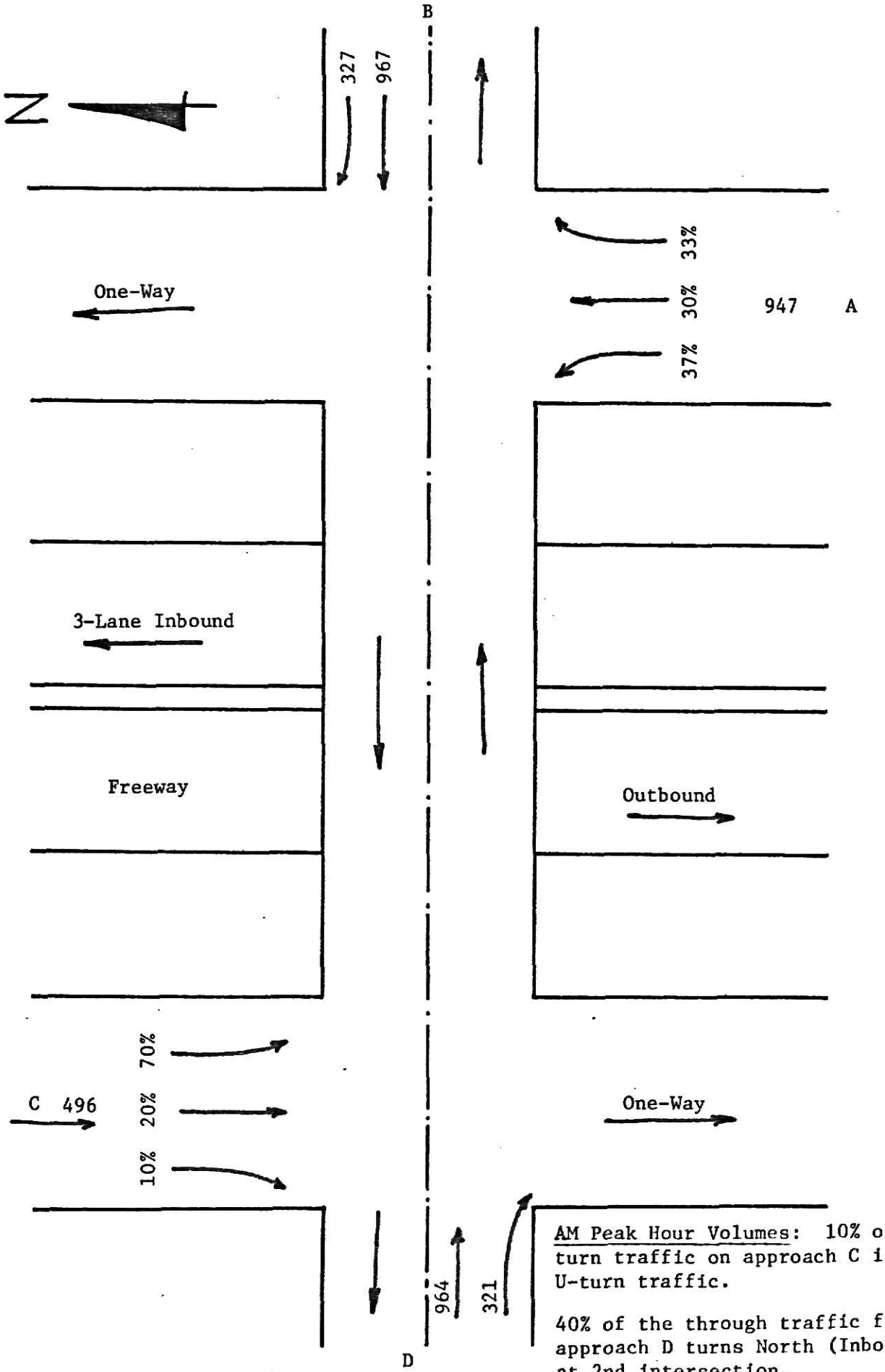
PROBLEM 1

A diamond interchange is to be constructed, in a city of population 800,000, approximately 4 miles away from the CBD, on a radial freeway. Distance of the location from city limits is 8 miles.

Volumes to be handled by the proposed interchange are shown on the attached sketch.

Design the interchange for signalization. This will include determining the number of lanes on each approach, indicating the traffic control devices to be used such as paint markings, lane control signs, signal head locations, and channelization. You may add such things as special turn lanes and U-turn lanes, if justified.

All design features should be shown on a 20" x 16" pencil sketch.



AM Peak Hour Volumes: 10% of left-turn traffic on approach C is U-turn traffic.

40% of the through traffic from approach D turns North (Inbound) at 2nd intersection.

Fig. VIII-1

Dept. of Civil Engineering
Kansas State University
Manhattan, Kansas 66506

subject LAB EXERCISES IN TRAFFIC ENGINEERING

title ACCIDENT STUDIES - PROBLEM STATEMENT

Attached is a set of accident reports. These accident reports were found in the intersection accident file of Ballard Road and Milwaukee Avenue in Niles, Illinois, for the calendar year 1968.

You are required to go through the enclosed reports and prepare the following:

1) A collision diagram for this intersection, showing only the accidents which you believe to be properly associated with the intersection.

2) Traffic volume summary

3) Summary of the accident facts, relevant to the solution of this particular accident location.

4) Analysis of collision diagram and accident summary.

5) Give step by step procedure to suggest remendial measures for improving the accident situation at this location.

The following references may be studied to proceed with the above problem:

1) "Manual of Traffic Engineering Studies," by ITE, - Chapter 1.

2) "Traffic Engineering Handbook," by ITE - Chapter 6.

3) "Traffic Engineering - Theory and Practice" by Louis J. Pignataro, Chapter 17.

4) "Fundamentals of Traffic Engineering," by Kennedy, Kell and Homburger.

TABULAR SUMMARY VEHICLE COUNT

Observer Reid/Topp Date 16 July 1969 Day Wednesday

INTERSECTION OF MILWAUKEE AVENUE AND BALLARD ROAD

R - Right turn
S - Straight ahead
L Left turn

BEGIN HOUR	MILWAUKEE from NORTH				MILWAUKEE from SOUTH				TOTAL North South	KELLY'S DRIVE-IN from EAST				BALLARD from WEST				TOTAL East West	TOTAL ALL
	R	S	L	Total	R	S	L	Total		R	S	L	Total	R	S	L	Total		
0700	4	469	0	473	0	318	36	354	827	0	0	0	0	64	0	5	69	69	896
0730	11	478	0	489	0	362	24	386	875	0	0	0	0	78	0	15	93	93	968
0800	8	599	0	607	0	279	20	299	906	0	0	0	0	75	0	9	84	84	990
0830	9	327	1	337	0	250	14	264	601	0	0	0	0	49	0	11	60	60	661
1600	14	405	2	421	0	440	43	483	904	1	0	2	3	34	0	15	49	52	956
1630	15	523	0	538	0	561	51	614	1152	1	0	0	1	42	0	10	52	53	1205
1700	10	435	2	447	2	623	95	720	1167	0	1	1	2	40	0	14	54	56	1223
1730	19	370	0	389	1	534	81	616	1005	9	0	0	9	51	2	9	62	71	1076

COLLISION DIAGRAM

INDICATE NORTH BY ARROW

(NAME)

(NAME)

SYMBOLS	TYPES OF COLLISIONS	SHOW FOR EACH ACCIDENT
MOVING VEHICLE	REAR END	1. DAY, DATE AND TIME.
BACKING VEHICLE	HEAD ON	2. WEATHER AND ROAD SURFACE – IF UNUSUAL CONDITION EXISTED.
NON-INVOLVED VEHICLE	SIDE SWIPE	3. NITE – IF BETWEEN DUSK AND DAWN
PEDESTRIAN	OUT OF CONTROL	
PARKED VEHICLE	LEFT TURN	
FIXED OBJECT	RIGHT ANGLE	
FATAL ACCIDENT		
INJURY ACCIDENT		

INTERSECTION _____ AND _____

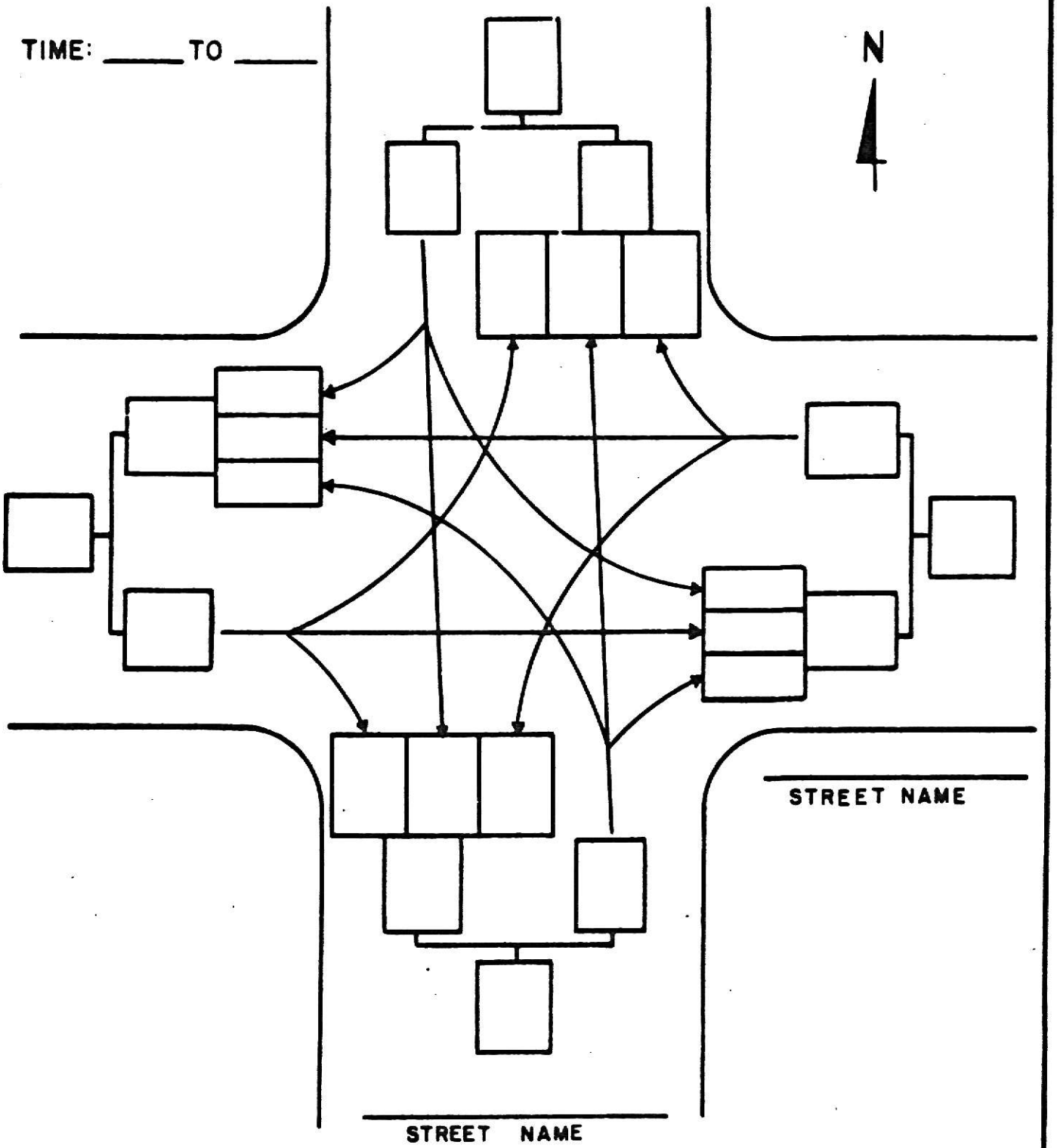
PERIOD _____ : FROM _____ TO _____

TRAFFIC VOLUME SUMMARY

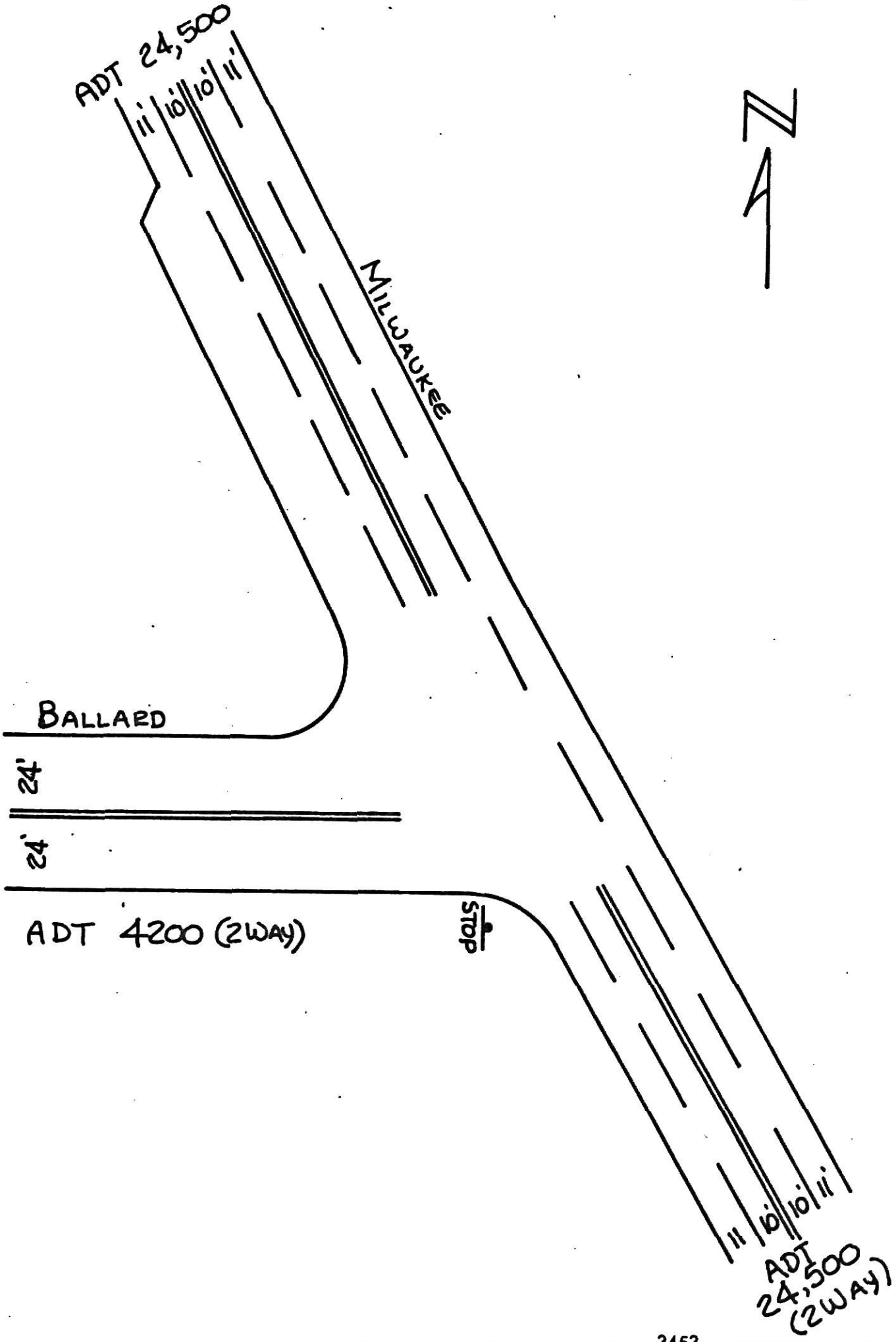
CITY _____ DATE _____ DAY _____

INTERSECTION OF _____ AND _____

TIME: _____ TO _____



Team No. Recorder


ADT 24,500
11' 10' 10' 11'
MILWAUKEE
N
BALLARD
24'
24'
ADT 4200 (2WAY)
STOP
11' 10' 10' 11'
ADT 24,500 (2WAY)

NILES POLICE DEPARTMENT ACCIDENT REPORT

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3452

2. ACCIDENT OCCURRED ON [ ] N [ ] S [X] E [ ] W SIDE OF: Milwaukee

3. ___ FT. [ ] N [ ] S [ ] E [ ] W OF (AT) Ballard — INTERSECTING STREET OR ADDRESS

4. (OFFICE USE ONLY)

1. REPORT NO. 0905

2. COMPLAINT NO. 65738

5. DATE OF ACCIDENT — DAY: 30 MONTH: OCT. YEAR: 68

6. DAY OF WEEK: Wed.

7. TIME: 7:15 [ ] A.M. [X] P.M.

8. ROUTE CODE

9. TOTAL VEHICLES INVOLVED: 2

17. TYPE OF STREET

INTERSECTIONAL
- [X] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [ ] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

10. VEHICLE NO. 1

OWNER / DRIVER: EMERY DON H. — ADDRESS: 1445 S. Busse — CITY: Mt. Prospect — STATE: — SEX: M — AGE: 44 — DATE OF BIRTH: 4-23-24

STATE DRIVER'S LICENSE: Ill. 5560-1682-4116 — VEHICLE MAKE: Ford — YEAR: 68 — TYPE: St. Wgn — STATE LICENSE NO.: 777-790 — STATE: Ill. — YEAR: 68

[X] MOVING [ ] STOPPED [ ] PARKED — FACING: [ ] N [ ] S [ ] E [ ] W [ ] NE [X] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: Milwaukee

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 2

OWNER / DRIVER: TASMIER JOSEPH P — ADDRESS: 6616 — CITY: Oak Park — STATE: Niles, Ill. — SEX: M — AGE: 58 — DATE OF BIRTH: 5-7-10

STATE DRIVER'S LICENSE: Ill. T256-4951-0131 — VEHICLE MAKE: Chev — YEAR: 62 — TYPE: 4 dr. — STATE LICENSE NO.: 781 355 — STATE: Ill. — YEAR: 68

[X] MOVING [ ] STOPPED [ ] PARKED — FACING: [ ] N [ ] S [ ] E [ ] W [ ] NE [X] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: Milwaukee

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

OWNER / DRIVER: N/A — ADDRESS — CITY — STATE — SEX — AGE — DATE OF BIRTH

STATE DRIVER'S LICENSE — VEHICLE MAKE — YEAR — TYPE — STATE LICENSE NO. — STATE — YEAR

[ ] MOVING [ ] STOPPED [ ] PARKED — FACING: [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

10A. VEHICLE NO. 1 — TELEPHONE NUMBER OF DRIVER: 439-1045 — INSURANCE COMPANY OF DRIVER: Chicago Motor Club

VEHICLE NO. 2 — TELEPHONE NUMBER OF DRIVER: 647-9616 — INSURANCE COMPANY OF DRIVER: Chicago Motor Club

VEHICLE NO. 3 — TELEPHONE NUMBER OF DRIVER — INSURANCE COMPANY OF DRIVER

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
- INJ. OR FATAL
- [ ] 1. DRIVER OR PASSENGER
- [ ] 2. INJ. OR FATAL PED.
- [X] 3. NON-MOTOR VEH. ACC.
- [ ] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- [ ] 4. FATAL
- [ ] A, B, C — NON-FATAL
- [ ] U [X] O

20. LIGHT CONDITION
- [ ] 1. DAYLIGHT
- [ ] 2. DAWN, DUSK
- [X] 3. DARKNESS

21. STREET LIGHTS
- [X] 1. ON
- [ ] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [X] 1. CLEAR
- [ ] 2. RAINING
- [ ] 3. SNOWING
- [ ] 4. FOG OR MIST

23. ROAD CONDITION
- [X] 1. DRY
- [ ] 2. WET
- [ ] 3. SNOWY, ICY
- [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
- [ ] 1. TRAFFIC SIGNAL
- [ ] 2. STOP SIGN
- [ ] 3. OFFICER
- [ ] 4. R.R. X-ING GATES
- [ ] 5. R.R. X-ING SIGNAL
- [ ] 6. OTHER
- [X] 7. NO CONTROL

11. DAMAGE TO OTHER PROPERTY: N/A — NATURE OF DAMAGE — OWNER'S NAME — OWNER'S ADDRESS

12. TYPE OF ACCIDENT ("X" ONE ONLY)

COLLISION OF MOTOR VEHICLE WITH:
- [ ] 1. PEDESTRIAN
- [X] 2. MOTOR VEHICLE IN TRAFFIC
- [ ] 3. PARKED VEHICLE
- [ ] 4. RAILROAD TRAIN
- [ ] 5. BICYCLIST
- [ ] 6. ANIMAL
- [ ] 7. FIXED OBJECT
- [ ] 8. OTHER OBJECT
- [ ] 9. RAN OFF ROAD
- [ ] 10. OVERTURNED IN ROAD
- [ ] 11. OTHER NON-COLLISION
- [ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- [ ] 1. PARKING MANEUVER
- [ ] 2. TURNING MANEUVER
- [X] 3. REAR END
- [ ] 4. HEAD ON
- [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- [ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- [ ] 7. CUTTING IN
- [ ] 8. MERGING
- [ ] 9. ANGLE
- [ ] 10. BACKING
- [ ] 11. OTHER
- [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT

	1	2	3
1. GOING STRAIGHT AHEAD	X		
2. CHANGING LANES			
3. MAKING RIGHT TURN			
4. MAKING LEFT TURN			
5. MAKING "U" TURN			
6. SLOWING OR STOPPING			
7. STARTING IN TRAFFIC			
8. LEAVING PARKING PLACE			
9. STOPPED IN TRAFFIC		X	
10. PARKED			
11. BACKING			
12. DRIVERLESS MOVING VEHICLE			

15. DRIVER — APPARENT VIOLATION

	1	2	3
1. DISOBEYED TRAFFIC SIGNAL			
2. PASSED STOP SIGN			
3. ON WRONG SIDE OF ROAD			
4. OVERTOOK IMPROPERLY			
5. IMPROPER TURN			
6. BRAKES INADEQUATE			
7. LIGHTS IMPROPER			
8. FAILED TO YIELD RIGHT OF WAY			
9. SPEED TOO FAST	X	X	
10. FOLLOWED TOO CLOSELY			
11. OTHER			
12. NO IMPROPER DRIVING			X

16. DRIVER — PHYSICAL CONDITION

	1	2	3
BEEN DRINKING: 1. OBVIOUSLY DRUNK			
2. ABILITY IMPAIRED			
3. ABILITY NOT IMPAIRED			
4. IMPAIRMENT NOT KNOWN			
5. APPARENTLY DRUGGED			
6. PHYSICAL HANDICAP			
7. SLEEPY, TIRED, ETC.			
8. ILL			
9. APPARENTLY NORMAL	X	X	
10. UNKNOWN			

25. PEDESTRIAN'S ACTION: N/A

	1	2
1. CROSSING AT INTERSECTION		
2. EMERGING BETWEEN PARKED CARS		
3. CROSSING NOT AT INTERSECTION		
IN THE ROADWAY: 4. WALKING WITH TRAFFIC		
5. WALKING AGAINST TRAFFIC		
6. STANDING		
7. GETTING ON OR OFF VEHICLE		
8. WORKING ON VEHICLE		
9. OTHER WORKING		
10. PLAYING		
11. UNK. OR OTHER		
12. NOT IN ROADWAY		

26. WHERE STRUCK: N/A

	1	2
AT INTERSECTION: 1. NORTH CROSSWALK		
2. SOUTH CROSSWALK		
3. EAST CROSSWALK		
4. WEST CROSSWALK		
5. NORTHEAST CROSSWALK		
6. SOUTHWEST CROSSWALK		
7. NORTHWEST CROSSWALK		
8. SOUTHEAST CROSSWALK		
9. DIAGONAL PATH		
10. MARKED CROSSING NOT AT INTERSECTION		
11. ALL OTHER NON-INTERSECTION PLACES		
12. NOT IN ROADWAY		

27. REPORTING OFFICER: PA [illegible] #139

28. SUPERVISOR APPROVING: RB

29. ARRESTS — DRIVER NO. X256-459

CHARGES 1: Failure To Reduce Speed To Avoid Accident

CHARGES 2: None

COURT DATE: 12-13-68

TIME: 1:30 [ ] A.M. [X] P.M.

COURT ROOM OR BRANCH: Niles

30 REPORT NO.

31. PERSONS INJURED OR KILLED

31A. VEHICLE NUMBER | TOWED BY | TO WHERE

VEHICLE NUMBER | TOWED BY | TO WHERE

A = BLEEDING WOUND, DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B = BRUISES, ABRASIONS, SWELLING.
C = COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

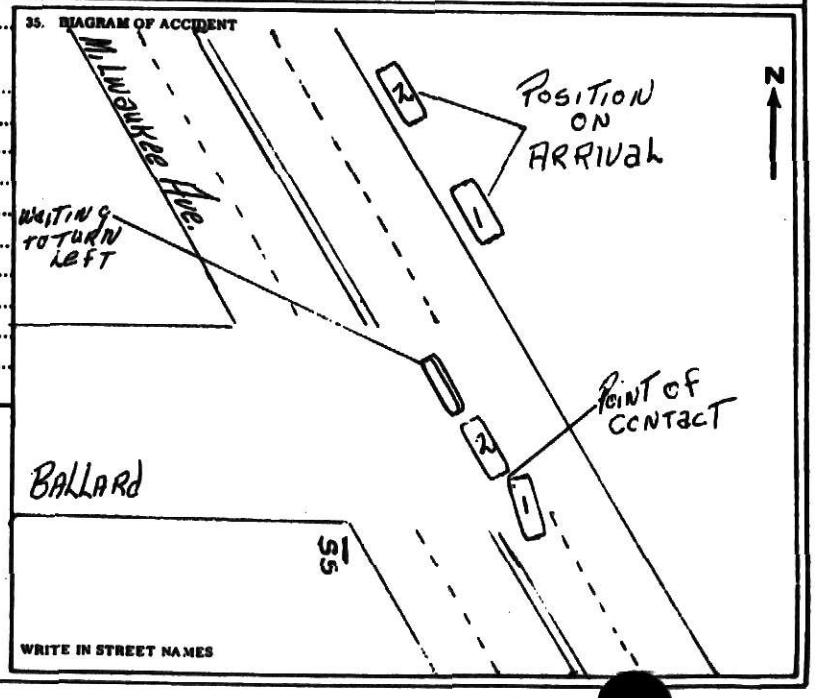
EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

Veh. # 2 W/B on Milwaukee in the inner lane stopped behind other veh. waiting to turn left. Veh. # 2 was struck in the rear by veh. # 1 also W/B on Milwaukee in the inner lane.

