HSIS

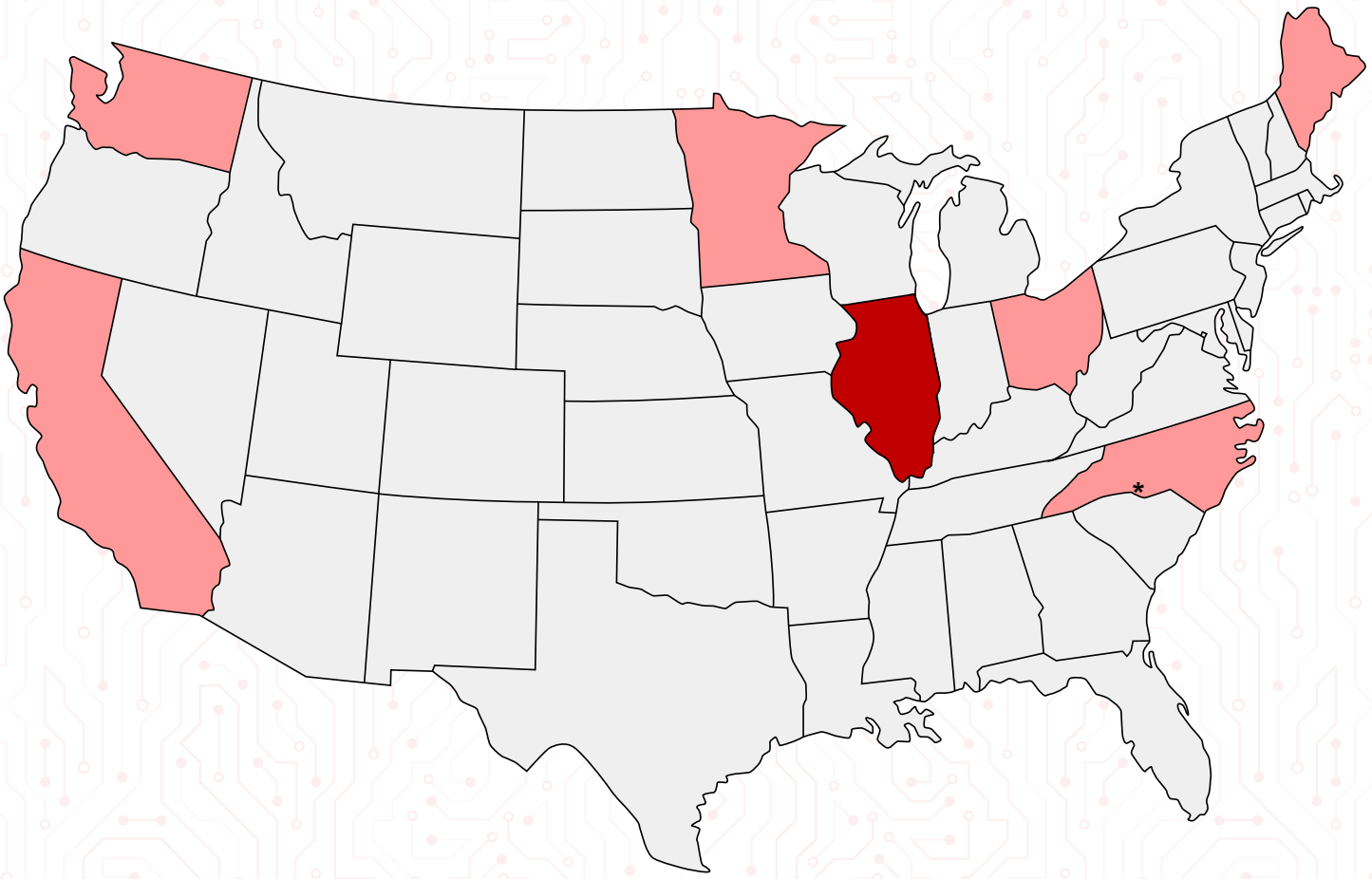
HIGHWAY SAFETY INFORMATION SYSTEM

AUGUST 2024

FHWA-HRT-24-114

GUIDEBOOK FOR THE

Illinois Data Files



U.S. Department of Transportation
Federal Highway Administration

Turner-Fairbank
Highway Research Center

Foreword

The Highway Safety Information System (HSIS) is a roadway-based system that provides quality data on a large number of crash, roadway, and traffic variables. The system comprises data collected by States for managing the highway system and studying highway safety. HSIS is composed of seven States and one urban center: California, Illinois, Ohio, Maine, Minnesota, North Carolina, Washington, and Charlotte, NC. HSIS includes some agencies' highway intersection, interchange, lighting, and curve/grade data. Additional supplementary information includes vulnerable road user infrastructure data, such as sidewalks, greenways, and transit stops.

This guidebook is part of a series of data guidebooks for each HSIS agency that explain the variables and attributes provided by each agency. Each guidebook describes the agency's data system and presents an alphabetized listing of all available variables. All data are derived from police-reported crash records, maintained highway records, and other supplementary inventories.

These guidebooks are available to help researchers, analysts, programmers, and safety professionals use HSIS data to further transportation safety for all road users. Visit the HSIS web page (https://highways.dot.gov/research/safety/hsis) to request data and learn about other HSIS products.[1]

Shyuan-Ren (Clayton) Chen, Ph.D., P.E., PTOE
Acting Director, Office of Office of Safety and
Operations Research and Development

***Cover*:** Map: Source: FHWA. Banner: © ryzhi/*AdobeStock*.

Notice

This document is disseminated under the sponsorship of the U.S. Department of Transportation (USDOT) in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in this document.

Non-Binding Contents

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

Quality Assurance Statement

The Federal Highway Administration (FHWA) provides high-quality information to serve Government, industry, and the public in a manner that promotes public understanding. Standards and policies are used to ensure and maximize the quality, objectivity, utility, and integrity of its information. FHWA periodically reviews quality issues and adjusts its programs and processes to ensure continuous quality improvement.

Disclaimer for Product Names and Manufacturers

The U.S. Government does not endorse products or manufacturers. Trademarks or manufacturers' names appear in this document only because they are considered essential to the objective of the document. They are included for informational purposes only and are not intended to reflect a preference, approval, or endorsement of any one product or entity.

Recommended citation: *Highway Safety Information System Guidebook for the Illinois Data Files* (Washington, DC: 2024) https://doi.org/10.21949/1521562

Technical Report Documentation Page

1. Report No. FHWA-HRT-24-114	2. Government Accession No.	3. Recipient's Catalog No.
4. Title and Subtitle Highway Safety Information System Guidebook for the Illinois Data Files		5. Report Date August 2024
		6. Performing Organization Code:
7. Author(s) R. J. Porter (ORCID: 0000-0001-8535-3451), Ian Hamilton (ORCID: 0000-0003-0949-5495), Catherine Chestnutt (ORCID: 0009-0000-0494-7224), Kristin Kersavage (ORCID: 0000-0002-3601-7766), Tal Cohen (ORCID: 0000-0001-9993-8274)		8. Performing Organization Report No.
9. Performing Organization Name and Address VHB Venture I 940 Main Campus Drive, Suite 500 Raleigh, NC 27606-5217		10. Work Unit No.
		11. Contract or Grant No. 693JJ322D000004, 693JJ322F00320N
12. Sponsoring Agency Name and Address Office of Safety and Operations Research and Development Federal Highway Administration 6300 Georgetown Pike McLean, VA 22101-2296		13. Type of Report and Period Covered Data Guidebook; January 2018–until new version released
		14. Sponsoring Agency Code HRSO-20
15. Supplementary Notes The contracting officer's representative was Dr. Ana Maria Eigen (HRSO-20; ORCID: 0000-0003-4056-361X).		
16. Abstract The Highway Safety Information System (HSIS) is composed of seven States and one urban center. The HSIS Program provides linked crash, roadway, and traffic volume data. This guidebook supports the use of Illinois HSIS data from 2018 and beyond. Data and documentation recorded before 2018 (1985–2017) are available on request from the virtual HSIS Laboratory.		
17. Key Words Highway Safety Information System, HSIS, guidebook, data analysis	18. Distribution Statement No restrictions. This document is available to the public through the National Technical Information Service, Springfield, VA 22161. https://www.ntis.gov	

19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 116	22. Price N/A

Form DOT F 1700.7 (8-72) Reproduction of completed page authorized.

Table of Contents

List of Figures

List of Tables

Introduction to the Illinois HSIS Guidebook

Introduction to the Illinois HSIS Guidebook

The Highway Safety Information System (HSIS), established in 1987, is a foundational highway research data system.[1]* The State of Illinois has participated in the HSIS program since 1987, providing quality data to HSIS for use by researchers through a request system. In 2021, HSIS began a modernization effort with the goal of expanding the technological and analytic capabilities of the data system. This modernization provides an increased emphasis on spatial analysis and cloud-based data management.

What Has Changed

This guidebook supports the use of Illinois HSIS data from 2018 and beyond. Data and documentation before 2011 (1985–2010) are available upon request to the virtual HSIS Laboratory.[2] Before 2011, the Illinois datasets included variables for the following files:

1. Roadway Inventory.
2. Intersection Inventory (1989–1994).
3. Horizontal Curve Inventory (1997–2010).
4. Accident Characteristics.
5. Vehicles Involved in Crashes.
6. Vehicle Occupants Involved in Crashes.

The revised Illinois database incorporated into HSIS contains four files, as shown in table 1.

Table 1. Current Illinois database file names.

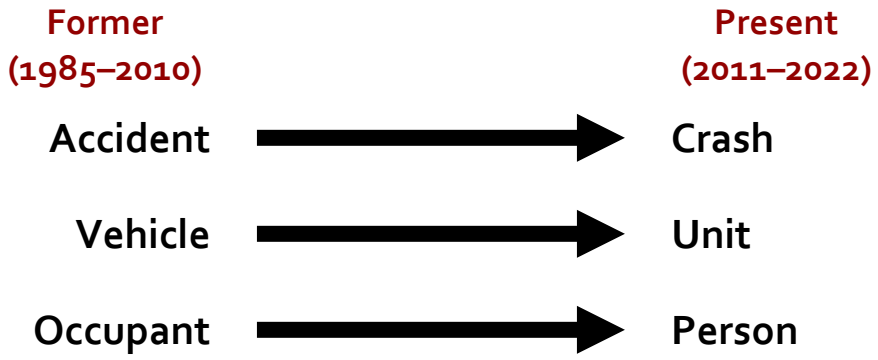
File Name	Descriptor
Roadway	Roadway inventory (including traffic information)
Crash	Crash characteristics
Unit	Units involved in crashes
Person	Persons involved in the crash

The appendix summarizes the revisions the HSIS Laboratory made to the variables. In addition to the revised list of files, several key differences exist between the Illinois HSIS data before and after 2010, as described in the following changes subsections.

*Note: Any reference to HSIS by itself refers to the software.

Changes in File Names

Previously, HSIS data included Accident, Vehicle, and Occupant files to describe crashes, the vehicles involved in those crashes, and the occupants of those vehicles. Due to changes in reported data, HSIS now uses the nomenclature of Crash, Unit, and Person files to represent these characteristics. Figure 1 illustrates the connection between the previous file naming convention (1985–2010) and the current file naming convention (2011–2022).



Source: Federal Highway Administration (FHWA).

Figure 1. Graph. Changes to Illinois HSIS data file naming convention.

Changes in Variable Names

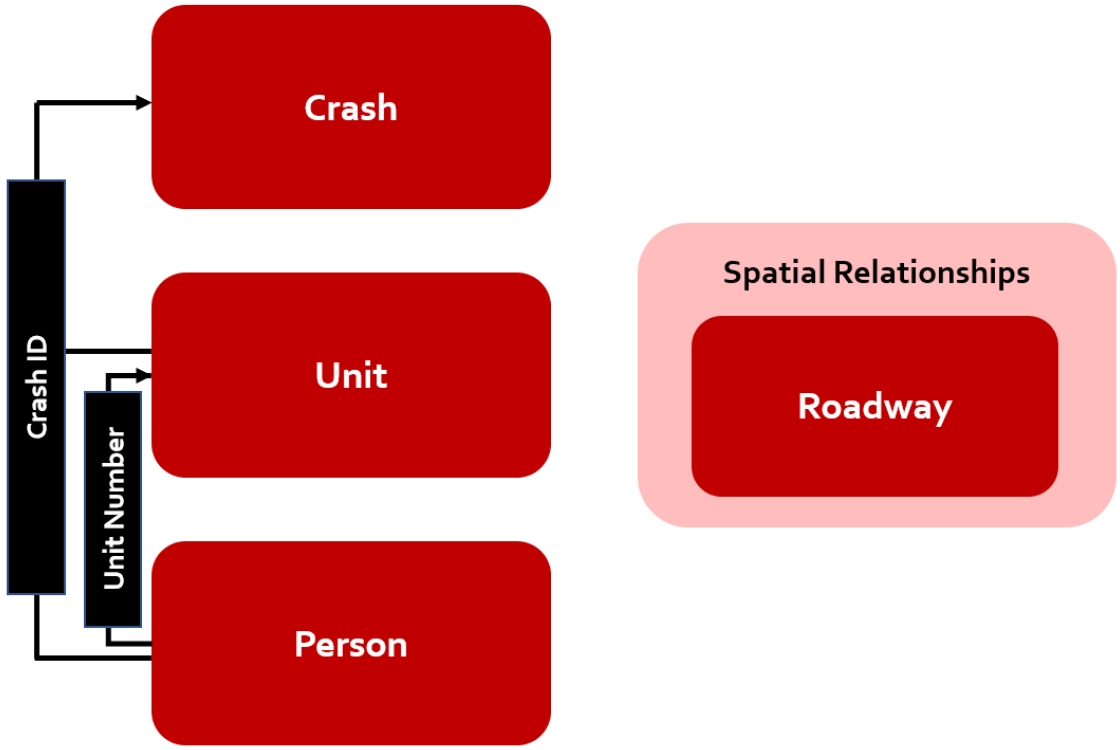
Previous versions of HSIS guidebooks referred to *SAS Name* as the shorthand for the more descriptive names in the HSIS documentation.(3) With the modernization effort and increased emphasis on flexibility, this name is now referred to as the *Variable Name*. Furthermore, the descriptive names of variables may be different in this guidebook compared to previous versions. This version may reflect changes in the data or definition of the variable to match updates to Illinois' data documentation. Please consult the virtual HSIS Laboratory for information on changes to the data over time.

Changes in Available Variables

This guidebook reflects the latest high-quality data available to HSIS and the research community. Variables that were available in previous years and documented in past guidebooks may no longer be available or otherwise discontinued. This guidebook represents data that are available to requestors for 2011–2022. Please consult past guidebooks or the virtual HSIS Laboratory for information regarding previously available data.

Changes in Variable Linkages

HSIS data are stored in a geographic information systems (GIS)-compatible format. Researchers can request data from HSIS in various additional formats, such as SAS®, Microsoft® Excel® and Access®, dBase®, ASCII, etc., to meet their analytical and resource capabilities.(3) Figure 2 provides an overview of the structure and relationships linking the four files. Although the linkage between crash-based variables and the road inventory is primarily spatial, these data can be linked by the virtual HSIS Laboratory in a tabular format. Users who require a tabular-only format should consult the virtual HSIS Laboratory to optimize the data for their needs. The following sections provide a brief summary of each file.



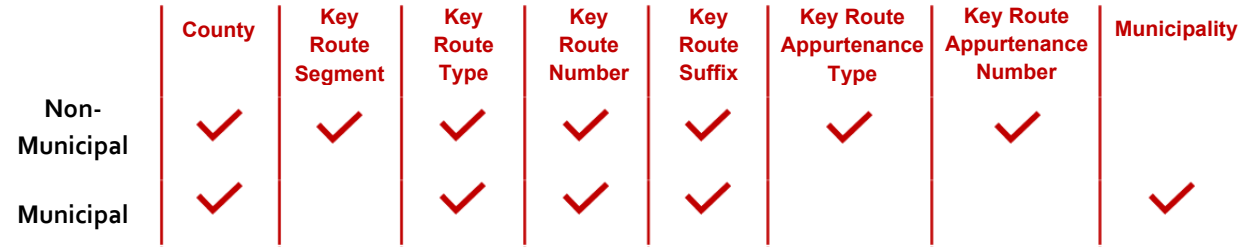
Source: FHWA.
ID = identification.

Figure 2. Chart. Illinois HSIS data files and linking variables.

Roadway File (2011–2022)

This file contains information about the physical layout of Illinois' roads and the traffic characteristics (where applicable) associated with all public roads in the State. The Roadway Inventory (Roadway) file includes variables that describe the surface width, lane width and

type, shoulder width and type, median information, and other variables. This file also contains information on traffic volumes represented as annual average daily traffic (AADT). Although not used for linking crash data to the roadway, the *Inventory Route ID* (identification) can uniquely identify routes throughout the State. The naming convention for this variable varies according to State or local ownership. Figure 3 provides the list and order of variables that comprise the *Inventory Route ID* variable.



Source: FHWA.

Figure 3. Illustration. Example of Illinois's *Inventory Route ID* naming convention.

Crash File (2011–2022)

Crash data are contained in three separate files. The Crash file contains basic information on the crash. Related information on the vehicles and people involved in each crash is contained in the corresponding Unit and Person files. Specifically, the Crash file contains information relating to crash-level characteristics and conditions at the time of the crash.

The Crash file can be linked to the Unit and Person files using the crash report number (*Crash ID*). The prescribed accident-reporting threshold is currently death, personal injury, or $1,500 property damage (the property damage threshold is lowered to $500 if any driver does not have insurance).

Unit File (2011–2022)

This file provides information on the vehicles or units involved in crashes on Illinois roads. The Unit file includes motor vehicle drivers, bicyclists, pedestrians, and other users who represent an involved party in a crash. The Unit file can be linked to the Person file through the combination of the *Crash ID* and *Unit Number* variables.

Person File (2011–2022)

This file includes information on all persons involved in a crash, whether injured or not. The Person file includes standard variables related to seating positions in a vehicle, sex, race, and injury. The *Injury* variable in Illinois uses the KABCO classification system (K = fatal; A = incapacitating injury; B = nonincapacitating injury; C = possible injury; and O = no injury), which provides police estimates of injury level.

