

HSIS

ILL

HIGHWAY SAFETY INFORMATION SYSTEM

**GUIDEBOOK FOR
THE ILLINOIS STATE
DATA FILES**

SAS FILE FORMATS



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GUIDEBOOK FOR THE ILLINOIS STATE DATA FILES

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INTRODUCTION

(NOTE: Changes from the previous edition of the Guidebook are shown in bold and italic.)

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.

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.

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. 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 400,000 accidents per year are reported in Illinois. The HSIS data set contains the subset of 1985-**2007** 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 **205,000** accidents per year over the *twenty two*-year range and between 205,000 and **380,000** vehicles records per year for the same range. There are between 27,000 and 52,000 occupant records per year during 1985 to 1991, and between 74,000 and **130,000** records per year during the 1992-**2007**. 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 200,000 to 300,000 "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 are 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 VIN File

Supplemental data on a vehicle characteristics (e.g., engine information, air bag presence, wheel base, etc.) can be developed by decoding the VIN (Vehicle Identification Number) collected on crash forms by police agencies in some states. For Accident/Vehicle Files from 1987-94, formats for the decoded VIN files were included in the original Guidebooks, and separate VIN files were developed for each year of data for the states of Utah, Illinois, Michigan, and North Carolina. When a vehicle in the Vehicle File had a legitimate VIN, this decoding was done using the VINDICATOR program distributed by the Highway Loss Data Institute of IIHS (the Insurance Institute of Highway Safety). This detailed information could then be linked back with the vehicle file using the Accident Case Number and the Vehicle Number.

Because of the very limited use of the VIN data by researchers and difficulties we encountered with the decoding process after 1994, the VIN variable listing found in the original Guidebooks for these states has been removed from this version. However, HSIS continues to capture the VIN, and has the capabilities of decoding the VIN for users. For Illinois, decoded VIN information is available for 1987-96, and VINs for later years can be decoded upon request. For more information on this data, contact the HSIS staff.

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 16,000 miles of roadway, with approximately 1,700 miles of Interstate, 9,600 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 -- 1987-2007. *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 2007 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 2007 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 open 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 (2007 data).

Roadway Category	Mileage
Urban Freeways	<i>748.81</i>
Urban Freeways < 4 Lanes	<i>15.77</i>
Urban Multilane Divided Non-Freeways	<i>1343.95</i>
Urban Multilane Undivided Non-Freeways	<i>861.26</i>
Urban 2 Lane Highways	<i>2375.16</i>
Rural Freeways	<i>1318.67</i>
Rural Freeways < 4 Lanes	<i>39.22</i>
Rural Multilane Divided Non-Freeways	<i>309.45</i>
Rural Multilane Undivided Non-Freeways	<i>34.14</i>
Rural 2 Lane Highways	<i>9681.44</i>
Other	<i>238.51</i>
Total	<i>16966.38</i>

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 **160,000** records during the period 1987-**2007**, 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 87 ATRs, of which 38 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 11 locations on rural interstate, 6 locations on urban interstate, 16 locations on other rural roadways, 49 locations on other urban routes, and five locations on “recreational” 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 conforms 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 2007. 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 be 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.

ILLINOIS CONTACTS

HSIS Liaison – *Michael Gillette (217-524-9108)* -- is the HSIS Liaison for Illinois. He is the Technology Support Unit Chief in the Bureau of Safety Engineering of the Illinois DOT and oversees all safety files.

State Computer files and Accident Data contact – *Lori Midden (217-785-2736)* -- Ms. Midden is our main contact within the State of Illinois when questions arise concerning the Illinois state data files in general or the specifics of the accident data. She is the Special Studies and Systems Manager within the Bureau of Safety Data and Data Services of the Illinois DOT. She should be the primary contact for all questions, and will direct questions she can't answer to others.

Roadlog Information– *Andrew Gossrow (217-785-8511)* -- Mr. Gossrow is the contact person for questions related to the specifics of the Roadlog file. He works within the Illinois DOT Bureau of Roadway Planning, and his office staff is responsible for all aspects of the inventory information including traffic and curvature data. In his absence, Mr. Rob Robinson (217) 785-2353 can provide information.

COMPOSITE LIST OF VARIABLES

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
AADT	ANNUAL ADT	ROADLOG	NUM	79
AADT_YR	YEAR OF ADT	ROADLOG	CHA(4)	79
ACC_DATE	DATE OF ACCIDENT	ACCIDENT	NUM	36
ACCESS	ACCESS CONTROL	ROADLOG	NUM	79
ACCTYPE_POST_93	TYPE OF COLLISION	ACCIDENT	NUM	35
ACCTYPE_PRE_93	TYPE OF COLLISION	ACCIDENT	NUM	35
ACCYR	ACCIDENT YEAR	ACCIDENT	NUM	36
ACTION	ARREST	VEHICLE	CHA(7)	53
ADMINHWY	ADMINISTRATIVE HIGHWAY SYSTEM	ROADLOG	CHA(1)	79
AGE	OCCUPANT AGE	INJ. OCCUPANTS	NUM	72
AGENCY	INVESTIGATING AGENCY	ACCIDENT	NUM	36
AIRBAG	AIRBAG DRIVER	VEHICLE	CHA(1)	53
ALIGN_CODE	ALIGNMENT	ACCIDENT	NUM	37
APPR_NBR	APPURTENANCE NUMBER	ROADLOG	NUM	79
AT_FAULT	AT FAULT	VEHICLE	CHA(2)	53
AVAI_ROW	AVAILABLE RIGHT OF WAY	ROADLOG	CHA(1)	80
BADGE	BADGE CODE	ACCIDENT	NUM	37
BEAT_CDE	BEAT CODE	ACCIDENT	NUM	37
BEGMP	BEGIN MILEPOST	ROADLOG	NUM	80
BEGMP	BEGINNING MILE POST	DEFICIENT CURVE	NUM	112
BUILD_BY	BUILT BY	ROADLOG	CHA(1)	80
CASENO	ACCIDENT CASE NUMBER	ACCIDENT	CHA(11)	37
CASENO	ACCIDENT CASE NUMBER	INJ. OCCUPANTS	CHA(11)	72
CASENO	CASE NUMBER	VEHICLE	CHA(11)	53
CAUSE1	CONTRIB FACTOR 1	ACCIDENT	CHA(2)	37
CAUSE2	CONTRIB FACTOR 2	ACCIDENT	CHA(2)	37
CITY	CITY OR TOWNSHIP	ACCIDENT	NUM	38
CITY_TWNSHIP_FLG	CITY/TOWNSHIP FLAG	ACCIDENT	CHA(1)	38
CLS_TFWY	CLASS OF TRAFFICWAY	ACCIDENT	NUM	38
CNTY_RTE	COUNTY ROUTE NUMBER	DEFICIENT CURVE	CHA(7)	112
CNTY_RTE	COUNTY ROUTE NUMBER	ROADLOG	CHA(7)	80
CNTYRTE	COMPUTED LINKAGE KEY	ACCIDENT	CHA(7)	39
COL_TYPE	COLLISION TYPE	VEHICLE	CHA(2)	53
COMM_VEH	COMMERCIAL VEHICLE	VEHICLE	CHA(1)	53
COMM_VOL	COMMERCIAL VOLUME	ROADLOG	NUM	80
COMMDATE	DATE	ROADLOG	CHA(4)	81
COUNTY	COUNTY	ACCIDENT	NUM	39
COUNTY	COUNTY	ROADLOG	NUM	81
CRSH_LAT	CRASH LATITUDE	ACCIDENT	CHA(3)	39
CRSH_LONG	CRASH LONGITUDE	ACCIDENT	CHA(3)	39
CRSH_X_CORD	CRASH X COORDINATE	ACCIDENT	CHA(8)	39
CRSH_Y_CORD	CRASH Y COORDINATE	ACCIDENT	CHA(8)	39
CTY_CLS	CITY CLASS CODE	ACCIDENT	NUM	39
CURB1	CURB TYPE	ROADLOG	NUM	83
CURV_CUT	CURVE CUT	ROADLOG	CHA(1)	83
CURV_LGT	CURVE LENGTH	DEFICIENT CURVE	NUM	112
CURV_RAD	CURVE RADIUS	DEFICIENT CURVE	NUM	112
CURV_RAD	CURVE RADIUS	ROADLOG	NUM	83
DAM_OTHR	PROPERTY DAMAGE OTHER THAN VEH	ACCIDENT	NUM	40

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COMPOSITE LIST OF VARIABLES (CONT'D)

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
DEF_ANGL	DEFLECTION ANGLE	ROADLOG	CHA(7)	83
DEG_CURV	DEGREE OF CURVATURE	DEFICIENT CURVE	NUM	112
DIR_CURV	DIRECTION OF CURVE	DEFICIENT CURVE	CHA(1)	112
DIR_CURV	HORIZONTAL CURVE DIRECTION	ROADLOG	CHA(1)	83
DIR_TRVL	DIRECTION OF TRAVEL	VEHICLE	NUM	53
DIST	DISTRICT	ACCIDENT	NUM	40
DISTRICT	ILL DISTRICT	ROADLOG	NUM	84
DIVIDED	TRAFFICWAY DESCRIPTION	ACCIDENT	NUM	40
DRV_ACTN	DRIVER ACTION	VEHICLE	CHA(2)	54
DRV_AGE	DRIVER AGE	VEHICLE	NUM	54
DRV_BAC	DRIVER ALCOHOL PERCENT	VEHICLE	NUM	54
DRV_BAC2	2ND SOBRIETY TEST RESULTS	VEHICLE	CHA(2)	55
DRV_CLAS	DRIVER CLASS	VEHICLE	CHA(4)	55
DRV_COND	DRIVER CONDITION NEW	VEHICLE	CHA(1)	55
DRV_DOB	DRIVER BIRTH DATE	VEHICLE	CHA(8)	55
DRV_EJCT	DRIVER EJECTION	VEHICLE	CHA(1)	56
DRV_IMAG	IMAGE NUMBER	VEHICLE	NUM	56
DRV_INJ	DRIVER EXTENT OF INJURY	VEHICLE	NUM	56
DRV_LST	DRIVER LICENSE STATE	VEHICLE	CHA(2)	56
DRV_REEL	REEL NUMBER	VEHICLE	CHA(4)	56
DRV_REST	DRIVER RESTRAINT USAGE	VEHICLE	NUM	56
DRV_RPT	DRIVER REPORT	VEHICLE	NUM	57
DRV_SEX	DRIVER SEX	VEHICLE	NUM	57
EJCT	OCCUPANT EJECTION	INJ. OCCUPANTS	CHA(1)	72
END_RTE	END OF ROUTE	ROADLOG	CHA(1)	84
ENDMP	END MILE POST	DEFICIENT CURVE	NUM	113
ENDMP	END MILEPOST	ROADLOG	NUM	84
EXST_ROW	EXISTING RIGHT OF WAY	ROADLOG	NUM	84
F_INVLOC	FIRST INVOLVEMENT LOCATION	VEHICLE	NUM	57
FAUL_HGHT	FAULT HEIGHT	ROADLOG	NUM	84
FED_AID	FEDERAL AID (IN LIEU)	ROADLOG	NUM	84
FED_CLAS	FEDERAL CLASSIFICATION	ACCIDENT	NUM	40
FIRE	VEH FUEL LEAKS AND FIRE	VEHICLE	NUM	58
FLD_NAM1	FIELD REF NAME 1	ACCIDENT	CHA(3)	41
FLD_NAM2	FIELD REF NAME 2	ACCIDENT	CHA(3)	41
FLD_NBR1	FIELD REF NBR 1	ACCIDENT	NUM	41
FLD_NBR2	FIELD REF NBR 2	ACCIDENT	NUM	41
FLD_TYPE	FIELD REF TYPE	ACCIDENT	NUM	41
FRST_INV	FIRST INVOLVEMENT	VEHICLE	NUM	58
FUNC_CLS	FUNCTIONAL CLASS	ACCIDENT	CHA(1)	41
FUNC_CLS	FUNCTIONAL CLASS	ROADLOG	NUM	85
HIT_RUN	HIT AND RUN	ACCIDENT	CHA(1)	42
HOR_BEG	HORIZONTAL CURVE BEGINNING MILEPOST	ROADLOG	NUM	85
HOR_BEGMP	HORIZONTAL CURVE BEGIN MILEPOST	ROADLOG	CHA(5)	85
HOR_END	HORIZONTAL CURVE END MILEPOST	ROADLOG	NUM	85
HOR_ENDMP	HORIZONTAL CURVE END MILEPOST	ROADLOG	CHA(5)	86
HOUR	TIME OF ACCIDENT	ACCIDENT	NUM	42

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COMPOSITE LIST OF VARIABLES (CONT'D)