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

REPORT NUMBER

3452

98

NILES POLICE DEPARTMENT ACCIDENT REPORT

99

3452

2. ACCIDENT OCCURRED ON [ ] N [X] S [ ] E [ ] W SIDE OF Ballard

3. 50 FT. [ ] N [ ] S [ ] E [X] W OF (AT) Milwaukee — INTERSECTING STREET OR ADDRESS

4. (OFFICE USE ONLY)

1. REPORT NO. 0755

2. COMPLAINT NO. C-64509

5. DATE OF ACCIDENT: DAY 16 | MONTH September | YEAR 1968

6. DAY OF WEEK: Monday

7. TIME: 10:17 [X] A.M. [ ] P.M.

8. ROUTE CODE:

9. TOTAL VEHICLES INVOLVED: 2

17. TYPE OF STREET

INTERSECTIONAL
- [ ] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [X] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

10 OWNER (LAST) (FIRST) (MIDDLE) / DRIVER: Glass, Bernard — ADDRESS: 9471 Hamlin, Des Plaines — CITY — STATE — SEX: M — AGE: 43 — DATE OF BIRTH: 03-24-25

STATE DRIVER'S LICENSE: Ill. G420 08025056 — VEHICLE MAKE: Ford — YEAR: 1967 — TYPE: H/T — STATE LICENSE NO.: GV-237 — STATE: Illinois — YEAR: 1968

MOVING / STOPPED / PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: Ballard — Backing in Traffic

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS: None

VEHICLE NO. 2

OWNER (LAST) (FIRST) (MIDDLE) / DRIVER: Jenk, Alfred L. — ADDRESS: 371 Good, Des Plaines — CITY — STATE — SEX: M — AGE: 25 — DATE OF BIRTH: 02-19-43

STATE DRIVER'S LICENSE: Ill. T820 0124 3050 — VEHICLE MAKE: Camero — YEAR: 1967 — TYPE: H/T — STATE LICENSE NO.: BV-997 — STATE: Illinois — YEAR: 1968

MOVING / [X] STOPPED / PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: Ballard

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

OWNER (LAST) (FIRST) (MIDDLE) / DRIVER — ADDRESS — CITY — STATE — SEX — AGE — DATE OF BIRTH

STATE DRIVER'S LICENSE — VEHICLE MAKE — YEAR — TYPE — STATE LICENSE NO. — STATE — YEAR

MOVING / STOPPED / PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
- INJ. OR FATAL
- [ ] 1. DRIVER OR PASSENGER
- [ ] 2. INJ. OR FATAL PED.
- [ ] 3. NON-MOTOR VEH. ACC.
- [ ] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- [ ] 4. FATAL
- [ ] A, [ ] B, [ ] C — NON-FATAL
- [X] U [ ] O

20. LIGHT CONDITION
- [X] 1. DAYLIGHT
- [ ] 2. DAWN, DUSK
- [ ] 3. DARKNESS

21. STREET LIGHTS
- [ ] 1. ON
- [X] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [X] 1. CLEAR
- [ ] 2. RAINING
- [ ] 3. SNOWING
- [ ] 4. FOG OR MIST

23. ROAD CONDITION
- [X] 1. DRY
- [ ] 2. WET
- [ ] 3. SNOWY, ICY
- [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
- [ ] 1. TRAFFIC SIGNAL
- [X] 2. STOP SIGN
- [ ] 3. OFFICER
- [ ] 4. R.R. X-ING GATES
- [ ] 5. R.R. X-ING SIGNAL
- [ ] 6. OTHER
- [ ] 7. NO CONTROL

10A. VEHICLE NO. 1 — TELEPHONE NUMBER OF DRIVER: 296-2726 — INSURANCE COMPANY OF DRIVER: Liberty Mutual

VEHICLE NO. 2 — TELEPHONE NUMBER OF DRIVER: 824-8761 — INSURANCE COMPANY OF DRIVER: All State

VEHICLE NO. 3 — TELEPHONE NUMBER OF DRIVER — INSURANCE COMPANY OF DRIVER

11. DAMAGE TO OTHER PROPERTY — NATURE OF DAMAGE — OWNER'S NAME — OWNER'S ADDRESS

12. TYPE OF ACCIDENT ("X" ONE ONLY)

COLLISION OF MOTOR VEHICLE WITH:
- [ ] 1. PEDESTRIAN
- [X] 2. MOTOR VEHICLE IN TRAFFIC
- [ ] 3. PARKED VEHICLE
- [ ] 4. RAILROAD TRAIN
- [ ] 5. BICYCLIST
- [ ] 6. ANIMAL
- [ ] 7. FIXED OBJECT
- [ ] 8. OTHER OBJECT
- [ ] 9. RAN OFF ROAD
- [ ] 10. OVERTURNED IN ROAD
- [ ] 11. OTHER NON-COLLISION
- [ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- [ ] 1. PARKING MANEUVER
- [ ] 2. TURNING MANEUVER
- [ ] 3. REAR END
- [ ] 4. HEAD ON
- [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- [ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- [ ] 7. CUTTING IN
- [ ] 8. MERGING
- [ ] 9. ANGLE
- [X] 10. BACKING
- [ ] 11. OTHER
- [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT (1 2 3)
- [ ] 1. GOING STRAIGHT AHEAD
- [ ] 2. CHANGING LANES
- [ ] 3. MAKING RIGHT TURN
- [ ] 4. MAKING LEFT TURN
- [ ] 5. MAKING "U" TURN
- [ ] 6. SLOWING OR STOPPING
- [ ] 7. STARTING IN TRAFFIC
- [ ] 8. LEAVING PARKING PLACE
- [X] 9. STOPPED IN TRAFFIC
- [ ] 10. PARKED
- [X] 11. BACKING
- [ ] 12. DRIVERLESS MOVING VEHICLE

15. DRIVER (1 2 3) — APPARENT VIOLATION
- [ ] 1. DISOBEYED TRAFFIC SIGNAL
- [ ] 2. PASSED STOP SIGN
- [ ] 3. ON WRONG SIDE OF ROAD
- [ ] 4. OVERTOOK IMPROPERLY
- [ ] 5. IMPROPER TURN
- [ ] 6. BRAKES INADEQUATE
- [ ] 7. LIGHTS IMPROPER
- [ ] 8. FAILED TO YIELD RIGHT OF WAY
- [ ] 9. SPEED TOO FAST
- [ ] 10. FOLLOWED TOO CLOSELY
- [X] 11. OTHER: Improper Backing
- [X] 12. NO IMPROPER DRIVING

16. DRIVER (1 2 3) — PHYSICAL CONDITION
- BEEN DRINKING:
  - [ ] 1. OBVIOUSLY DRUNK
  - [ ] 2. ABILITY IMPAIRED
  - [ ] 3. ABILITY NOT IMPAIRED
  - [ ] 4. IMPAIRMENT NOT KNOWN
- [ ] 5. APPARENTLY DRUGGED
- [ ] 6. PHYSICAL HANDICAP
- [ ] 7. SLEEPY, TIRED, ETC.
- [ ] 8. ILL
- [X] 9. APPARENTLY NORMAL
- [ ] 10. UNKNOWN

25. PEDESTRIAN'S ACTION (1 2)
- [ ] 1. CROSSING AT INTERSECTION
- [ ] 2. EMERGING BETWEEN PARKED CARS
- [ ] 3. CROSSING NOT AT INTERSECTION
- IN THE ROADWAY:
  - [ ] 4. WALKING WITH TRAFFIC
  - [ ] 5. WALKING AGAINST TRAFFIC
  - [ ] 6. STANDING
  - [ ] 7. GETTING ON OR OFF VEHICLE
  - [ ] 8. WORKING ON VEHICLE
  - [ ] 9. OTHER WORKING
  - [ ] 10. PLAYING
  - [ ] 11. UNK. OR OTHER
- [ ] 12. NOT IN ROADWAY

26. WHERE STRUCK (1 2)
- AT INTERSECTION:
  - [ ] 1. NORTH CROSSWALK
  - [ ] 2. SOUTH CROSSWALK
  - [ ] 3. EAST CROSSWALK
  - [ ] 4. WEST CROSSWALK
  - [ ] 5. NORTHEAST CROSSWALK
  - [ ] 6. SOUTHWEST CROSSWALK
  - [ ] 7. NORTHWEST CROSSWALK
  - [ ] 8. SOUTHEAST CROSSWALK
  - [ ] 9. DIAGONAL PATH
- [ ] 10. MARKED CROSSING NOT AT INTERSECTION
- [ ] 11. ALL OTHER NON-INTERSECTION PLACES
- [ ] 12. NOT IN ROADWAY

27. REPORTING OFFICER: George, Bob B. #122

28. SUPERVISOR APPROVING: SW. Zopp Sgt. 58

29. ARRESTS — DRIVER NO. 1 — CHARGES

DRIVER NO. 2 — CHARGES

COURT DATE — TIME [ ] A.M. [ ] P.M. — COURT ROOM OR BRANCH

30 REPORT NO. | 31. PERSONS INJURED OR KILLED | 31A. VEHICLE NUMBER | TOWED BY | TO WHERE

VEHICLE NUMBER | TOWED BY | TO WHERE

A - BLEEDING WOUND DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B - BRUISES ABRASIONS, SWELLING.
C - COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33 DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

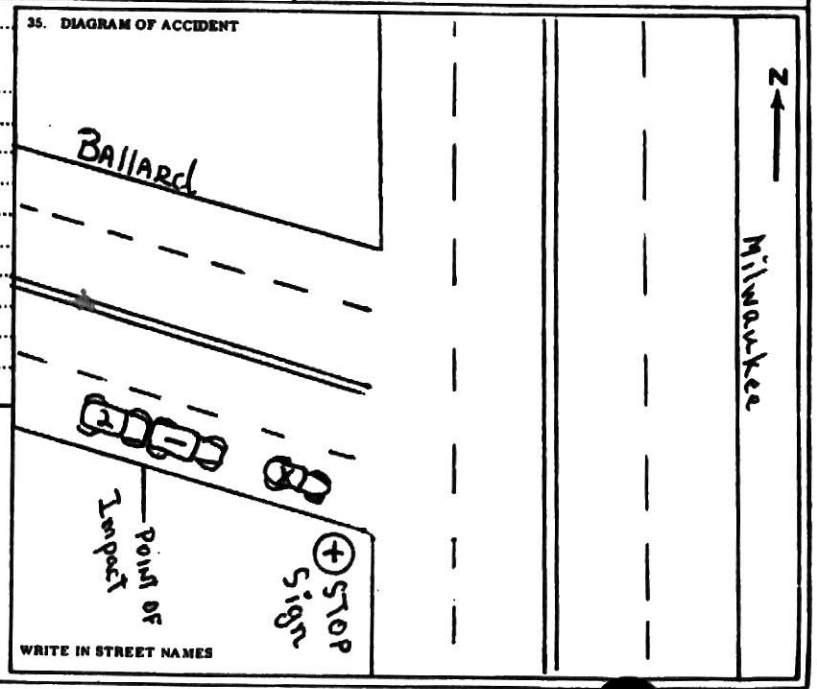
RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

Vehicles 1 & 2 stopped in the outside lane of traffic on Ballard at Milwaukee waiting for Vehicle x to proceed. Vehicle x decides to backup in traffic and vehicle 1 upon seeing this, also backs up and in doing so strikes Vehicle 2.

There was no damage to Vehicle 1 and upon investigation there is doubt whether Vehicle 2 received any damage beside very small scratches on front bumper. Driver of Vehicle 2 claimed damage to grill.

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

REPORT NUMBER

3452

100

NILES POLICE DEPARTMENT ACCIDENT REPORT

101

2. ACCIDENT OCCURRED ON [ ] N [ ] S [ ] E [X] W SIDE OF: Milwaukee

3. 10 FT. [X] N [ ] S [ ] E [ ] W OF AT Ballard (INTERSECTING STREET OR ADDRESS)

4. (OFFICE USE ONLY)

1. REPORT NO. 0931

2. COMPLAINT NO. 6-5942

5. DATE OF ACCIDENT: DAY 7 | MONTH Nov | YEAR 68

6. DAY OF WEEK: Thurs

7. TIME: 7 30 [X] A.M. [ ] P.M.

8. ROUTE CODE:

9. TOTAL VEHICLES INVOLVED: 1

17. TYPE OF STREET

INTERSECTIONAL
- [ ] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [X] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

10. [X] OWNER [X] DRIVER — (LAST) WeNOT (FIRST) JON (MIDDLE) R — ADDRESS 907 Westgate Rd. CITY Mt. Prospect STATE ILL — SEX M — AGE 34 — DATE OF BIRTH 5-18-34

STATE DRIVER'S LICENSE: Ill. W530-4363-4142 — VEHICLE MAKE Volvo — YEAR 68 — TYPE 4Dr. — STATE LICENSE NO. Gz-8082 — STATE ILL — YEAR 68

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [X] SE [ ] SW (1 2 3 4 5 6 7 8) ON: Milwaukee

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS: None

VEHICLE NO. 2

OWNER / DRIVER — (LAST) Kurek (FIRST) Linda J. (MIDDLE) — ADDRESS 9033 Joey Dr. CITY Niles STATE ILL — SEX F — AGE 14 — DATE OF BIRTH 7-15-54

STATE DRIVER'S LICENSE: N/A — VEHICLE MAKE Pedestrian — YEAR N/A — TYPE N/A — STATE LICENSE NO. N/A — STATE N/A — YEAR N/A

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [X] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: Milwaukee

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS: N/A

VEHICLE NO. 3

OWNER / DRIVER — (LAST) N/A (FIRST) (MIDDLE) — ADDRESS CITY STATE — SEX — AGE — DATE OF BIRTH

STATE DRIVER'S LICENSE — VEHICLE MAKE — YEAR — TYPE — STATE LICENSE NO. — STATE — YEAR

[ ] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS:

10A. VEHICLE NO. 1 — TELEPHONE NUMBER OF DRIVER: 392-6890 — INSURANCE COMPANY OF DRIVER: Hartford Ws Group

VEHICLE NO. 2 — TELEPHONE NUMBER OF DRIVER: 827-5709 — INSURANCE COMPANY OF DRIVER: N/A

VEHICLE NO. 3 — TELEPHONE NUMBER OF DRIVER: — INSURANCE COMPANY OF DRIVER:

11. DAMAGE TO OTHER PROPERTY — NATURE OF DAMAGE — OWNER'S NAME — OWNER'S ADDRESS

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
- INJ. OR FATAL
- [ ] 1. DRIVER OR PASSENGER
- [X] 2. INJ. OR FATAL PED.
- [ ] 3. NON-MOTOR VEH. ACC.
- [ ] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- [ ] 4. FATAL
- [ ] A, [ ] B, [ ] C — NON-FATAL
- [ ] U [ ] O

20. LIGHT CONDITION
- [X] 1. DAYLIGHT
- [ ] 2. DAWN, DUSK
- [ ] 3. DARKNESS

21. STREET LIGHTS
- [ ] 1. ON
- [X] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [ ] 1. CLEAR
- [X] 2. RAINING
- [ ] 3. SNOWING
- [ ] 4. FOG OR MIST

23. ROAD CONDITION
- [ ] 1. DRY
- [X] 2. WET
- [ ] 3. SNOWY, ICY
- [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
- [ ] 1. TRAFFIC SIGNAL
- [ ] 2. STOP SIGN
- [ ] 3. OFFICER
- [ ] 4. R.R. X-ING GATES
- [ ] 5. R.R. X-ING SIGNAL
- [ ] 6. OTHER
- [X] 7. NO CONTROL

12. KIND OF ACCIDENT ("X" ONE ONLY)
- COLLISION OF MOTOR VEHICLE WITH:
- [X] 1. PEDESTRIAN
- [ ] 2. MOTOR VEHICLE IN TRAFFIC
- [ ] 3. PARKED VEHICLE
- [ ] 4. RAILROAD TRAIN
- [ ] 5. BICYCLIST
- [ ] 6. ANIMAL
- [ ] 7. FIXED OBJECT
- [ ] 8. OTHER OBJECT
- [ ] 9. RAN OFF ROAD
- [ ] 10. OVERTURNED IN ROAD
- [ ] 11. OTHER NON-COLLISION
- [ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- [ ] 1. PARKING MANEUVER
- [ ] 2. TURNING MANEUVER
- [ ] 3. REAR END
- [ ] 4. HEAD ON
- [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- [ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- [ ] 7. CUTTING IN
- [ ] 8. MERGING
- [ ] 9. ANGLE
- [ ] 10. BACKING
- [ ] 11. OTHER
- [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT (1 2 3)
- [X] 1. GOING STRAIGHT AHEAD
- [ ] 2. CHANGING LANES
- [ ] 3. MAKING RIGHT TURN
- [ ] 4. MAKING LEFT TURN
- [ ] 5. MAKING "U" TURN
- [ ] 6. SLOWING OR STOPPING
- [ ] 7. STARTING IN TRAFFIC
- [ ] 8. LEAVING PARKING PLACE
- [ ] 9. STOPPED IN TRAFFIC
- [ ] 10. PARKED
- [ ] 11. BACKING
- [ ] 12. DRIVERLESS MOVING VEHICLE

15. DRIVER APPARENT VIOLATION (1 2 3)
- [ ] 1. DISOBEYED TRAFFIC SIGNAL
- [ ] 2. PASSED STOP SIGN
- [ ] 3. ON WRONG SIDE OF ROAD
- [ ] 4. OVERTOOK IimproperLY
- [ ] 5. IMPROPER TURN
- [ ] 6. BRAKES INADEQUATE
- [ ] 7. LIGHTS IMPROPER
- [ ] 8. FAILED TO YIELD RIGHT OF WAY
- [ ] 9. SPEED TOO FAST
- [ ] 10. FOLLOWED TOO CLOSELY
- [X] 11. OTHER: Due Caution To Pedestrian
- [ ] 12. NO IMPROPER DRIVING

16. DRIVER PHYSICAL CONDITION (1 2 3)
- BEEN DRINKING:
  - [ ] 1. OBVIOUSLY DRUNK
  - [ ] 2. ABILITY IMPAIRED
  - [ ] 3. ABILITY NOT IMPAIRED
  - [ ] 4. IMPAIRMENT NOT KNOWN
- [ ] 5. APPARENTLY DRUGGED
- [ ] 6. PHYSICAL HANDICAP
- [ ] 7. SLEEPY, TIRED, ETC.
- [ ] 8. ILL
- [X] 9. APPARENTLY NORMAL
- [ ] 10. UNKNOWN

25. PEDESTRIAN'S ACTION (1 2)
- [ ] 1. CROSSING AT INTERSECTION
- [ ] 2. EMERGING BETWEEN PARKED CARS
- [X] 3. CROSSING NOT AT INTERSECTION
- IN THE ROADWAY:
  - [ ] 4. WALKING WITH TRAFFIC
  - [ ] 5. WALKING AGAINST TRAFFIC
  - [ ] 6. STANDING
  - [ ] 7. GETTING ON OR OFF VEHICLE
  - [ ] 8. WORKING ON VEHICLE
  - [ ] 9. OTHER WORKING
  - [ ] 10. PLAYING
  - [ ] 11. UNK. OR OTHER
- [ ] 12. NOT IN ROADWAY

26. WHERE STRUCK (1 2)
- AT INTERSECTION:
  - [ ] 1. NORTH CROSSWALK
  - [ ] 2. SOUTH CROSSWALK
  - [ ] 3. EAST CROSSWALK
  - [ ] 4. WEST CROSSWALK
  - [ ] 5. NORTHEAST CROSSWALK
  - [ ] 6. SOUTHWEST CROSSWALK
  - [ ] 7. NORTHWEST CROSSWALK
  - [ ] 8. SOUTHEAST CROSSWALK
  - [ ] 9. DIAGONAL PATH
- [ ] 10. MARKED CROSSING NOT AT INTERSECTION
- [X] 11. ALL OTHER NON-INTERSECTION PLACES
- [ ] 12. NOT IN ROADWAY

27. REPORTING OFFICER

28. SUPERVISOR APPROVING

29. ARRESTS — DRIVER NO. 1 [ ] X

CHARGES: Failure To Exercise due Caution To Pedestrian

COURT DATE: 12/13/68

TIME: 1 30 [ ] A.M. [X] P.M.

COURT ROOM OR BRANCH: Niles

30 REPORT NO.

31. PERSONS INJURED OR KILLED: N/A

31A. VEHICLE NUMBER | TOWED BY: N/A | TO WHERE: N/A

VEHICLE NUMBER | TOWED BY: N/A | TO WHERE: N/A

A = BLEEDING WOUND, DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B = BRUISES, ABRASIONS, SWELLING
C = COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST): N/A (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT: ON ☐ OFF ☐ | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | PEDESTRIAN ☐

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST): N/A (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT: ON ☐ OFF ☐ | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | PEDESTRIAN ☐

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST): N/A (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT: ON ☐ OFF ☐ | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | PEDESTRIAN ☐

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS: None | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

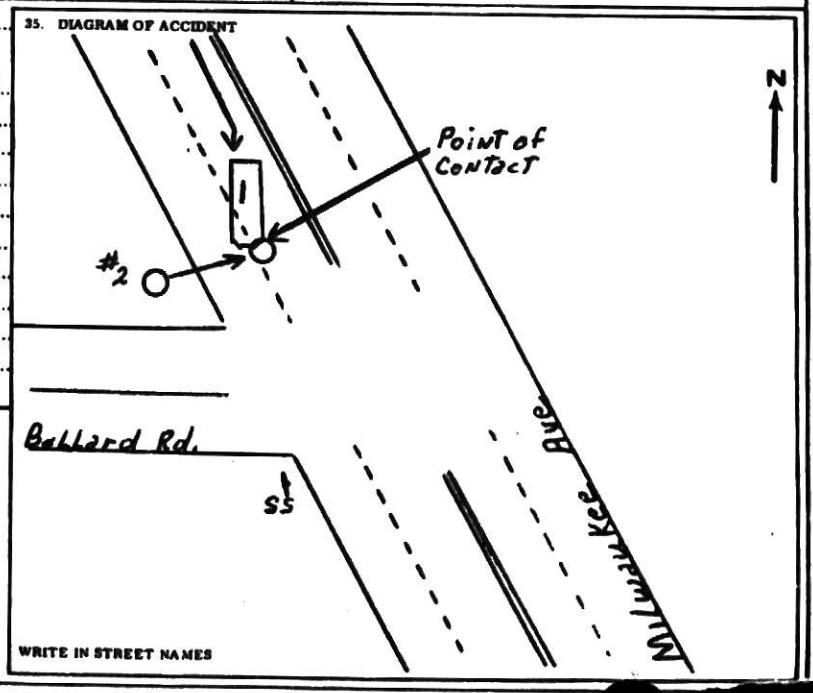
RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

Veh #1 S/B on Milwaukee in The Inner Lane Struck Pedestrian who was Crossing Milwaukee Ave West To East inner Lane. as Veh #1 approached Ballard he Saw The Pedestrian Starting across. He applied his brakes and cut to the right in an attempt to avoid striking The Pedestrian. Driver #1 assisted The Pedestrian into his Vehicle and drove her to her residence. Driver Then drove her and her Father to Lutheran General Hospital. All parties interviewed at Lutheran General. Pedestrian States, That as She was Crossing The Street Veh #1 was approching and She Thought That it was going Slower Than it appeared

No Visible Signs of Injury Noted

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

REPORT NUMBER

3452

102

NILES POLICE DEPARTMENT ACCIDENT REPORT

103

2. ACCIDENT OCCURRED — ON [ ] N [ ] S [X] E [ ] W SIDE OF: MILWAUKEE AVE.

3. INTERSECTING STREET OR ADDRESS — ___ FT. [ ] N [ ] S [ ] E [ ] W /AT BALLARD ROAD

4. (OFFICE USE ONLY)

1. REPORT NO.

2. COMPLAINT NO. C 58505 - 0148

5. DATE OF ACCIDENT — DAY 3 | MONTH FEB. | YEAR 68

6. DAY OF WEEK: SAT.

7. TIME: 12:45 [ ] A.M. [X] P.M.

8. ROUTE CODE: 21

9. TOTAL VEHICLES INVOLVED: 2

VEHICLE NO. 1
OWNER (LAST) (FIRST) (MIDDLE) / DRIVER: [X] McCRACKEN EDWARD H.
ADDRESS / CITY / STATE: 122 S. LAKE MUNDELEIN ILL
SEX: m AGE: 34 DATE OF BIRTH: 7-28-33
STATE DRIVER'S LICENSE: ILL. M262-2283-3214
VEHICLE MAKE: CHEV YEAR: 62 TYPE: ST/WGN
STATE LICENSE NO.: RH 1082 STATE: ILL YEAR: 67
[X] MOVING [ ] STOPPED [ ] PARKED — FACING [X] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW ON: MILWAUKEE AVE
ESTIMATED VEHICLE DAMAGE $
CIRCLE DAMAGED AREAS: 1

VEHICLE NO. 2
OWNER (LAST) (FIRST) (MIDDLE) / DRIVER: [X] SKOREY ANNE J.
ADDRESS / CITY / STATE: 6809 OAKTON CT. NILES ILL.
SEX: F AGE: 47 DATE OF BIRTH: 1-24-17
STATE DRIVER'S LICENSE: ILL. S600-6501-9810
VEHICLE MAKE: PONT YEAR: 67 TYPE: 2DR.
STATE LICENSE NO.: 748-799 STATE: ILL. YEAR: 68
[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [X] NE [ ] NW [ ] SE [ ] SW ON: MILWAUKEE AVE.
ESTIMATED VEHICLE DAMAGE $
CIRCLE DAMAGED AREAS: 2

VEHICLE NO. 3
OWNER (LAST) (FIRST) (MIDDLE) / DRIVER: N/A
ADDRESS / CITY / STATE / SEX / AGE / DATE OF BIRTH
STATE DRIVER'S LICENSE / VEHICLE MAKE / YEAR / TYPE / STATE LICENSE NO. / STATE / YEAR
[ ] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW ON:
ESTIMATED VEHICLE DAMAGE $
CIRCLE DAMAGED AREAS:

10A. TELEPHONE NUMBER OF DRIVER — VEHICLE NO. 1: 566-0165 — VEHICLE NO. 2: YO-7-6827 — VEHICLE NO. 3: N/A
INSURANCE COMPANY OF DRIVER — VEHICLE NO. 1: ALLSTATE INS. CO. — VEHICLE NO. 2: STATE FARM INS. CO — VEHICLE NO. 3:

11. DAMAGE TO OTHER PROPERTY — NATURE OF DAMAGE: N/A — OWNER'S NAME — OWNER'S ADDRESS

17. TYPE OF STREET
INTERSECTIONAL: [X] 1. ARTERIAL-ARTERIAL; [ ] 2. ARTERIAL-LOCAL; [ ] 3. LOCAL-LOCAL
NON-INTERSECTIONAL: [ ] 4. ARTERIAL; [ ] 5. LOCAL; [ ] 6. ALLEY; [ ] 7. RURAL ROUTE; [ ] 8. PARKING LOTS; [ ] 9. DRIVEWAYS, GARAGES

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM) — INJ. OR FATAL: [ ] 1. DRIVER OR PASSENGER; [ ] 2. INJ. OR FATAL PED.; [ ] 3. NON-MOTOR VEH. ACC.; [X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY: [ ] 4. FATAL; [ ] A, [ ] B, [ ] C — NON-FATAL; [ ] U; [X] O

20. LIGHT CONDITION: [X] 1. DAYLIGHT; [ ] 2. DAWN, DUSK; [ ] 3. DARKNESS

21. STREET LIGHTS: [ ] 1. ON; [X] 2. OFF; [ ] 3. NONE

22. WEATHER: [X] 1. CLEAR; [ ] 2. RAINING; [ ] 3. SNOWING; [ ] 4. FOG OR MIST

23. ROAD CONDITION: [X] 1. DRY; [ ] 2. WET; [ ] 3. SNOWY, ICY; [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL: [ ] 1. TRAFFIC SIGNAL; [ ] 2. STOP SIGN; [ ] 3. OFFICER; [ ] 4. R.R. X-ING GATES; [ ] 5. R.R. X-ING SIGNAL; [ ] 6. OTHER; [X] 7. NO CONTROL

12. TYPE OF ACCIDENT ("X" ONE ONLY) — COLLISION OF MOTOR VEHICLE WITH:
[ ] 1. PEDESTRIAN; [X] 2. MOTOR VEHICLE IN TRAFFIC; [ ] 3. PARKED VEHICLE; [ ] 4. RAILROAD TRAIN; [ ] 5. BICYCLIST; [ ] 6. ANIMAL; [ ] 7. FIXED OBJECT; [ ] 8. OTHER OBJECT; [ ] 9. RAN OFF ROAD; [ ] 10. OVERTURNED IN ROAD; [ ] 11. OTHER NON-COLLISION; [ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
[ ] 1. PARKING MANEUVER; [ ] 2. TURNING MANEUVER; [ ] 3. REAR END; [ ] 4. HEAD ON; [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION; [X] 6. SIDESWIPE VEHICLE IN SAME DIRECTION; [ ] 7. CUTTING IN; [ ] 8. MERGING; [ ] 9. ANGLE; [ ] 10. BACKING; [ ] 11. OTHER; [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT (1 / 2 / 3)
[X] 1. GOING STRAIGHT AHEAD; [X] 2. CHANGING LANES; [ ] 3. MAKING RIGHT TURN; [X] 4. MAKING LEFT TURN; [ ] 5. MAKING "U" TURN; [ ] 6. SLOWING OR STOPPING; [ ] 7. STARTING IN TRAFFIC; [ ] 8. LEAVING PARKING PLACE; [ ] 9. STOPPED IN TRAFFIC; [ ] 10. PARKED; [ ] 11. BACKING; [ ] 12. DRIVERLESS MOVING VEHICLE

