HSIS

HIGHWAY SAFETY INFORMATION SYSTEM

Guidebook for Data Files

ILLINOIS

Prepared by:
Anusha patel Nujjetty
Soumya Sharma
LENDIS Corporation
Turner Fairbank Highway Research Center
Federal Highway Administration
6300 Georgetown Pike
McLean, VA 22101-2296

Forrest M. Council
University of North Carolina
Highway Safety Research Center
730 Airport Road
Chapel Hill, NC 27599-3430

Prepared for:
Federal Highway Administration
Office of Safety and Office of Safety Research & Development
U.S. Department of Transportation
Washington, DC 20590

Revised, February 2015

www.HSISinfo.org

Table of Contents

Introduction to the Illinois HSIS Guidebook

The Illinois data system includes the following basic files:

- Accident data
- Roadlog File
- Bridge (Structures) File
- RR Grade Crossing File

The first two of these files are currently being captured in the HSIS. Raw file data are provided to the Highway Safety Research Center where they are retained as backup information. The documentation (variable listings, definitions, etc.) for these raw files and for the SAS files that are developed from them is available at FHWA offices. The conversion programs developed by HSRC and LENDIS to convert the files into SQL and SAS formats are included in the Programmer's Guidebook, which is available at the HSIS offices at FHWA.

Beginning in 2004, the HSIS system was converted from SYBASE relational database to ORACLE relational database for internal use. This ORACLE database stores the data received from Illinois and other States, and the data files for a given State are linked and manipulated using SAS code. However, this conversion from the original SAS-based system to the ORACLE relational system is somewhat transparent to the end-user of the data since the output files produced by ORACLE for modeling and analysis will be SAS formatted. As in the past, we have continued to produce SAS format libraries for each of the variables in each of the files. Because it is envisioned that the majority of analyses will utilize these SAS files and formats, this Guidebook will concern these SAS files - their formats, completeness, and quality. However, researchers requesting data from HSIS can request the output in various formats such as SAS, Microsoft Excel® and Access®, dBase, ASCII, etc.

It is noted at this point that the "raw files" received from Illinois are less "raw" than in other States since the data do not come directly from police accident report forms or from basic roadway inventory files. Instead, Illinois has developed their own safety information system, which includes a number of data edits and quality checks. The "raw" files that we are receiving for HSIS are those files that have already undergone this series of checks and edits.

As noted above, the SAS accident data is in three separate subfiles, the first containing the basic accident information on a case-by-case basis, and then separate files containing information on vehicles and occupants in each accident case. In the 1985-91 files, the Occupant subfile only includes data on injured occupants. From 1992 onwards, the occupant subfile contains both injured and uninjured occupants. The vehicle and injured-occupant data can be linked to the basic accident data for specific cases using the accident report number and vehicle number. The accident subfile can be linked to the Roadlog file using three common variables -- county, route, and milepost.

Details of Major Files

Unlike an Accident File record that is referenced to a point on the roadway, each record on the Roadlog File contains information on a homogeneous section of roadway (i.e., a stretch of road which is consistent in terms of certain characteristics), with each new section being defined by a new beginning reference point. Each record on this Roadlog File contains current characteristics of the road system including surface type and width, shoulder and median information, lane information, etc.

Due to established priorities of effort, HSRC staff did not work with the Bridge File or the Railroad Grade-Crossing File. As is the case with most States, the Bridge File data contains information on bridge structures across the State. The data is considered quite accurate since it is based on the Federal bridge inventory. In a similar fashion, the Railroad Grade Crossing File is a file containing information on all grade-crossings in the State, and is prepared and maintained according to FHWA requirements.

Details of the three Accident subfiles and the Roadlog file are presented in the following section.

DETAILS OF MAJOR FILES - The Accident Files

All police departments collect the accident data statewide on a standard form. Prior to 1992, crashes were reported if they involved personal injury or total property damage of $250 or more. The property damage threshold increased to $500 on January 1, 1992. Later, threshold was increased to $1500 on January 1, 2009 if all the drives involved in a crash have insurance. If not, the threshold remains $500. The form is sent to the Division of Traffic Safety where coders/editors first match motorist reports with police reports, then look up a location code from a series of maps and "locate" each crash, and then code the basic accident data into the files. (The location code also triggers a computer table "look-up" which allows Illinois to attach a variable related to the Federal functional class to the accident data. In other States, such a variable would only be found on the roadway inventory file since the investigating officer would not be able to distinguish the various system types.)

The Illinois accident report form changed significantly in 1993. This new "self-coding" form resulted in new variables, changes in codes for existing variables, and changes in the manner in which the data is processed. As expected, the data for the "transition year" (i.e., 1993) are perhaps not as accurate as the data for other years. However, Illinois staff has conducted extensive data edits and recodes to correct as many problems as possible. In most cases, the data received by HSIS were recoded to "old formats" by Illinois for the 1993 file. However, additional codes were added at times. In 1994, new codes will be used by Illinois. To continue to allow use of multiple years of data, HSIS staff has modified the new Illinois codes such that they can be integrated with the old HSIS codes. These changes are noted in the SAS format sections that follow.

Approximately 300,000 accidents per year are reported in Illinois. The HSIS data set contains the subset of 1985-2010 accidents that occurred on the State-inventoried system.

Almost all of these accidents can be linked with the Roadlog file. This data set includes between 105,000 and 144, 512 accidents per year over the twenty two-year range and between 205,000 and 275, 643 vehicles records per year for the same range. There are between 27,000 and 52,000 occupant records per year during 1985 to1991, and between 74,000 and 100,129 records per year during the 1992-2010. This increase is due to inclusion of the uninjured occupants from 1992 onwards as discussed earlier. In general, the number of linkable accidents and related vehicles has decreased over time.

For consistency with other HSIS states, pedestrian/equestrian/pedalcycle accidents (which are a subset of the Illinois raw accident file) have been merged into the Vehicle subfile. A "vehicle" on the accident form which is actually a pedestrian, equestrian, or pedalcycle can be identified by VEHTYPE=98 in the variable related to "Type of Vehicle." The remaining 100,000 to 200,000 "unlinkable" accidents each year are predominantly those occurring on city streets or minor township roads. These roadways are inventoried to a lesser extent than are the higher order roadways, but this lower level inventory has not been obtained for HSIS use since the accident coders do not attach a specific location reference code to the accident reports for such locations.

In addition, because no inventory data exist for "toll roads" or "ramps" in the Roadlog File, these accidents (which were included in the HSIS accident files for 1985-87) cannot be linked with roadway data for analysis purposes. Since the majority of the HSIS analyses involve linkage with roadway data, a decision was made to delete these toll road accidents from the HSIS files beginning with 1988. In addition, a second decision was made to delete all "ramp" accidents from the files beginning with the 1993 files. This results in an approximate 10 percent decrease in the total number of accidents (and vehicles and occupants) in the files between the 1992 data and the 1993 data.

As with other States, not all accidents on the file are reported by police. Approximately 4.8 percent of the records on the original 1985-87 files were driver reports which have no corresponding police report, and thus the data from the driver report is punched directly into the system. An additional 11.2 percent of the early files are "desk reports" filed by the State Police, city police or county sheriffs. These desk reports are not the result of a direct investigation by an officer on the scene, but instead are based on information provided to an officer at a police headquarters. Thus, both the desk reports and the driver reports would be expected to be somewhat less accurate than the "normal" reports filed by investigating officers on the scene. Driver reports would be assumed to be even less accurate due to expected "self-reporting" biases in variables related to fault, driver condition, safety belt usage, or other variables related to vehicular laws. Examination of the data did indeed indicate far more "unknown" and "not stated" codes in these driver reports. Due to this possible bias, the large size of the sample even without these reports, and the subsequent elimination of these reports from all HSIS analyses conducted during the 1988-89 period, the driver and desk reports have been eliminated from 1988 and later Accident Files. It is strongly recommended that the remaining 1985-87 driver and desk reports be eliminated from all analyses.

Approximately 70 percent of the accidents on the linkable file are property damage only and 0.5 percent is fatal accidents. (Single-variable tables presented in a later section of this documentation provide further details of these breakdowns.) Approximately 82 percent of the accidents are multi-vehicle in nature, while the remaining 18 percent are single-vehicle accidents of one type or another. When reporting agency was examined, it appears that the Illinois files are slightly more biased to urban/suburban crashes than are some of the other HSIS states.

An assessment of the completeness and accuracy of the data is based on conversations with Illinois staff, use of the data in prior HSIS analysis efforts, and a series of single-variable tabulations run each year for key analysis variables. These quality-control runs allows the HSIS staff to examine both the percent uncoded for each variable and changes across time in the individual codes within each key variable. These yearly runs are performed on all the variables.

These runs have consistently indicated that almost all of the variables in the three subfiles have very few uncoded cases and very few error codes. The only significant differences noted across the coded categories appear to be the result of the new report form in 1993. Where high numbers of uncoded cases or inconsistencies in codes are found, a "NOTE" has been included under the pertinent variable in the later SAS format sections.

In addition to the quality-control checks noted above, in order to further check the accuracy of some of the accident variables, a series of comparisons were made of variables which should have been somewhat similar on the accident subfiles according to their definitions (both within the same subfile and across subfiles). These single-variable tabulations were also compared to HSIS staff knowledge of the North Carolina accident files to see if major (unexplained) discrepancies existed. In general, the comparisons indicated the files were quite accurate. For example, the rural and urban breakdown in the "Federal Functional Class" variable matched quite well with the rural and urban breakdown in the "Traffic way Class" variable. The counts under the variable related to "Total Injuries" matched quite well with the accident severity variable, and counts from the collision type variable matched well with what would be expected from the "Number of Vehicles" variable. Again, there are a few cases in which variables are either less than totally consistent with other variables or have changed across time (e.g., head-on and sideswipe codes under "Type of Collision" appear to indicate opposing vehicles directions immediately prior to impact rather than their initial direction.) Again, where found, a "NOTE" has been included in the SAS formats.

However, in general, analysis of the Illinois accident, vehicle, and occupant subfiles indicated that these files are quite accurate in almost all cases, are quite internally consistent, and, with few exceptions, have very few "not stated" cases. The only major inconsistencies are due to changes in codes in the 1993 data and the fact that uninjured occupants are included in the Occupant Subfile for 1992 and 1993. For more details of the changes in codes from 1993 onwards, please refer to the format files.

The Roadlog File

As noted above, the Roadlog file contains current characteristics of the road system. It contains information on homogeneous sections of highway for approximately 17,247.27miles of roadway, with approximately 2,100 miles of Interstate, 10,100 miles of other primary roadway, and 5,000 miles of secondary, county and township roads. Currently, there are twenty one Roadlog files in the HSIS system -- 1987-2010. Beginning in 1997, IL DOT started sending us new roadway files based on a new referencing system. When the mileages by different roadway types were checked against the 1994 data it was found that there was some increase in the mileage for various categories for 1997, but the mileage remained consistent between 1997 and 2010 data. The IL DOT indicated that in these new files there are some coinciding routes that were causing an increase in the total mileage due to double counting. However, the crashes are always posted to the higher order routes if two routes coincide. Hence it was decided to eliminate the lower order coinciding routes using CON_CURR variable. This elimination of roadway segments made the total mileage comparable to previous years. These new roadlog files contain additional data on intersections, horizontal and vertical curves that is different from the previous year files. More detailed explanation of these new variables is given below. Table 1 below provides a categorization of all two-way paved mileage in the 2010 data.

It should be noted that the definition of "homogeneous section" is based on fifteen different variables -- number of lanes, access control, one-way/two-way operation, shoulder width, shoulder type, median width, median type, parking lane width, ADT, speed limit, vertical curve length, horizontal curve radius, and three variables related to political boundaries and city size. Thus, anytime one of these variables changes, a new section is started. However, it is also noted that a new section is not begun with changes in other variables -- pavement width and percent trucks, for example. The inventory file is updated yearly based on inventories performed by district field personnel. When a new section of roadway is planned, a "blank" record is put into the file indicating that a roadway section will be added, but no data is entered at this point. Once the roadway is completed and opens for traffic, it is inventoried by the field personnel. The characteristics of the completed road are compared to those on the plans, and a listing of the true characteristics is sent back to headquarters to be entered in the inventory file.

Table 1 HSIS roadway mileage by roadway category (2010 data).

Roadway Category	Mileage
Urban freeways	981.61
Urban freeways < 4 Lanes	15.65
Urban multilane divided non-freeways	1,342.92
Urban multilane undivided non-freeways	899.66

Urban 2 lane highways	2,309.36
Rural freeways	1,382.31
Rural freeways < 4 lanes	35.82
Rural multilane divided non-freeways	325.16
Rural multilane undivided non-freeways	39.25
Rural 2 lane highways	9668.33
Other	247.2
Total	17,247.27

A similar updating procedure is carried out when improvements (such as 3R improvements) or modifications of the roadway are carried out. When a large-scale modification such as a lane widening or curve flattening is planned for a section of road, district engineers make note of the fact that the roadway inventory will have to be changed as soon as the road is completed. When the modification is completed, the field personnel inventory the new roadway; send the revised data to headquarters, and the data is entered into the inventory file. The file is then completely updated at the end of each year. (It is noted that the updated file is usually available around April 1 of the following year.)

The file contains approximately 80,000 to 180,364 records during the period 1987-2010, each representing a section of "homogeneous" roadway where characteristics remain constant. Thus, the average section length is about 0.15 mile. Approximately 60 % of the mileage is in non- municipal (rural) areas, and 70 % are two-lane roadways.

Note that prior to 1997, horizontal curvature information was captured on the roadlog file rather than on a separate "curvature" file. (As will be described below, a separate curvature file exist for 1997 and later years.) In those earlier years, curve section beginning and end points are defined somewhat differently from what might be expected. More specifically, when curvature changes within a given section (say from a tangent to some degree of curve), the section is ended (i.e., a new section is begun) at the Point of Intersection of the tangents (PI) of the horizontal curve, not at the beginning of the curve. The "old" section (which actually contains one-half the curve) contains no information on curvature variables. The new roadlog section, which begins at the PI, contains all of the descriptive information related to the curve such as deflection angle, direction, radius and length. In some sense, if one wished to be able to define exactly where the curve existed on a particular piece of highway, one would have to go to the reference point which exists at the mid-point of the curve and then "back-track" for half the length of the curve back into the preceding section.

Fortunately, this does not raise great problems if one is simply trying to link accidents with their respective curvature data since the DOT coders who "locate" the accidents always

code all accidents on a given curve to the reference point for the PI. Thus, accidents can be linked to their respective curve information. The only exception that might cause some problems would be if an intersection fell within the curve itself. In this case, accidents, which the coders judge to be related to the intersection, would be coded to the intersection rather than to the PI of the curve. In summary, for years prior to 1997 information on horizontal curves is available in the roadlog file. From 1997 onwards, this information is available in a separate curvature file.

However, of significant importance from an analysis perspective is the fact that the only curves which have complete data on the file are those "potentially substandard" curves which have radii equal to or less than 2291.83 feet (approximately a 2.5 degree curve). Detailed data are not collected on flatter curves, although partial data (such as deflection angle or direction) may appear on the file if the district engineer wishes to have a "curve marker" there. It is also the case that information on curves is only collected in rural areas and is not collected on Interstate roadways where all curves are assumed to meet federal standards. However, there is some information on curves on Interstates, when a district engineer feels that the curve is sub-standard. However, this is neither a complete census nor a random sample and care should be exercised while using this data. Thus, it would appear that the most consistent curvature data would be on those curves where a radius is greater than 2291 feet, and the analyst must be aware that the range of curves available for analysis does not include the flatter (less than 2.5 degree) curves.

For all years, information on vertical grade and vertical curvature is also included on the Roadlog File. However for years prior to 1997 no beginning and ending milepost information is available. Hence linking crashes to vertical curves for these years is not possible. Also, similar to the horizontal curve data, preliminary analyses with the vertical grade and curve variables and subsequent conversations with Illinois staff indicated that these vertical variables are only coded in those cases in which the engineering staff considers the existing vertical curve to be "substandard" in nature. Thus, the vertical grade data is neither a full sample nor a random sample of the roadway, and care must be taken in using it in analyses.

As with the accident files, the assessment of accuracy and completeness of the Roadlog File data is based on input from Illinois staff, prior HSIS analyses with the data, and a series of single- variable tabulations for all variables in the file which are run and reviewed each time a new annual file is entered into the HSIS. In addition, traffic variables concerning the AADT and percent trucks, and alignment variables concerning horizontal curve deflection angle, radius, and direction and vertical curve length and entering/leaving grade are included.

The quality control runs consistently indicate that most of the variables contained very few uncoded or obviously miscoded values -- only one to three percent in most cases. There are some cases where a "zero" value may well be both a valid value and may indicate uncoded data (such as with surface condition rating), but even here the percent of sections coded as zero is less than one percent of the file. Where higher percentages of uncoded data or error codes have been found, a "NOTE" is included in the SAS format.

Further assessment of the accuracy of the data included comparison of the limited number of similar variables in the file. These comparisons, subsequent HSIS analyses with the files, and the update procedures described above lead to the conclusion that the roadway inventory data is quite accurate.

Two new variables, RODWYCLS and MVMT, have been created by HSIS staff in the roadway segment file of each of the HSIS states. The RODWYCLS (Roadway Class) variable is based on the combination of rural/urban, access control, number of lanes and median type variables. This variable classifies each roadway segment into one of ten roadway types described in the later "Format" section. This variable is also included as an accident-file variable by matching each crash to its corresponding roadway segment. The MVMT variable (Million Vehicle Miles of Travel) is calculated for each segment in the roadway file by multiplying the segment length, AADT and 365 days in a year, and dividing by one million. Both these variables were created in response to inquire from data users, whose most frequent questions have concerned either crash frequencies or rates (per MVMT) for one or more of these roadway classes.

HSIS staff has stopped labeling shoulder type and shoulder width variables as left and right shoulder type and shoulder width respectively from 1997 onwards. Instead, they are labeled as inside and outside shoulder types and shoulder widths. Further details along with the new variable names are given in the FORMAT section of this guidebook. This change in variable labeling is based on the definition provided in the IRIS manual if IL DOT.

Traffic Data

As indicated earlier the Roadlog File contains information on AADT, percent trucks for 1990 and earlier, and commercial vehicle AADT for 1991 and later files. These data are developed in Illinois' traffic volume counting program, and are based on a combination of permanent counters that count traffic 24-hours each day for 365 days each year and a series of short-term "coverage" counts conducted each year. Before 2001, Illinois had 49 automatic traffic recorders (ATRs), of which 21 were capable of collecting counts by vehicle class in accordance with FHWA's Scheme F. The ATR locations on the five different classes of roadway included seven on rural Interstate roadway, six locations on urban Interstate locations, 12 locations on other rural roadways, 19 locations on other urban routes, and five locations on "recreational" routes. From 2001, Illinois has 85 ATRs, of which 36 are capable of collecting counts by vehicle class in accordance with FHWA`s Scheme F. The ATR locations on the five different classes of roadway include 14 locations on rural interstate, 5 locations on urban interstate, 14 locations on other rural roadways and 52 locations on other urban routes.

In addition to the ATR data, short term traffic counts on Interstate and primary highway systems are done on a 2 year cycle. Before 2000, during even-numbered years, portable counter devices were deployed in combination with pre-established in pavement loop detectors. Typically, the counter devices were deployed during one week of the year at any given site. Short counts (e.g., 24- or 48 hour counts) were collected on Monday through Thursday only. It should be noted that a sample of Interstate sections was counted one week

out of every four months. During odd-numbered years, the Illinois DOT conducted a comprehensive interchange ramp counting program on State Highways. These ramp counts were used to supplement ADT data for sections where the State did not have monitors (i.e., counter devices). In total, it was estimated that approximately 96 percent of the primary system is covered during each two-year cycle. From 2000, Illinois started using magnetic lane counters for 24-hour counts during every odd-numbered year. The magnetic lane counters provide volume as well as vehicle classification by length in three categories (passenger vehicles, single-units, multi-units). Using the magnetic lane counters allow IDOT to collect mainline data for all State primary routes, except the interstates in Chicago area. The Chicago area interstates are counted with loops by the Expressway Surveillance program and the Illinois Tollway Authority. Collecting the mainline data eliminates the need for ramp counting. Short counts (e.g., 24- or 48 hour counts) are collected on Monday through Thursday only. In total, an estimated 99 percent of the primary system is covered during each two-year cycle.

For other non-primary roads (i.e., the "off" marked route system), Illinois collects 24-hour coverage counts in approximately 20 percent of the counties once every five years. However, the Northeast Counties are done every four years. With the exception of Cook County, which is also on a four-year cycle, urban areas within counties are counted on a five-year statewide cycle.

Before 2001, additional vehicle classification counts are conducted on HPMS sections. These were made at 300 locations over a three-year cycle (i.e., approximately 100 each year) to form a representative distribution for the State. The 300 HPMS sections use for classification have been eliminated from 2001 onwards. Instead of using HPMS sample locations, the use of the magnetic lane counts provides vehicle classification by length for the complete State Primary system every two years. Rather than sampling, system-wide truck VMT based on actual counts is used.

Finally, the districts often have need for additional traffic data. Consequently, when requested, the State collects 12 hour turning movement counts at intersection and other "special" traffic data to satisfy these needs.

To convert the short-term coverage counts to AADT, Illinois applies adjustments for seasonal differences in the daily traffic. For seasonal corrections, each coverage count location is assigned to one of the five categories of roadway where permanent counters are located as defined above. The seasonal factors are based on averages from all ATRs in that group.

When a road section is not counted during a given year, growth factors are developed and applied to the most recent prior year's count. Average growth factors are created each year for each functional class of roadway using ATR data and data from adjusted short counts for the current year. The growth factor applied to a particular uncounted section is based on its functional class. For sections where no prior AADT exist, AADT/mile averages by functional class are developed and then used in order to "fill in" the AADT's.

Finally, it should be noted that the percentages of truck-related "Heavy Commercial Volumes" included "two-axle trucks with six or more tires plus multi-axle vehicles", prior to

2001. Thus, while pick-ups and vans were excluded, this combination did include single trucks, tractor- semi combinations and buses. Thus, it couldn't be considered a count of just the multiple unit (tractor-trailer) trucks that were found on the roadway system.

After 2001, Illinois' implementation of the vehicle length for truck classification instead of axle classification was approved by FHWA and confirms the new Traffic Monitoring Guide. Illinois worked closely with FHWA during the time of research and testing on the different equipment that was looked at to solve Illinois needs. While the permanent ATR locations still collect the Scheme F categories, Illinois only uses the three categories (PV, SU, MU) for their publications and in-house use.

The Intersection-Location Subfile

(Note that in 1997, Illinois stopped providing the intersection data as described in this section. For 1997 and later years, each roadway segment contains three sets of variables to indicate location, type and orientation of intersections. Further details are provided below each of the variables in the FORMAT section of this guidebook for roadlog file.)

The Illinois base roadway inventory file contains two types of records. First, homogeneous sections are defined by unique beginning and ending mileposts, with the two milepoints never being equal. Second, an intersection-location record is included for each intersection, which falls in a given homogeneous section. Thus, if three intersections fall within a given section, three records with mileposts between the original beginning and ending mileposts will be provided. These intersection- location records are defined by having the beginning and ending mileposts equal to each other.

