HSIS

HIGHWAY SAFETY INFORMATION SYSTEM

Guidebook for Data Files

MAINE

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Introduction to the Maine HSIS Guidebook

Maine's basic data system that is retained in HSIS brings together data concerning accidents and road inventory. Unlike other HSIS states in which the linkage variable is some form of route-milepoint, the Maine system is a county/link-node system. While the definitions have changed over time, links (also referred to as "segments" in files after 2007), are defined by a beginning and ending nodes. Nodes are "points" that represent roadway junctions, bridges, other boundaries or "dummy nodes" used to divide a segment in which roadway characteristics change. Thus, the raw data received from Maine each year for use in the HSIS includes the following record types:

Accident Records (including information on general crash characteristics and on individual vehicles and occupants in the crash)

Link/Segment Records (inventory information concerning roadway segments)

Node Records (inventory information concerning junctions or other link/segment endpoints)

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Raw file data are provided to the HSIS team at the UNC 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 are available from HSIS staff. Conversion programs developed by HSRC and LENDIS to convert the files into SQL and SAS formats are also 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 Maine and other States, and the data files for a given State are linked and manipulated using SAS code. However, this conversion from the original SAS-based system to the ORACLE relational system is somewhat transparent to the end-user of the data since the output files produced by ORACLE for modeling and analysis will be SAS formatted. As in the past, we have continued to produce SAS format libraries for each of the variables in each of the files. Because it is envisioned that the majority of analyses will utilize these SAS files and formats, this Guidebook will concern these SAS files - their formats, completeness, and quality. However, researchers requesting data from HSIS can request the output in various formats such as SAS, Microsoft Excel® and Access®, dBase, ASCII, etc.

As noted above, the underline accident data is in three separate files. The Accident subfile, containing basic information on accident type, location, environment, etc., can be linked with the Vehicle subfile (which contains information on each vehicle) and the Occupant subfile (which contains information on each occupant in each vehicle). Prior to 2011, driver variables are included in the Vehicle subfile. In 2011 and later, the driver variables are in the Occupant subfile. The user can identify occupant-file variables for drivers using appropriate codes in the

SEATPOSITIONROW and SEATPOSITIONSEAT variables (i.e., the driver is in the "front" row and the "left" seat).

The Link/Segment File contains characteristics of approximately **23,000** miles of public road in Maine. This includes all public highways in the State, both rural roads and urban streets. Approximately 85 percent are rural in nature. (Note that this is different from other HSIS state files, where the "state system" of roadways captured there contains only roadways under state control and thus does not include all public highways.) This file contains roadway characteristics including shoulder and median information, pavement type and width, lane information, etc. The variables included in the Link/Segment file changed significantly in 2007. The variable descriptions contained later in this Guidebook include information on these changes.

Prior to 2007, It is noted that in order to cover situations in which a roadway characteristic changed within a link, this raw file contains information on up to five possible changes for most variables within the link, and up to five "Distance From" variables which indicate the distance from the lower order node to the change. For ease of use, this file has been reformatted such that a record contains a "homogeneous" section (sublink) of roadway. This reformatted Link Records File also contains traffic information (AADT) for the link. This will eliminate the amount of merging that will have to be done by future users. Note that in 2007, Maine redefined their links/segments such that variables do not change values within a link/segment. Thus all segments in 2007 and later data are, by definition, "homogeneous".

It is important for a Maine link/segment data user to note that Maine uses a "Dual Carriageway" system in their Links (Segment) data. For all divided roads, each direction of travel is a separate link/segment. These divided road segments are identified by THRUTYPERD ("Type of thru roadway") = 2 (divided). Some link variables include data for both directions of travel (e.g., AADT, median width, total number of lanes). Other link variables include data for only the one direction of travel to which that link applies (e.g. number of thru lanes, surface width of thru lanes, total surface width). The later descriptions of variables in the Link/Segment file documentation contains information on what each variable applies to for these divided-road segments.

In addition, crashes on these divided roads are located (linked) to the directional side where the crash occurred. So, for example, the "address" for two rear-end crashes occurring at exactly the same point on opposing sides of a divided road will differ from each other. Unfortunately, while Maine staff are working on the issue, there is currently no way of determining which opposing links are "paired" (i.e., which two links are side-by-side) on the divided roadway. Thus, analyses for these divided roadway segment are, by definition, very different from analyses conducted on divided roads in other HSIS states. In other states, the roadway "record" contains information on lanes in both directions of travel and crashes occurring on either side would be essentially located to the centerline of the median, grouping crashes together for both directions of travel. This is not the case with divided roads in Maine. Thus, modeling of Maine divided roads will be directional in nature, with crashes only for one direction, but with some other variables having to be manipulated to represent only one

direction of travel (e.g., the AADT variable (i.e., AADTF) will have to be divided in half in the directional model.

The Node Records File contains limited information on the characteristics of approximately *56,000* junctions, bridges and/or other boundaries across the state. Prior to 2007, the Node File contains information related to the intersection configuration, number of legs, and linkage information concerning surrounding nodes. It also contains information concerning "Millions of Entering Vehicles" and the presence of signalization if the node is an intersection. The Node File contains fewer variables in 2007 and later years, dropping variables related to intersection configuration and information on surrounding nodes. Again, these changes are documented later in this Guidebook. .

Details of the three Accident subfiles, the Link/Segment File, and the Node File are presented in the following section.

DETATILS OF MAJOR FILES -
The Accident File

The Maine accident data is collected by state police, local police and county sheriffs on a uniform accident report form. An accident was reported prior to 1999 if it involved $500 total damage/or personal injury. The dollar value changed from $500 to $1000 as of 9/18/1999. All crash reports are sent to the State Police who code and punch the data. Annual data tapes and hard copies are forwarded to the Bureau of Planning within the Maine DOT for further preparation before being entered in the Maine system. Here, coders use the accident report forms to extract location information and to check and recode, if necessary, key items involving the "Accident Type," "Location Code" and "Fixed Object Struck." The items recoded are the primary items used by Maine in their high accident location analysis and in the development of accident diagrams. The consensus is that the state police data are of better quality than the local data, but the local data appears to be quite adequate for the uses made of it.

Currently there are thirteen years of accident data in the Maine HSIS files - 1985-1997. In the recent years, the data set includes approximately 39,000 accidents per year, 66,000 vehicles per year, and 94,000 occupant/pedestrians per year. As noted earlier, the occupant subfile contains information on each occupant in the crash whether injured or not, including the drivers. The driver information is also in the Vehicle subfile for 2010 and earlier files. Unfortunately, there is no "Urban-Rural" variable in the accident data, and the "Investigating Agency" code does not distinguish between rural and urban crash investigations. Thus, there is no way to define the "ruralness" of the data (without linkage with the Link/Node files). However, given the large proportion of roads that are rural, it would be expected that Maine accidents are more rural than the accidents of other HSIS States.

In the early years of HSIS processing, various single variable tabulations were run to look at the question of reporting completeness and accuracy among the accident variables in the Maine files. Here, we studied the percent of unknown or uncoded values for key variables from the Accident subfile, the Vehicle subfile and the Occupant subfile. These variables ranged from various accident descriptors including accident type, day of week, number of vehicles involved, accident severity, road surface, object struck, and investigating agency; to vehicle-related variables involving vehicle type, contributing factors, and driver information; to occupant variables related to age, sex and injury severity.

The quality control checks indicated that the overwhelming majority of the variables on the Accident subfiles appeared to be quite completely coded and quite accurate. There were virtually no cases in which the number of uncoded variables was greater than two percent, and most were uncoded in less than one percent of the cases.

With respect to the accuracy of the data, comparisons were made of pairs of variables in the file which should have been somewhat similar according to their definitions. In addition, the

single- variable distributions were compared to the other HSIS States to see if large differences existed.

As with the case of completeness, these checks indicated that, in general, the Maine data are quite accurate. For example, the number of cases in which there is a second vehicle noted in the variable related to "Number of Vehicles" matches quite well with the proportion of accidents which would be considered multi-vehicle in the "Accident Type" variable. The distribution in "Weather" matched well with the distribution of "Road Condition." In similar fashion, the distributions for "Driver Condition" and "Severity" were as would be expected from the data of other States.

The Accident subfile variable related to "Non-Intersection" should not be used as an indicator of intersection crashes, and analysis and conversations with Maine staff indicated that 1985 accident data should not be used when performing intersection accident analyses. Instead of "Non- Intersection", the variable LOC_TYPE on the accident file should be used to define intersection- related crashes. (To be more conservative, one might require agreement between the LOC_TYPE variable on the Accident Subfile and the TYPEDESC variable on the Node File, after the interchange-related nodes are removed.)

Finally, it is noted that the definitions of categories within the variable related to "Vehicle Type" changed significantly in the 1989 data. This has resulted in significant changes in the number and percent of various truck types involved in crashes over the years (see Vehicle Type table in later section). More specifically, Maine has gone to a much more detailed set of codes related to truck type, changing from general codes related to "tractor trailer" and "tractor semi-trailer" to new codes as specific as "2-axle semi plus 3-axle trailer". Thus, the number of cases found in the earlier non- specific categories drops dramatically in the 1988 and 1989 data. Care will have to be taken in grouping these truck codes in future analyses.

For these and other variables which either have higher proportions of uncoded data or for which an accuracy issue has been raised by analysis efforts, "Additional Information" has been included under the variable in the later Format section of this Guidebook.

In summary, analysis of the Maine 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 uncoded cases.

The Link/ Segment File

This file (referred to as "Link" before 2007 and "Segment" in 2007 and later) contains information on approximately *23,000* miles of public roads in Maine, and covers all public highways and streets in the State. Thus, in contrast to most other HSIS States which include only higher order routes, the Maine system covers all the mileage within the State. The table below provides a categorization of the mileage by certain roadway classes. Unpaved mileage is not included in this table, but will be in the full file.

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

Roadway Category	Mileage
Urban freeways	166.58
Urban freeways < 4 Lanes	25.32
Urban multilane divided non-freeways	46.76
Urban multilane undivided non- freeways	90.00
Urban 2 ln highways	2735.94
Rural freeways	603.53
Rural freeways < 4 lns	24.66
Rural multilane divided non-freeways	6.57
Rural multilane undivided non-freeways	51.20
Rural 2 ln highways	16990.20
Other	2761.08
Total	23501.84

Prior to the early 1990's, data in the file were updated by the Inventory Section of the Maine Bureau of Planning. The inventory information is felt to be quite accurate (perhaps with the exception of the variable related to median barriers). The data were originally updated by a two-person team who continually inventoried everything on public highways (even roads not under State control). They forwarded necessary changes to the Bureau for updating. This road inventory team covered the entire state on a five-year cycle. Due to budget restrictions of the early 90's, inventory changes are now pulled from a continual review of construction and maintenance plans by internal rural planning staff and review of video logs, and everything that changes one of the inventory items is changed in the Maine system as soon as the change is forwarded to the central office, almost always within a year of the change. In urban areas, the division engineering staff does inventory checks on a four-year cycle.

As noted above, the pre-2007 raw Link file has been reformatted such that the SAS Link Records File contains "homogeneous" (sub)links of roadway. That is, in the original file, many of the variables could have up to five changes within a given link, and a distance to each change was recorded. In the SAS file, any time any variable changes within a link, a new link begins. In terms of use, this makes this SAS file more nearly resemble the "route/milepost" files found in the other HSIS States. It is noted that, in some links, problems were found during the development of sublinks (e.g., a change in a variable was noted at a distance greater than the length of the link or two changes in the same variable "overlapped"). While these problems only

occurred in a small percentage of the links, they could not be corrected. To identify these problem links, a "Distance Problem Flag" variable was added to each record in the file. For analysis and merging purposes, only those records where PROBLEMS is coded "o" should be used. Link records for 2007 and later are homogeneous in the raw data and did not have to be reformatted.

This Link/Segment file contains information on approximately *83,000* records within the state covering the *23,000* miles of total system roadway. As noted above, two separate links exist for each section of the approximately two percent of the roadway that is divided -- one link for each direction. This means that computer runs which accumulate mileage for all links will produce inflated mileage totals due to double-counting mileage for these sections. In addition, this dual-carriageway system also affects the way a user will analyze the data due to the fact that crashes are located to each side of the divided roadway. (See earlier discussion.)

Approximately 61 percent of the mileage is local roadways, *26* percent of the mileage is collector routes, and the remaining *14* percent of the records concern Interstates, other principal arterials, and minor arterials. While 50 percent of the <u>records</u> are rural in nature, these represent approximately 85 percent of the total mileage in the system, with the remaining being roads in mixed areas or municipalities. As expected from the rural nature of the state, the majority of roadways carry relatively low volumes of traffic, with AADT's of 500 verhicles per day or less.

In terms of completeness of the data, most of the variables on the file are coded very completely with very few missing values. While there are a limited number of variables with large percentages of uncoded (blank) data, these are generally "default" values which imply the opposite code (e.g., a "blank" in the variable related to "55/65 Posted Speed Limit" indicates that a lower speed limit exists; a "blank" in "HPMS Section" indicates a non-HPMS section).

Two new variables, RODWYCLS and MVMT, have been created by HSIS staff in the roadway segment file of each of the HSIS states. For Maine, they are included in this Links File. 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 inquires from data users, whose most frequent questions have concerned either crash frequencies or rates (per MVMT) for one or more of these roadway classes.

With respect to accuracy of the data, in general, the variables on the Link File are also coded quite accurately. Comparisons of similar variables appear to give very consistent results, and the distributions are similar to what would be expected from other States. For example, the variables related to "Right Shoulder Type" and "Left Shoulder Type" both matched quite well with each other and with the respective variables concerning "Shoulder Width." The variable related to "Municipality" matched well with the "Urban-Rural Code." And, in general, the distributions were as expected.

With respect to traffic volumes, variables related to "factored AADT" are more accurate than variables related to "AADT" (including the "year" variables), according to the Maine staff. The information in the "factored" variables reflects the true traffic counting procedures and results. The non-factored variables contain some misleading information due to lack of accurate "update year" information for sections of local roads on the system, and other problems. As stated in the "Notes" in the SAS Formats, the "factored" variables should be used in all analyses.

Thus, in general, the variables on the Link file are quite accurate and very suitable for analysis efforts. Issues raised in subsequent analyses are included as "Additional Information" under the pertinent variable in the later format section.

The Node Records File

The Nodes File contains information on approximately 56,000 points on the roadway system which are used to define the ends of links. As noted earlier, the 2006 and earlier Node Files included more variables than the 2007 and later files. Post-2007 variables which are missing are noted in the later SAS formats. While the variable related to "Node Type" is no longer present after 2006, in 2006 and earlier, in over 96 percent of the cases, these points are either intersections, railroad crossings, bridges, ends of roads or routes, or State, county or town boundaries. In 2.1 percent of the cases, the node is a "dummy" node interjected into a route to limit the maximum length of a link to six miles. Approximately 63 percent of nodes are intersections of roadways, 17.3 percent are ends of roads, and 2.5 percent are bridges. The remainders are either railroad grade crossing, boundaries, or "dummy" nodes.

In terms of the completeness of the data, the quality control runs indicated that the variables are coded quite accurately. There are a few cases, however, where discussions with Maine staff indicated that the data is not accurately coded. These include variables related to "Number of Approaches" (which is considered more accurate after 2006) and "Traffic Signal Indication" (where a blank indicates no signalization). Again, "Additional Information" has been included under the variable in the later format section of the Guidebook which explains the problem or issue.

With respect to accuracy, while there are very few pairs of variables which measure similar attributes, the distributions of variables appear to show that the data is quite accurate. This accuracy is also supported by the amount of effort that Maine staff puts into inventorying the statewide roadway system on a regular basis and in updating the data files. However, there are some points that should be noted in use of the Node file in intersection analyses.

Because of the nature of the node records (i.e., approximately 64 percent of the nodes represent intersections of roadways), the pre-2007 node file can in some senses be used as an "intersection" file in that it contains information on the geometric configuration of the intersection, the number of legs, the number of annual entering vehicles and the presence of a traffic signal. This is not true for the post-2006 files since the key variable defining whether or not the node is an intersection is no longer coded. However, preliminary work with even the pre-2007 node files has indicated the following "warnings" for such future analyses.

Details of Major Files

First, while the pre-2007 variable related to "Geometric Configuration" (TYPEDESC) specifies the various types of intersections that can occur at a node (e.g., cross--90 degree, cross--skewed, tee, etc.), there is no indication within this variable (or the entire file) that can be used to separate at-grade intersections from interchanges. This is due to the basic definition of a roadway-related node -- a point where two roads cross, converge, or diverge. Thus, for example, for a divided highway, each ramp entrance or exit on each side of the roadway will usually (but not always) be coded as a separate node (with the "Configuration" being "wye" or perhaps "tee"). However, there is no way of determining from the existing Node file which "Wye" intersections are "true" intersections of roadways, and which are ramps. If one is attempting to isolate non-ramp intersections, there is a variable on the Link file which indicates whether a road section is a ramp or not (i.e., "Ramp"). If all "wye" and "tee" nodes are merged with all incoming links, a check can be made to determine which nodes are "true" non-ramp locations.

Thus, with very few exceptions, the variables in the Node File are both coded a high percentage of the time and appear to be quite accurate. Again, there are fewer Node File variables coded in 2007 and later.

Traffic Data

With respect to the traffic information on both the Link and the Node File, the traffic counts that are in the system are extracted from a traffic file again prepared within the *Traffic Engineering Division*. The counts are extracted from a series of *57* permanent count stations across the State, six of which do detailed vehicle classification counts. There are a total of *11* stations on Interstate routes (which collect counts in both directions), approximately *16* stations on U.S. routes, 24 stations on State routes, and *six* stations on other routes.

In addition to the continuous count stations, each summer *24*-hour counts were done at between 1600-2200 locations on all US and State highways *prior to 1994*. Beginning in 1994, the number of coverage counts increased to between *1800 and 3300*. Approximately 10 percent of these counts include vehicle classification counts. Classification estimates exist for other locations that are not high priority locations.