15. DRIVER — APPARENT VIOLATION (1 / 2 / 3)
[ ] 1. DISOBEYED TRAFFIC SIGNAL; [ ] 2. PASSED STOP SIGN; [ ] 3. ON WRONG SIDE OF ROAD; [ ] 4. OVERTOOK IMPROPERLY; [ ] 5. IMPROPER TURN; [ ] 6. BRAKES INADEQUATE; [ ] 7. LIGHTS IMPROPER; [ ] 8. FAILED TO YIELD RIGHT OF WAY; [X] 9. SPEED TOO FAST; [X] 10. FOLLOWED TOO CLOSELY; [ ] 11. OTHER; [ ] 12. NO IMPROPER DRIVING

16. DRIVER — PHYSICAL CONDITION (1 / 2 / 3)
BEEN DRINKING: [ ] 1. OBVIOUSLY DRUNK; [ ] 2. ABILITY IMPAIRED; [ ] 3. ABILITY NOT IMPAIRED; [ ] 4. IMPAIRMENT NOT KNOWN
[ ] 5. APPARENTLY DRUGGED; [ ] 6. PHYSICAL HANDICAP; [ ] 7. SLEEPY, TIRED, ETC.; [ ] 8. ILL; [ ] 9. APPARENTLY NORMAL; [ ] 10. UNKNOWN

25. PEDESTRIAN'S ACTION (1 / 2): N/A
[ ] 1. CROSSING AT INTERSECTION; [ ] 2. EMERGING BETWEEN PARKED CARS; [ ] 3. CROSSING NOT AT INTERSECTION
IN THE ROADWAY: [ ] 4. WALKING WITH TRAFFIC; [ ] 5. WALKING AGAINST TRAFFIC; [ ] 6. STANDING; [ ] 7. GETTING ON OR OFF VEHICLE; [ ] 8. WORKING ON VEHICLE; [ ] 9. OTHER WORKING; [ ] 10. PLAYING; [ ] 11. UNK. OR OTHER; [ ] 12. NOT IN ROADWAY

26. WHERE STRUCK (1 / 2): N/A
AT INTERSECTION: [ ] 1. NORTH CROSSWALK; [ ] 2. SOUTH CROSSWALK; [ ] 3. EAST CROSSWALK; [ ] 4. WEST CROSSWALK; [ ] 5. NORTHEAST CROSSWALK; [ ] 6. SOUTHWEST CROSSWALK; [ ] 7. NORTHWEST CROSSWALK; [ ] 8. SOUTHEAST CROSSWALK; [ ] 9. DIAGONAL PATH
[ ] 10. MARKED CROSSING NOT AT INTERSECTION; [ ] 11. ALL OTHER NON-INTERSECTION PLACES; [ ] 12. NOT IN ROADWAY

27. REPORTING OFFICER: J. GERHARDT #144 NILES P.D.

28. SUPERVISOR APPROVING: 57

29. ARRESTS — DRIVER NO. — CHARGES
1
2 — CHARGES: IMPROPER TRAFFIC LANE USAGE — T #X920-738

COURT DATE: 22 MARCH 1968 — TIME: [ ] A.M. [X] P.M. 1:30 — COURT ROOM OR BRANCH: COURT ROOM 3RD

3452

30. REPORT NO. | 31. PERSONS INJURED OR KILLED | 31A VEHICLE NUMBER | TOWED BY | TO WHERE

VEHICLE NUMBER | TOWED BY | TO WHERE

A = BLEEDING WOUND, DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B = BRUISES, ABRASIONS, SWELLING
C = COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE): N/A | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

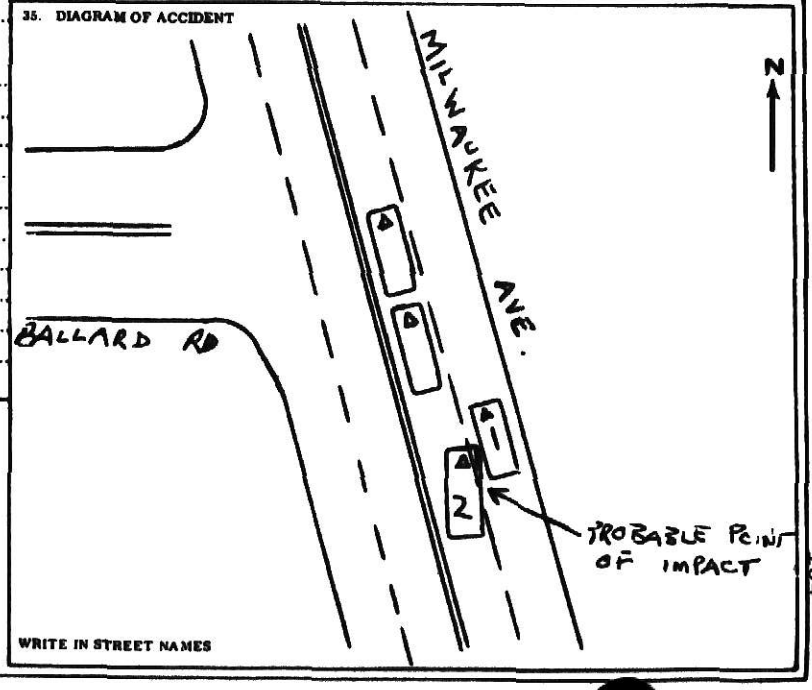
EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

ON INVESTIGATION I FOUND VEH #1 WAS NORTH BOUND ON MILWAUKEE AVE. TRAVELING IN THE CURB LANE. AS HE APPROACHED BALLARD RD AND BEGAN TO PASS, 3 VEHICLES WHICH WERE STANDING IN THE CENTER LANE WAITING TO TURN LEFT ONTO BALLARD RD. AS VEH #1 PASSED THE 3RD VEH. THERE WAS AN IMPACT. DAMAGE SUSTAINED TO VEH #1 WAS TO THE LEFT SIDE FROM THE REAR DOOR TO THE REAR BUMPER. DAMAGE TO VEH #2 WAS TO THE RIGHT FRONT FENDER. APPARENTLY VEH #2 WAS ATTEMPTING TO CHANGE LANES TO GO AROUND THE STANDING TRAFFIC.

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

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2. ACCIDENT OCCURRED ON [ ] [ ] [X] [ ] (N S E W) SIDE OF: MILWAUKEE

3. INTERSECTING STREET OR ADDRESS — FT. [ ] [ ] [ ] [ ] (N S E W) OF/AT BALLARD RD

4. (OFFICE USE ONLY)

1. REPORT NO. 0503

2. COMPLAINT NO. 61963

5. DATE OF ACCIDENT — DAY: 22 MONTH: JUNE YEAR: 68

6. DAY OF WEEK: SAT

7. TIME: 656 [ ] A.M. [X] P.M.

8. ROUTE CODE: STATE #21

9. TOTAL VEHICLES INVOLVED: 2

VEHICLE NO. 1

10. [X] OWNER [X] DRIVER — (LAST) COLEMAN (FIRST) WILLIAM (MIDDLE) E — ADDRESS / CITY / STATE: 3951 N. KEELER CHICAGO ILL — SEX: M AGE: 41 DATE OF BIRTH: 2/20/27

STATE DRIVER'S LICENSE: ILL C 455 9252 7051 — VEHICLE MAKE: PONT YEAR: 63 TYPE: CONVERT — STATE LICENSE NO.: RE 1713 STATE: ILL YEAR: 68

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [X] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE — ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 2

[X] OWNER [X] DRIVER — (LAST) WALDSCHMIDT FULBRIGHT (FIRST) MARGARET FREDDY (MIDDLE) M D — ADDRESS / CITY / STATE: 2310 CAMPBELL ROLLING MEADOWS; 65 SCHOENBECK WHEELING — SEX: M AGE: 27 DATE OF BIRTH: 12/28/40

STATE DRIVER'S LICENSE: ILL F 416 2444 0369 — VEHICLE MAKE: MUSTANG YEAR: 66 TYPE: 2DR — STATE LICENSE NO.: 146648 STATE: ILL YEAR: 68

[ ] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [X] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE — ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

[ ] OWNER [ ] DRIVER — (LAST) (FIRST) (MIDDLE) — ADDRESS / CITY / STATE — SEX / AGE / DATE OF BIRTH

STATE DRIVER'S LICENSE — VEHICLE MAKE — YEAR — TYPE — STATE LICENSE NO. — STATE — YEAR

[ ] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: — ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

10A. VEHICLE NO. 1 — TELEPHONE NUMBER OF DRIVER: PE 67000 EXT 3 — INSURANCE COMPANY OF DRIVER: NONE

VEHICLE NO. 2 — TELEPHONE NUMBER OF DRIVER: KE 537 6945 — INSURANCE COMPANY OF DRIVER: KEMPER "LUMBERMANS"

VEHICLE NO. 3 — TELEPHONE NUMBER OF DRIVER: — INSURANCE COMPANY OF DRIVER:

11. DAMAGE TO OTHER PROPERTY — NATURE OF DAMAGE — OWNER'S NAME — OWNER'S ADDRESS

17. TYPE OF STREET

INTERSECTIONAL: [ ] 1. ARTERIAL-ARTERIAL [ ] 2. ARTERIAL-LOCAL [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL: [ ] 4. ARTERIAL [ ] 5. LOCAL [ ] 6. ALLEY [ ] 7. RURAL ROUTE [ ] 8. PARKING LOTS [ ] 9. DRIVEWAYS, GARAGES — N/A

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM): [ ] INJ. OR FATAL [ ] 1. DRIVER OR PASSENGER [ ] 2. INJ. OR FATAL PED. [ ] 3. NON-MOTOR VEH. ACC. [X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY: [ ] 4. FATAL [ ] A [ ] B [ ] C NON-FATAL [ ] U [ ] O

20. LIGHT CONDITION: [X] 1. DAYLIGHT [ ] 2. DAWN, DUSK [ ] 3. DARKNESS

21. STREET LIGHTS: [ ] 1. ON [X] 2. OFF [ ] 3. NONE

22. WEATHER: [X] 1. CLEAR [ ] 2. RAINING [ ] 3. SNOWING [ ] 4. FOG OR MIST

23. ROAD CONDITION: [X] 1. DRY [ ] 2. WET [ ] 3. SNOWY, ICY [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL: [ ] 1. TRAFFIC SIGNAL [ ] 2. STOP SIGN [ ] 3. OFFICER [ ] 4. R.R. X-ING GATES [ ] 5. R.R. X-ING SIGNAL [ ] 6. OTHER [X] 7. NO CONTROL

12. TYPE OF ACCIDENT ("X" ONE ONLY)

COLLISION OF MOTOR VEHICLE WITH: [ ] 1. PEDESTRIAN [ ] 2. MOTOR VEHICLE IN TRAFFIC [X] 3. PARKED VEHICLE [ ] 4. RAILROAD TRAIN [ ] 5. BICYCLIST [ ] 6. ANIMAL [ ] 7. FIXED OBJECT [ ] 8. OTHER OBJECT [ ] 9. RAN OFF ROAD [ ] 10. OVERTURNED IN ROAD [ ] 11. OTHER NON-COLLISION [ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY): [ ] 1. PARKING MANEUVER [X] 2. TURNING MANEUVER [ ] 3. REAR END [ ] 4. HEAD ON [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION [ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION [ ] 7. CUTTING IN [ ] 8. MERGING [ ] 9. ANGLE [ ] 10. BACKING [ ] 11. OTHER [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT (1 2 3): [X] 1. GOING STRAIGHT AHEAD [ ] 2. CHANGING LANES [ ] 3. MAKING RIGHT TURN [X] 4. MAKING LEFT TURN [ ] 5. MAKING "U" TURN [ ] 6. SLOWING OR STOPPING [ ] 7. STARTING IN TRAFFIC [ ] 8. LEAVING PARKING PLACE [ ] 9. STOPPED IN TRAFFIC [ ] 10. PARKED [ ] 11. BACKING [ ] 12. DRIVERLESS MOVING VEHICLE

15. DRIVER (1 2 3) — APPARENT VIOLATION: [ ] 1. DISOBEYED TRAFFIC SIGNAL [ ] 2. PASSED STOP SIGN [ ] 3. ON WRONG SIDE OF ROAD [ ] 4. OVERTOOK IMPROPERLY [ ] 5. IMPROPER TURN [ ] 6. BRAKES INADEQUATE [ ] 7. LIGHTS IMPROPER [ ] 8. FAILED TO YIELD RIGHT OF WAY [ ] 9. SPEED TOO FAST [X] 10. FOLLOWED TOO CLOSELY [ ] 11. OTHER [ ] 12. NO IMPROPER DRIVING

16. DRIVER (1 2 3) — PHYSICAL CONDITION: BEEN DRINKING: [ ] 1. OBVIOUSLY DRUNK [ ] 2. ABILITY IMPAIRED [ ] 3. ABILITY NOT IMPAIRED [ ] 4. IMPAIRMENT NOT KNOWN [ ] 5. APPARENTLY DRUGGED [ ] 6. PHYSICAL HANDICAP [ ] 7. SLEEPY, TIRED, ETC. [ ] 8. ILL [X] 9. APPARENTLY NORMAL [ ] 10. UNKNOWN

25. PEDESTRIAN'S ACTION (1 2): N/A — [ ] 1. CROSSING AT INTERSECTION [ ] 2. EMERGING BETWEEN PARKED CARS [ ] 3. CROSSING NOT AT INTERSECTION [ ] 4. WALKING WITH TRAFFIC [ ] 5. WALKING AGAINST TRAFFIC [ ] 6. STANDING [ ] 7. GETTING ON OR OFF VEHICLE [ ] 8. WORKING ON VEHICLE [ ] 9. OTHER WORKING [ ] 10. PLAYING [ ] 11. UNK. OR OTHER [ ] 12. NOT IN ROADWAY (IN THE ROADWAY)

26. WHERE STRUCK (1 2): N/A — AT INTERSECTION: [ ] 1. NORTH CROSSWALK [ ] 2. SOUTH CROSSWALK [ ] 3. EAST CROSSWALK [ ] 4. WEST CROSSWALK [ ] 5. NORTHEAST CROSSWALK [ ] 6. SOUTHWEST CROSSWALK [ ] 7. NORTHWEST CROSSWALK [ ] 8. SOUTHEAST CROSSWALK [ ] 9. DIAGONAL PATH [ ] 10. MARKED CROSSING NOT AT INTERSECTION [ ] 11. ALL OTHER NON-INTERSECTION PLACES [ ] 12. NOT IN ROADWAY

27. REPORTING OFFICER: Plm James C. Olbrich #142 NPD

28. SUPERVISOR APPROVING: Sgt JRL

29. ARRESTS — DRIVER NO. #2 — 1 — CHARGES: FOLLOWING TOO CLOSELY X955 145; DRIVING AFTER LICE. SUSPENDED X955 147; NO VALID DRV. LICE. X955 146

2 — CHARGES:

COURT DATE: 15 AUG 1968 — TIME: 930 [X] A.M. [ ] P.M. — COURT ROOM OR BRANCH: 3rd DIST NILES

30 REPORT NO.

31. PERSONS INJURED OR KILLED: N/A

31A. VEHICLE NUMBER | TOWED BY | TO WHERE

VEHICLE NUMBER | TOWED BY | TO WHERE

A = BLEEDING WOUND, DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B = BRUISES, ABRASIONS, SWELLING.
C = COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

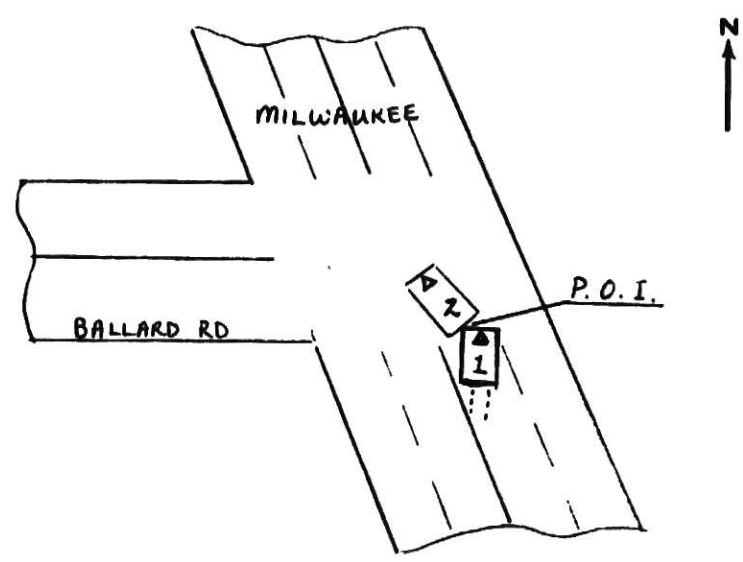
RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

VEH #2 WAS STOPPED ON MILWAUKEE N/B AT BALLARD RD, WAITING TO TURN LEFT. VEH #1 WAS BEHIND VEH #2 AND STARTED TO CUT AROUND TO THE RIGHT TO PASS VEH #2 BUT HAD TO CUT BACK INTO CENTER LANE BECAUSE OF OTHER TRAFFIC, THEN APPLIED HIS BRAKES AND STRUCK VEH #2 IN THE REAR. DRIVER OF VEH #1 STATED HIS LEFT FRONT WHEEL HAD LOCKED ON HIM. BRAKES CHECKED BY THIS OFFICER, O.K.

REPORT NUMBER

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

NILES POLICE DEPARTMENT ACCIDENT REPORT

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2. ACCIDENT OCCURRED ON [ ] N [ ] S [ ] E [X] W SIDE OF: Milwaukee Ave

3. [ ] FT. [ ] N [ ] S [ ] E [ ] W [X] AT INTERSECTING STREET OR ADDRESS: BALLARD

4. (OFFICE USE ONLY)

1. REPORT NO. 0405

2. COMPLAINT NO. 61011

5. DATE OF ACCIDENT: DAY 18 MONTH May YEAR 1968

6. DAY OF WEEK: Saturday

7. TIME: 6:54 [ ] A.M. [X] P.M.

8. ROUTE CODE

9. TOTAL VEHICLES INVOLVED: 2

17. TYPE OF STREET

INTERSECTIONAL
- [X] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [ ] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

10. [X] OWNER [X] DRIVER — (LAST) Vaughn (FIRST) Charles (MIDDLE) Augustus — ADDRESS 7631 GREENWOOD — CITY Morton Gr. Ill. — STATE — SEX X — AGE 41 — DATE OF BIRTH 1927

STATE DRIVER'S LICENSE: ILL - V250-1413 7117 — VEHICLE MAKE: OLDS — YEAR: 60 — TYPE: CONV. — STATE LICENSE NO.: GC 2126 — STATE: Ill — YEAR: 68

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [X] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW — ON: BALLARD

ESTIMATED VEHICLE DAMAGE $ —

CIRCLE DAMAGED AREAS: NONE

VEHICLE NO. 2

[X] OWNER [X] DRIVER — (LAST) AUS LEASING (FIRST) FRANKE, KAY (MIDDLE) R. — ADDRESS 2238 PINEHURST — CITY Gn. Glenview — STATE Ill. — SEX F — AGE 30 — DATE OF BIRTH 1938

STATE DRIVER'S LICENSE: MO. F 180-5041-0486 7194 — VEHICLE MAKE: CHEV — YEAR: 68 — TYPE: 4 DR — STATE LICENSE NO.: EE 7382 — STATE: MO — YEAR: 1968

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [X] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW — ON: MILWAUKEE

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

[ ] OWNER [ ] DRIVER — (LAST) — (FIRST) — (MIDDLE) — ADDRESS — CITY — STATE — SEX — AGE — DATE OF BIRTH

STATE DRIVER'S LICENSE — VEHICLE MAKE — YEAR — TYPE — STATE LICENSE NO. — STATE — YEAR

[ ] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW — ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
- INJ. OR FATAL
- [ ] 1. DRIVER OR PASSENGER
- [ ] 2. INJ. OR FATAL PED.
- [ ] 3. NON-MOTOR VEH. ACC.
- [X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- [ ] 4. FATAL
- [ ] A, B, C — NON-FATAL
- [X] U [ ] O

20. LIGHT CONDITION
- [X] 1. DAYLIGHT
- [ ] 2. DAWN, DUSK
- [ ] 3. DARKNESS

21. STREET LIGHTS
- [ ] 1. ON
- [X] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [X] 1. CLEAR
- [ ] 2. RAINING
- [ ] 3. SNOWING
- [ ] 4. FOG OR MIST

23. ROAD CONDITION
- [ ] 1. DRY
- [X] 2. WET
- [ ] 3. SNOWY, ICY
- [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
- [ ] 1. TRAFFIC SIGNAL
- [X] 2. STOP SIGN
- [ ] 3. OFFICER
- [ ] 4. R.R. X-ING GATES
- [ ] 5. R.R. X-ING SIGNAL
- [ ] 6. OTHER
- [ ] 7. NO CONTROL

10A. VEHICLE NO. 1 — TELEPHONE NUMBER OF DRIVER: Yo 5-6066 — INSURANCE COMPANY OF DRIVER: ALLSTATE

VEHICLE NO. 2 — TELEPHONE NUMBER OF DRIVER: 729-6533 — INSURANCE COMPANY OF DRIVER: UNKNOWN (AUS)

VEHICLE NO. 3 — TELEPHONE NUMBER OF DRIVER: — INSURANCE COMPANY OF DRIVER: —

11. DAMAGE TO OTHER PROPERTY — NATURE OF DAMAGE — OWNER'S NAME — OWNER'S ADDRESS

12. TYPE OF ACCIDENT ("X" ONE ONLY)

COLLISION OF MOTOR VEHICLE WITH:
- [ ] 1. PEDESTRIAN
- [X] 2. MOTOR VEHICLE IN TRAFFIC
- [ ] 3. PARKED VEHICLE
- [ ] 4. RAILROAD TRAIN
- [ ] 5. BICYCLIST
- [ ] 6. ANIMAL
- [ ] 7. FIXED OBJECT
- [ ] 8. OTHER OBJECT
- [ ] 9. RAN OFF ROAD
- [ ] 10. OVERTURNED IN ROAD
- [ ] 11. OTHER NON-COLLISION
- [ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- [ ] 1. PARKING MANEUVER
- [ ] 2. TURNING MANEUVER
- [ ] 3. REAR END
- [ ] 4. HEAD ON
- [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- [ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- [ ] 7. CUTTING IN
- [ ] 8. MERGING
- [X] 9. ANGLE
- [ ] 10. BACKING
- [ ] 11. OTHER
- [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT

	1	2	3
1. GOING STRAIGHT AHEAD	X	X	
2. CHANGING LANES			
3. MAKING RIGHT TURN			
4. MAKING LEFT TURN			
5. MAKING "U" TURN			
6. SLOWING OR STOPPING			
7. STARTING IN TRAFFIC			
8. LEAVING PARKING PLACE			
9. STOPPED IN TRAFFIC			
10. PARKED			
11. BACKING			
12. DRIVERLESS MOVING VEHICLE			

15. DRIVER — APPARENT VIOLATION

	1	2	3
1. DISOBEYED TRAFFIC SIGNAL			
2. PASSED STOP SIGN			
3. ON WRONG SIDE OF ROAD			
4. OVERTOOK IMPROPERLY			
5. IMPROPER TURN			
6. BRAKES INADEQUATE			
7. LIGHTS IMPROPER			
8. FAILED TO YIELD RIGHT OF WAY	X		
9. SPEED TOO FAST			
10. FOLLOWED TOO CLOSELY			
11. OTHER			
12. NO IMPROPER DRIVING			

16. DRIVER — PHYSICAL CONDITION

	1	2	3
BEEN DRINKING: 1. OBVIOUSLY DRUNK			
BEEN DRINKING: 2. ABILITY IMPAIRED			
BEEN DRINKING: 3. ABILITY NOT IMPAIRED			
BEEN DRINKING: 4. IMPAIRMENT NOT KNOWN			
5. APPARENTLY DRUGGED			
6. PHYSICAL HANDICAP			
7. SLEEPY, TIRED, ETC.			
8. ILL			
9. APPARENTLY NORMAL	X	X	
10. UNKNOWN			

25. PEDESTRIAN'S ACTION: N/A

	1	2
1. CROSSING AT INTERSECTION		
2. EMERGING BETWEEN PARKED CARS		
3. CROSSING NOT AT INTERSECTION		
IN THE ROADWAY: 4. WALKING WITH TRAFFIC		
IN THE ROADWAY: 5. WALKING AGAINST TRAFFIC		
IN THE ROADWAY: 6. STANDING		
IN THE ROADWAY: 7. GETTING ON OR OFF VEHICLE		
IN THE ROADWAY: 8. WORKING ON VEHICLE		
IN THE ROADWAY: 9. OTHER WORKING		
IN THE ROADWAY: 10. PLAYING		
IN THE ROADWAY: 11. UNK. OR OTHER		
12. NOT IN ROADWAY		

26. WHERE STRUCK: N/A

	1	2
AT INTERSECTION: 1. NORTH CROSSWALK		
AT INTERSECTION: 2. SOUTH CROSSWALK		
AT INTERSECTION: 3. EAST CROSSWALK		
AT INTERSECTION: 4. WEST CROSSWALK		
AT INTERSECTION: 5. NORTHEAST CROSSWALK		
AT INTERSECTION: 6. SOUTHWEST CROSSWALK		
AT INTERSECTION: 7. NORTHWEST CROSSWALK		
AT INTERSECTION: 8. SOUTHEAST CROSSWALK		
AT INTERSECTION: 9. DIAGONAL PATH		
10. MARKED CROSSING NOT AT INTERSECTION		
11. ALL OTHER NON-INTERSECTION PLACES		
12. NOT IN ROADWAY		

27. REPORTING OFFICER: R. Hanna #137

28. SUPERVISOR APPROVING: W Topp Sgt 58

29. ARRESTS — DRIVER NO. 1 — CHARGES: — none

DRIVER NO. 2 — CHARGES: — none —

COURT DATE — TIME [ ] A.M. [ ] P.M. — COURT ROOM OR BRANCH

INJURED OR KILLED	VEHICLE NUMBER	TOWED BY	TO WHERE
	VEHICLE NUMBER	TOWED BY	TO WHERE

A = BLEEDING WOUND, DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B = BRUISES, ABRASIONS, SWELLING
C = COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

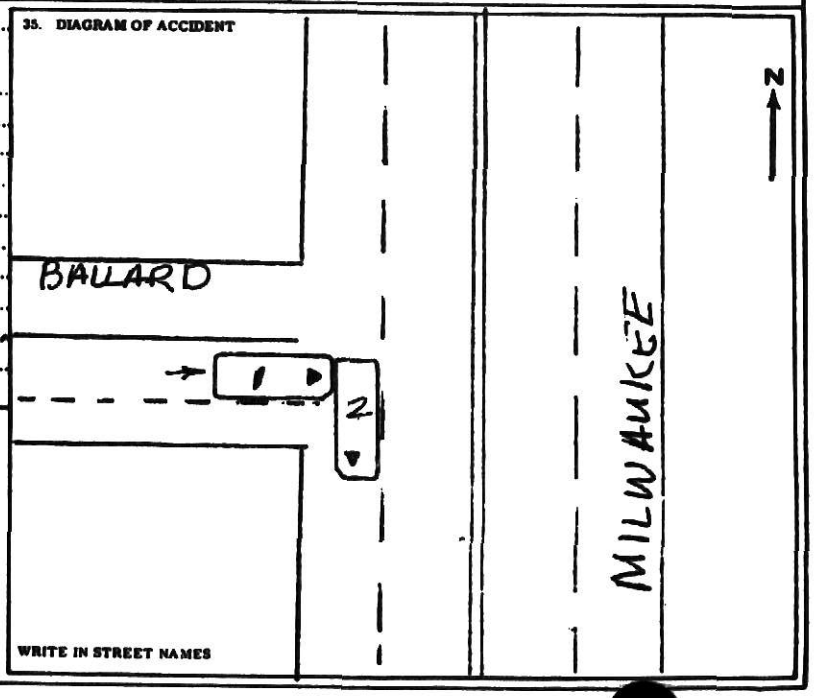
EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

Vehicle No 2 which was south bound on Milwaukee Ave was struck by Vehicle #1 which was east bound on Ballard.
Following is statement of driver of Vehicle No 1 - as to cause of accident. Mr Vaughn driving east on Ballard was being chased by an unk. white male in a 1960 Pont when Mr Vaughn stopped his vehicle said unk male came up to him and threatened him with a wrench, at this time Mr Vaughns vehicle moved forward striking vehicle #2
The unk white male at this time left the scene - this accident took place at approx. 5 pm this date

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

REPORT NUMBER

SAFEWAY INS. CO.
FC-118068 8987

NILES POLICE DEPARTMENT ACCIDENT REPORT

AMERICAN INDEMNITY
GA-541550

109

2. ACCIDENT OCCURRED ON [ ] N [ ] S [X] E [ ] W SIDE OF: MILWAUKEE AVE.

3. 35 FT. [ ] N [X] S [ ] E [ ] W OF/AT INTERSECTING STREET OR ADDRESS: BALLARD RD.