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
HPMS_IND	HPMS INDICATOR	ROADLOG	CHA(1)	86
HPMS_SEC	HPMS SECTION	ROADLOG	NUM	86
HPMS_SEG	HPMS SECTION SEGMENT	ROADLOG	NUM	86
HPMS1	HPMS SECTION ID	ROADLOG	NUM	86
HZM_IND	HAZARDOUS MATERIAL	VEHICLE	CHA(1)	59
IMAG_NBR	IMAGE NUMBER	ACCIDENT	NUM	42
INJ	DRV/OCC INJURY	INJ. OCCUPANTS	CHA(8)	72
INSHTP1	INSIDE SHOULDER TYPE 1	ROADLOG	CHA(1)	86
INSHTP2	INSIDE SHOULDER TYPE 2	ROADLOG	CHA(1)	87
INSHWD1	INSIDE SHOULDER WIDTH 1	ROADLOG	NUM	87
INSHWD2	INSIDE SHOULDER WIDTH 2	ROADLOG	NUM	87
INT_NAME	INTESECTING RTE NBR	ACCIDENT	NUM	42
INT_PREF	INTERSECT RTE PREFIX	ACCIDENT	NUM	42
INT_QUAD	INTERSECTION QUADRANT	ACCIDENT	NUM	43
INT_REL	INTERSECTION RELATED	ACCIDENT	CHA(1)	43
INT_TYPE	INTERSECTION FEATURE	ROADLOG	CHA(1)	88
INTOX	ALCOHOL INVOLVED	VEHICLE	CHA(1)	59
INV_DIR	INVENTORY DIRECTION	ROADLOG	CHA(1)	88
KEY_RTE_APPRTE	KEY ROUTE APPURTENANCE NUMBER	ROADLOG	NUM	88
KEY_RTE_APPURTC	KEY ROUTE APPURTENANCE TYPE	ROADLOG	CHA(1)	88
KEY_RTE_SEQNBR	KEY ROUTE SEQUENCE NUMBER	ROADLOG	CHA(4)	88
KEY_RTE_STATION	KEY ROUTE STATION	ROADLOG	NUM	89
KEY_RTE_SUF_CDE	KEY ROUTE SUFFIX CODE	ROADLOG	CHA(1)	89
KEY_RTE_TYPCD	KEY ROUTE TYPE CODE	ROADLOG	CHA(1)	89
LANEWID	AVERAGE LANE WIDTH	ROADLOG	NUM	89
LIGHT	LIGHT CONDITION	ACCIDENT	NUM	43
LOC_TYPE	LOCATION TYPE	ACCIDENT	NUM	43
LPK_REST	PARKING RESTRICTIONS LEFT	ROADLOG	CHA(1)	89
LST_SECD	LATEST CONSTRUCTION SECTION D	ROADLOG	CHA(15)	89
LST_SECE	LATEST CONSTRUCTION SECTION E	ROADLOG	CHA(10)	89
LST_UPDT	DATE OF LAST UPDATE	ROADLOG	CHA(8)	90
MAIN_DIS	MAINTENANCE DISTRICT	ROADLOG	NUM	90
MAIN_SEC	MAINTENANCE SECTION	ROADLOG	CHA(6)	90
MAINTENC	MAINTENANCE	ROADLOG	NUM	90
MED_TYPE	MEDIAN TYPE	ROADLOG	NUM	90
MEDWID	MEDIAN WIDTH	ROADLOG	NUM	90
MILEPOST	MILE STATION	ACCIDENT	NUM	44
MISCACT1	DRV MISC ACTN 1 CD	VEHICLE	NUM	59
MOSTHARM	VEHICLE MOST HARMFUL INVOLVEMENT	VEHICLE	CHA(1)	61
MRK_BEG	MARKED BEGINNING	ROADLOG	NUM	91
MRK_RTE1	MARKED ROUTE1	ROADLOG	CHA(6)	91
MRK_RTE2	MARKED ROUTE2	ROADLOG	CHA(6)	91
MRK_RTE3	MARKED ROUTE3	ROADLOG	CHA(5)	91
MRK_RTE4	MARKED ROUTE4	ROADLOG	CHA(5)	91
MRK_RTNBR	MARKED ROUTE NUMBER	ROADLOG	NUM	91
MRKD_RTE_BEGMP	MARKED ROUTE BEGINNING MILEPOST	ROADLOG	NUM	91

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COMPOSITE LIST OF VARIABLES (CONT'D)

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
MULTICNT	AVERAGE ANNUAL DAILY MULTI- UNIT VOLUME	ROADLOG	NUM	92
MUNI_NAME	MUNICIPAL NAME	ROADLOG	CHA(20)	92
MVMT	MILLION VEHICLE MILES OF TRAVEL	ACCIDENT	NUM	44
MVMT	MILLION VEHICLE MILES OF TRAVEL	ROADLOG	NUM	92
NAT_HWY	NATIONAL HIGHWAY SYSTEM	ACCIDENT	CHA(1)	44
NEW_ONEWAY	NEW ONEWAY INDICATOR	ROADLOG	CHA(1)	92
NHS_CDE	NATIONAL HIGHWAY SYSTEM	ROADLOG	CHA(1)	92
NO_LANES	TOTAL NUMBER OF LANES	ROADLOG	NUM	92
NO_SPLNS	NUMBER OF SPECIAL LANES	ROADLOG	NUM	93
NON_ATTEN	NON-ATTAINMENT AREA	ROADLOG	NUM	93
NUM_K	TOTAL KILLED IN VEHICLE	VEHICLE	NUM	61
NUM_OCC	NO. OF OCCUPANTS IN VEHICLE	VEHICLE	NUM	61
NUMINJ	TOTAL NUMBER INJURD IN VEHICLE	VEHICLE	NUM	61
NUMVEHS	TOT-NBR-VEHICLES	ACCIDENT	NUM	44
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
ODM_MILE	ODOMETER MILE	ROADLOG	NUM	93
ODM_SIGN	ODOMETER SIGN	ROADLOG	CHA(1)	93
OLD_AADT	OLD AADT	ROADLOG	NUM	93
OLD_DATE	DATE	ACCIDENT	NUM	44
ONEWAY	ONEWAY INDICATOR	ROADLOG	NUM	94
OP_ID	OPERATOR ID	ACCIDENT	NUM	45
OPCRSNBR	OPPOSITE ROAD CRS NUMBER	ROADLOG	NUM	94
OPP_FAULT	OPPOSITE ROAD FAULT	ROADLOG	CHA(3)	94
OPP_PAVDIS	OPPOSITE ROAD PAVEMENT DISTRESS	ROADLOG	CHA(10)	94
OPP_RUTDEPT	OPPOSITE ROAD RUT DEPTH	ROADLOG	CHA(3)	94
ORG_SECB	ORIGINAL CONSTRUCTION SEC B	ROADLOG	CHA(15)	94
ORG_SECC	ORIGINAL CONSTRUCTION SEC C	ROADLOG	CHA(5)	94
OUTSHTP1	OUTSIDE SHOULDER TYPE 1	ROADLOG	CHA(1)	94
OUTSHTP2	OUTSIDE SHOULDER TYPE 2	ROADLOG	CHA(1)	95
OUTSHWD1	OUTSIDE SHOULDER WIDTH 1	ROADLOG	NUM	95
OUTSHWD2	OUTSIDE SHOULDER WIDTH 2	ROADLOG	NUM	96
OVHOBSNR	OVERHEAD OBSTRUCTION NUMBER	ROADLOG	CHA(7)	96
PAV_DIST	PAVEMENT DISTRESS	ROADLOG	CHA(10)	96
PAVECOND	PRESENT SERVICE RATING	ROADLOG	NUM	96
PCNT_TRK	PERCENTAGE TRUCKS	ROADLOG	CHA(2)	96
PED_AGE	AGE OF THE PED/PEDALCYCLIST	VEHICLE	CHA(2)	61
PED_CLT	PED TYPE OF CLOTHING	VEHICLE	CHA(1)	62
PED_FLAG	PEDESTRIAN FLAG	VEHICLE	CHA(1)	62
PED_LOC	PED/PEDAL LOCATION	VEHICLE	CHA(1)	62
PED_OTH	PEDESTRIAN/OTHER	VEHICLE	NUM	62
PED_VIS	DRIVER VISION	VEHICLE	CHA(1)	62
PEDACT	PED/PEDALCYCLIST ACTION/MOVEMENT	VEHICLE	NUM	63

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COMPOSITE LIST OF VARIABLES (CONT'D)

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
PERSON_TYP	PERSON TYPE	VEHICLE	NUM	63
PHYSCOND	DRIVER PHYSICAL CONDITION	VEHICLE	NUM	63
PLN_SEQ	PLANNING SEQUENCE	ROADLOG	NUM	97
POP_GRP	MUNICIPALITY POPULATION GROUP	ROADLOG	CHA(1)	97
POP_GRP	POPULATION GROUP	ACCIDENT	NUM	45
PRKLN_WD	PARKING LANE WIDTH	ROADLOG	NUM	97
PTCONT1	POINT OF CONTACT #1	VEHICLE	CHA(2)	64
RATE_DTE	MONTH-YR OF CONDITION RATING	ROADLOG	NUM	97
RD_DEF	ROAD DEFECTS	ACCIDENT	NUM	45
RD_DIST	TOWNSHIP/ROAD DISTRICT	ROADLOG	NUM	97
RD_STRUC	STRUCTURE NUMBER	ROADLOG	CHA(7)	98
RD_YEAR	YEAR ROAD CONSTRUCTED	ROADLOG	NUM	98
RDSURF	ROAD SURFACE	ACCIDENT	NUM	45
REEL_NBR	REEL NUMBER	ACCIDENT	NUM	46
REF_PNT	REFERENCE POINT	ROADLOG	CHA(15)	98
REF_PNT1	REFERENCE POINT 1	ROADLOG	CHA(20)	98
REF_PNT2	REFERENCE POINT 2	ROADLOG	CHA(20)	98
REF_PNT3	REFERENCE POINT 3	ROADLOG	CHA(20)	98
REF_PNTA	REFERENCE POINT A	ROADLOG	CHA(15)	98
REFPNT1A	REFERENCE POINT 1 TYPE	ROADLOG	CHA(2)	98
REFPNT2A	REFERENCE POINT 2 TYPE	ROADLOG	CHA(2)	98
REFPNT3A	REFERENCE POINT 3 TYPE	ROADLOG	CHA(2)	98
REFPT1IN	REFERENCE POINT 1 INTERSECTION	ROADLOG	CHA(1)	99
REFPT2IN	REFERENCE POINT 2 INTERSECTION	ROADLOG	CHA(1)	99
REFPT3IN	REFERENCE POINT 3 INTERSECTION	ROADLOG	CHA(1)	99
REPORT	REPORTABLE ACCIDENT	VEHICLE	CHA(1)	64
RESEV_RD	RESERVATION ROAD	ROADLOG	CHA(1)	99
RESIDLOC	RESIDENCE OF DRIVER	VEHICLE	NUM	64
REST1	SAFETY EQUIPMENT	INJ. OCCUPANTS	NUM	73
REV_CDE	FORWARD/REVERSE CODE	ROADLOG	CHA(1)	99
RODWYCLS	ROADWAY CLASSIFICATION	ACCIDENT	CHA(2)	46
RODWYCLS	ROADWAY CLASSIFICATION	ROADLOG	CHA(2)	99
ROW	RIGHT OF WAY	ROADLOG	NUM	99
RPK_REST	PARKING RESTRICTION	ROADLOG	CHA(1)	100
RR_CRX	RAILROAD CROSS RIDEABILITY	ROADLOG	NUM	100
RRD_LNK	RAILROAD LINK NUMBER	ROADLOG	CHA(7)	100
RRX_ALP	RR CROSSING ALPA NBR	ACCIDENT	CHA(1)	46
RRX_DIRCD	RAILROAD DIRECTION CODE	ROADLOG	CHA(1)	100
RRX_NBR	RAILROAD CROSSING NUMBER	ACCIDENT	NUM	46
RRX_RIDE	RAILROAD CROSSING RIDEABILITY	ROADLOG	CHA(1)	100
RTE_APPURT	ROUTE APPURTENANCE	ROADLOG	NUM	101
RTE_NBR	ROUTE NUMBER	ACCIDENT	NUM	46
RTE_NBR	ROUTE NUMBER	ROADLOG	NUM	101
RTE_PREF	ROUTE PREFIX	ACCIDENT	NUM	46
RTE_SEGCD	ROUTE SEQUENCE NUMBER	ROADLOG	CHA(2)	101
RTE_STAT	ROUTE STATION	ROADLOG	NUM	101
RTE_STAT_END	ROUTE STATION END	ROADLOG	NUM	101

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COMPOSITE LIST OF VARIABLES (CONT'D)