Each year, these counts are done in either the northern, central, or southern areas of the State. The counters move to a different area the following summer, covering the entire State every five years. The southern and central areas are counted in alternate years for the first four years of a cycle. Then the northern area, where counts change less per year, is counted during the fifth year of the cycle. Seasonal adjustment factors for the coverage counts are based on continuous count stations which fall into the same "highway type" category as the coverage count. Based on extensive analysis in the late 1980's, the three categories used are Urban (including suburban locations), Arterial (including all Interstate locations plus other locations in rural areas), and Recreational locations (whether urban or rural). The actual adjustment factor for a given coverage count location is based on the weekly average ADT for all continuous count stations falling into that category.

For years in which no count data were collected within a given area of the state, historical daily traffic flows are factored up on a county by county basis. The growth factor used is based primarily on traffic changes at the continuous count stations falling into the same highway-type category described above. Other information used in developing a specific growth factor includes counts from nearby urbanized areas and special counts that may have been conducted at the location for other reasons. The final growth factor used is based on interpolation between points of known growth (such as two or more years at the similar continuous count stations), and is done by personnel with a working knowledge of the system's traffic patterns.

In summary, while some of the counts may be off due to the roadside development and/or roadway construction within a specific area of the state that occurred within the two year period, in general, the count data are felt to be quite adequate for analysis purposes.

Issues Related to Merging File

As noted above, the 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) present in each of the three files. 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 position 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.

Linkage of the Accident Subfile to the Node and Link/Segment files differs for the 2006 and earlier versus the 2007 and later files. The following discussion will describe linkage in each period separately.

In the 2006 and earlier filies, to link the Accident Subfile with the Node File (to capture accidents occurring only at the node), one needs to select accidents in which C_HNODE = '0000'. Then sort both the Accident and Node Files on B_LINK, and link with this variable.

The Accident Subfile can then be linked with the Link File using the appropriate county/link- node numbers and the appropriate distance from the low node. The latter is necessary since a given link, as defined by a low and high node, can be divided into sublinks with different roadway characteristics. This linkage is done by first sorting the Accident Subfile by C_LINK and the Link File by A_LINK. (Both of these variables contain information on both county and node number.) The linkage is then done by requiring that these two variables be equal, and that BEGMP < MILEPOST and MILEPOST < ENDMP. Here, MILEPOST is found on the Accident Subfile and BEGMP and ENDMP are on the Link File.

Matching roadway characteristics information from the 2006 and earlier Link File with the appropriate node in the Node File is more complex, since the characteristics to be linked may

fall on any of up to six incoming/outgoing links, and may fall in the first of last sublink of a given link. This linkage will require programming on the part of the user. Since this programming has been done for certain analysis tasks by the HSIS computer staff, the analyst is advised to contact the HSIS office at FHWA (202-493-3464) for assistance.

In the 2007 and later files, to link the node crashes in the Accident Subfile with the Node File (i.e., to capture accidents occurring only at the node), one needs to select accidents in which LOCTYP = "Node". Then sort both the Accident and Node Files on NODE_ID, and link with this variable. To link segment (non-node) crashes in the Accident File with the Link/Segment file, select accidents in which LOCTYP= "Segment", sort both files on SEGMENT_ID and then link them. (Note that, if desired, node crashes can also be linked to the Segment file using the SEGMENT_ID variable in the Accident Subfile.)

Note also that in the 2007 and later files, crashes can be linked to a given Link/Segment but not to a "milepost" within that segment. This is different from the earlier files where a crash could be linked to a specific location in the link. However, this should not affect most analyses done with HSIS data since crashes both before and after 2007 are being linked to a homogeneous segment – one where the roadway characteristics remain constant.

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. If you are a SAS user and wish to receive a formatting program which include these SAS formats (with linkage to the pertinent variable name), please request these from the HSIS staff who provide the data file to you.

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
A_HNODE	HIGHNODE OF LINK	LINK	CHAR (5)	73
A_LINK	LINK = BOTH NODES	LINK	CHAR (12)	73
A_LNODE	LOW NODE OF LINK	LINK	CHAR (5)	73
AADT	ANNUAL AVG DAILY TRAFFIC	LINK	NUM	71
AADT_TYP	AADT TYPE(EXT. OR ACTUAL)	LINK	CHAR (1)	72
AADT_YR	YEAR OF FACTORED AADT	LINK	CHAR (4)	72
AADTC	AADT CAPACITY	LINK	NUM	71
AADTF	FACTORED AADT	LINK	NUM	71
AADTF_YR	YEAR OF CURRENT AADT	LINK	CHAR (4)	72
ACC_DATE	DATE OF ACCIDENT	ACCIDENT	NUM	23
ACCESS	ACCESS CONTROL	LINK	NUM	72
ACCTYPE	TYPE OF ACCIDENT	ACCIDENT	NUM	23
ACCYR	YEAR OF ACCIDENT	ACCIDENT	CHAR (4)	23
AGE	OCCUPANT AGE	OCCUPANT	NUM	58
AGE	OCCUPANT AGE	OCCUPANT	NUM	63
AGENCY	INVEST. AGENCY	ACCIDENT	CHAR (9)	24
AVGMEDWID	AVERAGE MEDIAN WIDTH	LINK	NUM	73
B_LINK	LINK = BOTH NODES	ACCIDENT	CHAR (7)	24
B_LINK	KEY FOR MERGINF	NODE	CHAR (7)	109
B_NODE	NODE NUMBER	NODE	CHAR (7)	109
BEGMP	POSITION WHERE SUBLINK BEGINS	LINK	NUM	73
BIK_MANU	BIKE MANEUVER	OCCUPANT	NUM	63
C_HNODE	HIGH NODE	OCCUPANT	CHAR (5)	59
C_HNODE	HIGH NODE	VEHICLE	CHAR (5)	41
C_HNODE	HIGH NODE	ACCIDENT	CHAR (5)	25
C_LINK	LINK=BOTH NODES	OCCUPANT	CHAR (12)	59
C_LINK	LINK=BOTH NODES	VEHICLE	CHAR(12)	42
C_LINK	LINK=BOTH NODES	ACCIDENT	CHAR(12)	25
C_LNODE	LOW NODE	OCCUPANT	CHAR (5)	49
C_LNODE	LOW NODE	VEHICLE	CHAR(5)	42
C_LNODE	LOW NODE	ACCIDENT	CHAR(5)	25
C_NHS_CONNECTOR	NHS CONNECTOR STATUS	LINK	NUM	74
C_RESERV	PUBLIC LAND USE TYPE	LINK	NUM	75
C_STR_HIGH	STRATEGIC HIGHWAY NETWORK DESIGNATION	LINK	NUM	75
CASENO	ACC CASE NUMBER	OCCUPANT	CHAR(10)	63
CASENO	ACC CASE NUMBER	OCCUPANT	CHAR(9)	58

Composite List of Variables

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
CASENO	ACC CASE NUMBER	VEHICLE	CHAR(10)	51
CASENO	ACC CASE NUMBER	VEHICLE	CHAR(9)	40
CASENO	ACC CASE NUMBER	ACCIDENT	CHAR (10)	24
CHNG_DTE	DATE OF CHANGE	NODE	CHAR (6)	109
CONTRIB	CONTRIBUTION CIRCUMSTANCES	VEHICLE	NUM	51
CONTRIB1	1ST APPARENT CONTRIB FACTOR	VEHICLE	NUM	40
CONTRIB2	2ND APPARENT CONTRIB FACTOR	VEHICLE	NUM	40
COUNTY	MAINE COUNTY KEY	ACCIDENT	CHAR (2)	24
COUNTY	MAINE COUNTY KEY	VEHICLE	CHAR (2)	41
COUNTY	MAINE COUNTY KEY	OCCUPANT	CHAR (2)	59
COUNTY	MAINE COUNTY KEY	LINK	NUM	74
COUNTY	MAINE COUNTY KEY	NODE	CHAR(2)	109
CRASH_COST	COST OF CRASH	ACCIDENT	NUM	25
CRASH_LINK		ACCIDENT	NUM	25
CRASH_OFFSET		ACCIDENT	NUM	25
DAYMTH	DAY OF MONTH	Accident	NUM	25
DEFHWAY	DEFENSE HIGHWAY	LINK	CHAR (5)	75
DIVIDED_INV	DIVIDED INVENTORY SECTION	LINK		75
DRV_ACTN1	DRIVER ACTION1	OCCUPANT	NUM	64
DRV_ACTN2	DRIVER ACTION2	OCCUPANT	NUM	64
DRV_AGE	DRIVER AGE	VEHICLE	NUM	42
DRV_DISTRACT	DRIVER DISTRACTION	OCCUPANT	NUM	63
DRC_INJ	DRIVER INJURY TYPE	VEHICLE	CHAR (1)	43
DRV_SEX	DRIVER SEX	VEHICLE	NUM	43
EFFECTDATE	EFFECTIVE DATE	NODE	NUM	110
ENDMP	POSITION WHERE SUBLINK ENDS	LINK	NUM	76
ENTVEHS	ANNUAL ENTERING VEHICLES	NODE	NUM	110
ENVCONT1	ENV CONTRIB CIRCUMSTANCES-1	ACCIDENT	NUM	26
ENVCONT2	ENV CONTRIB CIRCUMSTANCES-2	ACCIDENT	NUM	26
EVENT1	SEQUENCE OF EVENTS 1	Vehicle	NUM	51
EVENT2	SEQUENCE OF EVENTS 2	Vehicle	NUM	51
EVENT3	SEQUENCE OF EVENTS 3	Vehicle	NUM	51
EVENT4	SEQUENCE OF EVENTS 4	Vehicle	NUM	51
FED_AID	FEDERAL AID DESIGNATION	LINK	CHAR (4)	76
FIFTY5	POSTED 55/65 MPH ZONE	LINK		77
FUNC_CLS	FUNCTIONAL CLASS	LINK	NUM	77
HOUR	HOUR OF ACC	ACCIDENT	NUM	26
HPMS1	HPMS SECTION INDICATOR	LINK	NUM	77

Composite List of Variables

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
INITIALS	INITIALS	NODE	CHAR (3)	110
INJ	OCCUPANT INJURY TYPE	OCCUPANT	CHAR (1)	60
INV_CNTL	ROUTE TYPE INDICATOR	LINK	CHAR (5)	78
IRI	INTERNATIONAL ROUGHNESS INDEX	LINK	NUM	78
JRSD_AGENCY	SEGMENT OWNER	LINK	CHAR (50)	78
JRSD_OWNER	SEGMENT OWNER TYPE	LINK	CHAR (50)	79
JURIS	JURISDICTION CODE	LINK	NUM	79
JURISABBR	JURISDICTION ABBREVATION	LINK	CHAR (4)	79
LASTUPD	LAST UPDATE	NODE	NUM	110
LENGTH	OFFICIAL SUBLINK MILEAGE	LINK	NUM	80
LIGHT	LIGHT CONDITION	Accident	NUM	27
LOC_DESC	LOCATION DESCRIPTION	NODE	CHAR (80)	110
LOC_HARM	FIRST HARMFUL EVENT LOCATION	Accident	NUM	27
LOC_TYPE	LOCATION TYPE	Accident	NUM	28
LOC_TYP		Accident	CHAR (4)	27
LOS_PKHR	PEAK HOUR LEVEL OF SERVICE	LINK	CHAR (1)	80
LSHL_TYP	LEFT SHOULDER TYPE	LINK	NUM	80
LSHLDWID	LEFT SHOULDER WIDTH	LINK	NUM	80
LTTURN_NUM	NO OF LEFT TUEN LANES	LINK	NUM	80
MED_BARRIER	MEDIAN BARRIER	LINK	CHAR (40)	81
MILEPOST	DISTANCE FROM LOW NODE	ACCIDENT	NUM	28
MISCACT1	ACTION PRIOR TO ACCIDENT	VEHICLE	NUM	43
MISCACT1	PRE-CRASH MANEUVER	VEHICLE	NUM	53
MONTH	MONTH OF ACC	ACCIDENT	NUM	28
MOSTHARM	MOST HARMFUL EVENT	VEHICLE	NUM	54
MPO		LINK	CHAR (5)	81
MVMT	MILLION VEHICLE MILES TRAVELLED	LINK	NUM	81
NBR_LEGS	NUM OF INTERSECTION LEGS	NODE	NUM	110
NHS	NATIONAL HIGHWAY SYSTEM	LINK	NUM	81
NO_APPR	NUMBER OF APPROACHES	NODE	NUM	112
NO_LANES	NUMBER OF LANES	LINK	CHAR (1)	82
NODE_C1	1ST CONNECTING NODE	NODE	CHAR (7)	112
NODE_C2	2ND CONNECTING NODE	NODE	CHAR (7)	112
NODE_C3	3RD CONNECTING NODE	NODE	CHAR (7)	112
NODE_C4	4TH CONNECTING NODE	NODE	CHAR (7)	112
NODE_C5	5TH CONNECTING NODE	NODE	CHAR (7)	112
NODE_C6	6TH CONNECTING NODE	NODE	CHAR (7)	112

Composite List of Variables

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
NODE_ID	NODE ID	ACCIDENT	NUM	29
NODE_ID	NODE ID	NODE	NUM	110
NODE1ST	NODE TYPE 1	NODE	NUM	111
NODE2ND	NODE TYPE 2	NODE	NUM	111
NONINT	NON-INTERSECTION NODE	ACCIDENT	NUM	29
NUM_OCCS	NUM OF OCC IN VEHICLE	VEHICLE	NUM	45
NUMVEHS	SINGLE OR MULTI VEH CRASH	ACCIDENT	NUM	29
OBJECT1	FIXED OBJECTS STRUCK	ACCIDENT	NUM	30
OBJSTRK	OBJECT STRUCK	ACCIDENT	NUM	30
OFFIC_MILES	OFFICE MILES INDICATOR	LINK	CHAR(3)	82
OFFSET		ACCIDENT	NUM	30
ONEWAY	ONEWAY INDICATOR	LINK	NUM	83
PACCTACTVEH	PRE CRASH ACTION	VEHICLE	CHAR	45
PCR	PAVEMENT CONDITION RATING	LINK	NUM	83
PED_LOC	PEDESTRIAN LOCATION	OCCUPANT	NUM	64
PED_MANU	PEDESTRIAN MANEUVER	OCCUPANT	NUM	65
PEDACT_PRIOR	PEDESTRIAN ACTION PRIOR TO CRASH	OCCUPANT	NUM	66
PEDACT1	PEDESTRIAN ACTION 1	OCCUPANT	NUM	66
PEDACT2	PEDESTRIAN ACTION 2	OCCUPANT	NUM	66
PHYSCOND	PHYSICAL COND OF OCCUPANT	OCCUPANT	NUM	67
PHYSCOND	APPARENT PHYSICAL CONDITION	VEHICLE	NUM	45
POP_GRP	TOWN POPULATION	LINK	NUM	83
PRIM_BMP	PRIMARY ROUTE BEGIN MILEPOST	LINK	NUM	84
PRIM_EMP	PRIMARY ROUTE END MILEPOST	LINK	NUM	84
PRIRTECODE	PRIORITY ROUTE CODE	LINK	CHAR (7)	84
PRIRTECODE	PRIORITY ROUTE CODE	NODE	CHAR (7)	112
PRIRTENAME	PRIORITY ROUTE NAME	LINK	CHAR (20)	84
PRIRTENAME	PRIORITY ROUTE NAME	NODE	NUM	112
PRIRTETYPE	PRIORITY ROUTE TYPE	LINK	CHAR (1)	84
PROBLEM	DISTANCE PROBLEM FLAG	LINK	NUM	83
PSGINJ	PASSENGER INJURY	OCCUPANT	CHAR	60
RAMP	RAMP	LINK	NUM	84
RATETYPE	RATE TYPE (LOCATION CODE)	NODE	NUM	113
RD_CHAR1	ROAD CHARACTER	ACCIDENT	NUM	31
RDCONSTR	ROAD CONSTRUCTION	ACCIDENT	NUM	31
RDSURF	SURFACE CONDITION	ACCIDENT	NUM	31

Composite List of Variables

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
ROADCONT1	ROAD CONTRIB CIRCUMSTANCES-1	ACCIDENT	NUM	32
ROADCONT2	ROAD CONTRIB CIRCUMSTANCES-2	ACCIDENT	NUM	32
ROADGRADE	ROAD GRADE	ACCIDENT	NUM	32
RODWYCLS	ROADWAY CLASSIFICATION	LINK	CHAR (2)	85
RODWYCLS	ROADWAY CLASSIFICATION	ACCIDENT	CHAR (2)	33
RSHL_TYP	RIGHT SHOULDER TYPE	LINK	NUM	85
RSHLDWID	RIGHT SHOULDER WIDTH	LINK	NUM	85
RTE_NBR	ROUTE OR INVENTORY NUMBER	LINK	CHAR (5)	86
RTE_TYPE	STATE HIGHWAY DESIGNATION NUM	LINK	CHAR (4)	86
RTTURN_NUM	NUMBER OF RIGHT TURNING LANES	LINK	NUM	86
RURURB	RURAL / URBAN CODE	LINK	NUM	86
RUTLT	RUT LEFT	LINK	NUM	86
RUTRT	RUT RIGHT	LINK	NUM	87
S_FUNC	STATE FUNCTIONAL CLASS	LINK	CHAR (40)	87
SEATPOS	SEAT POSITION	OCCUPANT	NUM	60
SEATPOS	OCCUPANT POSITION	OCCUPANT	NUM	67
SEG_LNG	SUBLINK LENGTH IN MILES	LINK	NUM	87
SEGMENT_ID	SEGMENT ID	LINK	NUM	87
SEGMENT_ID	SEGMENT ID	ACCIDENT	NUM	33
SEGMNODEID	SEGMENT NODE ID	ACCIDENT	NUM	33
SEGMOFFSET	SEGMENT OFFSET	ACCIDENT	NUM	33
SEVERITY	ACCIDENT SEVERITY	ACCIDENT	CHAR (1)	34
SEX	OCCUPANT SEX	OCCUPANT	NUM	61
SEX	OCCUPANT SEX	OCCUPANT	CHAR (50)	67
SIGNAL	TRAFFIC SIGNAL	NODE	NUM	114
SPDLMT	SPEED LIMIT	ACCIDENT	NUM	34
SPEED_AVG	AVERAGE SPEED	LINK	NUM	87
SPEED_PKHR	ESTIMATED PEAK HOUR SPEED	LINK	NUM	88
SPEEDSRC	SPEED LIMIT SOURCE	LINK	CHAR (7)	88
SPEEDZN_ID	SPEED ZONE IDENTIFICATION	LINK	CHAR (14)	88
ST_LIC	STATE OF LICENSE	VEHICLE	NUM	46
STHYDSG	STATE HIGHWAY DESIGN	LINK	CHAR (4)	88
STR_NAME	STREET NAME	LINK	CHAR (15)	88
SUBLINK	SEQUENCE WITHIN LINK	LINK	NUM	88
SURF_TYP	SURFACE TYPE	LINK	NUM	89
SURF_WID	SURFACE WIDTH	LINK	NUM	89

