HSIS

HIGHWAY SAFETY INFORMATION SYSTEM

Guidebook for State Data Files

WASHINGTON

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Introduction

Introduction to the Washington State HSIS Guidebook

The Washington database incorporated into the HSIS system is derived from the Washington TRIPS system. The system, maintained by the Transportation Data Office (TDO) of the Washington DOT, is a relational database system which, like Utah, is based on ADABAS computer software.

The Washington TDO provides the data to HSIS in the form of nine different data files. These include:

- Accident data (including accident, vehicle and occupant data)
- Basic roadway inventory data
- Curve/grade/features data
- Roadway crossings and roadside facilities ("left/right") data
- Special-use lane information
- Railroad grade crossing index
- Traffic data

As originally received, all files except the basic roadway inventory data are "point" files, describing information about specific points (rather than sections) on the roadway. As will be described below, some of these point-files have been modified to a section-related format for ease of use in the HSIS system.

Raw file data are provided to the Highway Safety Research Center where they are retained as backup information. The documentation (variable listings, definitions, etc.) for these raw files and for the SAS files that are developed from them are available at FHWA offices.

Beginning in 2004, the HSIS system was converted from a SYBASE relational database to an ORACLE relational database for internal use. Data files for a given State are linked and manipulated by HSIS staff using SAS code and, as in the past, we have continued to produce SAS format libraries for each of the variables in each of the files. This Guidebook will concern these SAS files - their formats, completeness, and quality. However, researchers requesting data from HSIS can request the output in various formats such as SAS, Microsoft Excel® and Access®, dBase, ASCII, etc.

As noted above, the SAS accident data are divided into three separate subfiles, the first containing the basic accident information on a case-by-case basis, the second

containing information on up to three vehicles in each accident, and the third containing information on up to seven occupants in each of the three possible vehicles. The vehicle and occupant data can be linked to the basic accident file for a specific case using the accident report number and vehicle number. The accident subfile can be linked to roadway inventory and traffic files using an 11 character route/milepost variable. Also a separate pedestrian file is available from 1999 onwards. This file has information on the pedestrians that were involved in a crash. Just as with the vehicle and occupant files, this file can be linked to the accident sub-file using the accident report number.

Unlike the accident file which is referenced to a point on the roadway, each record in the Roadlog File contains information on a homogeneous section of roadway (i.e., a stretch of road which is consistent in terms of certain characteristics, with anew section being defined each time any of the characteristics changes). Each record on the basic inventory file contains current characteristics of the roadway system and includes such variables as surface width, lane width and type, shoulder width and type, median information and other variables. As will be noted below, unlike other HSIS state inventories, this file also contains information on the specifics of turn lanes and acceleration lanes.

Data on horizontal curvature and grade have been extracted from an original point-based file and converted in two homogenous section files -- the Curve File and the Grade File. Each contains information concerning the location (i.e., beginning and ending milepoints) of a specific curve or grade, and descriptive information such as degree of curvature, direction of curve, curve length, percent grade, and grade length.

The Ramp File, a supplemental roadlog file, contains information on the location and roadway characteristics of ramps. This file is available from 2002 onwards. As is the case with other supplemental files, this file is linkable to the accident data.

The Special-Use Lanes File, unique to Washington, contains additional information on special auxiliary lanes or on usage of the paved shoulder as special lanes. For example, this file contains information on the presence of bike lanes, the presence of two-way turn lanes in the median, and the presence of auxiliary climbing lanes.

The Features File is a supplemental roadway inventory file which contains limited information on bridges, tunnels, and underpasses. These are point data, with location and limited descriptive information given for each point on the file. The bridge data have been formatted such that they are linkable with the National Bridge Index (NBI) file available from FHWA.

The Left/Right File is another unique file to Washington which contains descriptive information on crossing roadways and milepost markers, and the locations of roadside facilities such as park and ride lots, rest areas, and truck weight stations.

While the Railroad Grade Crossing Index does not contain detailed information on the railroad crossing, it does contain information which will allow one to link this file with the federally- required railroad grade crossing file.

DETAILS OF MAJOR FILES - The Accident Files

Accident data is collected statewide by all police departments in the state on a standard form. The prescribed accident reporting threshold is currently $750 or personal injury. Prior to 1 January 2000, this used to be $500 or personal injury. It is felt that this threshold is generally used for accidents that occur on state system roads in most of the rural areas. It is the feeling of the TDO staff that city police in Tacoma and Seattle, two of the larger cities, may have begun to report fewer non- injury crashes than the official threshold would require, using something like a tow-away criteria.

There are approximately 40,000 accidents in the entire state each year. For each crash that is investigated, an accident report form is sent to the Washington State Patrol (WSP) Accident Reports Division, which is the central repository of the data. The WSP then separates the forms into those occurring on state routes and those on non-state routes, and sends the state- route hard copies to the Transportation Data Office (TDO) for location coding. The location coding is done by coding staff using logs showing virtually every possible reference point beside the roadway, including bridges, businesses, intersections, and a number of other references. The crash location is coded based on location-related information provided by the investigating officer on the form and on his/her reference map/sketch. In addition to the standard coding done by other states, all accidents which occur on interchange ramps are located to the specific interchange ramp on which they occur.

Each unit of the Washington State Patrol has been given a copy of the accident locator log to provide them with listings of possible reference points. In addition, physical reference markers are installed on Interstates and other state routes in both urban and rural locations. While some may be missing in urban areas, the rural state systems seem to be intact. TDO staff estimate that there are problems in location provided by the

officers in only one to two percent of the accidents that the staff codes. These are sent back to the police officers for correction.

Because of the above-noted locating and coding procedures, it is felt that the location coding for these state-route accidents is probably as accurate as would be found in any state in the U.S., with over 95% of the rural accidents being located to at least the nearest 1/10 of a mile, and over 95% of the urban accidents being located within 100 feet.

After location coding by the TDO staff, the hard copies are sent back to the Washington State Patrol for coding of all other variables. Once keypunched and entered into the computer by the State Patrol, the complete computer file is sent back to the TDO office for their use. Approximately 15 to 20 percent of the crashes in the location-coded file are reported by citizens using a "citizen reports." This is a higher proportion of citizen-reported crashes than in other states. Because of the size of this sample, these reports are location coded by Washington staff, and are used in calculation of rates and in identification of high-accident sites. The form used by citizens is designed to eliminate some of the possible self-reporting biases by deleting some of the items found on the normal police report. However, because of the possible remaining biases, and in order to be consistent with the other state databases, these citizen reports have been deleted from the Washington HSIS file. Deleting these reports results an HSIS file of approximately 42,000 accidents. The corresponding number of accidents in HSIS in its first year – 1993 – was about 34,000.

Currently the HSIS system contains accident data for 1993 to 1996 and 1999 onwards. The 1997 and 1998 accident data were not included by WADOT in the TRIPS system due to budget restrictions and problem encountered in year 2000 conversion efforts. Thus, these data are also not present in HSIS.

The Accident Subfile contains over 69 variables and approximately 42,000 crash records, and includes all basic variables that would be expected on standard police forms. The file provides a "first harmful event" variable but does not provide a "most harmful event." However, since 1993, the accident file has contained information on the sequence of events. This information includes the movements prior to the impact for up to two vehicles (e.g., "moving straight," "turning right"), and the specific type of the impact (e.g., "strikes other vehicle head on," "strikes appurtenance"). In addition, the accident file contains a variable concerning whether or not one or more vehicles was towed from the scene, which will allow analysis based on "towaway" vehicles in addition to standard

analysis which include all vehicles meeting the dollar damage threshold, whether towed or not.

Also, the accident file contains a variable indicating the presence of a work zone at the crash location from 1999 onwards.

The Vehicle Subfile, containing approximately 78,000 vehicles each year, contains information on up to three vehicles in the crash. It contains specific information on the driver (including ejection information) as well as information on vehicle make/model, movements related to crash, miscellaneous actions, crash circumstances and causes. VIN data is not found on the TRIPS file available to HSIS. Crash-involved pedestrian information on such items as pedestrian age, sex, injury status, actions prior to the crash, sobriety, and crash circumstances is also included in the Vehicle Subfile up to 1996. From 1999 onwards, a separate pedestrian file has been developed that included information on all pedestrian related items.

Due to budget restrictions and conversions to post-2000 formatting, Washington stopped collecting some vehicle and occupant variables during the 1999-2001 period. Hence, some of the variables in the vehicle and occupant files are either missing or have limited coding, and the coding varies by year. Relevant notes under specific variables in the format section of the guidebook identify these variables. For these variables, the end-user is advised to examine the frequency distributions across years to determine the extent of missing values and the consistency of coding before using them in any analysis.

The Occupant Subfile contains information on up to seven occupants (including the driver) for any of the three vehicles, resulting in a file of approximately 700,000 entries each year. It contains information on occupant's sex, age, seating position, injury class, restraint use, and ejection. For 1999 and later years, this file does not contain information on the driver and the total number of observations in the file are about 20,000. The driver information continues to be captured in the Vehicle Subfile for all years.

Finally, as noted above, some Occupant Subfile variables are missing or inconsistent for the 1999-2001 period. Pertinent notes are included in the format section.

The Pedestrian Subfile, available from 1999 onwards contains information on pedestrians involved in a crash – approximately 1,200 entries per year. It contains information on various pedestrian characteristics like age, clothing, sex, injury,

contributing circumstances, etc. Previously, these variables were available in the vehicle sub-file.

In order to assess the accuracy of accident variables, we both questioned the TDO staff concerning their feelings of variables that were incompletely coded or might be inaccurate and examined a series of single variable tables for 80 key variables. The TDO staff indicated that the truck-type codes in "vehicle type" variable are in error in some cases. In addition, there is no information on the crash report form concerning whether or not hazardous materials were spilled. It is noted that Washington may move toward capturing better truck information through incorporation of NGA accident data elements in the future. Second, the staff feel that the "road character" variable in the accident file, which include information such as "straight and level," "curve and grade", etc. is a poor variable. Also, while information is provided on the report form (and in two variables) concerning whether an accident occurred in a construction zone, the staff feels that there are some problems in accuracy because of work zone definition and interpretation problems. (Based on a recent HSIS staff analysis of work zone accident data in other HSIS and non-HSIS states, this problem is common across almost all states.) All other variables were felt to be accurate. Finally, as noted above some vehicle and occupant related variables are not coded or coded inconsistently from 1999 to 2001 and a series of computerized quality control checks conducted by HSIS staff each time a new annual set of files is received from Washington. These checks compare the new year data to that of the preceding year and screen for changes in file frequencies (e.g., total crashes, total vehicles), percent of "unknowns" or blanks and changes in coding distributions for each variable in each subfile (e.g., changes in driver gender or crash type distributions between years). When problems are found, HSIS staff works with the State staff to correct them, and where needed, additional information was added below that variable in the later format sections of this Guidebook.

In addition to information received from the TDO staff, single variable tabulations were run to examine the questions of reporting completeness and data accuracy for accident, vehicle, and occupant variables. Here study of the percent of "unknown," "not applicable," and "not stated" values for over 80 key variables found in these files indicate that, in general, the data is coded to a high degree of completeness. The data also appear to be quite consistent across years, and similar variables appear to have similar values.

In general, from the interviews and the data comparisons conducted, the data appear quite accurate. In the limited number of cases where possible inaccuracies were found, they are noted under the specific variables.

Details of Major files

The Roadway Inventory Files

As noted above, using the multiple files provided by Washington from their TRIPS system (Transportation Information and Planning Support System), a series of roadway inventory files which contain current characteristics of the state road system have been developed for the HSIS. There is a basic Roadlog File containing information on such things as lane and shoulder width and type; two supplemental files on horizontal and vertical alignment; a supplemental Roadway Features file containing information on bridges, tunnels, underpasses and other features; a Left/Right file containing information on crossing roadways, milepost markers, and roadside features such as rest areas and weigh stations; and a supplemental Special-Use Lanes File which contains information on bike lanes, climbing lanes, etc.

The Roadlog, Curve, Grade and Ramp Files are "section" files, with each homogeneous roadway section being defined by a beginning and ending milepost. The remaining files are "point data" files describing characteristics at a given milepost. However, some variables in these "point" files include information on the length of a given feature from that point (e.g., the length of a bike lane from the milepost provided). Each of these files is described in the following narrative.

The basic inventory file and supplemental files which are part of the TRIPS were developed in the past based on inventory information collected through a series of field surveys. Prior to 1986, a field survey covering half of the state was conducted each year to verify the information on the file. Due to lack of funds, this process ended after 1986. However, an update to the file is now done on a routine basis by the TDO inventory staff based on new construction drawings. In addition, whenever a major construction or reconstruction project is completed, a manual physical inventory is conducted as a check of the final "as built" construction plans. The only updates that would be missed by the TDO staff are maintenance operations done at the district level. Districts are allowed to do maintenance projects on the roadway for projects which cost up to $30,000. Even for these projects, when it becomes apparent to the central office staff that certain things have been done in the district but have not been reported to them, they request the information from the district. The fact that they do not get systematic reports of these maintenance activities from the district leads the TDO staff to believe that they are missing some data on approximately 10-15 percent of the roadways. However, they feel that the data on 85-90 percent of the inventory system is quite complete and quite accurate.

The HSIS files, developed from files in TRIPS, contain information on approximately 7,200 miles of mainline (non-ramp) roadway and approximately 1000 additional miles of ramp, frontage road, and other non-mainline roadway. This includes all functional classes of roads within the state system -- Interstate, U.S. and state routes. (Note that there are no county- or

municipal-owned roads in the file.) Currently, inventory data is available for 1993 to 1996 and from 2002 onwards. Data for intermediate years is unavailable because Washington stopped creating electronic files for those years due to budget restrictions. However, HSIS has AADT files for 1998-2000. While the beginning and end-points of these AADT records differ from the segments in the 1996 and 2002 roadlog file, HSIS staff will work with users in matching these data to the roadlog sections for either or both of those years. Unlike other states, many of the variables in all of the roadway inventory files contain not only a description of the item, but also information concerning the date that the item was last modified. This should allow "before/after" analyses related to the specific roadway changes. Because a new record is generated each time any of the items on a file changes, the sections that are generated are fairly short, resulting in a large number of individual records on the file. For example, the 8,000 miles of basic inventory information is divided into 46,000 records, resulting in an average section length of two tenths of a mile.

Table 1 presents mileage breakdowns for all paved, two-way, mainline roadways (i.e., omitting all unpaved and one-way roadways). As expected since it is a state-controlled system, the file is predominantly rural in nature, with close to 80% of the roadways being in rural areas.

Table 1 HSIS roadway mileage by roadway category (2012 data).

Roadway Category	Mileage
Urban Freeways	570.83
Urban Freeways < 4 Lanes	86.92
Urban Multilane Divided Non-Freeways	66.06
Urban Multilane Undivided Non-Freeways	241.12
Urban 2 Lane Highways	316.37
Rural Freeways	659.13
Rural Freeways < 4 Ins	443.5
Rural Multilane Divided Non-Freeways	26.23
Rural Multilane Undivided Non-Freeways	38.14
Rural 2 Lane Highways	4497.09
Other	277
Total	7222.39

The Roadlog File

The basic roadway inventory file for Washington in the HSIS is the Roadlog File. As noted above, this file contains information on a homogeneous section of roadway (i.e., a stretch of road which is consistent in terms of certain characteristics, with a new section being defined each time any of the characteristics changes). Each record on the basic inventory file contains current characteristics of the roadway system and includes over 100 different variables, plus date-of-change variables for many of them. Variables include information on surface width, lane width and type, shoulder width and type, median information, rural/urban codes, terrain codes, and various roadway type descriptors including functional class. Unlike other HSIS state inventories, this file also contains some information on the specifics of turn lanes and acceleration lanes, such as width and length. It should be noted that, like turn lanes, the "acceleration lanes" being described here are related to at-grade intersections which occur at the beginning of a segment, rather than to grade- separated interchanges. Even though included in this section-based file, this acceleration- and turn- lane information is of a "point" nature, in that it is attached to the milepost of the related intersection, which is at the beginning of the section. (Thus, the milepost for the beginning of the acceleration lane will not

begin a new section.) The same is true for additional variables related to intersection lighting and traffic control (for the mainline). It is also noted that there may be other intersections within a section that are not noted on this file. Thus, while a new section will begin at some (but not all) intersections with acceleration and/or turn lanes, a new section will not necessarily begin at other intersections. To obtain information on the number of intersections within a given section, one would link this file with the "Left/Right File" described later. Finally, to facilitate analyses, variables related to Average Annual Daily Traffic (AADT) and Legal Speed Limit (SPD_LIMT) were extracted from other files and merged into the Roadlog File.

As with the accident files, Washington TDO staff were questioned concerning the completeness and accuracy of the variables on the Roadlog File. As noted above, there feeling is that the data are very accurate for between 85-90 percent of the inventoried system. In addition, a series of single variable tabulations for 48 key variables were reviewed. These runs indicated that almost all of the variables have less than five percent of the data uncoded. Where variables should be somewhat consistent (e.g., miles of median type and median width), they are. In summary, the data appear to have a high overall degree of completeness and consistency.

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

The Curve File and the Grade File

Initially, data on horizontal curvature and grade were captured in the roadway features inventory as point data, along with information on bridges, tunnels, underpasses and changes in speed limit. For ease of use and consistency with other HSIS states, two separate section-based files have now been developed -- a Curve File and a Grade File. In each case, a new section begins whenever there is a horizontal curve (in the first file) or a change in grade (in the second file.) For use in specific analyses, these files can be merged with the Roadlog File, the

Accident File, or with each other using the beginning and ending milepoint variables and the "Road Inventoried" variable.

The Curve File contains information on approximately 16,200 curves. It includes variables related to angle, direction, degree (and radius), length, maximum super-elevation (for a very limited number of curves), legal speed limit, the date of last change to the curve, and whether the curve overlaps with a preceding curve. The latter would occur due to slight errors in ending milepoints resulting from the use of curve length in the calculation of this milepoint. This occurs in less than one percent of the cases. Note that when the curve file is merged with the Roadlog File to put curvature variables on the roadway sections, 70 to 80 percent of the roadway sections will show missing degree of curve and other variables. These "missing sections" actually denote tangent sections where the degree of curve is zero. This should be anticipated and handled by the analyst.

The Grade File contains approximately 34,200 records. In addition to beginning and ending milepoint, the Grade File contains information on the percent grade, direction ("+" or "-"), and length. In addition, the file contains information concerning "Grade Type," which denotes whether the downstream end of the grade is an angle point (i.e., a minor change in grade without a vertical curve) or is connected to the succeeding grade with a vertical curve.

Both curvature and grade information was originally developed from construction drawings and straight-line diagrams. It is updated yearly through review of new construction plans. As with the basic roadway inventory information, Washington TDO staff feels that the data are accurate for approximately 85-90 percent of the inventoried mileage on the TRIPS.

The Ramp File

Ramp file, describing the roadway characteristics on ramps is created from the basic roadlog file. There is information on about 12,300 ramps in the ramp file. This file is available from 1993 to 1996 and then again from 2002 onwards. Each ramp has a beginning and ending mile point, and accidents can be linked to the ramp. (Indeed, accidents occurring at the end of a diamond- interchange ramp are located to the end of the ramp rather than to the crossing roadway, giving a clearer picture of ramp-related crashes.) While there is no information on the degree of curve for the ramp, there is information on surface type and width, shoulder type and width, number of lanes and location descriptors (e.g., urban/rural). Also traffic volumes are available only on a limited number of ramps. While there is no variable which will allow one to group the ramps for a given interchange, schematic drawings of each interchange in the state are available at the HSIS offices at FHWA.

The Special-Use Lanes File

In contrast to other states, Washington also provided to HSIS a file containing additional information on approximately 4,600 special auxiliary lanes. The file contains information on the type of special-use lane (e.g., bike lanes, two-way turn lanes in the median, auxiliary climbing lanes), the side of the roadway where the lanes are located, and the length, width and surface-type associated with the lanes. Where data are provided, accuracy is expected to be similar to that in the other inventory files.

The Features File

This file contains supplemental information on bridges, tunnels, and overpasses. (Speed limit data which was originally in this file have been merged into the Roadlog File.) A new record appears anytime one of these features occurs on the roadway, resulting in approximately 6,000 records. These are point data, with a location and limited descriptive information given for each point on the file. The original TRIPS file also contained the curvature and grade information which was used to build the preceding two HSIS files. While "unique" curve and grade records were eliminated from this Features File, all remaining records still contain all information on curvature and grade. Thus, it is possible to determine whether a bridge or tunnel are located on a curve (or grade), and if so, the specifics of that curve/grade. It is noted, however, that there will be multiple records for the same bridge, tunnel, or overpass, since there will be a record for both the beginning and ending milepoint, and possible additional records if any of the other variables change between these end points (such as a change in grade). As noted earlier, information on the speed limit changes has been merged into the Roadlog File.

In general, except for curve/grade and speed limit information, the file provides little or no additional descriptive information. There is information on whether a feature is lighted or not. However, it is noted that the bridge data have been formatted such that they are linkable with the National Bridge Index (NBI) file available from FHWA, a file which contains a wealth of descriptive information.

The Left/Right File

This file contains information on crossings, milepost markers, and various types of facilities found on the left and right sides of the mainline. Of the 51,400 records in the file, the overwhelming majority are related to crossing routes and milepost markers. Milepost marker information is primarily related to the location of the marker. The 25,500 records related to crossing routes contains information on the location of the crossing on the main route, the

type of crossing (e.g., intersection, ramp entry/exit), and a brief narrative descriptive of the crossing route (e.g., name or number of street or route). Unfortunately, the file does not contain the related milepost on the crossing route, and thus cannot be linked with inventory data related to that route. The remainder of records on the file is related to various types of facilities including transit ("flyer") stops, park and ride lots, rest areas, truck weight stations, toll booths, ferry terminals, and state border crossing facilities. A new record is created for each point (milepost) where one or more of these facilities exist. In addition to the milepost information, the file contains descriptive information, facility owner, and date of last change for each facility. The samples of these facilities are, as expected, limited. For example, there are approximately 100 rest area and weight station records, and approximately 50 records concerning transit stops. The accuracy of the data in the file is considered quite good.

The Railroad Grade Crossing Index

This file contains information for each milepost where a railroad crosses a state route. The file contains only limited descriptive data (e.g., whether the crossing is at-grade or on a structure). However, it does contain detailed location data, linkage variables and information which will allow one to link this file with the federally-required railroad grade crossing file. The latter file is available at FHWA, and contains a large variety of information on each crossing.

Traffic Information

As noted above, traffic count data captured on the TRIPS file contain a number of variables including AADT, single-trailer truck percentage, double-trailer truck percentage, and various peak- hour descriptive percentages. For WA data up to 2004, HSIS staff merged the variables related to AADT and truck percentages into the Roadlog file. The merging method used was based on information received from the WADOT traffic staff during the 1990's. The basic assumption followed at that time was that a new traffic record began when there was change in the AADT. At that point, it appeared that the traffic census staff was identifying "discontinuities" along the routes in terms of volumes – locations where the staff expected there to be significant changes in the AADT, such as intersection with a significant turning volume, or a location of a major traffic generator such as a shopping mall exit. This resulted in a file of what might be considered "homogeneous traffic sections." Until 2004, the HSIS staff used this information to apply AADTs and truck percentages to each roadway segment in the Roadlog file. However, new information was received from WADOT staff in 2004 indicating that the AADTs on the traffic file sent to HSIS are simply coded to the nearest roadway feature to which the count was conducted. This means that "homogeneous AADT sections" are not actually being defined. Beginning in 2004, WADOT began assigning AADTs to roadway

segments based on a more refined procedure that takes into consideration various roadway features such as presence of an interchange and intersection, presence of a couplet, presence of a jurisdiction boundary, and other factors to assign the AADT to the roadway segments. From 2004 onwards, the roadway segments in the WA HSIS roadway file contain this WADOT-assigned AADT data. Note that this will result in some discrepancies between AADT counts for 2004 and prior years for the same roadway segment. (WADOT staff did not correct historic AADTs.) HSIS staff is working to minimize these differences by revising the AADT-to- segment linkage algorithm for these pre-2004 data. However, it will not be possible to exactly match the new methodology, so differences will exist.

For both pre- and post-2004 years, the basis for the traffic information is a series of permanent and non-permanent count stations across the state. While the number has changed over the life of the HSIS files, there are 163 permanent Automatic Traffic Recorders (ATR's) in the state as of July 2013. These 163 Permanent Traffic recorder (PTR) sites are comprised of 107 Permanent Traffic Recorder (PTR) sites, 37 weigh-in-Motion (WIM) sites, 18 Strategic Highway Research Program (SHRP)/Long Term Pavement Performance (LTPP) sites and 1 volume recorder.

The goal of the count program is to have timely count data (i.e., counted within the last four years) for approximately 3,900 mainline locations and 2,600 ancillary locations (e.g., ramps, frontage roads, overcrossings). This is done in a three-year count cycle. To meet this goal, the traffic census staff conducts approximately 2,300 tube counts and computes an additional 200 ramp balanced estimates each year (some being repeated at the same location multiple times in the same year). In general, the tube counts capture 72 hours of midweek (Tuesday through Thursday) data. Of these tube counts, approximately 770 per year capture vehicle classification information. For some locations where the required classification data can't be captured with tubes, a 12-hour manual count is performed and statistically expanded to a 24-hour period. The counts are not always taken at the exact same locations, but do cover all 3,200 HPMS locations as well as certain project counts for projects that are conducted each year.

With respect to accuracy and completeness, the TDO staff feels that they have very good data on approximately 90 to 95 percent of the roadway in the trips system. They feel that the least accurate information on the file is vehicle classification data (e.g., truck percentages). This is because classification information is often annualized in a much less accurate fashion than total vehicle volume. In addition, vehicle classification data is much less complete, since roadway characteristics often preclude setting short-duration mechanical traffic counters to classify.

Details of Major files

As noted under specific variable descriptions in the later format section, certain other variables (such as "Peak Hour Percentage" and "Peak Hour Split") have significant numbers of uncoded ("zero") locations. These represent locations where counts were not made or where old, erroneous counts have been deleted from the file.

Issues Related to Developing and Merging Files

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

The Accident subfile can then be linked with the Roadlog File using information related to county, route number, and milepost on the route. The actual linkage variables on the Accident file which are used in the merging operation are RD_INV and MILEPOST. The linkage variables on the Roadlog File are BEGMP, ENDMP and ROAD_INV. (Note that in merging the Accident or Roadlog file with other files, the merging variables are the same two milepost variables, and either RD_INV or some variation of the latter variable always ending in "_INV." For example, on the Facilities File, the latter variable is LR_INV.)

To prepare the Accident subfile for linking with the Roadlog File using a SAS data step process, the analyst must sort both the Accident and the Roadway File into location order by RD_INV and MILEPOST on the Accident file and by ROAD_INV and BEGMP on the Roadlog File. Similar sorts would be done with other files to be merged. For the alternative SQL join, the analyst must specify an exact match on RD_INV with ROAD_INV, and a range match where MILEPOST occurs between BEGMP and ENDMP. (Programs to accomplish this merging and division are documented in the HSIS Programmer's Guidebook, available at FHWA.)

Finally, where appropriate and possible, a format which defines categories within a given variable has been developed for HSIS SAS variables. These categories are shown in the pages below. These formats have been saved in a format library which can be provided to the

user. As a naming convention, the "format name" is the same as the variable name, with the only exception being for certain character variables (in contrast with numeric variables). More specifically, a SAS format name has to be preceded by a "$" if the variable is character in nature.

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE	FORMAT TYPE	PAGE NO.
AADT	AVER ANNUAL DAILY TRAFFIC	Ramp	NUM	170
AADT	AVER ANNUAL DAILY TRAFFIC	Roadlog	NUM	127
AC_MLMP	ACC MAINLINE MILEPOST	Accident	NUM	39
AC_SRMP	STATE ROUTE MILEPOST	Accident	CHA(1)	39
AC_SRMPI	SRMP AHEAD BACK INDICATOR	Accident	CHA(1)	39
ACC_DATE	ACC DATE YYMMDD	Accident	CHA(8)	39
ACCES_DT	ACCESS CONTROL DATE	Roadlog	CHA(8)	127
ACCESS	ACCESS CONTROL TYPE	Roadlog	CHA(1)	128
ACCTYPE	ACC TYPE	Accident	CHA(2)	39
ACCYR	ACC YEAR	Accident	CHA(4)	41
ACLL_DT1	LEFT ACCEL LANE DATE RD1	Roadlog	CHA(8)	128
ACLL_DT2	LEFT ACCEL LANE DATE RD2	Roadlog	CHA(8)	128
ACLL_LG1	LEFT ACCEL LANE LENGTH RD1	Roadlog	NUM	128
ACLL_LG2	LEFT ACCEL LANE LENGTH RD2	Roadlog	NUM	128
ACLL_WD1	LEFT ACCEL LANE WIDTH RD1	Roadlog	NUM	128
ACLL_WD2	LEFT ACCEL LANE WIDTH RD2	Roadlog	NUM	128
ACLR_DT1	RIGHT ACCEL LANE DATE RD1	Roadlog	CHA(8)	129
ACLR_DT2	RIGHT ACCEL LANE DATE RD2	Roadlog	CHA(8)	129
ACLR_LG1	RIGHT ACCEL LANE LENGTH RD1	Roadlog	NUM	129
ACLR_LG2	RIGHT ACCEL LANE LENGTH RD2	Roadlog	NUM	129
ACLR_WD1	RIGHT ACCEL LANE WIDTH RD1	Roadlog	NUM	129
ACLR_WD2	RIGHT ACCEL LANE WIDTH RD2	Roadlog	NUM	129
ACSEQ_NB	ACC SEQ NUM	Roadlog	NUM	129
ADD_INFO	ACC VEH ADDITIONAL INFO	Vehicle	CHA(2)	79
ADMCLASS	ADMIN CLASS	Accident	CHA(1)	41
AGE	DRV/OCC AGE	Occupant	NUM	109
AGENCY	INVESTIGATING AGENCY	Accident	CHA(1)	41
AIRBAG	OCCUPANT AIRBAG	Occupant	CHA(1)	110
ALCFLAG	DRV ALCOHOL FLAG	Accident	CHA(1)	42
BEGMP	BEGMP	Ramp	NUM	170
BEGMP	BEGMP	Roadlog	NUM	129
BEGMP	GRADE BEGIN MILEPOST	Grade	NUM	165
BEGMP	HORIZ CURVE BEGIN MLPOST	Curve	NUM	160
BODYTYPE	VEH MODEL	Vehicle	CHA(3)	79
BRDG_DT	BRIDGE DATE	Feature	CHA(8)	196

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SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
BRDG_LGT	BRIDGE LIGHTING	Feature	CHA(1)	196
BRDG_NBR	BRIDGE NUMBER	Feature	CHA(9)	196
BRDG_OWN	BRIDGE XROAD OWNER CD	Feature	CHA(2)	197
BRDG_XRD	BRIDGE XROAD DESC	Feature	CHA(24)	197
CASENO	ACC REPORT NUMBER	Vehicle	CHA(10)	80
CASENO	ACC RPT NUMBER	Occupant	CHA(6)	110
CASENO	ACCIDENT CASE NUMBER	Pedestrian	CHA(10)	115
CASENO	CASE NUMBER	Accident	CHA(10)	42
CDHAZNM	COMM CARRIER HAZMAT	Vehicle	CHA(17)	80
CDPLACCD	COMM CARRIER PLACARD	Vehicle	CHA(1)	80
CDPLACNO	COMM CARRIER PLACARD NUM	Vehicle	CHA(4)	80
CDPLACSU	COMM CARRIER PLACARD SUFFIX	Vehicle	CHA(1)	80
CENTURY	ACC CENTURY	Accident	CHA(2)	42
CITY	CITY NUMBER	Ramp	CHA(4)	171
CITY	CITY NUMBER	Roadlog	CHA(4)	129
CITY	CITY NUMBER	Accident	CHA(4)	42
CITY_DT	CITY DATE	Ramp	CHA(8)	174
CITY_DT	CITY DATE	Roadlog	CHA(8)	133
CLOTHING	PED CLOTHING	Pedestrian	CHA(1)	115
CMAXLES	COMM CARRIER NUM OF AXLES	Vehicle	CHA(2)	81
CMCONFIG	COMM CARRIER CONFIG	Vehicle	CHA(1)	81
CNTL_SEC	CONTROL SECTION	Ramp	CHA(8)	174
CNTL_SEC	CONTROL SECTION	Roadlog	CHA(8)	133
CNTY_DT	COUNTY DATE	Ramp	CHA(8)	175
CNTY_DT	COUNTY DATE	Roadlog	CHA(8)	133
COLTYPE1	COLLISION TYPE 1	Accident	CHA(2)	46
COLTYPE2	COLLISION TYPE 2	Accident	CHA(2)	46
COM_BODY	COMM CARRIER CARGO BODY	Vehicle	CHA(1)	81
COM_GWR	COMMERCIAL CARRIER WEIGHT	Vehicle	CHA(6)	82
COMP_DIR	COMPASS DIRECTION	Roadlog	CHA(2)	134
CONTRIB1	DRV CONTRIB CIRCUMS 1	Vehicle	CHA(2)	83
CONTRIB1	PED/CYC CIRCUMSTANCES 1	Pedestrian	CHA(2)	116
CONTRIB2	DRV CONTRIB CIRCUMS 2	Vehicle	CHA(2)	83
CONTRIB2	PED/CYC CIRCUMSTANCES 2	Pedestrian	CHA(2)	116

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SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
COUNTY	COUNTY NUMBER	Accident	CHA(2)	48
COUNTY	COUNTY NUMBER	Ramp	CHA(2)	175
COUNTY	COUNTY NUMBER	Roadlog	CHA(2)	135
CTY_ZONE	CITY ZONE TYPE	Ramp	CHA(1)	175
CTY_ZONE	CITY ZONE TYPE	Roadlog	CHA(1)	135
CURV_ANG	HORIZ CURVE CEN ANGLE	Curve	NUM	160
CURV_ANG	HORIZ CURVE CEN ANGLE	Feature	NUM	197
CURV_DT	HORIZ CURVE DATE	Curve	CHA(8)	160
CURV_DT	HORIZ CURVE DATE	Feature	CHA(8)	197
CURV_INV	STATE RTE TYPE ID	Curve	CHA(11)	160
CURV_LGT	HORIZ CURVE LENGTH (FT)	Feature	NUM	197
CURV_LGT	HORIZ CURVE LGT (FT)	Curve	NUM	160
CURV_MAX	HORIZ CURVE MAX SUPER	Curve	NUM	161
CURV_MAX	HORIZ CURVE MAX SUPER	Feature	NUM	197
CURV_NUM	HORIZ CURVE CONTRACT NUM	Feature	CHA(6)	198
CURV_NUM	HORIZ CURVE CONTRACT NUM	Curve	CHA(6)	161
CURV_RAD	HORIZ CURVE RAD	Curve	NUM	161
CURV_RAD	HORIZ CURVE RADIUS	Feature	NUM	198
CURV_TYP	HORIZ CURVE TYPE	Feature	CHA(1)	198
CYC_INJ	PEDALCYCLIST INJURY CLASS	Vehicle	CHA(1)	84
DAMSEV	VEH DAMAGE SEVERITY	Vehicle	CHA(1)	84
DAYMTH	ACC DAY OF MONTH	Accident	CHA(2)	49
DEG_CURV	DEGREE OF CURVATURE	Curve	NUM	161
DETCH_NB	WSP DETACHEMENT NUM	Roadlog	CHA(2)	135
DEVCD	LEVEL OF DEVLMPT	Ramp	CHA(2)	176
DEVCD	LEVEL OF DEVLMPT	Roadlog	CHA(2)	136
DEVCD_DT	LEVEL OF DEVELMT DATE	Ramp	CHA(8)	176
DEVCD_DT	LEVEL OF DEVELMT DATE	Roadlog	CHA(8)	136
DIR_CURV	HORIZ CURVE DIRN	Curve	CHA(1)	161
DIR_CURV	HORIZ CURVE DIRN	Feature	CHA(1)	198
DIR_DT	COMPASS DIRECTION DATE	Roadlog	CHA(8)	136
DIR_GRAD	DIRECTION OF GRADE	Grade	CHA(1)	165
DIR_INV	RDWY DIR OF INVENTORY	Railroad	CHA(1)	214
DIR_TRVL	VEH MOVEMENT DIRECTION	Vehicle	CHA(2)	84

