

# Accident Data Attribute Column Guide

## Accident Data Set

- **STATE** – Identifies state crash occurred using GSA Geographic Location Codes (GLC)

### Attribute Codes

1. Alabama	30. Montana
2. Alaska	31. Nebraska
3. (Blank)	32. Nevada
4. Arizona	33. New Hampshire
5. Arkansas	34. New Jersey
6. California	35. New Mexico
7. (Blank)	36. New York
8. Colorado	37. North Carolina
9. Connecticut	38. North Dakota
10. Delaware	39. Ohio
11. District of Columbia	40. Oklahoma
12. Florida	41. Oregon
13. Georgia	42. Pennsylvania
14. (Blank)	43. Puerto Rico
15. Hawaii	44. Rhode Island
16. Idaho	45. South Carolina
17. Illinois	46. South Dakota
18. Indiana	47. Tennessee
19. Iowa	<b>48. Texas</b>
20. Kansas	49. Utah
21. Kentucky	50. Vermont
22. Louisiana	51. Virginia
23. Maine	52. Virgin Islands (since 2004)
24. Maryland	53. Washington
25. Massachusetts	54. West Virginia
26. Michigan	55. Wisconsin
27. Minnesota	56. Wyoming
28. Mississippi	
29. Missouri	
57.	

- **YR\_ST\_CASE – Unique ID**
- **ST\_CASE** - Unique case number assigned to each crash
  - Two characters for State Code followed by four characters for Case Number  
xxxxxx
- **VE\_TOTAL** – Number of vehicles involved in crash (includes parked cars if applicable)
  - 1-999 Number of vehicles in crash
- **PEDS** – Number of case forms submitted for persons (non-occupants of any vehicle) involved in crash

- 0-99 Number of persons not in motor vehicles
- **PERSONS** – Counts number of occupants in vehicles in crash \*\* In hit and run cases where driver and occupants are not known, coded as unknown
  - 0-999 Number of Person Forms
- **COUNTY** – County where crash occurred using GLC codes
  - 0 - Not Applicable
  - 1-996 - Use GSA Geographical Codes
  - 997 - Other
  - 998 - Not Reported
  - 999 - Unknown
- **CITY** – City where crash occurred using GLC codes
  - 0 - Not Applicable
  - 1-9996 - GSA Geographical Codes
  - 9997 - Other
  - 9898 - Not Reported
  - 9999 - Unknown
- **DAY** – Day of crash
  - 1-31 - Day of the month of the crash
  - -- Unknown
- **MONTH** – Month of crash
 

<ul style="list-style-type: none"> <li>○ 1 - January</li> <li>○ 2 - February</li> <li>○ 3 - March</li> <li>○ 4 - April</li> <li>○ 5 - May</li> <li>○ 6 - June</li> <li>○ 7 - July</li> </ul>	<ul style="list-style-type: none"> <li>○ 8 - August</li> <li>○ 9 - September</li> <li>○ 10 - October</li> <li>○ 11 - November</li> <li>○ 12 - December</li> <li>○ -- Unknown</li> </ul>
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- **YEAR** – Year of crash
- **DAY\_WEEK** – Day of the week of crash
 

<ul style="list-style-type: none"> <li>○ 1 - Sunday</li> <li>○ 2 - Monday</li> <li>○ 3 - Tuesday</li> <li>○ 4 - Wednesday</li> </ul>	<ul style="list-style-type: none"> <li>○ 5 - Thursday</li> <li>○ 6 - Friday</li> <li>○ 7 - Saturday</li> <li>○ -- Unknown</li> </ul>
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- **HOURL** – Hour (TIME) crash occurred
  - 0-23 - Hour
  - -- Not Applicable or Not Notified
  - 99 - Unknown
- **MINUTE** – Minute (TIME) crash occurred
  - 0 -59 - Minute
  - -- Not Applicable or Not Notified
  - 99 – Unknown

- **ROUTE** - Identifies the route signing of the trafficway on which the crash occurred
  - 1 - Interstate
  - 2 - U.S. Highway
  - 3 - State highway
  - 4 - County Road
  - 5 - Local Street - Township
  - 6 - Local Street - Municipality
  - 7 - Local Street - Frontage Road
  - 8 - Other
  - 9 - Unknown
- **TWAY\_ID** – Trafficway on which crash occurred (actual posted number, assigned number, or common name)
- **TWAY\_ID2** – Trafficway on which crash occurred; added beginning 2004 when to accommodate intersection related crashes where officer provides identifier for second trafficway
- **LATITUDE** – Latitude position of crash location using Global Position coordinates
- **LONGITUDE** – Longitude position of crash location using Global Position coordinates
- **HARM\_EV** – Describes the first injury or damage producing the event of the crash. First Harmful Event applies to the crash not the vehicle and is based on best judgement of FARS analyst (1-99)
- **MAN\_COLL** - Describes the orientation of two motor vehicles in-transport when they are involved in the “First Harmful Event” of a collision crash. If the “First Harmful Event” is not a collision between two motor vehicles in-transport it is classified as such.
 