Using the Files Together

Using the Files Together

Figure 1 highlights the linkages between each of the four Illinois files. Researchers can use these files together to understand the circumstances, location, vehicles, and individuals involved in a crash. HSIS data can be linked and aggregated by using either spatial or tabular relationships. HSIS data follow four different formats; each variable in this guidebook notes the specific format of that variable:

- **Numeric:** Numeric values absent of alphabetical or special characters. These values can include decimals or whole numbers.
- **Coded:** Alphanumerical values that represent fixed-value entries. This guidebook is a data dictionary for coded values.
- **Text:** Free-form, plain text values that are not represented by coded abbreviations or other shorthand values (e.g., US 17 BUS (ROAD ST) & CHURCH ST).
- **Date:** Values representing date and time. Specific formatting is noted in the relevant variable description.

When using the files together, users should note that some variables have the same name in two different files. For some of these variables, this naming process is by design so that the files can be linked together. Examples of this process include *Crash ID* and *Unit Number*. *Crash ID* is used to link the Crash, Unit, and Person files. *Unit Number* is used to link the Unit and Person files. For other variables, duplicated variable names across files are because the same information has been collected twice. For example, *National Highway System* is recorded as a binary indicator in the Crash file and a variable in the Roadway file. In these cases, the HSIS Laboratory has compared and synchronized these variables to provide consistent information.

Requesting HSIS Data

Researchers can refer to this guidebook to determine variables of interest for their research question. This section provides a sample research question to demonstrate how the variables can be requested and how the variables can be linked across the files.

In this sample, a research graduate student is interested in exploring freeway-related crashes in Illinois. Specifically, the student is interested in injury severity under different conditions. The researcher is also interested in driver age and its correlation with crash frequency.

The HSIS Laboratory will work with the student to structure a data request that includes variables that will provide insight into the student's questions, variables to link the relevant

files together, and flexibility to add external data as needed for the student's purposes. The following is the structure of the student's request:

Roadway Variables

- *Key Route Number.*
- *Road Name.*
- *Roadway Class.*
- *Functional Class.*
- *Access Control.*
- *AADT.*
- *Median Type.*
- *Median Width.*
- *Speed Limit.*
- *Number of Lanes—Total.*

Crash Variables

- *Crash ID* (linkable to the *Crash ID* variable in the Unit file).
- *Crash Date.*
- *Crash Severity.*
- *First Harmful Event.*
- *Light Condition.*
- *Surface Condition.*

Unit Variables

- *Crash ID* (linkable to the *Crash ID* variable in the Crash file).
- *Unit Number* (linkable to the *Unit Number* variable in the Person file).
- *Most Harmful Event.*
- *Vehicle Type.*
- *Vehicle Maneuver.*

Person Variables

- *Crash ID* (linkable to the *Crash ID* variable in the Crash file).
- *Unit Number* (linkable to the *Unit Number* variable in the Unit file).
- *Person Age.*
- *Person Number.*
- *Person Injury.*
- *Safety Equipment Used.*
- *Seating Position.*
- *Person Type.*

When merging the files, the student should note that the Crash, Unit, Person, and Roadway files contain different numbers of observations or rows. The Crash file contains one observation per crash (e.g., a unique case number on each row), whereas the Unit file contains an observation for each vehicle involved in the crash. If more than one vehicle is involved in a crash, more than one row will be associated with the same *Crash ID*. Additionally, the Roadway file contains an observation or row for each road segment. Some segments may be associated with multiple crashes, whereas others may not be associated with any crashes.

Available Data

Table 2 summarizes all variables currently available in HSIS for the four files. Attributes and fields have evolved since Illinois data were introduced into the HSIS data system, and users should carefully consider these changes during the data collection research process.

Table 2. Summary of Illinois HSIS variables by data file.

Variable Name	Variable Description	Data File
ACC_CNTL	Access control	Roadway
HCV	Annual average daily heavy commercial volume	Roadway
MU_VOL	Annual average daily multi-unit volume	Roadway
AADT	Annual average daily traffic	Roadway
KEY_RT_APN	Appurtenance number	Roadway
LN_WTH	Average lane width	Roadway
BEGMP	Begin milepost	Roadway
BLT	Built by	Roadway
COUNTY_NAM	County	Roadway
CH	County highway number	Roadway
TRK_RT	Designated truck route	Roadway
ENDMP	End Milepost	Roadway
FAUL_WITH	Fault height	Roadway
FC_NAME	Functional class	Roadway
DIST	Illinois Department of Transportation district	Roadway
I_SHD1_TYP	Inside shoulder type 1	Roadway
I_SHD2_TYP	Inside shoulder type 2	Roadway
I_SHD1_WTH	Inside shoulder width 1	Roadway
I_SHD2_WTH	Inside shoulder width 2	Roadway
ROUTE_ID	Route ID	Roadway
KEY_RT_APP	Key route appurtenance type	Roadway

Variable Name	Variable Description	Data File
KEY_RT_NBR	Key route number	Roadway
KEY_RT_SEG	Key route station	Roadway
KEY_RT_SUF	Key route suffix code	Roadway
KEY_RT_TYP	Key route type code	Roadway
LN_SPC	Lanes special type	Roadway
LN_SPC_WTH	Lanes special width	Roadway
MNT_DIST	Maintenance district	Roadway
MRK_RT_TYP	Marked route 1	Roadway
MRK_RT_TY2	Marked route 2	Roadway
MED_TYP	Median type	Roadway
MED_WTH	Median width	Roadway
MUNI_NAME	Municipal name	Roadway
NHS	National Highway System	Roadway
NON_ATTAIN	Non-attainment area	Roadway
LN_SPC_NBR	Number of special lanes	Roadway
OP_1_2_WAY	Operation indicator	Roadway
FAULT_OPP	Opposite side road fault	Roadway
RUTT_OPP	Opposite side road rut depth	Roadway
O_SHD1_TYP	Outside shoulder type 1	Roadway
O_SHD2_TYP	Outside shoulder type 2	Roadway
O_SHD1_WTH	Outside shoulder width 1	Roadway
O_SHD2_WTH	Outside shoulder width 2	Roadway
PRK_LT	Parking restrictions—left	Roadway
PRK_RT	Parking restrictions—right	Roadway
RODWYCLS	Roadway class	Roadway
SP_LIM	Roadway speed limit	Roadway
RUT_WITH	Rut depth indicator	Roadway
SEG_LENGTH	Segment length	Roadway
SPEC_SYSS	Special systems	Roadway
ROAD_NAME	Street name	Roadway
END_ST	Structure end milepost	Roadway
SURF_TYP	Surface type	Roadway
LNS	Total number of lanes	Roadway
SURF_WTH	Total surface width	Roadway
URBAN	Urban area	Roadway
AADT_YR	Year of annual average daily traffic	Roadway
SURF_YR	Year road constructed	Roadway
ALIGNMENTCODE	Alignment	Crash

Variable Name	Variable Description	Data File
CITYCLASSCODE	City class code	Crash
CITYNAME	City or township name	Crash
CITY_TOWNSHIP_FLAG	City/township flag	Crash
CLASSOFTRAFFICWAYCODE	Class of trafficway	Crash
CRASHSEVERITY	Collision severity	Crash
CAUSE1CODE	Contributing factor 1	Crash
CAUSE2CODE	Contributing factor 2	Crash
COUNTYCODE	County	Crash
CRASHHOUR	Crash hour	Crash
CRASHID	Crash ID	Crash
TSCRASHLATITUDE	Crash latitude	Crash
TSCRASHLONGITUDE	Crash longitude	Crash
TSCRASHCOORDINATEX	Crash *X* coordinate	Crash
TSCRASHCOORDINATEY	Crash *Y* coordinate	Crash
CRASHYR	Crash year	Crash
CRASHDATE	Date accident occurred	Crash
DAYOFWEEKCODE	Day of week	Crash
ROADWAYFUNCTIONALCLASSCODE	Functional class	Crash
HITANRUN	Hit and run	Crash
ICN	Unique identifier assigned to each crash by the CIS	Crash
INTERSECTIONRELATED	Intersection related	Crash
AGENCYCODE	Investigating agency	Crash
LIGHTCONDITIONCODE	Light condition	Crash
MILEPOST	Milepost	Crash
NHS	National Highway System	Crash
AINJURIES	Number of A injuries in crash	Crash
BINJURIES	Number of B injuries in crash	Crash
CINJURIES	Number of C injuries in crash	Crash
RAILROADCROSSINGNUMBER	Railroad crossing number	Crash
ROADDEFECTSCODE	Road defects	Crash
ROADSURFACECONDITIONCODE	Road surface	Crash
ROUTENUMBER	Route prefix	Crash
CRASHSEVERITYCD	Severity code	Crash
TOTALFATALS	Total number of fatalities	Crash
TOTALINJURED	Total number of injuries	Crash
NOINJURIES	Total number of uninjured persons	Crash
NUMBEROFVEHICLES	Total number of vehicles	Crash

Variable Name	Variable Description	Data File
TRAFFICCONTROLDEVICE	Traffic control device	Crash
TRAFFICWAYDESCRIPTIONCODE	Trafficway description	Crash
COLLISIONTYPECODE	Type of collision	Crash
WEATHERCODE	Weather	Crash
DIDCRASHOCCURINWORKZONE	Work zone related	Crash
CRASHEVENT1CODE	Collision type 1	Unit
CRASHEVENT2CODE	Collision type 2	Unit
CRASHEVENT3CODE	Collision type 3	Unit
ISCOMMERCIAL	Commercial vehicle	Unit
CRASHID	Crash ID	Unit
DIRECTIONPRIORTRAVELCODE	Direction of travel	Unit
ISHAZMATSPILL	Hazardous material	Unit
ICN	Unique identifier assigned to each crash by the CIS	Unit
EVENT1LOC	Involvement location 1	Unit
EVENT2LOC	Involvement location 2	Unit
EVENT3LOC	Involvement location 3	Unit
NBROCCUPANTS	Number of occupants in vehicle	Unit
UNITNO	Unit number	Unit
VEHDEFECTSCODE	Vehicle defect	Unit
ISFIRE	Vehicle fuel leaks and fire	Unit
VEHMANEUVERPRIORCODE	Vehicle maneuver code	Unit
VEHYEAR	Vehicle model year	Unit
MOSTHARMFULEVENNO	Vehicle most harmful involvement	Unit
ISTOWED	Vehicle towed	Unit
VEHTYPECODE	Vehicle type	Unit
BACTESTGIVEN	Blood alcohol content test given	Person
BAC	Blood alcohol content	Person
CRASHID	Crash ID	Person
DISTRACTIONREASON	Distraction reason	Person
DRAC	Driver condition	Person
DRIVERVISION	Driver vision	Person
ICN	Unique identifier assigned to each crash by the CIS	Person
AIR	Occupant air bag	Person
EJCT	Occupant ejection	Person
GENDER	Occupant sex	Person
PEDBIKEACTION	Ped bike action	Person

Variable Name	Variable Description	Data File
PEDBIKELOCATION	Ped bike location	Person
AGEATCRASH	Person age	Person
PERSONINJURYCLASS	Person injury	Person
PERSONTYPECODE	Person type	Person
SAFT	Safety equipment	Person
SAFETYEQUIPUSED	Safety equipment used	Person
SEATINGPOS	Seating position	Person
STATEPROVINCECODE	State province code	Person
UNITNO	Unit number	Person
VIS	Object obscuring driver vision	Person
WASDISTRACTED	Was distracted	Person

Roadway File

Roadway File

Access Control

Variable Name: ACC_CNTL

Definition: The existing type of access control from the highway to abutting land as controlled by public authority. This information is used to calculate highway capacity.

Field Type: Coded:

- 0 = Uncontrolled. A facility has an unlimited number of points of ingress or egress, except where the exercise of control over the placement and the geometrics of connections is necessary for the safety of the traveling public.
- 1 = Partial control. A facility is devoted to the movement of traffic and performs some land service functions. Usually, this type of facility is a multilane, divided highway with few at-grade intersections, private driveway connections, and field entrances.
- 2 = Full control. A facility is devoted entirely to the movement of traffic and performs no land service function. This type of facility is a multilane, divided highway with no at-grade intersections or direct private driveway connections. Access is available through interchanges only.

Annual Average Daily Heavy Commercial Volume

Variable Name: HCV

Definition: The AADT volume of heavy commercial (six tires or more, including buses) vehicles using a specific highway section. For structure and railroad at-grade crossing locations, where vehicle classification counts are not available, the volume may be estimated. This information is used in calculations for vehicle miles traveled (VMT), pavement management, and other programs.

Field Type: Numeric.

Annual Average Daily Multi-Unit Volume

Variable Name: MU_VOL

Definition: The AADT volume of multiple-unit (tractor-semitrailer combinations, large truck and trailer combinations, and two-trailer combinations) vehicles for a specific highway section. This information is used to determine pavement designs and work zone markings and to calculate turning radius for intersection design studies.

Field Type: Numeric.

Annual Average Daily Traffic

Variable Name: AADT

Definition: The AADT for a specific highway section. For structure, railroad at-grade crossing locations, and proposed principal arterial system or NHS highways, where AADT counts are not available, this value is estimated. This information is used in calculations for highway needs, vehicle miles traveled, future AADT, pavement management, and other programs.

Field Type: Numeric.

Appurtenance Number

Variable Name: KEY_RT_APN

Definition: Identifies the mainline inventory key route station along the direction of inventory, at which the appurtenance is first encountered. This information is used, in combination with the other inventory key route elements, to uniquely identify each highway.

Field Type: Numeric.

Average Lane Width

Variable Name: LN_WTH

Definition: The prevailing lane width for through-traffic lanes in feet. This information is used to calculate capacity and for special studies.

Field Type: Numeric.

Begin Milepost

Variable Name: BEGMP

Definition: The location, measured to the nearest 0.01 mi from the beginning of a route, where a change in reported information occurs. This information is used to relate changes in data along a specific highway alignment.

Field Type: Numeric.

Built By

Variable Name: BLT

Definition: The agency or agencies that constructed the original base and surface of the highway. This information is used to locate references for historic highway data and to identify proposed roads.

Field Type: Coded:

- 0 = unknown.
- 1 = State (includes FA roads on State system).
- 2 = city, town, or village by agreement with State (i.e., partial or total refund).
- 3 = State and county (when built by one and widened by the other).
- 4 = county.
- 5 = township or road district.
- 6 = city, town, or village (includes city park district).
- 7 = park district or State Division of Parks and Memorials.
- 8 = other governmental unit (includes toll commission, Department of Natural Resources, U.S. Army Corps of Engineers).
- 9 = private.
- X = proposed or designated roads.
- A = joint county and city.

Note: FA = Federal aid.

County

Variable Name: COUNTY_NAM

Definition: County that contains the physical location of the road segment (e.g., Alexander).

Field Type: Text.

County Highway Number

Variable Name: CH

Definition: The county highway number for those sections of a highway designated as part of the county highway system. This information is used to identify the county highway system as required in the road and bridge and other related laws of Illinois.

Field Type: Numeric.

Designated Truck Route

Variable Name: TRK_RT

Definition: A system of highways approved for travel of tractor/semitrailer loads of 80,000 pounds and specified wheel bases. This information is used by the trucking industry to safely move vehicles with legal-size loads.

Field Type: Coded:

- 0 = not on a designated truck route—not a parkway.
- 1 = Class I (approved for all load widths of 8 ft 6 inches or less).
- 2 = Class II (approved for all load widths of 8 ft 6 inches or less and wheel base no greater than 55 ft).
- 4 = parkway (an arterial highway for noncommercial traffic, with full or partial access control and usually located within a park or a ribbon of park-like developments (currently, *only* a portion of Lake Shore Drive in Cook County is a designated parkway)).

End Milepost

Variable Name: ENDMP

Definition: The location, measured to the nearest 0.01 mi from the beginning of a route, where a change in reported information occurs. This information is used to relate changes in data along a specific highway alignment.

Field Type: Numeric.

Fault Height

Variable Name: FAUL_WITH

Definition: The average faulting value (in inches) for a highway section carrying traffic in the route direction of inventory. This highway section must coincide with the highway section used for the condition ratings survey. This information is used to estimate present and future highway repair needs.

Field Type: Numeric.

Functional Class

Variable Name: FC_NAME

Definition: The character of service provided by a highway. This information is used to group highway data by character of service for funding purposes (e.g., major collector).

Field Type: Text.

Illinois Department of Transportation District

Variable Name: DIST

Definition: The Division of Highways Administrative District in which a highway is located. If the highway is on a district boundary, this item identifies the district to the south or east of the boundary. This information is used to organize highway data geographically.

Field Type: Coded:

- 1 = 1 (Schaumburg).
- 2 = 2 (Dixon).
- 3 = 3 (Ottawa).
- 4 = 4 (Peoria).
- 5 = 5 (Paris).
- 6 = 6 (Springfield).
- 7 = 7 (Effingham).
- 8 = 8 (Fairview Heights).
- 9 = 9 (Carbondale).

Inside Shoulder Type 1

Variable Name: I_SHD1_TYP

Definition: For divided highways only (shoulder type 1, the inside (median) shoulder, when identifying only the predominant type or shoulder type 2 when identifying composite shoulder types), the inside (median) shoulder type immediately adjacent to the driving surface. *If inside shoulder type 1 on one side of the median is different than the other side, use the lower numbered type code.* This information is used to determine highway cross sections for safety analysis and other special studies.

Field Type: Coded:

- 0 = not applicable.
- 1 = earth (natural soil with neither turf nor 3-ft-wide aggregate wedge on soil).
- 2 = sod (natural soil covered with turf when the turf is not removed during regular maintenance operations).
- 3 = aggregate (gravel, shell, or granular material capable of supporting intermittent traffic loads under most weather conditions).
- 4 = surface treated with bituminous or other stabilizing admixtures.
- 5 = bituminous surface (includes 1-ft-wide shoulder strips).
- 6 = concrete-untied (a portland cement concrete surface that is not tied to the mainline pavement).
- 7 = concrete-tied (a portland cement concrete surface that is tied to the mainline pavement).

- 8 = "V" gutter.
- 9 = curb and gutter.

Inside Shoulder Type 2

Variable Name: I_SHD2_TYP

Definition: For divided highways only, the predominant shoulder type of the inside (median) shoulder not adjacent to the driving surface of a highway. Inside shoulder type 2 identifies that part of the shoulder from the edge of inside shoulder type 1 to the point where a change from shoulder slope to foreslope occurs. *If the predominant inside shoulder type 2 for one side of the median is different than the other, record the lower numbered type code.* This information is used to determine highway cross sections for safety analysis and other special studies.