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
DISCN_DT	DISCONTY DATE	Roadlog	CHA(8)	136
DISCNTY	DISCONTINUITY INDICATOR	LR	CHA(1)	205
DISCONTY	DISCONTY IND	Roadlog	CHA(2)	136
DIST_DT	DISTRICT DATE	Feature	CHA(8)	198
DISTNUM	DISTRICT NUMBER	Feature	CHA(1)	198
DISTR_DT	DISTRICT DATE	Ramp	CHA(8)	176
DISTR_DT	DISTRICT DATE	Roadlog	CHA(8)	136
DISTRICT	DISTRICT NUMBER	Accident	CHA(1)	49
DISTRICT	DISTRICT NUMBER	Ramp	CHA(1)	176
DISTRICT	DISTRICT NUMBER	Roadlog	CHA(1)	137
DOMAIN	DOMAIN TYPE	Roadlog	CHA(2)	137
DOMN_DT	DOMAIN DATE	Roadlog	CHA(8)	137
DRAIRBAG	DRV AIRBAG STATUS	Vehicle	CHA(1)	85
DRASSESS	DRUG RECOG EXPERT ASSESS	Vehicle	CHA(1)	85
DRV_ACTN	DRV ACTION	Vehicle	CHA(2)	86
DRV_AGE	DRV AGE	Vehicle	CHA(2)	87
DRV_EJCT	DRV EJECTION	Vehicle	CHA(1)	87
DRV_INJ	DRV INJURY CLASS	Vehicle	CHA(1)	88
DRV_REST	DRV RESTRAINT USAGE	Vehicle	CHA(1)	88
DRV_SEX	DRV SEX	Vehicle	CHA(1)	89
EJECT	DRV/OCC EJECTION	Occupant	CHA(1)	110
ENDMP	CALCULATED ENDING MILEPOST	Ramp	NUM	176
ENDMP	CALCULATED ENDING MILEPOST	Roadlog	NUM	138
ENDMP	GRADE END MILEPOST	Grade	NUM	165
ENDMP	HORIZ CURVE END MLPOST	Curve	NUM	161
EVENT1	SEQUENCE OF EVENTS 1	Vehicle	CHA(2)	89
EVENT2	SEQUENCE OF EVENTS 2	Vehicle	CHA(2)	89
EVENT3	SEQUENCE OF EVENTS 3	Vehicle	CHA(2)	89
EVENT4	SEQUENCE OF EVENTS 4	Vehicle	CHA(2)	89
EW_DTE	EAST/WEST INDICATOR DATE	Ramp	CHA(8)	177
EW_DTE	EAST/WEST INDICATOR DATE	Roadlog	CHA(8)	138
EW_IND	EAST WEST IND	Ramp	CHA(1)	177
EW_IND	EAST WEST IND	Roadlog	CHA(1)	138
FACT_DES	FACILITY DESC	LR	CHA(24)	205

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
FACT_DT	FACILITY DATE	LR	CHA(8)	205
FACT_OWN	FACILITY OWNER	LR	CHA(3)	205
FACT_TYP	FACILITY TYPE	LR	CHA(1)	206
FED_AID	FED AID CLASS	Ramp	CHA(1)	177
FED_AID	FED AID CLASS	Roadlog	CHA(1)	138
FED_CD	FED AID TYPE	Ramp	CHA(4)	177
FED_CD	FED AID TYPE	Roadlog	CHA(4)	138
FEDAD_DT	FED-AID DATE	Ramp	CHA(8)	177
FEDAD_DT	FED-AID DATE	Roadlog	CHA(8)	138
FIRE	FIRE	Accident	CHA(1)	50
FLY_DT	FLYER STOP DATE	LR	CHA(8)	206
FLY_NUM	FLYER STOP NUMBER	LR	CHA(2)	206
FLY_OWN	FLYER STOP OWNER	LR	CHA(2)	207
FORM_REPT_NO	TRAFFIC COLLISION REPORT FORM NUMBER	Accident	CHA(7)	50
FUNC_CLS	FEDERAL FUNC CLASS	Ramp	CHA(2)	178
FUNC_CLS	FEDERAL FUNC CLASS	Roadlog	CHA(2)	139
FUNC_CLS	FUNCTIONAL CLASS	Accident	CHA(2)	51
FUNC_DT	FUNCTIONAL CLASS DATE	Ramp	CHA(8)	178
FUNC_DT	FUNCTIONAL CLASS DATE	Roadlog	CHA(8)	139
GPS_LATX	GPS X	Accident	NUM	51
GPS_LATY	GPS Y	Accident	NUM	51
GPS_LATZ	GPS Z	Accident	NUM	51
GRAD_AHD	VERT ALIGN GRADE AHEAD	Feature	NUM	199
GRAD_BAK	VERT ALIGN GRADE BACK	Feature	NUM	199
GRAD_DT	VERT ALIGN DATE OF CHNG	Grade	CHA(8)	165
GRAD_DT	VERT ALIGN DATE	Feature	CHA(8)	199
GRAD_INV	STATE RTE TYPE ID	Grade	CHA(11)	165
GRAD_LGT	VERT CURVE LENGTH (FT)	Feature	NUM	199
GRAD_NUM	VERT ALIGN CONTRACT NUM	Grade	CHA(6)	165
GRAD_NUM	VERT ALIGN CONTRACT NUM	Feature	CHA(6)	199
GRAD_TYP	VERT CURVE TYPE	Feature	CHA(1)	199
GRAD_TYP	VERT CURVE TYPE	Grade	CHA(1)	166
HAZMAT	HAZARDOUS MATERIAL	Accident	CHA(1)	52

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SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
HELMET	PED/CYC HELMET	Vehicle	CHA(1)	90
HELMET	PED/CYC HELMET	Occupant	CHA(1)	110
HELMET	PED/CYC HELMET	Pedestrian	CHA(1)	117
HIT_RUN	HIT AND RUN	Accident	CHA(1)	52
HPMS	HPMS SECTION NUMBER	Roadlog	CHA(13)	139
HPMS_DTE	HPMS DATE	Roadlog	CHA(8)	139
IMPACT	IMPACT LOCATION	Accident	CHA(2)	52
IN_DIR	DIRECTION OF INVENTORY	Feature	CHA(1)	200
IN_INV	STATE RTE TYPE ID	Feature	CHA(11)	200
IN_MLPT	ACCUM ROUTE MILEPOST	Feature	NUM	200
IN_RTNBR	ROUTE NUMBER	Feature	CHA(3)	200
IN_TYPE	RELATED ROAD TYPE	Feature	CHA(2)	200
INJ	DRV/OCC INJURY	Occupant	CHA(1)	111
INTENT	INTENTIONAL ACTION	Accident	CHA(1)	57
INTER_A	INTERSTATE INDICATOR	Vehicle	CHA(1)	90
INTOX	DRV SOBRIETY	Vehicle	CHA(1)	90
INTOX	PEDALCYCLIST SOBERITY	Pedestrian	CHA(1)	117
LANEWID	CALCULATED LANE WIDTH	Ramp	NUM	178
LANEWID	CALCULATED LANE WIDTH	Roadlog	NUM	140
LEGAL_SP	LEGAL SPEED LIMIT	Curve	NUM	162
LEGAL_SP	LEGAL SPEED LIMIT	Grade	NUM	166
LENGTH	LENGTH OF SLN IN FEET	Spl-ln	NUM	190
LIGHT	LIGHT CONDITION	Accident	CHA(1)	57
LOC_CHAR	LOCATION CHARACTERISTICS	Accident	CHA(1)	58
LOC_TYPE	ACC LOCATION TYPE	Accident	CHA(1)	58
LOT_DT	PARK RIDE LOT DATE	LR	CHA(8)	207
LOT_NUM	PARK RIDE LOT NUMBER	LR	CHA(2)	207
LOT_OWN	PARK RIDE LOT OWNER CD	LR	CHA(2)	208
LR_ABIND	LR AHEAD/BACK IND	LR	CHA(1)	208
LR_DESC	MISC FEATURE DESC	LR	CHA(24)	208
LR_DISTR	DISTRICT NUMBER	LR	CHA(1)	208
LR_INV	LEFT RIGHT ROAD INVENTORED	LR	CHA(11)	208
LR_MLPT	LR ACCUM ROUTE MILEPOST	LR	NUM	209
LR_MTDTE	LEFT RIGHT MAINTENACE DATE	LR	CHA(8)	209

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SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
LR_QUAL	RELATED ROAD QUAL	LR	CHA(6)	209
LR_RARM	LEFT RIGHT REVERSE ARM	LR	NUM	209
LR_RDTY	RELATED ROAD TYPE	LR	CHA(2)	209
LR_RTNBR	ROUTE NUMBER	LR	CHA(3)	209
LR_SEC	CONTROL SECTION	LR	CHA(6)	209
LR_SIDE	LEFT/RIGHT SIDE IND	LR	CHA(2)	209
LR_SRMP	LEFT RIGHT SRMP	LR	NUM	210
LRDIS_DT	DISTRICT DATE	LR	CHA(8)	210
LRMIS_DT	MISC FEATURE DATE	LR	CHA(8)	210
LSHL_DT2	LEFT SHOULDER DATE RD2	Roadlog	CHA(8)	140
LSHL_DTE	LEFT SHOULDER DATE RD1	Ramp	CHA(8)	179
LSHL_DTE	LEFT SHOULDER DATE RD1	Roadlog	CHA(8)	140
LSHL_TY2	LEFT SHOULDER TYPE RD2	Roadlog	CHA(1)	140
LSHL_TYP	LEFT SHOULDER TYPE RD1	Ramp	CHA(1)	179
LSHL_TYP	LEFT SHOULDER TYPE RD1	Roadlog	CHA(1)	141
LSHL_WD2	LEFT SHOULDER WIDTH RD1	Roadlog	NUM	141
LSHLDWID	LEFT SHOULDER WIDTH	Ramp	NUM	179
LSHLDWID	LEFT SHOULDER WIDTH RD1	Roadlog	NUM	141
LST_UPDT	CONTROL SECTION LAST UPDATE	Ramp	CHA(8)	179
LST_UPDT	CONTROL SECTION LAST UPDATE	Roadlog	CHA(8)	141
LST_UPDT	LAST UPDATE DATE	LR	CHA(8)	210
MAINTDT	LAST MAINTENANCE DATE	Accident	CHA(8)	59
MAKE	VEHICLE MAKE	Vehicle	CHA(4)	90
MARK_DT	MILEPOST MARKER DATE	LR	CHA(8)	210
MARK_IND	MILEPOST MARKER AB IND	LR	CHA(1)	210
MARK_NUM	MILEPOST MARKER NUMBER	LR	CHA(3)	210
MDXN_DTE	MEDIAN CROSSING DATE	Roadlog	CHA(8)	141
MED_TYPE	MEDIAN TYPE	Roadlog	CHA(1)	142
MEDBARTY	MEDIAN BARRIER TYPE	Roadlog	CHA(2)	142
MEDCAUSE	MEDICALLY CAUSED	Accident	CHA(1)	59
MEDN_DTE	MEDIAN DATE	Roadlog	CHA(8)	142
MEDWID	MEDIAN WIDTH	Roadlog	NUM	143
MEDXNGTY	MEDIAN CROSSING TYPE	Roadlog	CHA(1)	143
MILEPOST	ACCUM ROUTE MILEPOST (ARM)	Accident	NUM	59

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SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
MISCACT1	DRV MISC ACTION 1	Vehicle	CHA(2)	91
MISCACT2	DRV MISC ACTION 2	Vehicle	CHA(2)	91
MLMP_IND	MAINLINE ARM INDICATOR	Accident	CHA(1)	59
MNT_AREA	MAINTENANCE AREA NBR	Ramp	CHA(1)	179
MNT_AREA	MAINTENANCE AREA NBR	Roadlog	CHA(1)	143
MNT_DATE	MAINTENANCE DATE	Ramp	CHA(8)	180
MNT_DTE	MAINTENANCE DATE	Roadlog	CHA(8)	143
MNTSC_DT	MAINTENANCE SECTION DATE	Ramp	CHA(8)	180
MNTSC_DT	MAINTENANCE SECTION DATE	Roadlog	CHA(8)	143
MNTSEC	MAINTENANCE SECT NBR	Ramp	CHA(2)	180
MNTSEC	MAINTENANCE SECT NBR	Roadlog	CHA(2)	143
MONTH	ACC MONTH	Accident	CHA(2)	60
MT_DTE	LAST MAINT DATE	Ramp	CHA(8)	180
MT_DTE	LAST MAINT DATE	Roadlog	CHA(8)	144
MT_PASID	MTN PASS ID	Roadlog	CHA(4)	144
MTC_INJ	PEDALCYCLIST INJURY CLASS	Vehicle	CHA(1)	95
MTC_INJ_TYPE	PECALCYCLIST INJURY TYPE	Vehicle	CHA(1)	95
MTPAS_DT	MOUNTAIN PASS DATE	Roadlog	CHA(8)	144
MVMT	MILLION VEH MILES TRAVELLED	Accident	NUM	60
MVMT	MILLION VEH MILES TRAVELLED	Roadlog	NUM	144
NHS_DT	NHS DATE	Roadlog	CHA(8)	144
NHS_IND	NHS INDICATOR	Roadlog	CHA(1)	144
NO_LANE1	NUMBER LANES INC	Ramp	NUM	180
NO_LANE1	NUMBER LANES INC	Roadlog	NUM	145
NO_LANE2	NUMBER LANES DEC	Ramp	NUM	180
NO_LANE2	NUMBER LANES DEC	Roadlog	NUM	145
NO_LANES	TOTAL NUMBER OF LANES	Ramp	NUM	180
NO_LANES	TOTAL NUMBER OF LANES	Roadlog	NUM	145
NO_LNDT1	NUMBER OF LANES DATE RD1	Ramp	CHA(8)	180
NO_LNDT1	NUMBER OF LANES DATE RD1	Roadlog	CHA(8)	145
NO_LNDT2	NUMBER OF LANES DATE RD2	Ramp	CHA(8)	180
NO_LNDT2	NUMBER OF LANES DATE RD2	Roadlog	CHA(8)	145
NO_OCCS	NUMBER OF OCCUPANTS	Occupant	NUM	111
NO_PEDS	NUMBER OF PEDESTRIANS	Accident	NUM	60
NONMVIND	NON-TRAFFIC INDICATOR	Accident	CHA(1)	60

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SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
NUMVEHS	NUMBER OF VEH	Accident	NUM	60
OBJECT1	OBJECT STRUCK 1	Accident	CHA(2)	61
OBJECT2	OBJECT STRUCK 2	Accident	CHA(2)	61
OCCUPAC	DRV OCCUPATION	Vehicle	CHA(2)	96
OFF_ACTN	OFFICER ACTION	Vehicle	CHA(1)	96
ON_DUTY	ON DUTY STATUS	Vehicle	CHA(1)	96
OUTSTATE	VEH STATE OF REGISTRATION	Vehicle	CHA(2)	97
OVERLAP	CURVE OVERLAP IND	Curve	CHA(3)	162
PCT_GRAD	PERCENT GRADE	Grade	NUM	167
PED_AGE	PED/CYC AGE	Pedestrian	CHA(2)	117
PED_CLT	PED/CYC CLOTHING	Vehicle	CHA(1)	97
PED_CUM1	PED/CYC CIRCUMS 1	Vehicle	CHA(1)	97
PED_CUM2	PED/CYC CIRCUMS 2	Vehicle	CHA(1)	97
PED_INJ	PED/CYC INJURY	Pedestrian	CHA(1)	118
PED_LOC	PED/CYC LOCATION	Vehicle	CHA(2)	98
PED_SEX	PED/CYC SEX	Pedestrian	CHA(1)	118
PED_STUS	PED/CYC STATUS	Pedestrian	CHA(1)	119
PED_STUS	PED/CYC STATUS	Vehicle	CHA(1)	98
PED_WALK	PED WALKING LOCATION	Pedestrian	CHA(1)	119
PED_WLK	PED WALK	Vehicle	CHA(1)	99
PEDACT	PED/CYC ACTIONS	Vehicle	CHA(2)	100
PEDACT	PED/CYCLIST ACTION	Pedestrian	CHA(2)	120
PGRP_DT	POPULATION GROUP DATE	Ramp	CHA(8)	181
PGRP_DT	POPULATION GROUP DATE	Roadlog	CHA(8)	145
PKZNE_DT	PARKING ZONE DATE	LR	CHA(8)	210
PKZNE_TY	PARKING ZONE TYPE	LR	CHA(1)	211
POP_GRP	CITY POPULATION	Roadlog	CHA(2)	146
POP_GRP	CITY POPULATION	Ramp	CHA(2)	181
PREFX_CD	PREFIX 1	Accident	CHA(1)	63
PRK_ZNE	PARKING ZONE TYPE	Roadlog	CHA(1)	146
PRKZN_DT	PARKING ZONE TYPE DATE	Roadlog	CHA(8)	146
PROPDAM	PROPERTY DAMAGE AMOUNT	Accident	NUM	63
RAMP_IND	RAMP INDICATOR	Accident	CHA(1)	63
RD_ABIND	RDWY AHEAD/BACK IND	Roadlog	CHA(1)	146

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SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
RD_CHAR1	ROADWAY CHARACTERISTICS	Accident	CHA(1)	64
RD_EQDTE	EQUATION DATE	Roadlog	CHA(8)	146
RD_EQUAT	EQUATION	Ramp	CHA(17)	181
RD_EQUAT	EQUATION	Roadlog	CHA(17)	147
RD_INV	ROADWAY INVENTORY	Accident	CHA(11)	64
RD_LIGHT	INTERSECTION ILLUM-ND	Ramp	CHA(1)	181
RD_LIGHT	INTERSECTION ILLUM-ND	Roadlog	CHA(1)	147
RD_OPEN	ROAD OPEN DATE	Ramp	CHA(8)	181
RD_OPEN	ROAD OPEN DATE	Roadlog	CHA(8)	147
RD_OWNER	ROADWAY OWNER CODE	Ramp	CHA(2)	182
RD_OWNER	ROADWAY OWNER CODE	Roadlog	CHA(2)	147
RD_QUAL	RELATED RD QUAL	Ramp	CHA(8)	182
RD_QUAL	RELATED RD QUAL	Roadlog	CHA(8)	147
RD_QUAL	ROADWAY QUALIFIER	Accident	CHA(6)	64
RD_RARM	REVERSE ARM	Ramp	NUM	182
RD_RARM	REVERSE ARM	Roadlog	NUM	147
RD_REL	ON/OFF ROAD	Accident	CHA(1)	64
RD_SEP	VEH ROAD SEPARATE	Vehicle	CHA(1)	101
RD_SRMP	RDWY SRMP	Ramp	NUM	182
RD_SRMP	RDWY SRMP	Roadlog	NUM	147
RD_TYPE	RELATED RD TYPE	Ramp	CHA(2)	183
RD_TYPE	RELATED RD TYPE	Roadlog	CHA(2)	148
RD_TYPE	RELATED ROADWAY TYPE	Accident	CHA(2)	65
RDAC_MGC	ACCESS MANAGEMENTCLASS	Roadlog	CHA(1)	148
RDAC_MGS	ACCESS MANAGEMENT SUBCLASS	Roadlog	CHA(1)	148
RDQUAL	RELATED ROADWAY QUALIFIER	Accident	CHA(6)	65
RDSURF	ROADWAY SURFACE	Accident	CHA(1)	66
RDWY_WD1	ROADWAY WIDTH RD 1	Ramp	NUM	184
RDWY_WD1	ROADWAY WIDTH RD 1	Roadlog	NUM	149
RDWY_WD2	ROADYWAY WIDTH RD 2	Roadlog	NUM	149
RDWY_WID	TOTAL ROADWAY WIDTH	Ramp	NUM	184
RDWY_WID	TOTAL ROADWAY WIDTH	Roadlog	NUM	149
RDWYWDD1	ROADWAY WIDTH DATE RD 1	Ramp	CHA(8)	184

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
RDWYWDD1	ROADWAY WIDTH DATE RD 1	Roadlog	CHA(8)	149
RDWYWDD2	ROADWAY WIDTH DATE RD 2	Roadlog	CHA(8)	149
REC_TYPE	RECORD TYPE	Accident	NUM	66
REC_TYPE	RECORD TYPE	Feature	NUM	200
REC_TYPE	RECORD TYPE	LR	NUM	211
REC_TYPE	RECORD TYPE	Railroad	NUM	214
REC_TYPE	RECORD TYPE	Ramp	NUM	184
REC_TYPE	RECORD TYPE	Roadlog	NUM	149
REPORT	ACC SEVERITY	Accident	CHA(1)	66
RESIDLOC	DRV RESIDENCE PROXIMITY	Vehicle	CHA(1)	101
REST_DT	REST AREA DATE	LR	CHA(8)	211
REST_NAM	REST AREA NAME	LR	CHA(24)	211
REST_NUM	REST AREA NUMER	LR	CHA(4)	211
REST_TYP	REST AREA TYPE	LR	CHA(2)	211
REST1	DRV/OCC RESTRAINT	Occupant	CHA(1)	112
REV_MP	REVERSE ARM	Accident	NUM	66
ROAD_INV	ROUTE TYPE ID	Ramp	CHA(11)	185
ROAD_INV	ROUTE TYPE ID	Roadlog	CHA(11)	150
RODWYCLS	ROADWAY CLASS	Accident	CHA(2)	67
RODWYCLS	ROADWAY CLASSIFICATION	Roadlog	CHA(2)	150
RR_ABIND	RR CROSSING AB IND	Railroad	CHA(1)	214
RR_DISTR	DISTRICT NUMBER	Railroad	CHA(1)	214
RR_INV	RR CROSSING ROAD INV	Railroad	CHA(11)	214
RR_MLPT	RR XING ACCUM ROUTE MlPT	Railroad	NUM	214
RR_MTDTE	RR CROSSING MAINT DTE	Railroad	CHA(8)	215
RR_QUAL	RELATED ROAD QUAL	Railroad	CHA(6)	215
RR_RARM	RR CROSSING REVERSE ARM	Railroad	NUM	215
RR_RDTY	RELATED ROAD TYPE	Railroad	NUM	215
RR_RTNBR	ROUTE NUMBER	Railroad	CHA(3)	215
RR_SRMP	RR CROSSING SRMP	Railroad	NUM	215
RRDIS_DT	DISTRICT DATE	Railroad	CHA(8)	215
RRX_DTE	RR XING DATE	Railroad	CHA(8)	215
RRX_NUM	RR XING AAR NUM	Railroad	CHA(7)	215
RRX_TYPE	RR XING TYPE	Railroad	CHA(1)	215

Composite List of Elements

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
RSHL_DT2	RIGHT SHOULDER DATE RD2	Roadlog	CHA(8)	150
RSHL_DTE	RIGHT SHOULDER DATE RD1	Ramp	CHA(8)	185
RSHL_DTE	RIGHT SHOULDER DATE RD1	Roadlog	CHA(8)	150
RSHL_TY2	RIGHT SHOULDER TYPE RD2	Roadlog	CHA(1)	151
RSHL_TYP	RIGHT SHOULDER TYPE RD1	Ramp	CHA(1)	185
RSHL_TYP	RIGHT SHOULDER TYPE RD1	Roadlog	CHA(1)	151
RSHL_WD2	RIGHT SHOULDER WIDTH RD2	Roadlog	NUM	151
RSHLDWID	RIGHT SHOULDER WIDTH	Ramp	NUM	185
RSHLDWID	RIGHT SHOULDER WIDTH RD1	Roadlog	NUM	151
RTE_NBR	ROUTE NUMBER	Grade	CHA(3)	167
RTE_NBR	ROUTE NUMBER	Curve	CHA(3)	162
RTE_NBR	ROUTE NUMBER	Ramp	CHA(3)	186
RTE_NBR	ROUTE NUMBER	Roadlog	CHA(3)	151
RTE_NBR	STATE ROUTE NUMBER	Accident	CHA(3)	67
RUR_URB	RURAL URBAN	Accident	CHA(1)	67
RURURB	RURAL URBAN	Ramp	CHA(1)	186
RURURB	RURAL URBAN	Roadlog	CHA(1)	152
SEATPOS	DRV/OCC SEAT POSITION	Occupant	CHA(1)	113
SEG_LNG	GRADE LENGTH (MI)	Grade	NUM	167
SEG_LNG	HORIZ CURVE LGT (MI)	Curve	NUM	163
SEG_LNG	RD CALCULATED SECT LNGTH	Ramp	NUM	186
SEG_LNG	RD CALCULATED SECT LNGTH	Roadlog	NUM	152
SEQNO	SEQUENCE NUMBER	Accident	NUM	67
SEVERITY	MOST SEVERE INJURY	Accident	CHA(1)	68
SEX	DRV/OCC SEX	Occupant	CHA(1)	113
SLN_ABID	SPECIAL USE LANES AHEAD BACK INDICATOR	Spl-ln	CHA(1)	190
SLN_DATE	SPECIAL LANE DATE	Spl-ln	CHA(8)	190
SLN_DIST	SLN DISTRICT NUMBER	Spl-ln	CHA(1)	190
SLN_DSDT	SLN DISTRICT DATE	Spl-ln	CHA(8)	190
SLN_INV	SLN ROAD INV-SR TYPE ID	Spl-ln	CHA(11)	190
SLN_MLPT	SPEC USE LANES ARM	Spl-ln	NUM	190
SLN_MTDT	SPEC USE LANES MAINT DTE	Spl-ln	CHA(8)	191
SLN_QUAL	RELATED ROAD QUAL	Spl-ln	CHA(6)	191

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
SLN_RARM	SPEC USE LANES RV ARM	Spl-ln	NUM	191
SLN_RDTY	RELATED ROAD TYPE	Spl-ln	CHA(2)	191
SLN_RTNO	ROUTE NUMBER	Spl-ln	CHA(3)	191
SLN_SFTY	SPECIAL LANE SURFACE TYPE	Spl-ln	CHA(1)	191
SLN_SIDE	SLN LEFT/RIGHT SIDE IND	Spl-ln	CHA(2)	192
SLN_SRMP	SPEC USE LANES SRMP	Spl-ln	NUM	192
SLN_TYPE	SPECIAL LANE TYPE	Spl-ln	CHA(2)	192
SLN_WID	SPECIAL LANE WIDTH	Spl-ln	CHA(2)	193
SOB_TEST	DRV SOBRIETY	Vehicle	CHA(1)	101
SPD_DTE	SPEED DATE	Feature	CHA(8)	200
SPD_LIMT	LEGAL SPEED LIMIT	Feature	NUM	201
SPD_LIMT	LEGAL SPEED LIMIT	Roadlog	NUM	152
SPDLIMIT	VEH POSTED SPEED	Vehicle	CHA(2)	102
SPILLAGE	FUEL SPILLAGE	Accident	CHA(1)	68
SR_ADID	STATE ROUTE ADDITIONAL ID	Accident	CHA(3)	69
ST_FUNC	STATE FUNC CLASS	Ramp	CHA(2)	186
ST_FUNC	STATE FUNC CLASS	Roadlog	CHA(2)	153
SURF_TYP	SURFACE TYPE	Ramp	CHA(1)	187
ST_FUNC	STATE FUNCTIONAL CLASS	Accident	CHA(2)	69
STOLEN	VEH STOLEN	Vehicle	CHA(1)	102
STR_ALIS	STREET NAME ALIAS	Feature	CHA(24)	201
STR_DTE	STRUCTURE DATE	Feature	CHA(8)	201
STREPORT	STATE REPORT	Accident	CHA(1)	70
STYLE	VEH STYLE	Vehicle	CHA(2)	102
SURF_TY2	SURFACE TYPE RD2	Roadlog	CHA(1)	153
SURF_TYP	ROADWAY SURFACE TYPE	Vehicle	CHA(1)	103
SURF_TYP	SURFACE TYPE RD1	Roadlog	CHA(1)	153
SWS_DT	STATEWIDE SYSTEM DATE	Roadlog	CHA(8)	153
SWS_IND	STATEWIDE SYSTEM IND	Roadlog	CHA(1)	154
TERRAIN	TERRAIN TYPE	Roadlog	CHA(1)	154
TERRN_DT	TERRAIN DATE	Roadlog	CHA(8)	154
TIME	ACC TIME	Accident	CHA(4)	70
TIMEARR	POLICE ARRIVED TIME	Accident	CHA(4)	70
TIMENOTE	POLICE DISPATCHED TIME	Accident	CHA(4)	71

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
TOT_INJ	NUMBER OF PERSONS INJURED	Accident	NUM	71
TOT_KILL	NUMBER OF PERSONS KILLED	Accident	NUM	71
TOT_PED	NUMBER OF PED/CYC	Accident	NUM	72
TRAILER	TRAILER INFO	Vehicle	CHA(1)	103
TRF_CNTL	INTERSECTION CONTROL TYPE	Ramp	CHA(2)	187
TRF_CNTL	INTERSECTION CONTROL TYPE	Roadlog	CHA(2)	155
TRF_CNTL	VEH TRAFFIC CONTROL	Vehicle	CHA(1)	103
TRFCN_DT	TRAFFIC CONTROL DATE	Ramp	CHA(8)	187
TRFCN_DT	TRAFFIC CONTROL DATE	Roadlog	CHA(8)	155
TRKPCTS	TRUCK PERCENTAGE	Ramp	NUM	188
TRKPCTS	TRUCK PERCENTAGE	Roadlog	NUM	155
TRLL_DT1	LEFT TURN LANE DATE RD1	Roadlog	CHA(8)	155
TRLL_DT2	LEFT TURN LANE DATE RD2	Roadlog	CHA(8)	155
TRLL_LG1	LEFT TURN LANE LENGTH RD1	Roadlog	NUM	156
TRLL_LG2	LEFT TURN LANE LENGTH RD2	Roadlog	NUM	156
TUN_NAME	TUNNEL NAME	Feature	CHA(24)	201
TRLL_WD1	LEFT TURN LANE WIDTH RD1	Roadlog	NUM	157
TRLL_WD2	LEFT TURN LANE WIDTH RD2	Roadlog	NUM	157
TRLR_DT1	RIGHT TURN LANE DATE RD1	Roadlog	CHA(8)	156
TRLR_DT2	RIGHT TURN LANE DATE RD2	Roadlog	CHA(8)	156
TRLR_LG1	RIGHT TURN LANE LENGTH RD1	Roadlog	NUM	156
TRLR_LG2	RIGHT TURN LANE LENGTH RD2	Roadlog	NUM	156
TRLR_WD1	RIGHT TURN LANE WIDTH RD1	Roadlog	NUM	157
TRLR_WD2	RIGHT TURN LANE WIDTH RD2	Roadlog	NUM	157
TUN_NUM	TUNNEL NUMBER	Feature	CHA(9)	201
TUNL_DT	TUNNEL DATE	Feature	CHA(8)	202
UBREG_DT	URBAN NUMBER DATE	Ramp	CHA(8)	188
UBREG_DT	URBAN NUMBER DATE	Roadlog	CHA(8)	157
UNX_DT	UNXING DATE	Feature	CHA(8)	201
UNX_LGT	UNXING LIGHTING	Feature	CHA(1)	202
UNX_OVHD	OVHD BRIDGE NUM	Feature	CHA(9)	202
UNX_XRD	UNXROAD DESC	Feature	CHA(24)	202
UNX_XRDO	UNXROAD OWNER CD	Feature	CHA(2)	202
URB_DT	URBAN REGION DATE	Ramp	CHA(8)	188

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
URB_DT	URBAN REGION DATE	Roadlog	CHA(8)	157
URB_NBR	URBAN AREA NUMBER	Ramp	CHA(2)	188
URB_NBR	URBAN AREA NUMBER	Roadlog	CHA(2)	157
URB_REG	URBAN REGION NUMBER	Ramp	CHA(1)	188
URB_REG	URBAN REGION NUMBER	Roadlog	CHA(1)	157
V_STATE	STATE OF VEH REGISTRATION	Vehicle	CHA(2)	104
V1CMPDIR	V1 COMPASS DIRECTION	Accident	CHA(1)	72
V1DIRCDE	V1 DIRECTION	Accident	CHA(1)	73
V1EVENT1	V1 MOVEMENT	Accident	CHA(1)	74
V2CMPDIR	V2 COMPASS DIRECTION	Accident	CHA(1)	72
V2DIRCDE	V2 DIRECTION	Accident	CHA(1)	73
V2EVENT1	V2 MOVEMENT	Accident	CHA(1)	74
VCUR_LGT	VERTICAL CURVE LENGTH	Grade	NUM	167
VEH_SEV	DRV INJURY SEVERITY	Vehicle	CHA(1)	104
VEH_USE	VEH USAGE	Vehicle	CHA(2)	105
VEHCOND1	VEH DEFECT 1	Vehicle	CHA(2)	106
VEHCOND2	VEH DEFECT 2	Vehicle	CHA(2)	106
VEHCOND3	VEH DEFECT 3	Vehicle	CHA(2)	106
VEHNO	VEH NUMBER	Vehicle	NUM	106
VEHNO	VEHICLE NUMBER	Occupant	NUM	113
VEHNO	VEHICLE NUMBER	Pedestrian	NUM	121
VEHTYPE	VEH TYPE	Vehicle	CHA(2)	107
VEHYR	VEH YEAR	Vehicle	CHA(2)	107
VRD_TYPE	ROADWAY TYPE	Vehicle	CHA(1)	107
WEATHER	WEATHER CONDITION	Accident	CHA(1)	75
WEEKDAY	DAY OF WEEK	Accident	CHA(1)	75
WGHT_DT	WEIGHT STATION DATE	LR	CHA(8)	212
WGHT_NUM	WEIGHT STATION NUMBER	LR	CHA(2)	212
WGHT_TYP	WEIGHT STATION TYPE	LR	CHA(2)	212
WKZONE	WORK ZONE STATUS	Accident	CHA(1)	75
WSP_DIST	WSP DISTRICT NUMBER	Ramp	CHA(1)	188
WSP_DIST	WSP DISTRICT NUMBER	Roadlog	CHA(1)	157
WSP_DT	WSP DATE	Ramp	CHA(8)	188
WSP_DT	WSP DATE	Roadlog	CHA(8)	157

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SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
WSP_UPDT	WSP UPDATE DATE	Accident	NUM	76
XRD_DESC	CROSSROAD ID DESC	LR	CHA(24)	212
XRD_DT	CROSSROAD DATE	LR	CHA(8)	212
XRD_OWN	CROSSROAD OWNER CD	LR	CHA(3)	212
XRD_TYP	CROSSROAD CONFIG TYPE	LR	CHA(1)	212
XRDCLASS	CROSS ROAD CLASS TYPE	Accident	CHA(1)	76
ZONE_DT	ZONE DATE	Roadlog	CHA(8)	158