Composite List of Variables

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
THRULN	THROUGH LANES	LINK	CHAR (1)	89
THRULNWDTH	THROUGH LANE WIDTH	LINK	NUM	90
THRUTOHI	THROUGH LANES TO HIGH NODE	LINK	NUM	90
THRUTOLO	THROUGH LANES TO LOW NODE	LINK	NUM	90
THRUTYPERD	THROUGH ROAD TYPE	LINK	CHAR (1)	90
TINIS_LINK_ID		Accident	CHAR (12)	35
TINIS_LOCTYP		Accident	CHAR (4)	35
TINIS_NODE_ID		Accident	CHAR (7)	35
TOT_KILL	NUM k INJ IN ACC	Accident	NUM	36
TOT_NON	NUM NON- INJ IN ACC	Accident	NUM	36
TOTAINJ	NUM A INJ IN ACC	Accident	NUM	35
TOTBINJ	NUM B INJ IN ACC	Accident	NUM	35
TOTCINJ	NUM C INJ IN ACC	Accident	NUM	36
TOWNCD	TOWN CODE	LINK	CHAR (5)	91
TRAFICSIG	TRAFFIC SIGNAL	NODE	CHAR (1)	114
TRF_CNTL	TRAFFIC CONTROL	Accident	NUM	37
TRK_CLI_LN	NO OF TRUCK CLIMBING LANES	LINK	CHAR (1)	105
TRK_RTE	DESIGNATED TRUCK ROUTE	LINK	NUM	106
TRLNWDCTR	CENTER TURN LANE WIDTH	LINK	NUM	106
TRLNWDLT	LEFT TURN LANE WIDTH	LINK	NUM	106
TRLNWDRT	RIGHT TURN LANE WIDTH	LINK	NUM	106
TRNLNCTR	CENTER TURN LANE WIDTH	LINK	CHAR (1)	106
TRNLNRT	RIGHT TURN LANES SIDE OF ROAD	LINK	CHAR (1)	107
TRNLNSLT	LEFT TURN LANES SIDE OF ROAD	LINK	CHAR (1)	105
TYPEDESC	INTER TYPE + DESC	NODE	NUM	114
TY_ACCCTRL		LINK	CHAR (40)	107
UNIT_TYPE	VEHICLE TYPE	VEHICLE	NUM	47
UNIT_TYPE	VEHICLE TYPE	VEHICLE	CHAR	55
VEH_CONF	VEHICLE CONFIGURATION	VEHICLE	NUM	56
VEH_USE	SPECIAL FUNCTION VEHICLE	VEHICLE	NUM	55
VEHNO	VEHICLE NUMBER	OCCUPANT	NUM	61
VEHNO	VEHICLE POSITION NUMBER	OCCUPANT	NUM	67
VEHNO	VEHICLE NUMBER	VEHICLE	NUM	48
VEHNO	VEHICLE POSITION NUMBER	VEHICLE	NUM	56
VEHTYPE	TYPE OF UNIT	VEHICLE	NUM	48
WEATHER	WEATHER ATMOSPHERE	Accident	NUM	37
WEEKDAY	DAY OF WEEK	Accident	CHAR (10)	38

Composite List of Variables

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
WZ_AREA	WORK ZONE TYPE	Accident	NUM	38
WZ_LOC	WORK ZONE CRASH LOCATION	Accident	NUM	38
YEAR	ACCIDENT YEAR	Accident	CHAR (4)	38
YRCONST	YEAR RECONSTRUCTED	LINK	NUM	107
YRRESURF	YEAR RESURFACED	LINK	NUM	107

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
ACC_DATE	DATE OF ACCIDENT	Accident	NUM	23
ACCTYPE	TYPE OF ACCIDENT	Accident	NUM	23
ACCYR	YEAR OF ACCIDENT	Accident	CHAR (4)	23
AGENCY	INVEST. AGENCY	Accident	CHAR (9)	24
B_LINK	LINK = BOTH NODES (MOD)	Accident	CHAR (7)	24
C_HNODE	HIGH NODE	Accident	CHAR (5)	25
C_LINK	LINK – BOTH NODES	Accident	CHAR (12)	25
C_LNODE	LOW NODE	Accident	CHAR (5)	25
CASENO	ACC CASE NUMBER	Accident	CHAR (10)	24
COUNTY	MAINE COUNTY KEY	Accident	CHAR (2)	24
CRASH_COST	COST OF CRASH	Accident	NUM	25
CRASH_LINK		Accident	NUM	25
CRASH_OFFSET		Accident	NUM	25
DAYMTH	DAY OF MONTH	Accident	NUM	25
ENVCONT1	ENV CONTRIB CIRCUMSTANCES - 1	Accident	NUM	26
ENVCONT2	ENV CONTRIB CIRCUMSTANCES – 2	Accident	NUM	26
HOUR	HOUR OF ACC	Accident	NUM	26
LIGHT	LIGHT CONDITION	Accident	NUM	27
LOC_HARM	FIRST HARMFUL EVENT LOCATION	Accident	NUM	27
LOC_TYPE	LOCATION TYPE	Accident	NUM	27
LOC_TYP		Accident	CHAR (4)	28
MILEPOST	DISTANCE FROM LOW NODE	Accident	NUM	28
MONTH	MONTH OF ACC	Accident	NUM	28
NODE_ID	NODE ID	Accident	NUM	29
NONINT	NON-INTERSECTION NODE ASS	Accident	NUM	29
NUMVEHS	SINGLE OR MULTI VEH CRASH	Accident	NUM	29
OBJECT1	FIXED OBJECTS STRUCK	Accident	NUM	30
OBJSTRK	OBJECT STRUCK	Accident	NUM	30
OFFSET		Accident	NUM	30
RD_CHAR1	ROAD CHARACTER	Accident	NUM	31
RDCONSTR	ROAD CONSTRUCTION	Accident	NUM	31
RDSURF	SURFACE CONDITION	Accident	NUM	31
ROADCONT1	ROAD CONTRIB CIRCUMSTANCES-1	Accident	NUM	32
ROADCONT2	ROAD CONTRIB CIRCUMSTANCES-2	Accident	NUM	32
ROADGRADE	ROAD GRADE	Accident	NUM	32
RODWYCLS	ROADWAY CLASSIFICATION	Accident	CHAR (2)	33
SEGMENT_ID	SEGMENT ID	Accident	NUM	33
SEGMNODEID	SEGMENT NODE ID	Accident	NUM	33

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
SEGMOFFSET	SEGMENT OFFSET	Accident	NUM	33
SEVERITY	ACCIDENT SEVERITY	Accident	CHAR (1)	34
SPDLMT	APEED LIMIT	Accident	NUM	34
TINIS_LINK_ID		Accident	CHAR(12)	35
TINIS_LOCTYP		Accident	CHAR (4)	35
TINIS_NODE_ID		Accident	CHAR (7)	35
TOT_KILL	NUM k INJ IN ACC	Accident	NUM	36
TOT_NON	NUM NON- INJ IN ACC	Accident	NUM	36
TOTAINJ	NUM A INJ IN ACC	Accident	NUM	35
TOTBINJ	NUM B INJ IN ACC	Accident	NUM	35
TOTCINJ	NUM C INJ IN ACC	Accident	NUM	36
TRF_CNTL	TRAFFIC CONTROL	Accident	NUM	37
WEATHER	WEATHER – ATMOSPHERE	Accident	NUM	37
WEEKDAY	DAY OF WEEK	Accident	CHAR(10)	38
WZ_AREA	WORK ZONE TYPE	Accident	NUM	38
WZ_LOC	WORK ZONE CRASH LOCATION	Accident	NUM	38
YEAR	ACCIDENT YEAR	Accident	CHAR(4)	38

Date of Accident -- YYYYMMDD   SAS Name: ACC_DATE

Definition: Date when the accident occurred.

Type of Accident   SAS Name: ACCTYPE

Definition: Type of accident that occurred.

Additional Information: New codes, 16, 17, 18, 99 added in 1997. In addition, inconsistencies in some categories during 1985-86 and later years due to coding change.

01	Object In Road
02	Rear End/Sideswipe
03	Head on/sideswipe Dark Street Lights On
04	Intersection
05	Pedestrian
06	Train
07	Ran off Road
08	All other animals
09	Sled/Bike
10	Fixed Object
11	Jackknife
12	Rollover
13	Fire
14	Submersion
15	Rock Thrown
16	Bear
17	Deer
18	Moose
99	Unknown
.	Not Coded

Other Error/Other Code

Year of Accident -- YYYY   SAS Name: ACCYR

Definition: Year accident occurred.

.

Investigating Agency   SAS Name: AGENCY

Definition: Reporting Agency.

KEY For Merging (MOD)   SAS Name: B_LINK

Definition: Link for both nodes.

Additional Information: Variable discontinued from 2007.

Case Number   SAS Name: CASENO

Definition: Case number of accident.

Additional Information: This variable has nine characters. The first four characters represent year of accident.

MAINE County Key   SAS Name: COUNTY

Definition: County where the crash occurred.

01	ANDROSCOGGIN
03	AROOSTOOK
05	CUMBERLAND
07	FRANKLIN
09	HANKCOCK
11	KENNEBEC
13	KNOX
15	LINCOLN
17	OXFORD
19	PENOBSCOT
21	PISCATAQUIS
23	SAGADAHOC
25	SOMERSET
27	WALDO
29	WASHINGTON
31	YORK

High Node   SAS Name: C_HNODE

Definition: High Node

Additional Information: Variable discontinued from 2007.

KEY for Merging   SAS Name: C_LINK

Definition: Link Both Nodes

Additional Information: Variable discontinued from 2007.

Low Node   SAS Name: C_LNODE

Definition: Low Node

Additional Information: Variable discontinued from 2007.

Cost of crash   SAS Name: CRASH_COST

Definition: Total Crash cost

Additional Information: New variable added in 2007.

CRASH_LINK   SAS Name: CRASH_LINK

Definition: Crash Link

Additional Information: New variable added in 2007.

CRASH_OFFSET   SAS Name: CRASH_OFFSET

Definition: Crash Offset

Additional Information: New variable added in 2007.

Day of Month   SAS Name: DAYMTH

Definition: Day of the month of the crash

Additional Information: Variable discontinued from 2009.

Env Contrib Factor #1   SAS Name: ENVCONT1
Env Contrib Factor #2   SAS Name: ENVCONT2

Definition: Violation or factor contributing to the crash.

Additional Information: New variable added in 2011.

01	None
02	Weather
03	Physical Obstructions
04	Glare
05	Animals in Roadway
06	Other

Time – Hour of ACC   SAS Name: HOUR

Definition: Hour at which the crash occurred.

01	12 MID - 12:59 AM
02	1 AM - 1:59 AM
03	2 AM - 2:59 AM
04	3 AM - 3:59 AM
05	4 AM - 4:59 AM
06	5 AM - 5:59 AM
07	6 AM - 6:59 AM
08	7 AM - 7:59 AM
09	8 AM - 8:59 AM
10	9 AM - 9:59 AM
11	10 AM - 10:59 AM
12	11 AM - 11:59 AM
13	12 NOON - 11:59 PM
14	1 PM - 1:59 PM
15	2 PM - 2:59 PM
16	3 PM - 3:59 PM
17	4 PM - 4:59 PM
18	5 PM - 5:59 PM
19	6 PM - 6:59 PM
20	7 PM - 7:59 PM
21	8 PM - 8:59 PM
22	9 PM - 9:59 PM
23	10 PM - 10:59 PM
24	11 PM - 11:59 PM
99	Unknown

.   Not Coded

Other Error/Other Code

Light Condition   SAS Name: LIGHT

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

1	Dawn (Morning)
2	Daylight
3	Dusk (Evening)
4	Dark (Street Lights on)
5	Dark (No Street Lights)
6	Dark (Street Lights off)
7	Other
.	Not Coded

Other Error/Other Code

First Harmful Event Location   SAS Name: LOC_HARM

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

Additional Information: New variable added in 2011.

1	On Roadway
2	Shoulder
3	Median
4	Roadside
5	Gore
6	Separator
7	In Parking Lane or Zone (Not Parking Lot)
8	Parking Lot/ Off Roadway / Location unknown
9	Outside Right – Of – Way (Traffic way)

LOCATION TYPE   SAS Name: LOCTYP

Definition: Whether location is Link or Node.

Additional Information: New variable added in 2007.

Location Type   SAS Name: LOC_TYPE

Definition: Location of the crash in relation to the intersection.

Additional Information: Inconsistencies in some categories between 1985-86 and later years due to coding change. It is suggested that 1985 data not be used in intersection-related analyses.

1	Straight Road Daylight
2	Curved Road Dark (Street Lights on)
3	Three Leg Intersection Dark (Street Lights off)
4	Four Leg Intersection
5	Five Leg Intersection
6	Driveways
7	Bridges
8	Interchanges
9	Unknown
.	Not Coded

Other Error/Other Code

Distance from Low Node Rounded to the Nearest   SAS Name: MILEPOST

Definition: Reference point where the crash occurred.

Additional Information: Variable discontinued from 2007.

Month of Year   SAS Name: MONTH

Definition: Month of the year when crash occurred

Additional Information: Discontinued from 2007.

01	January
02	February
03	March
04	April

05	May
06	June
07	July
08	August
09	September
10	October
11	November
12	December
.	Not Coded

Other Error/Other Code

Node ID   SAS Name: NODE_ID

Definition: Node identification number (4-5 digits)

Additional Information: New variable added from 2007.

Non-Intersection Node ACC   SAS Name: NONINT

Definition: Crash occurred on a non-intersection node.

Additional Information: Inaccurate data. Do not use in analysis.

0	Intersection Type Accident
1	Non-Intersection Type Accident
.	Not Coded

Other Error/Other Code

Single or Multi VEH Crash   SAS Name: NUMVEHS

Definition: Number of vehicles involved in the crash.

Additional Information: Variable discontinued from 2007.

01	Single Vehicle
02	2 Vehicle Crash
03	3 or More Vehicle Crash
.	Not Coded

Other Error/Other Code

OBJECT STRUCK

SAS Name: OBJSTRK

Definition: Object Struck

Additional Information: New variable added in 2007.

OFFSET

SAS Name: OFFSET

Definition: Offset information

Additional Information: New variable added in 2007.

Fixed Object Struck

SAS Name: OBJECT1

Definition: Fixed object struck in crash.

Additional Information: Variable discontinued from 2007.

00	Not Ran-off-Road Accident
01	Construction Barricades, Equip., ETC
02	Traffic Signal
03	RR Crossing Device
04	Light Pole
05	Utility Pole
06	Sign Structure Post
07	Mail Boxes or Posts
08	Other Poles, Posts, Supports
09	Fire Hydrant/Parking Meter
10	Tree/Shrubbery
11	Crash Cushion
12	Median Safety Barrier
13	Bridge Piers
14	Other Guardrails
15	Fencing (Not Median Barrier)
16	Culvert Headwall
17	Embankment, Ditch, Curb
18	Building, Wall
19	Rock Outcrops/Ledge
20	Other
99	Unknown
.	Not Coded

Other Error/Other Code

Road Construction/MAINT   SAS Name: RDCONSTR

Definition: Type of road construction / maintenance area

1	None
2	Construction
3	Maintenance Area
4	Utility Work Area
9	Unknown
.	Not Coded

Other Error/Other Code

Condition of Road Surface   SAS Name: RDSURF

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

01	Dry
02	Wet
03	Snow, Slush-Sanded
04	Ice, Packed Snow, Sanded
05	Muddy
06	Debris
07	Oily
08	Snow, Slush - Not Sanded
09	Ice Packed Snow - Not Sanded
10	Other
99	Unknown
.	Not Coded

Other Error/Other Code

Road Character   SAS Name: RD_CHAR1

Definition: The characteristics of the road where the crash occurred.

1	Level Straight
2	Level Curved
3	On Grade Straight
4	On Grade Curved
5	Top of Hill - Straight
6	Top of Hill - Curved

7	Bottom of Hill - Straight
8	Bottom of Hill – Curved
9	Unknown
.	Not Coded

Other Error/Other Code

Road Contrib Factor #1   SAS Name: ROADCONT1
Road Contrib Factor #2   SAS Name: ROADCONT2

Definition: Violation or factor contributing to the crash.

Additional Information: New variable added in 2011.