Field Type: Coded:

- 0 = not applicable.
- 1 = earth (natural soil with neither turf nor 3-ft-wide aggregate wedge on soil).
- 2 = sod (natural soil covered with turf when the turf is not removed during regular maintenance operations).
- 3 = aggregate (gravel, shell, or granular material capable of supporting intermittent traffic loads under most weather conditions).
- 4 = surface treated with bituminous or other stabilizing admixtures.
- 5 = bituminous surface (includes 1-ft-wide shoulder strips).
- 6 = concrete-untied (a portland cement concrete surface that is not tied to the mainline pavement).
- 7 = concrete-tied (a portland cement concrete surface that is tied to the mainline pavement).
- 8 = "V" gutter.
- 9 = curb and gutter.

Inside Shoulder Width 1

Variable Name: I_SHD1_WTH

Definition: For divided highways only, the average width (in feet) of the inside (median) shoulder when identifying only the predominant type or, when identifying composite shoulder types, the inside (median) shoulder type immediately adjacent to the driving surface. Inside shoulder width 1 is measured from the edge of the pavement to the point where a change from shoulder slope to foreslope occurs or, if using method 2 above, a change in the shoulder surface type. *Using either method, inside shoulder widths 1 and 2 added together must equal one-half the sum of the full inside shoulder widths from both the left and right sides of the median.* This information is used to determine highway cross sections for safety analysis and other special studies.

Field Type: Numeric.

Inside Shoulder Width 2

Variable Name: I_SHD2_WTH

Definition: For divided highways only, the average width (in feet) of a composite inside shoulder type not adjacent to the driving surface of a highway. Inside shoulder width 2 is measured from the edge of inside shoulder type 1 to the point where a change from shoulder slope to foreslope occurs. *Inside shoulder widths 1 and 2 added together must equal one-half the sum of the full inside shoulder widths from both the left and right sides of the median.* This information is used to determine highway cross sections for safety analysis and other special studies.

Field Type: Numeric.

Route ID

Variable Name: ROUTE_ID

Definition: A group of items that, when considered together, indicate the key route designation assigned to a highway. This information is used to uniquely identify each highway. Refer to figure 3 for the construction of this variable for State and local roads.

Field Type: Text.

Key Route Appurtenance Type

Variable Name: KEY_RT_APP

Definition: A key route appurtenance type that is assigned to a particular highway. This information is used, in combination with the other key route elements, to uniquely identify each highway.

Field Type: Coded:

- 0 = mainline.
- 1 = alternate.
- 2 = spur.
- 3 = wye.
- 4 = ramp.
- 5 = frontage road.
- 6 = temporary connector.
- 7 = collector-distributor.

Key Route Number

Variable Name: KEY_RT_NBR

Definition: A key route number that is assigned to a particular highway.

Field Type: Numeric.

Key Route Station

Variable Name: KEY_RT_SEG

Definition: This item indicates, for Cook County only, the township in which a township road (key route type 7) is inventoried. This information is used, in combination with the other key route elements, to uniquely identify Cook County township roads.

Field Type: Numeric.

Key Route Suffix Code

Variable Name: KEY_RT_SUF

Definition: A section of highway, separated from the original key route, that retains the same key route number as the original highway. Several reasons exist for splitting a key route (e.g., corporate limit or highway alignment changes or road closure). This information is used, in combination with the other key route elements, to uniquely identify each highway.

Field Type: Coded:

- Blank = first or only section of route.
- A–P = subsequent sections of route.

Appurtenance to appurtenances (used only if mainline route does not already have a suffix):

- Q–T = ramps.
- U = spurs.
- W, Y, or Z = wyes.

Key Route Type Code

Variable Name: KEY_RT_TYP

Definition: A key route type that is assigned to a particular highway. This information is used, in combination with the other key route elements, to uniquely identify each highway.

Field Type: Coded:

- 1 = FA interstate (FAI).
- 2 = FA primary (FAP).
- 3 = FA secondary (FAS).
- 4 = State bond issue (SBI).
- 5 = county highway (CH).
- 6 = House/Senate bill (H/SB).
- 7 = township road (TR).
- 8 = other road (OR).
- 9 = FA urban (FAU).
- 0 = municipal street system (MUN).

Lanes Special Type

Variable Name: LN_SPC

Definition: The type of available lanes that are not used for through traffic. If more than one type of lane exists, the lowest numerical code is recorded. Special lanes are measured from the narrow end of the taper to the terminus. Special lanes ending/beginning at an intersection are terminated at the center of the intersection. This information is used to identify the purpose of nonthrough traffic lanes and to determine total surface width when used in combination with the other special lane elements and surface width.

Field Type: Coded:

- 0 = no special lane.
- 1 = right and left turn lanes.
- 2 = right turn lane.
- 3 = left turn lane.
- 4 = bidirectional turn lane.
- 5 = reversible lane.
- 6 = truck climbing lane.
- 7 = ramp-to-ramp connectors (auxiliary).
- 8 = scale lane/rest area lane.
- 9 = toll booth lane.
- A = bidirectional and right turn lanes.

Lanes Special Width

Variable Name: LN_SPC_WTH

Definition: The prevailing lane width in feet of all available lanes that are not used for through traffic. The taper and other variations in width are ignored. This information is used to determine the combined width of all special lanes and the total surface width when used in combination with the other special lane elements and surface width.

Field Type: Numeric.

Maintenance District

Variable Name: MNT_DIST

Definition: Identifies the division of highways district responsible for maintaining a section of highway. The district shown in this item may be different than that shown in the *District* variable in the Roadway file. This information is used to determine which district can revise the highway information using the Intelligent Roadway Information System and to organize highway data by maintenance district.(4) The value recorded for a section of highway determines the district responsible for reporting highway information for that section.

Field Type: Numeric:

- 1 = 1 (Schaumburg).
- 2 = 2 (Dixon).
- 3 = 3 (Ottawa).
- 4 = 4 (Peoria).
- 5 = 5 (Paris).
- 6 = 6 (Springfield).
- 7 = 7 (Effingham).
- 8 = 8 (Fairview Heights).
- 9 = 9 (Carbondale).

Marked Route1

Variable Name: MRK_RT_TYP

Definition: This item identifies the first marked route carried by a highway (which may be more than one). This information is used for map preparation and for reference point generation on intersecting highways.

Field Type: Coded:

- I = interstate.
- U = U.S.
- S = Illinois.

Marked Route2

Variable Name: MRK_RT_TY2

Definition: This item identifies the second marked route carried by a highway (when there is more than one). This information is used for map preparation and for reference point generation on intersecting highways.

Field Type: Coded:

- I = interstate.
- U = United States.
- S = Illinois.

Median Type

Variable Name: MED_TYP

Definition: The type of median that separates opposing directions of traffic. This information is used in map preparation and safety and capacity analysis.

Field Type: Coded:

- 0 = no median.
- 1 = unprotected—sod, treated earth, or gravel.
- 2 = curbed—any raised median except M-2.12.
- 3 = positive barrier—barriers that positively preclude vehicle crossover into opposing lanes.
- 4 = rumble strip or chatter bar.
- 5 = painted (excludes bidirectional turn lanes).
- 6 = high-tension cable median barrier(HTC).
- 7 = M-2.12 traversable median—asphalt or concrete having a low profile (typically 2 inches or less) curb.

Median Width

Variable Name: MED_WTH

Definition: The width in feet of that portion of a divided highway separating opposing directions of traffic. This width is measured from inside edge of pavement to inside edge of pavement. This information is used in map preparation and for safety and capacity analysis.

Field Type: Numeric.

Municipal Name

Variable Name: MUNI_NAME

Definition: The municipality in which a highway is located. If the highway is on the boundary between two municipalities, this item identifies the municipality to the south or east of the boundary. Where the boundary is not between two municipalities, the code for the appropriate municipality is recorded. If the boundary is on a State border, the Illinois municipality is recorded. This information is used, in combination with the other key route elements, to uniquely identify municipal street system highways and to organize highway data geographically (e.g., Chicago).

Field Type: Text.

National Highway System

Variable Name: NHS

Definition: Indicates whether a road segment is part of the National Highway System (NHS).[5] This information is used to identify and summarize highway mileage to meet Federal mandates and organize data for funding purposes.

Field Type: Coded:

- 0 = not NHS.
- 1 = NHS, not an NHS connector.
- 2 = NHS connector major airport.
- 3 = NHS connector major port facility.
- 4 = NHS connector major Amtrak® station.
- 5 = NHS connector major rail/truck terminal.
- 6 = NHS connector major intercity bus terminal.

- 7 = NHS connector public transit or multi-modal passenger terminal.
- 8 = NHS connector pipeline terminal.
- 9 = NHS connector major ferry terminal.

Non-attainment Area

Variable Name: NON_ATTAIN

Definition: This item identifies those highway segments within a National Ambient Air Quality Standards (NAAQS) ozone nonattainment area. This information is used to report VMT for nonattainment area studies.(6)

Field Type: Coded:

- 0000 = not an ozone non-attainment area.
- 1051 = Chicago ozone non-attainment area.
- 1660 = St. Louis ozone non-attainment area.

Number of Special Lanes

Variable Name: LN_SPC_NBR

Definition: The total number of all available lanes that are not used for through traffic. This information is used to determine the number of special lanes and, in combination with the other special lane elements and surface width, to determine total surface width.

Field Type: Numeric.

Operation Indicator

Variable Name: OP_1_2_WAY

Definition: Indicates whether the highway operates as a one- or two-way facility during peak hours of operation. This information is used for capacity calculations and map preparation.

Field Type: Coded:

- 1 = one way (all lanes are always in the same direction).
- 2 = two way (traffic in both directions is always present).

- 3 = one-way reversible (all lanes are in one direction, with the direction reversing from the morning to the afternoon and evening peak hours).
- 4 = two-way reversible (one or more, but not all, lanes are reversed from the morning to the afternoon and evening peak hours).

Opposite Side Road Fault

Variable Name: FAULT_OPP

Definition: The average faulting value (in inches) for a highway section carrying traffic in the route direction of inventory. This highway section must coincide with the highway section used for the condition rating survey. This information is used to estimate present and future highway repair needs.

Field Type: Numeric.

Opposite Side Road Rut Depth

Variable Name: RUTT_OPP

Definition: The average depth in inches of wear occurring in the wheel pathway along a highway section carrying traffic in the route direction of inventory. This highway section must coincide with the highway section used for the condition rating survey. This information is used to estimate present and future highway repair needs.

Field Type: Numeric.

Outside Shoulder Type 1

Variable Name: O_SHD1_TYP

Definition: The shoulder type of the outside shoulder when identifying only the predominant type or, when identifying composite shoulder types, the outside shoulder type immediately adjacent to the driving surface. *If outside shoulder type 1 on one side of the highway is different than that on the other side, and neither is predominant, use the lower numbered type code.* This information is used to determine highway cross sections for safety analysis and other special studies.

Field Type: Coded:

- 0 = not applicable.
- 1 = earth (natural soil with neither turf nor 3-ft-wide aggregate wedge on soil).
- 2 = sod (natural soil covered with turf when the turf is not removed during regular maintenance operations).
- 3 = aggregate (gravel, shell, or granular material capable of supporting intermittent traffic loads under most weather conditions).
- 4 = surface treated (treated with bituminous or other stabilizing admixtures).
- 5 = bituminous surface (includes 1-ft-wide shoulder strips).
- 6 = concrete-untied (a portland cement concrete surface that is not tied to the mainline pavement).
- 7 = concrete-tied (a portland cement concrete surface that is tied to the mainline pavement).
- 8 = "V" gutter.
- 9 = curb and gutter.

Outside Shoulder Type 2

Variable Name: O_SHD2_TYP

Definition: This item indicates the predominant shoulder type of the outside shoulder not adjacent to the driving surface of a highway. Outside shoulder type 2 identifies that part of the shoulder from the edge of outside shoulder type 1 to the point where a change takes place from shoulder slope to foreslope. *If the predominant outside shoulder type 2 for one side of the highway is different than the other, record the lower numbered type code.* This information is used to determine highway cross sections for safety analysis and other special studies.

Field Type: Coded:

- 0 = not applicable.
- 1 = earth (natural soil with neither turf nor 3-ft-wide aggregate wedge on soil).
- 2 = sod (natural soil covered with turf when the turf is not removed during regular maintenance operations).

- 3 = aggregate (gravel, shell, or granular material capable of supporting intermittent traffic loads under most weather conditions).
- 4 = surface treated (treated with bituminous or other stabilizing admixtures).
- 5 = bituminous surface (includes 1-ft-wide shoulder strips).
- 6 = concrete-untied (a portland cement concrete surface that is not tied to the mainline pavement).
- 7 = concrete-tied (a portland cement concrete surface that is tied to the mainline pavement).
- 8 = "V" gutter.
- 9 = curb and gutter.

Outside Shoulder Width 1

Variable Name: O_SHD1_WTH

Definition: The average width in feet of the outside shoulder when identifying only the predominant type or, when identifying composite shoulder types, the outside shoulder type immediately adjacent to the driving surface. Outside Shoulder Width 1 is measured from the edge of the pavement to the point where a change takes place from shoulder slope to foreslope or, if using method 2, a change in the shoulder surface type. Using either method, Outside Shoulder Widths 1 and 2 added together must equal one-half the sum of the full outside shoulder widths from both the left and right sides of the highway. This information is used to determine highway cross sections for safety analysis and other special studies.

Field Type: Numeric.

Outside Shoulder Width 2

Variable Name: O_SHD2_WTH

Definition: The average width in feet of a composite outside shoulder type not adjacent to the driving surface of a highway. Outside shoulder width 2 is measured from the edge of outside shoulder type 1 to the point where a change takes place from shoulder slope to foreslope. Outside shoulder widths 1 and 2 added together must equal one-half the sum of the full

outside shoulder widths from both the left and right sides of the roadway. This information is used to determine highway cross sections for safety analysis and other special studies.

Field Type: Numeric.

Parking Restrictions—Left

Variable Name: PRK_LT

Definition: The parking restrictions enforced, in the direction of inventory, along the left side of the roadway during peak traffic hours. This information is used for safety and capacity analysis.

Field Type: Coded:

- 0 = undetermined.
- 1 = no parking.
- 2 = parallel parking.
- 3 = diagonal parking.
- 4 = other.

Parking Restriction—Right

Variable Name: PRK_RT

Definition: The parking restrictions enforced in the direction of inventory, along the right side of the roadway during peak traffic hours. This information is used for safety and capacity analysis.

Field Type: Coded:

- 0 = undetermined.
- 1 = no parking.
- 2 = parallel parking.
- 3 = diagonal parking.
- 4 = other.

Roadway Class*

Variable Name: RODWYCLS

Definition: Classification of the roadway segment created from the *Urban Area*, *Functional Class*, *Total Number of Lanes*, and *Median Type* variables (e.g., urban freeways).

Field Type: Text:

Values:

- Urban freeways.
- Urban freeways with fewer than four lanes.
- Urban two-lane roads.
- Urban multilane divided non-freeways.
- Urban multilane undivided non-freeways.
- Rural freeways.
- Rural freeways with fewer than four lanes.
- Rural two-lane roads.
- Rural multilane divided non-freeways.
- Rural multilane undivided non-freeways.
- Others.

Roadway Speed Limit

Variable Name: SP_LIM

Definition: The posted speed limit or, if not posted, the maximum speed that a vehicle may be legally driven over a highway segment (in miles per hour). This information is used in capacity calculations.

Field Type: Numeric.

*Variable created or edited by HSIS Laboratory.

Rut Depth Indicator

Variable Name: RUT_WITH

Definition: The average depth in inches of wear occurring in the wheel pathway along a highway section carrying traffic in the route direction of inventory. This highway section must coincide with the highway section used for the condition rating survey. This information is used to estimate present and future highway repair needs.

Field Type: Numeric.

Segment Length

Variable Name: SEG_LENGTH

Definition: The odometer distance, to the nearest 0.01 mi, between adjacent route stations along a route direction of inventory. This information is used to summarize highway mileage for special studies and reports.

Field Type: Numeric.

Special Systems

Variable Name: SPEC_SYS

Definition: The applicable funding category for those public highways that are eligible for special funding. This information is used to organize highway data by funding category.

Field Type: Coded:

- 0 = does not apply.
- 4 = Strategic Highway Network (StraHNet) (23 U.S. Code (U.S.C.) 103(b)(2)(c)).[7]
- 5 = National forest highway (23 U.S.C. 101(a)).[8]
- 6 = National forest development road or trail (23 U.S.C. 101(a)).[8]
- 7 = Great River Road (GRR) (23 U.S.C. 148).[9]
- 8 = Strategic Regional Arterial (SRA).

Street Name

Variable Name: ROAD_NAME

Definition: The posted or locally popular name of a highway. This item must not identify the marked route. This information is used to identify a highway by name and generate a reference point on intersecting highways (e.g., WASHINGTON ST).

Field Type: Text.

Structure End Milepost

Variable Name: END_ST

Definition: This item indicates the location, measured to the nearest 0.01 mi from the beginning of a route, where a change in reported information occurs. This information is used to relate changes in data along a specific highway alignment.

Field Type: Numeric.

Surface Type

Variable Name: SURF_TYP

Definition: The driving surface type and the underlying pavement structure of the through lanes of a highway. This information is used for mapping and to organize highway data by type of surface.

Field Type: Coded:

- 10 = natural surface, not conforming to graded and drained-earth road requirements.
- 20 = natural earth, graded with drainage.
- 100 = without dust palliative treatment.
- 110 = with dust palliative treatment.
- 200 = without dust palliative treatment.
- 210 = with dust palliative treatment.
- 300 = bituminous surface treated.
- 400 = mixed bituminous (low-type bituminous).
- 410 = bituminous penetration.
- 500 = high-type bituminous (flexible base).
- 550 = bituminous concrete, sheet, or rock asphalt.

- 600 =Pcc—reinforcement unknown.
- 610 = Pcc—no reinforcement.
- 620 = Pcc—partial reinforcement.
- 630 = Pcc—full reinforcement.
- 640 = Pcc—continuous reinforcement.
- 650 = brick, block, steel, or similar material.
- 700 = Pcc—reinforcement unknown.
- 710 = Pcc—no reinforcement.
- 720 = Pcc—partial reinforcement.
- 730 = Pcc—full reinforcement.
- 740 = Pcc—continuous reinforcement.
- 800 = brick, block, or other.
- 900–999 = various combination surface types.
- Other = error codes.