4. (OFFICE USE ONLY)

1. REPORT NO.

2. COMPLAINT NO. 57790 - 0020

5. DATE OF ACCIDENT: DAY 3 MONTH JUN YEAR 68

6. DAY OF WEEK: WED.

7. TIME: 8:23 [X] A.M. [ ] P.M.

8. ROUTE CODE: # 21

9. TOTAL VEHICLES INVOLVED: 2

17. TYPE OF STREET

INTERSECTIONAL
- [ ] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [X] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

10. [X] OWNER [X] DRIVER (LAST) (FIRST) (MIDDLE): SAPIENZA ROCCO

ADDRESS: 503 HINMAN AVE. CITY: EVANSTON STATE: UN-7-23 SEX: M AGE: 48 DATE OF BIRTH: 1920

STATE DRIVER'S LICENSE: ILL. 3152-7202-0060 VEHICLE MAKE: DODGE YEAR: 68 TYPE: TRUCK STATE LICENSE NO.: SV-7415 STATE: ILL YEAR: 67

[X] MOVING [ ] STOPPED [ ] PARKED FACING [X] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW ON: MILWAUKEE AVE.

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 2

[ ] OWNER [X] DRIVER (LAST) (FIRST) (MIDDLE): MINKNER ISAKKE

ADDRESS: 5722 OLEANDER CITY: NILES STATE: 10-5-2964 SEX: M AGE: 40 DATE OF BIRTH: 1927

STATE DRIVER'S LICENSE: ILL. 17656-6609-7238 VEHICLE MAKE: OLD. YEAR: 67 TYPE: 4DR STATE LICENSE NO.: GV-699 STATE: ILL. YEAR: 67

[X] MOVING [ ] STOPPED [ ] PARKED FACING [X] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW ON: MILWAUKEE AVE.

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

[ ] OWNER [ ] DRIVER (LAST) (FIRST) (MIDDLE): N.A.

ADDRESS CITY STATE SEX AGE DATE OF BIRTH

STATE DRIVER'S LICENSE VEHICLE MAKE YEAR TYPE STATE LICENSE NO. STATE YEAR

[ ] MOVING [ ] STOPPED [ ] PARKED FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

10A. VEHICLE NO. 1 TELEPHONE NUMBER OF DRIVER / INSURANCE COMPANY OF DRIVER

VEHICLE NO. 2 TELEPHONE NUMBER OF DRIVER / INSURANCE COMPANY OF DRIVER

VEHICLE NO. 3 TELEPHONE NUMBER OF DRIVER / INSURANCE COMPANY OF DRIVER

11. DAMAGE TO OTHER PROPERTY | NATURE OF DAMAGE | OWNER'S NAME | OWNER'S ADDRESS

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
- INJ. OR FATAL
- [ ] 1. DRIVER OR PASSENGER
- [ ] 2. INJ. OR FATAL PED.
- [ ] 3. NON-MOTOR VEH. ACC.
- [X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- [ ] 4. FATAL
- [ ] A, B, C NON-FATAL
- [ ] U [X] O

20. LIGHT CONDITION
- [X] 1. DAYLIGHT
- [ ] 2. DAWN, DUSK
- [ ] 3. DARKNESS

21. STREET LIGHTS
- [ ] 1. ON
- [ ] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [ ] 1. CLEAR
- [ ] 2. RAINING
- [X] 3. SNOWING
- [ ] 4. FOG OR MIST

23. ROAD CONDITION
- [ ] 1. DRY
- [ ] 2. WET
- [X] 3. SNOWY, ICY
- [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
- [ ] 1. TRAFFIC SIGNAL
- [ ] 2. STOP SIGN
- [ ] 3. OFFICER
- [ ] 4. R.R. X-ING GATES
- [ ] 5. R.R. X-ING SIGNAL
- [ ] 6. OTHER
- [X] 7. NO CONTROL

12. TYPE OF ACCIDENT ("X" ONE ONLY)
- COLLISION OF MOTOR VEHICLE WITH:
- [ ] 1. PEDESTRIAN
- [X] 2. MOTOR VEHICLE IN TRAFFIC
- [ ] 3. PARKED VEHICLE
- [ ] 4. RAILROAD TRAIN
- [ ] 5. BICYCLIST
- [ ] 6. ANIMAL
- [ ] 7. FIXED OBJECT
- [ ] 8. OTHER OBJECT
- [ ] 9. RAN OFF ROAD
- [ ] 10. OVERTURNED IN ROAD
- [ ] 11. OTHER NON-COLLISION
- [ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- [ ] 1. PARKING MANEUVER
- [ ] 2. TURNING MANEUVER
- [ ] 3. REAR END
- [ ] 4. HEAD ON
- [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- [X] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- [ ] 7. CUTTING IN
- [ ] 8. MERGING
- [ ] 9. ANGLE
- [ ] 10. BACKING
- [ ] 11. OTHER
- [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT

	1	2	3
1. GOING STRAIGHT AHEAD	X	X	
2. CHANGING LANES			
3. MAKING RIGHT TURN			
4. MAKING LEFT TURN			
5. MAKING "U" TURN			
6. SLOWING OR STOPPING			
7. STARTING IN TRAFFIC			
8. LEAVING PARKING PLACE			
9. STOPPED IN TRAFFIC		X	
10. PARKED			
11. BACKING			
12. DRIVERLESS MOVING VEHICLE			

15. DRIVER APPARENT VIOLATION

	1	2	3
1. DISOBEYED TRAFFIC SIGNAL			
2. PASSED STOP SIGN			
3. ON WRONG SIDE OF ROAD			
4. OVERTOOK IMPROPERLY			
5. IMPROPER TURN			
6. BRAKES INADEQUATE			
7. LIGHTS IMPROPER			
8. FAILED TO YIELD RIGHT OF WAY			
9. SPEED TOO FAST	X	X	
10. FOLLOWED TOO CLOSELY			
11. OTHER			
12. NO IMPROPER DRIVING			

16. DRIVER PHYSICAL CONDITION

	1	2	3
BEEN DRINKING: 1. OBVIOUSLY DRUNK			
BEEN DRINKING: 2. ABILITY IMPAIRED			
BEEN DRINKING: 3. ABILITY NOT IMPAIRED			
BEEN DRINKING: 4. IMPAIRMENT NOT KNOWN			
5. APPARENTLY DRUGGED			
6. PHYSICAL HANDICAP			
7. SLEEPY, TIRED, ETC.			
8. ILL			
9. APPARENTLY NORMAL	X	X	
10. UNKNOWN			

25. PEDESTRIAN'S ACTION: N/A

	1	2
1. CROSSING AT INTERSECTION		
2. EMERGING BETWEEN PARKED CARS		
3. CROSSING NOT AT INTERSECTION		
IN THE ROADWAY: 4. WALKING WITH TRAFFIC		
IN THE ROADWAY: 5. WALKING AGAINST TRAFFIC		
IN THE ROADWAY: 6. STANDING		
IN THE ROADWAY: 7. GETTING ON OR OFF VEHICLE		
IN THE ROADWAY: 8. WORKING ON VEHICLE		
IN THE ROADWAY: 9. OTHER WORKING		
IN THE ROADWAY: 10. PLAYING		
IN THE ROADWAY: 11. UNK. OR OTHER		
12. NOT IN ROADWAY		

26. WHERE STRUCK: N/A

	1	2
AT INTERSECTION: 1. NORTH CROSSWALK		
AT INTERSECTION: 2. SOUTH CROSSWALK		
AT INTERSECTION: 3. EAST CROSSWALK		
AT INTERSECTION: 4. WEST CROSSWALK		
AT INTERSECTION: 5. NORTHEAST CROSSWALK		
AT INTERSECTION: 6. SOUTHWEST CROSSWALK		
AT INTERSECTION: 7. NORTHWEST CROSSWALK		
AT INTERSECTION: 8. SOUTHEAST CROSSWALK		
AT INTERSECTION: 9. DIAGONAL PATH		
10. MARKED CROSSING NOT AT INTERSECTION		
11. ALL OTHER NON-INTERSECTION PLACES		
12. NOT IN ROADWAY		

27. REPORTING OFFICER: DVORAK #140

28. SUPERVISOR APPROVING: WILSK #55

29. ARRESTS — DRIVER NO. 1 CHARGES: — DRIVER NO. 2 CHARGES:

COURT DATE | TIME [ ] A.M. [ ] P.M. | COURT ROOM OR BRANCH

30 REPORT NO	31 PERSONS INJURED OR KILLED	31A VEHICLE NUMBER	TOWED BY	TO WHERE
	N/A	VEHICLE NUMBER	TOWED BY	TO WHERE

A - BLEEDING WOUND, DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B - BRUISES, ABRASIONS, SWELLING.
C - COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

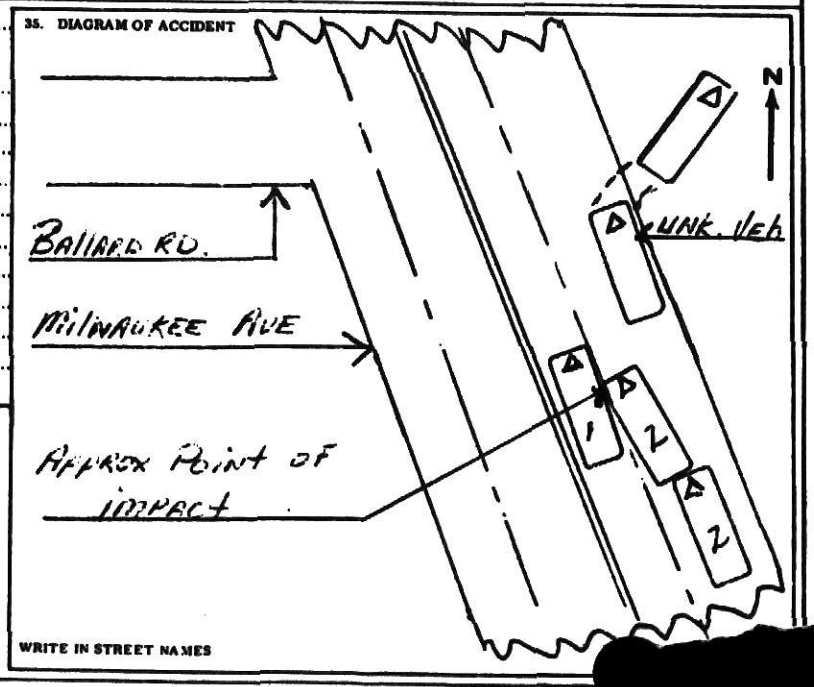
EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER. OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

VEH. 1 NORTH BOUND ON MIL. AVE IN THE INSIDE LANE OF TRAFFIC, VEH. 2 NORTH BOUND ON MIL. AVE IN THE CURB LANE OF TRAFFIC, SLID SIDEWAYS INTO VEH. 1 WHEN UNK. VEHICLE MADE TURN IN-FRONT OF VEH. 2

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

REPORT NUMBER

3452

110

NILES POLICE DEPARTMENT ACCIDENT REPORT

111

3452

2. ACCIDENT OCCURRED ON [ ] N [ ] S [X] E [ ] W SIDE OF MILWAUKEE AVE

3. INTERSECTING STREET OR ADDRESS ____ FT. [ ] N [ ] S [ ] E [ ] W OF AT BALLARD

4. (OFFICE USE ONLY)

1. REPORT NO. 0364

2. COMPLAINT NO. C-60699

5. DATE OF ACCIDENT: DAY 7 MONTH MAY YEAR 68

6. DAY OF WEEK TUESDAY

7. TIME 7 34 [ ] A.M. [X] P.M.

8. ROUTE CODE

9. TOTAL VEHICLES INVOLVED 2

VEHICLE NO. 1

10. [X] OWNER [X] DRIVER — LAST: KAPLAN FIRST: DAVID MIDDLE: M; LAST: KAPLAN FIRST: DONNIE

ADDRESS: 8550 N. CHRISTIANA CITY: ILLINOIS STATE: SEX F AGE 17 DATE OF BIRTH 11-04-50

STATE DRIVER'S LICENSE: ILL. K165 0735 0914 VEHICLE MAKE: DODGE YEAR: 68 TYPE: H/T STATE LICENSE NO.: BA 1612 STATE: ILL YEAR: 68

[X] MOVING [ ] STOPPED [ ] PARKED FACING [X] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW ON: MILWAUKEE

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 2

[ ] OWNER [X] DRIVER — LAST: WOOD FIRST: ROBERT MIDDLE: C

ADDRESS: 7336 W. CAROL CITY: NILES STATE: SEX M AGE 25 DATE OF BIRTH 03-02-43

STATE DRIVER'S LICENSE: ILL W300 7634 3064 VEHICLE MAKE: DODGE YEAR: 65 TYPE: SEDAN STATE LICENSE NO.: DW 8251 STATE: ILL YEAR: 1968

[X] MOVING [ ] STOPPED [ ] PARKED FACING [X] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW ON: MILWAUKEE

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

[ ] OWNER [ ] DRIVER — LAST: FIRST: MIDDLE:

ADDRESS: CITY: STATE: SEX: AGE: DATE OF BIRTH:

STATE DRIVER'S LICENSE: VEHICLE MAKE: YEAR: TYPE: STATE LICENSE NO.: STATE: YEAR:

[ ] MOVING [ ] STOPPED [ ] PARKED FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

10A. VEHICLE NO. 1 — TELEPHONE NUMBER OF DRIVER: 679 4423 — INSURANCE COMPANY OF DRIVER: ALL STATE

VEHICLE NO. 2 — TELEPHONE NUMBER OF DRIVER: 967-8367 — INSURANCE COMPANY OF DRIVER: EMPLOYERS MUTUAL WAUSAU

VEHICLE NO. 3 — TELEPHONE NUMBER OF DRIVER: — INSURANCE COMPANY OF DRIVER:

11. DAMAGE TO OTHER PROPERTY — NATURE OF DAMAGE — OWNER'S NAME — OWNER'S ADDRESS

17. TYPE OF STREET

INTERSECTIONAL
- [ ] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [X] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
- INJ. OR FATAL
  - 1. DRIVER OR PASSENGER
  - 2. INJ. OR FATAL PED.
  - 3. NON-MOTOR VEH. ACC.
- [X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- 4. FATAL
- A, B, C — NON-FATAL
- [ ] U [X] O

20. LIGHT CONDITION
- [X] 1. DAYLIGHT
- 2. DAWN, DUSK
- 3. DARKNESS

21. STREET LIGHTS
- [ ] 1. ON
- [X] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [X] 1. CLEAR
- 2. RAINING
- 3. SNOWING
- 4. FOG OR MIST

23. ROAD CONDITION
- [X] 1. DRY
- 2. WET
- 3. SNOWY, ICY
- 4. CONST. REPAIR

24. TRAFFIC CONTROL
- 1. TRAFFIC SIGNAL
- 2. STOP SIGN
- 3. OFFICER
- 4. R.R. X-ING GATES
- 5. R.R. X-ING SIGNAL
- 6. OTHER
- [X] 7. NO CONTROL

12. TYPE OF ACCIDENT ("X" ONE ONLY)

COLLISION OF MOTOR VEHICLE WITH:
- 1. PEDESTRIAN
- [X] 2. MOTOR VEHICLE IN TRAFFIC
- 3. PARKED VEHICLE
- 4. RAILROAD TRAIN
- 5. BICYCLIST
- 6. ANIMAL
- 7. FIXED OBJECT
- 8. OTHER OBJECT
- 9. RAN OFF ROAD
- 10. OVERTURNED IN ROAD
- 11. OTHER NON-COLLISION
- 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- 1. PARKING MANEUVER
- 2. TURNING MANEUVER
- [X] 3. REAR END
- 4. HEAD ON
- 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- 7. CUTTING IN
- 8. MERGING
- 9. ANGLE
- 10. BACKING
- 11. OTHER
- 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT (1 / 2 / 3)
- 1. GOING STRAIGHT AHEAD — [X] 1
- 2. CHANGING LANES
- 3. MAKING RIGHT TURN
- 4. MAKING LEFT TURN — [X] 2
- 5. MAKING "U" TURN
- 6. SLOWING OR STOPPING
- 7. STARTING IN TRAFFIC
- 8. LEAVING PARKING PLACE
- 9. STOPPED IN TRAFFIC
- 10. PARKED — [X] 3
- 11. BACKING
- 12. DRIVERLESS MOVING VEHICLE

15. DRIVER APPARENT VIOLATION (1 / 2 / 3)
- 1. DISOBEYED TRAFFIC SIGNAL
- 2. PASSED STOP SIGN
- 3. ON WRONG SIDE OF ROAD
- 4. OVERTOOK IMPROPERLY
- 5. IMPROPER TURN
- 6. BRAKES INADEQUATE
- 7. LIGHTS IMPROPER
- 8. FAILED TO YIELD RIGHT OF WAY
- 9. SPEED TOO FAST — [X] 1 [X] 2
- 10. FOLLOWED TOO CLOSELY — [X] 3
- 11. OTHER
- 12. NO IMPROPER DRIVING

16. DRIVER PHYSICAL CONDITION (1 / 2 / 3)
- BEEN DRINKING
  - 1. OBVIOUSLY DRUNK
  - 2. ABILITY IMPAIRED
  - 3. ABILITY NOT IMPAIRED
  - 4. IMPAIRMENT NOT KNOWN
- 5. APPARENTLY DRUGGED
- 6. PHYSICAL HANDICAP
- 7. SLEEPY, TIRED, ETC.
- 8. ILL
- 9. APPARENTLY NORMAL
- 10. UNKNOWN

25. PEDESTRIAN'S ACTION (1 / 2)
- 1. CROSSING AT INTERSECTION
- 2. EMERGING BETWEEN PARKED CARS
- 3. CROSSING NOT AT INTERSECTION
- IN THE ROADWAY
  - 4. WALKING WITH TRAFFIC
  - 5. WALKING AGAINST TRAFFIC
  - 6. STANDING
  - 7. GETTING ON OR OFF VEHICLE
  - 8. WORKING ON VEHICLE
  - 9. OTHER WORKING
  - 10. PLAYING
  - 11. UNK. OR OTHER
  - 12. NOT IN ROADWAY

26. WHERE STRUCK (1 / 2)
- AT INTERSECTION
  - 1. NORTH CROSSWALK
  - 2. SOUTH CROSSWALK
  - 3. EAST CROSSWALK
  - 4. WEST CROSSWALK
  - 5. NORTHEAST CROSSWALK
  - 6. SOUTHWEST CROSSWALK
  - 7. NORTHWEST CROSSWALK
  - 8. SOUTHEAST CROSSWALK
  - 9. DIAGONAL PATH
- 10. MARKED CROSSING NOT AT INTERSECTION
- 11. ALL OTHER NON-INTERSECTION PLACES
- 12. NOT IN ROADWAY

27. REPORTING OFFICER: BOLEK #122

28. SUPERVISOR APPROVING: [signature]

29. ARRESTS — DRIVER NO. 1 — CHARGES: FOLLOWING TOO CLOSELY x922-215

DRIVER NO. 2 — CHARGES:

COURT DATE: JUNE 7 1968

TIME: 9 30 [X] A.M. [ ] P.M.

COURT ROOM OR BRANCH: NILES

30 REPORT NO

31. PERSONS INJURED OR KILLED

31A. VEHICLE NUMBER | TOWED BY | TO WHERE

VEHICLE NUMBER | TOWED BY | TO WHERE

A - BLEEDING WOUND, DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B - BRUISES, ABRASIONS, SWELLING.
C - COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | PEDESTRIAN ☐

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | PEDESTRIAN ☐

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | PEDESTRIAN ☐

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A

WITNESS | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33 DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

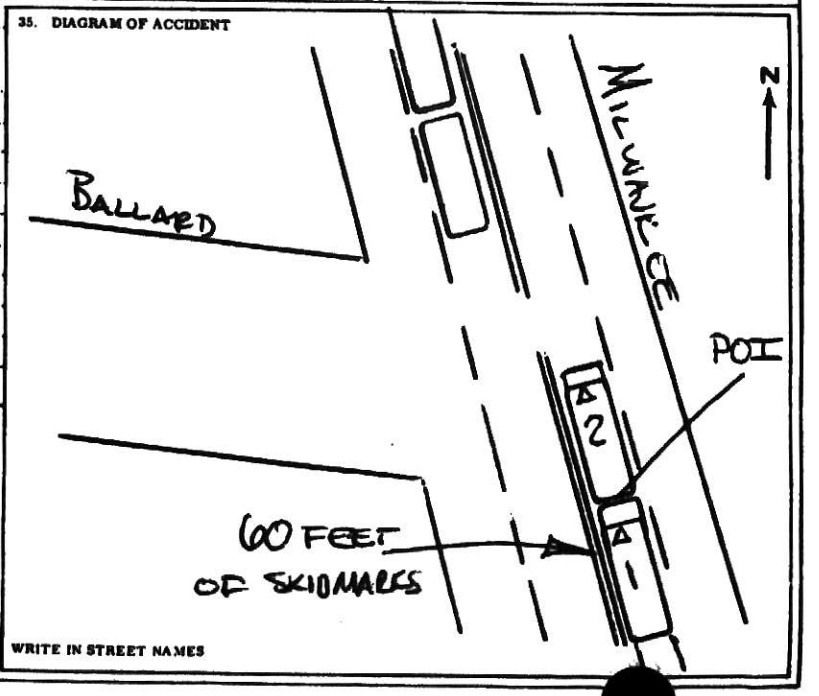
RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER. OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

VEHICLE #2 STOPPED IN THE INSIDE NORTHBOUND LANE OF MILWAUKEE WAITING TO MAKE A LEFT TURN ONTO BALLARD WHEN STRUCK IN REAR BY VEHICLE #1 WHICH WAS ALSO TRAVELING NORTH ON MILWAUKEE IN THE INSIDE LANE. BEFORE THE IMPACT VEHICLE #1 HAD SKIDDED 60 FEET AS INDICATED BY SKID MARK.