List of Elements for the WA Accident Subfile

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
AC_MLMP	ACC MAINLINE MILEPOST	Accident	NUM	39
AC_SRMP	STATE ROUTE MILEPOST	Accident	CHA(1)	39
AC_SRMPI	SRMP AHEAD BACK INDICATOR	Accident	CHA(1)	39
ACC_DATE	ACC DATE YYMMDD	Accident	CHA(8)	39
ACCTYPE	ACC TYPE	Accident	CHA(2)	39
ACCYR	ACC YEAR	Accident	CHA(4)	41
ADMCLASS	ADMIN CLASS	Accident	CHA(1)	41
AGENCY	INVESTIGATING AGENCY	Accident	CHA(1)	41
ALCFLAG	DRV ALCOHOL FLAG	Accident	CHA(1)	42
CASENO	CASE NUMBER	Accident	CHA(10)	42
CENTURY	ACC CENTURY	Accident	CHA(2)	42
CITY	CITY NUMBER	Accident	CHA(4)	42
COLTYPE1	COLLISION TYPE 1	Accident	CHA(2)	46
COLTYPE2	COLLISION TYPE 2	Accident	CHA(2)	46
COUNTY	COUNTY NUMBER	Accident	CHA(2)	48
DAYMTH	ACC DAY OF MONTH	Accident	CHA(2)	49
DISTRICT	DISTRICT NUMBER	Accident	CHA(1)	49
FIRE	FIRE	Accident	CHA(1)	50
FORM_REPT_NO	TRAFFIC COLLISION REPORT FORM NUMBER	Accident	CHA(7)	50
FUNC_CLS	FUNCTIONAL CLASS	Accident	CHA(2)	51
GPS_LATX	GPS X	Accident	NUM	51
GPS_LATY	GPS Y	Accident	NUM	51
GPS_LATZ	GPS Z	Accident	NUM	51
HAZMAT	HAZARDOUS MATERIAL	Accident	CHA(1)	52
HIT_RUN	HIT AND RUN	Accident	CHA(1)	52
IMPACT	IMPACT LOCATION	Accident	CHA(2)	52
INTENT	INTENTIONAL ACTION	Accident	CHA(1)	57
LIGHT	LIGHT CONDITION	Accident	CHA(1)	57
LOC_CHAR	LOCATION CHARACTERISTICS	Accident	CHA(1)	58
LOC_TYPE	ACC LOCATION TYPE	Accident	CHA(1)	58
MAINTDT	LAST MAINTENANCE DATE	Accident	CHA(8)	59
MEDCAUSE	MEDICALLY CAUSED	Accident	CHA(1)	59
MILEPOST	ACCUM ROUTE MILEPOST (ARM)	Accident	NUM	59
MLMP_IND	MAINLINE ARM INDICATOR	Accident	CHA(1)	59
MONTH	ACC MONTH	Accident	CHA(2)	60
MVMT	MILLION VEH MILES TRAVELLED	Accident	NUM	60
NO_PEDS	NUMBER OF PEDESTRAINS	Accident	NUM	60

List of Elements for the WA Accident Subfile

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
NONMVIND	NON-TRAFFIC INDICATOR	Accident	CHA(1)	60
NUMVEHS	NUMBER OF VEH	Accident	NUM	60
OBJECT1	OBJECT STRUCK 1	Accident	CHA(2)	61
OBJECT2	OBJECT STRUCK 2	Accident	CHA(2)	61
PREFX_CD	PREFIX 1	Accident	CHA(1)	63
PROPDAM	PROPERTY DAMAGE AMOUNT	Accident	NUM	63
RAMP_IND	RAMP INDICATOR	Accident	CHA(1)	63
RD_CHAR1	ROADWAY CHARACTERISTICS	Accident	CHA(1)	64
RD_INV	ROADWAY INVENTORY	Accident	CHA(11)	64
RD_QUAL	ROADWAY QUALIFIER	Accident	CHA(6)	64
RD_REL	ON/OFF ROAD	Accident	CHA(1)	64
RD_TYPE	RELATED ROADWAY TYPE	Accident	CHA(2)	65
RDQUAL	RELATED ROADWAY QUALIFIER	Accident	CHA(6)	65
RDSURF	ROADWAY SURFACE	Accident	CHA(1)	66
REC_TYPE	RECORD TYPE	Accident	NUM	66
REPORT	ACC SEVERITY	Accident	CHA(1)	66
REV_MP	REVERSE ARM	Accident	NUM	66
RODWYCLS	ROADWAY CLASS	Accident	CHA(2)	67
RTE_NBR	STATE ROUTE NUMBER	Accident	CHA(3)	67
RUR_URB	RURAL URBAN	Accident	CHA(1)	67
SEQNO	SEQUENCE NUMBER	Accident	NUM	67
SEVERITY	MOST SEVERE INJURY	Accident	CHA(1)	68
SPILLAGE	FUEL SPILLAGE	Accident	CHA(1)	68
SR_ADID	STATE ROUTE ADDITIONAL ID	Accident	CHA(3)	69
ST_FUNC	STATE FUNCTIONAL CLASS	Accident	CHA(2)	69
STREPORT	STATE REPORT	Accident	CHA(1)	70
TIME	ACC TIME	Accident	CHA(4)	70
TIMEARR	POLICE ARRIVED TIME	Accident	CHA(4)	70
TIMENOTE	POLICE DISPATCHED TIME	Accident	CHA(4)	71
TOT_INJ	NUMBER OF PERSONS INJURED	Accident	NUM	71
TOT_KILL	NUMBER OF PERSONS KILLED	Accident	NUM	71
TOT_PED	NUMBER OF PED/CYC	Accident	NUM	72
V1CMPDIR	V1 COMPASS DIRECTION	Accident	CHA(1)	72
V2CMPDIR	V2 COMPASS DIRECTION	Accident	CHA(1)	72
V1DIRCDE	V1 DIRECTION	Accident	CHA(1)	73
V2DIRCDE	V2 DIRECTION	Accident	CHA(1)	73
V1EVENT1	V1 MOVEMENT	Accident	CHA(1)	74

List of Elements for the WA Accident Subfile

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
V2EVENT1	V2 MOVEMENT	Accident	CHA(1)	74
WEATHER	WEATHER CONDITION	Accident	CHA(1)	75
WEEKDAY	DAY OF WEEK	Accident	CHA(1)	75
WKZONE	WORK ZONE STATUS	Accident	CHA(1)	75
WSP_UPDT	WSP UPDATE DATE	Accident	NUM	76
XRDCLASS	CROSS ROAD CLASS TYPE	Accident	CHA(1)	76

NOTES:

1. SAS element names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

2. For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when elements are listed in tables.

Accident Mainline Milepost — SAS Name: AC_MLMP

Definition: Mainline milepost where crash occurred

Additional Information: Element discontinued in 1999.

State Route Milepost — SAS Name: AC_SRMP

Definition: State route milepost where crash occurred

Additional Information: Link with the Roadlog and other files with the MILEPOST element rather than with this element.

SRMP Ahead Back Indicator — SAS Name: AC_SRMPI

Definition: SRMP ahead and back indicator where crash occurred.

Date Accident Occurred — SAS Name: ACC_DATE

Definition: Date when the accident occurred.

Additional Information: Element discontinued in 1999. Can be created using the DAYMTH and MONTH variables below.

Accident Type — SAS Name: ACCTYPE

Definition: Type of accident that occurred.

Additional Information: Because this element was developed by WA DOT staff using vehicle maneuvers, each basic crash type (e.g., head-on, rear-end) has both a "strikes other vehicle" and a "struck by other vehicle" component. See code pairs 01 and 11, 02 and 12, etc. The user

must combine both components to define the total number of a given crash type. Frequencies for categories 02, 03, 04, 05, 14, 15look different between pre-1999 and post-1999 periods. However, these categories are similar in definition and we believe that the inconsistencies are because of this similarity and not due to any data quality issues

'01'	Strikes Other Vehicle Head On
'02'	Strikes Left Side of Other Vehicle at Angle
'03'	Strikes Right Side of Other Vehicle at Angle
'04'	Sideswipes Left Side of Other Vehicle
'05'	Sideswipes Right Side of Other Vehicle
'06'	Strikes Rear End of Other Vehicle
'07'	Strikes Front End of Other Vehicle (Not Head On)
'11'	Was Struck by Other Vehicle Head On
'12'	Was Struck on Left Side at Angle by Other Vehicle
'13'	Was Struck on Right Side at Angle by Other Vehicle
'14'	Was Sideswiped on Left Side by Other Vehicle
'15'	Was Sideswiped on Right Side by Other Vehicle
'16'	Was Struck in Rear End by Other Vehicle
'17'	Was Struck in Front End by Other Vehicle (Not Head On)
'27'	Strikes or Was Struck by Object from Other Vehicle
'28'	Pushed Vehicle Struck or Was Struck by Third Vehicle
'29'	All Other Multi Vehicle Involvements
'32'	Strikes Animal or Bird
'33'	Strikes Appurtenance
'34'	Strikes Other Object
'35'	Strikes or Was Struck by Working Object
'40'	Strikes Railroad Train
'41'	Was Struck by Railroad Train
'50'	Vehicle Overturned
'54'	Non-Collision Fire
'60'	Ran into Roadway Ditch
'61'	Ran into River, Lake, etc.
'62'	Ran over Embankment – No Guardrail Present
'71'	Pedestrian Struck by Vehicle
'72'	Pedalcyclist Struck by Vehicle
'73'	Pedalcyclist Strikes Vehicle
'74'	Pedalcyclist Strikes Pedalcyclist
'75'	Pedalcyclist Strikes Pedestrian
'76'	Pedalcyclist Strikes Pedestrian

'77'	Pedalcyclist – All Other Involvements
'88'	Pushed Vehicle Struck by Pushing Vehicle
'98'	Jackknife Trailer
'99'	All Other Single Vehicle Involvements

Year Accident Occurred

SAS Name: ACCYR

Definition: Year accident occurred.

Additional Information: The format used is YYYY. Element discontinued in 2007. Accidents for different years are stored in separate files in HSIS.

Admin Class

SAS Name: ADMCLASS

Definition: Admin class.

' '	Not Stated
'1'	State
'2'	City
'3'	County
'4'	Federal
'5'	Other

Investigating Agency

SAS Name: AGENCY

Definition: Reporting Agency

'1'	State Patrol
'2'	County Sheriff
'3'	City of Municipal Police
'4'	Federal, Tribal, or Other Law Enforcement
'5'	Not Investigated

Driver Alcohol Flag

SAS Name: ALCFLAG

Definition: Whether a driver in the crash had been drinking and the level of impairment.

Additional Information: This element is not coded in approximately six percent of the cases. Element discontinued in 1999.

'1'	HBD, Ability Impaired
'2'	HBD, Ability Not Impaired
'3'	HBD, Sobriety Unknown
'4'	Had Not Been Drinking
'5'	HBD, Ability Impaired (Determined by Toxicologist's Chemical Test)
'6'	HBD, Ability Not Impaired (Determined by Toxicologist's Chemical Test)
'7'	Had Not Been Drinking (Determined by Toxicologist's Chemical Test)

Case Number

SAS Name: CASENO

Definition: Case number of accident.

Additional Information: The format used is a 4-digit year plus a 6-digit number.

Accident Century

SAS Name: CENTURY

Definition: Century when crash occurred

Additional Information: Element discontinued in 1999.

City Number

SAS Name: CITY

Definition: City where the crash occurred.

'0005'	Aberdeen	'0010'	Airway Heights
'0015'	Albion	'0020'	Algona
'0025'	Almira	'0030'	Anacortes
'0045'	Arlington	'0050'	Asotin
'0055'	Auburn	'0058'	Bainbridge Island
'0060'	Battleground	'0070'	Beaux Arts
'0075'	Bellevue	'0080'	Bellingham
'0085'	Benton City	'0090'	Bingen
'0095'	Black Diamond	'0100'	Blaine
'0105'	Bonney Lake	'0110'	Bothell

'0115'	Bremerton	'0120'	Brewster
'0125'	Bridgeport	'0127'	Brier
'0130'	Buckley	'0135'	Bucoda
'0139'	Burien	'0140'	Burlington
'0145'	Camas	'0150'	Carbonado
'0155'	Carnation	'0165'	Cashmere
'0170'	Castle Rock	'0175'	Cathlamet
'0180'	Centralia	'0190'	Chehalis
'0195'	Chelan	'0200'	Cheney
'0205'	Chewelah	'0215'	Clarkston
'0220'	Cle Elum	'0225'	Clyde Hill
'0230'	Colfax	'0235'	College Place
'0240'	Colton	'0250'	Colville
'0255'	Conconully	'0260'	Concrete
'0265'	Connell	'0270'	Cosmopolis
'0275'	Coulee City	'0280'	Coulee Dam
'0290'	Coupeville	'0293'	Covington
'0295'	Creston	'0300'	Cusick
'0305'	Darrington	'0310'	Davenport
'0315'	Dayton	'0320'	Deer Park
'0325'	Des Moines	'0330'	Du Pont
'0335'	Duvall	'0350'	East Wenatchee
'0360'	Eatonville	'0362'	Edgewood
'0365'	Edmonds	'0375'	Electric City
'0380'	Ellensburg	'0385'	Elma
'0390'	Elmer City	'0395'	Endicott
'0405'	Entiat	'0410'	Enumclaw
'0415'	Ephrata	'0420'	Everett
'0425'	Everson	'0430'	Fairfield
'0440'	Farmington	'0443'	Federal Way
'0445'	Ferndale	'0450'	Fife
'0455'	Fircrest	'0465'	Forks
'0470'	Friday Harbor	'0480'	Garfield
'0489'	George	'0490'	Gig Harbor
'0495'	Gold Bar	'0500'	Goldendale
'0510'	Grand Coulee	'0515'	Grandview
'0520'	Granger	'0525'	Granite Falls
'0535'	Hamilton	'0540'	Harrah

'0545'	Harrington	'0550'	Hartline
'0555'	Hatton	'0560'	Hoquiam
'0570'	Hunts Point	'0575'	Ilwaco
'0580'	Index	'0585'	Ione
'0590'	Issaquah	'0595'	Kahlotus
'0600'	Kalama	'0605'	Kelso
'0609'	Kenmore	'0610'	Kennewick
'0615'	Kent	'0620'	Kettle Falls
'0625'	Kirkland	'0630'	Kittitas
'0635'	Krupp	'0640'	La Center
'0643'	Lacey	'0650'	La Conner
'0655'	La Crosse	'0657'	Lake Forest Park
'0664'	Lake Stevens	'0665'	Lakewood
'0668'	Lamont	'0670'	Langley
'0675'	Latah	'0680'	Leavenworth
'0684'	Liberty Lake	'0685'	Lind
'0690'	Long Beach	'0695'	Longview
'0705'	Lyman	'0710'	Lynden
'0715'	Lynnwood	'0725	'Mabton
'0728'	McCleary	'0730'	Malden
'0735'	Mansfield	'0739'	Maple Valley
'0740'	Marcus	'0745'	Marysville
'0750'	Mattawa	'0755'	Medical Lake
'0760'	Medina	'0763'	Mercer Island
'0765'	Mesa	'0770'	Metaline
'0775'	Metaline Falls	'0778'	Mill Creek
'0780'	Millwood	'0785'	Milton
'0790'	Monroe	'0795'	Montesano
'0800'	Morton	'0805'	Moses Lake
'0810'	Mossyrock	'0815'	Mountlake Terrace
'0820'	Mount Vernon	'0825'	Moxee
'0830'	Mukilteo	'0835'	Naches
'0840'	Napavine	'0855'	Nespelem
'0861'	Newcastle	'0860'	Newport
'0865'	Nooksack	'0870'	Normandy Park
'0875'	North Bend	'0877'	North Bonneville
'0885'	Northport	'0890'	Oakesdale
'0895'	Oak Harbor	'0900'	Oakville

'0907'	Ocean Shores	'0910'	Odessa
'0915'	Okanogan	'0920'	Olympia
'0925'	Omak	'0935'	Oroville
'0940'	Orting	'0945'	Othello
'0950'	Pacific	'0955'	Palouse
'0960'	Pasco	'0970'	Pateros
'0975'	Pe Ell	'0985'	Pomeroy
'0990'	Port Angeles	'1000'	Port Orchard
'1005'	Port Townsend	'1010'	Poulsbo
'1015'	Prescott	'1020'	Prosser
'1025'	Pullman	'1030'	Puyallup
'1040'	Quincy	'1050'	Rainier
'1055'	Raymond	'1060'	Reardan
'1065'	Redmond	'1070'	Renton
'1075'	Republic	'1080'	Richland
'1085'	Ridgefield	'1090'	Ritzville
'1095'	Riverside	'1100'	Rockford
'1105'	Rock Island	'1115'	Rosalia
'1120'	Roslyn	'1125'	Roy
'1127'	Royal City	'1130'	Ruston
'1135'	St. John	'1136'	Sammamish
'1139'	Sea Tac	'1140'	Seattle
'1150'	Sedro Woolley	'1155'	Selah
'1160'	Sequim	'1165'	Shelton
'1169'	Shoreline	'1175'	Skykomish
'1180'	Snohomish	'1185'	Snoqualmie
'1190'	Soap Lake	'1195'	South Bend
'1205'	South Cle Elum	'1210'	South Prairie
'1215'	Spangle	'1220'	Spokane
'1221'	Spokane Valley	'1225'	Sprague
'1230'	Springdale	'1235'	Stanwood
'1240'	Starbuck	'1245'	Steilacoom
'1250'	Stevenson	'1255'	Sultan
'1265'	Sumas	'1270'	Sumner
'1275'	Sunnyside	'1280'	Tacoma
'1285'	Tekoa	'1290'	Tenino
'1295'	Tieton	'1300'	Toledo
'1305'	Tonasket	'1310'	Toppenish

'1320'	Tukwila	'1325'	Tumwater
'1330'	Twisp	'1335'	Union Gap
'1340'	Uniontown	'1344'	University Place
'1345'	Vader	'1350'	Vancouver
'1360'	Waitsburg	'1365'	Walla Walla
'1375'	Wapato	'1380'	Warden
'1385'	Washougal	'1390'	Washtucna
'1395'	Waterville	'1400'	Waverly
'1405'	Wenatchee	'1420'	Westport
'1425'	West Richland	'1435'	White Salmon
'1440'	Wilbur	'1445'	Wilkeson
'1450'	Wilson Creek	'1455'	Winlock
'1465'	Winthrop	'1469'	Woodinville
'1470'	Woodland	'1475'	Woodway
'1480'	Yacolt	'1485'	Yakima
'1490'	Yarrow Point	'1495'	Yelm
'1500'	Zillah		

Collision Type 1 — SAS Name: COLTYPE1
Collision Type 2 — SAS Name: COLTYPE2

Definition: Types of first and second collisions in the crash.

Additional Information: These elements provide information on the first collision and second collision of an accident.

'00'	Vehicle Going Straight Hits Pedestrian
'01'	Vehicle Turning Right Hits Pedestrian
'02'	Vehicle Turning Left Hits Pedestrian
'03'	Vehicle Backing Hits Pedestrian
'04'	Vehicle Hits Pedestrian - All Other Actions
'05'	Vehicle Hits Pedestrian - Actions Not Stated
'10'	Entering At Angle
'11'	From Same Direction -Both Going Straight-Both Moving-Sideswipe
'12'	From Same Direction -Both Going Straight-One Stopped-Sideswipe
'13'	From Same Direction - Both Going Straight-Both Moving-Rear End
'14'	From Same Direction - Both Going Straight-One Stopped-Rear End
'15'	From Same Direction - One Left Turn - One Straight
'16'	From Same Direction - One Right Turn - One Straight

'19'	One Car Entering Parked Position
'20'	One Car Leaving Parked Position
'21'	One Car Entering Driveway Access
'22'	One Car Leaving Driveway Access
'23'	From Same Direction - All Others
'24'	From Opposite Direction - Both Moving - Head On
'25'	From Opposite Direction - One Stopped - Head On
'26'	From Opposite Direction - Both Going Straight - Sideswipe
'27'	From Opposite Direction - Both Going Straight - One Stopped - Sideswipe
'28'	From Opposite Direction - One Left Turn - One Straight
'29'	From Opposite Direction - One Left Turn - One Right Turn
'30'	From Opposite Direction - All Others
'31'	Not Stated
'32'	One Parked - One Moving
'40'	Train Struck Moving Vehicle
'41'	Train Struck Stopped Or Stalled Vehicle
'42'	Vehicle Struck Moving Train
'43'	Vehicle Struck Stopped Train
'44'	Unicycle
'45'	Bicycle
'46'	Tricycle
'47'	Domestic Animal (Horse, Cow, Sheep, Etc.)
'48'	Domestic Animal Other (Cat, Dog Etc.)
'49'	Non Domestic Animal (Deer, Bear, Elk, Etc.)
'50'	Struck Fixed Object
'51'	Struck Other Object
'52'	Vehicle Overturned
'53'	Person Fell, Jumped, Or Was Pushed From Vehicle
'54'	Fire Started In Vehicle
'55'	Accidentally Overcame By Carbon Monoxide Poison'
'56'	Breakage Of Any Part Of The Vehicle Resulting In Injury Or In Further Property Damage
'57'	All Other Non-Collisions
'60'	Vehicle Hits State Road Or Construction Machinery
'61'	Vehicle Struck By State Road Or Construction Machinery
'62'	Vehicle Hits County Road Or Construction Machinery
'63'	Vehicle Struck By County Road Or Construction Machinery
'64'	Vehicle Hits City Road Or Construction Machinery

'65'	Vehicle Struck By City Road Or Construction Machinery
'66'	Vehicle Hits Other Road Or Construction Machinery
'67'	Vehicle Struck By Other Road Or Construction Machinery
'71'	Same Direction - Both Turning Right - Both Moving - Sideswipe
'72'	Same Direction - Both Turning Right - One Stopped - Sideswipe
'73'	Same Direction - Both Turning Right - Both Moving - Rear End
'74'	Same Direction - Both Turning Right - One Stopped - Rear End
'81'	Same Direction - Both Turning Left - Both Moving - Sideswipe
'82'	Same Direction - Both Turning Left - One Stopped - Sideswipe
'83'	Same Direction - Both Turning Left - Both Moving - Rear End
'84'	Same Direction - Both Turning Left - One Stopped - Rear End

County Number

SAS Name: COUNTY

Definition: County where the crash occurred.

'00'	Not Stated
'01'	Adams
'02'	Asotin
'03'	Benton
'04'	Chelan
'05'	Clallam
'06'	Clark
'07'	Columbia
'08'	Cowlitz
'09'	Douglas
'10'	Ferry
'11'	Franklin
'12'	Garfield
'13'	Grant
'14'	Grays Harbor
'15'	Island
'16'	Jefferson
'17'	King
'18'	Kitsap
'19'	Kittitas
'20'	Klickitat
'21'	Lewis
'22'	Lincoln

'23'	Mason
'24'	Okanogan
'25'	Pacific
'26'	Pend Oreille
'27'	Pierce
'28'	San Juan
'29'	Skagit
'30'	Skamania
'31'	Snohomish
'32'	Spokane
'33'	Stevens
'34'	Thurston
'35'	Wahkiakum
'36'	Walla Wall*
'37'	Whatcom
'38'	Whitman
'39'	Yakima

Accident Day of Month

SAS Name: DAYMTH

Definition: Day of the month of the crash

District Number

SAS Name: DISTRICT

Definition: District where the crash occurred.

' '	Not Stated
'0'	Headquarters
'1'	North West (District 1)
'2'	North Central (District 2)
'3'	Olympic (District 3)
'4'	South West (District 4)
'5'	South Central (District 5)
'6'	Eastern (District 6)
'7'	Inactive
'8'	UAB-Urban Arterial
'9'	Washington State Ferries

Fire

SAS Name: FIRE

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

' '	Not Stated
'0'	Unknown
'1'	Fire
'2'	No Fire

Traffic Collision Report Form Number

SAS Name: FORM_REPT_NO

Definition: Police Traffic Collision Report form number.

Additional Information: It is a 7-Digit Form Number. It is a pre-printed number found in the upper right hand corner of the Police Traffic Collision Report form. New variable added in 2012.

Functional Class

SAS Name: FUNC_CLS

Definition: Functional class.

Additional Information: * Codes from 41 to 57 were new in 2012 and codes 07 and 17 contained both major and minor collectors before 2012.

'01','41'*	Rural Interstate
'02','43'*	Rural Principal Arterial
'05', '42'*	Rural Other Freeway/Expressway
'06','44'*	Rural-Minor-Arterial
'07'	Rural Collector
'08','46'*	Rural Minor Collector
'45'*	Rural Major Collector
'09'	Rural Unclassified
'47'*	Rural Local Roads
'11','51'*	Urban-Interstate
'12','52'*	Urban-Principal-Arterial (Freeways & Expressways)
'14','53'*	Urban Other Principal Arterial
'16','54'*	Urban Minor Arterial
'17'	Urban Collector
'18','56'*	Urban Minor Collector
'55'	Urban Major Collector
'19'	Urban-Unclassified
'57'*	Urban Local Roads

GPS X

SAS Name: GPS_LATX

GPS Y

SAS Name: GPS_LATY

GPS Z

SAS Name: GPS_LATZ

Definition: GPS coordinates

Additional Information: Element added in 1999.

Hazardous Material Carried — SAS Name: HAZMAT

Definition: Whether or not there was hazardous material carried in the vehicle when the crash occurred.

Additional Information: The element is "not stated" in virtually all cases.

' '	'Not Stated'
'0'	'Unknown'
'1'	'Hazardous'
'2'	'N/Hazardous'

Hit and Run — SAS Name: HIT_RUN

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

Additional Information: Element added in 1999.

'0'	No
'1'	Yes

Impact Location — SAS Name: IMPACT

Definition: Roadway component where crash occurred.

Additional Information: Information on "sequence of events" is found in V1EVENT1, V2EVENT1, and IMPACT variables

'A0'	Past Right Shoulder Increasing Milepost
'A1'	Lane 1 Increasing Milepost
'A2'	Lane 2 Increasing Milepost
'A3'	Lane 3 Increasing Milepost
'A4'	Lane 4 Increasing Milepost
'A5'	Lane 5 Increasing Milepost
'A6'	Left Turn Lane Increasing Milepost
'A7'	Right Shoulder Increasing Milepost
'A8'	Median Shoulder Increasing Milepost
'A9'	In Median Increasing Milepost
'AA'	Lane 6 Increasing Milepost
'AB'	Lane 7 Increasing Milepost
'AC'	Lane 8 Increasing Milepost

'B1'	Intersecting Road Increasing Milepost
'D0'	Past Right Shoulder Decreasing Milepost
'D1'	Lane 1 Decreasing Milepost
'D2'	Lane 2 Decreasing Milepost
'D3'	Lane 3 Decreasing Milepost
'D4'	Lane 4 Decreasing Milepost
'D5'	Lane 5 Decreasing Milepost
'D6'	Left Turn Lane Decreasing Milepost
'D7'	Right Shoulder Decreasing Milepost
'D8'	Median Shoulder Decreasing Milepost
'D9'	In Median Decreasing Milepost
'DA'	Lane 6 Decreasing Milepost
'DB'	Lane 7 Decreasing Milepost
'DC'	Lane 8 Decreasing Milepost
'E1'	Intersecting Road Decreasing Milepost
'FT'	State Ferry Terminal or Docked Ferry
'H0'	Separated HOV - Past Right Shoulder Increasing MP Side Of ML
'H1'	Separated HOV - Lane 1 Increasing Milepost Side Of Mainline
'H2'	Separated HOV - Lane 2 Increasing Milepost Side Of Mainline
'H3'	Separated HOV - Lane 3 Increasing Milepost Side Of Mainline
'H4'	Separated HOV - Lane 4 Increasing Milepost Side Of Mainline
'H5'	Separated HOV - Lane 5 Increasing Milepost Side Of Mainline
'H6'	Separated HOV - Left Turn Lane Increasing MP Side Of ML
'H7'	Separated HOV - Right Shoulder Increasing MP Side Of ML
'H8'	Separated HOV - Left Shoulder Increasing MP Side Of ML
'H9'	Separated HOV - Past Left Shoulder Increasing MP Side Of ML
'HA'	Separated HOV - Lane 6 Increasing Milepost Side Of Mainline
'HB'	Separated HOV - Lane 7 Increasing Milepost Side Of Mainline
'HC'	Separated HOV - Lane 8 Increasing Milepost Side Of Mainline
'L0'	Past Right Shoulder Lx Increasing Milepost
'L1'	Lane 1 LX Increasing Milepost
'L2'	Lane 2 LX Increasing Milepost
'L3'	Lane 3 LX Increasing Milepost
'L4'	Lane 4 LX Increasing Milepost
'L5'	Lane 5 Lx Increasing Milepost
'L6'	Left Turn Lane LX Increasing Milepost
'L7'	Right Shoulder LX Increasing Milepost
'L8'	Left Shoulder LX Increasing Milepost

'L9' Past Left Shoulder LX Increasing Milepost
'LA' Lane 6 LX Increasing Milepost
'LB' Lane 7 LX Increasing Milepost
'LC' Lane 8 LX Increasing Milepost
'M0' CD - Past Right Shoulder Increasing Milepost Side Of Mainline
'M1' CD - Lane 1 Increasing Milepost Side Of Mainline
'M2' CD - Lane 2 Increasing Milepost Side Of Mainline
'M3' CD - Lane 3 Increasing Milepost Side Of Mainline
'M4' CD - Lane 4 Increasing Milepost Side Of Mainline
'M5' CD - Lane 5 Increasing Milepost Side Of Mainline
'M6' CD - Left Turn Lane Increasing Milepost Side Of Mainline
'M7' CD - Right Shoulder Increasing Milepost Side Of Mainline
'M8' CD - Left Shoulder Increasing Milepost Side Of Mainline
'M9' CD - Past Left Shoulder Increasing Milepost Side Of Mainline
'MA'CD - Lane 6 Increasing Milepost Side Of Mainline
'MB' CD - Lane 7 Increasing Milepost Side Of Mainline
'MC' CD - Lane 8 Increasing Milepost Side Of Mainline
'N0' CD - Past Right Shoulder Decreasing Milepost Side Of Mainline
'N1' CD - Lane 1 Decreasing Milepost Side Of Mainline
'N2' CD - Lane 2 Decreasing Milepost Side Of Mainline
'N3' CD - Lane 3 Decreasing Milepost Side Of Mainline
'N4' CD - Lane 4 Decreasing Milepost Side Of Mainline
'N5' CD - Lane 5 Decreasing Milepost Side Of Mainline
'N6' CD - Left Turn Lane Decreasing Milepost Side Of Mainline
'N7' CD - Right Shoulder Decreasing Milepost Side Of Mainline
'N8' CD - Left Shoulder Decreasing Milepost Side Of Mainline
'N9' CD - Past Left Shoulder Decreasing Milepost Side Of Mainline
'NA' CS - Lane 6 Decreasing Milepost Side Of Mainline
'NB' CS - Lane 7 Decreasing Milepost Side Of Mainline
'NC' CS - Lane 8 Decreasing Milepost Side Of Mainline
'P0' Past Right Shoulder Off Ramp Increasing MP Side Of ML
'P1' Lane 1 Off Ramp Increasing Milepost Side Of Mainline
'P2' Lane 2 Off Ramp Increasing Milepost Side Of Mainline
'P3' Lane 3 Off Ramp Increasing Milepost Side Of Mainline
'P4' Lane 4 Off Ramp Increasing Milepost Side Of Mainline
'P5' Lane 5 Off Ramp Increasing Milepost Side Of Mainline
'P6' Left Turn Lane Off Ramp Increasing Milepost Side Of Mainline
'P7' Right Shoulder Off Ramp Increasing Milepost Side Of Mainline

'P8'	Left Shoulder Off Ramp Increasing Milepost Side Of Mainline
'P9'	Past Left Shoulder Off Ramp Increasing Milepost Side Of Mainline
'PA'	Lane 6 Off Ramp Increasing Milepost Side Of Mainline
'PB'	Lane 7 Off Ramp Increasing Milepost Side Of Mainline
'PC'	Lane 8 Off Ramp Increasing Milepost Side Of Mainline
'Q0'	Past Right Shoulder On Ramp Increasing Milepost Side Of Mainline
'Q1'	Lane 1 On Ramp Increasing Milepost Side Of Mainline
'Q2'	Lane 2 On Ramp Increasing Milepost Side Of Mainline
'Q3'	Lane 3 On Ramp Increasing Milepost Side Of Mainline
'Q4'	Lane 4 On Ramp Increasing Milepost Side Of Mainline
'Q5'	Lane 5 On Ramp Increasing Milepost Side Of Mainline
'Q6'	Left Turn Lane On Ramp Increasing Milepost Side Of Mainline
'Q7'	Right Shoulder On Ramp Increasing Milepost Side Of Mainline
'Q8'	Left Shoulder On Ramp Increasing Milepost Side Of Mainline
'Q9'	Past Left Shoulder On Ramp Increasing Milepost Side Of Mainline
'QA'	Lane 6 On Ramp Increasing Milepost Side Of Mainline
'QB'	Lane 7 On Ramp Increasing Milepost Side Of Mainline
'QC'	Lane 8 On Ramp Increasing Milepost Side Of Mainline
'R0'	Past Right Shoulder Off Ramp Decreasing MP Side Of ML
'R1'	Lane 1 Off Ramp Decreasing Milepost Side Of Mainline
'R2'	Lane 2 Off Ramp Decreasing Milepost Side Of Mainline
'R3'	Lane 3 Off Ramp Decreasing Milepost Side Of Mainline
'R4'	Lane 4 Off Ramp Decreasing Milepost Side Of Mainline
'R5'	Lane 5 Off Ramp Decreasing Milepost Side Of Mainline
'R6'	Left Turn Lane Off Ramp Decreasing Milepost Side Of Mainline
'R7'	Right Shoulder Off Ramp Decreasing Milepost Side Of Mainline
'R8'	Left Shoulder Off Ramp Decreasing Milepost Side Of Mainline
'R9'	Past Left Shoulder Off Ramp Decreasing Milepost Side Of Mainline
'RA'	Lane 6 Off Ramp Decreasing Milepost Side Of Mainline
'RB'	Lane 7 Off Ramp Decreasing Milepost Side Of Mainline
'RC'	Lane 8 Off Ramp Decreasing Milepost Side Of Mainline
'S0'	Past Right Shoulder On Ramp Decreasing Milepost Side Of Mainline
'S1'	Lane 1 On Ramp Decreasing Milepost Side Of Mainline
'S2'	Lane 2 On Ramp Decreasing Milepost Side Of Mainline
'S3'	Lane 3 On Ramp Decreasing Milepost Side Of Mainline
'S4'	Lane 4 On Ramp Decreasing Milepost Side Of Mainline
'S5'	Lane 5 On Ramp Decreasing Milepost Side Of Mainline
'S6'	Left Turn Lane On Ramp Decreasing Milepost Side Of Mainline

'S7'	Right Shoulder On Ramp Decreasing Milepost Side Of Mainline
'S8'	Left Shoulder On Ramp Decreasing Milepost Side Of Mainline
'S9'	Past Left Shoulder On Ramp Decreasing Milepost Side Of Mainline
'SA'	Lane 6 On Ramp Decreasing Milepost Side Of Mainline
'SB'	Lane 7 On Ramp Decreasing Milepost Side Of Mainline
'SC'	Lane 8 On Ramp Decreasing Milepost Side Of Mainline
'V0'	Separated HOV - Past Right Shoulder Decreasing MP Side Of ML
'V1'	Separated HOV - Lane 1 Decreasing Milepost Side Of Mainline
'V2'	Separated HOV - Lane 2 Decreasing Milepost Side Of Mainline
'V3'	Separated HOV - Lane 3 Decreasing Milepost Side Of Mainline
'V4'	Separated HOV - Lane 4 Decreasing Milepost Side Of Mainline
'V5'	Separated HOV - Lane 5 Decreasing Milepost Side Of Mainline
'V6'	Separated HOV - Left Turn Lane Decreasing MP Side Of ML
'V7'	Separated HOV - Right Shoulder Decreasing MP Side Of ML
'V8'	Separated HOV - Left Shoulder Decreasing MP Side Of ML
'V9'	Separated HOV - Past Left Shoulder Decreasing MP Side Of ML
'VA'	Separated HOV - Lane 6 Decreasing Milepost Side Of Mainline
'VB'	Separated HOV - Lane 7 Decreasing Milepost Side Of Mainline
'VC'	Separated HOV - Lane 8 Decreasing Milepost Side Of Mainline
'X0'	Past Right Shoulder LX Decreasing Milepost
'X1'	Lane 1 LX Decreasing Milepost
'X2'	Lane 2 LX Decreasing Milepost
'X3'	Lane 3 LX Decreasing Milepost
'X4'	Lane 4 LX Decreasing Milepost
'X5'	Lane 5 LX Decreasing Milepost
'X6'	Left Turn Lane LX Decreasing Milepost
'X7'	Right Shoulder LX Decreasing Milepost
'X8'	Left Shoulder LX Decreasing Milepost
'X9'	Past Left Shoulder LX Decreasing Milepost
'XA'	Lane 6 LX Decreasing Milepost
'XB'	Lane 7 LX Decreasing Milepost
'XC'	Lane 8 LX Decreasing Milepost
'CD'	CD
'CI'	CI
'LX'	LX

Intentional Action

SAS Name: INTENT

Definition: Whether the crash involved an intentional action by any driver.