Note: Pcc = portland cement concrete.

Total Number of Lanes

Variable Name: LNS

Definition: The prevailing number of through-traffic lanes in both directions during peak hours of operation. This information is used for capacity calculation and map preparation.

For narrow highways or those with no marked centerline, two-way traffic, if permitted, is recorded as two (2), regardless of surface width.

Field Type: Numeric.

Total Surface Width

Variable Name: SURF_WTH

Definition: The total usable width of surface in feet that can support through traffic. This value excludes all *Lanes Special Width* and *Median Width* variables. This information is used in calculations for highway needs and capacity analysis.

Field Type: Numeric.

Urban Area

Variable Name: URBAN

Definition: The urban area in which a highway is located. An urban area identifies a U.S. Census-designated urban cluster with a population of 5,000 or more. This information is used to organize highway data geographically.

Field Type: Coded:

0150	Anna	2070	Freeport
0375	Beardstown	2100	Galesburg
0480	Benton	2130	Geneseo
0540	Bloomington-Normal	2140	Genoa
0605	Braidwood	2175	Gillespie
0610	Breese	2365	Greenville
0775	Byron	2460	Harrisburg
0845	Canton	2475	Harvard
0865	Carbondale	2590	Highland
0875	Carlinville	2610	Hillsboro
0885	Carmi	2675	Hoopeston
0965	Centralia	2825	Jacksonville
0990	Champaign-Urbana	2845	Jerseyville
1010	Charleston	2915	Kankakee
1045	Chester	2980	Kewanee
1051	Chicago	3145	LaSalle-Peru
1145	Clinton	3155	Lawrenceville
1395	Danville	3240	Lincoln
1410	Decatur	3270	Litchfield
1435	De Kalb-Sycamore	3435	Macomb
1500	Dixon	3525	Marengo
1570	DuQuoin	3625	Mattoon
1580	Dwight	3640	Mahomet
1603	East Cape Girardeau	3675	Mendota
1615	East Dubuque	3705	Metropolis
1660	East St. Louis	3820	Monmouth
1690	Effingham	3835	Monticello
1840	Eureka	3845	Morris
1875	Fairfield	3900	Mount Carmel

3945	Mount Vernon
3980	Murphysboro
4385	Olney
4450	Ottawa
4500	Pana
4520	Paris
4590	Peoria
4650	Pinckneyville
4720	Pontiac
4760	Princeton
4780	Quincy
4810	Rantoul
4930	Robinson
4935	Rochelle
4965	Rockford
4970	Rock Island-Moline
5140	St. Joseph
5160	Salem
5390	Somonauk
5400	South Beloit-Rockton
5480	Springfield
5510	Staunton
5525	Sterling-Rock Falls
5590	Streator
5680	Taylorville
5870	Vandalia
6050	Waterloo
6060	Watseka
6155	West Frankfort

Year of Annual Average Daily Traffic

Variable Name: AADT_YR

Definition: The year that the AADT estimate was generated. This information is used as the base year for AADT when forecasting future AADT.

Field Type: Numeric.

Year Road Constructed

Variable Name: SURF_YR

Definition: Year that the road was last resurfaced. If the road has never been resurfaced, use the year of construction.

Field Type: Numeric.

Crash File

Crash File

Alignment

Variable Name: ALIGNMENTCODE

Definition: Code for roadway alignment at crash location.

Field Type: Coded:

- 1 = straight and level.
- 2 = straight on grade.
- 3 = straight on hillcrest.
- 4 = curve, level.
- 5 = curve on grade.
- 6 = curve on hillcrest.
- 9 = unknown.

City Class Code

Variable Name: CITYCLASSCODE

Definition: Code for city classification by population.

Field Type: Coded:

- 0 = unincorporated.
- 3 = Chicago.
- 4 = population less than 2,500.
- 5 = 2,500–5,000.
- 6 = 5,000–10,000.
- 7 = 10,000–25,000.
- 8 = 25,000–50,000.
- 9 = more than 50,000.

City or Township Name

Variable Name: CITYNAME

Definition: Name of the city or township in which the crash occurred (e.g., Rochelle).

Field Type: Text.

City/Township Flag

Variable Name: CITY_TOWNSHIP_FLAG

Definition: City/township where crash occurred; *null* values indicate crash occurred outside of a township.

Field Type: Coded:

- C = city.
- T = township.

Class of Trafficway

Variable Name: CLASSOFTRAFFICWAYCODE

Definition: Code for class of trafficway.

Field Type: Coded:

- 0 = unmarked State highway rural (removed 2011).
- 1 = controlled rural.
- 2 = State numbered rural.
- 3 = county and local roads rural.
- 4 = toll roads rural.
- 5 = controlled urban.
- 6 = State numbered rural.
- 7 = unmarked highway urban (removed 2011).
- 8 = city streets urban.
- 9 = toll roads urban.

Collision Severity

Variable Name: CRASHSEVERITY

Definition: Highest injury severity type of crash (e.g., injury).

Field Type: Text.

Contributing Factor 1

Variable Name: CAUSE1CODE

Definition: The most significant factor causing the crash, as determined by officer judgment, also referred to as the primary cause.

Additional information: Some codes are purposely missing because they were previously used or were expanded and moved to the end of the list and then renumbered.

Field Type: Coded:

- 1 = exceeding authorized speed limit (removed 2019).
- 2 = failing to yield right-of-way.
- 3 = following too closely.
- 4 = improper overtaking/passing.
- 5 = driving on wrong side/wrong way.
- 6 = improper turning/no signal.
- 7 = turning right on red.
- 8 = under the influence of alcohol/drugs (use when arrest is affected).
- 10 = equipment—vehicle condition.
- 11 = weather.
- 12 = road engineering/surface/making defects.
- 13 = road construction/maintenance.
- 14 = vision obscured (signs, tree limbs, buildings, etc.).
- 15 = driving skills/knowledge/experience.
- 17 = physical condition of driver.
- 18 = unable to determine.
- 19 = had been drinking (use when arrest is made).
- 20 = improper lane usage.
- 21 = animal.
- 22 = disregarding yield sign.
- 23 = disregarding stop sign.
- 24 = disregarding other traffic signs.

- 25 = disregarding traffic signals.
- 26 = disregarding road markings.
- 27 = exceeding safe speed for conditions (removed 2019).
- 28 = failing to reduce speed to avoid crash.
- 29 = passing stopped school bus.
- 30 = improper backing.
- 32 = evasive action due to animal, object, non-motorist.
- 40 = distraction—from outside vehicle.
- 41 = distraction—from inside vehicle.
- 42 = distraction—operating a wireless phone (removed 2009); distraction—electronic communication device (cell phone, texting, etc.) (added 2009, removed 2013).
- 43 = distraction—other electronic device (navigation device, DVD player, etc.) (added 2019, removed 2013).
- 44 = texting (added 2013).
- 45 = cell phone use other than texting (added 2013).
- 50 = operating vehicle in erratic, reckless, careless, negligent, or aggressive manner.
- 60 = motorcycle advancing legally on red light (added 2013).
- 61 = bicycle advancing legally on red light (added 2013).
- 62 = obstructed crosswalks (added 2019).
- 63 = related to bus stop (added 2019).
- 99 = not applicable.

Contributing Factor 2

Variable Name: CAUSE2CODE

Definition: The second most significant factor in causing the crash, as determined by officer judgment, also referred to as the secondary cause.

Additional information: Some codes are purposely missing because they were previously used or were expanded and moved to the end of the list and then renumbered.

Field Type: Coded:

- 1 = exceeding authorized speed limit (removed 2019).
- 2 = failing to yield right-of-way.
- 3 = following too closely.
- 4 = improper overtaking/passing.
- 5 = driving on wrong side/wrong way.
- 6 = improper turning/no signal.
- 7 = turning right on red.

- 8 = under the influence of alcohol/drugs (use when arrest is affected).
- 10 = equipment—vehicle condition.
- 11 = weather.
- 12 = road engineering/surface/making defects.
- 13 = road construction/maintenance.
- 14 = vision obscured (signs, tree limbs, buildings, etc.).
- 15 = driving skills/knowledge/experience.
- 17 = physical condition of driver.
- 18 = unable to determine.
- 19 = had been drinking (use when arrest is made).
- 20 = improper lane usage.
- 21 = animal.
- 22 = disregarding yield sign.
- 23 = disregarding stop sign.
- 24 = disregarding other traffic signs.
- 25 = disregarding traffic signals.
- 26 = disregarding road markings.
- 27 = exceeding safe speed for conditions (removed 2019).
- 28 = failing to reduce speed to avoid crash.
- 29 = passing stopped school bus.
- 30 = improper backing.
- 32 = evasive action due to animal, object, nonmotorist.
- 40 = distraction—from outside vehicle.
- 41 = distraction—from inside vehicle.
- 42 = distraction—operating a wireless phone (removed 2009); distraction—electronic communication device (cell phone, texting, etc.) (added 2009, removed 2013).
- 43 = distraction—other electronic device (navigation device, DVD player, etc.) (added 2019, removed 2013).
- 44 = texting (added 2013).
- 45 = cell phone user other than texting (added 2013).
- 50 = operating vehicle in erratic, reckless, careless, negligent, or aggressive manner.
- 60 = motorcycle advancing legally on red light (added 2013).
- 61 = bicycle advancing legally on red light (added 2013).
- 62 = obstructed crosswalks (added 2019).
- 63 = related to bus stop (added 2019).
- 99 = not applicable.

County

Variable Name: COUNTYCODE

Definition: Code used to identify county in which the crash occurred.

Field Type: Coded:

1	Adams	32	Grundy	63	Mason
2	Alexander	33	Hamilton	64	Massac
3	Bond	34	Hancock	65	Menard
4	Boone	35	Hardin	66	Mercer
5	Brown	36	Henderson	67	Monroe
6	Bureau	37	Henry	68	Montgomery
7	Calhoun	38	Iroquois	69	Morgan
8	Carroll	39	Jackson	70	Moultrie
9	Cass	40	Jasper	71	Ogle
10	Champaign	41	Jefferson	72	Peoria
11	Christian	42	Jersey	73	Perry
12	Clark	43	Jo Daviess	74	Piatt
13	Clay	44	Johnson	75	Pike
14	Clinton	45	Kane	76	Pope
15	Coles	46	Kankakee	77	Pulaski
16	Cook	47	Kendall	78	Putnam
17	Crawford	48	Knox	79	Randolph
18	Cumberland	49	Lake	80	Richland
19	De Kalb	50	La Salle	81	Rock Island
20	De Witt	51	Lawrence	82	St. Clair
21	Douglas	52	Lee	83	Saline
22	Du Page	53	Livingston	84	Sangamon
23	Edgar	54	Logan	85	Schuyler
24	Edwards	55	McDonough	86	Scott
25	Effingham	56	McHenry	87	Shelby
26	Fayette	57	McLean	88	Stark
27	Ford	58	Macon	89	Stephenson
28	Franklin	59	Macoupin	90	Tazewell
29	Fulton	60	Madison	91	Union
30	Gallatin	61	Marion	92	Vermilion
31	Greene	62	Marshall	93	Wabash

94	Warren	97	White	100	Williamson
95	Washington	98	Whiteside	101	Winnebago
96	Wayne	99	Will	102	Woodford

Crash Hour

Variable Name: CRASHHOUR

Definition: Hour of day in which crash occurred using a 24-hour clock.

Field Type: Coded:

- null = not coded.
- 0 = 12–12:59 AM
- 1 = 1 AM–01:59 AM
- 2 = 2 AM–02:59 AM
- 3 = 3 AM–03:59 AM
- 4 = 4 AM–04:59 AM
- 5 = 5 AM–05:59 AM
- 6 = 6 AM–06:59 AM
- 7 = 7 AM–07:59 AM
- 8 = 8 AM–08:59 AM
- 9 = 9 AM–09:59 AM
- 10 = 10 AM–10:59 AM
- 11 = 11 AM–11:59 AM
- 12 = 12 PM–12:59 PM
- 13 = 1 PM–01:59 PM
- 14 = 2 PM–02:59 PM
- 15 = 3 PM–03:59 PM
- 16 = 4 PM–04:59 PM
- 17 = 5 PM–05:59 PM
- 18 = 6 PM–06:59 PM
- 19 = 7 PM–07:59 PM
- 20 = 8 PM–08:59 PM
- 21 = 9 PM–09:59 PM
- 22 = 10 PM–10:59 PM
- 23 = 11 PM–11:59 PM

Crash ID

Variable Name: CRASHID

Definition: Similar in function to the ICN, the *CrashID* is a unique identifier assigned to each crash by the Crash Information System (CIS) that links the Crash file to the Unit and Person files.

Field Type: Numeric.

Crash Latitude

Variable Name: TSCRASHLATITUDE

Definition: Latitude of the crash location (e.g., 38.510212).

Field Type: Numeric.

Crash Longitude

Variable Name: TSCRASHLONGITUDE

Definition: Longitude of the crash location (e.g., –89.130379).

Field Type: Numeric.

Crash *X* Coordinate

Variable Name: TSCRASHCOORDINATEX

Definition: State plan *X* coordinates of the crash location (e.g., 3010140.25).

Field Type: Numeric.

Crash *Y* Coordinate

Variable Name: TSCRASHCOORDINATEY

Definition: State plan *Y* coordinates of the crash location (e.g., 1798038.5).

Field Type: Numeric.

Crash Year

Variable Name: CRASHYR

Definition: Last 2 digits of the crash year.

Field Type: Numeric.

Date Accident Occurred

Variable Name: CRASHDATE

Definition: Actual date of crash as entered by the reporting officer (MM/DD/YYYY).

Field Type: Date.

Day of Week

Variable Name: DAYOFWEEKCODE

Definition: Numeric day of the week in which crash occurred. Derived from the crash date.

Field Type: Coded:

- 1 = Monday.
- 2 = Tuesday.
- 3 = Wednesday.
- 4 = Thursday.
- 5 = Friday.
- 6 = Saturday.
- 7 = Sunday.

Functional Class

Variable Name: ROADWAYFUNCTIONALCLASSCODE

Definition: Code for functional class of roadway.

Additional information: In 2019, the functional class code and text were modified to reflect changes made by the Federal Highway Administration in 2012 due to the Moving Ahead for Progress in the 21st Century Act and the 2010 Census.[10,11] For crash data purposes, urban/rural indicators, as well as tollway, were added as separate fields and are located at the end of the crash metadata.

Field Type: Coded:

- 1 = interstate.
- 2 = freeway and expressway.
- 3 = other principal arterial.
- 4 = minor arterial.
- 5 = major collector (includes collector (urban)).
- 6 = minor collector.
- 7 = local road or street.

Hit and Run

Variable Name: HITANDRUN

Definition: Crash did/did not involve a vehicle that fled the scene.

Field Type: Coded:

Y = yes.
N = no.

Unique Identifier Assigned to Each Crash by the CIS

Variable Name: ICN

Definition: A unique identifier assigned to each crash by the CIS. It can be used to link records between the Crash, Vehicle, and Person files. At the Crash level, the ICN will appear one time for each crash. At the Vehicle and Person levels, the ICN may appear multiple times depending on the number of vehicles and persons involved in the crash.

Field Type: Numeric.

Intersection Related

Variable Name: INTERSECTIONRELATED

Definition: Crash did/did not occur at or in relation to traffic queueing at an intersection.

Field Type: Coded:

Y = yes.
N = no.

Investigating Agency

Variable Name: AGENCYCODE

Definition: Code for type of agency that investigated the crash.

Field Type: Coded:

- 0 = none.
- 1 = city police.
- 2 = county sheriff.
- 3 = State police.
- 9 = all others.

Light Condition

Variable Name: LIGHTCONDITIONCODE

Definition: Code for light condition.

Field Type: Coded:

- 1 = daylight.
- 2 = dawn.
- 3 = dusk.
- 4 = darkness.
- 5 = darkness, lighted road.
- 9 = unknown.

Milepost

Variable Name: MILEPOST

Definition: Reference point where the crash occurred along the road network.

Field Type: Numeric.

National Highway System

Variable Name: NHS

Definition: Whether the road is on the NHS.[5]

Field Type: Coded:

Y = yes.
N = no.

Number of A Injuries in Crash

Variable Name: AINJURIES

Definition: Total of incapacitating injuries in the crash. An incapacitating injury is any injury, other than a fatal injury, that prevents the injured person from walking, driving, or normally

continuing the activities the person could perform before the injury occurred. Incapacitating injuries include severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

Field Type: Numeric.

Number of B Injuries in Crash

Variable Name: BINJURIES

Definition: Total of nonincapacitating injuries in the crash. A nonincapacitating injury is any injury, other than a fatal or incapacitating injury, that is evident to observers at the scene of the crash. Nonincapacitating injuries include a lump on the head, abrasions, bruises, and minor lacerations.

Field Type: Numeric.

Number of C Injuries in Crash

Variable Name: CINJURIES

Definition: Total of possible injuries in the crash. A possible injury is any injury reported or claimed that is not classified as either an incapacitating or nonincapacitating injury. These injuries include momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea, and hysteria.

Field Type: Numeric.

Railroad Crossing Number

Variable Name: RAILROADCROSSINGNUMBER

Definition: Text/number used to identify a rail crossing (e.g., 840147T).

Additional Information: Not applicable (N/A) refers to a nonrailroad crossing crash.

Field Type: Text.

Road Defects

Variable Name: ROADDEFECTSCODE

Definition: Code for road defects.

Field Type: Coded:

- 1 = no defects.
- 2 = construction zone (removed 2013).
- 3 = maintenance zone (removed 2013).
- 4 = utility work zone (removed 2013).
- 5 = work zone—unknown (removed 2013).
- 6 = shoulders.
- 7 = ruts, holes.
- 8 = worn surface.
- 9 = debris on roadway.
- 10 = other.
- 99 = unknown.

Road Surface

Variable Name: ROADSURFACECONDITIONCODE

Definition: Code for road surface condition.

Field Type: Coded:

- 1 = dry.
- 2 = wet.
- 3 = snow or slush.
- 4 = ice.
- 5 = sand, mud, dirt.
- 6 = other.
- 9 = unknown.

Route Prefix

Variable Name: ROUTENUMBER

Definition: Number used to identify the route type. Route prefix plus route number (e.g., 9055 = Interstate 55).