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
RTE_SUFEX	ROUTE SUFFIX	ROADLOG	CHA(1)	101
RTE_TYPE	ROUTE TYPE	ACCIDENT	NUM	47
RTE_TYPE	ROUTE TYPE	ROADLOG	NUM	101
RURURB	RURAL / URBAN CODE	ROADLOG	NUM	102
RUT_DEPTIN	RUT DEPTH INDICATOR	ROADLOG	CHA(3)	102
S_INVLOC	SECOND INVOLVEMENT LOCATION	VEHICLE	NUM	65
S_RTENBR	SAF-MRK-ROUTE NUMBER	ROADLOG	NUM	102
S_RTETYP	SAF-MRK-ROUTE TYP	ROADLOG	NUM	102
SAF_CNTL	SAF-ACCESS-CNTL	ROADLOG	NUM	102
SAF_FASY	SAF-FASYS	ROADLOG	NUM	103
SAF_TWN	SAF-TWNSHP	ROADLOG	NUM	103
SEATPOS	SEATING POSITION	INJ. OCCUPANTS	NUM	74
SEG_LNG	SEGMENT LENGTH	DEFICIENT CURVE	NUM	113
SEG_LNG	SEGMENT LENGTH	ROADLOG	NUM	103
SEV_CDE	SEVERITY CODE	ACCIDENT	NUM	47
SEVERITY	COLLISION SEVERITY	ACCIDENT	NUM	47
SEX	OCCUPANT SEX	INJ. OCCUPANTS	NUM	74
SHLD_CON	SHOULDER CONDITION	ROADLOG	NUM	103
SND_INV	SECOND INVOLVEMENT	VEHICLE	NUM	65
SOB_TEST	FIRST SOBRIETY/CONDITION	VEHICLE	NUM	65
SPD_LIM2	POSTED SPEED LIMIT (MINUS DIRECTION)	ROADLOG	NUM	103
SPD_LIMT	ROADWAY SPEED LIMIT	ROADLOG	NUM	103
SPEC_SYSM	SPECIAL SYSTEMS	ROADLOG	CHA(1)	104
SPEC_VEH	SPECIAL VEHICLE	VEHICLE	NUM	65
SPLN_TYP	LANES SPECIAL TYPE	ROADLOG	CHA(1)	104
SPLN_WID	LANES SPECIAL WIDTH	ROADLOG	NUM	104
STAT_DIR	PLAN STATION DIRECTION	ROADLOG	CHA(1)	104
STOU_IND	STRUCTURE OVER/UNDER IND	ROADLOG	CHA(1)	105
STR_ENDM	STRUCTURE END MILEPOST	ROADLOG	CHA(5)	105
STR_LNG	STRUCTURE LENGTH	ROADLOG	NUM	105
STRDIRCD	STRUCTURE DIRECTION CODE	ROADLOG	CHAR(1)	105
STRK_CDE	STRIKE STRUCK CODE	VEHICLE	CHA(1)	66
STRT_NAM	STREET-NAME	ROADLOG	CHA(15)	105
STRU_FAC	STRUCTURE FACILITY LOCATION	ROADLOG	CHA(20)	105
STRU_LNK	STRUCTURE LINK NUMBER	ROADLOG	NUM	105
SUF_CDE	SUFFIX CODE	ROADLOG	CHA(1)	105
SURF_RAT	SURFACE CONDITION RATING	ROADLOG	NUM	106
SURF_TYP	SURFACE TYPE - ROAD 1	ROADLOG	NUM	106
SURF_WID	TOTAL SURFACE WIDTH	ROADLOG	NUM	106
SURF_YR	YEAR OF PRESENT SUF CONST	ROADLOG	CHA(2)	107
SURFDATE	YEAR OF PRESENT SUF CONST	ROADLOG	CHA(4)	107
T_INVLOC	THIRD INVOLVEMENT LOCATION	VEHICLE	NUM	66
TC_COND	TRAFFIC CONTROL CONDITION	ACCIDENT	NUM	48
THRD_INV	THIRD INVOLVEMENT	VEHICLE	NUM	66
TOT_INJ	OCCUPANTS INJURED	ACCIDENT	NUM	48
TOT_KILL	OCCUPANTS KILLED	ACCIDENT	NUM	48
TOT_NON	TOTAL NUMBER OF UNINJURED	ACCIDENT	NUM	48
TOTAINJ	NUM A INJ IN ACC	ACCIDENT	NUM	48

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COMPOSITE LIST OF VARIABLES (CONT'D)

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
TOTBINJ	NUM B INJ IN ACC	ACCIDENT	NUM	48
TOTCINJ	NUM C INJ IN ACC	ACCIDENT	NUM	48
TOTINSHL	TOTAL IN SHOULDER	ROADLOG	NUM	107
TOTOTSHL	TOTAL OUT SHOULDER	ROADLOG	NUM	107
TOWAWAY	VEHICLE TOWED	VEHICLE	NUM	66
TOWNSHIP	TOWNSHIP	ACCIDENT	NUM	49
TRF_CNTL	TRAFFIC CONTROL	ROADLOG	CHA(1)	107
TRFCNTL	TYPE OF TRAFFIC CONTROL	ACCIDENT	NUM	49
TRK_RTE	DESIGNATED TRUCK ROUTE	ROADLOG	CHA(1)	107
URB_AREA	URBAN AREA	ROADLOG	NUM	108
VEH_MNAU	VEHICLE MANEUVER CODE	VEHICLE	CHA(2)	67
VEH_OCC	VEHICLE OCCUPANTS	VEHICLE	CHA(2)	67
VEHCOND1	VEHICLE DEFECT	VEHICLE	CHA(2)	67
VEHNO	VEHICLE NUMBER	INJ. OCCUPANTS	NUM	74
VEHNO	VEHICLE NUMBER	VEHICLE	NUM	68
VEHTYPE	TYPE OF VEHICLE	VEHICLE	NUM	68
VEHYR	VEHICLE MODEL YEAR	VEHICLE	NUM	69
VER_BEGMP	VERTICAL GRADE BEGINNING MILEPOST	ROADLOG	CHA(5)	108
VER_ENDMP	VERTICAL END MILEPOST	ROADLOG	CHA(5)	108
VERT_APP	VERTICAL CURVE APPROACH GRADE	ROADLOG	NUM	108
VERT_BEG	VERTICAL CURVE BEGINNING MILEPOST	ROADLOG	NUM	108
VERT_END	VERTICAL CURVE END MILEPOST	ROADLOG	NUM	109
VERT_LEV	VERTICAL CURVE LEAVE GRADE	ROADLOG	NUM	109
VERT_LGN	VERTICAL CURVE LENGTH	ROADLOG	NUM	109
VERTAPPS	VERTICAL APPROACH SIGN	ROADLOG	CHA(1)	110
VERTLEVS	VERTICAL LEAVE SIGN	ROADLOG	CHA(1)	110
VIN	VIN CODE	VEHICLE	CHA(17)	69
VISION	VEHICLE VISUAL OBSTRUCTION	VEHICLE	CHA(2)	69
VOL_YR	YEAR OF HEAVY COMMERCIAL VOL	ROADLOG	NUM	110
WEATHER	WEATHER	ACCIDENT	NUM	49
WEEKDAY	DAY OF WEEK	ACCIDENT	NUM	49
WRK_ZONE_REL	WORKZONE RELATED	ACCIDENT	CHA(1)	50
XAADT	CROSSROAD AADT	ROADLOG	NUM	110
XCOMADT	CROSSROAD COMMERCIAL ADT	ROADLOG	NUM	110
XFUNC_CL	CROSS FUNCTIONAL CLASS	ROADLOG	NUM	110

LIST OF VARIABLES FOR THE ILLINOIS ACCIDENT SUBFILE

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
ACC_DATE	DATE OF ACCIDENT	ACCIDENT	NUM	36
ACCTYPE_POST_93	TYPE OF COLLISION	ACCIDENT	NUM	35
ACCTYPE_PRE_93	TYPE OF COLLISION	ACCIDENT	NUM	35
ACCYR	ACCIDENT YEAR	ACCIDENT	NUM	36
AGENCY	INVESTIGATING AGENCY	ACCIDENT	NUM	36
ALIGN_CODE	ALIGNMENT	ACCIDENT	NUM	37
BADGE	BADGE CODE	ACCIDENT	NUM	37
BEAT_CDE	BEAT CODE	ACCIDENT	NUM	37
CASENO	ACCIDENT CASE NUMBER	ACCIDENT	CHA(11)	37
CAUSE1	CONTRIB FACTOR 1	ACCIDENT	CHA(2)	37
CAUSE2	CONTRIB FACTOR 2	ACCIDENT	CHA(2)	37
CITY	CITY OR TOWNSHIP	ACCIDENT	NUM	38
CITY_TWNSHIP_FLG	CITY/TOWNSHIP FLAG	ACCIDENT	CHA(1)	38
CLS_TFWY	CLASS OF TRAFFICWAY	ACCIDENT	NUM	38
CNTYRTE	COMPUTED LINKAGE KEY	ACCIDENT	CHA(7)	39
COUNTY	COUNTY	ACCIDENT	NUM	39
CRSH_LAT	CRASH LATITUDE	ACCIDENT	CHA(3)	39
CRSH_LONG	CRASH LONGITUDE	ACCIDENT	CHA(3)	39
CRSH_X_CORD	CRASH X COORDINATE	ACCIDENT	CHA(8)	39
CRSH_Y_CORD	CRASH Y COORDINATE	ACCIDENT	CHA(8)	39
CTY_CLS	CITY CLASS CODE	ACCIDENT	NUM	39
DAM_OTHR	PROPERTY DAMAGE OTHER THAN VEH	ACCIDENT	NUM	40
DIST	DISTRICT	ACCIDENT	NUM	40
DIVIDED	TRAFFICWAY DESCRIPTION	ACCIDENT	NUM	40
FED_CLAS	FEDERAL CLASSIFICATION	ACCIDENT	NUM	40
FLD_NAM1	FIELD REF NAME 1	ACCIDENT	CHA(3)	41
FLD_NAM2	FIELD REF NAME 2	ACCIDENT	CHA(3)	41
FLD_NBR1	FIELD REF NBR 1	ACCIDENT	NUM	41
FLD_NBR2	FIELD REF NBR 2	ACCIDENT	NUM	41
FLD_TYPE	FIELD REF TYPE	ACCIDENT	NUM	41
FUNC_CLS	FUNCTIONAL CLASS	ACCIDENT	CHA(1)	41
HIT_RUN	HIT AND RUN	ACCIDENT	CHA(1)	42
HOURL	TIME OF ACCIDENT	ACCIDENT	NUM	42
IMAG_NBR	IMAGE NUMBER	ACCIDENT	NUM	42
INT_NAME	INTESECTING RTE NBR	ACCIDENT	NUM	42
INT_PREF	INTERSECT RTE PREFIX	ACCIDENT	NUM	42
INT_QUAD	INTERSECTION QUADRANT	ACCIDENT	NUM	43
INT_REL	INTERSECTION RELATED	ACCIDENT	CHA(1)	43
LIGHT	LIGHT CONDITION	ACCIDENT	NUM	43
LOC_TYPE	LOCATION TYPE	ACCIDENT	NUM	43
MILEPOST	MILE STATION	ACCIDENT	NUM	44
MVMT	MILLION VEHICLE MILES OF TRAVEL	ACCIDENT	NUM	44
NAT_HWY	NATIONAL HIGHWAY SYSTEM	ACCIDENT	CHA(1)	44
NUMVEHS	TOT-NBR-VEHICLES	ACCIDENT	NUM	44
OLD_DATE	DATE	ACCIDENT	NUM	44
OP_ID	OPERATOR ID	ACCIDENT	NUM	45
POP_GRP	POPULATION GROUP	ACCIDENT	NUM	45
RD_DEF	ROAD DEFECTS	ACCIDENT	NUM	45
RDSURF	ROAD SURFACE	ACCIDENT	NUM	45

(CONT'D)

LIST OF VARIABLES FOR THE ILLINOIS ACCIDENT SUBFILE (CONT'D)

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
REEL_NBR	REEL NUMBER	ACCIDENT	NUM	46
RODWYCLS	ROADWAY CLASSIFICATION	ACCIDENT	CHA(2)	46
RRX_ALP	RR CROSSING ALPA NBR	ACCIDENT	CHA(1)	46
RRX_NBR	RAILROAD CROSSING NUMBER	ACCIDENT	NUM	46
RTE_NBR	ROUTE NUMBER	ACCIDENT	NUM	46
RTE_PREF	ROUTE PREFIX	ACCIDENT	NUM	46
RTE_TYPE	ROUTE TYPE	ACCIDENT	NUM	47
SEV_CDE	SEVERITY CODE	ACCIDENT	NUM	47
SEVERITY	COLLISION SEVERITY	ACCIDENT	NUM	47
TC_COND	TRAFFIC CONTROL CONDITION	ACCIDENT	NUM	48
TOT_INJ	OCCUPANTS INJURED	ACCIDENT	NUM	48
TOT_KILL	OCCUPANTS KILLED	ACCIDENT	NUM	48
TOT_NON	TOTAL NUMBER OF UNINJURED	ACCIDENT	NUM	48
TOTAINJ	NUM A INJ IN ACC	ACCIDENT	NUM	48
TOTBINJ	NUM B INJ IN ACC	ACCIDENT	NUM	48
TOTCINJ	NUM C INJ IN ACC	ACCIDENT	NUM	48
TOWNSHIP	TOWNSHIP	ACCIDENT	NUM	49
TRFCNTL	TYPE OF TRAFFIC CONTROL	ACCIDENT	NUM	49
WEATHER	WEATHER	ACCIDENT	NUM	49
WEEKDAY	DAY OF WEEK	ACCIDENT	NUM	49
WRK_ZONE_REL	WORKZONE RELATED	ACCIDENT	CHA(1)	50

SAS FORMAT DEFINITIONS FOR VARIABLES FROM THE
ILLINOIS STATE ACCIDENT SUBFILE

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

ACCTYPE_POST_93 TYPE OF COLLISION

- 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 = 'HEADON'
- 15 = 'ANGLE'
- 99 = 'OTHER'

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

ACCTYPE_PRE_93 TYPE OF COLLISION

- 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'

(CONT'D)

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'

NOTE: (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.

ACCYR

ACCIDENT YEAR

NON-LABELED VARIABLE

NOTE: The last 2 digits of year of accident.

ACC_DATE

DATE ACCIDENT OCCURRED

NON-LABELED VARIABLE

NOTE: MM/DD/YY for 1994 and 1995 and YY/MM/DD for others.

AGENCY

INVESTIGATING AGENCY

. = 'NOT CODED'

(CONT'D)

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'

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

ALIGN_CODE

ALIGNMENT

1 = 'STRAIGHT AND LEVEL'
 2 = 'STRAIGHT ON GRADE'
 3 = 'STRAIGHT ON HILLCREST'
 4 = 'CURVE, LEVEL'
 5 = 'CURVE ON GRADE'
 6 = 'CURVE ON HILLCREST'
 9 = 'UNKNOWN'

NOTE: Variable added in 2006.

BADGE

BADGE CODE

NON-LABELED VARIABLE

NOTE: Variable discontinued in 1997.

BEAT_CDE

BEAT CODE

NON-LABELED VARIABLE

NOTE: Variable discontinued in 1997.

CASENO

ACCIDENT CASE NUMBER

NON-LABELED VARIABLE -- CASE NUMBER

**CAUSE1
CAUSE2**

**CONTRIBUTORY CAUSE 1
CONTRIBUTORY CAUSE 2**

' ' = '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'

(CONT'D)

'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, NONMOTORIST'
 '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'

NOTE: Because this variable is only filled out by the State Police, over 80% of the cases are coded "unknown".

