

## **README FILE FOR USING THE NEW ALCOHOL FILES**

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### **(1) MIACCyr (e.g., MIACC00 MIACC01) SAS Datasets**

These file contain crash-level alcohol datasets. There is a record for every crash contained in the FARS Accident files. These replace the ACCBACyr files from previous years. Each of the MIACCyr files have the following variables:

ST\_CASE: State Case Number  
YEAR : Calender Year  
A1-A10: 10 imputed Crash-BAC values

The 10 values are actual values of BAC that can have values in the plausible BAC range (0 - 0.94) These replace the 3 probabilities contained in the earlier ACCBAC&yr datasets.

### **(2) MIPERyr (e.g., MIPER00 MIPER01) SAS Datasets**

These file contain person-level alcohol datasets. There is a record for each driver and Non-occupant in the FARS person level files. These replace the PERBACyr files from previous years. Each of the MIPERyr files have the following variables:

ST\_CASE: State Case Number  
VEH\_NO: Vehicle Number  
PER\_NO: Person Number  
YEAR: Calender Year  
P1-P10: 10 imputed Person-BAC values

The 10 values are actual values of BAC that can have values in the plausible BAC range (0 - 0.94) These replace the 3 probabilities contained in the earlier PERBAC&yr datasets.

These estimates can be merged with the three FARS Files, ACCIDENT, VEHICLE and PERSON files to derive estimated rates of alcohol involvement. The 10 imputations can be combined using the computational procedures documented in the Appendix of the NHTSA Technical Report (DOT HS 809 403).

#### **IMPORTANT:**

The 10 imputed values are actual values of BAC. However, they should NOT be averaged to produce a single 'average' BAC value at the person level.

Analyses should be performed by each imputation resulting in 10 estimates (e.g., proportion of crashes that are alcohol-related) and these proportions should be averaged to get the final proportion interest.

Any analyst/user of this data is strongly encouraged to use the sample SAS programs available in the Appendix of the NHTSA Technical Report (DOT HS 809 403).

<http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/Rpts/2002/809-403.pdf>