REPORT NUMBER

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

NILES POLICE DEPARTMENT ACCIDENT REPORT

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2. ACCIDENT OCCURRED ON [ ] N [X] S [ ] E [ ] W SIDE OF: BALLARD ROAD

3. INTERSECTING STREET OR ADDRESS: ___ FT. [ ] N [ ] S [ ] E [X] W OF AT MILWAUKEE AVENUE

4. (OFFICE USE ONLY)

1. REPORT NO. 0997

2. COMPLAINT NO. 66475

5. DATE OF ACCIDENT: DAY 26 MONTH NOVEMBER YEAR 1968

6. DAY OF WEEK: TUESDAY

7. TIME: 8:33 [X] A.M. [ ] P.M.

8. ROUTE CODE

9. TOTAL VEHICLES INVOLVED: 2

17. TYPE OF STREET

INTERSECTIONAL
- [ ] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [X] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

10. [X] OWNER [X] DRIVER — (LAST) SHERBUNDY (FIRST) HELEN (MIDDLE) M — ADDRESS 9037 WASHINGTON, CITY DES PLAINES, STATE ILL. — SEX F — AGE 28 — DATE OF BIRTH 5-18-40

STATE DRIVER'S LICENSE: SG15-3934-0742 — VEHICLE MAKE: CHEV — YEAR: 65 — TYPE: 4DR — STATE LICENSE NO.: BF-4281 — STATE: ILLINOIS — YEAR: 1968

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [X] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW ON BALLARD ROAD

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS: #1

VEHICLE NO. 2

[X] OWNER [X] DRIVER — (LAST) PINCHER (FIRST) LEONARD (MIDDLE) — ADDRESS 9248 CEDAR, CITY DES PLAINES, STATE ILL. — SEX M — AGE 44 — DATE OF BIRTH 8-17-24

STATE DRIVER'S LICENSE: P526-5202-4234 — VEHICLE MAKE: DODGE — YEAR: 1968 — TYPE: VAN — STATE LICENSE NO.: B295779 — STATE: ILLINOIS — YEAR: 1968

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [X] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW ON BALLARD ROAD

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS: #2

VEHICLE NO. 3

[ ] OWNER [ ] DRIVER — (LAST) (FIRST) (MIDDLE) — ADDRESS — CITY — STATE — SEX — AGE — DATE OF BIRTH

STATE DRIVER'S LICENSE — VEHICLE MAKE — YEAR — TYPE — STATE LICENSE NO. — STATE — YEAR

[ ] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW ON

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 1: TELEPHONE NUMBER OF DRIVER 827-6524 — INSURANCE COMPANY OF DRIVER ALLSTATE — NO-02591145

VEHICLE NO. 2: TELEPHONE NUMBER OF DRIVER 299-4111 — INSURANCE COMPANY OF DRIVER ALLSTATE — NO-UNKNOWN

VEHICLE NO. 3: TELEPHONE NUMBER OF DRIVER — INSURANCE COMPANY OF DRIVER

11. DAMAGE TO OTHER PROPERTY: 0 — NATURE OF DAMAGE — OWNER'S NAME — OWNER'S ADDRESS

12. TYPE OF ACCIDENT ("X" ONE ONLY)
- [ ] 1. COLLISION OF MOTOR VEHICLE WITH
- [ ] 2. PEDESTRIAN
- [X] 3. MOTOR VEHICLE IN TRAFFIC
- [ ] 4. PARKED VEHICLE
- [ ] 5. RAILROAD TRAIN
- [ ] 6. BICYCLIST
- [ ] 7. ANIMAL
- [ ] 8. FIXED OBJECT
- [ ] 9. OTHER OBJECT
- [ ] 10. RAN OFF ROAD
- [ ] 11. OVERTURNED IN ROAD
- [ ] 12. OTHER NON-COLLISION
- [ ] 13. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- [X] 1. PARKING MANEUVER
- [ ] 2. TURNING MANEUVER
- [X] 3. REAR END
- [ ] 4. HEAD ON
- [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- [ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- [ ] 7. CUTTING IN
- [ ] 8. MERGING
- [ ] 9. ANGLE
- [ ] 10. BACKING
- [ ] 11. OTHER
- [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT

	1	2	3
1. GOING STRAIGHT AHEAD	X		
2. CHANGING LANES			
3. MAKING RIGHT TURN			
4. MAKING LEFT TURN			
5. MAKING "U" TURN			
6. SLOWING OR STOPPING	X		
7. STARTING IN TRAFFIC			
8. LEAVING PARKING PLACE			
9. STOPPED IN TRAFFIC		X	
10. PARKED			
11. BACKING			
12. DRIVERLESS MOVING VEHICLE			

15. DRIVER — APPARENT VIOLATION

	1	2	3
1. DISOBEYED TRAFFIC SIGNAL			
2. PASSED STOP SIGN			
3. ON WRONG SIDE OF ROAD			
4. OVERTOOK IMPROPERLY			
5. IMPROPER TURN			
6. BRAKES INADEQUATE			
7. LIGHTS IMPROPER			
8. FAILED TO YIELD RIGHT OF WAY			
9. SPEED TOO FAST	X	X	
10. FOLLOWED TOO CLOSELY	X		
11. OTHER			
12. NO IMPROPER DRIVING			

16. DRIVER — PHYSICAL CONDITION

	1	2	3
BEEN DRINKING: 1. OBVIOUSLY DRUNK			
2. ABILITY IMPAIRED			
3. ABILITY NOT IMPAIRED			
4. IMPAIRMENT NOT KNOWN			
5. APPARENTLY DRUGGED			
6. PHYSICAL HANDICAP			
7. SLEEPY, TIRED, ETC.			
8. ILL			
9. APPARENTLY NORMAL			
10. UNKNOWN			

25. PEDESTRIAN'S ACTION: N/A

	1	2
1. CROSSING AT INTERSECTION		
2. EMERGING BETWEEN PARKED CARS		
3. CROSSING NOT AT INTERSECTION		
IN THE ROADWAY: 4. WALKING WITH TRAFFIC		
5. WALKING AGAINST TRAFFIC		
6. STANDING		
7. GETTING ON OR OFF VEHICLE		
8. WORKING ON VEHICLE		
9. OTHER WORKING		
10. PLAYING		
11. UNK. OR OTHER		
12. NOT IN ROADWAY		

26. WHERE STRUCK: N/A

	1	2
AT INTERSECTION: 1. NORTH CROSSWALK		
2. SOUTH CROSSWALK		
3. EAST CROSSWALK		
4. WEST CROSSWALK		
5. NORTHEAST CROSSWALK		
6. SOUTHWEST CROSSWALK		
7. NORTHWEST CROSSWALK		
8. SOUTHEAST CROSSWALK		
9. DIAGONAL PATH		
10. MARKED CROSSING NOT AT INTERSECTION		
11. ALL OTHER NON-INTERSECTION PLACES		
12. NOT IN ROADWAY		

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
- [X] INJ. OR FATAL
  - 1. DRIVER OR PASSENGER
  - 2. INJ. OR FATAL PED
  - 3. NON-MOTOR VEH. ACC.
- [ ] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- [X] 4. FATAL
- [ ] A, B, C NON-FATAL
- [ ] U
- [X] O

20. LIGHT CONDITION
- [X] 1. DAYLIGHT
- [ ] 2. DAWN, DUSK
- [ ] 3. DARKNESS

21. STREET LIGHTS
- [ ] 1. ON
- [X] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [X] 1. CLEAR
- [ ] 2. RAINING
- [ ] 3. SNOWING
- [ ] 4. FOG OR MIST

23. ROAD CONDITION
- [ ] 1. DRY
- [X] 2. WET
- [ ] 3. SNOWY, ICY
- [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
- [ ] 1. TRAFFIC SIGNAL
- [X] 2. STOP SIGN
- [ ] 3. OFFICER
- [ ] 4. R.R. X-ING GATES
- [ ] 5. R.R. X-ING SIGNAL
- [ ] 6. OTHER
- [ ] 7. NO CONTROL

27. REPORTING OFFICER: P Ferrero #39

28. SUPERVISOR APPROVING: [illegible] 57

29. ARRESTS — DRIVER NO. 1 — CHARGES X1-235-541 FOLLOWING TOO CLOSELY

DRIVER NO. 2 — CHARGES NONE

COURT DATE: DEC 13 1968

TIME: 9:30 [X] A.M. [ ] P.M.

COURT ROOM OR BRANCH: 3 NILES

16

INJURED OR KILLED	VEHICLE NUMBER		TOWED BY	TO WHERE
2			N/A	
	VEHICLE NUMBER		N/A	

A = BLEEDING WOUND, DISJOINTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B = BRUISES, ABRASIONS, SWELLING
C = COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE)	SEX	DATE OF BIRTH	ADDRESS (STREET) (CITY) (STATE)	POSITION IN VEHICLE	CLASS OF INJURIES
SHERBUNDY - HELEN M	F	15-18-40	9037 WASHINGTON DES PLAINES ILLINOIS	[x]	[x] FATAL / A, B, C NON-FATAL

FIRST AID GIVEN	FIRST AID REFUSED	TAKEN TO	BY	NATURE OF INJURIES	VEHICLE NO.
[x]	[ ]	LUTHERAN GEN HOSP.	SELF-OWN CAR	MOUTH	1

SEAT BELT	TELEPHONE NO. OF INJURED	VEHICLE OWNER IF NOT DRIVER	OWNER'S ADDRESS
[ ] ON [x] OFF	827-6524	-	-

[ ] PEDESTRIAN

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE)	SEX	DATE OF BIRTH	ADDRESS (STREET) (CITY) (STATE)	POSITION IN VEHICLE	CLASS OF INJURIES
SHERBUNDY LISA ANN	F	10-22-65	9037 WASHINGTON DES PLAINES ILL	[x]	[x] FATAL / A, B, C NON-FATAL

FIRST AID GIVEN	FIRST AID REFUSED	TAKEN TO	BY	NATURE OF INJURIES	VEHICLE NO.
[x]	[ ]	LUTHERAN GEN HOSP	ABOVE (MOTHER)		1

SEAT BELT	TELEPHONE NO.	VEHICLE OWNER IF NOT DRIVER	OWNER'S ADDRESS
[ ] ON [x] OFF	827-6524		

[ ] PEDESTRIAN

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE)	SEX	DATE OF BIRTH	ADDRESS (STREET) (CITY) (STATE)	POSITION IN VEHICLE	CLASS OF INJURIES
N/A				[ ]	[ ] FATAL / A, B, C NON-FATAL

FIRST AID GIVEN	FIRST AID REFUSED	TAKEN TO	BY	NATURE OF INJURIES	VEHICLE NO.
[ ]	[ ]				

SEAT BELT	TELEPHONE NO.	VEHICLE OWNER IF NOT DRIVER	OWNER'S ADDRESS
[ ] ON [ ] OFF			

[ ] PEDESTRIAN

32A.

WITNESS	NAME	ADDRESS	TELEPHONE NO.
N/A			
WITNESS	NAME	ADDRESS	TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

EMPLOYER OF RESPONSIBLE PARTY	ADDRESS OF EMPLOYER	PHONE NO. OF EMPLOYER	SUPERVISOR OR FOREMAN'S NAME

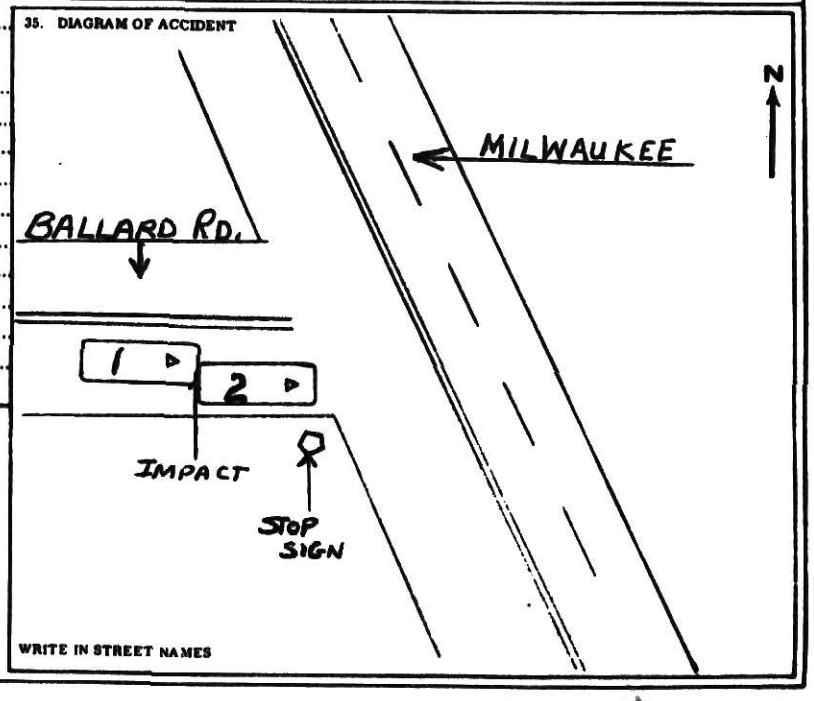
RESPONSIBLE PARTY'S INSURANCE COMPANY	DRIVER'S POLICY NUMBER	IF RESPONSIBLE DRIVER IS NOT OWNER. OWNER'S NAME	OWNER'S ADDRESS

34. REMARKS

VEHICLE #2 - WAS STOPPED E/B ON BALLARD ROAD, AT MILWAUKEE FOR A STOP SIGN.
VEHICLE #1 - WAS FOLLOWING DIRECTLY BEHIND VEHICLE #2, AND WHEN VEHICLE #2 STOPPED, VEHICLE #1 COLLIDED WITH THE REAR OF VEHICLE #2....
THIS ACCIDENT WAS REPORTED AT THE NILES POLICE STATION AND INFORMATION WAS TAKEN AT THAT LOCATION AND AT EMERGENCY ROOM LUTHERN GENERAL HOSPITAL.

REPORT NUMBER

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

NILES POLICE DEPARTMENT ACCIDENT REPORT

115 3452

2. ACCIDENT OCCURRED ON [ ] N [ ] S [ ] E [ ] W SIDE OF: MILWAUKEE

3. INTERSECTING STREET OR ADDRESS ____ FT. [ ] N [ ] S [ ] E [ ] W AT BARLOWO

4. (OFFICE USE ONLY)

1. REPORT NO. 0582

2. COMPLAINT NO. 62768

5. DAY 20 DATE OF ACCIDENT JAN YEAR 68

6. DAY OF WEEK SAT

7. TIME 1235 [ ] A.M. [X] P.M.

8. ROUTE CODE

9. TOTAL VEHICLES INVOLVED 2

17. TYPE OF STREET

INTERSECTIONAL
- [X] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [ ] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

10. VEHICLE NO. 1

[X] OWNER (LAST) STAREON (FIRST) RICHARD (MIDDLE) ADDRESS 7921 W. LYONS CITY NORTH GRANT STATE SEX F AGE 31 DATE OF BIRTH 6-28-35

[X] DRIVER RUDNEK

STATE DRIVER'S LICENSE E352780337 83 | VEHICLE MAKE BUICK | YEAR 65 | TYPE 4D | STATE LICENSE NO. BD 3616 | STATE ILL | YEAR 68

[X] MOVING [ ] STOPPED [ ] PARKED FACING [X] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 2

[X] OWNER (LAST) HSIUNG (FIRST) HUGO (MIDDLE) S. ADDRESS 9045 JOEL DR CITY NILES STATE ILL SEX M AGE 37 DATE OF BIRTH 4-30-3

[X] DRIVER

STATE DRIVER'S LICENSE H253336123 | VEHICLE MAKE VALIANT | YEAR 65 | TYPE 2D | STATE LICENSE NO. GJ 2774 | STATE ILL | YEAR 68

[X] MOVING [ ] STOPPED [ ] PARKED FACING [ ] N [ ] S [X] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

[ ] OWNER (LAST) (FIRST) (MIDDLE) ADDRESS CITY STATE SEX AGE DATE OF BIRTH

[ ] DRIVER NA

STATE DRIVER'S LICENSE | VEHICLE MAKE | YEAR | TYPE | STATE LICENSE NO. | STATE | YEAR

[ ] MOVING [ ] STOPPED [ ] PARKED FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
- INJ. OR FATAL
- [ ] 1. DRIVER OR PASSENGER
- [ ] 2. INJ. OR FATAL PED.
- [ ] 3. NON-MOTOR VEH. ACC.
- [X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- 4. FATAL
- A, B, C NON-FATAL
- [ ] U [X] O

20. LIGHT CONDITION
- [X] 1. DAYLIGHT
- [ ] 2. DAWN, DUSK
- [ ] 3. DARKNESS

21. STREET LIGHTS
- [ ] 1. ON
- [X] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [X] 1. CLEAR
- [ ] 2. RAINING
- [ ] 3. SNOWING
- [ ] 4. FOG OR MIST

23. ROAD CONDITION
- [X] 1. DRY
- [ ] 2. WET
- [ ] 3. SNOWY, ICY
- [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
- [ ] 1. TRAFFIC SIGNAL
- [ ] 2. STOP SIGN
- [ ] 3. OFFICER
- [ ] 4. R.R. X-ING GATES
- [ ] 5. R.R. X-ING SIGNAL
- [ ] 6. OTHER
- [X] 7. NO CONTROL

10A. VEHICLE NO. 1 TELEPHONE NUMBER OF DRIVER 965-3241 — INSURANCE COMPANY OF DRIVER UNKNOWN

VEHICLE NO. 2 TELEPHONE NUMBER OF DRIVER 827-7243 — INSURANCE COMPANY OF DRIVER MID-CENTRAL

VEHICLE NO. 3 TELEPHONE NUMBER OF DRIVER NA — INSURANCE COMPANY OF DRIVER

11. DAMAGE TO OTHER PROPERTY | NATURE OF DAMAGE | OWNER'S NAME | OWNER'S ADDRESS

12. TYPE OF ACCIDENT ("X" ONE ONLY)

COLLISION OF MOTOR VEHICLE WITH:
- [ ] 1. PEDESTRIAN
- [X] 2. MOTOR VEHICLE IN TRAFFIC
- [ ] 3. PARKED VEHICLE
- [ ] 4. RAILROAD TRAIN
- [ ] 5. BICYCLIST
- [ ] 6. ANIMAL
- [ ] 7. FIXED OBJECT
- [ ] 8. OTHER OBJECT
- [ ] 9. RAN OFF ROAD
- [ ] 10. OVERTURNED IN ROAD
- [ ] 11. OTHER NON-COLLISION
- [ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- [ ] 1. PARKING MANEUVER
- [X] 2. TURNING MANEUVER
- [ ] 3. REAR END
- [ ] 4. HEAD ON
- [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- [ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- [ ] 7. CUTTING IN
- [ ] 8. MERGING
- [ ] 9. ANGLE
- [ ] 10. BACKING
- [ ] 11. OTHER
- [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT

	1	2	3
1. GOING STRAIGHT AHEAD			
2. CHANGING LANES			
3. MAKING RIGHT TURN			
4. MAKING LEFT TURN		X	
5. MAKING "U" TURN			
6. SLOWING OR STOPPING			
7. STARTING IN TRAFFIC			
8. LEAVING PARKING PLACE			X
9. STOPPED IN TRAFFIC	X		
10. PARKED			
11. BACKING			
12. DRIVERLESS MOVING VEHICLE			

15. DRIVER — APPARENT VIOLATION

	1	2	3
1. DISOBEYED TRAFFIC SIGNAL			
2. PASSED STOP SIGN			
3. ON WRONG SIDE OF ROAD			
4. OVERTOOK IMPROPERLY			
5. IMPROPER TURN			
6. BRAKES INADEQUATE			
7. LIGHTS IMPROPER			
8. FAILED TO YIELD RIGHT OF WAY			
9. SPEED TOO FAST	X	X	
10. FOLLOWED TOO CLOSELY			
11. OTHER			
12. NO IMPROPER DRIVING			

16. DRIVER — PHYSICAL CONDITION

	1	2	3
BEEN DRINKING: 1. OBVIOUSLY DRUNK			
2. ABILITY IMPAIRED			
3. ABILITY NOT IMPAIRED			
4. IMPAIRMENT NOT KNOWN			
5. APPARENTLY DRUGGED			
6. PHYSICAL HANDICAP			
7. SLEEPY, TIRED, ETC.			
8. ILL			
9. APPARENTLY NORMAL	X	X	
10. UNKNOWN			

25. PEDESTRIAN'S ACTION — NA

	1	2
1. CROSSING AT INTERSECTION		
2. EMERGING BETWEEN PARKED CARS		
3. CROSSING NOT AT INTERSECTION		
IN THE ROADWAY: 4. WALKING WITH TRAFFIC		
5. WALKING AGAINST TRAFFIC		
6. STANDING		
7. GETTING ON OR OFF VEHICLE		
8. WORKING ON VEHICLE		
9. OTHER WORKING		
10. PLAYING		
11. UNK OR OTHER		
12. NOT IN ROADWAY		

26. WHERE STRUCK — NA

	1	2
AT INTERSECTION: 1. NORTH CROSSWALK		
2. SOUTH CROSSWALK		
3. EAST CROSSWALK		
4. WEST CROSSWALK		
5. NORTHEAST CROSSWALK		
6. SOUTHWEST CROSSWALK		
7. NORTHWEST CROSSWALK		
8. SOUTHEAST CROSSWALK		
9. DIAGONAL PATH		
10. MARKED CROSSING NOT AT INTERSECTION		
11. ALL OTHER NON-INTERSECTION PLACES		
12. NOT IN ROADWAY		

27. REPORTING OFFICER: O'Connell #111

28. SUPERVISOR APPROVING: SRO

29. ARRESTS — DRIVER NO.
- 1 CHARGES: Failed to Yield 1955 468 — COURT DATE: 6 Sept 1968
- 2 CHARGES: Too Fast for Conditions 1955 467

TIME: [ ] A.M. [X] P.M.

COURT ROOM OR BRANCH: Niles

INJURED OR KILLED	VEHICLE NUMBER	NA		
	VEHICLE NUMBER	TOWED BY NA	TO WHERE	

OR VICTIM HAD TO BE CARRIED AWAY.
B - BRUISES, ABRASIONS, SWELLING
C - COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) NA (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) NA (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) NA (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS	NAME	ADDRESS	TELEPHONE NO.
WITNESS	NAME	ADDRESS	TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

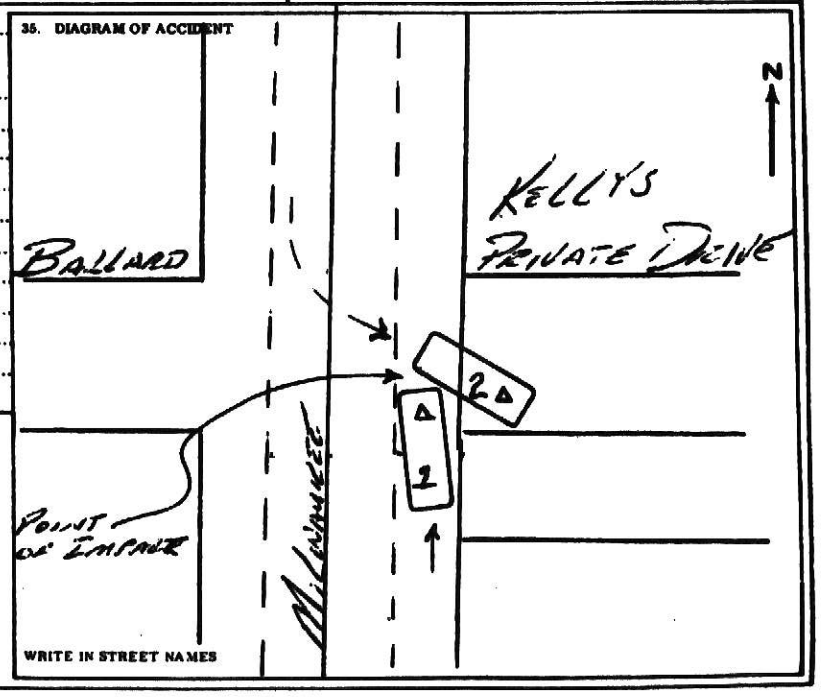
DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

EMPLOYER OF RESPONSIBLE PARTY	ADDRESS OF EMPLOYER	PHONE NO. OF EMPLOYER	SUPERVISOR OR FOREMAN'S NAME
RESPONSIBLE PARTY'S INSURANCE COMPANY	DRIVER'S POLICY NUMBER	IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME	OWNER'S ADDRESS

34. REMARKS

VEHICLE #1 NORTH BOUND MILWAUKEE IN THE CURB-LANE, STRICK VEH. #2 WHICH WAS SOUTH BOUND ON MILWAUKEE MAKING A LEFT TURN INTO KELLYS DRIVE IN OPPOSITE BALLARD RD.

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

REPORT NUMBER

NILES POLICE DEPARTMENT ACCIDENT REPORT

117

2. ACCIDENT OCCURRED ON [ ] N [ ] S [ ] E [X] W SIDE OF: MILWAUKEE AVE.

3. INTERSECTING STREET OR ADDRESS: 100 FT. [ ] N [X] S [ ] E [ ] W OF/AT BALLARD RD.

4. (OFFICE USE ONLY)

1. REPORT NO. 0978

2. COMPLAINT NO. 66274

5. DATE OF ACCIDENT: DAY 18 MONTH NOV YEAR 68

6. DAY OF WEEK: MON

7. TIME: 10:40 [X] A.M. [ ] P.M.

8. ROUTE CODE:

9. TOTAL VEHICLES INVOLVED: 2

17. TYPE OF STREET

INTERSECTIONAL
- [ ] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [X] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

10. [X] OWNER (LAST) TOWN & COUNTRY (FIRST) AUTO SUPPLY (MIDDLE)
[X] DRIVER JACKOWSKI EDWARD A.

ADDRESS 8037 MILWAUKEE AVE CITY NILES STATE
628 6TH ST. NORTHFIELD ILL.

SEX M AGE 23 DATE OF BIRTH 2-19-46

STATE DRIVER'S LICENSE 166 J 220-2214-6050 VEHICLE MAKE CHEV YEAR 66 TYPE VAN TRUCK STATE LICENSE NO. B 280 021 STATE ILL YEAR 68

[X] MOVING [ ] STOPPED [ ] PARKED FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [X] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE AVE

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS: 1

VEHICLE NO. 2

[X] OWNER (LAST) HAINES (FIRST) SYLVIA (MIDDLE) E
[X] DRIVER

ADDRESS 8520 GREENWOOD CITY NILES, ILL STATE

SEX F AGE 31 DATE OF BIRTH 2-21-37

STATE DRIVER'S LICENSE 166 H 520-7853-7652 VEHICLE MAKE BUICK YEAR 65 TYPE 2 DR. STATE LICENSE NO. AF 2677 STATE ILL YEAR 68

[X] MOVING [ ] STOPPED [ ] PARKED FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [X] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE AVE

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS: 2

VEHICLE NO. 3

OWNER (LAST) (FIRST) (MIDDLE)
DRIVER

ADDRESS CITY STATE

SEX AGE DATE OF BIRTH

STATE DRIVER'S LICENSE VEHICLE MAKE YEAR TYPE STATE LICENSE NO. STATE YEAR

[ ] MOVING [ ] STOPPED [ ] PARKED FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS:

10A. VEHICLE NO. 1 TELEPHONE NUMBER OF DRIVER 729-6132-966-0990
INSURANCE COMPANY OF DRIVER UNKNOWN

VEHICLE NO. 2 TELEPHONE NUMBER OF DRIVER 825-0139
INSURANCE COMPANY OF DRIVER ALL STATE INS CO.

VEHICLE NO. 3 TELEPHONE NUMBER OF DRIVER
INSURANCE COMPANY OF DRIVER

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
INJ. OR FATAL
- 1. DRIVER OR PASSENGER
- 2. INJ. OR FATAL PED.
- 3. NON-MOTOR VEH. ACC.
- [X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- 4. FATAL
- A, B, C NON-FATAL
- [ ] U [X] O

20. LIGHT CONDITION
- [X] 1. DAYLIGHT
- 2. DAWN, DUSK
- 3. DARKNESS

21. STREET LIGHTS
- 1. ON
- [X] 2. OFF
- 3. NONE

22. WEATHER
- 1. CLEAR
- 2. RAINING
- [X] 3. SNOWING
- 4. FOG OR MIST

23. ROAD CONDITION
- 1. DRY
- [X] 2. WET
- 3. SNOWY, ICY
- 4. CONST. REPAIR

24. TRAFFIC CONTROL
- 1. TRAFFIC SIGNAL
- 2. STOP SIGN
- 3. OFFICER
- 4. R.R. X-ING GATES
- 5. R.R. X-ING SIGNAL
- 6. OTHER
- [X] 7. NO CONTROL

11. DAMAGE TO OTHER PROPERTY | NATURE OF DAMAGE | OWNER'S NAME | OWNER'S ADDRESS

12. TYPE OF ACCIDENT ("X" ONE ONLY)

COLLISION OF MOTOR VEHICLE WITH
- 1. PEDESTRIAN
- [X] 2. MOTOR VEHICLE IN TRAFFIC
- 3. PARKED VEHICLE
- 4. RAILROAD TRAIN
- 5. BICYCLIST
- 6. ANIMAL
- 7. FIXED OBJECT
- 8. OTHER OBJECT
- 9. RAN OFF ROAD
- 10. OVERTURNED IN ROAD
- 11. OTHER NON-COLLISION
- 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- [X] 1. PARKING MANEUVER
- 2. TURNING MANEUVER
- [X] 3. REAR END
- 4. HEAD ON
- 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- 7. CUTTING IN
- 8. MERGING
- 9. ANGLE
- 10. BACKING
- 11. OTHER
- 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT (1 2 3)
- [X] 1. GOING STRAIGHT AHEAD
- 2. CHANGING LANES
- 3. MAKING RIGHT TURN
- 4. MAKING LEFT TURN
- 5. MAKING "U" TURN
- 6. SLOWING OR STOPPING
- 7. STARTING IN TRAFFIC
- 8. LEAVING PARKING PLACE
- [X] 9. STOPPED IN TRAFFIC
- 10. PARKED
- 11. BACKING
- 12. DRIVERLESS MOVING VEHICLE

15. DRIVER (1 2 3) APPARENT VIOLATION
- 1. DISOBEYED TRAFFIC SIGNAL
- 2. PASSED STOP SIGN
- 3. ON WRONG SIDE OF ROAD
- 4. OVERTOOK IMPROPERLY
- 5. IMPROPER TURN
- 6. BRAKES INADEQUATE
- 7. LIGHTS IMPROPER
- 8. FAILED TO YIELD RIGHT OF WAY
- 9. SPEED TOO FAST
- 10. FOLLOWED TOO CLOSELY
- 11. OTHER
- [X] 12. NO IMPROPER DRIVING

16. DRIVER (1 2 3) PHYSICAL CONDITION
- BEEN DRINKING: 1. OBVIOUSLY DRUNK; 2. ABILITY IMPAIRED; 3. ABILITY NOT IMPAIRED; 4. IMPAIRMENT NOT KNOWN
- 5. APPARENTLY DRUGGED
- 6. PHYSICAL HANDICAP
- 7. SLEEPY, TIRED, ETC.
- 8. ILL
- 9. APPARENTLY NORMAL
- 10. UNKNOWN

25. PEDESTRIAN'S ACTION (1 2) N/A
- 1. CROSSING AT INTERSECTION
- 2. EMERGING BETWEEN PARKED CARS
- 3. CROSSING NOT AT INTERSECTION
- IN THE ROADWAY: 4. WALKING WITH TRAFFIC; 5. WALKING AGAINST TRAFFIC; 6. STANDING; 7. GETTING ON OR OFF VEHICLE; 8. WORKING ON VEHICLE; 9. OTHER WORKING; 10. PLAYING; 11. UNK. OR OTHER; 12. NOT IN ROADWAY

26. WHERE STRUCK (1 2) N/A
- AT INTERSECTION: 1. NORTH CROSSWALK; 2. SOUTH CROSSWALK; 3. EAST CROSSWALK; 4. WEST CROSSWALK; 5. NORTHEAST CROSSWALK; 6. SOUTHWEST CROSSWALK; 7. NORTHWEST CROSSWALK; 8. SOUTHEAST CROSSWALK; 9. DIAGONAL PATH
- 10. MARKED CROSSING NOT AT INTERSECTION
- 11. ALL OTHER NON-INTERSECTION PLACES
- 12. NOT IN ROADWAY

27. REPORTING OFFICER: J. GERHARDT #144 NILES POLICE

28. SUPERVISOR APPROVING: JPS7

29. ARRESTS — DRIVER NO.

CHARGES 1: FOLLOWING TOO CLOSELY X-1-235-155

CHARGES 2:

COURT DATE: 20 DEC 68

TIME: [ ] A.M. [130] P.M.