Additional Information: Element added in 1999.

'0'	No
'1'	Yes

Light Condition

SAS Name: LIGHT

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

'1'	Daylight
'2'	Dawn
'3'	Dusk
'4'	Dark, Street Lights On
'5'	Dark, Street Lights Off
'6'	Dark, No Street Lights
'7'	Other
*'9'	Unknown

* Category added in 1999.

Location Characteristics

SAS Name: LOC_CHAR

Definition: Type of location where the crash occurred

'00'	Railroad Crossing
'01'	Parking Lot
'02'	Bridge Or Overpass
'03'	Underpass Or Tunnel
'04'	Rest Area Or Turn Out
'05'	Shopping Mall Or Plaza
'06'	Park And Ride Lot
'07'	Ferry Dock
'08'	School Zone
'09'	Playground Zone
'10'	Street Intersection
'11'	Alley Intersection
'12'	Driveway Access
'13'	Bridge, Overpass Or Ferry Dock
'14' Or 'A'	Other

Accident Location Type

SAS Name: LOC_TYPE

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

'1'	At Intersection And Related
'2'	Intersection Related But Not At Intersection
'3'	At Driveway
'4'	Not At Intersection And Not Related
'5'	At Intersection And Not Related
'6'	At Driveway Within Major Intersection
'7'	Driveway Related But Not At Driveway
*'8'	At Driveway But Not Related'
'A'	Entering Roundabout (Effective 1/1/2001)
'B'	Circulating Roundabout (Effective 1/1/2001)
'C'	Exiting Roundabout (Effective 1/1/2001)
'D'	At Roundabout, But Not Related (Effective 1/1/2001)
'E'	Roundabout Related, But Not At Roundabout (Effective 1/1/2001)
'F'	Traffic Calming Circle (Effective 1/1/2001)

* Category added in 1999.

Last Maintenance Date

SAS Name: MAINTDT

Definition: Last maintenance date of the location where crash occurred

Additional Information: Date of last change in related element (YYYYMMDD).

Medically Caused

SAS Name: MEDCAUSE

Definition: Indicates whether crash occurred due to medical reason or not

Additional Information: Element added in 1999.

'0'	No
'1'	Yes

ACCUM Route Milepost (Arm)

SAS Name: MILEPOST

Definition: Reference point where the crash occurred.

Additional Information: This is the element used to link the roadway inventory and other files.

Mainline Arm Indicator

SAS Name: MLMP_IND

Definition: Mainline arm indicator of the crash

Additional Information: Element discontinued in 1999.

Accident Month

SAS Name: MONTH

Definition: Month of the year when crash occurred

'01'	January
'02'	February
'03'	March
'04'	April
'05'	May
'06'	June
'07'	July
'08'	August
'09'	September
'10'	October
'11'	November
'12'	December

Million Vehicle Miles Travelled

SAS Name: MVMT

Definition: Million vehicle miles traveled on road segment.

Additional Information: Element discontinued in 1999.

Number of Pedestrians

SAS Name: NO_PEDS

Definition: Number of pedestrians involved in the crash

Additional Information: Element added in 1999.

Non-Traffic Indicator

SAS Name: NONMVIND

Definition: Indicates whether crash occurred in traffic or not

Additional Information: Element added in 1999.

'0'	No
'1'	Yes

Number of Vehicles

SAS Name: NUMVEHS

Definition: Number of vehicles involved in the crash.

Object Struck 1 — SAS Name: OBJECT1
Object Struck 2 — SAS Name: OBJECT2

Definition: Fixed object struck in crash.

Additional Information: These elements provide information on the first object and the second object struck in a collision.

'01'	Beam Guardrail, Leading End
'02'	Beam Guardrail, Face Of (Did Not Go Thru, Over, or Under)
'03'	Beam Guardrail, Face Of (Did Go Thru, Over, or Under
'07'	Concrete Median Barrier Wall
'08'	Retaining Wall (Concrete, Rock, Brick, Etc.)
'09'	Curb or Raised Traffic Island, Raised Median Curb
'11'	Bridge Abutment
'12'	Bridge Column, Pier or Pillar
'13'	Wood Sign Post
'14'	Metal Sign Post
'15'	Guide Post
'16'	Luminaire Pole or Base
'17'	Railway Signal or Pole
'18'	Utility Pole (Telephone, Power, Etc.)
'19'	Traffic Signal Pole and/or Control Equipment
'20'	Culvert End or Other Appurtenance in Ditch
'74','21'	Roadway Ditch
'22'	Overhead Sign Support
'23'	Toll Booth
'24'	Toll Booth Island
'25'	Closed Toll Gate
'26'	Railway Crossing
'27'	Reversible Lane Control Gate
'28'	Underside of Bridge (I.E., Over Height Truck or Load)
'30'	Crash Cushion or Drums
'31'	Guardrail, Leading End
'32'	Guardrail, Face Of (Did Not Go Thru, Over, or Under)
'33'	Guardrail, Face Of (Did Go Thru, Over, or Under)
'34'	Concrete Barrier, Leading End
'35'	Concrete Barrier, Face Of (Did Not Go Thru, Over, or Under)
'36'	Concrete Barrier, Face Of (Did Go Thru, Over, or Under)

'37'	Bridge Rail, Leading End
'38'	Bridge Rail, Face Of (Did Not Go Thru, Over, or Under)
'39'	Bridge Rail, Face Of (Did Go Thru, Over, or Under)
'49'	Manhole Cover
'50'	Temporary Traffic Sign or Barricade
'51'	Road or Construction Machinery
'52'	Construction Materials
'53'	Miscellaneous Object or Debris on Road Surface
'54'	Falling Rock or Tree Fell On Vehicle
'55'	Fallen Rock or Tree
'56'	Tree or Stump (Stationary)
'57'	Boulder (Stationary)
'58'	Rock Bank or Ledge
'59'	Earth Bank or Ledge
'60'	Mud or Land Slide
'61'	Snow Bank
'62'	Snow Slide
'63'	Building
'64'	Fire Plug
'65'	Parking Meter
'66'	Fence
'67'	Domestic Animal (Ridden)
'68'	Animal Drawn Vehicle
'69'	Over Embankment/No Guardrail Present
'70'	Into River, Lake, Swamp, Etc.
'71'	Other Object
'72'	Not Stated
'73'	Mail Box
'75'	State Road or Construction Machinery
'76'	County Road or Construction Machinery
'77'	City Road or Construction Machinery
'78'	Other Road or Construction Machinery

Prefix 1

SAS Name: PREFX_CD

Definition: Prefix information for the crash route.

Additional Information: A numeric code used for further identification of the state route. Washington staff indicates that the construction area information (code "5") may be somewhat inaccurate. Also see WKZONE, available for 1999 and later years. Washington staff recommends the use of WKZONE variable for any work zone related analysis.

'1'	Couplet (Used In Decreasing MP Side Only)
'2'	Reversible Lanes
'3'	Spur
'4'	Temporary Route, Detours
'5'	Construction Area
'6'	New Route, Open in Both Directions
'7'	New Route, Open in One Direction Only
'8'	Old Route, One Direction Only
'9'	Old Route, Replaced But Still On the System (Up To 1/1/88)
'0'	High Occupancy Vehicle (HOV) Lanes (Started 1/1/88)

Property Damage Amount

SAS Name: PROPDAM

Definition: Amount of property damage in the crash

Additional Information: Element discontinued in 1999.

Ramp Indicator

SAS Name: RAMP_IND

Definition: Part of a ramp where the crash occurred

Additional Information: This element does not include a code for accidents occurring in the middle of a ramp (unless at an intersection or Y- connector). These crashes will be left uncoded along with non-ramp accidents. (See RD_TYPE.) Element discontinued in 1999.

'S','B'	Accident Occurred At the Beginning of the Ramp
'F','E'	Accident Occurred at the End of the Ramp
'M','I'	Accident Occurred at an Intersection on the Ramp
'J','Y'	Accident Occurred at a Y-Connection on the Ramp

Roadway Characteristics

SAS Name: RD_CHAR1

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

Additional Information: This element is "not stated" in approximately 60 percent of the cases. Washington staffs feel that it is a poor element for analysis purposes.

'1'	Straight and Level
'2'	Straight and Grade
'3'	Straight At Hillcrest
'4'	Straight In Sag
'5'	Curve and Level
'6'	Curve and Grade
'7'	Curve at Hillcrest
'8'	Curve in Sag
'9'	Unknown

Roadway Inventory

SAS Name: RD_INV

Definition: Crash location information (county, route and milepost) used in linkage to other files.

Roadway Qualifier

SAS Name: RD_QUAL

Definition: Roadway qualifier information for the crash location

On/Off Road

SAS Name: RD_REL

Definition: Whether the crash was on/off roadway

' '	Not Stated
'1'	On the Roadway
'2'	Off Roadway
'3'	On Another Roadway

Related Roadway Type

SAS Name: RD_TYPE

Definition: Roadway type of the location where crash occurred

' '	Mainline
'RL'	Reversible Lane
'AR'	Alternate Route
'SP'	Spur
'CD'	Collector Distributor Decr
'CI'	Collector Distributor Incr
'CO'	Couplet
'FD'	Frontage Road Decr
'FI'	Frontage Road Incr
'FT'	Ferry Terminal
'FS'	Ferry Ship (Boat)
'LX'	Crossrd With Interchange
'PR'	Proposed Route
'P1' - 'P9'	Off Ramp Incr
'Q1' - 'Q9'	On Ramp Incr
'S1' - 'S9'	On Ramp Decr
'TR'	Temporary Route
'UC'	Under Construction
'YC'	Y Connection
'R1' - 'R9'	Off Ramp Decr
'TB'	Transitional Turnback

Related Roadway Qualifier

SAS Name: RDQUAL

Definition: Related roadway qualifier of the location where crash occurred

Roadway Surface

SAS Name: RDSURF

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

'1'	Dry
'2'	Wet
'3'	Snow/Slush
'4'	Ice
*'5'	Sand/Mud/Dirt
*'6'	Oil
*'7'	Standing Water
*'8'	Other
*'9'	Unknown

* Categories added in 1999.

Record Type

SAS Name: REC_TYPE

Definition: Record type for the crash record (internal use only)

Accident Severity

SAS Name: REPORT

Definition: Severity of the crash

'1'	Property Damage Only
'2'	Injury Accident
'3'	Fatal Accident

Reverse ARM

SAS Name: REV_MP

Definition: Reverse ARM of the crash

Roadway Class

SAS Name: RODWYCLS

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

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

State Route Number

SAS Name: RTE_NBR

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

Rural Urban

SAS Name: RUR_URB

Definition: Rural-Urban identification.

'R'	Rural
'U'	Urban

Sequence Number

SAS Name: SEQNO

Definition: Sequence number of the crash

Additional Information: Element discontinued in 1999.

Most Severe Injury

SAS Name: SEVERITY

Definition: The most severe injury in the crash.

'0'	Not Stated
'1'	No Injury
'2'	Dead At Scene
'3'	Dead On Arrival
'4'	Died At Hospital
'5'	Disabling Injury
'6'	Non-Disabling/Inj
'7'	Possible Injury
*'8'	Non-Traffic Injury
*'9'	Non-Traffic Fatality

* Categories added in 1999.

Fuel Spillage

SAS Name: SPILLAGE

Definition: Whether fuel was spilled in the crash

Additional Information: Element discontinued in 1999.

' '	Not Stated
'0'	Unknown
'1'	Spill
'2'	No Spill

State Route Additional ID

SAS Name: SR_ADID

Definition: State route ID information for the crash location

'FSD'	Transit Flyer Stop on Decreasing MP Side
'FSI'	Transit Flyer Stop on Increasing MP Side
'FYS'	Docked State Ferry
'RAD'	Rest Area on Decreasing MP Side
'RAI'	Rest Area on Increasing MP Side
'SBD'	Scale Bar on Decreasing MP Side
'SBI'	Scale Bar on Increasing MP Side
'SHD'	Scale House on Decreasing MP Side
'SHI'	Scale House on Increasing MP Side
'SVD'	Scenic View Point on Decreasing MP Side
'SVI'	Scenic View Point on Increasing MP Side
'URB'	Urban Interchange
'UTD'	U-Turn Location on Decreasing MP Side
'UTI'	U-Turn Location on Increasing MP Side

State Functional Class

SAS Name: ST_FUNC

Definition: State functional class where crash occurred

Additional Information: This code represents the State assigned functional class for a section of roadway. Information obtained is similar to what is obtained from FUNC_CLS variable.

'R1'	R-PRN ARTRL
'R2'	R-MIN ARTRL
'R3'	R-COLLECTOR
'R4'	R-UNCLASSIF
'R5'	R-INTERSTATE
'U1'	U-PRN ARTRL
'U2'	U-MIN ARTRL
'U3'	U-COLLECTOR
'U4'	U-UNCLASSIF
'U5'	U-INTERSTATE

State Report

SAS Name: STREPORT

Definition: State report of the crash

Additional Information: Element added in 1999.

Accident Time

SAS Name: TIME

Definition: Time of the crash

'0000'-'0059'	12 AM - 1259 AM
'0100'-'0159'	1 AM - 159 AM
'0200'-'0259'	2 AM - 259 AM
'0300'-'0359'	3 AM - 359 AM
'0400'-'0459'	4 AM - 459 AM
'0500'-'0559'	5 AM - 559 AM
'0600'-'0659'	6 AM - 659 AM
'0700'-'0759'	7 AM - 759 AM
'0800'-'0859'	8 AM - 859 AM
'0900'-'0959'	9 AM - 959 AM
'1000'-'1059'	10 AM - 1050 AM
'1100'-'1159'	11 AM - 1159 AM
'1200'-'1259'	12NOON- 1259 PM
'1300'-'1359'	1 PM - 159 PM
'1400'-'1459'	2 PM - 259 PM
'1500'-'1559'	3 PM - 359 PM
'1600'-'1659'	4 PM - 459 PM
'1700'-'1759'	5 PM - 559 PM
'1800'-'1859'	6 PM - 659 PM
'1900'-'1959'	7 PM - 759 PM
'2000'-'2059'	8 PM - 859 PM
'2100'-'2159'	9 PM - 959 PM
'2200'-'2259'	10 PM - 1059 PM
'2300'-'2359'	11 PM - 1159 PM
' '	Not Stated

Police Arrived Time

SAS Name: TIMEARR

Definition: Police arrival time at the crash location

Police Dispatched Time

SAS Name: TIMENOTE

Definition: Time police were dispatched to the crash location

Number of Persons

SAS Name: TOT_INJ

Definition: Total number of persons injured in the crash.

0	0
1	1
2	2
3	3
4	4
5-10	5 to 10
11-20	11 to 20
21-50	21 to 50

Number of Persons Killed

SAS Name: TOT_KILL

Definition: Total number of persons killed in the crash.

0	0
1	1
2	2
3	3
4	4
5-10	5 to 10
11-20	11 to 20
21-50	21 to 50

Number of Ped/Cyc

SAS Name: TOT_PED

Definition: Number of pedestrians/cyclists involved in the crash

0	0
1	1
2	2
3	3
4	4
5-10	5 to 10
11-20	11 to 20
21-50	21 to 50

V1 Compass Direction

SAS Name: V1CMPDIR

V2 Compass direction

SAS Name: V2CMPDIR

Definition: Compass direction of the vehicle in the crash

'1'	North
'2'	Northeast
'3'	East
'4'	Southeast
'5'	South
'6'	Southwest
'7'	West
'8'	Northwest

V1 Direction
SAS Name: V1DIRCDE

V2 Direction
SAS Name: V2DIRCDE

Definition: Direction of the vehicle in the crash related to roadway component

'A'	Increasing Milepost Of Major Roadway
'B'	Decreasing Milepost Of Major Roadway
'C'	Entering Major Roadway From The Right
'D'	Entering Major Roadway From The Left
'E'	Traveling Wrong Way In The Incr. MP Of The Major Roadway
'F'	Traveling Wrong Way In The Decr. MP of the Major Roadway
'H'	Wrong Way on Ramp or Collector Road
*'0'	Unknown

* Category added in 1999.

V1 Movement SAS Name: V1EVENT1

V2 Movement SAS Name: V2EVENT1

Definition: Movements of the vehicles prior to the crash

Additional Information: Information on "sequence of events" is found in EVENT1, EVENT2, EVENT 3 and EVENT4 variables.

'o'	Unknown or Not Applicable
'A'	Moving Straight
'B'	Turning Right
'C'	Turning Left
'D'	Making U-Turn
'E'	Parking
'F'	Passing On Right
'G'	Passing On Left
'H'	Backing
'J'	Merging, Lane Reduction
'K'	Merging From Ramp
'L'	Driverless Moving Vehicle
'M'	Vehicle/Trailer in Tow
'N'	Vehicle Position Previous Accident
'P'	Parked
'Q'	Stopped In Traffic - Legally Standing
'R'	Change Lanes to Right
'S'	Change Lanes to Left
'T'	Crosses Over Centerlane
'U'	Out of Control Merging From On Ramp to Mainlane
'V'	Out of Control Exiting From Mainlane to Off Ramp
'W'	Illegally Parked in Road or Stopped in Roadway
'X'	Taking Evasive Maneuvers
'Z'	Out Of Control

Weather Condition

SAS Name: WEATHER

Definition: Weather conditions when the crash occurred.

'00'	Unknown
'01'	Clear or Partly Cloudy
'02'	Overcast
'03'	Raining
'04'	Snowing
'05'	Fog/Smog/Smoke
'06'	Sleet/Hail/Freezing Rain
'07'	Severe Crosswind
'08'	Blowing Sand or Dirt or Snow
'09'	Other
'10'	Foggy

Day of Week

SAS Name: WEEKDAY

Definition: Day of week when the accident occurred.

'1'	Monday
'2'	Tuesday
'3'	Wednesday
'4'	Thursday
'5'	Friday
'6'	Saturday
'7'	Sunday

Work Zone Status

SAS Name: WKZONE

Definition: Work zone details.

Additional Information: Element added in 1999. Washington staff indicates that officers might be making an error in coding a crash as '2' (workers not present), for a crash that is unrelated work zone (should have been coded as missing) for some years.

'1'	Workers Present
'2'	Workers Not Present
'3'	Traffic Backup From Work Zone
'4'	Within Work Zone (Effective 7/1/2006)
'5'	In External Backup Caused From Work Zone (Effective 7/1/2006)

WSP Update Date

SAS Name: WSP_UPDT

Definition: WSP update date of the crash information

Additional Information: Date of last change in related variable (YYYYMMDD). Element discontinued in 1999

Cross Road Class Type

SAS Name: XRDCLASS

Definition: Cross road classification type at the crash location

Additional Information: Element added in 1999.

'1'	State Route
'2'	City Streets (Alleys)
'3'	County Road
'4'	Federal
'5'	Other (State Park, Logging Roads, Driveway, Private Rds)
'6'	RR Grade Crossing

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DRV_INJ	DRV INJURY CLASS	Vehicle	CHA(1)	88
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List of Elements for the WA Vehicle Subfile

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Notes:

(1) SAS element names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

(2) For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when variables are listed in tables.

Accident Vehicle Additional Info

SAS Name: ADD_INFO

Definition: Additional information on the vehicle

Additional Information: Element discontinued in 1999.

'01'	Commercial Vehicle
'02'	Emergency Vehicle (Including Private)
'03'	Army Vehicle
'04'	Navy Vehicle
'05'	Other Military Vehicle
'06'	Logging Truck
'07'	Foreign Car
'08'	State Exempt License Vehicle
'09'	County Exempt License Vehicle
'10'	Municipal Exempt License Vehicle
'11'	Other Government
'12'	Overwidth Mobile Home - 12
'13'	Overwidth Mobile Home - 14
'14'	All Other Mobile Homes

Vehicle Model

SAS Name: BODYTYPE

Definition: Model of the vehicle

Accident Report Number

SAS Name: CASENO

Definition: Case number of accident.

Additional Information: Element discontinued in 1999. The format used is a 4-digit year plus a 6-digit number.

Commercial Carrier Hazmat

SAS Name: CDHAZNM

Definition: Hazardous materials carried by commercial vehicle.

Additional Information: Element added in 1999.

Commercial Carrier Placard

SAS Name: CDPLACCD

Definition: Whether the vehicle had a commercial carrier placard

Additional Information: Element added in 1999.

Commercial Carrier Placard Number

SAS Name: CDPLACNO

Definition: Commercial carrier placard number of the vehicle

Additional Information: Element added in 1999.

Commercial Carrier Placard Suffix

SAS Name: CDPLACSU

Definition: Commercial carrier placard suffix

Additional Information: Element added in 1999.

'1'	Explosive
'2'	Gas
'3'	Combustible
'4'	Alkaline
'5'	Oxidizer
'6'	Infectious
'7'	Radioactive
'8'	Corrosive
'9'	Other

Commercial Carrier Number of Axles

SAS Name: CMAXLES

Definition: Number of axles on this commercial carrier

Additional Information: Element added in 1999.

Commercial Carrier Configuration

SAS Name: CMCONFIG

Definition: Commercial carrier configuration

Additional Information: Element added in 1999.

' '	Not Applicable
'1'	Bus
'2'	Single-Unit Truck; 2 Axle, 6 Tires
'3'	Single-Unit Truck; 3 or More Axles
'4'	Truck/Trailer
'5'	Truck Tractor (Bob-Tail)
'6'	Tractor/Semi-Trailer
'7'	Tractor/Doubles
'8'	Tractor/Triples
'9'	Other/Cannot Classify

Commercial Carrier Cargo Body

SAS Name: COM_BODY

Definition: Commercial carrier cargo body type

Additional Information: Element added in 1999.

' '	Not Applicable
'1'	Bus
'2'	Van/Enclosed Box
'3'	Cargo Tank
'4'	Flatbed
'5'	Dump
'6'	Concrete Mixer
'7'	Auto Transporter
'8'	Garbage/Refuse
'9'	Other

Commercial Carrier Weight

SAS Name: COM_GWR

Definition: Weight of the commercial carrier

Additional Information: Element added in 1999.

Driver Contribution Circumstance 1 SAS Name: CONTRIB1
Driver Contribution Circumstance 2 SAS Name: CONTRIB2

Definition: Violation or factor contributing to the crash.

' '	Not Applicable
'01'	Under The Influence Of Alcohol
'02'	Under The Influence Of Drugs
'03'	Exceeding Stated Speed Limit
'04'	Exceeding Reasonable And Safe Speed
'05'	Did Not Grant Right Of Way To Vehicle
'06'	Improper Passing
'07'	Following Too Closely
'08'	Over Center Line
'09'	Failing To Signal
'10'	Improper Turn
'11'	Disregard Stop And Go Light
'12'	Disregard Stop Sign/Flashing Red
'13'	Disregard Yield Sign/Flashing Yellow
'14'	Apparently Asleep
'15'	Improper Parking Location
'16'	Operating Defective Equipment
'17'	Other
'18'	None
'19'	Improper Signal
'20'	Improper U-Turn
'21'	Headlight Violation
'22'	Did Not Grant Right Of Way To Pedestrian
'23'	Inattention
*'24'	Improper Backing
*'30'	Disregard Flagger/Officer
*'31	'Apparently Ill
*'32'	Apparently Fatigued
*'33'	Had Taken Medication
*'34'	On Wrong Side Of Road
*'35'	Hitchhiking
*'36'	Failure To Use XWalk

* Categories added in 1999.

Pedalcyclist Injury Class

SAS Name: CYC_INJ

Definition: Pedalcyclist Injury Class

Additional Information: Data available only for year 1996.

' '	Not Applicable
'0'	Unknown
'1'	No Injury
'2'	Dead At Scene
'3'	Dead On Arrival
'4'	Died At Hospital
'5'	Disabling Injury
'6'	Non Disabling Injury (Evident Injury)
'7'	Possible Injury
'8'	Non-Traffic Injury
'9'	Non-Traffic Fatality

Vehicle Damage Severity

SAS Name: DAMSEV

Definition: The severity of the damage to the vehicle from the crash.

Additional Information: Element discontinued in 1999.

'0'	Not Stated
'1'	Disabling Damage
'2'	Functional Damage
'3'	Other Vehicle Damage
'4'	No Damage

Vehicle Movement Direction

SAS Name: DIR_TRVL

Definition: Movement direction of the vehicle

Additional Information: Element discontinued in 1999.

Driver Airbag Status

SAS Name: DRAIRBAG

Definition: Driver airbag status for this vehicle

Additional Information: Element added in 1999. This element is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded reasonably.

'1'	Not Airbag Equipped
'2'	Airbag Equipped - Not Activated
'3'	Airbag Equipped - Activated
'9'	Unknown

Drug Recognition Expert Assess

SAS Name: DRASSESS

Definition: Drug recognition expert assessment for the driver of the vehicle

Additional Information: Element added in 1999. This element is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded reasonably.

' '	Not Applicable
'0'	Not Drug Impaired
'1'	CNS Depressants
'2'	CNS Stimulants
'3'	Hallucinogens
'4'	PCP
'5'	Narcotic Analgesics
'6'	Inhalants
'7'	Cannabis
'8'	Drug Combinations
'9'	Drug Impaired, Type Not Determined

Driver Action

SAS Name: DRV_ACTN

Definition: Action of the vehicle prior to the crash

'01'	Going Straight
'02'	Overtaking & Passing
'03'	Making Right Turn
'04'	Making Left Turn
'05'	Making U-Turn
'06'	Slowing
'07'	Stopped For Traffic
'08'	Stopped At Signal or Stop Sign
'09'	Stopped In Roadway
'10'	Starting In Traffic Lane
'11'	Starting From Parked Position
'12'	Merging (Entering Traffic)
'13'	Legally Parked, Occupied
'14'	Legally Parked, Unoccupied
'15'	Backing
'16'	Going Wrong Way On Divided Highway
'17'	Going Wrong Way On Ramp
'18'	Going Wrong Way on One-Way Street or Rd
'19'	Other
'20'	Changing Lanes
'21'	Illegally Parked, Occupied
'22'	Illegally Parked, Unoccupied

Driver Age

SAS Name: DRV_AGE

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

Additional Information: Approximately six percent of cases are uncoded.

'00-01'	Infant - 1 YR
'02-04'	02-04 YRS
'05-10'	05-10 YRS
'11-14'	11-14 YRS
'15'	15 YRS
'16'	16 YRS
'17'	17 YRS
'18'	18 YRS
'19'	19 YRS
'20'	20 YRS
'21-25'	21-25 YRS
'26-30'	26-30 YRS
'31-35'	31-35 YRS
'36-45'	36-45 YRS
'46-55'	46-55 YRS
'56-65'	56-65 YRS
'66-89'	66-89 YRS
'90-99'	90-99 YRS

Driver Ejection

SAS Name: DRV_EJCT

Definition: Whether the driver was ejected from the vehicle

Additional Information: This element is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded reasonably.

'1'	Not Ejected
'2'	Totally Ejected
'3'	Partially Ejected
'4','9'	Unknown If Ejected

Driver Injury Class

SAS Name: DRV_INJ

Definition: Extent of injury to the driver of the vehicle.

' '	Not Applicable
'0'	Unknown
'1'	No Injury
'2'	Dead At Scene
'3'	Dead On Arrival
'4'	Died At Hospital
'5'	Disabling Injury
'6'	Non Disabling Injury (Evident Injury)
'7'	Possible Injury
*'8'	Non-Traffic Injury
*'9'	Non-Traffic Fatality

* Categories added in 1999.

Driver Restraint Usage

SAS Name: DRV_REST

Definition: Type of safety restraint used by the driver.

Additional Information: Approximately 12 percent of the cases are uncoded. As with all states with mandatory usage laws, this element should be used with some caution.

'01'	No Restraints Used
'02'	Lap Belt Used
'03'	Shoulder Belt Used
'04'	Lap and Shoulder Belt Used
'05'	Child Infant Seat Used
'06'	Child Convertible Seat Used
'07'	Child Built-In Seat Used
'08'	Child Booster Seat Used
'09'	Unknown
*'10'	Child Restraint Used
*'11'	Non-Activated Air Bag/Belt Used
*'12'	Non-Activated Air Bag/No Belt Used
*'13'	Air Bag Activated/Belt Used
*'14'	Air Bag Activated/No Belt Used

* Categories discontinued from 1999 onwards.

Driver Sex — SAS Name: DRV_SEX

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

Additional Information: This element is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded reasonably.

'0'	Not Stated
'1'	Male
'2'	Female

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

Definition: First, second, third, fourth event in the crash sequence of this vehicle.

Additional Information: Element added in 1999. This element is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded reasonably.

'01'	Collision Involving Motor Vehicle in Transport
'02'	Collision Involving Fixed Object
'03'	Collision Involving Other Object
'04'	Collision Involving Parked Vehicle
'05'	Collision Involving Pedestrian
'06'	Collision Involving Pedalcyclist
'07'	Collision Involving Animal
'08'	Collision Involving Train
'09'	Ran Off the Road
'10'	Jackknife
'11'	Overturn (Rollover)
'12'	Downhill Runaway
'13'	Cargo Loss or Shift
'14'	Explosion or Fire
'15'	Separation of Units
'16'	Other
' '	Not Applicable

Ped/Cyc Helmet

SAS Name: HELMET

Definition: Whether a pedestrian/cyclist used a helmet or not

Additional Information: This element is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded reasonably.

'0'	Not Stated
'1'	Helmet Used
'2'	Helmet Not Used
'3'	Eye Protect Used
'4'	Windshield Installed
'9'	Unknown

Interstate Carrier Indicator

SAS Name: INTER_A

Definition: Interstate carrier indicator for commercial vehicles

Additional Information: Element added in 1999. This variable indicates for each of the first three commercial vehicles involved in the collision if they are interstate carriers.

Driver Sobriety

SAS Name: INTOX

Definition: Sobriety of the driver in the vehicle

Additional Information: HBD refers to "had been drinking". Element added in 1996.

'1'	HBD, Ability Impaired
'2'	HBD, Ability Not Impaired
'3'	HBD, Sobriety Unknown
'4'	Had Not Been Drinking
'5'	HBD, Ability Impaired(Determined By Toxicologist's Chemical Test)
'6'	HBD, Ability Not Impaired (Determined By Toxicologist's Chemical Test)
'7'	Had Not Been Drinking (Determined By Toxicologist's Chemical Test)
'9'	Unknown

Vehicle Make

SAS Name: MAKE

Definition: Make of the vehicle involved in the crash.

Driver Misc Action 1 **SAS Name: MISCACT1**
Driver Misc Action 2 **SAS Name: MISCACT2**

Definition: Action prior to when the crash occurred.

Additional Information: Washington staff indicates that the construction area information (code "87") may be somewhat inaccurate. Element added in 1999. This element is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded reasonably.