Field Type: Numeric with coded prefix:

- 1 = U.S. route.
- 2 = interstate business loop.
- 3 = business U.S. route.
- 4 = bypass and U.S. one-way couple.
- 5 = Illinois route.
- 6 = Illinois one-way couple.
- 7 = interstate business loop one-way couples.
- 8 = nonmarked route.
- 9 = interstate.

Severity Code

Variable Name: CRASHSEVERITYCD

Definition: Code for the most severe injury in a crash.

Field Type: Coded:

- 0 = no injuries—crash where there were no injuries.
- 1 = C injury crash—crash where the most severe injury is C (possible injury).
- 2 = B injury crash—crash where the most severe injury is B (nonincapacitating injury).
- 3 = A injury crash—crash where the most severe injury is A (incapacitating injury).
- 4 = fatal crash—crash where the most severe injury is K (fatal injury).

Total Number of Fatalities

Variable Name: TOTALFATALS

Definition: Total number of persons killed in the crash.

Field Type: Numeric.

Total Number of Injuries

Variable Name: TOTALINJURED

Definition: Total number of persons injured in the crash.

Field Type: Numeric.

Total Number of Uninjured Persons

Variable Name: NOINJURIES

Definition: Count of persons involved in the crash who were not injured or killed.

Field Type: Numeric.

Total Number of Vehicles

Variable Name: NUMBEROFVEHICLES

Definition: Number of vehicles involved in the crash.

Field Type: Numeric.

Traffic Control Device*

Variable Name: TRAFFICCONTROLDEVICE

Definition: Code for type of traffic control device (e.g., stop sign/flasher).

Field Type: Text.

Trafficway Description

Variable Name: TRAFFICWAYDESCRIPTIONCODE

Definition: Code for the description of the trafficway.

Field Type: Coded.

Two Way:

- 1 = not divided.
- 2 = divided, no median barrier (removed 2013).
  divided—with median (not raised) (added 2013).
- 3 = divided—with median barrier.
- 4 = two-way continuous left turn (updated 2019).

*Variable created or edited by HSIS Laboratory.

Other:

- 5 = one way or ramp (removed 2013).
- 6 = alley or driveway (removed 2013).
- 7 = parking lot.
- 8 = other.
- 9 = unknown.
- 10 = one way (added 2013).
- 11 = ramp (added 2013).
- 12 = alley (added 2013).
- 13 = driveway (added 2013).
- 14 = four way (added 2019).
- 15 = T-intersection (added 2019).
- 16 = Y-intersection (added 2019).
- 17 = traffic circle (added 2019).
- 18 = roundabout (added 2019).
- 19 = five points or more (added 2019).
- 20 = L-intersection (added 2019).
- 21 = not reported.
- 22 = unknown intersection type (added 2019).

Type of Collision

Variable Name: COLLISIONTYPECODE

Definition: Code for type of first crash.

Field Type: Coded:

- 1 = pedestrian.
- 2 = pedalcyclist.
- 3 = railway train (updated 2019).
- 4 = animal.
- 5 = overturned.
- 6 = fixed object.
- 7 = other object.
- 8 = other non-collision.
- 9 = parked motor vehicle.
- 10 = turning.
- 11 = front to rear (updated 2019).
- 12 = sideswipe, same direction.
- 13 = sideswipe, opposite direction.

- 14 = front to front (updated 2019).
- 15 = angle.
- 16 = rear to side (added 2019).
- 17 = rear to rear (added 2019).
- 18 = rear to front (added 2019).

Weather

Variable Name: WEATHERCODE

Definition: Code for atmospheric conditions at the time of the crash.

Field Type: Coded:

- 1 = clear.
- 2 = rain.
- 3 = snow.
- 4 = fog/smoke/haze.
- 5 = sleet/hail.
- 6 = severe crosswind.
- 7 = other.
- 8 = cloudy/overcast (added 2013).
- 9 = unknown.
- 10 = freezing rain or freezing drizzle (added 2019).

Work Zone Related

Variable Name: DIDCRASHOCCURINWORKZONE

Definition: Crash occurred in or in relation to (traffic queueing) a designated work zone.

Field Type: Coded:

Y = yes.
N = no.

Unit File

Unit File

Collision Type 1

Variable Name: CRASHEVENT1CODE

Definition: Code for the first vehicle event in a series of events.

Field Type: Coded.

Non-collision:

- 1 = ran off the roadway.
- 2 = overturn.
- 3 = fire/explosion.
- 4 = immersion.
- 5 = jackknife.
- 6 = cargo shift/loss.
- 7 = separation.
- 8 = downhill runaway.
- 9 = other non-collision.
- 99 = unknown.

Collision With Not-Fixed Objects:

- 11 = motor vehicle in traffic.
- 12 = pedestrian.
- 13 = pedalcyclist.
- 14 = railway train.
- 15 = deer.
- 16 = other animal.
- 17 = falling load.
- 18 = hit parked vehicle.
- 19 = thrown/falling object.
- 20 = other object.
- 99 = unknown.

Collision With Fixed Objects:

- 21 = crash cushion.
- 22 = guardrail face.
- 23 = guardrail end.

- 24 = concrete median barrier.
- 25 = bridge support.
- 26 = bridge end.
- 27 = bridge rail.
- 28 = bridge underside.
- 29 = traffic signal.
- 30 = light support.
- 31 = utility pole.
- 32 = delineator post.
- 33 = railroad signal/gates.
- 34 = other pole or post.
- 35 = culvert.
- 36 = curb.
- 37 = ditch/embankment.
- 38 = snowbank.
- 39 = fence.
- 40 = mailbox.
- 41 = tree or shrub.
- 42 = building/structure.
- 43 = other fixed object.
- 44 = cable barrier.
- 99 = unknown.

Collision Type 2

Variable Name: CRASHEVENT2CODE

Definition: Code for the second vehicle event in a series of events.

Field Type: Coded.

Non-collision:

- 1 = ran off the roadway.
- 2 = overturn.
- 3 = fire/explosion.
- 4 = immersion.
- 5 = jackknife.
- 6 = cargo shift/loss.
- 7 = separation.

- 8 = downhill runaway.
- 9 = other non-collision.
- 99 = unknown.

Collision With Not-Fixed Objects:

- 11 = motor vehicle in traffic.
- 12 = pedestrian.
- 13 = pedalcyclist.
- 14 = railway train.
- 15 = deer.
- 16 = other animal.
- 17 = falling load.
- 18 = hit parked vehicle.
- 19 = thrown/falling object.
- 20 = other object.
- 99 = unknown.

Collision With Fixed Objects:

- 21 = crash cushion.
- 22 = guardrail face.
- 23 = guardrail end.
- 24 = concrete median barrier.
- 25 = bridge support.
- 26 = bridge end.
- 27 = bridge rail.
- 28 = bridge underside.
- 29 = traffic signal.
- 30 = light support.
- 31 = utility pole.
- 32 = delineator post.
- 33 = railroad signal/gates.
- 34 = other pole or post.
- 35 = culvert.
- 36 = curb.
- 37 = ditch/embankment.
- 38 = snowbank.
- 39 = fence.
- 40 = mailbox.
- 41 = tree or shrub.
- 42 = building/structure.

- 43 = other fixed object.
- 44 = cable barrier.
- 99 = unknown.

Collision Type 3

Variable Name: CRASHEVENT3CODE

Definition: Code for the third vehicle event in a series of events.

Field Type: Coded.

Non-collision:

- 1 = ran off the roadway.
- 2 = overturn.
- 3 = fire/explosion.
- 4 = immersion.
- 5 = jackknife.
- 6 = cargo shift/loss.
- 7 = separation.
- 8 = downhill runaway.
- 9 = other non-collision.
- 99 = unknown.

Collision With Not-Fixed Objects:

- 11 = motor vehicle in traffic.
- 12 = pedestrian.
- 13 = pedalcyclist.
- 14 = railway train.
- 15 = deer.
- 16 = other animal.
- 17 = falling load.
- 18 = hit parked vehicle.
- 19 = thrown/falling object.
- 20 = other object.
- 99 = unknown.

Collision With Fixed Objects:

- 21 = crash cushion.
- 22 = guardrail face.

- 23 = guardrail end.
- 24 = concrete median barrier.
- 25 = bridge support.
- 26 = bridge end.
- 27 = bridge rail.
- 28 = bridge underside.
- 29 = traffic signal.
- 30 = light support.
- 31 = utility pole.
- 32 = delineator post.
- 33 = railroad signal/gates.
- 34 = other pole or post.
- 35 = culvert.
- 36 = curb.
- 37 = ditch/embankment.
- 38 = snowbank.
- 39 = fence.
- 40 = mailbox.
- 41 = tree or shrub.
- 42 = building/structure.
- 43 = other fixed object.
- 44 = cable barrier.
- 99 = unknown.

Commercial Vehicle

Variable Name: ISCOMMERCIAL

Definition: Indicator that a commercial vehicle is involved.

Field Type: Coded:

Y = yes.
N = no.

Crash ID

Variable Name: CRASHID

Definition: Similar in function to the ICN, the *Crash ID* is a unique identifier assigned to each crash by the CIS that links the Crash file to the Unit and Person files.

Field Type: Numeric.

Direction of Travel

Variable Name: DIRECTIONPRIORTRAVELCODE

Definition: Code for the direction the vehicle was traveling prior to the crash.

Field Type: Coded:

- 1 = north.
- 2 = northeast.
- 3 = east.
- 4 = southeast.
- 5 = south.
- 6 = southwest.
- 7 = west.
- 8 = northwest.
- 9 = unknown.

Hazardous Material

Variable Name: ISHAZMATSPILL

Definition: Vehicle leaking/not leaking hazardous materials.

Field Type: Coded:

Y = yes.
N = no.

Unique Identifier Assigned to Each Crash by the CIS

Variable Name: ICN

Definition: A unique identifier assigned to each crash by the CIS. The ICN can be used to link records between the Crash, Vehicle, and Person files. At the Crash level, the ICN will appear one time for each crash. At the Vehicle and Person levels, the ICN may appear multiple times depending on the number of vehicles and persons involved in the crash.

Field Type: Numeric.

Involvement Location 1

Variable Name: EVENT1LOC

Definition: Text field for location of vehicle at first event (e.g., intersection).

Field Type: Text.

Involvement Location 2

Variable Name: EVENT2LOC

Definition: Text field for the location of the vehicle at the second event (e.g., intersection).

Field Type: Text.

Involvement Location 3

Variable Name: EVENT3LOC

Definition: Text field for the location of the vehicle at the third event (e.g., intersection).

Field Type: Text.

Number of Occupants in Vehicle

Variable Name: NBROCCUPANTS

Definition: Number of persons in the vehicle—driver plus passengers.

Field Type: Numeric.

Unit Number

Variable Name: UNITNO

Definition: Number that identifies each unit involved in the crash. Can be used to tie persons in the Person file to the vehicle.

Field Type: Numeric.

Vehicle Defect

Variable Name: VEHDEFECTSCODE

Definition: Code for vehicle defects contributing to the crash.

Field Type: Coded:

- 01 = none.
- 02 = brakes.
- 03 = steering.
- 04 = engine/motor.
- 05 = suspension.
- 06 = tires.
- 07 = exhaust.
- 08 = lights.
- 09 = signals.
- 10 = windows.
- 11 = restraint system.
- 12 = wheels.
- 13 = trailer coupling.

- 14 = cargo.
- 15 = fuel system.
- 16 = other.
- 99 = unknown.

Vehicle Fuel Leaks and Fire

Variable Name: ISFIRE

Definition: Whether there was a fire as a result of the crash.

Field Type: Coded:

Y = yes.
N = no.

Vehicle Maneuver Code

Variable Name: VEHMANEUVERPRIORCODE

Definition: Code for vehicle maneuver before the crash.

Field Type: Coded:

- 01 = straight ahead.
- 02 = passing/overtaking.
- 03 = turning left.
- 04 = turning right.
- 05 = turning on red.
- 06 = U-turn.
- 07 = starting in traffic.
- 08 = slow/stop—left turn.
- 09 = slow/stop—right turn.
- 10 = slow/stop—load/unload.
- 11 = slow/stop in traffic.
- 12 = driving the wrong way.
- 13 = changing lanes.
- 14 = avoiding vehicles/objects.
- 15 = skidding/control loss.
- 16 = entering the traffic lane from parking.
- 17 = leaving the traffic lane to park.

- 18 = merging.
- 19 = diverging.
- 20 = enter from drive/alley.
- 21 = parked.
- 22 = parked in traffic lane.
- 23 = backing.
- 24 = driverless.
- 25 = other.
- 26 = negotiating a curve.
- 27 = disabled (added 2019).
- 99 = unknown/NA.

Vehicle Model Year

Variable Name: VEHYEAR

Definition: Year the vehicle was made.

Field Type: Numeric.

Vehicle Most Harmful Involvement

Variable Name: MOSTHARMFULEVENNO

Definition: Indicator of the most harmful of the three series of events (1, 2, or 3).

Field Type: Coded:

- 1 = event 1.
- 2 = event 2.
- 3 = event 3.

Vehicle Towed

Variable Name: ISTOWED

Definition: Vehicle towed/not towed due to crash.

Field Type: Coded:

Y = yes.
N = no.

Vehicle Type

Variable Name: VEHTYPECODE

Definition: Code for type of vehicle involved in crash.

Field Type: Coded:

- 1 = passenger car.
- 2 = pickup truck.
- 3 = van/minivan.
- 4 = bus up to 15 passengers.
- 5 = bus more than 15 passengers.
- 6 = truck—single unit.
- 7 = tractor with semitrailer.
- 8 = tractor without semitrailer.
- 9 = farm equipment.
- 10 = motorcycle (over 150 cc).
- 11 = motor-driven cycle.
- 12 = snowmobile.
- 13 = all-terrain vehicle (ATV).
- 14 = other vehicle with trailer.
- 15 = sport utility vehicle (SUV).
- 16 = other.
- 20 = autocycle (added for 2015).
- 99 = unknown/NA.

Person File

Person File

Blood Alcohol Content Test Given

Variable Name: BACTESTGIVEN

Definition: Text field for corresponding *BAC* variable value (e.g., test refused).

Field Type: Text.

Blood Alcohol Content

Variable Name: BAC

Definition: Driver's BAC test result (fatal crashes may indicate pedestrian or pedalcyclist results).

Field Type: Coded:

- 000–949 = actual reported BAC result.
- 995 = test refused.
- 996 = test not offered.
- 997 = test performed, results unknown.

Crash ID

Variable Name: CrashID

Definition: Similar in function to the ICN, the *Crash ID* is a unique identifier assigned to each crash by the CIS that links the Crash file to the Unit and Person files.

Field Type: Numeric.

Distraction Reason

Variable Name: DISTRACTIONREASON

Definition: Type of distraction that occurred during the time of the crash.

Field Type: Coded:

- 1 = cell phone handsfree.
- 2 = cell phone handheld.
- 3 = cell phone—texting, email, etc.
- 4 = other electronic device (navigation, radio, etc.).
- 5 = other—inside vehicle.
- 6 = other—outside vehicle.
- 7 = inattentive/daydreaming.
- 9 = unknown.

Driver Condition

Variable Name: DRAC

Definition: Code for driver's apparent physical condition at time of crash, as observed by the officer.

Field Type: Coded:

- 1 = normal.
- 2 = impaired—alcohol.
- 3 = impaired—drugs.
- 4 = illness (removed 2013).
  illness/fainted (added 2013).
- 5 = asleep/fainted (removed 2013).
- 6 = medicated.
- 7 = had been drinking.
- 8 = fatigued (removed 2013).
  fatigued/asleep (added 2013).
- 9 = other/unknown (removed 2013).
  unknown (added 2013).
- 10 = other (added 2013).

- 11 = emotional (depressed, angry, disturbed) (added 2013).
- 12 = removed by emergency medical services (added 2013).
- 13 = impaired—alcohol and drugs (added 2019).

Driver Vision

Variable Name: DRIVERVISION

Definition: Text field corresponding to *VIS* variable code.

Field Type: Text.

Unique Identifier Assigned to Each Crash by the CIS

Variable Name: ICN

Definition: A unique identifier assigned to each crash by the CIS. The ICN can be used to link records between the Crash, Vehicle, and Person files. At the Crash level, the ICN will appear one time for each crash. At the Vehicle and Person levels, the ICN may appear multiple times depending on the number of vehicles and persons involved in the crash.

Field Type: Numeric.

Occupant Air Bag

Variable Name: AIR

Definition: Code for airbag deployment status.

Filed Type: Coded:

- 3 = not applicable.
- 4 = did not deploy.
- 5 = deployed, front.
- 6 = deployed, side.
- 7 = deployed other (knee, air belt, etc.).
- 8 = deployed, combination.
- 9 = deployment unknown.

Occupant Ejection

Variable Name: EJCT

Definition: Code for motor vehicle occupant ejected or extricated from vehicle.

Field Type: Coded:

- 1 = none.
- 2 = totally ejected.
- 3 = partially ejected.
- 4 = trapped/extricated.
- 9 = unknown.

Occupant Sex

Variable Name: GENDER

Definition: Sex of injured/killed occupant.

Field Type: Coded:

- M = male.
- F = female.
- U = unknown.

PedBike Action

Variable Name: PEDBIKEACTION

Definition: Text field describing the nonmotorist's action at the time of the crash (e.g., crossing—with signal).

Field Type: Text.

PedBike Location

Variable Name: PEDBIKELOCATION

Definition: Text field for the nonmotorist's location at the time of the crash (e.g., in crosswalk).

Field Type: Text.

Person Age

Variable Name: AGEATCRASH

Definition: Age of person involved in crash at the time of the crash.

Field Type: Numeric.

Person Injury

Variable Name: PERSONINJURYCLASS

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

Field Type: Coded:

- 4 = fatality.
- 3 = A injury (incapacitating injury: Any injury other than a fatal injury that prevents the injured person from walking, driving, or normally continuing the activities the person could perform before the injury occurred. These injuries include severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries).
- 2 = B injury (nonincapacitating injury: Any injury, other than a fatal or incapacitating injury that is evident to observers at the scene of the crash. These injuries include lump on head, abrasions, bruises, and minor lacerations).
- 1 = C injury (possible injury: Any injury reported or claimed that is not either an A or B injury. These injuries include momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, and hysteria).
- 0 = no indication of injury.