In building the HSIS files, we have separated all intersection records into a separate file, with one such file corresponding to each yearly Roadlog File. Each record on this file contains the milepost (reference point) and all variables appearing on the Roadlog section file, and the data included refer to the section of roadway downstream from the intersection. Unfortunately, this file does not contain desirable intersection-related variables such as type of intersection (e.g., T or cross), entering traffic volumes, or traffic control type (although this latter variable may be available after 1989). However, this file can be used in two ways. First, if one were to desire to do an analysis of "clean" sections without intersection-related accidents being part of the analysis, the Intersection- Location subfile could be merged with the appropriate sections in the Roadlog file, and all accidents, which fall at the intersection milepoints, could be deleted. (Illinois codes all intersection-related accidents to the specific milepost of the intersection, even if they occur upstream or downstream.) Second, as noted above, if one wished to analyze variables which do not cause breaks in sections (such as surface width or percent trucks), then it would be possible to divide the existing sections into shorter sections, with a break occurring at each intersection. These shorter sections could then be merged back into longer sections with breaks only on variables of interest. Some programming has been developed to do such merging.

The "Deficient" Horizontal Curve Files

As indicated above, curvature information on "deficient curves" is captured on the Roadlog File prior to 1997. From 1997 onwards, HSIS Staff has extracted new curvature variables from the Roadlog File and created a horizontal curvature file. As in earlier years, these files continue to contain information on "deficient" horizontal curves. IL defines a curve to be "deficient" if its radius is less than 2291.83 feet (>= 2.5 degrees). Detailed data are not collected on flatter curves, although partial data (such as deflection angle or direction) may appear on the file if the district engineer wishes to have a "curve marker" there. It is also the case that information on curves is only collected in rural areas and is not collected on Interstate roadways where all curves are assumed to meet federal standards. However, the engineering staff has recorded some curves on the interstate system, which are captured in the data. As stated above, these curves on interstate are neither a random sample nor a complete census. The majority of reported curves occur on U. S. and State maintained routes. An annual file is available for years 1997 to 2010. On the average it contains 3,400 curves covering approximately 450 miles. Based on the values of radius of curve, degree of curve has been calculated and added to the file. Thus, this file includes information on the degree of curve, the direction of curve, length of curve and radius of curve.

Issues Related to Merging Files

As noted above, the Illinois accident data are subdivided into three subfiles -- accident, vehicle and occupant. These subfiles can be linked together using the "case number" variable (i.e., CASENO), which is present in each of the three files.

This variable includes the accident year. When linking the Occupant subfile, the additional linking variable "vehicle number" (i.e., VEHNO) must match so that the occupants are associated with the vehicle in which they were traveling. To link the Vehicle subfile with the Accident alone, first sort both subfiles by case number. To link the Occupant file with the other two subfiles, first sort both the Vehicle subfile and Occupant subfile by case number and vehicle number. Next sort the Accident subfile by case number. Alternatively, the separate subfiles can linked by specifying an SQL JOIN operation with the constraining condition that case number and vehicle number from each table are equal. SQL processing does not require the data to be presorted and the output will not be in any particular sort order unless ORDER BY is specified.

The Accident subfile can then be linked with the Roadlog File using information related to county, route prefix/type (e.g., I, US, MN, etc.), route number and milepost on the route. The actual linkage variables on the Accident file, which are used in the merging operation, are CNTYRTE and MILEPOST. The linkage variables on the Roadlog File are BEGMP, ENDMP and CNTY_RTE. The CNTYRTE and CNTY_RTE variables are computed linkage keys, which are created by combining variables, related to county (COUNTY), route prefix (RTE_PREF), and route number (RTE_NBR).

To prepare the Accident subfile for linking with the Roadlog File using a SAS data step process, the analyst must sort both the Accident and the Roadway File into location order by CNTYRTE and MILEPOST on the Accident file and by CNTY_RTE and BEGMP on the Roadlog File. For the alternative SQL join, the analyst must specify an exact match on CNTYRTE and CNTY_RTE from the Accident and Roadlog files, and a range match where MILEPOST occurs between BEGMP and ENDMP. (Programs to accomplish this merging are documented in the HSIS Programmer's Guidebook, available at FHWA.) Finally, where appropriate and possible, a format, which defines categories within a given variable, has been developed for HSIS SAS variables. These categories are shown in the pages below. These formats have been saved in a format library, which can be provided to the user. As a naming convention, the "format name" is the same as the variable name; with the only exception being for certain character variables (in contrast with numeric variables). More specifically, a SAS format name has to be preceded by a "$" if the variable is character in nature. There is an 8-character length limit on both variable name and format name. In cases where the variable name is already eight characters in length, the addition of the preceding "$" would make the format name one character too long. In these cases, the format name is the same as the variable name except the final character of the variable name is dropped.

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
AADT	ANNUAL ADT	Roadlog	NUM	81
AADT_YR	YEAR OF ADT	Roadlog	CHA(4)	81
ACC_DATE	DATE OF ACCIDENT	Accident	NUM	29
ACCESS	ACCESS CONTROL	Roadlog	NUM	81
ACCTYPE_POST_93	TYPE OF COLLISION	Accident	NUM	27
ACCTYPE_PRE_93	TYPE OF COLLISION	Accident	NUM	27
ACCYR	ACCIDENT YEAR	Accident	NUM	29
ACTION	ARREST	Vehicle	CHA(7)	49
ADMINHWY	ADMINISTRATIVE HIGHWAY SYSTEM	Roadlog	CHA(1)	81
AGE	OCCUPANT AGE	Occupant	NUM	72
AGENCY	INVESTIGATING AGENCY	Accident	NUM	29
AIRBAG	AIRBAG DRIVER	Vehicle	CHA(1)	49
ALIGN_CODE	ALIGNMENT	Accident	NUM	29
APPR_NBR	APPURTENANCE NUMBER	Roadlog	NUM	82
AT_FAULT	AT FAULT	Vehicle	CHA(2)	49
AVAI_ROW	AVAILABLE RIGHT OF WAY	Roadlog	CHA(1)	82
BADGE	BADGE CODE	Accident	NUM	30
BEAT_CDE	BEAT CODE	Accident	NUM	30
BEGMP	BEGIN MILEPOST	Roadlog	NUM	82
BEGMP	BEGINNING MILEPOST	Deficient	CURVE	122
BUILD_BY	BUILT BY	Roadlog	CHA(1)	82
CASENO	ACCIDENT CASE NUMBER	Accident	CHA(11)	30
CASENO	ACCIDENT CASE NUMBER	Occupants	CHA(11)	72
CASENO	ACCIDENT CASE NUMBER	Vehicle	CHA(11)	49
CAUSE1	CONTRIB FACTOR 1	Accident	CHA(2)	30
CAUSE2	CONTRIB FACTOR 2	Accident	CHA(2)	30
CITY	CITY OR TOWNSHIP	Accident	NUM	31
CITY_TWNSHIP_FLG	CITY/TOWNSHIP FLAG	Accident	CHA(1)	31
CLS_TFWY	CLASS OF TRAFFICWAY	Accident	NUM	31
CNTY_RTE	COUNTY ROUTE NUMBER	Deficient Curve	CHA(7)	122
CNTY_RTE	COUNTY ROUTE NUMBER	Roadlog	CHA(7)	83
CNTYRTE	COMPUTED LINKAGE KEY	Accident	CHA(7)	32

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
COL_TYPE	COLLISION TYPE	Vehicle	CHA(2)	49
COMM_VEH	COMMERCIAL VEHICLE	Vehicle	CHA(1)	49
COMM_VOL	COMMERCIAL VOLUME	Roadlog	NUM	83
COMMDATE	DATE	Roadlog	CHA(4)	83
COUNTY	COUNTY	Accident	NUM	32
COUNTY	COUNTY	Roadlog	NUM	83
CRSH_LAT	CRASH LATITUDE	Accident	CHA(3)	32
CRSH_LONG	CRASH LONGITUDE	Accident	CHA(3)	32
CRSH_X_CORD	CRASH X COORDINATE	Accident	CHA(8)	32
CRSH_Y_CORD	CRASH Y COORDINATE	Accident	CHA(8)	33
CTY_CLS	CITY CLASS CODE	Accident	NUM	33
CURB1	CURB TYPE	Roadlog	NUM	86
CURV_CUT	CURVE CUT	Roadlog	CHA(1)	86
CURV_LGT	CURVE LENGTH	Deficient Curve	NUM	122
CURV_RAD	CURVE RADIUS	Deficient Curve	NUM	86
CURV_RAD	CURVE RADIUS	Roadlog	NUM	122
DAM_OTHR	PROPERTY DAMAGE OTHER THAN VEH	Accident	NUM	33
DEF_ANGL	DEFLECTION ANGLE	Roadlog	CHA(7)	86
DEG_CURV	DEGREE OF CURVATURE	Deficient Curve	NUM	122
DIR_CURV	DIRECTION OF CURVE	Deficient Curve	CHA(1)	123
DIR_CURV	HORIZONTAL CURVE DIRECTION	Roadlog	CHA(1)	87
DIR_TRVL	DIRECTION OF TRAVEL	Vehicle	NUM	49
DIST	DISTRICT	Accident	NUM	33
DISTRICT	ILL DISTRICT	Roadlog	NUM	87
DIVIDED	TRAFFICWAY DESCRIPTION	Accident	NUM	34
DRV_ACTN	DRIVER ACTION	Vehicle	CHA(2)	50
DRV_AGE	DRIVER AGE	Vehicle	NUM	50
DRV_BAC	DRIVER ALCOHOL PERCENT	Vehicle	NUM	51
DRV_BAC2	2ND SOBRIETY TEST RESULTS	Vehicle	CHA(2)	51
DRV_CLAS	DRIVER CLASS	Vehicle	CHA(4)	52
DRV_COND	DRIVER CONDITION NEW	Vehicle	CHA(1)	52

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
DRV_DOB	DRIVER BIRTH DATE	Vehicle	CHA(8)	52
DRV_EJCT	DRIVER EJECTION	Vehicle	CHA(1)	52
DRV_IMAG	IMAGE NUMBER	Vehicle	NUM	53
DRV_INJ	DRIVER EXTENT OF INJURY	Vehicle	NUM	53
DRV_LST	DRIVER LICENSE STATE	Vehicle	CHA(2)	53
DRV_REEL	REEL NUMBER	Vehicle	CHA(4)	53
DRV_REST	DRIVER RESTRAINT USAGE	Vehicle	NUM	53
DRV_RPT	DRIVER REPORT	Vehicle	NUM	54
DRV_SEX	DRIVER SEX	Vehicle	NUM	54
EJCT	OCCUPANT EJECTION	Occupant	CHA(1)	72
END_RTE	END OF ROUTE	Roadlog	CHA(1)	87
ENDMP	END MILEPOST	Deficient Curve	NUM	88
ENDMP	END MILEPOST	Roadlog	NUM	123
EXST_ROW	EXISTING RIGHT OF WAY	Roadlog	NUM	88
F_INVLOC	FIRST INVOLVEMENT LOCATION	Vehicle	NUM	54
FAUL_HGHT	FAULT HEIGHT	Roadlog	NUM	88
FED_AID	FEDERAL AID (IN LIEU)	Roadlog	NUM	88
FED_CLAS	FEDERAL CLASSIFICATION	Accident	NUM	34
FIRE	VEH FUEL LEAKS AND FIRE	Vehicle	NUM	55
FLD_NAM1	FIELD REF NAME 1	Accident	CHA(3)	35
FLD_NAM2	FIELD REF NAME 2	Accident	CHA(3)	35
FLD_NBR1	FIELD REF NBR 1	Accident	NUM	35
FLD_NBR2	FIELD REF NBR 2	Accident	NUM	35
FLD_TYPE	FIELD REF TYPE	Accident	NUM	35
FRST_INV	FIRST INVOLVEMENT	Vehicle	NUM	55
FUNC_CLS	FUNCTIONAL CLASS	Accident	CHA(1)	35
FUNC_CLS	FUNCTIONAL CLASS	Roadlog	NUM	89
HIT_RUN	HIT AND RUN	Accident	CHA(1)	35
HOR_BEG	HORIZONTAL CURVE BEGINNING MILEPOST	Roadlog	NUM	89
HOR_BEGMP	HORIZONTAL CURVE BEGIN MILEPOST	Roadlog	CHA(5)	89
HOR_END	HORIZONTAL CURVE ENDING MILEPOST	Roadlog	NUM	89
HOR_ENDMP	HORIZONTAL CURVE END MILEPOST	Roadlog	CHA(5)	90
HOUR	TIME OF ACCIDENT	Accident	NUM	36
HPMS_IND	HPMS INDICATOR	Roadlog	CHA(1)	90

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
HPMS_SEC	HPMS SECTION	Roadlog	NUM	90
HPMS_SEG	HPMS SECTION SEGMENT	Roadlog	NUM	90
HPMS1	HPMS SECTION ID	Roadlog	NUM	90
HZM_IND	HAZARDOUS MATERIAL	Vehicle	CHA(1)	57
IMAG_NBR	IMAGE NUMBER	Accident	NUM	36
INJ	DRV/OCC INJURY	Occupant	CHA(8)	73
INSHTP1	INSIDE SHOULDER TYPE 1	Roadlog	CHA(1)	90
INSHTP2	INSIDE SHOULDER TYPE 2	Roadlog	CHA(1)	91
INSHWD1	INSIDE SHOULDER WIDTH 1	Roadlog	NUM	91
INSHWD2	INSIDE SHOULDER WIDTH 2	Roadlog	NUM	92
INT_NAME	INTERSECTING RTE NBR	Accident	NUM	37
INT_PREF	INTERSECT RTE PREFIX	Accident	NUM	37
INT_QUAD	INTERSECTION QUADRANT	Accident	NUM	37
INT_REL	INTERSECTION RELATED	Accident	CHA(1)	37
INT_TYPE	INTERSECTION FEATURE	Roadlog	CHA(1)	92
INTOX	ALCOHOL INVOLVED	Vehicle	CHA(1)	57
INV_DIR	INVENTORY DIRECTION	Roadlog	CHA(1)	93
KEY_RTE_APPRTE	KEY ROUTE APPURTENANCE NUMBER	Roadlog	NUM	93
KEY_RTE_APPURTCD	KEY ROUTE APPURTENANCE TYPE	Roadlog	CHA(1)	93
KEY_RTE_SEQNBR	KEY ROUTE SEQUENCE NUMBER	Roadlog	CHA(4)	93
KEY_RTE_STATION	KEY ROUTE STATION	Roadlog	NUM	93
KEY_RTE_SUF_CDE	KEY ROUTE SUFFIX CODE	Roadlog	CHA(1)	94
KEY_RTE_TYPCD	KEY ROUTE TYPE CODE	Roadlog	CHA(1)	94
LANEWID	AVERAGE LANE WIDTH	Roadlog	NUM	94
LIGHT	LIGHT CONDITION	Accident	NUM	37
LOC_TYPE	LOCATION TYPE	Accident	NUM	38
LPK_REST	PARKING RESTRICTIONS LEFT	Roadlog	CHA(1)	94
LST_SECD	LATEST CONSTRUCTION SECTION D	Roadlog	CHA(15)	94
LST_SECE	LATEST CONSTRUCTION SECTION E	Roadlog	CHA(10)	95
LST_UPDT	DATE OF LAST UPDATE	Roadlog	CHA(8)	95
MAIN_DIS	MAINTENANCE DISTRICT	Roadlog	NUM	95
MAIN_SEC	MAINTENANCE SECTION	Roadlog	CHA(6)	95
MAINTENC	MAINTENANCE RESPONSIBILITY	Roadlog	NUM	95
MED_TYPE	MEDIAN TYPE	Roadlog	NUM	95

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
MEDWID	MEDIAN WIDTH	Roadlog	NUM	96
MILEPOST	MILE STATION	Accident	NUM	38
MISCACT1	DRV MISC ACTN 1 CD	Vehicle	NUM	57
MOSTHARM	VEHICLE MOST HARMFUL INVOLVEMENT	Vehicle	CHA(1)	59
MRK_BEG	MARKED BEGINNING	Roadlog	NUM	96
MRK_RTE1	MARKED ROUTE1	Roadlog	CHA(6)	96
MRK_RTE2	MARKED ROUTE2	Roadlog	CHA(6)	96
MRK_RTE3	MARKED ROUTE3	Roadlog	CHA(5)	97
MRK_RTE4	MARKED ROUTE4	Roadlog	CHA(5)	97
MRK_RTNBR	MARKED ROUTE NUMBER	Roadlog	NUM	97
MRKD_RTE_BEGMP	MARKED ROUTE BEGINNING MILEPOST	Roadlog	NUM	97
MULTICNT	AVERAGE ANNUAL DAILY MULTI-UNIT VOLUME	Roadlog	NUM	97
MUNI_NAME	MUNICIPAL NAME	Roadlog	CHA(20)	97
MVMT	MILLION VEHICLE MILES OF TRAVEL	Accident	NUM	39
MVMT	MILLION VEHICLE MILES OF TRAVEL	Roadlog	NUM	98
NAT_HWY	NATIONAL HIGHWAY SYSTEM	Accident	CHA(1)	39
NEW_ONEWAY	NEW ONEWAY INDICATOR	Roadlog	CHA(1)	98
NHS_CDE	NATIONAL HIGHWAY SYSTEM	Roadlog	CHA(1)	98
NO_LANES	TOTAL NUMBER OF LANES	Roadlog	NUM	98
NO_SPLNS	NUMBER OF SPECIAL LANES	Roadlog	NUM	99
NON_ATTN	NON-ATTAINMENT AREA	Roadlog	NUM	99
NUM_K	TOTAL KILLED IN VEHICLE	Vehicle	NUM	59
NUM_OCC	NO. OF OCCUPANTS IN VEHICLE	Vehicle	NUM	59
NUMINJ	TOTAL NUMBER INJURED IN VEHICLE	Vehicle	NUM	60
NUMVEHS	TOT-NBR-VEHICLES	Accident	NUM	39
OCC_AIR	OCCUPANT AIR BAG	Occupant	CHA(1)	73
OCC_IMAG	IMAGE NUMBER	Occupant	NUM	73
OCC_REEL	REEL NUMBER	Occupant	NUM	73
ODM_MILE	ODOMETER MILE	Roadlog	NUM	99
ODM_SIGN	ODOMETER SIGN	Roadlog	CHA(1)	99
OLD_AADT	OLD AADT	Roadlog	NUM	99
OLD_DATE	DATE	Accident	NUM	39

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
ONEWAY	ONEWAY INDICATOR	Roadlog	NUM	100
OP_ID	OPERATOR ID	Accident	NUM	39
OPCRSNBR	OPPOSITE ROAD CRS NUMBER	Roadlog	NUM	100
OPP_FAULT	OPPOSITE ROAD FAULT	Roadlog	CHA(3)	100
OPP_PAVDIS	OPPOSITE ROAD PAVEMENT DISTRESS	Roadlog	CHA(10)	100
OPP_RUTDEPT	OPPOSITE ROAD RUT DEPTH	Roadlog	CHA(3)	100
ORG_SECB	ORIGINAL CONSTRUCTION SEC B	Roadlog	CHA(15)	101
ORG_SECC	ORIGINAL CONSTRUCTION SEC C	Roadlog	CHA(5)	101
OUTSHTP1	OUTSIDE SHOULDER TYPE 1	Roadlog	CHA(1)	101
OUTSHTP2	OUTSIDE SHOULDER TYPE 2	Roadlog	CHA(1)	101
OUTSHWD1	OUTSIDE SHOULDER WIDTH 1	Roadlog	NUM	102
OUTSHWD2	OUTSIDE SHOULDER WIDTH 2	Roadlog	NUM	102
OVHOBSNR	OVERHEAD OBSTRUCTION NUMBER	Roadlog	CHA(7)	103
PAV_DIST	PAVEMENT DISTRESS	Roadlog	CHA(10)	103
PAVECOND	PRESENT SERVICE RATING	Roadlog	NUM	103
PCNT_TRK	PERCENTAGE TRUCKS	Roadlog	CHA(2)	103
PED_AGE	AGE OF THE PED/PEDALCYCLIST	Vehicle	CHA(2)	60
PED_CLT	PED TYPE OF CLOTHING	Vehicle	CHA(1)	60
PED_FLAG	PEDESTRIAN FLAG	Vehicle	CHA(1)	61
PED_LOC	PED/PEDAL LOCATION	Vehicle	CHA(1)	61
PED_OTH	PEDESTRIAN/OTHER	Vehicle	NUM	61
PED_VIS	DRIVER VISION	Vehicle	CHA(1)	61
PEDACT	PED/PEDALCYCLIST ACTION/MOVEMENT	Vehicle	NUM	62
PERSON_TYP	PERSON TYPE	Vehicle	NUM	62
PHYSCOND	DRIVER PHYSICAL CONDITION	Vehicle	NUM	63
PLN_SEQ	PLANNING SEQUENCE	Roadlog	NUM	104
POP_GRP	MUNICIPALITY POPULATION GROUP	Roadlog	CHA(1)	39
POP_GRP	POPULATION GROUP	Accident	NUM	104
PRKLN_WD	PARKING LANE WIDTH	Roadlog	NUM	104
PTCONT1	POINT OF CONTACT #1	Vehicle	CHA(2)	63
RATE_DTE	MONTH-YR OF CONDITION RATING	Roadlog	NUM	105
RD_DEF	ROAD DEFECTS	Accident	NUM	40
RD_DIST	TOWNSHIP/ROAD DISTRICT	Roadlog	NUM	105
RD_STRUC	STRUCTURE NUMBER	Roadlog	CHA(7)	105
RD_YEAR	YEAR ROAD CONSTRUCTED	Roadlog	NUM	105

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
RDSURF	ROAD SURFACE	Accident	NUM	40
REEL_NBR	REEL NUMBER	Accident	NUM	41
REF_PNT	REFERENCE POINT	Roadlog	CHA(15)	105
REF_PNT1	REFERENCE POINT 1	Roadlog	CHA(20)	105
REF_PNT2	REFERENCE POINT 2	Roadlog	CHA(20)	105
REF_PNT3	REFERENCE POINT 3	Roadlog	CHA(20)	105
REF_PNTA	REFERENCE POINT A	Roadlog	CHA(15)	105
REFPNT1A	REFERENCE POINT 1 TYPE	Roadlog	CHA(2)	106
REFPNT2A	REFERENCE POINT 2 TYPE	Roadlog	CHA(2)	106
REFPNT3A	REFERENCE POINT 3 TYPE	Roadlog	CHA(2)	106
REFPT1IN	REFERENCE POINT 1 INTERSECTION	Roadlog	CHA(1)	106
REFPT2IN	REFERENCE POINT 2 INTERSECTION	Roadlog	CHA(1)	106
REFPT3IN	REFERENCE POINT 3 INTERSECTION	Roadlog	CHA(1)	106
REPORT	REPORTABLE ACCIDENT	Vehicle	CHA(1)	64
RESEV_RD	RESERVATION ROAD	Roadlog	CHA(1)	106
RESIDLOC	RESIDENCE OF DRIVER	Vehicle	NUM	64
REST1	SAFETY EQUIPMENT	Occupant	NUM	74
REV_CDE	FORWARD/REVERSE CODE	Roadlog	CHA(1)	107
RODWYCLS	ROADWAY CLASSIFICATION	Accident	CHA(2)	41
RODWYCLS	ROADWAY CLASSIFICATION	Roadlog	CHA(2)	107
ROW	RIGHT OF WAY	Roadlog	NUM	107
RPK_REST	PARKING RESTRICTION	Roadlog	CHA(1)	107
RR_CRX	RAILROAD CROSS RIDEABILITY	Roadlog	NUM	108
RRD_LNK	RAILROAD LINK NUMBER	Roadlog	CHA(7)	108
RRX_ALP	RR CROSSING ALPA NBR	Accident	CHA(1)	41
RRX_DIRCD	RAILROAD DIRECTION CODE	Roadlog	CHA(1)	108
RRX_NBR	RAILROAD CROSSING NUMBER	Accident	NUM	42
RRX_RIDE	RAILROAD CROSSING RIDEABILITY	Roadlog	CHA(1)	108
RTE_APPURT	ROUTE APPURTENANCE	Roadlog	NUM	108
RTE_NBR	ROUTE NUMBER	Accident	NUM	42
RTE_NBR	ROUTE NUMBER	Roadlog	NUM	109
RTE_PREF	ROUTE PREFIX	Accident	NUM	42
RTE_SEGCD	ROUTE SEQUENCE NUMBER	Roadlog	CHA(2)	109
RTE_STAT	ROUTE STATION	Roadlog	NUM	109
RTE_STAT_END	ROUTE STATION END	Roadlog	NUM	109
RTE_SUFX	ROUTE SUFFIX	Roadlog	CHA(1)	109
RTE_TYPE	ROUTE TYPE	Accident	NUM	42
RTE_TYPE	ROUTE TYPE	Roadlog	NUM	40