Skidding Involved

'01'	Skidded Attempting to Slow or Stop
'02'	Skidded Attempting To Avoid Collision
'03'	Other Skidding

Avoiding Maneuvers

'05'	Avoiding Another Vehicle
'06'	Avoiding a Pedestrian
'07'	Avoiding a Domestic Animal (Livestock)
'08'	Avoiding a Domestic Animal (Other)
'09'	Avoiding a Non-Domestic Animal
'10'	Avoiding Other Object in Roadway
'11'	Avoiding a Previous Accident

Sudden Slowing Maneuvers

'12'	Slowing For Traffic Signal or Sign
'13'	Slowing For Pedestrian
'14'	Slowing for Another Vehicle
'15'	Slowing For Animal
'16'	Slowing Prior to Making a Turn

Stopped Vehicle

'17'	Stopped For Hitchhiker
'18'	Stopped On Shoulder
'19'	Stopped For or At Signal or Sign
'20'	Stopped For Pedestrian
'21'	Stopped For Another Vehicle
'22'	Stopped For Animal
'23'	Stopped For RR Train or At RR Crossing

'24'	Stopped For Previous Accident
'25'	Stopped In Line of Traffic
'26'	Stopped For Obstruction in Roadway
'27'	Stopped Prior To Turning Right
'28'	Stopped Prior To Turning Left
'29'	Stopped In Process Of Turning
'30'	Stopped To Load or Unload
'31'	Stopped In Roadway

Parking Maneuvers

'32'	Parallel Parking
'33'	Angle Parking

Special Maneuvers

'34'	Feeing Lawful Pursuit
'35'	In Lawful Pursuit
'36'	Forced Off Roadway
'37'	Lost Control in Passing Maneuver
'38'	Forced Into Opposing Lane
'39'	Attempting U-Turn in Mid-Block
'40'	Turn After Stopping at Red Flashing Light or Stop Sign
'41'	Started To Overtake - Struck By Overtaken Vehicle
'42'	Car Ran Away - No Driver
'43'	Proceeded After Stopping for Flashing Red Light/Stop Sign
'44'	Starting/Stopping to Pickup/Discharge a Hitchhiker

Vehicle Load or Equipment

'45'	Carrying Hazardous Commodity
'46'	Hood Flew Open
'47'	Chain Broke, Releasing Logs
'48'	Lost Part of Load
'49'	Shifting Load Caused Injury or Damage Within Vehicle
'50'	Overhanging Load Struck Another Veh/Object
'51'	Object Set In Motion by Another Motor Vehicle

Trailer Involved

'53'	Trailer Jackknifed
'54'	Trailer Connection Broke

'55'	Trailer or Towed Vehicle Struck Towing Vehicle
'56'	Tow Chain Broke
'57'	Trailer Overturned
'58'	Attached Trailer Struck or Sideswiped Another Vehicle

Bicycle or Other Motor Vehicle Involved

'61'	Pushing Another Vehicle
'63'	Towing, or Had Been Towing, Another Vehicle
'64'	Wrecker in Roadway
'65'	Vehicle Stalled In Roadway
'66'	Vehicle Abandoned In Roadway

Pedestrian Involved

'68'	Vehicle Being Pushed, or Had Been Pushed, By Pedestrian
'69'	Pedestrian Struck By Veh From Which He Had Just Alighted
'70'	Pupil Struck By School Bus While Entering or Leaving
'71'	Pupil Struck On Rd While Approaching or Leaving Stopped Bus in Loading Zone
'72'	Pupil Struck By Other Veh On Road While Approaching Or Leaving School Bus That Is Entering/Leaving Loading Area
'73'	Pedestrian Struck By Object Set In Motion by Motor Vehicle
'74'	Pedestrian Struck While Hitchhiking

Passenger Involved

'76'	Occupant Fell or Jumped From Motor Veh
'77'	Passenger Interfered With Driver
'78'	Occupant of Parked/Stopped Vehicle Opened Door –Struck By Moving Veh
'79'	Animal Inside Of Vehicle Interfered With Driver

Atmospheric Conditions

'80'	Dust Storm
'81'	Smoke or Smog Condition

Road Irregularity

'82'	Road Washed Out
'83'	Bridge Washed Out
'84'	High Water on Roadway

'85'	Hazardous Materials on Road Surface
'86'	Mud and/or Debris on Roadway
'87'	Construction Area

Other Action

'88'	Foot Slipped Off Clutch or Brake
'89'	Gust Of Wind
'90'	Blinded By Sun
'91'	Blinded By Headlights
'92'	View Obscured By Other Vehicle
'93'	Fire Started After Collision
'94'	Drowned After Running into Water
'95'	Physical Illness
'96'	Stolen Vehicle Involved
'97'	Hit & Run
'98'	View Obscured By Frost, Ice, Etc. On Windshield
'99'	Struck an Object Before Impact (I.E., Curb)

Volcano Caused Roadway Conditions

'AL'	Volcanic Ash (Dusts) On Roadway (No Measurable Volume)
'A2'	Accumulation of Volcanic Ash (Dry) On Roadway
'A3'	Accumulation of Volcanic Ash (Wet) On Roadway (Volcanic Mud)
'A4'	Accumulation of Mixed Debris on Roadway by Volcanic Activity
'A5'	Volcanic Lava on Roadway
'A6'	Flooded Due To Volcanic Activity

Volcano Caused Vehicle Conditions

'BL'	Windshield Obstructed By Ash
'B2'	Vehicle Mechanically Incapacitated By Ash/Other

Volcano Caused Driving Conditions

'CL'	Sight Obstructed By Volcanic Ash in Air
'C2'	Sight Obstructed By Volcanic Ash in Eyes
'C3'`	Coughing or Other Reflex Distraction Due To Volcanic Ash

Interference

'D1'	Driver Inattention Due To Electrical Gadget Within Vehicle (Cell Phone, Stereo, Etc.)

Street Racing

'E1'	Two or More Vehicles Racing at High Speeds or Acceleration (Drag Racing-Officer Must Specify This in the Narrative as Compared to Speeding or Reckless Driving)

Pedalcyclist Injury Class

SAS Name: MTC_INJ

Definition: Pedalcyclist injury class

Additional Information: Element discontinued in 1999.

' '	Not Applicable
'0'	Unknown
'1'	No Injury
'2'	Dead At Scene
'3	'Dead On Arrival
'4'	Died At Hospital
'5'	Disabling Injury
'6'	Non Disabling Injury (Evident Injury)
'7'	Possible Injury
'8'	Non-Traffic Injury
'9'	Non-Traffic Fatality

Pedalcyclist Injury Type

SAS Name: MTC_INJ_TYPE

Definition: Pedalcyclist injury type

Additional Information: Element discontinued in 1999.

'0'	Not Stated
'1'	Head
'2'	Neck
'3'	Shoulder
'4'	Arms
'5'	Legs
'6'	Internal
'7'	Multiple
'8'	No Injury
'9'	Torso

Driver Occupation

SAS Name: OCCUPAC

Definition: Occupation of the driver of the vehicle

Additional Information: Element discontinued in 1999.

'00'	Not Stated
'01'	Professional Or Business Person
'02'	Farmers & Farm Laborers
'03'	Clerical, Sales, Stenographers, Etc.
'04'	Other Commercial Drivers
'05'	Army Personnel
'06'	Navy Personnel
'07'	Other Military
'08'	Skilled & Semi Skilled Workers
'09'	All Other Workers (Except Domestic Help)
'10'	Housewives & Domestic Servants
'11'	Students & Children Under School Age
'12'	All Others (Retired, Pensions, Etc.)
'13'	Law Enforcement Officers
'14'	Flag Persons

Officer Action

SAS Name: OFF_ACTN

Definition: Action taken by the investigating officer

Additional Information: Element discontinued in 1999.

'1'	Driver In Violation, Arrest Ticket
'2'	Driver In Violation, Warning Ticket
'3'	Driver In Violation, No Ticket
'4'	Driver Not In Violation

On Duty Status

SAS Name: ON_DUTY

Definition: Whether the officer was on duty.

Additional Information: Element added in 1999.

Vehicle State of Registration

SAS Name: OUTSTATE

Definition: State of registration of the vehicle

Additional Information: Element discontinued in 1999.

Pedestrian/Cyclist Clothing

SAS Name: PED_CLT

Definition: Pedestrian/cyclist clothing

Additional Information: Element discontinued in 1999. See pedestrian file element and discussion section.

Pedestrian/Cyclist Circumstance 1

SAS Name: PED_CUM1

Pedestrian/Cyclist Circumstance 2

SAS Name: PED_CUM2

Definition: Pedestrian/cyclist circumstance

Additional Information: Element discontinued in 1999. See pedestrian file.

'1'	Intoxicated
'2'	Disregarded Traffic Controls
'3'	Did Not Yield Right-Of-Way to Veh
'4'	Inattention
'5'	Walking/Riding on Wrong Side of Road
'8'	Hitchhiking On Road
'9'	Bicycle (Pedal Cycle) Not Lighted
'0'	Failure to Use Crosswalk

Pedestrian/Cyclist Location

SAS Name: PED_LOC

Definition: Location of the non-motorist prior to the crash.

Additional Information: Element discontinued in 1999. See pedestrian file and discussion section.

'00'	Not Stated
'10'	All Others
'20'	In Roadway (Excluding Special Bicycle Lane)
'21'	In Roadway (On Known/Designated Special Bicycle Lane)
'22'	On Sidewalk (Not Known/Designated As Bicycle Route)
'23'	On Sidewalk (Known Designated To Be Bicycle Route)
'24'	On Shoulder (Not Known/Designated To Be Bicycle Route)
'25'	On Shoulder (Known/Designated To Be Bicycle Route)
'26'	Off Rdwy, Past Shldr/Sidewalk (Not Known as Bicycle Route)
'27'	Off Rdwy, Past Shldr/Sidewalk (Known as Bicycle Route)
'28'	In Safety Zone or Island
'29'	At Intersection, In Crosswalk, With Signal
'30'	At Intersection, In Crosswalk, Against Signal
'31'	At Intersection, No Crosswalk, With Signal
'32'	At Intersection, No Crosswalk, Against Signal
'33'	At Intersection, In Crosswalk, No Signal
'34'	At Intersection, No Crosswalk, No Signal
'35'	In Crosswalk, Not At Intersection
'36'	At Intersection, Not Using Crosswalk, With Signal
'37'	At Intersection, Not Using Crosswalk, Against Signal
'38'	At Intersection, Not Using Crosswalk, No Signal

Pedestrian/Cyclist Status

SAS Name: PED_STUS

Definition: Whether there was a pedestrian or cyclist in the crash

Additional Information: Element discontinued in 1999. See pedestrian file and discussion section.

'3'	Pedestrian
'4'	Bike/Unicycle
'5'	Other

Pedestrian Walk

SAS Name: PED_WLK

Definition: Walking location of the pedestrian

'1'	Sidewalk
'2'	Walkway
'3'	Shoulder
'4'	Marked Cross Walk
'5'	Unmarked Crosswalk
'6'	Other
'7'	Designated Bike Route
'8'	Roadway

Additional Information: Element discontinued from 1999. See PED_WALK in pedestrian file and discussion section.

Pedestrian/Cyclist Action

SAS Name: PEDACT

Definition: Pedestrian/cyclist action in the crash

Additional Information: element discontinued in 1999. See pedestrian file and discussion section.

Pedestrian's Actions

'00'	Not Stated
'01'	Crossing at Intersection With Signal
'02'	Crossing at Intersection Against Signal
'03'	Crossing At Intersection, No Signal
'04'	Crossing At Intersection, Diagonally
'05'	Coming From Behind Parked Vehicle
'06'	Crossing Not At Intersection, No Crosswalk
'07'	Crossing Not At Intersection, In Crosswalk
'08'	Walking in Roadway With Traffic
'09'	Walking in Roadway Against Traffic
'10'	Walking on Roadway Shoulder With Traffic
'11'	Walking on Roadway Shoulder Against Traffic
'12'	Standing or Working On Roadway
'13'	Pushing or Working On Vehicle
'14'	Playing In Roadway
'15'	Lying In Roadway
'16'	Not In Roadway
'17'	All Others
'18'	Fell or Was Pushed Into Path of Veh
'19'	At Intersection, Not Using Crosswalk

Pedalcyclist's Actions

'40'	Not Stated
'43'	Crossing Diagonally
'44'	Riding With Traffic
'45'	Riding Against Traffic
'46'	Fell or Was Pushed Into Path of Veh
'47'	Turned Into Path of Veh-Same Direction
'48'	Turned Into Path of Veh-Opp Direction
'49'	All Others
'50'	Crossing or Entering Traffic Way

Vehicle Road Separate

SAS Name: RD_SEP

Definition: Indicate whether road was divided or not

Additional Information: Element discontinued in 1999.

'0'	Not Stated
'2'	Divided
'3'	Undivided

Driver Residence Proximity

SAS Name: RESIDLOC

Definition: Proximity of the driver's residence to the crash site.

Additional Information: Element discontinued in 1999.

'0'	Not Stated
'1'	Resident within 15 Miles
'2'	Resident Elsewhere in State
'3'	Non-resident of State

Driver Sobriety

SAS Name: SOB_TEST

Definition: Sobriety status of the driver

Additional Information: Approximately 13 percent of the cases are uncoded. Element discontinued in 1999.

'1'	HBD, Ability Impaired
'2'	HBD, Ability Not Impaired
'3'	HBD, Sobriety Unknown
'4'	Had Not Been Drinking
'5'	HBD, Ability Impaired (Determined by Toxicologist's Chemical Test)
'6'	HBD, Ability Not Impaired (Determined by Toxicologist's Chemical Test)
'7'	Had Not Been Drinking (Determined by Toxicologist's Chemical Test)
'9'	Unknown

Vehicle Posted Speed

SAS Name: SPDLIMIT

Definition: Vehicle posted speed limit

'00'	Not Stated
'01' '05'	15
'06' '10'	6 10
'11' '15'	11 15
'16' '20'	16 20
'21' '25'	21 25
'26' '30'	26 30
'31' '35'	31 35
'36' '40'	36 40
'41' '45'	41 45
'46' '50'	46 50
'51' '55'	51 55
'56' '60'	56 60
'61' '65'	61 65
'66' '70'	66 70
'71' '75'	71 75
'76' '80'	76 80
'81' '85'	81 85
'86' '98'	86 98

Vehicle Stolen

SAS Name: STOLEN

Definition: Whether the vehicle was a stolen vehicle.

Additional Information: Element added in 1999.

Vehicle Style

SAS Name: STYLE

Definition: Style of the vehicle

Additional Information: Element discontinued in 1999.

Roadway Surface Type

SAS Name: SURF_TYP

Definition: Roadway surface type at the crash location

'0'	Not Stated
'1'	Concrete
'2'	Blacktop
'3'	Brick/Block
'4'	Gravel
'5'	Dirt
'6'	Other
'9'	Unknown

Trailer Info

SAS Name: TRAILER

Definition: Trailer information for this vehicle

Additional Information: Element discontinued in 1999.

'1'	A Passenger or Other Light Vehicle and a Light Trailer
'2'	A Vehicle and a House or Vacation Trailer

Vehicle Traffic Control

SAS Name: TRF_CNTL

Definition: Traffic control devices where the accident occurred.

'0'	Not Stated
'1'	Signals
'2'	Stop Sign
'3'	Yield Sign
'4'	Flashing red
'5'	Flashing Amber
'6'	Railroad Signal
'7'	Officer/Flag Per
'8'	Other
'9'	No Traffic Control

State of Vehicle Registration

SAS Name: V_STATE

Definition: State of vehicle registration

Additional Information: Element added in 1999.

Driver Injury Severity

SAS Name: VEH_SEV

Definition: Injury severity of the driver

Additional Information: This element is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded reasonably.

' '	Not Applicable
'0'	Unknown
'1'	No Injury
'2'	Dead At Scene
'3'	Dead On Arrival
'4'	Died At Hospital
'5'	Disabling Injury
'6'	Non Disabling Injury (Evident Injury)
'7'	Possible Injury
*'8'	Non-Traffic Injury
*'9'	Non-Traffic Fatality

* Categories added in 1999.

Vehicle Usage

SAS Name: VEH_USE

Definition: Special vehicle use.

Additional Information: Element added in 1999. This variable is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded reasonably.

' '	Not Applicable
'20'	Vanette Under 10,000 Lbs.
'21'	Van Over 10,001 Lbs.
'22'	Vanpool
'23'	Trailer - Boat
'24'	Trailer - Camping or Travel
'25'	Trailer - Utility
'26'	Trailer - Manufactured Home
'27'	Motor Home
'28'	Logging Truck
'29'	Dump Truck
'30'	Tanker Truck
'31'	Refuse/Recycle Truck
'32'	Tow Truck
'33'	Concrete Mixer
'34'	Auto Carrier
'35'	Fire Response Vehicle
'36'	Law Enforcement Vehicle
'37'	Medical Response Vehicle
'38'	Off-Road Vehicle (ATV, Snowmobile, Dune Buggy, etc.)
'39'	Military Vehicle
'40'	Exempt License Vehicle

Vehicle Defect 1 — SAS Name: VEHCOND1
Vehicle Defect 2 — SAS Name: VEHCOND2
Vehicle Defect 3 — SAS Name: VEHCOND3

Definition: Defects present in this vehicle

Additional Information: VEHCOND3 was added in 1999.

'01'	Defective Brakes
'02'	Defective Headlights
'03'	Defective Rear Lights
'04'	Tires Worn or Smooth
'05'	Tires Punctured or Blown
'06'	Lost a Wheel
'07'	Defective Steering Mechanism
'08'	Power Failure
'09'	Headlights Glaring
'10'	Other Lights, Reflectors Insufficient
'11'	Other Defects
'12'	No Defects
'13'	Motorcycle Lights Off
'14'	Equipped With Studded Tires
'15'	Motorcycle Windshield Installed
'16'	Truck/Trailer Safety Inspection

Vehicle Number — SAS Name: VEHNO

Definition: Relative vehicle number.

0	0
1	1
2	2
3	3
-	Missing/NS

Vehicle Type

SAS Name: VEHTYPE

Definition: Type of vehicle involved in the crash.

Additional Information: Washington staffs feel that the accuracy of the truck- type codes in this variable is somewhat questionable. This element is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded reasonably.

Vehicle Year

SAS Name: VEHYR

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

Roadway Type

SAS Name: VRD_TYPE

Definition: Type of roadway that this vehicle was traveling on

'01'	One Way
'02'	Two Way-Undivided
'03'	Two Way-Divided, with Barrier
'04'	Two Way-Divided, no Barrier
'05'	Reversible Road (I-5 Express Lanes)
'06'	Interchange Ramp
'07'	Alley
'08'	Center-Two Way Left Turn Lane
'09'	Driveway
'0'	Unknown
'A'	Other
'a'	Other
'B'	Two Way /* for 1993 to 1996 data */

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List of Elements for the WA Occupant Subfile

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
AGE	DRV/OCC AGE	Occupant	NUM	109
AIRBAG	OCCUPANT AIRBAG	Occupant	CHA(1)	110
CASENO	ACC RPT NUMBER	Occupant	CHA(6)	110
EJECT	DRV/OCC EJECTION	Occupant	CHA(1)	110
HELMET	PED/CYC HELMET	Occupant	CHA(1)	110
INJ	DRV/OCC INJURY	Occupant	CHA(1)	111
NO_OCCS	NUMBER OF OCCUPANTS	Occupant	NUM	111
REST1	DRV/OCC RESTRAINT	Occupant	CHA(1)	112
SEATPOS	DRV/OCC SEAT POSITION	Occupant	CHA(1)	113
SEX	DRV/OCC SEX	Occupant	CHA(1)	113
VEHNO	VEHICLE NUMBER	Occupant	NUM	113

Notes:

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

2. For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when elements are listed in tables.

Driver/Occupant Age

SAS Name: AGE

Definition: Age of the injured/killed occupant.

Additional Information: Approximately six percent of the cases are uncoded.

00-01	Infant - 1 YR
02-04	02-04 YRS
05-10	05-10 YRS
11-14	11-14 YRS
15	15 YRS
16	16 YRS
17	17 YRS
18	18 YRS
19	19 YRS
20	20 YRS
21-25	21-25 YRS
26-30	26-30 YRS
31-35	31-35 YRS
36-45	36-45 YRS
46-55	46-55 YRS
56-65	56-65 YRS
66-89	66-89 YRS
90-99	91+ YRS

Occupant Airbag — SAS Name: AIRBAG

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

Additional Information: Element added in 1999. This element is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded reasonably.

'1'	Not Airbag Equipped
'2'	Airbag Equipped – Not Activated
'3'	Airbag Equipped – Activated
'9'	Unknown

Accident Report Number — SAS Name: CASENO

Definition: Accident case number.

Additional Information: The format used is a 4-digit year plus a 6-digit number.

Driver/Occupant Ejection — SAS Name: EJECT

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

'1'	Not Ejected
'2'	Totally Ejected
'3'	Partially Ejected
'4'	Unk if Ejected
*'9'	Unknown

* Category added in 1999.

Pedestrian/Cyclist Helmet — SAS Name: HELMET

Definition: Pedestrian/cyclist helmet use

Additional Information: Element added in 2006.

'1'	Helmet Used
'2'	Helmet Not Used
'9'	Unknown

Driver/Occupant Injury

SAS Name: INJ

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

'0'	Not Stated
'1'	No Injury
'2'	Dead at Scene
'3'	Dead on Arrival
'4'	Died at Hospital
'5'	Disabling Injury
'6'	Non-Disabl Injury
'7'	Possible Injury
*'8'	Non-Traffic Injury
*'9'	Non-Traffic Fatality

* Category added in 1999.

Number of Occupants

SAS Name: NO_OCCS

Definition: Number of occupants

Additional Information: Element added in 1999 and discontinued in 2006.

Driver/Occupant Restraint

SAS Name: REST1

Definition: Safety equipment used by occupant.

Additional Information: Approximately 12 percent of the cases are un-coded/unknown. As with all states with mandatory usage laws, this element should be used with some caution.

'01'	No Restraints Used
'02'	Lap Belt Used
'03'	Shoulder Belt Used
'04'	Lap And Shoulder Belt Used'
'05'	Child Infant Seat Used
'06'	Child Convertible Seat Used
'07'	Child Built-In Seat Used
'08'	Child Booster Seat Used
'09'	Unknown
*'10'	Child Restr Used
*'11'N/Act A-Bag Blt Usd	
*'12'	N/Act A-Bag N/Belt
*'13'A-Bag Act Blt Usd	
*'14'	A-Bag Act N/Belt

* Categories correspond to data from 1993 to 1996.

Driver/Occupant Seat Position

SAS Name: SEATPOS

Definition: Occupant position in vehicle when the crash occurred.

Additional Information: This element is almost 100 percent missing from 1999 to 2001. See discussion. From 2002 onwards, this element is again coded, but no seat position information beyond 2 recorded.

'01'	Front Row - Left (Driver)
'02'	Front Row - Center
'03'	Front Row - Right
'04	'Second Row - Left
'05'	Second Row - Center
'06'	Second Row - Right
'07'	Third Row - Left
'08'	Third Row - Center
'09'	Third Row - Right
'10'	Other Position
'11'	Position Unknown
'12'	Motorcycle
'13'	Outside Of Vehicle

Driver/Occupant Sex

SAS Name: SEX

Definition: Sex of injured/killed occupant.

'0'	Not Stated
'1'	Male
'2'	Female

Vehicle Number

SAS Name: VEHNO

Definition: Vehicle number for occupant's vehicle.

List of Elements for the WA Pedestrian File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
CASENO	ACCIDENT CASE NUMBER	Pedestrian	CHA(10)	115
CLOTHING	PED CLOTHING	Pedestrian	CHA(1)	115
CONTRIB1	PED/CYC CIRCUMSTANCES 1	Pedestrian	CHA(2)	116
CONTRIB2	PED/CYC CIRCUMSTANCES 2	Pedestrian	CHA(2)	116
HELMET	PED/CYC HELMET	Pedestrian	CHA(1)	117
INTOX	PEDALCYCLIST SOBERITY	Pedestrian	CHA(1)	117
PED_AGE	PED/CYC AGE	Pedestrian	CHA(2)	117
PED_INJ	PED/CYC INJURY	Pedestrian	CHA(1)	118
PED_SEX	PED/CYC SEX	Pedestrian	CHA(1)	118
PED_STUS	PED/CYC STATUS	Pedestrian	CHA(1)	119
PED_WALK	PED WALKING LOCATION	Pedestrian	CHA(1)	119
PEDACT	PED/CYCLIST ACTION	Pedestrian	CHA(2)	120
VEHNO	VEHICLE NUMBER	Pedestrian	NUM	121

Notes:

1. SAS element names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

2. For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when elements are listed in tables.

3. Pedestrian subfile is available for 1999-2002.

Accident Case Number

SAS Name: CASENO

Definition: Case number of accident.

Additional Information: Data available for years 1999 and later. The format used is a 4-digit year plus a 6-digit number.

Pedestrian Clothing

SAS Name: CLOTHING

Definition: Pedestrian clothing information

Additional Information: Data available for years 1999 and later.

Pedestrian/Cyclist Circumstances 1 **SAS Name: CONTRIB1**
Pedestrian/Cyclist Circumstances 2 **SAS Name: CONTRIB2**

Definition: Violation or factor contributing to the crash.

Additional Information: Data available for years 1999 and later.

'01'	Under the Influence of Alcohol
'02'	Under the Influence of Drugs
'03'	Exceeding Stated Speed Limit
'04'	Exceeding Reasonable and Safe Speed
'05'	Did Not Grant Right of Way to Vehicle
'06'	Improper Passing
'07'	Following Too Closely
'08'	Over Center Line
'09'	Failing To Signal
'10'	Improper Turn
'11'	Disregard Stop And Go Light
'12'	Disregard Stop Sign/Flashing Red
'13'	Disregard Yield Sign/Flashing Yellow
'14'	Apparently Asleep
'15'	Improper Parking Location
'16	'Operating Defective Equipment
'17'	Other
'18'	None
'19'	Improper Signal
'20'	Improper U-Turn'
'21'	Headlight Violation
'22	'Did Not Grant Right Of Way to Pedestrian
'23'	Inattention
'24'	Improper Backing
'30'	Disregard Flagger/Officer
'31'	Apparently Ill
'32'	Apparently Fatigued
'33'	Had Taken Medication
'34'	On Wrong Side of Road
'35'	Hitchhiking
'36'	Failure to Use XWalk

Pedestrian/Cyclist Helmet

SAS Name: HELMET

Definition: Pedestrian/cyclist helmet use.

Additional Information: Data available for years 1999 and later.

'0'	Not Stated
'1'	Helmet Used
'2'	Helmet Not Used
'3'	Eye Protect Used
'4'	Windshield Installed
'9'	Unknown

Pedalcyclist Sobriety

SAS Name: INTOX

Definition: Sobriety information for the pedestrian/cyclist

Additional Information: "HBD" refers to "had been drinking". Data available for years 1999 and later.

'1'	HBD, Ability Impaired
'2'	HBD, Ability Not Impaired
'3'	HBD, Sobriety Unknown
'4'	Had Not Been Drinking
'5'	HBD, Ability Impaired (Determined By Toxicologist's Chemical Test)
'6'	HBD, Ability Not Impaired (Determined By Toxicologist's Chemical Test)
'7'	Had Not Been Drinking (Determined By Toxicologist's Chemical Test)
'9'	Unknown

Pedestrian/Cyclist Age

SAS Name: PED_AGE

Definition: Age of the pedestrian/cyclist

Additional Information: Data available for years 1999 and later.

Pedestrian/Cyclist Injury

SAS Name: PED_INJ

Definition: Severity of the injury of the pedestrian/cyclist

Additional Information: Data available for years 1999 and later.

'0' = 'UNKNOWN'
'1' = 'NO INJURY'
'2' = 'DEAD AT SCENE'
'3' = 'DEAD ON ARRIVAL'
'4' = 'DIED AT HOSPITAL'
'5' = 'DISABLING INJURY'
'6' = 'NON DISABLING INJURY (EVIDENT INJURY)'
'7' = 'POSSIBLE INJURY'
'8' = 'NON-TRAFFIC INJURY'
'9' = 'NON-TRAFFIC FATALITY'

Pedestrian/Cyclist Sex

SAS Name: PED_SEX

Definition: Sex of the pedestrian/cyclist

Additional Information: Data available for years 2002 and later.

'0'	Not Stated
'1'	Male
'2'	Female

Pedestrian/Cyclist Status

SAS Name: PED_STUS

Definition: Type of pedestrian/cyclist

Additional Information: See pedestrian file and discussion section. Data available for years 1999 and later.

'0'	Other
'3'	Person On Foot
'4'	Roller Skater/Skateboarder
'5'	Non-Motorized Wheelchair
'6'	Motorized Wheelchair
'7'	Flagger
'8'	Roadway Worker
'9'	Emergency Response Personnel

Pedestrian Walking Location

SAS Name: PED_WALK

Definition: Walking location of the pedestrian

Additional Information: Data available for years 1999 and later.

'1'	Sidewalk
'2'	Walkway
'3'	Shoulder
'4'	Marked Cross Walk
'5'	Unmarked Crosswalk
'6'	Other
'7'	Designated Bike Route
'8'	Roadway

Pedestrian/Cyclist Action

SAS Name: PEDACT

Definition: Action of the pedestrian/cyclist prior to the crash

Additional Information: Data available for years 1999 and later.

Pedestrian's Actions

'00'	Not Stated
'01'	Crossing At Intersection With Signal
'02'	Crossing At Intersection Against Signal
'03'	Crossing At Intersection, No Signal
'04'	Crossing At Intersection, Diagonally
'05'	Coming From Behind Parked Vehicle
'06'	Crossing Not At Intersection, No Crosswalk
'07'	Crossing Not At Intersection, In Crosswalk
'08'	Walking In Roadway With Traffic
'09'	Walking In Roadway Against Traffic
'10'	Walking On Roadway Shoulder With Traffic
'11'	Walking On Roadway Shoulder Against Traffic
'12'	Standing Or Working On Roadway
'13'	Pushing Or Working On Vehicle
'14'	Playing In Roadway
'15'	Lying In Roadway'
'16'	Not In Roadway
'17'	All Others
'18'	Fell Or Was Pushed Into Path Of Veh
'19'	At Intersection, Not Using Crosswalk

Pedalcyclist's Actions

'40'	Not Stated
'43'	Crossing Diagonally
'44'	Riding With Traffic
'45'	Riding Against Traffic
'46'	Fell Or Was Pushed Into Path Of Veh
'47'	Turned Into Path Of Veh-Same Direction
'48'	Turned Into Path Of Veh-Opp Direction
'49'	All Others
'50'	Crossing Or Entering Traffic Way

Vehicle Number

SAS Name: VEHNO

Definition: Relative vehicle number.

List of Elements for the WA Roadlog File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
AADT	AVER ANNUAL DAILY TRAFFIC	Roadlog	NUM	127
ACCES_DT	ACCESS CONTROL DATE	Roadlog	CHA(8)	127
ACCESS	ACCESS CONTROL TYPE	Roadlog	CHA(1)	128
ACLL_DT1	LEFT ACCEL LANE DATE RD1	Roadlog	CHA(8)	128
ACLL_DT2	LEFT ACCEL LANE DATE RD2	Roadlog	CHA(8)	128
ACLL_LG1	LEFT ACCEL LANE LENGTH RD1	Roadlog	NUM	128
ACLL_LG2	LEFT ACCEL LANE LENGTH RD2	Roadlog	NUM	128
ACLL_WD1	LEFT ACCEL LANE WIDTH RD1	Roadlog	NUM	128
ACLL_WD2	LEFT ACCEL LANE WIDTH RD2	Roadlog	NUM	128
ACLR_DT1	RIGHT ACCEL LANE DATE RD1	Roadlog	CHA(8)	129
ACLR_DT2	RIGHT ACCEL LANE DATE RD2	Roadlog	CHA(8)	129
ACLR_LG1	RIGHT ACCEL LANE LENGTH RD1	Roadlog	NUM	129
ACLR_LG2	RIGHT ACCEL LANE LENGTH RD2	Roadlog	NUM	129
ACLR_WD1	RIGHT ACCEL LANE WIDTH RD1	Roadlog	NUM	129
ACLR_WD2	RIGHT ACCEL LANE WIDTH RD2	Roadlog	NUM	129
ACSEQ_NB	ACC SEQ NUM	Roadlog	NUM	129
BEGMP	BEGMP	Roadlog	NUM	129
CITY	CITY NUMBER	Roadlog	CHA(4)	129
CITY_DT	CITY DATE	Roadlog	CHA(8)	133
CNTL_SEC	CONTROL SECTION	Roadlog	CHA(8)	133
CNTY_DT	COUNTY DATE	Roadlog	CHA(8)	133
COMP_DIR	COMPASS DIRECTION	Roadlog	CHA(2)	134
COUNTY	COUNTY NUMBER	Roadlog	CHA(2)	135
CTY_ZONE	CITY ZONE TYPE	Roadlog	CHA(1)	135
DETCH_NB	WSP DETACHEMENT NUM	Roadlog	CHA(2)	135
DEVCD	LEVEL OF DEVLMPT	Roadlog	CHA(2)	136
DEVCD_DT	LEVEL OF DEVELMT DATE	Roadlog	CHA(8)	136
DIR_DT	COMPASS DIRECTION DATE	Roadlog	CHA(8)	136
DISCN_DT	DISCONTY DATE	Roadlog	CHA(8)	136
DISCONTY	DISCONTY IND	Roadlog	CHA(2)	136
DISTR_DT	DISTRICT DATE	Roadlog	CHA(8)	136
DISTRICT	DISTRICT NUMBER	Roadlog	CHA(1)	137

List of Elements for the WA Roadlog File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
DOMAIN	DOMAIN TYPE	Roadlog	CHA(2)	137
DOMN_DT	DOMAIN DATE	Roadlog	CHA(8)	137
ENDMP	CALCULATED ENDING MILEPOST	Roadlog	NUM	138
EW_DTE	EAST/WEST INDICATOR DATE	Roadlog	CHA(8)	138
EW_IND	EAST WEST IND	Roadlog	CHA(1)	138
FED_AID	FED AID CLASS	Roadlog	CHA(1)	138
FED_CD	FED AID TYPE	Roadlog	CHA(4)	138
FEDAD_DT	FED-AID DATE	Roadlog	CHA(8)	138
FUNC_CLS	FEDERAL FUNC CLASS	Roadlog	CHA(2)	139
FUNC_DT	FUNCTIONAL CLASS DATE	Roadlog	CHA(8)	139
HPMS	HPMS SECTION NUMBER	Roadlog	CHA(13)	139
HPMS_DTE	HPMS DATE	Roadlog	CHA(8)	139
LANEWID	CALCULATED LANE WIDTH	Roadlog	NUM	140
LSHL_DT2	LEFT SHOULDER DATE RD2	Roadlog	CHA(8)	140
LSHL_DTE	LEFT SHOULDER DATE RD1	Roadlog	CHA(8)	140
LSHL_TY2	LEFT SHOULDER TYPE RD2	Roadlog	CHA(1)	140
LSHL_TYP	LEFT SHOULDER TYPE RD1	Roadlog	CHA(1)	141
LSHL_WD2	LEFT SHOULDER WIDTH RD2	Roadlog	NUM	141
LSHLDWID	LEFT SHOULDER WIDTH RD1	Roadlog	NUM	141
LST_UPDT	CONTROL SECTION LAST UPDATE	Roadlog	CHA(8)	141
MDXN_DTE	MEDIAN CROSSING DATE	Roadlog	CHA(8)	141
MED_TYPE	MEDIAN TYPE	Roadlog	CHA(1)	142
MEDBARTY	MEDIAN BARRIER TYPE	Roadlog	CHA(2)	142
MEDN_DTE	MEDIAN DATE	Roadlog	CHA(8)	142
MEDWID	MEDIAN WIDTH	Roadlog	NUM	143
MEDXNGTY	MEDIAN CROSSING TYPE	Roadlog	CHA(1)	143
MNT_AREA	MAINTENANCE AREA NBR	Roadlog	CHA(1)	143
MNT_DTE	MAINTENANCE DATE	Roadlog	CHA(8)	143
MNTSC_DT	MAINTENANCE SECTION DATE	Roadlog	CHA(8)	143
MNTSEC	MAINTENANCE SECT NBR	Roadlog	CHA(2)	143
MT_DTE	LAST MAINT DATE	Roadlog	CHA(8)	144
MT_PASID	MTN PASS ID	Roadlog	CHA(4)	144
MTPAS_DT	MOUNTAIN PASS DATE	Roadlog	CHA(8)	144
MVMT	MILLION VEH MILES TRAVELLED	Roadlog	NUM	144