Person Type

Variable Name: PERSONTYPECODE

Definition: Type of person involved in the crash.

Field Type: Coded:

- 1 = driver.
- 2 = pedestrian.
- 3 = pedalcyclist.

- 4 = equestrian.
- 5 = occupant of non-motorized vehicle.
- 6 = noncontact vehicle occupant.
- 7 = passenger.
- 8 = disabled vehicle occupant (added 2019).

Safety Equipment

Variable Name: SAFT

Definition: Safety equipment used by occupant.

Field Type: Coded:

- 1 = none used/not applicable (updated 2019).
- 2 = shoulder and lap belt used (updated 2019).
- 3 = safety belt not used.
- 6 = child restraint used.
- 7 = child restraint used improperly.
- 8 = child restrained not used.
- 9 = usage unknown.
- 10 = shoulder/lab belt used improperly (added 2019).
- 11 = booster seat (added 2019).
- 12 = child restraint—forward facing (added 2019).
- 13 = child restraint—rear facing (added 2019).
- 14 = child restraint—type unknown (added 2019).
- 15 = stretcher (added 2019).
- 16 = wheelchair (added 2019).
- 17 = DOT compliant motorcycle helmet (added 2019).
- 18 = not DOT compliant motorcycle helmet (added 2019).
- 19 = bicycle helmet (applicable only when controller type of pedalcyclist used).

Note: DOT-compliant means that the helmet meets Federal Motor Vehicle Safety Standard Number 218.[12]

Safety Equipment Used

Variable Name: SAFETYEQUIPUSED

Definition: Text field that corresponds to the *SAFT* variable (e.g., helmet not used).

Field Type: Text.

Seating Position

Variable Name: SEATINGPOS

Definition: Code for seating position of the motor vehicle occupant.

Field Type: Coded:

- 1 = driver.
- 2 = center front.
- 3 = passenger.
- 4 = second row left.
- 5 = second row center.
- 6 = second row right.
- 7 = enclosed passenger.
- 8 = exposed passenger.
- 9 = unknown position.
- 10 = third row left.
- 11 = third row center.
- 12 = third row right.

State Province Code

Variable Name: STATEPROVINCECODE

Definition: Two-letter abbreviation of the State where the license was issued.

Field Type: Text.

Unit Number

Variable Name: UNITNO

Definition: Code that identifies each person type involved in the crash. This variable is used to link the person to the *Unit* variables.

Field Type: Numeric.

Object Obscuring Driver Vision

Variable Name: VIS

Definition: Code for an object obscuring driver vision.

Field Type: Coded:

- 1 = not obscured.
- 2 = windshield (water/ice).
- 3 = trees, plants.
- 4 = buildings.
- 5 = embankment.
- 6 = signboard.
- 7 = hillcrest.
- 8 = parked vehicles.
- 9 = moving vehicle.
- 10 = blinded—headlights.
- 11 = blinded—sunlight.
- 12 = blowing materials.
- 13 = other.
- 99 = unknown.

Was Distracted

Variable Name: WASDISTRACTED

Definition: The driver was distracted at the time of the crash. This variable was added in 2019 and replaces *CellPhoneUse*.

Field Type: Coded:

Y = yes.
N = no.

Appendix: History of Revisions

Appendix: History of Revisions

Table 3 shows HSIS variables and the years in which changes were made. The changes are described for the relevant variables.

Table 3. History of HSIS revisions.

File	Variable Name	Variable Description	Description of Change	Year of Change
Accident/Crash	ACC_DATE	Date of accident	Variable name changed to CRASHDATE	2011
Accident/Crash	ACCTYPE_POST_93	Type of collision	Variable added Variable name changed to COLLISIONTYPECODE Code change (categories 16–18 added, categories 3, 11, and 14 updated)	1993 2011 2011
Accident/Crash	ACCTYPE_PRE_93	Type of collision	Variable discontinued	1993
Accident/Crash	ACCYR	Accident year	Variable name changed to CRASHYR	2011
Accident/Crash	AGENCY	Investigating agency	Variable name changed to AGENCYCODE Code change (multiple categories combined into category 4 (all others))	2011 2011
Accident/Crash	ALIGN_CODE	Alignment	Variable added Variable name changed to ALIGNMENTCODE	2006 2011
Accident/Crash	BADGE	Badge code	Variable discontinued	1997
Accident/Crash	BEAT_CDE	Beat code	Variable discontinued	1997
Accident/Crash	CASENO	Accident case number	Variable name changed to CRASHID	2011
Accident/Crash	CAUSE1	Contributing factor 1	Code change (categories added and discontinued) Variable name changed to CAUSE1CODE Code change (categories added and discontinued) Code change (categories added and discontinued)	2009 2011 2013 2019
Accident/Crash	CAUSE2	Contributing factor 2	Code change (categories added and discontinued) Variable name changed to CAUSE2CODE Code change (categories added and discontinued) Code change (categories added and discontinued)	2009 2011 2013 2019

File	Variable Name	Variable Description	Description of Change	Year of Change
Accident/Crash	CITY	City or township	Variable name changed to CITYCODE Variable name changed to CITYNAME	2011 2022
Accident/Crash	CITY_TWNSHIP_FLG	City/township flag	Variable added Variable name changed to CITY_TOWNSHIP_FLAG	2006 2011
Accident/Crash	CLS_TFWY	Class of trafficway	Variable name changed to CLASSOFTRAFFICWAYCODE	2011
Accident/Crash	CNTYRTE	Computed linkage key	Variable discontinued	2011
Accident/Crash	COUNTY	County	Variable name changed to COUNTYCODE	2011
Accident/Crash	CRSH_LAT	Crash latitude	Variable added Variable name changed to TSCRASHLATITUDE	2004 2011
Accident/Crash	CRSH_LONG	Crash longitude	Variable added Variable name changed to TSCRASHLONGITUDE	2004 2011
Accident/Crash	CRSH_X_CORD	Crash *X* coordinate	Variable added Variable name changed to TSCRASHCOORDINATEX	2004 2011
Accident/Crash	CRSH_Y_CORD	Crash *Y* coordinate	Variable added Variable name changed to TSCRASHCOORDINATEY	2004 2011
Accident/Crash	CTY_CLS	City class code	Variable added Variable name changed to CITYCLASSCODE	2004 2011
Accident/Crash	DAM_OTHR	Property damage other than vehicle	Variable discontinued	2006
Accident/Crash	DIST	District	Variable discontinued	1994
Accident/Crash	DIVIDED	Trafficway description	Variable added Variable name changed to TRAFFICWAYDESCRIPTIONCODE	2006 2011
Accident/Crash	FED_CLAS	Federal classification	Code change (post-1993 data is generated based on NAT_HWY and FUNC_CLS) Variable discontinued	1993 2006
Accident/Crash	FLD_NAM1	Field ref name 1	Variable discontinued	1997
Accident/Crash	FLD_NAM2	Field ref name 2	Variable discontinued	1997
Accident/Crash	FLD_NBR1	Field ref nbr 1	Variable discontinued	1997
Accident/Crash	FLD_NBR2	Field ref nbr 2	Variable discontinued	1997
Accident/Crash	FLD_TYPE	Field ref type	Variable discontinued	1997
Accident/Crash	FUNC_CLS	Functional class	Variable name changed to ROADWAYFUNCTIONALCLASSCODE Code change	2011 2011
Accident/Crash	HIT_RUN	Hit and run	Variable added Variable name changed to HITANDRUN	1994 2011
Accident/Crash	HOUR	Time of accident	Variable name changed to CRASHHOUR	2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Accident/Crash	IMAG_NBR	Image number	Variable added Variable discontinued	1990 1995
Accident/Crash	INT_NAME	Intersecting rte nbr	Variable discontinued	2004
Accident/Crash	INT_PREF	Intersect rte prefix	Variable discontinued	2004
Accident/Crash	INT_QUAD	Intersection quadrant	All observations coded as 0. Variable discontinued	1994 onward 2004
Accident/Crash	INT_REL	Intersection related	Variable added Variable name changed to INTERSECTIONRELATED	1994 2011
Accident/Crash	ICN	A unique identifier assigned to each crash by the CIS	Variable added	2011
Accident/Crash	LIGHT	Light condition	Variable name changed to LIGHTCONDITIONCODE	2016
Accident/Crash	LOC_TYPE	Location type	Code change (categories 16 and 17 discontinued) Variable discontinued	1996 2006
Accident/Crash	MVMT	Million vehicle miles of travel	Variable added Variable discontinued	2003 2008
Accident/Crash	NAT_HWY	National Highway System	Variable name changed to NHS Code change (from true/false to Y/N)	2011 2011
Accident/Crash	NUMVEHS	Total number of vehicles	Variable name changed to NUMBEROFVEHICLES Code change from categorical to numeric	2011 2011
Accident/Crash	OLD_DATE	Date	Variable added Variable discontinued	1994 1996
Accident/Crash	OP_ID	Operator ID	Variable discontinued	1995
Accident/Crash	POP_GRP	Population group	Variable discontinued	2004
Accident/Crash	RD_DEF	Road defects	Variable name changed to ROADDEFECTSCODE Code change (categories 11–15 discontinued) Code change (categories 2–5 discontinued)	2011 2011 2013
Accident/Crash	RDSURF	Road surface	Code change (categories 10–12 only apply to pre-2004 data) Variable name changed to ROADSURFACECONDITIONCODE	2004 2011
Accident/Crash	REEL_NBR	Reel number	Variable added Variable discontinued	1990 1995
Accident/Crash	RODWYCLS	Roadway class	Variable discontinued	2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Accident/Crash	RRX_ALP	Railroad crossing alpa nbr	Variable discontinued	2004
Accident/Crash	RRX_NBR	Railroad crossing number	Variable not present Variable name changed to RAILROADCROSSINGNUMBER	2004, 2005 2011
Accident/Crash	RTE_NBR	Route number	Variable discontinued	2011
Accident/Crash	RTE_PREF	Route prefix	Variable added Variable name changed to ROUTENUMBER Code change from categorical to numeric	1994 2011 2011
Accident/Crash	RTE_TYPE	Route type	Variable discontinued	1994
Accident/Crash	SEV_CDE	Severity code	Variable name changed to CRASHSEVERITYCD Code change	2011 2011
Accident/Crash	SEVERITY	Collision severity	Variable name changed to CRASHSEVERITY	2011
Accident/Crash	TC_COND	Traffic control condition	Variable added Variable name changed to TRAFFICCONTROLDEVICECONDITIONCODE	1994 2011
Accident/Crash	TRAFFICCONTROLDEVICE	Traffic control device	Variable added	2019
Accident/Crash	TOT_INJ	Occupants injured	Variable name changed to TOTALINJURED Code change from categorical to numeric	2011 2011
Accident/Crash	TOT_KILL	Occupants killed	Variable name changed to TOTALFATALS Code change from categorical to numeric	2011 2011
Accident/Crash	TOT_NON	Total number of uninjured	Variable name changed to NOINJURIES Code change from categorical to numeric	2011 2011
Accident/Crash	TOTAINJ	Number A injured in accident	Variable name changed to AINJURIES Code change from categorical to numeric	2011 2011
Accident/Crash	TOTBINJ	Number B injured in accident	Variable name changed to BINJURIES Code change from categorical to numeric	2011 2011
Accident/Crash	TOTCINJ	Number C injured in accident	Variable name changed to CINJURIES Code change from categorical to numeric	2011 2011
Accident/Crash	TOWNSHIP	Township	Variable discontinued	2022
Accident/Crash	TRFCNTL	Type of traffic control	Variable discontinued	2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Accident/Crash	WEATHER	Weather	Variable name changed to WEATHERCODE Code change (category 8 changed from blowing snow to cloudy/overcast) Code change (category 10 added)	2011 2013 2019
Accident/Crash	WEEKDAY	Day of week	Variable discontinued Variable readded as DAYOFWEEKCODE	2001 2011
Accident/Crash	WRK_ZONE_REL	Workzone related	Variable added Variable name changed to DIDCRASHOCCURINWORKZONE	2006 2011
Vehicle/Unit	ACTION	Arrest	Variable discontinued	1997
Vehicle/Unit	AIRBAG	Airbag driver	Variable added Variable discontinued	1996 2011
Vehicle/Unit	AT_FAULT	At fault	Variable added Variable discontinued	1994 2006
Vehicle/Unit	CASENO	Accident case number	Variable not present Variable name changed to CRASHID	2011, 2012 2013
Vehicle/Unit	COL_TYPE	Collision type	Variable added Variable discontinued Variable re-added with SAS name of CRASHEVENT1CODE	1994 2006 2011
Vehicle/Unit	COMM_VEH	Commercial vehicle	Variable added Variable name changed to ISCOMMERCIAL	2004 2011
Vehicle/Unit	DIR_TRVL	Direction of travel	Variable name changed to DIRECTIONPRIORTRAVELCODE	2011
Vehicle/Unit	DRV_ACTN	Driver action	Variable added Variable discontinued	1994 2011
Vehicle/Unit	DRV_AGE	Driver age	Variable discontinued	2011
Vehicle/Unit	DRV_BAC	Driver alcohol percent	Variable discontinued	1993
Vehicle/Unit	DRV_BAC2	Second sobriety test results	Variable added Variable discontinued	1993 2011
Vehicle/Unit	DRV_CLAS	Driver class	Variable added Variable discontinued	2004 2006
Vehicle/Unit	DRV_COND	Driver condition new	Variable added Variable discontinued	1996 2011
Vehicle/Unit	DRV_DOB	Driver birth date	Variable discontinued	2011
Vehicle/Unit	DRV_EJCT	Driver ejection	Variable added Variable discontinued	1994 2011
Vehicle/Unit	DRV_IMAG	Image number	Variable added Variable discontinued	1990 1995
Vehicle/Unit	DRV_INJ	Driver extent of injury	Variable discontinued	2011
Vehicle/Unit	DRV_LST	Driver license State	Variable added Variable discontinued	1996 2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Vehicle/Unit	DRV_REEL	Reel number	Variable added Variable discontinued	1990 1995
Vehicle/Unit	DRV_REST	Driver restraint usage	Variable discontinued	2011
Vehicle/Unit	DRV_RPT	Driver report	Variable discontinued	1997
Vehicle/Unit	DRV_SEX	Driver sex	Variable discontinued	2011
Vehicle/Unit	F_INVLOC	First involvement location	Code change (categories 7, 8, 10–14, and 17–19 only apply to pre-2004 data) Variable discontinued	2004 2011
Vehicle/Unit	FIRE	Vehicle fuel leaks and fire	Variable name changed to ISFIRE Code change	2011 2011
Vehicle/Unit	FRST_INV	First involvement	Code change (categories 51–70 only apply to pre-2004 data) Variable name changed to CRASHEVENT1CODE	2004 2011
Vehicle/Unit	HZM_IND	Hazardous material	Variable added Variable name changed to ISHAZMATSPILL Code change	1994 2011 2011
Vehicle/Unit	INTOX	Alcohol involved	Variable discontinued	1995
Vehicle/Unit	MISCACT1	Driver miscellaneous action 1	Variable discontinued	2006
Vehicle/Unit	MOSTHARM	Vehicle most harmful involvement	Variable added Variable name changed to MOSTHARMFULEVENNO	2004 2011
Vehicle/Unit	NUM_K	Total killed in vehicle	Variable discontinued	2006
Vehicle/Unit	NUM_OCC	Number of occupants in vehicle	Variable added Variable discontinued Variable re-added as NBROCCUPANTS Code change from categorical to numeric	1994 2007 2011 2011
Vehicle/Unit	NUMINJ	Total number injured in vehicle	Variable discontinued	2006
Vehicle/Unit	PED_AGE	Age of the ped/ pedalcyclist	Variable added Variable discontinued	1995 2006
Vehicle/Unit	PED_CLT	Ped type of clothing	Variable added Variable discontinued	1994 2004
Vehicle/Unit	PED_FLAG	Pedestrian flag	Variable added Variable discontinued	2004 2006
Vehicle/Unit	PED_LOC	Ped/pedalcyclist location	Variable added Variable discontinued	2006 2011
Vehicle/Unit	PED_OTH	Pedestrian/other	Variable discontinued	2004
Vehicle/Unit	PED_VIS	Driver vision	Variable added Variable discontinued	2006 2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Vehicle/Unit	PEDACT	Ped/ pedalcyclist action/movement	Variable discontinued	2011
Vehicle/Unit	PERSON_TYP	Person type	Variable added Variable discontinued	2006 2011
Vehicle/Unit	PHYSCOND	Driver physical condition	Variable discontinued	2004
Vehicle/Unit	PTCONT1	Point of contact number1	Variable added Variable discontinued	1994 2011
Vehicle/Unit	REPORT	Reportable accident	Variable added Variable discontinued	1988 2006
Vehicle/Unit	RESIDLOC	Residence of driver	Variable discontinued	2004
Vehicle/Unit	S_INVLOC	Second involvement location	Variable name changed to EVENT2LOC	2011
Vehicle/Unit	SND_INV	Second involvement	Variable name changed to CRASHEVENT2CODE	2011
Vehicle/Unit	SOB_TEST	First sobriety/ condition	Variable discontinued	1995
Vehicle/Unit	SPEC_VEH	Special vehicle	Variable discontinued	2011
Vehicle/Unit	STRK_CDE	Strike struck code	Variable discontinued	2006
Vehicle/Unit	T_INVLOC	Third involvement location	Variable name changed to EVENT3LOC	2011
Vehicle/Unit	THRD_INV	Third involvement	Variable name changed to CRASHEVENT3CODE Code change (category additions)	2011 2022
Vehicle/Unit	TOWAWAY	Vehicle towed	Variable added Variable name changed to ISTOWED Code change	1988 2011 2011
Vehicle/Unit	VEH_MNAU	Vehicle maneuver code	Variable added Variable name changed to VEHMANEUVERPRIORCODE Code change (categories 8 and 9 removed, category 27 added)	1996 2011 2019
Vehicle/Unit	VEH_OCC	Vehicle occupants	Variable added Variable discontinued Variable readded as NBROCCUPANTS	1994 2006 2011
Vehicle/Unit	VEHCOND1	Vehicle defect	Variable added Variable name changed to VEHDEFECTSCODE	1994 2011
Vehicle/Unit	VEHNO	Vehicle number	Variable name changed to CRASHREPORTUNITNBR	2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Vehicle/Unit	VEHTYPE	Type of vehicle	Variable name changed to VEHTYPECODE Code change (categories added and discontinued) Code change (category 20 autocycle added)	2011 2011 2015
Vehicle/Unit	VEHYR	Vehicle model year	Variable not present Variable name changed to VEHYEAR	2010 2011
Vehicle/Unit	VIN	VIN code	Variable discontinued	2011
Vehicle/Unit	VISION	Vehicle visual obstruction	Variable added Variable discontinued	1994 2011
Injured Occupants	AGE	Occupant age	Variable name changed to AGEATCRASH Code change from categorical to numeric	2011 2011
Injured Occupants	CASENO	Accident case number	Variable not present Variable name changed to CRASHID	2011 2013
Injured Occupants	EJCT	Occupant ejection	Variable added	1994
Injured Occupants	INJ	Driver/occupant injury	Variable name changed to PERSONINJURYCLASS	2011
Injured Occupants	OCC_AIR	Occupant air bag	Variable added Code change (categories 1 and 2 removed) Variable name changed to AI'	1996 2006 2011
Injured Occupants	OCC_IMAG	Image number	Variable added Variable discontinued	1990 1995
Injured Occupants	OCC_REEL	Reel number	Variable added Variable discontinued	1990 1995
Injured Occupants	REST1	Safety equipment	Variable name changed to SAFT Code change (categories 1 and 2 updated, 4 and 5 removed, and 10–19 added)	2011 2019
Injured Occupants	SEATPOS	Seating position	Code change (categories 10–12 added) Variable name changed to SEATINGPOS	2006 2011
Injured Occupants	SEX	Occupant sex	Variable name changed to GENDER	2011
Injured Occupants	VEHNO	Vehicle number	Variable name changed to UNITNO	2011
Roadlog/ Roadway	AADT	Annual average daily traffic	Variable added	1987
Roadlog/ Roadway	AADT_YR	Year of annual daily traffic	Variable added	1987
Roadlog/ Roadway	ACCESS	Access control	Variable added Variable name changed to ACC_CNTL	1987 2011
Roadlog/ Roadway	ADMINHWY	Administrative highway system	Variable added Variable discontinued	1997 2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Roadlog/ Roadway	APPR_NBR	Appurtenance number	Variable added Variable name changed to KEY_RT_APN Variable not present	2004 2011 2012, 2013
Roadlog/ Roadway	AVAI_ROW	Available right of way	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	BEGMP	Begin milepost	Variable added	1987
Roadlog/ Roadway	BUILD_BY	Built by	Variable added Variable name changed to BLT	2004 2011
Roadlog/ Roadway	CNTY_RTE	County route number	Variable added Variable name changed to CH Variable not present	1987 2011 2012, 2013
Roadlog/ Roadway	COMM_VOL	Commercial volume	Variable added Variable name changed to HCV	1987 2011
Roadlog/ Roadway	COMMDATE	Date	Variable added Variable discontinued	1987 2011
Roadlog/ Roadway	COUNTY	County	Variable added Variable name changed to COUNTY_NAM	1987 2011
Roadlog/ Roadway	CURB1	Curb type	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	CURV_CUT	Curve cut	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	CURV_RAD	Curve radius	Variable added Variable discontinued	1987 2011
Roadlog/ Roadway	DEF_ANGL	Deflection angle	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	DIR_CURV	Horizontal curve direction	Variable added Variable discontinued	1987 2011
Roadlog/ Roadway	DISTRICT	Illinois district	Variable added Variable name changed to DIST Variable not present	1987 2011 2014, 2015
Roadlog/ Roadway	END_RTE	End of route	Variable added	1987
Roadlog/ Roadway	EXST_ROW	Existing right of way	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	FAUL_HGHT	Fault height	Variable added Variable discontinued Variable readded as FAUL_WITH	2004 2011 2014
Roadlog/ Roadway	FED_AID	Federal aid (in lieu)	Variable added Variable discontinued	1987 1995