CITY CITY OR TOWNSHIP

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

CITY_TWNSHIP_FLG CITY/TOWNSHIP FLAG

'C' = 'CITY'
 'T' = 'TOWNSHIP'

NOTE: Variable added in 2006.

CLS_TFWY CLASS OF TRAFFICWAY

. = 'NOT CODED'
 0 = 'UNMARKED STATE HIGHWAY - RURAL'
 1 = 'CONTROLLED-ACCESS HIGHWAY - RURAL'
 2 = 'OTHER STATE NUMBERED HIGHWAY - RURAL'
 3 = 'COUNTY AND LOCAL ROADS AND STREET - RURAL'
 4 = 'TOLL ROAD - RURAL'

(CONT'D)

5 = 'CONTROLLED-ACCESS HIGHWAY - URBAN'
6 = 'OTHER STATE NUMBERED HIGHWAY - URBAN'
7 = 'UNMARKED STATE HIGHWAY - URBAN'
8 = 'CITY STREET - URBAN'
9 = 'TOLL ROAD - URBAN'
OTHER = 'ERROR CODES'

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

CNTYRTE

COMPUTED LINKAGE KEY

NON-LABELED VARIABLE -- Computed variable used in linkage with Road log File. See Discussion.

COUNTY

COUNTY OF ACCIDENTS

'001-102' = COUNTY NUMBER

NOTE: See Roadlog file for county formats.

CRSH_LAT

CRASH LATITUDE

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

CRSH_LONG

CRASH LONGITUDE

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

CRSH_X_CORD

CRASH X COORDINATE

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

CRSH_Y_CORD

CRASH Y COORDINATE

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

CTY_CLS

CITY CLASS CODE

0 = 'UNINCORPORATED'
3 = 'CHICAGO'
4 = 'POPULATION UNDER 2500'

(CONT'D)

5 = '2500 - 5000'
6 = '5 - 10 THOUSAND'
7 = '10 - 25 THOUSAND'
8 = '25 - 50 THOUSAND'
9 = 'OVER 50 THOUSAND'

NOTE: Variable added in 2004.

DAM_OTHR PROPERTY DAMAGE OTHER THAN VEH

0 = 'OVER 500'
1000-99999 = 'UNDER 500'

DIST DISTRICT NUMBER

1 = 'SCHAUMBURG'
2 = 'DIXON'
3 = 'OTTAWA'
4 = 'PEORIA'
5 = 'PARIS'
6 = 'SPRINGFIELD'
7 = 'EFFINGHAM'
8 = 'FAIRVIEW HEIGHTS'
9 = 'CARBONDALE'

NOTE: Variable discontinued in 1994.

DIVIDED TRAFFICWAY DESCRIPTION

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'

NOTE: Variable added in 2006.

FED_CLAS FEDERAL CLASSIFICATION

. = 'NOT CODED'
01 = 'INTERSTATE RURAL'
02 = 'INTERSTATE URBAN'
03 = 'PRIMARY PRINCIPAL ARTERIAL - FEDERAL-AID RURAL'
04 = 'PRIMARY PRINCIPAL ARTERIAL - FEDERAL-AID URBAN'
05 = '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'

(CONT'D)

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'

NOTE: The above 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.

FLD_NAM1 **FIELD REF NAME 1**
FLD_NAM2 **FIELD REF NAME 2**

NON-LABELED VARIABLES

NOTE: Variables discontinued in 1997.

FLD_NBR1 **FIELD REF NUMBER 1**
FLD_NBR2 **FIELD REF NUMBER 2**

NON-LABELED VARIABLES

NOTE: Variables discontinued in 1997.

FLD_TYPE **FIELD REF TYPE**

NON-LABELED VARIABLE

NOTE: Variables discontinued in 1997.

FUNC_CLS **FUNCTIONAL CLASS**

. = '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)'

NOTE: This variable is attached from roadway segments.

HIT_RUN

HIT AND RUN

'0', ' ' = 'NOT STATED'
'1' = 'YES'
'2' = 'NO'

NOTE: Variable added in 1994.

HOUR

TIME OF ACCIDENT

. = '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'

IMAG_NBR

IMAGE NUMBER

NON-LABELED VARIABLE -- Internal use only

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

INT_NAME

INTESECTING RTE NBR

NON-LABELED VARIABLE

NOTE: Variable discontinued in 2004.

INT_PREF

INTERSECT RTE PREFIX

NON-LABELED VARIABLE

INT_QUAD**INTERSECTION QUADRANT**

. = '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 QUADRANT'
 8 = 'NW QUADRANT'
 9 = 'NOT APPLICABLE'
 OTHER = 'ERROR CODES'

NOTE: (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.

INT_REL**INTERSECTION RELATED**

'1' = 'YES'
 '2' = 'NO'
 '0', ' ' = 'NOT STATED'

NOTE: Variable added in 1994.

LIGHT**LIGHT CONDITION**

. = 'NOT CODED'
 0 = 'NOT STATED'
 1 = 'DAYLIGHT'
 2 = 'DAWN'
 3 = 'DUSK'
 4 = 'DARKNESS'
 5 = 'DARKNESS, LIGHTED ROAD'
 9 = 'UNKNOWN'
 OTHER = 'ERROR CODES'

LOC_TYPE**LOCATION TYPE**

. = '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'

(CONT'D)

OP_ID**OPERATOR ID**

NON-LABELED VARIABLE

NOTE: Variable discontinued in 1995.**POP_GRP****POPULATION GROUP**

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'

NOTE: (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.

RD_DEF**ROAD DEFECTS**

. = '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'

NOTE: Categories 11-15 apply to data before 2004.

RDSURF**ROAD SURFACE**

. = 'NOT CODED'
 0 = 'NOT STATED'
 1 = 'DRY'
 2 = 'WET'
 3 = 'SNOW/SLUSH'

(CONT'D)

4 = 'ICE'
5 = 'SAND/OIL/MUD'
6 = 'OTHER'
9 = 'UNKNOWN'
10 = 'ICE/SNOW/FROST'
11 = 'MUDDY'
12 = 'OILY'

NOTE: Categories 10-12 apply to data before 2004.

REEL_NBR

REEL NUMBER

NON-LABELED VARIABLE -- Internal use only

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

RODWYCLS

ROADWAY CLASSIFICATION

'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'

RRX_ALP

RR CROSSING ALPA NBR

NON-LABELED VARIABLE

NOTE: 99 per cent of observations coded as missing.

RRX_NBR

RAILROAD CROSSING NUMBER

NON-LABELED VARIABLE

NOTE: 99 per cent of observations coded as missing.

RTE_NBR

ROUTE NUMBER

NON-LABELED VARIABLE

RTE_PREF

ROUTE PREFIX - ACCIDENT VAR

. = 'NOT CODED'
1 = 'U.S. ROUTE'

(CONT'D)

TC_COND**TRAFFIC CONTROL CONDITION**

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'

NOTE: Variable added in 1994.

TOT_INJ**OCCUPANTS INJURED**

. = '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'

TOT_KILL**OCCUPANTS KILLED**

. = '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'

TOT_NON**TOTAL NUMBER OF UNINJURED PERSONS**

0 - 4 = ACTUAL NUMBER
 5 - 10 = '5 - 10'
 11 - 20 = '11 - 20'
 21 - 50 = '21 - 50'

TOTAINJ**NUM A INJ IN ACC****TOTBINJ****NUM B INJ IN ACC****TOTCINJ****NUM C INJ IN ACC**

. = 'NOT CODED'
 00 = '00'
 01 = '01'
 02 = '02'

(CONT'D)

03 = '03'
04 = '04'
05-10 = '05 TO 10'
11-20 = '11 TO 20'
21-50 = '21 TO 50'
OTHER = 'ERROR CODES'

TOWNSHIP

TOWNSHIP

NON-LABELED VARIABLE

TRFCNTL

TYPE OF TRAFFIC CONTROL

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'

NOTE: Categories 15-16 apply to data before 2004.

WEATHER

WEATHER

., 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'

NOTE: Category 8 applies to data before 2004.

WEEKDAY

DAY OF OCCURRENCE

. = 'NOT CODED'
1 = 'MONDAY'
2 = 'TUESDAY'
3 = 'WEDNESDAY'

(CONT'D)

4 = 'THURSDAY'
5 = 'FRIDAY'
6 = 'SATURDAY'
7 = 'SUNDAY'
OTHER = 'ERROR CODES'

NOTE: Variable discontinued in 2001.

WRK_ZONE_REL WORKZONE RELATED

'Y' = 'YES'
'N' = 'NO'

NOTE: Variable added in 2006.

LIST OF VARIABLES FOR THE ILLINOIS VEHICLE SUBFILE

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
ACTION	ARREST	VEHICLE	CHA(7)	53
AIRBAG	AIRBAG DRIVER	VEHICLE	CHA(1)	53
AT_FAULT	AT FAULT	VEHICLE	CHA(2)	53
CASENO	CASE NUMBER	VEHICLE	CHA(11)	53
COL_TYPE	COLLISION TYPE	VEHICLE	CHA(2)	53
COMM_VEH	COMMERCIAL VEHICLE	VEHICLE	CHA(1)	53
DIR_TRVL	DIRECTION OF TRAVEL	VEHICLE	NUM	53
DRV_ACTN	DRIVER ACTION	VEHICLE	CHA(2)	54
DRV_AGE	DRIVER AGE	VEHICLE	NUM	54
DRV_BAC	DRIVER ALCOHOL PERCENT	VEHICLE	NUM	54
DRV_BAC2	2ND SOBRIETY TEST RESULTS	VEHICLE	CHA(2)	55
DRV_CLAS	DRIVER CLASS	VEHICLE	CHA(4)	55
DRV_COND	DRIVER CONDITION NEW	VEHICLE	CHA(1)	55
DRV_DOB	DRIVER BIRTH DATE	VEHICLE	CHA(8)	55
DRV_EJCT	DRIVER EJECTION	VEHICLE	CHA(1)	56
DRV_IMAG	IMAGE NUMBER	VEHICLE	NUM	56
DRV_INJ	DRIVER EXTENT OF INJURY	VEHICLE	NUM	56
DRV_LST	DRIVER LICENSE STATE	VEHICLE	CHA(2)	56
DRV_REEL	REEL NUMBER	VEHICLE	CHA(4)	56
DRV_REST	DRIVER RESTRAINT USAGE	VEHICLE	NUM	56
DRV_RPT	DRIVER REPORT	VEHICLE	NUM	57
DRV_SEX	DRIVER SEX	VEHICLE	NUM	57
F_INVLOC	FIRST INVOLVEMENT LOCATION	VEHICLE	NUM	57
FIRE	VEH FUEL LEAKS AND FIRE	VEHICLE	NUM	58
FRST_INV	FIRST INVOLVEMENT	VEHICLE	NUM	58
HZM_IND	HAZARDOUS MATERIAL	VEHICLE	CHA(1)	59
INTOX	ALCOHOL INVOLVED	VEHICLE	CHA(1)	59
MISCACT1	DRV MISC ACTN 1 CD	VEHICLE	NUM	59
MOSTHARM	VEHICLE MOST HARMFUL INVOLVEMENT	VEHICLE	CHA(1)	61
NUM_K	TOTAL KILLED IN VEHICLE	VEHICLE	NUM	61
NUM_OCC	NO. OF OCCUPANTS IN VEHICLE	VEHICLE	NUM	61
NUMINJ	TOTAL NUMBER INJURD IN VEHICLE	VEHICLE	NUM	61
PED_AGE	AGE OF THE PED/PEDALCYCLIST	VEHICLE	CHA(2)	61
PED_CLT	PED TYPE OF CLOTHING	VEHICLE	CHA(1)	62
PED_FLAG	PEDESTRIAN FLAG	VEHICLE	CHA(1)	62
PED_LOC	PED/PEDAL LOCATION	VEHICLE	CHA(1)	62
PED_OTH	PEDESTRIAN/OTHER	VEHICLE	NUM	62
PED_VIS	DRIVER VISION	VEHICLE	CHA(1)	62
PEDACT	PED/PEDALCYLIST ACTION/MOVEMENT	VEHICLE	NUM	63
PERSON_TYP	PERSON TYPE	VEHICLE	NUM	63
PHYSCOND	DRIVER PHYSICAL CONDITION	VEHICLE	NUM	63
PTCONT1	POINT OF CONTACT #1	VEHICLE	CHA(2)	64
REPORT	REPORTABLE ACCIDENT	VEHICLE	CHA(1)	64
RESIDLOC	RESIDENCE OF DRIVER	VEHICLE	NUM	64
S_INVLOC	SECOND INVOLVEMENT LOCATION	VEHICLE	NUM	65
SND_INV	SECOND INVOLVEMENT	VEHICLE	NUM	65
SOB_TEST	FIRST SOBRIETY/CONDITION	VEHICLE	NUM	65
SPEC_VEH	SPECIAL VEHICLE	VEHICLE	NUM	65

(CONT'D)

LIST OF VARIABLES FOR THE ILLINOIS VEHICLE SUBFILE (CONT'D)

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
STRK_CDE	STRIKE STRUCK CODE	VEHICLE	CHA(1)	66
T_INVLOC	THIRD INVOLVEMENT LOCATION	VEHICLE	NUM	66
THRD_INV	THIRD INVOLVEMENT	VEHICLE	NUM	66
TOWAWAY	VEHICLE TOWED	VEHICLE	NUM	66
VEH_MNAU	VEHICLE MANEUVER CODE	VEHICLE	CHA(2)	67
VEH_OCC	VEHICLE OCCUPANTS	VEHICLE	CHA(2)	67
VEHCOND1	VEHICLE DEFECT	VEHICLE	CHA(2)	67
VEHNO	VEHICLE NUMBER	VEHICLE	NUM	68
VEHTYPE	TYPE OF VEHICLE	VEHICLE	NUM	68
VEHYR	VEHICLE MODEL YEAR	VEHICLE	NUM	69
VIN	VIN CODE	VEHICLE	CHA(17)	69
VISION	VEHICLE VISUAL OBSTRUCTION	VEHICLE	CHA(2)	69

SAS FORMAT DEFINITIONS FOR VARIABLES FROM THE
ILLINOIS STATE VEHICLE SUBFILE

ACTION

ARREST

NON-LABELED VARIABLE

NOTE: Variable discontinued in 1997.