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
NHS_DT	NHS DATE	Roadlog	CHA(8)	144
NHS_IND	NHS INDICATOR	Roadlog	CHA(1)	144
NO_LANE1	NUMBER LANES INC	Roadlog	NUM	145
NO_LANE2	NUMBER LANES DEC	Roadlog	NUM	145
NO_LANES	TOTAL NUMBER OF LANES	Roadlog	NUM	145
NO_LNDT1	NUMBER OF LANES DATE RD1	Roadlog	CHA(8)	145
NO_LNDT2	NUMBER OF LANES DATE RD2	Roadlog	CHA(8)	145
PGRP_DT	POPULATION GROUP DATE	Roadlog	CHA(8)	145
POP_GRP	CITY POPULATION	Roadlog	CHA(2)	146
PRK_ZNE	PARKING ZONE TYPE	Roadlog	CHA(1)	146
PRKZN_DT	PARKING ZONE TYPE DATE	Roadlog	CHA(8)	146
RD_ABIND	RDWY AHEAD/BACK IND	Roadlog	CHA(1)	146
RD_EQDTE	EQUATION DATE	Roadlog	CHA(8)	146
RD_EQUAT	EQUATION	Roadlog	CHA(17)	147
RD_LIGHT	INTERSECTION ILLUM-ND	Roadlog	CHA(1)	147
RD_OPEN	ROAD OPEN DATE	Roadlog	CHA(8)	147
RD_OWNER	ROADWAY OWNER CODE	Roadlog	CHA(2)	147
RD_QUAL	RELATED RD QUAL	Roadlog	CHA(8)	147
RD_RARM	REVERSE ARM	Roadlog	NUM	147
RD_SRMP	RDWY SRMP	Roadlog	NUM	147
RD_TYPE	RELATED RD TYPE	Roadlog	CHA(2)	148
RDAC_MGC	ACCESS MANAGEMENTCLASS	Roadlog	CHA(1)	148
RDAC_MGS	ACCESS MANAGEMENT SUBCLASS	Roadlog	CHA(1)	148
RDWY_WD1	ROADWAY WIDTH RD 1	Roadlog	NUM	149
RDWY_WD2	ROADWAY WIDTH RD 2	Roadlog	NUM	149
RDWY_WID	TOTAL ROADWAY WIDTH	Roadlog	NUM	149
RDWYWDD1	ROADWAY WIDTH DATE RD 1	Roadlog	CHA(8)	149
RDWYWDD2	ROADWAY WIDTH DATE RD 2	Roadlog	CHA(8)	149
REC_TYPE	RECORD TYPE	Roadlog	NUM	149
ROAD_INV	ROUTE TYPE ID	Roadlog	CHA(11)	150
RODWYCLS	ROADWAY CLASSIFICATION	Roadlog	CHA(2)	150
RSHL_DT2	RIGHT SHOULDER DATE RD2	Roadlog	CHA(8)	150
RSHL_DTE	RIGHT SHOULDER DATE RD1	Roadlog	CHA(8)	150
RSHL_TY2	RIGHT SHOULDER TYPE RD2	Roadlog	CHA(1)	151
RSHL_TYP	RIGHT SHOULDER TYPE RD1	Roadlog	CHA(1)	151

List of Elements for the WA Roadlog File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
RSHL_WD2	RIGHT SHOULDER WIDTH RD2	Roadlog	NUM	151
RSHLDWID	RIGHT SHOULDER WIDTH RD1	Roadlog	NUM	151
RTE_NBR	ROUTE NUMBER	Roadlog	CHA(3)	151
RURURB	RURAL URBAN	Roadlog	CHA(1)	152
SEG_LNG	RD CALCULATED SECT LNGTH	Roadlog	NUM	152
SPD_LIMT	LEGAL SPEED LIMIT	Roadlog	NUM	152
ST_FUNC	STATE FUNC CLASS	Roadlog	CHA(2)	153
SURF_TY2	SURFACE TYPE RD2	Roadlog	CHA(1)	153
SURF_TYP	SURFACE TYPE RD1	Roadlog	CHA(1)	153
SWS_DT	STATEWIDE SYSTEM DATE	Roadlog	CHA(8)	153
SWS_IND	STATEWIDE SYSTEM IND	Roadlog	CHA(1)	154
TERRAIN	TERRAIN TYPE	Roadlog	CHA(1)	154
TERRN_DT	TERRAIN DATE	Roadlog	CHA(8)	154
TRF_CNTL	INTERSECTION CONTROL TYPE	Roadlog	CHA(2)	155
TRFCN_DT	TRAFFIC CONTROL DATE	Roadlog	CHA(8)	155
TRKPCTS	TRUCK PERCENTAGE	Roadlog	NUM	155
TRLL_DT1	LEFT TURN LANE DATE RD1	Roadlog	CHA(8)	155
TRLL_DT2	LEFT TURN LANE DATE RD2	Roadlog	CHA(8)	155
TRLL_LG1	LEFT TURN LANE LENGTH RD1	Roadlog	NUM	156
TRLL_LG2	LEFT TURN LANE LENGTH RD2	Roadlog	NUM	156
TRLL_WD1	LEFT TURN LANE WIDTH RD1	Roadlog	NUM	156
TRLL_WD2	LEFT TURN LANE WIDTH RD2	Roadlog	NUM	156
TRLR_DT1	RIGHT TURN LANE DATE RD1	Roadlog	CHA(8)	156
TRLR_DT2	RIGHT TURN LANE DATE RD2	Roadlog	CHA(8)	156
TRLR_LG1	RIGHT TURN LANE LENGTH RD1	Roadlog	NUM	156
TRLR_LG2	RIGHT TURN LANE LENGTH RD2	Roadlog	NUM	156
TRLR_WD1	RIGHT TURN LANE WIDTH RD1	Roadlog	NUM	157
TRLR_WD2	RIGHT TURN LANE WIDTH RD2	Roadlog	NUM	157
UBREG_DT	URBAN NUMBER DATE	Roadlog	CHA(8)	157
URB_DT	URBAN REGION DATE	Roadlog	CHA(8)	157

List of Elements for the WA Roadlog File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
URB_NBR	URBAN AREA NUMBER	Roadlog	CHA(2)	157
URB_REG	URBAN REGION NUMBER	Roadlog	CHA(1)	157
WSP_DIST	WSP DISTRICT NUMBER	Roadlog	CHA(1)	157
WSP_DT	WSP DATE	Roadlog	CHA(8)	157
ZONE_DT	ZONE DATE	Roadlog	CHA(8)	158

Notes:

1. SAS element names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

2. For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when elements are listed in tables.

3. No Roadlog files were received from Washington for 1997-2001. The formats described below pertain to 1993-1996 and 2002 onward years.

Average Annual Daily Traffic

SAS Name: AADT

Definition: Average annual daily traffic.

Additional Information: AADT in 2004 and later files were defined using a new methodology. This will result in some discrepancies between AADT counts for 2004 and prior years for the same roadway segment. See Discussion.

0	0
1-100	1 - 100
101-500	101 - 500
501-1000	501 - 1,000
1001-2000	1,001 - 2,000
2001-5000	2,001 - 5,000
5001-10000	5,001 - 10,000
10001-15000	10,000 - 15,000
15001-20000	15,001 - 20,000
20001-40000	20,001 - 40,000
40001-999999	40,000 +

Access Control Date

SAS Name: ACCES_DT

Definition: Date of last change in access control for this segment (YYYYMMDD).

Access Control Type — SAS Name: ACCESS

Definition: Type of access control

Additional Information: Approximately 15% of the sections are uncoded. However, the majority of the uncoded sections are non-mainline roadway types (e.g., ramps) as shown under RD_TYPE. It is also noted that this element is, to some extent, a "planning" element. This results in approximately 900 miles of two-lane roads with full access control – sections, which will ultimately be upgraded to multilane freeway.

'F'	Limited Access Fully Controlled
'P'	Limited Access Partially Controlled
'M'	Limited Access Modified
'1'	Controlled Access Most Restrictive
'2','3','4'	Controlled Access Less Restrictive
'5'	Controlled Access Least Restrictive

Left Accel Lane Date Road 1 — SAS Name: ACLL_DT1
Left Accel Lane Date Road 2 — SAS Name: ACLL_DT2

Definition: Date of last change in left acceleration lane information (YYYYMMDD).

Left Accel Lane Length Road 1 — SAS Name: ACLL_LG1
Left Accel Lane Length Road 2 — SAS Name: ACLL_LG2

Definition: Left acceleration lane length

Additional Information: Acceleration lanes and Turn lanes are associated with at- grade intersections (at the beginning of the section) rather than interchanges. Interchange acceleration, deceleration, and merging areas are included as part of ramp lengths.

Left Accel Lane Width Road 1 — SAS Name: ACLL_WD1
Left Accel Lane Width Road 2 — SAS Name: ACLL_WD2

Definition: Left acceleration lane width

Additional Information: Acceleration lanes and Turn lanes are associated with at- grade intersections (at the beginning of the section) rather than interchanges. Interchange acceleration, deceleration, and merging areas are included as part of ramp lengths.

Right Accel Lane Date Road 1 SAS Name: ACLR_DT1
Right Accel Lane Date Road 2 SAS Name: ACLR_DT2

Definition: Date of last change in right acceleration lane information (YYYYMMDD).

Right Accel Lane Length Road 1 SAS Name: ACLR_LG1
Right Accel Lane Length Road 2 SAS Name: ACLR_LG2

Definition: Right acceleration lane length

Additional Information: Acceleration lanes and Turn lanes are associated with at- grade intersections (at the beginning of the section) rather than interchanges. Interchange acceleration, deceleration, and merging areas are included as part of ramp lengths.

Right Accel Lane Width Road 1 SAS Name: ACLR_WD1
Right Accel Lane Width Road 2 SAS Name: ACLR_WD2

Definition: Right acceleration lane width

Additional Information: Acceleration lanes and Turn lanes are associated with at- grade intersections (at the beginning of the section) rather than interchanges. Interchange acceleration, deceleration, and merging areas are included as part of ramp lengths.

Route Section Sequence Number SAS Name: ACSEQ_NB

Definition: Sequence number of the roadway segment

Additional Information: A two-digit number used in conjunction with the state route milepost to properly sequence mileposts in such areas as equations.

Begin Milepost SAS Name: BEGMP

Definition: Calculated begin milepost.

City Number SAS Name: CITY

Definition: City of the roadway segment.

'0005'	Aberdeen	'0010'	Airway Heights
'0015'	Albion	'0020'	Algona
'0025'	Almira	'0030'	Anacortes

'0045'	Arlington	'0050'	Asotin
'0055'	Auburn	'0058'	Bainbridge Island
'0060'	Battleground	'0070'	Beaux Arts
'0075'	Bellevue	'0080'	Bellingham
'0085'	Benton City	'0090'	Bingen
'0095'	Black Diamond	'0100'	Blaine
'0105'	Bonney Lake	'0110'	Bothell
'0115'	Bremerton	'0120'	Brewster
'0125'	Bridgeport	'0127'	Brier
'0130'	Buckley	'0135'	Bucoda
'0139'	Burien	'0140'	Burlington
'0145'	Camas	'0150'	Carbonado
'0155'	Carnation	'0165'	Cashmere
'0170'	Castle Rock	'0175'	Cathlamet
'0180'	Centralia	'0190'	Chehalis
'0195'	Chelan	'0200'	Cheney
'0205'	Chewelah	'0215'	Clarkston
'0220'	Cle Elum	'0225'	Clyde Hill
'0230'	Colfax	'0235'	College Place
'0240'	Colton	'0250'	Colville
'0255'	Conconully	'0260'	Concrete
'0265'	Connell	'0270'	Cosmopolis
'0275'	Coulee City	'0280'	Coulee Dam
'0290'	Coupeville	'0293'	Covington
'0295'	Creston	'0300'	Cusick
'0305'	Darrington	'0310'	Davenport
'0315'	Dayton	'0320'	Deer Park
'0325'	Des Moines	'0330'	Du Pont
'0335'	Duvall	'0350'	East Wenatchee
'0360'	Eatonville	'0362'	Edgewood
'0365'	Edmonds	'0375'	Electric City
'0380'	Ellensburg	'0385'	Elma
'0390'	Elmer City	'0395'	Endicott
'0405'	Entiat	'0410'	Enumclaw
'0415'	Ephrata	'0420'	Everett
'0425'	Everson	'0430'	Fairfield
'0440'	Farmington	'0443'	Federal Way
'0445'	Ferndale	'0450'	Fife

'0455'	Fircrest	'0465'	Forks
'0470'	Friday Harbor	'0480'	Garfield
'0489'	George	'0490'	Gig Harbor
'0495'	Gold Bar	'0500'	Goldendale
'0510'	Grand Coulee	'0515'	Grandview
'0520'	Granger	'0525'	Granite Falls
'0535'	Hamilton	'0540'	Harrah
'0545'	Harrington	'0550'	Hartline
'0555'	Hatton	'0560'	Hoquiam
'0570'	Hunts Point	'0575'	Ilwaco
'0580'	Index	'0585'	Ione
'0590'	Issaquah	'0595'	Kahlotus
'0600'	Kalama	'0605'	Kelso
'0609'	Kenmore	'0610'	Kennewick
'0615'	Kent	'0620'	Kettle Falls
'0625'	Kirkland	'0630'	Kittitas
'0635'	Krupp	'0640'	La Center
'0643'	Lacey	'0650'	La Conner
'0655'	La Crosse	'0657'	Lake Forest Park
'0664'	Lake Stevens	'0665'	Lakewood
'0668'	Lamont	'0670'	Langley
'0675'	Latah	'0680'	Leavenworth
'0684'	Liberty Lake	'0685'	Lind
'0690'	Long Beach	'0695'	Longview
'0705'	Lyman	'0710'	Lynden
'0715'	Lynnwood	'0725	'Mabton
'0728'	McCleary	'0730'	Malden
'0735'	Mansfield	'0739'	Maple Valley
'0740'	Marcus	'0745'	Marysville
'0750'	Mattawa	'0755'	Medical Lake
'0760'	Medina	'0763'	Mercer Island
'0765'	Mesa	'0770'	Metaline
'0775'	Metaline Falls	'0778'	Mill Creek
'0780'	Millwood	'0785'	Milton
'0790'	Monroe	'0795'	Montesano
'0800'	Morton	'0805'	Moses Lake
'0810'	Mossyrock	'0815'	Mountlake Terrace
'0820'	Mount Vernon	'0825'	Moxee

'0830'	Mukilteo	'0835'	Naches
'0840'	Napavine	'0855'	Nespelem
'0861'	Newcastle	'0860'	Newport
'0865'	Nooksack	'0870'	Normandy Park
'0875'	North Bend	'0877'	North Bonneville
'0885'	Northport	'0890'	Oakesdale
'0895'	Oak Harbor	'0900'	Oakville
'0907'	Ocean Shores	'0910'	Odessa
'0915'	Okanogan	'0920'	Olympia
'0925'	Omak	'0935'	Oroville
'0940'	Orting	'0945'	Othello
'0950'	Pacific	'0955'	Palouse
'0960'	Pasco	'0970'	Pateros
'0975'	Pe Ell	'0985'	Pomeroy
'0990'	Port Angeles	'1000'	Port Orchard
'1005'	Port Townsend	'1010'	Poulsbo
'1015'	Prescott	'1020'	Prosser
'1025'	Pullman	'1030'	Puyallup
'1040'	Quincy	'1050'	Rainier
'1055'	Raymond	'1060'	Reardan
'1065'	Redmond	'1070'	Renton
'1075'	Republic	'1080'	Richland
'1085'	Ridgefield	'1090'	Ritzville
'1095'	Riverside	'1100'	Rockford
'1105'	Rock Island	'1115'	Rosalia
'1120'	Roslyn	'1125'	Roy
'1127'	Royal City	'1130'	Ruston
'1135'	St. John	'1136'	Sammamish
'1139'	Sea Tac	'1140'	Seattle
'1150'	Sedro Woolley	'1155'	Selah
'1160'	Sequim	'1165'	Shelton
'1169'	Shoreline	'1175'	Skykomish
'1180'	Snohomish	'1185'	Snoqualmie
'1190'	Soap Lake	'1195'	South Bend
'1205'	South Cle Elum	'1210'	South Prairie
'1215'	Spangle	'1220'	Spokane
'1221'	Spokane Valley	'1225'	Sprague
'1230'	Springdale	'1235'	Stanwood

'1240'	Starbuck	'1245'	Steilacoom
'1250'	Stevenson	'1255'	Sultan
'1265'	Sumas	'1270'	Sumner
'1275'	Sunnyside	'1280'	Tacoma
'1285'	Tekoa	'1290'	Tenino
'1295'	Tieton	'1300'	Toledo
'1305'	Tonasket	'1310'	Toppenish
'1320'	Tukwila	'1325'	Tumwater
'1330'	Twisp	'1335'	Union Gap
'1340'	Uniontown	'1344'	University Place
'1345'	Vader	'1350'	Vancouver
'1360'	Waitsburg	'1365'	Walla Walla
'1375'	Wapato	'1380'	Warden
'1385'	Washougal	'1390'	Washtucna
'1395'	Waterville	'1400'	Waverly
'1405'	Wenatchee	'1420'	Westport
'1425'	West Richland	'1435'	White Salmon
'1440'	Wilbur	'1445'	Wilkeson
'1450'	Wilson Creek	'1455'	Winlock
'1465'	Winthrop	'1469'	Woodinville
'1470'	Woodland	'1475'	Woodway
'1480'	Yacolt	'1485'	Yakima
'1490'	Yarrow Point	'1495'	Yelm
'1500'	Zillah		

City Date

SAS Name: CITY_DT

Definition: Date of last change in the city information (YYYYMMDD)

Control Section

SAS Name: CNTL_SEC

Definition: Control section information for the roadway segment

County Date

SAS Name: CNTY_DT

Definition: Date of last change in the county information (YYYYMMDD)

Compass Direction

SAS Name: COMP_DIR

Definition: Compass direction of the roadway segment

Additional Information: This is the compass direction of the (mainline) route at the beginning mile point. The 16% of sections, which are uncoded are predominantly non-mainline sections (e.g., ramps) as listed under RD_TYPE.

'N'	North
'E'	East
'NE'	Northeast
'NW'	Northwest
'S'	South
'W'	West
'SE'	Southeast
'SW'	'Southwest

County Number

SAS Name: COUNTY

Definition: County of the roadway segment.

'00'	Not Stated	'20'	Klickitat
'01'	Adams	'21'	Lewis
'02'	Asotin	'22'	Lincoln
'03'	Benton	'23'	Mason
'04'	Chelan	'24'	Okanogan
'05'	Clallam	'25'	Pacific
'06'	Clark	'26'	Pend Oreille
'07'	Columbia	'27'	Pierce
'08'	Cowlitz	'28'	San Juan
'09'	Douglas	'29'	Skagit
'10'	Ferry	'30'	Skamania
'11'	Franklin	'31'	Snohomish
'12'	Garfield	'32'	Spokane
'13'	Grant	'33'	Stevens
'14'	Grays Harbor	'34'	Thurston
'15'	Island	'35'	Wahkiakum
'16'	Jefferson	'36'	Walla Wall*
'17'	King	'37'	Whatcom
'18'	Kitsap	'38'	Whitman
'19'	Kittitas	'39'	Yakima

City Zone Type

SAS Name: CTY_ZONE

Definition: City zone type of the roadway segment

WSP Detachment Number

SAS Name: DETCH_NB

Definition: WSP detachment number of the roadway segment

Level of Development

SAS Name: DEVCD

Definition: Level of development/improvement plans for the roadway segment

Additional Information: This element indicates a classification assigned to sections of roadway, which relates to plans for maintenance and improvement of the sections.

'DS'	Design Standards
'3R'	3R Standard
'MO'	Maintenance Only

Level of Development Date

SAS Name: DEVCD_DT

Definition: Date of last change in the level of development code (YYYYMMDD)

Compass Direction Date

SAS Name: DIR_DT

Definition: Date of last change in the compass direction information (YYYYMMDD)

Discontinuity Date

SAS Name: DISCN_DT

Definition: Date of last change in the discontinuity indicator for the roadway segment (YYYYMMDD)

Discontinuity Indicator

SAS Name: DISCONTY

Definition: Discontinuity indicator of the roadway segment

Additional Information: Indicates a physical discontinuity in a state route in which no new attributes exist and mileposts continue to accumulate. An example of a physical discontinuity would be a ferry run where the state route continues on the other side of the ferry run. A short distance would be shown between the two docks to indicate that they are not the same point.

'FZ'	Ferry Zone
'PG'	Physical Gap

District Date

SAS Name: DISTR_DT

Definition: Date of last change in the district information for the roadway segment (YYYYMMDD)

District Number

SAS Name: DISTRICT

Definition: District of roadway segment.

' '	Not Stated
'0'	Headquarters
'1'	North West (District 1)
'2'	North Central (District 2)
'3'	Olympic (District 3)
'4'	South West (District 4)
'5'	South Central (District 5)
'6'	Eastern (District 6)
'7'	Inactive
'8'	UAB-Urban Arterial
'9'	Washington State Ferries

Domain Type

SAS Name: DOMAIN

Definition: Domain type of the roadway segment

Additional Information: Domain type identifies the federal, state, or local agency, if any, having control over the land through which the highway segment passes. Where the highway falls between two domains, a judgment must be made as to the most appropriate domain to be coded.

'FS'	U.S. Forest Service
'IA'	Bureau of Indian Affairs
'LM'	Bureau of Land Management
'LO'	Local Agencies
'MR'	Military Reservations/Corps of Eng.
'NP	'National Park Service
'OF'	Other Federal Agencies
'PR'	Private Land
'ST'	State Agencies
' '	Not Stated

Domain Date

SAS Name: DOMN_DT

Definition: Date of last change in the domain information (YYYYMMDD).

Calculated Ending Milepost

SAS Name: ENDMP

Definition: Calculated ending milepost.

Additional Information: Calculated ending milepost, which is defined as equal to beginning milepost (BEGMP) on the next segment of same route.

East/West Indicator Date

SAS Name: EW_DTE

Definition: Date of last change in the East/west indicator (YYYYMMDD)

East/West Indicator

SAS Name: EW_IND

Definition: East/west indicator of the roadway segment

'E'	East
'W'	West

Fed Aid Class

SAS Name: FED_AID

Definition: Type of federal aid class for this roadway segment.

' '	Not Stated
'I'	Federal Aid Interstate
'N'	Non-Federal Aid
'P'	Federal Aid Primary
'S'	Federal Aid Secondary
'U'	Federal Aid Urban

Federal Aid Type

SAS Name: FED_CD

Definition: Federal aid type for the roadway segment

' 001'-' 999'	Federal Aid Primary
'A0L0'-'Z399'	Federal Aid Secondary
'1000'-'9999'	Federal Aid Urban

Fed Aid Date

SAS Name: FEDAD_DT

Definition: Date of last change in the federal aid information (YYYYMMDD)

Federal Function Class

SAS Name: FUNC_CLS

Definition: Functional class.

Additional Information: * Codes from 41 to 57 were new in 2012 and codes 07 and 17 contained both major and minor collectors before 2012.

'01','41'*	Rural Interstate
'02','43'*	Rural Principal Arterial
'05', '42'*	Rural Other Freeway/Expressway
'06','44'*	Rural-Minor-Arterial
'07'	Rural Collector
'08','46'*	Rural Minor Collector
'45'*	Rural Major Collector
'09'	Rural Unclassified
'47'*	Rural Local Roads
'11','51'*	Urban-Interstate
'12','52'*	Urban-Principal-Arterial (Freeways & Expressways)
'14','53'*	Urban Other Principal Arterial
'16','54'*	Urban Minor Arterial
'17'	Urban Collector
'18','56'*	Urban Minor Collector
'55'	Urban Major Collector
'19'	Urban-Unclassified
'57'*	Urban Local Roads

Functional Class Date

SAS Name: FUNC_DT

Definition: Date of last change in the functional class of the roadway segment (YYYYMMDD)

HPMS Section Number

SAS Name: HPMS

Definition: HPMS section number of the roadway segment

HPMS Date

SAS Name: HPMS_DTE

Definition: Date of last change in the HPMS section number (YYYYMMDD)

Calculated Lane Width

SAS Name: LANEWID

Definition: Calculated lane width.

Additional Information: This element is calculated by dividing the total roadway width by the total number of lanes. There will be some error on sections where the shoulder type is curb or wall. See "Note" under RDWY_WD1.

Left Shoulder Date Road 1

SAS Name: LSHL_DTE

Left Shoulder Date Road 2

SAS Name: LSHL_DT2

Definition: Date of last change in the left shoulder information (YYYYMMDD)

Left Shoulder Type Road 2

SAS Name: LSHL_TY2

Definition: Left shoulder type

Additional Information: The surface composition of the inside (left) shoulder in the decreasing direction of the roadway. This is only used for divided roadway.

'A'	Asphalt
'G'	Gravel
'S'	Soil
'B'	Bituminous
'O'	Other
'W'	Wall
'C'	Curb
'P'	Portland Concrete

Left Shoulder Type Road 1

SAS Name: LSHL_TYP

Definition: Left shoulder type

Additional Information: The surface composition of the inside (left) shoulder in the increasing direction of the roadway. This variable refers to both divided and undivided roadways.

'A'	Asphalt
'G'	Gravel
'S'	Soil
'B'	Bituminous
'O'	Other
'W'	Wall
'C'	Curb
'P'	Portland Concrete

Left Shoulder Width Road 1

SAS Name: LSHLDWID

Left Shoulder Width Road 2

SAS Name: LSHL_WD2

Definition: Left shoulder width.

Additional Information: The width of the inside (left) shoulder of road 1 in feet in the increasing direction of the roadway. This element refers to both divided and undivided roadways. The approximately 14% "no shoulder" category includes both curb sections and, unfortunately, some uncoded sections. The width of the inside (left) shoulder of road 2 in feet in the decreasing direction of the roadway. This is only used for divided roadway.

0	No Shoulder
1-3	01 - 03
4-6	04 - 06
7-9	07 - 09
10-13	10 - 13
14-99	> 13

Control Section Last Update

SAS Name: LST_UPDT

Definition: Date of last change in the control section information (YYYYMMDD).

Median Crossing Date

SAS Name: MDXN_DTE

Definition: Date of last change in the median crossing information (YYYYMMDD).

Median Type

SAS Name: MED_TYPE

Definition: Type of median on the roadway segment.

'A'	Asphalt
'G'	Gravel
'S'	Soil
'B'	Bituminous
'O'	Other
'W'	Wall
'C'	Curb
'P'	Portland Concrete

Median Barrier Type

SAS Name: MEDBARTY

Definition: Type of median barrier on the roadway segment

'BE'	Bridge Attenuators
'FE'	Fence
'RG'	Rock Wall & Gabions
'CA'	Cable
'GP'	Guide Posts
'SS'	Snow Shed
'CU'	Curb
'GR'	Guard Rail
'UP'	Unprotected
'DE'	Depressed
'IA'	Impact Attenuates
'WA'	Wall
'FB'	Flex Beam
'JE'	Jersey Type Barr

Median Date

SAS Name: MEDN_DTE

Definition: Date of last change in the median information (YYYYMMDD).

Median Width

SAS Name: MEDWID

Definition: Median width (in feet).

Additional Information: The distance from inside shoulder edge to inside shoulder edge on a divided highway (median width includes inside shoulders). This is measured in feet.

0	No Median
1-10	01 - 10
11-20	11 - 20
21-30	21 - 30
31-40	31 - 40
41-60	41 - 60
61-90	61 - 90
91-999	91 +

Median Crossing Type

SAS Name: MEDXNGTY

Definition: Whether a median crossing is officially recognized by WSDOT.

'O'	Official Crossng
'N'	N/Offic Crossng

Maintenance Area Number

SAS Name: MNT_AREA

Definition: Maintenance area number for the roadway segment

Maintenance Date

SAS Name: MNT_DTE

Definition: Date of last change in the maintenance information (YYYYMMDD).

Maintenance Section Date

SAS Name: MNTSC_DT

Definition: Date of last change in the maintenance section information (YYYYMMDD).

Maintenance Section Number

SAS Name: MNTSEC

Definition: Maintenance sequence number of the roadway segment

Last Maintenance Date

SAS Name: MT_DTE

Definition: Date of last change in the maintenance information (YYYYMMDD).

Mountain Pass ID

SAS Name: MT_PASID

Definition: Identification of the mountain pass for the roadway segment

Additional Information: Identifies whether a SRMP location occurs in a specific mountain pass.

'CAW'	Cayuse Pass
'SHER'	Sherman Creek Pass
'WASH'	Washington Pass
'CHIN'	Chinook Pass
'SNOQ'	Snoqualmie Pass
'WHIT'	White Pass
'RAIN'	Rainy Pass
'STEV'	Stevens Pass
'SATU'	Satus Pass
'SWAU'	Swauk Pass

Mountain Pass Date

SAS Name: MTPAS_DT

Definition: Date of last change of the mountain pass information (YYYYMMDD).

Million Vehicle Miles Travelled

SAS Name: MVMT

Definition: Million vehicle miles traveled on road segment.

NHS Date

SAS Name: NHS_DT

Definition: Date of last change in the National Highway System information (YYYYMMDD).

NHS Indicator

SAS Name: NHS_IND

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

'Y'	Yes
'N'	No

Number Lanes Inc SAS Name: NO_LANE1
Number Lanes Dec SAS Name: NO_LANE2
Total Number of Lanes SAS Name: NO_LANES

Definition: Number of through lanes toward increasing/decreasing milepoints.

Additional Information: "Increasing" and "decreasing" number of lanes indicated the number of total thru lanes in those directions of travel regardless of whether a roadway is divided or not. Lane counts do not include acceleration lanes or turn lanes. "Total Number of Lanes" is a calculated element, which sums the first two.

0	0
1	1
2	2
3	3
4	4
5-8	5 to 8
9-20	8

Number of Lanes Date Road 1 SAS Name: NO_LNDT1
Number of Lanes Date Road 2 SAS Name: NO_LNDT2

Definition: Date of last change in the number of lanes information (YYYYMMDD).

Population Group Date SAS Name: PGRP_DT

Definition: Date of last change in the population group information (YYYYMMDD).

City Population

SAS Name: POP_GRP

Definition: Population group.

Additional Information: Approximately 85% of the sections are blank, indicating rural areas.

'0'	Unknown
'1'	250,000 or More
'2'	100,000 249,999
'3'	50,000 99,999
'4'	25,000 49,999
'5'	10,000 24,999
'6'	5,000 9,999
'7'	2,500 4,999
'8'	Under 2,500
'9'	Other Rural Areas

Parking Zone Type

SAS Name: PRK_ZNE

Definition: Parking zone type for the roadway segment

'B'	Both Sides Park
'R'	Right Side Park
'L'	Left Side Park
'U'	N/Park Peak Hrs
'P'	N/Park Both Sides

Parking Zone Type Date

SAS Name: PRKZN_DT

Definition: Date of last change in the parking zone type information (YYYYMMDD).

Roadway Ahead/Back Ind

SAS Name: RD_ABIND

Definition: Roadway ahead and back indicator

'A'	Ahead
'B'	Back

Equation Date

SAS Name: RD_EQDTE

Definition: Date of last change in the equation for the roadway segment (YYYYMMDD).

Equation
SAS Name: RD_EQUAT

Definition: Equation indicator for the roadway segment

' '	No Equation
'E'	Equation

Intersection Illuminated
SAS Name: RD_LIGHT

Definition: Presence of illumination at the intersection at the beginning of this roadway segment

'Y'	Yes
'N'	No

Road Open Date
SAS Name: RD_OPEN

Definition: Date the road segment was opened for traffic (YYYYMMDD)

Roadway Owner Code
SAS Name: RD_OWNER

Definition: Roadway owner code for the roadway segment

'ISSH'	Interstates
'SRSH'	State Routes
'USSH'	US Routes

Related Road Qual
SAS Name: RD_QUAL

Definition: Related roadway segment qualifier

Reverse ARM
SAS Name: RD_RARM

Definition: Reverse Accumulated Route Milepost (ARM) for the roadway segment

Roadway SRMP
SAS Name: RD_SRMP

Definition: State Route Milepost (SRMP) for the roadway segment

Related Road Type

SAS Name: RD_TYPE

Definition: Type of the roadway segment

' '	Mainline
'RL'	Reversible Lane
'AR'	Alternate Route
'SP'	Spur
'CD'	Collector-Distributor-Decrease
'CI'	Collector-Distributor-Increase
'CO'	Couplet
'FD'	Frontage Road-Decrease
'FI'	Frontage Road-Increase
'FT'	Ferry Terminal
'FS'	Ferry Ship (Boat)
'LX'	Crossroad Within Interchange
'PR'	Proposed Route
'P1'-'P9'	Off Ramp-Increase
'Q1'-'Q9'	On Ramp-Increase
'S1'-'S9'	On Ramp-Decrease
'TR'	Temporary Route
'UC'	Under Construction
'YC'	Y-Connection
'R1'-'R9'	Off Ramp-Decrease
'TB'	Transitional Turn Back

Access Management Class

SAS Name: RDAC_MGC

Definition: Access management class of the roadway segment

Access Management Subclass

SAS Name: RDAC_MGS

Definition: Access management subclass of the roadway segment

Roadway Width Road 1 SAS Name: RDWY_WD1
Roadway Width Road 2 SAS Name: RDWY_WD2

Definition: Width of the driving surface for this roadway segment

Additional Information: The width of the driving surface, in feet, in the increasing (both divided and undivided) direction of the roadway, and in the decreasing (divided only) direction of the roadway. In sections with curbs, it is measured from curb to curb, and thus may include parking areas or other paved shoulder adjacent to the curb (as in curbs on interchange ramp islands).

00	00
1-9	< 10 Feet
10	10 Feet
11	11 Feet
12	12 Feet
13-13	13 14 Feet
15-16	15 16 Feet
17-999	> 16 Feet

Total Roadway Width SAS Name: RDWY_WID

Definition: Total roadway width for the roadway segment

00	00
1-9	< 10 Feet
10	10 Feet
11	11 Feet
12	12 Feet
13-13	13 14 Feet
15-16	15 16 Feet
17-999	> 16 Feet

Roadway Width Date Road 1 SAS Name: RDWYWDD1
Roadway Width Date Road 2 SAS Name: RDWYWDD2

Definition: Date of last change in the roadway width information (YYYYMMDD).

Record Type SAS Name: REC_TYPE

Definition: Record type of the roadway segment

Route Type ID

SAS Name: ROAD_INV

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

Roadway Classification

SAS Name: RODWYCLS

Definition: Roadway classification.

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

Right Shoulder Date Road 1

SAS Name: RSHL_DTE

Right Shoulder Date Road 2

SAS Name: RSHL_DT2

Definition: Date of last change in the right shoulder information (YYYYMMDD).

Right Shoulder Type Road 1 — SAS Name: RSHL_TYP
Right Shoulder Type Road 2 — SAS Name: RSHL_TY2

Definition: Right shoulder type.

Additional Information: The surface composition of the outside (right) shoulder in the decreasing direction of the roadway.

'A'	Asphalt
'G'	Gravel
'S'	Soil
'B'	Bituminous
'O'	Other
'W'	Wall
'C'	Curb
'P'	Portland Concrete

Right Shoulder Width Road 1 — SAS Name: RSHLDWID
Right Shoulder Width Road 2 — SAS Name: RSHL_WD2

Definition: Right shoulder width.

Additional Information: The width of the outside (right) shoulder road 1 in feet in the increasing direction of the roadway. This element refers to both divided and undivided roadways. The approximately 10% "no shoulder" category includes both curb sections and, unfortunately, some uncoded sections. The width of the outside (right) shoulder surface road 2 in feet in the decreasing direction of the roadway.

0	No Shoulder
1-3	01 - 03
4-6	04 - 06
7-9	07 - 09
10-13	10 - 13
14-99	> 13

Route Number — SAS Name: RTE_NBR

Definition: Route number of the roadway segment.

Rural Urban

SAS Name: RURURB

Definition: Rural-Urban identification.

'R'	Rural
'U'	Urban

Road Calculated Section Length

SAS Name: SEG_LNG

Definition: Section length in miles.

Additional Information: Section length calculated as difference between beginning and ending mileposts.

Legal Speed Limit

SAS Name: SPD_LIMT

Definition: Speed limit.