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
RURURB	RURAL / URBAN CODE	Roadlog	NUM	109
RUT_DEPTIN	RUT DEPTH INDICATOR	Roadlog	CHA(3)	110
S_INVLOC	SECOND INVOLVEMENT LOCATION	Vehicle	NUM	110
S_RTENBR	SAF-MRK-ROUTE NUMBER	Roadlog	NUM	64
S_RTETYP	SAF-MRK-ROUTE TYP	Roadlog	NUM	110
SAF_CNTL	SAF-ACCESS-CNTL	Roadlog	NUM	110
SAF_FASY	SAF-FASYS	Roadlog	NUM	111
SAF_TWN	SAF-TWNSHP	Roadlog	NUM	111
SEATPOS	SEATING POSITION	Occupant	NUM	111
SEG_LNG	SEGMENT LENGTH	Deficient Curve	NUM	74
SEG_LNG	SEGMENT LENGTH	Roadlog	NUM	111
SEV_CDE	SEVERITY CODE	Accident	NUM	123
SEVERITY	COLLISION SEVERITY	Accident	NUM	43
SEX	OCCUPANT SEX	Occupant	NUM	43
SHLD_CON	SHOULDER CONDITION	Roadlog	NUM	75
SND_INV	SECOND INVOLVEMENT	Vehicle	NUM	111
SOB_TEST	FIRST SOBRIETY/CONDITION	Vehicle	NUM	64
SPD_LIM2	POSTED SPEED LIMIT (MINUS DIRECTION)	Roadlog	NUM	65
SPD_LIMT	ROADWAY SPEED LIMIT	Roadlog	NUM	112
SPEC_SYSM	SPECIAL SYSTEMS	Roadlog	CHA(1)	112
SPEC_VEH	SPECIAL VEHICLE	Vehicle	NUM	112
SPLN_TYP	LANES SPECIAL TYPE	Roadlog	CHA(1)	65
SPLN_WID	LANES SPECIAL WIDTH	Roadlog	NUM	112
STAT_DIR	PLAN STATION DIRECTION	Roadlog	CHA(1)	113
STOU_IND	STRUCTURE OVER/UNDER IND	Roadlog	CHA(1)	113
STR_ENDM	STRUCTURE END MILEPOST	Roadlog	CHA(5)	113
STR_LNG	STRUCTURE LENGTH	Roadlog	NUM	113
STRDIRCD	STRUCTURE DIRECTION CODE	Roadlog	CHAR(1)	114
STRK_CDE	STRIKE STRUCK CODE	Vehicle	CHA(1)	114
STRT_NAM	STREET-NAME	Roadlog	CHA(15)	66
STRU_FAC	STRUCTURE FACILITY LOCATION	Roadlog	CHA(20)	114
STRU_LNK	STRUCTURE LINK NUMBER	Roadlog	NUM	114
SUF_CDE	SUFFIX CODE	Roadlog	CHA(1)	114
SURF_RAT	SURFACE CONDITION RATING	Roadlog	NUM	114
SURF_TYP	SURFACE TYPE - ROAD 1	Roadlog	NUM	114
SURF_WID	TOTAL SURFACE WIDTH	Roadlog	NUM	114
SURF_YR	YEAR OF PRESENT SUF CONST	Roadlog	CHA(2)	115

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
SURFDATE	YEAR OF PRESENT SUF CONST	Roadlog	CHA(4)	116
T_INVLOC	THIRD INVOLVEMENT LOCATION	Vehicle	NUM	67
TC_COND	TRAFFIC CONTROL CONDITION	Accident	NUM	43
THRD_INV	THIRD INVOLVEMENT	Vehicle	NUM	67
TOT_INJ	OCCUPANTS INJURED	Accident	NUM	43
TOT_KILL	OCCUPANTS KILLED	Accident	NUM	44
TOT_NON	TOTAL NUMBER OF UNINJURED	Accident	NUM	44
TOTAINJ	NUM A INJ IN ACC	Accident	NUM	44
TOTBINJ	NUM B INJ IN ACC	Accident	NUM	44
TOTCINJ	NUM C INJ IN ACC	Accident	NUM	44
TOTINSHL	TOTAL IN SHOULDER	Roadlog	NUM	116
TOTOTSHL	TOTAL OUT SHOULDER	Roadlog	NUM	116
TOWAWAY	VEHICLE TOWED	Vehicle	NUM	67
TOWNSHIP	TOWNSHIP	Accident	NUM	45
TRF_CNTL	TRAFFIC CONTROL	Roadlog	CHA(1)	116
TRFCNTL	TYPE OF TRAFFIC CONTROL	Accident	NUM	45
TRK_RTE	DESIGNATED TRUCK ROUTE	Roadlog	CHA(1)	117
URB_AREA	URBAN AREA	Roadlog	NUM	117
VEH_MNAU	VEHICLE MANEUVER CODE	Vehicle	CHA(2)	67
VEH_OCC	VEHICLE OCCUPANTS	Vehicle	CHA(2)	68
VEHCOND1	VEHICLE DEFECT	Vehicle	CHA(2)	68
VEHNO	VEHICLE NUMBER	Occupant	NUM	75
VEHNO	VEHICLE NUMBER	Vehicle	NUM	69
VEHTYPE	TYPE OF VEHICLE	Vehicle	NUM	69
VEHYR	VEHICLE MODEL YEAR	Vehicle	NUM	70
VER_BEGMP	VERTICAL GRADE BEGINNING MILEPOST	Roadlog	CHA(5)	117
VER_ENDMP	VERTICAL END MILEPOST	Roadlog	CHA(5)	117
VERT_APP	VERTICAL CURVE APPROACH GRADE	Roadlog	NUM	117
VERT_BEG	VERTICAL CURVE BEGINNING MILEPOST	Roadlog	NUM	118
VERT_END	VERTICAL CURVE END MILEPOST	Roadlog	NUM	118
VERT_LEV	VERTICAL CURVE LEAVE GRADE	Roadlog	NUM	118
VERT_LGN	VERTICAL CURVE LENGTH	Roadlog	NUM	119
VERTAPPS	VERTICAL APPROACH SIGN	Roadlog	CHA(1)	119
VERTLEVS	VERTICAL LEAVE SIGN	Roadlog	CHA(1)	119

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
VISION	VEHICLE VISUAL OBSTRUCTION	Vehicle	CHA(2)	70
VOL_YR	YEAR OF HEAVY COMMERCIAL VOL	Roadlog	NUM	120
WEATHER	WEATHER	Accident	NUM	45
WEEKDAY	DAY OF WEEK	Accident	NUM	46
WRK_ZONE_REL	WORKZONE RELATED	Accident	CHA(1)	CHA(1)
XAADT	CROSSROAD AADT	Roadlog	NUM	120
XCOMADT	CROSSROAD COMMERCIAL ADT	Roadlog	NUM	120
XFUNC_CL	CROSS FUNCTIONAL CLASS	Roadlog	NUM	120

List of Elements for the IL Accident Subfile

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
ACC_DATE	DATE OF ACCIDENT	Accident	NUM	29
ACCTYPE_POST_93	TYPE OF COLLISION	Accident	NUM	27
ACCTYPE_PRE_93	TYPE OF COLLISION	Accident	NUM	27
ACCYR	ACCIDENT YEAR	Accident	NUM	29
AGENCY	INVESTIGATING AGENCY	Accident	NUM	29
ALIGN_CODE	ALIGNMENT	Accident	NUM	29
BADGE	BADGE CODE	Accident	NUM	30
BEAT_CDE	BEAT CODE	Accident	NUM	30
CASENO	ACCIDENT CASE NUMBER	Accident	CHA(11)	30
CAUSE1	CONTRIB FACTOR 1	Accident	CHA(2)	30
CAUSE2	CONTRIB FACTOR 2	Accident	CHA(2)	30
CITY	CITY OR TOWNSHIP	Accident	NUM	31
CITY_TWNSHIP_FLG	CITY/TOWNSHIP FLAG	Accident	CHA(1)	31
CLS_TFWY	CLASS OF TRAFFICWAY	Accident	NUM	31
CNTYRTE	COMPUTED LINKAGE KEY	Accident	CHA(7)	32
COUNTY	COUNTY	Accident	NUM	32
CRSH_LAT	CRASH LATITUDE	Accident	CHA(3)	32
CRSH_LONG	CRASH LONGITUDE	Accident	CHA(3)	32
CRSH_X_CORD	CRASH X COORDINATE	Accident	CHA(8)	32
CRSH_Y_CORD	CRASH Y COORDINATE	Accident	CHA(8)	33
CTY_CLS	CITY CLASS CODE	Accident	NUM	33
DAM_OTHR	PROPERTY DAMAGE OTHER THAN VEH	Accident	NUM	33
DIST	DISTRICT	Accident	NUM	33
DIVIDED	TRAFFICWAY DESCRIPTION	Accident	NUM	34
FED_CLAS	FEDERAL CLASSIFICATION	Accident	NUM	34
FLD_NAM1	FIELD REF NAME 1	Accident	CHA(3)	35
FLD_NAM2	FIELD REF NAME 2	Accident	CHA(3)	35
FLD_NBR1	FIELD REF NBR 1	Accident	NUM	35
FLD_NBR2	FIELD REF NBR 2	Accident	NUM	35
FLD_TYPE	FIELD REF TYPE	Accident	NUM	35
FUNC_CLS	FUNCTIONAL CLASS	Accident	CHA(1)	35
HIT_RUN	HIT AND RUN	Accident	CHA(1)	35
HOUR	TIME OF ACCIDENT	Accident	NUM	36
IMAG_NBR	IMAGE NUMBER	Accident	NUM	36
INT_NAME	INTERSECTING RTE NBR	Accident	NUM	37
INT_PREF	INTERSECT RTE PREFIX	Accident	NUM	37

List of Elements for the IL Accident Subfile

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
INT_QUAD	INTERSECTION QUADRANT	Accident	NUM	37
INT_REL	INTERSECTION RELATED	Accident	CHA(1)	37
LIGHT	LIGHT CONDITION	Accident	NUM	37
LOC_TYPE	LOCATION TYPE	Accident	NUM	38
MILEPOST	MILE STATION	Accident	NUM	38
MVMT	MILLION VEHICLE MILES OF TRAVEL	Accident	NUM	39
NAT_HWY	NATIONAL HIGHWAY SYSTEM	Accident	CHA(1)	39
NUMVEHS	TOT-NBR-VEHICLES	Accident	NUM	39
OLD_DATE	DATE	Accident	NUM	39
OP_ID	OPERATOR ID	Accident	NUM	39
POP_GRP	POPULATION GROUP	Accident	NUM	39
RD_DEF	ROAD DEFECTS	Accident	NUM	40
RDSURF	ROAD SURFACE	Accident	NUM	40
REEL_NBR	REEL NUMBER	Accident	NUM	41
RODWYCLS	ROADWAY CLASSIFICATION	Accident	CHA(2)	41
RRX_ALP	RR CROSSING ALPA NBR	Accident	CHA(1)	41
RRX_NBR	RAILROAD CROSSING NUMBER	Accident	NUM	42
RTE_NBR	ROUTE NUMBER	Accident	NUM	42
RTE_PREF	ROUTE PREFIX	Accident	NUM	42
RTE_TYPE	ROUTE TYPE	Accident	NUM	42
SEV_CDE	SEVERITY CODE	Accident	NUM	43
SEVERITY	COLLISION SEVERITY	Accident	NUM	43
TC_COND	TRAFFIC CONTROL CONDITION	Accident	NUM	43
TOT_INJ	OCCUPANTS INJURED	Accident	NUM	43
TOT_KILL	OCCUPANTS KILLED	Accident	NUM	44
TOT_NON	TOTAL NUMBER OF UNINJURED	Accident	NUM	44
TOTAINJ	NUM A INJ IN ACC	Accident	NUM	44
TOTBINJ	NUM B INJ IN ACC	Accident	NUM	44
TOTCINJ	NUM C INJ IN ACC	Accident	NUM	44
TOWNSHIP	TOWNSHIP	Accident	NUM	45
TRFCNTL	TYPE OF TRAFFIC CONTROL	Accident	NUM	45
WEATHER	WEATHER	Accident	NUM	45
WEEKDAY	DAY OF WEEK	Accident	NUM	46
WRK_ZONE_REL	WORKZONE RELATED	Accident	CHA(1)	46

ADDITIONAL INFORMATION: SAS variable names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

Type of Collision — SAS Name: ACCTYPE_POST_93

Definition: Type of accident that occurred.

Additional Information: Variable added in 1993. For data belonging to previous years, see ACCTYPE_PRE_93.

1	Pedestrian Accident
2	Pedalcyclist
3	Train Accident
4	Animal
5	Vehicle Overturned
6	Fixed Object
7	Other Object
8	Other Noncollision
9	Parked Vehicle
10	Turning
11	Rear End
12	Sideswipe Same Direction
13	Sideswipe Opposite Direction
14	Head-on
15	Angle
99	Other

Type of Collision — SAS Name: ACCTYPE_PRE_93

Definition: Type of accident that occurred.

Additional Information: (1) Preliminary analysis has indicated that the "head-on" and sideswipe - opposite direction" codes refer to vehicle direction immediately prior to impact rather than initial direction. (2) Changes in the 1993 accident report form have resulted in minor shifts from code to code when compared to earlier files. (3) * Indicates the new formats that are followed from 1994 onwards. Only these codes are used to describe an accident from 1994 onwards as against the codes that were used previously. (4) ** Rear end moving and rear end stopped categories combined into one category Rear end crashes. (5) Variable discontinued in 1993. For data belonging to later years, see ACCTYPE_POST_93.

02	Vehicle Overturned on Roadway
03	Pedestrian on Roadway
04	Railroad Train on Roadway

05	Pedal Cyclist on Roadway
06	Animal on Roadway
07	Fixed Object on Roadway
08	Other Object on Roadway
09	Other Non-Collision on Roadway
10	Parked Motor Vehicle on Roadway
11	Rear-End - Both Moving on Roadway
12	Rear-End - One Stopped on Roadway
13	Head-On on Roadway
14	Sideswipe - Same Direction on Roadway
15	Sideswipe - Opposite Direction on Roadway
16	Angle on Roadway
17	Turned on Roadway
18	Other on Roadway
32	Vehicle Overturned Off Roadway
33	Pedestrian Off Roadway
34	Railroad Train Off Roadway
35	Pedal Cyclist Off Roadway
36	Animal Off Roadway
37	Fixed Object Off Roadway
38	Other Object Off Roadway
39	Other Non Collision Off Roadway
40	Parked Motor Vehicle Off Roadway
41	Rear-End - Both Moving Off Roadway
42	Rear-End - One Stopped Off Roadway
43	Head-On Off Roadway
44	Sideswipe - Same Direction Off Roadway
45	Sideswipe – Opposite Direction Off Roadway
46	Angle Off Roadway
47	Turning Off Roadway
48	Other Off Roadway
50	Vehicle Overturned
51	Pedestrian Accident
*52	Train Accident
*53	Pedal Cyclist Accident
*54	Animal
*55	Fixed Object Involved
*56	Other Object Involved
*57	Other Non Collision
*58	Parked Vehicle Involved
**59	Rear End Crashes Moving
**60	Rear End Crashes Stopped
*61	Head-On Collision
*62	Sideswipe Same Direction

*63	Sideswipe Opposite Direction
*64	Angle
*65	Turning On or Off Road
*66	Others
Other	Error Codes

Accident Year

SAS Name: ACCYR

Definition: Year of the accident occurred.

Additional Information: The last 2 digits of year of accident.

Date Accident Occurred

SAS Name: ACC_DATE

Definition: Date when the accident occurred.

Additional Information: MM/DD/YY for 1994 and 1995 and YY/MM/DD for others.

Investigating Agency

SAS Name: AGENCY

Definition: Reporting agency.

Additional Information: Categories 5-8 represent "desk reports", which have been removed from 1987 onwards.

.	Not Coded
0	None
1	City Police
2	County Sheriff
3	State Police
4	City Police Other Than City of Occurrence
5	City Police Desk Report
6	County Sheriff Desk Report
7	State Police Desk Report'
8	City Police Other Than City Of Occurrence Desk Report
9	Other
Other	Error Codes

Alignment

SAS Name: ALIGN_CODE

Definition: Roadway alignment where crash occurred.

Additional Information: Variable added in 2006.

1	Straight and Level

2	Straight On Grade
3	Straight On Hillcrest
4	Curve, Level
5	Curves On Grade
6	Curve On Hillcrest
9	Unknown

Badge Code

SAS Name: BADGE

Definition: Badge code where crash occurred.
Additional Information: Variable discontinued in 1997.

Beat Code

SAS Name: BEAT_CDE

Definition: Beat code where crash occurred.

Additional Information: Variable discontinued in 1997.

Accident Case Number

SAS Name: CASENO

Definition: Case number of the accident.

Contrib Factor 1
Contrib Factor 2

SAS Name: CAUSE1
SAS Name: CAUSE2

Definition: Contribution factor of the crash.

Additional Information: Variables have high missing data until 2003.

' '	Not Coded
'01'	Exceeding Authorized Speed Limit
'02'	Failing To Yield Right-of-Way
'03'	Following Too Closely
'04'	Improper Overtaking/Passing
'05'	Driving On Wrong Side/Wrong Way
'06'	Improper Turning/No Signal
'07'	Turning Right on Red
'08'	Under the Influence of Alcohol/Drugs (Use When Arrest Is Effected)
'10'	Equipment - Vehicle Condition
'11'	Weather
'12'	Road Engineering/Surface/Making Defects
'13'	Road Construction/Maintenance
'14'	Vision Obscured (Signs, Tree Limbs, Buildings, Etc)
'15'	Driving Skills/Knowledge/Experience

'17'	Physical Condition of Driver'
'18'	Unable to Determine
'19'	Had Been Drinking
'20'	Improper Lane Usage
'21'	Animal
'22'	Disregarding Yield Sign
'23'	Disregarding Stop Sign
'24'	Disregarding Other Traffic Signs
'25'	Disregarding Traffic Signals
'26'	Disregarding Road Markings
'27'	Exceeding Safe Speed for Conditions
'28'	Failing to Reduce Speed to Avoid Crash
'29'	Passing Stopped School Bus
'30'	Improper Backing
'32'	Evasive Action Due to Animal, Object, Non-Motorist
'40'	Distraction - From Outside Vehicle
'41'	Distraction - From Inside Vehicle
'42'	Distraction - Operating A Wireless Phone
'50'	Operating Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner
'99'	Not Applicable
Other	Error Codes

City or Township

SAS Name: CITY

Definition: City where the crash occurred.

Additional Information: A number indicating the city. For a detailed list of cities and their corresponding numbers, contact HSIS staff.

City/Township Flag

SAS Name: CITY_TWNSHIP_FLG

Definition: City/township where crash occurred.

Additional Information: Variable added in 2006.

'C'	City
'T'	Township

Class of Trafficway

SAS Name: CLS_TFWY

Definition: Class of traffic way where crash occurred.

Additional Information: Data related to "toll roads" ("4" and "9") couldn't be linked to roadway variables. It has been deleted for all years of data.

.	Not Coded
0	Unmarked State Highways - Rural
1	Controlled-Access Highway - Rural
2	Other State Numbered Highway - Rural
0	County And Local Roads And Street - Rural
1	Toll Road
2	Controlled-Access Highway - Urban
3	Other State Numbered Highway - Urban
4	Unmarked State Highway - Urban
5	City Street - Urban
6	Toll Road - Urban
Other	Error Codes

Computed Linkage Key — SAS Name: CNTYRTE

Definition: Crash location information used in linkage to other files.

Additional Information: Computed variable used in linkage with roadlog file. See Discussion.

County — SAS Name: COUNTY

Definition: County where the crash occurred.

Additional Information: See Roadlog file for county formats.

Crash Latitude — SAS Name: CRSH_LAT

Definition: Latitude of the crash location.

Additional Information: Variable added in 2004.

Crash Longitude — SAS Name: CRSH_LONG

Definition: Longitude of the crash location.

Additional Information: Variable added in 2004.

Crash X Coordinate — SAS Name: CRSH_X_CORD

Definition: X coordinates of the crash location.

Additional Information: Variable added in 2004.

Crash Y Coordinate

SAS Name: CRSH_Y_CORD

Definition: Y coordinates of the crash location.

Additional Information: Variable added in 2004.

City Class Code

SAS Name: CTY_CLS

Definition: City class code where crash occurred

Additional Information: Variable added in 2004.

0	Unincorporated
3	Chicago
4	Population Under 2500
5	2500 - 5000
6	5 - 10 Thousand
7	10 - 25 Thousand
8	25 - 50 Thousand
9	Over 50 Thousand

Property Damage Other Than VEH

SAS Name: DAM_OTHR

Definition: Cost of property damage other than damage cost for vehicles involved

Additional Information: Variable discontinued from 2006.

0	Over 500
1000-99999	Under 500

District

SAS Name: DIST

Definition: District where the crash occurred.

Additional Information: Variable discontinued in 1994.

1	Schaumburg
2	Dixon
3	Ottawa
4	Peoria
5	Paris
6	Springfield
7	Effingham
8	Fairview Heights
9	Carbondale

Trafficway Description

SAS Name: DIVIDED

Definition: Traffic way description of the location where crash occurred

Additional Information: Variable added in 2006.

1	Two-Way, Not Divided
2	Two-Way, Divided, No Median Barrier
3	Two-Way, Divided With Median Barrier
4	Two-Way, Center Turn Lane
5	One-Way Or Ramp
6	Alley Or Driveway
7	Parking Lot
8	Other
9	Unknown

Federal Classification

SAS Name: FED_CLAS

Definition: Federal classification of the crash location

Additional Information: The below formats are applicable until 1993. For later years, this variable is generated based on NAT_HWY and FUNC_CLS. If the road is federal aided (obtained from NAT_HWY) and is categorized as FUNC_CLS = 1 then this variable is coded as 11. If the road is non-federal aided and the road is categorized as FUNC_CLS = 1 then this variable is coded as 01. This is applicable to all values of FUNC_CLS.