COURT ROOM OR BRANCH: 3RD NILES

15

30. REPORT NO. | 31. PERSONS INJURED OR KILLED | 31A. VEHICLE NUMBER | TOWED BY | TO WHERE

VEHICLE NUMBER | TOWED BY | TO WHERE

A = BLEEDING WOUND DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B = BRUISES, ABRASIONS, SWELLING
C = COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

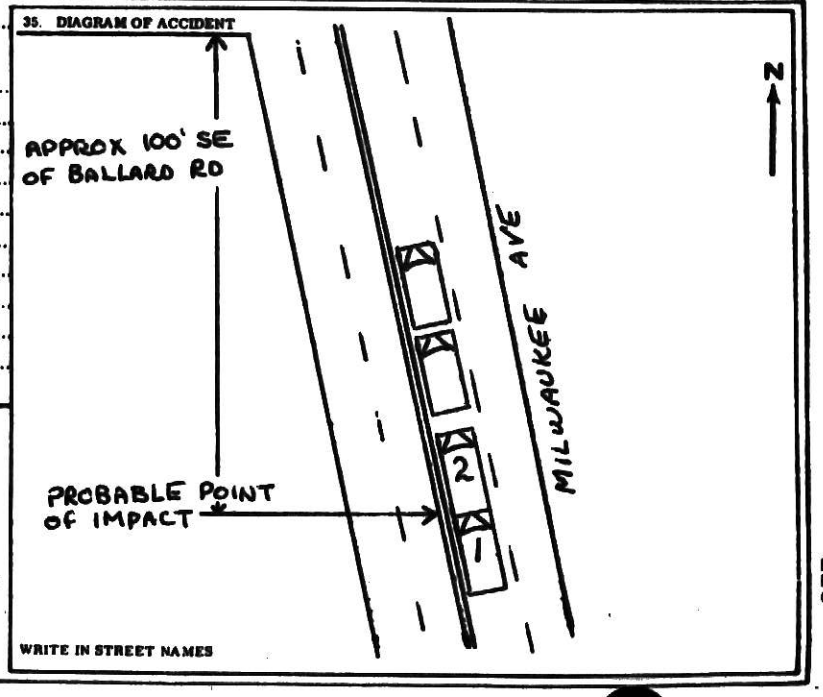
RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

ON INVESTIGATION I FOUND VEH #2 HAD STOPPED IN A SLIGHT TRAFFIC BACK UP ON MILWAUKEE AVE APPROX 120' SOUTHEAST OF BALLARD RD. VEH #2 & VEH #1 WERE TRAVELING IN THE CENTER LANE OF TRAFFIC VEH #2 STOPPED AND WAS STRUCK IN THE REAR BY VEH #1 WHO HAD APPLIED HIS BRAKES BUT COULD NOT STOP IN TIME TO AVOID COLLISION

REPORT NUMBER

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

VEH STATE FARM NILES POLICE DEPARTMENT ACCIDENT REPORT VEH #2 HARDFORD

119

2. ACCIDENT OCCURRED ON [ ] N [ ] S [ ] E [X] W SIDE OF: MILWAUKEE

3. 50 FT. [X] N [ ] S [ ] E [ ] W OF INTERSECTING STREET OR ADDRESS: BALLARD

4. (OFFICE USE ONLY)

1. REPORT NO. 1-26-68

2. COMPLAINT NO. 58319-0125

5. DATE OF ACCIDENT: DAY 26 MONTH 1 YEAR 68

6. DAY OF WEEK: FRIDAY

7. TIME: 740 [ ] A.M. [X] P.M.

8. ROUTE CODE: ILLINOIS 21

9. TOTAL VEHICLES INVOLVED: 2

17. TYPE OF STREET

INTERSECTIONAL
[X] 1. ARTERIAL-ARTERIAL
[ ] 2. ARTERIAL-LOCAL
[ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
[ ] 4. ARTERIAL
[ ] 5. LOCAL
[ ] 6. ALLEY
[ ] 7. RURAL ROUTE
[ ] 8. PARKING LOTS
[ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

10. [ ] OWNER [X] DRIVER — (LAST) MASTERS (FIRST) SANDRA (MIDDLE) L.
ADDRESS 3712 N. DRAKE CITY Chicago STATE ILLINOIS ZIP 3451 SEX F AGE 29 DATE OF BIRTH 1938

STATE DRIVER'S LICENSE: ILL. M-236-7923-8875
VEHICLE MAKE: CAD YEAR 1961 TYPE 4 DR HARDTOP
STATE LICENSE NO.: GG 197 STATE: ILL. YEAR 1967

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [X] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 2

[X] OWNER [ ] DRIVER — (LAST) HEDRICH (FIRST) KEVIN (MIDDLE) E.
ADDRESS 2119 DE Cook CITY Park Ridge STATE ILLINOIS ZIP 823-2204 SEX M AGE 25 DATE OF BIRTH 1942

STATE DRIVER'S LICENSE: ILL. H-362-5054-2146
VEHICLE MAKE: OLDS YEAR 1968 TYPE 2 DR HARDTOP
STATE LICENSE NO.: Applied For STATE: YEAR:

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [X] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

[ ] OWNER [ ] DRIVER — (LAST) (FIRST) (MIDDLE)
ADDRESS CITY STATE SEX AGE DATE OF BIRTH

STATE DRIVER'S LICENSE: VEHICLE MAKE: YEAR: TYPE: STATE LICENSE NO.: STATE: YEAR:

[ ] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

10A. VEHICLE NO. 1 — TELEPHONE NUMBER OF DRIVER / INSURANCE COMPANY OF DRIVER
VEHICLE NO. 2 — TELEPHONE NUMBER OF DRIVER / INSURANCE COMPANY OF DRIVER
VEHICLE NO. 3 — TELEPHONE NUMBER OF DRIVER / INSURANCE COMPANY OF DRIVER

11. DAMAGE TO OTHER PROPERTY — NATURE OF DAMAGE: N/A — OWNER'S NAME — OWNER'S ADDRESS

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
INJ. OR FATAL
[ ] 1. DRIVER OR PASSENGER
[ ] 2. INJ. OR FATAL PED.
[ ] 3. NON-MOTOR VEH. ACC.
[X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
[ ] 4. FATAL
[ ] A [ ] B [ ] C — NON-FATAL
[ ] U [X] O

20. LIGHT CONDITION
[ ] 1. DAYLIGHT
[ ] 2. DAWN, DUSK
[X] 3. DARKNESS

21. STREET LIGHTS
[X] 1. ON
[ ] 2. OFF
[ ] 3. NONE

22. WEATHER
[X] 1. CLEAR
[ ] 2. RAINING
[ ] 3. SNOWING
[ ] 4. FOG OR MIST

23. ROAD CONDITION
[X] 1. DRY
[ ] 2. WET
[ ] 3. SNOWY, ICY
[ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
[ ] 1. TRAFFIC SIGNAL
[ ] 2. STOP SIGN
[ ] 3. OFFICER
[ ] 4. R.R. X-ING GATES
[ ] 5. R.R. X-ING SIGNAL
[ ] 6. OTHER
[X] 7. NO CONTROL

12. TYPE OF ACCIDENT ("X" ONE ONLY)
COLLISION OF MOTOR VEHICLE WITH:
[ ] 1. PEDESTRIAN
[X] 2. MOTOR VEHICLE IN TRAFFIC
[ ] 3. PARKED VEHICLE
[ ] 4. RAILROAD TRAIN
[ ] 5. BICYCLIST
[ ] 6. ANIMAL
[ ] 7. FIXED OBJECT
[ ] 8. OTHER OBJECT
[ ] 9. RAN OFF ROAD
[ ] 10. OVERTURNED IN ROAD
[ ] 11. OTHER NON-COLLISION
[ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
[ ] 1. PARKING MANEUVER
[ ] 2. TURNING MANEUVER
[X] 3. REAR END
[ ] 4. HEAD ON
[ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
[ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
[ ] 7. CUTTING IN
[ ] 8. MERGING
[ ] 9. ANGLE
[ ] 10. BACKING
[ ] 11. OTHER
[ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT (1 2 3)
1. GOING STRAIGHT AHEAD
2. CHANGING LANES — [ ] [X] [ ]
3. MAKING RIGHT TURN — [X] [ ] [ ]
4. MAKING LEFT TURN
5. MAKING "U" TURN
6. SLOWING OR STOPPING
7. STARTING IN TRAFFIC — [X] [ ] [ ]
8. LEAVING PARKING PLACE
9. STOPPED IN TRAFFIC
10. PARKED
11. BACKING — [ ] [ ] [X]
12. DRIVERLESS MOVING VEHICLE

15. DRIVER (1 2 3) — APPARENT VIOLATION
1. DISOBEYED TRAFFIC SIGNAL
2. PASSED STOP SIGN
3. ON WRONG SIDE OF ROAD
4. OVERTOOK IMPROPERLY
5. IMPROPER TURN
6. BRAKES INADEQUATE
7. LIGHTS IMPROPER
8. FAILED TO YIELD RIGHT OF WAY
9. SPEED TOO FAST — [X] [X] [ ]
10. FOLLOWED TOO CLOSELY
11. OTHER: Improper Lane Usage
12. NO IMPROPER DRIVING

16. DRIVER (1 2 3) — PHYSICAL CONDITION
BEEN DRINKING:
1. OBVIOUSLY DRUNK
2. ABILITY IMPAIRED
3. ABILITY NOT IMPAIRED
4. IMPAIRMENT NOT KNOWN
5. APPARENTLY DRUGGED
6. PHYSICAL HANDICAP
7. SLEEPY, TIRED, ETC.
8. ILL
9. APPARENTLY NORMAL
10. UNKNOWN

25. PEDESTRIAN'S ACTION (1 2)
1. CROSSING AT INTERSECTION
2. EMERGING BETWEEN PARKED CARS
3. CROSSING NOT AT INTERSECTION
IN THE ROADWAY:
4. WALKING WITH TRAFFIC
5. WALKING AGAINST TRAFFIC
6. STANDING
7. GETTING ON OR OFF VEHICLE
8. WORKING ON VEHICLE
9. OTHER WORKING
10. PLAYING
11. UNK. OR OTHER
12. NOT IN ROADWAY

26. WHERE STRUCK (1 2)
AT INTERSECTION:
1. NORTH CROSSWALK
2. SOUTH CROSSWALK
3. EAST CROSSWALK
4. WEST CROSSWALK
5. NORTHEAST CROSSWALK
6. SOUTHWEST CROSSWALK
7. NORTHWEST CROSSWALK
8. SOUTHEAST CROSSWALK
9. DIAGONAL PATH
10. MARKED CROSSING NOT AT INTERSECTION
11. ALL OTHER NON-INTERSECTION PLACES
12. NOT IN ROADWAY

N/A

27. REPORTING OFFICER: C. Sanno #121

28. SUPERVISOR APPROVING: 57

29. ARRESTS — DRIVER NO.
1 — CHARGES: X 917-556 No Brake Lights
2 — CHARGES: X 917-557 Improper Lane Usage

COURT DATE: MARCH 15th 1968

TIME: 930 [X] A.M. [ ] P.M.

COURT ROOM OR BRANCH: NILES

30. REPORT NO.

31. PERSONS INJURED OR KILLED

31A VEHICLE NUMBER | TOWED BY | TO WHERE

VEHICLE NUMBER | TOWED BY | TO WHERE

A - BLEEDING WOUND DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B - BRUISES ABRASIONS SWELLING
C - COMPLAINT OF PAIN NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

N/A

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

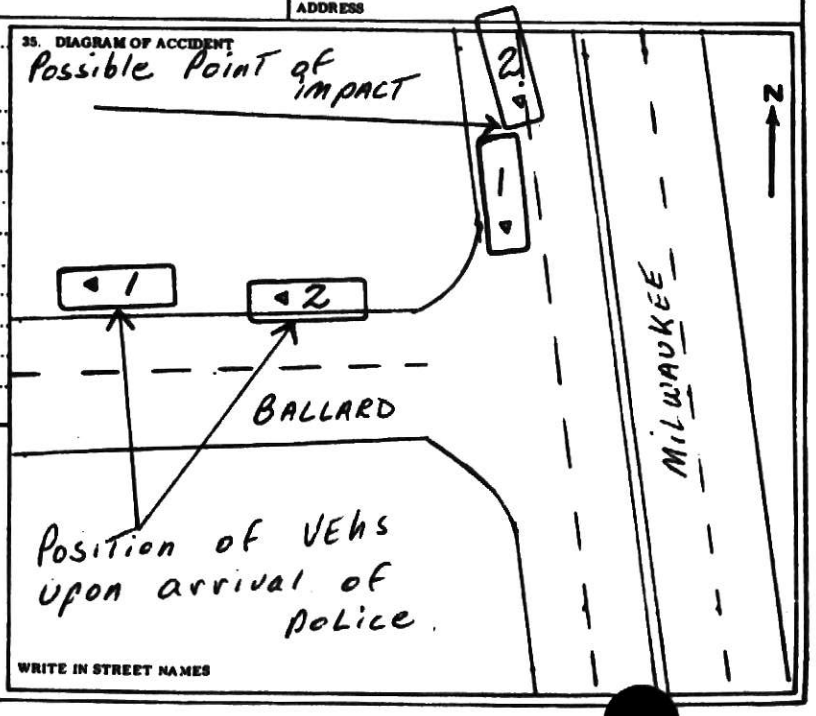
EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

Investigation By This officer
was Revealed That The driver
Veh #1 was Southbound on
Milwaukee Attempting To Turn
Right onto Ballard Road. Veh #1 had
No Brake Lights. Driver of Veh #2
While Changing lanes To Avoid
hitting Veh #1 came into Contact
with Veh #1.
This officer Checked Veh #1
Brake lights At The Scene and
#1 had no Brake Lights.

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

REPORT NUMBER

NILES POLICE DEPARTMENT ACCIDENT REPORT

121

3452

2. ACCIDENT OCCURRED ON [ ] N [X] S [ ] E [ ] W SIDE OF: BALLARD

3. 20 FT. [ ] N [ ] S [ ] E [X] W OF/ MILWAUKEE
INTERSECTING STREET OR ADDRESS

4. (OFFICE USE ONLY)

1. REPORT NO. 0680

2. COMPLAINT NO. 63678

5. DATE OF ACCIDENT: DAY 21 | MONTH AUG | YEAR 68

6. DAY OF WEEK: WEDNESDAY

7. TIME: 8 45 [X] A.M. [ ] P.M.

8. ROUTE CODE

9. TOTAL VEHICLES INVOLVED: 2

17. TYPE OF STREET

INTERSECTIONAL
- [ ] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [X] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

	(LAST)	(FIRST)	(MIDDLE)	ADDRESS	CITY	STATE	SEX	AGE	DATE OF BIRTH
[X] OWNER / [X] DRIVER	SCHWAB	BARBARA	L	9338	PARKSIDE DRV	DESPLAINE	F	35	12-26-32

STATE DRIVER'S LICENSE	VEHICLE MAKE	YEAR	TYPE	STATE LICENSE NO.	STATE	YEAR
5100 07232967 ILL.	FALCON	60	4DR	HT 4647	ILL.	68

[X] MOVING / [ ] STOPPED / [ ] PARKED — FACING [ ] N [ ] S [X] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: BALLARD

ESTIMATED VEHICLE DAMAGE $ —

CIRCLE DAMAGED AREAS

VEHICLE NO. 2

	(LAST)	(FIRST)	(MIDDLE)	ADDRESS	CITY	STATE	SEX	AGE	DATE OF BIRTH
[X] OWNER / [X] DRIVER	BIASIELLO	NANCY	J	9123 N	STEVENSON DRV	DESPLAINES	F	29	7-14-39

STATE DRIVER'S LICENSE	VEHICLE MAKE	YEAR	TYPE	STATE LICENSE NO.	STATE	YEAR
B 240 6303 4800 ILL.	CHEV	67	2DR	CN 9333	ILL.	68

[X] MOVING / [ ] STOPPED / [ ] PARKED — FACING [ ] N [ ] S [X] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: BALLARD

ESTIMATED VEHICLE DAMAGE $ —

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

	(LAST)	(FIRST)	(MIDDLE)	ADDRESS	CITY	STATE	SEX	AGE	DATE OF BIRTH
OWNER / DRIVER	N/A								

STATE DRIVER'S LICENSE	VEHICLE MAKE	YEAR	TYPE	STATE LICENSE NO.	STATE	YEAR

MOVING / STOPPED / PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

10A VEHICLE NO. 1 — TELEPHONE NUMBER OF DRIVER: 824-2686 — INSURANCE COMPANY OF DRIVER: ALLSTATE

VEHICLE NO. 2 — TELEPHONE NUMBER OF DRIVER: 299-8603 — INSURANCE COMPANY OF DRIVER: AETNA

VEHICLE NO. 3 — TELEPHONE NUMBER OF DRIVER: — INSURANCE COMPANY OF DRIVER:

11. DAMAGE TO OTHER PROPERTY | NATURE OF DAMAGE | OWNER'S NAME | OWNER'S ADDRESS

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)

INJ. OR FATAL
- [ ] 1. DRIVER OR PASSENGER
- [ ] 2. INJ. OR FATAL PED.
- [ ] 3. NON-MOTOR VEH. ACC.
- [X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- 4. FATAL
- A, B, C — NON-FATAL
- [X] U [ ] O

20. LIGHT CONDITION
- [X] 1. DAYLIGHT
- [ ] 2. DAWN, DUSK
- [ ] 3. DARKNESS

21. STREET LIGHTS
- [ ] 1. ON
- [ ] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [X] 1. CLEAR
- [ ] 2. RAINING
- [ ] 3. SNOWING
- [ ] 4. FOG OR MIST

23. ROAD CONDITION
- [X] 1. DRY
- [ ] 2. WET
- [ ] 3. SNOWY, ICY
- [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
- [ ] 1. TRAFFIC SIGNAL
- [X] 2. STOP SIGN
- [ ] 3. OFFICER
- [ ] 4. R.R. X-ING GATES
- [ ] 5. R.R. X-ING SIGNAL
- [ ] 6. OTHER
- [ ] 7. NO CONTROL

12. TYPE OF ACCIDENT ("X" ONE ONLY)

COLLISION OF MOTOR VEHICLE WITH:
- [ ] 1. PEDESTRIAN
- [X] 2. MOTOR VEHICLE IN TRAFFIC
- [ ] 3. PARKED VEHICLE
- [ ] 4. RAILROAD TRAIN
- [ ] 5. BICYCLIST
- [ ] 6. ANIMAL
- [ ] 7. FIXED OBJECT
- [ ] 8. OTHER OBJECT
- [ ] 9. RAN OFF ROAD
- [ ] 10. OVERTURNED IN ROAD
- [ ] 11. OTHER NON-COLLISION
- [ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- [ ] 1. PARKING MANEUVER
- [ ] 2. TURNING MANEUVER
- [X] 3. REAR END
- [ ] 4. HEAD ON
- [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- [ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- [ ] 7. CUTTING IN
- [ ] 8. MERGING
- [ ] 9. ANGLE
- [ ] 10. BACKING
- [ ] 11. OTHER
- [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT

	1	2	3
1. GOING STRAIGHT AHEAD			
2. CHANGING LANES			
3. MAKING RIGHT TURN			
4. MAKING LEFT TURN			
5. MAKING "U" TURN			
6. SLOWING OR STOPPING	X		
7. STARTING IN TRAFFIC			
8. LEAVING PARKING PLACE			
9. STOPPED IN TRAFFIC		X	
10. PARKED			
11. BACKING			
12. DRIVERLESS MOVING VEHICLE			

15. DRIVER — APPARENT VIOLATION

	1	2	3
1. DISOBEYED TRAFFIC SIGNAL			
2. PASSED STOP SIGN			
3. ON WRONG SIDE OF ROAD			
4. OVERTOOK IMPROPERLY			
5. IMPROPER TURN			
6. BRAKES INADEQUATE			
7. LIGHTS IMPROPER			
8. FAILED TO YIELD RIGHT OF WAY			
9. SPEED TOO FAST			X
10. FOLLOWED TOO CLOSELY			
11. OTHER	X		
12. NO IMPROPER DRIVING		X	

INATTENTION

16. DRIVER — PHYSICAL CONDITION

	1	2	3
BEEN DRINKING: 1. OBVIOUSLY DRUNK			
2. ABILITY IMPAIRED			
3. ABILITY NOT IMPAIRED			
4. IMPAIRMENT NOT KNOWN			
5. APPARENTLY DRUGGED			
6. PHYSICAL HANDICAP			
7. SLEEPY, TIRED, ETC.			
8. ILL			
9. APPARENTLY NORMAL	X	X	
10. UNKNOWN			

25. PEDESTRIAN'S ACTION: N/A

	1	2
1. CROSSING AT INTERSECTION		
2. EMERGING BETWEEN PARKED CARS		
3. CROSSING NOT AT INTERSECTION		
IN THE ROADWAY: 4. WALKING WITH TRAFFIC		
5. WALKING AGAINST TRAFFIC		
6. STANDING		
7. GETTING ON OR OFF VEHICLE		
8. WORKING ON VEHICLE		
9. OTHER WORKING		
10. PLAYING		
11. UNK. OR OTHER		
12. NOT IN ROADWAY		

26. WHERE STRUCK: N/A

	1	2
AT INTERSECTION: 1. NORTH CROSSWALK		
2. SOUTH CROSSWALK		
3. EAST CROSSWALK		
4. WEST CROSSWALK		
5. NORTHEAST CROSSWALK		
6. SOUTHWEST CROSSWALK		
7. NORTHWEST CROSSWALK		
8. SOUTHEAST CROSSWALK		
9. DIAGONAL PATH		
10. MARKED CROSSING NOT AT INTERSECTION		
11. ALL OTHER NON-INTERSECTION PLACES		
12. NOT IN ROADWAY		

27. REPORTING OFFICER: L Albrecht 147

28. SUPERVISOR APPROVING: Sgt McG

29. ARRESTS — DRIVER NO.
- 1 — CHARGES: NONE
- 2 — CHARGES:

COURT DATE: N/A

TIME: [W] A.M. [A] P.M.

COURT ROOM OR BRANCH: N/A

16

INJURED OR KILLED	VEHICLE NUMBER	TOWED BY	TO WHERE
N/A		N/A	
	VEHICLE NUMBER	TOWED BY	TO WHERE
		N/A	

A - BLEEDING WOUND DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B - BRUISES ABRASIONS, SWELLING.
C - COMPLAINT OF PAIN NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE): N/A | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE): N/A | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE): N/A | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS N/A | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

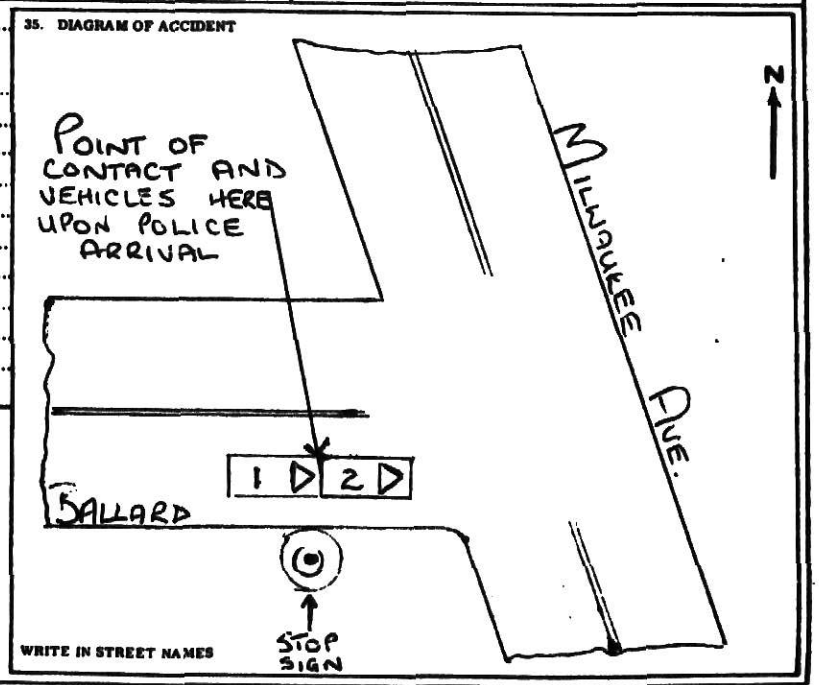
RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

DRIVER OF VEH. #2 WAS E/B ON BALLARD PULLED TO A STOP AT MILWAUKEE AVE AND WAS STRUCK IN THE REAR.
DRIVER OF VEH #1 NOTICED VEH #2 STOP.
DRIVER OF VEH #1 WAS E/B ON BALLARD AND STARTED TO SLOW TO A STOP. WHILE SLOWING DRIVER OF VEH. #1 WAS GLANCING TO THE LEFT AND DID NOT NOTICE THAT VEH #2 WAS STILL STOPPED AND VEH #1 STRUCK VEH #2 IN THE REAR.

REPORT NUMBER

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

3452

WILMETTE POLICE DEPARTMENT ACCIDENT REPORT

123 3452

2. ACCIDENT OCCURRED ON [ ] N [ ] S [X] E [ ] W SIDE OF: MILWAUKEE

3. ____ FT. [ ] N [ ] S [ ] E [ ] W OF/AT INTERSECTING STREET OR ADDRESS: BALLARD

4. (OFFICE USE ONLY)

1. REPORT NO. 0537

2. COMPLAINT NO. 62504

5. DATE OF ACCIDENT: DAY 12 MONTH JULY YEAR 68

6. DAY OF WEEK: FRIDAY

7. TIME: 1203 [ ] A.M. [X] P.M.

8. ROUTE CODE:

9. TOTAL VEHICLES INVOLVED: TWO

17. TYPE OF STREET

INTERSECTIONAL
[X] 1. ARTERIAL-ARTERIAL
[ ] 2. ARTERIAL-LOCAL
[ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
[ ] 4. ARTERIAL
[ ] 5. LOCAL
[ ] 6. ALLEY
N/A
[ ] 7. RURAL ROUTE
[ ] 8. PARKING LOTS
[ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

10. [X] OWNER [X] DRIVER — (LAST) (FIRST) (MIDDLE): EZOORY MORRIS —
ADDRESS: 517 SKOKIE BLVD CITY: WILMETTE STATE: ILL SEX: M AGE: 33 DATE OF BIRTH: 10-29-34

STATE DRIVER'S LICENSE: E-260-5403 ILL 4308 VEHICLE MAKE: FORD YEAR: 64 TYPE: 2DR SED STATE LICENSE NO.: 709-592 STATE: ILL YEAR: 68

[X] MOVING [ ] STOPPED [ ] PARKED FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [X] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 2

[X] OWNER [X] DRIVER — (LAST) (FIRST) (MIDDLE): CASPERSEN DOROTHY J
ADDRESS: 522 MADISON, GLENCOE CITY: STATE: ILL SEX: F AGE: 37 DATE OF BIRTH: 2-20-31

STATE DRIVER'S LICENSE: ILL C-216-1903-1651 VEHICLE MAKE: MERCURY YEAR: 67 TYPE: 4DR SED STATE LICENSE NO.: KJ 6319 STATE: ILL YEAR: 69

[X] MOVING [ ] STOPPED [ ] PARKED FACING [ ] N [ ] S [X] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

OWNER (LAST) (FIRST) (MIDDLE)
DRIVER
ADDRESS CITY STATE SEX AGE DATE OF BIRTH

STATE DRIVER'S LICENSE VEHICLE MAKE YEAR TYPE STATE LICENSE NO. STATE YEAR

[ ] MOVING [ ] STOPPED [ ] PARKED FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

10A. VEHICLE NO. 1 TELEPHONE NUMBER OF DRIVER: 251-1897
INSURANCE COMPANY OF DRIVER: STATE FARM

VEHICLE NO. 2 TELEPHONE NUMBER OF DRIVER: 835-3822
INSURANCE COMPANY OF DRIVER: UNKN.