01	None
02	Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
03	Debris
04	Rut, Holes, Bumps
05	Work Zones (Construction / Maintenance / Utility)
06	Worn, Travel – Polished Surface
07	Obstruction in Roadway
08	Traffic Control Device Inoperative, Missing or Obscured
09	Shoulders (None, Low, Soft, High)
10	Non-Highway Work
11	Other

Road Grade   SAS Name: ROADGRADE

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

Additional Information: New variable added in 2011.

01	Level
02	On Grade
03	Top of Hill
04	Bottom of Hill
05	Other

Roadway Classification   SAS Name: RODWYCLS

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

Additional Information: Created variable added to HSIS accident and roadway inventory files in all states in 1999. Variable discontinued in 2007.

01	Urban Freeways, Four or More Lanes
02	Urban Freeways, Less Than 4 Lanes
03	Urban Two-Lane Roads
04	Urban Multi-Lane Divided, Non-Freeway
05	Urban Multilane Undivided, Non-Freeway
06	Rural Freeways, Four or More Lanes
07	Rural Freeways, Less Than 4 Lanes
08	Rural Two-Lane Roads
09	Rural Multilane Divided, Non-Freeway
10	Rural Multilane Undivided, Non-Freeway
99	Others

SEGMENT ID   SAS Name: SEGMENT_ID

Definition: Segment Id

Additional Information: New variable added in 2007.

SEGMENT NODE ID   SAS Name: SEGMNODEID

Definition: Segment Node Id.

Additional Information: New variable added in 2007.

SEGMENT OFFSET   SAS Name: SEGMOFFSET

Definition: Segment offset information

Additional Information: New variable added in 2007.

Accident Severity   SAS Name: SEVERITY

Definition: The most severe injury in the crash.

Additional Information: Created variable based on the most severe injury to any occupant in the crash. Variable discontinued in 2007.

1	Killed
2	A Injury
3	B Injury
4	C Injury
5	No Injury (Property Damage Only)
9	Unknown
.	Not Coded

Other Error/Other Code

Speed Limit   SAS Name: SPDLMT

Definition: Speed limit

Additional Information: Variable discontinued in 2007.

01	Unposted, 25 MPH
02	Unposted, 45 MPH
10	10 MPH
15	15 MPH
20	20 MPH
25	25 MPH
30	30 MPH
35	35 MPH
40	40 MPH
45	45 MPH
50	50 MPH
55	55 MPH
60	60 MPH
65	65 MPH
99	Unknown
.	Not Coded

Other Error/Other Code

TINIS_LINK_ID   SAS Name: TINIS_LINK_ID

Definition: TINIS link ID

Additional Information: New variable added in 2007.

TINIS_LOCTYP   SAS Name: **TINIS_LOCTYP**

Definition: TINIS location type

Additional Information: New variable added in 2007.

TINIS_NODE_ID   SAS Name: **TINIS_NODE_ID**

Definition: TINIS Node ID

Additional Information: New variable added in 2007.

Number of A INJ in ACC   SAS Name: TOTAINJ

Definition: Total A Injures in the accident.

0	0
1	1
2	2
3	3
4	4
5-9	5-9
.	Not Coded
Other	Error/Other Code

Number of B INJ in ACC   SAS Name: TOTBINJ

Definition: Total B Injures in Accident.

0	0
1	1
2	2
3	3
4	4
5-9	5-9
.	Not Coded
Other	Error/Other Code

Number of C INJ in ACC   SAS Name: TOTCINJ

Definition: Total C Injuries in Accident.

0	0
1	1
2	2
3	3
4	4
5-9	5-9
.	Not Coded
Other	Error/Other Code

Number Killed in ACC   SAS Name: TOT_KILL

Definition: Total number of persons killed in the crash.

0	0
1	1
2	2
3	3
4	4
5-9	5-9
.	Not Coded
Other	Error/Other Code

Number of Non-Injured in ACC   SAS Name: TOT_NON

Definition: Total Non-injured in a crash.

0	0
1	1
2	2
3	3
4	4
5-9	5-9
.	Not Coded
Other	Error/Other Code

Traffic Control Device   SAS Name: TRF_CNTL

Definition: Traffic control devices where the accident occurred.

01	Traffic Signals (Stop & Go)
02	Traffic Signals (Flashing)
03	Overhead Flashers
04	Stop Signs - All Approaches
05	Stop Sign - Other
06	Yield Sign
07	Curve Warning Sign
08	Officer, Flagman, School Patrol
09	School Bus Stop Arm
10	School Zone Sign
11	RR Crossing Device
12	No Passing Zone
13	None
14	Other
99	Unknown
.	Not Coded

Other Error/Other Code

Weather-Atmosphere   SAS Name: WEATHER

Definition: Weather conditions when the crash occurred.

1	Clear
2	Rain
3	Snow
4	Sleet, Hail, Freezing Rain
5	Fog, Smog, Smoke
6	Severe Cross Winds
7	Blowing Sand or Dust
8	Cloudy
9	Other or Unknown
.	Not Coded

Other Error/Other Code

Day of Week   SAS Name: WEEKDAY

Definition: Day of week when the accident occurred.

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

Other Error/Other Code

Work Zone Type   SAS Name: WZ_AREA

Definition: Type of Work Zone Location.

Additional Information: New variable added in 2011.

1	Lane Closure
2	Lane Shift / Crossover
3	Work on Shoulder or Median
4	Intermittent or Moving Work
5	Other

Work Zone Crash Location   SAS Name: WZ_LOC

Definition: Work zone location where crash occurred.

Additional Information: New variable added in 2011.

1	Before the First Work Zone Warning Sign
2	Advance Warning Area
3	Transition Area
4	Activity Area
5	Termination Area

YEAR   SAS Name: YEAR

Definition: Year of ACCIDENT

Additional Information: New variable added in 2007.

List of Elements for the ME Vehicle Subfile year (2010 and Earlier)

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
CASENO	ACC CASE NUMBER	Vehicle	CHA(9)	40
CONTRIB1	1ST APPART CONTRIB FACTOR	Vehicle	NUM	40
CONTRIB2	2ND APPART CONTRIB FACTOR	Vehicle	NUM	40
COUNTY	MAINE COUNTY KEY	Vehicle	CHA(2)	41
C_HNODE	HIGH NODE	Vehicle	CHA(5)	41
C_LINK	LINK=BOTH NODES	Vehicle	CHA(12)	42
C_LNODE	LOW NODE	Vehicle	CHA(5)	42
DRV_AGE	DRIVER AGE	Vehicle	NUM	42
DRV_INJ	DRIVER INJURY TYPE	Vehicle	CHA(1)	43
DRV_SEX	DRIVER SEX	Vehicle	NUM	43
MISCACT1	PRE-CRASH MANEUVER	Vehicle	NUM	43
NUM_OCCS	NUM OCCUPANTS IN VEHICLE	Vehicle	NUM	45
PHYSCOND	APPARENT PHYSICAL CONDIT	Vehicle	NUM	45
PACCTACTVEH	PRE_CRASH ACTION	Vehicle	CHAR	45
ST_LIC	STATE OF LICENSE	Vehicle	NUM	46
UNIT_TYPE	TYPE OF UNIT	Vehicle	CHAR	47
VEHNO	VEHICLE POSITION NUMBER	Vehicle	NUM	48
VEHTYPE	TYPE OF VEHICLE	Vehicle	NUM	48

ACC Case Number   SAS Name: CASENO

Definition: Case number of accident.

Additional Information: This variable has nine characters. The first four characters represent year of accident.

Apparent CONTRIB Factor #1   SAS Name: CONTRIB1
Apparent CONTRIB Factor #2   SAS Name: CONTRIB2

Definition: Violation or factor contributing to the crash.

01	No Improper Action
02	Failed to Yield Right of Way
03	Illegal, Unsafe Speed
04	Following Too Close
05	Disregard of Traffic Control Device
06	Driving Left of Center - Not Passing
07	Improper Pass - Overtaking
08	Improper, Unsafe Lane Change
09	Improper Parking, Start, Stop
10	Improper Turn
11	Unsafe Backing
12	No Signal or Improper Signal
13	Impeding Traffic
14	Driver Inattention - Distraction
15	Driver Inexperience
16	Pedestrian Violation
17	Physical Impairment
18	Vision Obscured - Windshield
19	Vision Obscured - Sun, Headlights
20	Other Vision Obscurement
30	Other Human Violation Factor
31	Hit and Run
41	Defective Brakes
42	Defective Tire - Tire Failure
43	Defective Lights
44	Defective Suspension
45	Defective Steering

50	Other Vehicle Defect or Factor
51	Unknown
99	Unknown
.	Not Coded
Other	Error/Other Code

MAINE County Key   SAS Name: COUNTY

Definition: County where the crash occurred.

Additional Information: Variable discontinued from 2007.

01	ANDROSCOGGIN
02	AROOSTOOK
03	CUMBERLAND
04	FRANKLIN
05	HANKCOCK
06	KENNEBEC
07	KNOX
08	LINCOLN
09	OXFORD
10	PENOBSCOT
11	PISCATAQUIS
12	SAGADAHOC
13	SOMERSET
14	WALDO
15	WASHINGTON
16	YORK

High Node   SAS Name: C_HNODE

Definition: High Node

Additional Information: Variable discontinued from 2007.

KEY For Merging   SAS Name: C_LINK

Definition: link both node

Additional Information: Variable discontinued from 2007.

Low Node   SAS Name: C_LNODE

Definition: low node

Additional Information: Variable discontinued from 2007.

Age - Driver   SAS Name: DRV_AGE

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

01	1 YEAR
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
99	Unknown
.	Not Coded
Other	Error/Other Code

Injury Type - Driver   SAS Name: DRV_INJ

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

1	Killed
2	A Injury
3	B Injury
4	C Injury
5	No Injury (Property Damage Only)
9	Unknown
.	Not Coded

Other Error/Other Code

Sex - Driver   SAS Name: DRV_SEX

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

Additional Information: Element added in 2003.

1	Male
2	Female
9	Unknown
.	Not Coded

Other Error/Other Code

Pre-Crash Maneuver   SAS Name: MISCACT1

Definition: Action prior to when the crash occurred.

Additional Information: Higher than usual number of cases either uncoded or "unknown".

<u>BY VEHICLE</u>

01	Going Straight Following Roadway School Bus Stop Arm
02	Wrong Way into Opposing Traffic School Zone Sign
03	Right Turn on Red RR Crossing Device
04	Left Turn on Red No Passing Zone
05	Making Right Turn
06	Making Left Turn
07	Making U-Turn
08	Starting from Parked
09	Starting in Traffic
10	Slowing in Traffic
11	Stopped in Traffic
12	Entering Parked Position

13	Parked - Legally
14	Parked - Illegally
15	Avoiding Vehicle, Object or Pedestrian in Roadway
16	Skidding
17	Changing Lanes
18	Overtaking, Passing
19	Merging
20	Backing
30	Other Vehicle Action
93	Unknown Vehicle Maneuver

BY PEDESTRIAN

41	Crossing with Signal
42	Crossing against Signal
43	Crossing Marked Crosswalk - No Signal
44	Crossing - No Signal or Crosswalk
45	Walking in Road with Traffic
46	Walking in Road against Traffic
47	Standing in Road
48	Emerging from Behind Parked Car
49	Child Getting on-off School Bus
50	Getting on-off Vehicle
51	Pushing or Working on Vehicle
52	Working in Road
53	Playing in Road
54	Not in Road
60	Other Pedestrian Action
96	Unknown Pedestrian Action

BY BICYCLIST

71	Riding with Traffic
74	Making Left Turn
72	Riding against Traffic
73	Making Right Turn
75	Making U-Turn
76	Riding across Road
77	Slowing, Stopping and Starting in Road
80	Other Bicyclist Action
98	Unknown
.	Not Coded

Other Error/Other Code

NUM Occupants in Vehicle   SAS Name: NUM_OCCS

Definition: Total number of occupants in a vehicle.

Additional Information: This variable was created as a "check" variable to indicate the total number of occupants in the vehicle.

PACCTACTVEH   SAS Name: PACCTACTVEH

Definition: pre-crash action

Additional Information: New variable added in 2007.

Apparent Physical Cond   SAS Name: PHYSCOND

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

00	No driver, pedestrian or bicyclist
01	Normal
02	Under the Influence
03	Had Been Drinking
04	Had Been Using Drugs
05	Asleep
06	Fatigued
07	Ill
08	Handicapped
09	Other
99	Unknown
.	Not Coded

Other Error/Other Code

State Code of License   **SAS Name: ST_LIC**

Definition: State of license

Additional Information: The 1985 data is in error. In that year, 94% of the cases are coded as 99 = 'All Others'.

00	No driver
01	Alaska
02	Alabama
03	Arizona
04	Arkansas
05	California
06	Colorado
07	Connecticut
08	Delaware
09	District of Columbia
10	Florida
11	Georgia
12	Hawaii
13	Idaho
14	Illinois
15	Indiana
16	Iowa
17	Kansas
18	Kentucky
19	Louisiana
20	Maine
21	Maryland
22	Massachusetts
23	Michigan
24	Minnesota
25	Mississippi
26	Missouri
27	Montana
28	Nebraska
29	Nevada
30	New Hampshire
31	New Jersey
32	New Mexico
33	New York
34	North Carolina

35	North Dakota
36	Ohio
37	Oklahoma
38	Oregon
39	Pennsylvania
40	Rhode Island
41	South Carolina
42	South Dakota
43	Tennessee
44	Texas
45	Utah
46	Vermont
47	Virginia
48	Washington
49	West Virginia
50	Wisconsin
51	Wyoming
60	Alberta
61	British Columbia
62	Manitoba
63	New Brunswick
64	Newfoundland
65	Nova Scotia
66	Ontario
67	Prince Edward Island
68	Quebec
69	Saskatchewan
98	U.S. Government Vehicles
99	All Others
.	Not Coded

Other Error/Other Code

Unit Type   SAS Name: UNIT_TYPE

Definition: Type of unit.

Additional Information: New variable added in 2007.

Vehicle Position Number   SAS Name: VEHNO

Definition: Relative Vehicle Number.

Type of Vehicle   SAS Name: VEHTYPE

Definition: Type of vehicle involved in the crash.

Additional Information: Element discontinued in 2003.

00   No unit coded
01   2-Door Passenger Car
02   4-Door Passenger Car 03
Convertible
04   Station Wagon
05   Van or Camper
06   Pickup Truck
07   SUV 2001 to present
08   Tractor Trailer-before 1995
09   Semi-Tractor Trailer- before 1995
10   Truck Tractor only (bobtail)
11   Bus- before 1995
12   School Bus
13   Motor Home
14   Motorcycle
15   Moped
16   Motor Bike
17   Bicycle
18   Snowmobile
19   Pedestrian
20   2 Axle Tractor with Dual Tires
21   2 Axle Tractor - Single Axle Semi
22   2 Axle Tractor - Tandem Axle Semi
23   All-Terrain Vehicle
25   2 Axle Tractor - 1 Axle Semi - 2 Axle Trailer
30   3 Axle (Single Unit)
31   3 Axle Tractor - Single Axle Semi
32   3 Axle Tractor - Tandem Axle Semi
33   3 Axle Tractor - Tri Axle Semi
35   3 Axle Tractor - 1 Axle Semi - 2 Axle Trailer
36   3 Axle Tractor - 2 Axle Semi - 2 Axle Trailer
37   3 Axle Tractor - 2 Axle Semi - 3 Axle Trailer Rear

38	3 Axle Tractor - 2 Axle Semi - 3 Axle Trailer Front
39	3 Axle Tractor - 2 Axle Semi - 4 Axle Trailer
40	4 Axle Truck Single Unit
42	4 Axle Truck with a Tandem Axle Semi
50	3 And 4 Axle Unit not Listed above
60	5 Axle Unit not Listed above
70	All other Multi-Axle Units not Listed Above
98	Farm Vehicles/Tractors
99	Unknown
.	Not Coded

Other Error/Other Code

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
CASENO	ACC CASE NUMBER	Vehicle	CHA(10)	51
CONTRIB	CONTRIBUTION CIRCUMSTANCES	Vehicle	NUM	51
EVENT1	SEQUENCE OF EVENTS 1	Vehicle	NUM	51
EVENT2	SEQUENCE OF EVENTS 2	Vehicle	NUM	51
EVENT3	SEQUENCE OF EVENTS 3	Vehicle	NUM	51
EVENT4	SEQUENCE OF EVENTS 4	Vehicle	NUM	51
MISCACT1	ACTION PRIOR TO ACCIDENT	Vehicle	NUM	53
MOSTHARM	MOST HARMFUL EVENT	Vehicle	NUM	54
UNIT_TYPE	VEHICLE TYPE	Vehicle	NUM	55
VEH_CONF	VEHICLE CONFIGURATION	Vehicle	NUM	56
VEH_USE	SPECIAL FUNCTION VEHICLE	Vehicle	NUM	55
VEHNO	VEHICLE NUMBER	Vehicle	NUM	56

ACC Case Number   SAS Name: CASENO

Definition: Case number of accident.

Contribution Circumstances   SAS Name: CONTRIB

Definition: Vehicle Contribution Circumstances.

01	None
02	Brakes
03	Exhaust System
04	Body, Doors
05	Steering
06	Power Train
07	Suspension
08	Tires
09	Wheels
10	Lights (Heads, signal, tail, brake)
11	Windows/windshield
12	Mirrors
13	Wipers
14	Truck Coupling/ Trailer Hitch/ Safety Chains
15	Other

Sequence of Events 1   SAS Name: EVENT1
Sequence of Events 2   SAS Name: EVENT2
Sequence of Events 3   SAS Name: EVENT3
Sequence of Events 4   SAS Name: EVENT4

Definition: Description of each event in the crash sequence for this vehicle.