.	Not Coded
00	Interstate Rural
01	Interstate Urban
02	Primary Principal Arterial – Federal-Aid Rural
03	Primary Principal Arterial - Federal-Aid Urban
04	Primary Minor Arterial - Federal-Aid Rural
06	Principal Arterial – Federal-Aid Urban
08	Regional Arterial - Urban
09	Secondary Major Collector - Federal-Aid Rural
10	Major Collector - Non-Federal-Aid Rural
11	Minor Collector - Non-Federal-Aid Rural
12	Local Roads – Non-Federal-Aid Rural
13	Other Principal Arterial – Federal-Aid Urban
14	Other Principal Arterial - Non-Federal-Aid Urban
15	Minor Arterial - Federal-Aid Urban
16	Minor Arterial - Non-Federal-Aid Urban
17	Collectors - Federal-Aid Urban
18	Collectors - Non-Federal-Aid Urban
19	Local Streets - Non-Federal-Aid Urban

Other Error Codes

Field Ref Name 1 SAS Name: FLD_NAM1
Field Ref Name 2 SAS Name: FLD_NAM2

Definition: Field reference name of the location where crash occurred

Additional Information: Variables discontinued in 1997.

Field Ref NBR 1 SAS Name: FLD_NBR1
Field Ref NBR 2 SAS Name: FLD_NBR2

Definition: Field reference number of the location where crash occurred

Additional Information: Variables discontinued in 1997.

Field Ref Type SAS Name: FLD_TYPE

Definition: Field Ref Type.

Additional Information: Variables discontinued in 1997.

Functional Class SAS Name: FUNC_CLS

Definition: Function class of the roadway segment where crash occurred.

Additional Information: This variable is attached from roadway segments.

.	Not Coded
10	Interstate
20	Freeway and Expressway (Urban Only)
30	Other Principal Arterial
40	Minor Arterial (Non-Urban)
50	Major Collector (Non-Urban)
55	Minor Collector (Non-Urban)
60	Local Road or Street (Non-Urban)
70	Minor Arterial (Urban)
80	Collector (Urban)
90	Local Road or Street (Urban)

Hit and Run SAS Name: HIT_RUN

Definition: Whether or not the crash was a hit and run.

Additional Information: Variable added in 1994.

'0', ' '	Not Stated
'1'	Yes
'2'	No

Time of Accident

SAS Name: HOUR

Definition: Hour at which the crash occurred.

.	Not Coded
00	12 AM - 12:59 AM
01	01 AM - 01:59 AM
02	02 AM - 02:59 AM
03	03 AM - 03:59 AM
04	04 AM - 04:59 AM
05	05 AM - 05:59 AM
06	06 AM - 06:59 AM
07	07 AM - 07:59 AM
08	08 AM - 08:59 AM
09	09 AM - 09:59 AM
10	10 AM - 10:50 AM
11	11 AM - 11:59 AM
12	12 PM - 12:59 PM
13	01 PM - 01:59 PM
14	02 PM - 02:59 PM
15	03 PM - 03:59 PM
16	04 PM - 04:59 PM
17	05 PM - 05:59 PM
18	06 PM - 06:59 PM
19	07 PM - 07:59 PM
20	08 PM - 08:59 PM
21	09 PM - 09:59 PM
22	10 PM - 10:59 PM
23	11 PM - 11:59 PM
24	Not Stated
Other	Error Codes

Image Number

SAS Name: IMAG_NBR

Definition: Image number where crash occurred.

Additional Information: (1) This variable was added in 1990 to aid Illinois DOT in the location of accident report forms. (2) Variable discontinued in 1995.

Intersecting RTE NBR

SAS Name: INT_NAME

Definition: Intersecting route number of the location where crash occurred.

Additional Information: Variable discontinued in 2004.

Intersect RTE Prefix

SAS Name: INT_PREF

Definition: Intersecting route prefix of the location where crash occurred.

Intersection Quadrant

SAS Name: INT_QUAD

Definition: Intersecting quadrant of the location where crash occurred.

Additional Information: (1) For years 1994 onwards, no formats available. All observations coded as 0. For prior years, most observations coded as 0. This variable should be used with caution. (2) Variable discontinued in 2004.

.	Not Coded
0	Not Stated
1	N Quadrant
2	Ne Quadrant
3	E Quadrant
4	Se Quadrant
5	S Quadrant
6	Sw Quadrant
7	W Quardrant
8	Nw Quadrant
9	Not Applicable
Other	Error Codes

Intersection Related

SAS Name: INT_REL

Definition: Indicates whether it is an Intersection related crash.

Additional Information: Variable added in 1994.

'1'	Yes
'2'	No
'0', ' '	Not Stated

Light Condition

SAS Name: LIGHT

Definition: The type/level of light that existed at the time of the crash.

.	Not Coded
0	Not Stated
1	Daylight'
2	Dawn
3	Dusk
4	Darkness
5	Darkness, Lighted Road
9	Unknown
Other	Error Codes

Location Type

SAS Name: LOC_TYPE

Definition: Location type where crash occurred.

Additional Information: There appears to be overlapping of categories when earlier years are compared to later years. Also categories 16 and 17 are not available for later years (1996 onwards). The distribution of observations is agreeable for later years. Exercise caution when using this variable for early as well later years. Variable not available from 2006.

.	Not Coded
00	Not Applicable
01	Railroad Crossing
02	Bridge
03-08	Not Coded
09	Underpass
10	Ramp
11	Crossover
12	Intersection of Marked Routes and Public Road (Major Arterial)
13	Intersection of Marked Routes and Public Road (Major Collector)
14	Intersection of Marked Routes'No Clear Contributing Factor
15	Intersection of Marked Routes and Public Road; Local Street
16	Intersection of Marked Route and Commercial Entry, Alley
17	Intersection of Marked Route and Private Entrance
18	Intersection of Ramp and Other Roadway
19	Intersection of Local Roads, Urban and Rural
20	Intersection of Country Road/City Street/Alley and Commercial or Private Entrance
22	Intersection of Marked Routes And Public Road (Minor Arterial)
23	Intersection of Marked Routes And Public Road (Minor Collectors)
Other	Error Codes

Mile Station

SAS Name: MILEPOST

Definition: Reference point where the crash occurred.

Million Vehicle Miles of Travel

SAS Name: MVMT

Definition: Million vehicle miles traveled on road segment.

Additional Information: Variable added in 2003.

National Highway System

SAS Name: NAT_HWY

Definition: Indicates whether crash occurred on a National Highway System or not

Additional Information: Variable added in 1994.

'False'	Not on NHS
'True'	on NHS
' '	Not Coded

TOT-NBR-Vehicles

SAS Name: NUMVEHS

Definition: Number of vehicles involved in the crash.

.	Not Coded
00	00
01	01
02	02
03	03
04	04
05-10	05 to 10
11-20	11 to 20
21-50	21 to 50
Other	Error Codes

Date MM/DD/YY

SAS Name: OLD_DATE

Definition: Date when the accident occurred.

Additional Information: Variable added in 1994 and discontinued in 1996.

Operator ID

SAS Name: OP_ID

Definition: ID number of the operator.

Additional Information: Variable discontinued in 1995.

Population Group

SAS Name: POP_GRP

Definition: Population group where crash occurred

Additional Information: (1) Do not use this variable to define "urban/rural". Instead use either the variable related to "federal functional" class"(FED_CLAS) or "traffic way class" (CLS_TFWY) as indicator of urban or rural location. (2) Variable discontinued in 2004.

0	0 – 999
1	1,000-2,499
2	2,500-4,999
3	5,000-9,999
4	10,000-24,999
5	25,000-49,999
6	50,000-99,999
7	100,000-249,999
8	250,000-999,999
9	1,000,000 & Over
.	Not In Municipal

Road Defects

SAS Name: RD_DEF

Definition: Road defects description of the crash location

Additional Information: Categories 11-15 apply to data before 2004.

.	Not Coded
00	Not Stated
01	No Defects
02	Construction Zone
03	Maintenance Zone
04	Utility Work Zone
05	Work Zone – Unknown
06	Shoulders Hgh, Lo, Sft
07	Ruts, Holes, Bumps
08	Worn Surface
09	Debris On Roadway
10	Other
11	Loose Materials
12	Low Shoulder
13	Soft Shoulder
14	Repair Wk Barric
15	Repair Wk N/Barr
99	Unknown

Road Surface

SAS Name: RDSURF

Definition: The condition of the road surface where the crash occurred

Additional Information: Categories 10-12 apply to data before 2004.

.	Not Coded
0	Not Stated
1	Dry
2	Wet
3	Snow/Slush
4	Ice
5	Sand/Oil/Mud
6	Other
9	Unknown
10	Ice/Snow/Frost
11	Muddy
12	Oily

Reel Number

SAS Name: REEL_NBR

Definition: Reel number information of the crash

Additional Information: (1) This variable was added in 1990 to aid Illinois DOT in the location of accident report forms. (2) Variable discontinued in 1995.

Roadway Classification

SAS Name: RODWYCLS

Definition: The classification of the roadway where the crash occurred.

'01'	Urban Freeways
'02'	Urban Freeways < 4 Lane
'03'	Urban 2 Lane Roads
'04'	Urban Multilane Divided Non Freeways
'05'	Urban Multilane Undivided Non Freeways
'06'	Rural Freeways
'07'	Rural Freeways < 4 Lane
'08'	Rural 2 Lane Roads
'09'	Rural Multilane Divided Non Freeways
'10'	Rural Multilane Undivided Non Freeways
'99'	Others

RR Crossing Alpha NBR

SAS Name: RRX_ALP

Definition: RR crossing alpha number of the crash

Additional Information: 99 per cent of observations coded as missing.

Railroad Crossing Number

SAS Name: RRX_NBR

Definition: Railroad crossing number at the crash location

Additional Information: 99 per cent of observations coded as missing.

Route Number

SAS Name: RTE_NBR

Definition: The number of the route where the crash occurred.

Route Prefix – Accident VAR

SAS Name: RTE_PREF

Definition: Route prefix information of the accident.

Additional Information: Variable added in 1994.

.	Not Coded
1	U.S.Route
2	Interstate Business Route
3	Business U.S. Route
4	Bypass U.S. Route
5	Illinois Route
6	Alternate Illinois Route
7	Business Illinois Route
8	State Maintained Route
9	Interstate Route
0	Not Marked
Other	Error Codes

Route Type

SAS Name: RTE_TYPE

Definition: Type of the route where crash occurred

Additional Information: Variable discontinued in 1994.

1	Federal-Aid Interstate
2	Federal-Aid Primary
3	Federal-Aid Secondary
4	State Bond Issue
5	County Highway
6	House Or Senate Bill
7	Township Or Road District Road
8	Other Road
9	Federal-Aid Urban
0	Municipal Street

Severity Code

SAS Name: SEV_CDE

Definition: Severity of the crash.

.	Not Coded
1	Fatal
2	Injury
3	Property Damage Only

Collision Severity

SAS Name: SEVERITY

Definition: The most severe injury in the crash.

Additional Information: This variable is not found in the Raw File. It was developed to produce more detail than the "severity code" (SEV_CDE) that has only three categories -- none, injury, fatal. The accident severity is based on the most severe occupant injury in the accident.

.	Not Coded
0	No Injury
1	A (Incapacitating) Injury – Injury Other Than Fatal Requiring Hospitalization
2	B (Non-Incapacitating) Injury - Injury Evident to Others at Scene
3	C (Possible) Injury - No Visible Injury but Complaint of Pain
4	Fatal
Other	Error Codes

Traffic Control Condition

SAS Name: TC_COND

Definition: Traffic control condition when the crash occurred.

Additional Information: Variable added in 1994.

1	No Traffic Controls
2	Traffic Control Device Not Functioning
3	Improper Functioning Of Traffic Control Device
4	Proper Functioning Of The Control Device
5	Reflecting Material Worn Out
6	Missing Data
7	Other
9	Unknown

Occupants Injured

SAS Name: TOT_INJ

Definition: Total number of persons injured in the crash.

.	Not Coded
00	00

01	01
02	02
03	03
04	04
05-10	05 to 10
11-20	11 to 20
21-50	21 to 50
Other	Error Codes

Occupants Killed

SAS Name: TOT_KILL

Definition: Total number of persons killed in the crash.

.	Not Coded
00	00
01	01
02	02
03	03
04	04
05-10	05 to 10
11-20	11 to 20
21-50	21 to 50
Other	Error Codes

Total Number of Uninjured

SAS Name: TOT_NON

Definition: Total number of persons uninjured in the crash.

0-4	Actual Number
5-10	5-10
11-20	11-20
21-50	21-50

NUM A INJ in ACC

SAS Name: TOTAINJ

NUM B INJ in ACC

SAS Name: TOTBINJ

NUM C INJ in ACC

SAS Name: TOTCINJ

Definition: Total number of persons injured in the crash.

.	Not Coded
00	00
01	01
02	02
03	03

04	04
05-10	05 to 10
11-20	11 to 20
21-50	21 to 50
Other	Error Codes

Township

SAS Name: TOWNSHIP

Definition: Number of the township where the crash occurred.

Type of Traffic Control

SAS Name: TRFCNTL

Definition: Traffic control devices where the accident occurred.

Additional Information: Categories 15-16 apply to data before 2004.

00	Not Stated
01	No Controls
02	Stop Sign/Flasher
03	Traffic Signal
04	Yield
05	Police/Flagman
06	RR Crossing Gate
07	Other RR Crossing
08	School Zone
09	No Passing
10	Other Regulatory Sign
11	Other Warning Sign
12	Lane Use Marking
13	Other
15	Yellow Flasher
16	Other Control
99	Unknown

Weather

SAS Name: WEATHER

Definition: Weather conditions when the crash occurred.

Additional Information: Category 8 applies to data before 2004.

., 0	Not Stated
1	Clear
2	Rain
3	Snow
4	Fog/Smoke/Haze

5	Slet/Hail
6	Severe Cross Wind
7	Other
8	Blowing Snow
9	Unknown

Day of Week

SAS Name: WEEKDAY

Definition: Day of week when the accident occurred.

Additional Information: Variable discontinued in 2001.

.	Not Coded
1	Monday
2	Tuesday
3	Wednesday
4	Thursday
5	Friday
6	Saturday
7	Sunday
Other	Error Codes

Workzone Related

SAS Name: WRK_ZONE_REL

Definition: Whether or not the crash was in a marked work zone.

Additional Information: Variable added in 2006.

'Y'	Yes
'N'	No

List of Elements for the IL Vehicle Subfile

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
ACTION	ARREST	Vehicle	CHA(7)	49
AIRBAG	AIRBAG DRIVER	Vehicle	CHA(1)	49
AT_FAULT	AT FAULT	Vehicle	CHA(2)	49
CASENO	ACCIDENT CASE NUMBER	Vehicle	CHA(11)	49
COL_TYPE	COLLISION TYPE	Vehicle	CHA(2)	49
COMM_VEH	COMMERCIAL VEHICLE	Vehicle	CHA(1)	49
DIR_TRVL	DIRECTION OF TRAVEL	Vehicle	NUM	49
DRV_ACTN	DRIVER ACTION	Vehicle	CHA(2)	50
DRV_AGE	DRIVER AGE	Vehicle	NUM	50
DRV_BAC	DRIVER ALCOHOL PERCENT	Vehicle	NUM	51
DRV_BAC2	2ND SOBRIETY TEST RESULTS	Vehicle	CHA(2)	51
DRV_CLAS	DRIVER CLASS	Vehicle	CHA(4)	52
DRV_COND	DRIVER CONDITION NEW	Vehicle	CHA(1)	52
DRV_DOB	DRIVER BIRTH DATE	Vehicle	CHA(8)	52
DRV_EJCT	DRIVER EJECTION	Vehicle	CHA(1)	52
DRV_IMAG	IMAGE NUMBER	Vehicle	NUM	53
DRV_INJ	DRIVER EXTENT OF INJURY	Vehicle	NUM	53
DRV_LST	DRIVER LICENSE STATE	Vehicle	CHA(2)	53
DRV_REEL	REEL NUMBER	Vehicle	CHA(4)	53
DRV_REST	DRIVER RESTRAINT USAGE	Vehicle	NUM	53
DRV_RPT	DRIVER REPORT	Vehicle	NUM	54
DRV_SEX	DRIVER SEX	Vehicle	NUM	54
F_INVLOC	FIRST INVOLVEMENT LOCATION	Vehicle	NUM	54
FIRE	VEH FUEL LEAKS AND FIRE	Vehicle	NUM	55
FRST_INV	FIRST INVOLVEMENT	Vehicle	NUM	55
HZM_IND	HAZARDOUS MATERIAL	Vehicle	CHA(1)	57
INTOX	ALCOHOL INVOLVED	Vehicle	CHA(1)	57
MISCACT1	DRV MISC ACTN 1 CD	Vehicle	NUM	57
MOSTHARM	VEHICLE MOST HARMFUL INVOLVEMENT	Vehicle	CHA(1)	59
NUM_K	TOTAL KILLED IN VEHICLE	Vehicle	NUM	59
NUM_OCC	NO. OF OCCUPANTS IN VEHICLE	Vehicle	NUM	59
NUMINJ	TOTAL NUMBER INJURED IN VEHICLE	Vehicle	NUM	60
PED_AGE	AGE OF THE PED/PEDALCYCLIST	Vehicle	CHA(2)	60
PED_CLT	PED TYPE OF CLOTHING	Vehicle	CHA(1)	60
PED_FLAG	PEDESTRIAN FLAG	Vehicle	CHA(1)	61
PED_LOC	PED/PEDAL LOCATION	Vehicle	CHA(1)	61
PED_OTH	PEDESTRIAN/OTHER	Vehicle	NUM	61

List of Elements for the IL Vehicle Subfile

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
PED_VIS	DRIVER VISION	Vehicle	CHA(1)	61
PEDACT	PED/PEDALCYCLIST ACTION/MOVEMENT	Vehicle	NUM	62
PERSON_TYP	PERSON TYPE	Vehicle	NUM	62
PHYSCOND	DRIVER PHYSICAL CONDITION	Vehicle	NUM	63
PTCONT1	POINT OF CONTACT #1	Vehicle	CHA(2)	63
REPORT	REPORTABLE ACCIDENT	Vehicle	CHA(1)	64
RESIDLOC	RESIDENCE OF DRIVER	Vehicle	NUM	64
S_INVLOC	SECOND INVOLVEMENT LOCATION	Vehicle	NUM	64
SND_INV	SECOND INVOLVEMENT	Vehicle	NUM	64
SOB_TEST	FIRST SOBRIETY/CONDITION	Vehicle	NUM	65
SPEC_VEH	SPECIAL VEHICLE	Vehicle	NUM	65
STRK_CDE	STRIKE STRUCK CODE	Vehicle	CHA(1)	66
T_INVLOC	THIRD INVOLVEMENT LOCATION	Vehicle	NUM	67
THRD_INV	THIRD INVOLVEMENT	Vehicle	NUM	67
TOWAWAY	VEHICLE TOWED	Vehicle	NUM	67
VEH_MNAU	VEHICLE MANEUVER CODE	Vehicle	CHA(2)	67
VEH_OCC	VEHICLE OCCUPANTS	Vehicle	CHA(2)	68
VEHCOND1	VEHICLE DEFECT	Vehicle	CHA(2)	68
VEHNO	VEHICLE V	Vehicle	NUM	69
VEHTYPE	TYPE OF VEHICLE	Vehicle	NUM	69
VEHYR	VEHICLE MODEL YEAR	Vehicle	NUM	70
VISION	VEHICLE VISUAL OBSTRUCTION	Vehicle	CHA(2)	70

Arrest
SAS Name: ACTION

Definition: Indicates if anyone was arrested in this vehicle

Additional Information: Variable discontinued in 1997.

Airbag Driver
SAS Name: AIRBAG

Definition: Whether or not the driver airbag in this vehicle deployed in the crash.

Additional Information: (1) See DRV_REST. (2) Variable added in 1996.

'1'	With Seat Belt
'2'	Without Seat Belt
'9'	Unknown/Not Applicable

At Fault
SAS Name: AT_FAULT

Definition: Indicates vehicle at fault

Additional Information: Variable added in 1994.

Accident Case Number
SAS Name: CASENO

Definition: Case number of the accident

Collision Type
SAS Name: COL_TYPE

Definition: Collision type of the vehicle

Additional Information: Variable added in 1994.

Commercial Vehicle
SAS Name: COMM_VEH

Definition: Commercial vehicle

Additional Information: Variable added in 2004.

Direction of Travel
SAS Name: DIR_TRVL

Definition: Direction the vehicle was traveling when the crash occurred.

Additional Information: This appears to refer to direction immediately prior to impact rather than initial direction.

.	Not Coded
0	Not Stated
1	North
2	Northeast
3	East
4	Southeast
5	South
6	Southwest
7	West
8	Northwest
Other	Error Codes

Driver Action

SAS Name: DRV_ACTN

Definition: Driver's action of this vehicle

Additional Information: Variable added in 1994.

'01'	None
'02'	Failed To Yield
'03'	Disregard Control Device
'04'	Too Fast For Conditions
'05'	Improper Turn
'06'	Wrong Way Or Side
'07'	Followed Too Closely
'08'	Improper Lane Change
'09'	Improper Backing
'10'	Improper Passing
'11'	Improper Parking
'12'	License Restrictions
'13'	Stopped School Bus
'14'	Emergency Vehicle On Call
'15'	Evading Police Vehicle
'16'	Other
'99','00'	Unknown/Not Stated
'', '.'	Not Coded

Driver Age

SAS Name: DRV_AGE

Definition: The age of the driver of the vehicle involved in the crash.

.	Not Coded
00,99	Unknown
01	0 - 01 Yrs

02-04	02 - 04 Yrs
05-10	05 - 10 Yrs
11-14	11 - 14 Yrs
15	15 Yrs
16	16 Yrs
17	17 Yrs
18	18 Yrs
19	19 Yrs
20	20 Yrs
21-25	21 - 25 Yrs
26-30	26 - 30 Yrs
31-35	31 - 35 Yrs
36-45	36 - 45 Yrs
46-55	46 - 55 Yrs
56-65	56 - 65 Yrs
66-98	66 + Yrs
Other	Error Codes

Driver Alcohol Percent — SAS Name: DRV_BAC

Definition: Percent of alcohol in the driver's blood

Additional Information: (1) Test results are provided for only approximately 67% of drivers noted as having been tested under DRIVER SOBRIETY TEST. This variable was combined with SOB_TEST on July 1, 1993. See DRV_BAC2. (2) Variable discontinued in 1993.

.	Not Coded
0	Not Stated, Not Taken or None
1	0.00
2	0.01 - 0.05
3	0.06 - 0.07
4	0.08 - 0.09
5	0.10 - 0.14
6	0.15 - 0.19
7	0.20 – Over
Other	Error Codes

2nd Sobriety Test Results — SAS Name: DRV_BAC2

Definition: Second sobriety test of this vehicle.

Additional Information: (1) Test results are provided for only approximately 67% of drivers noted as having been tested under DRIVER SOBRIETY TEST. This variable was new as of July 1, 1993, combining information from DRV_BAC and SOB_TEST. (2)Variable added in 1993.

'00',' .',' 0'	Not Stated, Not Taken or None
' 1'-' 9','10'-'94'	Test Value
'95'	Test Refused
'96'	Test N/Offered
'97'	Test Performed, Results Unknown
'99'	Unknown

Driver Class

SAS Name: DRV_CLAS

Definition: Driver class of this vehicle.

Additional Information: Variable added in 2004.

Driver Condition New

SAS Name: DRV_COND

Definition: Condition of the driver of the vehicle.

Additional Information: Variable added in 1996.

'1'	Normal
'2'	Impaired-Alcohol
'3'	Impaired-Drugs
'4'	Illness
'5'	Asleep/Fainted
'6'	Medicated
'7'	Had Been Drinking
'8'	Fatigued
'9'	Other/Unknown

Driver Birth Date

SAS Name: DRV_DOB

Definition: Date of birth for the driver of the vehicle.