<ul style="list-style-type: none"> <li>○ 0 - Not collision with motor vehicle in transport</li> <li>○ 1 - Front to rear</li> <li>○ 2 - Front to front</li> <li>○ 6 - Angle</li> <li>○ 7 - Sideswipe - Same direction</li> <li>○ 8 - Sideswipe - Opposite direction</li> </ul>	<ul style="list-style-type: none"> <li>○ 9 - Rear to side</li> <li>○ 10 - Rear to rear</li> <li>○ 11 - Other (End swipes and others)</li> <li>○ 98 - Not reported</li> <li>○ -- - Unknown</li> <li>○ 99 - Reported as unknown</li> </ul>
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- **RELJCT2** – Identifies location of crash with respect to junction or interchange area
 

<ul style="list-style-type: none"> <li>○ 1 - Non junction</li> <li>○ 2 - Intersection</li> <li>○ 3 - Intersection related</li> <li>○ 4 - Driveway access</li> <li>○ 5 - Entrance/ Exit ramp related</li> <li>○ 6 - Railway grade crossing</li> <li>○ 7 - Crossover related</li> <li>○ 8 - Driveway access related</li> <li>○ 16 - Shared use path crossing</li> </ul>	<ul style="list-style-type: none"> <li>○ 17 - Acceleration/deceleration lane</li> <li>○ 18 - Through roadway</li> <li>○ 19 - Other location within interchange area</li> <li>○ 20 - Entrance/exit ramp</li> <li>○ 98 - Not reported</li> <li>○ -- - Unknown</li> <li>○ 99 - Reported as unknown</li> </ul>
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- **TYP\_INT** – Type of intersection
  - 1 - Not an intersection
  - 2 - Four way intersection
  - 3 - T -intersection
  - 4 - Y intersection
  - 5 - Traffic circle
  - 6 - Roundabout
  - 7 - Five point, or more
  - 10 - L - intersection
  - 98 - Not reported
  - 99 - Unknown
- **WRK\_ZONE** – Identifies if crash occurred in a work zone area. If crash is identified as a “Work Zone Accident” the type of work activity is identified
  - 0 - None
  - 1 - Construction
  - 2 - Maintenance
  - 3 - Utility
  - 4 - Work zone, Type unknown
  - -- Not reported
- **REL\_ROAD** - Identifies the location of the crash as it relates to its position within or outside the trafficway based on the “First Harmful Event.”
 

<ul style="list-style-type: none"> <li>○ 1 - On roadway</li> <li>○ 2 - On shoulder</li> <li>○ 3 - On median</li> <li>○ 4 - On roadside</li> <li>○ 5 - Outside trafficway</li> <li>○ 6 - Off roadway - location unknown</li> </ul>	<ul style="list-style-type: none"> <li>○ 7 - In parking lane/zone</li> <li>○ 8 - Gore</li> <li>○ 10 - Separator</li> <li>○ 11 - Continuous left turn lane</li> <li>○ 98 - Not reported</li> <li>○ 99 - Unknown</li> </ul>
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- **LGT\_COND** – Reports the type and level of light that existed at the time of the crash
 

<ul style="list-style-type: none"> <li>○ 1 - Daylight</li> <li>○ 2 - Dark, not lighted</li> <li>○ 3 - Dark, lighted</li> <li>○ 4 - Dawn</li> <li>○ 5 - Dusk</li> </ul>	<ul style="list-style-type: none"> <li>○ 6 - Dark, unknown lighting</li> <li>○ 7 - Other</li> <li>○ 8 - Not reported</li> <li>○ 9 - Unknown</li> </ul>
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- **WEATHER** – Prevailing atmospheric conditions that existed at the time of the crash
 

<ul style="list-style-type: none"> <li>○ 0 - No additional atmospheric conditions</li> <li>○ 1 - Clear</li> <li>○ 2 - Rain</li> <li>○ 3 - Sleet, hail</li> <li>○ 4 - Snow</li> <li>○ 5 - Fog, smoke, smog</li> <li>○ 6 - Severe crosswinds</li> <li>○ 7 - Blowing sand, soil, dirt</li> </ul>	<ul style="list-style-type: none"> <li>○ 8 - Other</li> <li>○ 10 - Cloudy</li> <li>○ 11 - Blowing snow</li> <li>○ 12 - Freezing rain or drizzle</li> <li>○ 98 - Not reported</li> <li>○ 99 - Unknown</li> </ul>
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- **FATALS** – Number of fatalities that occurred in the crash
  - 1-99 - Number of fatalities that occurred in the crash
- **DRUNK\_DR** – Identified number of drinking drivers in accident. Driver is included as drinking if tested positive for alcohol presence; not only those whose BAC tests over legal limit. ANYONE with alcohol presence (drivers only) is counted. (0-99)

\*\* The change to a three-digit BAC in 2015 means that a BAC of .001 or greater qualifies as a drinking driver whereas prior to 2015 a BAC of .01 or greater qualified as a drinking driver. This may have ramifications for trend analyses.