01	Overturn / Rollover
02	Fire / Explosion
03	Immersion
04	Jackknife
05	Cargo/Equipment Loss or Shift
06	Equipment Failure (blown tire, bake failure, etc.)
07	Separation of Units
08	Went off road – way Right
09	Went off road – way Left

10	Cross Median
11	Cross Centerline
12	Downhill Runaway
13	Fell/jumped from Motor Vehicle
14	Reentering Roadway
15	Thrown or Falling Object
16	Other Non-Collision
17	Pedestrian
18	Pedal cycle
19	Railway vehicle (train, Engine)
20	Animal
21	Motor Vehicle in Transport
22	Parked Motor Vehicle
23	Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
24	Work Zone/ Maintenance Equipment
25	Other Non-Fixed Object
26	Impact Attenuator/ Crash Cushion
27	Bridge Overhead Structure
28	Bridge Pier or Support
29	Bridge Rail
30	Cable Guardrail Barrier
31	Culvert
32	Curb
33	Ditch
34	Embankment
35	Guardrail Face
36	Guardrail End
37	Concrete Traffic Barrier
38	Other Traffic Barrier
39	Tree (standing)
40	Utility Pole / Light Support
41	Traffic Sign Support
42	Traffic signal Support
43	Other Post, Pole, or Support
44	Fence
45	Mailbox
46	Other Fixed Object (wall, Building, tunnel, etc)
47	Unknown

48   Gate or Cable

49   Pressure Ridge
50   No Other Events

Action Prior to Accident   SAS Name: MISCACT1

Definition: Action prior to when the crash occurred.

01   Following roadway
02   Wrong way into opposing traffic
03   Right turn on red
04   Left turn on red
05   Making right turn
06   Making left turn
07   Making U turn
08   Starting from parked
09   Starting in traffic
10   Slowing in traffic
11   Stopped in traffic
12   Entering parked position
13   Parked Legally
14   Parked Illegally
15   Avoiding Vehicle Object, Pedestrian, Animal in Road
16   Skidding
17   Changing Lanes
18   Overtaking Passing
19   Merging
20   Backing
30   Other Vehicle Action
31   Following Trail
99   Unknown

Most Harmful Event   SAS Name: MOSTHARM

Definition: Most Harmful Event in the crash sequence.

01	Overturn / Rollover
02	Fire / Explosion
03	Immersion
04	Jackknife
05	Cargo / Equipment Loss or Shift
06	Fell / Jumped from Motor Vehicle
07	Thrown or Falling Object
08	Other Non – Collison
09	Pedestrian
10	Pedal cycle
11	Railway Vehicle – Train, Engine
12	Animal
13	Motor Vehicle in Transport
14	Parked Motor Vehicle
15	Struck by falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
16	Work zone / Maintenance Equipment
17	Other Non- Fixed Object
18	Impact Attenuator / Crash Cushion
19	Bridge Overhead Structure
20	Bridge Pier or Support
21	Bridge Rail
22	Cable Barrier
23	Culvert
24	Curb
25	Ditch
26	Embankment
27	Guardrail Face
28	Guardrail End
29	Concrete Traffic Barrier
30	Other Traffic Barrier
31	Tree (standing)
32	Utility Pole / Light Support
33	Traffic Sign Support
34	Traffic Signal Support
35	Fence

36	Mailbox
37	Other Post Pole or Support
38	Other Fixed Object (wall, building, tunnel. Etc.)
39	Unknown
40	Gate or Cable
41	Pressure Ridge.

Special Vehicle Use   SAS Name: VEH_USE

Definition: Special Vehicle Use.

01	No Special Function
02	Taxi
03	Vehicle Used as School Bus
04	Vehicle Used as Other Bus
05	Military
06	Police
07	Ambulance
08	Fire Truck.

Unit Type   SAS Name: UNIT_TYPE

Definition: Type of Unit.

01	Passenger Car
02	(Sport) Utility Vehicle
03	Passenger Van
04	Cargo Van (10 K lbs or Less)
05	Pickup
06	Motor Home
07	School Bus
08	Transit Bus
09	Motor Coach
10	Other Bus
11	Motorcycle
12	Moped
13	Low Speed Vehicle
14	Autocycle
15	Experimental
16	Other Light Trucks (10,000 lbs or Less)

17	Medium / Heavy Trucks (More than 10,000 lbs)
18	ATV – (4 Wheel)
19	ATV – (3 Wheel)
20	ATV – (2 Wheel)
21	Snow mobile
22	Pedestrian
23	Bicyclist
24	Witness
25	Other

Vehicle Configuration   SAS Name: VEH_CONF

Definition: Type of Unit.

01	Passenger Car (Only if vehicle has Hazardous Materials Placard)
02	Light Truck (Only if vehicle has Hazardous Materials Placard)
03	Bus (Seats for 9 – 15 people, including driver)
04	Bus (Seats for 16 people or more, including driver)
05	Single – Unit Truck (2 axles, 6 tires)
06	Single – Unit Truck (3 axles)
07	Single – Unit Truck (4 axles with rear tri-axle)
08	Single – Unit Truck (5 or more axles)
09	Truck / Trailer(s) [Single-Unit Truck with Trailer(s)]
10	Truck Tractor (without trailer, bobtail or saddle mount)
11	Tractor / Semi-Trailer (one trailer – 5 axles)
12	Tractor / Semi-Trailer (one trailer – 6 axles)
13	Tractor / Semi-Trailer (one trailer – All other axle configurations)
14	Tractor/ Doubles (Two Trailers)
15	Tractor/ Triples (Three Trailers)
99	Other Truck Greater Than 10,000 lbs. (not listed above)

Vehicle Number   SAS Name: VEHNO

Definition: Relative Vehicle Number.

List of Elements for the ME Ocuppant Subfile(2010 and earlier)

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
AGE	OCCUPANT AGE	Occupant	NUM	58
CASENO	ACC CASE NUMBER	Occupant	CHA(9)	58
COUNTY	MAINE COUNTY KEY	Occupant	CHA(2)	59
C_HNODE	HIGH NODE	Occupant	CHA(5)	59
C_LINK	LINK=BOTH NODES	Occupant	CHA(12)	59
C_LNODE	LOW NODE	Occupant	CHA(5)	59
INJ	OCCUPANT INJURY TYPE	Occupant	CHA(1)	60
PSGINJ	PASSENGER INJURY	Occupant	CHAR	60
SEATPOS	OCCUPANT POSITION IN VEH	Occupant	NUM	60
SEX	OCCUPANT SEX	Occupant	NUM	61
VEHNO	VEHICLE POSITION NUMBER	Occupant	NUM	61

Occupant Age   SAS Name: AGE

Definition: Age of the injured/killed occupant.

01	1 YEAR
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
99	Unknown
.	Not Coded
Other	Error/Other Code

ACC Case Number   SAS Name: CASENO

Definition: Case number of accident.

Additional Information: This variable has nine characters. The first four characters represent year of accident.

MAINE County Key   SAS Name: COUNTY

Definition: County where the crash occurred.

Additional Information: Variable discontinued from 2007.

01	ANDROSCOGGIN
03	AROOSTOOK
05	CUMBERLAND
07	FRANKLIN
09	HANKCOCK
11	KENNEBEC
13	KNOX
15	LINCOLN
17	OXFORD
19	PENOBSCOT
21	PISCATAQUIS
23	SAGADAHOC
25	SOMERSET
27	WALDO
29	WASHINGTON
31	YORK

High Node   SAS Name: C_HNODE

Definition: High Node

Additional Information: Variable discontinued from 2007.

KEY for Merging   SAS Name: C_LINK

Definition: link both nodes

Low Node   SAS Name: C_LNODE

Definition: Low node

Additional Information: Variable discontinued from 2007.

Occupant Injury Type   SAS Name: INJ

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

Additional Information: Approximately five percent of the data are uncoded.

1	Fatal
2	A Injury
3	B Injury
4	C Injury
5	No Injury (Property Damage Only)
9	Unknown
	Not Coded

Other Error/Other Code

Passenger Injury   SAS Name: PSGINJ

Definition: Passenger Injury

Additional Information: New variable added in 2007.

Occupant Position in Vehicle   SAS Name: SEATPOS

Definition: Occupant position in vehicle when the crash occurred.

1	Driver
2	Passenger position 2
3	Passenger position 3
4	Passenger position 4
5	Passenger position 5
6	Passenger position 6
7	Passenger position 7
8	Rider hanging on the vehicle
9	Mc/ Bike / Snowmobile driver
10	Mc/ Bike/ Snowmobile passenger
11	Sidecar/ Sled / Hanging on vehicle
.	Not Coded

Other Error/Other Code

Occupant Sex   SAS Name: SEX

Definition: Sex of injured/killed occupant.

1	Male
2	Female
9	Unknown
.	Not Coded

Other Error/Other Code

Vehicle Position Number   SAS Name: VEHNO

Definition: Relative Vehicle Number.

Additional Information: Vehicle Number in Crash (1-9).

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
AGE	OCCUPANT AGE	Occupant	NUM	63
BIK_MANU	BIKE MANEUVER	Occupant	NUM	63
CASENO	ACC CASE NUMBER	Occupant	CHAR (10)	63
DRV_DISTRACT	DRIVER DISTRACTION	Occupant	NUM	63
DRV_ACTN1	DRIVER ACTION1	Occupant	NUM	64
DRV_ACTN2	DRIVER ACTION2	Occupant	NUM	64
PED_LOC	PEDESTRIAN LOCATION	Occupant	NUM	64
PED_MANU	PEDESTRIAN MANEUVER	Occupant	NUM	65
PEDACT_PRIOR	PEDESTRIAN ACTION PRIOR TO ACC	Occupant	NUM	66
PEDACT1	PEDESTRIAN ACTION 1	Occupant	NUM	66
PEDACT2	PEDESTRIAN ACTION 2	Occupant	NUM	66
PHYSCOND	PHYSICAL COND OF OCCUPANT	Occupant	NUM	67
SEATPOS	SEAT POSITION	Occupant	NUM	67
SEX	OCCUPANT SEX	Occupant	CHAR (50)	67
VEHNO	VEHICLE NUMBER	Occupant	NUM	67

Occupant Age   SAS Name: AGE

Definition: Case number of accident.

Bike Maneuver   SAS Name: BIKE_MANU

Definition: Bicyclist Maneuvers.

21	Bicycle – Riding with traffic
22	Bicycle – Riding against traffic
23	Bicycle – Making Right turn
24	Bicycle – Making Left turn
25	Bicycle – Making U turn
26	Bicycle – Riding across Road
27	Bicycle – Slowing, Stopping, Starting in Road
28	Bicycle – Other Bicyclist Action
99	Unknown

ACC Case Number   SAS Name: CASENO

Definition: Case number of accident.

Driver Distraction   SAS Name: DRV_DISTRACT

Definition: Driver Distraction.

01	Not Distracted
02	Electronic Communication Devices (Cell Phone, Pager, etc.)
03	Other Electronic Devices (Navigation Device, Palm Pilot, Entertainment Device, etc.)
04	Other Inside the Vehicle (Eating, Reading, Grooming, Smoking, Passengers etc.)
05	External Distraction (Outside the vehicle)
06	Unknown.

Driver Action 1   SAS Name: DRV_ACTN1
Driver Action 2   SAS Name: DRV_ACTN2

Definition: Driver Actions at the Time of Crash.

01	No Contributing Action
02	Ran Off Roadway
03	Failed to Yield Right – of – Way
04	Ran Red Light
05	Ran Stop Sign
06	Disregarded Other Traffic Sign
07	Disregarded Other Road Markings
08	Exceeded Posted Speed Limit
09	Drove too Fast for Conditions
10	Improper Turn
11	Improper Backing
12	Improper Passing
13	Wrong Way
14	Followed too closely
15	Failed to keep in Proper lane
16	Operated Motor vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner
17	Avoided due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway
18	Over-Correcting / Over-Steering
19	Other Contributing Action
20	Unknown

Pedestrian Location   SAS Name: PED_LOC

Definition: Pedestrian Location at the Time of Crash.

01	Intersection – Marked Crosswalk
02	Intersection – Unmarked Crosswalk
03	Intersection – Other
04	Midblock – Marked crosswalk
05	Travel Lane - Other Location

06	Bicycle Lane
07	Shoulder /Roadside
08	Sidewalk
09	Median/Crossing Island
10	Driveway Access
11	Shared- Use Path or Trail
12	Non-Traffic Way Area
13	Other
14	Unknown

Pedestrian Maneuver   SAS Name: PED_MANU

Definition: Pedestrian Maneuvers

01	Crossing with Signal
02	Crossing against Signal
03	Crossing Marked Crosswalk, no signal
04	Crossing No signal or crosswalk
05	Walking in road with traffic
06	Walking in road against traffic
07	Standing in road
08	Emerging from behind parked car
09	Child getting on/off school bus
10	Getting on/off vehicle
11	Pushing or working on vehicle
12	Working in road
13	Playing in road
14	Not in road
15	Following trail
16	Walking on sidewalk
17	Walking adjacent to roadway
18	Walking to/from school
19	Other pedestrian action

Pedestrian Action Prior   SAS Name: PEDACT_PRIOR

Definition: Pedestrian Action prior to the accident.

01	Crossing Roadway
02	Waiting to Cross Roadway
03	Walking/Cycling along roadway with traffic (in or adjacent to travel)
04	Walking/Cycling along roadway against traffic (in or adjacent to travel)
05	Walking /Cycling on Sidewalk
06	In Roadway – Other (Working, Playing, Etc.)
07	Adjacent to Roadway (e.g., Shoulder, Median)
08	Getting on/off school bus
09	Going to or from school (K-12)
10	Responder working in traffic way (Incident response)
11	Other
12	None
13	Unknown

Pedestrian Action 1   SAS Name: PEDACT1
Pedestrian Action 2   SAS Name: PEDACT2

Definition: Pedestrian Action at the time of accident.

01	No Improper Action
02	Dart / Dash
03	Failure to Yield Right – of – way
04	Failure to Obey Traffic Signs, Signals or officer
05	In Roadway Improperly (Standing, Lying, Working, playing)
06	Disabled Vehicle Related (Working on, Pushing, Leaving / Approaching)
07	Entering / Exiting Parked/ standing Vehicle
08	Inattentive (Talking, Eating, Etc.)
09	Not Visible (Dark Clothing, No Lighting, Etc.)
10	Improper Turn/Merge
11	Improper Passing
12	Wrong – way Riding or Walking
13	Other
14	Unknown

Occupant Physical Condition   SAS Name: PHYSCOND

Definition: Condition at the time of crash.

01	Apparently Normal
02	Physically Impaired or Handicapped
03	Emotional (Depressed, Angry, Disturbed, Etc.)
04	ILL (Sick)
05	Asleep or Fatigued
06	Under the influence of Medications/drugs/alcohol
07	Other

Seating Position   SAS Name: SEATPOS

Definition: Seating Position.

1	Driver
2	Passenger position 2
3	Passenger position 3
4	Passenger position 4
5	Passenger position 5
6	Passenger position 6
7	Passenger position 7
8	Rider hanging on the vehicle
9	Mc/ Bike / Snowmobile driver
10	Mc/ Bike/ Snowmobile passenger
11	Sidecar/ Sled / Hanging on vehicle
.	Not Coded
Other	Error/Other Code

Occupant Sex   SAS Name: SEX

Definition: Sex of Injured / Killed Occupant.

Vehicle Number   SAS Name: VEHNO

Definition: Relative Vehicle Number.

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
AADT	ANNUAL AVG DAILY TRAFFIC	LINK	NUM	71
AADTC	AADT CAPACITY	LINK	NUM	71
AADTF	FACTORED AADT	LINK	NUM	71
AADTF_YR	YEAR OF CURRENT AADT	LINK	CHAR (4)	72
AADT_TYP	AADT TYPE(EXT. OR ACTUAL)	LINK	CHAR (1)	72
AADT_YR	YEAR OF FACTORED AADT	LINK	CHAR (4)	72
ACCESS	ACCESS CONTROL	LINK	NUM	72
A_HNODE	HIGHNODE OF LINK	LINK	CHAR (5)	73
A_LINK	LINK = BOTH NODES	LINK	CHAR (12)	73
A_LNODE	LOW NODE OF LINK	LINK	CHAR (5)	73
AVGMEDWID	AVERAGE MEDIAN WIDTH	LINK	NUM	73
BEGMP	POSITION WHERE SUBLINK BEGINS	LINK	NUM	73
COUNTY	MAINE COUNTY KEY	LINK	NUM	74
C_NHS_CONNECTOR	NHS CONNECTOR STATUS	LINK	NUM	74
C_RESERV	PUBLIC LAND USE TYPE	LINK	NUM	75
C_STR_HIGH	STRATEGIC HIGHWAY NETWORK DESIGNATION	LINK	NUM	75
DEFHWAY	DEFENSE HIGHWAY	LINK	CHAR (5)	75
DIVIDED_INV	DIVIDED INVENTORY SECTION	LINK		75
ENDMP	POSITION WHERE SUBLINK ENDS	LINK	NUM	76
FED_AID	FEDERAL AID DESIGNATION	LINK	CHAR (4)	76
FIFTY5	POSTED 55/65 MPH ZONE	LINK		77
FUNC_CLS	FUNCTIONAL CLASS	LINK	NUM	77
HPMS1	HPMS SECTION INDICATOR	LINK	NUM	77
INV_CNTL	ROUTE TYPE INDICATOR	LINK	CHAR (5)	78
IRI	INTERNATIONAL ROUGHNESS INDEX	LINK	NUM	78
JRSD_AGENCY	SEGMENT OWNER	LINK	CHAR (50)	78
JRSD_OWNER	SEGMENT OWNER TYPE	LINK	CHAR (50)	79
JURIS	JURISDICTION CODE	LINK	NUM	79
JURISABBR	JURISDICTION ABBREVATION	LINK	CHAR (4)	79
LENGTH	OFFICIAL SUBLINK MILEAGE	LINK	NUM	80
LOS_PKHR	PEAK HOUR LEVEL OF SERVICE	LINK	CHAR (1)	80
LSHLDWID	LEFT SHOULDER WIDTH	LINK	NUM	80
LTTURN_NUM	NO OF LEFT TUEN LANES	LINK	NUM	80
MED_BARRIER	MEDIAN BARRIER	LINK	CHAR (40)	81
MPO		LINK	CHAR (5)	81