File	Variable Name	Variable Description	Description of Change	Year of Change
Roadlog/ Roadway	FUNC_CLS	Functional class	Variable added Variable name changed to FCNAME Variable name changed to FC_NAME Variable name changed back to FCNAME Variable name changed back to FC_NAME	1987 2011 2017 2018 2020
Roadlog/ Roadway	HOR_BEG	Horizontal curve beginning milepost	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	HOR_BEGMP	Horizontal curve beginning milepost	Variable added Variable discontinued	2004 2011
Roadlog/ Roadway	HOR_END	Horizontal curve ending milepost	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	HOR_ENDMP	Horizontal curve end milepost	Variable added Variable discontinued	2004 2011
Roadlog/ Roadway	HPMS_IND	HPMS indicator	Variable added Variable discontinued	2004 2011
Roadlog/ Roadway	HPMS_SEC	HPMS section	Variable added Variable discontinued Variable readded as HPMS_SECT	1987 2004 2011
Roadlog/ Roadway	HPMS_SEG	HPMS section segment	Variable added Variable discontinued	1987 2004
Roadlog/ Roadway	HPMS1	HPMS section ID	Variable added Variable discontinued	1987 2011
Roadlog/ Roadway	INSHTP1	INSIDE SHOULDER TYPE 1	Variable added Variable name changed to I_SHD1_TYP	1987 2011
Roadlog/ Roadway	INSHTP2	Inside shoulder type 2	Variable added Variable name changed to I_SHD2_TYP	1997 2011
Roadlog/ Roadway	INSHWD1	Inside shoulder width 1	Variable added Variable name changed to I_SHD1_WTH	1987 2011
Roadlog/ Roadway	INSHWD2	Inside shoulder width 2	Variable added Variable name changed to I_SHD2_WTH	1997 2011
Roadlog/ Roadway	INT_TYPE	Intersection feature	Variable added Variable discontinued	1989 1995
Roadlog/ Roadway	INV_DIR	Inventory direction	Variable added Variable discontinued	1987 2011
Roadlog/ Roadway	KEY_RTE_ APPRTE	Key route appurtenance number	Variable added Variable name changed to KEY_RT_APN Variable not present	2004 2011 2012, 2013

File	Variable Name	Variable Description	Description of Change	Year of Change
Roadlog/ Roadway	KEY_RTE_ APPURTCD	Key route appurtenance type	Variable added Variable name changed to KEY_RT_APP Variable not present	2004 2011 2012, 2013
Roadlog/ Roadway	KEY_RTE_ SEQNBR	Key route sequence number	Variable added Variable name changed to KEY_RT_NBR Variable not present	2004 2011 2012, 2013
Roadlog/ Roadway	KEY_RTE_ STATION	Key route station	Variable added Variable discontinued Variable readded as KEY_RT_SEG Variable not present	2004 2005 2011 2012, 2013
Roadlog/ Roadway	KEY_RTE_SUF_ CDE	Key route suffix code	Variable added Variable name changed to KEY_RT_SUF Variable not present	2004 2011 2012, 2013
Roadlog/ Roadway	KEY_RTE_TYPCD	Key route type code	Variable added Variable name changed to KEY_RT_TYP Variable not present	2004 2011 2012, 2013
Roadlog/ Roadway	LANEWID	Average lane width	Variable added Variable name changed to LN_WTH	1987 2011
Roadlog/ Roadway	LPK_REST	Parking restrictions left	Variable added Variable name changed to PRK_LT	1997 2011
Roadlog/ Roadway	LST_SECD	Latest construction section d	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	LST_SECE	Latest construction section e	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	LST_UPDT	Date of last update	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	MAIN_DIS	Maintenance district	Variable added Variable name changed to MNT_DIST	1987 2011
Roadlog/ Roadway	MAIN_SEC	Maintenance section	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	MAINTENC	Maintenance responsibility	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	MED_TYPE	Median type	Variable added Code change (category 6 discontinued and combined with categories 5 and 7) Variable name changed to MED_TYP	1987 1994 2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Roadlog/ Roadway	MEDWID	Median width	Variable added Variable name changed to MED_WTH Code change from categorical to numeric	1987 2011 2011
Roadlog/ Roadway	MRK_BEG	Marked beginning	Variable added Variable discontinued Variable readded Variable discontinued	2004 2005 2007 2011
Roadlog/ Roadway	MRK_RTE1	Marked route1	Variable added Variable name changed to MRK_RT_TYP Variable not present	1987 2011 2012–2015
Roadlog/ Roadway	MRK_RTE2	Marked route2	Variable added Variable name changed to MRK_RT_TY2 Variable not present	1987 2011 2012–2015
Roadlog/ Roadway	MRK_RTE3	Marked route3	Variable added Variable discontinued Variable readded as MRK_RT_TY3 Variable not present Variable discontinued	1987 1995 2011 2012–2015 2022
Roadlog/ Roadway	MRK_RTE4	Marked route4	Variable added Variable discontinued Variable readded as MRK_RT_TY4 Variable not present Variable discontinued	1987 1995 2013 2012–2015 2022
Roadlog/ Roadway	MRK_RTNBR	Marked route number	Variable added Variable discontinued Variable readded Variable discontinued	2004 2005 2007 2011
Roadlog/ Roadway	MRKD_RTE_ BEGMP	Marked route beginning milepost	Variable added Variable discontinued Variable readded Variable discontinued	2004 2005 2007 2011
Roadlog/ Roadway	MULTICNT	Average annual daily multiunit volume	Variable added Variable name changed to MU_VOL Code change from categorical to numeric	1997 2011 2011
Roadlog/ Roadway	MUNI_NAME	Municipal name	Variable added	2004
Roadlog/ Roadway	MVMT	Million vehicle miles of travel	Variable added Variable discontinued	1987 2011
Roadlog/ Roadway	NEW_ONEWAY	New one-way indicator	Variable added Variable name changed to OP_1_2_WAY	2004 2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Roadlog/ Roadway	NHS_CDE	National Highway System	Variable added Variable name changed to NHS	1997 2011
Roadlog/ Roadway	NO_LANES	Total number of lanes	Variable added Variable name changed to LNS Variable name changed to LANES Variable name changed to LNS	1987 2011 2012 2014
Roadlog/ Roadway	NO_SPLNS	Number of special lanes	Variable added Variable name changed to LN_SPC_NBR	1997 2011
Roadlog/ Roadway	NON_ATTN	Non-attainment area	Variable added Variable name changed to NON_ATTAIN	1987 2011
Roadlog/ Roadway	ODM_MILE	Odometer mile	Variable added Variable discontinued	2002 2011
Roadlog/ Roadway	ODM_SIGN	Odometer sign	Variable added Variable discontinued	2002 2011
Roadlog/ Roadway	OLD_AADT	Old AADT	Variable added Variable discontinued	1988 1995
Roadlog/ Roadway	ONEWAY	One-way indicator	Variable added Variable discontinued	1987 2016
Roadlog/ Roadway	OPCRSNBR	Opposite road CRS number	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	OPP_FAULT	Opposite road fault	Variable added Variable not present Variable name changed to FAULT_OPP	2004 2011–2013 2014
Roadlog/ Roadway	OPP_PAVDIS	Opposite road pavement distress	Variable added Variable not present Variable name changed to DTRESS_OPP	2004 2011–2013 2014
Roadlog/ Roadway	OPP_RUTDEPT	Opposite road rut depth	Variable added Variable discontinued Variable readded as RUTT_OPP	1987 2011 2014
Roadlog/ Roadway	ORG_SECB	Original construction section B	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	ORG_SECC	Original construction section C	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	OUTSHTP1	Outside shoulder type 1	Variable added Variable name changed to 'O_SHD1_TYP'	1987 2011
Roadlog/ Roadway	OUTSHTP2	Outside shoulder type 2	Variable added Variable name changed to O_SHD2_TYP	1997 2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Roadlog/ Roadway	OUTSHWD1	Outside shoulder width 1	Variable added Variable name changed to O_SHD1_WTH	1987 2011
Roadlog/ Roadway	OUTSHWD2	Outside shoulder width 2	Variable added Variable name changed to O_SHD2_WTH	1997 2011
Roadlog/ Roadway	OVHOBSNR	Overhead obstruction number	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	PAV_DIST	Pavement distress	Variable added Variable not present Variable name changed to DTRESS_WTH	1987 2011–2013 2014
Roadlog/ Roadway	PAVECOND	Present service rating	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	PCNT_TRK	Percentage trucks	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	PLN_SEQ	Planning sequence	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	POP_GRP	Municipality population group	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	PRKLN_WD	Parking lane width	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	RATE_DTE	Month-year of condition rating	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	RD_DIST	Township/road district	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	RD_STRUC	Structure number	Variable added Variable discontinued Variable readded as SN	1997 2011 2016
Roadlog/ Roadway	RD_YEAR	Year road constructed	Variable added Variable name changed to SURF_YR	1987 2011
Roadlog/ Roadway	REF_PNT	Reference point	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	REF_PNT1	Reference point 1	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	REF_PNT2	Reference point 2	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	REF_PNT3	Reference point 3	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	REF_PNTA	Reference point A	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	REFPNT1A	Reference point 1 type	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	REFPNT2A	Reference point 2 type	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	REFPNT3A	Reference point 3 type	Variable added Variable discontinued	1997 2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Roadlog/ Roadway	REFPT1IN	Reference point 1 intersection	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	REFPT2IN	Reference point 2 intersection	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	REFPT3IN	Reference point 3 intersection	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	RESEV_RD	Reservation road	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	REV_CDE	Forward/reverse code	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	RODWYCLS	Roadway class	Variable added	1987
Roadlog/ Roadway	ROW	Right of way	Variable added Variable discontinued Variable re-added Variable discontinued	1987 1995 2020 2022
Roadlog/ Roadway	RPK_REST	Parking restriction	Variable added Variable name changed to PRK_RT	1997 2011
Roadlog/ Roadway	RR_CRX	Railroad cross rideability	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	RRD_LNK	Railroad link number	Variable added Variable discontinued	1987 2011
Roadlog/ Roadway	RRX_DIRCD	Railroad direction code	Variable added Variable discontinued	2004 2011
Roadlog/ Roadway	RRX_RIDE	Railroad crossing rideability	Variable added Variable discontinued	2004 2011
Roadlog/ Roadway	RTE_APPURT	Route appurtenance	Variable added Variable not present Variable discontinued	1987 2005–2006 2011
Roadlog/ Roadway	RTE_NBR	Route number	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	RTE_SEGCD	Route sequence number	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	RTE_STAT	Route station	Variable added Variable discontinued Variable readded Variable discontinued	1987 1995 2004 2005
Roadlog/ Roadway	RTE_STAT_END	Route station end	Variable added Variable discontinued	2004 2005
Roadlog/ Roadway	RTE_SUFX	Route suffix	Variable added Variable discontinued	1992 1995
Roadlog/ Roadway	RTE_TYPE	Route type	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	RURURB	Rural/urban code	Variable added Variable discontinued	1987 2016

File	Variable Name	Variable Description	Description of Change	Year of Change
Roadlog/ Roadway	RUT_DEPTIN	Rut depth indicator	Variable added Variable not present Variable name changed to RUT_WITH	2004 2011–2013 2014
Roadlog/ Roadway	S_RTENBR	SAF-MRK route number	Variable added Variable discontinued	1987 2011
Roadlog/ Roadway	S_RTETYP	SAF-MRK route type	Variable added Variable discontinued	1987 2011
Roadlog/ Roadway	SAF_CNTL	Safe access control	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	SAF_FASY	SAF-FASYS	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	SAF_TWN	Safe township	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	SEG_LNG	Segment length	Variable added Variable name changed to SEG_LENGTH	1987 2011
Roadlog/ Roadway	SHLD_CON	Shoulder condition	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	SPD_LIM2	Posted speed limit (minus direction)	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	SPD_LIMT	Roadway speed limit	Variable added Variable name changed to SP_LIM	1987 2011
Roadlog/ Roadway	SPEC_SYSM	Special systems	Variable added Variable name changed to SPEC_SYS	2004 2011
Roadlog/ Roadway	SPLN_TYP	Lanes special type	Variable added Variable readded as LN_SPC	1997 2011
Roadlog/ Roadway	SPLN_WID	Lanes special width	Variable added Variable name changed to LN_SPC_NBR Code change from categorical to numeric	1997 2011 2011
Roadlog/ Roadway	STAT_DIR	Plan station direction	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	STOU_IND	Structure over/under ind	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	STR_ENDM	Structure end milepost	Variable added Variable name changed to END_STA	1997 2011
Roadlog/ Roadway	STR_LNG	Structure length	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	STRDIRCD	Structure direction code	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	STRT_NAM	Street-name	Variable added Variable name changed to ROAD_NAME	1997 2011
Roadlog/ Roadway	STRU_FAC	Structure facility location	Variable added Variable discontinued	1997 2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Roadlog/ Roadway	STRU_LNK	Structure link number	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	SUF_CDE	Suffix code	Variable added Variable discontinued	1987 2011
Roadlog/ Roadway	SURF_RAT	Surface condition rating	Variable added Variable discontinued	2004 2010
Roadlog/ Roadway	SURF_TYP	Surface type—road 1	Variable added	1987
Roadlog/ Roadway	SURF_WID	Total surface width	Variable added Variable name changed to SURF_WTH	1987 2011
Roadlog/ Roadway	SURF_YR	Year of present surface construction	Variable added Variable discontinued Variable readded Variable discontinued	1987 1995 2011 2022
Roadlog/ Roadway	SURFDATE	Year of present surface construction	Variable added Variable name changed to SURF_TYP Variable discontinued	1997 2011 2022
Roadlog/ Roadway	TOTINSHL	Total in shoulder	Variable added Variable discontinued	1997 2016
Roadlog/ Roadway	TOTOTSHL	Total out shoulder	Variable added Variable discontinued	1997 2016
Roadlog/ Roadway	TRF_CNTL	Traffic control	Variable added Variable discontinued	1989 2013
Roadlog/ Roadway	TRK_RTE	Designated truck route	Variable added Variable name changed to TRK_RT	1987 2011
Roadlog/ Roadway	URB_AREA	Urban area	Variable added Variable name changed to URBAN	1987 2011
Roadlog/ Roadway	VER_BEGMP	Vertical grade beginning milepost	Variable added Variable discontinued	2004 2016
Roadlog/ Roadway	VER_ENDMP	Vertical ending milepost	Variable added Variable discontinued	2004 2016
Roadlog/ Roadway	VERT_APP	Vertical curve approach grade	Variable added Variable discontinued	1987 2016
Roadlog/ Roadway	VERT_BEG	Vertical curve beginning milepost	Variable added Variable discontinued	1997 2016
Roadlog/ Roadway	VERT_END	Vertical curve ending milepost	Variable added Variable discontinued	1997 2016
Roadlog/ Roadway	VERT_LEV	Vertical curve leave grade	Variable added Variable discontinued	1987 2016
Roadlog/ Roadway	VERT_LGN	Vertical curve length	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	VERTAPPS	Vertical approach sign	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	VERTLEVS	Vertical leave sign	Variable added Variable discontinued	1997 2011