AIRBAG

DRIVER AIRBAG DEPLOYED

'1' = 'WITH SEAT BELT'
'2' = 'WITHOUT SEAT BELT'
'9' = 'UNKNOWN/NOT APPLICABLE'

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

AT_FAULT

AT FAULT

NON-LABELED VARIABLE

NOTE: Variable added in 1994.

CASENO

ACCIDENT CASE NUMBER

NON-LABELED VARIABLE -- CASE NUMBER

COL_TYPE

COLLISION TYPE

NON-LABELED VARIABLE

NOTE: Variable added in 1994.

COMM_VEH

COMMERCIAL VEHICLE

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

DIR_TRVL

DIRECTION OF TRAVEL

. = 'NOT CODED'
0 = 'NOT STATED'
1 = 'NORTH'
2 = 'NORTHEAST'
3 = 'EAST'
4 = 'SOUTHEAST'
5 = 'SOUTH'
6 = 'SOUTHWEST'
7 = 'WEST'
8 = 'NORTHWEST'

(CONT'D)

OTHER = 'ERROR CODES'

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

DRV_ACTN

DRIVER ACTION

'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'

NOTE: Variable added in 1994.

DRV_AGE

DRIVER AGE

. = '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'

DRV_BAC

DRIVER ALCOHOL PERCENT

. = 'NOT CODED'
0 = 'NOT STATED, NOT TAKEN OR NONE'

(CONT'D)

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'

NOTE: (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

DRV_BAC2

2ND TEST RESULTS

'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'

NOTE: (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.

DRV_CLAS

DRIVER CLASS

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

DRV_COND

DRIVER CONDITION NEW

'1' = 'NORMAL'
'2' = 'IMPAIRED-ALCOHOL'
'3' = 'IMPAIRED-DRUGS'
'4' = 'ILLNESS'
'5' = 'ASLEEP/FAINTED'
'6' = 'MEDICATED'
'7' = 'HAD BEEN DRINKING'
'8' = 'FATIGUED'
'9' = 'OTHER/UNKNOWN'

NOTE: Variable added in 1996.

DRV_DOB

DRIVER BIRTHDATE

NON-LABELED VARIABLE

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

DRV_EJCT

DRIVER EJECTION

- '1' = 'NOT APPLICABLE'
- '2' = 'TOTALLY EJECTED'
- '3' = 'PARTIALLY EJECTYD'
- '4' = 'TRAPPED/EXTRICD'
- '9' = 'UNKNOWN'
- ' ' = 'NOT CODED'

NOTE: Variable added in 1994.

DRV_IMAG

IMAGE NUMBER

NON-LABELED VARIABLE -- Internal use only

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

DRV_INJ

DRIVER EXTENT OF INJURY

- . = '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'

DRV_LST

DRIVER LICENSE STATE

NON-LABELED VARIABLE

NOTE: Variable added in 1996.

DRV_REEL

REEL NUMBER

NON-LABELED VARIABLE -- Internal use only

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

DRV_REST

DRIVER RESTRAINT USAGE

- .,00 = 'NOT CODED'
- 01 = 'NONE PRESENT'
- 02 = 'SAFETY BELT USED'
- 03 = 'SAFETY BELT NOT USED'
- 04 = 'HELMET USED'

(CONT'D)

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'

NOTE: (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.

DRV_RPT

DRIVER REPORT

1 = 'DRV AT FAULT'
0 = 'NOT AT FAULT'
. = 'NOT CODED'
OTHER = 'ERROR CODES'

NOTE: Variable discontinued in 1997.

DRV_SEX

DRIVER SEX

. = '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'

F_INVLOC

INVOLVEMENT LOCATION

. = '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 OPPTS'
19 = 'MEDIAN'

(CONT'D)

OTHER = 'ERROR CODE'

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

FIRE

VEH FUEL LEAKS AND FIRES

. = 'NOT CODED'
0 = 'NOT STATED'
1 = 'YES'
2 = 'NO'
OTHER = 'ERROR CODES'

NOTE: Over 9 percent coded as "not stated".

FRST_INV

FIRST INVOLVEMENT

.,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'

(CONT'D)

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 OPPOSIT'
 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'

NOTE: Categories 51-70 apply to data before 2004.

HZM_IND

HAZARDOUS MATERIAL

'0' = 'NOT STATED'
 '1' = 'YES'
 '2' = 'NO'
 ' ' = 'NOT CODED'

NOTE: Variable added in 1994.

INTOX

ALCOHOL INVOLVED

' ' = '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'

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

MISCACT1

DRV MISC ACTN 1 CD

. = 'NOT CODED'

(CONT'D)

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'

MOSTHARM VEHICLE MOST HARMFUL INVOLVEMENT

'1' = 'FIRST INVOLVEMENT'
'2' = 'SECOND INVOLVEMENT'
'3' = 'THIRD INVOLVEMENT'

NOTE: Variable added in 2006.

NUM_K TOTAL KILLED IN VEHICLE

0 - 4 = '00 TO 04'
05 - 10 = '05 TO 10'
11 - 20 = '11 TO 20'
21 - 50 = '21 TO 50'

NUM_OCC NUMBER OF OCCUPANTS IN VEH

'05' - '10' = '05 TO 10'
'11' - '20' = '11 TO 20'
'21' - '50' = '21 TO 50'

NOTE: Variable added in 1994.

NUMINJ TOTAL NUMBER INJURED IN 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'

PED_AGE PEDESTRIAN AGE

'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'

(CONT'D)

'66'-'98' = '66 + YRS'

NOTE: Variable added in 1995.

PED_CLT

PEDESTRIAN TYPE OF CLOTHING

'1' = 'NO CNTR CLOTHING'
'2' = 'CNTR CLOTHING'
'3' = 'REFLECT MAT'
'4' = 'OTHER LIGHT USED'
' ' = 'NOT CODED'

NOTE: Variable added in 1994 and discontinued in 2004.

PED_FLAG

PEDESTRIAN FLAG

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

PED_LOC

PED/PEDAL LOCATION

'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'

NOTE: Variable added in 2006.

PED_OTH

PEDESTRIAN/OTHER

. = 'NOT CODED'
1 = 'PEDESTRIAN'
2 = 'EQUESTRIAN'
3 = 'PEDALCYCLIST'
4 = 'NON-MOTOR VEHICLE - OCCUPANT'
OTHER= 'ERROR CODES'

NOTE: (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.

PED_VIS

DRIVER VISION

'1' = 'NOT OBSCURED'
'2' = 'WINDSHIELD (WATER/ICE)'
'3' = 'TREES, PLANTS'
'4' = 'BUILDINGS'
'5' = 'EMBANKMENT'
'6' = 'SIGNBOARD'

(CONT'D)

'7' = 'HILLCREST'
'8' = 'PARKED VEHICLES'
'9' = 'MOVING VEHICLE'
'10' = 'BLINDED - HEADLIGHTS'
'11' = 'BLINDED - SUNLIGHT'
'12' = 'BLOWING MATERIALS'
'13' = 'OTHER'
'99' = 'UNKNOWN'

NOTE: Variable added in 2006.

PEDACT

PED/PEDALCYCLIST ACTION/MOVEMENT

. = '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'

NOTE: 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.

PERSON_TYP

PERSON TYPE

1 = 'DRIVER'
2 = 'PEDESTRIAN'
3 = 'PEDALCYCLIST'
4 = 'EQUESTRIAN'
5 = 'OCCUPANT OF NONMOTORIZED VEHICLE'
6 = 'NONCONTACT VEHICLE'
7 = 'PASSENGER'

NOTE: Variable added in 2006.

PHYSCOND

CONDITION OF DRIVER

. = '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'

(CONT'D)

8 = 'OTHER'
9 = 'HAD BEEN DRINKING'
10 = 'ABILITY IMPAIRED - ALCOHOL'
11 = 'ABILITY IMPAIRED - DRUGS'
12 = 'FELL ASLEEP, FAINTED'
13 = 'FATIGUED'

NOTE: (1) "Not stated" appears to be absent from 1994 onwards data. In addition, the percentage of "had been drinking" appears to be lower than expected. (2) Variable discontinued in 2004.

PTCONT1

POINT OF CONTACT #1

' .' = 'NOT CODED'
'00' = 'NONE'
'01' = 'FRONT'
'02' = 'FRONT RGHT 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'

NOTE: Variable added in 1994.

REPORT

REPORTABLE ACCIDENT

' ' = 'NOT STATED'
'1' = 'TOTAL DAMAGE OVER \$250'
'2' = 'TOTAL DAMAGE UNDER \$250'
OTHER = 'ERROR CODES'

NOTE: Variable added in 1988.

RESIDLOC

RESIDENCE OF DRIVER

. = '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'

NOTE: Variable discontinued in 2004.

S_INVLOC SECOND INVOLVEMENT LOCATION

Coding -- See F_INVLOC. Notes for F_INVLOC apply here too.

SND_INV SECOND INVOLVEMENT

CODING -- SEE FRST_INV. Notes for FRST_INV apply here too.

SOB_TEST FIRST SOBRIETY/CONDITION

. = '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'

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

SPEC_VEH SPECIAL VEHICLE

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'

(CONT'D)

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'

NOTE: (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.

STRK_CDE

STRIKE STRUCK CODE

' ' = 'NOT CODED'
 '0' = 'NOT STATED'
 '1' = 'STRIKING VEHICLE'
 '2' = 'STRUCK VEHICLE'
 '3' = 'BOTH VEHICLES'
 '9' = 'UNKNOWN'
 OTHER = 'ERROR CODES'

NOTE: 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.

T_INVLOC

3RD INVOLVMENT LOCATION

CODING - See F_INVLOC. Notes for F_INVLOC apply here as well.

THRD_INV

THIRD INVOLVEMENT

CODING -- SEE FRST_INV. Notes for FRST_INV apply here as well.

TOWAWAY

VEHICLE TOWED

. = 'NOT CODED'
 0 = 'NOT STATED'
 1 = 'NOT TOWED'
 2 = 'TOWED'
 3 = 'FIRE'

(CONT'D)

OTHER = 'ERROR CODES'

NOTE: (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.

VEH_MNAU

VEH MANEUVER CODE

' .', '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'

NOTE: (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.

VEH_OCC

VEHICLE OCCUPANTS

NON-LABELED VARIABLE

NOTE: Variable added in 1994.

VEHCOND1

VEHICLE DEFECT

'01' = 'NONE'
'02' = 'BRAKES'
'03' = 'STEERING'

(CONT'D)

'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'

NOTE: Variable added in 1994.

VEHNO

REFERENCE NUMBER

NON-LABELED VARIABLE

NOTE: This is the number of vehicle on the accident report form. This variable is used to link to occupant file.

VEHTYPE

TYPE OF VEHICLE

. = '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'

NOTE: (1) Code "98" above 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.

VEHYR

VEHICLE MODEL YEAR

. = 'NOT CODED'
0-80 = 'PRE 1980 MODEL'

VIN

VINA CODE

NON-LABELED VARIABLE -- No Raw File Documentation

VISION

VEHICLE VISUAL OBSTRUCTION

'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'

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

LIST OF VARIABLES FOR THE ILLINOIS INJURED OCCUPANTS SUBFILE

SAS VARIABLE NAME	DESCRIPTION	VARIABLE FILE	SAS 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)	72
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	73
SEATPOS	SEATING POSITION	INJ. OCCUPANTS	NUM	74
SEX	OCCUPANT SEX	INJ. OCCUPANTS	NUM	74
VEHNO	VEHICLE NUMBER	INJ. OCCUPANTS	NUM	74

NOTE: (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 FORMAT DEFINITIONS FOR VARIABLES FROM THE
ILLINOIS STATE INJURED OCCUPANTS SUBFILE

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

AGE **OCCUPANT AGE**

. = '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'

CASENO **ACCIDENT CASE NUMBER**

NON-LABELED VARIABLE -- CASE NUMBER

EJCT **OCCUPANT EJECTION**

'1' = 'NOT APPLICABLE'
'2' = 'TOTAL EJECTED'
'3' = 'PARTIAL EJECTD'
'4' = 'TRAPPED/EXTRICD'
'9' = 'UNKNOWN'
' ' = 'NOT CODED'

NOTE: Variable added in 1994.

INJ **DRV/OCC INJURY**

. = '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'

(CONT'D)

4 = 'FATAL'
OTHER = 'ERROR CODES'

NOTE: 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.

OCC_AIR

OCCUPANT AIR BAG

'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'

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

OCC_IMAG

IMAGE NUMBER

NON-LABELED VARIABLE

NOTE: (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.

OCC_REEL

REEL NUMBER

NON-LABELED VARIABLE

NOTE: (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.

REST1

SAFETY EQUIPMENT

.,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'

(CONT'D)

11 = 'BAG DEPL BLT US'
12 = 'BAG DEPL BLT N/US'
99 = 'OTHER'

NOTE: (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.