Additional Information: This variable contains a date with the following format MMDDYYYY.

Driver Ejection

SAS Name: DRV_EJCT

Definition: Driver ejection from the vehicle.

Additional Information: Variable added in 1994.

'1'	Not Applicable
'2'	Totally Ejected
'3'	Partially Ejected
'4'	Trapped/Extricd

'9'	Unknown
' '	Not Coded

Image Number

SAS Name: DRV_IMAG

Definition: Image number of the vehicle.

Additional Information: (1) This variable was added in 1990 to aid Illinois DOT in the location of accident report forms. (2) Variable discontinued in 1995.

Driver Extent of Injury

SAS Name: DRV_INJ

Definition: Extent of injury to the driver of the vehicle involved in crash.

.	Not Coded
0	No Injury
1	C (Possible) Injury - No Visible Injury But Complaint Of Pain
2	B (Non-Incapacitating) Injury - Injury Evident To Others At Scene
3	A (Incapacitating) Injury - Injury Other Than Fatal Requiring Hospitalization
4	Fatal
Other	Error Codes

Driver License State

SAS Name: DRV_LST

Definition: Drive license state of this vehicle.

Additional Information: Variable added in 1996.

Reel Number

SAS Name: DRV_REEL

Definition: Reel number of this vehicle.

Additional Information: (1) This variable was added in 1990 to aid Illinois DOT in the location of accident report forms. (2) Variable discontinued in 1995.

Driver Restraint Usage

SAS Name: DRV_REST

Definition: Type of safety restraint used by the driver.

Additional Information: (1) See "AIRBAG" for airbag data for 1996 and later years (2) This variable has a very high number of "not stated" codes and is characterized in general by poor data for years 1985 – 1991.3) Categories 10-12 and 99 apply to data before 2004.

.,00	Not Coded

01	None Present
02	Safety Belt Used
03	Safety Belt Not Used
04	Helmet Used
05	Helmet Not Used
06	Child Restraint Used
07	Child Restraint Used Improperly
08	Child Restraint Not Used
09	Usage Unknown
10	Air Bag Activt
11	Bag Depl Blt Us
12	Bag Depl Bltn/Us
99	Other

Driver Report

SAS Name: DRV_RPT

Definition: Driver report of this vehicle.

Additional Information: Variable discontinued in 1997.

1	DRV At Fault
0	Not At Fault
.	Not Coded
Other	Error Codes

Driver Sex

SAS Name: DRV_SEX

Definition: Sex of the driver of the vehicle involved in crash.

.	Not Coded
0	Not Stated
1	Male
2	Female
3	Driverless
4	Male - Parked Vehicle - Injured Only
5	Female – Parked Vehicle – Injured Only
6	Not Stated - Parked Vehicle
Other	Error Codes

Involvement Location

SAS Name: F_INVLOC

Definition: Involvement location of this vehicle.

Additional Information: Categories 7, 8, 10-14 and 17-19 apply to data before 2004.

.	Not Coded

01	On Pavement (Roadway)
02	Off Pavement - Left
03	Off Pavement – Right
04	Intersection
05	Other
07	Shldr Left
08	Shldr Right
09	Unknown
10	Merging Area
11	Diverging Area
12	In Crosswalk
13	N/Cswk, Wlk Grd
14	N/Cswk, N/Wlk Grd
17	Main Rdwy Same
18	Main Rdwy Opps
19	Median
20	Error Code

Vehicle Fuel Leaks and Fire

SAS Name: FIRE

Definition: Whether or not there was a fire in the vehicle that was involved in the crash.

Additional Information: Over 9 percent coded as "not stated".

.	Not Coded
0	Not Stated
1	Yes
2	No
Other	Error Codes

First Involvement

SAS Name: FRST_INV

Definition: First involvement of this vehicle.

Additional Information: Categories 51-70 apply to data before 2004.

.,00	Not Coded
01	Ran Off The Roadway
02	Overturn
03	Fire/Explosion
04	Immersion
05	Jackknife
06	Cargo Shft/Loss
07	Separation Of Unt

08	Downhill Runway
09	Other Non Collision
11	Motor Vehicle In Traffic
12	Pedestrian
13	Pedalcyclist
14	Railway Train
15	Deer
16	Other Animal
17	Falling Load
18	Parked Vehicle
19	Thrown/Falling Object
20	Other Object
21	Crash Cussion
22	Guardrail Face
23	Guardrail End
24	Concrete Median Barrier
25	Bridge Support
26	Bridge End
27	Bridge Rail
28	Bridge Underside
29	Traffic Signal
30	Light Supports
31	Utility Pole
32	Delineator Post
33	Railroad Signal/Gates
34	Other Pole Or Post
35	Culvert
36	Curb
37	Ditch/Embankment
38	Snowbank
39	Fence
40	Mailbox
41	Tree Or Shrub
42	Building/Structure
43	Other Fixed Object
44	Median Wire
51	Rearend Both Mov
52	Rear End 1 Stop
53	Headon
54	Sidswp Same Dir
55	Sidswp Opposite
56	Angle
57	Turning
58	Other

59	Guardrail
60	Highway Sign
61	Bridge/Guardrail
62	Grdl On Brdg Apr
63	Advertising Sign
64	Median Fence
65	Barricade
66	Machinery
67	Water Hydrant
68	Blank
69	Embankment
70	Bird
99	Unknown
Other	Error Codes

Hazardous Material — SAS Name: HZM_IND

Definition: Whether or not the vehicle was carrying hazardous material when the crash occurred.

Additional Information: Variable added in 1994.

'0'	Not Stated
'1'	Yes
'2'	No
' '	Not Coded

Alcohol Involved — SAS Name: INTOX

Definition: Alcohol involved in this vehicle.

Additional Information: (1) Data is very limited and very inaccurate. Illinois recommends that these data not be used in analyses. (2) Variable discontinued in 1995.

' '	Not Coded
'0'	Not Stated
'1'	No Evidence Of Drinking
'2'	Drinking, Ability Impaired
'3'	Drinking, Ability Not Impaired
'4'	Undetermined Impairment
Other	Error Codes

DRV MISC ACTN 1 CD — SAS Name: MISCACT1

Definition: Driver miscellaneous action code of this vehicle

Additional Information: Variable discontinued in 2006.

.	Not Coded
00	None
01	Going Straight Ahead
02	Passing or Overtaking on Left
03	Making Left Turn
04	Making Right Turn
05	Making U Turn
06	Stopped For Traffic Control
07	Entering or Leaving Parking Position
08	Right Turn on Red
09	Backing
10	Double or Illegally Parked
11	Legally Parked
12	Slowing for Traffic Control
13	Skidding Due to Road Condition
14	Stopped for Left Turn
15	Stopped for Right Turn
16	Being Towed or Pushed
17	Start in Traffic
18	Merging into Traffic From Ramp
19	Diverging from Traffic to Enter Ramp
20	Changing Traffic Lane
21	Disabled or Stalled on Roadway Or Alley
22	Slowing for Turn
23	Enter or Exit Shoulder Area
24	Passing or Overtaking On Right
25	Emergency Vehicle on Duty Call
26	Evading Police Vehicle
27	Hit and Run
28	Stop or Slow to Pick Up or Discharge Passenger
29	Forced Off Road by Vehicle
30	Lost Control Due to Wind
31	Stopped in Traffic
32	Driving Wrong Way
33	Rolling
34	Emergency Stop on Shoulder
35	Stalled Due to Weather
36	Entering Roadway from A Parking Space/Shoulder
37	Leaving Roadway to Park/Shoulder
38	Entering Traffic from Driveway or Alley
39	Driverless Vehicle
40	Animal

41	Bicycle
42	Construction Area (Barricade, Etc.)
43	Emergency Equipment
44	Farm Tractor/Equipment
45	Foreign Object Or Material
46	Pedestrian
47	Previous Accident
48	Railroad Crossing
49	School Bus
50	Traffic Regulator
61	Changing Lanes
62	From Crossroad
63	Out Of Control
64	Turning
65	Slowing or Stopped
66	Stalled or Disabled
67	Oncoming
Other	Error Codes

Vehicle Most Harmful Involvement

SAS Name: MOSTHARM

Definition: Most harmful event in the crash sequence.

Additional Information: Variable added in 2006.

'1'	First Involvement
'2'	Second Involvement
'3'	Third Involvement

Total Killed in Vehicle

SAS Name: NUM_K

Definition: Total number of persons killed in the vehicle.

0 – 4	00 to 04
05 – 10	05 to 10
11 – 20	11 to 20
21 – 50	21 to 50

No. of Occupants in VEH

SAS Name: NUM_OCC

Definition: Number of occupants in the vehicle when the crash occurred.

Additional Information: Variable added in 1994. Variable not available from 2006.

'05' - '10'	05 to 10
'11' - '20'	11 to 20

'21' - '50'	21 to 50

Total Number Injured in Vehicle

SAS Name: NUMINJ

Definition: Total number of persons injured in the vehicle.

.	Not Coded
00	00
01	01
02	02
03	03
04	04
05-10	05 to 10
11-20	11 to 20
21-50	21 to 50
Other	Error Codes

Age of the Ped/Pedalcyclist

SAS Name: PED_AGE

Definition: Age of pedestrian or pedalcyclist involved in the crash.

Additional Information: Variable added in 1995.

'00','99'	Unknown
'01'	0 To 01 Yrs
'02'-'04'	02 - 04 Yrs
'05'-'10'	05 - 10 Yrs
'11'-'14'	11 - 14 Yrs
'15'	15 Yrs
'16'	16 Yrs
'17'	17 Yrs
'18'	18 Yrs
'19'	19 Yrs
'20'	20 Yrs
'21'-'25'	21 - 25 Yrs
'26'-'30'	26 - 30 Yrs
'31'-'35'	31 - 35 Yrs
'36'-'45'	36 - 45 Yrs
'46'-'55'	46 - 55 Yrs
'56'-'65'	56 - 65 Yrs
'66'-'98'	66 + Yrs

PED Type of Clothing

SAS Name: PED_CLT

Definition: Pedestrian type of clothing of the vehicle.

Additional Information: Variable added in 1994 and discontinued in 2004.

'1'	No Cntr Clothing
'2'	Cntr Clothing
'3'	Reflect Mat
'4'	Other Light Used
' '	Not Coded

Pedestrian Flag

SAS Name: PED_FLAG

Definition: Pedestrian flag of this vehicle.

Additional Information: Variable added in 2004

Ped/Pedal Location

SAS Name: PED_LOC

Definition: Type of location for the pedestrian/bike accident.

Additional Information: Variable added in 2006.

'1'	In Roadway
'2'	In Crosswalk
'3'	Not In Available Crosswalk
'4'	Crosswalk Not Available
'5'	Driveway Access
'6'	Not In Roadway
'9'	Unknown/NA

Pedestrian/Other

SAS Name: PED_OTH

Definition: Units other than motor vehicles involved in the crash.

Additional Information: (1) This variable is used to define units other than motor vehicles. It is left blank if the unit in question is a motor vehicle. (2) Variable discontinued in 2004.

.	Not Coded
1	Pedestrian
2	Equestrian
3	Pedalcyclist
4	Non-Motor Vehicle - Occupant
Other	Error Codes

Driver Vision

SAS Name: PED_VIS

Definition: Driver's vision of the vehicle

Additional Information: Variable added in 2006.

'1'	Not Obscured
'2'	Windshield (Water/Ice)
'3'	Trees, Plants
'4'	Buildings
'5'	Embankment
'6'	Signboard
'7'	Hillcrest
'8'	Parked Vehicles
'9'	Moving Vehicle
'10'	Blinded – Headlights
'11'	Blinded – Sunlight
'12'	Blowing Materials
'13'	Other
'99'	Unknown

Ped/Pedalcyclist Action/ Movement — SAS Name: PEDACT

Definition: Pedestrian or pedalcyclist action involved in the accident.

Additional Information: These codes are present only for units, which are not motor vehicles, i.e., when PED_OTH is coded as 1, 2, 3, or 4.

.	Not Coded
00	Not Stated
01	Crossing @ Intersection With Signal
02	Crossing @ Intersection Against Signal
03	Crossing @ Intersection No Signal
04	Crossing Not @ Intersection
05	Coming From Behind Parked Vehicle
06	Walking In Roadway - With Traffic
07	Walking In Roadway - Against Traffic
08	Playing In Roadway
09	Working In Roadway
10	Not In Roadway
11	Other In Roadway
12	Pedestrian Involved In Accident Within 50 Ft Of School Bus
Other	Error Codes

Person Type — SAS Name: PERSON_TYP

Definition: Person type of the vehicle.

Additional Information: Variable added in 2006.

1	Driver

2	Pedestrian
3	Pedalcyclist
4	Equestrian
5	Occupant Of Nonmotorized Vehicle
6	Noncontact Vehicle
7	Passenger

Driver Physical Condition — SAS Name: PHYSCOND

Definition: Physical condition of the driver when the crash occurred.

.	Not Coded
0	Not Stated Driverless or Parked
1	Physical Defect or Disability
2	Illness Temporary
3	Asleep or Fainted
4	Medicated
5	Normal
6	Distracted
7	Preoccupied
8	Other
9	Had Been Drinking
10	Ability Impaired - Alcohol
11	Ability Impaired – Drugs
12	Fell Asleep, Fainted
13	Fatigued

Point of Contact #1 — SAS Name: PTCONT1

Definition: Description of each point of contact for this vehicle.

Additional Information: Variable added in 1994.

' .'	Not Coded
'00'	None
'01'	Front
'02'	Front Right Sde
'03'	Right Sde
'04'	Rear Rght Sde
'05'	Rear
'06'	Rear Lft Sde
'07'	Left Side
'08'	Front Lft Sde
'09'	Top

'10'	Under Carriage
'11'	Total (Multi)
'12'	Other
'99'	Unknown
Other	Error Codes

Reportable Accident

SAS Name: REPORT

Definition: Report accident damage of the vehicle

Additional Information: Variable added in 1988.

' '	Not Stated
'1'	Total Damage Over $250
'2'	Total Damage Under $250
Other	Error Codes

Residence of Driver

SAS Name: RESIDLOC

Definition: Residence of Driver

Additional Information: Variable discontinued in 2004.

.	Not Coded
0	Not Stated or Driverless
1	Local Resident of City in Which Accident Occurred
2	Local Resident of County in Which Accident Occurred
3	Residing Elsewhere in State
4	Non-Resident of State
Other	Error Codes

Second Involvement Location

SAS Name: S_INVLOC

Definition: Location of the second involvement of the vehicle

Additional Information: Coding -- See F_INVLOC. Notes for F_INVLOC apply here too.

Second Involvement

SAS Name: SND_INV

Definition: Second involvement of the vehicle

Additional Information: For coding refer FRST_INV. Notes for FRST_INV apply here too.

First Sobriety/Condition

SAS Name: SOB_TEST

Definition: Result of the first sobriety test of the vehicle

Additional Information: (1) This variable was combined with DRV_BAC on July 1, 1993. See DRV_BAC2. (2) Variable discontinued in 1995.

.	Not Coded
0	Not Stated
1	Test Offered and Taken
2	Test Offered and Refused
3	Test Not Offered
4	Volunteered and Given Test
5	Coroner Blood-Alcohol Report
Other	Error Codes

Special Vehicle

SAS Name: SPEC_VEH

Definition: Special vehicle use

Additional Information: (1) Data related to vehicles carrying "hazardous materials"(i.e., codes 05 and 06) contain coding errors, particularly the 1985 data. All "hazard materials" data in all three years must be used with caution. In addition, codes were added and definitions changed slightly in 1988. Thus, certain truck-related categories are inconsistent across years. Care must be taken in analyses. (2) Categories 31-51 apply to data before 2004.

1	Not in Use
2	Personal
3	Driver Education
4	Ambulance
5	Fire
6	Police
7	School Bus
8	CTA (Chicago Transit Authority)
9	Mass Transit
10	Other Transit
11	Military
12	Agriculture
13	Tow Truck
14	Construction/Maintenance
15	House Trailer
16	Camper/RV - Towed/Multi-Unit
17	Camper/RV- Single Unit
18	Taxi/For Hire
20	Commercial - Multi-Unit

21	Commercial - Single-Unit
22	State Owned
31	Trl In Tow N/Sem
32	Emergency Other
33	Haz Material
34	Haz Mat In Tow
35	Camper / Rv
36	Mobile Home / Cmpr
37	Snowmobile
38	Cycle Ovr 150 Cc
39	Other Truck/Veh
40	Moped
41	Motor Whl Chr
42	Mtrscoter U/150cc
43	Mtrscoter Ovr 150cc
44	4-Wheel Drive
45	Other Bus
46	Bobtail
47	Double Bottom
48	Double Bottom/Haz
49	Triple Bottom
50	Triple Bottom/Haz
51	State Police
98	Other
99	Unknown/NA

Strike Struck Code

SAS Name: STRK_CDE

Definition: Strike struck code of the vehicle

Additional Information: Over 11 percent coded as "unknown" in early years. Unknown increased to 34% in the 1993 file and 68% in 1994 file. More recent years show values of unknown are close to 15%. Additional "garbage" codes are present.

' '	Not Coded
'0'	Not Stated
'1'	Striking Vehicle
'2'	Struck Vehicle
'3'	Both Vehicles
'9'	Unknown
Other	Error Codes

Third Involvement Location

SAS Name: T_INVLOC

Definition: Third involvement location of the vehicle.

Additional Information: CODING – See F_INVLOC. Notes for F_INVLOC apply here as well.

Third Involvement

SAS Name: THRD_INV

Definition: Third involvement of the vehicle.

Additional Information: CODING -- SEE FRST_INV. Notes for FRST_INV apply here as well.

Vehicle Towed

SAS Name: TOWAWAY

Definition: Whether or not the vehicle involved in the crash was towed from the scene.

Additional Information: (1) 1993 data are erroneous due to coding changes. Illinois staff indicates that the problem is in the last six months of 1993. (2) Variable added in 1988.

.	Not Coded
0	Not Stated
1	Not Towed
2	Towed
3	Fire
Other	Error Codes

Vehicle Maneuver Code

SAS Name: VEH_MNAU

Definition: Vehicle Maneuver code of this vehicle

Additional Information: (1) Variable added in 1996. MISCACT1 provides similar information for years prior to 1996. This variable provides information on the vehicle maneuvers of the "vehicles" involved. For information on pedestrian maneuvers refer to variable MISCACT, which has limited information for 2000 and later years. (2) Categories 26 and 99 apply to data from 2004 onwards.

' .','00',' '	Not Coded
'01'	Straight Ahead
'02'	Passing/Overtaking
'03'	Turning Left
'04'	Turning Right
'05'	Turning on Red
'06'	U-Turn
'07'	Starting in Traffic
'08'	Slow/Stop-Left Turn

'09'	Slow/Stop-Right Turn
'10'	Slow/Stop-Load/Unload
'11'	Slow/Stop in Traffic
'12'	Driving Wrong Way
'13'	Changing Lanes
'14'	Avoiding Vehicle/Objects
'15'	Skidding/Control Loss
'16'	Entering from Parking
'17'	Leaving Traffic Lane To Park
'18'	Merging
'19'	Diverging
'20'	Enter from Drive/Alley
'21'	Parked
'22'	Parked in Traffic Lane
'23'	Backing
'24'	Driverless
'25'	Other
'26'	Negotiating a Curve
'99'	Unknown/NA

Vehicle Occupants

SAS Name: VEH_OCC

Definition: Number of occupants in the vehicle when the crash occurred.

Additional Information: Variable added in 1994.

Vehicle Defect

SAS Name: VEHCOND1

Definition: Vehicle defect of the vehicle.

Additional Information: Variable added in 1994.

'01'	None
'02'	Brakes
'03'	Steering
'04'	Engine/Motor
'05'	Suspension
'06'	Tires
'07'	Exhaust
'08'	Lights
'09'	Signals
'10'	Windows
'11'	Restraint Sys
'12'	Wheels

'13'	Trailer Coupling
'14'	Cargo
'15'	Fuel Sys
'99'	Other
' ', ' .'	Not Stated

Vehicle Number

SAS Name: VEHNO

Definition: Relative Vehicle Number.

Additional Information: This variable is used to link to occupant file.

Type of Vehicle

SAS Name: VEHTYPE

Definition: Type of vehicle involved in the crash.

Additional Information: (1) Code "98" is not found in the Illinois raw file but has been included in this variable to indicate those records which represent pedestrians, equestrians or pedal cyclists. In addition, use of codes "01" and "02" changed during 1989. The two codes must be collapsed in analyses involving 1989 data. (2) Categories 21-23 and 97 apply to data before 2004.

.	Not Coded
00	Not Stated
01	Passenger Car
02	Pickup Truck
03	Van/Mini-Van
04	Bus Up To 15 Passengers
05	Bus Over 15 Passengers
06	Truck - Single Unit
07	Tractor W/ Semi-Trailer
08	Tractor W/O Semi-Trailer
09	Farm Equipment
10	Motorcycle (Over 150 Cc)
11	Motor Driven Cycle
12	Snowmobile
13	All-Terrain Vehicle (Atv)
14	Other Vehicle With Trailer
15	Sport Utility Vehicle (Suv)
16	Other
21	Passeng Car Smal
22	Bus
23	Detached Trailer
97	Other

99	Unknown/Na

Vehicle Model Year

SAS Name: VEHYR

Definition: Model year of the vehicle involved in the crash.

Additional Information: Variable is discontinued in 2009.

.	Not Coded
0-80	Pre 1980 Model

Vehicle Visual Obstruction

SAS Name: VISION

Definition: Visual obstruction of this vehicle.

Additional Information: (1) Category 13 applies to data from 2004 onwards. (2) Variable added in 1994.

'01'	Not Obscured
'02'	Windshield (Water/Ice)
'03'	Trees, Plants
'04'	Buildings
'05'	Embankment
'06'	Signboard
'07'	Hillcrest
'08'	Parked Vehicles
'09'	Moving Vehicles
'10'	Blinded – Headlights
'11'	Blinded – Sunlight
'12'	Blowing Materials (Blown Rain, Snow)
'13'	Other
'99','00'	Unknown/Not Stated
' ','.'	Not Coded

List of Elements for the IL Injured Occupants Subfile

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
AGE	OCCUPANT AGE	Inj. Occupants	NUM	72
CASENO	ACCIDENT CASE NUMBER	Inj. Occupants	CHA(11)	72
EJCT	OCCUPANT EJECTION	Inj. Occupants	CHA(1)	72
INJ	DRV/OCC INJURY	Inj. Occupants	CHA(8)	73
OCC_AIR	OCCUPANT AIR BAG	Inj. Occupants	CHA(1)	73
OCC_IMAG	IMAGE NUMBER	Inj. Occupants	NUM	73
OCC_REEL	REEL NUMBER	Inj. Occupants	NUM	73
REST1	SAFETY EQUIPMENT	Inj. Occupants	NUM	74
SEATPOS	SEATING POSITION	Inj. Occupants	NUM	74
SEX	OCCUPANT SEX	Inj. Occupants	NUM	75
VEHNO	VEHICLE NUMBER	Inj. Occupants	NUM	75

ADDITIONAL INFORMATION: (1) This file only contains data on injured occupants in the vehicle for Years 1985-1992. From 1992 onwards, the file contains injured as well as uninjured occupants.
(2) The 1985 data contains significantly more "no injury" codes than do the 1986 or 1987 files, probably due to a temporary change in coding procedures. The analyst should consider eliminating all cases where "injury severity" (OCC_SEV) is coded as "no injury" in all analysis except those related specifically to children less than age 5.
(3) SAS variable names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)
SAS variable names and explanatory names are shown above each listing.