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

State Function Class

SAS Name: ST_FUNC

Definition: State-assigned functional class of the roadway segment

'R1'	Rural-Principal Arterial
'R2'	Rural-Principal Arterial
'R3'	Rural-Collector
'R4'	Rural-Unclassified
'R5'	Rural-Interstate
'U1'	Urban-Principal-Arterial
'U2'	Urban-Minor Arterial
'U3'	Urban-Collector
'U4'	Urban-Unclassified
'U5'	Urban-Interstate

Surface Type Road 2

SAS Name: SURF_TY2

Surface Type Road 1

SAS Name: SURF_TYP

Definition: Surface type.

Additional Information: The composition of the driving surface in the increasing (both divided and undivided) direction of the roadway, and in the decreasing (divided only) direction of the roadway.

'A'	Asphalt
'B'	Bituminous
'G'	Gravel
'O'	Other
'P'	Portland Concrete Cem
'S'	Soil

Statewide System Date

SAS Name: SWS_DT

Definition: Date of last change in the statewide system indictor (YYYYMMDD).

Statewide System Ind

SAS Name: SWS_IND

Definition: Statewide system indicator for the roadway segment

Additional Information: A National Highway System related indicator defining trunk and non-trunk roadways.

'T'	Trunk Rte 4 Lne
'B'	Branch Rte N/Trnk

Terrain Type

SAS Name: TERRAIN

Definition: The configuration of the roadway as it relates to the frequency and steepness of hills and the effect on truck speed. This is only coded for mainline sections.

'L'	Level
'R'	Rolling
'M'	Mountainous

Terrain Date

SAS Name: TERRN_DT

Definition: Date of last change in the terrain information (YYYYMMDD).

Intersection Control Type — SAS Name: TRF_CNTL

Definition: The presence and type of traffic control devices at an intersection at the beginning of this segment. Refers to only the traffic control on the state route, not the traffic control on the crossroad(s).

'AF'	Amber Flashing
'OT'	Other Control
'SG'	Stop and Go
'FS'	Fire Signal
'PC'	Pedestrian Control
'SS'	Stop Sign
'NO'	No Traffic Control
'RF'	Red Flashing
'SZ'	School Zone
'OF'	Officer or Flagman
'RS'	Railroad Signal
'YS'	Yield Sign

Traffic Control Date — SAS Name: TRFCN_DT

Definition: Date of last change in the traffic control information (YYYYMMDD).

Truck Percentage — SAS Name: TRKPCTS

Definition: Truck percentage for the roadway segment

Left Turn Lane Date Road 1 — SAS Name: TRLL_DT1
Left Turn Lane Date Road 2 — SAS Name: TRLL_DT2

Definition: Date of last change in the left turn lane information (YYYYMMDD).

Additional Information: Date of last change in related element (YYYYMMDD).

Left Turn Lane Length Road 1 SAS Name: TRLL_LG1
Left Turn Lane Length Road 2 SAS Name: TRLL_LG2

Definition: Length of left turn lane at the intersection at the beginning of the segment.

Additional Information: Acceleration lanes and Turn lanes are associated with at- grade intersections (at the beginning of the section) rather than interchanges. Interchange acceleration, deceleration, and merging areas are included as part of ramp lengths.

Left Turn Lane Width Road 1 SAS Name: TRLL_WD1
Left Turn Lane Width Road 2 SAS Name: TRLL_WD2

Definition: Width of the left turn lane at the intersection at the beginning of the segment

Additional Information: Acceleration lanes and Turn lanes are associated with at- grade intersections (at the beginning of the section) rather than interchanges. Interchange acceleration, deceleration, and merging areas are included as part of ramp lengths.

Right Turn Lane Date Road 1 SAS Name: TRLR_DT1
Right Turn Lane Date Road 2 SAS Name: TRLR_DT2

Definition: Date of last change to the right turn lane information (YYYYMMDD).

Additional Information: Right Turn Lane Date Road 2 data is not available for 1999 to 2001.

Right Turn Lane Length Road 1 SAS Name: TRLR_LG1
Right Turn Lane Length Road 2 SAS Name: TRLR_LG2

Definition: Length of the right turn lane at the intersection at the beginning of the segment

Additional Information: Acceleration lanes and Turn lanes are associated with at- grade intersections (at the beginning of the section) rather than interchanges. Interchange acceleration, deceleration, and merging areas are included as part of ramp lengths.

Right Turn Lane Width Road 1 SAS Name: TRLR_WD1
Right Turn Lane Width Road 2 SAS Name: TRLR_WD2

Definition: Width of the right turn lane at the intersection at the beginning of the segment

Additional Information: Acceleration lanes and Turn lanes are associated with at- grade intersections (at the beginning of the section) rather than interchanges. Interchange acceleration, deceleration, and merging areas are included as part of ramp lengths.

Urban Number Date SAS Name: UBREG_DT

Definition: Date of last change in the urban number information (YYYYMMDD).

Urban Region Date SAS Name: URB_DT

Definition: Date of last change in the urban region information (YYYYMMDD)

Additional Information: Date of last change in related element (YYYYMMDD).

Urban Area Number SAS Name: URB_NBR

Definition: Urban area number of the roadway segment

'01'	Puget Sound
'02'	Northwest
'03'	Northeast
'04'	Southeast
'05'	Southwest

Urban Region Number SAS Name: URB_REG

Definition: Urban region number of the roadway segment

WSP District Number SAS Name: WSP_DIST

Definition: WSP district number of the roadway segment

WSP Date SAS Name: WSP_DT

Definition: Date of last change in the WSP district information (YYYYMMDD).

Zone Date

SAS Name: ZONE_DT

Definition: Date of last change in the zone information (YYYYMMDD)

List of Elements for the WA Curve File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT /TYPE	PAGE NO.
BEGMP	HORIZ CURVE BEGIN MLPOST	Curve	NUM	160
CURV_ANG	HORIZ CURVE CEN ANGLE	Curve	NUM	160
CURV_DT	HORIZ CURVE DATE	Curve	CHA(8)	160
CURV_INV	STATE RTE TYPE ID	Curve	CHA(11)	160
CURV_LGT	HORIZ CURVE LGT (FT)	Curve	NUM	160
CURV_MAX	HORIZ CURVE MAX SUPER	Curve	NUM	161
CURV_NUM	HORIZ CURVE CONTRACT NUM	Curve	CHA(6)	161
CURV_RAD	HORIZ CURVE RAD	Curve	NUM	161
DEG_CURV	DEGREE OF CURVATURE	Curve	NUM	161
DIR_CURV	HORIZ CURVE DIRN	Curve	CHA(1)	161
ENDMP	HORIZ CURVE END MLPOST	Curve	NUM	161
LEGAL_SP	LEGAL SPEED LIMIT	Curve	NUM	162
OVERLAP	CURVE OVERLAP IND	Curve	CHA(3)	162
RTE_NBR	ROUTE NUMBER	Curve	CHA(3)	162
SEG_LNG	HORIZ CURVE LGT (MI)	Curve	NUM	163

Notes:

1. SAS element names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

2. For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when elements are listed in tables.

3. Curve file is available for 1993-1996 and from 2002 onwards.

Horizontal Curve Begin Milepost — SAS Name: BEGMP

Definition: Calculated begin milepost.

Additional Information: Calculated beginning milepost for curve.

Horizontal Curve Center Angle — SAS Name: CURV_ANG

Definition: Central angle for the horizontal curve

Horizontal Curve Date — SAS Name: CURV_DT

Definition: Date of last change in horizontal curve information (YYYYMMDD)

State Route Type ID — SAS Name: CURV_INV

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

Horizontal Curve Length (Feet) — SAS Name: CURV_LGT

Definition: Length in feet of the horizontal curve

Additional Information: See SEG_LNG for length in miles.

Horizontal Curve Max Super — SAS Name: CURV_MAX

Definition: Maximum super elevation for the horizontal curve

Additional Information: Most of the cases are uncoded for this element. The only data present is for recent reconstruction efforts.

Horizontal Curve Contract Number — SAS Name: CURV_NUM

Definition: Horizontal curve contract number

Horizontal Curve Radius — SAS Name: CURV_RAD

Definition: Horizontal curve radius (feet)

Degree of Curvature — SAS Name: DEG_CURV

Definition: Degree of curvature for the curve

Additional Information: Calculated (xxx.xx) from curve radius.

Horizontal Curve Direction — SAS Name: DIR_CURV

Definition: Direction of a curve on a roadway in reference to the increasing direction of inventory.

'L'	Left
'R'	Right

Horizontal Curve End Milepost — SAS Name: ENDMP

Definition: Calculated ending milepost of the curve.

Legal Speed Limit

SAS Name: LEGAL_SP

Definition: Legal speed limit on the curve

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

Curve Overlap Ind

SAS Name: OVERLAP

Definition: Curve overlap indicator

Additional Information: A calculated element indicating whether a curve overlaps with the preceding curve because of errors in mileposting due to conversion of curve length from miles to feet. This occurs in less than one percent of the cases.

'YES'	Overlap
'NO'	No Overlap

Route Number

SAS Name: RTE_NBR

Definition: Route number for the horizontal curve.

Horizontal Curve Length (Mile)

SAS Name: SEG_LNG

Definition: Calculated length of horizontal curve in miles (xxx.xx).

List of Elements for the WA Grade File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
BEGMP	GRADE BEGIN MILEPOST	Grade	NUM	165
DIR_GRAD	DIRECTION OF GRADE	Grade	CHA(1)	165
ENDMP	GRADE END MILEPOST	Grade	NUM	165
GRAD_DT	VERT ALIGN DATE OF CHNG	Grade	CHA(8)	165
GRAD_INV	STATE RTE TYPE ID	Grade	CHA(11)	165
GRAD_NUM	VERT ALIGN CONTRACT NUM	Grade	CHA(6)	165
GRAD_TYP	VERT CURVE TYPE	Grade	CHA(1)	166
LEGAL_SP	LEGAL SPEED LIMIT	Grade	NUM	166
PCT_GRAD	PERCENT GRADE	Grade	NUM	167
RTE_NBR	ROUTE NUMBER	Grade	CHA(3)	167
SEG_LNG	GRADE LENGTH (MI)	Grade	NUM	167
VCUR_LGT	VERTICAL CURVE LENGTH	Grade	NUM	167

Notes:

1. SAS element names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

2. For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when variables are listed in tables.

3. Grade file is available for 1993-1996 and from 2002 onwards.

Grade Begin Milepost — **SAS Name: BEGMP**

Definition: Calculated begin milepost.

Direction of Grade — **SAS Name: DIR_GRAD**

Definition: Whether the grade is an upgrade (+) or downgrade (-).

Grade End Milepost — **SAS Name: ENDMP**

Definition: Calculated ending milepost.

Vertical Align Date of Change — **SAS Name: GRAD_DT**

Definition: Date of last change in the vertical alignment information

State Route Type ID — **SAS Name: GRAD_INV**

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

Vertical Align Contract Number — **SAS Name: GRAD_NUM**

Definition: Contract number for last change in the vertical alignment of this segment.

Vertical Curve Type

SAS Name: GRAD_TYP

Definition: Type of vertical curve at the end of the grade.

Additional Information: Indicates whether the end of the grade is connected to the succeeding grade with a vertical curve or an angle point,(i.e., instantaneous change in percent grade of the two intersecting tangent sections).

'A'	Angle Point
'C'	Vertical Curve
'G'	Gap

Legal Speed Limit

SAS Name: LEGAL_SP

Definition: Legal speed limit for the grade

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

Percent Grade

SAS Name: PCT_GRAD

Definition: Percent grade for this roadway segment

Additional Information: Percent grade (x.xx%), preceded by a "+" for an upgrade, a "-" for a downgrade and a blank where direction of grade is non stated.

Route Number

SAS Name: RTE_NBR

Definition: Route number for this grade.

Grade Length (Mile)

SAS Name: SEG_LNG

Definition: Calculated length of grade in miles (xxx.xx)

Vertical Curve Length

SAS Name: VCUR_LGT

Definition: Length of the vertical curve at the end of the grade (ft.)

List of Elements for the WA Ramp File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
AADT	AVER ANNUAL DAILY TRAFFIC	Ramp	NUM	170
BEGMP	BEGMP	Ramp	NUM	170
CITY	CITY NUMBER	Ramp	CHA(4)	171
CITY_DT	CITY DATE	Ramp	CHA(8)	174
CNTL_SEC	CONTROL SECTION	Ramp	CHA(8)	174
CNTY_DT	COUNTY DATE	Ramp	CHA(8)	175
COUNTY	COUNTY NUMBER	Ramp	CHA(2)	175
CTY_ZONE	CITY ZONE TYPE	Ramp	CHA(1)	175
DEVCD	LEVEL OF DEVLMPT	Ramp	CHA(2)	176
DEVCD_DT	LEVEL OF DEVELMT DATE	Ramp	CHA(8)	176
DISTR_DT	DISTRICT DATE	Ramp	CHA(8)	176
DISTRICT	DISTRICT NUMBER	Ramp	CHA(1)	176
ENDMP	CALCULATED ENDING MILEPOST	Ramp	NUM	176
EW_DTE	EAST/WEST INDICATOR DATE	Ramp	CHA(8)	177
EW_IND	EAST WEST IND	Ramp	CHA(1)	177
FED_AID	FED AID CLASS	Ramp	CHA(1)	177
FED_CD	FED AID TYPE	Ramp	CHA(4)	177
FEDAD_DT	FED-AID DATE	Ramp	CHA(8)	177
FUNC_CLS	FEDERAL FUNC CLASS	Ramp	CHA(2)	178
FUNC_DT	FUNCTIONAL CLASS DATE	Ramp	CHA(8)	178
LANEWID	CALCULATED LANE WIDTH	Ramp	NUM	178
LSHL_DTE	LEFT SHOULDER DATE RD1	Ramp	CHA(8)	179
LSHL_TYP	LEFT SHOULDER TYPE RD1	Ramp	CHA(1)	179
LSHLDWID	LEFT SHOULDER WIDTH	Ramp	NUM	179
LST_UPDT	CONTROL SECTION LAST UPDATE	Ramp	CHA(8)	179
MNT_AREA	MAINTENANCE AREA NBR	Ramp	CHA(1)	179
MNT_DATE	MAINTENANCE DATE	Ramp	CHA(8)	180
MNTSC_DT	MAINTENANCE SECTION DATE	Ramp	CHA(8)	180
MNTSEC	MAINTENANCE SECT NBR	Ramp	CHA(2)	180
MT_DTE	LAST MAINT DATE	Ramp	CHA(8)	180
NO_LANE1	NUMBER LANES INC	Ramp	NUM	180
NO_LANE2	NUMBER LANES DEC	Ramp	NUM	180
NO_LANES	TOTAL NUMBER OF LANES	Ramp	NUM	180
NO_LNDT1	NUMBER OF LANES DATE RD1	Ramp	CHA(8)	180
NO_LNDT2	NUMBER OF LANES DATE RD2	Ramp	CHA(8)	180

List of Elements for the WA Ramp File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
PGRP_DT	POPULATION GROUP DATE	Ramp	CHA(8)	181
POP_GRP	CITY POPULATION	Ramp	CHA(2)	181
RD_EQUAT	EQUATION	Ramp	CHA(17)	181
RD_LIGHT	INTERSECTION ILLUM-ND	Ramp	CHA(1)	181
RD_OPEN	ROAD OPEN DATE	Ramp	CHA(8)	181
RD_OWNER	ROADWAY OWNER CODE	Ramp	CHA(2)	182
RD_QUAL	RELATED RD QUAL	Ramp	CHA(8)	182
RD_RARM	REVERSE ARM	Ramp	NUM	182
RD_SRMP	RDWY SRMP	Ramp	NUM	182
RD_TYPE	RELATED RD TYPE	Ramp	CHA(2)	183
RDWY_WD1	ROADWAY WIDTH RD 1	Ramp	NUM	184
RDWY_WID	TOTAL ROADWAY WIDTH	Ramp	NUM	184
RDWYWDD1	ROADWAY WIDTH DATE RD 1	Ramp	CHA(8)	184
REC_TYPE	RECORD TYPE	Ramp	NUM	184
ROAD_INV	ROUTE TYPE ID	Ramp	CHA(11)	185
RSHL_DTE	RIGHT SHOULDER DATE RD1	Ramp	CHA(8)	185
RSHL_TYP	RIGHT SHOULDER TYPE RD1	Ramp	CHA(1)	185
RSHLDWID	RIGHT SHOULDER WIDTH	Ramp	NUM	185
RTE_NBR	ROUTE NUMBER	Ramp	CHA(3)	186
RURURB	RURAL URBAN	Ramp	CHA(1)	186
SEG_LNG	RD CALCULATED SECT LNGTH	Ramp	NUM	186
ST_FUNC	STATE FUNC CLASS	Ramp	CHA(2)	186
SURF_TYP	SURFACE TYPE	Ramp	CHA(1)	187
TRF_CNTL	INTERSECTION CONTROL TYPE	Ramp	CHA(2)	187
TRFCN_DT	TRAFFIC CONTROL DATE	Ramp	CHA(8)	187
TRKPCTS	TRUCK PERCENTAGE	Ramp	NUM	188
UBREG_DT	URBAN NUMBER DATE	Ramp	CHA(8)	188
URB_DT	URBAN REGION DATE	Ramp	CHA(8)	188
URB_NBR	URBAN AREA NUMBER	Ramp	CHA(2)	188
URB_REG	URBAN REGION NUMBER	Ramp	CHA(1)	188
WSP_DIST	WSP DISTRICT NUMBER	Ramp	CHA(1)	188
WSP_DT	WSP DATE	Ramp	CHA(8)	188

Notes:

1. SAS element names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

2. For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when variables are listed in tables.

3. No Ramp files were received from Washington for 1997-2001. The formats described below pertain to 1993-1996 and 2002 onward years.

Average Annual Daily Traffic — SAS Name: AADT

Definition: Calculated AADT.

Additional Information:
1. As in the roadlog file, AADT in 2004 and later files were defined using a new methodology. This will result in some discrepancies between AADT counts for 2004 and prior years for the same roadway segment. See Discussion.

2. This element is not present for all ramps in the file. For ramps where traffic volume is not available, this variable is coded as missing.

0	0
1-100	1 - 100
101-500	101 - 500
501-1000	501 - 1,000
1001-2000	1,001 - 2,000
2001-5000	2,001 - 5,000
5001-10000	5,001 - 10,000
10001-15000	10,000 - 15,000
15001-20000	15,001 - 20,000
20001-40000	20,001 - 40,000
40001-999999	40,000 +

Beginning Milepost — SAS Name: BEGMP

Definition: Calculated begin milepost.

City Number

SAS Name: CITY

Definition: City of the ramp.

'0005'	Aberdeen	'0010'	Airway Heights
'0015'	Albion	'0020'	Algona
'0025'	Almira	'0030'	Anacortes
'0045'	Arlington	'0050'	Asotin
'0055'	Auburn	'0058'	Bainbridge Island
'0060'	Battleground	'0070'	Beaux Arts
'0075'	Bellevue	'0080'	Bellingham
'0085'	Benton City	'0090'	Bingen
'0095'	Black Diamond	'0100'	Blaine
'0105'	Bonney Lake	'0110'	Bothell
'0115'	Bremerton	'0120'	Brewster
'0125'	Bridgeport	'0127'	Brier
'0130'	Buckley	'0135'	Bucoda
'0139'	Burien	'0140'	Burlington
'0145'	Camas	'0150'	Carbonado
'0155'	Carnation	'0165'	Cashmere
'0170'	Castle Rock	'0175'	Cathlamet
'0180'	Centralia	'0190'	Chehalis
'0195'	Chelan	'0200'	Cheney
'0205'	Chewelah	'0215'	Clarkston
'0220'	Cle Elum	'0225'	Clyde Hill
'0230'	Colfax	'0235'	College Place
'0240'	Colton	'0250'	Colville
'0255'	Conconully	'0260'	Concrete
'0265'	Connell	'0270'	Cosmopolis
'0275'	Coulee City	'0280'	Coulee Dam
'0290'	Coupeville	'0293'	Covington
'0295'	Creston	'0300'	Cusick
'0305'	Darrington	'0310'	Davenport
'0315'	Dayton	'0320'	Deer Park
'0325'	Des Moines	'0330'	Du Pont
'0335'	Duvall	'0350'	East Wenatchee
'0360'	Eatonville	'0362'	Edgewood
'0365'	Edmonds	'0375'	Electric City
'0380'	Ellensburg	'0385'	Elma

'0390'	Elmer City	'0395'	Endicott
'0405'	Entiat	'0410'	Enumclaw
'0415'	Ephrata	'0420'	Everett
'0425'	Everson	'0430'	Fairfield
'0440'	Farmington	'0443'	Federal Way
'0445'	Ferndale	'0450'	Fife
'0455'	Fircrest	'0465'	Forks
'0470'	Friday Harbor	'0480'	Garfield
'0489'	George	'0490'	Gig Harbor
'0495'	Gold Bar	'0500'	Goldendale
'0510'	Grand Coulee	'0515'	Grandview
'0520'	Granger	'0525'	Granite Falls
'0535'	Hamilton	'0540'	Harrah
'0545'	Harrington	'0550'	Hartline
'0555'	Hatton	'0560'	Hoquiam
'0570'	Hunts Point	'0575'	Ilwaco
'0580'	Index	'0585'	Ione
'0590'	Issaquah	'0595'	Kahlotus
'0600'	Kalama	'0605'	Kelso
'0609'	Kenmore	'0610'	Kennewick
'0615'	Kent	'0620'	Kettle Falls
'0625'	Kirkland	'0630'	Kittitas
'0635'	Krupp	'0640'	La Center
'0643'	Lacey	'0650'	La Conner
'0655'	La Crosse	'0657'	Lake Forest Park
'0664'	Lake Stevens	'0665'	Lakewood
'0668'	Lamont	'0670'	Langley
'0675'	Latah	'0680'	Leavenworth
'0684'	Liberty Lake	'0685'	Lind
'0690'	Long Beach	'0695'	Longview
'0705'	Lyman	'0710'	Lynden
'0715'	Lynnwood	'0725	'Mabton
'0728'	McCleary	'0730'	Malden
'0735'	Mansfield	'0739'	Maple Valley
'0740'	Marcus	'0745'	Marysville
'0750'	Mattawa	'0755'	Medical Lake
'0760'	Medina	'0763'	Mercer Island
'0765'	Mesa	'0770'	Metaline

'0775'	Metaline Falls	'0778'	Mill Creek
'0780'	Millwood	'0785'	Milton
'0790'	Monroe	'0795'	Montesano
'0800'	Morton	'0805'	Moses Lake
'0810'	Mossyrock	'0815'	Mountlake Terrace
'0820'	Mount Vernon	'0825'	Moxee
'0830'	Mukilteo	'0835'	Naches
'0840'	Napavine	'0855'	Nespelem
'0861'	Newcastle	'0860'	Newport
'0865'	Nooksack	'0870'	Normandy Park
'0875'	North Bend	'0877'	North Bonneville
'0885'	Northport	'0890'	Oakesdale
'0895'	Oak Harbor	'0900'	Oakville
'0907'	Ocean Shores	'0910'	Odessa
'0915'	Okanogan	'0920'	Olympia
'0925'	Omak	'0935'	Oroville
'0940'	Orting	'0945'	Othello
'0950'	Pacific	'0955'	Palouse
'0960'	Pasco	'0970'	Pateros
'0975'	Pe Ell	'0985'	Pomeroy
'0990'	Port Angeles	'1000'	Port Orchard
'1005'	Port Townsend	'1010'	Poulsbo
'1015'	Prescott	'1020'	Prosser
'1025'	Pullman	'1030'	Puyallup
'1040'	Quincy	'1050'	Rainier
'1055'	Raymond	'1060'	Reardan
'1065'	Redmond	'1070'	Renton
'1075'	Republic	'1080'	Richland
'1085'	Ridgefield	'1090'	Ritzville
'1095'	Riverside	'1100'	Rockford
'1105'	Rock Island	'1115'	Rosalia
'1120'	Roslyn	'1125'	Roy
'1127'	Royal City	'1130'	Ruston
'1135'	St. John	'1136'	Sammamish
'1139'	Sea Tac	'1140'	Seattle
'1150'	Sedro Woolley	'1155'	Selah
'1160'	Sequim	'1165'	Shelton
'1169'	Shoreline	'1175'	Skykomish

'1180'	Snohomish	'1185'	Snoqualmie
'1190'	Soap Lake	'1195'	South Bend
'1205'	South Cle Elum	'1210'	South Prairie
'1215'	Spangle	'1220'	Spokane
'1221'	Spokane Valley	'1225'	Sprague
'1230'	Springdale	'1235'	Stanwood
'1240'	Starbuck	'1245'	Steilacoom
'1250'	Stevenson	'1255'	Sultan
'1265'	Sumas	'1270'	Sumner
'1275'	Sunnyside	'1280'	Tacoma
'1285'	Tekoa	'1290'	Tenino
'1295'	Tieton	'1300'	Toledo
'1305'	Tonasket	'1310'	Toppenish
'1320'	Tukwila	'1325'	Tumwater
'1330'	Twisp	'1335'	Union Gap
'1340'	Uniontown	'1344'	University Place
'1345'	Vader	'1350'	Vancouver
'1360'	Waitsburg	'1365'	Walla Walla
'1375'	Wapato	'1380'	Warden
'1385'	Washougal	'1390'	Washtucna
'1395'	Waterville	'1400'	Waverly
'1405'	Wenatchee	'1420'	Westport
'1425'	West Richland	'1435'	White Salmon
'1440'	Wilbur	'1445'	Wilkeson
'1450'	Wilson Creek	'1455'	Winlock
'1465'	Winthrop	'1469'	Woodinville
'1470'	Woodland	'1475'	Woodway
'1480'	Yacolt	'1485'	Yakima
'1490'	Yarrow Point	'1495'	Yelm
'1500'	Zillah		

City Date

SAS Name: CITY_DT

Definition: Date of last change for the city information for the ramp

Control Section

SAS Name: CNLT_SEC

Definition: Control section of the ramp

County Date

SAS Name: CNTY_DT

Definition: Date of last change in the ramp county information (YYYYMMDD)

County Number

SAS Name: COUNTY

Definition: County number of the roadway segment.

'00'	Not Stated	'20'	Klickitat
'01'	Adams	'21'	Lewis
'02'	Asotin	'22'	Lincoln
'03'	Benton	'23'	Mason
'04'	Chelan	'24'	Okanogan
'05'	Clallam	'25'	Pacific
'06'	Clark	'26'	Pend Oreille
'07'	Columbia	'27'	Pierce
'08'	Cowlitz	'28'	San Juan
'09'	Douglas	'29'	Skagit
'10'	Ferry	'30'	Skamania
'11'	Franklin	'31'	Snohomish
'12'	Garfield	'32'	Spokane
'13'	Grant	'33'	Stevens
'14'	Grays Harbor	'34'	Thurston
'15'	Island	'35'	Wahkiakum
'16'	Jefferson	'36'	Walla Wall*
'17'	King	'37'	Whatcom
'18'	Kitsap	'38'	Whitman
'19'	Kittitas	'39'	Yakima

City Zone Type

SAS Name: CTY_ZONE

Definition: City zone type of the ramp

Level of Development

SAS Name: DEVCD

Definition: A classification assigned to the ramp which relates to plans for maintenance and improvement of the ramp

'DS'	Design Standards
'3R'	3R Standard
'MO'	Maintenance Only

Level of Development Date

SAS Name: DEVCD_DT

Definition: Date of last change in the level of development code (YYYYMMDD)

District Date

SAS Name: DISTR_DT

Definition: Date of last change in the district information for the ramp (YYYYMMDD)

District Number

SAS Name: DISTRICT

Definition: District of the ramp.

' '	Not Stated
'0'	Headquarters
'1'	North West (District 1)
'2'	North Central (District 2)
'3'	Olympic (District 3)
'4'	South West (District 4)
'5'	South Central (District 5)
'6'	Eastern (District 6)
'7'	Inactive
'8'	UAB-Urban Arterial
'9'	Washington State Ferries

Calculated Ending Milepost

SAS Name: ENDMP

Definition: Calculated ending milepost.

Additional Information: Calculated ending milepost, which is defined as equal to beginning milepost (BEGMP) on the next segment of same route.

East/West Indicator Date

SAS Name: EW_DTE

Definition: Date of last change in the east/west indicator for the ramp (YYYYMMDD)

Additional Information: Date of last change in related element (YYYYMMDD).

East/West Indicator

SAS Name: EW_IND

Definition: East/west indicator for the ramp

'E'	East
'W'	West

Federal Aid Class

SAS Name: FED_AID

Definition: Type of federal aid class for this ramp. .

' '	Not Stated
'I'	Federal Aid Interstate
'N'	Non-Federal Aid
'P'	Federal Aid Primary
'S'	Federal Aid Secondary
'U'	Federal Aid Urban

Federal Aid Type

SAS Name: FED_CD

Definition: Federal aid type of the ramp

'001'-'999'	Federal Aid Primary
'A0l0'-'Z399'	Federal Aid Secondary
'1000'-'9999'	Federal Aid Urban

Federal Aid Date

SAS Name: FEDAD_DT

Definition: Date of last change in the Federal Aid information for the ramp (YYYYMMDD).

Federal Functional Class

SAS Name: FUNC_CLS

Definition: Functional class.

Additional Information: * Codes from 41 to 57 were new in 2012 and codes 07 and 17 contained both major and minor collectors before 2012.

'01','41'*	Rural Interstate
'02','43'*	Rural Principal Arterial
'05', '42'*	Rural Other Freeway/Expressway
'06','44'*	Rural-Minor-Arterial
'07'	Rural Collector
'08','46'*	Rural Minor Collector
'45'*	Rural Major Collector
'09'	Rural Unclassified
'47'*	Rural Local Roads
'11','51'*	Urban-Interstate
'12','52'*	Urban-Principal-Arterial (Freeways & Expressways)
'14','53'*	Urban Other Principal Arterial
'16','54'*	Urban Minor Arterial
'17'	Urban Collector
'18','56'*	Urban Minor Collector
'55'	Urban Major Collector
'19'	Urban-Unclassified
'57'*	Urban Local Roads

Functional Class Date

SAS Name: FUNC_DT

Definition: Date of last change in the functional class for the ramp (YYYYMMDD).

Calculated Lane Width

SAS Name: LANEWID

Definition: Calculated lane width.

Additional Information: This element is calculated by dividing the total roadway width by the total number of lanes. There will be some error on sections where the shoulder type is curb or wall. See "Note" under RDWY_WD1.

Left Shoulder Date

SAS Name: LSHL_DTE

Definition: Date of last change in the left shoulder information for the ramp (YYYYMMDD).

Left Shoulder Type

SAS Name: LSHL_TYP

Definition: Left shoulder type.

Additional Information: The surface composition of the left shoulder in the increasing direction of the ramp.

'A'	Asphalt
'G'	Gravel
'S'	Soil
'B'	Bituminous
'O'	Other
'W'	Wall
'C'	Curb
'P'	Portland Concrete

Left Shoulder Width

SAS Name: LSHLDWID

Definition: Left shoulder width.

Additional Information: The width of the left shoulder in feet in the increasing direction of the ramp.

0	No Shoulder
1 - 3	01 - 03
4 - 6	04 - 06
7 - 9	07 - 09
10 -13	10 - 13
14 -99	> 13

Control Section Last Update

SAS Name: LST_UPDT

Definition: Date of last change in the control section information for the ramp (YYYYMMDD).

Maintenance Area Number

SAS Name: MNT_AREA

Definition: Maintenance area number of the ramp

Maintenance Date SAS Name: MNT_DATE

Definition: Date of last change in the maintenance area information (YYYYMMDD)

Maintenance Section Date SAS Name: MNTSC_DT

Definition: Date of last change in the maintenance section information (YYYYMMDD)

Maintenance Section Number SAS Name: MNTSEC

Definition: Maintenance section number of the ramp

Last Maintenance Date SAS Name: MT_DTE

Definition: Last maintenance date of the ramp (YYYYMMDD)

Number of Lanes Increasing SAS Name: NO_LANE1
Number of Lanes Decreasing SAS Name: NO_LANE2
Total Number of Lanes SAS Name: NO_LANES

Definition: Number through lanes toward increasing/decreasing milepoints.

Additional Information: "Increasing" and "decreasing" number of lanes indicated the number of total thru lanes in those directions of travel regardless of whether a ramp is divided or not. "Total Number of Lanes" is a calculated element, which sums the first two.

0	0
1	1
2	2
3	3
4	4
5 - 8	5 to 8'
9 - 20	> 8'

Number of Lanes Date Road 1 SAS Name: NO_LNDT1
Number of Lanes Date Road 2 SAS Name: NO_LNDT2

Definition: Date of last change in number of lanes information (YYYYMMDD)

Population Group Date

SAS Name: PGRP_DT

Definition: Date of last change in the population group information (YYYYMMDD)

City Population

SAS Name: POP_GRP

Definition: Population group.

Additional Information: Approximately 85% of the sections are blank, indicating rural areas.

'0'	Unknown
'1'	250,000 or More
'2'	00,000 - 249,999
'3'	50,000 - 99,999
'4'	25,000 - 49,999
'5'	10,000 - 24,999
'6'	5,000 - 9,999
'7'	2,500 - 4,999
'8'	Under 2,500
'9'	Other Rural Areas

Equation

SAS Name: RD_EQUAT

Definition: Whether an equation is present for the ramp

' '	No Equation
'E'	Equation

Intersection Illuminated

SAS Name: RD_LIGHT

Definition: Whether an intersection at the beginning or the ramp is illuminated.

'Y'	Yes
'N'	No

Road Open Date

SAS Name: RD_OPEN

Definition: Road open date for the ramp (YYYYMMDD)

.

Roadway Owner Code

SAS Name: RD_OWNER

Definition: Roadway owner code of the ramp

'ISSH'	Interstates
'SRSH'	State Routes
'USSH'	Us Routes

Related Road Qual

SAS Name: RD_QUAL

Definition: Related road qualifier for the ramp

Reverse Arm

SAS Name: RD_RARM

Definition: Reverse ARM of the ramp

Roadway SRMP

SAS Name: RD_SRMP

Definition: Reverse SRMP of the ramp

Related Road Type — SAS Name: RD_TYPE

Definition: Related road type for the ramp record

Additional Information: This variable can be used to screen for ramp records in this file. See codes P, Q, R and S below.

' '	Mainline'
'RL'	Reversible Lane'
'AR'	Alternate Route'
'SP'	Spur'
'CD'	Collector-Distributor-Decrease'
'CI'	Collector-Distributor-Increase'
'CO'	Couplet'
'FD'	Frontage Road-Decrease'
'FI'	Frontage Road-Increase'
'FT'	Ferry Terminal'
'FS'	Ferry Ship (Boat)'
'LX'	Crossroad Within Interchange'
'PR'	Proposed Route'
'P1'-'P9'	Off Ramp-Increase'
'Q1'-'Q9'	On Ramp-Increase'
'S1'-'S9'	On Ramp-Decrease'
'TR'	Temporary Route'
'UC'	Under Construction'
'YC'	Y-Connection'
'R1'-'R9'	Off Ramp-Decrease'
'TB'	Transitional Turn Back'

Roadway Width

SAS Name: RDWY_WD1

Definition: Width of the driving surface for the ramp (ft)

Additional Information: The width of the driving surface, in feet, in the increasing (both divided and undivided) direction of the roadway, and in the decreasing (divided only) direction of the roadway. In sections with curbs, it is measured from curb to curb, and thus may include parking areas or other paved shoulder adjacent to the curb (as in curbs on interchange ramp islands).