SEATPOS

SEATING POSITION

. = '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'

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

SEX

OCCUPANT SEX

. = 'NOT CODED'
0 = 'NOT STATED'
1 = 'MALE'
2 = 'FEMALE'
OTHER = 'ERROR CODES'

VEHNO

VEHICLE NUMBER

NON-LABELED VARIABLE

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

LIST OF VARIABLES FOR THE ILLINOIS ROADLOG FILE

SAS VARIABLE NAME	DESCRIPTION	VARIABLE FILE	SAS FORMAT TYPE	PAGE NO.
AADT	ANNUAL ADT	ROADLOG	NUM	79
AADT_YR	YEAR OF ADT	ROADLOG	CHA(4)	79
ACCESS	ACCESS CONTROL	ROADLOG	NUM	79
ADMINHWY	ADMINISTRATIVE HIGHWAY SYSTEM	ROADLOG	CHA(1)	79
APPR_NBR	APPURTENANCE NUMBER	ROADLOG	NUM	79
AVAI_ROW	AVAILABLE RIGHT OF WAY	ROADLOG	CHA(1)	80
BEGMP	BEGIN MILEPOST	ROADLOG	NUM	80
BUILD_BY	BUILT BY	ROADLOG	CHA(1)	80
CNTY_RTE	COUNTY ROUTE NUMBER	ROADLOG	CHA(7)	80
COMM_VOL	COMMERCIAL VOLUME	ROADLOG	NUM	80
COMMDATE	DATE	ROADLOG	CHA(4)	81
COUNTY	COUNTY	ROADLOG	NUM	81
CURB1	CURB TYPE	ROADLOG	NUM	83
CURV_CUT	CURVE CUT	ROADLOG	CHA(1)	83
CURV_RAD	CURVE RADIUS	ROADLOG	NUM	83
DEF_ANGL	DEFLECTION ANGLE	ROADLOG	CHA(7)	83
DIR_CURV	HORIZONTAL CURVE DIRECTION	ROADLOG	CHA(1)	83
DISTRICT	ILL DISTRICT	ROADLOG	NUM	84
END_RTE	END OF ROUTE	ROADLOG	CHA(1)	84
ENDMP	END MILEPOST	ROADLOG	NUM	84
EXST_ROW	EXISTING RIGHT OF WAY	ROADLOG	NUM	84
FAUL_HGHT	FAULT HEIGHT	ROADLOG	NUM	84
FED_AID	FEDERAL AID (IN LIEU)	ROADLOG	NUM	84
FUNC_CLS	FUNCTIONAL CLASS	ROADLOG	NUM	85
HOR_BEG	HORIZONTAL CURVE BEGINNING MILEPOST	ROADLOG	NUM	85
HOR_BEGMP	HORIZONTAL CURVE BEGIN MILEPOST	ROADLOG	CHA(5)	85
HOR_END	HORIZONTAL CURVE END MILEPOST	ROADLOG	NUM	85
HOR_ENDMP	HORIZONTAL CURVE END MILEPOST	ROADLOG	CHA(5)	86
HPMS_IND	HPMS INDICATOR	ROADLOG	CHA(1)	86
HPMS_SEC	HPMS SECTION	ROADLOG	NUM	86
HPMS_SEG	HPMS SECTION SEGMENT	ROADLOG	NUM	86
HPMS1	HPMS SECTION ID	ROADLOG	NUM	86
INSHTP1	INSIDE SHOULDER TYPE 1	ROADLOG	CHA(1)	86
INSHTP2	INSIDE SHOULDER TYPE 2	ROADLOG	CHA(1)	87
INSHWD1	INSIDE SHOULDER WIDTH 1	ROADLOG	NUM	87
INSHWD2	INSIDE SHOULDER WIDTH 2	ROADLOG	NUM	87
INT_TYPE	INTERSECTION FEATURE	ROADLOG	CHA(1)	88
INV_DIR	INVENTORY DIRECTION	ROADLOG	CHA(1)	88
KEY_RTE_APPRTE	KEY ROUTE APPURTENANCE NUMBER	ROADLOG	NUM	88
KEY_RTE_APPURTC	KEY ROUTE APPURTENANCE TYPE	ROADLOG	CHA(1)	88
KEY_RTE_SEQNBR	KEY ROUTE SEQUENCE NUMBER	ROADLOG	CHA(4)	88
KEY_RTE_STATION	KEY ROUTE STATION	ROADLOG	NUM	89
KEY_RTE_SUF_CDE	KEY ROUTE SUFFIX CODE	ROADLOG	CHA(1)	89
KEY_RTE_TYPCD	KEY ROUTE TYPE CODE	ROADLOG	CHA(1)	89
LANEWID	AVERAGE LANE WIDTH	ROADLOG	NUM	89
LPK_REST	PARKING RESTRICTIONS LEFT	ROADLOG	CHA(1)	89
LST_SECD	LATEST CONSTRUCTION SECTION D	ROADLOG	CHA(15)	89

(CONT'D)

LIST OF VARIABLES FOR THE ILLINOIS ROADLOG FILE (CONT'D)

SAS VARIABLE NAME	DESCRIPTION	VARIABLE FILE	SAS FORMAT TYPE	PAGE NO.
LST_SECE	LATEST CONSTRUCTION SECTION	ROADLOG	CHA(10)	89
LST_UPDT	DATE OF LAST UPDATE	ROADLOG	CHA(8)	90
MAIN_DIS	MAINTENANCE DISTRICT	ROADLOG	NUM	90
MAIN_SEC	MAINTENANCE SECTION	ROADLOG	CHA(6)	90
MAINTENC	MAINTENANCE	ROADLOG	NUM	90
MED_TYPE	MEDIAN TYPE	ROADLOG	NUM	90
MEDWID	MEDIAN WIDTH	ROADLOG	NUM	90
MRK_BEG	MARKED BEGINNING	ROADLOG	NUM	91
MRK_RTE1	MARKED ROUTE1	ROADLOG	CHA(6)	91
MRK_RTE2	MARKED ROUTE2	ROADLOG	CHA(6)	91
MRK_RTE3	MARKED ROUTE3	ROADLOG	CHA(5)	91
MRK_RTE4	MARKED ROUTE4	ROADLOG	CHA(5)	91
MRK_RTNBR	MARKED ROUTE NUMBER	ROADLOG	NUM	91
MRKD_RTE_BEGMP	MARKED ROUTE BEGINNING	ROADLOG	NUM	91
	MILEPOST			
MULTICNT	AVERAGE ANNUAL DAILY MULTI- UNIT VOLUME	ROADLOG	NUM	92
MUNI_NAME	MUNICIPAL NAME	ROADLOG	CHA(20)	92
MVMT	MILLION VEHICLE MILES OF TRAVEL	ROADLOG	NUM	92
NEW_ONEWAY	NEW ONEWAY INDICATOR	ROADLOG	CHA(1)	92
NHS_CDE	NATIONAL HIGHWAY SYSTEM	ROADLOG	CHA(1)	92
NO_LANES	TOTAL NUMBER OF LANES	ROADLOG	NUM	92
NO_SPLNS	NUMBER OF SPECIAL LANES	ROADLOG	NUM	93
NON_ATTEN	NON-ATTAINMENT AREA	ROADLOG	NUM	93
ODM_MILE	ODOMETER MILE	ROADLOG	NUM	93
ODM_SIGN	ODOMETER SIGN	ROADLOG	CHA(1)	93
OLD_AADT	OLD AADT	ROADLOG	NUM	93
ONEWAY	ONEWAY INDICATOR	ROADLOG	NUM	94
OPCRSNBR	OPPOSITE ROAD CRS NUMBER	ROADLOG	NUM	94
OPP_FAULT	OPPOSITE ROAD FAULT	ROADLOG	CHA(3)	94
OPP_PAVDIS	OPPOSITE ROAD PAVEMENT DISTRESS	ROADLOG	CHA(10)	94
OPP_RUTDEPT	OPPOSITE ROAD RUT DEPTH	ROADLOG	CHA(3)	94
ORG_SECB	ORIGINAL CONSTRUCTION SEC B	ROADLOG	CHA(15)	94
ORG_SECC	ORIGINAL CONSTRUCTION SEC C	ROADLOG	CHA(5)	94
OUTSHTP1	OUTSIDE SHOULDER TYPE 1	ROADLOG	CHA(1)	94
OUTSHTP2	OUTSIDE SHOULDER TYPE 2	ROADLOG	CHA(1)	95
OUTSHWD1	OUTSIDE SHOULDER WIDTH 1	ROADLOG	NUM	95
OUTSHWD2	OUTSIDE SHOULDER WIDTH 2	ROADLOG	NUM	96
OVHOBNSR	OVERHEAD OBSTRUCTION NUMBER	ROADLOG	CHA(7)	96
PAV_DIST	PAVEMENT DISTRESS	ROADLOG	CHA(10)	96
PAVECOND	PRESENT SERVICE RATING	ROADLOG	NUM	96
PCNT_TRK	PERCENTAGE TRUCKS	ROADLOG	CHA(2)	96
PLN_SEQ	PLANNING SEQUENCE	ROADLOG	NUM	97
POP_GRP	MUNICIPALITY POPULATION GROUP	ROADLOG	CHA(1)	97
PRKLN_WD	PARKING LANE WIDTH	ROADLOG	NUM	97
RATE_DTE	MONTH-YR OF CONDITION RATING	ROADLOG	NUM	97
RD_DIST	TOWNSHIP/ROAD DISTRICT	ROADLOG	NUM	97
RD_STRUC	STRUCTURE NUMBER	ROADLOG	CHA(7)	98

(CONT'D)

LIST OF VARIABLES FOR THE ILLINOIS ROADLOG FILE (CONT'D)

SAS VARIABLE NAME	DESCRIPTION	VARIABLE FILE	SAS FORMAT TYPE	PAGE NO.
RD_YEAR	YEAR ROAD CONSTRUCTED	ROADLOG	NUM	98
REF_PNT	REFERENCE POINT	ROADLOG	CHA(15)	98
REF_PNT1	REFERENCE POINT 1	ROADLOG	CHA(20)	98
REF_PNT2	REFERENCE POINT 2	ROADLOG	CHA(20)	98
REF_PNT3	REFERENCE POINT 3	ROADLOG	CHA(20)	98
REF_PNTA	REFERENCE POINT A	ROADLOG	CHA(15)	98
REFPNT1A	REFERENCE POINT 1 TYPE	ROADLOG	CHA(2)	98
REFPNT2A	REFERENCE POINT 2 TYPE	ROADLOG	CHA(2)	98
REFPNT3A	REFERENCE POINT 3 TYPE	ROADLOG	CHA(2)	98
REFPT1IN	REFERENCE POINT 1 INTERSECTION	ROADLOG	CHA(1)	99
REFPT2IN	REFERENCE POINT 2 INTERSECTION	ROADLOG	CHA(1)	99
REFPT3IN	REFERENCE POINT 3 INTERSECTION	ROADLOG	CHA(1)	99
RESEV_RD	RESERVATION ROAD	ROADLOG	CHA(1)	99
REV_CDE	FORWARD/REVERSE CODE	ROADLOG	CHA(1)	99
RODWYCLS	ROADWAY CLASSIFICATION	ROADLOG	CHA(2)	99
ROW	RIGHT OF WAY	ROADLOG	NUM	99
RPK_REST	PARKING RESTRICTION	ROADLOG	CHA(1)	100
RR_CRX	RAILROAD CROSS RIDEABILITY	ROADLOG	NUM	100
RRD_LNK	RAILROAD LINK NUMBER	ROADLOG	CHA(7)	100
RRX_DIRCD	RAILROAD DIRECTION CODE	ROADLOG	CHA(1)	100
RRX_RIDE	RAILROAD CROSSING RIDEABILITY	ROADLOG	CHA(1)	100
RTE_APPURT	ROUTE APPURTENANCE	ROADLOG	NUM	101
RTE_NBR	ROUTE NUMBER	ROADLOG	NUM	101
RTE_SEGCD	ROUTE SEQUENCE NUMBER	ROADLOG	CHA(2)	101
RTE_STAT	ROUTE STATION	ROADLOG	NUM	101
RTE_STAT_END	ROUTE STATION END	ROADLOG	NUM	101
RTE_SUFIX	ROUTE SUFFIX	ROADLOG	CHA(1)	101
RTE_TYPE	ROUTE TYPE	ROADLOG	NUM	101
RURURB	RURAL / URBAN CODE	ROADLOG	NUM	102
RUT_DEPTIN	RUT DEPTH INDICATOR	ROADLOG	CHA(3)	102
S_RTENBR	SAF-MRK-ROUTE NUMBER	ROADLOG	NUM	102
S_RTETYP	SAF-MRK-ROUTE TYP	ROADLOG	NUM	102
SAF_CNTRL	SAF-ACCESS-CNTL	ROADLOG	NUM	102
SAF_FASY	SAF-FASYS	ROADLOG	NUM	103
SAF_TWN	SAF-TWNSHP	ROADLOG	NUM	103
SEG_LNG	SEGMENT LENGTH	ROADLOG	NUM	103
SHLD_CON	SHOULDER CONDITION	ROADLOG	NUM	103
SPD_LIM2	POSTED SPEED LIMIT (MINUS DIRECTION)	ROADLOG	NUM	103
SPD_LIMT	ROADWAY SPEED LIMIT	ROADLOG	NUM	103
SPEC_SYSM	SPECIAL SYSTEMS	ROADLOG	CHA(1)	104
SPLN_TYP	LANES SPECIAL TYPE	ROADLOG	CHA(1)	104
SPLN_WID	LANES SPECIAL WIDTH	ROADLOG	NUM	104
STAT_DIR	PLAN STATION DIRECTION	ROADLOG	CHA(1)	104
STOU_IND	STRUCTURE OVER/UNDER IND	ROADLOG	CHA(1)	105
STR_ENDM	STRUCTURE END MILEPOST	ROADLOG	CHA(5)	105
STR_LNG	STRUCTURE LENGTH	ROADLOG	NUM	105

(CONT'D)