Occupant Age

SAS Name: AGE

Definition: Age of the injured/killed occupant that was involved in the crash.

.	Not Coded
00,99	Unknown
01	0- 01 Yrs
02-04	02 - 04 Yrs
05-10	05 - 10 Yrs
11-14	11 - 14 Yrs
15	15 Yrs
16	16 Yrs
17	17 Yrs
18	18 Yrs
19	19 Yrs
20	20 Yrs
21-25	21 - 25 Yrs
26-30	26 - 30 Yrs
31-35	31 - 35 Yrs
36-45	36 - 45 Yrs
46-55	46 - 55 Yrs
56-65	56 - 65 Yrs
66-98	66 +Yrs
Other	Error Codes

Accident Case Number

SAS Name: CASENO

Definition: Case number of the accident.

Occupant Ejection

SAS Name: EJCT

Definition: Whether or not the occupant was ejected when the crash occurred.

Additional Information: Variable added in 1994.

'1'	Not Applicable
'2'	Totally Ejected
'3'	Partially Ejected
'4'	Trapped/Extricated
'9'	Unknown
' '	Not Coded

DRV/OCC Injury

SAS Name: INJ

Definition: Severity of injuries sustained in the crash by driver or occupant.

Additional Information: The 1985 data contains significantly more "none" codes than future years, probably due to a temporary change in coding procedures. The analyst should consider eliminating all cases where "injury severity" (OCC_SEV) is coded as "none" in all analysis except those related specifically to children less than age 5.

.	Not Coded
1	C (Possible) Injury - No Visible Injury But Complaint Of Pain
2	B (Non-Incapacitating) Injury - Injury Evident To Others At Scene
3	A (Incapacitating) Injury - Injury Other Than Fatal Requiring Hospitalization
4	Fatal
Other	Error Codes

Occupant Air Bag

SA Name: OCC_AIR

Definition: Whether or not the airbag of the vehicle involved in the crash was deployed.

Additional Information: (1) Categories 3-8 apply to data from 2004 onwards. (2) Variable added in 1996.

'1'	With Seat Belt
'2'	Without Seat Belt
'3'	Not Applicable
'4'	Did Not Deploy
'5'	Deployed, Front
'6'	Deployed, Side
'7'	Deployed Other (Knee, Air Belt, Etc)
'8'	Deployed, Combination
'9'	Deployment Unknown/Not Applicable

Image Number

SAS Name: OCC_IMAG

Definition: Image number of the occupants

Additional Information: (1) This variable was added in 1988 to aid Illinois DOT in the location of accident report forms. (2) Variable added in 1990 and discontinued in 1995.

Reel Number

SAS Name: OCC_REEL

Definition: Reel number of the occupant

Additional Information: (1) This variable was added in 1989 to aid Illinois DOT in the location of accident report forms. (2) Variable added in 1990 and discontinued in 1995.

Safety Equipment

SAS Name: REST1

Definition: Safety equipment used by occupant

Additional Information: (1) This variable has a very high number of "not stated" codes and is characterized in general by poor data for years 1985 – 1991. (2) Categories 10-12 and 99 apply to data before 2004.

.,00	Not Coded
01	None Present
02	Safety Belt Used
03	Safety Belt Not Used
04	Helmet Used
05	Helmet Not Used
06	Child Restraint Used
07	Child Restraint Used Improperly
08	Child Restraint Not Used
09	Usage Unknown
10	Air Bag Activt
11	Bag Depl Blt Us
12	Bag Depl Blt N/Us
99	Other

Seating Position

SAS Name: SEATPOS

Definition: Occupant position in vehicle when the crash occurred.

Additional Information: Categories 9-12 apply to data from 2004 onwards.

.	Not Coded
0	Not Stated
1	Driver
2	Center Front
3	Right Front
4	Second Row Left
5	Second Row Center
6	Second Row Right
7	Enclosed Passenger
8	Exposed Passenger
9	Unknown Position
10	Third Row Left
11	Third Row Center
12	Third Row Right
Other	Error Codes

Occupant Sex

SAS Name: SEX

Definition: Sex of injured/killed occupant.

.	Not Coded
0	Not Stated
1	Male
2	Female
Other	Error Codes

Vehicle Number

SAS Name: VEHNO

Definition: Vehicle number for occupant's vehicle.

Additional Information: This is the reference number of vehicle in which this occupant is seated. This variable is used in linkage with vehicle subfile.

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
AADT	ANNUAL ADT	Roadlog	NUM	81
AADT_YR	YEAR OF ADT	Roadlog	CHA(4)	81
ACCESS	ACCESS CONTROL	Roadlog	NUM	81
ADMINHWY	ADMINISTRATIVE HIGHWAY SYSTEM	Roadlog	CHA(1)	81
APPR_NBR	APPURTENANCE NUMBER	Roadlog	NUM	82
AVAI_ROW	AVAILABLE RIGHT OF WAY	Roadlog	CHA(1)	82
BEGMP	BEGIN MILEPOST	Roadlog	NUM	82
BUILD_BY	BUILT BY	Roadlog	CHA(1)	82
CNTY_RTE	COUNTY ROUTE NUMBER	Roadlog	CHA(7)	83
COMM_VOL	COMMERCIAL VOLUME	Roadlog	NUM	83
COMMDATE	DATE	Roadlog	CHA(4)	83
COUNTY	COUNTY	Roadlog	NUM	83
CURB1	CURB TYPE	Roadlog	NUM	86
CURV_CUT	CURVE CUT	Roadlog	CHA(1)	86
CURV_RAD	CURVE RADIUS	Roadlog	NUM	86
DEF_ANGL	DEFLECTION ANGLE	Roadlog	CHA(7)	86
DIR_CURV	HORIZONTAL CURVE DIRECTION	Roadlog	CHA(1)	87
DISTRICT	ILL DISTRICT	Roadlog	NUM	87
END_RTE	END OF ROUTE	Roadlog	CHA(1)	87
ENDMP	END MILEPOST	Roadlog	NUM	88
EXST_ROW	EXISTING RIGHT OF WAY	Roadlog	NUM	88
FAUL_HGHT	FAULT HEIGHT	Roadlog	NUM	88
FED_AID	FEDERAL AID (IN LIEU)	Roadlog	NUM	88
FUNC_CLS	FUNCTIONAL CLASS	Roadlog	NUM	89
HOR_BEG	HORIZONTAL CURVE BEGINNING MILEPOST	Roadlog	NUM	89
HOR_BEGMP	HORIZONTAL CURVE BEGIN MILEPOST	Roadlog	CHA(5)	89
HOR_END	HORIZONTAL CURVE ENDING MILEPOST	Roadlog	NUM	89
HOR_ENDMP	HORIZONTAL CURVE END MILEPOST	Roadlog	CHA(5)	90
HPMS_IND	HPMS INDICATOR	Roadlog	CHA(1)	90
HPMS_SEC	HPMS SECTION	Roadlog	NUM	90
HPMS_SEG	HPMS SECTION SEGMENT	Roadlog	NUM	90
HPMS1	HPMS SECTION ID	Roadlog	NUM	90

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
INSHTP1	INSIDE SHOULDER TYPE 1	Roadlog	CHA(1)	90
INSHTP2	INSIDE SHOULDER TYPE 2	Roadlog	CHA(1)	91
INSHWD1	INSIDE SHOULDER WIDTH 1	Roadlog	NUM	91
INSHWD2	INSIDE SHOULDER WIDTH 2	Roadlog	NUM	92
INT_TYPE	INTERSECTION FEATURE	Roadlog	CHA(1)	92
INV_DIR	INVENTORY DIRECTION	Roadlog	CHA(1)	93
KEY_RTE_APPRTE	KEY ROUTE APPURTENANCE NUMBER	Roadlog	NUM	93
KEY_RTE_APPURTCD	KEY ROUTE APPURTENANCE TYPE	Roadlog	CHA(1)	93
KEY_RTE_SEQNBR	KEY ROUTE SEQUENCE NUMBER	Roadlog	CHA(4)	93
KEY_RTE_STATION	KEY ROUTE STATION	Roadlog	NUM	93
KEY_RTE_SUF_CDE	KEY ROUTE SUFFIX CODE	Roadlog	CHA(1)	94
KEY_RTE_TYPCD	KEY ROUTE TYPE CODE	Roadlog	CHA(1)	94
LANEWID	AVERAGE LANE WIDTH	Roadlog	NUM	94
LPK_REST	PARKING RESTRICTIONS LEFT	Roadlog	CHA(1)	94
LST_SECD	LATEST CONSTRUCTION SECTION D	Roadlog	CHA(15)	94
LST_SECE	LATEST CONSTRUCTION SECTION E	Roadlog	CHA(10)	95
LST_UPDT	DATE OF LAST UPDATE	Roadlog	CHA(8)	95
MAIN_DIS	MAINTENANCE DISTRICT	Roadlog	NUM	95
MAIN_SEC	MAINTENANCE SECTION	Roadlog	CHA(6)	95
MAINTENC	MAINTENANCE RESPONSIBILITY	Roadlog	NUM	95
MED_TYPE	MEDIAN TYPE	Roadlog	NUM	95
MEDWID	MEDIAN WIDTH	Roadlog	NUM	96
MRK_BEG	MARKED BEGINNING	Roadlog	NUM	96
MRK_RTE1	MARKED ROUTE1	Roadlog	CHA(6)	96
MRK_RTE2	MARKED ROUTE2	Roadlog	CHA(6)	96
MRK_RTE3	MARKED ROUTE3	Roadlog	CHA(5)	97
MRK_RTE4	MARKED ROUTE4	Roadlog	CHA(5)	97
MRK_RTNBR	MARKED ROUTE NUMBER	Roadlog	NUM	97
MRKD_RTE_BEGMP	MARKED ROUTE BEGINNING MILEPOST	Roadlog	NUM	97

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
MULTICNT	AVERAGE ANNUAL DAILY MULTI-UNIT VOLUME	Roadlog	NUM	97
MUNI_NAME	MUNICIPAL NAME	Roadlog	CHA(20)	97
MVMT	MILLION VEHICLE MILES OF TRAVEL	Roadlog	NUM	98
NEW_ONEWAY	NEW ONEWAY INDICATOR	Roadlog	CHA(1)	98
NHS_CDE	NATIONAL HIGHWAY SYSTEM	Roadlog	CHA(1)	98
NO_LANES	TOTAL NUMBER OF LANES	Roadlog	NUM	98
NO_SPLNS	NUMBER OF SPECIAL LANES	Roadlog	NUM	99
NON_ATTN	NON-ATTAINMENT AREA	Roadlog	NUM	99
ODM_MILE	ODOMETER MILE	Roadlog	NUM	99
ODM_SIGN	ODOMETER SIGN	Roadlog	CHA(1)	99
OLD_AADT	OLD AADT	Roadlog	NUM	99
ONEWAY	ONEWAY INDICATOR	Roadlog	NUM	100
OPCRSNBR	OPPOSITE ROAD CRS NUMBER	Roadlog	NUM	100
OPP_FAULT	OPPOSITE ROAD FAULT	Roadlog	CHA(3)	100
OPP_PAVDIS	OPPOSITE ROAD PAVEMENT DISTRESS	Roadlog	CHA(10)	100
OPP_RUTDEPT	OPPOSITE ROAD RUT DEPTH	Roadlog	CHA(3)	100
ORG_SECB	ORIGINAL CONSTRUCTION SEC B	Roadlog	CHA(15)	101
ORG_SECC	ORIGINAL CONSTRUCTION SEC C	Roadlog	CHA(5)	101
OUTSHTP1	OUTSIDE SHOULDER TYPE 1	Roadlog	CHA(1)	101
OUTSHTP2	OUTSIDE SHOULDER TYPE 2	Roadlog	CHA(1)	101
OUTSHWD1	OUTSIDE SHOULDER WIDTH 1	Roadlog	NUM	102
OUTSHWD2	OUTSIDE SHOULDER WIDTH 2	Roadlog	NUM	102
OVHOBSNR	OVERHEAD OBSTRUCTION NUMBER	Roadlog	CHA(7)	103
PAV_DIST	PAVEMENT DISTRESS	Roadlog	CHA(10)	103
PAVECOND	PRESENT SERVICE RATING	Roadlog	NUM	103
PCNT_TRK	PERCENTAGE TRUCKS	Roadlog	CHA(2)	103
PLN_SEQ	PLANNING SEQUENCE	Roadlog	NUM	104
POP_GRP	MUNICIPALITY POPULATION GROUP	Roadlog	CHA(1)	104
PRKLN_WD	PARKING LANE WIDTH	Roadlog	NUM	104
RATE_DTE	MONTH-YR OF CONDITION RATING	Roadlog	NUM	105
RD_DIST	TOWNSHIP/ROAD DISTRICT	Roadlog	NUM	105
RD_STRUC	STRUCTURE NUMBER	Roadlog	CHA(7)	105
RD_YEAR	YEAR ROAD CONSTRUCTED	Roadlog	NUM	105
REF_PNT	REFERENCE POINT	Roadlog	CHA(15)	105
REF_PNT1	REFERENCE POINT 1	Roadlog	CHA(20)	105

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
REF_PNT2	REFERENCE POINT 2	Roadlog	CHA(20)	105
REF_PNT3	REFERENCE POINT 3	Roadlog	CHA(20)	105
REF_PNTA	REFERENCE POINT A	Roadlog	CHA(15)	105
REFPNT1A	REFERENCE POINT 1 TYPE	Roadlog	CHA(2)	106
REFPNT2A	REFERENCE POINT 2 TYPE	Roadlog	CHA(2)	106
REFPNT3A	REFERENCE POINT 3 TYPE	Roadlog	CHA(2)	106
REFPT1IN	REFERENCE POINT 1 INTERSECTION	Roadlog	CHA(1)	106
REFPT2IN	REFERENCE POINT 2 INTERSECTION	Roadlog	CHA(1)	106
REFPT3IN	REFERENCE POINT 3 INTERSECTION	Roadlog	CHA(1)	106
RESEV_RD	RESERVATION ROAD	Roadlog	CHA(1)	106
REV_CDE	FORWARD/REVERSE CODE	Roadlog	CHA(1)	107
RODWYCLS	ROADWAY CLASSIFICATION	Roadlog	CHA(2)	107
ROW	RIGHT OF WAY	Roadlog	NUM	107
RPK_REST	PARKING RESTRICTION	Roadlog	CHA(1)	107
RR_CRX	RAILROAD CROSS RIDEABILITY	Roadlog	NUM	108
RRD_LNK	RAILROAD LINK NUMBER	Roadlog	CHA(7)	108
RRX_DIRCD	RAILROAD DIRECTION CODE	Roadlog	CHA(1)	108
RRX_RIDE	RAILROAD CROSSING RIDEABILITY	Roadlog	CHA(1)	108
RTE_APPURT	ROUTE APPURTENANCE	Roadlog	NUM	108
RTE_NBR	ROUTE NUMBER	Roadlog	NUM	109
RTE_SEGCD	ROUTE SEQUENCE NUMBER	Roadlog	CHA(2)	109
RTE_STAT	ROUTE STATION	Roadlog	NUM	109
RTE_STAT_END	ROUTE STATION END	Roadlog	NUM	109
RTE_SUFX	ROUTE SUFFIX	Roadlog	CHA(1)	109
RTE_TYPE	ROUTE TYPE	Roadlog	NUM	109
RURURB	RURAL / URBAN CODE	Roadlog	NUM	110
RUT_DEPTIN	RUT DEPTH INDICATOR	Roadlog	CHA(3)	110
S_RTENBR	SAF-MRK-ROUTE NUMBER	Roadlog	NUM	110
S_RTETYP	SAF-MRK-ROUTE TYP	Roadlog	NUM	110
SAF_CNTL	SAF-ACCESS-CNTL	Roadlog	NUM	111
SAF_FASY	SAF-FASYS	Roadlog	NUM	111
SAF_TWN	SAF-TWNSHP	Roadlog	NUM	111
SEG_LNG	SEGMENT LENGTH	Roadlog	NUM	111
SHLD_CON	SHOULDER CONDITION	Roadlog	NUM	111
SPD_LIM2	POSTED SPEED LIMIT (MINUS DIRECTION)	Roadlog	NUM	112
SPD_LIMT	ROADWAY SPEED LIMIT	Roadlog	NUM	112

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
SPEC_SYSM	SPECIAL SYSTEMS	Roadlog	CHA(1)	112
SPLN_TYP	LANES SPECIAL TYPE	Roadlog	CHA(1)	112
SPLN_WID	LANES SPECIAL WIDTH	Roadlog	NUM	113
STAT_DIR	PLAN STATION DIRECTION	Roadlog	CHA(1)	113
STOU_IND	STRUCTURE OVER/UNDER IND	Roadlog	CHA(1)	113
STR_ENDM	STRUCTURE END MILEPOST	Roadlog	CHA(5)	113
STR_LNG	STRUCTURE LENGTH	Roadlog	NUM	114
STRDIRCD	STRUCTURE DIRECTION CODE	Roadlog	CHAR(1)	114
STRT_NAM	STREET-NAME	Roadlog	CHA(15)	114
STRU_FAC	STRUCTURE FACILITY LOCATION	Roadlog	CHA(20)	114
STRU_LNK	STRUCTURE LINK NUMBER	Roadlog	NUM	114
SUF_CDE	SUFFIX CODE	Roadlog	CHA(1)	114
SURF_RAT	SURFACE CONDITION RATING	Roadlog	NUM	114
SURF_TYP	SURFACE TYPE - ROAD 1	Roadlog	NUM	114
SURF_WID	TOTAL SURFACE WIDTH	Roadlog	NUM	115
SURF_YR	YEAR OF PRESENT SUF CONST	Roadlog	CHA(2)	116
SURFDATE	YEAR OF PRESENT SUF CONST	Roadlog	CHA(4)	116
TOTINSHL	TOTAL IN SHOULDER	Roadlog	NUM	116
TOTOTSHL	TOTAL OUT SHOULDER	Roadlog	NUM	116
TRF_CNTL	TRAFFIC CONTROL	Roadlog	CHA(1)	116
TRK_RTE	DESIGNATED TRUCK ROUTE	Roadlog	CHA(1)	117
URB_AREA	URBAN AREA	Roadlog	NUM	117
VER_BEGMP	VERTICAL GRADE BEGINNING MILEPOST	Roadlog	CHA(5)	117
VER_ENDMP	VERTICAL END MILEPOST	Roadlog	CHA(5)	117
VERT_APP	VERTICAL CURVE APPROACH GRADE	Roadlog	NUM	117
VERT_BEG	VERTICAL CURVE BEGINNING MILEPOST	Roadlog	NUM	118
VERT_END	VERTICAL CURVE END MILEPOST	Roadlog	NUM	118
VERT_LEV	VERTICAL CURVE LEAVE GRADE	Roadlog	NUM	118
VERT_LGN	VERTICAL CURVE LENGTH	Roadlog	NUM	119
VERTAPPS	VERTICAL APPROACH SIGN	Roadlog	CHA(1)	119
VERTLEVS	VERTICAL LEAVE SIGN	Roadlog	CHA(1)	119
VOL_YR	YEAR OF HEAVY COMMERCIAL VOL	Roadlog	NUM	120
XAADT	CROSSROAD AADT	Roadlog	NUM	120
XCOMADT	CROSSROAD COMMERCIAL ADT	Roadlog	NUM	120
XFUNC_CL	CROSS FUNCTIONAL CLASS	Roadlog	NUM	120

ADDITIONAL INFORMATION: SAS variable names and explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

Annual ADT

SAS Name: AADT

Definition: Average annual daily traffic

Additional Information: Variable added in 1987.

00000	0
00001 - 00100	1-100
00101 - 00500	101-500
00501 - 01000	501-1,000
01001 - 02000	1,001-2000
02001 - 05000	2,001-5,000
05001 - 10000	5,001-10,000
10001 - 15000	10,000-15,000
15001 - 20000	15,001-20,000
20001 - 40000	20.001-40,000
40001 - 999999	40,000+

Year of ADT

SAS Name: AADT_YR

Definition: Year of ADT.

Additional Information: Variable added in 1987.

Access Control

SAS Name: ACCESS

Definition: Access control of the roadway segment

Additional Information: Variable added in 1987.

0	Uncontrolled
1	Partial Control
2	Full Control

Administrative Highway System

SAS Name: ADMINHWY

Definition: Administrative highway system of the roadway segment

Additional Information: Variable added in 1997.

' '	Not Coded
'1'	State
'2'	County
'3'	Township

'4'	Municipal
'5'	Private/Other

Appurtenance Number

SAS Name: APPR_NBR

Definition: Appurtenance number of the roadway segment

Additional Information: Variable added in 2004.

Available Right of Way

SAS Name: AVAI_ROW

Definition: Right of way of the roadway segment

Additional Information: Variable added in 1997.

' '	Not Coded
'0'	Undetermined
'1'	Not Feasible
'2'	Less Than One Lane Feasible
'3'	One Lane Feasible
'4'	Two Lanes Feasible
'5'	More Than Two Lanes Feasible

Begin Milepost

SAS Name: BEGMP

Definition: Calculated begin milepost.

Additional Information: Variable added in 1987.

Built By

SAS Name: BUILD_BY

Definition: Roadway segment was built by

Additional Information: Variable added in 2004.

'0'	Unknown
'1'	State (Includes Fa Roads On State System)
'2'	City, Town or Village By Agreement Withstate (I.E. Partial or Total Refund)
'3'	State And County (When Built By One And Widened By The Other)
'4'	County
'5'	Township or Road District
'6'	City, Town or Village (Includes City Park District
'7'	Park District or State Division Of Parks And Memorials
'8'	Other Governmental Unit (Includes Toll Commission, Department Of Conservation, Corp Of Engineers)

'9'	Private
'X'	Proposed or Designated Roads
'A'	Joint-County and City

County Route Number

SAS Name: CNTY_RTE

Definition: Roadway segment location information used in linkage to other files

Additional Information: Variable added in 1987.

Commercial Volume

SAS Name: COMM_VOL

Definition: Volume of commercial vehicles

Additional Information: Variable added in 1987.

0	0
000001 - 000100	1-100
000101 - 000500	101-500
000501 -0 01000	501-1,000
001001 - 002000	1,001-2000
002001 - 005000	2,001-5,000
005001 - 010000	5,001-10,000
010001 - 015000	10,000-15,000
015001 - 020000	15,001-20,000
020001 - 040000	20.001-40,000
040001 - 999999	40,000+

Date

SAS Name: COMMDATE

Definition: Year commercial volume (COMM_VOL) was estimated.

Additional Information: Variable added in 1997.

County

SAS Name: COUNTY

Definition: County of the roadway segment.

Additional Information: Variable added in 1987.