VEHICLE NO. 3 TELEPHONE NUMBER OF DRIVER:
INSURANCE COMPANY OF DRIVER:

11. DAMAGE TO OTHER PROPERTY | NATURE OF DAMAGE | OWNER'S NAME | OWNER'S ADDRESS

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
INJ. OR FATAL
[X] 1. DRIVER OR PASSENGER
[ ] 2. INJ. OR FATAL PED.
[ ] 3. NON-MOTOR VEH. ACC.
[ ] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
[ ] 4 FATAL
[ ] A [ ] B [ ] C — NON-FATAL
[X] U [ ] O

20. LIGHT CONDITION
[X] 1. DAYLIGHT
[ ] 2. DAWN, DUSK
[ ] 3. DARKNESS

21. STREET LIGHTS
[ ] 1. ON
[X] 2. OFF
[ ] 3. NONE

22. WEATHER
[X] 1. CLEAR
[ ] 2. RAINING
[ ] 3. SNOWING
[ ] 4. FOG OR MIST

23. ROAD CONDITION
[X] 1. DRY
[ ] 2. WET
[ ] 3. SNOWY, ICY
[ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
[ ] 1. TRAFFIC SIGNAL
[X] 2. STOP SIGN
[ ] 3. OFFICER
[ ] 4. R.R. X-ING GATES
[ ] 5. R.R. X-ING SIGNAL
[ ] 6. OTHER
[ ] 7 NO CONTROL

12. TYPE OF ACCIDENT ("X" ONE ONLY)
COLLISION OF MOTOR VEHICLE WITH:
[ ] 1. PEDESTRIAN
[X] 2. MOTOR VEHICLE IN TRAFFIC
[ ] 3. PARKED VEHICLE
[ ] 4. RAILROAD TRAIN
[ ] 5. BICYCLIST
[ ] 6. ANIMAL
[ ] 7. FIXED OBJECT
[X] 8. OTHER OBJECT
[ ] 9. RAN OFF ROAD
[ ] 10. OVERTURNED IN ROAD
[ ] 11. OTHER NON-COLLISION
[ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
[ ] 1. PARKING MANEUVER
[ ] 2. TURNING MANEUVER
[ ] 3. REAR END
[ ] 4. HEAD ON
[ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
[ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
[ ] 7. CUTTING IN
[ ] 8 MERGING
[X] 9. ANGLE
[ ] 10. BACKING
[ ] 11. OTHER
[ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT (1 2 3)
[X] 1. GOING STRAIGHT AHEAD
[X] 2. CHANGING LANES
[ ] 3. MAKING RIGHT TURN
[ ] 4. MAKING LEFT TURN
[ ] 5. MAKING "U" TURN
[ ] 6. SLOWING OR STOPPING
[ ] 7. STARTING IN TRAFFIC
[ ] 8. LEAVING PARKING PLACE
[ ] 9. STOPPED IN TRAFFIC
[ ] 10. PARKED
[ ] 11. BACKING
[ ] 12. DRIVERLESS MOVING VEHICLE

15. DRIVER (1 2 3) — APPARENT VIOLATION
[ ] 1. DISOBEYED TRAFFIC SIGNAL
[ ] 2. PASSED STOP SIGN
[ ] 3. ON WRONG SIDE OF ROAD
[ ] 4. OVERTOOK IMPROPERLY
[ ] 5. IMPROPER TURN
[ ] 6. BRAKES INADEQUATE
[ ] 7. LIGHTS IMPROPER
[X] 8. FAILED TO YIELD RIGHT OF WAY
[ ] 9. SPEED TOO FAST
[ ] 10. FOLLOWED TOO CLOSELY
[ ] 11. OTHER
[ ] 12. NO IMPROPER DRIVING

16. DRIVER (1 2 3) — PHYSICAL CONDITION
BEEN DRINKING
[ ] 1. OBVIOUSLY DRUNK
[ ] 2. ABILITY IMPAIRED
[ ] 3. ABILITY NOT IMPAIRED
[ ] 4. IMPAIRMENT NOT KNOWN
[ ] 5. APPARENTLY DRUGGED
[ ] 6. PHYSICAL HANDICAP
[ ] 7. SLEEPY, TIRED, ETC.
[ ] 8. ILL
[X] 9. APPARENTLY NORMAL
[ ] 10. UNKNOWN

25. PEDESTRIAN'S ACTION (1 2) N/A
IN THE ROADWAY
[ ] 1. CROSSING AT INTERSECTION
[ ] 2. EMERGING BETWEEN PARKED CARS
[ ] 3. CROSSING NOT AT INTERSECTION
[ ] 4. WALKING WITH TRAFFIC
[ ] 5. WALKING AGAINST TRAFFIC
[ ] 6. STANDING
[ ] 7. GETTING ON OR OFF VEHICLE
[ ] 8. WORKING ON VEHICLE
[ ] 9. OTHER WORKING
[ ] 10. PLAYING
[ ] 11. UNK. OR OTHER
[ ] 12. NOT IN ROADWAY

26. WHERE STRUCK (1 2) N/A
AT INTERSECTION
[ ] 1. NORTH CROSSWALK
[ ] 2. SOUTH CROSSWALK
[ ] 3. EAST CROSSWALK
[ ] 4. WEST CROSSWALK
[ ] 5. NORTHEAST CROSSWALK
[ ] 6. SOUTHWEST CROSSWALK
[ ] 7. NORTHWEST CROSSWALK
[ ] 8. SOUTHEAST CROSSWALK
[ ] 9. DIAGONAL PATH
[ ] 10. MARKED CROSSING NOT AT INTERSECTION
[ ] 11. ALL OTHER NON-INTERSECTION PLACES
[ ] 12. NOT IN ROADWAY

27. REPORTING OFFICER: H WOODS II 126

28. SUPERVISOR APPROVING: Sgt HW 56

29. ARRESTS — DRIVER NO.

CHARGES
1 NONE
2 FAILED to yield after stop X95 5480

COURT DATE: 7/27/68

TIME: [ ] A.M. [X] P.M. 130

COURT ROOM OR BRANCH: 3rd Dist.

30. REPORT NO.

31. PERSONS INJURED OR KILLED: ONE

31A. VEHICLE NUMBER: TOWED BY: DNA — TO WHERE:

VEHICLE NUMBER: TOWED BY: — TO WHERE:

A - BLEEDING WOUND, DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B - BRUISES, ABRASIONS, SWELLING.
C - COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE): EZOORY NINA L — SEX: F — DATE OF BIRTH: 7-18-40 — ADDRESS (STREET) (CITY) (STATE): 517 SKOKIE BLVD WILMETTE ILL

FIRST AID: GIVEN [X] REFUSED [ ] — TAKEN TO: LUTH. GEN. HOSPT. — BY: NILES FIRE AMB. — NATURE OF INJURIES: WHIPLASH — VEHICLE NO.: 1

SEAT BELT: ON [ ] OFF [X] — TELEPHONE NO. OF INJURED: 251-1897 — VEHICLE OWNER IF NOT DRIVER: MORRIS EZOORY — OWNER'S ADDRESS: 517 SKOKIE BLVD WILMETTE ILL

POSITION IN VEHICLE: [X] PEDESTRIAN [ ]

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL — [X]

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) — SEX — DATE OF BIRTH — ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN [ ] REFUSED [ ] — TAKEN TO — BY — NATURE OF INJURIES — VEHICLE NO.

SEAT BELT: ON [ ] OFF [ ] — TELEPHONE NO. — VEHICLE OWNER IF NOT DRIVER — OWNER'S ADDRESS

POSITION IN VEHICLE: [ ] PEDESTRIAN [ ]

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL — [ ]

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) — SEX — DATE OF BIRTH — ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN [ ] REFUSED [ ] — TAKEN TO — BY — NATURE OF INJURIES — VEHICLE NO.

SEAT BELT: ON [ ] OFF [ ] — TELEPHONE NO. — VEHICLE OWNER IF NOT DRIVER — OWNER'S ADDRESS

POSITION IN VEHICLE: [ ] PEDESTRIAN [ ]

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL — [ ]

32A.

WITNESS — NAME — ADDRESS — TELEPHONE NO.

WITNESS — NAME — ADDRESS — TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

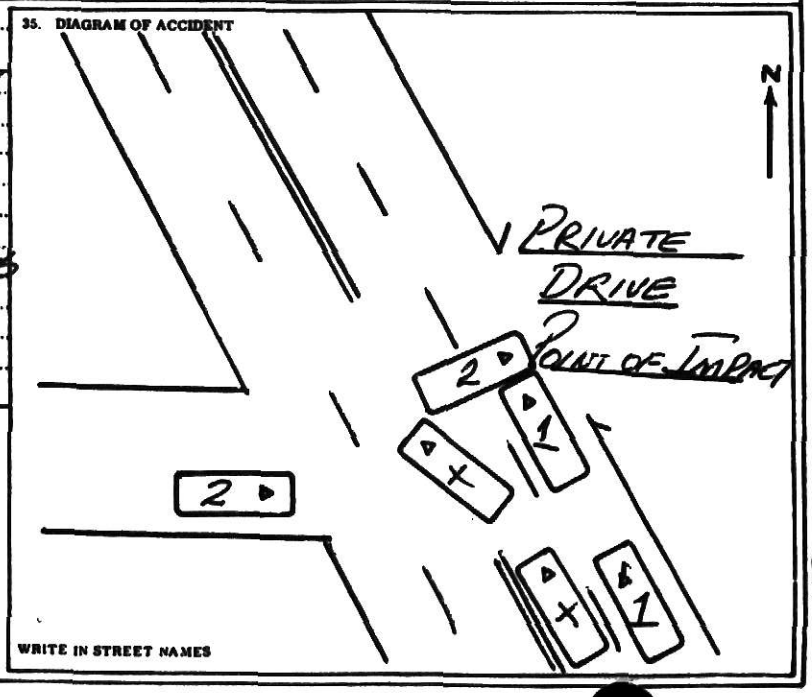
EMPLOYER OF RESPONSIBLE PARTY: DNA — ADDRESS OF EMPLOYER — PHONE NO. OF EMPLOYER — SUPERVISOR OR FOREMAN'S NAME

RESPONSIBLE PARTY'S INSURANCE COMPANY — DRIVER'S POLICY NUMBER — IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME — OWNER'S ADDRESS

34. REMARKS

VEH #2 stopped at STOP SIGN FOR E/B BALLARD ST. AT MILWAUKEE, AND then proceeded ACROSS MILWAUKEE WITH intentions OF going into private drive. VEH # 1 WAS stopped. AS VEH #2 began to cross curb LANE OF N/B MILWAUKEE, it WAS struck by VEH #1. VEH #2's DRIVER WAS UNABLE to SEE VEH #1 due to heavy TRAFFIC.

35. DIAGRAM OF ACCIDENT



REPORT NUMBER

3452

124

NILES POLICE DEPARTMENT ACCIDENT REPORT

125

2 ACCIDENT OCCURRED ON [N] [S] [E] [W] SIDE OF: BALLARD Rd.

3. [ ] FT. [N] [S] [E] [W] OF/AT MILWAUKEE — INTERSECTING STREET OR ADDRESS

4. (OFFICE USE ONLY)

1. REPORT NO. 'JCC

2. COMPLAINT NO. 65660

5. DATE OF ACCIDENT: DAY 28 | MONTH OCT. | YEAR 68

6. DAY OF WEEK: MON.

7. TIME: 1148 [X] A.M. [ ] P.M.

8. ROUTE CODE

9. TOTAL VEHICLES INVOLVED: 2

17. TYPE OF STREET

INTERSECTIONAL
- [X] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [ ] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

10 [X] OWNER (LAST) PLASS (FIRST) BROS (MIDDLE) — ADDRESS 3125 W. DEVON, CHI STATE ILL — SEX — AGE — DATE OF BIRTH
[X] DRIVER PLASS LINDA A. — 9225 N. LAVERENE, SKOKIE, ILL. — F — 21 — 9-1-47

STATE DRIVER'S LICENSE: ILL. P420 5214 7849 — VEHICLE MAKE: PONT. — YEAR: 66 — TYPE: 4DR. — STATE LICENSE NO.: 850 631 — STATE: ILL. — YEAR: 68

[X] MOVING / [ ] STOPPED / [ ] PARKED — FACING [N] [S] [E] [X] [W] [NE] [NW] [SE] [SW] (1 2 3 4 5 6 7 8) ON: BALLARD — ESTIMATED VEHICLE DAMAGE $ — CIRCLE DAMAGED AREAS

VEHICLE NO. 2

[X] OWNER (LAST) HELLER (FIRST) WALTER (MIDDLE) H. — ADDRESS 9286 N. PARKSIDE — CITY DES PLAINES — STATE ILL — SEX M — AGE 36 — DATE OF BIRTH 11-9-31
[X] DRIVER

STATE DRIVER'S LICENSE: ILL. H460 9083 1319 — VEHICLE MAKE: BUICK — YEAR: 68 — TYPE: 4DR. — STATE LICENSE NO.: BT2773 — STATE: ILL. — YEAR: 68

[X] MOVING / [ ] STOPPED / [ ] PARKED — FACING [N] [S] [E] [X] [W] [NE] [NW] [SE] [SW] (1 2 3 4 5 6 7 8) ON: BALLARD — ESTIMATED VEHICLE DAMAGE $ — CIRCLE DAMAGED AREAS

VEHICLE NO. 3

[ ] OWNER (LAST) (FIRST) (MIDDLE) — ADDRESS — CITY — STATE — SEX — AGE — DATE OF BIRTH
[ ] DRIVER

STATE DRIVER'S LICENSE — VEHICLE MAKE — YEAR — TYPE — STATE LICENSE NO. — STATE — YEAR

[ ] MOVING / [ ] STOPPED / [ ] PARKED — FACING [N] [S] [E] [W] [NE] [NW] [SE] [SW] (1 2 3 4 5 6 7 8) ON: — ESTIMATED VEHICLE DAMAGE $ — CIRCLE DAMAGED AREAS

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
- INJ. OR FATAL
- [ ] 1. DRIVER OR PASSENGER
- [ ] 2. INJ. OR FATAL PED.
- [ ] 3. NON-MOTOR VEH. ACC.
- [X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- [ ] 4. FATAL
- [ ] A, B, C — NON-FATAL
- [X] U [ ] O

20. LIGHT CONDITION
- [X] 1. DAYLIGHT
- [ ] 2. DAWN, DUSK
- [ ] 3. DARKNESS

21. STREET LIGHTS
- [ ] 1. ON
- [X] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [X] 1. CLEAR
- [ ] 2. RAINING
- [ ] 3. SNOWING
- [ ] 4. FOG OR MIST

23. ROAD CONDITION
- [X] 1. DRY
- [ ] 2. WET
- [ ] 3. SNOWY, ICY
- [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
- [ ] 1. TRAFFIC SIGNAL
- [X] 2. STOP SIGN
- [ ] 3. OFFICER
- [ ] 4. R.R. X-ING GATES
- [ ] 5. R.R. X-ING SIGNAL
- [ ] 6. OTHER
- [ ] 7. NO CONTROL

10A VEHICLE NO. 1 — TELEPHONE NUMBER OF DRIVER: OR3 0616 — INSURANCE COMPANY OF DRIVER: TRAVELERS INS.

VEHICLE NO. 2 — TELEPHONE NUMBER OF DRIVER: 824 8308 — INSURANCE COMPANY OF DRIVER: AETNA

VEHICLE NO. 3 — TELEPHONE NUMBER OF DRIVER — INSURANCE COMPANY OF DRIVER

11 DAMAGE TO OTHER PROPERTY — NATURE OF DAMAGE — OWNER'S NAME — OWNER'S ADDRESS

12. TYPE OF ACCIDENT ("X" ONE ONLY)

COLLISION OF MOTOR VEHICLE WITH:
- [ ] 1. PEDESTRIAN
- [X] 2. MOTOR VEHICLE IN TRAFFIC
- [ ] 3. PARKED VEHICLE
- [ ] 4. RAILROAD TRAIN
- [ ] 5. BICYCLIST
- [ ] 6. ANIMAL
- [ ] 7. FIXED OBJECT
- [ ] 8. OTHER OBJECT
- [ ] 9. RAN OFF ROAD
- [ ] 10. OVERTURNED IN ROAD
- [ ] 11. OTHER NON-COLLISION
- [ ] 12. OTHER

13 MANNER OF COLLISION ("X" ONE ONLY)
- [ ] 1. PARKING MANEUVER
- [ ] 2. TURNING MANEUVER
- [X] 3. REAR END
- [ ] 4. HEAD ON
- [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- [ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- [ ] 7. CUTTING IN
- [ ] 8. MERGING
- [ ] 9. ANGLE
- [ ] 10. BACKING
- [ ] 11. OTHER
- 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT (1 2 3)
- [ ] 1. GOING STRAIGHT AHEAD
- [ ] 2. CHANGING LANES
- [ ] 3. MAKING RIGHT TURN
- [ ] 4. MAKING LEFT TURN
- [ ] 5. MAKING "U" TURN
- [ ] 6. SLOWING OR STOPPING
- [X] 7. STARTING IN TRAFFIC
- [X] 8. LEAVING PARKING PLACE
- [ ] 9. STOPPED IN TRAFFIC
- [ ] 10. PARKED
- [ ] 11. BACKING
- [ ] 12. DRIVERLESS MOVING VEHICLE

15. DRIVER (1 2 3) — APPARENT VIOLATION
- [ ] 1. DISOBEYED TRAFFIC SIGNAL
- [ ] 2. PASSED STOP SIGN
- [ ] 3. ON WRONG SIDE OF ROAD
- [ ] 4. OVERTOOK IMPROPERLY
- [ ] 5. IMPROPER TURN
- [ ] 6. BRAKES INADEQUATE
- [ ] 7. LIGHTS IMPROPER
- [ ] 8. FAILED TO YIELD RIGHT OF WAY
- [ ] 9. SPEED TOO FAST
- [X] 10. FOLLOWED TOO CLOSELY
- [ ] 11. OTHER
- [ ] 12. NO IMPROPER DRIVING

16. DRIVER (1 2 3) — PHYSICAL CONDITION
- BEEN DRINKING:
  - [ ] 1. OBVIOUSLY DRUNK
  - [ ] 2. ABILITY IMPAIRED
  - [ ] 3. ABILITY NOT IMPAIRED
  - [ ] 4. IMPAIRMENT NOT KNOWN
- [ ] 5. APPARENTLY DRUGGED
- [ ] 6. PHYSICAL HANDICAP
- [ ] 7. SLEEPY, TIRED, ETC.
- [ ] 8. ILL
- [X] 9. APPARENTLY NORMAL
- [X] 10. UNKNOWN

25. PEDESTRIAN'S ACTION (1 2)
- [ ] 1. CROSSING AT INTERSECTION
- [ ] 2. EMERGING BETWEEN PARKED CARS
- [ ] 3. CROSSING NOT AT INTERSECTION
- IN THE ROADWAY:
  - [ ] 4. WALKING WITH TRAFFIC
  - [ ] 5. WALKING AGAINST TRAFFIC
  - [ ] 6. STANDING
  - [ ] 7. GETTING ON OR OFF VEHICLE
  - [ ] 8. WORKING ON VEHICLE
  - [ ] 9. OTHER WORKING
  - [ ] 10. PLAYING
  - [ ] 11. UNK. OR OTHER
- [ ] 12. NOT IN ROADWAY

26. WHERE STRUCK (1 2)
- AT INTERSECTION:
  - [ ] 1. NORTH CROSSWALK
  - [ ] 2. SOUTH CROSSWALK
  - [ ] 3. EAST CROSSWALK
  - [ ] 4. WEST CROSSWALK
  - [ ] 5. NORTHEAST CROSSWALK
  - [ ] 6. SOUTHWEST CROSSWALK
  - [ ] 7. NORTHWEST CROSSWALK
  - [ ] 8. SOUTHEAST CROSSWALK
  - [ ] 9. DIAGONAL PATH
- [ ] 10. MARKED CROSSING NOT AT INTERSECTION
- [ ] 11. ALL OTHER NON-INTERSECTION PLACES
- [ ] 12. NOT IN ROADWAY

27. REPORTING OFFICER: Patrolman James C. Albrick, Niles Police #142

28. SUPERVISOR APPROVING: Sgt. JCC #52

29. ARRESTS — DRIVER NO. 1 — CHARGES: NONE — DRIVER NO. 2 — CHARGES:

COURT DATE — TIME [ ] A.M. [ ] P.M. — COURT ROOM OR BRANCH: 3rd Dist Niles

16

	INJURED OR KILLED	VEHICLE NUMBER	TOWED BY	TO WHERE
		VEHICLE NUMBER	TOWED BY	TO WHERE

A = BLEEDING WOUND, DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B = BRUISES, ABRASIONS, SWELLING
C = COMPLAINT OF PAIN, NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE ☐ PEDESTRIAN

CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

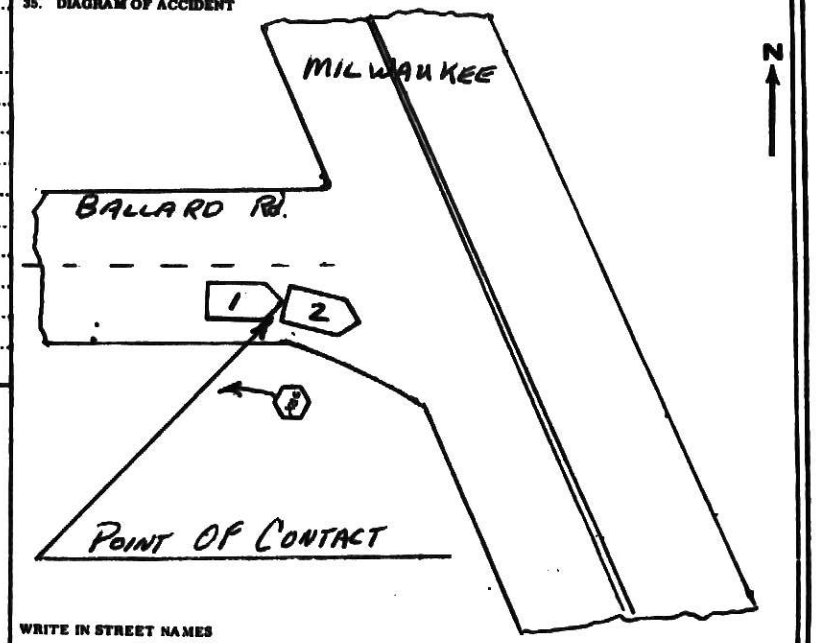
EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER: OWNER'S NAME | OWNER'S ADDRESS

34. REMARKS

VEH #2 WAS E/B ON BALLARD RD, STOPPED FOR STOP SIGN AND THEN BEGAN TO EDGE UP TO MILWAUKEE AVE. AND STOPPED AGAIN TO ALLOW TRAFFIC TO PASS. VEH #1 HAD PULLED UP BEHIND VEH #2 AT THE STOP SIGN AND WHEN VEH #2 EDGED UP VEH #1 DRIVER LOOKED TO HER LEFT AND AT THIS POINT TOOK HER FOOT OFF THE BRAKE, ALLOWING HER AUTO TO ROLL FORWARD AND STRUCK VEH #2.