File	Variable Name	Variable Description	Description of Change	Year of Change
Roadlog/ Roadway	VOL_YR	Year of heavy commercial volume	Variable added Variable discontinued	1987 1995
Roadlog/ Roadway	XAADT	Crossroad AADT	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	XCOMADT	Crossroad commercial average daily traffic	Variable added Variable discontinued	1997 2011
Roadlog/ Roadway	XFUNC_CL	Cross-functional class	Variable added Variable discontinued	1997 2011
Deficient Curve	BEGMP	Beginning milepost	Variable added Variable discontinued	1997 2010
Deficient Curve	CNTY_RTE	County route number	Variable added Variable discontinued	1997 2010
Deficient Curve	CURV_LGT	Curve length	Variable added Variable discontinued	1997 2010
Deficient Curve	CURV_RAD	Curve radius	Variable added Variable discontinued	1997 2010
Deficient Curve	DEG_CURV	Degree of curvature	Variable added Variable discontinued	1997 2010
Deficient Curve	DIR_CURV	Direction of curve	Variable added Variable discontinued	1997 2010
Deficient Curve	ENDMP	End milepost	Variable added Variable discontinued	1997 2010
Deficient Curve	SEG_LNG	Segment length	Variable added Variable discontinued Variable readded Variable discontinued	1997 2000 2006 2010
Intersections	AADT	—	Variable added Variable discontinued	1989 1994
Intersections	AADT_YR	—	Variable added Variable discontinued	1989 1994
Intersections	ACCESS	—	Variable added Variable discontinued	1989 1994
Intersections	AVAI_ROW	—	Variable added Variable discontinued	1989 1994
Intersections	BUILT_BY	—	Variable added Variable discontinued	1989 1994
Intersections	CNT_PNT1	—	Variable added Variable discontinued	1989 1994
Intersections	CNT_PNT2	—	Variable added Variable discontinued	1989 1994
Intersections	CNTY_NBR	—	Variable added Variable discontinued	1989 1994
Intersections	CNTY_RTE	—	Variable added Variable discontinued	1989 1994
Intersections	COMM_VOL	—	Variable added Variable discontinued	1989 1994

File	Variable Name	Variable Description	Description of Change	Year of Change
Intersections	CONST_RT	—	Variable added Variable discontinued	1989 1994
Intersections	COUNTY	—	Variable added Variable discontinued	1989 1990
Intersections	CROS_DAT	—	Variable added Variable discontinued	1989 1994
Intersections	CURB1	—	Variable added Variable discontinued	1989 1994
Intersections	CURV_CUT	—	Variable added Variable discontinued	1989 1994
Intersections	CURV_RAD	—	Variable added Variable discontinued	1989 1994
Intersections	DEF_ANGL	—	Variable added Variable discontinued	1989 1994
Intersections	DESC_	—	Variable added Variable discontinued	1991 1994
Intersections	DIR_CURV	—	Variable added Variable discontinued	1989 1994
Intersections	DISTRICT	—	Variable added Variable discontinued	1989 1994
Intersections	FED_AID	—	Variable added Variable discontinued	1989 1994
Intersections	FUNC_CLS	—	Variable added Variable discontinued	1989 1994
Intersections	HPMS_SEC	—	Variable added Variable discontinued	1989 1994
Intersections	HPMS1	—	Variable added Variable discontinued	1989 1994
Intersections	INTE_LNK	—	Variable added Variable discontinued	1989 1994
Intersections	INT_TYPE	—	Variable added Variable discontinued	1991 1994
Intersections	INTMP	—	Variable added Variable discontinued	1989 1994
Intersections	LANEWID	—	Variable added Variable discontinued	1989 1994
Intersections	LEG_DIST	—	Variable added Variable discontinued	1989 1994
Intersections	LEG_ID1	—	Variable added Variable discontinued	1989 1994
Intersections	LNK_FLAG	—	Variable added Variable discontinued	1989 1994
Intersections	LNK_NUM	—	Variable added Variable discontinued	1989 1994
Intersections	LSHL_TYP	—	Variable added Variable discontinued	1989 1994

File	Variable Name	Variable Description	Description of Change	Year of Change
Intersections	LSHLDWID	—	Variable added Variable discontinued	1989 1994
Intersections	LST_SECD	—	Variable added Variable discontinued	1989 1994
Intersections	LST_SECE	—	Variable added Variable discontinued	1989 1994
Intersections	LST_UPDT	—	Variable added Variable discontinued	1989 1994
Intersections	MAIN_DIS	—	Variable added Variable discontinued	1989 1994
Intersections	MAIN_SEC	—	Variable added Variable discontinued	1989 1994
Intersections	MAINTENC	—	Variable added Variable discontinued	1989 1994
Intersections	MED_TYPE	—	Variable added Variable discontinued	1989 1994
Intersections	MEDWID	—	Variable added Variable discontinued	1989 1994
Intersections	MRK_LNGT	—	Variable added Variable discontinued	1989 1994
Intersections	MRK_RTE1	—	Variable added Variable discontinued	1989 1994
Intersections	MRK_RTE2	—	Variable added Variable discontinued	1989 1994
Intersections	MRK_RTE3	—	Variable added Variable discontinued	1989 1994
Intersections	MRK_RTE4	—	Variable added Variable discontinued	1989 1994
Intersections	MUNICIP	—	Variable added Variable discontinued	1989 1994
Intersections	NEW_SPD	—	Variable added Variable discontinued	1991 1994
Intersections	NO_LANES	—	Variable added Variable discontinued	1989 1994
Intersections	ONEWAY	—	Variable added Variable discontinued	1989 1994
Intersections	OPSUR_RT	—	Variable added Variable discontinued	1989 1994
Intersections	ORG_SECB	—	Variable added Variable discontinued	1989 1994
Intersections	ORG_SECC	—	Variable added Variable discontinued	1989 1994
Intersections	PAV_DIST	—	Variable added Variable discontinued	1989 1994
Intersections	PAVECOND	—	Variable added Variable discontinued	1989 1994
Intersections	PCNT_TRK	—	Variable added Variable discontinued	1989 1994

File	Variable Name	Variable Description	Description of Change	Year of Change
Intersections	PK_REST	—	Variable added Variable discontinued	1989 1994
Intersections	PLN_COUP	—	Variable added Variable discontinued	1989 1994
Intersections	PLN_LGNT	—	Variable added Variable discontinued	1989 1994
Intersections	PLN_MRKN	—	Variable added Variable discontinued	1989 1994
Intersections	PLN_NUM	—	Variable added Variable discontinued	1989 1994
Intersections	PLN_PNT	—	Variable added Variable discontinued	1989 1994
Intersections	PLN_SE	—	Variable added Variable discontinued	1989 1994
Intersections	PLN_STAT	—	Variable added Variable discontinued	1989 1994
Intersections	PLN_SUF	—	Variable added Variable discontinued	1989 1994
Intersections	PLN_TYPE	—	Variable added Variable discontinued	1989 1994
Intersections	PNT_FLAG	—	Variable added Variable discontinued	1989 1994
Intersections	POP_GRP	—	Variable added Variable discontinued	1989 1994
Intersections	PRKLN_WD	—	Variable added Variable discontinued	1989 1994
Intersections	RATE_DTE	—	Variable added Variable discontinued	1989 1994
Intersections	RD_DIST	—	Variable added Variable discontinued	1989 1994
Intersections	RD_YEAR	—	Variable added Variable discontinued	1989 1994
Intersections	REF_PNT	—	Variable added Variable discontinued	1989 1994
Intersections	REF_PNTA	—	Variable added Variable discontinued	1989 1994
Intersections	RESEV_RD	—	Variable added Variable discontinued	1989 1994
Intersections	REV_CDE	—	Variable added Variable discontinued	1989 1994
Intersections	ROW	—	Variable added Variable discontinued	1989 1994
Intersections	RR_CRX	—	Variable added Variable discontinued	1989 1994
Intersections	RRD_LNK	—	Variable added Variable discontinued	1989 1994
Intersections	RSHL_TYP	—	Variable added Variable discontinued	1989 1994

File	Variable Name	Variable Description	Description of Change	Year of Change
Intersections	RSHLDWID	—	Variable added Variable discontinued	1989 1994
Intersections	RTE_ALTE	—	Variable added Variable discontinued	1989 1994
Intersections	RTE_NBR	—	Variable added Variable discontinued	1989 1994
Intersections	RTE_SEGM	—	Variable added Variable discontinued	1989 1994
Intersections	RTE_STAT	—	Variable added Variable discontinued	1989 1994
Intersections	RTE_SUFX	—	Variable added Variable not present Variable discontinued	1989 1991 1994
Intersections	RTE_TYPE	—	Variable added Variable discontinued	1989 1994
Intersections	RURURB	—	Variable added Variable discontinued	1991 1994
Intersections	S_RTENBR	—	Variable added Variable discontinued	1989 1994
Intersections	S_RTETYP	—	Variable added Variable discontinued	1989 1994
Intersections	SAF_CNTL	—	Variable added Variable discontinued	1989 1994
Intersections	SAF_FASY	—	Variable added Variable discontinued	1989 1994
Intersections	SAF_TWN	—	Variable added Variable discontinued	1989 1994
Intersections	SHLD_CON	—	Variable added Variable discontinued	1989 1994
Intersections	SPD_LIMT	—	Variable added Variable discontinued	1989 1994
Intersections	STAT_DIR	—	Variable added Variable discontinued	1989 1994
Intersections	STRT_NAM	—	Variable added Variable discontinued	1989 1994
Intersections	STRU_LNK	—	Variable added Variable discontinued	1989 1994
Intersections	SURF_RAT	—	Variable added Variable discontinued	1989 1994
Intersections	SURF_TYP	—	Variable added Variable discontinued	1989 1994
Intersections	SURF_WID	—	Variable added Variable discontinued	1989 1994
Intersections	SURF_YR	—	Variable added Variable discontinued	1989 1994
Intersections	TRF_CNTL	—	Variable added Variable discontinued	1991 1994
Intersections	TRK_RTE	—	Variable added Variable discontinued	1989 1994

File	Variable Name	Variable Description	Description of Change	Year of Change
Intersections	URB_AREA	—	Variable added Variable discontinued	1989 1994
Intersections	VERT_APP	—	Variable added Variable discontinued	1989 1994
Intersections	VERT_LEV	—	Variable added Variable discontinued	1989 1994
Intersections	VERT_LGN	—	Variable added Variable discontinued	1989 1994
Intersections	VOL_YR	—	Variable added Variable discontinued	1989 1994
Pedestrian	CASENO	—	Variable added Variable discontinued	2006 2010
Pedestrian	DRV_AGE	—	Variable added Variable discontinued	2006 2010
Pedestrian	DRV_INJ	—	Variable added Variable discontinued	2006 2010
Pedestrian	DRV_SEX	—	Variable added Variable discontinued	2006 2010
Pedestrian	PED_DOB	—	Variable added Variable discontinued	2006 2010
Pedestrian	PED_LOC	—	Variable added Variable discontinued	2006 2010
Pedestrian	PED_VIS	—	Variable added Variable discontinued	2006 2010
Pedestrian	PEDACT	—	Variable added Variable discontinued	2006 2010
Pedestrian	PERSON_TYP	—	Variable added Variable discontinued	2006 2010
Pedestrian	SEATPOS	—	Variable added Variable discontinued	2006 2010
Pedestrian	VEHNO	—	Variable added Variable discontinued	2006 2010
Pedestrian	VEHTYPE	—	Variable added Variable discontinued	2006 2010

—No data.
CRS = condition rating survey; HPMS = Highway Performance Monitoring System.

References

References

1. Federal Highway Administration (FHWA). n. d. "Highway Safety Information System" (website). https://highways.dot.gov/research/safety/hsis, last accessed February 23, 2024.

2. FHWA. n. d. "HSIS Laboratory" (web page). https://highways.dot.gov/research/safety/hsis/laboratory, last accessed February 2, 2024.

3. SAS Institute, Inc. 2013. *SAS* (software). Version 9.4.

4. Intelligent Roadway Information System. n.d. "Intelligent Roadway Information System" (web page). https://mnit-rtmc.github.io/iris/index.html, last accessed April 1, 2024.

5. FHWA. 2017. "National Highway System (web page). https://www.fhwa.dot.gov/planning/national_highway_system/, last accessed February 7, 2024.

6. U.S. Environmental Protection Agency. 2023. "Ozone (O3) Air Quality Standards" (web page). https://www.epa.gov/naaqs/ozone-o3-air-quality-standards, last accessed April 1, 2024.

7. *National Highway System*. 2022. U.S. Code 23 § 103(b)(2)(c). https://www.govinfo.gov/app/details/USCODE-2022-title23/USCODE-2022-title23-chap1-sec103, last accessed February 20, 2024.

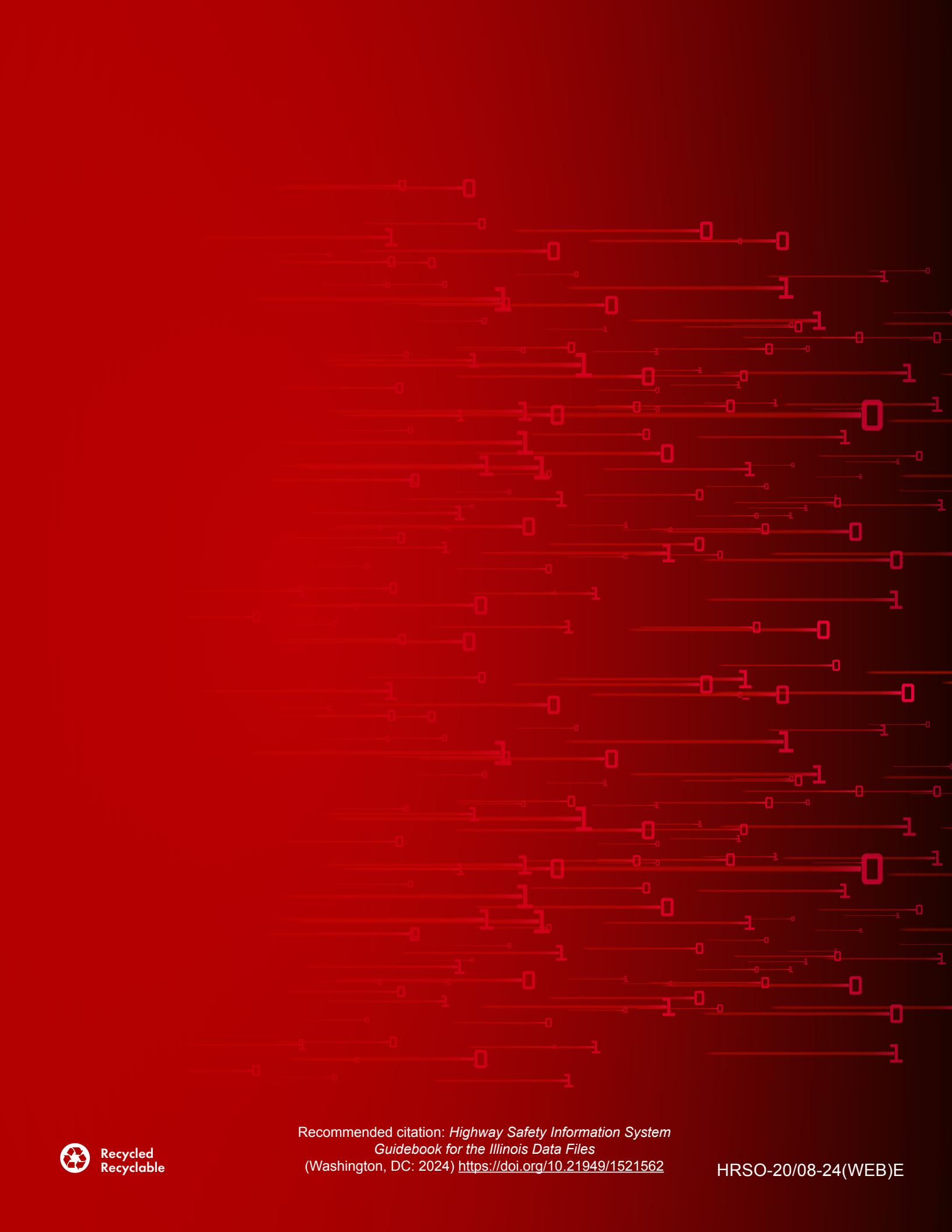
8. *Definitions and declaration of policy*. 2022. U.S. Code 23 § 101(a). https://www.govinfo.gov/app/details/USCODE-2022-title23/USCODE-2022-title23-chap1-sec101, last accessed February 20, 2024.

9. *Highway safety improvement program*. 2022. U.S. Code 23 § 148. https://www.govinfo.gov/app/details/USCODE-2022-title23/USCODE-2022-title23-chap1-sec148, last accessed February 20, 2024.

10. Office of the Federal Register, National Archives and Records Administration. 2012. "Public Law 112–141—Moving Ahead for Progress in the 21st Century Act" or the "MAP-21." U.S. Government Publishing Office. https://www.govinfo.gov/content/pkg/BILLS-112hr4348enr/pdf/BILLS-112hr4348enr.pdf, last accessed February 20, 2024.

11. United States Census Bureau. 2024. "2010 Overview" (web page). https://www.census.gov/history/www/through_the_decades/overview/2010_overview_1.html, last accessed February 20, 2024.

12. *Standard Number 218; Motorcycle Helmets.* 2023. Code of Federal Regulations 49 § 571.218. https://www.ecfr.gov/current/title-49/subtitle-B/chapter-V/part-571/subpart-B/section-571.218, last accessed April 1, 2024.



Recycled
Recyclable

Recommended citation: *Highway Safety Information System Guidebook for the Illinois Data Files* (Washington, DC: 2024) https://doi.org/10.21949/1521562

HRSO-20/08-24(WEB)E