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
MVMT	MILLION VEHICLE MILES TRAVELLED	LINK	NUM	81
NHS	NATIONAL HIGHWAY SYSTEM	LINK	NUM	81
LSHL_TYP	LEFT SHOULDER TYPE	LINK	NUM	80
NO_LANES	NUMBER OF LANES	LINK	CHAR (1)	82
ONEWAY	ONEWAY INDICATOR	LINK	NUM	83
OFFIC_MILES	OFFICE MILES INDICATOR	LINK	CHAR (3)	82
PCR	PAVEMENT CONDITION RATING	LINK	NUM	83
POP_GRP	TOWN POPULATION	LINK	NUM	83
PROBLEM	DISTANCE PROBLEM FLAG	LINK	NUM	83
PRIM_BMP	PRIMARY ROUTE BEGIN MILEPOST	LINK	NUM	84
PRIM_EMP	PRIMARY ROUTE END MILEPOST	LINK	NUM	84
PRIRTECODE	PRIORITY ROUTE CODE	LINK	CHAR (7)	84
PRIRTENAME	PRIORITY ROUTE NAME	LINK	CHAR (20)	84
PRIRTETYPE	PRIORITY ROUTE TYPE	LINK	CHAR (1)	84
RAMP	RAMP	LINK	NUM	84
RODWYCLS	ROADWAY CLASSIFICATION	LINK	CHAR (2)	85
RSHL_TYP	RIGHT SHOULDER TYPE	LINK	NUM	85
RSHLDWID	RIGHT SHOULDER WIDTH	LINK	NUM	85
RTE_NBR	ROUTE OR INVENTORY NUMBER	LINK	CHAR (5)	86
RTE_TYPE	STATE HIGHWAY DESIGNATION NUM	LINK	CHAR (4)	86
RTTURN_NUM	NUMBER OF RIGHT TURNING LANES	LINK	NUM	86
RURURB	RURAL / URBAN CODE	LINK	NUM	86
RUTLT	RUT LEFT	LINK	NUM	86
RUTRT	RUT RIGHT	LINK	NUM	87
S_FUNC	STATE FUNCTIONAL CLASS	LINK	CHAR (40)	87
SEG_LNG	SUBLINK LENGTH IN MILES	LINK	NUM	87
SEGMENT_ID	SEGMENT ID	LINK	NUM	87
SPEED_AVG	AVERAGE SPEED	LINK	NUM	87
SPEED_PKHR	ESTIMATED PEAK HOUR SPEED	LINK	NUM	88
SPEEDSRC	SPEED LIMIT SOURCE	LINK	CHAR (7)	88
SPEEDZN_ID	SPEED ZONE IDENTIFICATION	LINK	CHAR (14)	88
STHYDSG	STATE HIGHWAY DESIGN	LINK	CHAR (4)	88
STR_NAME	STREET NAME	LINK	CHAR (15)	88
SUBLINK	SEQUENCE WITHIN LINK	LINK	NUM	88
SURF_TYP	SURFACE TYPE	LINK	NUM	89
SURF_WID	SURFACE WIDTH	LINK	NUM	89
THRULN	THROUGH LANES	LINK	CHAR (1)	89
THRULNWDTH	THROUGH LANE WIDTH	LINK	NUM	90

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
THRUTOHI	THROUGH LANES TO HIGH NODE	LINK	NUM	90
THRUTOLO	THROUGH LANES TO LOW NODE	LINK	NUM	90
THRUTYPERD	THROUGH ROAD TYPE	LINK	CHAR (1)	90
TOWNCD	TOWN CODE	LINK	CHAR (5)	91
TRK_CLI_LN	NO OF TRUCK CLIMBING LANES	LINK	CHAR (1)	105
TRK_RTE	DESIGNATED TRUCK ROUTE	LINK	NUM	106
TRLNWDCTR	CENTER TURN LANE WIDTH	LINK	NUM	106
TRLNWDLT	LEFT TURN LANE WIDTH	LINK	NUM	106
TRLNWDRT	RIGH TURN LANE WIDTH	LINK	NUM	106
TRNLNCTR	NO OF CENTER TURNING LANES	LINK	CHAR (1)	106
TRNLNRT	RIGHT TURN LANES SIDE OF ROAD	LINK	CHAR (1)	107
TRNLNSLT	LEFT TURN LANES SIDE OF ROAD	LINK	CHAR (1)	105
TY_ACCCTRL		LINK	CHAR (40)	107
YRCONST	YEAR RE CONSTRUCTED	LINK	NUM	107
YRRESURF	YEAR RESURFACED	LINK	NUM	107

Annual Average Daily Traffic   SAS Name: AADT

Definition: Calculated average AADT.

Additional Information: Missing from 2011-2012.This is the more accurate definition of AADT and should be used in all analyses. Quality control checks have indicated that sections with "0" AADT are usually dead-end segments with few if any houses. Thus, the data are accurate.

00000	Zero
00001-00100	0-100
00101-00500	101-500
00501-01000	501-1000
01001-02000	1001-2000
02001-05000	2001-5000
05001-10000	5001-10,000
10001-15000	10,001-15,000
15001-20000	15,001-20,000
20001-40000	20,001-40,000
40001-99999	Over 40,000

AADT Capacity   SAS Name: AADTC

Definition: Factored AADT divided by estimated capacity of the segment.

Additional Information: New variable in 2007. Missing in 2011 and 2012.

AADTF   SAS Name: AADTF

Additional Information: This is the more accurate definition of AADT and should be used in all analyses. Quality control checks have indicated that sections with "0" AADT are usually dead-end segments with dew if any houses. Thus, the data are accurate. Note that for divided roads, this variable shows the total AADT for both directions of travel on each carriage way record.

Year of Factored AADT

SAS Name: AADTF_YR

Definition: Year of AADT

Additional Information: Variable discontinued in 2003.
Four-digit year; otherwise,

.   Not Coded
Other Error/Other Code

AADT Type (Est. or actual)

SAS Name: AADT_TYP

Definition: Type of AADT.

A   Actual Count
B   Based on actual count
E.   Estimated
F.   Interpolated
N   Not Coded
Other Error/Other Code

Year of Current AADT

SAS Name: AADT_YR

Definition: Year of ADT.

Additional Information: Missing in 2011 and 2012. Do not use for analysis. See AADTF_YR.
Four-digit year; otherwise,

.   Not Coded
Other Error/Other Code

Access Control

SAS Name: ACCESS

Definition: Control of access.

Additional Information: Variable missing in 2011- 2012.

1   No Control
2   Partial Control
3   Full Control
.   Not Coded
Other Error/Other Code

High Node of Link   SAS Name: A_HNODE

Definition: High Node linking variable.

Additional Information: Variable discontinued from 2007.

Both Nodes for Matching   SAS Name: A_LINK

Definition: Link both nodes.

Additional Information: Used to link Accident File with Link File prior to 2007. Variable discontinued in 2007. See SEGMENT_ID for 2007 and later linkage. See "Issues related to Merging Files" in Discussion.

Low Node of Link   SAS Name: A_LNODE

Definition: Low node linking variable.

Additional Information: Variable discontinued from 2007.

Average Median Width   SAS Name: AVGMEDWID

Definition: Average median width (ft) for this segment.

Additional Information: Each side of a divided road will carry the full median width. New variable in 2007. Missing in 2011 and 2012.

Begin Milepost   SAS Name: BEGMP

Definition: Position Where Sub-Link Begins. Calculated begin milepost.

Additional Information: Created from "Distance from beginning of link" variable on raw file. Used in linking with Accident File. Variable discontinued after 2006.

MAINE County Key   SAS Name: COUNTY

Definition: County where the crash occurred.

01	ANDROSCOGGIN
03	AROOSTOOK
05	CUMBERLAND
07	FRANKLIN
09	HANKCOCK
11	KENNEBEC
13	KNOX
15	LINCOLN
17	OXFORD
19	PENOBSCOT
21	PISCATAQUIS
23	SAGADAHOC
25	SOMERSET
27	WALDO
29	WASHINGTON
31	YORK

NHS Connector Status   SAS Name: C_NHS_CONNECTOR

Definition: Whether segment is NHS intermodal connector, and if so, which type so, which type.

0 = Not on National Highway System
1 = On NHS, but not an Inter-Modal Connector
2 = Airport connector
3= Port facility connector
5 = Rail/truck terminal connector
7 = Public transit/multi-modal passenger terminal connector

Additional Information: Missing data in 2011 and 2012.

PUBLICK LAND USE TYPE   SAS Name: C_RESERV

Definition: Type of public land through which the segment passes.

0	None
1	Natl forest highway
2	Natl forest development
3	Natl park
5	Natl military/naval
6	Other national
7	State forest
8	State park
9	Other state

Additional Information: New variable in 2007. Codes are as follows:

Strategic Highway Network Designation   SAS Name: C_STR_HIGH

Definition: Code defining whether segment us a part of the Strategic Highway Network

0	No
1	Yes

Additional Information: New variable in 20017. Missing in 2011 and 2012.

DEFHWAY   SAS Name: DEFHWAY

Definition: LINK segments identified as being a part of the defense highway system.

Additional Information: Variable added in 2007.

Divided Inventory Section   SAS Name: DIVIDED_INV

Definition: Calculated to indicate Divided Inventory sections where only half of surface width is included. See THRUTYPERD.

Additional Information: Variable added in 2007.

End Milepost   **SAS Name: ENDMP**

Definition: Position Where Sub-Link Ends. Calculated Ending Milepost.

Additional Information: Created from "Distance from beginning of link" variable on raw file. Used in linking with Accident File. See "Issues in Merging Files" in Discussion. Variable discontinued in 2006.

Federal Aid Designation   **SAS Name: FED_AID**

Definition: Federal aid route.

I	Federal Aid Interstate
P	Federal Aid Primary
R	Federal Aid Primary Spur
S	Federal Aid Secondary
T	Federal Aid Secondary Spur
' ' or F	Non-Federal Aid
0-9	Federal Aid Urban
.	Not Coded
Other	Error/Other Code

Alternative format name - $FEDAID
Additional Information: Variable missing in 2011- 2012.

This alternative formatting groups Federal Aid classes.

I	Federal Aid Interstate
P, R	Federal Aid Primary
S, T	Federal Aid Secondary
0-9	Federal Aid Urban
' ', F	Non Federal Aid

Posted 55/65 MPH Zone
SAS Name: FIFTY5

Definition: Posted 55 speed zone.

Additional Information: Over 90% of the data in the 1990-97 files is coded as "0", which is defined as 'other' in 1999 guidebook. Based on inputs from the Maine staff in December 1999, this variable is no longer coded or used. Maine has a "speed zone" file showing speed limits in approximately 6,000 miles of speed zones. HSUS programmers are trying to develop a linkage between this file and the Link File, but have not yet been successful. For special studies, manual linkage is possible.

1	55 MPH Zone
2	55 MPH Zone - 2 or More Lanes
3	65 MPH Zone - 2 or More Lanes
.	Not Coded

Other Error/Other Code

Functional Class (1980 Federal)
SAS Name: FUNC_CLS

Definition: Functional Class.

0	Local
1	Principal Arterial - Interstate
2	Principal Arterial - other Freeways and Expressways
3	Other Principal Arterials
4	Minor Arterials
5	Major Collectors (Includes All Urban Collectors)
6	Minor Collectors

HPMS Section Indicator
SAS Name: HPMS1

Definition: Indicator noting whether the segment is part of an HPMS section.

0	= Not part of HPMS section
1,2,8,9	= Part of HPMS section.

Additional Information: Mileage varies significantly between 2006 and later years due to the fact that MEDOT began sampling the entire system in 2007. Data missing in 2011 and 2012.

Route Type Indicator   SAS Name: INV_CNTL

Definition: Inventory Control.

Additional Information: This is the 5th character of ROUTENO. For correct indication of official mileage, see LENGTH. Variable discontinued from 2007.

X	Official Mileage on State Route
S	Southbound Unofficial Mileage
W	Westbound Unofficial Mileage
0-9	Official Mileage on County Routes
.	Not Coded
Other	Error/Other Code

International Roughness Index   SAS Name: IRI

Definition: Estimate of amount of pavement roughness.

Additional Information: Variable added in 2007. Missing in 2011-2012. Data is only collected for certain segments as required by HPMS.

Segment Owner   SAS Name: JRSD_AGENCY

Definition: JRSD_ with name Segment Owner.

Additional Information: Variable added in 2007.

CTY = County
IND = Indian
MDOT = MaineDOT
MIL = Military
MTA = Maine Turnpike Authority
NFD = National Forest Dev
NFH = National Forest Highway
NP = National Park
OTH = Other
PRV = Private
SF = State Forest
SP = State Park
TWN = Town

Segment Owner Type   SAS Name: JRSD_OWNER

Definition: Segment owner type.

Additional Information: Variable added in 2007.

F	Federal
M	Municipality
P	Private
S	State

Jurisdiction Code   SAS Name: JURIS

Definition: The type of jurisdiction for the segment.

1	State Highway
2	State Aid
3	Town way
4	Toll
5	Seasonal
6	Reservation
7	Southbound or Westbound Lanes
8	Southbound Toll
9	Town way Seasonal
.	Not Coded

Other Error/Other Code

Jurisdiction Abbreviation   SAS Name: JURISABBR

Definition: The type of jurisdiction for the segment.

Additional information – Very similar to JURIS except that code 9, "Townway Seasonal" is further categorized into "summer" and "winter". Variable added in 2007.

PRIV	Private
STHW	State Highway
STAI	State Aid Highway
TNWY	Townway
TOLL	Toll Highway
SPKY	Seasonal Parkway
RESV	Reservation

Link/Segment File

TNWS   Townway Summer
TNWW   Townway Winter

Official Sub-Link Mileage   SAS Name: LENGTH

Definition: Official Mileage

Additional Information: This is a created variable which indicates "official" mileage. It is the same as SEG_LNG except that mileage on interchange ramps, on "Seasonal" roads, and on the opposing side of divided highways and toll roads is set to "0". Variable discontinued from 2007.

Peak Hour Level of Service   SAS Name: LOS_PKHR

Definition: The estimated peak hour level of service (A-F), based on speed limit, AADT, capacity, access control and urban/ rural.

Additional Information: Variable added in 2007. Missing in 2011-2012.

Left Shoulder Width   SAS Name: LSHLDWID

Definition: Left Shoulder Width.

0	0
1-3	1-3
4-6	4-6
7-9	7-9
10-13	10-13
14-99	> 13

Additional Information: Missing in 2011-2012.

Left Shoulder Type   SAS Name: LSHL_TYP

Definition: Left shoulder type.

0	No Shoulder
2	Gravel
3	Paved
5	Curb Present
.	Not Coded
Other	Error/Other Code

Link/Segment File

No of Left Turn Lanes **SAS Name: LTTURN_NUM**

Definition: Number of left-turn lanes.

Additional Information: Variable added in 2007. Missing in 2011-2012.

Median Barrier **SAS Name: MED_BARRIER**

Definition: Median barrier information.

> 1 = 'Curbed'
> 2 = 'Positive barrier'
> 3 = 'Unprotected'
> 4 = 'None'

Additional Information: Variable added in 2007. Missing in 2011 and 2012.

Metropolitan Planning Organization **SAS Name: MPO**

Definition: Metropolitan planning organization responsible for this segment.

> ATRC = Androscoggin Transportation Resource Center
> BACTS = Bangor Area Comprehensive Transportation System
> KACTS = Kittery Area Comprehensive Transportation System
>
> PACTS = Portland Area Comprehensive Transportation System

Additional Information: Variable added in 2007.

Million Vehicle Miles Traveled **SAS Name: MVMT**

Definition: Million vehicle miles traveled on road segment.

Additional Information: Created variable added in 1999 for all HSIS roadway-inventory files. See discussion.

NATIONAL HIGHWAY SYSTEM CODE **SAS Name: NHS**

Definition: National highway system code.

> 1 = 'NHS - Interstate'
> 2 = 'NHS - Other'
> 3 = 'Fed aid non-NHS'

4 = 'Non-fed aid non-NHS'
5 = 'NHS - Intermodal connector'

Additional Information: Checked with Maine staff in Dec, 1999. The data was collected after 1995.

Number and Type of Lanes   SAS Name: NO_TYP_LANES

Definition: Number of lanes code, indicates number of lanes, divided status and truck lane status.

Additional Information: Present in 2006 and earlier. See NO_LANES.

Number of Lanes   SAS Name: NO_LANES

Definition: Number of through, turning and truck lanes on the segment. Does not include center turn or auxiliary lanes.

Additional Information: Note that for divided roads, this variable shows the number of lanes for both directions of travel. New variable in 2007. Missing in 2011-12. See NO_TYP_LANES.

1	One Lane (Allows for Traffic in one Direction Only)
2	Two Lanes Undivided (Normal Highway)
3	Three Lanes Undivided
4	Four Lanes Undivided
5	Five or More Lanes Undivided
6	Two Lanes Divided
7	Four Lanes Divided
8	Six Lanes Divided
9	More Than Six Lanes Divided
L	Two Lanes Undivided - With Truck Lane on Left
R	Two Lanes Undivided - With Truck Lane on Right
B	Two Lanes Undivided - With Truck Lane on Both Sides
.	Not Coded

Other Error/Other Code

Official Miles Indicator   SAS Name: OFFIC_MILES

Definition: Indicates whether this segment is counted as official miles (excludes south and west bound lanes, ramps, etc.)

0 = 'N'

1 = 'Y'

Additional Information: Variable added in 2007. See INV_CNTL for 2006 and earlier. Variable used to prevent double-counting of mileage for divided LINKs with separate inventory for each side.