001	Adams
002	Alexander
003	Bond
004	Boone
005	Brown

006	Bureau
007	Calhoun
008	Carroll
009	Cass
010	Champaign
011	Christian
012	Clark
013	Clary
014	Clinton
015	Coles
016	Cook
017	Crawford
018	Cumberland
019	Dekalb
020	Dewitt
021	Douglas
022	Dupage
023	Edgar
024	Edwards
025	Effingham
026	Fayette
027	Ford
028	Franklin
029	Fulton
030	Gallatin
031	Greene
032	Grundy
033	Hamilton
034	Hancock
035	Hardin
036	Henderson
037	Henry
038	Iroquois
039	Jackson
040	Jasper
041	Jefferson
042	Jersey
043	Jodaviess
044	Johnson
045	Kane
046	Kankakee
047	Kendall
048	Knox
049	Lake

050	Lasalle
051	Lawrence
052	Lee
053	Livingston
054	Logan
055	Mcdonough
056	Mchenry
057	Mclean
058	Macon
059	Macoupin
060	Madison
061	Marion
062	Marshall
063	Mason
064	Massac
065	Menard
066	Mercer
067	Monroe
068	Montgomery
069	Morgan
070	Moultrie
071	Ogle
072	Peoria
073	Perry
074	Piatt
075	Pike
076	Pope
077	Pulaski
078	Putnam
079	Randolph
080	Richland
081	Rock Island
082	St. Clair
083	Saline
084	Sangamon
085	Schuyler
086	Scott
087	Shelby
088	Stark
089	Stephenson
090	Tazewell
091	Union
092	Vermilion
093	Wabash

094	Warren
095	Washington
096	Wayne
097	White
098	Whiteside
099	Will
100	Williamson
101	Winnebago
102	Woodford

Curb Type

SAS Name: CURB1

Definition: Type of the curb of the roadway segment

Additional Information: Variable added in 1987 and discontinued in 1995.

1	Curb/Gut Und Grd
2	Curb/Gut N/Undgr
3	Undgrd Drain
4	Open Ditch /Nat
0	No Drain Provis

Curve Cut

SAS Name: CURV_CUT

Definition: Type of curve of the roadway segment

Additional Information: Variable added in 1987 and discontinued in 1995.

C	Curve in a Cut
F	Curve in a Fill

Curve Radius

SAS Name: CURV_RAD

Definition: Radius of curve of the roadway segment

Additional Information: Gives the curve radius in feet.
(1) For years later to 1997, refer to the CURVE file, which has variables for sections with curves. Also see discussion section for roadlog and curve files. (2) Variable added in 1987.

Deflection Angle

SAS Name: DEF_ANGL

Definition: Deflection angle of the roadway segment

Additional Information: Variable added in 1987 and discontinued in 1995.

'0000001' - '0105959'	01-10 Deg
'0110000' - '0205959'	11-20 Deg
'0210000' - '0305959'	21-30 Deg
'0310000' - '0405959'	31-40 Deg
'0410000' - '0505959'	41-50 Deg
'0510000' - '0605959'	51-60 Deg
'0610000' - '0905959'	61-90 Deg
'0910000' - '1205959'	91-120 Deg
'1210000' - '1805959'	121-180 Deg

Horizontal Curve Direction

SAS Name: DIR_CURV

Definition: Direction of the horizontal curve of the roadway segment

Additional Information: (1) For years later to 1997, refer to the CURVE file, which has variables for sections with curves. (2) Variable added in 1987.

' '	Not Coded
'L'	Left
'R'	Right

ILL District

SAS Name: DISTRICT

Definition: District of the roadway segment.

Additional Information: Variable added in 1987.

1	Schaumburg
2	Dixon
3	Ottawa
4	Peoria
5	Paris
6	Springfield
7	Effingham
8	Fairview Heights
9	Carbondale

End of Route

SAS Name: END_RTE

Definition: End of roadway segment

Additional Information: Variable added in 1997.

End Mile Post

SAS Name: ENDMP

Definition: Calculated Ending Milepost

Additional Information: Variable added in 1987.

Existing Right of Way

SAS Name: EXST_ROW

Definition: Width of the right of way.

Additional Information: (1) Similar to ROW variable available during previous years. (2) Variable added in 1997.

.	Not Coded
000	No Row Reported
001-200	0 - 200 Ft
201-400	200 - 400 Ft
401-600	400 - 600 Ft
601-800	600 - 800 Ft
801-High	More Than 800 Ft

Fault Height

SAS Name: FAUL_HGHT

Definition: Fault height of the roadway segment

Additional Information: Variable added in 2004.

Federal Aid (In Lieu)

SAS Name: FED_AID

Definition: Federal aid route.

Additional Information: Variable added in 1987 and discontinued in 1995.

01	Federal Aid Interstate Designated
02	Federal Aid Primary
03	Federal Aid Secondary
04	Federal Aid Urban'
08	Federal Aid Interstate - Federal Aid Primary Coinciding
09	Non-Federal Aid
11	Federal Aid Interstate Completed
12	Federal Aid Interstate Traveled Way on Federal Aid Primary
13	Federal Aid Interstate Traveled Way on Federal Aid Secondary
18	Federal Aid Interstate Traveled Way on Federal Aid Interstate - Federal Aid Primary Coinciding
19	Federal Aid Interstate Traveled Way on Non-Federal Aid
23	Federal Aid Primary Traveled Way on Federal Aid Secondary

29	Federal Aid Primary Traveled Way on Non-Federal Aid
39	Federal Aid Secondary Traveled Way on Non-Federal Aid
83	Federal Aid Interstate And Federal Aid Primary Traveled Ways on Federal Aid Secondary

Functional Class

SAS Name: FUNC_CLS

Definition: Functional class of the roadway segment.

Additional Information: Variable added in 1987.

.	Not Coded
10	Interstate
20	Freeway And Exrpessway (Urban Only)
30	Other Principal Arterial
40	Minor Arterial (Non-Urban)
50	Major Collector (Non-Urban)
55	Minor Collector (Non-Urban)
60	Local Road Or Street (Non-Urban)
70	Minor Arterial (Urban)
80	Collector (Urban)
90	Local Road Or Street (Urban)

Horizontal Curve Beginning Milepost

SAS Name: HOR_BEG

Definition: Beginning milepost of the horizontal curve in the roadway segment.

Additional Information: (1) This variable is present in data prior to 1997. For later years refer to the CURVE file, which has variables for sections with curves. Also refer the discussion section, Roadlog file for more information on horizontal curves. (2) Variable added in 1997.

Horizontal Curve Begin Milepost

SAS Name: HOR_BEGMP

Definition: Begin milepost of the horizontal curve in the roadway segment.

Additional Information: Variable added in 2004.

Horizontal Curve Ending Milepost

SAS Name: HOR_END

Definition: Ending milepost of the horizontal curve in the roadway segment.

Additional Information: Variable added in 1997.

Horizontal Curve End Milepost — SAS Name: HOR_ENDMP

Definition: End milepost of the horizontal curve in the roadway segment.

Additional Information: Variable added in 2004.

HPMS Indicator — SAS Name: HPMS_IND

Definition: HPMS indicator of roadway segment.

Additional Information: Variable added in 2004.

HPMS Section — SAS Name: HPMS_SEC

Definition: HPMS section of the roadway segment.

Additional Information: Variable added in 1987.

HPMS Section Segment — SAS Name: HPMS_SEG

Definition: HPMS section of the roadway segment.

Additional Information: Variable added in 2004.

HPMS Section ID — SAS Name: HPMS1

Definition: HPMS sample ID.

Additional Information: Variable added in 1987.

Inside Shoulder Type 1 — SAS Name: INSHTP1

Definition: Type of inside shoulder of the roadway segment.

Additional Information: (1) This variable is only coded for divided roadway, resulting in a high numbers of un-coded cases. (2) If a road section has different shoulder types on the two inside shoulders, then the shoulder type having the lower numbered code is used. (3) For sections having composite shoulders (e.g., part paved, part sod), this is the type that is adjacent to the travel lane. See INSHTP2 for the other (outer) shoulder type. (4) Variable added in 1987.

' '	Not Coded
'0'	Not Applicable
'1'	Earth
'2'	Sod
'3'	Aggregate

'4'	Surface Treated
'5'	Bituminous
'6'	Concrete-Untied
'7'	Concrete-Tied (Only For Shoulder 1)
'8'	V Gutter
'9'	Curb And Gutter

Inside Shoulder Type 2

SAS Name: INSHTP2

Definition: Type of inside shoulder of the roadway segment.

Additional Information: (1) This variable is only coded for divided roadway, resulting in a high number of high numbers of un-coded cases. This is coded for composite shoulders, and defines the shoulder type not adjacent to the travel lane – the outer shoulder type. See INSHTP1 for inner shoulder type – adjacent to the travel lane. (2) Variable added in 1997.

' '	Not Coded
'0'	Not Applicable
'1'	Earth
'2'	Sod
'3'	Aggregate
'4'	Surface Treated
'5'	Bituminous
'6'	Concrete-Untied
'7'	Concrete-Tied (Only For Shoulder 1)
'8'	V Gutter
'9'	Curb And Gutter

Inside Shoulder Width 1

SAS Name: INSHWD1

Definition: Width of inside shoulder of the roadway segment.

Additional Information: (1) This variable is only coded for divided roadway, resulting in a high number of un-coded cases. This is the full width for shoulders of non-composite (single type) shoulders, and the width of the inner shoulder type – adjacent to the travel lane- for composite shoulders. (2) Variable added in 1987.

.	Not Coded
00	0 Ft
01	1 Ft
02	2 Ft
03	3 Ft
04	4 Ft

05	5 Ft
06	6 Ft
07	7 Ft
08	8 Ft
09	9 Ft
10	10 Ft
11- High	>=11 Ft

Inside Shoulder Width 2 — SAS Name: INSHWD2

Definition: Width of inside shoulder of the roadway segment.

Additional Information: (1) This variable is only coded for divided roadway, resulting in a high number of un-coded cases. Refer to notes for INSHTP2 for more information. (2) Variable added in 1997.

.	Not Coded
00	0 Ft
01	1 Ft
02	2 Ft
03	3 Ft
04	4 Ft
05	5 Ft
06	6 Ft
07	7 Ft
08	8 Ft
09	9 Ft
10	10 Ft
11- High	>=11 Ft

Intersection Feature — SAS Name: INT_TYPE

Definition: Intersection feature of the roadway segment.

Additional Information: (1) Variable added in 1989 and discontinued in 1995. (2) The INT_TYPE variable is required for all marked routes and for all unmarked states system routes. It is optional for all other routes.

'A'	Across
'L'	Left
'N'	Not Applicable
'R'	Right
'Other'	Error Codes

Inventory Direction

SAS Name: INV_DIR

Definition: Inventory direction of the roadway segment.

Additional Information: Variable added in 1997.

'E'	East
'N'	North
'S'	South
'W'	West

Key Route Appurtenance Number

SAS Name: KEY_RTE_APPRTE

Definition: Key route appurtenance number of the roadway segment.

Additional Information: Variable added in 2004.

Key Route Appurtenance Type

SAS Name: KEY_RTE_APPURTCD

Definition: Key route appurtenance type of the roadway segment.

Additional Information: Variable added in 2004.

'0'	Mainline
'1'	Alternate
'2'	Spur
'3'	Wye
'4'	Ramp
'5'	Frontage Road
'6'	Temporary Connector
'7'	Collector-Distributor

Key Route Sequence Number

SAS Name: KEY_RTE_SEQNBR

Definition: Key route sequence number of the roadway segment.
Additional Information: Variable added in 2004.

Key Route Station

SAS Name: KEY_RTE_STATION

Definition: key route station of the roadway segment.

Additional Information: Variable added in 2004.

Key Route Suffix Code

SAS Name: KEY_RTE_SUF_CDE

Definition: Key route suffix code of the roadway segment.

Additional Information: Variable added in 2004.

Key Route Type Code

SAS Name: KEY_RTE_TYPCD

Definition: Key route type code of the roadway segment.

Additional Information: Variable added in 2004.

Average Lane Width

SAS Name: LANEWID

Definition: Calculated lane width.

Additional Information: Variable added in 1987.

00	00
01-08	01 – 08
09-10	09 – 10
11-15	11 – 15
16-20	16 – 20
21-99	21 - 99

Parking Restrictions Left

SAS Name: LPK_REST

Definition: Parking restriction on the left side of the roadway segment.

Additional Information: Variable added in 1997.

' '	Not Coded
'0'	Undetermined
'1'	No Parking
'2'	Parallel Parking
'3'	Diagonal Parking
'4'	Other

Latest Construction Section D

SAS Name: LST_SECD

Definition: Latest construction section D of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

Latest Construction Section E

SAS Name: LST_SECE

Definition: Latest construction section E of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

Date of Last Update [In YYYY/MM/DD Format]

SAS Name: LST_UPDT

Definition: Date of the last update.

Additional Information: Variable added in 1987 and discontinued in 1995.

Maintenance District

SAS Name: MAIN_DIS

Definition: Maintenance district of the roadway segment.

Additional Information: Variable added in 1987.

1	Schaumburg
2	Dixon
3	Ottawa
4	Peoria
5	Paris
6	Springfield
7	Effingham
8	Fairview Heights
9	Carbondale

Maintenance Section

SAS Name: MAIN_SEC

Definition: Maintenance section of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

Maintenance

SAS Name: MAINTENC

Definition: Maintenance of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

Median Type

SAS Name: MED_TYPE

Definition: Type of median on the roadway segment.

Additional Information: (1) Category 6 is discontinued from 1994 onwards and appears to be combined with categories 5 and 7. (2) Variable added in 1987.

0	No Median
1	Unprotected - Sodded, Treated Earth, Or Gravel Surface
2	Curbed - Raised Median, Any Width
3	Positive Barrier - Fencing, Retaining Walls, Guard Rails, Open Spaces Between Elevatedfreeways, Or Other Barriers
4	Rumble Strip Or Chatter Bar
5	Painted
6	Bi-Directional Turn Lanes, Painted
7	Mountable Median

Median Width

SAS Name: MEDWID

Definition: Median Width.

Additional Information: (1) Median width is measured as the width of the portion of the divided highway separating the opposing directions of traffic. It is measured from inside edge of the pavement to the inside edge of the pavement. (2) Variable added in 1987.

000	No Width
001-005	001 - 005
006-010	006 - 010
011-030	011 - 030
031-050	031 - 050
051-100	051 - 100
101-999	> 100

Marked Beginning

SAS Name: MRK_BEG

Definition: Marked beginning information of the roadway segment.

Additional Information: Variable available only for 2004.

Marked Route1

SAS Name: MRK_RTE1

Definition: Marked route1 .

Additional Information: Variable added in 1987.

Marked Route2

SAS Name: MRK_RTE2

Definition: Marked route2.

Additional Information: Variable added in 1987.

Marked Route3

SAS Name: MRK_RTE3

Definition: Marked route3.

Additional Information: Variable added in 1987 and discontinued in 1995.

Marked Route4

SAS Name: MRK_RTE4

Definition: Marked route4.

Additional Information: Variable added in 1987 and discontinued in 1995.

Marked Route Number

SAS Name: MRK_RTNBR

Definition: Marked route number of the roadway segment.

Additional Information: Variable available only for 2004.

Marked Route Beginning Milepost

SAS Name: MRKD_RTE_BEGMP

Definition: Marked route beginning milepost of the roadway segment.

Additional Information: Variable available only for 2004.

Average Annual Daily Multi-Unit Volume

SAS Name: MULTICNT

Definition: Average annual daily multi-unit volume on the roadway segment.

Additional Information: Variable added in 1997.

.	Not Coded
00000	No Row Reported
00001 - 04000	1 - 4000
04001 - 08000	4001 - 8000
08001 - 12000	8001 - 12000
12001 - 16000	12001 - 16000
16001 - High	More Than 16000

Municipal Name

SAS Name: MUNI_NAME

Definition: Municipality name.

Additional Information: Variable added in 2004.

Million Vehicle Miles of Travel

SAS Name: MVMT

Definition: Million vehicle miles traveled on road segment.

Additional Information: Variable added in 1987 and discontinued in 2008.

New Oneway Indicator

SAS Name: NEW_ONEWAY

Definition: New oneway indicator of the roadway segment.

Additional Information: Variable added in 2004.

National Highway System

SAS Name: NHS_CDE

Definition: Whether the roadway section is part of the National Highway System.

Additional Information: Variable added in 1997.

' '	Not Coded
'0'	Not National Highway System
'1'	NHS Not An NHS Connector
'3'	NHS C. Major Port Facility
'4'	NHS C. Major Amtrak Station
'5'	NHS C. Major Rail/Truck Terminal
'6'	NHS C. Major Intercity Bus Terminal
'7'	NHS C. Multi-Modal Passenger Terminal
'8'	NHS C. Pipeline Terminal
'9'	NHS C. Major Ferry Terminal

Total Number of Lanes

SAS Name: NO_LANES

Definition: Number of lanes – total for both directions.

Total Number of Lanes: Variable added in 1987.

.	Not Coded
1	1 Lane
2	2 Lanes
3	3 Lanes
4	4 Lanes
5	5 Lanes
6	6 Lanes
7	7 Lanes
8	8 Lanes
9	9 Lanes
10	10 Lanes

11	11 Lanes
12	12 Lanes

Number of Special Lanes

SAS Name: NO_SPLNS

Definition: Number of special lanes.

Additional Information: Variable added in 1997.

.	Not Coded
0	0 No Special Lane
1	1 Special Lane
2	2 Special Lanes
3	3 Special Lanes
4	4 Special Lanes

Non-Attainment Area

SAS Name: NON_ATTN

Definition: Non-attainment area of the roadway segment.

Additional Information: Variable added in 1997.

0000	Not An Ozone Non-Attainment Area
1051	Chicago Ozone Non-Attainment Area
1660	St. Louis Ozone Non-Attainment Area

Odometer Mile

SAS Name: ODM_MILE

Definition: Odometer mile of the roadway segment.

Additional Information: Variable added in 2002.

Odometer Sign

SAS Name: ODM_SIGN

Definition: Odometer sign of the roadway segment.

Additional Information: Variable added in 2002.

Old AADT

SAS Name: OLD_AADT

Definition: Old AADT of the roadway segment.

Additional Information: Variable discontinued in 1995.

'000001'-'000100'	1-100
'000101'-'000500'	101-500

'000501'-'001000'	501-1,000
'001001'-'002000'	1,001-2,000
'002001'-'005000'	2,001-5,000
'005001'-'010000'	5,001-10,000
'010001'-'015000'	10,000-15,000
'015001'-'020000'	15,001-20,000
'020001'-'040000'	20,001-40,000
'040001' - High	40,000 +

Oneway Indicator

SAS Name: ONEWAY

Definition: Divided and one-way code.

Additional Information: Variable discontinued in 1987.

1	One-Way
2	Two-Way
3	One-Way Reversible
4	Two-Way Reversible
Other	Not Coded

Opposite Road CRS Number

SAS Name: OPCRSNBR

Definition: Opposing roadway segment CRS number *Additional Information*: Variable discontinued in 1997.

Opposite Road Fault

SAS Name: OPP_FAULT

Definition: Opposing roadway segment fault indicator.

Additional Information: Variable added in 2004.

Opposite Road Pavement Distress

SAS Name: OPP_PAVDIS

Definition: Opposing roadway segment pavement distress indicator.

Additional Information: Variable added in 2004.

Opposite Road Rut Depth

SAS Name: OPP_RUTDEPT

Definition: Opposing roadway segment rut depth

Additional Information: Variable added in 2004.

Original Construction SEC B

SAS Name: ORG_SECB

Definition: Original construction section B.

Additional Information: Variable discontinued in 1995.

Original Construction SEC C

SAS Name: ORG_SECC

Definition: Original construction section C.

Additional Information: Variable discontinued in 1995.

Outside Shoulder Type 1

SAS Name: OUTSHTP1

Definition: First outside shoulder type.

Additional Information: (1) If a road section has different shoulder types on the two outside shoulder, then the shoulder type having the lower numbered code is used. (2) For sections having composite shoulders (e.g., part paved, part sod), this is the type that is adjacent to the travel lane. See OUTSHTP2 for other (outer) shoulder type. (3) Variable added in 1987.

' '	Not Coded
'0'	No Shoulder
'1'	Earth
'2'	Sod
'3'	Aggregate
'4'	Surface Treated
'5'	Bituminous
'6'	Concrete-Untied
'7'	Concrete-Tied (Only For Shoulder 1)
'8'	V Gutter
'9'	Curb And Gutter

Outside Shoulder Type 2

SAS Name: OUTSHTP2

Definition: Second outside shoulder type

Additional Information: (1) This is coded for composite shoulders, and defines the shoulder type not adjacent to the travel lane – the outer shoulder type. See OUTSHTP1 for inner shoulder type. (2) Variable added in 1997.

' '	Not Coded
'0'	No Shoulder
'1'	Earth

'2'	Sod
'3'	Aggregate
'4'	Surface Treated
'5'	Bituminous
'6'	Concrete-Untied
'7'	Concrete-Tied (Only For Shoulder 1)
'8'	V Gutter
'9'	Curb And Gutter

Outside Shoulder Width 1

SAS Name: OUTSHWD1

Definition: Width of outside shoulder of the roadway segment

Additional Information: (1) This is the full width for shoulders of non-composite (single type) shoulders, and the width of the inner shoulder type– adjacent to the travel lane - for composite shoulders. See the note under OUTSHTP1 for more information. (2) Variable added in 1987.

.	Not Coded
00	0 Ft
01	1 Ft
02	2 Ft
03	3 Ft
04	4 Ft
05	5 Ft
06	6 Ft
07	7 Ft
08	8 Ft
09	9 Ft
10	10 Ft
11- High	>=11 Ft

Outside Shoulder Width 2

SAS Name: OUTSHWD2

Definition: Width of outer part of composite outside shoulder

Additional Information: (1) Refer to the notes for OUTSHTP2 for more information. (2) Variable added in 1997.

.	Not Coded
00	0 Ft
01	1 Ft
02	2 Ft
03	3 Ft
04	4 Ft

05	5 Ft
06	6 Ft
07	7 Ft
08	8 Ft
09	9 Ft
10	10 Ft
11- High	>=11 Ft

Overhead Obstruction Number

SAS Name: **OVHOBSNR**

Definition: Number of overhead obstruction in the roadway segment.

Additional Information: Variable added in 1997.

Pavement Distress

SAS Name: **PAV_DIST**

Definition: Pavement distress indicator for the roadway segment.

Additional Information: Variable added in 1987.

Present Service Rating

SAS Name: **PAVECOND**

Definition: Pavement condition.

Additional Information: (1) Only categories 0 and 1 are coded. Use this variable with caution. (2) Variable added in 1987 and discontinued in 1995.

0	Unknown (Unknown/Not Determined)
1	Uncomf Rough (Can Easily Knock Vehicle Out Of Alignment)
2	Uncomfortable (Not Over Entire Section)
3	Rough Areas (Not Comfortable At All Times)
4	Average (Some Vibrations, A Few Bumps)
5	Above Average (Comfortable - No Areas Of Harsh Ride)
6	Very Smooth (Super Fine Ride)

Percentage Trucks

SAS Name: **PCNT_TRK**

Definition: Total Percentage of the Trucks.

Additional Information: (1) Little useable data after 1990. See COMM_VOL. (2) Variable added in 1987 and discontinued in 1995.

'00'	0
'01'-'05'	1 - 5
'06'-'10'	6 - 10
'11'-'20'	11 - 20

'21'-'40'	21 - 40
'41'-'98'	41 - 98
'99'	99
' '	Not Coded

Planning Sequence

SAS Name: **PLN_SEQ**

Definition: Planning sequence information of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

Municipality Population Group

SAS Name: **POP_GRP**

Definition: Population Group.

Additional Information: Variable added in 1997.

' '	Not Coded
'0'	0 - 999
'1'	1,000 - 2,499
'2'	2,500 - 4,999
'3'	5,000 - 9,999
'4'	10,000 - 24,999
'5'	25,000 - 49,999
'6'	50,000 - 99,999
'7'	100,000 - 249,999
'8'	250,000 - 999,999
'9'	1,000,000 & Over
'N'	Not in a Municipality

Parking Lane Width

SAS Name: **PRKLN_WD**

Definition: Parking lane width of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

00	00
01-08	01 - 08
09-10	09 - 10
11-15	11 - 15
16-20	16 - 20
21-99	21 - 99

Month-Yr of Condition Rating SAS Name: **Rate_DTE**

Definition: Month-year of the conditioning rating of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

Township/Road District SAS Name: **RD_DIST**

Definition: Township or road district.