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

REPORT NUMBER

556F 111056 NILES POLICE DEPARTMENT ACCIDENT REPORT 2873603 HR-9-76

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2. ACCIDENT OCCURRED ON [ ] N [ ] S [ ] E [X] W SIDE OF: MILWAUKEE AVENUE

3. ____ FT. [ ] N [ ] S [ ] E [ ] W OF (AT) BALLARD ROAD — INTERSECTING STREET OR ADDRESS

4. (OFFICE USE ONLY)

1. REPORT NO.

2. COMPLAINT NO. C58503-0147

5. DATE OF ACCIDENT: DAY 3 | MONTH FEBRUARY | YEAR 1968

6. DAY OF WEEK: SATURDAY

7. TIME: 1014 [X] A.M. [ ] P.M.

8. ROUTE CODE: # 21

9. TOTAL VEHICLES INVOLVED: 2

17. TYPE OF STREET

INTERSECTIONAL
- [ ] 1. ARTERIAL-ARTERIAL
- [X] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [ ] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

10. [X] OWNER [X] DRIVER — (LAST) GOLDBERG (FIRST) ALLEN (MIDDLE) F — ADDRESS 8500 W. CAROL CITY NILES STATE ILL. 823-0883 — SEX M AGE 34 DATE OF BIRTH 1933

STATE DRIVER'S LICENSE: ILLINOIS G431W633251 — VEHICLE MAKE CHEV — YEAR 1964 — TYPE CHEV TL — STATE LICENSE NO. MF 9971 — STATE ILLINOIS — YEAR 1967

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [X] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE AVENUE — ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 2

[X] OWNER [X] DRIVER — (LAST) SULLIVAN (FIRST) BRUCE (MIDDLE) W — ADDRESS 773 DENNIS CITY WHEELING STATE ILLINOIS — SEX M AGE 25 DATE OF BIRTH 1942

STATE DRIVER'S LICENSE: ILLINOIS 641507942354 — VEHICLE MAKE CHEV — YEAR 1965 — TYPE 2DR SEDAN — STATE LICENSE NO. LT 3748 — STATE ILLINOIS — YEAR 1967

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [X] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: BALLARD — ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

[ ] OWNER [ ] DRIVER — (LAST) N/A (FIRST) (MIDDLE) — ADDRESS CITY STATE — SEX AGE DATE OF BIRTH

STATE DRIVER'S LICENSE — VEHICLE MAKE — YEAR — TYPE — STATE LICENSE NO. — STATE — YEAR

[ ] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: — ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

10A. VEHICLE NO. 1: TELEPHONE NUMBER OF DRIVER — INSURANCE COMPANY OF DRIVER

VEHICLE NO. 2: TELEPHONE NUMBER OF DRIVER — INSURANCE COMPANY OF DRIVER

VEHICLE NO. 3: TELEPHONE NUMBER OF DRIVER — INSURANCE COMPANY OF DRIVER

11. DAMAGE TO OTHER PROPERTY: N/A — NATURE OF DAMAGE: N/A — OWNER'S NAME — OWNER'S ADDRESS

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
- INJ. OR FATAL
- [ ] 1. DRIVER OR PASSENGER
- [ ] 2. INJ. OR FATAL PED.
- [ ] 3. NON-MOTOR VEH. ACC.
- [X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- [ ] 4. FATAL
- [ ] A, [ ] B, [ ] C — NON-FATAL
- [ ] U [X] O

20. LIGHT CONDITION
- [X] 1. DAYLIGHT
- [ ] 2. DAWN, DUSK
- [ ] 3. DARKNESS

21. STREET LIGHTS
- [ ] 1. ON
- [X] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [X] 1. CLEAR
- [ ] 2. RAINING
- [ ] 3. SNOWING
- [ ] 4. FOG OR MIST

23. ROAD CONDITION
- [X] 1. DRY
- [ ] 2. WET
- [ ] 3. SNOWY, ICY
- [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
- [ ] 1. TRAFFIC SIGNAL
- [X] 2. STOP SIGN
- [ ] 3. OFFICER
- [ ] 4. R.R. X-ING GATES
- [ ] 5. R.R. X-ING SIGNAL
- [ ] 6. OTHER
- [ ] 7. NO CONTROL

12. TYPE OF ACCIDENT ("X" ONE ONLY)

COLLISION OF MOTOR VEHICLE WITH:
- [ ] 1. PEDESTRIAN
- [X] 2. MOTOR VEHICLE IN TRAFFIC
- [ ] 3. PARKED VEHICLE
- [ ] 4. RAILROAD TRAIN
- [ ] 5. BICYCLIST
- [ ] 6. ANIMAL
- [ ] 7. FIXED OBJECT
- [ ] 8. OTHER OBJECT
- [ ] 9. RAN OFF ROAD
- [ ] 10. OVERTURNED IN ROAD
- [ ] 11. OTHER NON-COLLISION
- [ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- [ ] 1. PARKING MANEUVER
- [X] 2. TURNING MANEUVER
- [ ] 3. REAR END
- [ ] 4. HEAD ON
- [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- [ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- [ ] 7. CUTTING IN
- [ ] 8. MERGING
- [ ] 9. ANGLE
- [ ] 10. BACKING
- [ ] 11. OTHER
- [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT (1 2 3)
- [X] 1. GOING STRAIGHT AHEAD
- [ ] 2. CHANGING LANES
- [ ] 3. MAKING RIGHT TURN
- [X] 4. MAKING LEFT TURN
- [ ] 5. MAKING "U" TURN
- [ ] 6. SLOWING OR STOPPING
- [ ] 7. STARTING IN TRAFFIC
- [ ] 8. LEAVING PARKING PLACE
- [ ] 9. STOPPED IN TRAFFIC
- [ ] 10. PARKED
- [ ] 11. BACKING
- [ ] 12. DRIVERLESS MOVING VEHICLE

15. DRIVER (1 2 3) — APPARENT VIOLATION
- [ ] 1. DISOBEYED TRAFFIC SIGNAL
- [ ] 2. PASSED STOP SIGN
- [ ] 3. ON WRONG SIDE OF ROAD
- [ ] 4. OVERTOOK IMPROPERLY
- [ ] 5. IMPROPER TURN
- [ ] 6. BRAKES INADEQUATE
- [ ] 7. LIGHTS IMPROPER
- [X] 8. FAILED TO YIELD RIGHT OF WAY
- [X] 9. SPEED TOO FAST
- [ ] 10. FOLLOWED TOO CLOSELY
- [ ] 11. OTHER
- [ ] 12. NO IMPROPER DRIVING

16. DRIVER (1 2 3) — PHYSICAL CONDITION
- BEEN DRINKING
  - [ ] 1. OBVIOUSLY DRUNK
  - [ ] 2. ABILITY IMPAIRED
  - [ ] 3. ABILITY NOT IMPAIRED
  - [ ] 4. IMPAIRMENT NOT KNOWN
- [ ] 5. APPARENTLY DRUGGED
- [ ] 6. PHYSICAL HANDICAP
- [ ] 7. SLEEPY, TIRED, ETC.
- [ ] 8. ILL
- [X] 9. APPARENTLY NORMAL
- [X] 10. UNKNOWN

25. PEDESTRIAN'S ACTION (1 2): N/A
- [ ] 1. CROSSING AT INTERSECTION
- [ ] 2. EMERGING BETWEEN PARKED CARS
- [ ] 3. CROSSING NOT AT INTERSECTION
- IN THE ROADWAY
  - [ ] 4. WALKING WITH TRAFFIC
  - [ ] 5. WALKING AGAINST TRAFFIC
  - [ ] 6. STANDING
  - [ ] 7. GETTING ON OR OFF VEHICLE
  - [ ] 8. WORKING ON VEHICLE
  - [ ] 9. OTHER WORKING
  - [ ] 10. PLAYING
  - [ ] 11. UNK. OR OTHER
- [ ] 12. NOT IN ROADWAY

26. WHERE STRUCK (1 2): N/A
- AT INTERSECTION
  - [ ] 1. NORTH CROSSWALK
  - [ ] 2. SOUTH CROSSWALK
  - [ ] 3. EAST CROSSWALK
  - [ ] 4. WEST CROSSWALK
  - [ ] 5. NORTHEAST CROSSWALK
  - [ ] 6. SOUTHWEST CROSSWALK
  - [ ] 7. NORTHWEST CROSSWALK
  - [ ] 8. SOUTHEAST CROSSWALK
  - [ ] 9. DIAGONAL PATH
- [ ] 10. MARKED CROSSING NOT AT INTERSECTION
- [ ] 11. ALL OTHER NON-INTERSECTION PLACES
- [ ] 12. NOT IN ROADWAY

27. REPORTING OFFICER: R Ferraro #134

28. SUPERVISOR APPROVING: [signature]

29. ARRESTS — DRIVER NO. 1 — CHARGES: X 920-537 UNABLE TO STOP TO AVOID COLLISION

DRIVER NO. 2 — CHARGES: X 920 538 FAILURE TO YIELD

COURT DATE: MARCH 15 1968

TIME: 0930 [X] A.M. [ ] P.M.

COURT ROOM OR BRANCH: NILES

30. REPORT NO.

31. PERSONS INJURED OR KILLED: NONE

31A. VEHICLE NUMBER | TOWED BY | TO WHERE

VEHICLE NUMBER | TOWED BY | TO WHERE

A - BLEEDING WOUND DISTORTED MEMBERS, OR VICTIM HAD TO BE CARRIED AWAY.
B - BRUISES, ABRASIONS SWELLING.
C - COMPLAINT OF PAIN NO VISIBLE SIGN, OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. OF INJURED | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE) | SEX | DATE OF BIRTH | ADDRESS (STREET) (CITY) (STATE)

FIRST AID: GIVEN ☐ REFUSED ☐ | TAKEN TO | BY | NATURE OF INJURIES | VEHICLE NO.

SEAT BELT ☐ ON ☐ OFF | TELEPHONE NO. | VEHICLE OWNER IF NOT DRIVER | OWNER'S ADDRESS

POSITION IN VEHICLE | ☐ PEDESTRIAN | CLASS OF INJURIES: 4 FATAL; A, B, C NON-FATAL

32A.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

WITNESS | NAME | ADDRESS | TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

EMPLOYER OF RESPONSIBLE PARTY | ADDRESS OF EMPLOYER | PHONE NO. OF EMPLOYER | SUPERVISOR OR FOREMAN'S NAME

RESPONSIBLE PARTY'S INSURANCE COMPANY | DRIVER'S POLICY NUMBER | IF RESPONSIBLE DRIVER IS NOT OWNER. OWNER'S NAME | OWNER'S ADDRESS

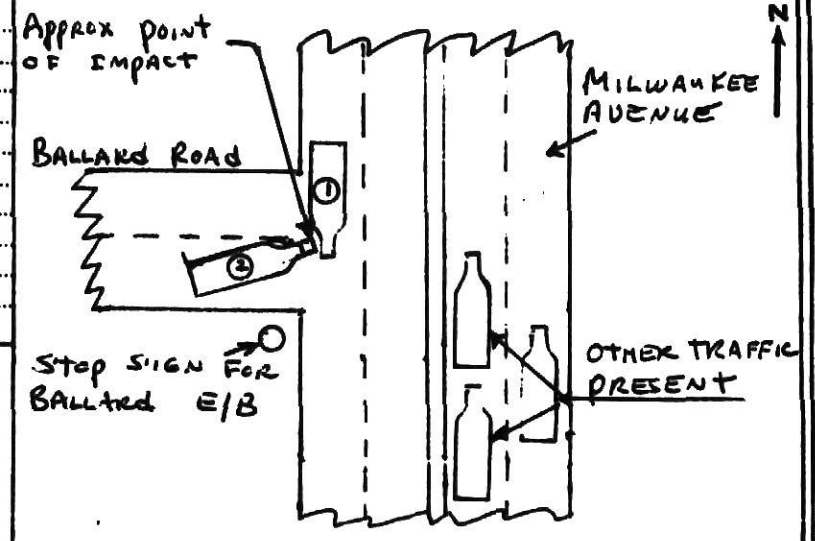
34. REMARKS

VEHICLE #1 WAS SOUTHBOUND IN THE CURB LANE OF MILWAUKEE AVENUE AS DRIVER #1 APPROACHED BALLARD ROAD, AN EAST BOUND VEHICLE ON BALLARD TRIED TO TURN LEFT AND GO NORTH ON MILWAUKEE AND STRUCK VEHICLE #1.

DRIVER #2 STATES HE WAS EAST BOUND ON BALLARD ROAD STOPPED FOR THE STOP SIGN AT BALLARD AND MILWAUKEE. AS HE OBSERVED VEHICLE #1 APPROACH, HE THOUGHT IT WOULD TURN RIGHT ON BALLARD RD. AS TRAFFIC APPEARED TO BE THINNING OUT FOR NORTH BOUND MILWAUKEE DRIVER #2 STARTED TO MAKE HIS TURN, BUT STRUCK VEHICLE #1 IN THE PROCESS OF HIS LEFT TURN TO GO NORTH ON MILWAUKEE.

REPORT NUMBER

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

NILES POLICE DEPARTMENT ACCIDENT REPORT

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3452

2. ACCIDENT OCCURRED ON [ ] N [ ] S [X] E [ ] W SIDE OF: MILWAUKEE

3. 40 FT. [ ] N [X] S [ ] E [ ] W OF AT BALLARD (INTERSECTING STREET OR ADDRESS)

4. (OFFICE USE ONLY)

1. REPORT NO. 0604

2. COMPLAINT NO. 62974

5. DATE OF ACCIDENT: DAY 26 | MONTH JULY | YEAR 1968

6. DAY OF WEEK: FRI

7. TIME: 10:30 [ ] A.M. [X] P.M.

8. ROUTE CODE: 21

9. TOTAL VEHICLES INVOLVED: 2

17. TYPE OF STREET

INTERSECTIONAL
- [ ] 1. ARTERIAL-ARTERIAL
- [ ] 2. ARTERIAL-LOCAL
- [ ] 3. LOCAL-LOCAL

NON-INTERSECTIONAL
- [X] 4. ARTERIAL
- [ ] 5. LOCAL
- [ ] 6. ALLEY
- [ ] 7. RURAL ROUTE
- [ ] 8. PARKING LOTS
- [ ] 9. DRIVEWAYS, GARAGES

VEHICLE NO. 1

10. [X] OWNER [X] DRIVER — (LAST) CLARK (FIRST) BETTY (MIDDLE) L

ADDRESS: 3113 ROOSEVELT CITY: KENOSHA STATE: WISC. SEX: F AGE: 20 DATE OF BIRTH: 2-29-47

STATE DRIVER'S LICENSE: CPL 5277395 | VEHICLE MAKE: CHEV. | YEAR: 63 | TYPE: 4 DR. | STATE LICENSE NO.: F 71-480 | STATE: WISC. | YEAR: 68

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [X] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE

ESTIMATED VEHICLE DAMAGE $ UNK.

CIRCLE DAMAGED AREAS

VEHICLE NO. 2

[X] OWNER [X] DRIVER — (LAST) (FIRST) (MIDDLE)

ADDRESS: 9311 OLCOTT CITY: MORTON GROVE STATE: ILL. SEX: M AGE: 33 DATE OF BIRTH: 2-8-35

STATE DRIVER'S LICENSE: ILL 56-34-4703-5039 | VEHICLE MAKE: BUICK | YEAR: 68 | TYPE: 2 DR. | STATE LICENSE NO.: LC 2158 | STATE: ILL. | YEAR: 68

[X] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [X] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON: MILWAUKEE

ESTIMATED VEHICLE DAMAGE $ UNK.

CIRCLE DAMAGED AREAS

VEHICLE NO. 3

[ ] OWNER [ ] DRIVER — (LAST) (FIRST) (MIDDLE)

ADDRESS CITY STATE SEX AGE DATE OF BIRTH

STATE DRIVER'S LICENSE | VEHICLE MAKE | YEAR | TYPE | STATE LICENSE NO. | STATE | YEAR

[ ] MOVING [ ] STOPPED [ ] PARKED — FACING [ ] N [ ] S [ ] E [ ] W [ ] NE [ ] NW [ ] SE [ ] SW (1 2 3 4 5 6 7 8) ON:

ESTIMATED VEHICLE DAMAGE $

CIRCLE DAMAGED AREAS

18. CLASSIFICATION OF ACC. ("X" MOST SERIOUS ITEM)
- INJ. OR FATAL
- [ ] 1. DRIVER OR PASSENGER
- [ ] 2. INJ. OR FATAL PED.
- [ ] 3. NON-MOTOR VEH. ACC.
- [X] 4. PROP. DAMAGE ONLY

19. CLASS OF MOST SEVERE INJURY
- [ ] 4. FATAL
- [ ] A, [ ] B, [ ] C — NON-FATAL
- [ ] U [ ] O

20. LIGHT CONDITION
- [ ] 1. DAYLIGHT
- [ ] 2. DAWN, DUSK
- [X] 3. DARKNESS

21. STREET LIGHTS
- [X] 1. ON
- [ ] 2. OFF
- [ ] 3. NONE

22. WEATHER
- [X] 1. CLEAR
- [ ] 2. RAINING
- [ ] 3. SNOWING
- [ ] 4. FOG OR MIST

23. ROAD CONDITION
- [X] 1. DRY
- [ ] 2. WET
- [ ] 3. SNOWY, ICY
- [ ] 4. CONST. REPAIR

24. TRAFFIC CONTROL
- [ ] 1. TRAFFIC SIGNAL
- [ ] 2. STOP SIGN
- [ ] 3. OFFICER
- [ ] 4. R.R. X-ING GATES
- [ ] 5. R.R. X-ING SIGNAL
- [ ] 6. OTHER
- [X] 7. NO CONTROL

10A. VEHICLE NO. 1 — TELEPHONE NUMBER OF DRIVER: 414-654-4818 — INSURANCE COMPANY OF DRIVER: AMERICAN INDEMINTY

VEHICLE NO. 2 — TELEPHONE NUMBER OF DRIVER: 965-3311 — INSURANCE COMPANY OF DRIVER: RELIANCE INS. CO

VEHICLE NO. 3 — TELEPHONE NUMBER OF DRIVER: — INSURANCE COMPANY OF DRIVER:

11. DAMAGE TO OTHER PROPERTY | NATURE OF DAMAGE | OWNER'S NAME | OWNER'S ADDRESS

12. TYPE OF ACCIDENT ("X" ONE ONLY)

COLLISION OF MOTOR VEHICLE WITH:
- [ ] 1. PEDESTRIAN
- [ ] 2. MOTOR VEHICLE IN TRAFFIC
- [ ] 3. PARKED VEHICLE
- [ ] 4. RAILROAD TRAIN
- [ ] 5. BICYCLIST
- [ ] 6. ANIMAL
- [ ] 7. FIXED OBJECT
- [ ] 8. OTHER OBJECT
- [ ] 9. RAN OFF ROAD
- [ ] 10. OVERTURNED IN ROAD
- [ ] 11. OTHER NON-COLLISION
- [ ] 12. OTHER

13. MANNER OF COLLISION ("X" ONE ONLY)
- [ ] 1. PARKING MANEUVER
- [ ] 2. TURNING MANEUVER
- [X] 3. REAR END
- [ ] 4. HEAD ON
- [ ] 5. SIDESWIPE VEHICLE IN OPPOSITE DIRECTION
- [ ] 6. SIDESWIPE VEHICLE IN SAME DIRECTION
- [ ] 7. CUTTING IN
- [ ] 8. MERGING
- [ ] 9. ANGLE
- [ ] 10. BACKING
- [ ] 11. OTHER
- [ ] 12. UNKNOWN

14. WHAT DRIVERS WERE DOING IMMEDIATELY BEFORE ACCIDENT

	1	2	3
1. GOING STRAIGHT AHEAD			
2. CHANGING LANES			
3. MAKING RIGHT TURN			
4. MAKING LEFT TURN			
5. MAKING "U" TURN			
6. SLOWING OR STOPPING			
7. STARTING IN TRAFFIC			
8. LEAVING PARKING PLACE			
9. STOPPED IN TRAFFIC	X		
10. PARKED			
11. BACKING			
12. DRIVERLESS MOVING VEHICLE			

15. DRIVER — APPARENT VIOLATION

	1	2	3
1. DISOBEYED TRAFFIC SIGNAL			
2. PASSED STOP SIGN			
3. ON WRONG SIDE OF ROAD			
4. OVERTOOK IMPROPERLY			
5. IMPROPER TURN			
6. BRAKES INADEQUATE			
7. LIGHTS IMPROPER			
8. FAILED TO YIELD RIGHT OF WAY			
9. SPEED TOO FAST	X	X	
10. FOLLOWED TOO CLOSELY			
11. OTHER			
12. NO IMPROPER DRIVING		X	

16. DRIVER — PHYSICAL CONDITION

	1	2	3
BEEN DRINKING: 1. OBVIOUSLY DRUNK			
2. ABILITY IMPAIRED			
3. ABILITY NOT IMPAIRED			
4. IMPAIRMENT NOT KNOWN			
5. APPARENTLY DRUGGED			
6. PHYSICAL HANDICAP			
7. SLEEPY, TIRED, ETC.			
8. ILL			
9. APPARENTLY NORMAL	X	X	
10. UNKNOWN			

25. PEDESTRIAN'S ACTION: N/A

	1	2
1. CROSSING AT INTERSECTION		
2. EMERGING BETWEEN PARKED CARS		
3. CROSSING NOT AT INTERSECTION		
IN THE ROADWAY: 4. WALKING WITH TRAFFIC		
5. WALKING AGAINST TRAFFIC		
6. STANDING		
7. GETTING ON OR OFF VEHICLE		
8. WORKING ON VEHICLE		
9. OTHER WORKING		
10. PLAYING		
11. UNK. OR OTHER		
12. NOT IN ROADWAY		

26. WHERE STRUCK: N/A

	1	2
AT INTERSECTION: 1. NORTH CROSSWALK		
2. SOUTH CROSSWALK		
3. EAST CROSSWALK		
4. WEST CROSSWALK		
5. NORTHEAST CROSSWALK		
6. SOUTHWEST CROSSWALK		
7. NORTHWEST CROSSWALK		
8. SOUTHEAST CROSSWALK		
9. DIAGONAL PATH		
10. MARKED CROSSING NOT AT INTERSECTION		
11. ALL OTHER NON-INTERSECTION PLACES		
12. NOT IN ROADWAY		

27. REPORTING OFFICER: PC 2 #139

28. SUPERVISOR APPROVING: Sgt. MS #53

29. ARRESTS — DRIVER NO. 1: CHARGES: FAILURE TO REDUCE SPEED TO AVOID AN ACCIDENT 955-842

DRIVER NO. 2: CHARGES:

COURT DATE: 9-13-68

TIME: 1:30 [ ] A.M. [X] P.M.

COURT ROOM OR BRANCH: NILES

6

KILLED	VEHICLE NUMBER		TOWED BY	TO WHERE
N/A	VEHICLE NUMBER			

OR VICTIM HAD TO BE CARRIED AWAY.
B = BRUISES, ABRASIONS, SWELLING
C = COMPLAINT OF PAIN, NO VISIBLE SIGN OR MOMENTARY UNCONSCIOUSNESS.

32. INJURED PERSON NO. 1

NAME (LAST) (FIRST) (MIDDLE)	SEX	DATE OF BIRTH	ADDRESS (STREET) (CITY) (STATE)	POSITION IN VEHICLE	CLASS OF INJURIES
N/A					4 FATAL; A, B, C NON-FATAL

FIRST AID GIVEN / REFUSED	TAKEN TO	BY	NATURE OF INJURIES	VEHICLE NO.

SEAT BELT ON / OFF	TELEPHONE NO. OF INJURED	VEHICLE OWNER IF NOT DRIVER	OWNER'S ADDRESS	PEDESTRIAN

INJURED PERSON NO. 2

NAME (LAST) (FIRST) (MIDDLE)	SEX	DATE OF BIRTH	ADDRESS (STREET) (CITY) (STATE)	POSITION IN VEHICLE	CLASS OF INJURIES
N/A					4 FATAL; A, B, C NON-FATAL

FIRST AID GIVEN / REFUSED	TAKEN TO	BY	NATURE OF INJURIES	VEHICLE NO.

SEAT BELT ON / OFF	TELEPHONE NO.	VEHICLE OWNER IF NOT DRIVER	OWNER'S ADDRESS	PEDESTRIAN

INJURED PERSON NO. 3

NAME (LAST) (FIRST) (MIDDLE)	SEX	DATE OF BIRTH	ADDRESS (STREET) (CITY) (STATE)	POSITION IN VEHICLE	CLASS OF INJURIES
N/A					4 FATAL; A, B, C NON-FATAL

FIRST AID: GIVEN / REFUSED	TAKEN TO	BY	NATURE OF INJURIES	VEHICLE NO.

SEAT BELT ON / OFF	TELEPHONE NO.	VEHICLE OWNER IF NOT DRIVER	OWNER'S ADDRESS	PEDESTRIAN

32A.

WITNESS	NAME	ADDRESS	TELEPHONE NO.
WITNESS	NAME	ADDRESS	TELEPHONE NO.

33. DAMAGE TO CITY PROPERTY

DO NOT COMPLETE THIS SECTION UNLESS THERE IS DAMAGE TO CITY PROPERTY

EMPLOYER OF RESPONSIBLE PARTY	ADDRESS OF EMPLOYER	PHONE NO. OF EMPLOYER	SUPERVISOR OR FOREMAN'S NAME

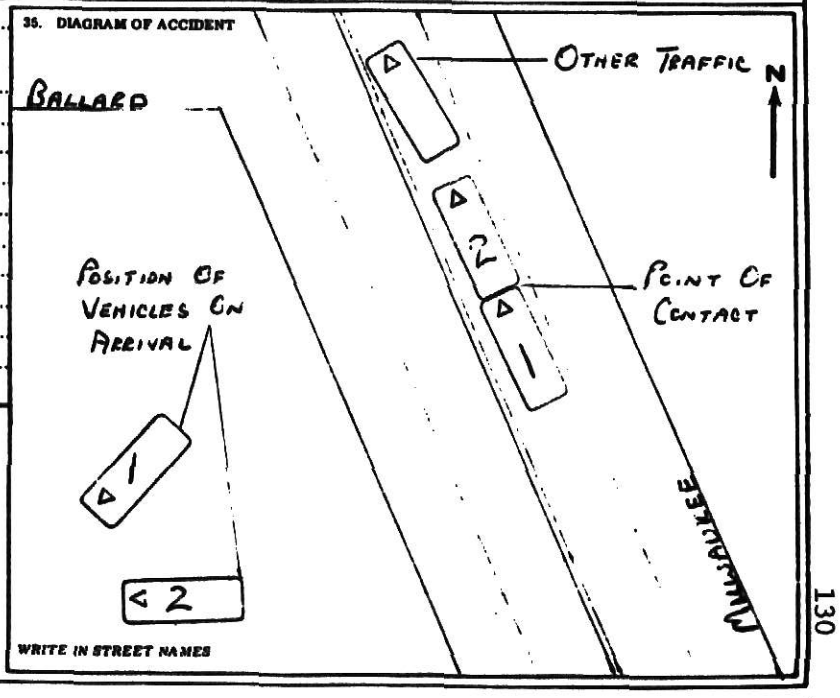
RESPONSIBLE PARTY'S INSURANCE COMPANY	DRIVER'S POLICY NUMBER	IF RESPONSIBLE DRIVER IS NOT OWNER. OWNER'S NAME	OWNER'S ADDRESS

34. REMARKS

VEH #1 N/B MILWAUKEE IN THE INNER LANE STRUCK THE REAR OF VEH #2 ALSO N/B IN THE INNER LANE VEH #2 WAS STOPPED FOR OTHER N/B TRAFFIC ATTEMPTING TO MAKE A LEFT TURN AT BALLARD

REPORT NUMBER

35. DIAGRAM OF ACCIDENT



WRITE IN STREET NAMES

LAB EXERCISES IN TRAFFIC ENGINEERING

by

SATISH MOHAN

B. Tech. (Hons)(Civil)
Indian Institute of Technology
Kharagpur, India
1959

AN ABSTRACT OF A MASTER'S REPORT

submitted in partial fulfillment

of the requirements for the degree

MASTER OF SCIENCE

Department of Civil Engineering

KANSAS STATE UNIVERSITY
Manhattan, Kansas

1975

ABSTRACT

The purpose of this report is to equip the Department of Civil Engineering at Kansas State University with a set of lab exercises to be used for an M. S. course, Traffic Engineering I. Excepting "Highway Capacity" all topics covered in the course have been included in 9 Chapters as below:

I Volume Studies
II Speed Studies
III Travel Time and Delay Studies
IV Intersection Delay Studies
V Intersection Sight Distances
VI Traffic Signal Systems and Networks
VII Parking Studies
VIII Intersection Design and Control
IX Accident Studies

2. Efforts were made to collect data used in exercises from real life situations to give the student a feel of problems he may be called upon to tackle in his profession. Field exercises were undertaken in Manhattan, for Speed and Travel Time and Delay Studies while real data from published studies has been used in problems on Parking and Accident Studies. In a few exercises of supplemental value, where the aim has been to clarify the definitions of various significant terms, data has been fabricated. Statistical checks, where necessary, have been applied to test the validity of data.

3. Care has been taken to limit the scope of each problem so that a student could work out its solution in one or two three-hour lab sessions. Actual solutions will depend upon availability of funds, equipment and personnel with the organization and will involve various administrative and community

decisions like demolition of structures, aesthetic requirements of a city, trade-offs involved at various stages in long-range solutions, coordination with concerned agencies, expectation level of people and public reaction.

4. Volume Studies contain three problems, one on computation of AADT from coverage counts using daily and seasonal expansion factors, one on setting up traffic counting schedule for the city of Manhattan and one on intersection volume studies.

Speed Studies include six problems. First four problems involve various analyses of spot speed data and the last two require computation of Time Mean Speed and Space Mean Speed. A knowledge of precise distinction between the two speeds is very important to a traffic engineer to avoid any danger of comparing the two statistics, at a particular location, during two different years, where the statistics are based on speeds and the speeds in the two cases have been calculated by two different methods.

A problem on Travel Time and Delay Studies requires detailed analysis of travel time study data collected by average car method while another problem defines commonly used terms for various types of delays and speeds.

Intersection Delay Studies include a problem detailing the calculator method. Problem of visibility on intersections has been approached in an exercise on Intersection Sight Distances.

Time space diagrams have been used for timing the progression system for a balanced and for a preferential situation in chapter on Traffic Signal Systems and Networks.

An exercise on Parking Studies requires analysis of usage and turnover study data, while another exercise involves design of a parking lot.

The partial design of a diamond interchange has been worked out by a method outlined by Texas Transportation Institute, and probability of

cycle failure curves have been used for cycle split in a problem on Intersection Design and Control.

Lastly, a problem on Accident Studies requires step by step approach to improve a high accident location.