LIST OF VARIABLES FOR THE ILLINOIS ROADLOG FILE (CONT'D)

SAS VARIABLE NAME	DESCRIPTION	VARIABLE FILE	SAS FORMAT TYPE	PAGE NO.
STRDIRCD	STRUCTURE DIRECTION CODE	ROADLOG	CHAR(1)	105
STRT_NAM	STREET-NAME	ROADLOG	CHA(15)	105
STRU_FAC	STRUCTURE FACILITY LOCATION	ROADLOG	CHA(20)	105
STRU_LNK	STRUCTURE LINK NUMBER	ROADLOG	NUM	105
SUF_CDE	SUFFIX CODE	ROADLOG	CHA(1)	105
SURF_RAT	SURFACE CONDITION RATING	ROADLOG	NUM	106
SURF_TYP	SURFACE TYPE - ROAD 1	ROADLOG	NUM	106
SURF_WID	TOTAL SURFACE WIDTH	ROADLOG	NUM	106
SURF_YR	YEAR OF PRESENT SUF CONST	ROADLOG	CHA(2)	107
SURFDATE	YEAR OF PRESENT SUF CONST	ROADLOG	CHA(4)	107
TOTINSHL	TOTAL IN SHOULDER	ROADLOG	NUM	107
TOTOTSHL	TOTAL OUT SHOULDER	ROADLOG	NUM	107
TRF_CNTL	TRAFFIC CONTROL	ROADLOG	CHA(1)	107
TRK_RTE	DESIGNATED TRUCK ROUTE	ROADLOG	CHA(1)	107
URB_AREA	URBAN AREA	ROADLOG	NUM	108
VER_BEGMP	VERTICAL GRADE BEGINNING MILEPOST	ROADLOG	CHA(5)	108
VER_ENDMP	VERTICAL END MILEPOST	ROADLOG	CHA(5)	108
VERT_APP	VERTICAL CURVE APPROACH GRADE	ROADLOG	NUM	108
VERT_BEG	VERTICAL CURVE BEGINNING MILEPOST	ROADLOG	NUM	108
VERT_END	VERTICAL CURVE END MILEPOST	ROADLOG	NUM	109
VERT_LEV	VERTICAL CURVE LEAVE GRADE	ROADLOG	NUM	109
VERT_LGN	VERTICAL CURVE LENGTH	ROADLOG	NUM	109
VERTAPPS	VERTICAL APPROACH SIGN	ROADLOG	CHA(1)	110
VERTLEVS	VERTICAL LEAVE SIGN	ROADLOG	CHA(1)	110
VOL_YR	YEAR OF HEAVY COMMERCIAL VOL	ROADLOG	NUM	110
XAADT	CROSSROAD AADT	ROADLOG	NUM	110
XCOMADT	CROSSROAD COMMERCIAL ADT	ROADLOG	NUM	110
XFUNC_CL	CROSS FUNCTIONAL CLASS	ROADLOG	NUM	110

SAS FORMAT DEFINITIONS FOR VARIABLES FROM THE
ILLINOIS ROADLOG FILE

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

AADT **ANNUAL ADT**

00000 = ' 0'
00001 - 00100 = ' 1 - 100'
00101 - 00500 = ' 101 - 500'
00501 - 01000 = ' 501 - 1,000'
01001 - 02000 = '1,001 - 2,000'
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 +'

NOTE: Variable added in 1987.

AADT_YR **YEAR OF AADT**

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

ACCESS **ACCESS CONTROL**

0 = 'UNCONTROLLED'
1 = 'PARTIAL CONTROL'
2 = 'FULL CONTROL'

NOTE: Variable added in 1987.

ADMINHWY **ADMISNISTRATIVE HIGHWAY SYSTEM**

' ' = 'NOT CODED'
'1' = 'STATE'
'2' = 'COUNTY'
'3' = 'TOWNSHIP'
'4' = 'MUNICIPAL'
'5' = 'PRIVATE/OTHER'

NOTE: Variable added in 1997.

APPR_NBR **APPURTENANCE NUMBER**

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

AVAI_ROW

AVAILABLE R.O.W.

' ' = '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'

NOTE: Variable added in 1997.

BEGMP

BEGIN MILEPOST

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

BUILD_BY

BUILT BY

'0' = 'UNKNOWN'
'1' = 'STATE (INCLUDES FA ROADS ON STATE SYSTEM)'
'2' = 'CITY, TOWN OR VILLAGE BY AGREEMENT WITH STATE (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'

NOTE: Variable added in 2004.

CNTY_RTE

CNTY RTETYP RTENBR

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

COMM_VOL

HEAVY COMMERCIAL VOLUME

0 = ' 0'
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'

(CONT'D)

010001 - 015000 = '10,000- 15,000'
015001 - 020000 = '15,001- 20,000'
020001 - 040000 = '20,001- 40,000'
040001 - 999999 = '40,000 +'

NOTE: Variable added in 1987.

COMMDATE **DATE**

NON-LABELED VARIABLE

NOTE: Variable added in 1997.

COUNTY **COUNTY**

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 '

(CONT'D)

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'

(CONT'D)

101 = 'WINNEBAGO'
102 = 'WOODFORD'

NOTE: Variable added in 1987.

CURB1

CURB TYPE

1 = 'CURB/GUT UND GRD'
2 = 'CURB/GUT N/UNDGR'
3 = 'UNDGRD DRAIN'
4 = 'OPEN DITCH /NAT'
0 = 'NO DRAIN PROVIS'

NOTE: Variable added in 1987 and discontinued in 1995.

CURV_CUT

CURVE CUT

'C' = 'CURVE IN A CUT'
'F' = 'CURVE IN A FILL'

NOTE: Variable added in 1987 and discontinued in 1995.

CURV_RAD

CURVE RADIUS

NON LABELED VARIABLE -- Gives the curve radius in feet.

NOTE: (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.

DEF_ANGL

DEFLECTION ANGLE

'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'

NOTE: Variable added in 1987 and discontinued in 1995.

DIR_CURV

HORIZONTAL CURVE DIRECTION

' ' = 'Not Coded'
'L' = 'LEFT'
'R' = 'RIGHT'

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

DISTRICT**ILL-DISTRICT**

1 = 'SCHAUMBURG'
2 = 'DIXON'
3 = 'OTTAWA'
4 = 'PEORIA'
5 = 'PARIS'
6 = 'SPRINGFIELD'
7 = 'EFFINGHAM'
8 = 'FAIRVIEW HEIGHTS'
9 = 'CARBONDALE'

NOTE: Variable added in 1987.

END_RTE**END OF ROUTE**

NON-LABELED VARIABLE

NOTE: Variable added in 1997.

ENDMP**END MILE POST**

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

EXST_ROW**EXISTING RIGHT OF WAY**

. = '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'

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

FAUL_HGHT**FAULT HEIGHT**

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

FED_AID**FEDERAL AID (IN LIEU)**

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'

(CONT'D)

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'

NOTE: Variable added in 1987 and discontinued in 1995.

FUNC_CLS

FUNCTIONAL CLASS

. = '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)'

NOTE: Variable added in 1987.

HOR_BEG

HORIZONTAL CURVE BEGINNING MILEPOST

NON-LABELED VARIABLE

NOTES: (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.

HOR_BEGMP

HORIZONTAL CURVE BEGIN MILEPOST

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

HOR_END

HORIZONTAL CURVE ENDING MILEPOST

NON-LABELED VARIABLE

NOTE: Variable added in 1997.

HOR_ENDMP **HORIZONTAL CURVE END MILEPOST**

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

HPMS_IND **HPMS INDICATOR**

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

HPMS_SEC **HPMS SECTION**

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

HPMS_SEG **HMPS-SECTION SEGMENT**

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

HPMS1 **HMPS-SECTION ID**

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

INSHTP1 **INSIDE SHOULDER TYPE**

' ' = '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'

NOTE: (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.

INSHTP2**INSIDE SHOULDER TYPE 2**

' ' = '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'

NOTE: (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.

INSHWD1**SHOULDER WIDTH FOR INSIDE SHOULDER TYPE 1**

. = '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'

NOTE: (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.

INSHWD2**SHOULDER WIDTH FOR INSIDE SHOULDER TYPE 2**

. = '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'

(CONT'D)

10 = '10 FT'
11 - HIGH = '>=11 FT'

NOTE: (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.

INT_TYPE INTERSECTION FEATURE

'A' = 'ACROSS'
'L' = 'LEFT'
'N' = 'NOT APPLICABLE'
'R' = 'RIGHT'
OTHER = 'ERROR CODES'

NOTE: (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.

INV_DIR INTERFACE INVENTORY DIRECTION CODE

'E' = 'EAST'
'N' = 'NORTH'
'S' = 'SOUTH'
'W' = 'WEST'

NOTE: Variable added in 1997.

KEY_RTE_APPRTE KEY ROUTE APPURTENANCE NUMBER

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

KEY_RTE_APPURTCO KEY ROUTE APPURTENANCE TYPE

'0' = 'MAINLINE'
'1' = 'ALTERNATE'
'2' = 'SPUR'
'3' = 'WYE'
'4' = 'RAMP'
'5' = 'FRONTAGE ROAD'
'6' = 'TEMPORARY CONNECTOR'
'7' = 'COLLECTOR-DISTRIBUTOR'

NOTE: Variable added in 2004.

KEY_RTE_SEQNBR KEY ROUTE SEQUENCE NUMBER

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

KEY_RTE_STATION KEY ROUTE STATION

NON-LABELED VARIABLE

NOTE: Variable available only for 2004.

KEY_RTE_SUF_CDE KEY ROUTE SUFFIX CODE

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

KEY_RTE_TYPCD KEY ROUTE TYPE CODE

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

LANEWID AVERAGE LANE WIDTH

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

NOTE: Variable added in 1987.

LPK_REST PARKING RESTRICTIONS LEFT

' ' = 'NOT CODED'
'0' = 'UNDETERMINED'
'1' = 'NO PARKING'
'2' = 'PARALLEL PARKING'
'3' = 'DIAGONAL PARKING'
'4' = 'OTHER'

NOTE: Variable added in 1997.

LST_SECD LATEST CONSTRUC SECTION D

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

LST_SECE LATEST CONSTRUC SECTION E

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

LST_UPDT **DATE OF LAST UPDATE [IN YYYY/MM/DD FORMAT]**

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

MAIN_DIS **MAINTENANCE DISTRICT**

- 1 = 'SCHAUMBURG'
- 2 = 'DIXON'
- 3 = 'OTTAWA'
- 4 = 'PEORIA'
- 5 = 'PARIS'
- 6 = 'SPRINGFIELD'
- 7 = 'EFFINGHAM'
- 8 = 'FAIRVIEW HEIGHTS'
- 9 = 'CARBONDALE'

NOTE: Variable added in 1987.

MAIN_SEC **MAINTENANCE SECTION**

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

MAINTENC **MAINTENANCE RESPONSIBLY**

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

MED_TYPE **MEDIAN TYPE**

- 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 ELEVATED
FREEWAYS, OR OTHER BARRIERS'
- 4 = 'RUMBLE STRIP OR CHATTER BAR
- 5 = 'PAINTED
- 6 = 'BI-DIRECTIONAL TURN LANES, PAINTED
- 7 = 'MOUNTABLE MEDIAN

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

MEDWID **MEDIAN WIDTH**

- 000 = 'NO WIDTH'
- 001-005 = '001 - 005'

(CONT'D)

006-010 = '006 - 010'
011-030 = '011 - 030'
031-050 = '031 - 050'
051-100 = '051 - 100'
101-999 = '> 100'

NOTE: (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.

MRK_BEG

MARKED BEGINNING

NON-LABELED VARIABLE

NOTE: Variable available only for 2004.

MRK_RTE1

MARKED ROUTE1

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

MRK_RTE2

MARKED ROUTE1

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

MRK_RTE3

MARKED ROUTE1

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

MRK_RTE4

MARKED ROUTE1

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

MRK_RTNBR

MARKED ROUTE NUMBER

NON-LABELED VARIABLE

NOTE: Variable available only for 2004.

MRKD_RTE_BEGMP MARKED ROUTE BEGINNING MILEPOST

NON-LABELED VARIABLE

NOTE: Variable available only for 2004.

MULTICNT ANNUAL AVERAGE DAILY MULTIPLE UNIT VOLUME

. = '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'

NOTE: Variable added in 1997.

MUNI_NAME MUNICIPAL NAME

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

MVMT MILLION VEHICLE MILES OF TRAVEL

NON-LABELLED VARIABLE

NOTE: Variable added in 1987.

NEW_ONEWAY NEW ONEWAY

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

NHS_CDE NATIONAL HIGHWAY SYSTEM

' ' = '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'

NOTE: Variable added in 1997.

NO_LANES TOTAL NUMBER OF LANES

. = 'NOT CODED'
1 = ' 1 LANE '
2 = ' 2 LANES '
3 = ' 3 LANES '
4 = ' 4 LANES '
5 = ' 5 LANES '

(CONT'D)

6 = ' 6 LANES'
7 = ' 7 LANES'
8 = ' 8 LANES'
9 = ' 9 LANES'
10 = '10 LANES'
11 = '11 LANES'
12 = '12 LANES'

NOTE: Variable added in 1987.

NO_SPLNS NUMBER OF SPECIAL LANES

. = 'NOT CODED'
0 = '0 NO SPECIAL LANE'
1 = '1 SPECIAL LANE'
2 = '2 SPECIAL LANES'
3 = '3 SPECIAL LANES'
4 = '4 SPECIAL LANES'

NOTE: Variable added in 1997.

NON_ATTEN NON-ATTAINMENT AREA

0000 = 'NOT AN OZONE NON-ATTAINMENT AREA'
1051 = 'CHICAGO OZONE NON-ATTAINMENT AREA'
1660 = 'ST. LOUIS OZONE NON-ATTAINMENT AREA'

NOTE: Variable added in 1997.