00	00
1-9	< 10 Feet
10	10 Feet
11	11 Feet
12	12 Feet
13-14	13-14 Feet
15-16	15-16 Feet
17-999	> 16 Feet

Total Roadway Width

SAS Name: RDWY_WID

Definition: Total width of the ramp including driving surface width and additional paved width.

00	00
1-9	< 10 Feet
10	10 Feet
11	11 Feet
12	12 Feet
13-14	13-14 Feet
15-16	15-16 Feet
17-999	> 16 Feet

Roadway Width Date Road 1

SAS Name: RDWYWDD1

Definition: Date of last change in the roadway width information (YYYYMMDD)

Record Type

SAS Name: REC_TYPE

Definition: Record type of the ramp

Route Type ID

SAS Name: ROAD_INV

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

Right Shoulder Date

SAS Name: RSHL_DTE

Definition: Date of last change in the right shoulder information (YYYYMMDD).

Right Shoulder Type

SAS Name: RSHL_TYP

Definition: Right shoulder type.

Additional Information: The surface composition of the outside (right) shoulder in the increasing direction of the roadway. This element refers to both divided and undivided roadways.

'A'	Asphalt
'G'	Gravel
'S'	Soil
'B'	Bituminous
'O'	Other
'W'	Wall
'C'	Curb
'P'	Portland Concrete

Right Shoulder Width

SAS Name: RSHLDWID

Definition: Right shoulder width.

Additional Information: The width of the outside (right) shoulder in feet in the increasing direction of the roadway. This element refers to both divided and undivided roadways. The approximately 10% "no shoulder" category includes both curb sections and, unfortunately, some uncoded sections.

0	No Shoulder
1-3	01 - 03
4-6	04 - 06
7-9	07 - 09
10-13	10 - 13
14-99	> 13

Route Number

SAS Name: RTE_NBR

Definition: Route number for the ramp

Rural Urban

SAS Name: RURURB

Definition: Rural-Urban identification.

'R'	Rural
'U'	Urban

Road Calculated Section Length

SAS Name: SEG_LNG

Definition: Section length in miles.

Additional Information: Section length calculated as difference between beginning and ending mileposts.

State Function Class

SAS Name: ST_FUNC

Definition: State-assigned functional class of the ramp

Additional Information: This code represents the State assigned functional class for a section of roadway.

'R1'	Rural-Principal Arterial
'R2'	Rural-Principal Arterial
'R3'	Rural-Collector
'R4'	Rural-Unclassified
'R5'	Rural-Interstate
'U1'	Urban-Principal-Arterial
'U2'	Urban-Minor Arterial
'U3'	Urban-Collector
'U4'	Urban-Unclassified
'U5'	Urban-Interstate

Surface Type

SAS Name: SURF_TYP

Definition: Surface type.

Additional Information: The composition of the driving surface in the increasing (both divided and undivided) direction of the roadway, and in the decreasing (divided only) direction of the roadway.

'A'	Asphalt
'B'	Bituminous
'G'	Gravel
'O'	Other
'P'	Portland Concrete Cement
'S'	Soil

Intersection Control Type

SAS Name: TRF_CNTL

Definition: Presence and type of any traffic control devices at an intersection at the beginning of a segment. Refers to only the traffic control on the state route, not the traffic control on the crossroad(s).

'AF'	Amber Flashing
'OT'	Other Control
'SG'	Stop and Go
'FS'	Fire Signal
'PC'	Pedestrian Control
'SS'	Stop Sign
'NO'	No Traffic Control
'RF'	Red Flashing
'SZ'	School Zone
'OF'	Officer or Flagman
'RS'	Railroad Signal
'YS'	Yield Sign

Traffic Control Date

SAS Name: TRFCN_DT

Definition: Date of last change in the traffic control information for the ramp (YYYYMMDD)

Truck Percentage

SAS Name: TRKPCTS

Definition: Truck percentage of the ramp

Urban Number Date

SAS Name: UBREG_DT

Definition: Date of last change in the urban area number information (YYYYMMDD)

Urban Region Date

SAS Name: URB_DT

Definition: Date of last change in the urban region information (YYYYMMDD).

Urban Area Number

SAS Name: URB_NBR

Definition: Urban area number of the ramp

'01'	Puget Sound
'02'	Northwest
'03'	Northeast
'04'	Southeast
'05'	Southwest

Urban Region Number

SAS Name: URB_REG

Definition: Urban region number of the ramp

WSP District Number

SAS Name: WSP_DIST

Definition: WSP district number of the ramp

WSP Date

SAS Name: WSP_DT

Definition: Date of last change in the WSP district information (YYYYMMDD).

List of Elements for the WA Special-Use Lane File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
LENGTH	LENGTH OF SLN IN FEET	Spl-ln	NUM	190
SLN_ABID	SPECIAL USE LANES AHEAD BACK INDICATOR	Spl-ln	CHA(1)	190
SLN_DATE	SPECIAL LANE DATE	Spl-ln	CHA(8)	190
SLN_DIST	SLN DISTRICT NUMBER	Spl-ln	CHA(1)	190
SLN_DSDT	SLN DISTRICT DATE	Spl-ln	CHA(8)	190
SLN_INV	SLN ROAD INV-SR TYPE ID	Spl-ln	CHA(11)	190
SLN_MLPT	SPEC USE LANES ARM	Spl-ln	NUM	190
SLN_MTDT	SPEC USE LANES MAINT DTE	Spl-ln	CHA(8)	191
SLN_QUAL	RELATED ROAD QUAL	Spl-ln	CHA(6)	191
SLN_RARM	SPEC USE LANES RV ARM	Spl-ln	NUM	191
SLN_RDTY	RELATED ROAD TYPE	Spl-ln	CHA(2)	191
SLN_RTNO	ROUTE NUMBER	Spl-ln	CHA(3)	191
SLN_SFTY	SPECIAL LANE SURFACE TYPE	Spl-ln	CHA(1)	191
SLN_SIDE	SLN LEFT/RIGHT SIDE IND	Spl-ln	CHA(2)	192
SLN_SRMP	SPEC USE LANES SRMP	Spl-ln	NUM	192
SLN_TYPE	SPECIAL LANE TYPE	Spl-ln	CHA(2)	192
SLN_WID	SPECIAL LANE WIDTH	Spl-ln	CHA(2)	193

Notes:

1. SAS element names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

2. For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when elements are listed in tables.

3. Special Lane Use file is available for 1993-1996 and from 2002 onwards.

Length of Special Use Lane in Feet — **SAS Name: LENGTH**

Definition: Length in feet of the special use lane

Special Use Lanes Ahead Back Indicator — **SAS Name: SLN_ABID**

Definition: Ahead back indicator of the special use lane

Special Use Lane Date — **SAS Name: SLN_DATE**

Definition: Date of last change in the special use lane information (YYYYMMDD).

Special Use Lane District Number — **SAS Name: SLN_DIST**

Definition: District number of the special use lane

Special Use Lane District Date — **SAS Name: SLN_DSDT**

Definition: Date of last change in the district number information (YYYYMMDD).

Special Use Lane Road INV-SR Type ID — **SAS Name: SLN_INV**

Definition: Special use lane location information used in linkage to other files.

Special Use Lanes ARM — **SAS Name: SLN_MLPT**

Definition: ARM information of the special use lane

Special Use lanes Maintenance Date — SAS Name: SLN_MTDT

Definition: Date of last change in the maintenance information (YYYYMMDD).

Related Road Qual — SAS Name: SLN_QUAL

Definition: Related roadway qualifier for the special use lane

Special Use Lanes Reverse ARM — SAS Name: SLN_RARM

Definition: Reverse ARM of the special use lane

Related Road Type — SAS Name: SLN_RDTY

Definition: Related roadway type of the special use lane

Additional Information: See codes under RD_TYPE in Roadlog File.

Route Number — SAS Name: SLN_RTNO

Definition: Route number of the special use lane

Special Lane Surface Type — SAS Name: SLN_SFTY

Definition: Surface type of the special use lane

Additional Information: This describes the composition of the surface for special use lanes. Approximately half of the special use lanes do not have a surface type value since they are already a part of the shoulders or medians.

'A'	Asphalt
'B'	Bituminous
'G'	Gravel
'P'	Prtlnd Concr Cem

Special Use Lane Left/Right Side Indicator

SAS Name: SLN_SIDE

Definition: Indicates whether the special lane was on left or right side of the mainlane

Additional Information: Describes the location of a feature which is off the through lanes in relation to the increasing direction of the roadway.

'B'	Both Sides - Both sides, both roadways
'C'	Both Medn Sides - Both inside (median side) edges
'L'	Outside (Rd2) - Outside edge - Road 2
'LC'	Inside (Rd2) - Inside edge (median side) - Road 2
'R'	Outside (Rd1) - Outside edge - Road 1
'RC'	Inside (Rd1) - Inside (median) edge - Road 1

Special Use Lanes SRMP

SAS Name: SLN_SRMP

Definition: SRMP of the special use lane

Special Use Lane Type

SAS Name: SLN_TYPE

Definition: Type of the special use lane

Additional Information: Indicates a special use lane that occurs in conjunction with the main roadway. Some of the special use lane types are constructed separately from main roadway and some are part of shoulders or medians which are identified for special use (Example: A shoulder which is marked as a bicycle lane).

'AX'	Weave/speed change lanes
'BL'	Bicycle Lane - Bicycle lane
'CL'	Climbing - Climbing
'CU'	Chain Up - Chain up
'HL'	Holding - Holding
'HV'	High Occup Veh - High occupancy vehicle
'RE'	Ramp Extension - Ramp extension
'RV'	Reversible - Reversible
'SV'	Slow Veh Trnout - Slow vehicle turnout
'TR'	Transit Lane - Transit lane
'TS'	Trk Clmbng Shld - Truck climbing shoulder
'TW'	Two Way Turn - Two way turn

Special Lane Width

SAS Name: SLN_WID

Definition: Surface width of the special use lane (ft).

Additional Information: Approximately half of the special-use lanes will not have a surface type value since they are already a part of the shoulders or medians.

'00'	'00
'01'-'09'	< 10 feet
'10'	10 feet
'11'	11 feet
'12'	12 feet
'13'-'14'	13-14 feet
'15'-'16'	15-16 feet
'17'-'99'	> than 16 feet

List of Elements for the WA Features File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
BRDG_DT	BRIDGE DATE	Feature	CHA(8)	196
BRDG_LGT	BRIDGE LIGHTING	Feature	CHA(1)	196
BRDG_NBR	BRIDGE NUMBER	Feature	CHA(9)	196
BRDG_OWN	BRIDGE XROAD OWNER CD	Feature	CHA(2)	197
BRDG_XRD	BRIDGE XROAD DESC	Feature	CHA(24)	197
CURV_ANG	HORIZ CURVE CEN ANGLE	Feature	NUM	197
CURV_DT	HORIZ CURVE DATE	Feature	CHA(8)	197
CURV_LGT	HORIZ CURVE LENGTH (FT)	Feature	NUM	197
CURV_MAX	HORIZ CURVE MAX SUPER	Feature	NUM	197
CURV_NUM	HORIZ CURVE CONTRACT NUM	Feature	CHA(6)	198
CURV_RAD	HORIZ CURVE RADIUS	Feature	NUM	198
CURV_TYP	HORIZ CURVE TYPE	Feature	CHA(1)	198
DIR_CURV	HORIZ CURVE DIRN	Feature	CHA(1)	198
DIST_DT	DISTRICT DATE	Feature	CHA(8)	198
DISTNUM	DISTRICT NUMBER	Feature	CHA(1)	198
GRAD_AHD	VERT ALIGN GRADE AHEAD	Feature	NUM	199
GRAD_BAK	VERT ALIGN GRADE BACK	Feature	NUM	199
GRAD_DT	VERT ALIGN DATE	Feature	CHA(8)	199
GRAD_LGT	VERT CURVE LENGTH (FT)	Feature	NUM	199
GRAD_NUM	VERT ALIGN CONTRACT NUM	Feature	CHA(6)	199
GRAD_TYP	VERT CURVE TYPE	Feature	CHA(1)	199
IN_DIR	DIRECTION OF INVENTORY	Feature	CHA(1)	200
IN_INV	STATE RTE TYPE ID	Feature	CHA(11)	200
IN_MLPT	ACCUM ROUTE MILEPOST	Feature	NUM	200
IN_RTNBR	ROUTE NUMBER	Feature	CHA(3)	200
IN_TYPE	RELATED ROAD TYPE	Feature	CHA(2)	200
REC_TYPE	RECORD TYPE	Feature	NUM	200
SPD_DTE	SPEED DATE	Feature	CHA(8)	200
SPD_LIMT	LEGAL SPEED LIMIT	Feature	NUM	201
STR_ALIS	STREET NAME ALIAS	Feature	CHA(24)	201
STR_DTE	STRUCTURE DATE	Feature	CHA(8)	201
TUN_NAME	TUNNEL NAME	Feature	CHA(24)	201
TUN_NUM	TUNNEL NUMBER	Feature	CHA(9)	201
TUNL_DT	TUNNEL DATE	Feature	CHA(8)	202
UNX_DT	UNXING DATE	Feature	CHA(8)	201

List of Elements for the WA Features File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
UNX_LGT	UNXING LIGHTING	Feature	CHA(1)	202
UNX_OVHD	OVHD BRIDGE NUM	Feature	CHA(9)	202
UNX_XRD	UNXROAD DESC	Feature	CHA(24)	202
UNX_XRDO	UNXROAD OWNER CD	Feature	CHA(2)	202

Notes:

1. SAS element names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

2. For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when elements are listed in tables.

3. Feature file is available for 1993-1996 and from 2002 onwards.

Bridge Date

SAS Name: BRDG_DT

Definition: Date of last change in the bridge information (YYYYMMDD).

Bridge Lighting

SAS Name: BRDG_LGT

Definition: Whether the bridge was illuminated

'Y'	Yes
'N'	No

Bridge Number

SAS Name: BRDG_NBR

Definition: Bridge number

Additional Information: Linkage to National Bridge Index.

Bridge XRoad Owner CD

SAS Name: BRDG_OWN

Definition: Ownership of the road or feature being crossed by the bridge.

'CC'	County and City
'CO'	County
'CT'	City
'FS'	Forest Service
'MY'	Military
'OT'	Other
'PK'	Park Service
'PV'	Private
'RS'	Reservation
'SO'	'State and County
'SI'	State and City
'ST'	State

Bridge XRoad Desc

SAS Name: BRDG_XRD

Definition: Description of the road or feature being crossed by the bridge.

Horizontal Curve Cen Angle

SAS Name: CURV_ANG

Definition: Central angle for the horizontal curve

Horizontal Curve Date

SAS Name: CURV_DT

Definition: Date of last change in horizontal curve information (YYYYMMDD)

Horizontal Curve Length (Feet)

SAS Name: CURV_LGT

Definition: Length in feet of the horizontal curve

Additional Information: See SEG_LNG for length in miles.

Horizontal Curve Max Super

SAS Name: CURV_MAX

Definition: Maximum super elevation for the horizontal curve

Additional Information: Most of the cases are uncoded for this element. The only data present is for recent reconstruction efforts.

Horizontal Curve Contract Number — SAS Name: CURV_NUM

Definition: Horizontal curve contract number

Horizontal Curve Radius (Feet) — SAS Name: CURV_RAD

Definition: Horizontal curve radius (feet)

Horizontal Curve Type — SAS Name: CURV_TYP

Definition: Horizontal curve type of the feature

Additional Information: Indicates whether the horizontal curve is a regular curve, an angle point, (i.e., an instantaneous change in direction between two intersecting tangent sections), or a gap where no information on the horizontal alignment is available. Code values are specific to the TRIPS system. The element is stored at the SRMP of the curve PC (beginning) with all other data relating to the curve.

'A'	Angle Point
'C'	Curve (PC/PT)
'G'	Gap

Horizontal Curve Direction — SAS Name: DIR_CURV

Definition: Direction of a curve on a roadway in reference to the increasing direction of inventory.

'L'	Left
'R'	Right

District Date — SAS Name: DIST_DT

Definition: District date of the feature

Additional Information: Date of last change in related element (YYYYMMDD).

District Number — SAS Name: DISTNUM

Definition: District number of the feature

Vertical Align Grade Ahead — SAS Name: GRAD_AHD

Definition: Vertical align grade ahead of the feature

Additional Information: Percent grade (x.xx%).

Vertical Align Grade Back — SAS Name: GRAD_BAK

Definition: Vertical align grade back of the feature

Additional Information: Percent grade (x.xx%).

Vertical Align Date — SAS Name: GRAD_DT

Definition: Date of last change in the vertical alignment information

Vertical Curve Length (Feet) — SAS Name: GRAD_LGT

Definition: Vertical curve length of the feature

Vertical Align Contract Number — SAS Name: GRAD_NUM

Definition: Vertical align contract number of the special use lane

Additional Information: The contract number of the last contract that changed the vertical alignment of a roadway section

Vertical Curve Type — SAS Name: GRAD_TYP

Definition: Type of vertical curve at the end of the grade.

Additional Information: Indicates whether the end of the grade is connected to the succeeding grade with a vertical curve or an angle point,(i.e., instantaneous change in percent grade of the two intersecting tangent sections).

'A'	Angle Point
'C'	Vertical Curve
'G'	Gap

Direction of Inventory

SAS Name: IN_DIR

Definition: Direction of inventory of the feature

Additional Information: The inventory direction indicates the direction of mileposting on a state route. State routes are mileposted from a south to north or from west to east.

'I'	SRMP Incr dir - Increasing direction (SRMP increases when traveling in the increasing direction)
'D'	SRMP decr dir - Decreasing direction (SRMP decreases when traveling in the decreasing direction)
'B'	Both directions - B = Both directions of the roadway.

State Route Type ID

SAS Name: IN_INV

Definition: State route type ID of the feature

Accum Route Milepost

SAS Name: IN_MLPT

Definition: Accumulated Route Milepost (ARM) of the feature

Route Number

SAS Name: IN_RTNBR

Definition: Route number of the feature

Related Road Type

SAS Name: IN_TYPE

Definition: Related road type of the feature

Record Type

SAS Name: REC_TYPE

Definition: Record type of the feature

Additional Information: File type identification.

Speed Date

SAS Name: SPD_DTE

Definition: Date of last change in the speed limit information (YYYYMMDD).

Legal Speed Limit

SAS Name: SPD_LIMT

Definition: Speed limit.

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

Street Name Alias

SAS Name: STR_ALIS

Definition: Street name alias of the feature

Structure Date

SAS Name: STR_DTE

Definition: Date of last change in the structure information for this feature

Tunnel Name

SAS Name: TUN_NAME

Definition: Tunnel name

Tunnel Number

SAS Name: TUN_NUM

Definition: Tunnel number

Tunnel Date — SAS Name: TUNL_DT

Definition: Date of last change in the tunnel information (YYYYMMDD).

UNXING Date — SAS Name: UNX_DT

Definition: Date of last change for information about the route crossing a state route (YYYYMMDD).

UNXING Lighting — SAS Name: UNX_LGT

Definition: Presence of illumination on the route crossing a state route

Overhead Bridge Number — SAS Name: UNX_OVHD

Definition: Number of the bridge crossing a state route

UNXROAD Desc — SAS Name: UNX_XRD

Definition: Description of the route crossing a state route

UNXROAD Owner CD — SAS Name: UNX_XRDO

Definition: Owner of the route crossing a state route

' '	Not Stated
'CC'	County and City
'CO'	County
'CT'	City
'FS'	Forest Service
'MY'	Military
'OT'	Other
'PK'	Park Service
'PV'	Private
'RS'	Reservation
'SI'	State and City
'SO'	State and County
'ST'	State

List of Elements for the WA Left/Right File Crossing File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
DISCNTY	DISCONTINUITY INDICATOR	LR	CHA(1)	205
FACT_DES	FACILITY DESC	LR	CHA(24)	205
FACT_DT	FACILITY DATE	LR	CHA(8)	205
FACT_OWN	FACILITY OWNER	LR	CHA(3)	205
FACT_TYP	FACILITY TYPE	LR	CHA(1)	206
FLY_DT	FLYER STOP DATE	LR	CHA(8)	206
FLY_NUM	FLYER STOP NUMBER	LR	CHA(2)	206
FLY_OWN	FLYER STOP OWNER	LR	CHA(2)	207
LOT_DT	PARK RIDE LOT DATE	LR	CHA(8)	207
LOT_NUM	PARK RIDE LOT NUMBER	LR	CHA(2)	207
LOT_OWN	PARK RIDE LOT OWNER CD	LR	CHA(2)	208
LR_ABIND	LR AHEAD/BACK IND	LR	CHA(1)	208
LR_DESC	MISC FEATURE DESC	LR	CHA(24)	208
LR_DISTR	DISTRICT NUMBER	LR	CHA(1)	208
LR_INV	LEFT RIGHT ROAD INVENTORED	LR	CHA(11)	208
LR_MLPT	LR ACCUM ROUTE MILEPOST	LR	NUM	209
LR_MTDTE	LEFT RIGHT MAINTENANCE DATE	LR	CHA(8)	209
LR_QUAL	RELATED ROAD QUAL	LR	CHA(6)	209
LR_RARM	LEFT RIGHT REVERSE ARM	LR	NUM	209
LR_RDTY	RELATED ROAD TYPE	LR	CHA(2)	209
LR_RTNBR	ROUTE NUMBER	LR	CHA(3)	209
LR_SEC	CONTROL SECTION	LR	CHA(6)	209
LR_SIDE	LEFT/RIGHT SIDE IND	LR	CHA(2)	209
LR_SRMP	LEFT RIGHT SRMP	LR	NUM	210
LRDIS_DT	DISTRICT DATE	LR	CHA(8)	210
LRMIS_DT	MISC FEATURE DATE	LR	CHA(8)	210
LST_UPDT	LAST UPDATE DATE	LR	CHA(8)	210
MARK_DT	MILEPOST MARKER DATE	LR	CHA(8)	210
MARK_IND	MILEPOST MARKER AB IND	LR	CHA(1)	210
MARK_NUM	MILEPOST MARKER NUMBER	LR	CHA(3)	210
PKZNE_DT	PARKING ZONE DATE	LR	CHA(8)	210
PKZNE_TY	PARKING ZONE TYPE	LR	CHA(1)	211
REC_TYPE	RECORD TYPE	LR	NUM	211
REST_DT	REST AREA DATE	LR	CHA(8)	211
REST_NAM	REST AREA NAME	LR	CHA(24)	211

List of Elements for the WA Left/Right File Crossing File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
REST_NUM	REST AREA NUMER	LR	CHA(4)	211
REST_TYP	REST AREA TYPE	LR	CHA(2)	211
WGHT_DT	WEIGHT STATION DATE	LR	CHA(8)	212
WGHT_NUM	WEIGHT STATION NUMBER	LR	CHA(2)	212
WGHT_TYP	WEIGHT STATION TYPE	LR	CHA(2)	212
XRD_DESC	CROSSROAD ID DESC	LR	CHA(24)	212
XRD_DT	CROSSROAD DATE	LR	CHA(8)	212
XRD_OWN	CROSSROAD OWNER CD	LR	CHA(3)	212
XRD_TYP	CROSSROAD CONFIG TYPE	LR	CHA(1)	212

Notes:

1. SAS element names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.)

2. For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when elements are listed in tables.

3. Left/Right file is available for 1993-1996 and from 2002 onwards.

Discontinuity Indicator

SAS Name: DISCNTY

Definition: Discontinuity indicator of the left/right feature

Facility Desc

SAS Name: FACT_DES

Definition: Facility description of the left/right feature

Facility Date

SAS Name: FACT_DT

Definition: Date of last change in the facility information (YYYYMMDD).

Facility Owner

SAS Name: FACT_OWN

Definition: Owner of the facility

'DOT'	Dept of Trans - Department of Transportation
'oTS'	Other State - Other state
'WSF'	Wash St Ferries - Washington State ferries
'USC'	U. S. Customs - U.S. customs
'PRF'	Private Ferries - Private ferries
' '	Not stated - Not stated

Facility Type

SAS Name: FACT_TYP

Definition: Facility type

Additional Information: Establishes whether the facility is a toll, ferry, or border facility. Facility generally refers to the building associated with the area. (e.g. Toll Booth, Ferry Ticket Building, Customs Building).

'B'	Border
'F'	Ferry
'P'	Park & Ride Lot
'R'	Rest Area
'S'	Flyer Stop
'T'	Toll
'W'	Weigh Station
' '	Not Stated

Flyer Stop Date

SAS Name: FLY_DT

Definition: Date of last change in the flyer stop information (YYYYMMDD).

Flyer Stop Number

SAS Name: FLY_NUM

Definition: Flyer stop number

Flyer Stop Owner

SAS Name: FLY_OWN

Definition: Owner of the Flyer stop

'BE'	Bell Munic Trans - Bellingham Municipal Transit
'CL'	Clallam Transit - Clallam Transit
'PI'	Pierce Transit - Pierce Transit
'CO'	Community Transit - Community Transit
'PR'	Prosser Rur Tranp - Prosser Rural Transp
'CT'	C-Tran - C-Tran
'PU'	Pullman Trans Sys - Pullman Transit System
'CU'	Comm Urb Bus Sys - Community Urban Bus System
'SM'	Seattle Metro - Seattle Metro
'EV'	Everett Tran Syst - Everett Transit System
'SP'	Spokane Transit - Spokane Transit
'GH'	Gra Harbr Tran Aut - Grays Harbor Transit Auth
'TW'	Twin Transit - Twin Transit
'IN'	Intercity Transit - Intercity Transit
'VA'	Valley Transit - Valley Transit
'JE'	Jefferson Transit - Jefferson Transit
'YA'	Yakima Transit - Yakima Transit
'KI'	Kitsap County PTBA - Kitsap County PTBA
'PA'	Pacific Transit - Pacific Transit

Park Ride Lot Date

SAS Name: LOT_DT

Definition: Date of last change in the Park and Ride lot information (YYYYMMDD).

Park Ride Lot Number

SAS Name: LOT_NUM

Definition: Park and Ride lot number

Park Ride Lot Owner CD

SAS Name: LOT_OWN

Definition: Owner of the Park and Ride lot

'BE'	Beliham Muni Tran - Bellingham Municipal Transit
'PA'	Pacific Transit - Pacific Transit
'CL'	Clallam Transit - Clallam Transit
'PI'	Pierce Transit - Pierce Transit
'CO'	Community Transit - Community Transit
'PR'	Pross Rural Trans - Prosser Rural Transp
'CT'	C-tran - C-Tran
'PU'	Pulmn Trans Systm - Pullman Transit System
'CU'	Comm Urb Bus Sys - Community Urban Bus System
'SM'	Seattle Metro - Seattle Metro
'EV'	Everett Trans Sys - Everett Transit System
'SP'	Spokane Transit - Spokane Transit
'GH'	Grays Harbor Tran - Grays Harbor Transit Auth
'TW'	Twin Transit - Twin Transit
'IN'	'Intercity Transit - Intercity Transit
'VA'	'Valley Transit - Valley Transit
'JE'	Jefferson Transit - Jefferson Transit
'YA'	Yakima Transit - Yakima Transit
'KI'	'Kitsap Cnty PTBA - Kitsap County PTBA

LR Ahead/Back Indicator

SAS Name: LR_ABIND

Definition: Ahead/back indicator of the left/right feature

Miscellaneous Feature Desc

SAS Name: LR_DESC

Definition: Description of the miscellaneous left/right feature

District Number

SAS Name: LR_DISTR

Definition: District number of the feature

Left/Right Road Inventoried

SAS Name: LR_INV

Definition: Roadway element location information used in linkage to other files.

Left/Right Accum Route Milepost

SAS Name: LR_MLPT

Definition: Accumulated Route Milepost (ARM) of the feature

Left/Right Maintenance Date

SAS Name: LR_MTDTE

Definition: Date of last change in the maintenance information for the left/right feature

Related Road Qual

SAS Name: LR_QUAL

Definition: Related road qualifier of the left/right feature

Left/Right Reverse ARM

SAS Name: LR_RARM

Definition: Reverse ARM of the left/right feature

Related Road Type

SAS Name: LR_RDTY

Definition: Related road type of the left/right feature

Additional Information: See codes under RD_TYPE in Roadlog File.

Route Number

SAS Name: LR_RTNBR

Definition: Route number of the left/right feature

Control Section

SAS Name: LR_SEC

Definition: Control section of the left/right feature

Left/Right Side Ind

SAS Name: LR_SIDE

Definition: Indication of which side of the mainline the feature is located on

'B'	Both Sides - Both sides, both roadways
'C'	Both Medn Sides - Both inside (median side) edges
'L'	Outside (Rd2) - Outside edge - Road 2
'LC'	Inside (Rd2) - Inside edge (median side) - Road 2
'R'	Outside (Rd1) - Outside edge - Road 1
'RC'	Inside (Rd1) - Inside (median) edge - Road 1

Left/Right SRMP — SAS Name: LR_SRMP

Definition: SRMP of the left/right feature

District Date — SAS Name: LRDIS_DT

Definition: Date of last change for the district information (YYYYMMDD).

Misc Feature Date — SAS Name: LRMIS_DT

Definition: Date of last change in the miscellaneous information for the left/right feature

Last Update Date — SAS Name: LST_UPDT

Definition: Date of last update for the left/right feature

Milepost Marker Date — SAS Name: MARK_DT

Definition: Date of last change in the milepost marker of the left/right feature

Milepost Marker AB Ind — SAS Name: MARK_IND

Definition: Milepost marker ahead/back Indicator of the left/right feature

Additional Information: Uniquely identifies a milepost marker number when the same milepost marker number is used more than once for a route.

'B'	Back
'S'	Spur

Milepost Marker Number — SAS Name: MARK_NUM

Definition: Milepost marker number of the left/right feature

Parking Zone Date — SAS Name: PKZNE_DT

Definition: Date of last change in the parking zone information (YYYYMMDD).

Parking Zone Type

SAS Name: PKZNE_TY

Definition: Parking zone type

Additional Information: Describes the type of parking that is permitted along a state route as it passes through a city.

'B'	Both sides park - Both sides parking permitted
'R'	Right side park - Right side parking only permitted
'L'	Left side park - Left side parking only permitted
'U'	N/Park peak hrs - Prohibited during peak hours
'P'	N/Park both sides - Parking prohibited on both sides

Record Type

SAS Name: REC_TYPE

Definition: Record type of the left/right feature

Additional Information: File type identification.

Rest Area Date

SAS Name: REST_DT

Definition: Date of last change in the rest area information

Rest Area Name

SAS Name: REST_NAM

Definition: Name of the rest area

Rest Area Number

SAS Name: REST_NUM

Definition: Rest area number

Rest Area Type

SAS Name: REST_TYP

Definition: Relative size of the rest area

'MA'	Major
'MI'	Minor

Weight Station Date — SAS Name: WGHT_DT

Definition: Date of last change in the weight station (YYYYMMDD).

Weight Station Number — SAS Name: WGHT_NUM

Definition: Weight station number

Weight Station Type — SAS Name: WGHT_TYP

Definition: Weight station type

Crossroad ID Desc — SAS Name: XRD_DESC

Definition: Crossroad ID description

Crossroad Date — SAS Name: XRD_DT

Definition: Date of last change in the crossroad information (YYYYMMDD).

Crossroad Owner CD — SAS Name: XRD_OWN

Definition: Crossroad owner code

Crossroad Config Type — SAS Name: XRD_TYP

Definition: Crossroad configuration type

Additional Information: Indicates how a cross road intersects with a state route.

'A'	On Ramp
'N'	Ent From
'E'	Off Ramp
'O'	On/Off Ramp
'G'	Intersection
'T'	Ent/Exit
'X'	Exit To

List of Elements for the WA Railroad Crossing File

SAS VARIABLE NAME	DESCRIPTION	SAS VARIABLE FILE	FORMAT TYPE	PAGE NO.
DIR_INV	RDWY DIR OF INVENTORY	Railroad	CHA(1)	214
REC_TYPE	RECORD TYPE	Railroad	NUM	214
RR_ABIND	RR CROSSING AB IND	Railroad	CHA(1)	214
RR_DISTR	DISTRICT NUMBER	Railroad	CHA(1)	214
RR_INV	RR CROSSING ROAD INV	Railroad	CHA(11)	214
RR_MLPT	RR XING ACCUM ROUTE MLPST	Railroad	NUM	214
RR_MTDTE	RR CROSSING MAINT DTE	Railroad	CHA(8)	215
RR_QUAL	RELATED ROAD QUAL	Railroad	CHA(6)	215
RR_RARM	RR CROSSING REVERSE ARM	Railroad	NUM	215
RR_RDTY	RELATED ROAD TYPE	Railroad	NUM	215
RR_RTNBR	ROUTE NUMBER	Railroad	CHA(3)	215
RR_SRMP	RR CROSSING SRMP	Railroad	NUM	215
RRDIS_DT	DISTRICT DATE	Railroad	CHA(8)	215
RRX_DTE	RR XING DATE	Railroad	CHA(8)	215
RRX_NUM	RR XING AAR NUM	Railroad	CHA(7)	215
RRX_TYPE	RR XING TYPE	Railroad	CHA(1)	215

Notes:

1. SAS element names and longer explanatory names are shown above each listing. (See Discussion for information on SAS formats.

2. For all SAS-formatted elements below, an extra category labeled as "ERROR CODES" consolidates all values not listed as legitimate codes. This category is printed when elements are listed in tables.

3. Railroad crossing file is available for 1993-1996 and from 2002 onwards.

Roadway Dir of Inventory — SAS Name: DIR_INV

Definition: Direction of inventory for the roadway at the railway crossing.

Record Type — SAS Name: REC_TYPE

Definition: Record type for railway crossing data

Additional Information: File type identification.

Railroad Crossing AB Ind — SAS Name: RR_ABIND

Definition: Ahead back indicator for the roadway at the railway crossing

District Number — SAS Name: RR_DISTR

Definition: District number for the railway crossing

Railroad Crossing Road Inv — SAS Name: RR_INV

Definition: Information of the roadway at the railway crossing used in linkage to other files

Railroad Crossing Accum Route Milepost — SAS Name: RR_MLPT

Definition: Accumulated Route Milepost (ARM) of the roadway at the railway crossing

Railroad Crossing Maintenance Date — SAS Name: RR_MTDTE

Definition: Date of last change in maintenance information (YYYYMMDD).

Related Road Qual SAS Name: RR_QUAL

Definition: Related road qualifier for the roadway at the railway crossing

Railroad Crossing Reverse ARM SAS Name: RR_RARM

Definition: Reverse ARM for the roadway at the railway crossing

Related Road Type SAS Name: RR_RDTY

Definition: Related road type for the roadway at the railway crossing

Additional Information: See codes under RD_TYPE in Roadlog File.

Route Number SAS Name: RR_RTNBR

Definition: Route number for the roadway at the railway crossing

Railroad Crossing SRMP SAS Name: RR_SRMP

Definition: SRMP for the roadway at the railway crossing

District Date SAS Name: RRDIS_DT

Definition: Date of last change in district information (YYYYMMDD).

Railroad Crossing Date SAS Name: RRX_DTE

Definition: Date of last change in railroad crossing information (YYYYMMDD).

Railroad Crossing AAR Number SAS Name: RRX_NUM

Definition: AAR number of the railway crossing

Railroad Crossing Type SAS Name: RRX_TYPE

Definition: How the railroad physically crosses the state route.

'G'	Grade Crossing
'S'	Structure Crossing