One Way Direction Indicator   **SAS Name: ONEWAY**

Definition: Indicates if there is one way traffic, and its direction along the link.

> 0,. (zero or missing) = Two-way traffic
> 1 = 'TOWARD LO-NODE (START NODE)' One-way toward low (start) node
> 1= 'TOWARD HI-NODE (END NODE)' One-way toward high (end) node

Pavement Condition Rating   **SAS Name: PCR**

Definition: Pavement condition rating provided by ME Pavement Management section.

Additional Information: Variable added in 2007.

Town Population   **SAS Name: POP_GRP**

Definition: Population of town.

> 0 = 'Other'
> 1 = 'PACTS'
> 2 = 'ATRC'
> 3 = 'MPO planning area'
> 4 = 'Pop 25000-49999'
> 5 = 'Pop 5000-24999'
> 6 = 'BACTS'
> 7 = 'KACTS'

Distance Problems Flag   **SAS Name: PROBLEM**

Definition: Distance problem flag

Additional Information: This variable was created to indicate problems with the "Distance from beginning of link" variable. These problems would prevent the creation of accurate sublinks. For analysis and merging purposed, only those links coded "0" should be used. Variable discontinued from 2007.

> 0   No Problems with Location of Changes on Link
> 1   Change (Erroneously) Located at or Beyond End of Link

2   Distances to Changes (Erroneously) Overlap

PRIM_BMP   SAS Name: **PRIM_BMP**

Definition: Primary Route begin milepost.

Additional Information: Variable added in 2007.

PRIM_EMP   SAS Name: **PRIM_EMP**

Definition: Primary Route end milepost.

Additional Information: Variable added in 2007.

Primary Route Code   SAS Name: **PRIRTECODE**

Definition: Route code for the primary route on this segment (made unique by appending county or maintenance Division code, as needed.

Additional Information: Variable added in 2007. Also see PRIRTENAME.

Primary Route Name   SAS Name: **PRIRTENAME**

Definition: Unique ME DOT business name for the primary route on this segment

Additional Information: Variable added in 2007. Also see PRIRTECODE.

Primary Route Type   SAS Name: **PRIRTETYPE**

Definition: Route type for the primary route on this segment.

> F = Ferries
> I = Inventory road
> N = Numbered Route
> T = Rail roads

Additional Information: Variable added in 2007. Missing in 2011 and 2012.

Ramp   SAS Name: **RAMP**

Definition: Ramp

Additional Information: No data in 2011 and 2012.

Roadway Classification   **SAS Name: RODWYCLS**

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

Additional Information: Created variable added to HSIS accident and roadway inventory files in all states in 1999. See Discussion.

01	Urban Freeways, Four or More Lanes
02	Urban Freeways, Less Than 4 Lanes
03	Urban Two-Lane Roads
04	Urban Multi-Lane Divided, non-Freeway
05	Urban Multilane Undivided, non-Freeway
06	Rural Freeways, Four or More Lanes
07	Rural Freeways, Less Than 4 Lanes
08	Rural Two-Lane Roads
09	Rural Multilane Divided, Non-Freeway
10	Rural Multilane Undivided, Non-Freeway
99	Others

Right Shoulder Width   **SAS Name: RSHLDWID**

Definition: Right shoulder width.

0	0
1-3	1-3
4-6	4-6
7-9	7-9
10-13	10-13
14-99	> 13

Right Shoulder Type   **SAS Name: RSHL_TYP**

Definition: Right shoulder type.

0	No Shoulder
2	Gravel
3	Paved
5	Curb Present
.	Not Coded

Other Error/Other Code

Number of Right Turning Lanes   SAS Name: RTTURN_NUM

Definition: Number of Right Turning Lanes

Additional Information: New variable in 2007. Missing in 2011 and 2012.

RTE Number or Inventory NO   SAS Name: RTE_NBR

Definition: Route number of the roadway segment.

Additional Information: Variable discontinued from 2007.

State HGHWY Designation NO   SAS Name: RTE_TYPE

Definition: State Highway designation number

Additional Information: Variable discontinued from 2007.

Rural/Urban Code   SAS Name: RURURB

Definition: Rural-Urban Identification.

Additional Information: This variable is a combination of State and Federal rural urban classifications. State is based on township boundaries and populations, and Federal is based on clusters of populations. Maine staff suggest suing codes 1,3,5 to define "rural", and 2,4 to define "urban".

0	Unknown
1	Rural (Fed and State)
2	Urban (Fed and State)
3	Rural/Urban by State, Rural by Fed
4	Federal Urban, State Rural
5	Federal Rural, State Urban
.	Not Coded

Other Error/Other Code

Rut Left   SAS Name: RUTLT

Definition: Rut in inches for left wheel track.

Additional Information: Variable added in 2007. Collected only on HPMS Sample Panels.
Missing in 2011 and 2012.

Rut Right   SAS Name: RUTRT

Definition: Rut in inches for right wheel track.

Additional Information: Variable added in 2007. Collected only on HPMS Sample Panels.
Missing in 2011 and 2012.

State Functional Class   SAS Name: S_FUNC

Definition: Functional Class

Additional Information: Variable discontinued from 2007.

0	Local
1	Principal Arterials - Interstate
2	Other Principal Arterials
3	Minor Arterials
4	Collector
5	Collector (Hold Back)
.	Not Coded

Other Error/Other Code

Sublink Length in Miles   SAS Name: SEG_LNG

Definition: Section Length in Miles.

Additional Information: This is a computed variable which provides the sublink length (or link length where there are no sublinks) in miles. It was obtained by subtracting BEGMP from ENDMP and dividing by 100. It may be used as a "weight" factor in producing tables with mileage. It includes both official and unofficial mileage. For "official" mileage, see LENGTH.

Segment Identification Code   SAS Name: **SEGMENT_ID**

Definition: A unique number for this segment used in linkage to accident files.

Additional Information: Variable added in 2007. See A_LINK for linkage before 2007. See "Issues related to Merging Files" in Discussion.

Estimated Average Speed   SAS Name: **SPEED_AVG**

Definition: Estimated (not actual) average speed on the segment (miles per hour), based on speed limit (posted or default), AADT, capacity, access control and urban/rural status.

Additional Information: New variable in 2007. Missing in 2011 and 2012.

Estimated Peak Hour Speed   SAS Name: **SPEED_PKHR**

Definition: Estimated (not actual) peak hour speed along the segment (miles per hour), based on speed limit (posted or default), AADT, capacity, access control and urban/rural status.

Additional Information: New variable in 2007. Missing in 2011 and 2012.

Speed Limit Source   SAS Name: **SPEEDSRC**

Definition: The source of the speed limit, if 'Posted' or 'Default' (based on federal functional class, urban/rural and access control).

Additional Information: Variable added in 2010.

Speed Zone Identification   SAS Name: **SPEEDZN_ID**

Definition: Unique speed zone identifier, comprised of the starting link_id plus a sequence number.

Additional Information: Variable added in 2010.

State Highway Design   SAS Name: **STHWYDSG**

Definition: State highway designation number - an MDOT identification number.

Additional Information: Variable added in 2007. New variable in 2010. Note that this designation differs from the state route number.

Street Name   SAS Name: **STR_NAME**

Definition: Street name.

Additional Information: New variable added in 1991.

Sequence within Link {SAS Name: SUBLINK}

Definition: Sequence within link. This is a created variable which was generated when links were subdivided into sublinks. The sublinks are numbered sequentially starting with "1". Thus, a value of zero indicates a link which was not subdivided (i.e., homogeneous throughout its entire length. This variable can be used to order the sublinks in increasing "milepost" order.

Additional Information: Variable discontinued from 2007.

Surface Type {SAS Name: SURF_TYP}

Definition: Surface type.

00	Unknown
20	Unimproved
30	Water
40	Gravel
41, 42, 51, 52	Flexible
60	High Flexible
70	High Rigid
80	Portland Cement Composite
90	Other
99	Designated
.	Not Coded
OTHER	Error/Other Code

Through-Lane Width {SAS Name: SURF_WD}

Definition: Paved surface width (ft.) of thru lanes only. Does not include paved shoulder width.

1-15	1-15
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

81-151 > 81-151

.   Not Coded

Other Error/Other Code

Additional information: For dual carriageway (divided) roads, the surface width shown is only for one direction of travel. Missing in 2011 and 2012.

Number of Through Lanes   SAS Name: THRULN

Definition: Number of through lanes on this segment.

Additional Information: Note that for divided roads, this variable shows only the number of through lanes for one direction of travel. Missing in 2011 and 2012.

Surface Width of Through Lanes (ft)   SAS Name: THRULNWDTH

Definition: Total width of through lanes (ft).

Additional Information: Note that for divided roads, this variable shows only the total thru lane width for one direction of travel. New variable in 2007. Missing in 2011 and 2012.

THROUGH LANES TO HIGH NODE   SAS Name: THRUTOHI

Definition: Number of through lanes with a direction of travel towards high node (going).

Additional Information: Variable added in 2007.

THROUGH LANES TO LOW NODE   SAS Name: THRUTOLO

Definition: Number of thru lanes with a direction of travel towards low node (coming).

Additional Information: Variable added in 2007.

Through Road Type   SAS Name: THRUTYPERD

Definition: Type of LINK (undivided vs. divided).

Codes:

        1=undivided

        2=divided

        3=pairs

        Need to find out what "4" is

Additional Information: This variable can be used to determine if the segment record is for both sides of an undivided road (1 = undivided) or is one of two records for the sides of a divided road (2=divided).

New variable in 2007. Missing in 2011 and 2012.

Town Code   SAS Name: **TOWNCD**

Definition: Town Code.

1010	Auburn
1020	Durham
1030	Greene
1040	Leeds
1050	Lewiston
1060	Lisbon
1070	Boothbay
1080	Livermore Falls
1090	Mechanic Falls
1100	Exeter
1110	Poland
1120	Sabattus
1130	Wales
1140	Turner
3010	Allagash
3020	Amity
3030	Ashland
3040	Bancroft
3050	Hanover
3060	Blaine
3070	Bridgewater
3080	Caribou
3090	Cary Plt
3100	Castle Hill
3110	Caswell
3120	Chapman
3130	Crystal
3140	Cyr Plt
3150	Dyer Brook
3160	E Twp
3170	Eagle Lake
3180	Easton
3190	Fort Fairfield
3200	Fort Kent
3210	Frenchville
3220	Garfield Plt

3230	Frenchboro
3240	Grand Isle
3250	Hamlin
3260	Hammond
3270	Haynesville
3280	Beals
3290	Hodgdon
3300	Houlton
3310	Island Falls
3320	Limestone
3330	Holden
3340	Littleton
3350	Ludlow
3360	Macwahoc Plt
3370	Madawaska
3380	Mapleton
3390	Mars Hill
3400	Dixmont
3410	Merrill
3420	Glenburn
3430	Moro Plt
3440	Nashville Plt
3450	New Canada
3460	New Limerick
3470	Argyle Twp
3480	Corinth
3490	Orient
3500	Matinicus Isle Plt
3510	Perham
3520	Portage Lake
3530	Presque Isle
3540	Reed Plt
3550	Saint Agatha
3560	Coplin Plt
3570	Marshfield
3580	Sherman
3590	Smyrna
3600	Belmont
3610	Van Buren
3620	Magalloway Plt
3630	Northport
3640	Washburn
3650	Westfield
3660	Forest Twp

3670	Cherryfield
3680	Winterville Plt
3690	Enfield
3802	Connor Twp
3805	Cranberry Isles
3806	Molunkus Twp
3807	Highland Plt
3809	Atkinson
3811	Andover West Surplus Twp
3813	TA R2 WELS
3815	C Surplus
3816	Drew Plt
3821	T7 R5 WELS
3823	Columbia Falls
3826	Athens
3833	T11 R4 WELS
3868	Harrington
3880	Charlotte
3889	Grindstone Twp
3898	Marion Twp
3899	Cross Lake Twp
5010	Baldwin
5020	Bridgton
5030	Brunswick
5040	Cape Elizabeth
5050	Casco
5055	Chebeague Island
5060	Cumberland
5070	Falmouth
5080	Freeport
5085	Appleton
5090	Gorham
5100	Gray
5110	Harpswell
5120	Harrison
5125	Long A Twp
5130	Naples
5140	New Gloucester
5150	North Yarmouth
5170	Portland
5180	New Portland
5190	Raymond
5200	Scarborough
5210	Milbridge

5220	South Portland
5230	Standish
5240	Westbrook
5250	Windham
5260	Yarmouth
7010	Avon
7018	Carrabassett Valley
7020	Alna
7030	Burnham
7040	Saint Francis
7050	Dallas Plt
7060	Eustis
7070	Farmington
7080	Industry
7090	Jay
7100	Kingfield
7110	Byron
7120	New Sharon
7130	New Vineyard
7140	Howland
7150	Rangeley
7160	Rangeley Plt
7170	Sandy River Plt
7180	Strong
7190	Temple
7200	Weld
7210	Wilton
7801	Alder Stream Twp
7803	Chain of Ponds Twp
7804	Coburn Gore
7805	Township D
7807	Township E
7808	Freeman Twp
7811	Jim Pond Twp
7813	Kingman Twp
7818	Blanchard Twp
7820	Lang Twp
7826	Chesuncook Twp
7827	Dennistown Plt
7828	Elliottsville Twp
9010	Amherst
9020	Aurora
9030	Bar Harbor
9040	Blue Hill

9050	Brooklin
9060	Brooksville
9070	Bucksport
9080	Castine
9090	Eastbrook
9100	Dedham
9110	Buckfield
9120	Forkstown Twp
9130	Ellsworth
9140	Franklin
9150	Gouldsboro
9160	Dead River Twp
9170	Hancock
9180	Freedom
9190	Glenwood Plt
9200	Mariaville
9210	Mount Desert
9220	Orland
9230	Lexington Twp
9240	Adamstown Twp
9250	Edinburg
9260	Sedgwick
9270	Kingsbury Plt
9280	Ogunquit
9290	Penobscot
9300	Sullivan
9310	Greenbush
9320	Swans Island
9330	Tremont
9340	Edmunds Twp
9350	Chester
9360	Waltham
9370	Winter Harbor
9801	Hibberts Gore
9803	T4 Indian Purchase Twp
9804	Fletchers Landing Twp
9805	Grand Falls Twp
9806	Lambert Lake Twp
9808	Hebron
9809	Mercer
9810	Carrying Place Twp
11010	Albion
11020	Augusta
11030	Belgrade

11040	Benton
11050	Chelsea
11060	China
11070	Clinton
11080	Alexander
11090	Fayette
11100	Gardiner
11110	Hallowell
11120	Litchfield
11130	Manchester
11140	Monmouth
11150	Canton
11160	Oakland
11170	Pittston
11180	Randolph
11190	Readfield
11200	Peru
11210	Sidney
11220	Machias
11230	Vienna
11240	Waterville
11250	Plymouth
11260	West Gardiner
11270	West Bath
11280	Winslow
11290	Winthrop
11801	Unity Twp
13010	Caratunk
13020	Camden
13030	Cushing
13040	Bremen
13050	Hope
13060	Forest City Twp
13070	Oxbow Plt
13080	Cooper
13090	Dayton
13100	Rockland
13110	Rockport
13120	Rome
13130	Cambridge
13140	Thomaston
13150	Union
13160	Vinalhaven
13170	Warren

13180	Abbot
13803	Muscle Ridge Shoals Twp
15010	Carthage
15020	Livermore
15030	Boothbay Harbor
15040	Friendship
15050	Bristol
15060	Damariscotta
15070	Dresden
15080	Edgecomb
15090	Jefferson
15100	Monhegan Island Plt
15110	Newcastle
15120	Indian Twp Res
15130	Concord Twp
15140	South Bristol
15150	Southport
15160	Waldoboro
15170	Westport Island
15180	Whitefield
15190	Wiscasset
15801	T3 ND
17010	Alton
17020	Bethel
17030	Brownfield
17040	Deer Isle
17050	Madrid Twp
17060	Denmark
17070	Mount Vernon
17080	Dixfield
17090	Fryeburg
17100	Gilead
17110	Greenwood
17120	Benedicta Twp
17130	Hartford
17140	T22 MD
17150	Alfred
17160	Bradley
17170	Lovell
17180	T7 SD
17190	Mexico
17200	Newry
17210	Norway
17217	Linneus

17220	Norridgewock
17230	Paris
17240	Saint George
17250	Albany Twp
17260	Harmony
17270	Rumford
17280	Arrowsic
17290	Stow
17300	Frye Island
17310	Sweden
17320	Batchelders Grant Twp
17330	Eastport
17340	West Paris
17350	Woodstock
17801	Codyville Plt
17802	Porter
17803	Andover North Surplus
17804	Moxie Gore
17805	Pleasant Point
17807	T5 R9 WELS
17808	Grafton Twp
17809	Lower Cupsuptic Twp
17811	Mason Twp
17812	Milton Twp
17817	Big Lake Twp
17818	Lake View Plt
19010	Andover
19020	Bangor
19030	Bradford
19040	Lincoln Plt
19050	Brewer
19060	Burlington
19070	Carmel
19080	Carroll Plt
19090	Charleston
19100	Verona Island
19110	Clifton
19120	Corinna
19130	Limerick
19140	Dexter
19150	Masardis
19160	T1 R5 WELS
19170	East Millinocket
19180	Eddington

19190	Stonington
19200	Woodland
19210	Etna
19220	Minot
19230	Garland
19240	Monticello
19250	T9 SD
19260	Surry
19270	Greenfield Twp
19280	Hampden
19290	Hermon
19300	Otisfield
19310	Phillips
19320	Hudson
19330	Kenduskeag
19340	Lagrange
19350	Lakeville
19360	Lee
19370	Levant
19380	Lincoln
19390	Indian Island
19400	Mattawamkeag
19410	Maxfield
19420	Medway
19430	Milford
19440	Millinocket
19450	Mount Chase
19460	Newburgh
19470	Newport
19480	Old Town
19490	Orono
19500	Bowdoin
19510	Passadumkeag
19520	Patten
19530	Wayne
19540	Mattamiscontis Twp
19550	Seboeis Plt
19560	Springfield
19570	Stacyville
19580	Stetson
19590	Veazie
19600	Webster Plt
19610	Winn
19620	Taunton & Raynham Academy Grant