ODM_MILE ODOMETER MILE

NON-LABELED VARIABLE

NOTE: Variable added in 2002.

ODM_SIGN ODOMETER SIGN

NON-LABELED VARIABLE

NOTE: Variable added in 2002.

OLD_AADT OLD AADT

'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 +'

NOTE: Variable discontinued in 1995.

ONEWAY **ONEWAY INDICATOR**

1 = 'ONE-WAY'
2 = 'TWO-WAY'
3 = 'ONE-WAY REVERSIBLE'
4 = 'TWO-WAY REVERSIBLE'
OTHER = 'NOT CODED'

NOTE: Variable discontinued in 1987.

OPCRSNBR **OPPOSITE ROAD CRS NUMBER**

NON-LABELED VARIABLE

NOTE: Variable discontinued in 1997.

OPP_FAULT **OPPOSITE ROAD FAULT**

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

OPP_PAVDIS **OPPOSITE ROAD PAVEMENT DISTRESS**

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

OPP_RUTDEPT **OPPOSITE ROAD RUT DEPTH**

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

ORG_SECB **ORIGINAL CONSTRUCTION SEC B**

NON-LABELED VARIABLE

NOTE: Variable discontinued in 1995.

ORG_SECC **ORIGINAL CONSTRUCTION SEC C**

NON-LABELED VARIABLE

NOTE: Variable discontinued in 1995.

OUTSHTP1 **OUTSIDE SHOULDER TYPE 1**

' ' = 'NOT CODED'
'0' = 'NO SHOULDER'

(CONT'D)

'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'

NOTE: (1) If a road section has different shoulder types on the two outside shoulder, then the shoulder type having the lower numbered coded 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.

OUTSHTP2

OUTSIDE SHOULDER TYPE 2

' ' = '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'

NOTE: (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.

OUTSHWD1

OUTSIDE SHOULDER WIDTH 1

. = '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'

NOTE: (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.

OUTSHWD2 OUTSIDE SHOULDER WIDTH 2

. = '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'

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

OVHOBNSR OVERHEAD OBSTRUCTION NUMBER

NON-LABELLED VARIABLE

NOTE: Variable added in 1997.

PAV_DIST PAVEMENT DISTRESS

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

PAVECOND PRESENT SERVICE RATING

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)'

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

PCNT_TRK PERCENTAGE TRUCKS

'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'

(CONT'D)

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

PLN_SEQ

PLANNING SEQUENCE

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

POP_GRP

MUNICIPALITY POPULATION GROUP

' ' = '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'

NOTE: Variable added in 1997.

PRKLN_WD

PARKING LANE WIDTH

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

NOTE: Variable added in 1987 and discontinued in 1995.

RATE_DTE

MNTH-YR OF COND RATING

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

RD_DIST

TOWNSHIP/ROAD DISTRICT

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

RD_STRUC **STRUCTURE NUMBER**

NON-LABELED VARIABLE

NOTE: Variable added in 1997.

RD_YEAR **YEAR ROAD CONSTRUCTED**

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

REF_PNT **REFERENCE POINT**

NON-LABELLED VARIABLE

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

REF_PNT1 **REFERENCE POINT 1**
REF_PNT2 **REFERENCE POINT 2**
REF_PNT3 **REFERENCE POINT 3**

NON-LABELLED VARIABLE

NOTE: Variables added in 1997.

REF_PNTA **REFERENCE POINT A**

NON-LABELLED VARIABLE

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

REFPNT1A **REFERENCE POINT 1 TYPE**
REFPNT2A **REFERENCE POINT 2 TYPE**
REFPNT3A **REFERENCE POINT 3 TYPE**

' ' = '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'

NOTE: Variable added in 1997.

REFPT1IN **REFERENCE POINT 1 INTERSECTION**
REFPT2IN **REFERENCE POINT 2 INTERSECTION**
REFPT3IN **REFERENCE POINT 3 INTERSECTION**

'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'

NOTE: Variable added in 1997.

RESEV_RD **RESERVATION ROAD**

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

REV_CDE **FORWARD/REVERSE CODE**

NON-LABELED VARIABLE

NOTE: (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.

RODWYCLS **ROADWAY CLASSIFICATION**

' ' = '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'

ROW **RIGHT OF WAY**

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

RPK_REST

PARKING RESTRICTION

- ' ' = 'NOT CODED'
- '0' = 'UNDETERMINED'
- '1' = 'NO PARKING'
- '2' = 'PARALLEL PARKING'
- '3' = 'DIAGONAL PARKING'
- '4' = 'OTHER'

NOTE: Variable added in 1997.

RR_CRX

RAILROAD CROSS RIDEABILITY

- 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)'

NOTE: Variable added in 1987 and discontinued in 1995.

RRD_LNK

RAILROAD LINK NUMBER

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

RRX_DIRCD

RAILROAD DIRECTION CODE

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

RRX_RIDE

RAILROAD CROSSING RIDEABILITY

- '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'

NOTE: Variable added in 2004.

RTE_APPURT **ROUTE APPURTENANCE**

NON-LABELED VARIABLE

NOTE: Variable available only for 2004.

RTE_NBR **ROUTE NUMBER**

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

RTE_SEGCD **ROUTE SEQUENCE NUMBER**

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

RTE_STAT **ROUTE STATION**

NON-LABELED VARIABLE

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

RTE_STAT_END **ROUTE STATION END**

NON-LABELED VARIABLE

NOTE: Variable available only for 2004.

RTE_SUFEX **ROUTE SUFFIX**

' ', '0' = 'NO SUFFIX'

'A'-'P' = 'MAINLINE '

'Q', 'R', 'S', 'T' = 'RAMPS OFF'

'W', 'Y', 'Z' = 'WYES OFF'

'U' = 'SPUR OFF'

NOTE: Data available for the years 1992 and 1995.

RTE_TYPE **ROUTE TYPE**

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'

(CONT'D)

8 = 'OTHER ROAD'
9 = 'FEDERAL-AID URBAN'
0 = 'MUNICIPAL STREET'

NOTE: Variable discontinued in 1995.

RURURB

RURAL/URBAN CODE

1 = 'RURAL'
2 = 'URBAN'
8 = 'RURAL UNKNOWN'
9 = 'URBAN UNKNOWN'

NOTE: (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.

RUT_DEPTIN

RUT DEPTH INDICATOR

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

S_RTENBR

SAF-MRK-ROUTE NUMBER

NON-LABELED VARIABLE

NOTE: Variable added in 1987.

S_RTETYP

SAF-MRK-ROUTE TYPE

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'

NOTE: Variable added in 1987.

SAF_CNTL

SAF-ACCESS-CNTL

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

SAF_FASY

SAF-FASYS

NON-LABELED VARIABLE

NOTE: Variable added in 1987 discontinued in 1995.

SAF_TWN

SAF-TWNSHP

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

SEG_LNG

CALCULATED SECTION LENGTH

NON-LABELED VARIABLE

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

SHLD_CON

SHOULDER CONDITION

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)'

NOTE: Variable added in 1987 and discontinued in 1995.

SPD_LIM2

POSTED SPEED LIMIT (MINUS DIRECTION)

SPD_LIMT

ROADWAY SPEED LIMIT

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'

(CONT'D)

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'

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

SPEC_SYSM

SPECIAL SYSTEMS

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

SPLN_TYP

LANES SPECIAL TYPE

' ' = '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'

NOTE: Variable added in 1997.

SPLN_WID

SPECIAL LANE WIDTH

. = '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'

NOTE: Variable added in 1997.

STAT_DIR

PLAN STATION DIRECTION

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

STOU_IND **STRUCTURE OVER/UNDER INDICATOR**
NON-LABELED VARIABLE
NOTE: Variable added in 1997.

STR_ENDM **STRUCTURE END MILEPOST**
NON-LABELED VARIABLE
NOTE: Variable added in 1997.

STR_LNG **STRUCTURE LENGTH**
NON-LABELED VARIABLE
NOTE: Variable added in 1997.

STRDIRCD **STRUCTURE DIRECTION CODE**
NON-LABELED VARIABLE
NOTE: Variable added in 1997.

STRT_NAM **STREET NAME**
NON-LABELED VARIABLE
NOTE: Variable added in 1987.

STRU_FAC **STRUCTURE FACILITY LOCATION**
NON-LABELED VARIABLE
NOTE: Variable added in 1997.

STRU_LNK **STRUCTURE LINK NUMBER**
NON-LABELED VARIABLE
NOTE: Variable added in 1997 and discontinued in 1995.

SUF_CDE **SUFFIX CODE**
NON-LABELED VARIABLE
NOTE: Variable added in 2004.

SURF_RAT**SURFACE CONDITION RATING**

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.**SURF_TYP****SURFACE TYPE - ROAD 1**

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'

NOTE: Variable added in 1987.**SURF_WID****TOTAL SURFACE WIDTH**

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 +'

NOTE: Variable added in 1987.

SURF_YR **YEAR PRESENT SUF CONST**

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

SURFDATE **YEAR OF SURFACE CONSTRUCTION**

NON-LABELED VARIABLE

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

TOTINSHL **TOTAL INSIDE SHOULDER WIDTH (1 + 2)**

NON-LABELED VARIABLE

NOTE: (1) '0' = NO WIDTH, '1 - 19' = WIDTH TO NEAREST FOOT (2) Variable coded only for divided highways. (3) Variable added in 1997.

TOTOTSHL **TOTAL OUTSIDE SHOULDER WIDTH (1 + 2)**

NON-LABELED VARIABLE

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

TRF_CNTL **TRAFFIC CONTROL**

' ' = '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'

NOTE: (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.

TRK_RTE **DESIGNATED TRUCK ROUTE**

'1' = 'CLASS I DESIGNATED TRUCK ROUTE'

(CONT'D)

'2' = 'CLASS II DESIGNATED TRUCK ROUTE'
'3' = 'CLASS III DESIGNATED TRUCK ROUTE'
'4' = 'NOT A DESIGNATED TRUCK ROUTE'

NOTE: Variable added in 1987.

URB_AREA

URBAN AREA

. = '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'

NOTE: Variable added in 1987.

VER_BEGMP

VERTICAL GRADE BEGINNING MILEPOST

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

VER_ENDMP

VERTICAL END MILEPOST

NON-LABELED VARIABLE

NOTE: Variable added in 2004.

VERT_APP

VERTICAL CURVE APPROACH GRAD

-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'

NOTE: (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.

VERT_BEG

VERTICAL CURVE BEGINNING MILEPOST

NON-LABELED VARIABLE

(CONT'D)

NOTE: (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.

VERT_END VERTICAL CURVE END MILEPOST

NON-LABELED VARIABLE

NOTE: (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.

VERT_LEV VERTICAL CURVE LEAVE GRADE

-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 '

NOTE: (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.

VERT_LGN VERTICAL CURVE LENGTH

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'

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

VERTAPPS**VERTICAL APPROACH SIGN**

'+' = 'UPHILL'
 '-' = 'DOWNHILL'

NOTE: (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.

VERTLEVS**VERTICAL LEAVE SIGN**

'+' = 'UPHILL'
 '-' = 'DOWNHILL'

NOTE: (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.

VOL_YR**YEAR OF HEAVY COMER VOL**

NON-LABELED VARIABLE

NOTE: Variable added in 1987 and discontinued in 1995.

XAADT**CROSSROAD AADT**

NON-LABELED VARIABLE

NOTE: Variable added in 1997.

XCOMADT**CROSSROAD COMMERCIAL ADT**

NON-LABELED VARIABLE

NOTE: Variable added in 1997.

XFUNC_CL**CROSS FUNCTIONAL CLASS**

. = '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)'

NOTE: Variable added in 1997.

LIST OF VARIABLES FOR THE ILLINOIS DEFICIENT CURVE FILE

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
BEGMP	BEGINNING MILE POST	DEFICIENT	CURVE NUM	112
CNTY_RTE	COUNTY ROUTE NUMBER	DEFICIENT	CURVE CHA(7)	112
CURV_LGT	CURVE LENGTH	DEFICIENT	CURVE NUM	112
CURV_RAD	CURVE RADIUS	DEFICIENT	CURVE NUM	112
DEG_CURV	DEGREE OF CURVATURE	DEFICIENT	CURVE NUM	112
DIR_CURV	DIRECTION OF CURVE	DEFICIENT	CURVE CHA(1)	112
ENDMP	END MILE POST	DEFICIENT	CURVE NUM	113
SEG_LNG	SEGMENT LENGTH	DEFICIENT	CURVE NUM	113

NOTE: (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.)

SAS FORMAT DEFINITIONS FOR VARIABLES FROM THE
ILLINOIS DEFICIENT CURVE FILE

BEGMP

BEGIN MILEPOST

NON-LABELED VARIABLE

NOTE: Variable added in 1997.

CNTY_RTE

CNTY RTETYP RTENBR

NON-LABELED VARIABLE

NOTE: Variable added in 1997.

CURV_LGT

CURVE LENGTH

NON-LABELED VARIABLE

NOTE: Variable added in 1997.

CURV_RAD

CURVE RADIUS

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'

NOTE: Variable added in 1997.

DEG_CURV

DEGREE OF CURVE

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'

NOTE: Variable added in 1997.

DIR_CURV

HORIZONTAL CURVE DIRECTION

' ' = 'NOT CODED'
'L' = 'LEFT'
'R' = 'RIGHT'

NOTE: Variable added in 1997.

ENDMP

END MILEPOST

NON-LABELED VARIABLE

NOTE: Variable added in 1997.

SEG_LNG

SEGMENT LENGTH

NON-LABELED VARIABLE

NOTE: Variable added in 1997.