Additional Information: Variable added in 1987 and discontinued in 1995.

Structure Number SAS Name: **RD_STRUC**

Definition: Number of structure within roadway segment.

Additional Information: Variable added in 1997.

Year Road Constructed SAS Name: **RD_YEAR**

Definition: Year that the road was constructed.

Additional Information: Variable added in 1987.

Reference Point SAS Name: **REF_PNT**

Definition: Reference point where the crash occurred.

Additional Information: (1) Variable added in 1987 and discontinued in 1995. (2) See discussion section for more details.

Reference Point 1 SAS Name: **REF_PNT1**
Reference Point 2 SAS Name: **REF_PNT2**
Reference Point 3 SAS Name: **REF_PNT3**
Definition: Reference point of the roadway segment.

Additional Information: Variables added in 1997.

Reference Point A SAS Name: **REF_PNTA**

Definition: Reference point A of the roadway segment.

Additional Information: (1) Variable added in 1987 and discontinued in 1995. (2) See discussion section for more details.

Reference Point 1 Type SAS Name: **REFPNT1A**
Reference Point 2 Type SAS Name: **REFPNT2A**
Reference Point 3 Type SAS Name: **REFPNT3A**

Definition: Type of reference point.

Additional Information: Variables added in 1997.

' '	Not Coded
'1'	At-Grade Intersection
'2'	Commercial Entrance
'3'	Interchange Ramp (Merging)
'4'	Rest Area Ramp
'5'	Heavy Traffic Generator
'6'	Weigh Station Ramp
'7'	Median Crossing
'9'	Other
'N'	Not Applicable

Reference Point 1 Intersection SAS Name: **REFPT1IN**
Reference Point 2 Intersection SAS Name: **REFPT2IN**
Reference Point 3 Intersection SAS Name: **REFPT3IN**

Definition: Reference point intersection.

Additional Information: Variable added in 1997.

'A'	Across
'B'	Behind
'C'	Center
'D'	Center From Left Lanes (Opposing Doi)
'E'	Center From Right Lanes (With Doi)
'H'	Ahead
'L'	Left
'R'	Right
'N'	Not Applicable

Reservation Road SAS Name: **RESEV_RD**

Definition: Reservation road.

Additional Information: Variable added in 1987 and discontinued in 1995.

Forward/Reverse Code

SAS Name: REV_CDE

Definition: Forward/Reverse code of the roadway segment.

Additional Information: (1) Designates direction of original inventory. Accidents are located correctly to sections regardless of directions. However, for sections designated with an AR@, the point that normally designates the PC is the PT, and the point normally designating the beginning of a structure is the end. The 'other end' can be determined by subtracting the length. (2) Variable added in 1987 and discontinued in 1995.

Roadway Classification

SAS Name: RODWYCLS

Definition: Classification of the roadway segment.

' '	Not Coded
'01'	Urban Freeways
'02'	Urban Freeways < 4 Lane
'03'	Urban 2 Lane Roads
'04'	Urban Multilane Divided Non Freeways
'05 '	Urban Multilane Undivided Non Freeways
'06'	Rural Freeways
'07'	Rural Freeways < 4 Lane
'08'	Rural 2 Lane Roads
'09'	Rural Multilane Divided Non Freeways
'10'	Rural Multilane Undivided Non Freeways
'99'	Others

Right of Way

SAS Name: ROW

Definition: Right of way of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

Parking Restriction

SAS Name: RPK_REST

Definition: Type of parking restriction on the roadway segment.

Additional Information: Variable added in 1997.

' '	Not Coded
'0'	Undetermined
'1'	No Parking
'2'	Parallel Parking
'3'	Diagonal Parking
'4'	Other

Railroad Cross Rideability

SAS Name: RR_CRX

Definition: Railroad cross rideability of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

0	Unknown/Not Determined
1	Severely Jolted (Racking Experience)
2	Very Uncomfort (Noticeable Jolt - Slowing Required)
3	Noticeable Jar (Uncomfortable, But Not Severe)
4	Bump Felt (Not Enough To Seriously Affect Occupants)
5	Slight Bump (Hardly Noticed By Occupants)
6	Super Smooth (Almost Unnoticeable At Highway Speeds)

Railroad Link Number

SAS Name: RRD_LNK

Definition: National Railroad Crossing Number for at-grade railroad crossing on this roadway segment.

Additional Information: Variable added in 1987.

Railroad Direction Code

SAS Name: RRX_DIRCD

Definition: Railroad direction code of the roadway segment.

Additional Information: Variable added in 2004

Railroad Crossing Rideability

SAS Name: RRX_RIDE

Definition: Railroad crossing rideability for at-grade crossing on the roadway segment.

Additional Information: Variable added in 2004.

'0'	Unknown/Not Determined/Not Applicable
'1'	Car Is Severely Jolted - Should Be Traversed At A Speed Less Than 10 Mph
'2'	Very Uncomfortable - Car Is Noticeably Jolted Or Shaken - Car Definitely Has To Be Slowed Down To Cross Tracks
'3'	Noticeable Jar - Uncomfortable But Not Severe - Car Should Be Slowed Down For Safety
'4'	A Bump Felt, But Not Enough To Seriously Affect The Car Occupants
'5'	A Very Slight Bump - Hardly Noticed By Occupants
'6'	Super Smooth Crossing Almost Unnoticeable At Highway Speeds

Route Appurtenance

SAS Name: RTE_APPURT

Definition: Road appurtenance of the segment.

Additional Information: Variable available only for 2004.

Route Number
SAS Name: RTE_NBR

Definition: Route number of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

Route Sequence Number
SAS Name: RTE_SEGCD

Definition: Sequence number of the roadway segment.

Additional Information: Variable added in 2004.

Route Station
SAS Name: RTE_STAT

Definition: Route station.

Additional Information: Variable added in 1987 and discontinued in 2005. Data is missing for the years 1993, and 1995 to 2003.

Route Station End
SAS Name: RTE_STAT_END

Definition: Station end of the of the roadway segment.

Additional Information: Variable available only for 2004.

Route Suffix
SAS Name: RTE_SUFX

Definition: Suffix of the roadway segment.

Additional Information: Data available for the years 1992 and 1995.

' ','0'	No Suffix
'A'-'P'	Mainline
'Q','R', 'S','T'	Ramps Off
'W','Y', 'Z'	Wyes Off
'U'	Spur Off

Route Type
SAS Name: RTE_TYPE

Definition: Type of route.

Additional Information: Variable discontinued in 1995.

1	Federal-Aid Interstate
2	Federal-Aid Primary
3	Federal-Aid Secondary
4	State Bond Issue
5	County Highway
6	House Or Senate Bill
7	Township
8	Other Road
9	Federal-Aid Urban
0	Municipal Street

Rural / Urban Code

SAS Name: RURURB

Definition: Whether roadway segment is located in urban area or rural area.

Additional Information: (1) The RUR_URB variable was created to supplement the functional class and urban area' variables already on the file. By using a combination of these two variables, a Rural/Urban code was created. (2) Variable added in 1987.

1	Rural
2	Urban
8	Rural Unknown
9	Urban Unknown

Rut Depth Indicator

SAS Name: RUT_DEPTIN

Definition: Rut depth indicator of the roadway segment.

Additional Information: Variable added in 2004.

SAF-MRK-Route Number

SAS Name: S_RTENBR

Definition: SAF-MRK route number of the roadway segment.

Additional Information: Variable added in 1987.

SAF-MRK-Route Type

SAS Name: S_RTETYP

Definition: SAF-MRK route type of the roadway segment.

Additional Information: Variable added in 1987.

1	U.S. Route
2	Interstate Business Route
3	Business U.S. Route

4	Bypass U.S. Route
5	Illinois Route
6	Alternate Illinois Route
7	Business Illinois Route
8	State Maintained Route
9	Interstate Route
0	Not Marked
Other	Error Codes

SAF-Access-CNTL

SAS Name: SAF_CNTL

Definition: SAF access control of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

SAF-Fasys

SAS Name: SAF_FASY

Definition: SAF Federal Aid System type for this roadway segment

Additional Information: Variable added in 1987 and discontinued in 1995.

SAF-Twnshp

SAS Name: SAF_TWN

Definition: SAF township of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

Segment Length

SAS Name: SEG_LNG

Definition: Roadway segment length.

Additional Information: (1) This is a calculated variable based on BEGMP and ENDMP, which provides an accurate section length. (2) Variable added in 1987.

Shoulder Condition

SAS Name: SHLD_CON

Definition: Condition of shoulder of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

0	Not Required/No Data
1-2	Not Safe (Safe Use Prohibited)
3-4	Disintergration (Considerable Failures - Beyond Normal Maintenance)
5-6	Barely Adequate (Limited Failures - High Maintenance)
7	Adequate (Adequate With Normal Maintenance)

8-9	New (New or Near Perfect Condition)

Posted Speed Limit (Minus Direction)
SAS Name: SPD_LIM2

Roadway Speed Limit
SAS Name: SPD_LIMT

Definition: Speed Limit.

Additional Information: (1) Variables added in 1987. (2) SPD_LIM2 was discontinued in 1995.

00	Speed Limit UNK
01-05	'01-05'
06-10	'06-10'
11-15	11-15
16-20	16-20
21-25	21-25
26-30	26-30
31-35	31-35
36-40	36-40
41-45	41-45
46-50	46-50
51-55	51-55
56-60	56-60
61-65	61-65
66-70	66-70
71-75	71-75
76-80	76-80
81-85	81-85
86-99	Over 85

Special Systems
SAS Name: SPEC_SYSM

Definition: Special systems information of the roadway segment.

Additional Information: Variable added in 2004.

Lanes Special Type
SAS Name: SPLN_TYP

Definition: Existence of special lane type.

Additional Information: Variable added in 1997.

' '	Not Coded
'0'	No Special Lane
'1'	Right And Left Turn Lanes
'2'	Right Turn Lane

'3'	Left Turn Lane
'4'	Bi-Directional Turn Lane
'5'	Reversible Lane
'6'	Truck Climbing Lane
'7'	Ramp To Ramp Connectors (Auxiliary)
'8'	Scale Lane/Rest Area Lane
'9'	Toll Booth Lane

Lanes Special Width

SAS Name: SPLN_WID

Definition: Special lanes width.

Additional Information: Variable added in 1997.

.	Not Coded
00	0 Ft
01-05	1- 5 Ft
06-10	6-10 Ft
11-15	11-15 Ft
16-20	16-20 Ft
21-25	21-25 Ft
26-30	26-30 Ft
31-High	>30 Ft

Plan Station Direction

SAS Name: STAT_DIR

Definition: Plain station direction of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

Structure Over/Under Indicator

SAS Name: STOU_IND

Definition: Structure over/under indicator of the roadway segment.

Additional Information: Variable added in 1997.

Structure End Milepost

SAS Name: STR_ENDM

Definition: Structure end milepost of the roadway segment.

Additional Information: Variable added in 1997.

Structure Length
SAS Name: STR_LNG

Definition: Length of the structure in the roadway segment.

Additional Information: Variable added in 1997.

Structure Direction Code
SAS Name: STRDIRCD

Definition: Structure direction code of the roadway segment.

Additional Information: Variable added in 1997.

Street Name
SAS Name: STRT_NAM

Definition: Street name of the roadway segment.

Additional Information: Variable added in 1987.

Structure Facility Location
SAS Name: STRU_FAC

Definition: Structure facility location of the roadway segment.

Additional Information: Variable added in 1997.

Structure Link Number
SAS Name: STRU_LNK

Definition: Structure link number of the roadway segment.

Additional Information: Variable added in 1997 and discontinued in 1995.

Suffix Code
SAS Name: SUF_CDE

Definition: Suffix code of the roadway segment.

Additional Information: Variable added in 2004.

Surface Condition Rating
SAS Name: SURF_RAT

Definition: Surface condition rating of the roadway segment.

Additional Information: Variable added in 1987 and discontinued in 1995.

Surface Type – Road 1
SAS Name: SURF_TYP

Definition: Surface type specification number.

Additional Information: Variable added in 1987.

010	Natural Surface, Not Conforming to Graded and Drained Earth Road Requirements
020	Natural Earth, Graded With Drainage
100	Without Dust Palliative Treatment
110	With Dust Palliative
200	Without Dust Palliative Treatment
210	With Dust Palliative Treatment
300	Bituminous Surface-Treated
400	Mixed Bituminous (Low Type Bituminous)
410	Bituminous Penetration
500	High Type Bituminous (Flexible Base)
550	Bituminous Concrete, Sheet Or Rock Asphalt
600	Pcc - Reinforcement Unknown
610	Pcc - No Reinforcement
620	Pcc - Partial Reinforcement
630	Pcc - Full Reinforcement
640	Pcc - Continuous Reinforcement
650	Brick, Block, Steel, or Like Material
700	Pcc - Reinforcement Unknown
710	Pcc - No Reinforcement
720	Pcc - Partial Reinforcement
730	Pcc - Full Reinforcement
740	Pcc - Continuous Reinforcement
800	Brick, Block, or Other
900-999	Various Combination Surface Types
Other	Error Codes

Total Surface Width

SAS Name: SURF_WID

Definition: Surface width (in feet).

Additional Information: Variable added in 1987.

00	00
01-15	01 - 15
16-18	16 - 18
19-22	19 - 22
23-25	23 - 25
26-30	26 - 30
31-40	31 - 40
41-50	41 - 50
51-60	51 - 60
61-80	61 - 80

81-999	81 +

Year of Present SUF Const

SAS Name: SURF_YR

Definition: Year of present surface construction .

Additional Information: Variable added in 1987 and discontinued in 1995.

Year of Present Surface Construction

SAS Name: SURFDATE

Definition: Year of present surface construction.

Additional Information: (1) This variable provides information similar to that provided by SURF_YR in the earlier years. (2) Variable added in 1997.

Total Inside Shoulder

SAS Name: TOTINSHL

Definition: Total inside shoulder width.

Additional Information: (1) '0' = No Width, '1 - 19' = Width To Nearest Foot. (2) Variable coded only for divided highways. (3) Variable added in 1997.

Total Outside Shoulder

SAS Name: TOTOTSHL

Definition: Total outside shoulder width.

Additional Information: (1) Refer to notes for outside shoulder type/width 1 and 2. (2) Variable added in 1997.

Traffic Control

SAS Name: TRF_CNTL

Definition: Traffic control of the roadway segment.

Additional Information: (1) TRF_CNTL describes the type of traffic control device operating at the intersection. In the description of the codes for this variable, 'PHASE' is the part of the cycle for any combination(s) of traffic movements receiving the right-of-way simultaneously. (2) Variable added in 1989.

' '	Not Coded
'N'	Not An Intersection
'0'	No Traffic Control Devices
'1'	1-2 Way Stop/No Red Flashing Lights
'2'	All Way Stop/No Red Flashing Lights
'3'	1-2 Way Stop/With Red Flashing Lights
'4'	All Way Stop/With Red Flashing Lights

'5'	Trf Signals/2 Phase(Fixed Time)
'6'	Trf Signals/2 Phase(Traffic Actuated)
'7'	Trf Signals/Multi-Phase(Fixed Time)
'8'	Trf Signals/Multi-Phase(Trf Actuated)
'9'	Not Determined

Designated Truck Route

SAS Name: TRK_RTE

Definition: Type of designated truck route.

Additional Information: Variable added in 1987.

'1'	Class I Designated Truck Route
'2'	Class Ii Designated Truck Route
'3'	Class Iii Designated Truck Route
'4'	Not a Designated Truck Route

Urban Area

SAS Name: URB_AREA

Definition: Urban/municipal code.

Additional Information: Variable added in 1987.

.	Not Coded
0000	Road Section Not Within An Urban Area
0001-2000	Area Code Is Between 1 And 2000
2001-4000	Area Code Is Between 2001 And 4000
4001-High	Area Code Is Greater Than 4001

Vertical Grade Beginning Milepost

SAS Name: VER_BEGMP

Definition: Vertical grade beginning milepost.

Additional Information: Variable added in 2004.

Vertical End Milepost

SAS Name: VER_ENDMP

Definition: Vertical grade beginning milepost.

Additional Information: Variable added in 2004.

Vertical Curve Approach Grad

SAS Name: VERT_APP

Definition: Vertical curve approach grade of the roadway segment.

Additional Information: (1) Vertical grade data is only collected for "substandard" vertical curves. Refer to roadlog file discussion section. Use all vertical curve variables with caution, as information on vertical curves is neither a full census nor a random sample. (2) Variable added in 1987.

-0801 - -0500	-0801 - -0500
-0499 - -0300	-0499 - -0300
-0299 - -0200	-0299 - -0200
-0199 - -0100	-0199 - -0100
-0099 - -0001	-0099 - -0001
+0001 - +0099	+0001 - +0099
+0100 - +0199	+0100 - +0199
+0200 - +0299	+0200 - +0299
+0300 - +0499	+0300 - +0499
+0500 - +0800	+0500 - +0800

Vertical Curve Beginning Milepost — SAS Name: VERT_BEG

Definition: Vertical curve beginning milepost of the roadway segment.

Additional Information: (1) Vertical grade data is only collected for "substandard" vertical curves. Refer to roadlog file discussion section. Use all vertical curve variables with caution, as information on vertical curves is neither a full census nor a random sample. (2) Variable added in 1997.

Vertical Curve End Milepost — SAS Name: VERT_END

Definition: Vertical curve end milepost of the roadway segment.

Additional Information: (1) Vertical grade data is only collected for "substandard" vertical curves. Refer to roadlog file discussion section. Use all vertical curve variables with caution, as information on vertical curves is neither a full census nor a random sample. (2) Variable added in 1997.

Vertical Curve Leave Grade — SAS Name: VERT_LEV

Definition: Vertical curve leave grade of the roadway segment.

Additional Information: (1) Vertical grade data is only collected for "substandard" vertical curves. Refer to roadlog file discussion section. Use all vertical curve variables with caution, as information on vertical curves is neither a full census nor a random sample. (2) Variable added in 1987.

-1200 - -0800	-1200 - -0800
-0799 - -0500	-0799 - -0500

-0499 - -0300	-0499 - -0300
-0299 - -0200	-0299 - -0200
-0199 - -0100	-0199 - -0100
-0099 - -0001	-0099 - -0001
+0001 - +0099	+0001 - +0099
+0100 - +0199	+0100 - +0199
+0200 - +0299	+0200 - +0299
+0300 - +0499	+0300 - +0499
+0500 - +0799	+0500 - +0799
+0800 - +1199	+0800 - +1199
+1200 - +9999	+1200

Vertical Curve Length

SAS Name: VERT_LGN

Definition: Vertical curve length of the roadway segment.

Additional Information: 1) Vertical grade data is only collected for "substandard" vertical curves. (2) Variable added in 1987 and discontinued in 1995.

0000	None
0001 - 0100	1 - 100
0101 - 0500	101 - 500
0501 - 1000	501 - 1,000
1001 - 2000	1,000 - 2,000
2001 - 5000	2,000 - 5,000

Vertical Approach Sign

SAS Name: VERTAPPS

Definition: Vertical approach sign of the roadway segment.

Additional Information: (1) Vertical grade data is only collected for "substandard" vertical curves. Refer to roadlog file discussion section. Use all vertical curve variables with caution, as information on vertical curves is neither a full census nor a random sample. (2) Variable added in 1997.

'+'	Uphill
'-'	Downhill

Vertical Leave Sign

SAS Name: VERTLEVS

Definition: Vertical leave sign of the roadway segment.

Additional Information: (1) Vertical grade data is only collected for "substandard" vertical curves. Refer to roadlog file discussion section. Use all vertical curve variables with caution, as

information on vertical curves is neither a full census nor a random sample. (2) Variable added in 1997.

'+'	Uphill
'-'	Downhill

Year of Heavy Commercial Vol

SAS Name: VOL_YR

Definition: Year of heavy commercial volume.

Additional Information: Variable added in 1987 and discontinued in 1995.

Crossroad AADT

SAS Name: XAADT

Definition: AADT of the crossroad.

Additional Information: Variable added in 1997

Crossroad Commercial ADT

SAS Name: XCOMADT

Definition: Commercial ADT of crossroad.

Additional Information: Variable added in 1997.

Cross Functional Class

SAS Name: XFUNC_CL

Definition: Functional classification of the crossroad.

Additional Information: Variable added in 1997.

.	Not Coded
10	Interstate
20	Freeway And Expressway (Urban Only)
30	Other Principal Arterial
40	Minor Arterial (Non-Urban)
50	Major Collector (Non-Urban)
55	Minor Collector (Non-Urban)
60	Local Road Or Street (Non-Urban)
70	Minor Arterial (Urban)
80	Collector (Urban)
90	Local Road Or Street (Urban)

List of Elements for IL Deficient Curve

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
BEGMP	BEGINNING MILEPOST	DEFICIENT CURVE	NUM	122
CNTY_RTE	COUNTY ROUTE NUMBER	DEFICIENT CURVE	CHA(7)	122
CURV_LGT	CURVE LENGTH	DEFICIENT CURVE	NUM	122
CURV_RAD	CURVE RADIUS	DEFICIENT CURVE	NUM	122
DEG_CURV	DEGREE OF CURVATURE	DEFICIENT CURVE	NUM	122
DIR_CURV	DIRECTION OF CURVE	DEFICIENT CURVE	CHA(1)	123
ENDMP	END MILEPOST	DEFICIENT CURVE	NUM	123
SEG_LNG	SEGMENT LENGTH	DEFICIENT CURVE	NUM	123

ADDITIONAL INFORMATION: (1) This file only contains data on deficient curves from 1997 onwards.(2) SAS variable names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

Beginning Mile Post

SAS Name: BEGMP

Definition: Calculated beginning mile post.

Additional Information: Variable added in 1997.

County Route Number

SAS Name: CNTY_RTE

Definition: Roadway segment location information used in linkage to other files

Additional Information: Variable added in 1997.

Curve Length

SAS Name: CURV_LGT

Definition: Length of curve.

Additional Information: Variable added in 1997.

Curve Radius

SAS Name: CURV_RAD

Definition: Radius of the curve.

Additional Information: Variable added in 1997.

00000 - 02000	0 - 2000 Ft
02001 - 04000	2000 - 4000 Ft
04001 - 06000	4000 - 6000 Ft
06001 - 08000	6000 - 8000 Ft
08001 - 10000	8000 -10000 Ft
10001 - High	More Than 10000 Ft

Degree of Curvature

SAS Name: DEG_CURV

Definition: Degree of curvature for the curve.

Additional Information: Variable added in 1997.

00.01 - 01.00	0.01 - 1.0
01.01 - 02.59	1.01 - 2.59
02.60 - 05.00	2.6 - 5.0
05.01 - 10.00	5.01 - 10.0
10.01 - 20.00	10.01 - 20.0
20.01 - 30.00	20.01 - 30.0
30.01 - 999.0	Over 30.0

Direction of Curve

SAS Name: DIR_CURV

Definition: Direction of the curve.

Additional Information: Variable added in 1997.

' '	Not Coded
'L'	Left
'R'	Right

End Milepost

SAS Name: ENDMP

Definition: Calculated end milepost.

Additional Information: Variable added in 1997.

Segment Length

SAS Name: SEG_LNG

Definition: Segment length of the deficient curve.

Additional Information: Variable added in 1997.