19630	Lowell
19801	New Sweden
19802	Madawaska Lake Twp
19803	Herseytown Twp
19806	Mayfield Twp
19807	Wade
19808	Osborn
19809	Long Island
19810	Prentiss Twp T7 R3 NBPP
19811	Harfords Point Twp
19812	Mount Katahdin Twp
19814	T3 R10 WELS
19815	T1 R6 WELS
19816	Great Pond
19817	T2 R8 NWP
19819	Starks
19827	Summit Twp
19828	Berry Twp
19829	Katahdin Iron Works Twp
19830	T6 R7 WELS
19831	T3 Indian Purchase Twp
21010	Washington
21020	Silver Ridge Twp
21030	Barnard Twp
21037	Beaver Cove
21040	Perkins Twp
21050	Bowerbank
21060	Brownville
21070	Dover-Foxcroft
21080	Isle Au Haut
21090	Greenville
21100	Guilford
21110	Sorrento
21120	TA R7 WELS
21130	Medford
21140	Milo
21150	Monson
21160	Parkman
21170	Sangerville
21180	Sebec
21190	Salem Twp
21200	Ripley
21210	Willimantic
21801	Big Moose Twp

21804	TD R2 WELS
21805	Cove Point Twp
21809	Centerville Twp
21811	Soldiertown Twp T2 R7 WELS
21812	Perkins Twp Swan Island
21815	Lily Bay Twp
21816	Moosehead Junction Twp
21818	T5 R7 WELS
21819	Nesourdnahunk Twp
21821	Orneville Twp
21826	Carrying Place Town Twp
21827	Pleasant Ridge Plt
21833	Frenchtown Twp
21837	T2 R9 WELS
21838	T2 R10 WELS
21841	Township C
21845	T17 R4 WELS
21847	T4 R10 WELS
21853	Ebeemee Twp
21854	Tomhegan Twp
23010	Brookton Twp
23020	Bath
23030	Orrington
23040	Bowdoinham
23050	Georgetown
23060	Phippsburg
23070	Richmond
23080	Topsham
23090	Windsor
23100	Woolwich
23801	T32 MD
25010	Anson
25020	Princeton
25030	Bingham
25040	Brighton Plt
25050	South Thomaston
25060	Canaan
25070	Sumner
25080	Cornville
25090	Washington Twp
25100	Detroit
25110	Embden
25120	Fairfield
25130	Roxbury

25140	Baring Plt
25150	North Yarmouth Academy Grant Twp
25160	Jackman
25170	Madison
25180	T28 MD
25190	Moose River
25200	Moscow
25210	Pownal
25220	Oxford
25230	Palmyra
25240	Pittsfield
25250	Williamsburg Twp
25260	Wellington
25270	Lyman
25280	Skowhegan
25290	Smithfield
25300	Solon
25310	T2 R9 NWP
25320	Jackson
25330	Johnson Mountain Twp
25803	Woodville
25815	Greenlaw Chopping Twp
25818	Somerville
25819	Misery Gore Twp
25829	West Forks Plt
25831	Shirley
25833	Long Pond Twp
25835	T6 R8 WELS
25837	T1 R8 WELS
25838	Upper Molunkus Twp
25839	Parlin Pond Twp
25844	Rockwood Strip T1 R1 NBKP
25849	Sandwich Academy Grant Twp
25850	Sandy Bay Twp
25851	Sapling Twp
25857	Township 6 North of Weld
25860	T6 R6 WELS
25861	T3 R4 BKP WKR
27010	Belfast
27020	Stockholm
27030	Addison
27040	Chesterville
27050	Danforth
27060	Islesboro

27070	Lamoine
27080	North Haven
27090	Knox
27100	Liberty
27110	East Machias
27120	Monroe
27130	Montville
27140	Beddington
27150	Wallagrass
27160	Palermo
27170	Brooks
27180	Searsmont
27190	Searsport
27200	Stockton Springs
27210	Swanville
27220	Dennysville
27230	Troy
27240	Unity
27250	Waldo
27260	Winterport
29010	Devereaux Twp
29020	Farmingdale
29030	Baileyville
29040	Hartland
29050	Grand Lake Stream Plt
29060	Morrill
29070	Calais
29080	T1 R9 WELS
29090	T15 R6 WELS
29100	Weston
29110	Otis
29120	Columbia
29130	T8 R5 WELS
29140	The Forks Plt
29150	Crawford
29160	Cutler
29170	Frankfort
29180	Deblois
29190	T30 MD BPP
29200	Lincolnville
29210	Waterford
29220	Hersey
29230	Sebago
29240	Jonesboro

29250	Jonesport
29260	Lubec
29270	Vassalboro
29280	Machiasport
29290	Saint John Plt
29300	Meddybemps
29310	T14 R6 WELS
29320	Northfield
29330	Cathance Township
29340	Riley Twp
29350	Pembroke
29360	Limington
29370	T9 R5 WELS
29380	Robbinston
29390	Roque Bluffs
29400	Steuben
29410	Talmadge
29420	Topsfield
29430	Vanceboro
29440	Waite
29450	Wesley
29460	Whiting
29470	Whitneyville
29480	Upton
29801	Stoneham
29802	Prospect
29804	Trenton
29805	Westmanland
29806	Wyman Twp
29808	Kossuth Twp
29809	T10 SD
29810	T4 R9 NWP
29811	Trescott Twp
29815	T8 R3 NBPP
29816	T8 R4 NBPP
29818	T5 R8 WELS
29822	T24 MD BPP
29824	T26 ED BPP
29825	Trout Brook Twp
29826	Thorndike
29827	Day Block Twp
29832	Nobleboro
31010	Acton
31020	Hiram

31030	Arundel
31040	Berwick
31050	Biddeford
31060	Buxton
31070	Cornish
31080	Owls Head
31090	Eliot
31100	Hollis
31110	Kennebunk
31120	Kennebunkport
31130	Kittery
31140	Lebanon
31150	Oakfield
31160	Perry
31170	Saint Albans
31180	Newfield
31190	North Berwick
31197	Southwest Harbor
31200	Old Orchard Beach
31210	Parsonsfield
31220	Saco
31230	Sanford
31240	Shapleigh
31250	South Berwick
31260	Waterboro
31270	Wells
31280	York

Left Turning Lanes Side of Road   SAS Name: TRNLNSLT

Definition: Side or road where left turn lanes are located.

L= Left
R = Right
B= Both

Additional Information: Variable added in 2007. Missing in 2011 and 2012.

Number of Truck Climbing Lanes   SAS Name: TRK_CLI_LN

Definition: Number of truck climbing lanes present on this segment.

Additional Information: Variable added in 2007. Missing in 2011, 2012 and 2013.

Designated Truck Route

SAS Name: **TRK_RTE**

Definition: Roadway segments designated as truck routes by the national truck network program 1982.

0 = 'NOT DESIG TRK RT'
 1 = 'DESIG TRUCK RTE'
  . = 'NOT CODED'
 OTHER = 'ERROR/OTHER CODES'

Additional information: Missing in 2011 and 2012.

Center Turn Lane Width

SAS Name: **TRLNWDCTR**

Definition: Width of center turn lane (ft.)

Additional Information: Variable added in 2007. Missing in 2011 and 2012.

Left Turn Lane Width

SAS Name: **TRLNWDLT**

Definition: Width of center lane (ft.)

Additional Information: Variable added in 2007. Missing in 2011-2012.

RIGHT TURN LANE WIDTH

SAS Name: **TRLNWDRT**

Definition: Width of right turning lane(s) (ft.)

Additional Information: Variable added in 2007.Missing in 2011 and 2012.

Center Turn Lane Width

SAS Name: **TRNLNCTR**

Definition: Width of center turning lanes

Additional Information: Variable added in 2007. Missing in 2011 and 2012.

Right Turning Lanes Side or Road

SAS Name: TRNLNRT

Definition: Side or road where right turn lanes are located.

Codes: L= Left
          R= Right
          B= Both

Additional Information: Variable added in 2007. Missing in 2011 and 2012.

TY_ACCCTRL

SAS Name: TY_ACCCTRL

Definition: Accident control

Additional Information: Variable added in 2007.

Year Reconstructed

SAS Name: YRCONST

Definition: Year of construction.

Additional Information: Variable added in 2007.

Year Resurfaced

SAS Name: YRRESURF

Definition: Year the segment was resurfaced.

Additional Information: Variable added in 2007. Missing in 2011 and 2012. Note that the data are missing or zero for over 65% of the segment in other years. While it is not clear that missing or zero means the segment was never resurfaced (unlikely), these data can be used to select only segments resurfaced after a certain year for use in analyses.

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
B_LINK	KEY FOR MERGING	Node	CHAR (7)	109
B_NODE	NODE NUMBER	Node	CHAR (7)	109
CHNG_DTE	DATE OF CHANGE	Node	CHAR (6)	109
COUNTY	MAINE COUNTY KEY	Node	CHAR (2)	109
EFFECTDATE	EFFECTIVE DATE	Node	NUM	110
ENTVEHS	ANNUAL ENTERING VEHICLES (Millions)	Node	NUM	110
INITIALS	INITIALS	Node	CHAR (3)	110
LASTUPD	LAST UPDATE	Node	NUM	110
LOC_DESC	LOCATION DESCRIPTION	Node	CHAR (80)	110
NODE_ID	NODE ID	Node	NUM	110
NBR_LEGS	NUM OF INTERSECTION LEGS	Node	NUM	110
NODE1ST	NODE TYPE 1	Node	NUM	111
NODE2ND	NODE TYPE 2	Node	NUM	111
NODE_C1	1ST CONNECTING NODE	Node	CHAR (7)	112
NODE_C2	2ND CONNECTING NODE	Node	CHAR (7)	112
NODE_C3	3RD CONNECTING NODE	Node	CHAR (7)	112
NODE_C4	4TH CONNECTING NODE	Node	CHAR (7)	112
NODE_C5	5TH CONNECTING NODE	Node	CHAR (7)	112
NODE_C6	6TH CONNECTING NODE	Node	CHAR (7)	112
NO_APPR	NUMBER OF APPROACHES	Node	NUM	112
PRIRTECODE	PRIORITY CODE	Node	CHAR (7)	113
PRIRTENAME	PRIORITY NAME	Node	CHAR (20)	113
RATETYPE	RATE TYPE (LOCATION CODE)	Node	NUM	113
SIGNAL	TRAFFIC SIGNAL	Node	NUM	114
TRAFICSIG	TRAFFIC SIGNAL	Node	CHAR (1)	114
TYPEDESC	INTER TYPE + DESC	Node	NUM	114

KEY for Merging

SAS Name: B_LINK

Definition: Link for both nodes.

Additional Information: Created from COUNTY and B_NODE. Used in linking with Accident file. See "Issues Related to Merging Files" in Discussion.

Node Number

SAS Name: B_NODE

Definition: Node number

Date of Change

SAS Name: CHNG_DTE

Definition: Date of change

Additional Information: Variable added in 1998.

MAINE County Key

SAS Name: COUNTY

Definition: County where the crash occurred.

Additional Information: Variable discontinued in 2007.ANDROSCOGGIN

01	ANDROSCOGGIN
03	AROOSTOOK
05	CUMBERLAND
07	FRANKLIN
09	HANKCOCK
11	KENNEBEC
13	KNOX
15	LINCOLN
17	OXFORD
19	PENOBSCOT
21	PISCATAQUIS
23	SAGADAHOC
25	SOMERSET
27	WALDO
29	WASHINGTON
31	YORK

Effective Date   SAS Name: EFFECTDATE

Definition: Effective date

Annual Entering VEHs (Millions)   SAS Name: ENTVEHS

Definition: Million annual entering vehicles.

Initials   SAS Name: INITIALS

Definition: Initials

Additional Information: Variable added in 2007.

Number of Intersection Legs   SAS Name: NBR_LEGS

Definition: Number of legs in an intersection.

Additional Information: Variable added in 2007.

Last Updated   SAS Name: LASTUPD

Definition: Date of last update.

Additional Information: Variable added in 2007.

Location Description   SAS Name: LOC_DESC

Definition: Location Description.

Additional Information: Variable added in 2007.

Node ID   SAS Name: NODE_ID

Definition: Node ID.

Additional Information: Variable added in 2007.

Node Type (1st Digit)   SAS Name: NODE1ST

Definition: Primary Node Type

1	Intersection
2	Bridge
3	Railroad
4	End of Public Way
5	End of Road
6	End of Public Way at Bridge
7	End of Public Way at Railroad
8	Change in Inventory Road Number
9	Intersection at Railroad
0	None of the Above

Node Type (2nd Digit)   SAS Name: NODE2ND

Definition: Secondary Node type

1	Urban/Rural Line
2	Town Line
3	County Line
4	Town Line & Urban/Rural Line
5	State Main Line Only
6	Dummy
7	State Line
8	State Main Line @T/L or @C/L or @S/L
9	Road Ending on Itself
0	None of the Above

List of Elements for the MN Occupant Subfile

1st Connecting Node   **SAS Name: NODE_C1**
2nd Connecting Node   **SAS Name: NODE_C2**
3rd Connecting Node   **SAS Name: NODE_C3**
4th Connecting Node   **SAS Name: NODE_C4**
5th Connecting Node   **SAS Name: NODE_C5**
6th Connecting Node   **SAS Name: NODE_C6**

Definition: Connecting node information

Additional Information: Variable discontinued in 2007.

Number of Approaches   **SAS Name: NO_APPR**

Definition: Number of approaches at the node.

Additional Information: Inaccurate data. Should not be used in analysis.

Priority Code   **SAS Name: PRIRTECODE**

Definition: Priority Code.

Additional Information: Variable added in 2007.

Priority Name   **SAS Name: PRIRTENAME**

Definition: Priority Name.

Additional Information: Variable added in 2007.

List of Elements for the MN Occupant Subfile

LOCAT.CODE for Statewide Rates   SAS Name: RATETYPE

Definition: Location code for statewide rate

Additional Information: Variable discontinued in 2007.

1	Rural 4-Lane Divided with Full Access Control
2	Urban 4-Lane Divided with Full Access Control
3	Rural/Urban 4-Lane Divided with Full Access Control
4	Federal Urban/State Rural 4-Lane Divided with Full Access
5	Federal Rural/State Urban 4-Lane Divided with Full Access
7	Urban Principal Arterial - 4-Lane Divided
9	Federal Urban/State Rural Principal Arterial - 4-Lane Divided
11	Rural, other Principal Arterial
12	Urban, other Principal Arterial
13	Rural/Urban, other Principal Arterial
14	Federal Urban/State Rural Other Prin. Arterial
16	Rural 2-Lane Principal Arterial
17	Urban 2-Lane Principal Arterial
18	Rural/Urban 2-Lane Principal Arterial
19	Federal Urban/State Rural 2-Lane Principal Arterial
20	Federal Rural/State Urban 2-Lane Principal Arterial
21	Rural Minor Arterial
22	Urban Minor Arterial
23	Rural/Urban Minor Arterial
24	Federal Urban/State Rural Minor Arterial
25	Federal Rural/State Urban Minor Arterial
26	Rural Major Collector
27	Urban Major Collector
28	Rural/Urban Major Collector
29	Federal Urban/State Rural Major Collector
30	Federal Rural/State Urban Major Collector
31	Rural Minor Collector
32	Urban Minor Collector
33	Rural/Urban Minor Collector
34	Federal Urban/State Rural Minor Collector
35	Federal Rural/State Urban Minor Collector
36	Rural Local
37	Urban Local

38   Rural/Urban Local

39   Federal Urban/State Rural Local

40   Federal Rural/State Urban Local

41   Signalized Intersection

.   *Overall Total*

Traffic Signal Indication   SAS Name: SIGNAL

Definition: Traffic signal indication

Additional Information: Intersection cases which are uncoded or coded "0" should be considered unsignalized.

1   Signalized

Traffic Signal   SAS Name: TRAFICSIG

Definition: Traffic Signal

Additional Information: Variable added in 2007.

Intersection Type + Description   SAS Name: TYPEDESC

Definition: Type of intersection and description.

Additional Information: Variable discontinued in 2007. For intersection-related analyses, the variable LOC_TYPE on the accident file should be used to define intersection-related crashes, rather than TYPEDESC (To be more conservative, one might require agreement between the LOC_TYPE and TYPEDESC variables, after the interchange-related nodes are removed). New code added in 1999, but applicable to prior years.

00   Non-Intersection

05   Public Roads

06   L Intersection (Two Public Roads)

07   Cross Up to 3 Legs Private

08   Tee Up to 2 Legs Private

09   Road Ending on Itself

10   Tee (90')

11   Tee (Skewed)

12   Double (T)

20   WYE

List of Elements for the MN Occupant Subfile

30   Cross (90')

31   Railroad Grade Crossing at a Urban-Rural Line

32   Cross (Skewed Less Than 45')

33   Cross (One Leg Skewed Less Than 45')

34	Cross (One Leg Skewed More Than 45')
35	Cross (Both Legs Skewed Less Than 45')
36	Cross (Both Legs Skewed More Than 45')
50	Cross, Multiple Legs (90')
51	Cross, Multiple Legs (Skewed Less Than 45')
52	Cross, Multiple Legs (Skewed More Than 45')
60	Rotary

If Node type (NODET1) is 2 = Bridge,

61	Large Culvert under Roadway
62	Bridge on Roadway
63	Overpass on Roadway
64	County Line Bridge
65	Tee (one leg is a cut)
66	Cross (one leg is a cut)
.	Not Coded

Other Error/Other Code